Welcome!

I-90 Widening Feasibility Study – Easton to Cle Elum

WEBINAR FEBRUARY 20, 2024

STEER I-90
COALITION

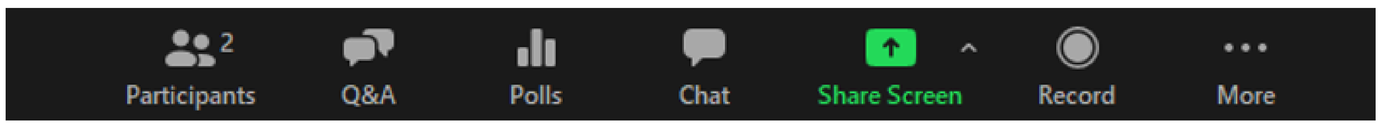
Participation During the Webinar

Q&A Available

Live Polling

Chat

Take the Online Survey



Panel Team

Dan Ireland, PE
SCJ Alliance
Project Manager

Mark Cook, PE
Kittitas County
Public Works
Director

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WSDOT
Assistant Regional
Administrator

What is a feasibility study?

A feasibility study...

- Determines the practicability, constructability, and level of impact of a proposed project
- Develops conceptual alternatives which could potentially solve the problem at hand
- Analyzes alternatives based on a variety of factors
- Is not as detailed as a design or environmental study
- Provides enough information to make decisions regarding potential solutions

Why are we preparing a feasibility study?

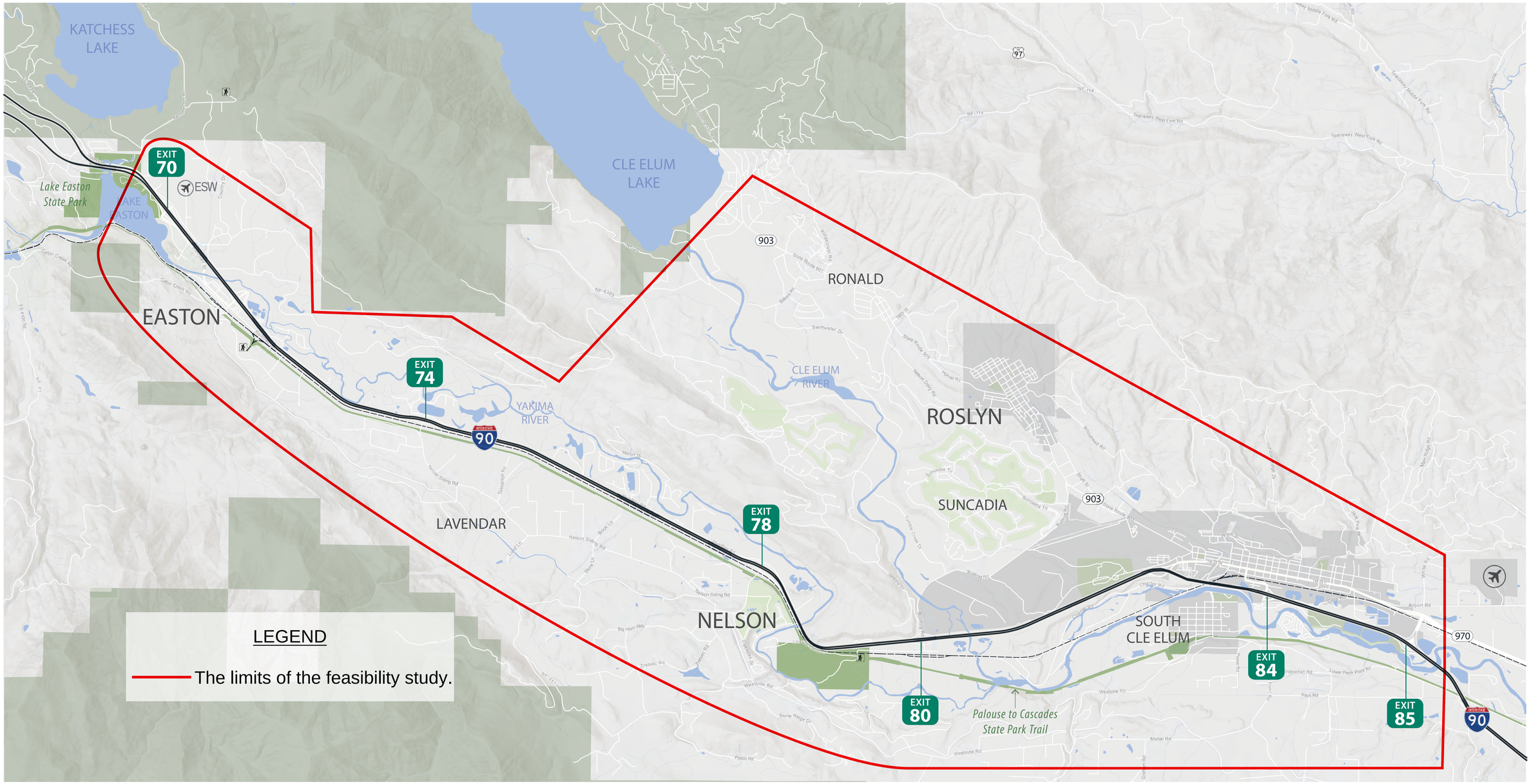
Community, business leaders, and local agencies identified the need to **improve congestion and safety along I-90 between Easton and Cle Elum**, primarily during peak weekend travel.

The study will identify alternative solutions to address these concerns and to:

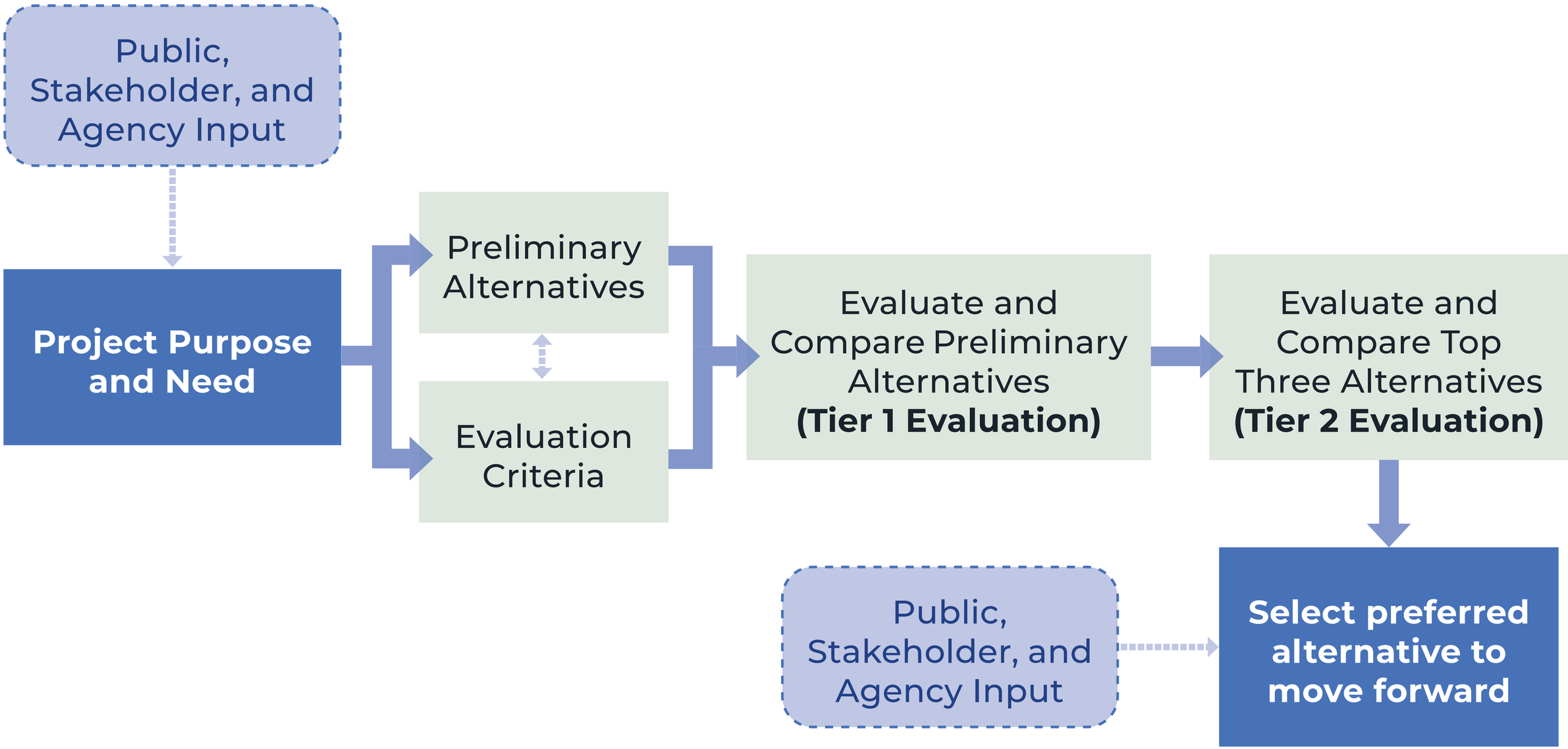
- Ensure **continued and improved safety** to I-90 users, including travelers, maintenance crews, freight operators, and emergency responders.
- **Enhance mobility and connectivity** on I-90 for passenger vehicles, freight, transit, and active modes and provide support for increased person and freight throughput.
- Respect the surrounding **environment** and provide measures to address the **resiliency** of the system.
- Support **equity** by ensuring communities and individuals are not disproportionately impacted.

