From your area of expertise, what does success look like?

- People feel comfortable walking around the community.
- There is a balance in meeting the needs of various modes of transportation.
- Rochester is a safe place for school children to walk.
- Increased safety (actual and perceived) for all modes of transportation.
- Ease of access for businesses and properties.
- Any plan for the area is based on the community’s vision and that the community embraces the plan (when there’s more support, more will happen).
- Rochester is inviting with attractive businesses and enthused business owners.
- Rochester has community-based businesses that are attractive – places to eat, etc.
- Rochester has more businesses that serve the area’s residents.
- Rochester has a greater variety of activities for the area’s residents (not just shopping).
- Rochester has more places to stop that support the Bountiful Byway.
- Rochester has a plan that is implementable and won’t just sit on a shelf.
- Universal design is achieved – regardless of ability or mode of transportation, everyone has access.
- Thurston County and WSDOT forge a partnership that makes implementation of the plan possible.
- Rochester has better connectivity between destinations – community centers/places are linked in a safe manner.
- Rochester businesses/destinations have convenient parking and access.
- Rochester has sidewalks (for safety).
- Rochester has a plan for dealing with stormwater.

Area 1: US 12 from Bailey’s IGA to Corvallis St SW

- Determine ROW
- Connect sidewalks
- Create alternative pedestrian or scenic routes – connect to school or across pole yard/railroad
- Signs to identify entrance to Rochester core at Albany
- More infiltration/layer under pedestrian routes?
- Extend turn lane to Corvallis St and establish a crosswalk
- More parking to rear of buildings
- Lighting enhancements and signing (double-sided) on crossings
- Defined curb and gutter between Bend and Corvallis
- Need better signage for the library and park
- Community center parking is complicated
- Add trailhead facility/hub and restrooms at community park
- Need path from community park to the Hwy 12 corridor on Albany or Bend St
• Roundabout at Albany – visual indicator of core area
• Corner improvement separate street
• Sidewalk along Albany St
• Use 183rd Way SW as an alternate pedestrian route to Bailey’s IGA; include signage
• Better striping on shoulder; possible narrower center turn lane (width to shoulder?)
• Connect existing sidewalks and shorten driveway cuts
• Establish an alternate pedestrian route to school at 183rd Way or Albany Park Lane
• Across from Bailey’s IGA, establish a trail to connect to Albany/181st in the old railroad ROW. Install gateway crossing on US 12 to connect to Bailey’s IGA.
• Extend sidewalk on Bend St at school district offices
• Install better signage for the library and park

Area 2: US 12 from Corvallis St SW to Gresham St SW
• It’s a highway and doesn’t feel like a school zone. But there are flashing beacons for the school zone that bring speeds down to 20 mph.
• Parking is a free-for-all; there’s no definition which creates confusion.
• Needs more definition at the edges
• Lacks community feel
• Lacks circulation – all roads funnel traffic to US 12
• Need sidewalks, landscaping lighting
• Nothing invites you to stop except necessity
• Access is dangerously close to intersections
• Pavement is being torn up due to gravel shoulder parking
• Big picture: need secondary roads parallel to highway.
• Need pedestrian-activated beacons at Foster and Dallas
  o Brings awareness
  o Increases safety for crossing
• Need more defined parking on side streets (for example: medical clinic)
• Observation: newer construction along highway has better defined access
• Signage issues – you can’t always tell if a business is present or if it’s just a residence
• Continuity of sidewalks – they jump forward and back and aren’t connected in a straight line along the highway
• Greatest need for sidewalks is from Paulson to the IGA.
• Dallas to Eugene:
  o Sidewalks with curb and gutter
  o Angled parking
  o Pedestrian-activated RFBs at Dallas
  o Bike lane

Area 3: US 12 from Gresham St SW to 183rd Ave SW
• Define entry – possible roundabout also solves mobility at 183rd
• 2 opportunity areas – define street network
• Sidewalk on one side
• Trail on other side
• Stormwater – low impact, rain gardens, swales.
• Realign Roseburg St SW and connect up to 183rd intersection. Establish a roundabout and entryway at 183rd. Solves issue of entry point issue with queueing truck hang over railroad, speed as well, mobility.
• Landscaping and stormwater facilities on either side of highway. Sidewalks can be established on the south side of highway with development. Trail north of highway in the railroad ROW?
• Define street standards and grid
• If areas south of highway develop, require an interconnected public road to 184th. Include sidewalks behind ditches/swales, and tie into Roseburg. This could be an alternate route for local traffic.
• Rain gardens
• Stormwater maintenance
• Between Gresham and Paulson, there is an opportunity for commercial with streets network. Connect Gresham and Paulson near 185th adjacent to LDS church.
• Have some sort of entry feature near Subway
• Need access management near post office. Tie parking lots for post office and medical clinic together
• At Chevron station/Larry’s Lane, restrict left turns – send towards roundabout
• Compact roundabout
• Will need to deal with overhead utilities
• Trail along highway?
• Sidewalk or walkway between Larry’s Lane and Gresham St SW

Issues and Possible Projects

What are the issues?
• Rochester lacks pedestrian and multi-modal facilities. Pedestrian facilities that do exist are not (for the most part) ADA accessible.
• Rochester’s sense of place needs to be strengthened.
• Poorly maintained, poorly functioning, and missing stormwater facilities cause pooling water along the highway and on nearby properties.
• Rochester lacks key economic vitality, connection to the Bountiful Byway
• Lack of public restrooms
• Rochester lacks safe routes to Rochester Middle School
• Need to promote the health of the community

Quick/Easy Projects to implement that address the identified issues:
• Signage for
  o Crossings/pedestrian-activated RFB’s (wired is WSDOT’s preference)
  o Refacing/improving reflectivity
  o Gateways/welcome to Rochester
  o Community/wayfinding signs
    ▪ Swede Hall
Technical Workshop Notes

- Park
- Other community centers
  - Transit stops (both RT and Grays Harbor Transit)
- Lane narrowing to accommodate bike lanes
  - Slows down traffic
  - Restriping and adding edge lane buffers (paint/markings at edge of roadway)
- LED lighting in commercial core
- Maintaining existing stormwater facilities
- Walking map for Rochester Middle School

Larger/Capital Projects to implement that address the identified issues:
- Sidewalks and pedestrian landings at marked crossings, ADA accessible
- Installation of stormwater facilities
- Shared use trail to Grand Mound
- Roundabouts at 183rd and Albany (also act as gateways to Rochester)
- Parking and access management
- New crossings and medians
- Landscaping, street trees; should also act to address stormwater issues
- Frontage improvements and bulb-outs
- Sight-distance and side street improvements
- Park improvements
  - Establish a trail hub
  - Public restrooms
- Establish a secondary access to Rochester Middle School
- Establish a secondary access to Bailey’s IGA

Implementable Planning Projects that address the identified issues:
- Plan for future street grid with development to achieve secondary routes
- Pole yard access plan for truck traffic
- Regional trails plan
- Circulation study for wider Rochester/Grand Mound area
- Updated street standards – possibly borrow/in common with Grand Mound
- Drainage study (planned for 2018)