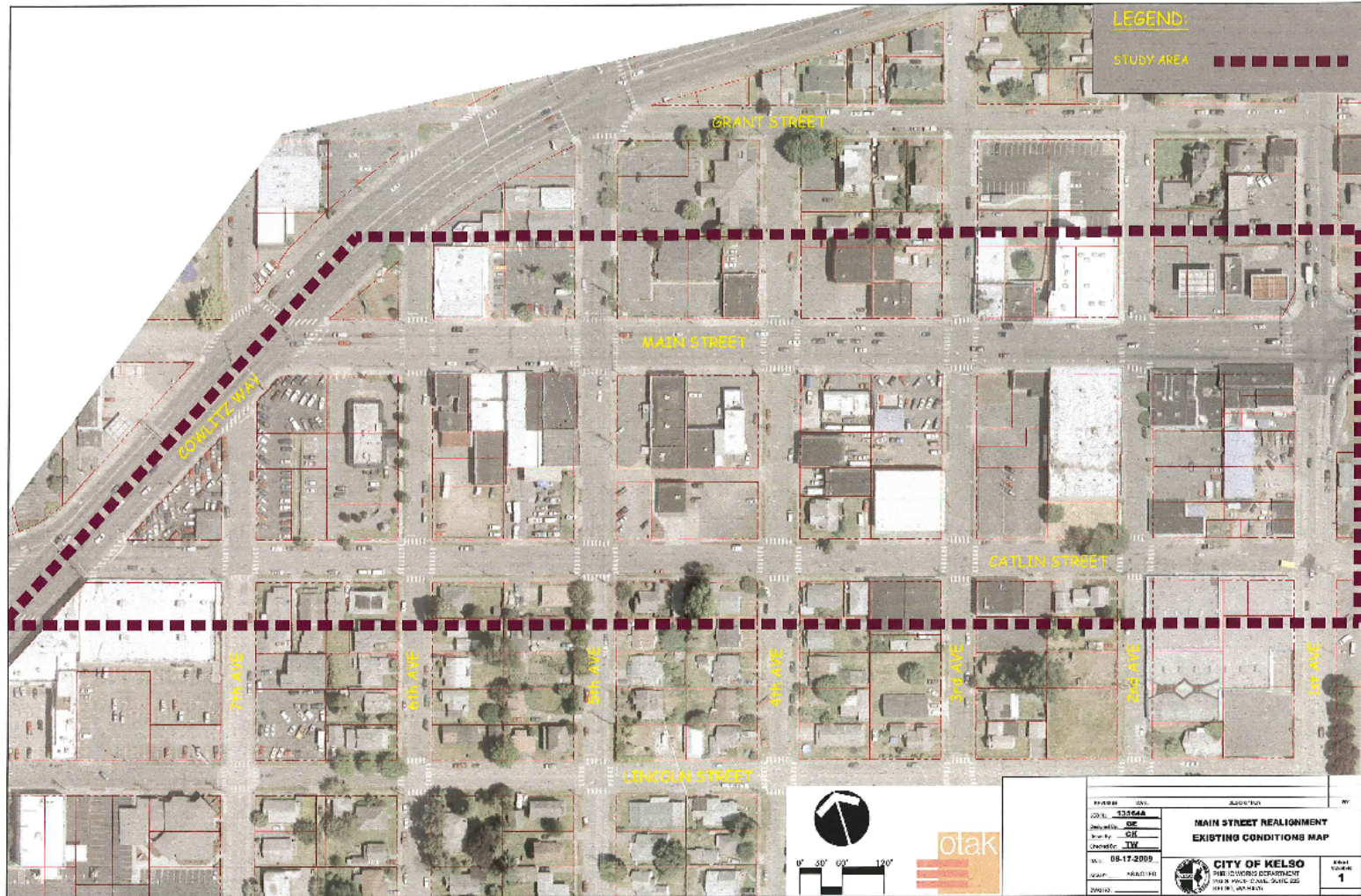


West Main Street Realignment Project

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

Public Involvement Feedback – Open House

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)

Public Involvement Feedback – Open House

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?