STUDY AREA

I-90 Corridor – Easton to Cle Elum



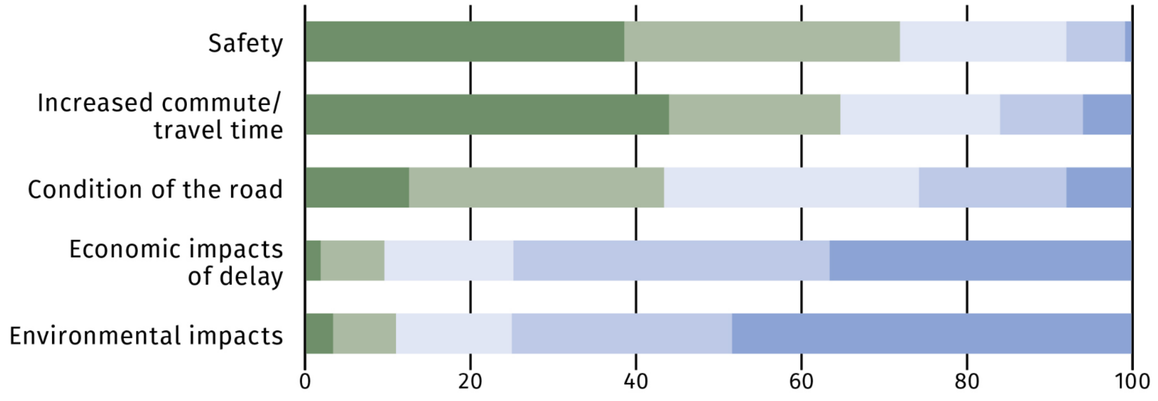
The Process

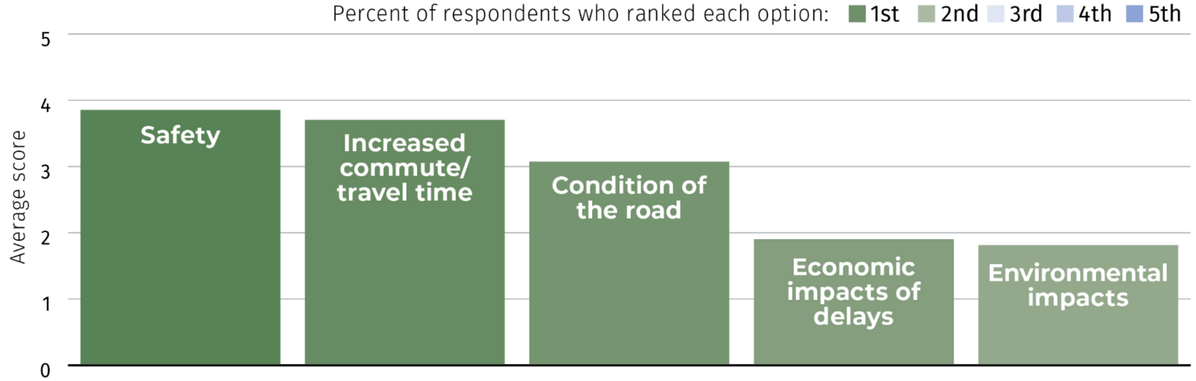

Public, Stakeholder, and Agency Input
Project Purpose and Need
Preliminary Alternatives
Evaluation Criteria
Evaluate and Compare Preliminary Alternatives (Tier 1 Evaluation)
Evaluate and Compare Top Three Alternatives (Tier 2 Evaluation)
Public, Stakeholder, and Agency Input
Select preferred alternative to move forward

What we heard from you

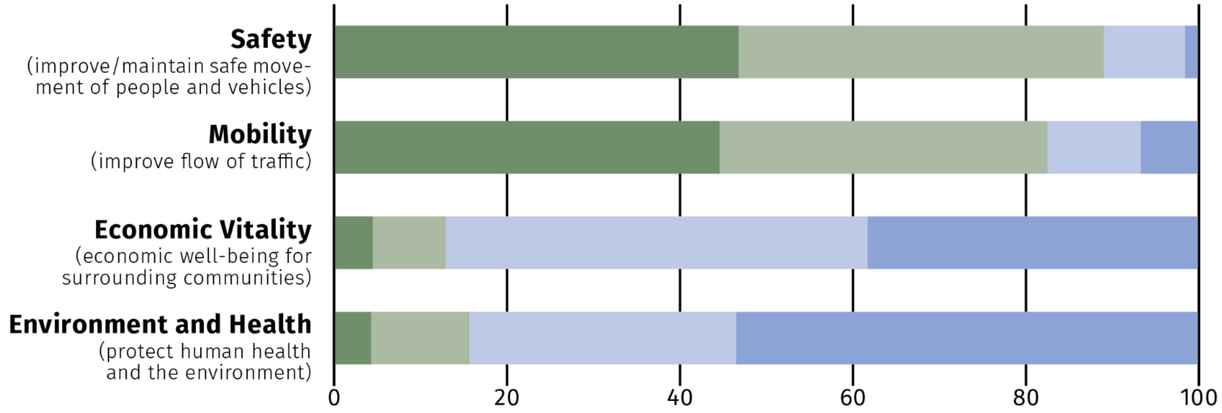
A public survey was conducted in fall 2023, with responses gathered from 938 participants. Participants indicated their biggest areas of concern and prioritization of improvements for this section of I-90.

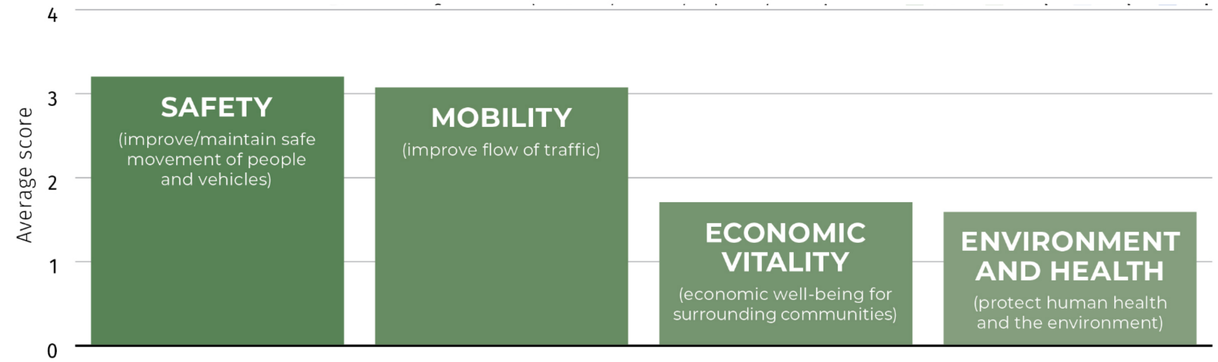
Public's Biggest Concerns





Prioritization of Improvements





What alternatives were considered?

