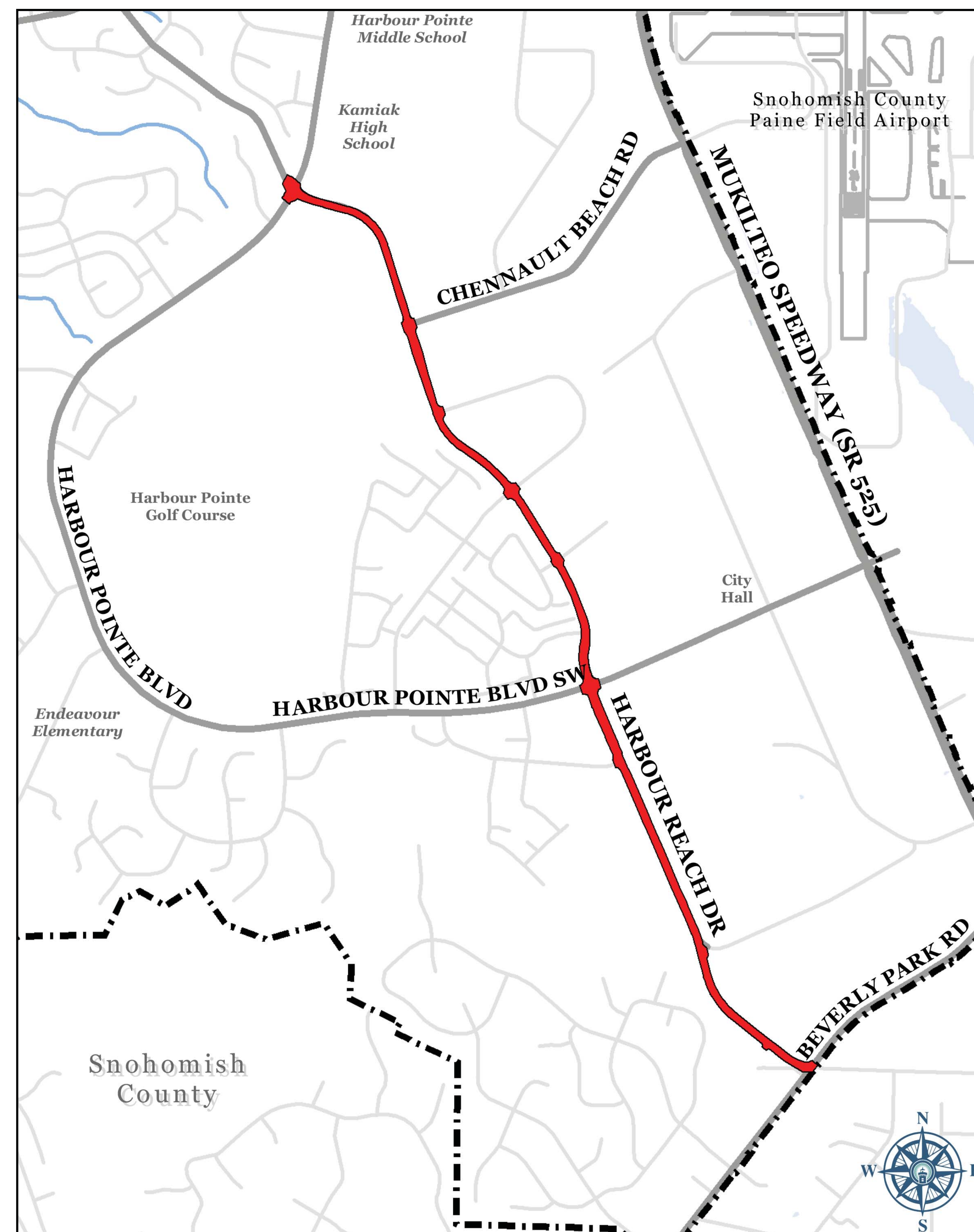
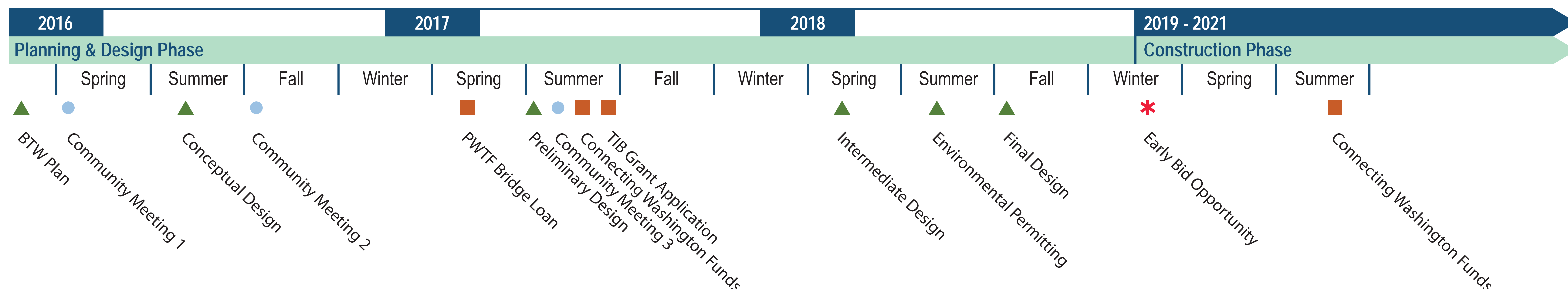


Project History

- 1990s** Boeing dedicates South Road to the City
- 2005** City completes Harbour Reach Extension Study
- 2007** City & Country 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 included 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



