

West Main Street Realignment Project

City Council Workshop – January 19, 2010



Key Questions

- Preservation of 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 parking
- Realignment of the intersection at Cowlitz Way
- Level of urban design investment

City Council Meeting – November 3, 2009

Questions and Comments:

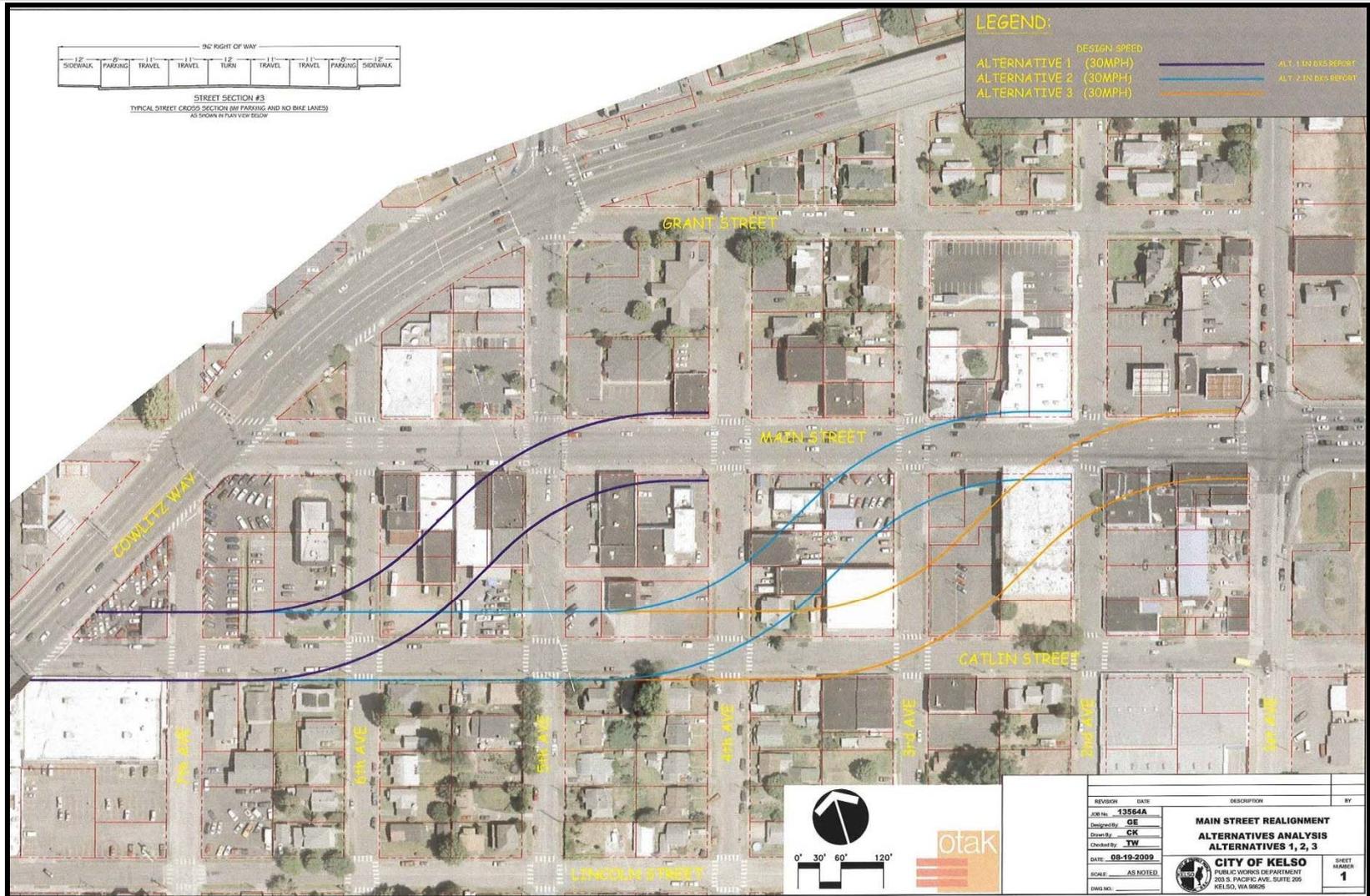
- Need to maintain a through connection from the crossover to the remainder of Main Street (most important on Alternative 2 or 3)
- Pedestrian safety is important (discussion about bulb-outs and crossing treatments)
- When and if a signal is required at 3rd (pedestrian crossing safety and smoothing traffic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

