Main Street Rochester

Project Background

• **Purpose:** Address community concerns related to US 12’s dual role as a regional highway and Rochester’s Main Street
  - Improve safety and multimodal mobility
  - Increase infrastructure investments
  - Enhance sense-of-place and walkability
  - Encourage economic vitality

• **Project Funding:** Federal grant with matching funds from:
  - Thurston County
  - WSDOT
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Project Schedule

Part 1
Current Conditions Report
- Gather background information
- Surveying (community, business, and school)

Part 2
Developing an Action Plan
- Technical workshop (County, WSDOT staff)
- Identify potential transportation actions
- Community priorities survey
- WSDOT right-of-way survey
- Develop conceptual layouts and cost estimates for community priorities
- Public open house (tentatively October 25th)

Part 3
Final Report & Next Steps
- Summarize Main Street Rochester project
- Provide recommendations to Thurston County and WSDOT (tentatively by spring 2019)
Many of the priorities are interrelated and focus on improvements to US 12.

May be able to include more than the top priorities as a part of this effort.

Thurston County received a grant for the Rochester-Grand Mound Trail feasibility study (2021).

Goal to provide access for bicycles on US 12 regardless of future trail alignment.
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Project Area

Segment A: Commercial & Pedestrian Core
Segment B: Pole Yard
Segment C: East End

IGA
Middle School
Bend St SW
Albany St SW
180th Way SW
Pole Yard
183rd Ave SW
Elements of a multi-modal corridor include...

- Sidewalk: 5’ to 10’
- Planting Strip: 4’ to 8’
- Travel Lane: 11’ to 12’
- Center Turn Lane/Median Refuge: 10’ to 12’
- Bike Lane: 6’
- On-Street Parking: 7’ to 20’
- Transit Stop: 4’ to 10’
- Shared Path: 10’ to 14’
Right-of-way on US 12 varies but there is roughly 80’ available within the Commercial & Pedestrian Core (Segment A).

Not enough right-of-way to do everything.

Which elements belong in this segment? What are the trade-offs?
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Commercial Core – Alternative 1 (Standard)

80’

Parallel parking
Standard sidewalks
Standard bike Lanes
No planting strips
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Commercial Core – Alternative 2 (Maximize Parking)

- Angled parking
- Minimum sidewalks
- No bike facility
- No planting strips
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Commercial Core – Alternative 3 (Pedestrian & Bike)

- No on-street parking
- Wide sidewalks
- Standard bike lanes
- Planting strips
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Commercial Core – Alternative 4 (Shared Path)

Angled parking (one side)
Standard sidewalk (one side)
Shared path (one side)
Planting Strip (one side)
Thank you!

Questions or Comments?

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