Project Schedule

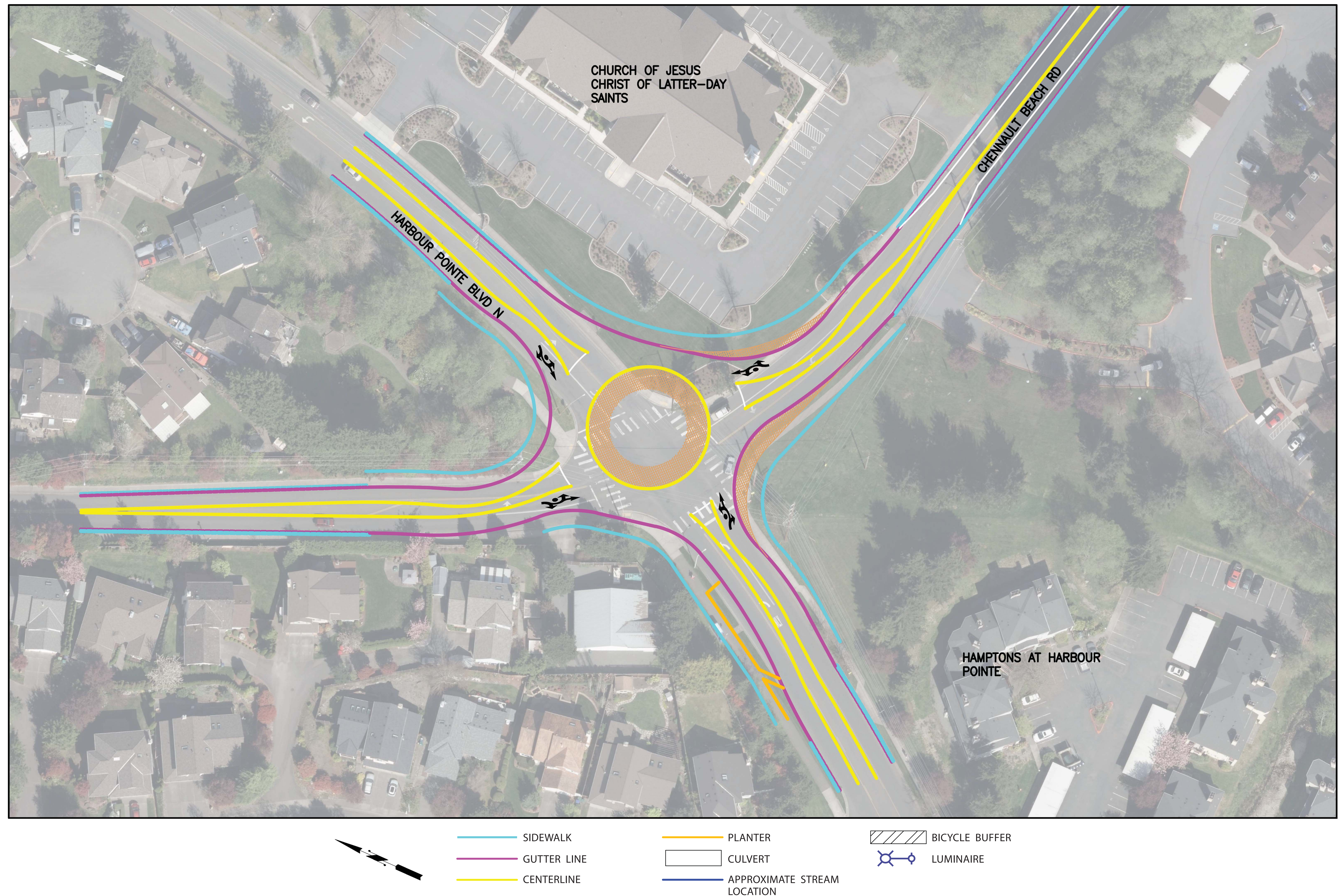
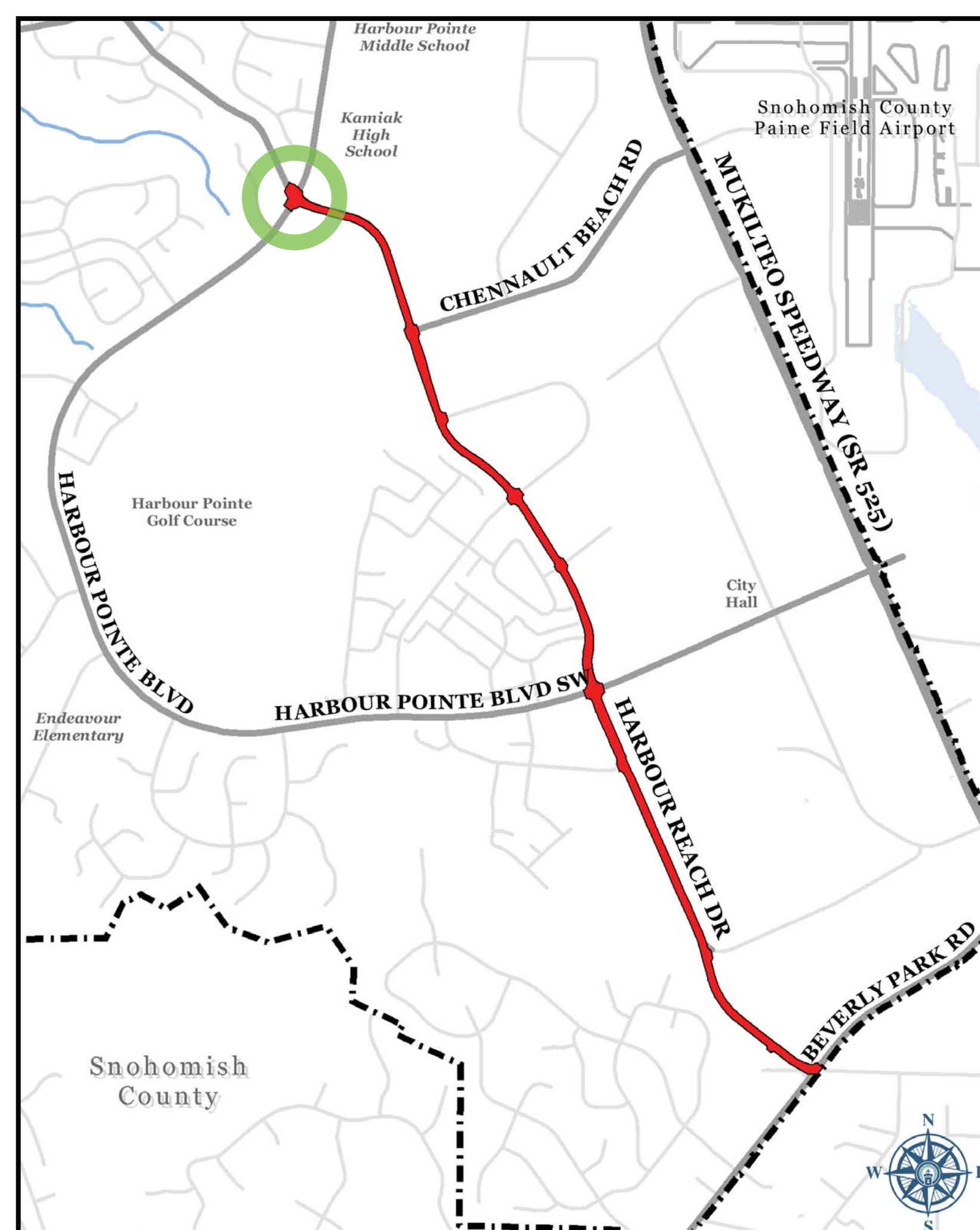


