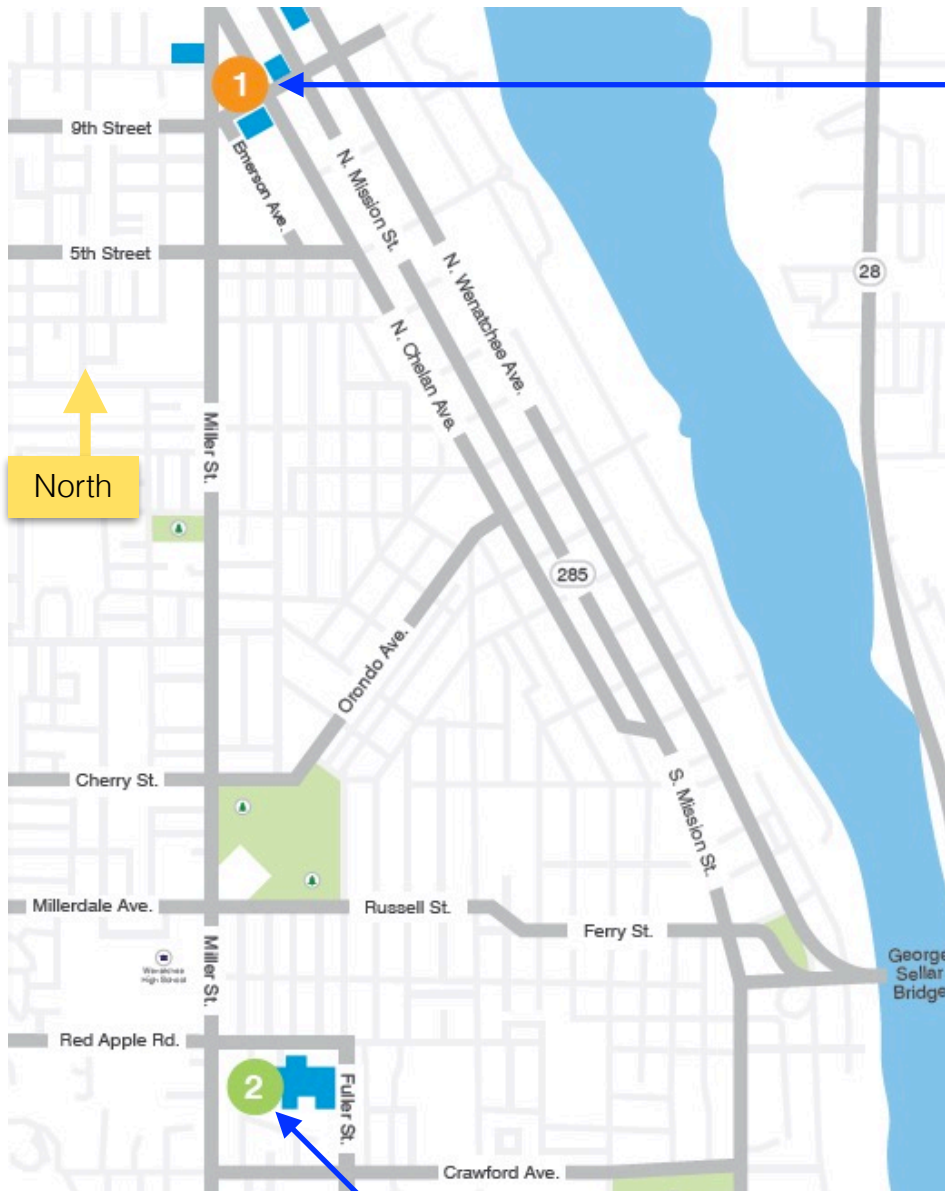


Bicycling to Confluence Health in Wenatchee - Routes and Parking

Confluence Health is a large employer in the Wenatchee Valley with multiple sites. Three locations in Wenatchee are featured here. There are convenient routes between the various campuses in Wenatchee. Parking for bicycles, while not always ideal, is provided at the Central and Mares campuses and the Miller St Therapy Clinic. The information presented here would be useful for anyone who rides a bicycle to Confluence Health facilities, including patients, visitors, and employees.



1 CONFLUENCE HEALTH HOSPITAL | MARES CAMPUS & OTHER
820 N. Chelan Ave.

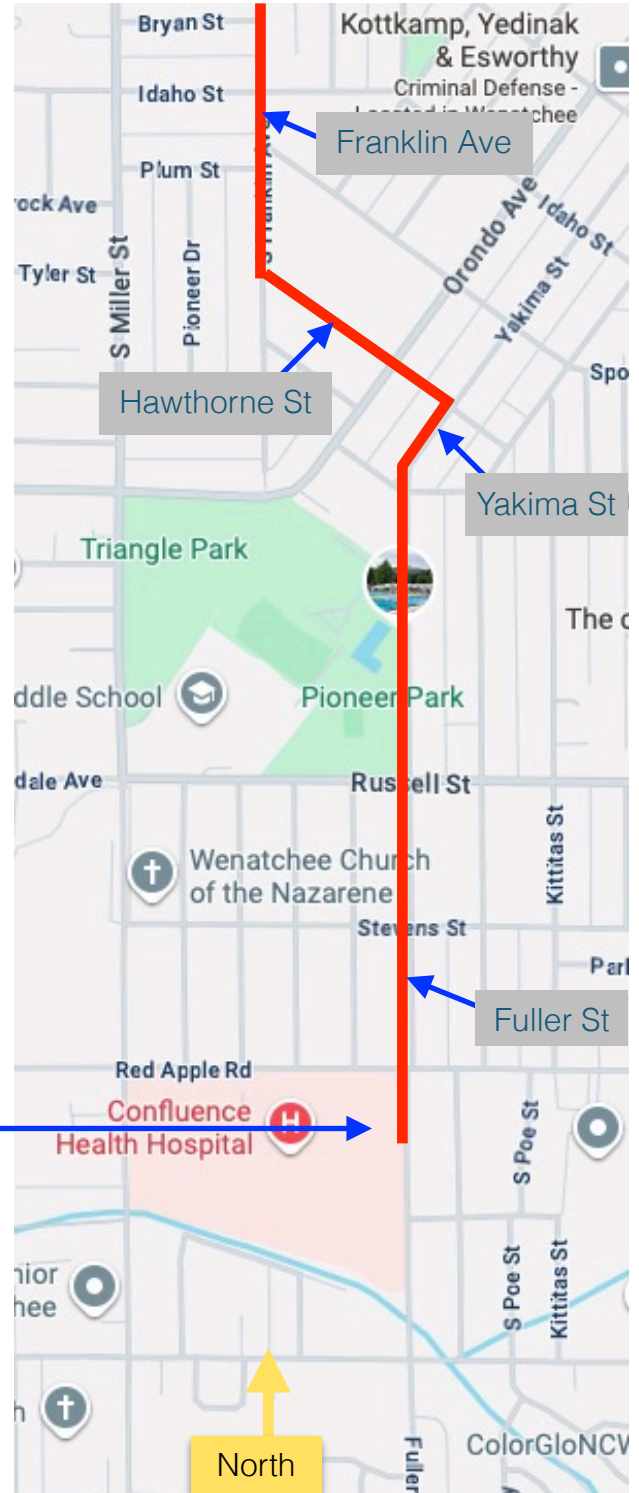
Bicycle from Central Campus to Mares Campus

