West Main Street Realignment Project

Open House – February 25, 2010
Project Area
Goals

- Realign Main Street to meet Ocean Beach Highway
- Reduce traffic congestion and/or preserve capacity at major corridor intersections
- Create a western gateway feature for Kelso
- Provide an attractive, cohesive boulevard streetscape
- Improve pedestrian safety
- Encourage a network of parallel routes, facilitating access management and re-configured intersections
- Help revitalization of the Main Street commercial corridor
Key Issues

- Lane and intersection configuration
- Pedestrian circulation / bicycle routes
- Urban design features that support redevelopment
- Design speed
- Access management
- Property impacts
- Parking
- Accommodating truck traffic
- Fairgrounds access
Givens

• Alternatives will be based on previous study criteria
• The realignment provides a crossover segment between Main Street and Catlin Street
• Improvements will be limited to those needed to build the realignment
• Any “off-corridor” enhancements will be part of a future capital improvement plan for the area
• The realigned roadway will be classified as a Principal Arterial
• Final decision making authority is the responsibility of the Kelso City Council by way of adoption of the Corridor Plan
Public Outreach Update

• Stakeholder / Technical Advisory Committee (STAC) – Held 3 meetings (9/23/09; 10/29/09; 12/9/09)

• Open Houses – One Open House (10/29/09)

• City Council – 3 meetings (Presentation 11/3/09; Work Sessions 1/19/10, 2/2/10)

• Stakeholder / property owner meetings

• Project information update, website
Public Involvement Feedback – Open House

Concerns:

• Cost and funding availability
• Method of compensation for acquisition
• Emergency service access
• Long term disruptions or uncertainties with phasing
• Impacts to businesses – short and long term
• Land use – is the project consistent with long term land use/zoning objectives?
• Will this help congestion from left turns from OBH to Cowlitz Way (traffic heads north on Long Ave.)?
Public Involvement Feedback – Open House

Concerns (cont.):
• Parking concerns
• Need to start construction soon and then complete in a timely manner

Suggestions:
• Value function first, then address aesthetics
• Roundabouts
• Consider eliminating left turns from OBH to Cowlitz Way
Comment Form Summary:

• The 3 most important project focuses/features indicated by the participants:
  – Enhancing Business/Economic Development (12)
  – Durability/Longevity of Street Improvement Features (10)
  – Creating a Distinctive Identity for the Neighborhood (9)
Comment Form Summary (cont.):

• Streetscape and Urban Design Priorities (the 5 most frequently checked in ranking):
  – Pedestrian Crosswalks & Crossing Improvements (10)
  – On-Street Parking (10)
  – Curb Extensions/Corner Bulb-outs (8)
  – Pedestrian Scale Lighting (small light poles) (6)
  – Landscaping/Green Areas (6)

• Note – Gateway signage was indicated by 5 participants
Key Questions to Council – 11/3/09 Meeting

- How to preserve the existing commercial corridor?
- Location of “crossover”?
- Location of new right-of-way on Catlin (north or south side - magnitude of impact to residential or commercial properties)?
- Inclusion of street parking on realignment?
- Level of urban design investment?
Questions and Comments from Council:

• Need to maintain a through connection from the crossover to the remainder of Main Street (most important on Alternative 2 and 3)
• Pedestrian safety is very important (discussion about bulb-outs, crossing treatments, driveways)
• When and if a signal is required at 3rd (pedestrian crossing safety and smoothing traffic progression)
Questions and Comments (cont.):

• How will realignment alternatives affect the district and potential development in the long term? (focus on area as commercial land uses in the long term)
• What is driving the cost? (land acquisition)
• How is funding being pursued? (City staff is working with Lochner to assemble a funding strategy)
• If possible, would like to reduce the reverse curve approaching Cowlitz on Catlin (this would require the houses to be acquired)
Revised Alternatives – Adjustments / Refinements

