



CITY OF KELSO ALLEN ST CORRIDOR STUDY

Public Meeting
May 23, 2023



AGENDA

- Project Overview/Approach
- Project Goals/Objectives
- Community Outreach
- Existing Data/Findings
- Next Steps





PROJECT OVERVIEW

TEAM OVERVIEW



STUDY PURPOSE

To study potential corridor solutions to challenges caused by vehicle volumes, proximity to I-5, short distances between intersections, lack of multimodal infrastructure, and presence of nearby schools and businesses.

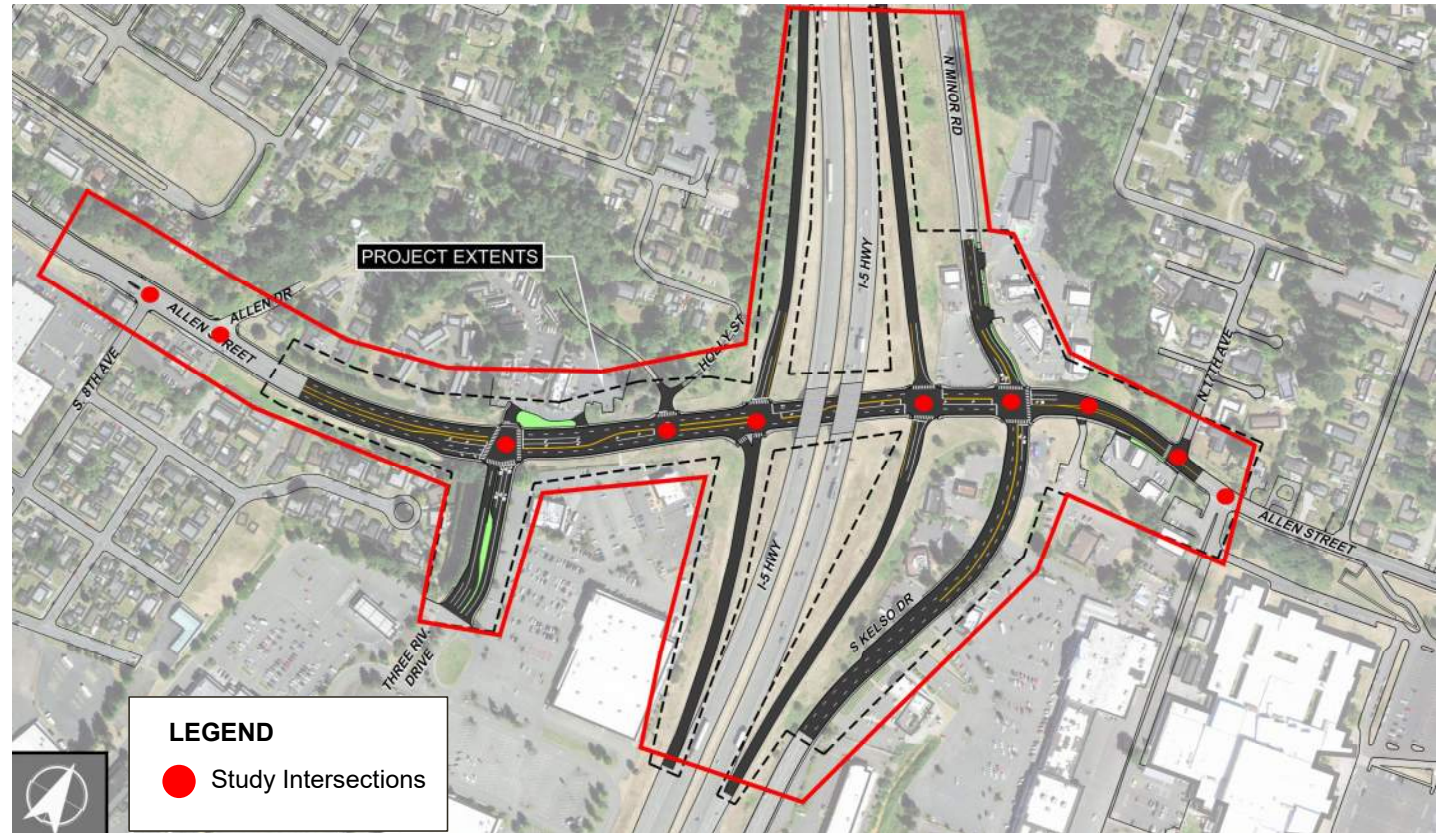
These all contribute to issues such as:

- Congestion and delays
- Safety
- Multimodal connectivity and comfort
- Property and business access



