

West Main Street Realignment Project

City Council Worksession – March 1, 2011



West Main Realignment Project Area



Project Basis

Kelso Planning Requirements and Previous Studies:

- Kelso Comprehensive Plan (adopted 1978/updated 1992)
- SR 4/SR 411 Urban Area Mitigation Plan - identified possible solutions to reduce projected safety and congestion issues in the project area; included realignment alternatives from the Allen Street Bridge at 1st Avenue to the intersection of Cowlitz Way/Catlin (Transpo, 2000)
- West Kelso/Catlin Sub-Area Plan – developed a vision with the community for the future; incorporated realignment as a basis for future redevelopment scenarios (Eastern Washington University, 2004)
- Longview/Kelso Urban Area Access Management Plan - reviewed and refined realignment alternatives for the corridor (DKS, 2008)

Project Basis (cont.)

Funding Commitments:

- Regional – CWCOCG STIP
- State – Transportation Improvement Board (TIB)
- Federal – Available Earmark

Main Street Economic Viability:

- Leverage funding to the City's advantage
- Focused improvements in a high-traffic area
- Create framework that promotes future growth

Goals - Community

- Create a western gateway feature for Kelso
- Provide an attractive, cohesive boulevard streetscape
- Improve pedestrian safety
- Help revitalization of the Main Street commercial corridor

Goals - Technical

- Realign Main Street to meet Ocean Beach Highway
- Reduce traffic congestion at major corridor intersections
- Encourage a network of parallel routes, facilitating access management and re-configured intersections

Key Issues

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

Givens

- Alternatives will be based on previous study criteria
- Realignment includes a crossover segment
- Improvements limited to build the realignment
- “Off-corridor” enhancements to be part of a future capital improvement plan for the area
- Realignment 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

Key Questions

- Preservation of existing commercial corridor
- Location of “crossover”
- Location of new right-of-way on Catlin (north or south side - residential or commercial properties)
- Inclusion of parking
- Realignment of the intersection at Cowlitz Way
- Level of urban design investment

Public Outreach Update

- Stakeholder / Technical Advisory Committee (STAC) – Held 3 meetings (9/23/09; 10/29/09; 12/9/09)
- Open Houses – 3 Open Houses (10/29/09, 2/25/10, 11/3/10)
- City Council – 4 meetings (Presentation 11/3/09; Work Sessions 1/19/10, 2/2/10; Meeting and Selection 3/2/10)
- Stakeholder / property owner meetings
- Project information update, website updates

Public Involvement Feedback

Concerns:

- Cost and funding
- Emergency service access
- Disruptions or uncertainties with phasing
- Uncertainties with timing
- Parking for businesses

Public Involvement Feedback

Priorities:

- Function first, then aesthetics
- Opportunities to enhance economic development
- Durable street improvement features
- Create a distinct identity for the area
- Attention to pedestrian safety and amenities

Council Considerations

- Public feedback
- Preservation of the existing commercial corridor
- Location of crossover
- North or south widening on Catlin
- Street parking
- Level of urban design investment
- Phasing
- Access to existing Main Street
- Available funding - Avoid Fed funding “payback”

