Capitol Boulevard Urban Design Elements

New North-South Access Street East of Capitol Boulevard

Landscape screen to minimize impacts to residents. Several buffer options possible: rain garden, formal planting, trees and shrubs, garden, etc. Fence may also be added for extra screening.

New north/south access street:
(2) 11-ft wide slow moving travel lanes
(2) 5.5-ft wide bike lanes
(2) 10-ft wide walk and planting strip
(1) 12-ft wide buffer planting street on east side

Street will provide better access for residents and businesses.

Landscape screen to minimize impacts to residents. Several buffer options possible: rain garden, formal planting, trees and shrubs, garden, etc. Fence may also be added for extra screening.

Commercial uses facing this side of the new street required to feature "pedestrian-oriented" elements.

Utilize traffic calming (speed tables and traffic circles) to reduce cut-through traffic.

New North-South Access Street East of Capitol Boulevard

Public Open House #3 Agenda

October 30, 2012

6:30pm Introduction
City's welcome.

6:35pm Review of Current Status and Last Open House
Rachel Miller describes the process, where we are now, and reviews what we've heard so far.

6:50pm Transportation Proposals and Alternatives
Andy Mortensen describes transportation issues and proposals for the North Corridor circulation (M St to Lee St), Capitol Blvd configuration options, bicycle circulation, pedestrian connectivity, network connectivity, and bus stop locations.

7:10pm Urban Design Elements
John Owen presents urban design and streetscape treatments to improve the corridor's appearance and livability, including the north-south access street, streetscape improvements, development along Capitol Blvd and residential area improvements.

7:30pm Small Group Discussions
Participants choose between 8 discussion tables, to discuss the following topics: North Corridor (Access North of Lee), Bicycle Safety and Access, Capitol Blvd Alternatives, and Residential Gateways and Connections. At 8:25, participants may change tables.

8:15pm Rapid Report back
Each table summarizes comments in about a minute or two.

8:30pm Next Steps and Dots as Leaving
On your way out, please place your dots on the ideas/themes/concerns (on the comments posters) you care the most about.

Next meeting:
December 2012

For more information, see:
www.ci.tumwater.wa.us
and follow the Capitol Boulevard Planning Project link under Emerging Issues.

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Next meeting:
December 2012
## Configuration Alternatives Summary Evaluation

**ALTERNATIVE**

<table>
<thead>
<tr>
<th>CONCERN OR ATTRIBUTE</th>
<th>ALTERNATIVE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Vehicle Traffic Performance?</strong></td>
<td>-</td>
<td>Vehicular traffic will grow in the corridor regardless of option. The average peak hour travel speed today will drop from about 23 mph today (2012), to about 15 mph in the future (2035).</td>
</tr>
<tr>
<td>- Vehicular Capacity</td>
<td>1</td>
<td>Focus on behind the curb improvements, paint sharrows</td>
</tr>
<tr>
<td>- Reliability and General Safety</td>
<td>2</td>
<td>Move curb and add bike lanes and streetscape improvements</td>
</tr>
<tr>
<td>-</td>
<td>3</td>
<td>Add bike lanes with median and roundabouts – retain existing curb line. Behind the curb improvements could be added as in Alternative 1</td>
</tr>
<tr>
<td><strong>Helping Reduce Excessive Vehicle Speeds</strong></td>
<td>-</td>
<td>There is relatively little difference in the vehicle functional capacity of traffic signals and roundabouts assumed at each of the major junctions along Capitol Boulevard.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Driveway consolidation would improve traffic flow somewhat.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Added bicycle &quot;sharrow&quot; pavement markings could cause a modest speed reduction.</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>Additional street trees and populated pedestrian zone may reduce speed noticeably.</td>
</tr>
<tr>
<td><strong>Providing Continuous and Direct Bicycle Access and Circulation along Capitol Blvd</strong></td>
<td>-</td>
<td>Some streetscape improvements may be on private property when they do not negatively impact businesses.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Added shared bicycle lane &quot;sharrow&quot; pavement markings provide a modest improvement</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Added bicycle lanes and pavement markings provide a significant improvement</td>
</tr>
<tr>
<td><strong>Pedestrian Access, Safety, Circulation and Comfort along Capitol Blvd</strong></td>
<td>-</td>
<td>South of Lee Street additional pedestrian crossing signals are recommended at Gerth St. &amp; the powerline crossing) additional pedestrian crossings/pedestrian signals in all three options. Additional pedestrian crossings are likely not practical along the Capitol Boulevard arterial but some improvements to existing crossings may be possible.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Sidewalks and street landscaping improvements will provide most cost effective benefit in terms of pedestrian comfort, visual quality, corridor identity and business and property development setting.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Back of sidewalk improvements associated with this option are similar to Alt 1.</td>
</tr>
<tr>
<td><strong>Pedestrian Access and Urban Design</strong></td>
<td>-</td>
<td>Sidewalks and street landscaping improvements will provide most cost effective benefit in terms of pedestrian comfort, visual quality, corridor identity and business and property development setting.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Option 1 Costs: $18-$22 m - 20-Foot Widening to add BiKE Lanes and expand Pedestrian Zone</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Option 1 Costs: 518-522 m - 20-Foot Widening to add BiKE Lanes and expand Pedestrian Zone</td>
</tr>
<tr>
<td><strong>Planning-Level Cost Estimates – Lee to Israel</strong></td>
<td>-</td>
<td>Depends on implementation method. (See below.) Relatively low cost</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Option 1 Costs: $7-$9 m (This does not include back of curb streetscape improvements but that component could be added as in Alternative 1.)</td>
</tr>
<tr>
<td><strong>Business Impacts</strong></td>
<td>-</td>
<td>Some streetscape improvements may be on private property when they do not negatively impact businesses.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Improved aesthetics and pedestrian circulation will improve business setting.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>24 Businesses Impacted due to increased ROW</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>No major change to business access</td>
</tr>
<tr>
<td><strong>Implementation method and time frame</strong></td>
<td>-</td>
<td>Incremental: When properties are available, the City would require street improvements consisting of sidewalk &amp; landscaping. Also, the City could augment this with a modest program of public streetscape improvements implemented over time. There are a number of phasing and funding options.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Two options: 1. City purchases ROW and constructs in one near-term phase. (Cost above) 2. City implements on a block by block basis when there is minimal disruption to existing buildings. This would cost much less but it would likely take decades to achieve continuous bicycle lanes.</td>
</tr>
<tr>
<td><strong>Business and Property Development Implementation</strong></td>
<td>-</td>
<td>Streetscape improvements have proven to stimulate business and development.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Option 1 would disrupt businesses but spur reinvestment when completed.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Option 2 would be similar to streetscape improvements in Alt 1</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Would encourage business change and property investments when completed</td>
</tr>
</tbody>
</table>

**CAPITOL BOULEVARD PLANNING PROJECT**

Open House #3, October 30, 2012
Urban Design Options

Alternative 1 Behind the Curb Improvements Only

Alternative 2 Right-of-Way Acquisition for Bike Lanes & Sidewalks

Alternative 3 Roundabouts, Medians, & Bike Lanes