Allow 15 minutes for this ride. It is mostly downhill from Central to Mares. For the return uphill trip allow a few additional minutes. Two arterials to cross are Orondo Ave and Fifth St. The crossing of Orondo Ave at Hawthorne St has a stop sign. With patience it's an easy crossing. The crossing of Fifth St on Emerson St is aided by a user-controlled flashing light at the crosswalk, reached by switching from the roadway to the sidewalk. Parts of the Kittitas/Fuller and Franklin/Emerson signed bike routes are used. It's mostly a quiet route on residential streets.

2 CONFLUENCE HEALTH HOSPITAL | CENTRAL CAMPUS
1201 S. Miller St.

The Wenatchee Valley Bike Map is a most useful map source and is available online. The front side of the two-sided brochure is most useful for Wenatchee <<https://bikewenatcheevalley.squarespace.com/bike-map>>.

A good beginning is at Central Campus's best bike rack (below), a series of linked wave racks in the parking lot north of the Physical Therapy services door, best reached from Fuller St. From there bicycle north on Fuller St (map below). Fuller St, Yakima St, Hawthorne St, and Franklin Ave are all quiet residential streets. Franklin Ave goes through the heart of the Grandview Historic District. Enjoy the historical architecture while riding through. See the remainder of the route on the following page.



2 CONFLUENCE HEALTH HOSPITAL | CENTRAL CAMPUS
1201 S. Miller St.

Red Apple Rd.

Miller St.

- I Professional Building**
933 Red Apple Rd., Wenatchee
- J Central Campus**
1201 South Miller St., Wenatchee
- K Saddle Rock Building**
1215 S. Miller St., Wenatchee

Recommended bike rack



Looking north at Emerson St from Fifth St (above), note the parked cars that narrow the amount of space for bicycling. Use caution riding here, allowing ample space while bicycling beside parked cars.

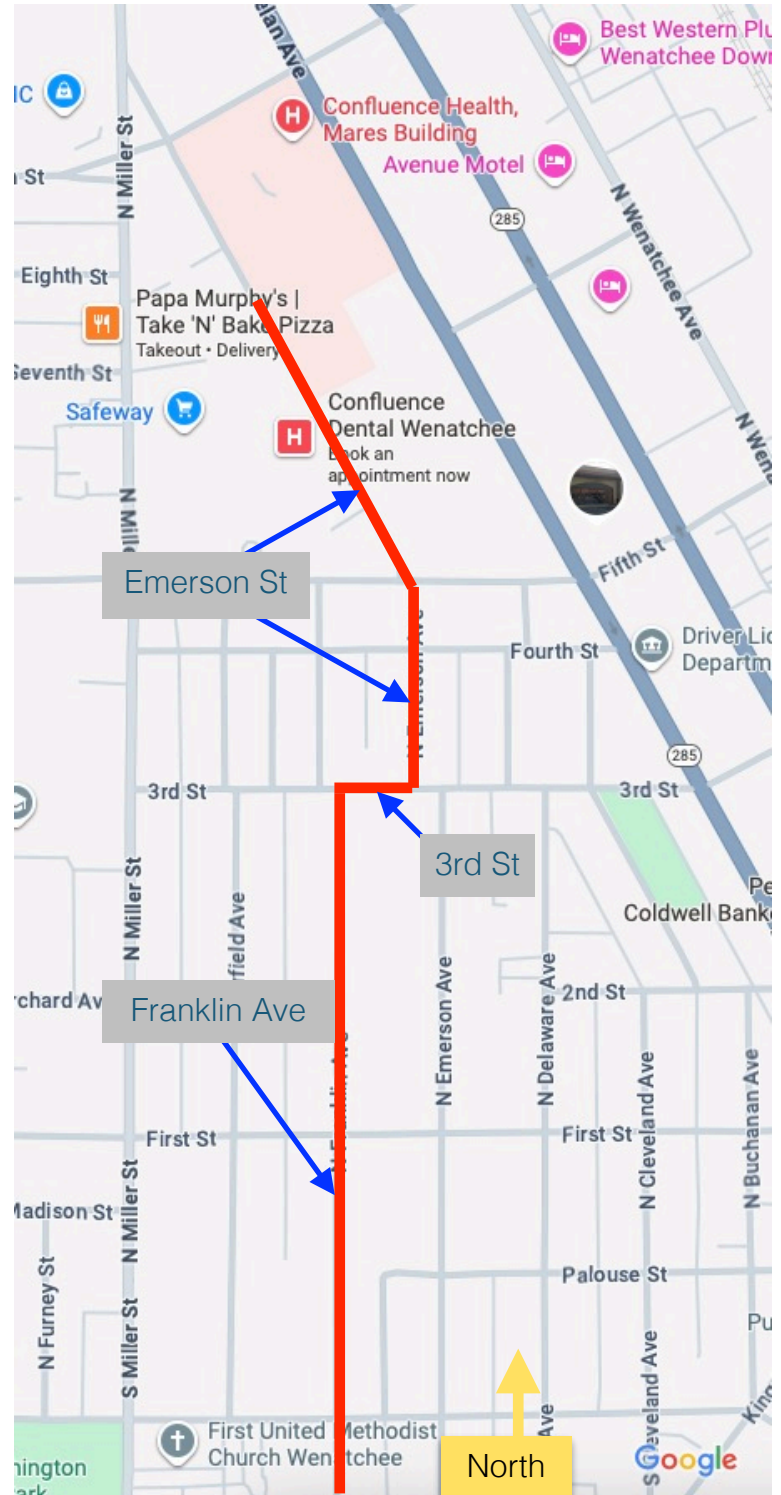
Two wave racks are the only bike racks at Confluence Mares that meet current bike rack standards. The rack on the west side of the Smith Building (right) would be improved by widening the access.



