Bothell Way Bothell, Washington

DRAFT

A.K.A. Bothell Way Multiway Boulevard

Basics

Bothell: Similar in size to Redmond, but more active real estate market due to metropolitan Seattle context

Corridor/Project Description

- Conversion of 5-lane highway to a multi-way boulevard through downtown Bothell
- Part of sweeping downtown revitalization effort involving new park and new City Hall

Client Jurisdictions

- City of Bothell (not a state highway, so able to avoid WSDOT design control)

Timing

- Phase 1 in 2014 transformed the west side of Bothell Way between SR522 & Reder Way
- Phase 2 implemented 4 travel lanes, a left turn lane, two side medians with streetscaping, sidewalk and parking lanes
- Phase 3, just completed in 2017 was construction of multiway boulevard

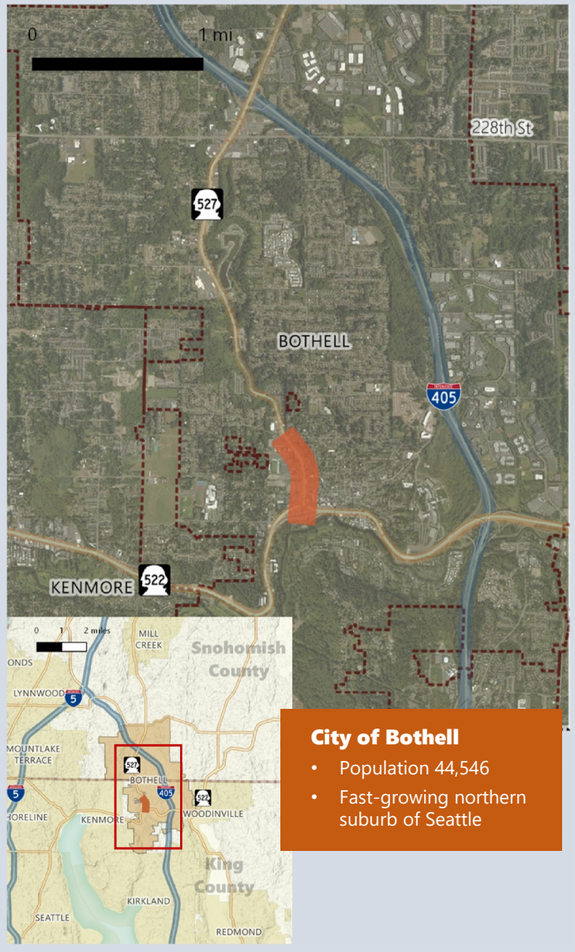
Cost, Funding

- $13.4 million for Phase 2 & 3 multiway construction
- City's initial purchase of School District land was $20.7 M – now selling that land to private developers
- Used City funds, State Transportation Improvement Bond (TIB) grants, developer contributions and proceeds from land sales

Project Motivations

- Economic development was the primary focus; City wanted to revitalize their downtown
- Existing streetscape did not connect eastside (a historic main street) to westside (previously school district property) – contributing to stagnant-feeling downtown
- No existing bike lanes and little separation between through-traffic on the main arterial from pedestrians on the sidewalk, resulting in a bad pedestrian/bike experience
- Final catalyst was when Northshore School District, owners of 18 west side acres, displayed interest in leaving and the City took the opportunity to proceed

Maps



City of Bothell

- Population 44,546
- Fast-growing northern suburb of Seattle

Engagement

- Strong public-facing educational and promotional component, including website
- Planning phase was more internal – across city staff and leadership
- More focused on individual public-private partnership discussions with prospective developers than open house public meetings

Economic Development Coordination

- Unlike other cases, Bothell considered this project primarily as an economic revitalization project, with the transportation improvements just one of many ways to realize that plan
- Redevelopment was highly coordinated with the transportation planning throughout the project

Design Elements

Access Changes

- Previous roadway was limited-access highway, so no access points removed for multiway project itself
- Added one-way frontage road with controlled access points, separated from arterial lanes
- All businesses on the west now accessed via the side roads rather than the main arterial

ROW Expansion

- ROW grew from 85 ft. to 152 ft., all added to west side
- Eastside ROW boundary kept to preserve historic structures

Medians

- Added one small landscaped center median

Bike/Pedestrian

- Bike racks and "sharrows" on frontage roads (shared road).

