**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
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
- 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

Evergreen

Conifer

Cypress

Planted Berm

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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

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

Cons:
- Larger footprint
- Driver unfamiliarity

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

(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
North Segment – Funding Pending

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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