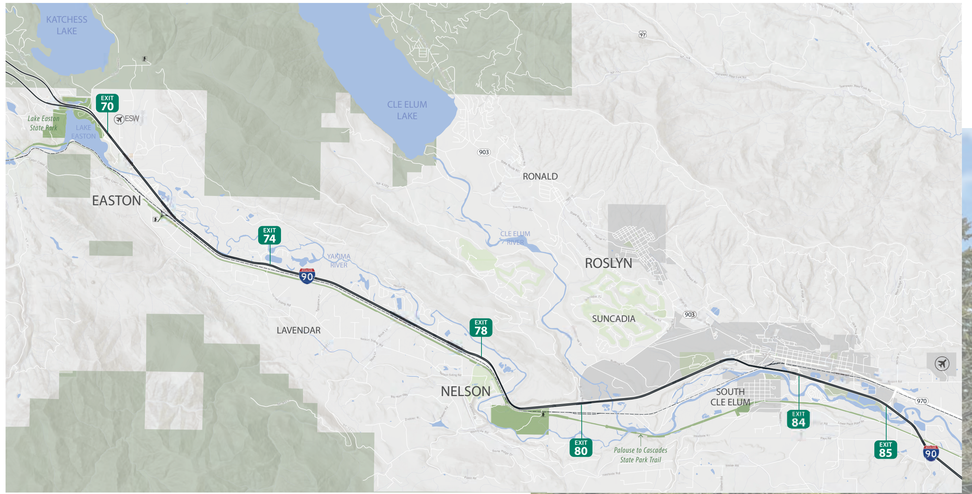
Seven preliminary alternatives were developed based on:

- **Community, stakeholder, and agency input**
- **Potential to reduce congestion and increase safety**

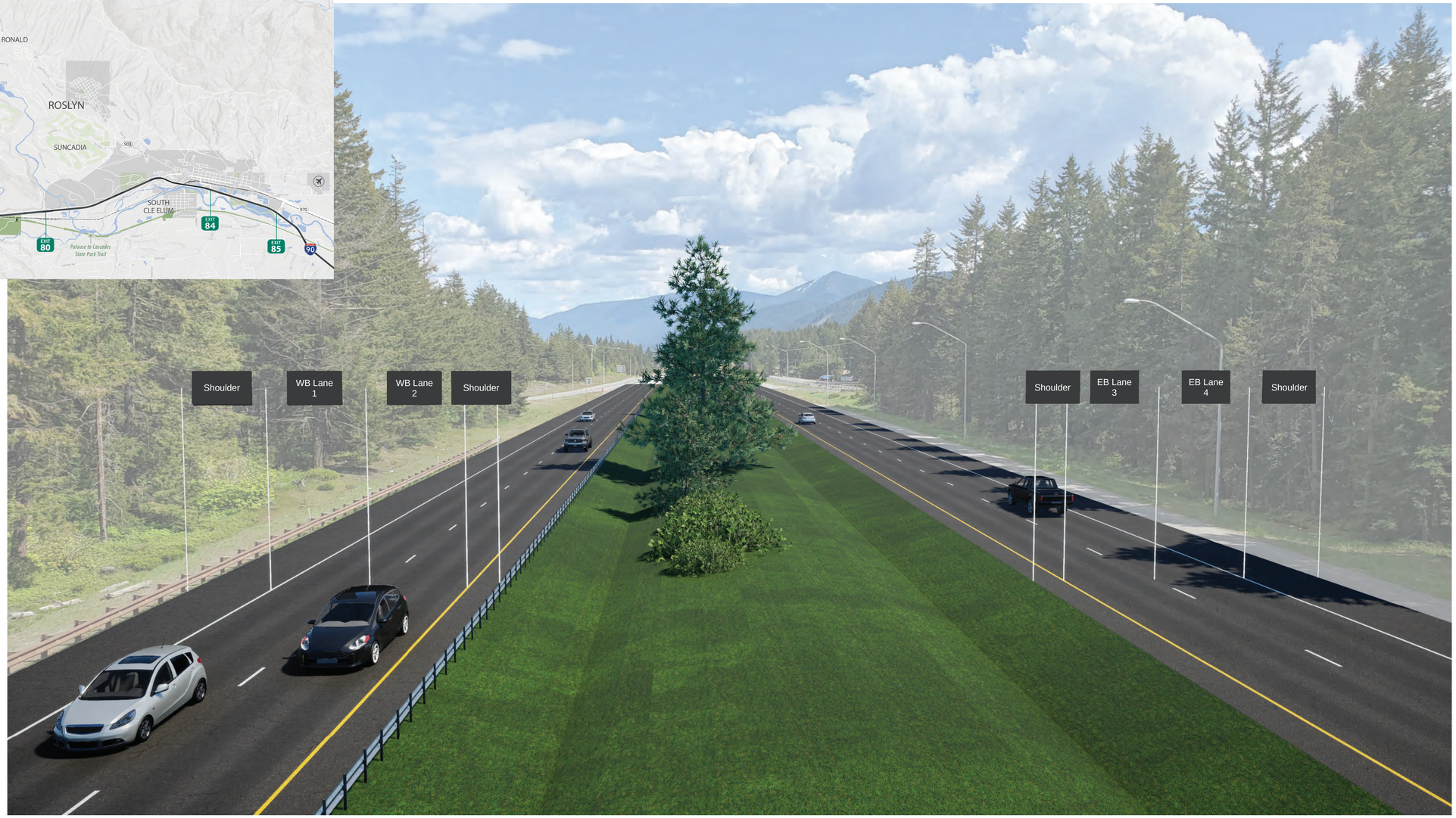
PRELIMINARY ALTERNATIVES:

- Alternative 1: Widen I-90 on the outside
- Alternative 2: Widen I-90 in the median
- Alternative 3: Reversible, limited access lanes in the I-90 median
- Alternative 4A: North Route – SR 903 Extension
- Alternative 4B: North Route – Bullfrog Road Extension
- Alternative 5: South Route
- Alternative 6: No Build (existing conditions)

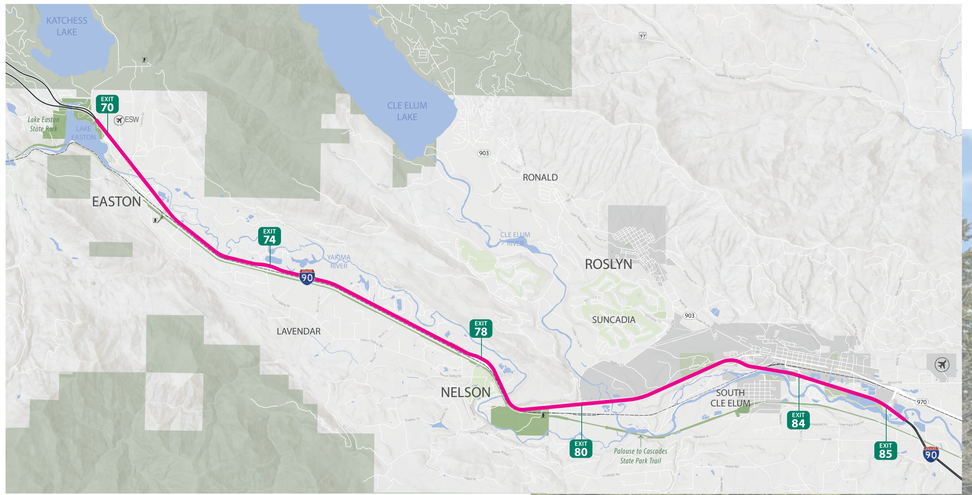
Alternative 6 | No Build (Existing Conditions)



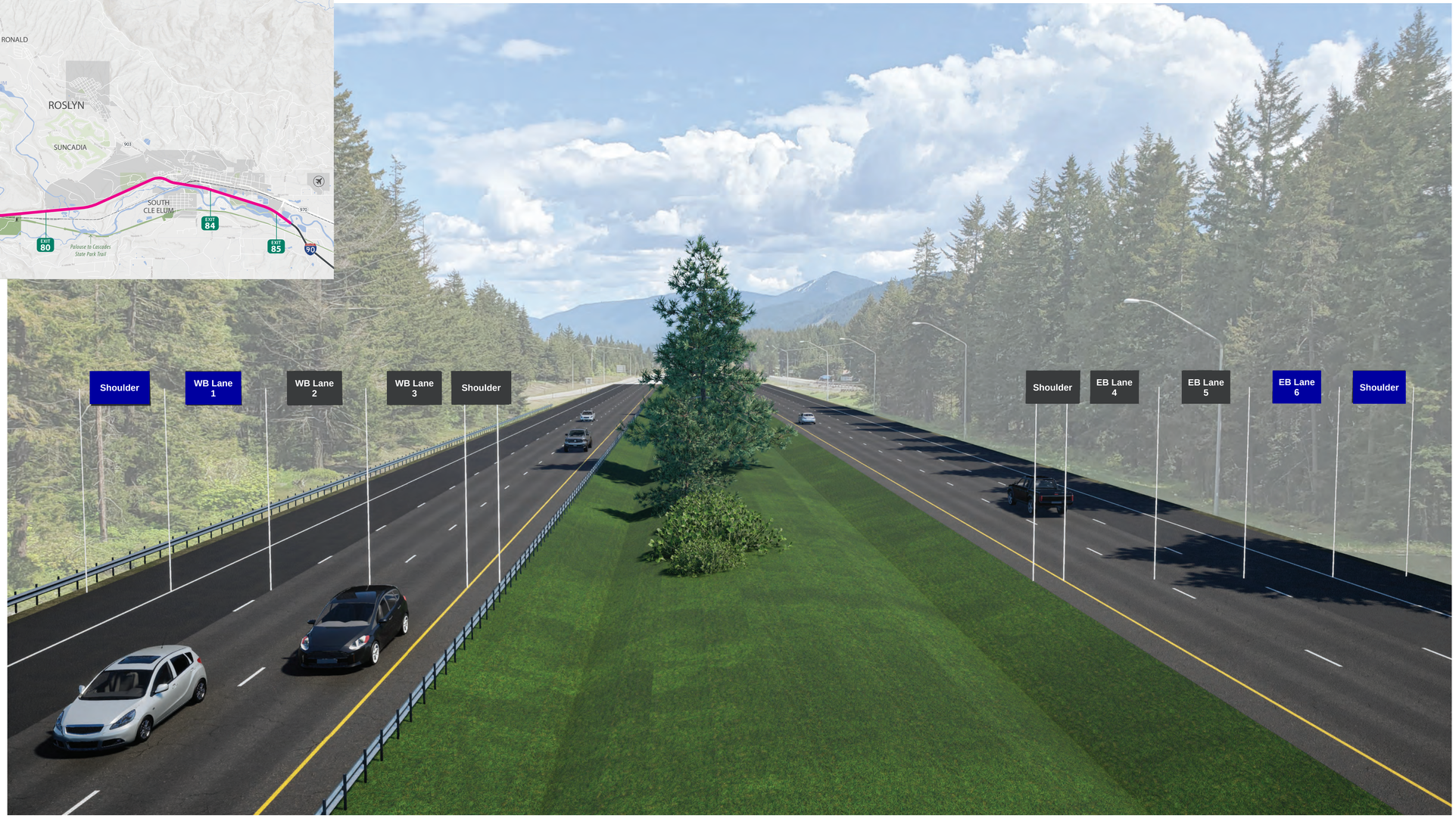
No change to the I-90 corridor or surrounding roadways.