Keys to Early Success

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

Harbour Pointe Blvd N Roundabout

- Keeps traffic flowing
- Less expensive in the long-term
- Safer than traditional signalized intersections
- Center island enhancement options
- Will require additional right of way



North Segment – Design Elements

- Remove center turn lane
- Maintain two driving lanes
- Add bike lane in each direction
- Maintain existing curb, landscape, and sidewalk
- Roundabout at Harbour Pointe Blvd N
- Compact roundabouts at Chennault Beach Blvd and Possession Way



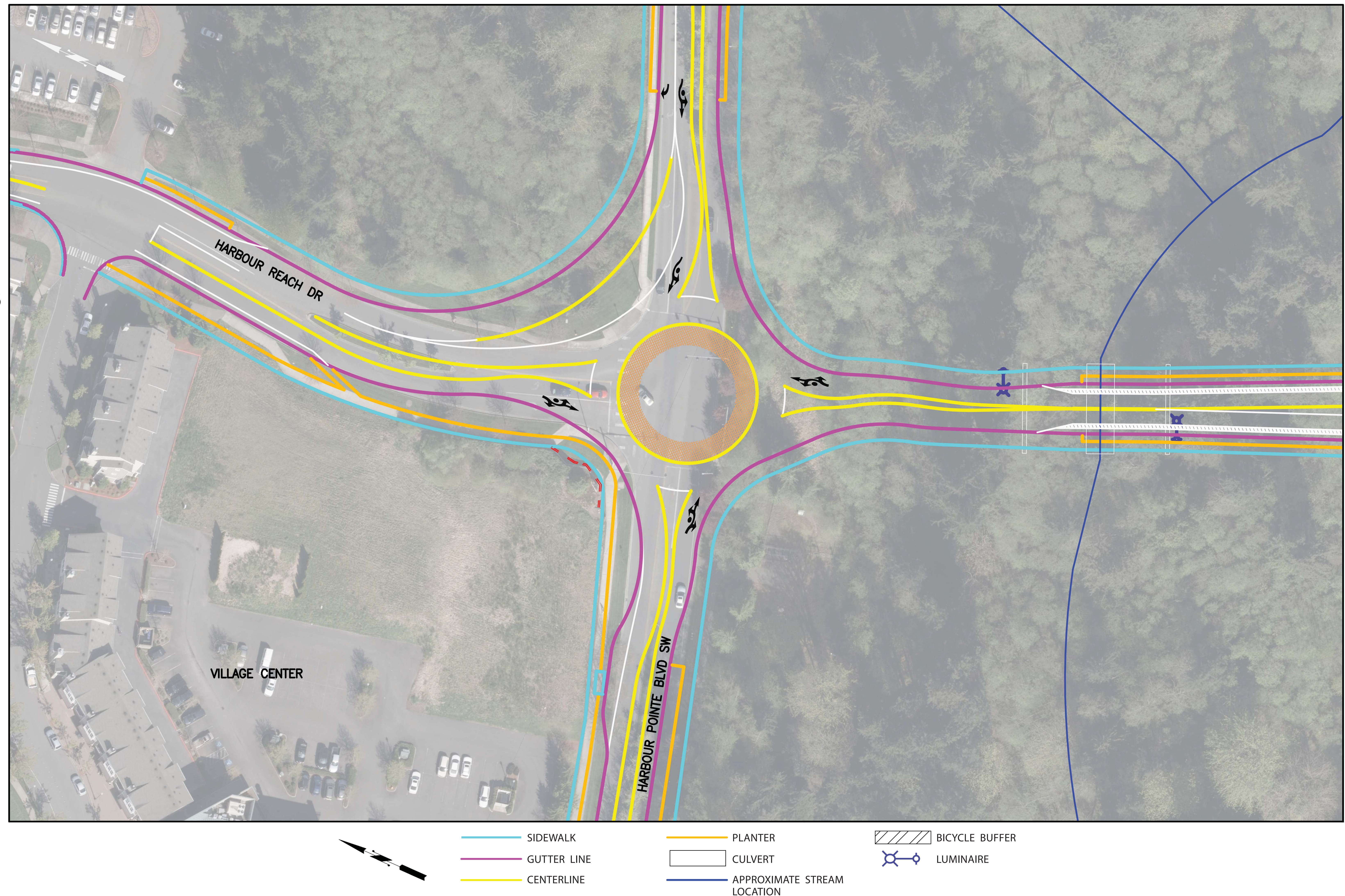
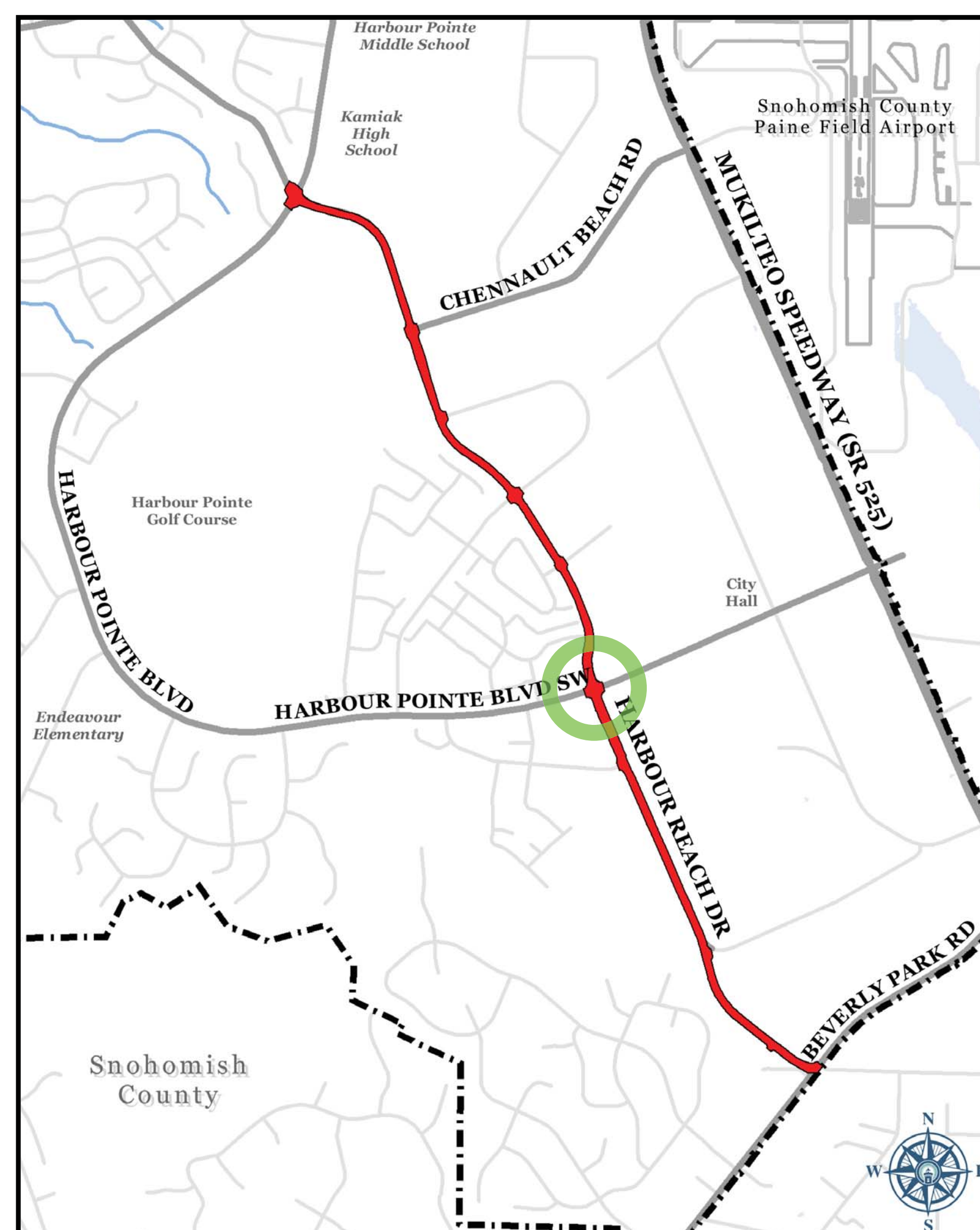
South Segment – Design Elements