Sidewalks

- 14-foot sidewalks from SR 522 to Reder Way

Parking

- Parking was primarily in surface parking lots before.
- City took all parking off the main arterial and lined the access roads with at least one side of parallel parking (both sides where space allowed)
- New development encouraged to build structured parking

Traffic Management, Signalization

- Four signalized intersections, intelligent transportation system interconnects all signals on NE Bothell Way

Streetscape, Lighting, Aesthetics

- Street trees, landscape buffer strips. street furniture, trash bins
- Increased allowable height and created new design standards, (incl. lighting, sidewalks, branding, etc.)
- Ground floor retail required in multistory developments

Economic Outcomes

- Project was followed by significant development and redevelopment activity
- New City Hall built on east side (City in talks with Marriott for adjacent hotel project)
- Several mixed-use residential-over-retail projects on west side parcels
- Bothell market is significantly stronger than Redmond's, allowing for high density land uses and high return-on-investment

Other Outcomes

- Increase in pedestrian and bike activity
- Corridor now sets the tone for new development
- Seen as successful in creating a "seam" rather than an edge separating east and west sides of downtown

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Lessons Learned

- Multiway boulevard design is very flexible, allowing very different uses block by block
- Integrated approach between the overall downtown revitalization project and this central transportation piece seen as key to economic success
- By wiping the slate clean and introducing new code along with transportation piece, City was able to market a "whole package" to developers
- The City's level of coordination and control for this project would be difficult to match in Redmond, however, given that Bothell was able to avoid DOT involvement

US Highway 24 Buena Vista, Colorado

DRAFT

A.K.A. US 24 Buena Vista Enhancement Project

Basics

Buena Vista: Population 2,778; mountain town on Colorado's "Western Slope"

Corridor Description
- Two miles of US Highway, primary (and only) regional access into and through town's Main Street area

Design Prime Contractor
- David Evans & Associates

Client Jurisdictions
- CDOT
- City of Buena Vista

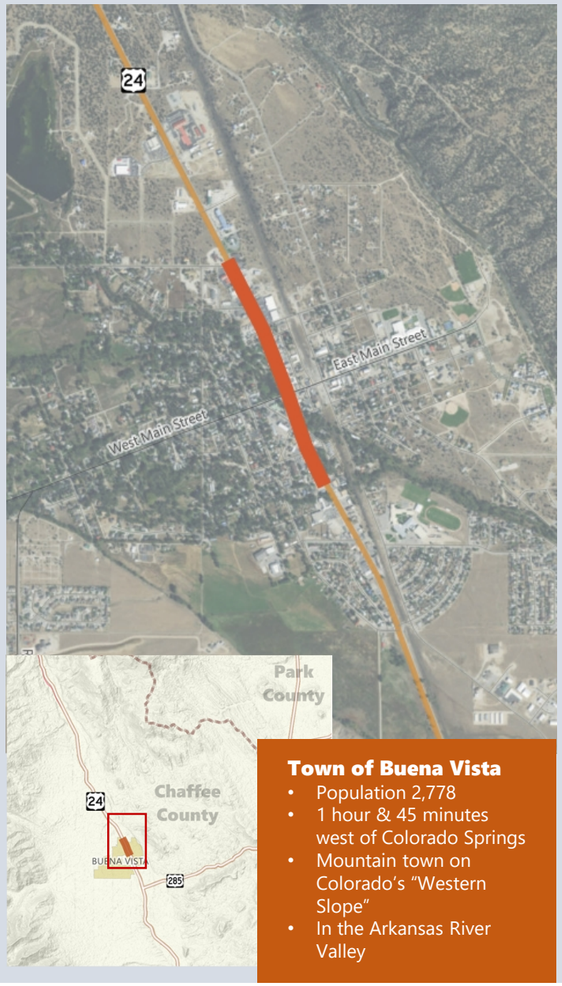
Timing
- Five-year design phase beginning 2012
- Construction phase 2016-17