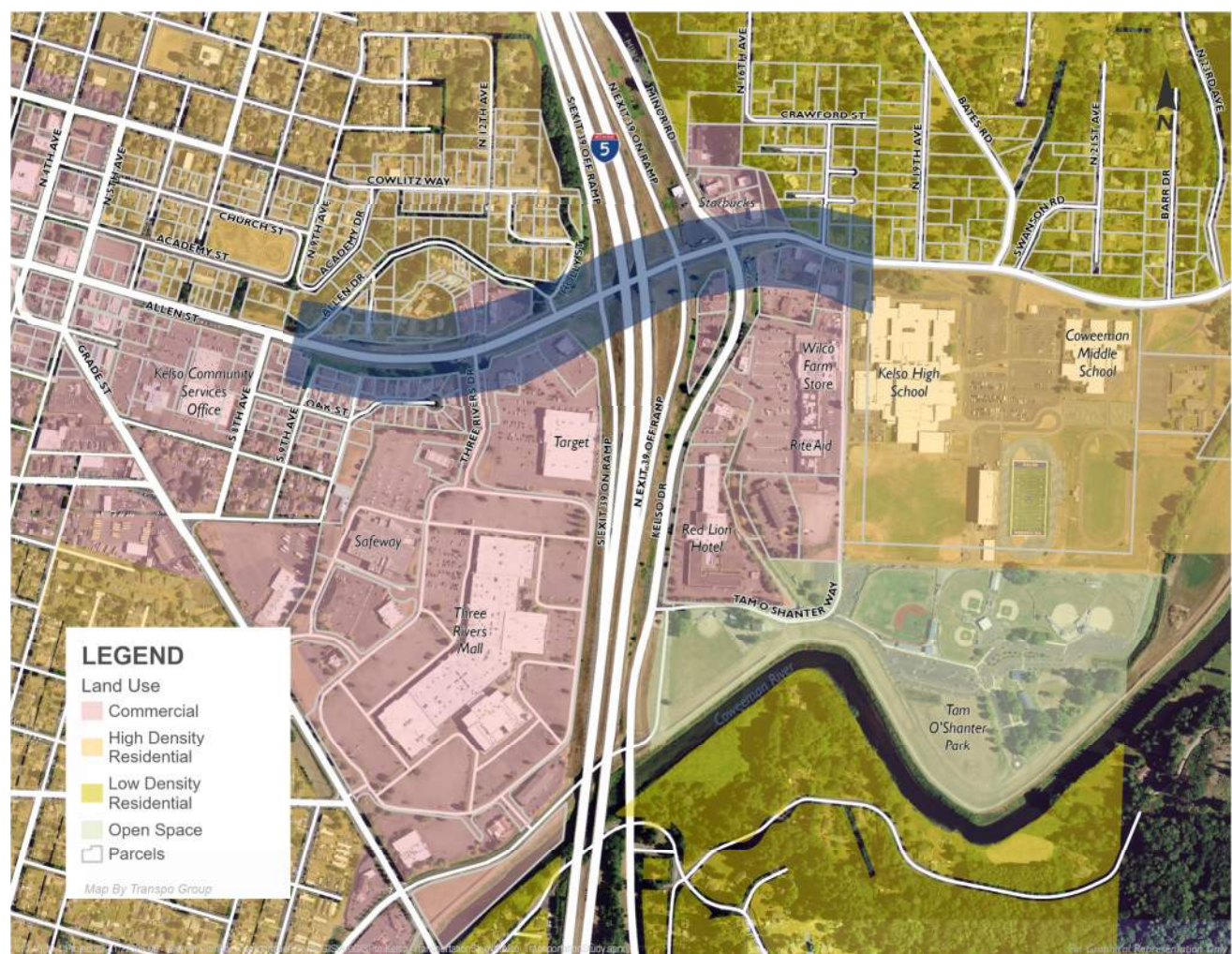
PROJECT EXTENTS

- Includes I-5 interchange, Allen St, S Kelo Sr, and N Minor Rd
- Total of 10 intersections



STUDY AREA

- Major I-5 Interchange
- Gateway to Kelso/Longview
- Regional location for retail and services
- Primary access for schools