City Council Meeting – November 3, 2009

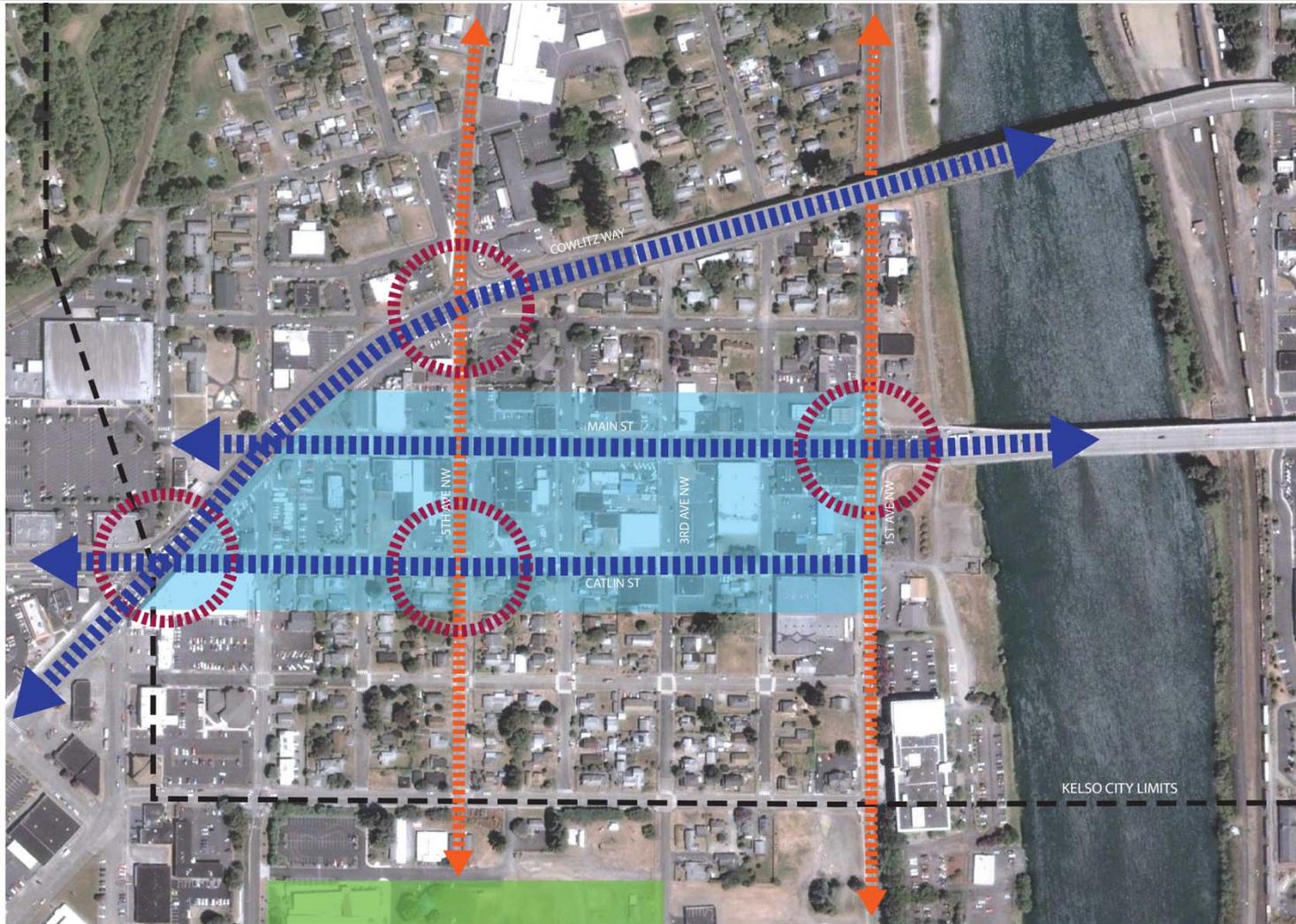
Questions and Comments (cont):

