

PROJECT OVERVIEW

Objective

Building on previous and on-going planning efforts, the City of Port Orchard is studying these critical development corridors and developing a conceptual corridor design that improves mobility and supports growth in the area.

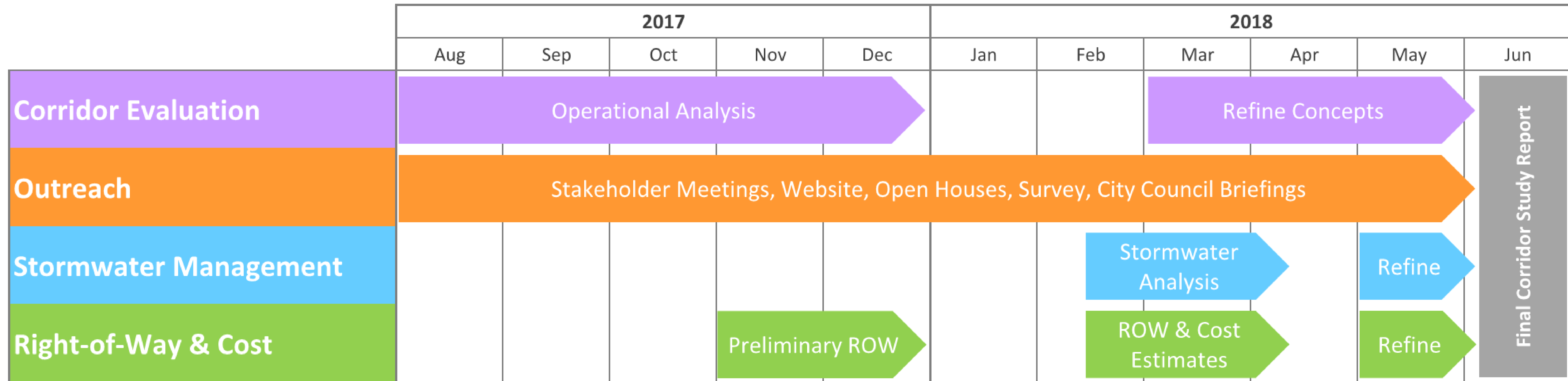
Study Corridors

- ▶ SE Sedgwick Road (SR 160) between SR 16 and Bethel Road SE
- ▶ Bethel Road SE between SE Sedgwick Road and the Mile Hill Drive roundabout

