

# MEMORANDUM

TO: Honorable Mayor Cawley and Members of the City Council  
FROM: Joan Davenport, Community Development Director  
Brett Sheffield, Chief Engineer  
Debbie Cook, Director of Engineering and Utilities  
DATE: November 17, 2015  
SUBJECT: Amend the Design and Phasing of North First Street Revitalization Project

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## **Summary of Issue:**

Staff recommends the City Council amend the approved design and phasing sequence plans of the North First Street Revitalization project for safety and consistency reasons. The North First Street Revitalization Project has been designed in two contracts, due to different funding sources. However, construction of the Phase 2 corridor was targeted to occur in one calendar year, if possible.

The North 1<sup>st</sup> Street Revitalization project, Phase 2 (southern portion) identified a couple of concerns which may impair the full project from construction during one season:

- Continuous disruption to traffic and businesses
- Concerns with private utilities being able to relocate on time

## **Disruption to Traffic and Businesses to Construct Phase 2 of Corridor in One Year**

The entire corridor for the North First Street Revitalization project is about a mile and one-half. Phase 1 (northern phase) is about a half-mile. The distance from Martin Luther King, Jr. Boulevard to 'N' Street (Phase 2) is about one mile. In order to complete the Phase 2 project during one construction season, the Contractor would need to be able to work the entire length of the project at the same time, resulting in a mile long construction zone and disrupting all businesses within the project for most of the year.

## **Private Utilities**

Between 'I' Street and 'N' Street, there are many private utilities to be relocated. Connections will have to either be converted to underground connections or routed to a new riser pole on private property. These relocations will require the private utilities (Pacific Power, Centurylink, etc.) to acquire easements through private property. With the number of easements required and the number of connections to be modified, the utility companies have made it clear they will not be able to accomplish this work in time for the 2016 construction season. Although required by RCW's or franchise agreement to relocate their utilities, the City has yet to recuperate delay costs paid to the Public Works Contractor as a result of private utility-caused delays on other projects.

## **Phasing the Project**

An option to constructing this project that alleviates these concerns is to split the North 1<sup>st</sup> Street Revitalization, Phase 2 project into two phases. Splitting the project into two phases, MLK to 'I' Street (construction in 2016) and 'I' Street to 'N' Street (construction in 2017), would minimize the impacts to traffic and businesses by limiting the amount of area disturbed at any one time to approximately ¼ of a mile. Constructing this project in two seasons would allow the Contractor to

perform the work with a typical local crew, thereby saving costs. Also, there are minimal impacts to private utilities south of 'I' Street. Therefore, MLK to 'I' Street could be constructed in 2016 without major concerns of delays caused by the private utilities, while allowing an additional year for the private utilities to acquire the easements required to relocate their facilities between 'I' Street and 'N' Street.

The corridor design of the street improvement project is recommended to have different bicycle facilities for the northern and southern phases, depending on right of way availability, freight traffic and destinations. The recent development of the Draft Yakima Bicycle Master Plan (YBMP) provided more analysis and discussion about appropriate and safe locations to place bicycle facilities.