- 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 remove the reverse curve approaching Cowlitz on Catlin (this would occur if the houses are acquired)

Original Realignment Alternatives



Redevelopment Scenarios



EXISTING CONDITIONS ANALYSIS

- | | | |
|--|---|---|
|  PROJECT AREA |  MAIN EAST/WEST VEHICULAR ROUTES |  GATEWAY INTERSECTIONS |
|  FAIRGROUNDS |  MAIN NORTH/SOUTH VEHICULAR ROUTES |  CITY BOUNDARY |



Redevelopment Scenarios



N KELSO ZONING

CWK
RMF
CMR

KELSO CURRENT ZONING



N CONCEPT SKETCH

OPTION 1

BUSINESS STREET ON THE SOUTHERN EDGE



N CONCEPT SKETCH

OPTION 2

DIVIDED BUSINESS STREET



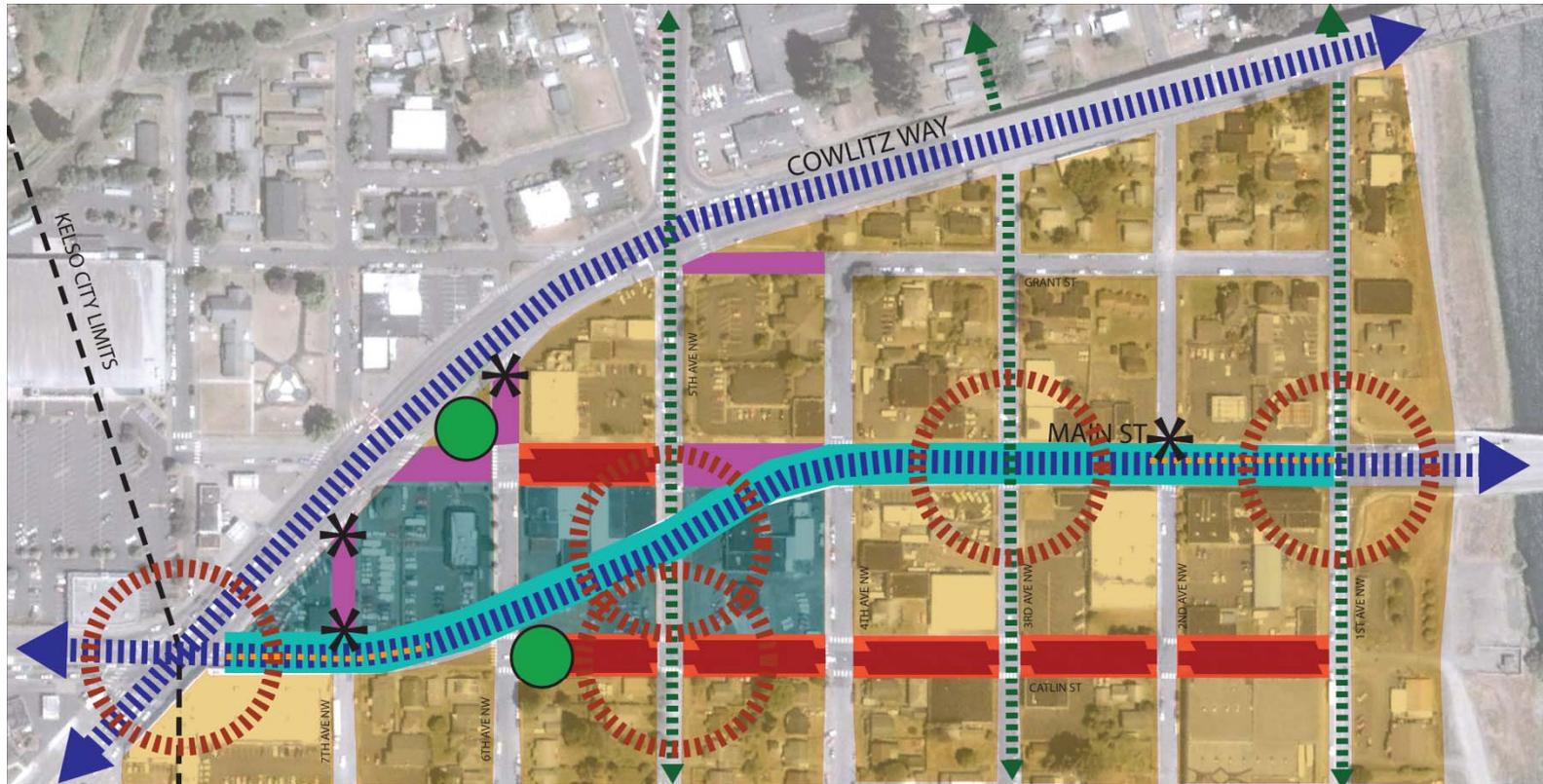
N CONCEPT SKETCH

OPTION 3

CENTERED BUSINESS STREET

CONCEPT DIAGRAMS SHOWING POTENTIAL DEVELOPMENT ZONE AROUND ROAD REALIGNMENT