City Council Meeting – 11/3/09

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)

City Council Meeting – 11/3/09

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

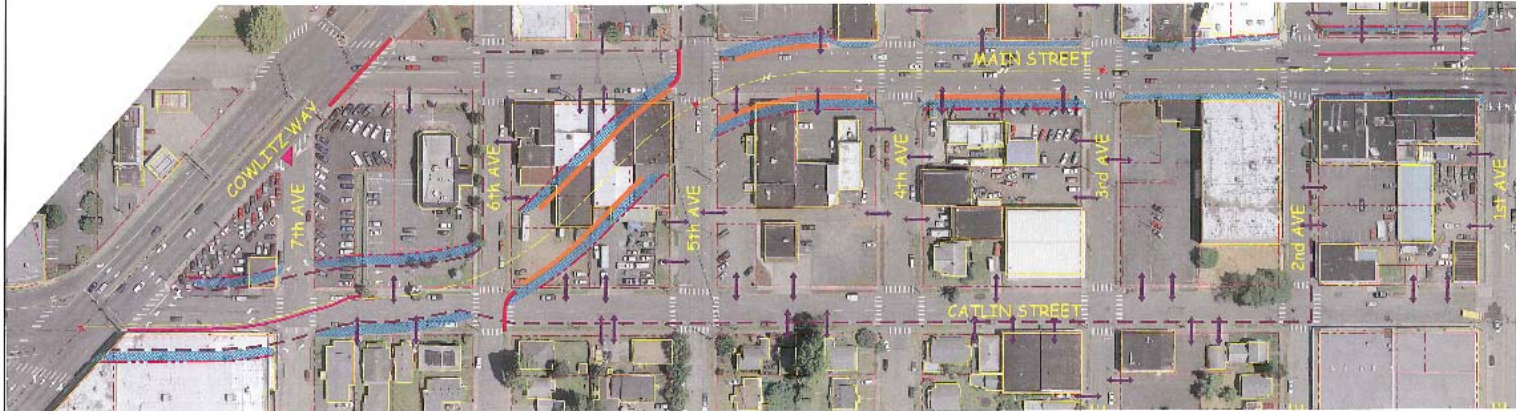
- Added alternatives 1A, 2A, 3A for widening to south along Catlin
- Added double left turns:
 - From Catlin onto Washington Way
 - From West Main onto 1st
- Provided left turn lane from 1st onto West Main for enhanced circulation
- Added connection from realignment onto West Main

Current Alternatives

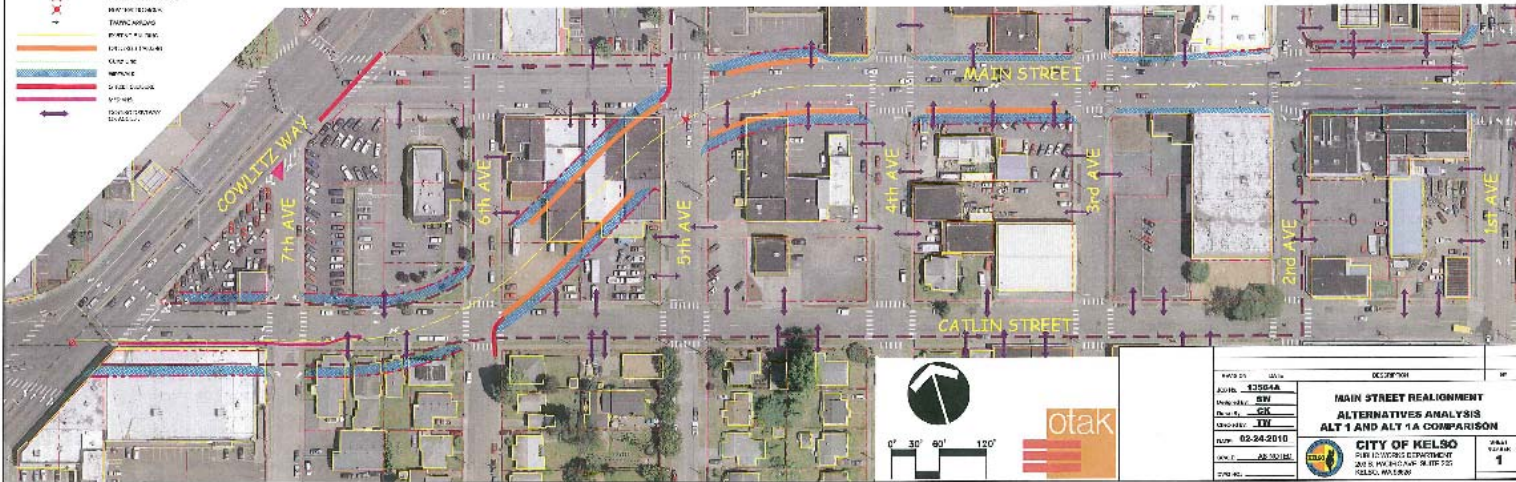
- Alternative 1 (crossover between 4th and 6th; widen north on Catlin)
- Alternative 1A (widen south on Catlin)
- Alternative 2 (crossover between 3rd and 5th; widen north on Catlin)
- Alternative 2A (widen south on Catlin)
- Alternative 3 (crossover between 1st and 3rd; widen north on Catlin)
- Alternative 3A (widen south on Catlin)