- Two driving lanes
- Buffered bike lanes
- Buffered sidewalks
- Roundabout at Harbour Pointe Blvd SW
- Signalized intersection at Beverly Park
- Compact roundabout or stop controlled at S Rd
- Truck actuated signal at Blue Heron
- Truck access to Travis Industries and Boeing



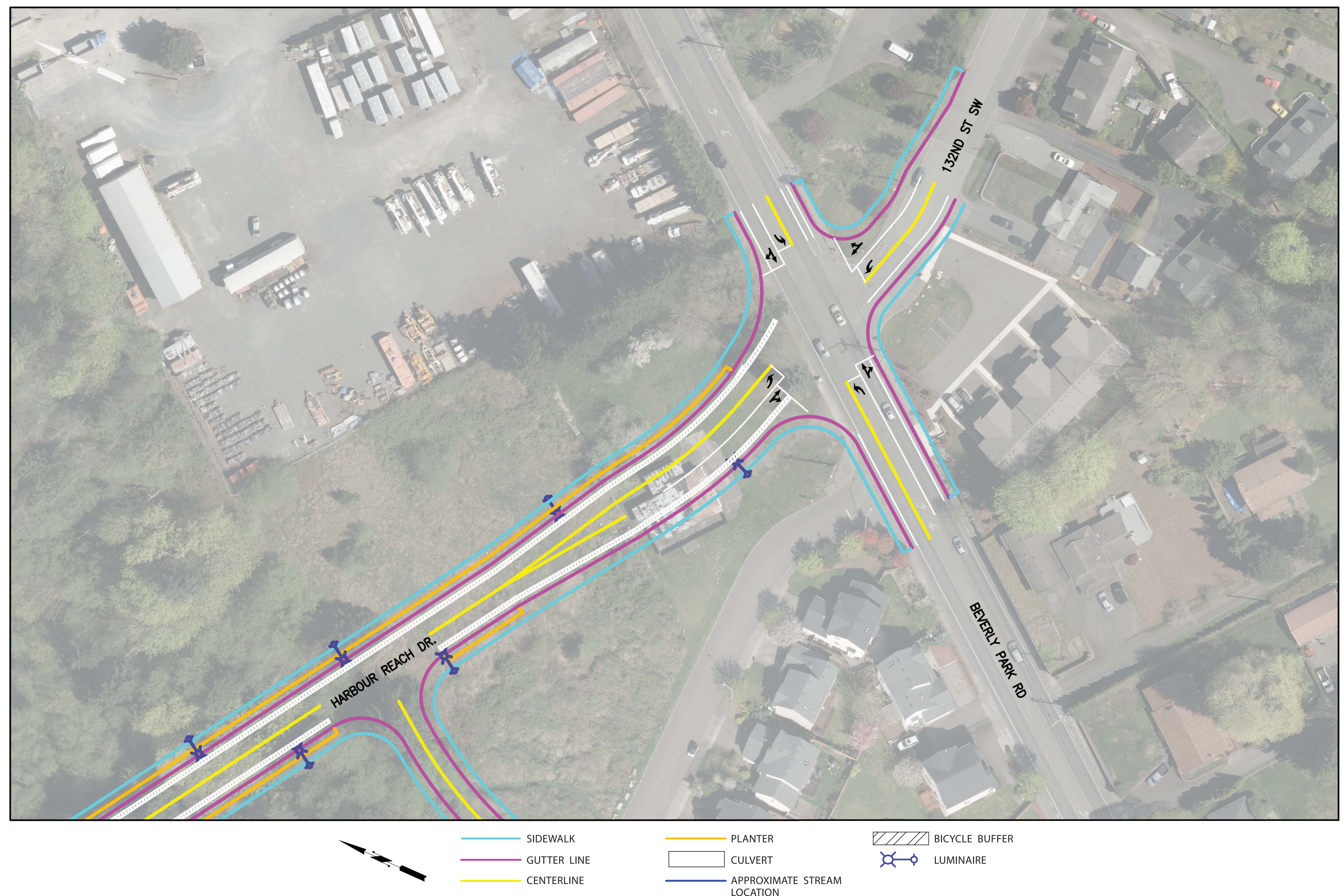
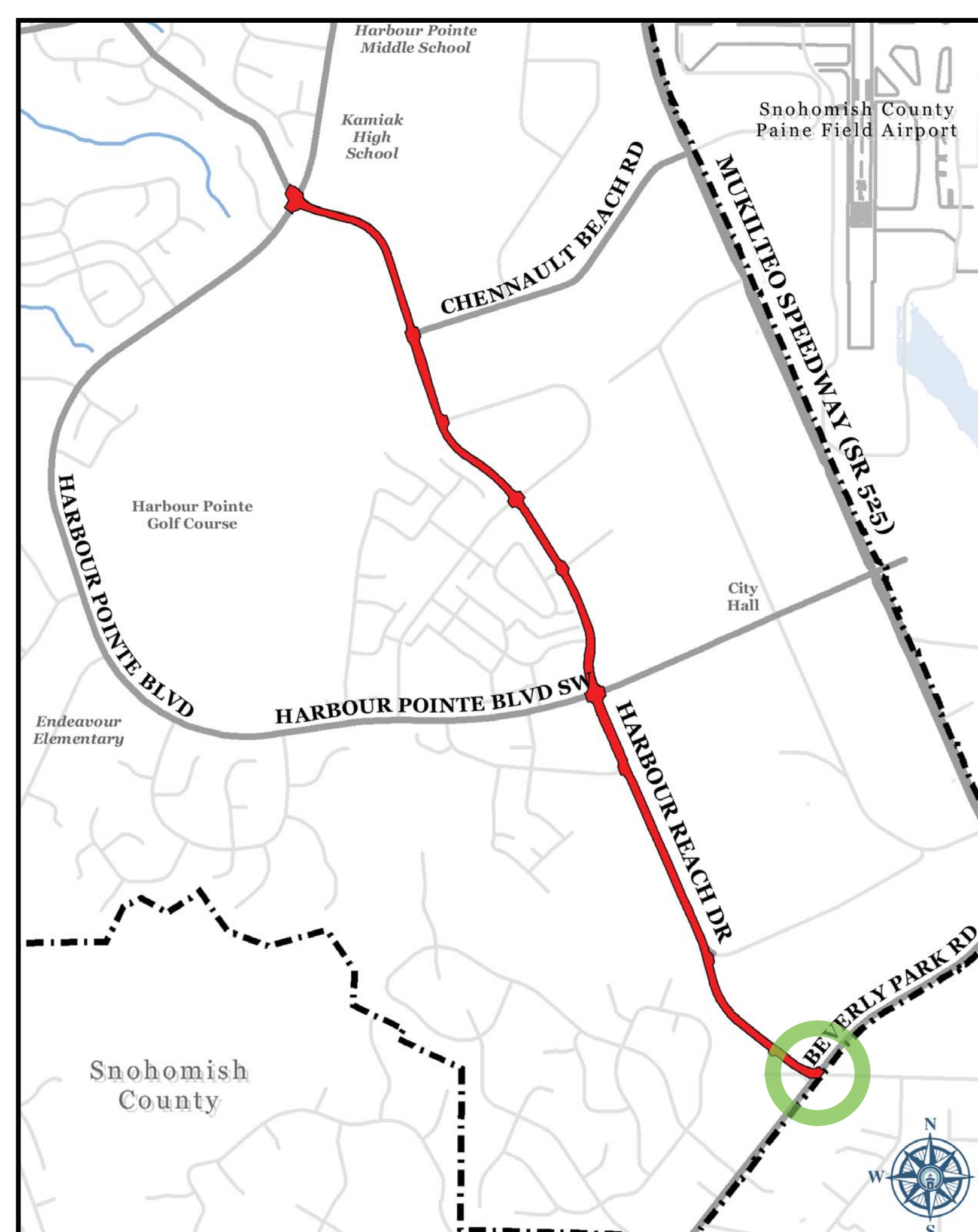
Harbour Pointe Blvd SW Roundabout

- Keeps traffic flowing
- Less expensive in the long-term
- Safer than traditional signalized intersections
- Center island enhancement options
- Will require additional right of way



Beverly Park Intersection

- New traffic signal
- Left turn lane
- Thru lane
- Improved cross-street lane alignment
- New signage and pavement markings



