

Old West Main & Upper Harbor Renewal Advisory Meeting #3 Summary

October 10, 2018 at the Red Wing Library

11
business/ property
owners attended

Meeting Format
Presentation,
Discussion
and
Interactive
Polling



On the Agenda


Review of Public
Involvement & Feedback

Review Street
Concepts &
Evaluation
Criteria



Project
Management
Team
Evaluation of
Alternatives


Upper Harbor Bridge Concept

Review of Public Involvement & Feedback



2 Public Open Houses



Booth at River City Days

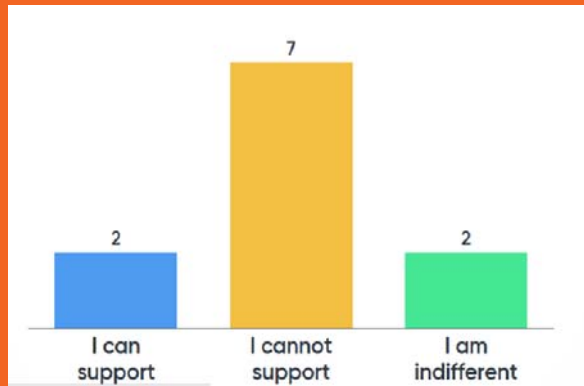


Online Survey

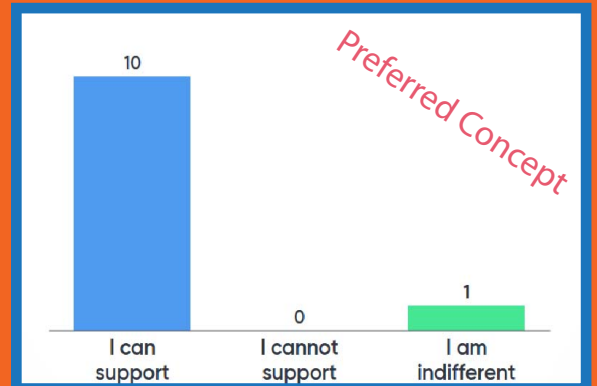


Advisory Committee Meetings

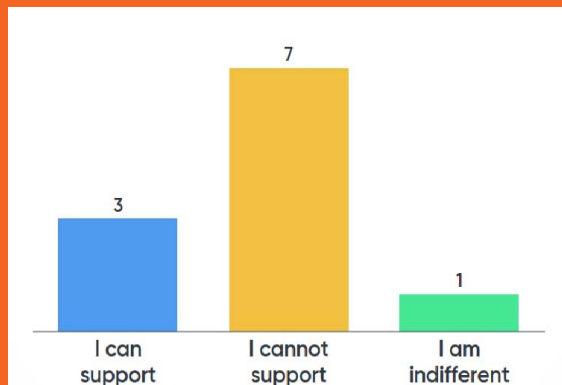
Advisory Committee Feedback



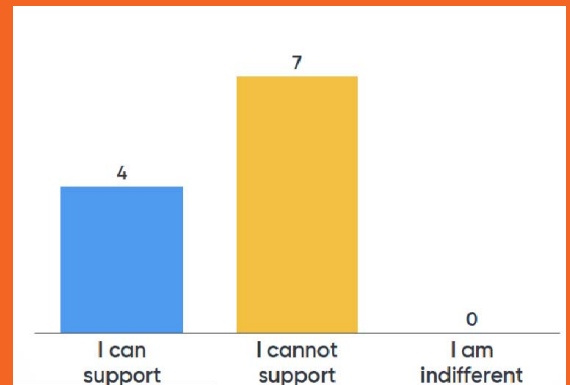
No Build



Concept A - Angled Parking



Concept B - One Way Parallel Parking



Concept C - Center Angled Parking

[Click here to Review Concepts on the Project Website](#)

Next Steps:



January 2019:
Advisory Committee Meeting #4
District & Bridge Revised Preferred
Streetscaping Concepts Evaluation

**OLD WEST MAIN
& UPPER HARBOR
RENEWAL**



Draft Evaluation Matrix

Developed by the Project Management Team to evaluate concepts against project goals and technical criteria to reach an informed recommended alternative