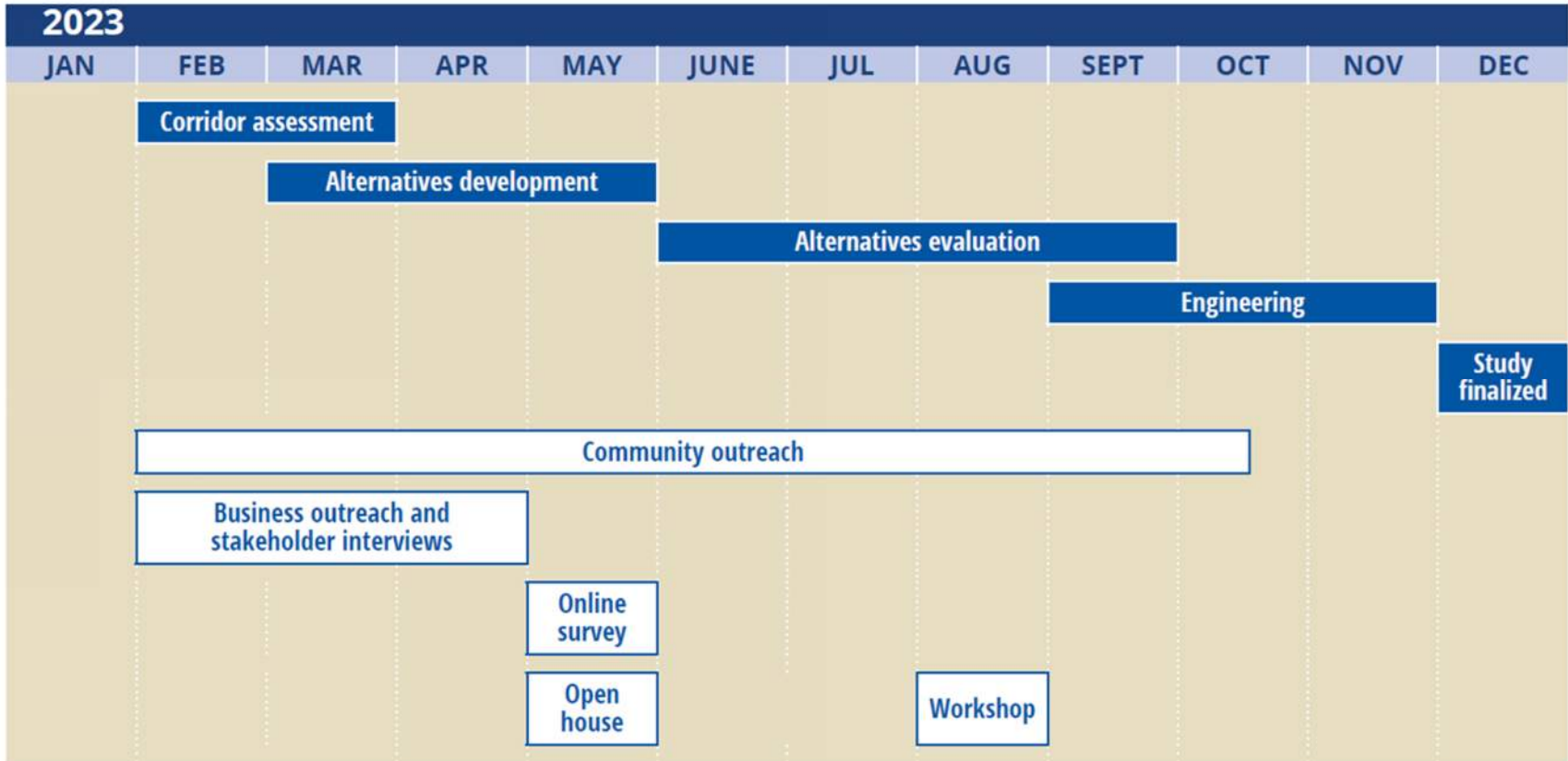
PROJECT APPROACH

STUDY APPROACH




WE ARE HERE

SCHEDULE





PROJECT GOALS & OBJECTIVES

STUDY GOALS



Improve Local and
Regional Mobility



Improve Safety for
Motorists, Pedestrians
and Bicyclists



Collaborate with
the Community

STUDY GOALS & OBJECTIVES

Improve Local and Regional Mobility

- Decrease delay along Allen Street and intersections within the study area
- Balance corridor operations with local access and “complete street” improvements
- Improve system resiliency
- Increase mobility through walking and biking
- Improved transit speed and reliability



STUDY GOALS & OBJECTIVES

Improve Safety for Motorists, Pedestrians, and Bicyclists

- Implement improvements to reduce potential for severe, fatal, and total number of crashes
- Enhance active transportation connectivity and comfort
- Increase ADA accessibility



STUDY GOALS & OBJECTIVES

Collaborate with the Community

- Obtain broad input from the public
- Obtain approval from Kelso City Council
- Seek WSDOT concurrence on the long-term vision
- Provide the groundwork for seeking funding for the solutions





COMMUNITY OUTREACH

ENGAGEMENT STRATEGIES

Community Engagement Plan

Project Objectives and Evaluation
Criteria Development

Stakeholder Interviews

Corridor Business Outreach

Online Surveys

Open Houses and Workshops

City Council meetings

Allen Street Corridor Transportation Study
WINTER/SPRING 2023

Why are we doing this study?
Allen Street is a key east-west route across Kelso that businesses, schools, residents, and visitors rely on. Vehicle volumes, proximity to I-5, short distances between intersections, and presence of nearby schools and businesses contribute to frequent back-ups that result in delays and unsafe driving, walking, and biking face delays and safety challenges throughout the corridor and we will be studying potential solutions to address these challenges.

What are we studying?
The City of Kelso is working closely with WSDOT to study potential improvements to Allen Street to improve safety and mobility. Our goals are to understand what contributes to traffic and congestion in the area, what challenges users of the corridor face, and identify potential solutions to improve conditions and safety for all users. The study area includes the segment of Allen Street between South 8th Avenue to North 17th Avenue, portions of Minor Road and South Kelso Drive, and the I-5 freeway ramps associated with these segments.

How will the community be involved in this study?
Throughout the study process, we will ask people who live, work and travel through the area for input to inform our understanding of what potential solutions. The City of Kelso encourages everyone to participate in this process. We want to hear from your collective experiences, challenges and goals will be considered alongside a technical analysis. Together, they will be used to understand existing conditions, develop alternatives that address the challenges, and identify a preferred alternative that meets the needs of the Kelso, WSDOT, and the community. There will be a number of ways you can provide input throughout this process, including an online survey, open houses, and workshops. Learn more about when you can get involved below.

