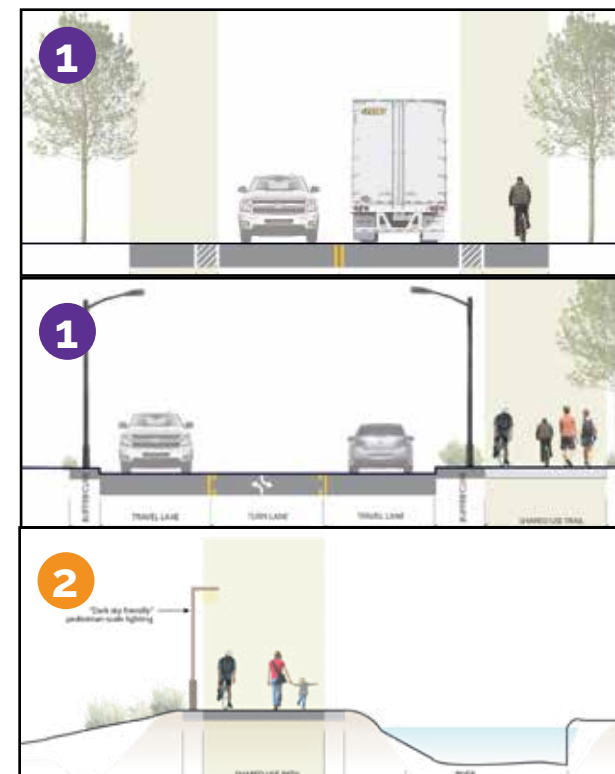


Summary This is part of the Lake Wenatchee to Leavenworth - West Corridor, which connects Lake Wenatchee State Park to the City of Leavenworth. There are two alternative alignments for this pathway. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment Alternatives

These alternatives offer different sets of challenges and opportunities, and recommendations for each varies depending on the specific context.

- 1** State Route 207 Alignment (4.3 Miles) | State Route 207 is a two lane highway with narrow shoulders, creating a risky environment for non-motorized users. The recommended path type for this alignment is a separated shared use trail, although a wider, protected shoulder is a reasonable alternative.
- 2** Nason Creek Alignment (3.5 Miles) | The Nason Creek alignment is the scenic alternative to routing the pathway along State Route 207. The Lower Nason ski trail also uses this general alignment, so a new pathway for non-motorized users could use part of the ski trail, help to improve it, or find a new parallel route. This alternative offers separation from vehicle traffic and beautiful scenery.



Issues

- 1** Safe non-motorized crossings are needed at the intersection of SR 207 and US 2, as well as a smooth and safe transition between pathway segments.
- 2** Work with creekside property owners to discuss pathway routing opportunities.
- 3** Connect pathway seamlessly and safely to Lake Wenatchee State Park roads and pathway systems.

Opportunities & Partnerships

Western Rivers Conservancy

- Work with the Portland-based nonprofit for Alternative 2. Western Rivers Conservancy owns much of the land surrounding Nason Creek, but the nonprofit's goals include providing public access for all to enjoy near and on their land surrounding rivers.

WSDOT

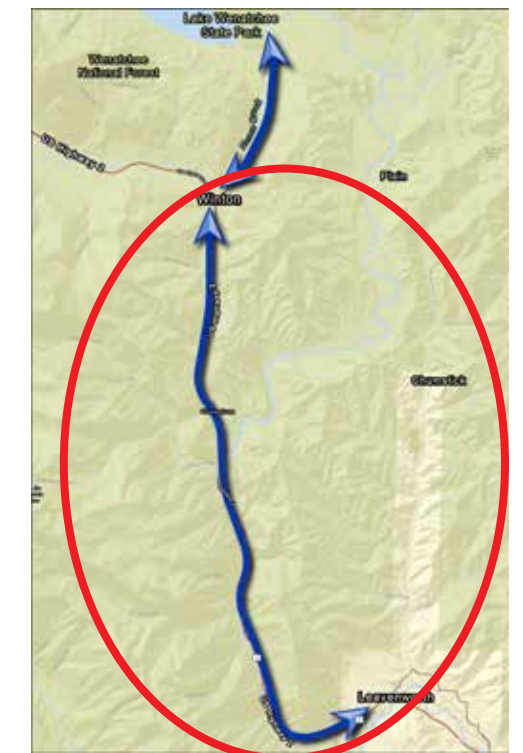
- Alternative 1 would require changes to a state route. No current plans exist for changes to SR 207. If this alignment is chosen, begin planning and design conversations with WSDOT as soon as possible.

Washington State Parks & National Forest Service

- Partnering with the National Forest Service and Washington State Parks would help coordinate trail and pathway-related efforts, including availability of state and federal funding. This segment should connect seamlessly with Lake Wenatchee State Park trails.

Nason Ridge Community Forest Management Plan

- This forest management plan establishes protections and conservation efforts for the Nason Ridge tract to prevent residential and commercial development and manage forest health. The Forest Management Plan boundaries extend west from Nason Creek, so further coordination with forest management will be needed if Alignment 2 is chosen following the west side of Nason Creek.



Summary This is part of the Lake Wenatchee to Leavenworth - West Corridor, which connects Lake Wenatchee State Park to the City of Leavenworth through Tumwater Canyon. Due to geographical constraints there is only one proposed route alignment for this segment. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

There is only one proposed alignment for this segment due to geographical constraints. These constraints are steep mountain slopes on one side and the Wenatchee River on the other.

1 Us 2 Alignment (15.1 Miles) | A pathway connecting Coles Corner to Leavenworth would need to generally follow US 2. This segment was quoted by many in the public survey as having narrow shoulders, dangerous corners, and poor visibility for non-motorized users. Due to US 2's high volumes and high speeds, a separated shared use trail is recommended for this segment. However, constraints including steep slopes and the Wenatchee River provide little room for a separate pathway in some places. Other alternatives may be considered where these constraints are too restrictive. Exploring options such as routing a pathway on the other side of the river or using a physically-buffered shoulder will be necessary to provide safe access along this segment.



US 2's scenic path has narrow roadways and geographical restrictions

Issues

- 1** Narrow roads and sharp corners will need to be addressed in this section to provide better visibility for non-motorized users.
- 2** The bridge over the Wenatchee River has decent shoulders, but more protection will be needed if the pathway crosses this bridge.
- 3** Safe non-motorized crossings are needed at the intersection of SR 207 and US 2, as well as a smooth and safe transition between pathway segments.

Opportunities & Partnerships

City of Leavenworth

- Align efforts with Upper Valley Regional Trails Plan, including road improvements to US 2 west of Leavenworth. This segment should connect with existing City of Leavenworth trails at an improved intersection at US 2 and Icicle Road.
- Connections through the City of Leavenworth's trail system would connect this segment with segments 5 and 7, allowing continuous regional mobility through Leavenworth.

WSDOT

- Align efforts with US 2 Upper Wenatchee Valley Corridor Study, including:
 - Widening shoulders along US 2 between Coles Corner and Leavenworth to provide additional space for bicyclists. Ideas in this plan include edge-line rumble strips, widening shoulders, and re-striping edge lines.
 - Providing a roundabout at US 2 and SR 207 could provide safer conditions for cyclist and pedestrian crossings.

Leavenworth Chamber of Commerce

- Coordination with the Leavenworth Chamber of Commerce will help forward and coordinate regional recreation efforts with the local economic development and recreational efforts in Leavenworth.

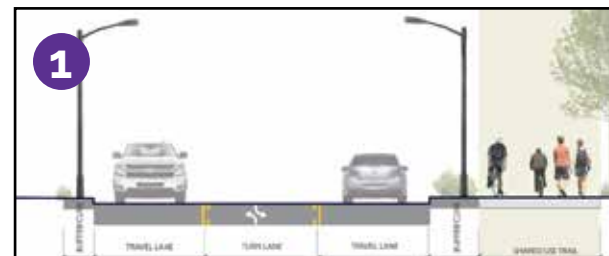


Summary This is part of the Lake Wenatchee to Leavenworth - East Corridor, which connects Lake Wenatchee State Park to the City of Leavenworth via the Chumstick Highway. The proposed route alignment follows the Chumstick Highway, which accommodates public feedback to provide non-motorized improvements through this corridor.

Route Alignment

The public survey reflected significant demand for a route following the Chumstick Highway.

- 1** Chumstick Highway Alignment (5.6 Miles) | Chumstick Highway is a county road that was formerly a state highway. The road consists of two lanes and narrow shoulders, leaving very little space for non-motorized users. The highway has low traffic volumes, but high speeds and low visibility around curves and bends create dangerous conditions for non-motorized users sharing the road. Therefore, an improved and widened shoulder is recommended for the Chumstick Highway. Rumble strips, MUTCD signage at corners, and wider paved shoulders would help make this segment more accommodating and safe for those bicycling or walking/running. A separated shared use pathway may also be considered if determined a feasible option. A separated pathway would be preferred if feasible.



Issues

- 1** Narrow roads and sharp corners will need to be addressed in this section to provide better visibility for non-motorized users.
- 2** The bridge over the Wenatchee River has almost no shoulders. More space and/or signage is needed to provide proper protection for non-motorized users crossing this bridge.

Opportunities & Partnerships

Washington State Parks & National Forest Service

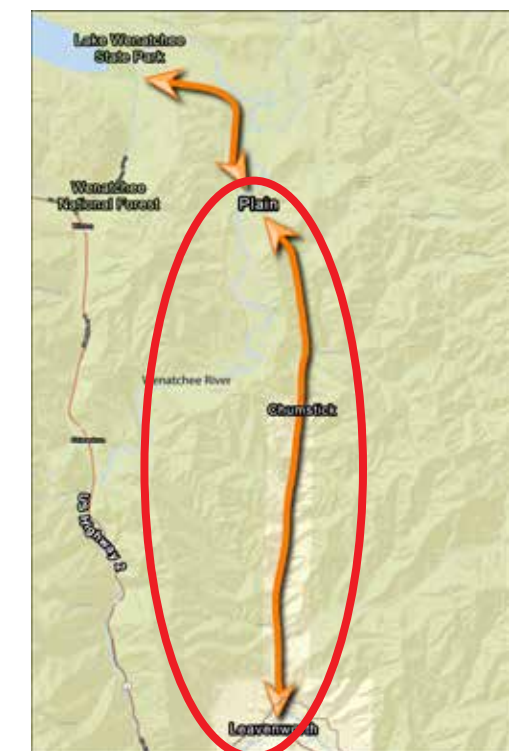
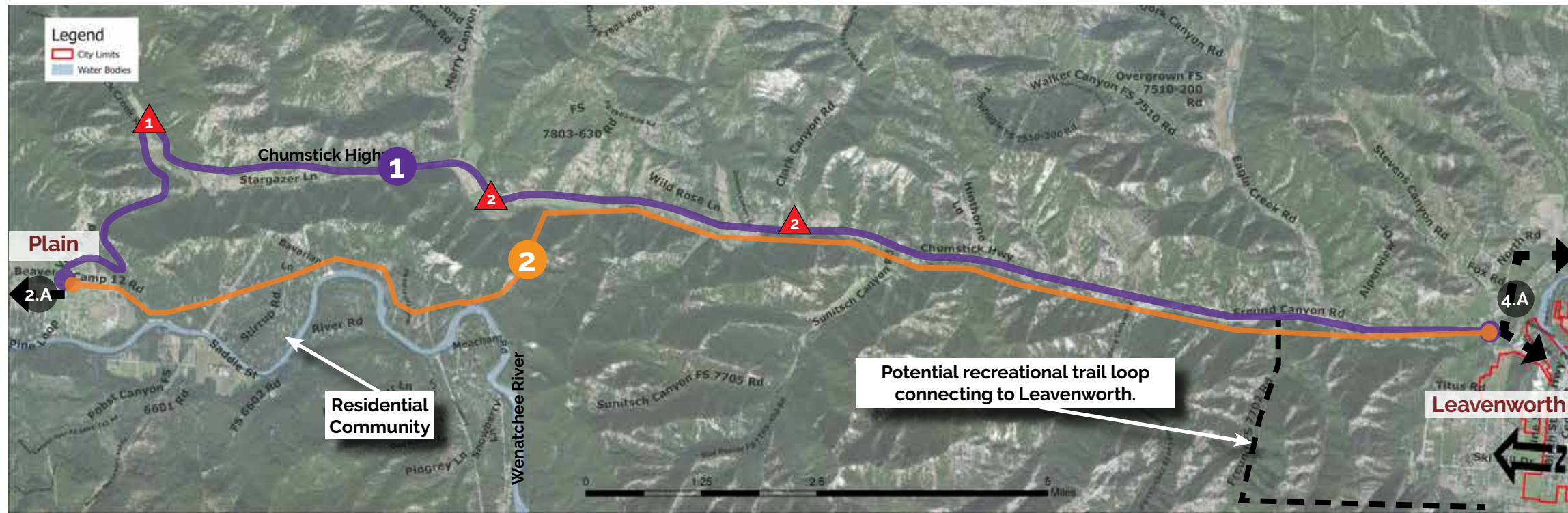
- Partnering with the National Forest Service and Washington State Parks would help coordinate trail and pathway-related efforts, including availability of state and federal funding. This segment should connect seamlessly with Lake Wenatchee State Park trails.
- Land surrounding most this alignment is part of the Wenatchee National Forest. Should roadway widening or a parallel separated pathway be considered, the county may need to acquire right-of-way from the National Forest Service.

