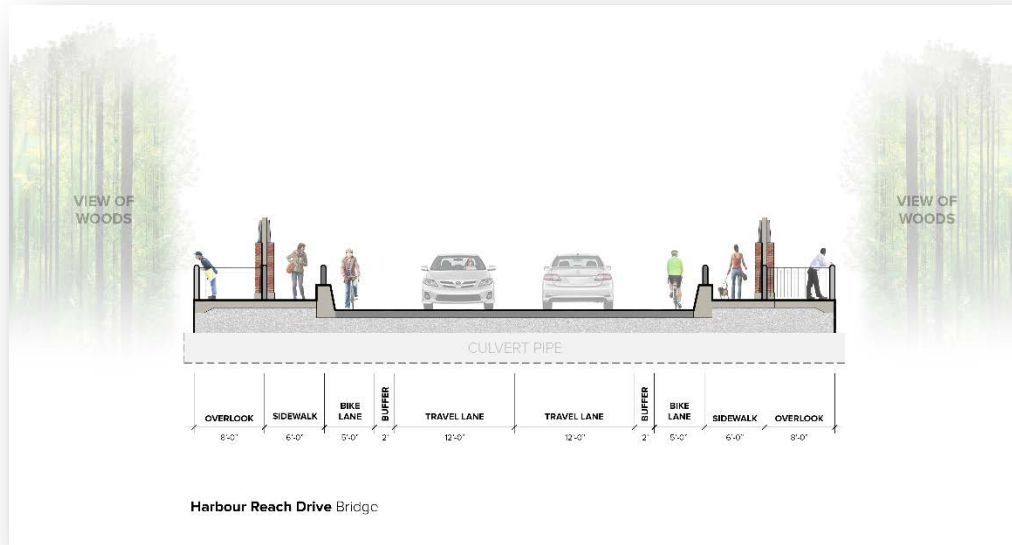




Community Workshop & Open House

October 12, 2016



Meeting Agenda

6:00-6:30 p.m. – Presentation

- Welcome & Opening Comments by Assistant City Engineer
- Staff introductions
- Project background and overview
- Time for brief questions and answers
- Explanation of open house stations

6:30-8:00 p.m. – Open house

- Visit stations
- Provide feedback
- Ask questions and talk to project staff

8:00 p.m. – Adjourn

Project Purpose

A Message from Assistant City Engineer

- Parallel Route to SR 525 for Local Traffic
- Improve traffic on SR 525 and Beverly Park Intersection
- Improve mobility for all users – “Complete Streets”
- Improve traffic operations
- Improve intersection safety
- Traffic calming between Harbour Pointe Blvd. N and Harbour Pointe Blvd. SW

Project Team

City Staff

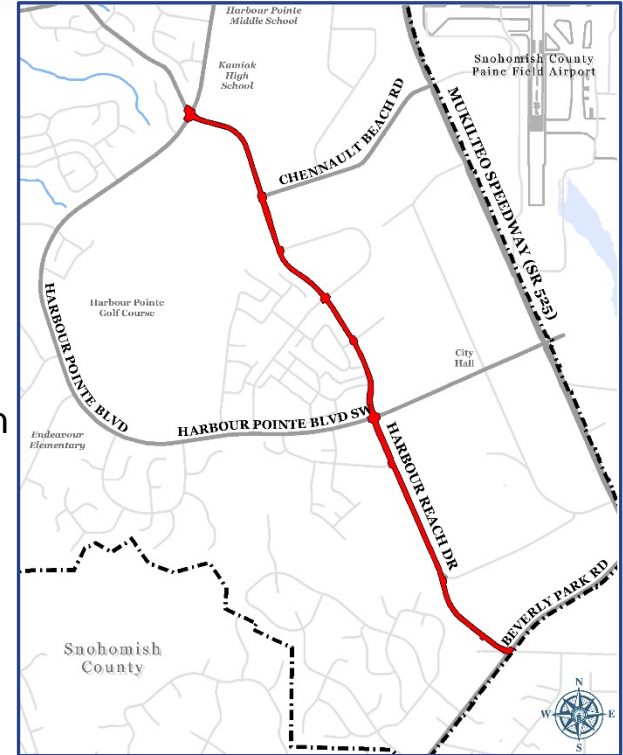
- **Andrea Swisstack, PE, Assistant City Engineer**
- **Robert Roman, PE, Capital Project Engineer**
- **Challis Stringer, Senior Engineering Technician**
- **Margo Lawler, Senior Department Assistant**
- **Karl Almgren, Assistant Planner, BTW Project Manager**

Consultant Staff

- **Steve Lewis, AICP, Principal Project Manager**
- **Mark Burrus, PE, Design Project Manager**
- **Molly Toy, Project Engineer**