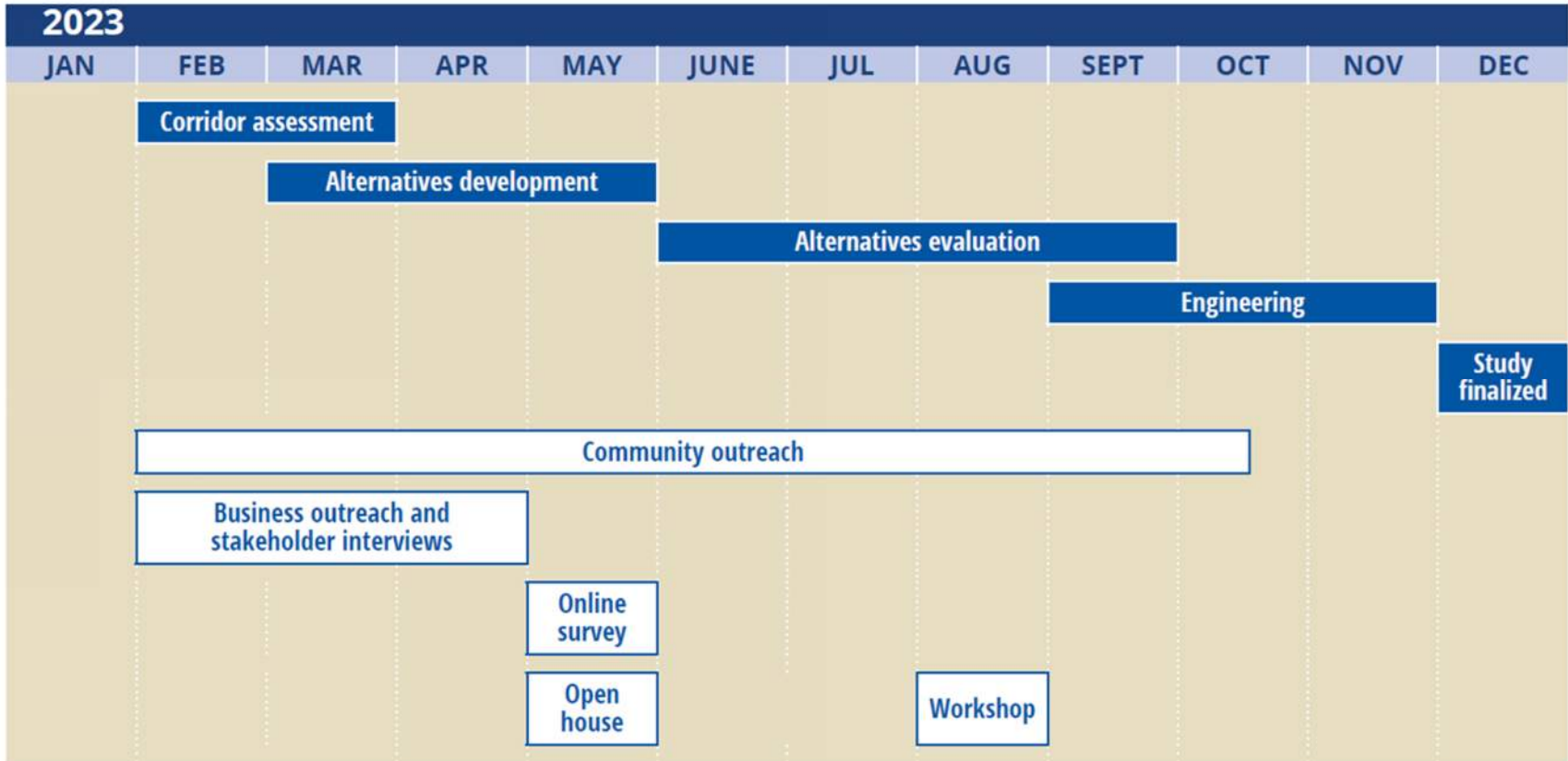
Study Schedule

2023	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEPT	OCT	NOV	DEC
Corridor Assessment												
Stakeholder Outreach												
Online Surveys												
Open Houses and Workshops												
City Council Meeting												

Have Questions? Contact Us
Michael Kardas, Project Manager
mkardas@kelso.gov | 360-747-8434
Visit our project website to learn more

The City of Kelso fully complies with Title VI of the Civil Rights Act of 1964, and Americans with Disabilities Act of 1990, and related statutes and regulations in all programs and activities. For project information in an alternate format, please contact the City Clerk's Office at (360) 422-9800.