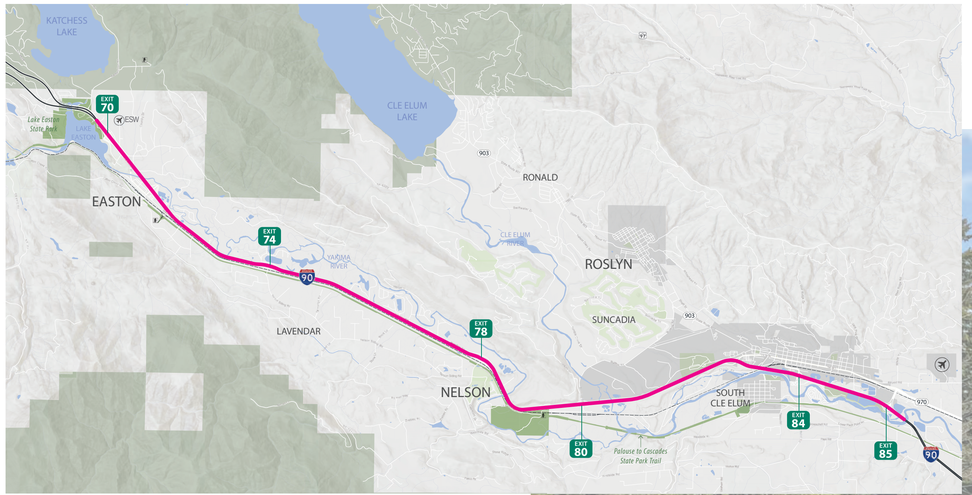
Alternative 1 | I-90: Widen on Outside



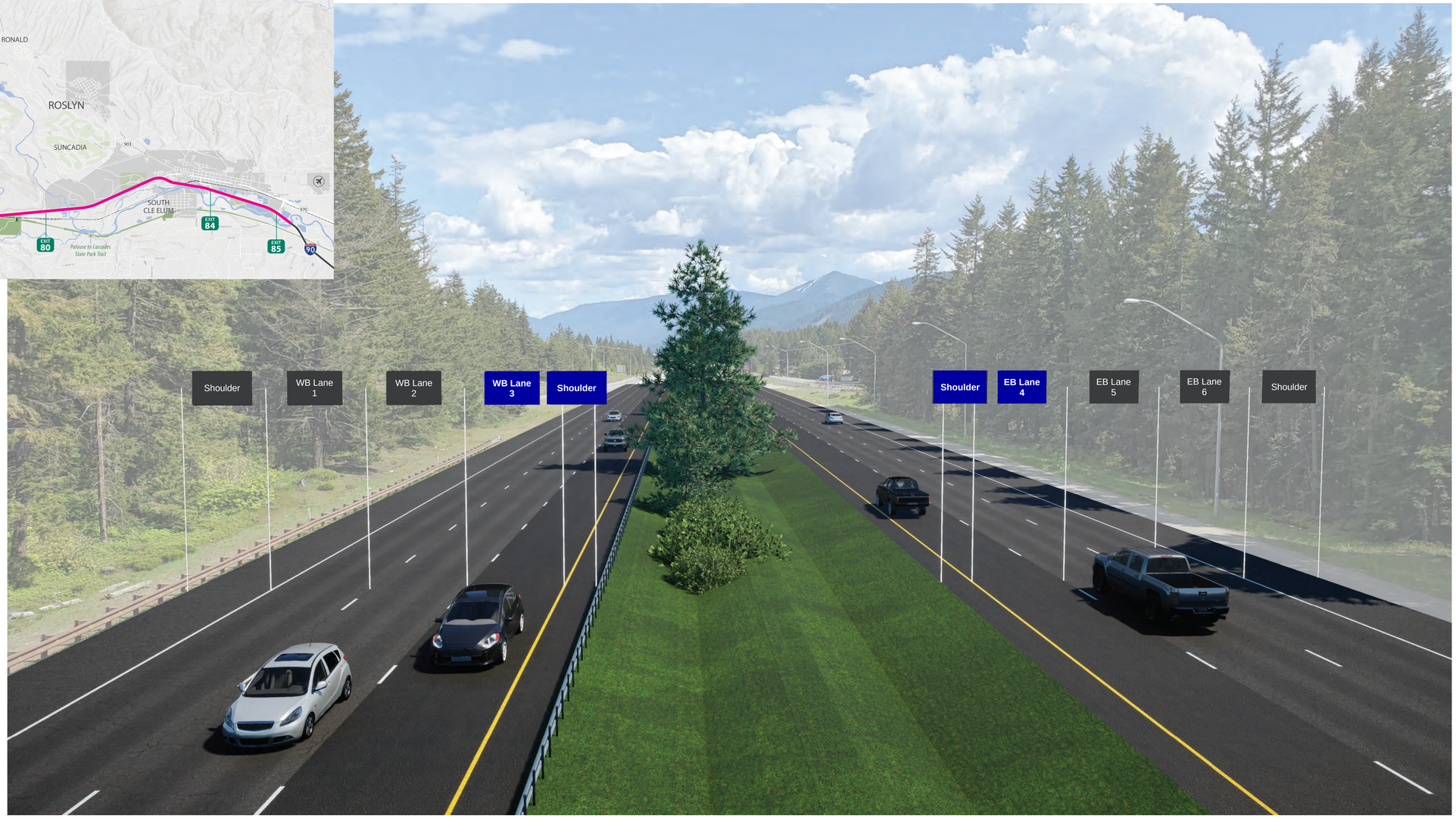
Widen I-90 on the outside to add one new lane in each direction. The new roadway would result in three lanes in each direction. Most of the land needed is within WSDOT right-of-way, though some additional property will be required.