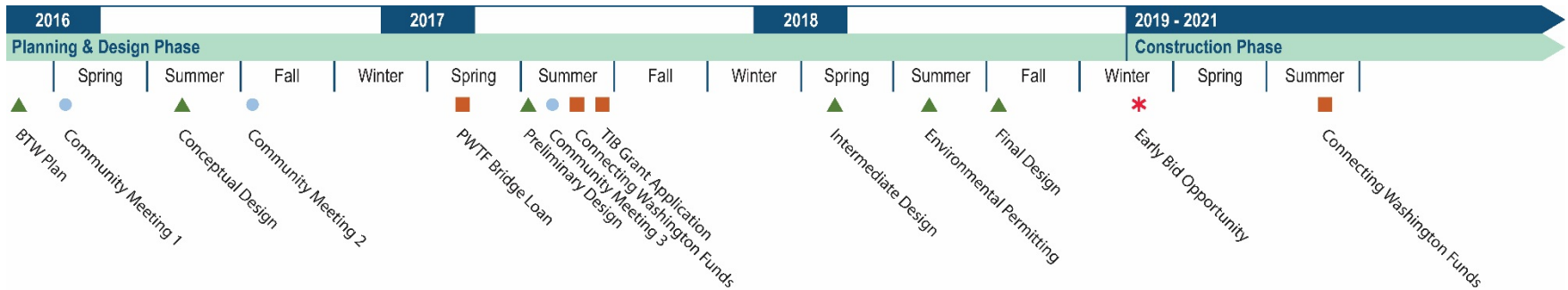
Project History

- 1990s Boeing dedicates South Road to the City
- 2005 City completes Harbour Reach Extension Study
- 2007 City & County Inter-local Agreement for Harbour Reach
- 2009 Harbour Reach included in Transportation Plan
- 2012 City purchases ROW for future project
- 2012 City completes concept plan for Beverly Park Rd Intersection
- 2015 City includes Harbour Reach in Comprehensive Plan
- 2015 City secures funding for design services
- 2015 BTW Plan defines priority bicycle corridors
- 2015 City secures legislative appropriation for construction funds
- 2016 April 21, 2016 Community Open House on Cross Sections



Where We Are Now - Timeline

Current Funding Project Schedule



Keys to Early Success

- Early Permitting
- PWTF Bridge Loan
- TIB Grant for North Segment
- Good Bidding Environment for Favorable Pricing

South Segment – The Extension



South Segment – Cross Section

- Buffered Sidewalks
- Protected Bike Lanes
- Two Driving Lanes
- Roundabout at Harbour Pointe Blvd SW
- Signal at Beverly Park
- Compact RAB/ Stop Controlled at S Rd
- Truck actuated signal at Blue Heron
- Access to Boeing/Travis Industries