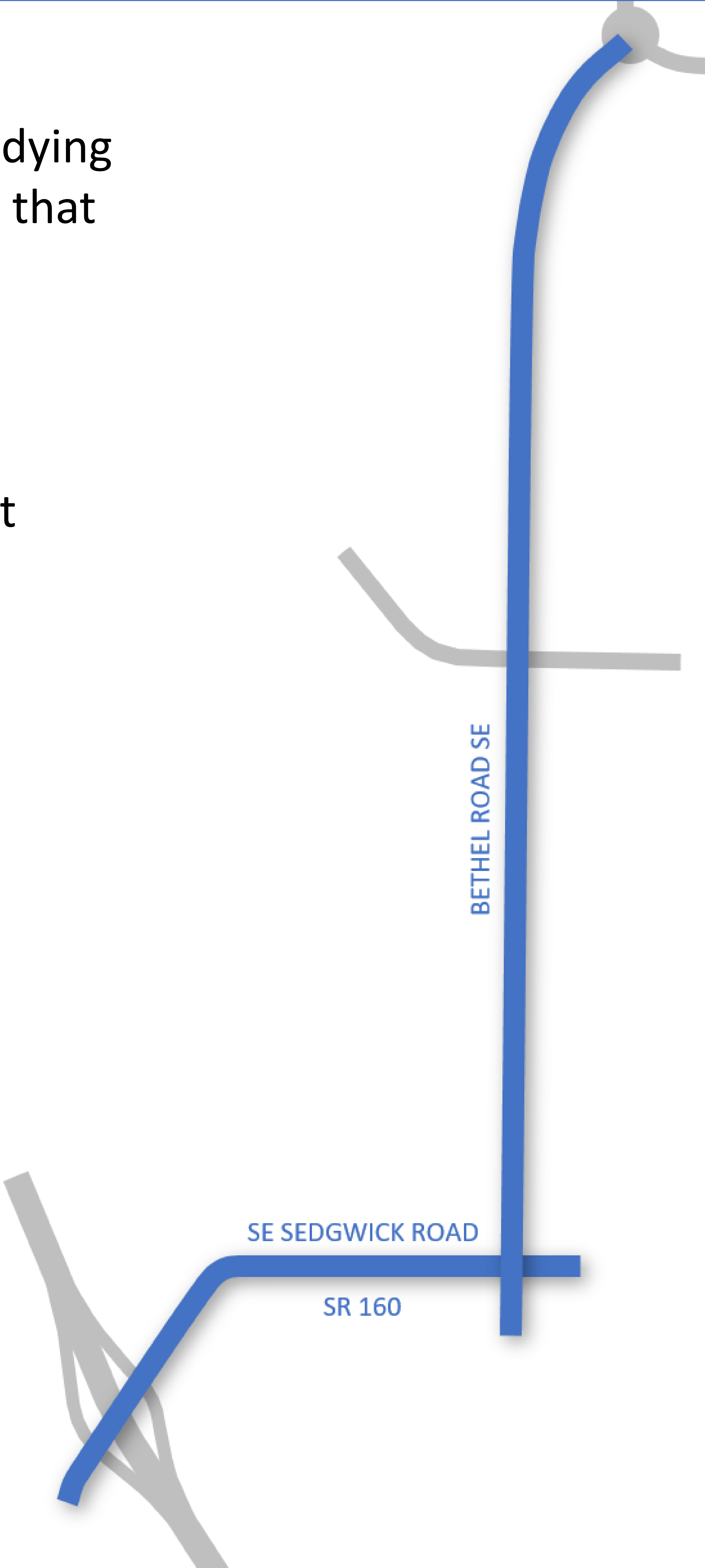
Considerations

- ▶ 2040 traffic forecast and analysis
- ▶ Access management and side street network
- ▶ Right of way needs and project costs
- ▶ Storm water management

Schedule



*Preliminary schedule shows one-year timeframe but project may extend into July and August as required



WHAT DOES BETHEL ROAD LOOK LIKE NOW?



Looking south on Bethel Rd toward SE Piperberry Way



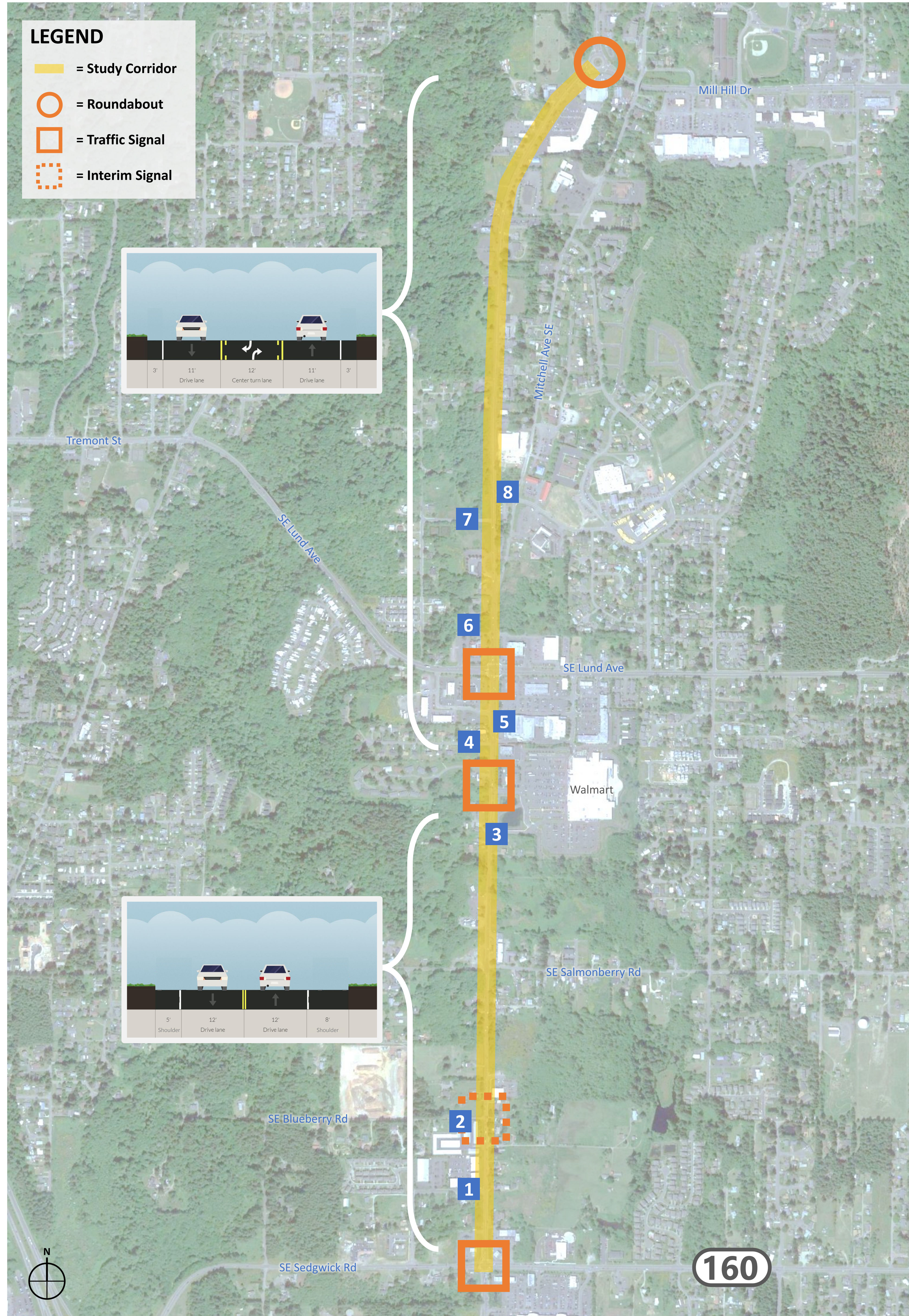
Looking east on SE Blueberry Rd toward Bethel Rd