• Added alternatives 1A, 2A, 3A for widening to south along Catlin

• Added double left turns:
  – From Catlin onto Washington Way
  – From West Main onto 1\textsuperscript{st}

• Provided left turn lane from 1\textsuperscript{st} onto West Main for enhanced circulation

• Added connection from realignment onto West Main
Current Alternatives

• Alternative 1 (crossover between 4\textsuperscript{th} and 6\textsuperscript{th}; widen north on Catlin)
• Alternative 1A (widen south on Catlin)

• Alternative 2 (crossover between 3\textsuperscript{rd} and 5\textsuperscript{th}; widen north on Catlin)
• Alternative 2A (widen south on Catlin)

• Alternative 3 (crossover between 1\textsuperscript{st} and 3\textsuperscript{rd}; widen north on Catlin)
• Alternative 3A (widen south on Catlin)
Alternatives 1/1A
Alternatives 3/3A
Intersections – 1st Ave./West Main and Catlin/Cowlitz/OBH
Updated Cost Estimate

West Main Street Realignment
Comparative Budget Summary - Concept Level
December 09, 2006

<table>
<thead>
<tr>
<th>Mainline Typical Street Cross Section</th>
<th>Alternative 1 (West)</th>
<th>Alternative 2 (Central)</th>
<th>Alternative 3 (East)</th>
<th>Alternative 1A (West/ South Shift on Cattlin)</th>
<th>Alternative 2A (Central/ South Shift on Cattlin)</th>
<th>Alternative 3A (East/ South Shift on Cattlin)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Design and Construction</strong></td>
<td>$7,500,000 to $8,000,000</td>
<td>$7,500,000 to $8,000,000</td>
<td>$7,600,000 to $8,000,000</td>
<td>$7,500,000 to $8,000,000</td>
<td>$7,500,000 to $8,000,000</td>
<td>$7,500,000 to $8,000,000</td>
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<tr>
<td><strong>Right-of-Way/Land Acquisition</strong></td>
<td>$3,250,000 to $3,750,000</td>
<td>$3,250,000 to $3,750,000</td>
<td>$4,000,000 to $4,500,000</td>
<td>$3,750,000 to $4,250,000</td>
<td>$4,250,000 to $4,750,000</td>
<td>$5,250,000 to $5,750,000</td>
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<tr>
<td><strong>Subtotal Typical Street Cross Section</strong></td>
<td><strong>$10,750,000 to $11,750,000</strong></td>
<td><strong>$10,750,000 to $11,750,000</strong></td>
<td><strong>$11,500,000 to $12,500,000</strong></td>
<td><strong>$11,250,000 to $12,250,000</strong></td>
<td><strong>$11,750,000 to $12,750,000</strong></td>
<td><strong>$13,000,000 to $14,000,000</strong></td>
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</tbody>
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<table>
<thead>
<tr>
<th>East/West Intersection Improvements - 1st Avenue/Main Street and Cattlin Street/Cowlish Way</th>
<th>Alternative 1 (West)</th>
<th>Alternative 2 (Central)</th>
<th>Alternative 3 (East)</th>
<th>Alternative 1A (West/ South Shift on Cattlin)</th>
<th>Alternative 2A (Central/ South Shift on Cattlin)</th>
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<tbody>
<tr>
<td><strong>Design and Construction</strong></td>
<td>$800,000 to $1,000,000</td>
<td>$900,000 to $1,000,000</td>
<td>$1,000,000 to $1,000,000</td>
<td>$950,000 to $1,000,000</td>
<td>$600,000 to $700,000</td>
<td>$600,000 to $700,000</td>
</tr>
<tr>
<td><strong>Right-of-Way/Land Acquisition</strong></td>
<td>$50,000 to $70,000</td>
<td>$60,000 to $70,000</td>
<td>$100,000 to $120,000</td>
<td>$600,000 to $700,000</td>
<td>$600,000 to $700,000</td>
<td>$600,000 to $700,000</td>
</tr>
<tr>
<td><strong>Subtotal Intersection Improvements</strong></td>
<td>$1,500,000 to $1,700,000</td>
<td>$1,500,000 to $1,700,000</td>
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| **Total Roadway Improvement Project** | $12,250,000 to $13,450,000 | $12,250,000 to $13,450,000 | $13,000,000 to $14,200,000 | $12,750,000 to $13,950,000 | $13,250,000 to $14,450,000 | $14,500,000 to $15,700,000 |