Explore other alternatives

- Chumstick Highway was the preferred alignment in the public survey, but alternatives such as routing a pathway along the Wenatchee River may also be feasible.



Chumstick Highway has narrow roadways and geographical restrictions



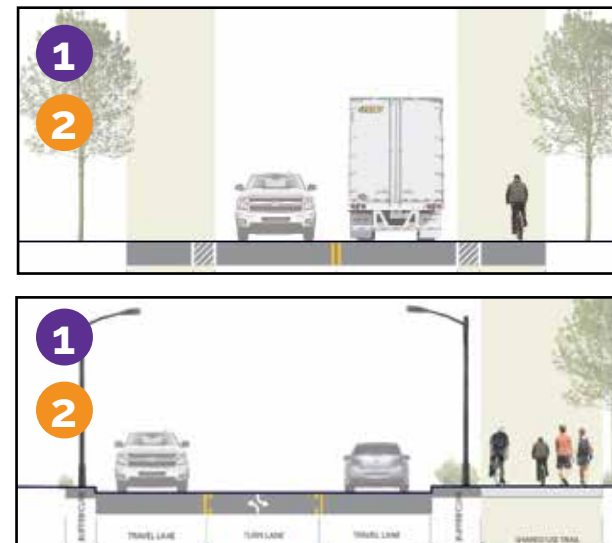
Summary This is part of the Lake Wenatchee to Leavenworth - East Corridor, which connects Lake Wenatchee State Park to the City of Leavenworth via the Chumstick Highway. The proposed route alignment follows the Chumstick Highway, which accommodates public feedback to provide non-motorized improvements through this corridor.

Route Alignment Alternatives

The public survey reflected significant demand for a route following the Chumstick Highway.

1 Chumstick Highway Alignment (14.4 Miles) | Chumstick Highway is a county road that was formerly a state highway. The road consists of two lanes and narrow shoulders, leaving very little space for non-motorized users. The highway has low traffic volumes, but high speeds and low visibility around curves. An improved and widened shoulder with rumble strips and improved signage is recommended for the Chumstick Highway. A separated shared use pathway may also be considered if determined a feasible option. A separated pathway would be preferred if feasible.

2 Camp 12 Road Alignment (13 Miles) | The Camp 12 Road alignment would require significant improvements and require re-establishing connections with facilities that better accommodate non-motorized traffic along a historic roadway. This alignment provides a good alternative that gets non-motorized traffic off the busy and high-speed Chumstick Highway.



Issues

- 1** Narrow roads and sharp corners will need to be addressed in this section to provide better visibility for non-motorized users.
- 2** Railroad trestles along Chumstick Hwy create known choke points and would take significant investment to widen.

Opportunities & Partnerships

National Forest Service

- Land surrounding part this alignment is in the Wenatchee National Forest. Should roadway widening or a parallel separated pathway be considered, the county may need to acquire right-of-way from the National Forest Service.

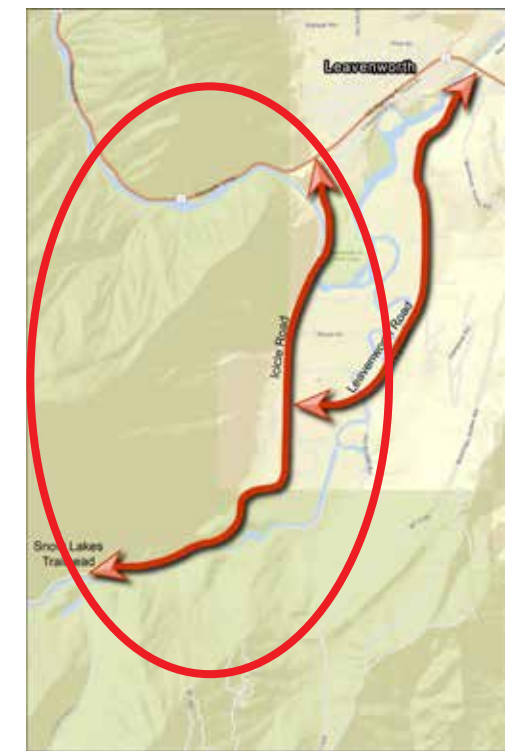
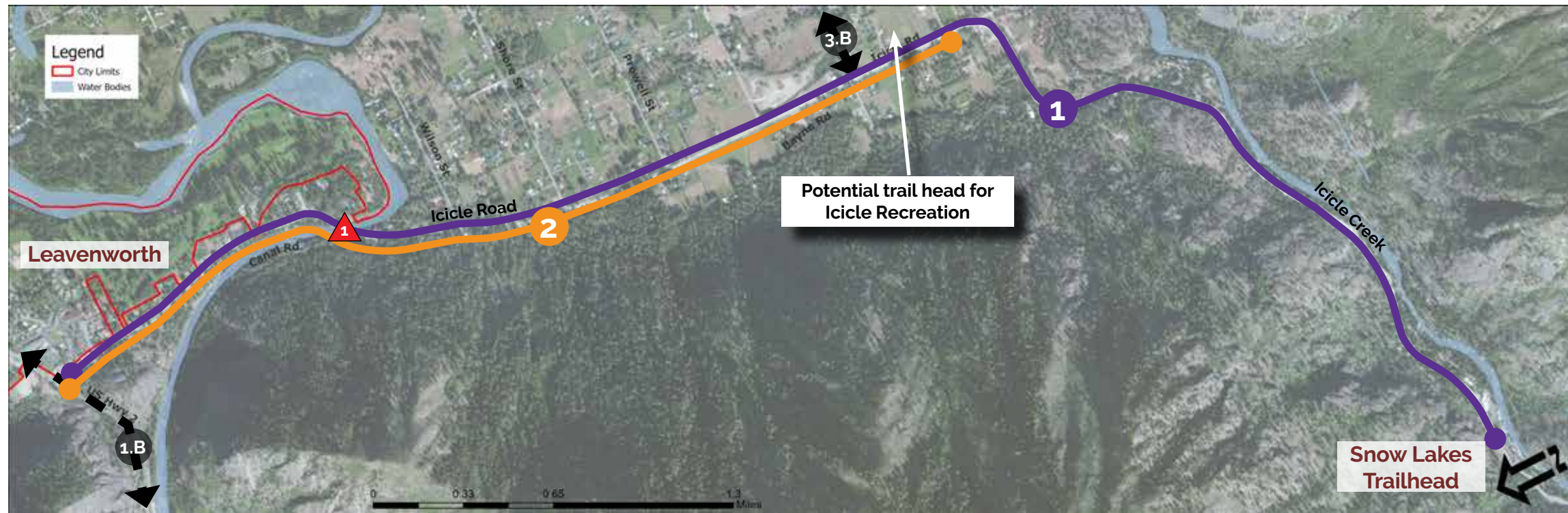
City of Leavenworth

- Align efforts with Upper Valley Regional Trails Plan, including the proposed regional trail from Plain to Leavenworth. The plan calls for improving Chumstick Highway for bicycle users.

Explore other alternatives

- Chumstick Highway was the preferred alignment in the public survey, but alternatives such as routing a pathway along the Wenatchee River or the old Camp 12 Road may also be feasible. Property owner engagement may also yield additional alternatives for consideration.





Summary This is part of the Icicle & East Leavenworth Roads Corridor, which provides a complete loop in conjunction with Leavenworth's city trail system, and an extension to the Snow Lakes Trailhead. Future efforts should finalize a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment Alternatives

Respondents to the public survey expressed significant interest in improved non-motorized facilities following Icicle Road on this segment. The alignment should generally follow Icicle Road.

1 Icicle Road Alignment (4.3 Miles) | Icicle Road is a two-lane county road with narrow to medium shoulders. This alignment is already a popular recreational non-motorized routes, used frequently by cyclists. This segment provides a direct connection between Leavenworth city limits at US 2 & Icicle Road and the Snow Lakes Trailhead. The public survey revealed that non-motorized users are concerned about unsafe conditions including speeding vehicles, high seasonal traffic volumes, and narrow bridges. Due to the increasing recreational use of this route, and popularity in the public survey, a separated shared use path is preferred for this segment.



2 Shortened Icicle Road Alignment (2.4 Miles) | Alternative 2 is a shortened version of Alternative 1, connecting to Segment 3.2 and the new trailhead, but no further.

Issues

- ⚠️ The bridge over the Wenatchee River has almost no shoulders. Planned improvements slated for 2022 should provide widening or a new bridge for non-motorized use to provide continuous safe pathways on this segment.

Opportunities & Partnerships

City of Leavenworth

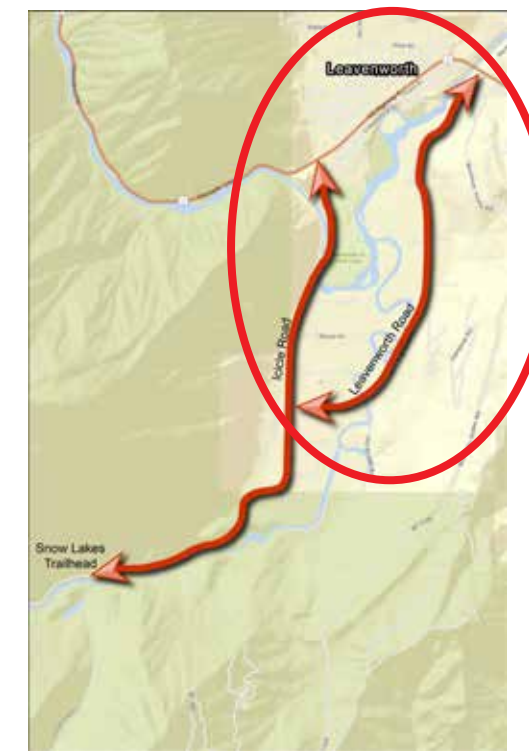
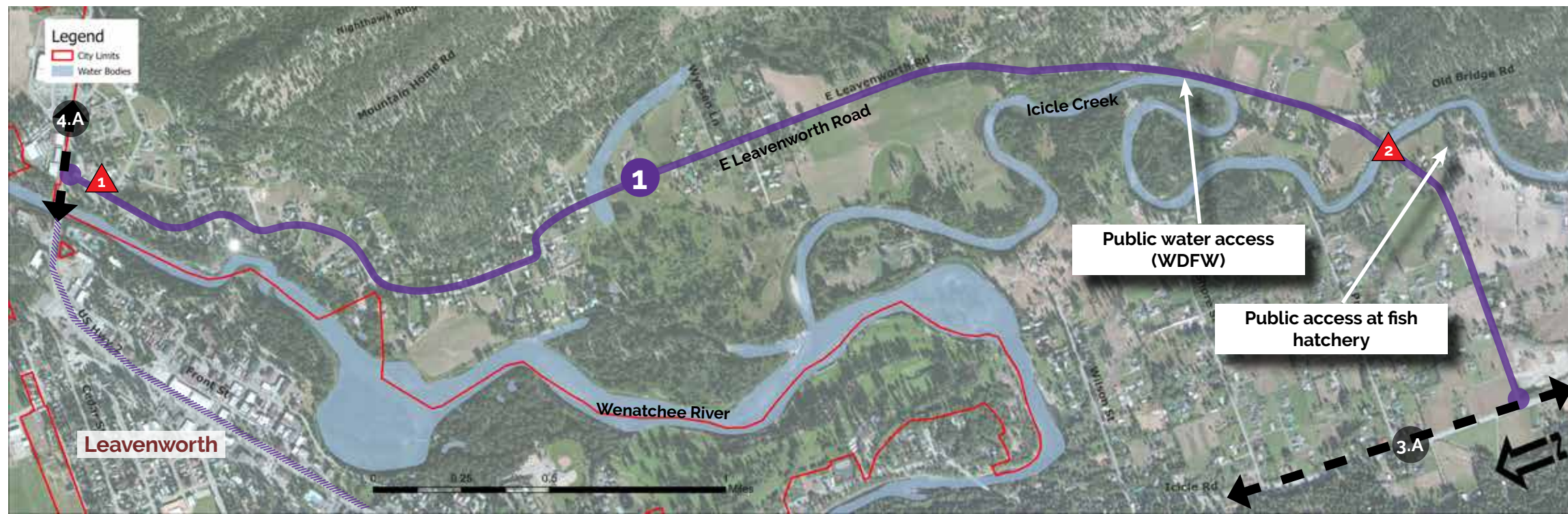
- Align efforts with Upper Valley Regional Trails Plan, including the proposed community trail from US 2 along Icicle Road to the Fish Hatchery, the proposed regional trail from the Fish Hatchery along Icicle Road to Snow Lakes Trailhead, and County bridge improvements which are slated for 2022.. The Upper Valley Regional Trails Plan suggests that this segment could also benefit from wider shoulders or an on-road bicycle lane.

