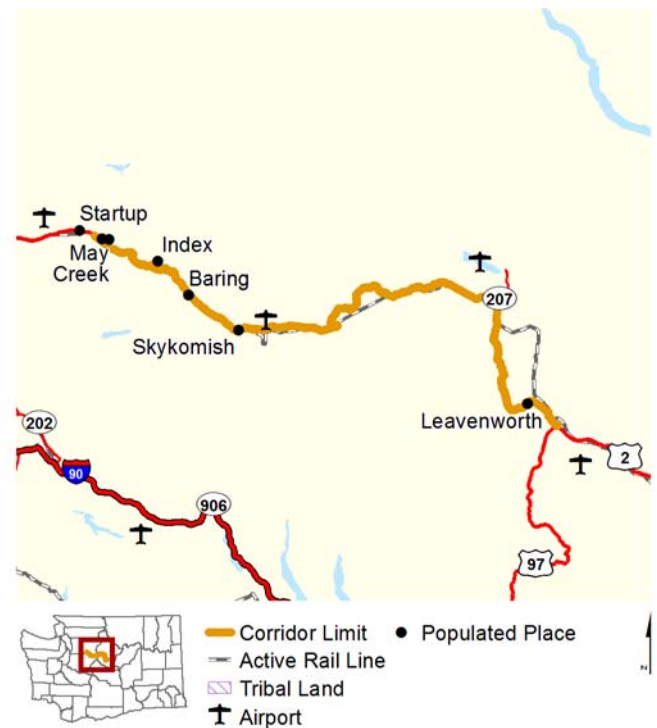


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

*US 2: Gold Bar to US 2 & US 97 Interchange (Big Y)*

This 77-mile long east-west corridor runs along US Route 2 through the Cascade Mountains between the Gold Bar city limits and the US 97 interchange near Leavenworth and includes Stevens Pass. This corridor is known as the Crest of the Cascades and for much of its length, is characterized by mountainous terrain with sharp curves and scenic views through the Wenatchee National Forest. The Skykomish River weaves in and around the west end of the corridor, as does the Wenatchee River at the east end. There are many creeks, streams, and tributaries throughout this scenic highway. The character of the corridor is rural with public/recreational land being the primary use. Multiple communities along the corridor like Skykomish or Leavenworth have residential, commercial and industrial land uses. Some of the primary industries along this corridor include mining, logging, lumber, and agricultural product processing. The plant life along this corridor is primarily mountain forest or agriculture land in the valleys. Climate varies from wet with heavy rain and snowfall on the west end of the corridor through the mountain pass, and transitions to semi-arid on the eastern end of the corridor.



**Current Function**

US 2 is an east-west highway spanning 2,571 miles across the northern continental United States, connecting Everett to the Upper Peninsula of Michigan. This corridor serves the communities of Gold Bar, Start Up, Index, Cole’s Corner, Winton, Berne, Merritt, Baring, Skykomish, Leavenworth, Peshastin, and Dryden. The corridor connects the western and eastern regions of the state via Stevens Pass. Aside from the junction with US 97, there are no state routes connecting with this segment of US 2. This corridor is primarily used by freight, rail, and recreational travelers. Stevens Pass Ski Resort, Leavenworth, waterfalls, state and national park trails, and other tourist destinations attract recreational users to the corridor. Other modes of transportation available along the corridor include the Great Northern Railway and recreational trains, Trailways Bus, bus tours and shuttles, and Amtrak. The corridor allows bicyclists use of the shoulders, but no formal bike lane exist on the route.

**Future Function**

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

## Highlights and Performance

US 2 is a largely two-lane, unsignalized, undivided highway, but expands briefly to four lanes south of Lake Isabel and in the city of Leavenworth. The corridor also becomes divided through the Stevens Pass. The highway includes a center turn lane in Leavenworth and Skykomish and signalized intersections in Leavenworth. The annual average daily traffic on this corridor is highest at the US 97 interchange and lowest leaving the National Forest.

