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
- City completes concept plan for Beverly Park Rd Intersection

2015
- City includes Harbour Reach in Comprehensive Plan
- City secures funding for design services
- BTW Plan defines priority bicycle corridors
- City secures legislative appropriation for construction funds

2016
- April 21, 2016 Community Open House on Cross Sections
Where We Are Now - Timeline

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 – 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.
**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