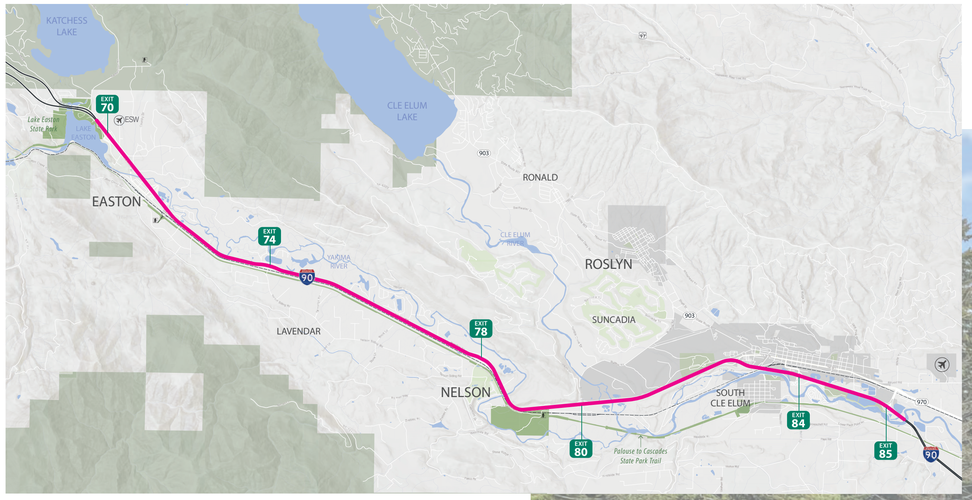
Alternative 2 | I-90: Widen in Median



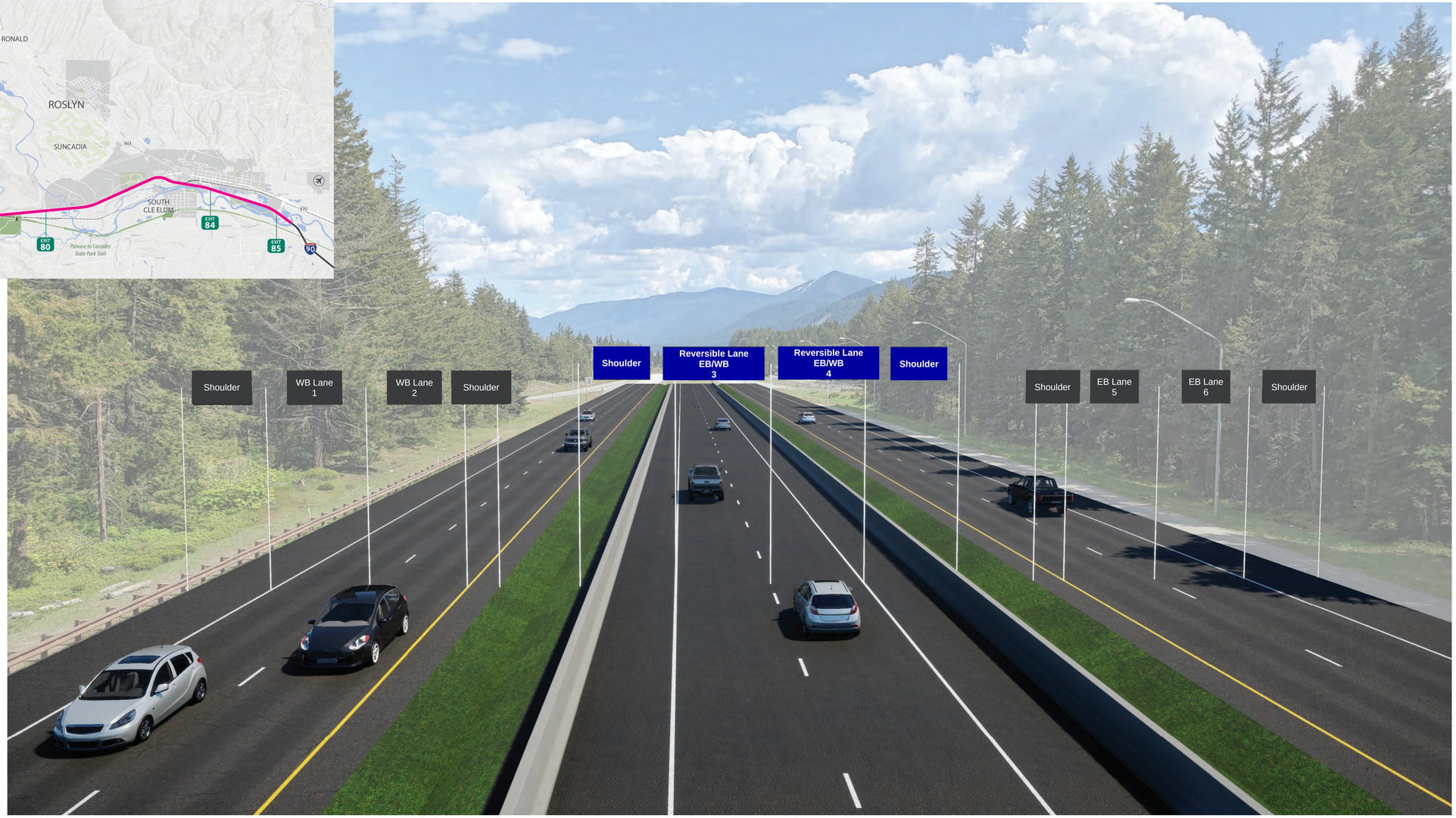
Add a new lane in each direction within the existing I-90 median (WSDOT right-of-way), resulting in three lanes in each direction.



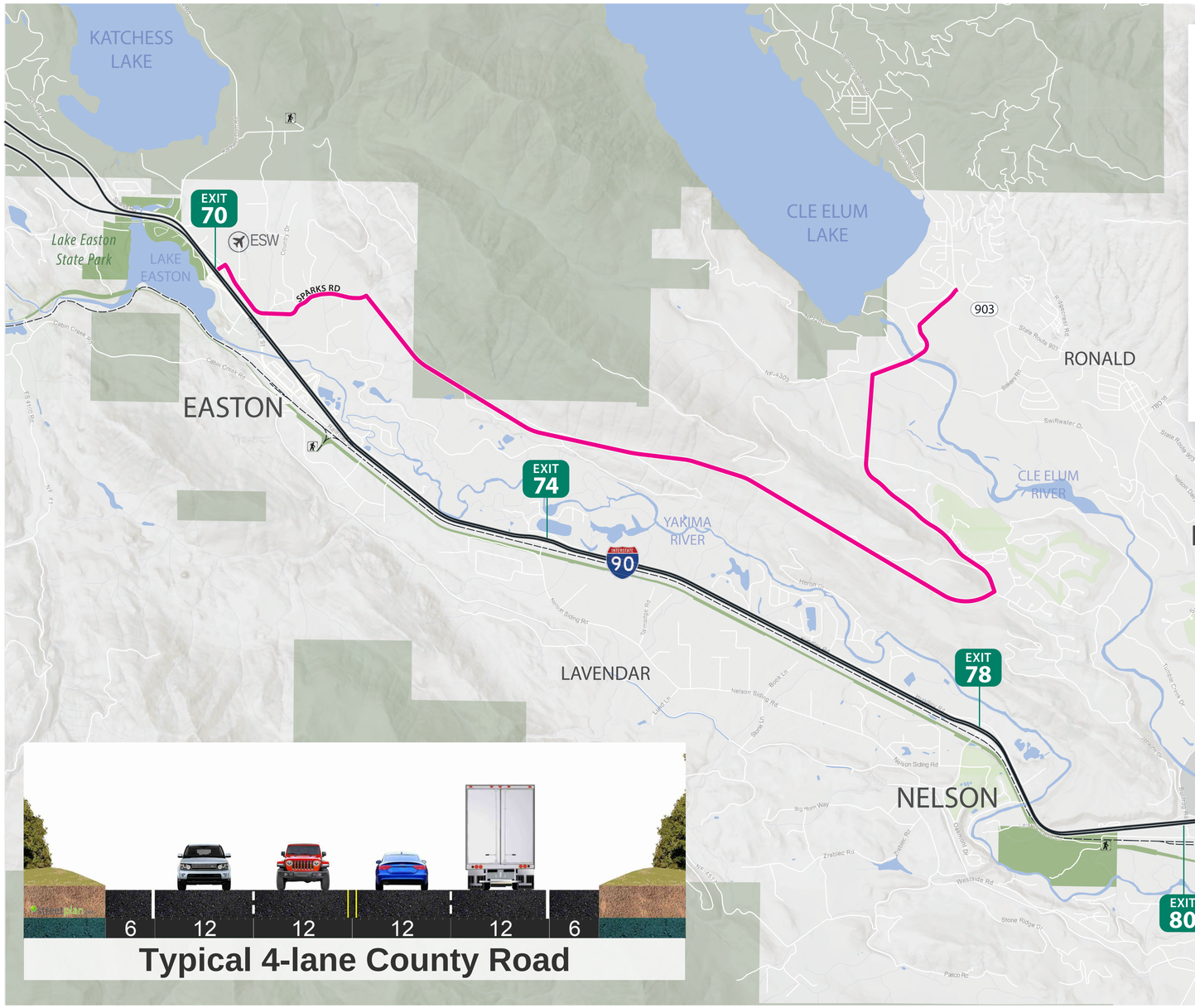
Alternative 3 | I-90: Reversible Lanes in Median



Add two new lanes within the existing I-90 median (WSDOT right-of-way). The direction of the two lanes would change based on peak demand. (Example: Sunday westbound, Friday eastbound). This would result in four lanes in the direction needed the most. Access would be limited.