Pacific Park Buffer Options



Planted Berm



Conifer



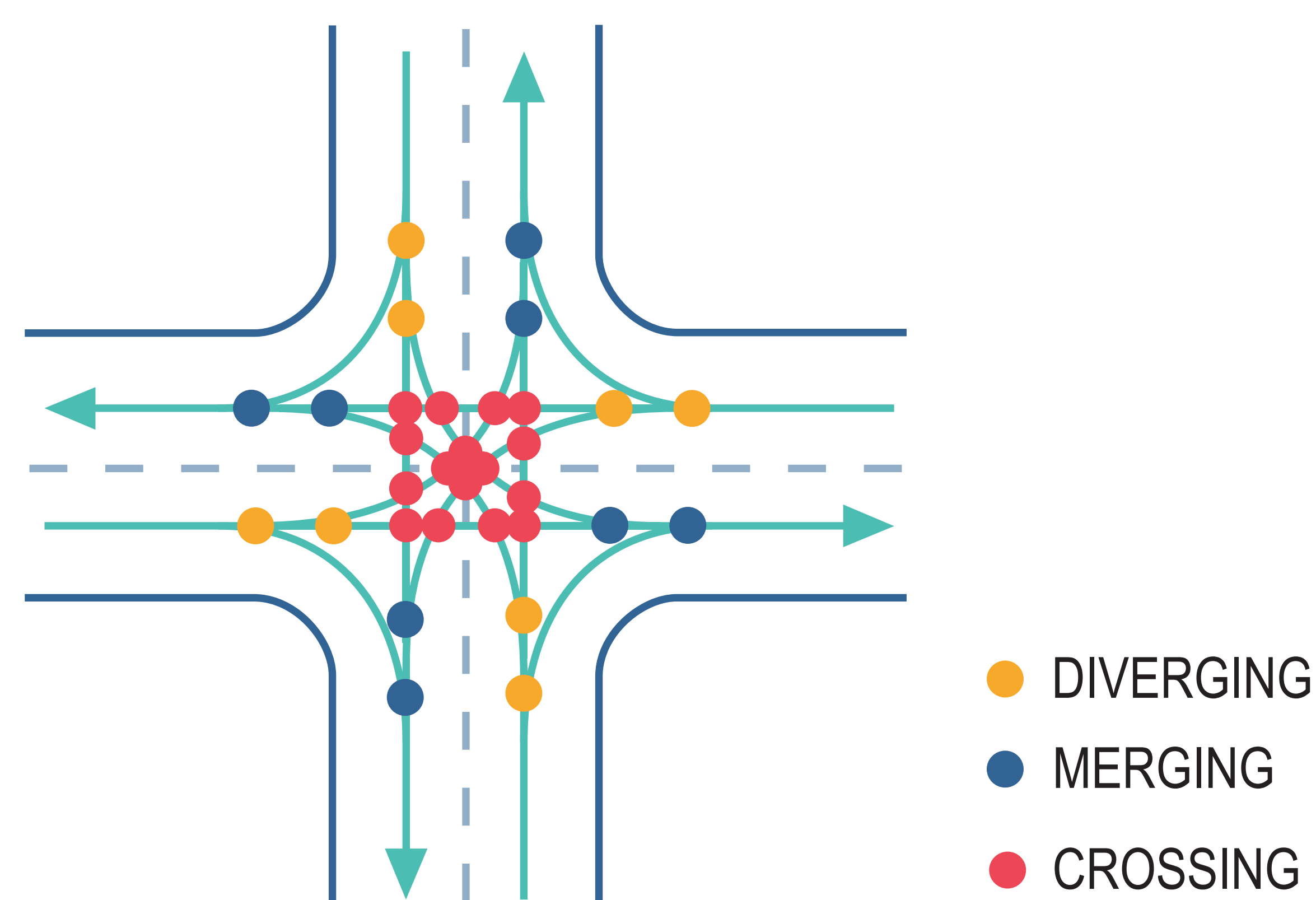
Evergreen



Cypress



Roundabout vs. Intersection



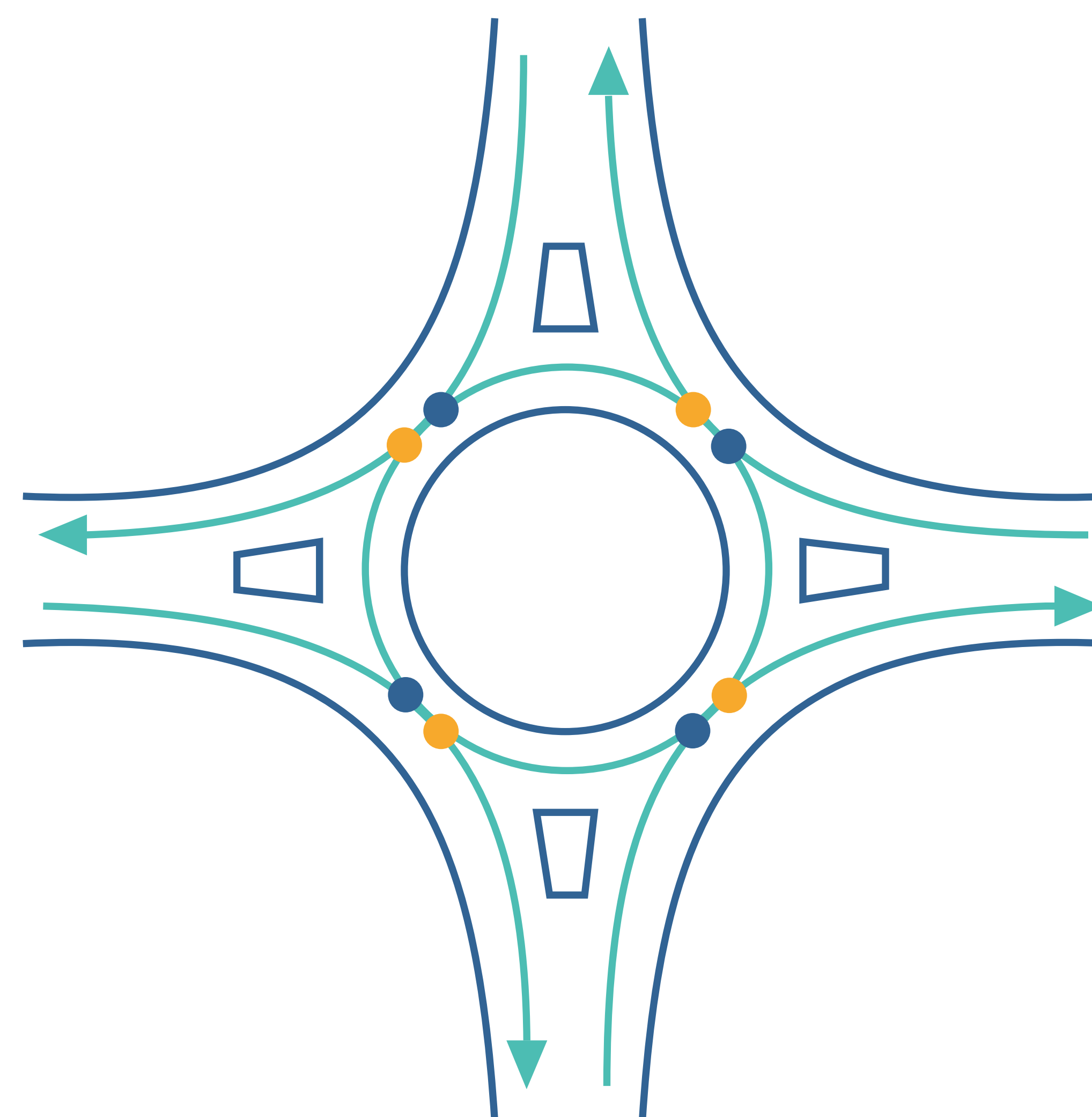
Traditional Intersection

Pros:

- Offers maximum control of movements
- Good for heavy traffic

Cons:

- More conflict points and collisions
- Can cause excessive delays
- More costly
- Pedestrian crossing is more challenging



Roundabout

Pros:

- Reduces delay
- Shorter queues
- Improves safety
- Better aesthetics

Cons:

- Larger footprint
- Driver unfamiliarity

WHAT WE KNOW

- Roundabouts reduce injury crashes by 75%. ⁽¹⁾
- Drivers must slow down to yield to traffic and pedestrians. ⁽²⁾
- Speeds typically 15 to 20 miles per hour. ⁽²⁾
- The lower design speed improves yielding, safety, and comfort for pedestrians and bicyclists. ⁽³⁾
- Roundabouts offer the following safety benefits for pedestrians ⁽³⁾:
 - Fewer conflict points
 - Higher visibility
 - Shorter wait time
 - Lower exposure to motor vehicles
 - Simpler crossing with mid-crossing refuge