Leavenworth Chamber of Commerce

- Coordination with the Leavenworth Chamber of Commerce will help forward and coordinate regional recreation efforts with the local economic development and recreational efforts in Leavenworth.



Icicle Road provides a scenic route for recreation enthusiasts, but existing conditions including narrow roadways and bridges create concern for most users.

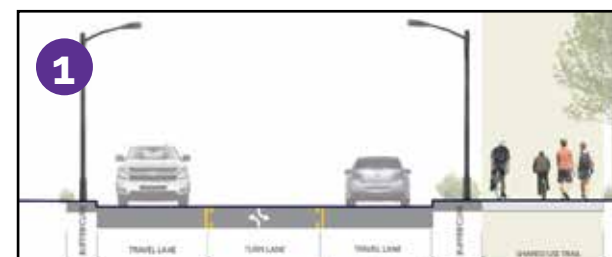


Summary This is part of the Icicle & Leavenworth Roads Corridor, which provides a complete loop in conjunction with Leavenworth's city trail system, and an extension to the Snow Lakes Trailhead. Future efforts should finalize a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

Respondents to the public survey expressed significant interest in improved non-motorized facilities following Leavenworth Road on this segment. The alignment should generally follow Leavenworth Road.

- 1** East Leavenworth Road Alignment (3.4 Miles)
E. Leavenworth Road was a popular pathway mentioned in the public survey. Many people responded that this is already a popular route used by cyclists, joggers, and walkers, but in many places there is no shoulder and no safe place for non-motorized users to be. A separated shared use path is preferred for this segment. However, limitations on existing right-of-way width may prove challenging to implement. The City of Leavenworth's Upper Valley Regional Trails Plan also recommends a community trail along this segment. The Upper Valley Regional Trails Plan suggests that this segment could also benefit from wider shoulders or an on-road bicycle lane.



Issues

- 1** Ensure a safe connection and highway crossing at the intersection of East Leavenworth Road and US 2.
- 2** The bridge has no shoulders. Bridge widening or a new bridge for non-motorized use will be needed in this area to provide continuous safe pathways on this segment.

Opportunities & Partnerships

City of Leavenworth

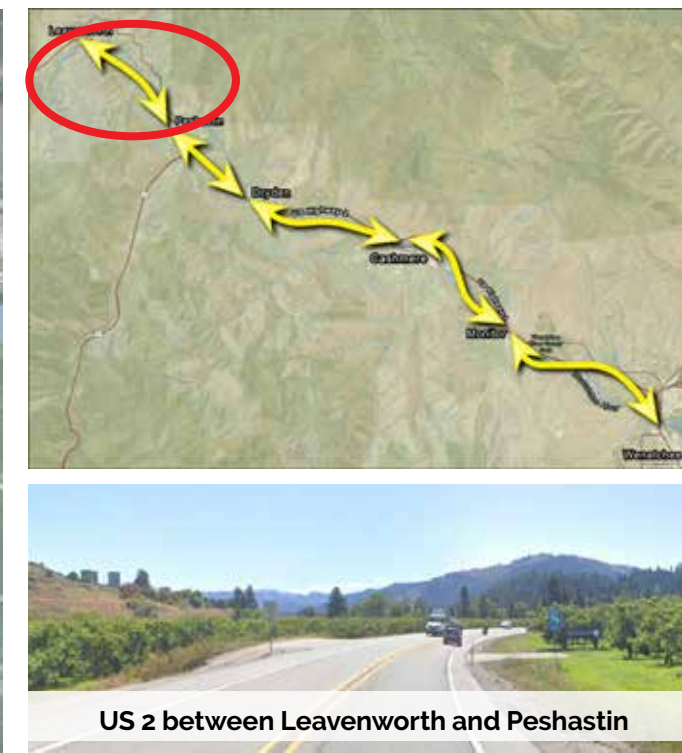
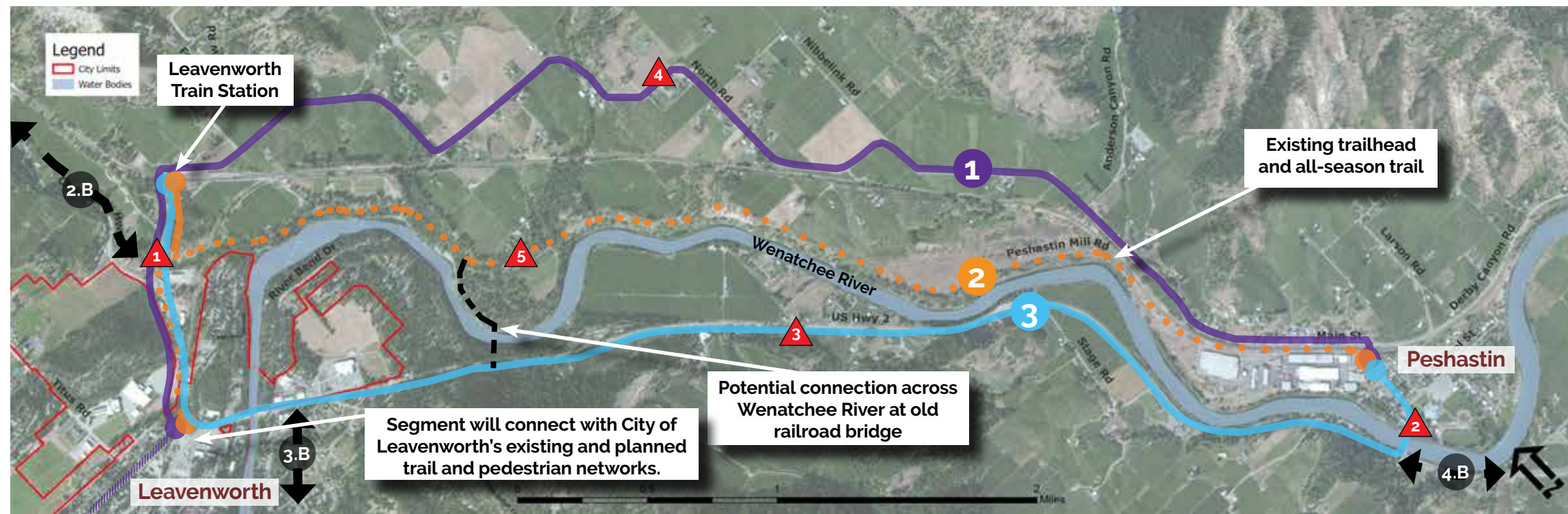
- Align efforts with Upper Valley Regional Trails Plan, including the proposed community trail from US 2 along E Leavenworth Road to Icicle Road.

Washington Department of Fish and Wildlife (WDFW)

- Partnering with Washington Department of Fish and Wildlife will provide greater connectivity to the public access point on Icicle Creek.



East Leavenworth Road provides a scenic route for recreation enthusiasts, but existing conditions including narrow roadways and bridges create dangerous conditions.

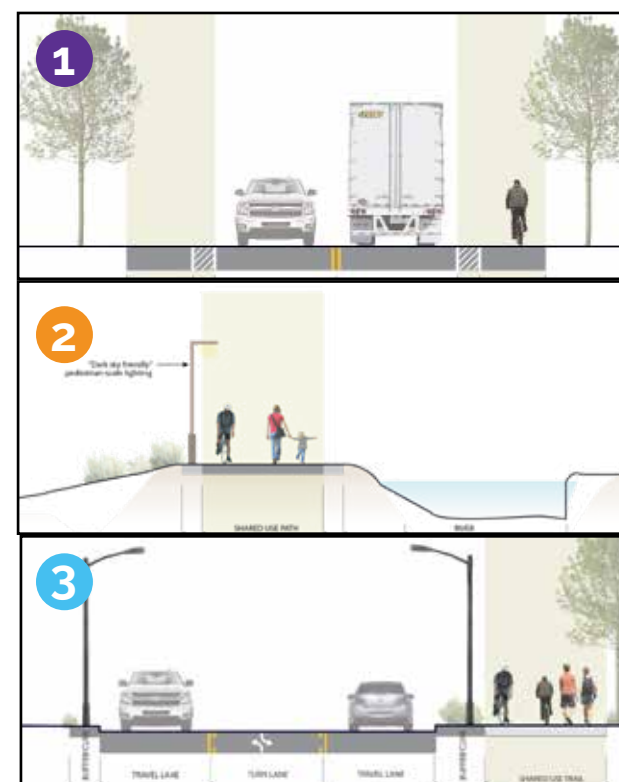


Summary This is part of the Leavenworth to Wenatchee Corridor, connecting the City of Leavenworth to the community of Peshastin. Three alternative routes are proposed to complete this connection. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment Alternatives

Each of these alternatives offers a different set of challenges and opportunities, and recommendations for each varies depending on the specific context. All alignments connect Leavenworth city limits to the Leavenworth Train Station via Chumstick Highway and North Road.

- 1** North Road Alignment (4.65 Miles) | North Road has a lower speed limit than US 2 and sees much less traffic. However, there are small to no shoulders along this route. A paved shoulder with appropriate width and buffers is recommended for this alignment.
- 2** Peshastin Mill Trail Alignment (4.0 Miles) | The alignment following the river does not follow existing roads and would be an extension of the existing non-paved Peshastin Mill Trail. A paved shared use path is recommended for this alignment.
- 3** US 2 Alignment (3.6 Miles) | US 2 sees heavy traffic and high vehicle speeds. Public feedback showed a lot of concern for the narrow lanes and shoulders and high traffic. A physically separated shared use path is highly recommended for this alignment.



Issues

- 1** North Road Bridge over Chumstick Creek needs space for non-motorized uses.
- 2** Main Street bridge from US 2 into Peshastin needs space for non-motorized uses. Main Street through to Derby Canyon Rd. is also constrained by the Railroad trestle bridge.
- 3** US 2 has narrow lanes and narrow w/no shoulders, in addition to high speed and high volume traffic.
- 4** North Road has no shoulders and many curves, causing visibility issues for cyclists.
- 5** Route is through multiple private properties that would require extensive easement negotiations.

Opportunities & Partnerships

City of Leavenworth

- Align efforts with Upper Valley Regional Trails Plan, including the Icicle Station Trail, North Road bicycle improvements, US 2 road improvements, and bridge improvements.

WSDOT

- Align efforts with US 2 Upper Wenatchee Valley Corridor Study, including:
 - New pedestrian and bicycle bridge parallel to Main Street bridge.
 - Bicycle Shoulder treatments on US 2
 - Trail parallel to US 2 between Leavenworth and Peshastin.