ENGAGEMENT PROCESS



STAKEHOLDERS INTERVIEWED



STAKEHOLDER COMMENT THEMES

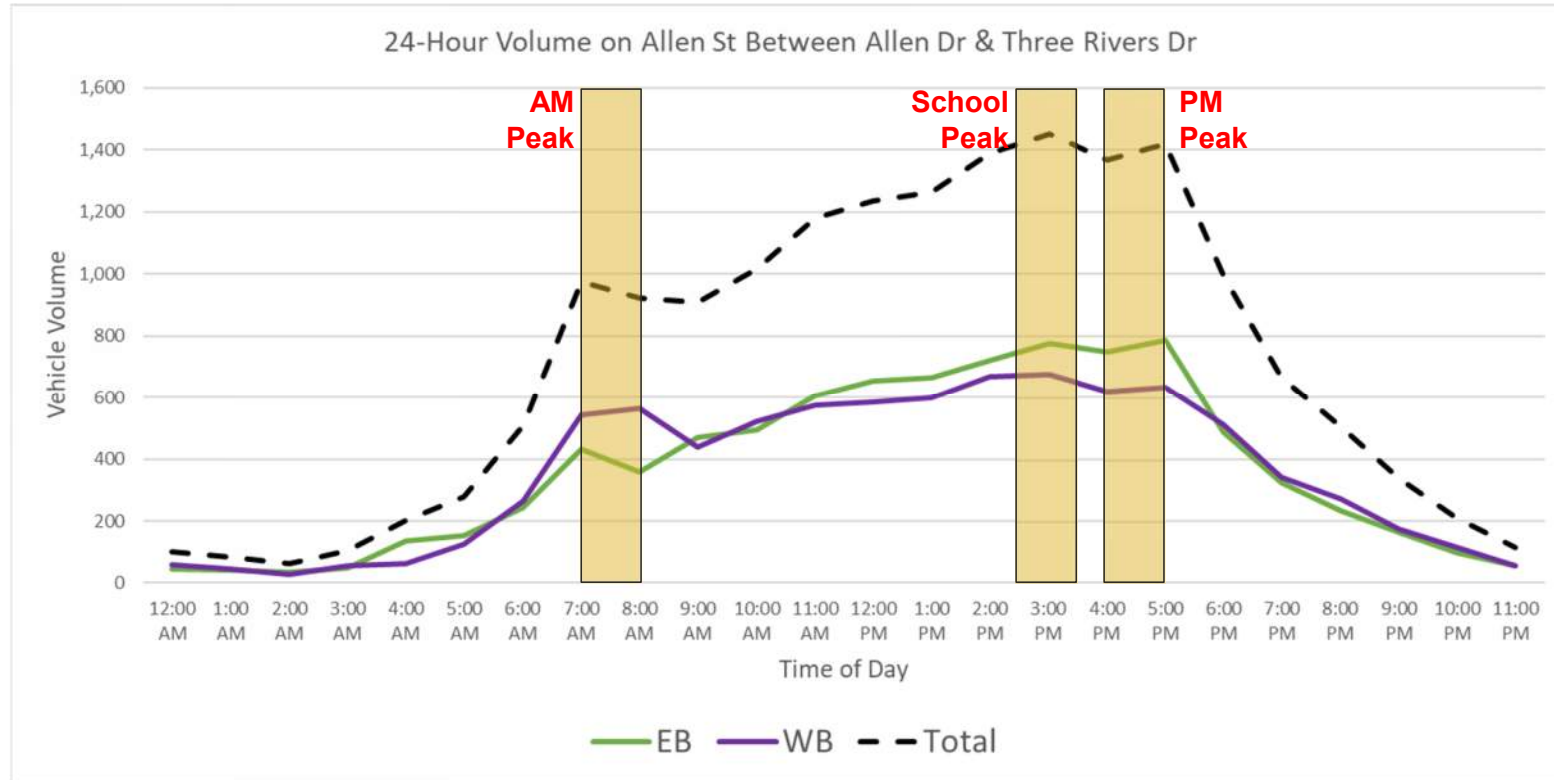
- Most congestion during school drop-off (7:30am) and pick-up (2:45pm) times, afternoon is worst
- Inefficient signal timing along corridor, mostly east of I-5 corridor
- Major emergency route, school bus route, transit corridor (no bus stops)
- Potential solutions: improved signal timing, adjust traffic lanes for more diverse traffic flows, increase pedestrian safety/visibility with improvements