Old West Main Street Evaluation Matrix								
Criteria	No Build	Comments	Concept 1 - Angled Parking	Comments	Concept 2 - One Way Parallel	Concept 3 - Center Angled Parking	Comments	
PURPOSE AND NEED	Infrastructure improvement	Does not address falling pavement, complete streets, existing drainage issues, or public utility needs	5	Addresses falling pavement, complete streets, existing drainage issues, and public utility needs	5	Addresses falling pavement, complete streets, existing drainage issues, and public utility needs	5	Addresses falling pavement, complete streets, existing drainage issues, and public utility needs
	Provides efficient vehicle access	Existing roadway accommodates existing and future traffic	5	Roadway design accommodates existing and future traffic.	3	Roadway design accommodates existing and future traffic.	3	Roadway design accommodates existing and future traffic.
	Ease of on-street parking	Existing angled parking seems to function well for users	5	Maintains angled parking layout similar to existing condition	3	Parallel parking is perceived as being more difficult	3	Center angled parking is unique and would have a potential learning curve
	Safely accommodates all users	Existing corridor provides minimal accommodations for pedestrians and bicycles	2	Increases pedestrian accommodations with amenity zones and bumpouts at crossing locations	4	Median provides refuges for pedestrian crossings in addition to the added amenity zones and bumpouts	4	Increases pedestrian accommodations with amenity zones and bumpouts at crossing locations
	Provides pedestrian accommodations	- Pedestrian connectivity and amenities are adequate - Does not provide direct connection to Upper Harbor/River area	2	- Improves pedestrian experience with wider amenity zone and bumpouts improve crossings - Shortest pedestrian crossing distance due to largest bumpouts - Provides direct connection to Upper Harbor/River area	5	- Improves pedestrian experience with much wider amenity zone and bumpouts improve crossings - Provides direct connection to Upper Harbor/River area	5	- Improves pedestrian experience with much wider amenity zone and bumpouts improve crossings - Provides direct connection to Upper Harbor/River area
	Provides bicycle accommodations	Existing corridor has limited bicycle facilities or connections	2	Connections made to all origins and destinations	5	Connections made to all origins and destinations	5	Connections made to all origins and destinations
	Supports unique district identity	Minimally meets project purpose and need	2	Wider amenity zones than the existing condition improve identity	5	Medians and wider amenity zones provide a more unique and distinct district identity	5	Center angled parking and wider amenity zones provides a more unique and distinct district identity
	Technically Feasible (meets Design Standards)	- Minimally meets project purpose and need - Does not meet State Aid standards	2	Requires State Aid variance for angled parking design	5	Meets State Aid Urban Roadway standards	3	Requires State Aid variance for angled parking design
	Construction Cost	- Minimally meets project purpose and need - No cost for reconstruction but steadily increasing costs for continued maintenance.	5	- Meets project purpose and need - Cost of construction requires investment of public funds - Construction cost similar to Concept 3	2	- Meets project purpose and need - Cost of construction requires investment of public funds - Construction cost generally higher than Concepts 1 or 3	3	- Meets project purpose and need - Cost of construction requires investment of public funds - Construction cost similar to Concept 1
	Life Cycle Cost	Steadily increasing costs for continued maintenance of failing infrastructure	1	- Replacement of infrastructure reduces maintenance cost - General maintenance cost similar to Concept 3	2	- Replacement of infrastructure reduces maintenance cost - General maintenance cost marginally higher than Concepts 1 and 3	3	- Replacement of infrastructure reduces maintenance cost - General maintenance cost similar to Concept 1
SUSTAINABILITY	Environmentally Compatible	Extra wide roadway for a low traffic volumes adds unnecessary impervious surface and untreated stormwater	4	Design will include improved stormwater treatment measures to meet permitting standards	4	Design will include improved stormwater treatment measures to meet permitting standards	4	Design will include improved stormwater treatment measures to meet permitting standards
	Publically Acceptable (Advisory Committee)	AC voting 7- I cannot support 2- I am indifferent 2- I can support	5	AC voting 10- I can support 0- I cannot support 1- I am indifferent	2	AC voting 7- I cannot support 3- I can support 1- I am indifferent	2	AC voting 7- I cannot support 4- I can support 0- I am indifferent
	Publically Acceptable (General Feedback)	- Does not meet project purpose and need - Residents and business owners cited safety, usage, access, and identity concerns with the existing area but otherwise approved of its function	2	- Mixed feedback from residents and business owners - Support for bike/pedestrian facilities - Support for angled parking	3	- Mixed feedback from residents and business owners - Support for bike/pedestrian facilities - Support for additional on street parking - Impact to business access and on large delivery vehicles noted as a concern	3	- Mixed feedback from residents and business owners - Support for bike/pedestrian facilities - Support for additional on street parking - Impact to business access and on large delivery vehicles noted as a concern
	AVERAGE SCORE	2.5	4.2	3.7	3.7	3.7		

Legend				
1	2	3	4	5
Does Not Meet Criteria	Minimally Meets Criteria	Meets Criteria	Better Meets Criteria	Best Meets Criteria