Complete the Loop Coalition

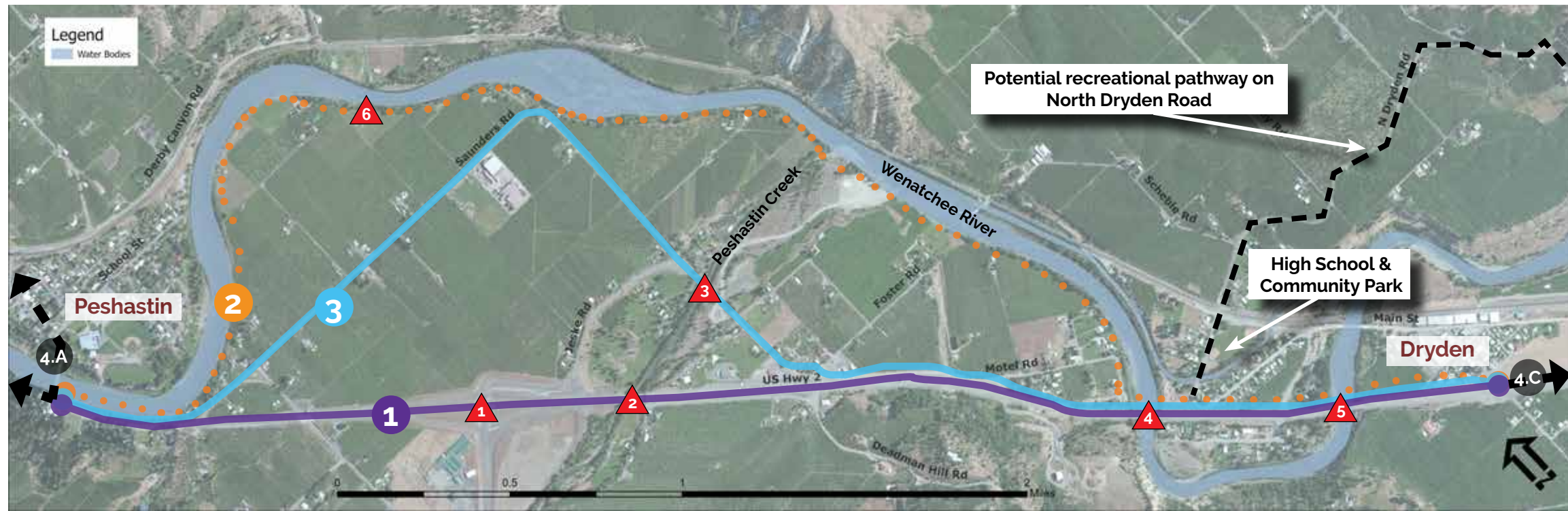
- Align efforts with the Peshastin Mill Trail development efforts, continuing existing trail through to Leavenworth.

Community of Peshastin

- Align efforts with Peshastin's goals and policies and work with private property owners.

Pursue other alternatives

- Route alternatives proposed here are based on feedback and previous planning efforts. Next steps may consider implementing one or multiple alternatives and potentially combining alignments.
 - Provide new/renewed connections across the Wenatchee River to connect or interchange alternative routes.
 - Explore opportunities to align trails next to the railroad.

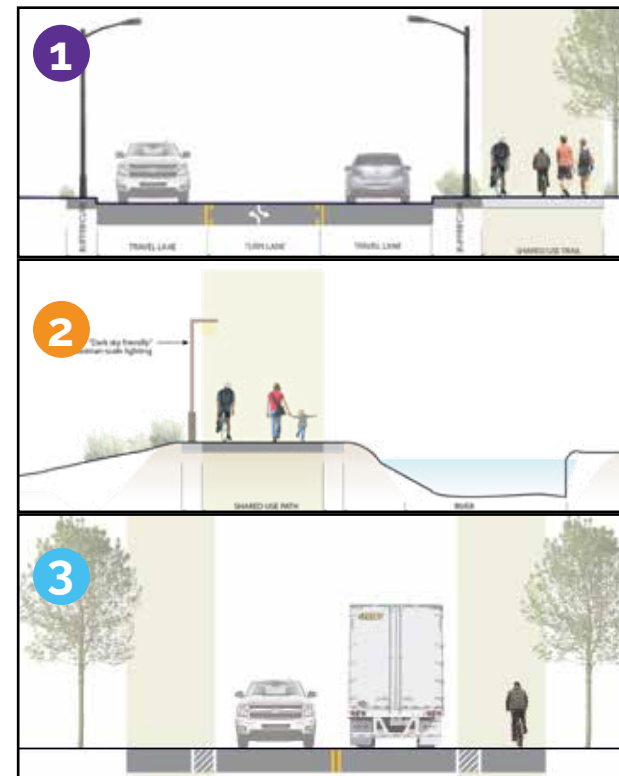


Summary This is part of the Leavenworth to Wenatchee Corridor, connecting the community of Peshastin to the community of Dryden. Three alternative routes are proposed to complete this connection. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment Alternatives

Each of these alternatives offers a different set of challenges and opportunities, and recommendations for each varies depending on the specific context.

- 1** US 2 Alignment (2.8 Miles) | US 2 sees heavy traffic and high vehicle speeds. Public feedback showed a lot of concern for the narrow lanes and shoulders and high traffic. A physically separated shared use path is highly recommended for this alignment.
- 2** Wenatchee River Alignment (3.8 Miles) | The alignment following the river does not follow existing roads, and would create a scenic path that is longer than Alternatives 1 and 3. A paved shared use path is recommended for this alignment.
- 3** Saunders Road Diversion (3.4 Miles) | Saunders Road has a lower speed limit than US 2 and sees much less traffic. However, there are small to no shoulders along this route, and this route is longer than Alternative 1. A paved shoulder with appropriate buffers is recommended for this alignment.



Issues

- 1** A path following US 2 would need to provide added safety precautions near the US 97 Interchange.
- 2** The US 2 bridge over Peshastin Creek has narrow lanes and small shoulders.
- 3** The Saunders Road bridge over Peshastin Creek is narrow, providing limited visibility for non-motorized users.
- 4** The first US 2 bridge over the Wenatchee River has narrow lanes and very small shoulders. Bridge widening or a new non-motorized-only bridge may be necessary.
- 5** The second US 2 bridge over the Wenatchee River has narrow lanes and no shoulders.
- 6** Route is through multiple private properties that would require extensive easement negotiations.

Opportunities & Partnerships

City of Leavenworth

- Align efforts with Upper Valley Regional Trails Plan, including creating safer conditions for cyclists along US 2.

Community of Dryden

- The community of Dryden does not have any outlined plans or policies relating to pathways. Still, pathway connections should consider impacts to the community and provide safe connections for Dryden residents. Work with property owners.

WSDOT

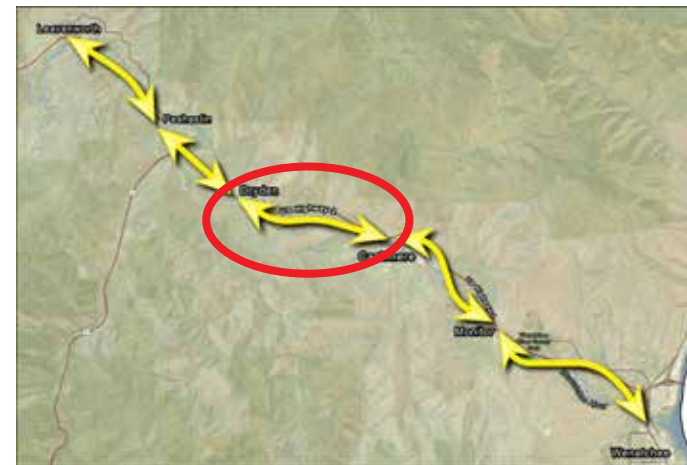
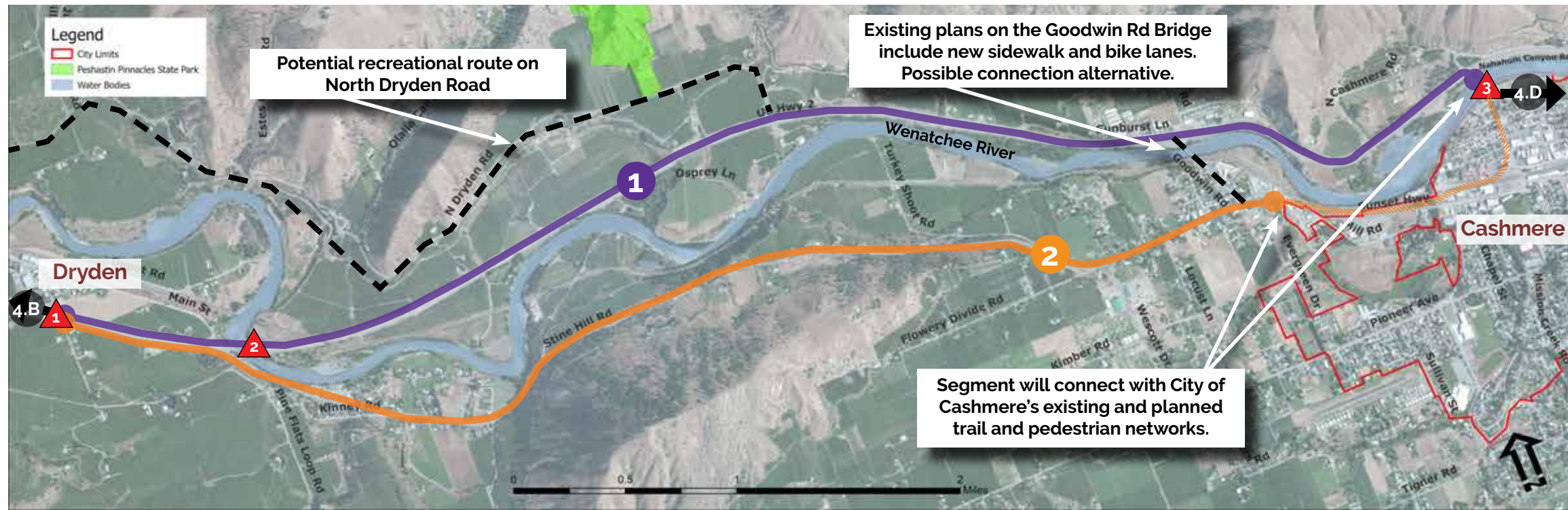
- Align efforts with US 2 Upper Wenatchee Valley Corridor Study, including:
 - Bicycle shoulder treatments on US 2 including edge-line rumble strips.
 - Trail parallel to US 2 for non-motorized modes between Peshastin and Cashmere.

Community of Peshastin

- Align efforts with Peshastin's established goals and policies to provide a safe, coordinated system of bikeways, walkways, and trails for non-motorized traffic. Work with property owners.

Complete the Loop Coalition

- Complete the Loop Coalition has been working on connecting Leavenworth and Wenatchee by a shared use pathway, so efforts should coordinate with existing plans.



Summary This is part of the Leavenworth to Wenatchee Corridor, connecting the community of Dryden to the City of Cashmere. Two alternatives are proposed to complete this connection. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment Alternatives

Each alternative offers a different set of challenges and opportunities, and recommendations for each varies depending on the specific context.

- 1** US 2 Alignment (4.7 Miles) | US 2 sees heavy traffic and high vehicle speeds. Public feedback showed a lot of concern for the narrow lanes and shoulders and high traffic. A physically separated shared use trail is highly recommended for this alignment.
- 2** Stine Hill Road Alignment (5.1 Miles) | This alignment provides an alternative route to US 2 to avoid the high traffic corridor, and instead send non-motorized users on a parallel path on the south side of the river. This path would utilize Stine Hill Road, a two lane county road with medium shoulders. The pathway turns onto Sunset Highway which would take users directly to downtown Cashmere. Due to the high demand and frequent use of this corridor, Alignment 2 is preferred as a separated shared use path.



Issues

- 1** The path should provide safe access across US 2 for those going to and from Dryden.
- 2** The US 2 bridge over the Wenatchee River has small shoulders and would need to be widened, or another bridge would need to be built to accommodate non-motorized users.
- 3** The Aplets Way bridge only has very narrow raised shoulders. More space for non-motorized users would be needed for Alignment 1 on this bridge.