Alternatives 1/1A

WEST MAIN STREET REALIGNMENT - ALTERNATIVE 1

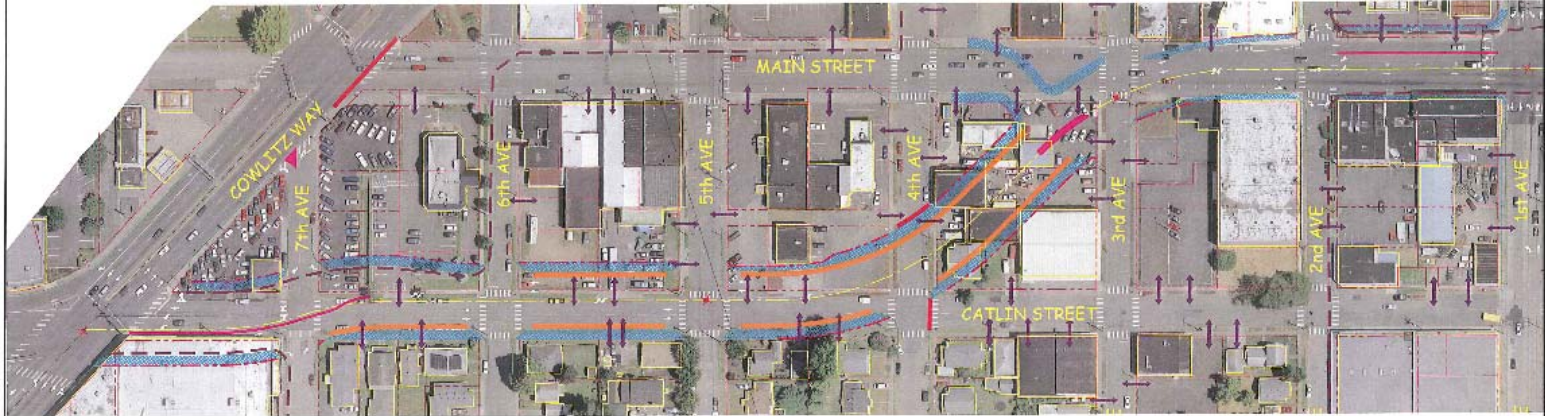


WEST MAIN STREET REALIGNMENT - ALTERNATIVE 1A