#### **Street and Bicycle Facilities by Phase of Project:**

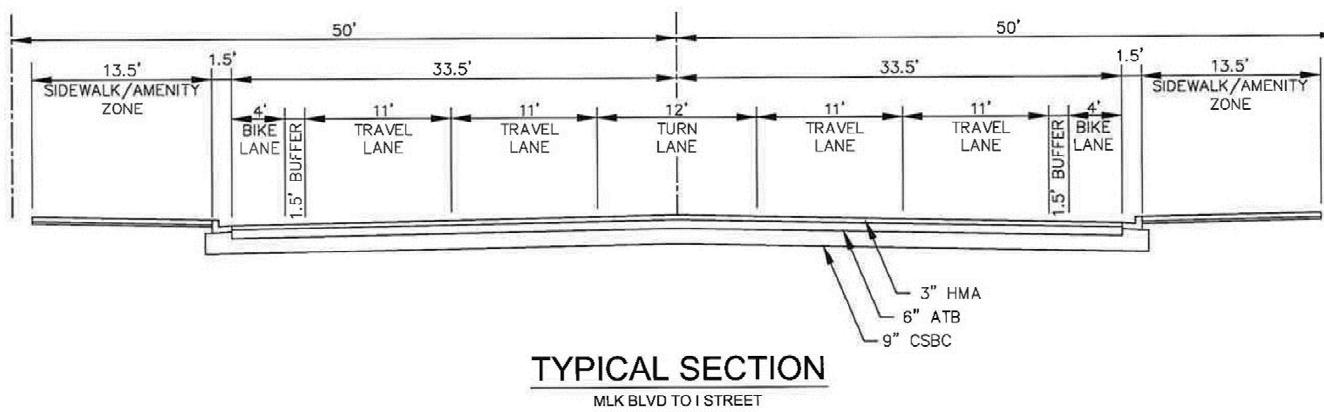
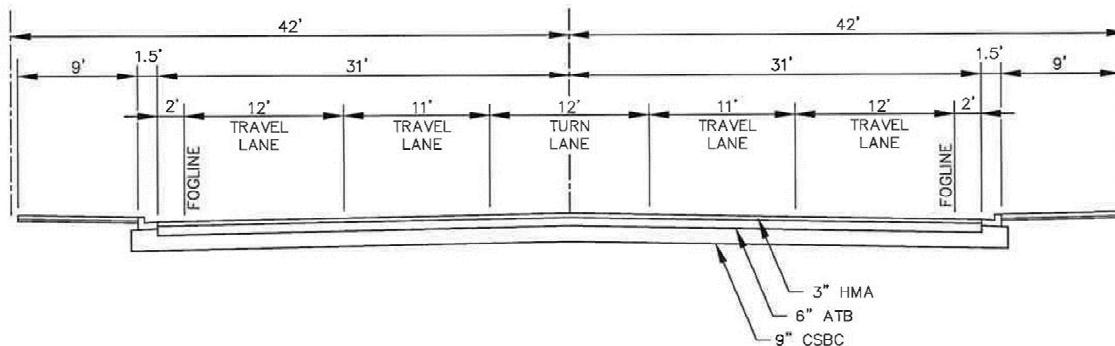
The redevelopment of North First Street has been identified by City Council as a priority Economic Development project. As the Council is aware, Phase 1 of the project (the northern portion) from SR 12 to "N" Street is funded by Surface Transportation Program (STP) funds of \$2.7 Million. However, the allocation of these Federal Funds has been delayed until 2019. A striped 5' wide bicycle lane on each side of the street was planned for the northern portion of the project.

Phase 2 of the project ("N Street to MLK Boulevard) is currently under design and is proposed to be funded through a city bond of \$8 million with construction to begin in 2016. The portion of North First Street south of "I" Street has wide right of way (average of 100 feet) to accommodate a "buffered" bike lane that provides separation between the travel lane and the bike facility.

North First Street north of "I" Street has an average of 84 feet of right of way. Since bicycles are not permitted on SR 12 or I-82, bicycle destinations were examined in the northern portion of the corridor. It was determined that bicycle access should be promoted to the Yakima Greenway, rather than to the freeway system. Therefore, at "I" Street bicycles could be directed to either North 4<sup>th</sup> Street or North 6<sup>th</sup> Avenue, which both connect to trailheads of the Yakima Greenway. The First Street corridor, north of "I" street will not have a striped bicycle lane or signs for a "shared" bicycle lane. A white fog line will be painted to designate the edge of the outside 12-foot travel lane, at approximately 2 feet from the face of the concrete curb. This will provide a margin for snow storage and amenity space for street trees, street lights and traffic control signs.