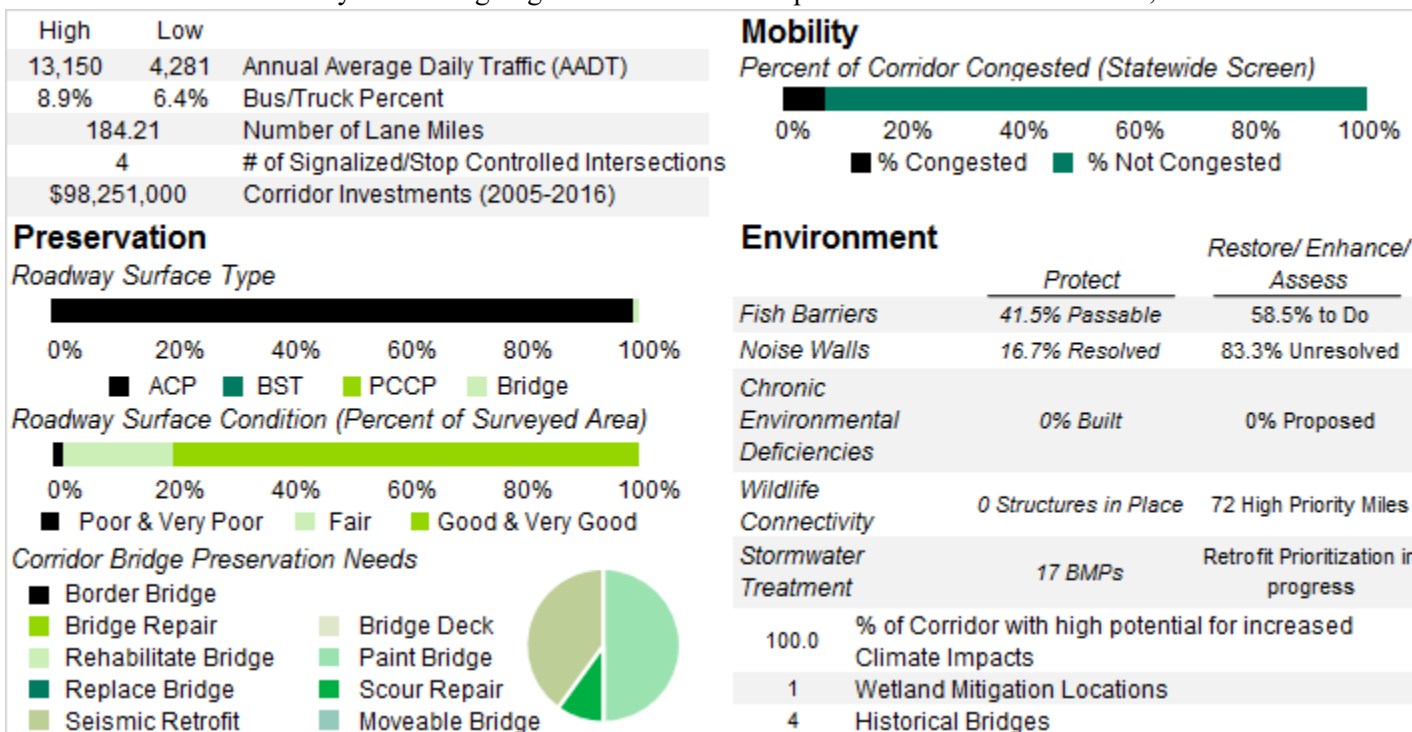
### What's working well?

- Roughly 82% of pavements on the corridor are in fair or better condition; 67% are in good to very good condition.
- There are no chronic environmental deficiencies or habitat connectivity issues on the corridor.
- Both passenger and freight rail are available on the corridor.
- Several transit agencies provide service at locations throughout the corridor.