North Segment – Funding Permitting



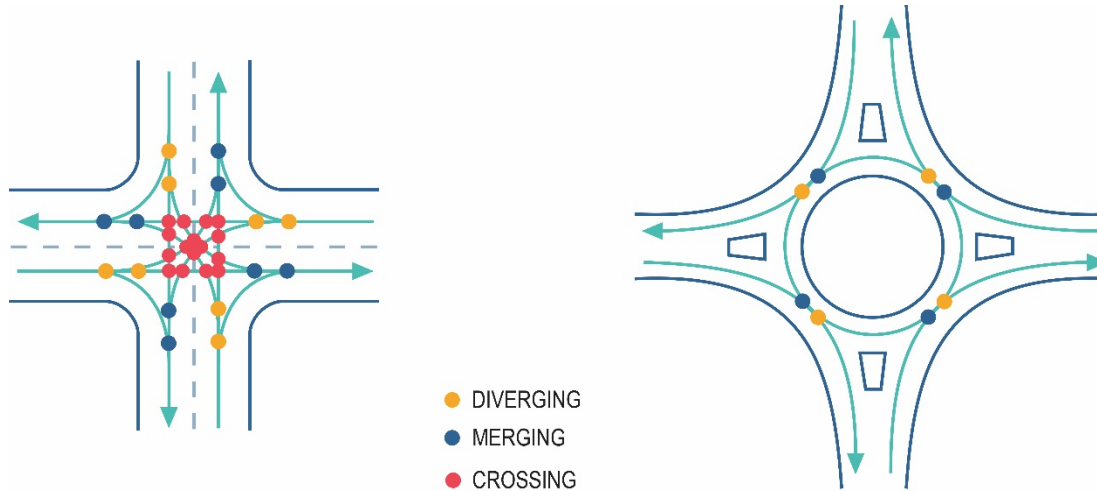
North Segment – Cross Section

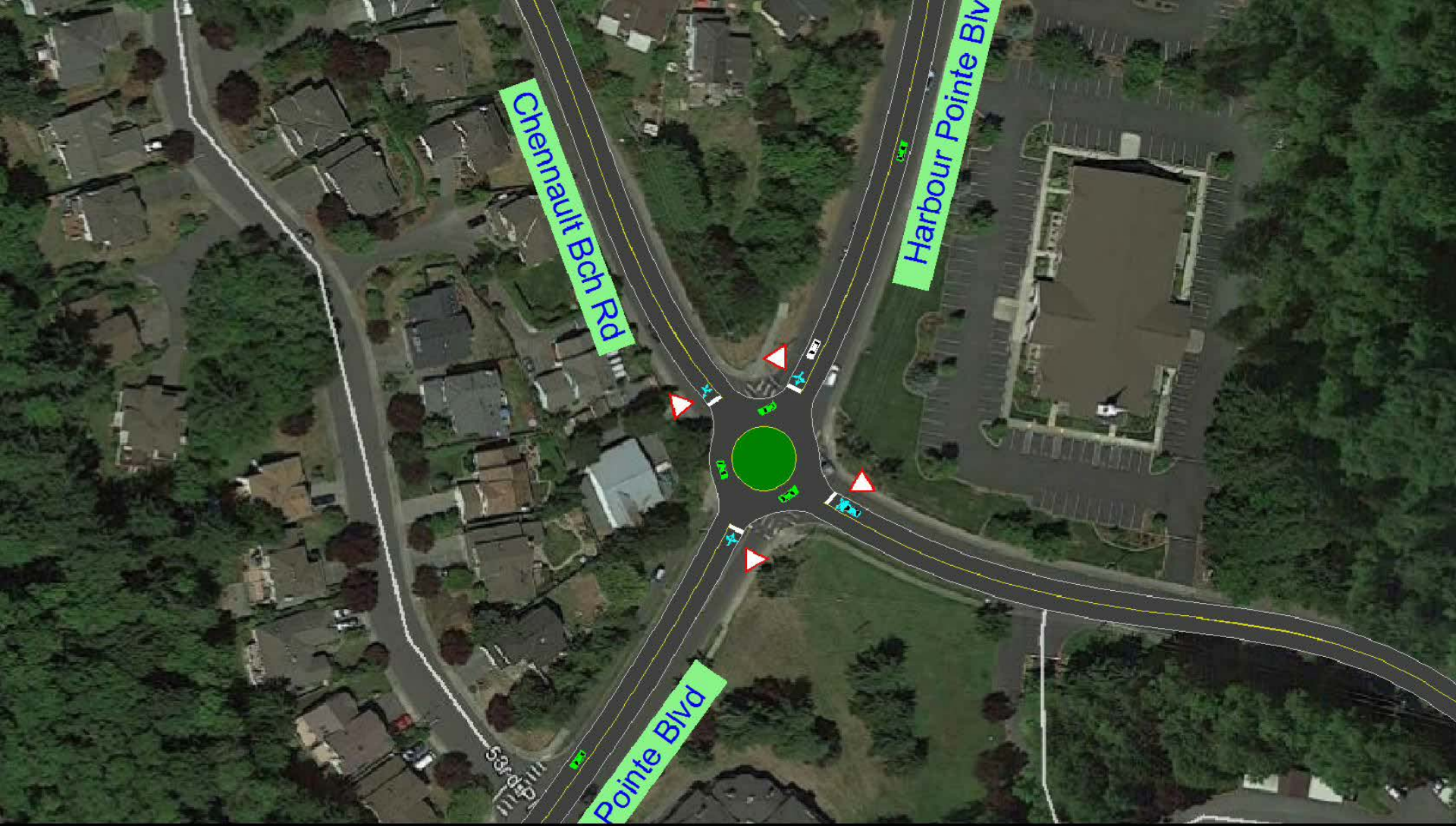
- Add Bike Lanes
- Remove Center Turn Lane
- Two Driving Lanes
- Roundabout at Harbour Pointe Blvd N
- Mountable Roundabouts
 - Chennault Beach Rd
 - Possession Way/49th Place W.



Why Roundabouts

Safety A key benefit of modern roundabouts is safety. According to the Federal Highway Administration, installing a roundabout typically results in a 76% reduction in injury-accidents, a 90% reduction in fatalities, a 40% reduction in pedestrian injuries, and 75% fewer conflict points compared to standard intersections (see chart below).





Mountable Roundabouts

What is a Mountable “Compact” Roundabout?



- Fits in smaller footprint
- Allows larger trucks to drive over central island
- Provides safety and traffic benefits of standard roundabout
- Traffic calming opportunities

Questions?



Contact: Public Works, 425.263.8170, HRCP@mukilteowa.gov