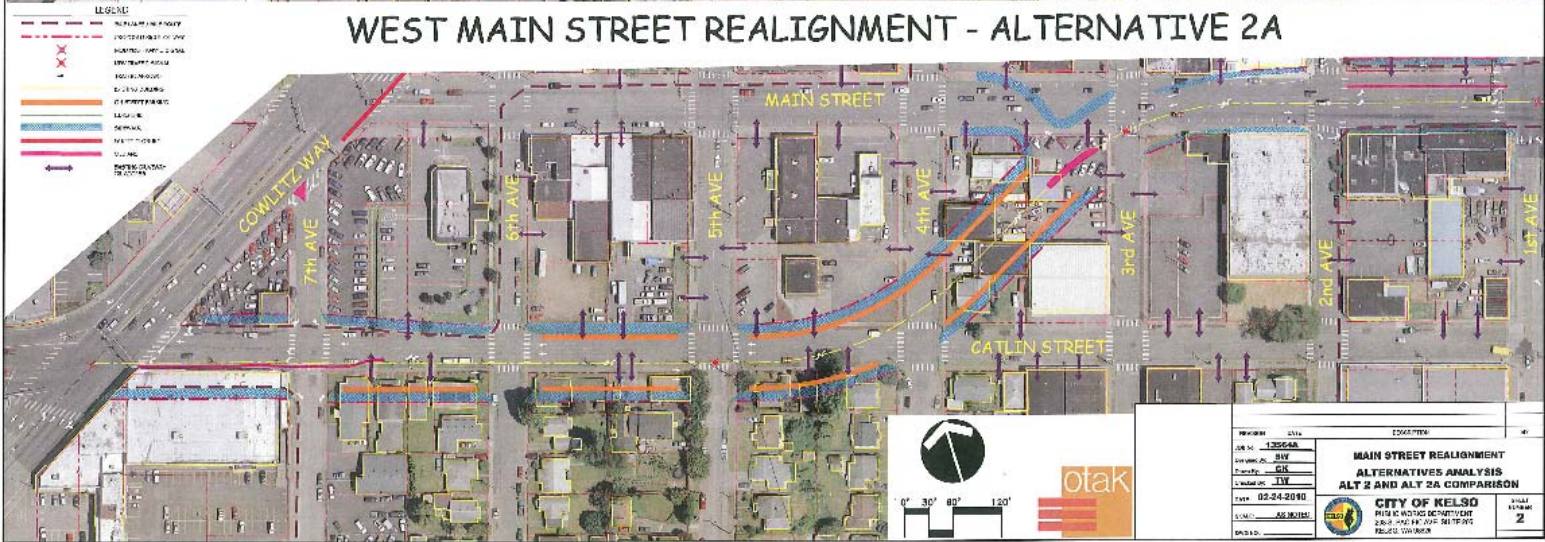


Alternatives 2/2A

WEST MAIN STREET REALIGNMENT - ALTERNATIVE 2

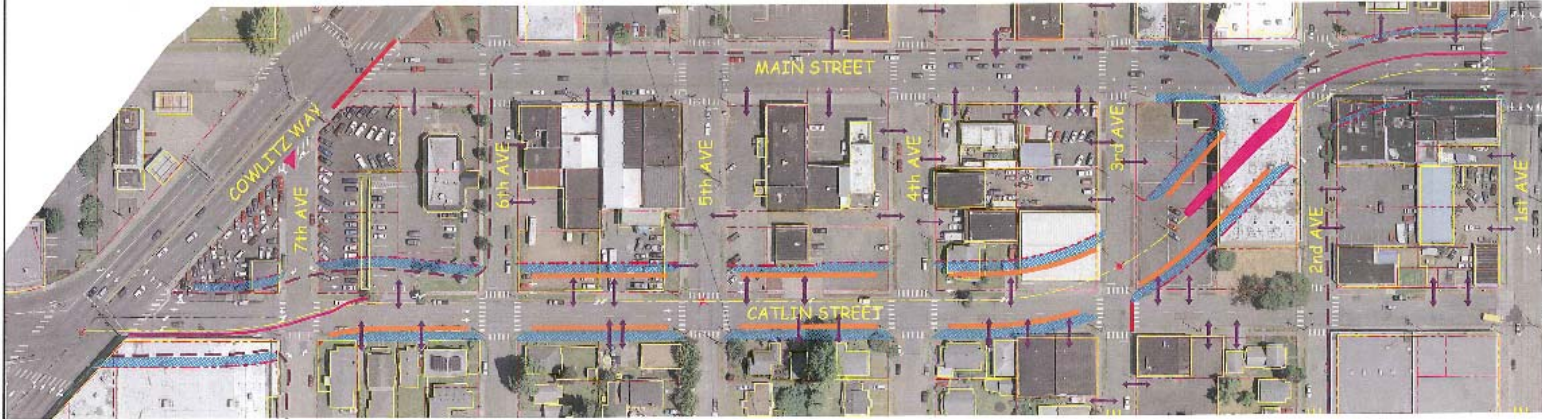


WEST MAIN STREET REALIGNMENT - ALTERNATIVE 2A