Council Priorities

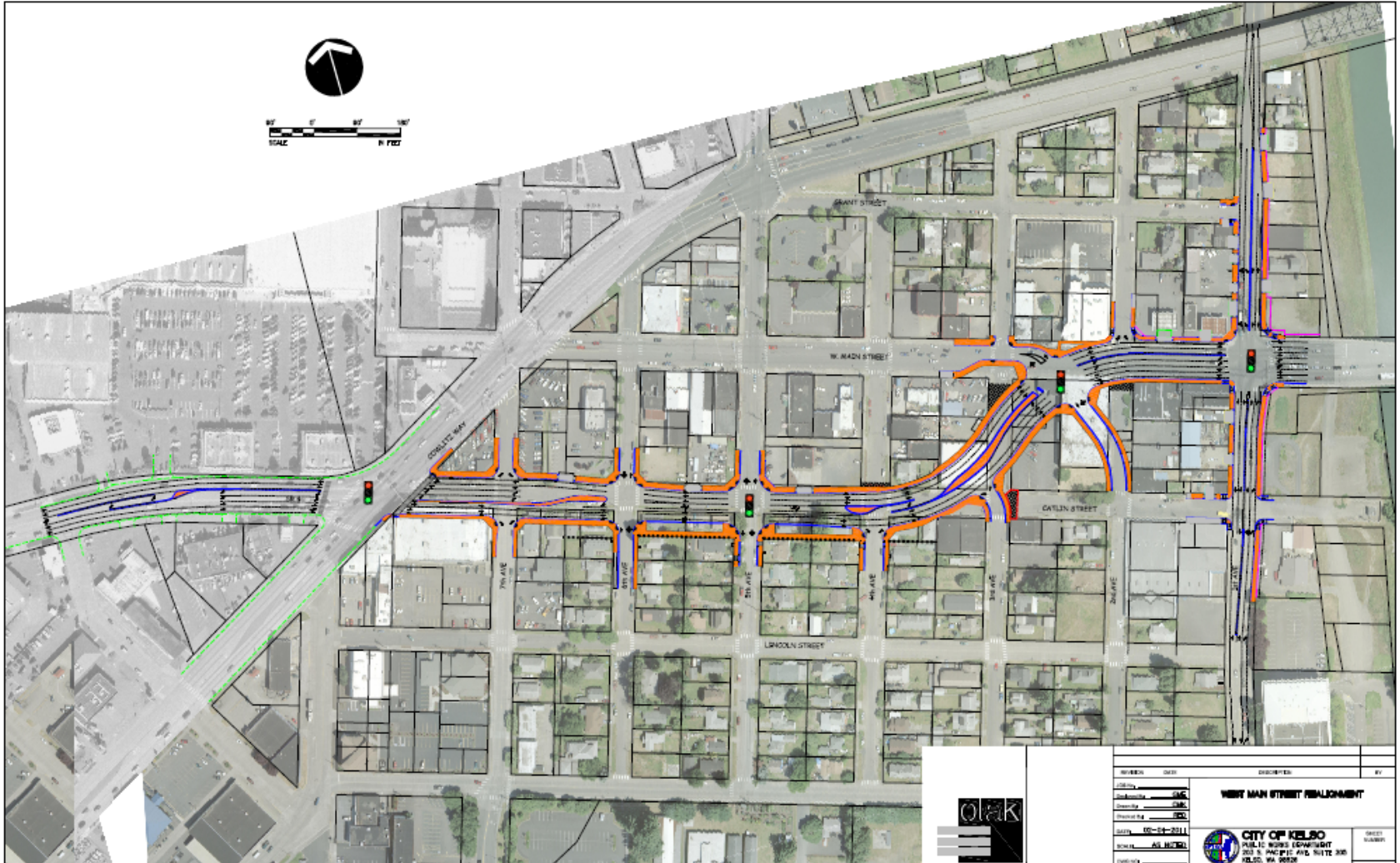
- Maintain safe access to Main Street
- Pedestrian safety
- Focus on planned land uses in the long term
- Aggressively pursue available funding strategies

Selected Alignment

Council selected Alternative 3A as the preferred alignment to move ahead into final design:

- Highest evaluation scoring based on safety and redevelopment potential
- Highest cost
- Low business impacts – high residential impacts