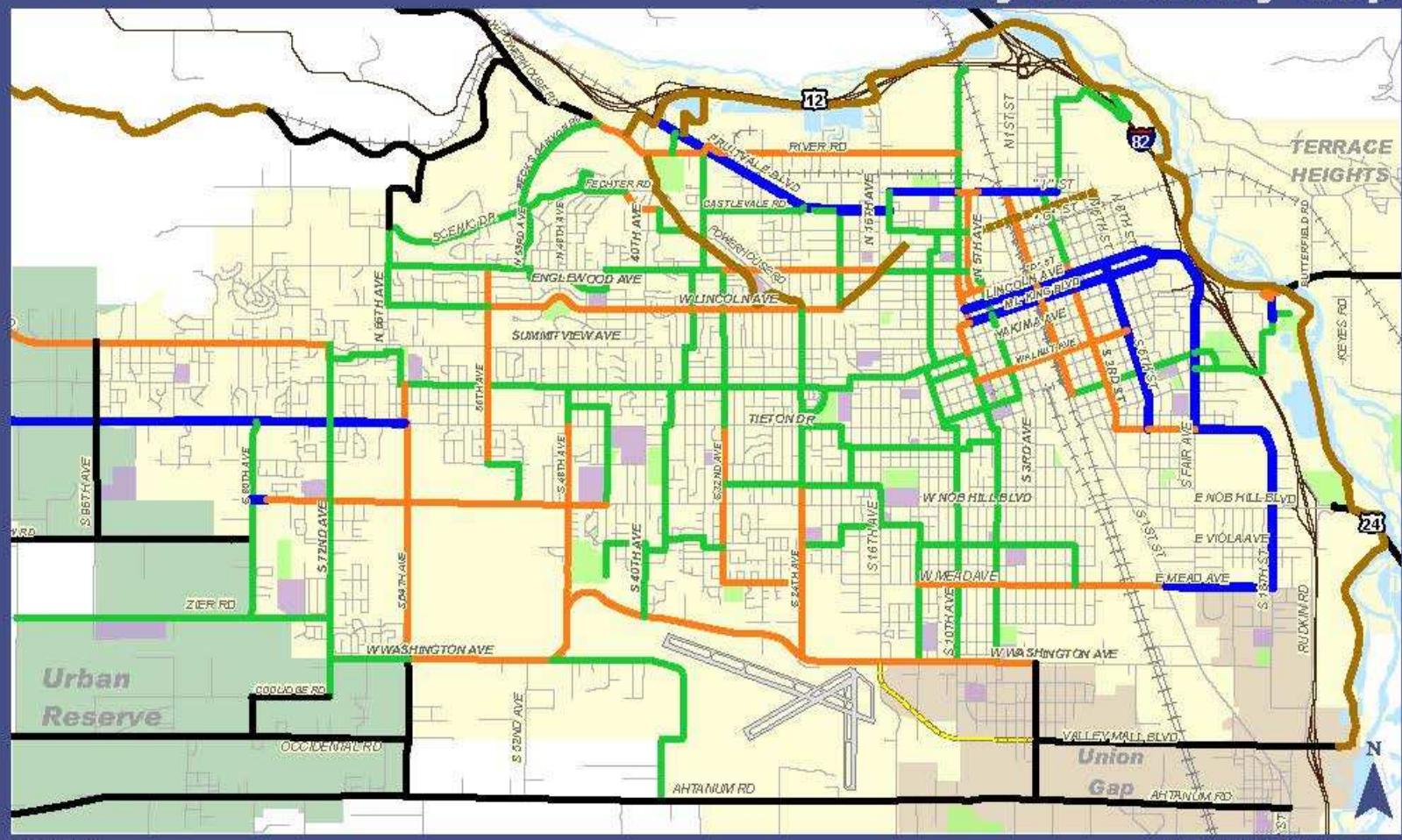
The existing Yakima Transportation Plan adopted in 2006 supports this approach, and is shown in the attached map labeled "Map 4-2". This concept has been submitted to the Draft Yakima Bicycle Plan for future adoption.

## North 1st Street - Proposed Roadway Sections



MAP 4-2

## Bicycle Facility Map



## MAP LEGEND

Bicycle Facilities					
Urban Reserve	Type 1 Facility	Existing Paths			
Urban Area	Type 2 Facility				
Schools	Type 3 Facility				
Parks					
Union Gap	County or Other Route				
		Future Paths			

Yakima has three levels of bicycle facilities along its public streets. Existing and future bicycle facilities will be constructed to these descriptions, as illustrated on this map. Level 1 facilities are dedicated bicycle lanes in each direction of travel. Level 2 facilities are travel lanes that are specifically designed to be shared between bicycles and motor vehicles. Level 3 facilities are signed bike routes with no designated area for cyclists. In addition, a number of off-street pathways are available in Yakima that are designed for both cyclists and pedestrians.