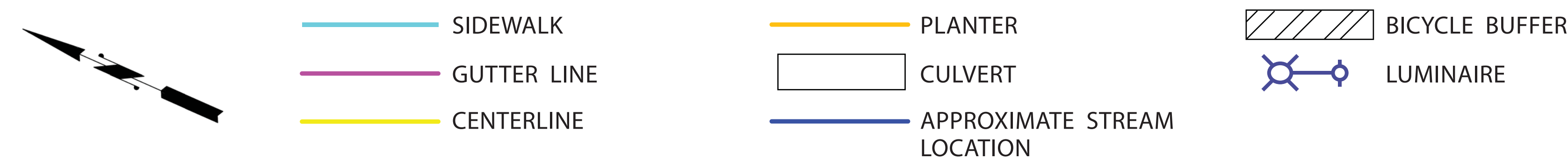
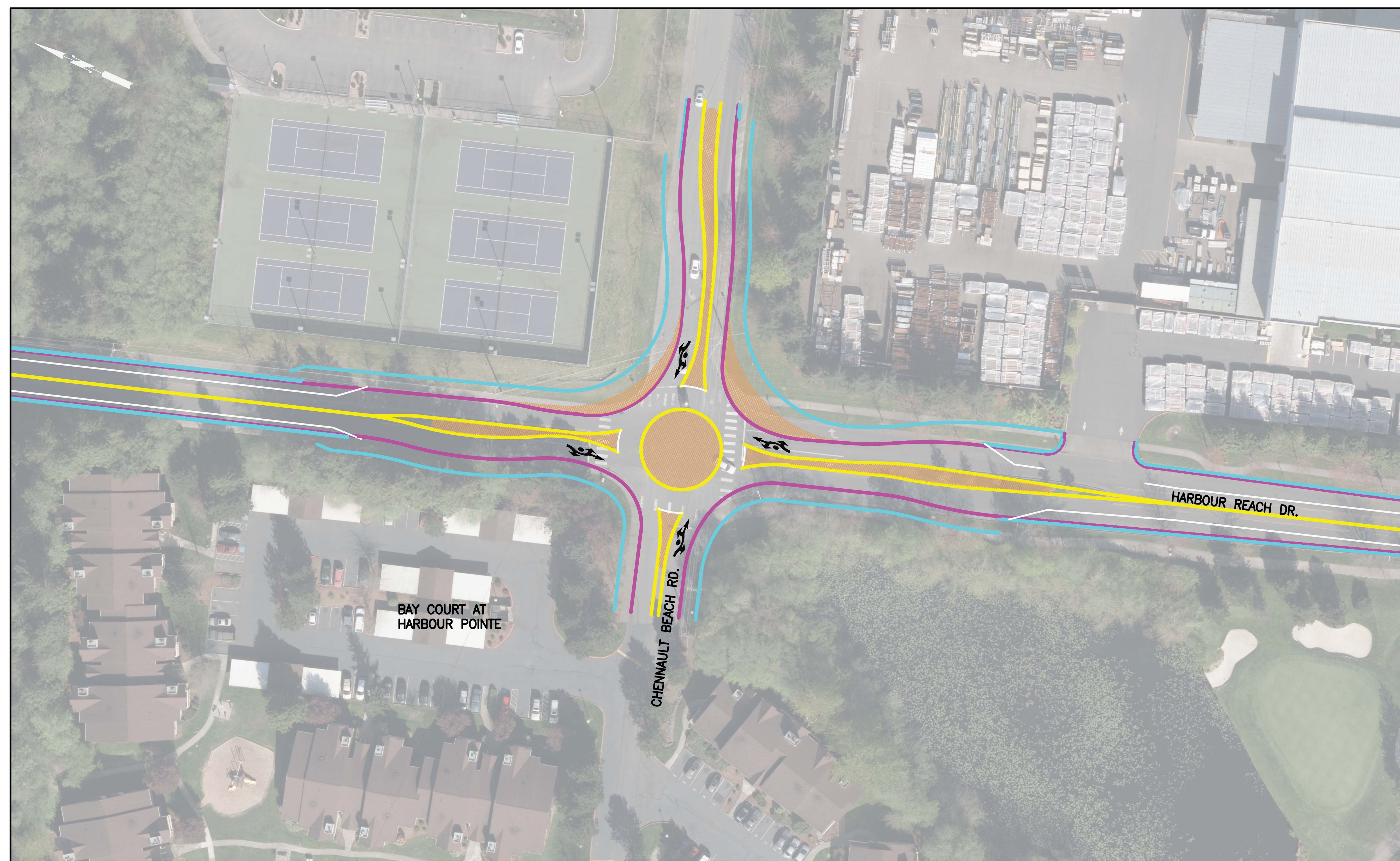
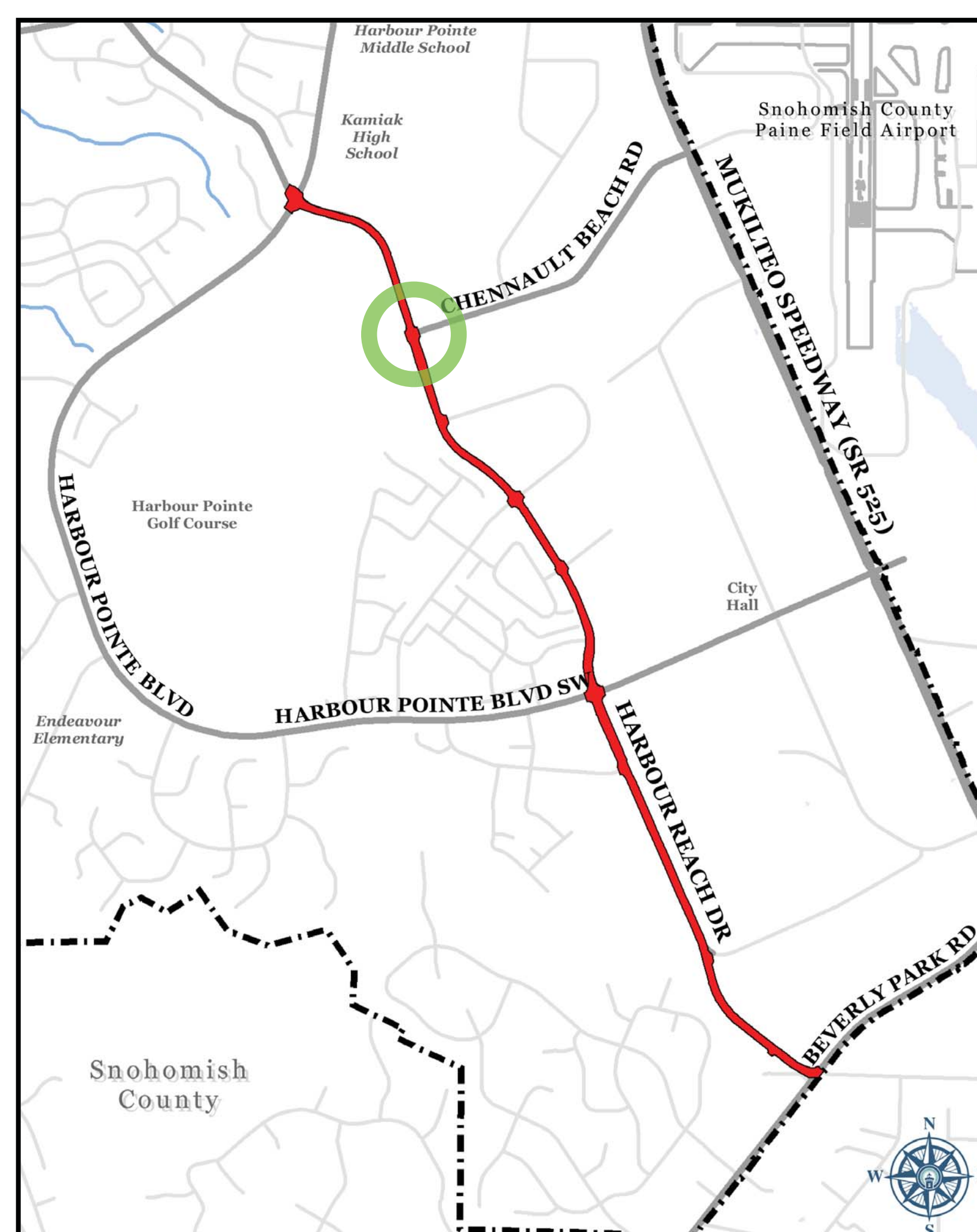
(1) - Insurance Institute for Highway Safety

(2) - WSDOT Roundabout Benefits

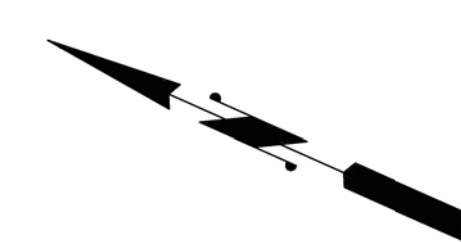
(3) - FHWA/Safe Routes to School

Chennault Beach Roundabout

- Compact roundabout
- Traffic calming
- Mountable islands
- Improved safety



South Segment – The Extension

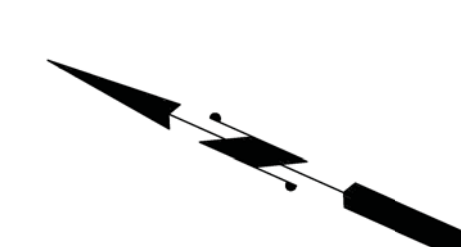


— SIDEWALK
— GUTTER LINE
— CENTERLINE

— PLANTER
— CULVERT
— APPROXIMATE STREAM LOCATION

— BICYCLE BUFFER
— LUMINAIRE

North Segment – Funding Pending



— SIDEWALK
— GUTTER LINE
— CENTERLINE

— PLANTER
— CULVERT
— APPROXIMATE STREAM LOCATION

▨ BICYCLE BUFFER
— LUMINAIRE

What is 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