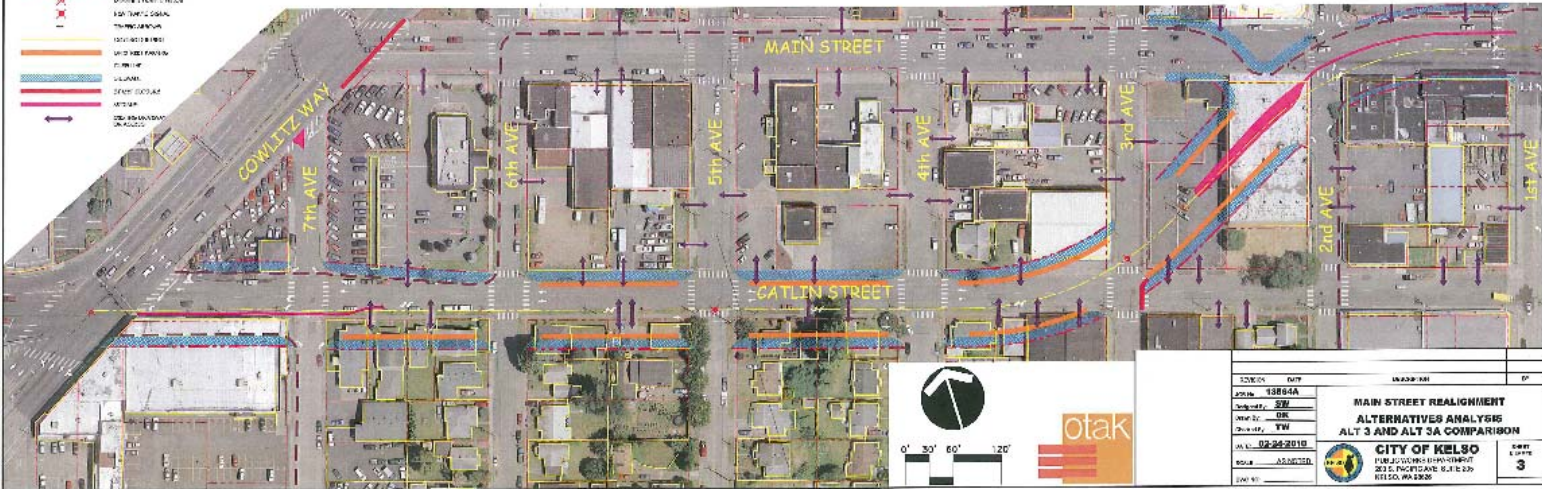


Alternatives 3/3A

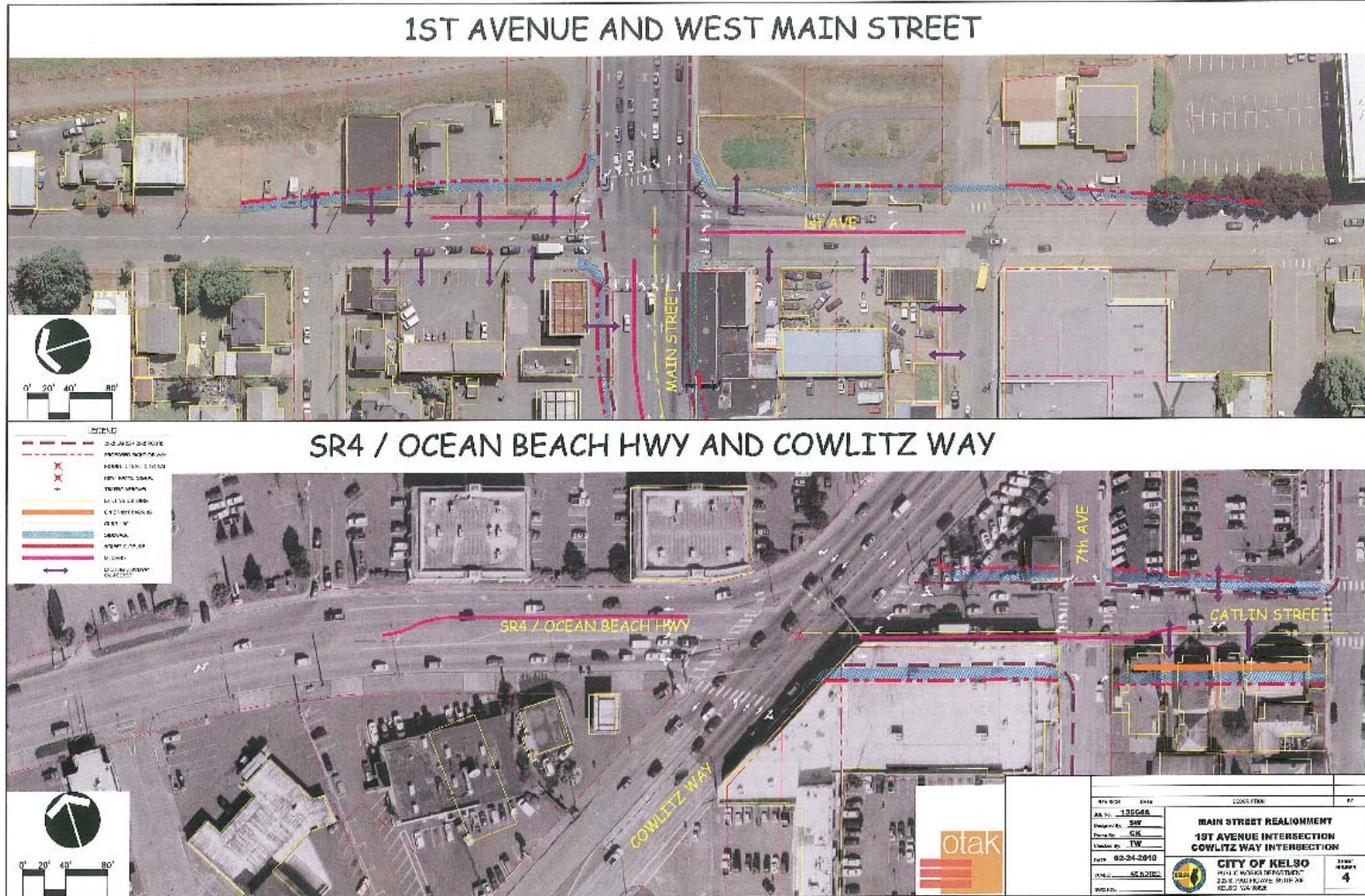
WEST MAIN STREET REALIGNMENT - ALTERNATIVE 3