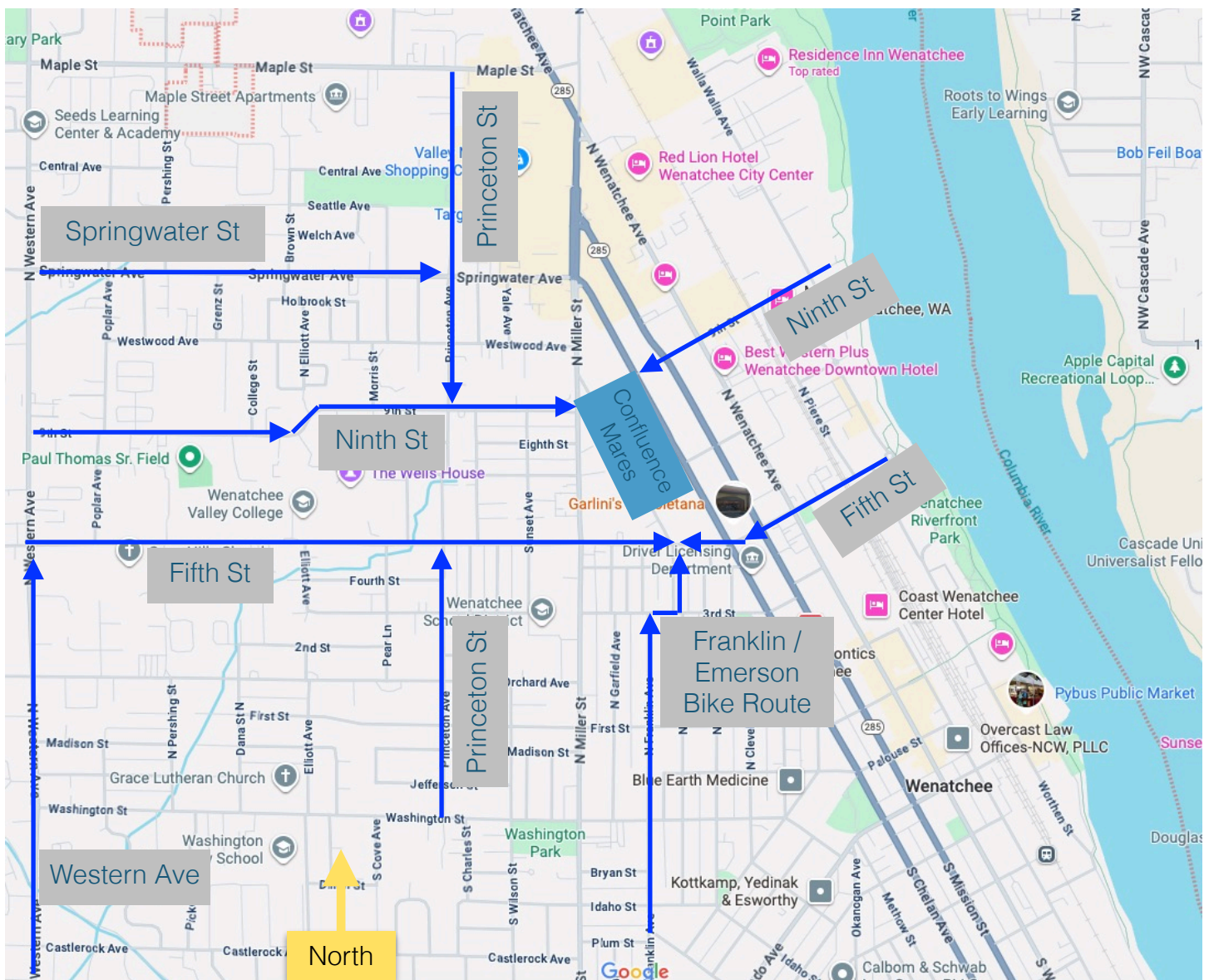
The rack on the east side of the Haug Building (right) is bent, presumably from a vehicle backing into it. One wonders if the rack is properly sited into a cement pad under the asphalt.



Franklin Ave, Third St, and Emerson St are quiet residential streets, with the exception of Emerson St north of Fifth St. Use caution crossing Fifth St. A crosswalk is available that includes a flashing light that is user-activated. The recommended way to enter the Confluence Mares campus from Emerson St is the lesser-used driveway to the south of the Haug Building, the first Confluence building encountered when traveling north on Emerson St. Employees have access to secure inside bicycle parking.