Opportunities & Partnerships

Community of Dryden

- The community of Dryden does not have any outlined plans or policies relating to pathways. Still, pathway connections should consider impacts to the community and provide safe connections for Dryden residents.

WSDOT

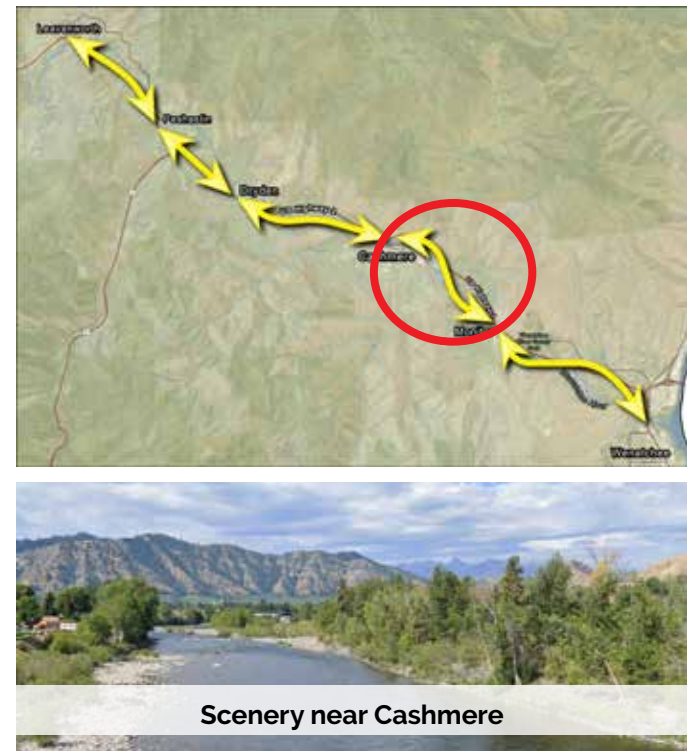
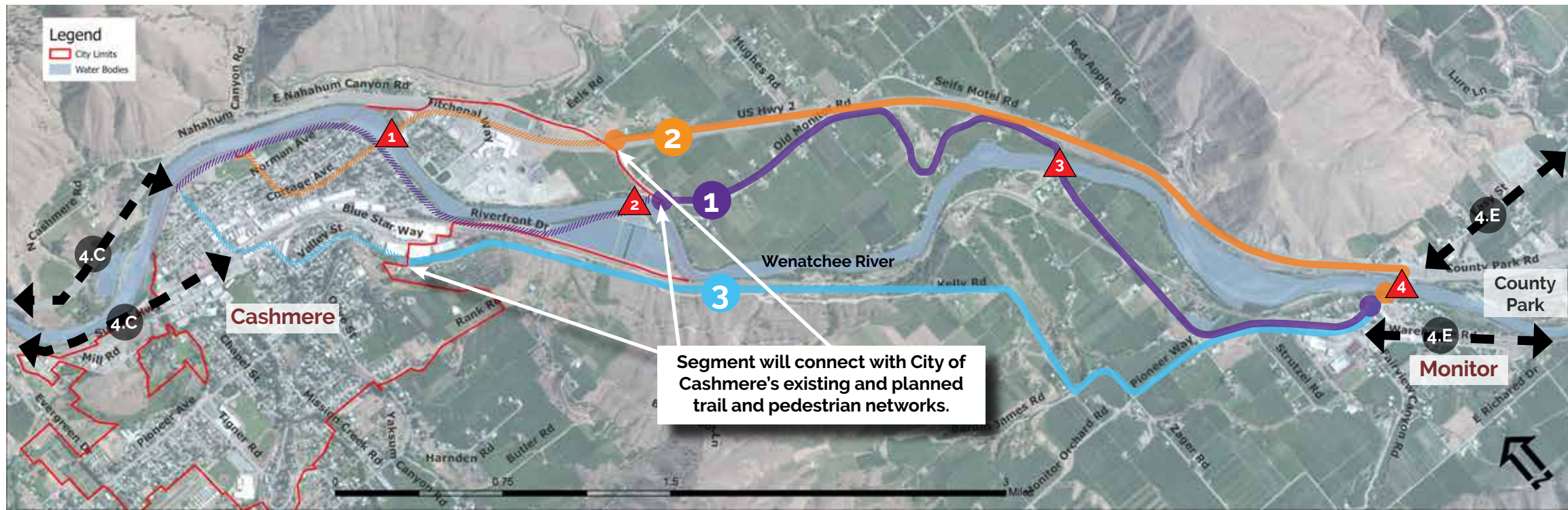
- Align efforts with US 2 Upper Wenatchee Valley Corridor Study, including:
 - Bicycle shoulder treatments on US 2 including edge-line rumble strips.
 - Trail parallel to US 2 for non-motorized modes between Peshastin and Cashmere.

City of Cashmere

- Align efforts with Cashmere's established comprehensive plan policies to encourage pedestrian and bicycle use for local mobility.
- This segment should connect to Cashmere's Riverside Trail to provide greater regional connectivity.

Complete the Loop Coalition

- Complete the Loop Coalition has been working on connecting Leavenworth and Wenatchee by a shared use pathway, so efforts should coordinate with existing plans.

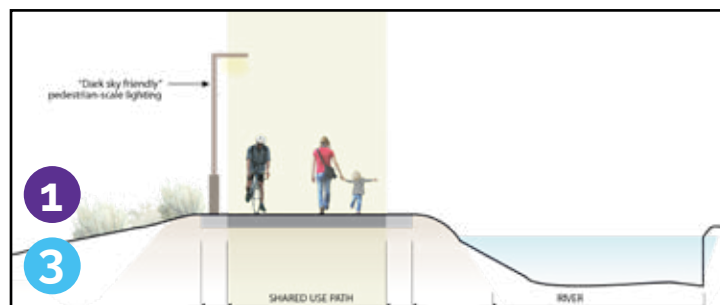


Summary This is part of the Leavenworth to Wenatchee Corridor, connecting the City of Cashmere to the community of Monitor. Three alternative routes are proposed to complete this connection. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment Alternatives

Each of these alternatives offers a different set of challenges and opportunities, and recommendations for each varies depending on the specific context. A separated shared use path is preferred for this segment.

- 1** Valley Route Alignment (4.3 Miles) This alignment proposes an extension of the Riverside Trail in Cashmere to a new non-motorized bridge crossing over to Old Monitor Road. The path would follow Old Monitor Road to Monitor.
- 2** US 2 Alignment (3.7 Miles) | US 2 sees heavy traffic and high vehicle speeds. Public feedback showed a lot of concern for the narrow lanes and shoulders and high traffic. A separated shared use path is therefore recommended.
- 3** River View Route Alignment (4.0 Miles) | This alignment provides a path through the middle of Cashmere, leading to a new pathway that relatively follows the alignment of Kelly Road parallel to the railroad and the river. The path then winds down to Monitor next to low volume, low traffic roads.



Issues

- 1** The Cottage Avenue bridge has sidewalks with a concrete barrier. However, if this becomes the main non-motorized pathway along this corridor, they could be widened to allow for higher pedestrian volumes and potentially accommodate a painted lane for cyclists.
- 2** Alignment 1 proposes a new bridge over the Wenatchee River for non-motorized use only.
- 3** Alignment 1 uses the West Monitor Bridge, which may be considered for signalized one-lane alternating traffic (sharrow).
- 4** Improvements to the Main Street bridge in Monitor for non-motorized use would benefit all three alternatives.

Opportunities & Partnerships

Community of Monitor

- The community of Monitor does not have any outlined plans or policies relating to pathways. Still, pathway connections should consider impacts to the community and provide safe connections for residents.

WSDOT

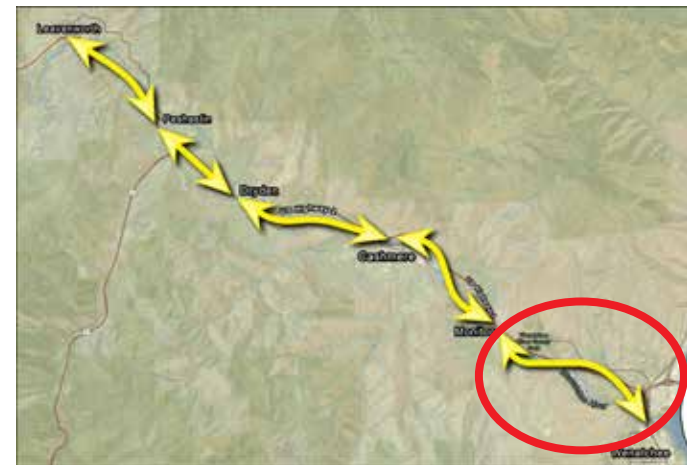
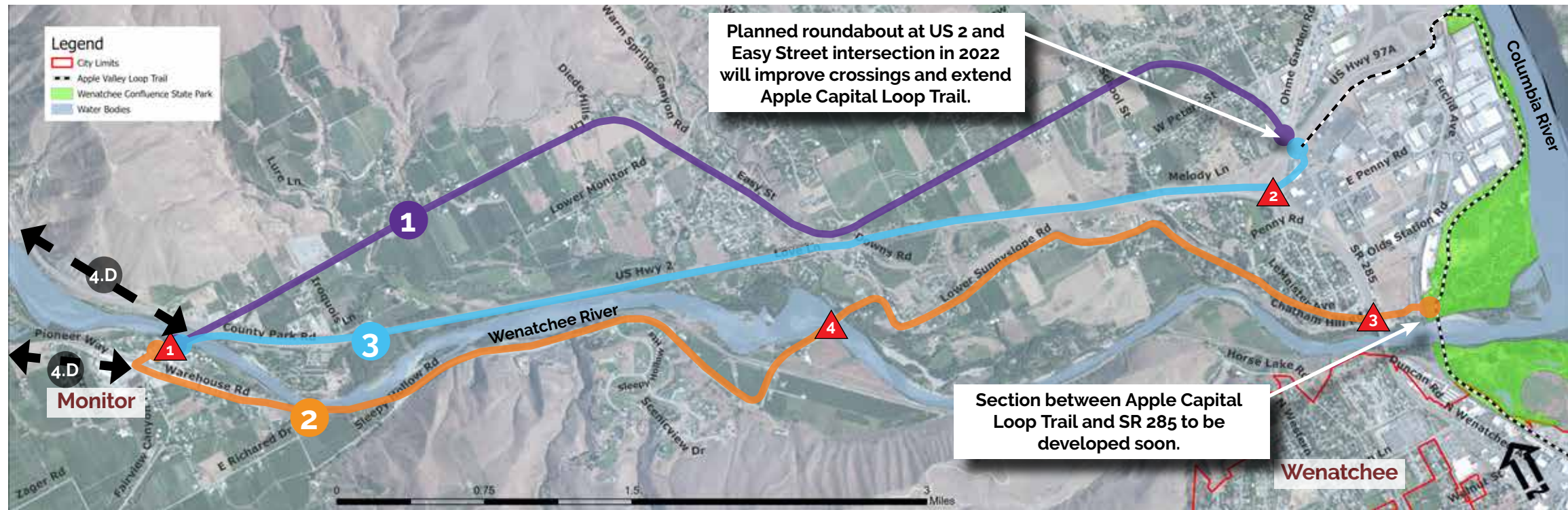
- Align efforts with US 2 Upper Wenatchee Valley Corridor Study, including:
 - Bicycle shoulder treatments on US 2 including edge-line rumble strips.
 - Trail parallel to US 2 for non-motorized modes.

City of Cashmere

- Align efforts with Cashmere's established comprehensive plan policies to encourage pedestrian and bicycle use for local mobility because Cashmere city roads will likely be part of this segment.
- This segment should connect to Cashmere's Riverside Trail to provide greater regional connectivity.

Complete the Loop Coalition

- Complete the Loop Coalition has been working on connecting Leavenworth and Wenatchee by a shared use pathway, so efforts should coordinate with existing plans.