Redevelopment Scenarios



PROJECT AREA AFTER REALIGNMENT

OPTION 1

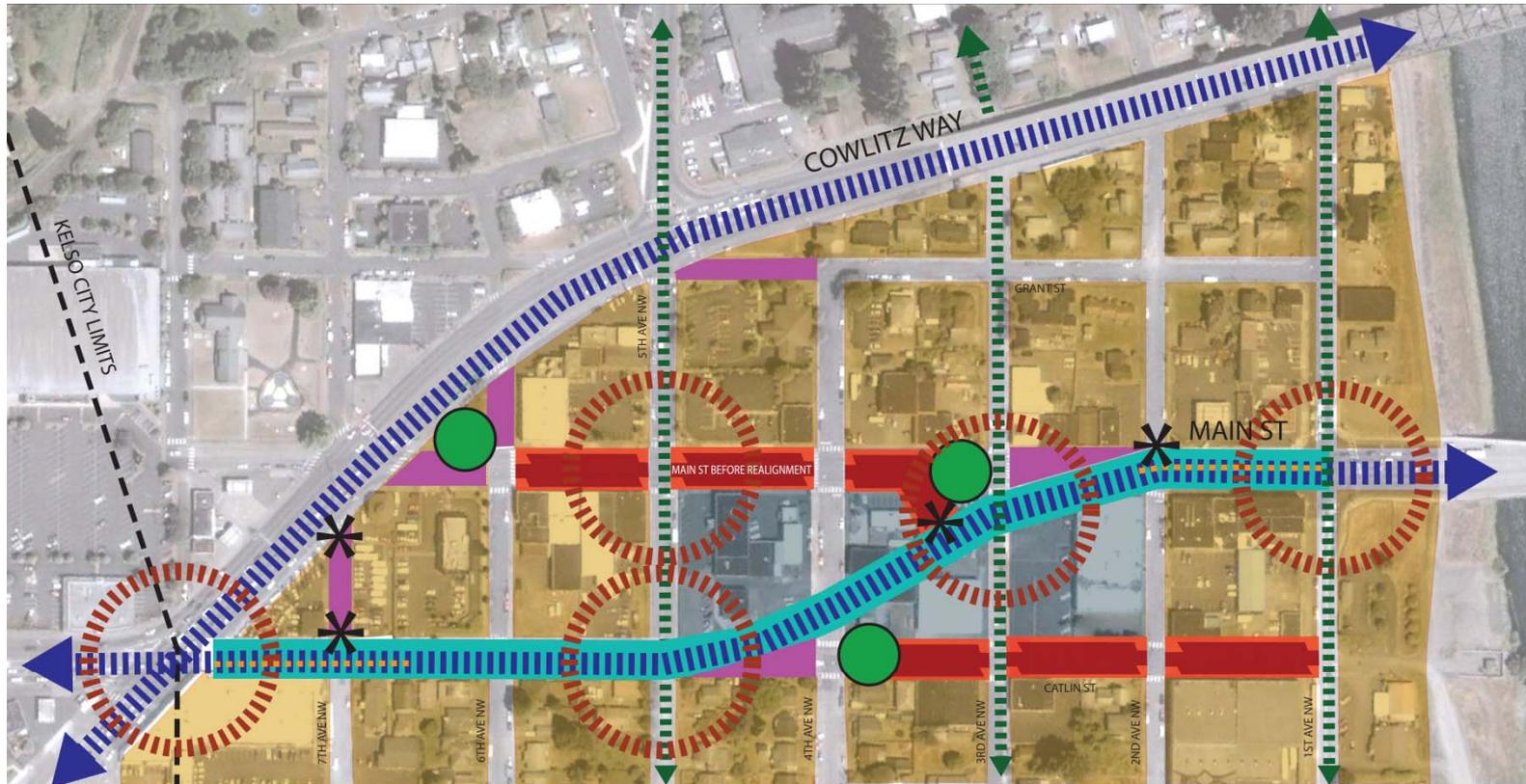
LEGEND

-  NEW RIGHT-IN/RIGHT-OUT INTERSECTION
-  MAJOR AREA INTERSECTION
-  NEW PUBLIC PLAZA (CATLIN CLOSED AT 6TH AVE)
-  STREET CLOSURE

-  THROUGH NORTH/SOUTH CONNECTORS
-  MAJOR EAST/WEST CONNECTORS
-  NEIGHBORHOOD RETAIL ST. W/ ANGLED PARKING
-  REALIGNMENT W/ PEDESTRIAN ENHANCEMENTS