<table>
<thead>
<tr>
<th><strong>Possible Enhancements</strong></th>
<th>Alternative 1 (West)</th>
<th>Alternative 2 (Central)</th>
<th>Alternative 3 (East)</th>
<th>Alternative 1A (West/ South Shift on Cattlin)</th>
<th>Alternative 2A (Central/ South Shift on Cattlin)</th>
<th>Alternative 3A (East/ South Shift on Cattlin)</th>
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<tbody>
<tr>
<td><strong>Add Plaza/Park Treatments</strong></td>
<td>$275,000 to $325,000</td>
<td>$275,000 to $325,000</td>
<td>$275,000 to $325,000</td>
<td>$275,000 to $325,000</td>
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<td>$275,000 to $325,000</td>
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<tr>
<td><strong>Add Decorative Street Lighting</strong></td>
<td>$250,000 to $300,000</td>
<td>$250,000 to $300,000</td>
<td>$250,000 to $300,000</td>
<td>$250,000 to $300,000</td>
<td>$250,000 to $300,000</td>
<td>$250,000 to $300,000</td>
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<tr>
<td><strong>Add Intersection, Median, Sidewalk Treatments</strong></td>
<td>$150,000 to $200,000</td>
<td>$150,000 to $200,000</td>
<td>$150,000 to $200,000</td>
<td>$150,000 to $200,000</td>
<td>$150,000 to $200,000</td>
<td>$150,000 to $200,000</td>
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<tr>
<td><strong>Add Street Furnishings</strong></td>
<td>$75,000 to $100,000</td>
<td>$75,000 to $100,000</td>
<td>$75,000 to $100,000</td>
<td>$75,000 to $100,000</td>
<td>$75,000 to $100,000</td>
<td>$75,000 to $100,000</td>
</tr>
<tr>
<td><strong>Add Public Art/Gateways Treatments</strong></td>
<td>$100,000 to $250,000</td>
<td>$100,000 to $250,000</td>
<td>$150,000 to $250,000</td>
<td>$150,000 to $250,000</td>
<td>$150,000 to $250,000</td>
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**Note:**
Costs are in 2005 dollars.
Based on AMs 1, 2A, 2, 3A, dated 10/30/06.
Costs are for budget comparisons purposes only and are not based on detailed design.
East/West Intersection Improvements include widening on 1st Avenue and signage/striping on Ocean Beach Highway.
<table>
<thead>
<tr>
<th>Note: High weight = High project priority</th>
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</thead>
<tbody>
<tr>
<td><strong>Weight (1-10)</strong></td>
</tr>
<tr>
<td><strong>Safe Access Points</strong></td>
</tr>
<tr>
<td><strong>Preservation of Current Traffic Volume through Existing Main Street Corridor</strong></td>
</tr>
<tr>
<td><strong>Bicycle/Pedestrian Safety and Circulation</strong></td>
</tr>
<tr>
<td><strong>Redevelopment Potential</strong></td>
</tr>
<tr>
<td><strong>Promotes/Allows Parallel Traffic Circulation</strong></td>
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</table>
## Alternatives Analysis – Evaluation Criteria