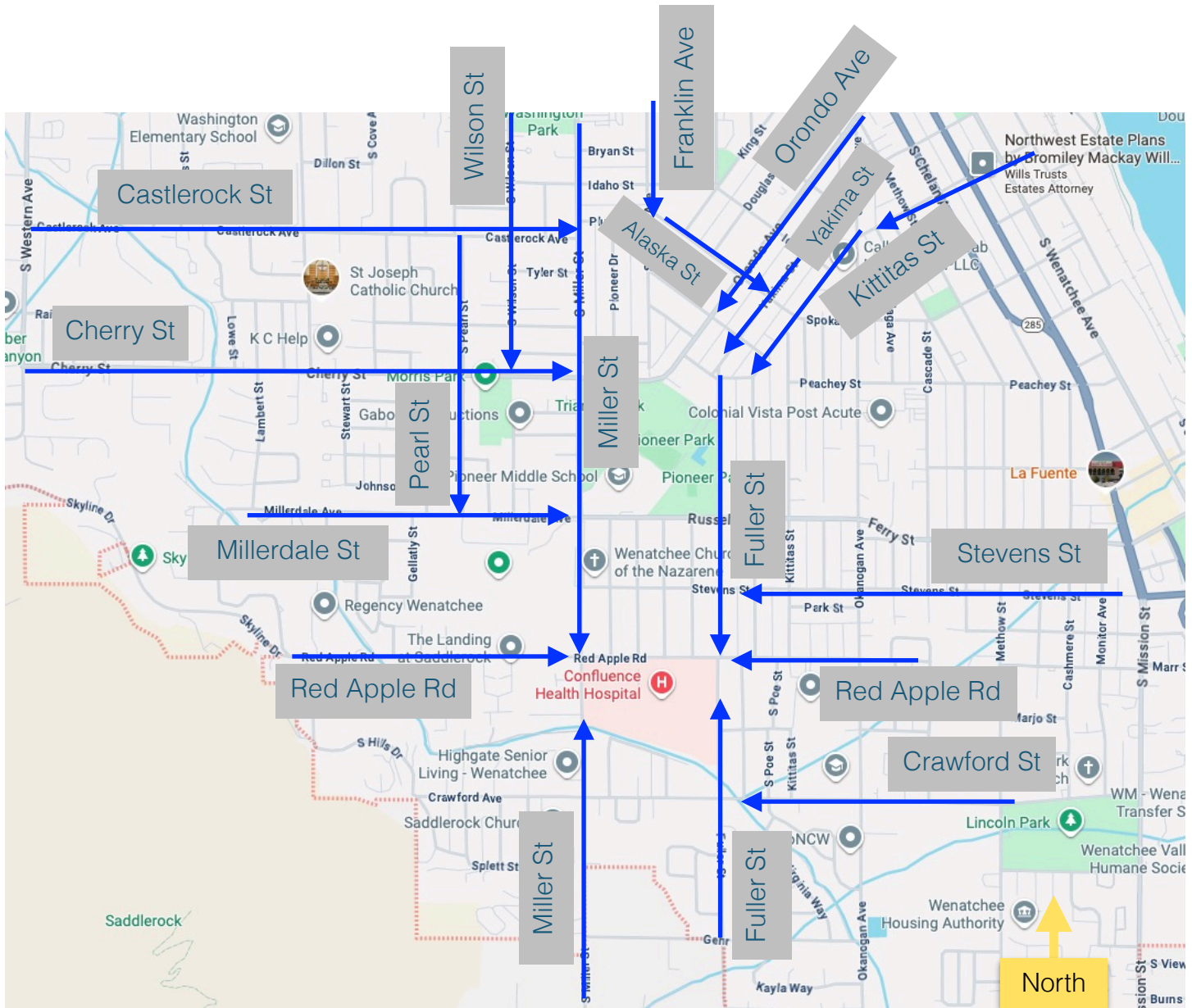


Bicycle Routes to Confluence Mares Campus at Ninth St & Chelan Ave



There are good options for accessing Confluence Health Mares Campus by bicycle. Fifth St has bike lanes the entire distance from Western Ave to the Loop Trail. Ninth St does not have bike lanes, but works well for bicyclists comfortable with riding in traffic. If riding to Confluence Mares from the Loop Trail on Ninth St, consider "taking the lane" between Wenatchee Ave and Chelan Ave. Beware of being stopped by BN railroad traffic, sometimes with long delays. An underpass on Fifth St always gets past the BN railroad tracks without having to delay. Bicycling north and south, the Franklin / Emerson bike route is highly recommended as a comfortable route to ride. Western Ave, Princeton Ave, and Springwater St are good connectors. The Wenatchee Valley Bike Map is a most useful map source and is available online. The front side of the two-sided brochure is most useful for Wenatchee <<https://bikewenatcheevalley.squarespace.com/bike-map>>.

Bicycle Routes to Confluence Central Campus at Miller St & Red Apple Road



There are numerous routes to Confluence Central Campus that are bicycle-friendly. Miller St has bicycle lanes from Fifth St all the way to the campus. The Kittitas / Fuller bike route (Thurston St, Columbia St, Kittitas St, Monroe St, Fuller St) provides good access to Confluence Central campus from the Loop Trail. However, there is no controlled crossing at Chelan Ave. During peak traffic, consider using the controlled intersection at Yakima St, then return to Kittitas St. Red Apple Road reaches the campus from both the east and west. The Princeton bike route uses parts of Wilson St and Pearl St to get to Millerdale St and on to Miller St. Castlerock St, Cherry St, Millerdale St, Crawford St, Orondo Ave, and Stevens St are all useful to make connections towards the Confluence Central campus. The Wenatchee Valley Bike Map is a most useful map source and is available online. The front side of the two-sided brochure is most useful for Wenatchee <<https://bikewenatcheevalley.squarespace.com/bike-map>>.

Bicycle Parking - Confluence Central Campus

The rack (right) is well anchored. The installation is flawed, however. From either end it is awkward to access the back side of the rack, so the useful capacity for bicycle parking is cut in half. The front side of the rack suffices, however.



The map below shows the various racks on the Central campus and the rack attributes, good to know when selecting a rack for bicycle parking.



Bicycle Parking - Confluence Mares Campus



Wheel well type rack that does not support the bicycle frame

Wave rack recommended

Mares Campus Parking Map

LEGEND

- Bike Racks
- Bus Stop
- Motorcycle Parking
- E Patients
open to employees weekdays from 4:00 P.M. to 7:30 A.M. and weekends
- E Employees
- E Physicians
(Restricted Access)

For letters a1-d4, please refer to employee parking policy.

Covered and locked bicycle parking for employees

Wheel well type rack not recommended

Wheel well type rack that does not support the bicycle frame

Could not locate

Wave rack recommended

Perhaps the best spot to park a bicycle at the Mares Campus is not a bike rack at all. Located at the north end of the parking lot is a stout light pole (right) that adequately supports the bike frame and is close to the main entrance.



A large wheel well type rack (left) is south of the front entrance and east of the flower garden/ picnic area. The two ends of the rack provide support for the bike frame.