TRANSPORTATION CONDITIONS

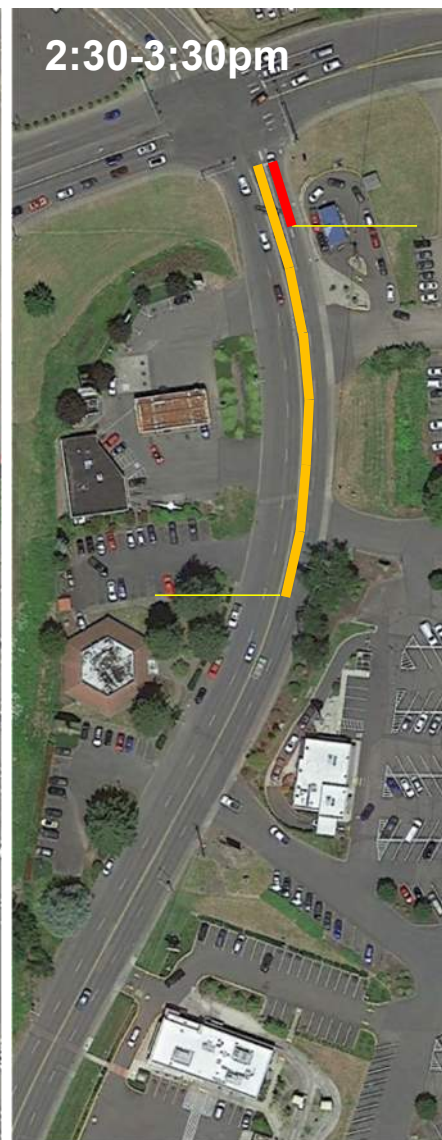
TRAFFIC VOLUMES: HOURLY PATTERNS

West end of corridor



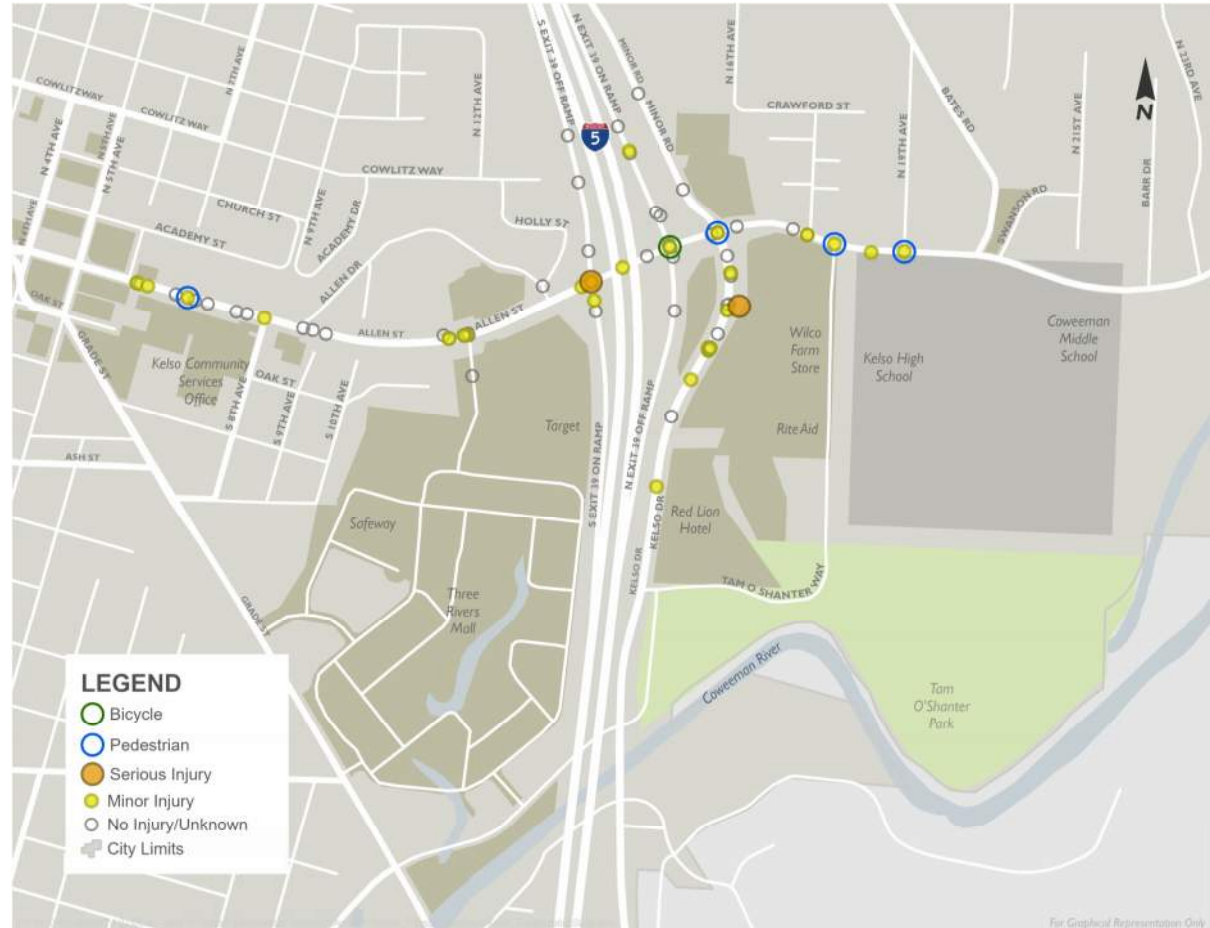
VEHICLE QUEUES

- Northbound Kelso Drive
- 95th-percentile Queues Observed



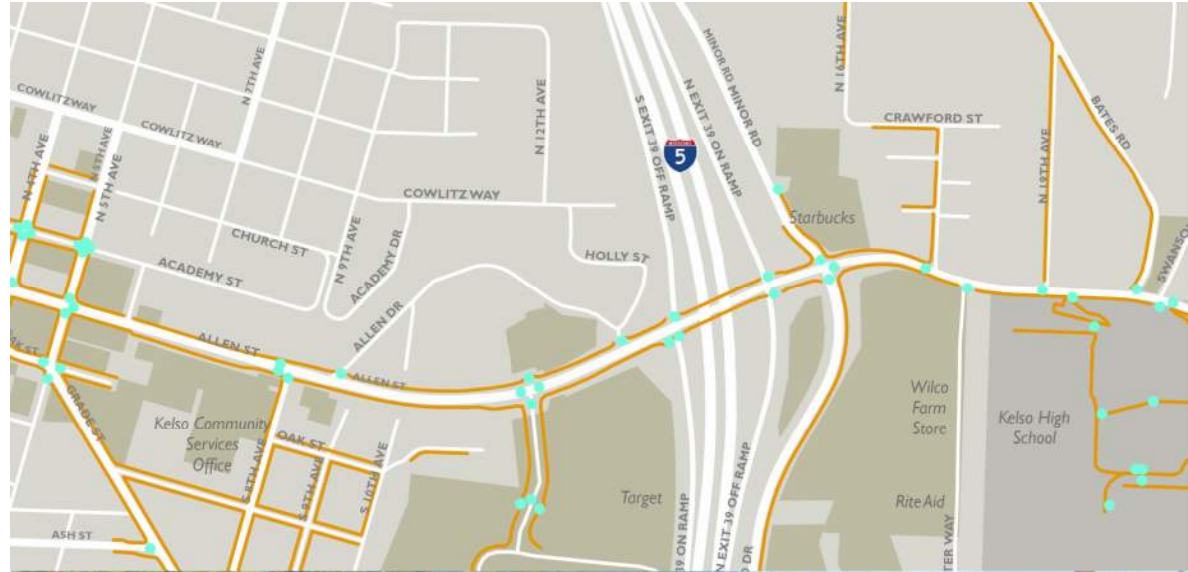
SAFETY ANALYSIS – CRASH SEVERITY

- Pedestrian and bicycle crashes along Allen St (mostly east of I-5)
- Kelso Drive has injury crashes along corridor, usually near access points



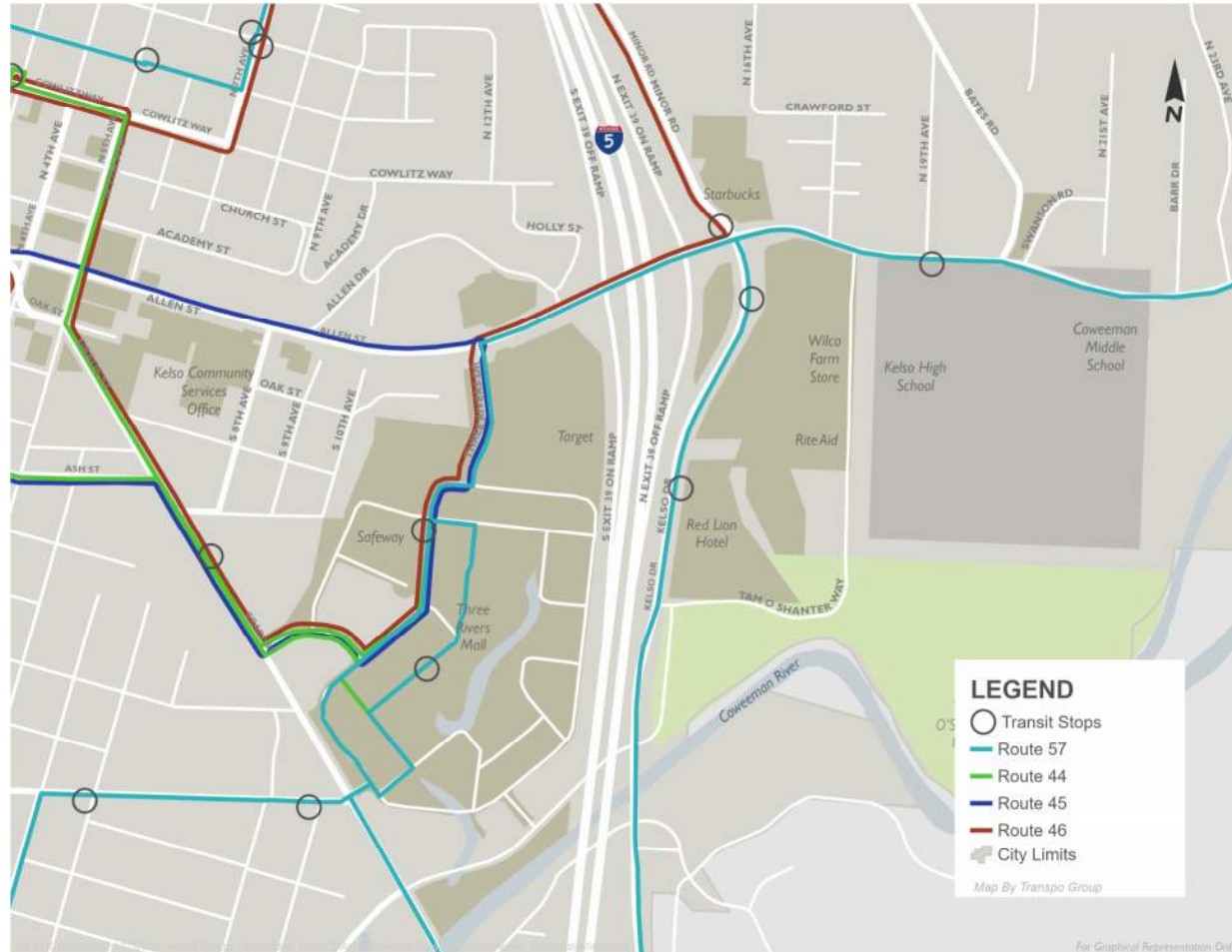
PEDESTRIAN FACILITIES

- Crossing Allen Street
 - Kelso and Mall signals
 - Not at ramp signals
 - At unsignalized intersections
- Trail along Minor Rd
- Stakeholders noted need for improved safety/visibility



TRANSIT ROUTES AND STOPS

- Served by RiverCities Transit Routes 44, 45, 46, 57
- Twin Transit Purple Line is new long-distance route to north (Lewis County) with stop at Safeway



SCHOOL BUS ACTIVITY

Bus Activity

- 24 large buses use loop south of schools, 7 small use main parking lot
- 12 large buses north (via Allen/Kelso intersection), 12 large buses south
- Most south buses cross I-5 at Grade St, some at Manasco Dr





POTENTIAL SOLUTIONS

STREET & INTERSECTION IMPROVEMENTS



NEW TURN LANES

A dedicated traffic lane for vehicle to turn left or right can improve traffic operations by separating turning vehicles and through vehicles into their own lanes.