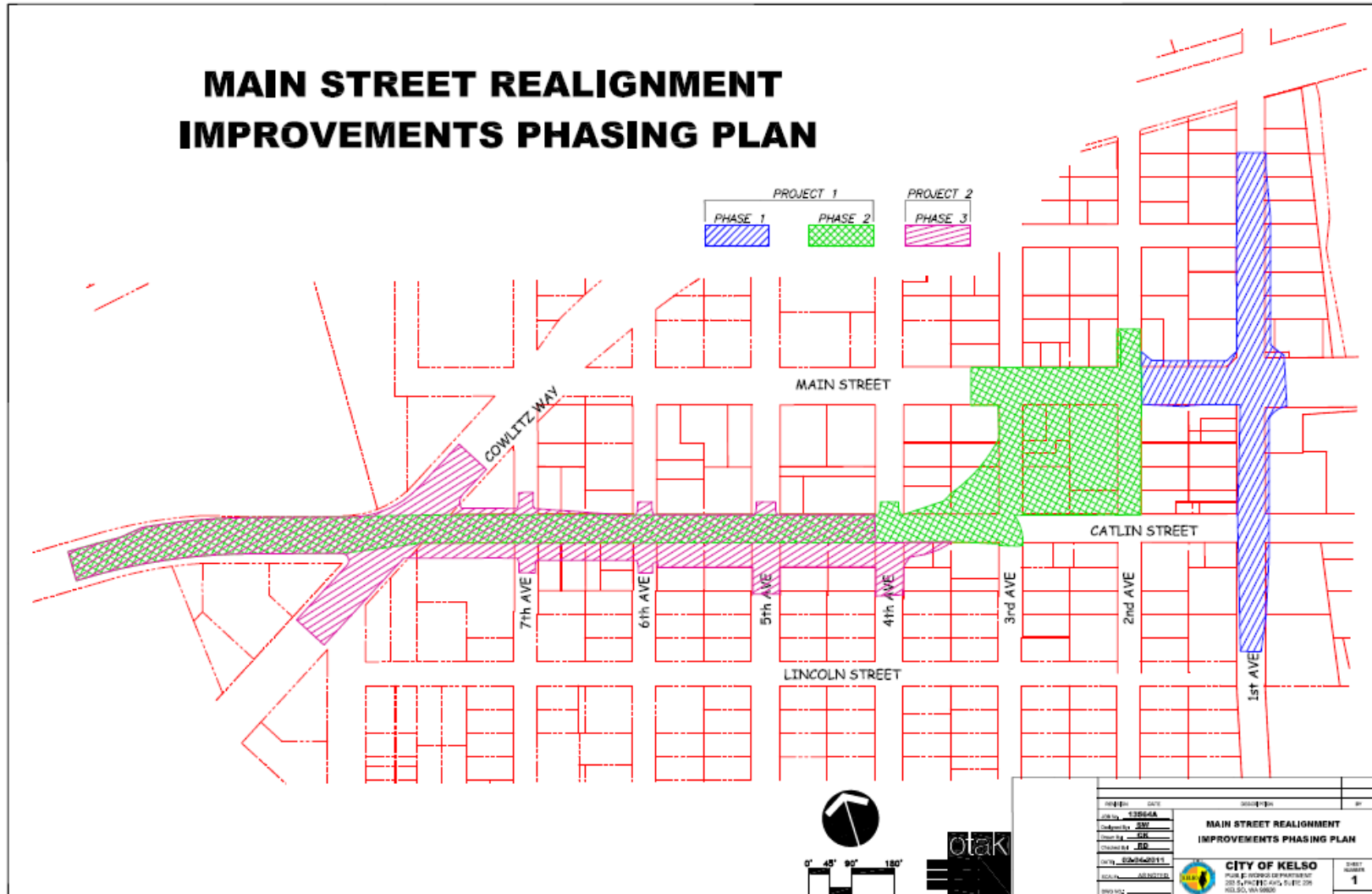
West Main Street - Layout



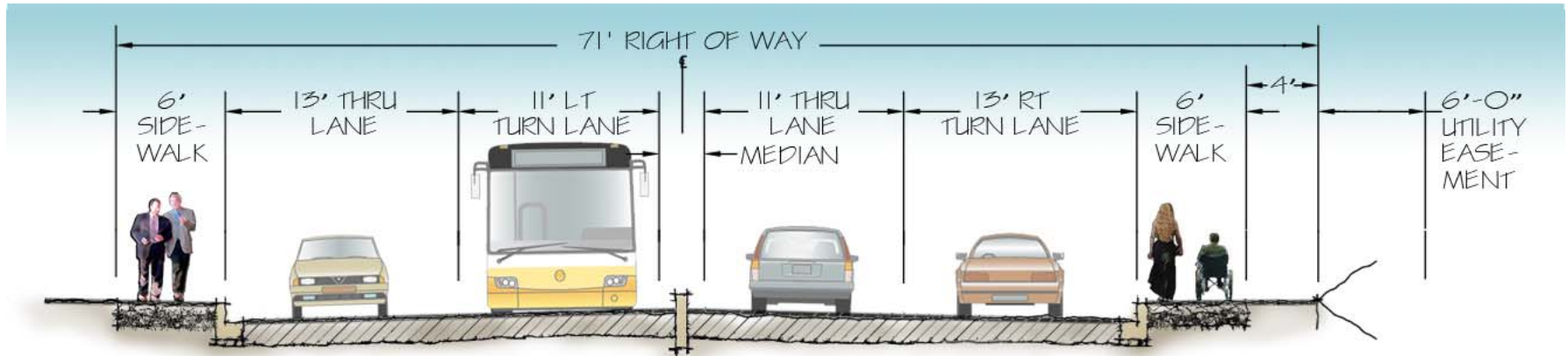
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REVISION	DATE	DISCRETE	BY							
<p>WEST MAIN STREET REALIGNMENT</p>		<p>CITY OF KESLO PUBLIC WORKS DEPARTMENT 300 S. PACIFIC AVE. SUITE 300 KESLO, WA 98824</p>								
<p>DESIGNED BY: otak</p> <p>DRAWN BY: otak</p> <p>CHECKED BY: otak</p> <p>DATE: 07-14-2011</p> <p>SCALE: AS SHOWN</p>	<p>SHEET NUMBER</p>									