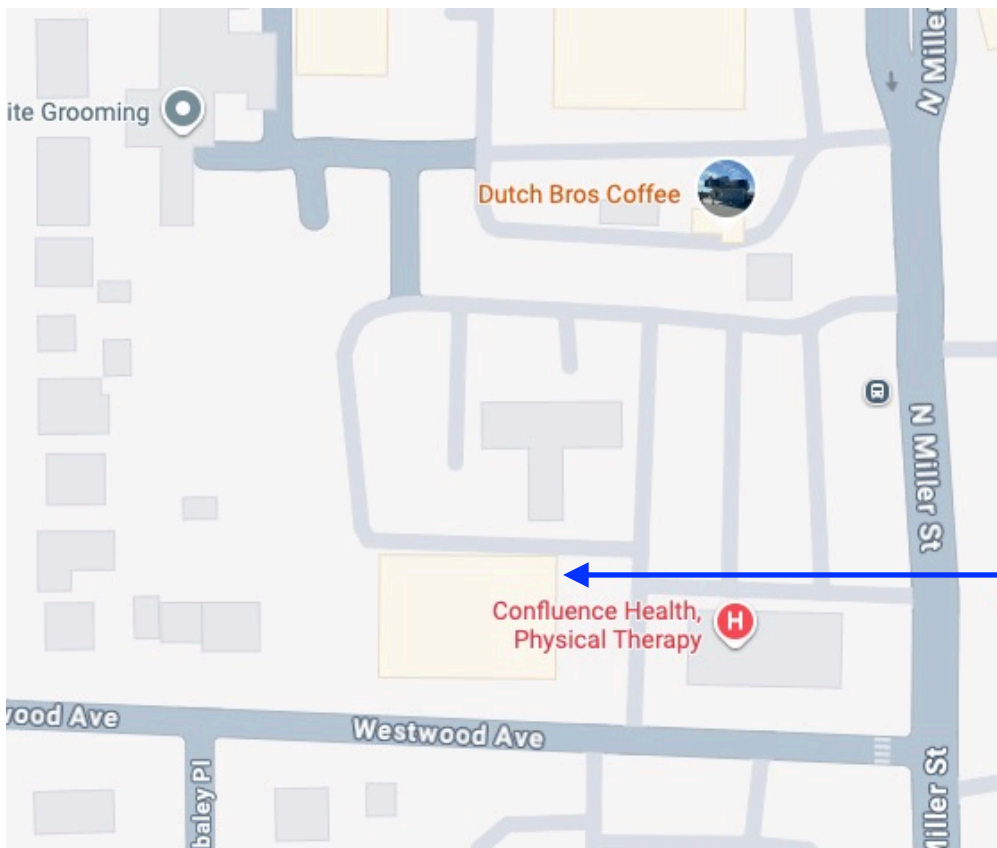
Bicycle Parking - Miller St Therapy Clinic



A wheel well type rack (left) that does not support the bike frame is available and not far from the entrance. The rack is not anchored to the surface. Employees working at Miller St Therapy Clinic who bicycle to work are given an opportunity to park inside the building.

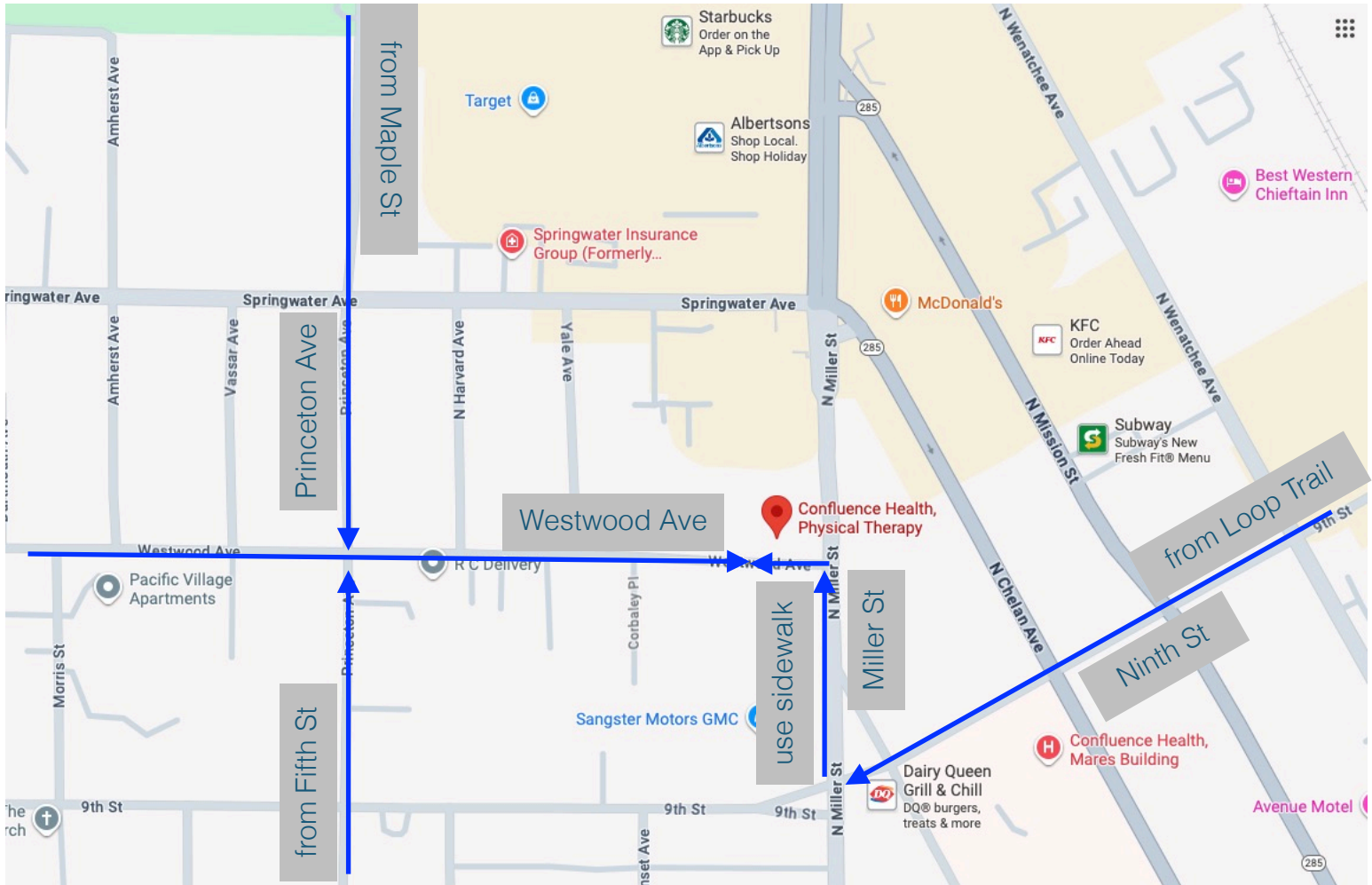


A tree alongside Westwood Ave (right) is near the Miller St Therapy Clinic and supports the bike frame. Vinyl covered cable works well for locking up and avoiding damage to the tree bark.