-  EXISTING PARCEL CONFIGURATION
-  PARCEL RECONFIGURATION REQUIRED
-  NEW ROADWAY MEDIANS

Redevelopment Scenarios



PROJECT AREA AFTER REALIGNMENT

OPTION 2

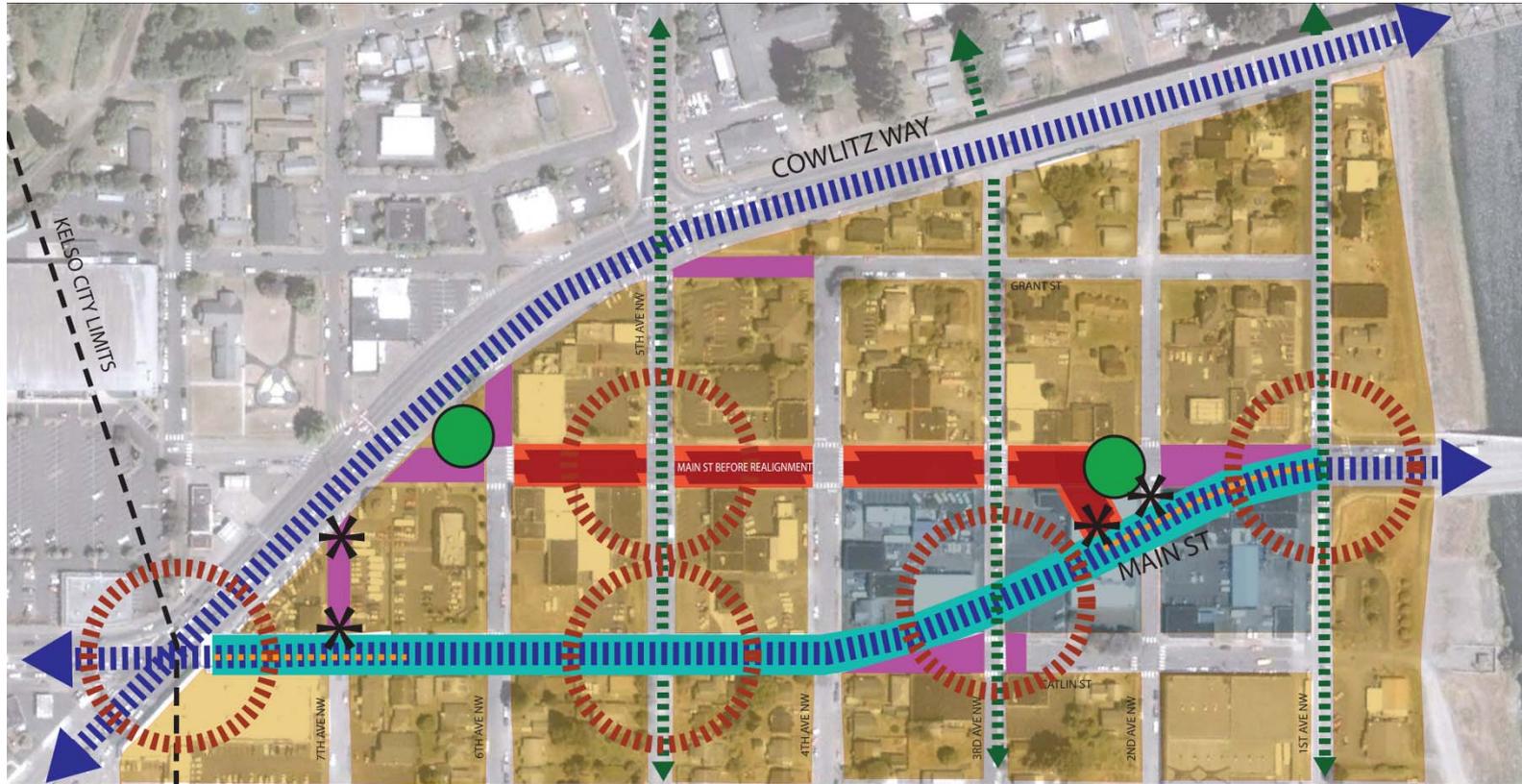
LEGEND

- * NEW RIGHT-IN/RIGHT-OUT INTERSECTION
- ⊘ MAJOR AREA INTERSECTION
- NEW PUBLIC PLAZA
- STREET CLOSURE

- ▬ THROUGH NORTH/SOUTH CONNECTORS
- ▬ MAJOR EAST/WEST CONNECTORS
- ▬ NEIGHBORHOOD RETAIL ST. W/ ANGLED PARKING
- ▬ REALIGNMENT W/ PEDESTRIAN ENHANCEMENTS

- EXISTING PARCEL CONFIGURATION
- PARCEL RECONFIGURATION REQUIRED
- ▬ NEW ROADWAY MEDIANS

Redevelopment Scenarios



PROJECT AREA AFTER REALIGNMENT

OPTION 3

LEGEND

- * NEW RIGHT-IN/RIGHT-OUT INTERSECTION
- MAJOR AREA INTERSECTION
- NEW PUBLIC PLAZA
- STREET CLOSURE

- ▬ THROUGH NORTH/SOUTH CONNECTORS
- ▬ MAJOR EAST/WEST CONNECTORS
- ▬ NEIGHBORHOOD RETAIL ST. W/ ANGLED PARKING
- ▬ REALIGNMENT W/ PEDESTRIAN ENHANCEMENTS