Cost, Funding
- $11 million total costs ($8 million for construction)
- Incl. $500K partnership funding from Town and $2 million RAMP access grant for "additional enhancements" incl. drainage & pedestrian

Project Motivations

- Insufficient pedestrian and bike infrastructure
- Higher crash density at Brookdale and Main
- Projected decline in level of service at all intersections with projected growth in traffic through 2035
- "Built like a drag strip"-high speed traffic an issue
- Drainage & flood events caused many problems

Maps



Town of Buena Vista
- Population 2,778
- 1 hour & 45 minutes west of Colorado Springs
- Mountain town on Colorado's "Western Slope"
- In the Arkansas River Valley

Contacts

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Engagement

- Buena Vista residents were engaged very early in the process, which helped to persuade CDOT not to simply apply industry standard improvements, but actually implement what the community wanted
- CDOT ultimately led the process, gathering feedback from community through open houses, etc.
- Project was delayed to accommodate business during end of busy summer season

Economic Development Coordination

- Economic development efforts were focused on Main Street and the City's industrial area (not project area)
- Took a "wait & see" approach to economic development efforts on the highway corridor, pending project results
- City will handle economic development efforts going forward (originally thought County might assist)

Design Elements

Access Changes
- Each access point examined: some closed, some changed to right-in and/or right-out only
- Dedicated driveways to businesses, generally retained one access point for each business on corridor

Medians
- 4 short concrete medians (as pedestrian refuges & clear divisions between highway lanes)
- Additional medians identified in 2014 access plan as potential future projects pending funding

Bike/Pedestrian
- Defined pedestrian crosswalks.
- Bike lanes on both northbound and southbound, marked by green paint.
- Bike boxes at intersections (public educated on how to use them through press releases, articles, etc.)

Sidewalks
- New curbs & updated pedestrian crosswalks, including four new striped crossing locations with rapid rectangular flashing beacons (RRFBs) to provide pedestrians a designated place to cross the highway.
- Sidewalks along US 24 with ADA ramps at intersections.
- New five-foot sidewalks replaced some of the original walkways, including some narrow existing dirt trails.

Parking
- Added 9-10 parallel parking spaces on Charles Street and 22-23 spaces on US 24, including near parks

Traffic Management, Signalization
- Improved electronic intersection signalization at Main Street & US 24 (detection technology for emergency vehicles)

Streetscape, Lighting, Aesthetics
- Relocation & upgrades to street lighting
- Design look/feel in keeping with town standards
- Monumentation/wayfinding to be addressed later phases (not funded in this phase)

Economic Outcomes

- Summer 2016 (before project start) was Town's largest ever sales tax generating period – (the primary revenue source in CO)
- Despite construction, sales tax in 2017 stayed at or above 2016 levels.
- Construction undoubtedly had temporary impacts on businesses, but generally much less severe than anticipated/feared.
- Minimal property acquisition/takings

Other Outcomes

- Increase in pedestrian and bike activity – albeit after a period of getting acclimated to the new facilities
- Traffic efficiency has improved (mostly due to better traffic signals)
- Narrower lanes have lowered average traffic speeds, consistent with safety goals
- Drainage solutions handled poorly and still need to be resolved (City vs. contractor)

Lessons Learned

- Ensure communication between City and DOT is transparent, clear, and allows for implementable actions
- An intensive community engagement effort is essential throughout the project, and may require working one-on-one with property owners
- Ensure property owners are educated on the boundaries of their property to help mitigate acquisition tensions
- Get consensus on fundamental goals very early in the process – to help resolve disputes around conflicting visions (e.g., in Buena Vista, those of young versus old residents)
- Concentrate on a seamless transition from design to implementation, with previously agreed upon and enforceable rules.