Wheel well type rack that does not support the bicycle frame

Bicycle Routes to Miller St Therapy Clinic at 100 N Miller St



Miller St, being a major north/south arterial, will not appeal to most people that bicycle. Coming from the Loop Trail, Ninth St works well for people riding bicycles that are experienced with riding in traffic. For example, the portion of Ninth St between Wenatchee Ave and N Chelan Ave works best by "taking the lane." The controlled intersections along Ninth St are not synchronized in the east/west direction, so traffic speed is typically slow. Coming from south or north, the Princeton bike route is recommended. Westwood Ave is a quiet residential street for east/west travel. The Wenatchee Valley Bike Map is a most useful map source and is available online. The front side of the two-sided brochure is most useful for Wenatchee <<https://bikewenatcheevalley.squarespace.com/bike-map>>.



Charles Hickenbottom is the author of *Greater Wenatchee Bicycle Routes - A History Told Through Maps, Drawings, and Pictures* (2021). The book is available for purchase through the Wenatchee Valley Museum, and can be checked out from North Central Washington Libraries. Rights to the book have been donated to the museum.

Hickenbottom has served for 28 years on local bicycle advisory boards and committees. For most of two decades he commuted by bicycle to Lewis & Clark Elementary School from his home near Chase Park. Most of his errands around town are done by bicycle. Since finishing the history book, he has completed numerous informational articles for the Wenatchee Outdoors website, pertinent to bicycling in Wenatchee. 2-26-2026

Map | Visitors

LEGEND

	Restroom		Registration
	Elevator		Information
	Stairs		Coffee Central
	Waiting Room		

Main Floor

Emergency Department Entrance

Emergency Department

Surgery & Procedures

Surgery & Procedures (Green Wall) Entrance

Radiology

Neurosurgery

Ground Floor

Cafeteria

To Ground Floor and Patient Tower

Main Entrance

CONFLUENCE HEALTH HOSPITAL | CENTRAL CAMPUS

Red Apple Rd.

Miller St.

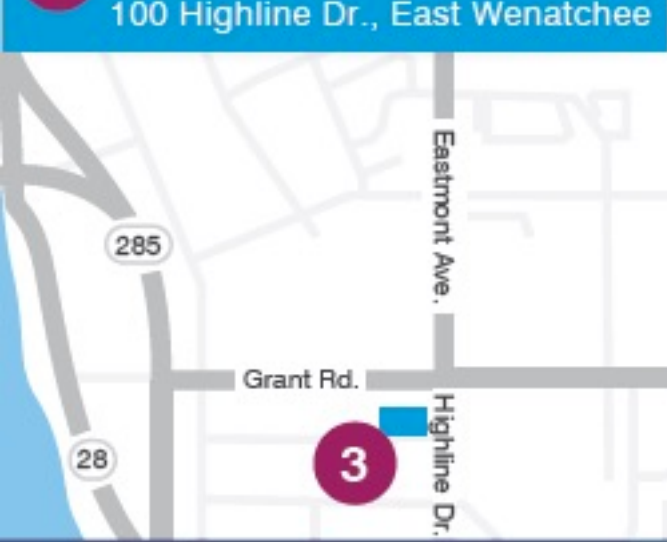


1 CONFLUENCE HEALTH HOSPITAL | MARES CAMPUS & OTHER
820 N. Chelan Ave.




- A** Miller Street Therapy Clinic, Sleep Center & Spine Clinic
1000 N. Miller St., Wenatchee
- B** 900 N. Mission St., Wenatchee
- C** Mares Campus
820 N. Chelan Ave., Wenatchee
- D** Smith Building
803 N. Emerson Ave., Wenatchee
- E** Haug Building
707 N. Emerson Ave., Wenatchee
- F** Behavioral Health Building
630 N. Chelan Ave., Wenatchee
- G** Occupational Medicine
317 N. Mission St., Wenatchee

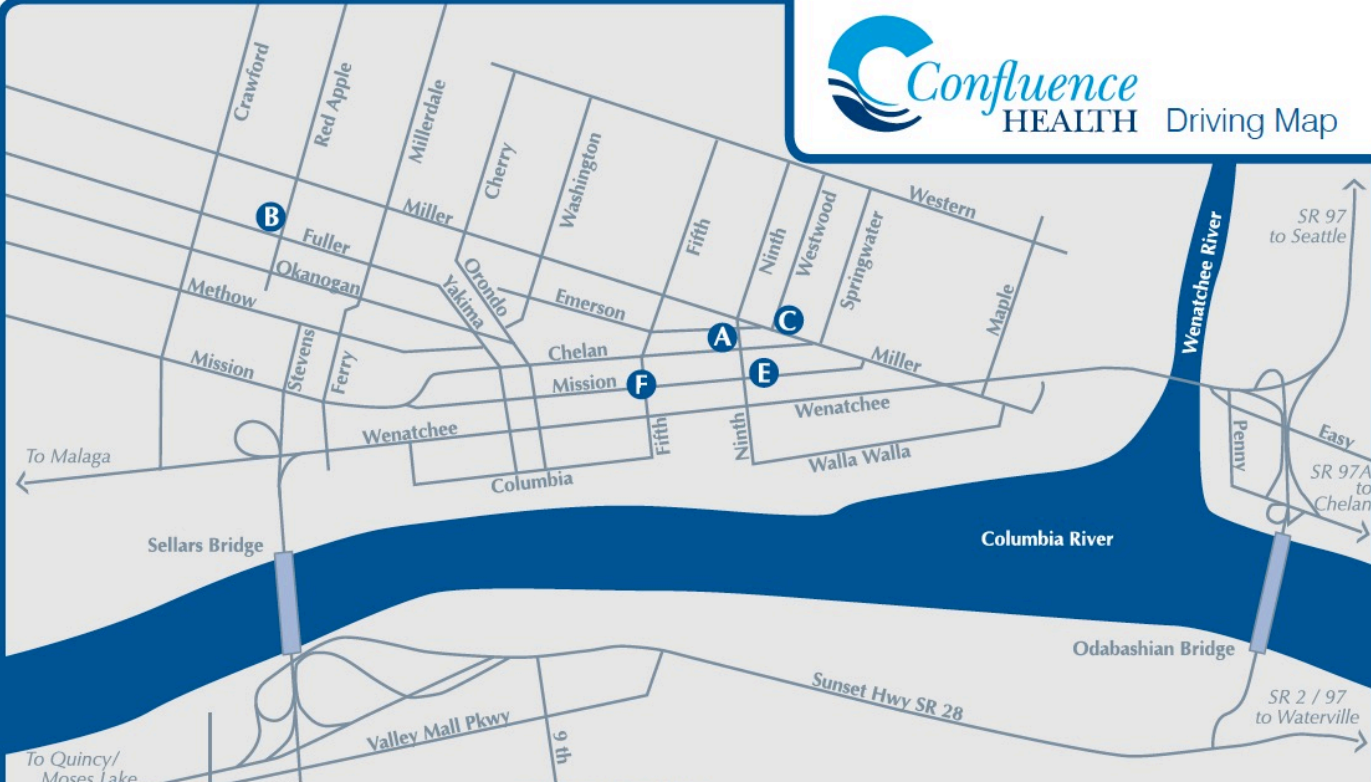
3 EAST WENATCHEE CLINIC
100 Highline Dr., East Wenatchee