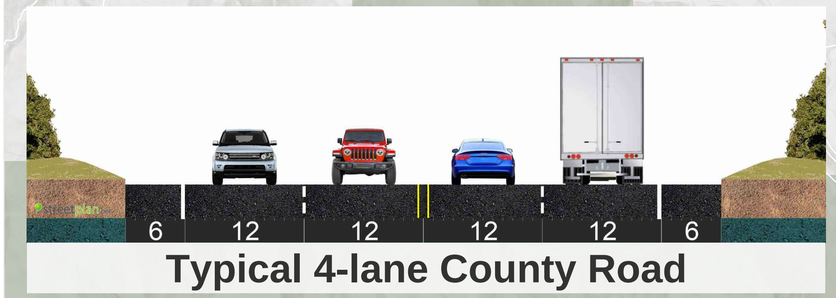
Alternative 4A | North Route – SR 903 Extension



Approximately 12 miles of primarily new roadway, which will consist of two lanes in each direction. In some locations, existing roadways will be expanded (and straightened): Lake Cle Elum Dam Road, Tumble Creek Drive, various Forest Roads, and Sparks Road (East and West).

Alternative 4B | North Route – Bullfrog Road Extension

Approximately 10 miles of primarily new roadway running parallel to the existing power line right-of-way. The new roadway would consist of two lanes in each direction. In some locations, existing roadways will be expanded (and straightened): Bullfrog Road, Jenkins Drive, Heron Drive, and Sparks Road (East and West).



Typical 4-lane County Road

Alternative 5 | South Route

Buildout existing roads to better facilitate capacity that would connect Easton to Cle Elum outside the I-90 roadway. The new alignment would begin at Exit 70 (western terminus) and reconnect to I-90 at Exit 85 (eastern terminus). An additional lane in each direction will be added to: Lake Easton Road, Railroad Street, Nelson Siding Road, Westside Drive, and Lower Peoh Point Road. Some sections of the alignment will be new roadway (not on existing roads).

What were some of the Other Alternatives discussed?

Truck Parking Facilities

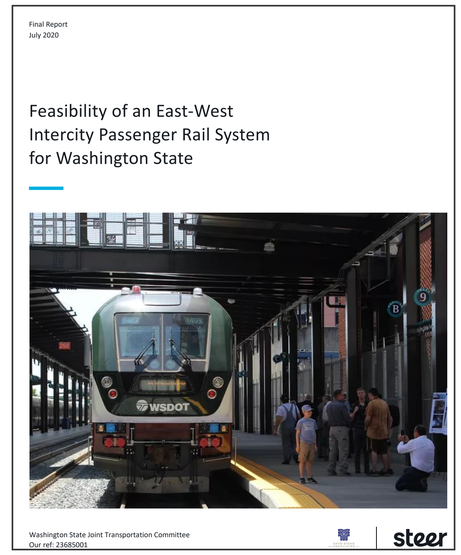
The concept of creating commercial truck parking facilities along the corridor was brought up many times through discussions with stakeholders. Although such a facility may assist trucks waiting for deliveries to ports and during times of closures, it did not meet the overall goals/intent of this feasibility study. Such a concept could be added to any of the recommended alternatives as an additional element.

Intelligent Transportation System (ITS)

An idea was discussed regarding whether adding more Intelligent Transportation Systems (cameras, message boards, sensors) would assist in diverting or changing travel routes. These programs and elements are already in place along the corridor. However, adding more of them to the system would not change or alter travel routes. The recommended alternative would incorporate ITS elements based on standard WSDOT policies.

Passenger Rail System

Washington State Joint Transportation Committee finalized their *Feasibility of an East-West Intercity Passenger Rail System for Washington State* in 2020. Though the concept showed feasibility, ridership on this corridor was estimated to be low. Based on the low ridership estimates, it was estimated that it would not have a significant effect on removing vehicles/freight from this section of the I-90 corridor


Final Report
July 2020

Feasibility of an East-West Intercity Passenger Rail System for Washington State

Washington State Joint Transportation Committee
Our ref: 21685001

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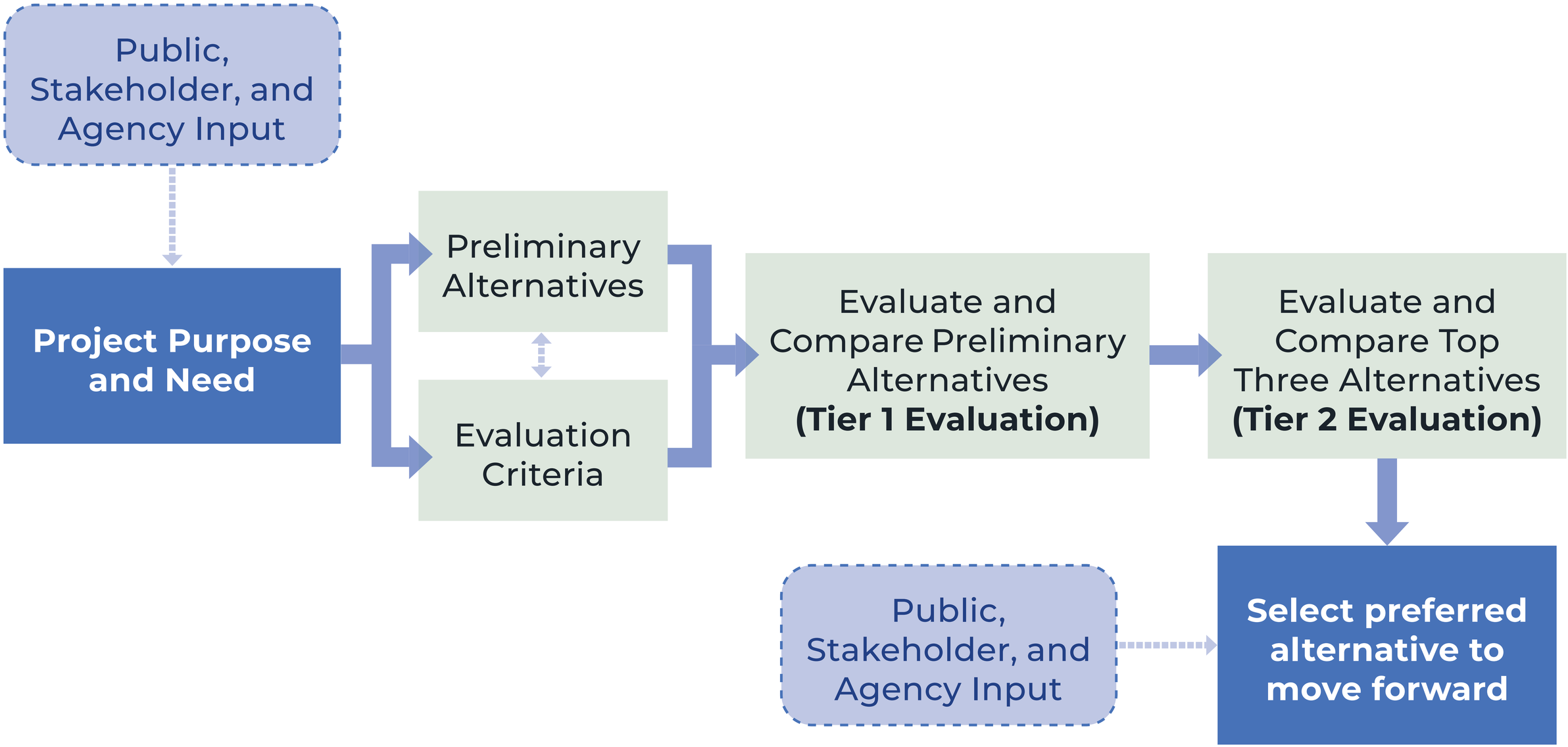
How were alternatives evaluated?



What criteria were used to evaluate the alternatives?

	CRITERIA – PROJECT PURPOSE STATEMENTS	MAX POINTS
	Safety: Improve overall safety along I-90 and adjacent roadways	30
Mobility	**Transportation Demand:** Enhance mobility and connectivity on I-90 for passenger vehicles, emergency vehicles, transit, and active modes and provide support for increased throughput	10
Mobility	**Freight Mobility:** Support economic vitality through reliable and efficient freight movement and access to major employers	10
	Environmental: Enable environmental restoration and ecosystem resiliency along I-90 connecting habitats, hydrological features and animal populations	15
	Resiliency: Improve local roads and I-90 system resiliency	15
	Equity/Inclusion: Support equitable outcomes	10
	Cost: Relative cost of alternatives	10
	Total Points	100

What were some of the sub criteria used to evaluate?

With each Criteria, there were sub-criteria used to further breakdown and review the alternatives. Listed below is a summary of the 30 sub-criteria that were tailored to the I-90 Study Area.