### What needs to change?

- Approximately 7% of the corridor experiences congestion on a regular basis.
- WSDOT has identified 10 bridge preservation needs on the corridor including four seismic retrofits.
- The corridor has a high climate change vulnerability rating and frequent closures due to extreme weather.
- Seasonal traffic hinders mobility around the Stevens Pass and Leavenworth areas.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:



1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### What we heard from our partners

WSDOT is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on page four of this document.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
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#### Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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#### Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and ditches.</i>
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Pavement	<i>WSDOT has identified 10 Pavement actions in the next six years encompassing 76% of the corridor.</i>
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Structures	<i>WSDOT has identified three Structures actions in the next six years at specific locations within this corridor.</i>
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Other Facilities	<i>WSDOT has identified five Other Facilities actions in the next six years at specific locations within this corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified six Safety Investment actions in the next six years encompassing 33% of the corridor.</i>
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#### Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This corridor is the primary highway access for statewide travel into the city of Leavenworth, the Wenatchee Valley, and North Central Washington.

The corridor experiences significant delay most of the summer and during the city of Leavenworth's many festival events between the interchange with US 97 at Big Y and the beginning of Tumwater Canyon to the west of Leavenworth. During peak travel periods and when Snoqualmie Pass is experiencing closures, vehicle and freight travel using Stevens Pass can cause congestion, restrict road capacity, and block access to local business, local streets, and Leavenworth, Peshastin, and Dryden.

### Mobility Strategies:

#### Operational Improvements

- Deploy active traffic management solutions to increase traffic flow and avoid local conflicts.
- Monitor cross-pass freight operations and deploy active traffic management as needed to reduce local access conflicts and manage congestion.
- Provide traveler information on roadway conditions and emergency alerts to avoid delay.
- Intersection and geometric improvements to maximize intersection performance.
- Signal priority for transit and emergency vehicles to maximize efficiency and improve emergency response time.

#### Demand Management

- Improve pedestrian facilities with signage to improve pedestrian circulation.
- Designate bicycle facilities along key corridors to improve friendliness to non-motorized traffic.
- Utilize transit and park and rides to maximize capacity and overflow parking opportunities.
- The City of Leavenworth currently has a parking study underway to evaluate opportunities for vehicle storage in and around the city.

#### Policy Change

- Development mitigation to minimize impacts to system operation.
- Utilization of local network to reduce impacts to highway.
- Evaluate progressive level of service measures to redirect focus toward multimodal goals.

### Corridor Segment Characteristics

- The average daily traffic on the segment was 13,000 vehicles in 2015. Freight accounted for 10% of traffic.
- This segment of US 2 is within the city limits of Leavenworth and passes through its downtown.
- This segment of US 2 has a speed limit of 25 mph.
- Transit and park and ride services are provided by Link Transit in Leavenworth.

### Contributing Factors

- Significant cross-state travel in the corridor compounds local and tourist congestion issues.
- US 2 is a main street highway through Leavenworth, a significant regional tourist destination, and serves many trip types resulting in significant delays on the state highway and the adjacent local road network.
- Pass closures due to weather or construction can result in significant delays or rerouting traffic on US 2.
- Lack of storage for parking demand results in illegal parking and increased trip length and frequency exacerbating congestion.
- Queues at signals develop on US 2 that impact access on the local street network and to residential areas.
- US 2 and Chumstick Highway are complimentary detour routes that experience significant shifts in traffic during closures.



## For more information

To find out more information about this corridor or how to get involved, please contact:

### Terry Mattson

North Central Region Planning Office

Program and Planning Manager

509-667-2899

[mattsot@wsdot.wa.gov](mailto:mattsot@wsdot.wa.gov)

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

#### **Americans with Disabilities Act (ADA) Information**

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

#### **Title VI Statement to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

#### **Información del Acta (ADA) de Estadounidense con Discapacidad**

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

#### **Notificación de Título VI al Público**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.