Aurora Boulevard Shoreline, Washington

DRAFT

A.K.A. Aurora Corridor-Highway 99E

Basics

Shoreline: Population 55,333, northern suburb of Seattle

Corridor/Project Description
- Phased, 3-mile streetscape enhancement project on Aurora Avenue (WA Hwy 99E), eventually covering the length of Shoreline, north to south

Client Jurisdictions
- City of Shoreline, WSDOT

Timing
- Planning began as early as 1998 with extensive design studies and public involvement
- 4 implementation phases completed from 2007-2016

Cost, Funding
- $140 million total (approx. $4,200 per linear foot)
- City paid about 20%, with remainder covered by complex combination of federal, state and county dollars (about 50 grants in total)

Project Motivations

- High traffic volumes, lack of sidewalks, wide roadway made corridor an unofficial parking lot for businesses
- WSDOT declared corridor one of the most dangerous in state – many auto-pedestrian accidents Too many turn lanes, no pedestrian or bike facilities, car dealerships, and disorganized parking everywhere
- Impermeable surfaces over 97% of area blocked rainwater absorption, causing flooding, erosion, and pollution issues from runoff

Contacts

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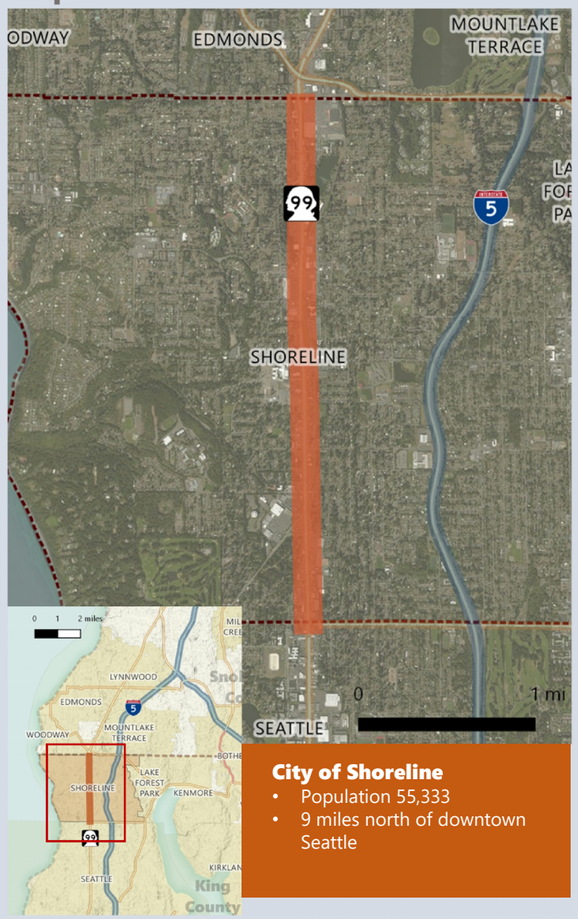
Maps



City of Shoreline
- Population 55,333
- 9 miles north of downtown Seattle

Engagement

- Initial (1998) design phases had intensive outreach & public involvement
- Project included a Citizen Advisory Task Force made up of representatives from the business community neighborhoods, and transit users
- City assumed responsibility for public engagement for Phase 1 with unsatisfactory results, so hired consultants to handle engagement for remaining phases – having a neutral "third party" was beneficial

Economic Development Coordination

- While the original vision documents lists economic development as a goal, the project was initially conceived as mainly a response to safety, traffic, etc.
- Later phases more focused on economic development, including city-wide branding strategy
- By Phase 4, stakeholders in near-consensus that "everyone benefits from these improvements"

Design Elements

Access Changes
- Much more access control, although almost all businesses (or centers) retained at least one access point
- Sidewalks and curbs now act as access control (versus prior condition of an uncurbed access free-for-all).