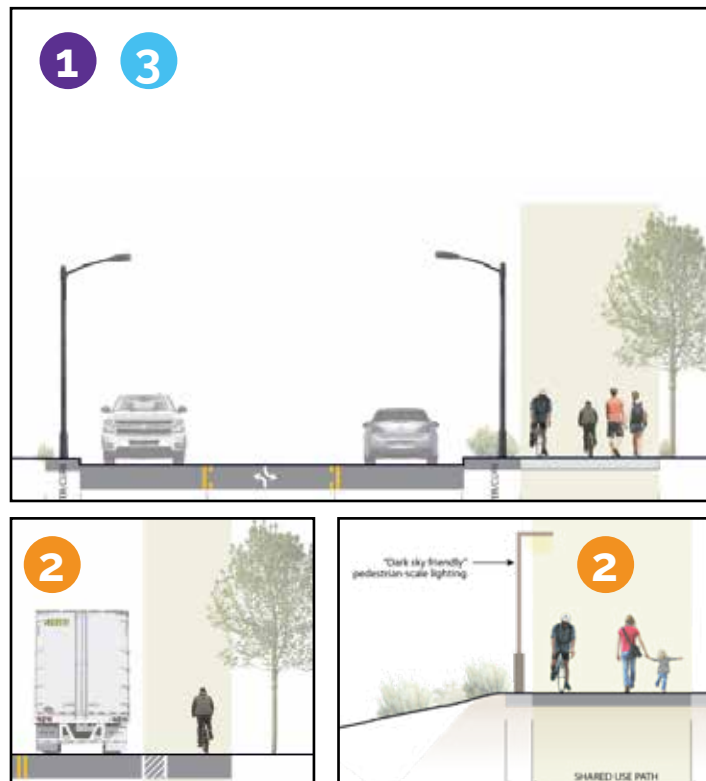


Summary This is part of the Leavenworth to Wenatchee Corridor, connecting the community of Monitor to the City of Wenatchee. Three alternative routes are proposed to complete this connection. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment Alternatives

Each of these alternatives offers a different set of challenges and opportunities, and recommendations for each varies depending on the specific context. Each alignment connects to the Apple Capital Loop Trail which provides a continuous pathway through the City of Wenatchee and into Douglas County.

- 1** Easy Street Alignment (5.7 Miles) | Easy Street is a two lane county road with varying shoulder width and presence of sidewalks. This is a relatively well-traveled local route so there should be additional barriers between motorized and non-motorized traffic on this alignment.
- 2** Sleepy Hollow Road Alignment (5.6 Miles) | This alignment follows low traffic county roads with varying width and almost no non-motorized facilities. This alignment should be analyzed to determine feasibility of a shared use pathway.
- 3** US 2 Alignment (5.3 Miles) | US 2 sees heavy traffic and high vehicle speeds. Public feedback showed a lot of concern for the narrow lanes and shoulders and high traffic. A physically separated shared use trail is highly recommended for this alignment.



Issues

- 1** The Main Street bridge in Monitor would need improved facilities for non-motorized users.
- 2** Improvements at the interchange of US 2 and SR 285 are needed to provide a safe crossing for non-motorized users.
- 3** The path will need to be routed underneath SR 285 along the river.
- 4** The bridge on Sleepy Hollow Road would need additional non-motorized facilities.

Opportunities & Partnerships

Community of Monitor

- The community of Monitor does not have any outlined plans or policies relating to pathways. Still, pathway connections should consider impacts to the community and provide safe connections.

WSDOT

- Align efforts with SR 285 North Wenatchee Area Intersection Improvements including the proposed roundabout at US 2 and Easy Street with bicycle and pedestrian facilities.

Apple Capital Loop Trail Connections

- This segment should connect to the Apple Capital Loop Trail. The Apple Capital Loop Trail would then provide safe connections to and through the City of Wenatchee, safely connecting this corridor with the South of Wenatchee Corridor and Segments 12 and 13.

City of Wenatchee / Wenatchee Valley Bike Plan

- This segment should consider proposals in the Wenatchee Valley Bike Plan. North Wenatchee Avenue is listed as a priority project, and this may impact how this segment connects to the City of Wenatchee, with potential connections along Wenatchee Avenue in addition to or instead of connections to the Apple Capital Loop Trail.

Complete the Loop Coalition

- Complete the Loop Coalition has been working on connecting Leavenworth and Wenatchee by a shared use pathway, so efforts should coordinate with existing plans.



Summary This is part of the South of Wenatchee Corridor, connecting the City of Wenatchee to communities and recreation to its south. This segment connects Wenatchee city limits to the community of Malaga. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

The public survey reflected significant demand for a route from Wenatchee to Malaga.

- 1 Malaga Road Alignment (10.1 Miles) | Malaga Road is a two-lane county road with a medium shoulder width. This segment would start at the new Bridge Street connection, as defined in the Wenatchee Valley Bicycle Master Plan. The alignment would then follow Wenatchee Road to the south where it transitions to Malaga Road. A loop connection through the residential community of Malaga is recommended to provide a greater degree of bicycle facility connection to a greater population. A separated shared use path would be preferred for this segment, however a buffered bike lane would provide decent protection on this less trafficked road.



Issues

- 1 Connection to the Apple Capital Loop Trail will require investment in a new railroad overpass or crossing.

Opportunities & Partnerships

Community of Malaga

- The community of Malaga does not have any outlined plans or policies relating to pathways. Still, pathway connections should consider impacts to the community and provide safe connections for residents.

Wenatchee Valley Bike Plan / City of Wenatchee

- This segment should consider proposals in the Wenatchee Valley Bike Plan:
 - The Bridge Street Loop Trail Connection would provide new access between South Wenatchee Avenue and the Old Wenatchee Bridge, which is the southern end of the Apple Capital Loop Trail. Connecting this segment to the Apple Capital Loop Trail will ensure continuous regional non-motorized mobility, with access into and through Wenatchee as well as into Douglas County. Alternatively, this segment could connect to the existing path on the Sellar Bridge, which would take non-motorized users into Douglas County where there is a contiguous pathway to the Apple Capital Loop Trail.
 - Adding buffered bike lanes on South Wenatchee Avenue is listed as a priority project, and is likely how this segment will connect into and through the City of Wenatchee. This segment would extend that pathway south all the way to Malaga.



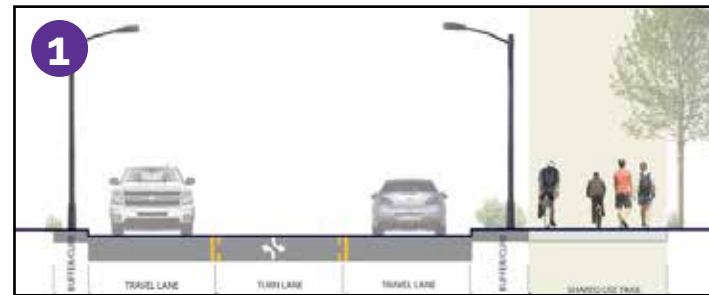


Summary This is part of the South of Wenatchee Corridor, connecting the City of Wenatchee to communities and recreation to its south. This segment connects Wenatchee city limits to Squilchuck State Park. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

The public survey reflected significant demand for a route from Wenatchee to Squilchuck State Park.

- 1** Squilchuck Road Alignment (7.4 Miles) | Squilchuck Road is a two-lane county road with varying shoulder widths, and almost no shoulders in some areas. This segment connects to Segment 12 near S Wenatchee Ave and Terminal Ave, which connects directly to the north end of Squilchuck Road. This segment provides safe non-motorized connections to a popular outdoor recreation area, and provides future opportunities for pathway extensions to other nearby recreation areas. Squilchuck Road follows a canyon, so there are geographical constraints on this route. A separated shared use path would be preferred, but wider, buffered shoulders with edge rumble strips could also provide the necessary facilities to allow for safe non-motorized travel on this segment.



Issues

- 1** The geographical constraints of the canyon that Squilchuck Road follows might make it more difficult to find appropriate space for safe non-motorized facilities.

Opportunities & Partnerships

City of Wenatchee

- Ensuring plans for this segment align with Wenatchee's plans and the Wenatchee Valley Bicycle Master Plan will be necessary. This segment briefly crosses into Wenatchee's city limits. However, there are not designated plans for Squilchuck Road in the city's comprehensive plan or in the Wenatchee Valley Bicycle Master Plan other than it being designated as a 'distance bikeway'.

Washington State Parks

- Partnering with Washington State Parks would help coordinate trail and pathway-related efforts, including availability of state and federal funding. This segment should connect seamlessly with Squilchuck State Park trails.



Squilchuck Road

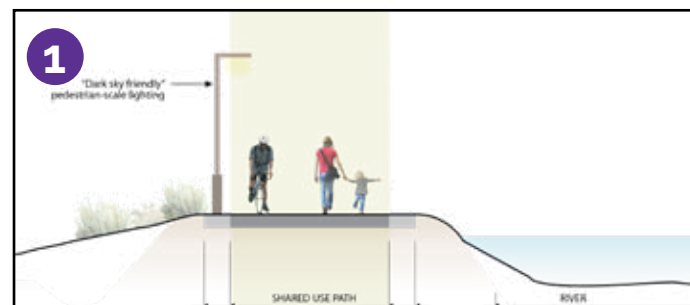


Summary This is part of the Wenatchee to Lake Chelan Corridor, connecting the City of Wenatchee to the shore of Lake Chelan. This segment connects the City of Wenatchee to the City of Entiat. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

The public survey reflected significant demand for a route from Wenatchee to Entiat.

1 Columbia River Alignment (17.5 Miles) | The north end of the Apple Capital Loop Trail ends near the interchange of US 2 and US 97A north of Wenatchee, which is also the eastern end of Segment 11. Picking up at this connection, this segment follows the Columbia River north into the City of Entiat. This is one of this plan's longest segments at over 17 miles, so analyzing it in smaller segments may become necessary. However, the terrain and surrounding context through this segment does not change much. The Columbia River to the east and steep terrain to the west means there is limited space for a pathway. However, due to the high volume and fast speeds of US 97A, a separated shared use path is highly recommended. Whether it follows closer to the river or involves widening the highway can be determined upon further analysis. Plans should consider re-purposing the railroad following the river to a pathway.



Issues

- 1** This segment will need to provide a non-motorized crossing either over or under US 2 near its interchange with US 97A in order to safely connect the Apple Capital Loop Trail to the north.
- 2** The US 97A bridge over the mouth of the Entiat River is very narrow. This segment would require a new non-motorized only bridge over the Entiat River or a widening of the existing bridge.
- 3** A safe connection will be needed from this segment across US 97A to the Columbia Breaks Fire Interpretive Center and Trail.

Opportunities & Partnerships

City of Entiat

- Ensure this segments connects to or utilizes the local City of Entiat trail system including the Entiaqua Trail, the waterfront trail along the Columbia River, and the Columbia Breaks Fire Interpretive Center Trail.
- Ensure multiple non-motorized connections across US 97A to provide safe and convenient access for Entiat residents to access the regional pathway system.

WSDOT

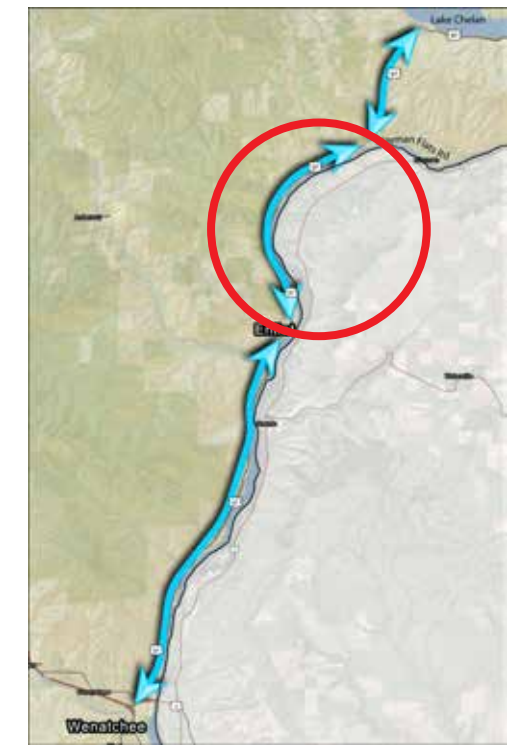
- This segment may require changes to a state route. No current plans exist for changes to US 97A. If the alignment along the highway is chosen, begin planning and design conversations with WSDOT as soon as possible.

Wenatchee Valley Bicycle Master Plan

- This segment should connect to the network proposed in the Wenatchee Valley Bicycle Master Plan and the Apple Capital Loop Trail.
- This plan also proposes a connection between Wenatchee, Entiat, and Chelan.

