

MRV ARCHITECTS

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Project: **Ketchikan-Revilla Upland Improvements**
Re: Design Status Memo
To: Ketchikan Gateway Borough
By: Paul Voelckers
Date: October 10, 2017

MRV 1709

This memo recaps design and engineering steps to date for the DOT&PF Ketchikan-Revilla Upland Improvements Project. This is one of two ongoing consultant design contracts facilitated by DOT&PF to upgrade transportation access to the Ketchikan Airport. MRV and team are focused on the upland design, with a parallel design process underway by CH2M Hill for the provision of two new ferry berths at both the Revilla and Gravina airport ferry terminal sites.

Ultimately, the Ketchikan Airport will be serviced by two functional ferry berths. The Revilla Uplands project includes improvements to Tongass Highway that will enhance vehicle access and turning movement safety, increased airport parking, improved ferry vehicle staging, expanded passenger drop off, and new waiting facilities.

The upland design process started with a Ketchikan meeting on April 18, 2017 involving Borough leadership, including Borough Manager Rueben Duran, Airport Manager Mike Carney, and other stakeholders. The meeting refined goals for the project, and the general DOT&PF design process. This was followed up by a community presentation on May 25, 2017 to present three initial Conceptual design options for reworking and expanding the parking and passenger facilities on the Revilla side.

After this public open house and feedback, design options were further refined and improved, while traffic analysis and other engineering base material work was initiated. Over the last three months, a total of five options were produced. After a pro/con analysis, Option C was selected, representing the best combination of desirable features. This decision process was led by Mr. Mike Carney, and included DOT&PF management input, as well as civil, traffic, and architectural consultant evaluations.

The selection of Option C established a general approach to the site, including parking lot arrangement and size, ferry queue location, ingress and egress to Tongass Avenue, bus stops, drop-off traffic lanes, and waiting building location.

Recent work has been underway to refine Option C, providing more detail on the Waiting Building, and location of the building to work most effectively. At this point, the project includes an Option C-1 and C-2, included with Assembly materials. The two layouts are very similar, with some variations in the building location and site details.

A selection of the preferred building option will be made within the next two to three weeks, bringing general site planning for the Revilla side to a conclusion. Once site design is complete, the design team will move into preparation of more detailed construction

documents, with the goal of bidding the work in mid to late 2018, and completing construction by mid-2020.

Additional work for the upland structures on the Gravina (airport) side will also occur, with less scope required. Improvements will include modification to the existing covered waiting area, making it more useful by leveling out the dropped portions (and access ramp), as well as expanding the width of the general sidewalk and its roof canopy leading up to the terminal.

A key component of the Revilla Upland option development was an analysis of traffic impacts, particularly the traffic moving in and out from Tongass Avenue. Of critical importance was balancing the least impact of Tongass vehicular through-traffic, while providing efficient exit opportunities for both parked passenger vehicles, and vehicles utilizing the ferry. A separate detailed traffic report is being finalized.

Option C Features: The following recaps the new changes and benefits anticipated with the Revilla Upland redesign.

- Expanded parking capacity: The parking capacity of the Revilla side will be increased substantially from 265 to approximately 390 parking stalls (C-1 and C-2 vary slightly). A key element of the new work is the likely purchase of additional property to the north of the current parking.
- Tongass Avenue Improvements: Improvements to Tongass Avenue include the addition of a center turning lane and reconstruction of the roadway through the ferry terminal area.
- Clear and separated passenger drop-off and pick-up: Current confusing and unsafe drop-off areas are removed and changed. Separated areas for taxis and passenger purposes are provided, with space for about 16 passenger cars, and a separate area for about 8 taxis.
- Increased ferry queue capacity: The capacity for cars and trucks waiting to board the ferry is increased from approximately 15-20 vehicles to 35 vehicles. Ferry queue design includes a ticket kiosk, allowing the potential for ticket purchase.
- Increase ferry exit vehicle capacity: The new site design includes a substantial exit path for ferry vehicles, and a separated left-turn queue at Tongass. This will facilitate efficient traffic flow onto Tongass.
- Improved Waiting Building and Canopies: A new waiting building will combine waiting space for approximately 25 passengers, restrooms, and an emergency generator into one efficient structure. The design will also include significant covered canopy areas at the passenger loading areas, and leading to the ferry berths to maximize weather protection and ease of use in inclement weather.
- Bus stops moved to Tongass Avenue: New bus stops for both in-bound and out-bound traffic are incorporated along Tongass Avenue. This will increase the efficiency and timing of bus service, and remove a significant source of congestion from the passenger drop-off zone. The pedestrian crossing to the out-bound bus stop will include a center island at Tongass Avenue, creating a safe and easy crossing without requiring a signal.