Medians
- Several new medians of various lengths and widths
- Median breaks to allow left turn lanes where appropriate

Bike/Pedestrian
- Main element is paved multiuse train parallel to Aurora Ave.
- No bike facilities on avenue itself, although City chose to raise trail and build bridge over road at 155th St. to maintain flow for bikes and pedestrians
- Pedestrian improvements otherwise limited to crosswalks at intersections (using contrasting pavers and painted markings).

Sidewalks
- New and wider sidewalks, separated from roadway by landscaping.

Parking
- ROW acquisition involved removal of many business parking stalls, but much of it replaced by more organized parking stalls (prior condition very unorganized and unmarked)

Utilities/Infrastructure
- Green infrastructure implemented for stormwater management (bioswales, rain gardens in medians and planter strips)
- Laid empty conduit for future utilities throughout corridor.
- Fiber broadband along whole corridor length

Streetscape, Lighting, Aesthetics
- Very streetscape-intensive (plantings, human-level lighting, banners)
- Wrote design code specific to fencing, lighting, signage, branding, etc.

Economic Outcomes

- Generally seen as a major success for city businesses and development, despite initial focus on safety and traffic issues
- Some free-standing retail is in decline, particularly in "in between places" outside of strong anchored centers
- Separate analysis by Leland Consulting Group found that, compared to three-mile corridor to the south (similar to "before" condition in Shoreline) has seen far less development activity

Other Outcomes

- Increase in pedestrian and bike activity
- Traffic efficiency has improved (mostly due to better traffic signals)
- Narrower lanes have lowered average traffic speeds
- Drainage solutions handled poorly and still needs to be resolved (City vs. contractor)

Lessons Learned

- Initial pushback from community changed once first mile was complete – businesses saw the improvements, the tone changed to "how fast can I get it?"
- Phased implementation (as funding made available) helped ground the project in reality and convey fiscal sensibility
- City's comprehensive plan helped to concentrate public improvements in desired areas, so interested developers could see that frontage work was already done – helped create an market-responsive tone
- The term "Business Access Transit (BAT) lanes" versus "dedicated transit lanes" was more palatable to businesses
- Engage utility companies early to use the same stub-outs for future access
- Establish a baseline historical turnover rate for corridor businesses, so not all post-construction closures or relocations get blamed on the project

US Highway 97 Madras, Oregon

DRAFT

Focus on Project 2 – L Street to Fairgrounds Road

Basics

Madras: Population 6,729; small town approximately 26 miles north of Redmond on US Highway 97

Corridor Description
- Approximately 0.34 miles of US Highway, primary regional access through town

Design Prime Contractor
- OTAK

Client Jurisdictions
- ODOT
- City of Madras

Timing
- Construction phase 2016-17

Cost, Funding
- $1,400,000 project, funded primarily by an ODOT Transportation Enhancement grant of $1,238,960 in 2014 (increased from $939,000 in 2009 to cover the increase in costs over that 5 year time period)
- City contributed remainder of funds for additional enhancements to pedestrian infrastructure, lighting, and landscaping

Project Motivations

- Dangerous road, lack of pedestrian and bike infrastructure (no sidewalks)
- City wanted to improve the aesthetics of the corridor as an entry or gateway to Madras
- While ODOT's primary purpose was the roadway improvement for safety and throughput, the City utilized some funds to implement additional sidewalks, drainage, and other improvements to target increased economic development