ROUNDBABOUT

A circular intersection without traffic signals or stop signs in which traffic is permitted to flow counterclockwise around a central island.



ACCESS MANAGEMENT/ DRIVEWAY CONSOLIDATION

Access management controls how vehicles may access adjacent properties to and from the roadway.



SMART SIGNALS/ EMERGENCY PREEMPTION

Smart traffic signals adjust their timing based on real-time traffic conditions.



INNOVATIVE INTERSECTION

Numerous options are available to implement an innovative intersection, each having their own benefits and challenges.

PEDESTRIAN & BICYCLE IMPROVEMENTS



PROTECTED BIKE LANES

On street bike lanes that are separated from the adjacent motor vehicle travel lane.



ENHANCED CROSSWALK: RRFB

Adding Rectangular Rapid Flashing Beacon (RRFB) pedestrian signals and other signed and marked enhancements to crosswalks.



WIDE SEPARATED SIDEWALK

A sidewalk separated from the road, typically between 8ft and 10ft wide



ADA CURB RAMP IMPROVEMENTS

Curb ramps provide access between the sidewalk and roadway.



SHARED USE PATHWAY

A paved facility, typically between 10ft and 12ft wide, that is shared by pedestrians, cyclists, and other active mode users.

OTHER IMPROVEMENTS



BUS STOPS WITH AMENITIES

Bus stops with amenities such as shelters, benches, bus schedules, and travel time information.



BUS QUEUE JUMPS

A dedicated transit lane or right turn lane at a signalized intersection, controlled by its own signal, to allow transit to proceed through the intersection ahead of general purpose traffic.



STREET LIGHTING

Street and/or pedestrian lighting added to one or both sides of the road to improve nighttime visibility and to promote a safer environment for pedestrians.



STREET TREES

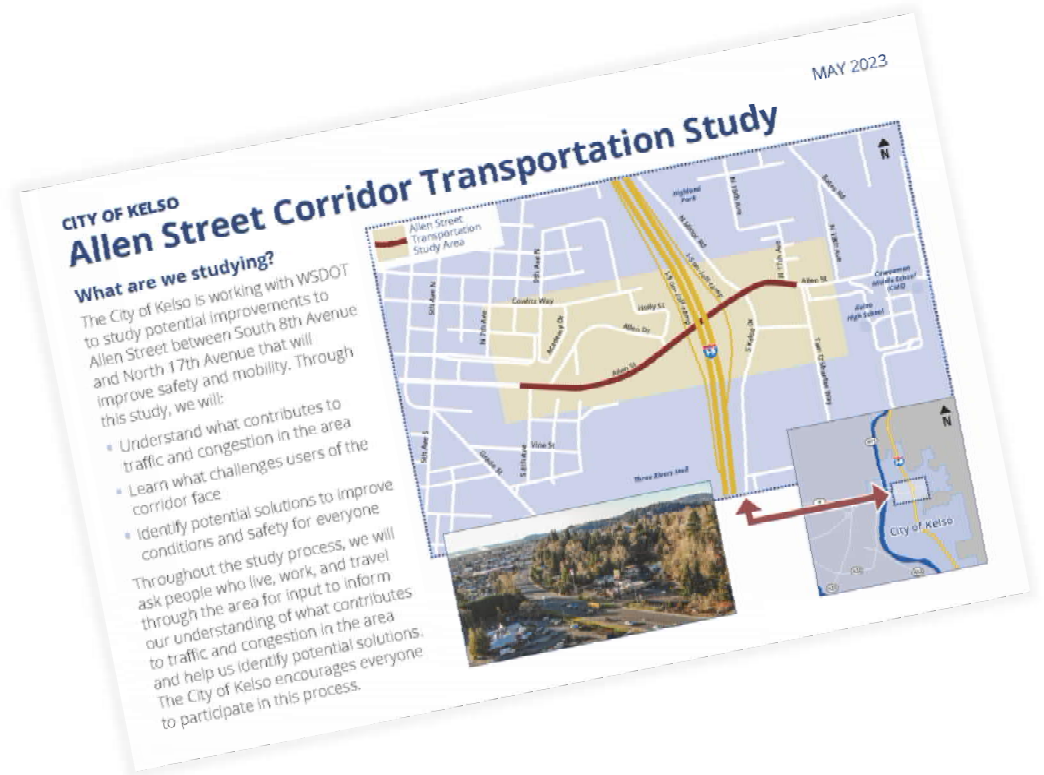
Trees planted within a planter strip located between the roadway and sidewalk provide additional separation between the street and pedestrian areas within the corridor.



NEXT STEPS

NEXT STEPS

- Complete Online Survey
- Assess Future Needs
- Identify Potential Solutions for Evaluation
- Host Workshop in Late Summer





CONTACT

Jon Pascal, Project Manager
Transpo Group
jon.pascal@transpogroup.com

Mike Kardas, Community Dev. Director/City Engineer
City of Kelso
mkardas@kelso.gov