Project Phasing

MAIN STREET REALIGNMENT IMPROVEMENTS PHASING PLAN

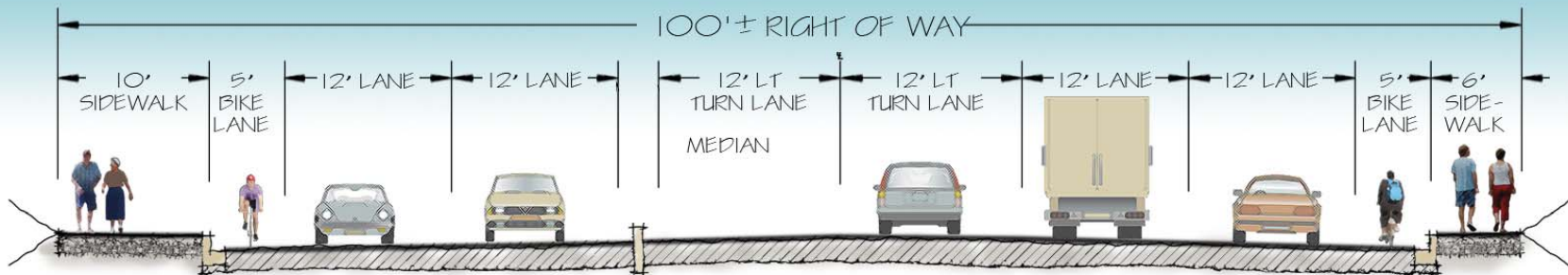


Typical Section - 1st Avenue



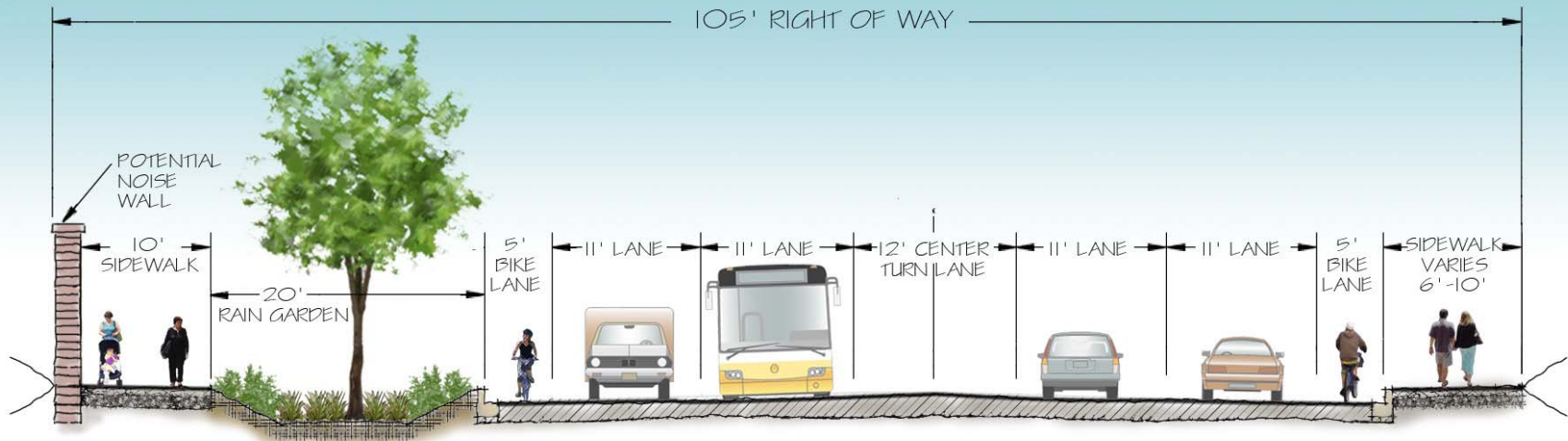
SW 1ST AVENUE

Typical Section – West Main Street



WEST MAIN ST - 1ST TO CATLIN

Typical Section – Catlin Street



CATLIN STREET WIDENING

Status

Develop Alternatives	July 2009 – February 2010
Alternative Selection	March 2010
Preliminary Design (full project)	August 2010
Environmental Approvals	In process (scheduled completion Spring 2011)
Start Right-of-Way Acquisition	Spring 2011
Complete Final Design Phase 1+2	Winter 2011/2012
Start Construction Phase 1+2	Spring 2012
Complete Construction Phase 1+2	Summer 2013

Stormwater – Rain Gardens

Advantages

- Versatility in size and shape
- Manage large volumes of runoff



SOURCE: NEVUE NGAN ASSOCIATES

- Can be flow-through facilities
- Plant with a variety of trees and/or shrubs



SOURCE: NEVUE NGAN ASSOCIATES

Landscape / Urban Design Treatments



Lighting - LED Pendant Style



Noise Walls – Examples



Funding Sources

Source	Amount
Federal Earmark	\$ 1,800,000
CWCOG Regional STIP	\$ 1,500,000
Transportation Improvement Board UAP	\$ 4,600,000
Total	\$ 7,900,000

Project Cost

Original Estimated Cost (June 2010)				
Project	1	2	3	Total
Construction	\$1,300,000	\$2,500,000	\$3,100,000	\$6,900,000
Engineering	\$300,000	\$1,100,000	\$1,200,000	\$2,600,000
ROW	\$400,000	\$1,800,000	\$4,100,000	\$6,300,000
Total	\$2,000,000	\$5,400,000	\$8,400,000	\$15,800,000

Updated Estimated Cost (December 2010)				
Project	1	2	3	Total
Construction	\$3,939,110	n/a	\$3,100,000	\$7,039,110
Engineering	\$1,440,000	n/a	\$1,200,000	\$2,640,000
ROW	\$1,614,000	n/a	\$4,100,000	\$5,714,000
Total	\$6,993,110	n/a	\$8,400,000	\$15,393,110

Next Steps

Environmental Approvals	Spring 2011
Start Right-of-Way Acquisition	Spring 2011
Complete Final Design Phase 1+2	Winter 2011/2012
Start Construction Phase 1+2	Spring 2012