Emergency Routes (New routes and Response Times)

Consistency with other local plans

Freight through the area and to the communities

Wildlife connectivity

Transit

Traffic Flow/Active Transportation/County Roads

Impacts to Critical Areas and Potential Cultural Areas

Impacts to local road system

Maintenance procedures/costs

Snow removal operations

Ability/time to re-open the road during an incident

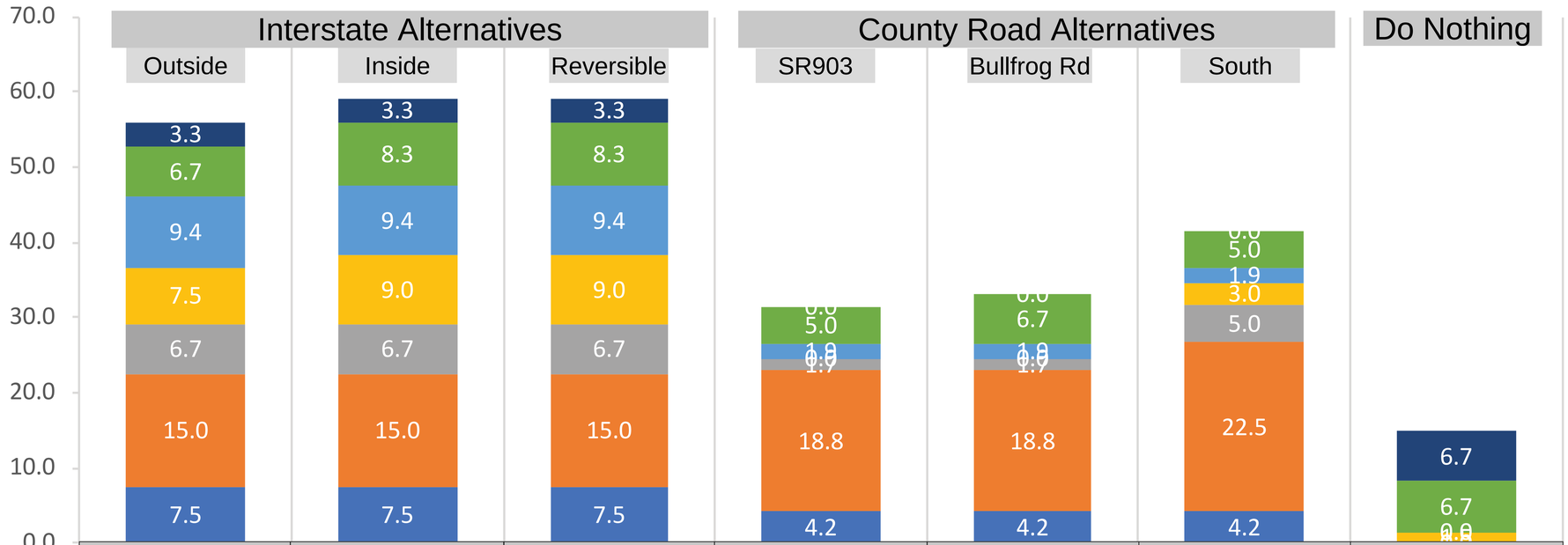
Risk of impacts to business and residential properties

Costs (Construction/Preservation/Maintenance)

How did the alternatives score in the Tier 1 evaluation?

The highest score represents the best value/benefit to the corridor that is consistent with the Purpose and Need.

I-90 FEASIBILITY ALTERNATIVE SCORING EVALUATION



	56.0	59.2	59.2	31.5	33.1	43.2	14.8
Relative Cost of Alternatives	3.3	3.3	3.3	0.0	0.0	0.0	6.7
Equity/Inclusion	6.7	8.3	8.3	5.0	6.7	5.0	6.7
Resiliency	9.4	9.4	9.4	1.9	1.9	1.9	0.0
Environmental	7.5	9.0	9.0	0.0	0.0	3.0	1.5
Freight Mobility	6.7	6.7	6.7	1.7	1.7	5.0	0.0
Safety	15.0	15.0	15.0	18.8	18.8	22.5	0.0
Transportation Demand	7.5	7.5	7.5	4.2	4.2	4.2	0.0

Transportation Demand · Safety · Freight Mobility · Environmental · Resiliency · Equity/Inclusion · Relative Cost of Alternatives