<table>
<thead>
<tr>
<th></th>
<th>Weight (1-10)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alignment of Major Intersections (1st, 3rd, 5th, Cowlitz Way)</td>
<td>8</td>
<td>How do the major intersections function? Are they skewed causing challenging pedestrian crossings? Is sight distance more favorable under any particular scenario? Award 6 for best; 1 for worst</td>
</tr>
<tr>
<td>Parking Impacts</td>
<td>8</td>
<td>Which alternative has the least overall need to remove public parking?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scoring: Award 6 for least spaces removed; 1 for most spaces removed</td>
</tr>
<tr>
<td>Cost</td>
<td>8</td>
<td>Which costs the least? Award 6 for least; 1 for most</td>
</tr>
<tr>
<td>Business Property Acquisition (Least)</td>
<td>6</td>
<td>Which alternative has the least overall need to acquire land and buildings from existing commercial/business properties? Scoring: Award 6 for least impact; 1 for most impact</td>
</tr>
<tr>
<td>Residential Property Acquisition (Least)</td>
<td>6</td>
<td>Which alternative has the least overall need to acquire land and buildings from existing residential properties? Scoring: Award 6 for least impact; 1 for most impact</td>
</tr>
<tr>
<td>Schedule</td>
<td>3</td>
<td>Which alternative will likely require the longest time to complete design, permitting, and construction? This element evaluates risks associated with the project affecting schedule and therefore costs, such as impacts requiring elevation of the NEPA documentation from a Documented Categorical Exclusion to an EA; more difficult phasing; more land acquisition that requires more time, etc. Scoring: Award 6 for shortest likely schedule; 1 for longest likely schedule</td>
</tr>
</tbody>
</table>
Alternatives Analysis – City Staff Evaluation

Results of Evaluation scoring as presented to City Council 1/19/10:

Alternative 3A - 353
Alternative 3 - 340
Alternative 2A - 302
Alternative 2 – 319
Alternative 1A - 247
Alternative 1 - 278
Public Involvement Feedback - STAC

STAC Feedback:

- General concurrence with weighting
- General concurrence with rankings / scores
- General consensus that Alternatives 3/3A balanced traffic needs with commercial district viability
- Noted potential cost escalation with prolonged phasing
City Council Work Session – 1/19/10

Presented by Team at Council Work Session:

• Updated Alternatives and cost estimates
• Potential Redevelopment Scenarios
• Summary of Public Involvement to date
• Staff evaluation scoring
City Council Work Session – 1/19/10

Council feedback:

• Great opportunity for West Kelso revitalization
• Supports moving ahead on planning and engineering, but hold on construction pending additional funding
• Waiting longer will result in rising costs, making the project potentially more difficult to accomplish in the future
• Least overall support for Alternative 1/1A
• Needed more discussion on impacts to provide direction to Design Team
• Requested Team to return for further discussion 2/2/10
Presented by Team to Council:

- Potential redevelopment scenarios associated with each general alignment option
- Further discussion of potential impacts to properties
- Increased costs for additional turn lanes and phasing
- Impacts to schedule for right-of-way acquisition and environmental documentation
- Current schedule status
Council Feedback:

- Pursue further analysis of Alternative 3A
- Remove street parking on realignment to reduce cost, increase safety, and comply with arterial standard
- Consider right-in turn from Cowlitz to West Main (pursue with WSDOT)
- Hold public meeting and obtain feedback
- Decide on selected alternative at 3/2/10 Council Meeting
<table>
<thead>
<tr>
<th>Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor Plan (Alignment Selection)</td>
<td>April 2010</td>
</tr>
<tr>
<td>Preliminary Design</td>
<td>Fall 2010</td>
</tr>
<tr>
<td>Environmental Approvals</td>
<td>Spring 2011</td>
</tr>
<tr>
<td>Start Right-of-Way Acquisition</td>
<td>Spring 2011</td>
</tr>
<tr>
<td>Final Design – Phase 1</td>
<td>Fall 2011</td>
</tr>
<tr>
<td>Start Construction – Phase 1</td>
<td>Spring 2012</td>
</tr>
</tbody>
</table>