Cascade and Columbia River Railroad

- The rail line spur following this segment presents an opportunity for re-purposing the railroad into a community trail.

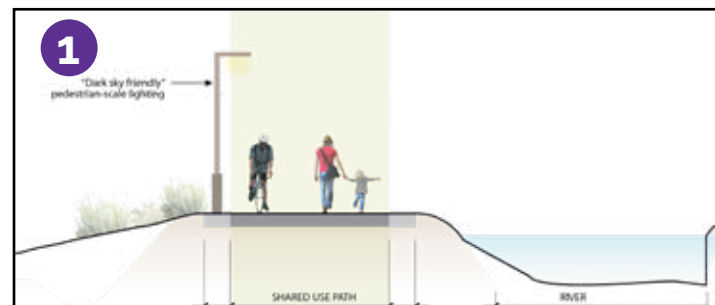


Summary This is part of the Wenatchee to Lake Chelan Corridor, connecting the City of Wenatchee to the shore of Lake Chelan. This segment connects the City of Entiat to the intersection of US 97A and Stayman Flats Road. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

The public survey reflected significant demand for a route from Entiat to Chelan.

1 Columbia River Alignment (6.5 Miles) | This segment picks up at the northern city limits of Entiat, and continues following the Columbia River until US 97A diverges from the river at Stayman Flats Road and heads north to Lake Chelan. The Columbia River to the east and steep terrain to the west means there is limited space for a pathway on this segment. However, due to the high volume and fast speeds of US 97A, a separated shared use path is highly recommended. Whether it follows closer to the river, re-purposing the existing railroad tracks into a trail, or involves widening the highway can be determined upon further analysis.



Issues

1 The geographical limitations of the Columbia River and the steep slopes will be the biggest challenge to aligning a pathway through this segment.

Opportunities & Partnerships

City of Entiat

- Ensure this segment connects to or utilizes the local City of Entiat trail system including the Entiaqua Trail, the waterfront trail along the Columbia River, and the Columbia Breaks Fire Interpretive Center Trail.
- Ensure multiple non-motorized connections across US 97A to provide safe and convenient access for Entiat residents to access the regional pathway system.

WSDOT

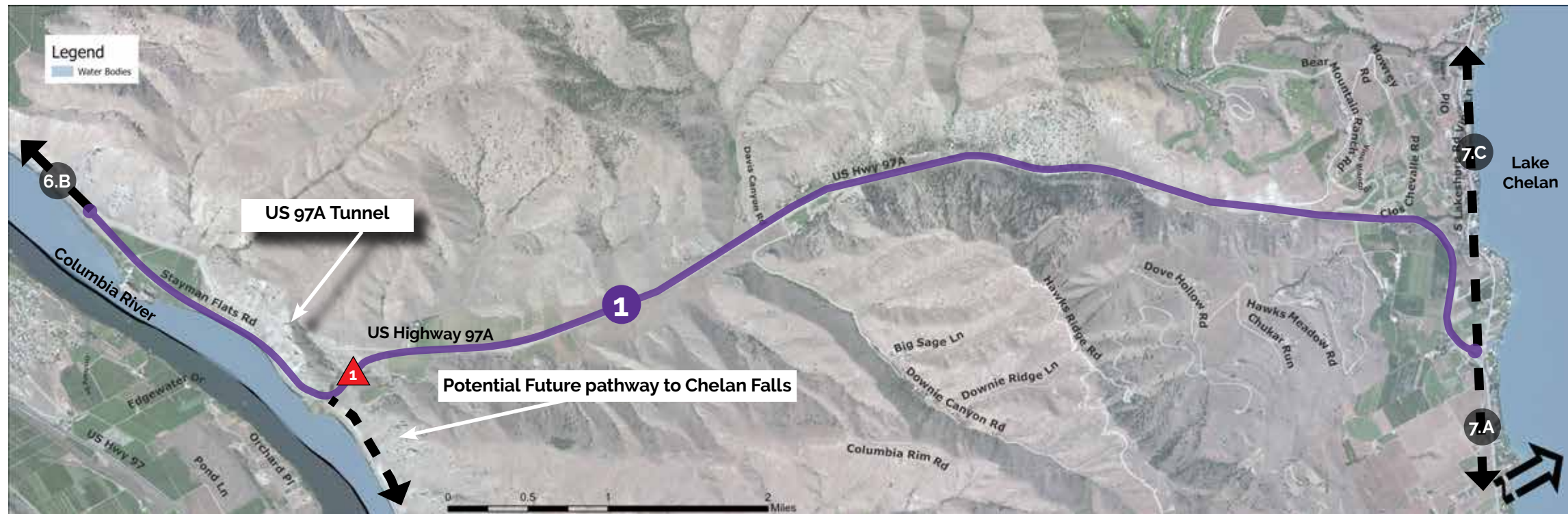
- This segment may require changes to a state route. No current plans exist for changes to US 97A. If the alignment along the highway is chosen, begin planning and design conversations with WSDOT as soon as possible.

Cascade and Columbia River Railroad

- The rail line spur following this segment presents an opportunity for re-purposing the railroad into a community trail.



US 97A north of Entiat



Summary This is part of the Wenatchee to Lake Chelan Corridor, connecting the City of Wenatchee to the shore of Lake Chelan. This segment connects the shore of the Columbia River to the shore of Lake Chelan. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

The public survey reflected significant demand for a route from Entiat to Chelan.

- 1 US 97A Alignment (6.7 Miles) | US 97A traverses through a canyon between the shore of the Columbia River and the shore of Lake Chelan. This rough terrain provides few alternatives for a pathway other than relatively following the alignment of the highway, which also provides the most direct access to Chelan and Corridor 7. Due to the high volume and fast speeds of US 97A, a separated shared use path is highly recommended.



Issues

- 1 There is a tunnel that narrows the highway to just the width of the two travel lanes shortly after US 97A turns away from the Columbia River. To avoid this tunnel, the proposed segment circumvents the tunnel by following Stayman Flats Road for 1.3 miles to Knapp Coulee before cutting back up to US 97A. This would require working with private property owners to ensure this connection.

Opportunities & Partnerships

WSDOT

- This segment may require changes to a state route. No current plans exist for changes to US 97A. If the alignment along the highway is chosen, begin planning and design conversations with WSDOT as soon as possible.



Pathway routed around the tunnel at Knapp Coulee

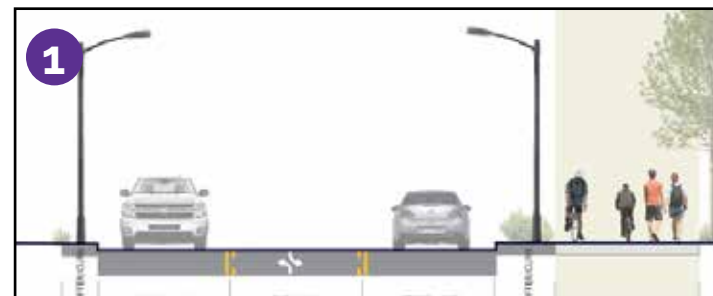
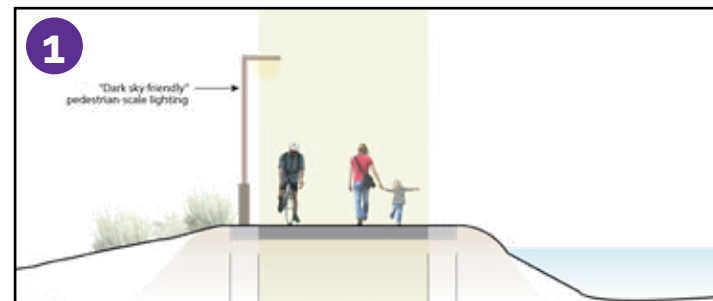


Summary This is part of the Shore of Lake Chelan Corridor, connecting the City of Chelan to the rest of the county's non-motorized corridors, and providing a recreational and scenic route along the shore of Lake Chelan. This segment connects the intersection of South Lakeshore Road and US 97A into the City of Chelan. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

The public survey reflected significant demand for improved conditions for recreational non-motorized uses around Lake Chelan.

- 1** US 97A Alignment (4.4 Miles) | This portion of US 97A is a two-lane state route with a decently wide shoulder throughout most of this segment. Due to the high use of this corridor as a recreational route, there will need to be additional improvements to provide a safe and reliable pathway for non-motorized use. A separated shared use trail is the preferred option. Whether it follows closer to the lake or involves widening the highway can be determined upon further analysis.



Issues

- 1** The intersection of US 97A and South Lakeshore Road will need improved crossings for non-motorized users.

Opportunities & Partnerships

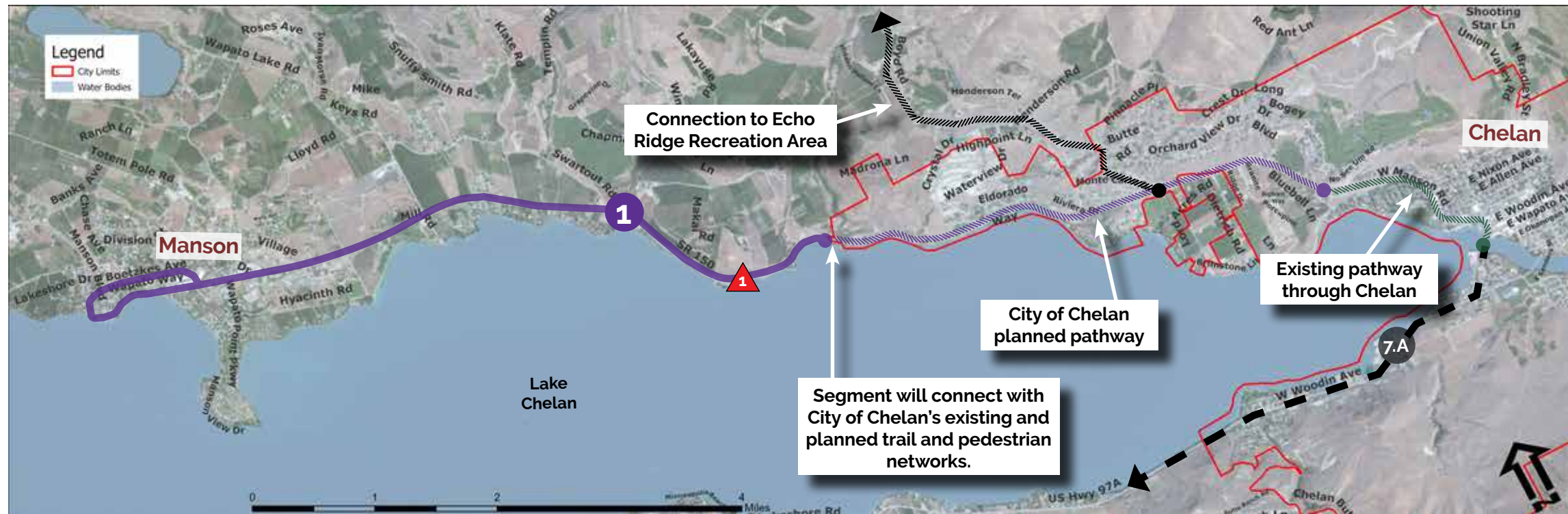
City of Chelan / Lower Lake Chelan Shoreline Trail System Master Plan

- Align efforts with Lower Lake Chelan Shorelines Trail System Master Plan. This segment should seamlessly connect to this plan's trail system, including the Southshore Trail, the Lakeside City Trail, the Riverwalk Loop, and the Northshore Trail.

WSDOT

- This segment may require changes to a state route. No current plans exist for changes to US 97A. If the alignment along the highway is chosen begin planning and design conversations with WSDOT as soon as possible.