WEST MAIN STREET REALIGNMENT - ALTERNATIVE 3A



Intersections – 1st Ave./West Main and Catlin/Cowlitz/OBH



Updated Cost Estimate

West Main Street Realignment

Comparative Budget Summary - Concept Level

December 09, 2009

	Alternative 1 (West)	Alternative 2 (Central)	Alternative 3 (East)	Alternative 1A (West / South Shift on Catlin)	Alternative 2A (Central / South Shift on Catlin)	Alternative 3A (East / South Shift on Catlin)
Mainline Typical Street Cross Section						
Design and Construction	\$7,500,000 to \$8,000,000	\$7,500,000 to \$8,000,000	\$7,500,000 to \$8,000,000	\$7,500,000 to \$8,000,000	\$7,500,000 to \$8,000,000	\$7,750,000 to \$8,250,000
Right-of-Way/Land Acquisition	\$3,250,000 to \$3,750,000	\$3,250,000 to \$3,750,000	\$4,000,000 to \$4,500,000	\$3,750,000 to \$4,250,000	\$4,250,000 to \$4,750,000	\$5,250,000 to \$5,750,000
Subtotal Typical Street Cross Section	\$10,750,000 to \$11,750,000	\$10,750,000 to \$11,750,000	\$11,500,000 to \$12,500,000	\$11,250,000 to \$12,250,000	\$11,750,000 to \$12,750,000	\$13,000,000 to \$14,000,000
East/West Intersection Improvements - 1st Avenue/Main Street and Catlin Street/Cowlitz Way						
Design and Construction	\$900,000 to \$1,000,000	\$900,000 to \$1,000,000	\$900,000 to \$1,000,000	\$900,000 to \$1,000,000	\$900,000 to \$1,000,000	\$900,000 to \$1,000,000
Right-of-Way/Land Acquisition	\$600,000 to \$700,000	\$600,000 to \$700,000	\$600,000 to \$700,000	\$600,000 to \$700,000	\$600,000 to \$700,000	\$600,000 to \$700,000
Subtotal Intersection Improvements	\$1,500,000 to \$1,700,000	\$1,500,000 to \$1,700,000	\$1,500,000 to \$1,700,000	\$1,500,000 to \$1,700,000	\$1,500,000 to \$1,700,000	\$1,500,000 to \$1,700,000
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
Possible Enhancements						
Add Plaza/Park Treatments	\$275,000 to \$325,000	\$275,000 to \$325,000	\$275,000 to \$325,000	\$275,000 to \$325,000	\$275,000 to \$325,000	\$275,000 to \$325,000
Add Decorative Street Lighting	\$250,000 to \$350,000	\$250,000 to \$350,000	\$250,000 to \$350,000	\$250,000 to \$350,000	\$250,000 to \$350,000	\$250,000 to \$350,000
Add Intersection, Median, Sidewalk Treatments	\$150,000 to \$200,000	\$150,000 to \$200,000	\$150,000 to \$200,000	\$150,000 to \$200,000	\$150,000 to \$200,000	\$150,000 to \$200,000
Add Street Furnishings	\$75,000 to \$100,000	\$75,000 to \$100,000	\$75,000 to \$100,000	\$75,000 to \$100,000	\$75,000 to \$100,000	\$75,000 to \$100,000
Add Public Art/Gateway Treatments	\$150,000 to \$250,000	\$150,000 to \$250,000	\$150,000 to \$250,000	\$150,000 to \$250,000	\$150,000 to \$250,000	\$150,000 to \$250,000