Contacts

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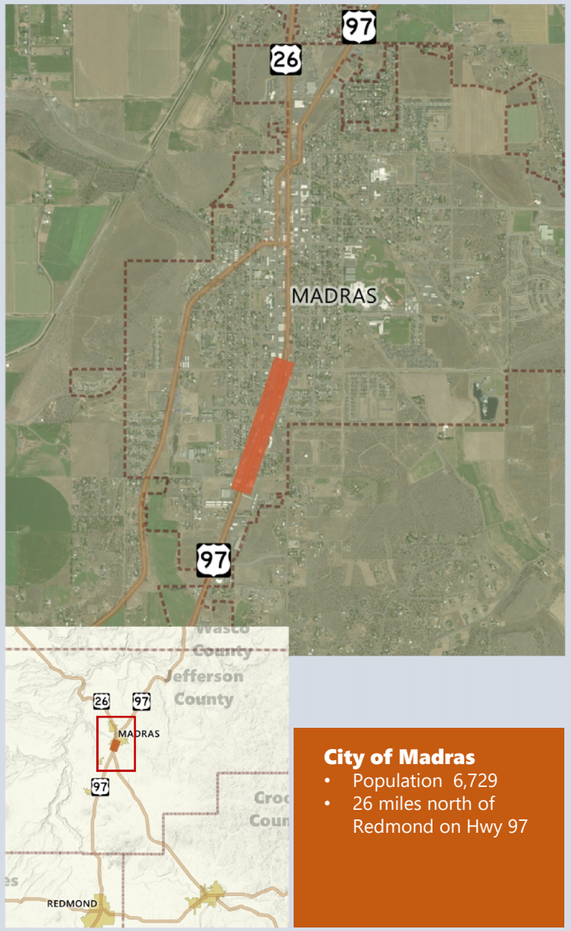
Maps



City of Madras
- Population 6,729
- 26 miles north of Redmond on Hwy 97

Engagement

- The project managers made additional efforts to communicate every potential disruption and work around business demands, even if it meant the project took a little longer, helping to smooth public relations
- ODOT ultimately led the process, who gathered feedback from community through open houses, etc.
- The biggest concern for business owners is losing access to their properties. Access consolidation is a sensitive and fragile subject if not done correctly

Economic Development Coordination

- ODOT's primary purpose for the roadway project was improvement of safety and throughput
- City utilized some additional funds to implement additional sidewalks, drainage, and other improvements to target increased economic development

Design Elements

Access Changes:
- Most businesses kept one primary access, while others were consolidated to improve overall flow
- ODOT primarily decided where accesses were to be consolidated based on spacing and typical standards

Medians
- Small median, with pedestrian refuge requiring a right-turn-only design
- (Note: the median led to a lawsuit getting filed against ODOT by the trucking company for limiting the company's ability to turn left)

Bike/Pedestrian
- Pedestrian refuges and crosswalks, bike lanes on both sides

Sidewalks
- Previously non-existent sidewalks; added 6-foot sidewalks, curbs, and landscaping

Parking
- Parallel parking in a small stretch on the west side of the road

Traffic Management, Signalization
- Improved electronic intersection signalization at Main Street & US 24 (detection technology for emergency vehicles)

Streetscape, Lighting, Aesthetics
- Landscaped strips with green stormwater infrastructure (bioswales)
- New lighting, consistent with the City design standards

Economic Outcomes

- Very recent completion so no new development has occurred to date
- City is seeing new interest in some highway adjacent properties, though, and believes that prospective property owners beginning to appreciate a "development ready" lot with an attractive frontage and no additional required improvements

Other Outcomes

- Main overall outcome is an improvement in the perception of Madras (both external and self-perception
- Although the process has been gradual, people now notice the change – Madras not "just a dirty little town anymore"

Lessons Learned

- Although businesses ultimately like the improvements that were made, they may have to adjust to making new efforts for upkeep (especially for sidewalks or landscaping that didn't pre-exist)
- Thus, it is important to have a flexible plan to transition responsibility from government to private property
- It is beneficial, to the extent feasible, to give all stakeholders (businesses, property owners, etc.) a direct role in the design of the collective frontage, as this grounds the design in reality and helps them to champion the effort
- ODOT's process for easements or ROW acquisition takes a long time, so it is best to start that process early – that said, ODOT is "pretty fair and reasonable" with acquisitions