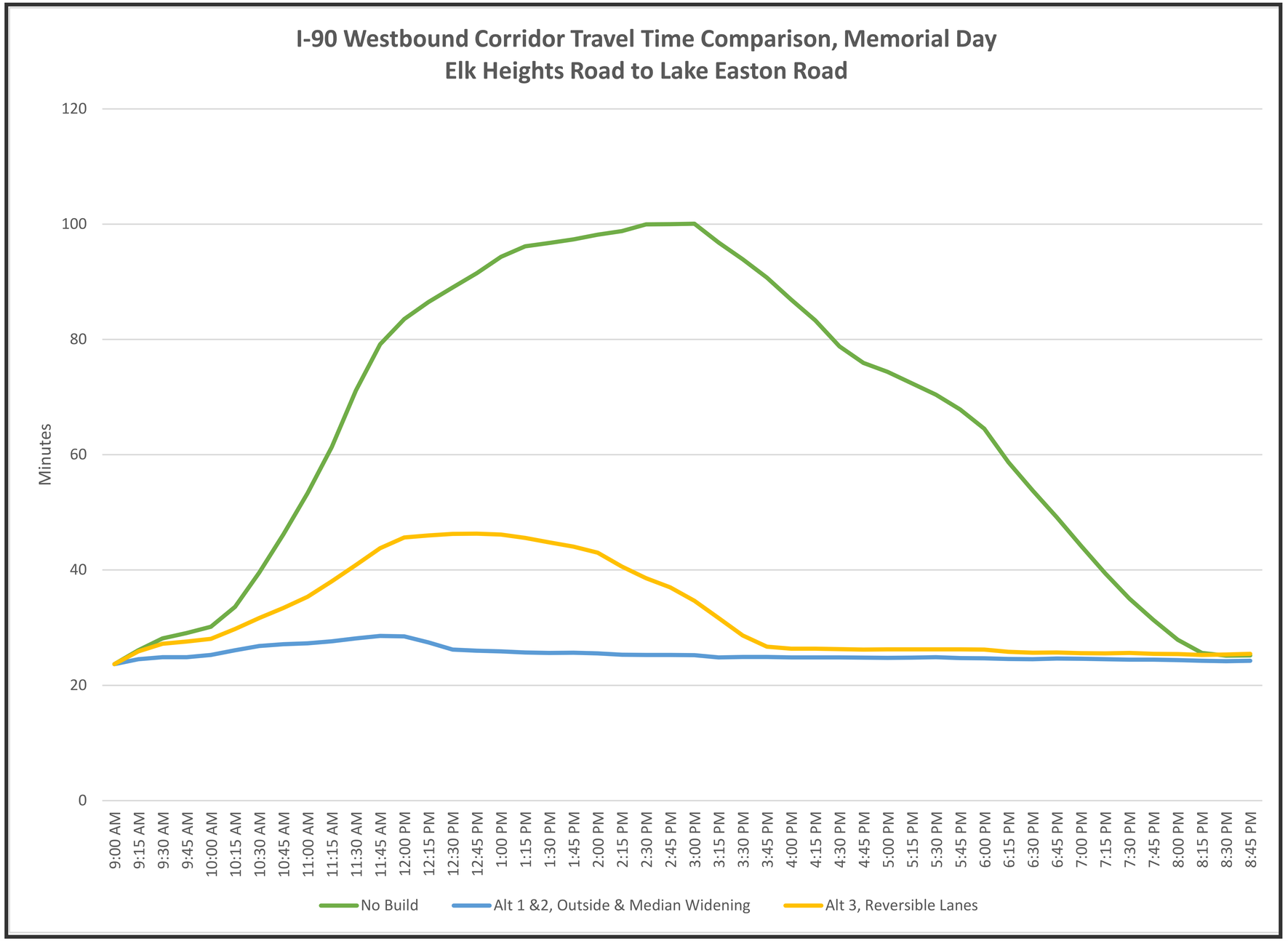
I-90 Alternatives Tier 2 Traffic Review

Tier 2
Deeper Traffic Analysis

Memorial Day Traffic
Westbound Only

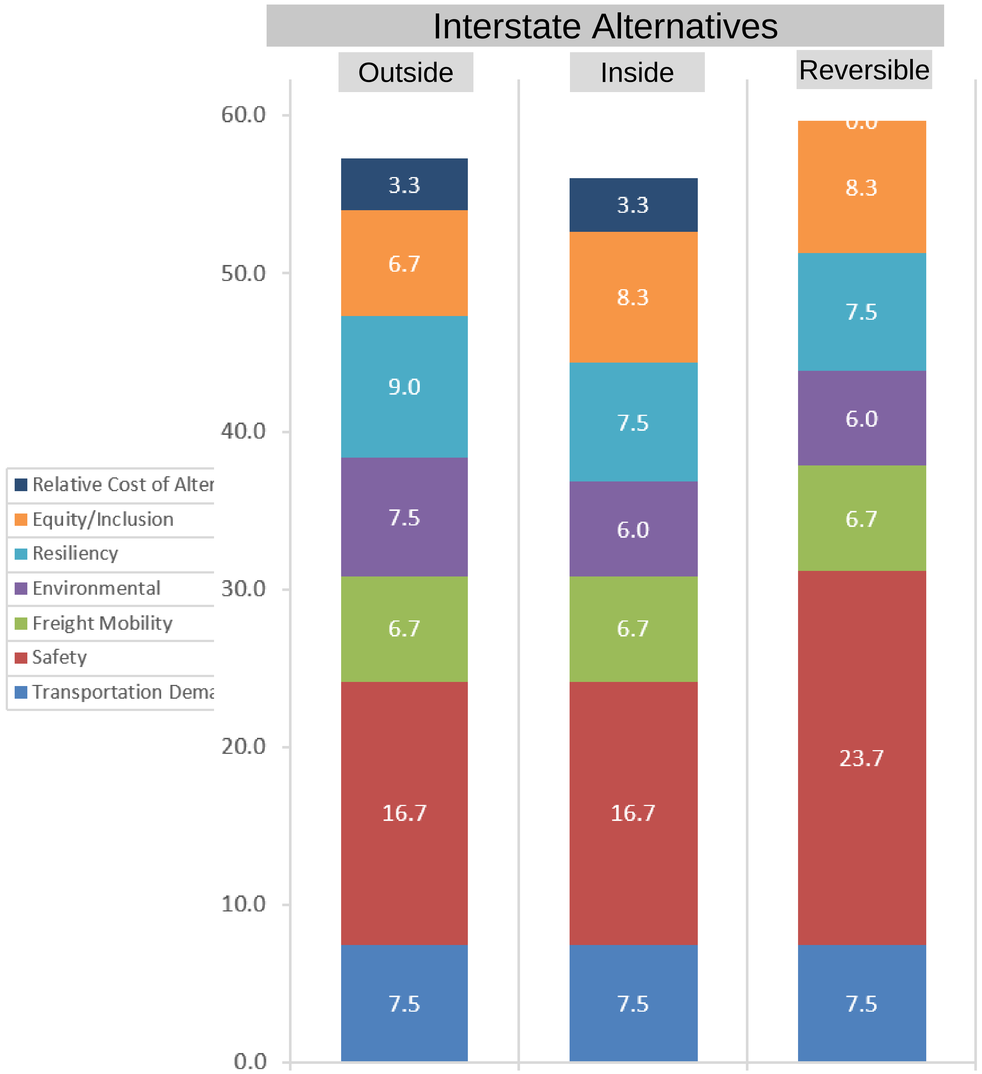
Average Times

No Build:	62 mins
3 Lanes in Each Direction:	25 mins
Reversible Lanes:	32 mins



How did the remaining three alternatives score in Tier 2?

The Tier 2 evaluation was performed in an attempt to understand in more detail if there was more of a distention between the Top 3 Alternatives from Tier 1



I-90 Feasibility Alternative Scoring Evaluation			
	Alt 1	**Alt 2**	**Alt 3**
	I-90 Outside Widening	**I-90 Median Widening**	**I-90 Reversible Lanes**
Safety	16.7	16.7	23.7
Transportation Demand	7.5	7.5	7.5
Freight Mobility	6.7	6.7	6.7
Environmental	7.5	6.0	6.0
Resiliency	9.0	7.5	7.5
Equity/Inclusion	6.7	8.3	8.3
Relative Cost of Alternatives	3.3	3.3	0.0
Total Score	**57.3**	**56.0**	**59.7**

The highest score represents the best value/benefit to the corridor that is consistent with the Purpose and Need.

What Alternative would you like to see advanced?

We would like this opportunity to learn what your thoughts and opinions are about the alternatives presented.

Let's take a Poll!

What Alternative would you like to see advanced?

Let's take a Poll!

Alternative 1
I-90 Widening
Outside

Alternative 2
I-90 Widening
Median

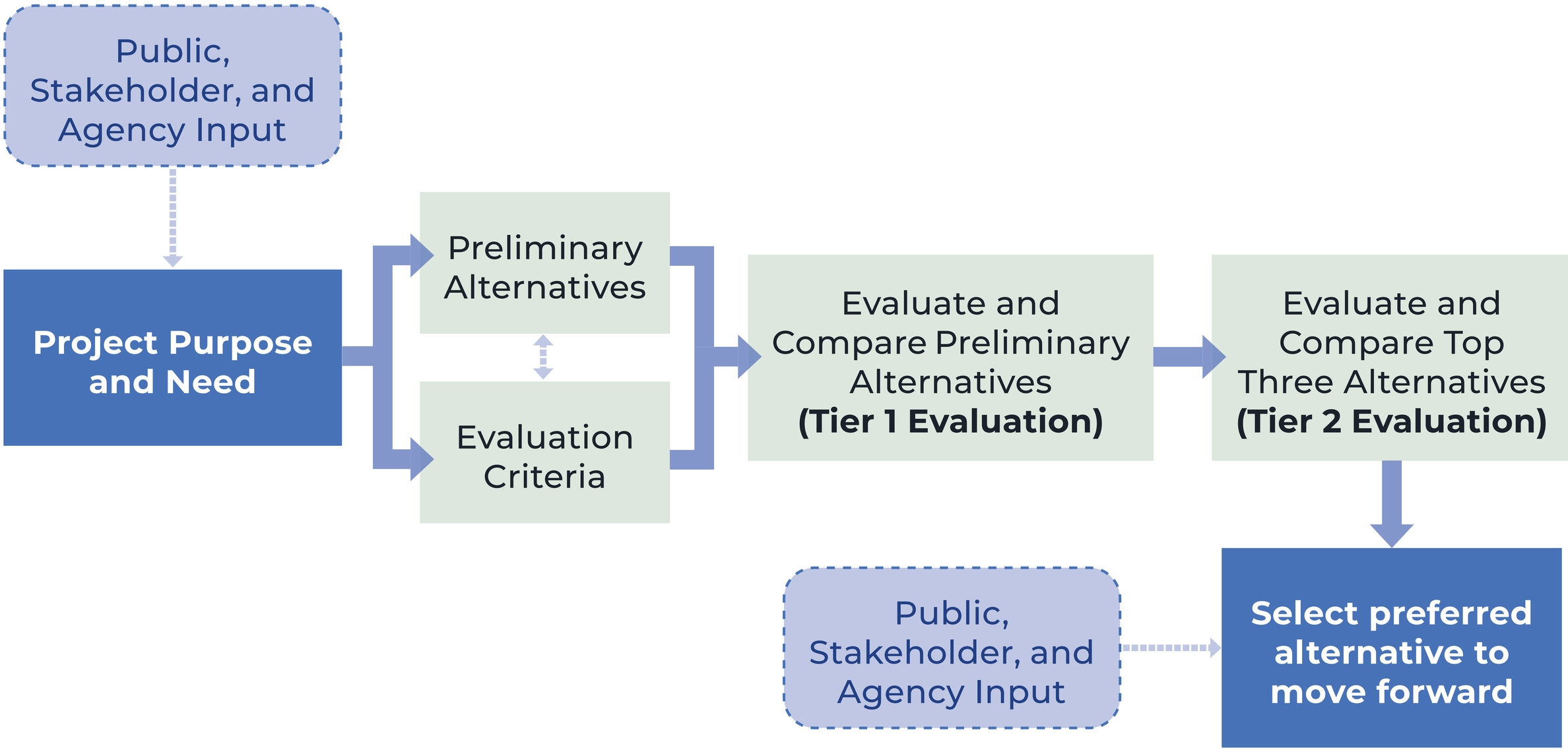
Alternative 3
I-90
Reversible Lanes

Alternative 4a
Extend SR 903
to Easton

Alternative 4b
Extend Bullfrog Rd
to Easton

Alternative 5
South Route

What comes next?



What comes next?

- Review and incorporate comments from open house and survey
- Select a preferred alternative
- Prepare and release Feasibility Report (by Summer 2024)
- Pursue funding for next phases:
  - » Planning and Environmental Linkages Study (WSDOT report)
  - » Environmental analysis and preliminary design
  - » Final design and implementation

Stay informed

www.STEERI90.com

Go to the website for a Link to this Webinar Recording
Go to the website for a Link to the Survey
(to be available on 2/22/24)

OPEN HOUSE February 28, 2024 6:00pm-8:00pm at Cle Elum Senior Center

Thank you!