- EXISTING PARCEL CONFIGURATION
- PARCEL RECONFIGURATION REQUIRED
- ▬ NEW ROADWAY MEDIANS

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 (West – crossover between 4th and 6th)
- Alternative 1A (West – shift south on Catlin)
- Alternative 2 (Central – crossover between 3rd and 5th)
- Alternative 2A (Central – shift south on Catlin)
- Alternative 3 (East – crossover between 1st and 3rd)
- Alternative 3A (East – shift south on Catlin)

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 – Evaluation Worksheet – City Staff Workshop

Evaluation Categories	Weight (1-10)	Widening to the north along Catlin			Widening to the south along Catlin			Notes
		Alternative 1 (West/North)	Alternative 2 (Central/North)	Alternative 3 (East/North)	Alternative 1A (West/South)	Alternative 2A (Central/South)	Alternative 3A (East/South)	
Safe Access Points	10	2	4	1	3	5	6	Widening to the south on Catlin eliminates multiple driveways; Aits. 1/1A front more business access points and skew more intersections
Preservation of Current Traffic Volume through Existing Main Street Corridor	10	6	6	4	4	2	2	3/3A divert the most traffic around the business' Main Street.
Bicycle/Pedestrian Safety and Circulation	10	3	4	5	3	4	5	3/3A allows bicycles and pedestrians the most convenience but all major intersections have lengthy pedestrian crossings at an intersection due to the intersection angles (skew).
Redevelopment Potential	8	3	1	5	4	2	6	1/1A and 3/3A do not split the Main Street area; shifting to the south preserves existing vacant land for potential re-use that conforms with the surrounding commercial land use.
Promotes/Allows Parallel Traffic Circulation	8	2	4	6	2	4	6	1/1A and 2/2A reduce the ability for local trips to be separated from through trips for the traveling public (helps to preserve the arterial integrity and capacity).
Alignment of Major Intersections (1st, 3rd, 5th, Cowlitz Way)	8	1	5	3	2	6	4	1/1A heavily skews 5th which is anticipated to be the primary north/south route in the district. 3/3A skews 3rd the most.
Parking Impacts	8	2	3	6	2	3	6	All alignments remove parking spaces; 3/3A require the least need for replacement assuming the businesses require the most access to convenient parking on the street.
Cost	8	4	3	4	2	3	1	Construction costs roughly equivalent among all; land cost potentially the highest for 3/3A (acquisition of residences along Catlin increases cost of 3A).
Business Property Acquisition (Least)	6	3	1	1	4	6	5	2 and 3 have the most impact on existing commercial buildings.
Residential Property Acquisition (Least)	6	6	5	5	3	1	1	Widening to the south along Catlin has the most impact on residential properties with the potential acquisition required of 11 residential structures.
Schedule	3	6	5	4	3	2	1	Shifting widening to the south on Catlin may elevate the NEPA process to an EA adding a year to the approval schedule because of the displacement of residences; 3/3A most challenging to phase for construction because the work has a significant impact in acquisition process.
Total		278	319	340	247	302	353	

See Alternatives Evaluation Criteria Description for definitions of scoring criteria (6=Most Favorable; 1=Least Favorable)

Public Outreach Update

- Stakeholder / Technical Advisory Committee (STAC) – Held three meetings (9/23/2009; 10/29/2009; 12/9/2009)
- Open houses – Held one Open House (10/29/2009)
- City Council – Two meetings (Presentation 11/3/2009; Work Session 1/19/2010)
- Stakeholder / property owner interviews
- Project information updates, websites

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?
- How will the project resolve congestion resulting from left turns from OBH to Cowlitz Way (traffic heads north on Long Ave.)?

Public Involvement Feedback – Open House

Concerns (cont):

- Parking concerns
- Needs to start construction soon and then be completed in a timely manner

Suggestions:

- Roundabouts
- Value function first, then address aesthetics
- Consider eliminating left turns from OBH to Cowlitz Way

Public Involvement Feedback – Open House

Comment Form Summary:

- 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

Public Involvement Feedback – Open House

- The 3 most important 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 - STAC

- 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