Note:

Costs are in 2009 dollars.

Based on Alt's 1, 1A, 2, 2A, 3, 3A, dated 12/01/09.

Costs are for budget comparison purposes only and are not based on detailed design.

East/West Intersection Improvements include widening on 1st Avenue and signing/stripping on Ocean Beach Highway

Alternatives Analysis – Evaluation Criteria

Note: High weight = High project priority

	Weight (1-10)	Description
Safe Access Points	10	<i>Relative safety based on frequency/ orientation of access points; ability to properly manage access - # of driveway and sidestreet access points, skewed intersections, poor sight distance, etc. Less Access=Higher Safety. Scoring: Award 6 for best; 1 for worst</i>
Preservation of Current Traffic Volume through Existing Main Street Corridor	10	<i>Which alignment allows for the most traffic volume to access existing Main Street? This element values existing traffic volume as important to preserving business activity. Scoring: Award 6 for most; 1 for least</i>
Bicycle/Pedestrian Safety and Circulation	10	<i>Evaluates the ability of the project to provide for the safest environment for non-motorized users of the corridor. Assumes that no immediate improvements occur off-corridor to enhance bicycle routes other than possibly added directional signage. Scoring: Award 6 for best; 1 for worst</i>
Redevelopment Potential	8	<i>Which alternative presents potential for future redevelopment consistent with City goals in the area? This can apply to remnant parcels of land remaining from the new realignment, or on existing land adjacent to the realignment? Assumes that portions of the project area will redevelop over time as land values increase and properties turn over. Scoring: Award 6 for highest; 1 for least</i>
Promotes/Allows Parallel Traffic Circulation	8	<i>Evaluates the ability of vehicles such as delivery trucks and customers to have alternate access to businesses. This element values local traffic (as opposed to through traffic) easily being able to make local trips in the district. Scoring: Award 6 for best; 1 for worst</i>

Alternatives Analysis – Evaluation Criteria

	<i>Weight (1-10)</i>	<i>Description</i>
<i>Alignment of Major Intersections (1st, 3rd, 5th, Cowlitz Way)</i>	8	<i>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</i>
<i>Parking Impacts</i>	8	<i>Which alternative has the least <u>overall</u> need to remove public parking? Scoring: Award 6 for least spaces removed; 1 for most spaces removed</i>
<i>Cost</i>	8	<i>Which costs the least? Award 6 for least; 1 for most</i>
<i>Business Property Acquisition (Least)</i>	6	<i>Which alternative has the least <u>overall</u> need to acquire land and buildings from existing commercial/business properties? Scoring: Award 6 for least impact; 1 for most impact</i>
<i>Residential Property Acquisition (Least)</i>	6	<i>Which alternative has the least <u>overall</u> need to acquire land and buildings from existing residential properties? Scoring: Award 6 for least impact; 1 for most impact</i>
<i>Schedule</i>	3	<i>Which alternative will likely require the longest time to <u>complete</u> 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</i>

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

City Council Work Session – 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

City Council Work Session – 2/2/10

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

Revised Milestone Dates

Corridor Plan (Alignment Selection)	April 2010
Preliminary Design	Fall 2010
Environmental Approvals	Spring 2011
Start Right-of-Way Acquisition	Spring 2011
Final Design – Phase 1	Fall 2011
Start Construction – Phase 1	Spring 2012