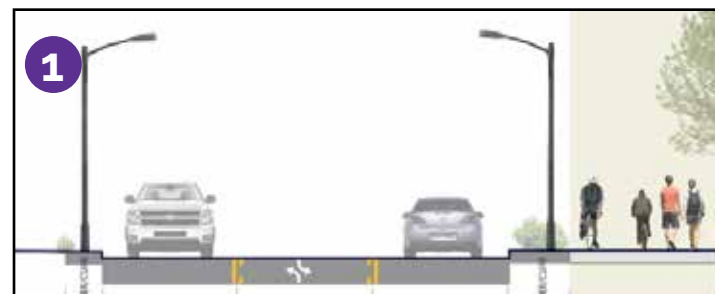
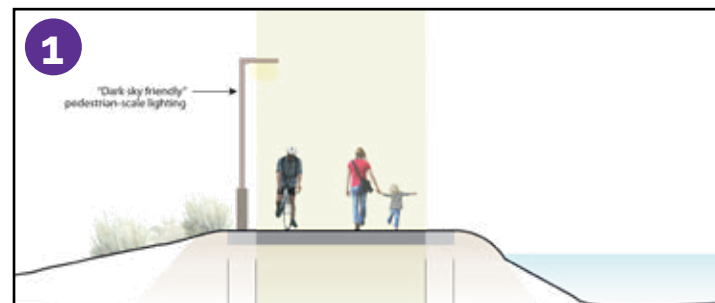


Summary This is part of the Shore of Lake Chelan Corridor, connecting the City of Chelan to the rest of the county's non-motorized corridors, and providing a recreational and scenic route along the shore of Lake Chelan. This segment connects the City of Chelan with the community of Manson. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

The public survey reflected significant demand for improved conditions for recreational non-motorized uses around Lake Chelan.

- 1 Northshore of Lake Chelan Alignment (8.9 Miles) | This segment generally follows the shore of Lake Chelan between Downtown Chelan and the community of Manson. State Route 150 also generally follows this alignment. Part of this pathway has already been constructed from downtown Chelan to the intersection of SR 150 and No-See-Um Road following SR 150. The path may continue along SR 150 all the way to Manson, but other options should be considered that may provide more feasible ways for a separated shared use path to be available throughout the entire segment.



Issues

- 1 The geographical limitations of the lake shore and the steep slopes on portions of this segment will be the biggest challenge to aligning a continuous separated pathway between Chelan and Manson.

Opportunities & Partnerships

Lower Lake Chelan Shoreline Trail System Master Plan

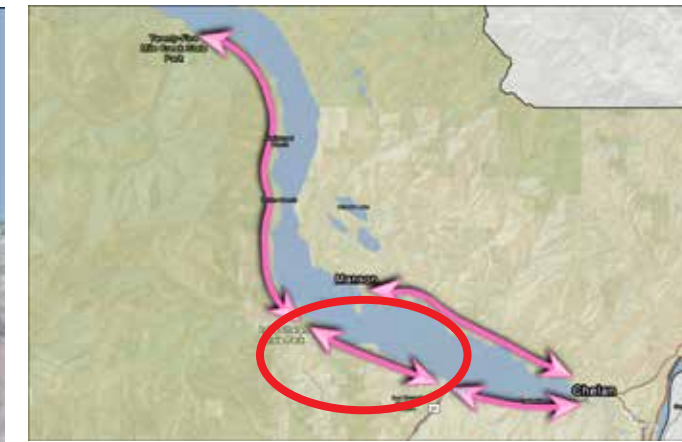
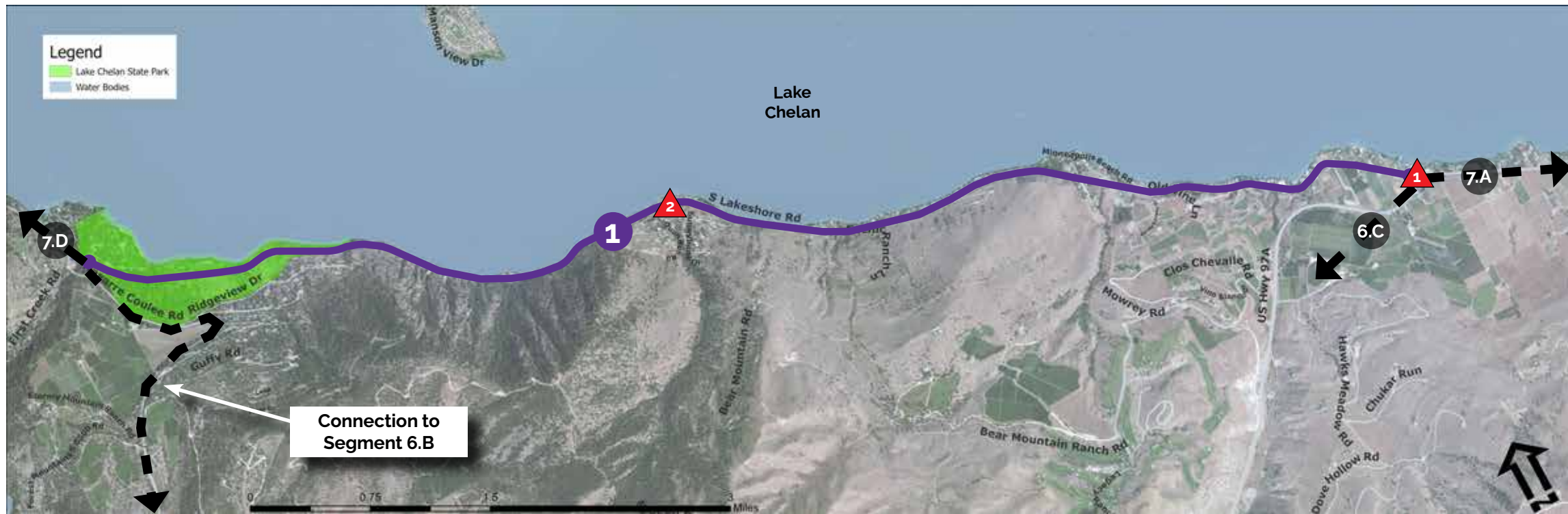
- Align efforts with Lower Lake Chelan Shorelines Trail System Master Plan. This segment should seamlessly connect to this plan's trail system, including the Southshore Trail, the Lakeside City Trail, the Riverwalk Loop, and the Northshore Trail.

WSDOT

- This segment may require changes to a state route. No current plans exist for changes to SR 150. If the alignment along the highway is chosen, begin planning and design conversations with WSDOT as soon as possible.



Northshore Trail along Lake Chelan

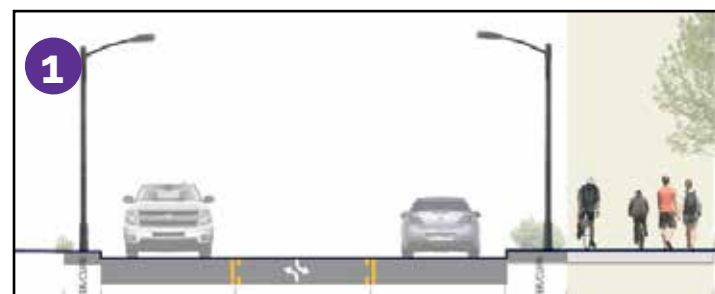
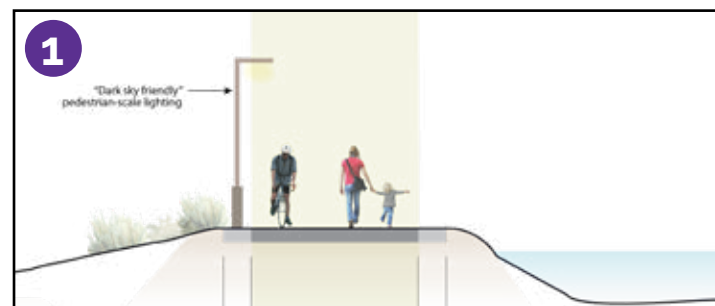


Summary This is part of the Shore of Lake Chelan Corridor, connecting the City of Chelan to the rest of the county's non-motorized corridors, and providing a recreational and scenic route along the shore of Lake Chelan. This segment connects US 97A to Lake Chelan State Park. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment

The public survey reflected significant demand for improved conditions for recreational non-motorized uses around Lake Chelan.

- 1** Southshore of Lake Chelan Alignment (5.8 Miles) | This segment generally follows the shore of Lake Chelan between SR 97A and Lake Chelan State Park. State Route 971 also generally follows this alignment. Much of SR 971 has narrow to medium shoulders. A path following SR 971 is feasible, but other options should be considered that may provide safer routes for non-motorized use.



Issues

- 1** The intersection of US 97A and South Lakeshore Road will need improved crossings for non-motorized users.
- 2** The geographical limitations of the lake shore and the steep slopes on portions of this segment will be the biggest challenge to aligning a continuous separated pathway on this section.

Opportunities & Partnerships

Lower Lake Chelan Shoreline Trail System Master Plan

- Align efforts with Lower Lake Chelan Shorelines Trail System Master Plan. This segment should seamlessly connect to this plan's trail system, including the Southshore Trail, the Lakeside City Trail, the Riverwalk Loop, and the Northshore Trail.

Washington State Parks

- Partnering with Washington State Parks would help coordinate trail and pathway-related efforts, including availability of state and federal funding. This segment should connect seamlessly with Lake Chelan State Park trails.

WSDOT

- Coordination with WSDOT will be necessary along SR 971 and at the juncture of SR 97A.



Segment follows lakeshore along steep terrain, presenting a major challenge for routing pathways

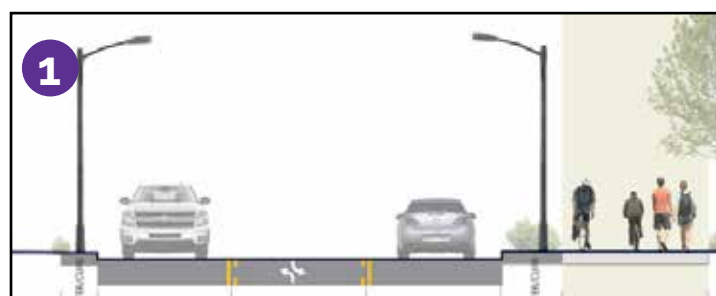
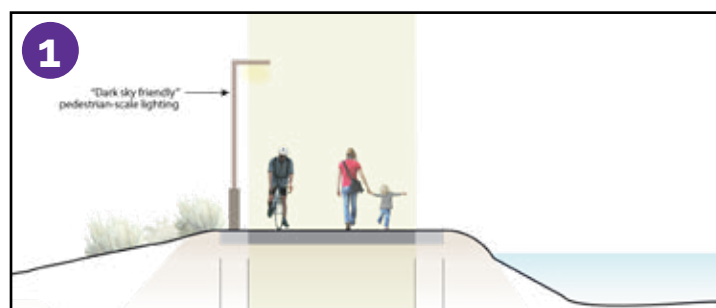


Summary This is part of the Shore of Lake Chelan Corridor, connecting the City of Chelan to the rest of the county's non-motorized corridors, and providing a recreational and scenic route along the shore of Lake Chelan. This segment connects Lake Chelan State Park to Twenty-Five Mile Creek State Park. Future efforts should identify a preferred alignment based on a review of terrain, environmental/critical areas, pathway user experience, and coordination with agencies/residents/agriculture communities and other key stakeholders.

Route Alignment Alternative

The public survey reflected significant demand for improved conditions for recreational non-motorized uses around Lake Chelan.

1 Southshore of Lake Chelan Alignment (10 Miles) | This segment generally follows the shore of Lake Chelan between Lake Chelan State Park and Twenty-Five Mile Creek State Park. South Lakeshore Rd, a county road, also generally follows this alignment. Much of S. Lakeshore Rd has narrow to medium shoulders. A path following S. Lakeshore Rd may be feasible, but other options should be considered that may provide safer routes for non-motorized use.



Issues

- 1** The geographical limitations of the lake shore and the steep slopes on portions of this segment will be the biggest challenge to aligning a continuous separated pathway on this section.

Opportunities & Partnerships

Lower Lake Chelan Shoreline Trail System Master Plan

- Align efforts with Lower Lake Chelan Shorelines Trail System Master Plan. This segment should seamlessly connect to and this plan's trail system, including the Southshore Trail, the Lakeside City Trail, the Riverwalk Loop, and the Northshore Trail.

Washington State Parks

- Partnering with Washington State Parks would help coordinate trail and pathway-related efforts, including availability of state and federal funding. This segment should connect seamlessly with Lake Chelan State Park and Twenty-Five Mile Creek State Park trails and recreation amenities.



Segment follows lakeshore along steep terrain, presenting a major challenge for routing pathways