labels and arrows to mark locations of recommended racks



Driving Map



A CONFLUENCE HEALTH HOSPITAL | MARES CAMPUS
820 N. CHELAN AVE.
WENATCHEE
(509) 663-8711

D EAST WENATCHEE CLINIC
100 HIGHLINE DR.
EAST WENATCHEE
(509) 884-0614


B CARDIOLOGY DEPT.
@ Confluence Health Hospital
Central Campus
2nd floor
1201 S. MILLER ST., SUITE A
WENATCHEE
(509) 433-3850

E 900 N. MISSION ST.
WENATCHEE
(509) 663-8711

C SLEEP CENTER
1000 N. MILLER ST.
WENATCHEE • (509) 663-8711

F PHYSICAL/OCCUPATIONAL THERAPY
1000B N. MILLER ST.
WENATCHEE • (509) 663-8711

F OCCUPATIONAL MEDICINE
317 N. MISSION STREET SUITE 200
WENATCHEE • (509) 665-5853



MAP NOT TO SCALE

Form 48891 11/18

Bike Racks - Confluence - July, 2025



SW corner of Professional Building - This rack is a classic example of what bicyclists today call a "wheel bender." It is not a compliment. Damage to a bicycle wheel is easily caused by bumping of a bicycle. Current bicycle parking standards provide support for the bicycle frame and allow easy locking of both the frame and wheels.



Hmmm, a head scratcher. This is a decent looking bicycle that isn't locked up. Let us consider this an outlier. Few bicyclists are going to bring a bicycle inside a major business and leave it in the way.

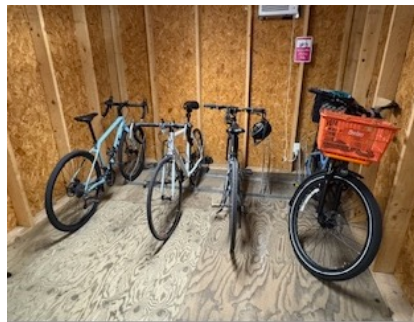


North side of the Central Campus - This is an old style wheel bender. It is not properly installed on a cement surface.

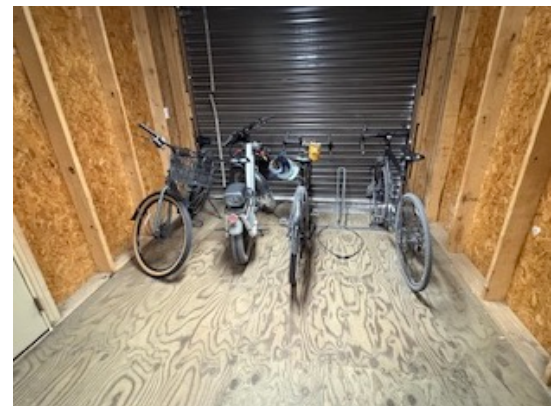
North side of the Central Campus - This is an old style wheel bender. Capacity/utility of this type of bike rack can be increased by allowing access to both side of the rack.



North side of the Central Campus - Confluence is to be commended for offering a covered and locked location for employees that arrive by bicycle. These mini lockers provide storage for helmets, gloves, and extra clothing, bravo.



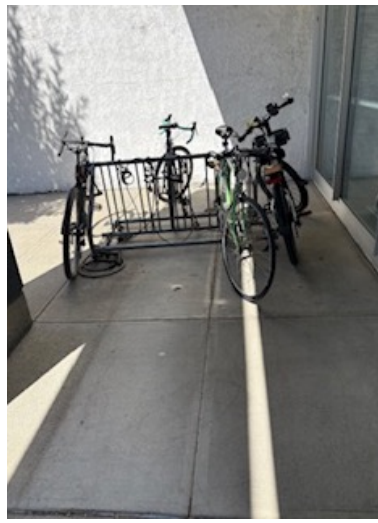
North side of the Central Campus - "new school" and "old school" here with covered and secure parking, but wheel bender style of rack. There is some space between bikes here, allowing access in-between bikes.



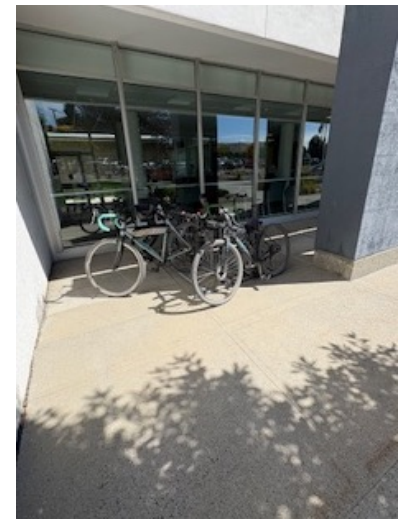
North side of the Central Campus - There is minimal space to get alongside a bicycle once it is parked among other bicycles. I wonder what employees and visitors would say if their motor vehicles were parked this close to others?



East side of Central Campus, access from Fuller Street - Here is a series of "Wave" racks placed in a row. Wave racks invite ambiguity, that is, a bicycle with a kickstand will often be placed front wheel in, thus perpendicular to the rack. However, use this way does not allow for easy locking of both wheels, nor is the frame supported. A bicycle frame may also be placed against the rack. Using the rack in the way that U-shaped staple racks are intended provide support for the bicycle frame and easy locking of frame and wheels. This type of use suggests that this wave rack could have more utility if bicyclists could access both the front and back side.



South side of Central Campus, near door closest to the pharmacy - A wheel bender type of rack is installed to allow access to both sides of the rack, increasing the utility and convenience. Both wave and U-shaped staple racks would be a large improvement here. Some of the rack is under cover, which is a nice feature when an installation allows that.



This is a different view of the same rack pictured to the left. Here one can see how one bicyclist tried to lock to the side of the rack, essentially trying to get the features of a staple rack (partial support for the frame and the possibility to lock the wheels and frame). Confluence Health should consider replacing this rack with infrastructure that meets current standards. The location is excellent, mostly under cover and close to the front entrance.



On the west side of Central Campus is an employee access door. Thus, it is assumed that most bicycles parked here are owned by Confluence Health employees. This rack is a wheel bender that provides no support for the bicycle frame.



On the west side of the Smith Building on the Mares campus is a rack with poor access, the vegetation not being maintained for easy access. This wave rack provides excellent parking for a single bike, using the wave rack as if it was a staple rack. For a patient, this rack is unlikely to be found, as it is not located near the front of the building. For an employee, this rack could be improved by significant trimming of the vegetation.



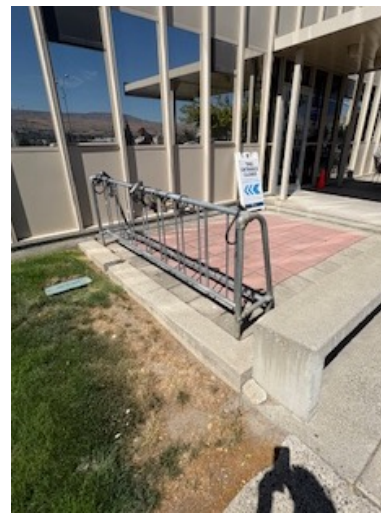
To the south of the Mares Building is a large rack of the wheel bender type. Access is open on both sides of the rack allowing more bicycle capacity. Unfortunately, only the two ends of the rack provide support for a bicycle frame. There is ample space in this location for a series of U-shaped staple racks to be installed.



This building is located south of the Mares building. Four bike racks are mounted on the wall. These are intended for the front wheel to be placed in the slot. This style of rack holds the bicycle steady, but does not incorporate a way to lock up both wheels without the use of an extra long cable. A bicyclist with panniers would find it awkward to unload after the bike was placed in the rack. At this location with minimal depth, 3-4 staple racks could be placed against the wall here and the overhanging roof would keep bicycles dry from rain or snow.



Inside the building pictured to the left is a wheel bender rack. Employees are given use here, providing a secure location and also keeps a bicycle dry. Some staple racks inside this building would allow better support for bicycles, with less chance of wheel damage.



On the east side of the Mares Building is a wheel bender rack that provides little support for bicycle frames.



To the north of parking areas A1 and B1 on the Mares Campus is an area that has enough space to incorporate several U-shaped staple racks. The light pole here provides for two bicycles to lock up and somewhat support a bicycle frame.



A wave style rack is located on the east side of the Haug Building. If this rack is used in a similar way to a U-shaped staple rack, it provides excellent locking and support for two bicycles. There is a possibility that this rack was not installed into wet cement. The rack is bent as if a motor vehicle backed up and into it.



Near the front door of the Smith Building is a very unsuitable rack that barely supports a front or rear wheel of a bicycle. The five slots are so close together that it would be impossible for five bicycles to use the rack. This would be a good location to install a series of U-shaped staple racks in lieu of this cheap plastic model.



Orthopedic Dept (left and right) on Chelan Ave north of Fifth does not have any bicycle parking. There is ample space in front of the building that could be utilized.



The Stanley Building (right) is on Emerson St, across the street from the Mares Campus. No bicycle parking is provided.



Confluence Health Foundation (above) is located across the parking lot from the Orthopedic Dept. No bicycle parking is provided. There is room near the entrance that is covered that could be utilized.



Miller St Therapy (left) has no bicycle parking.

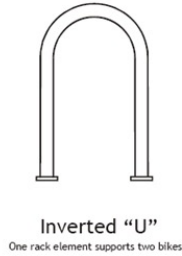


Sleep Center (above) is across the parking lot from Miller Therapy. No bicycle parking is provided.

In front of Physical Therapy on the Central Campus (right) is a wheel bender rack that is fairly new. Adaptive bicycles come in several shapes. It would seem that no one rack works best for all types of adaptive racks. As an example, a tricycle bike can be wheeled in with the front wheel into a slot. This type of bike isn't likely to fall over. But for other styles of adaptive bicycle, perhaps an inverted U style rack could be installed nearby?



Bicycle Parking Standards and Some Local Examples



<https://bicyclesecurityadvisors.com/2017/06/06/bad-bike-racks-coathangers/>

Racks should be able to correctly accommodate the wide variety of bikes used by people of all ages and abilities, including bicycles with fenders, rear panniers, and front racks/platforms; longbikes and xtracycles; tagalongs & trailers; Metrofiet, Bullitt, and Madsen cargo bicycles; folding bicycles; and kids bicycles.

On racks designed for more than two bicycles, bicyclists should not be forced to cram their bikes into one-another in order to be parked. The bicycles need to be protected from potential damage. In addition, bicyclists should be able to easily access their bicycle (and its panniers), without knocking into other bicycles parked on the rack.



PUD - undercover and staple design



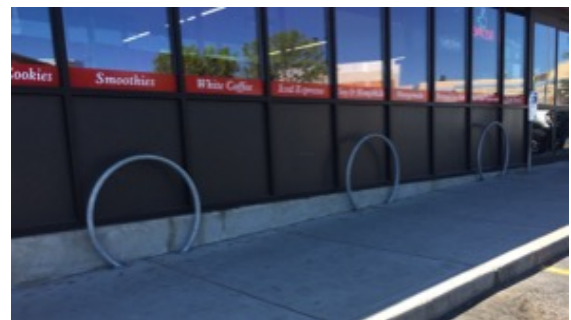
Wenatchee City Hall, under cover, staple design, and adequate spacing



Washington Elementary School - staple design, adequate spacing



Pybus Public Market - both sides of staple racks can be utilized



Plaza Super Jet - where space is limited, staple racks can be installed with access to only one side