Looking south on Bethel Rd toward Walmart south driveway



Looking north on Bethel Rd toward SE Bethel Valley Ln



Looking north on Bethel Rd toward Jerry Ln and SE Vallair Ct



Looking south on Bethel Rd toward SE Lund Ave

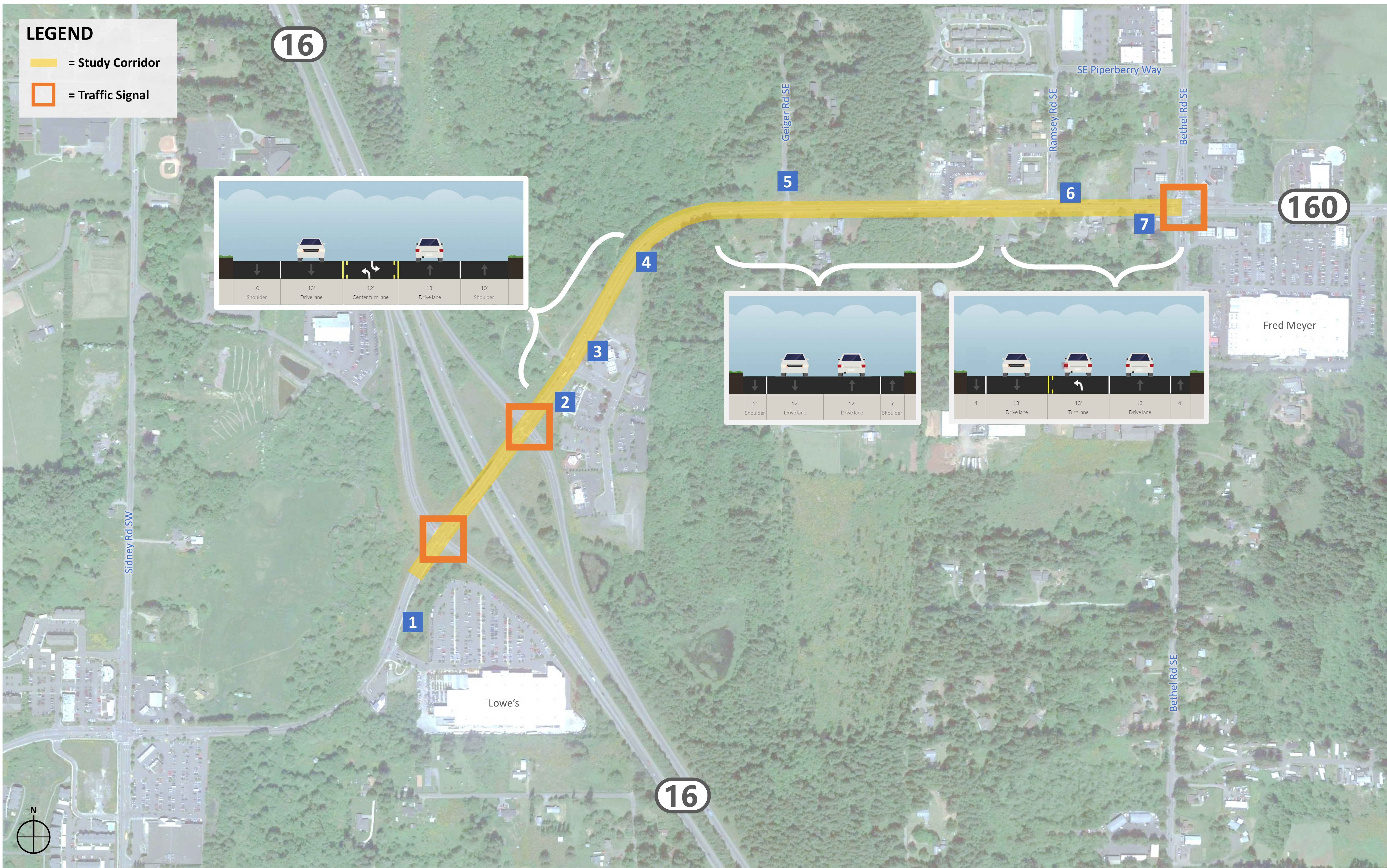


Looking south on Bethel Rd toward SE Lundberg Road



Looking north on Bethel Rd toward Lincoln Ave SE

WHAT DOES SEDGWICK ROAD LOOK LIKE NOW?



LOOKING AHEAD

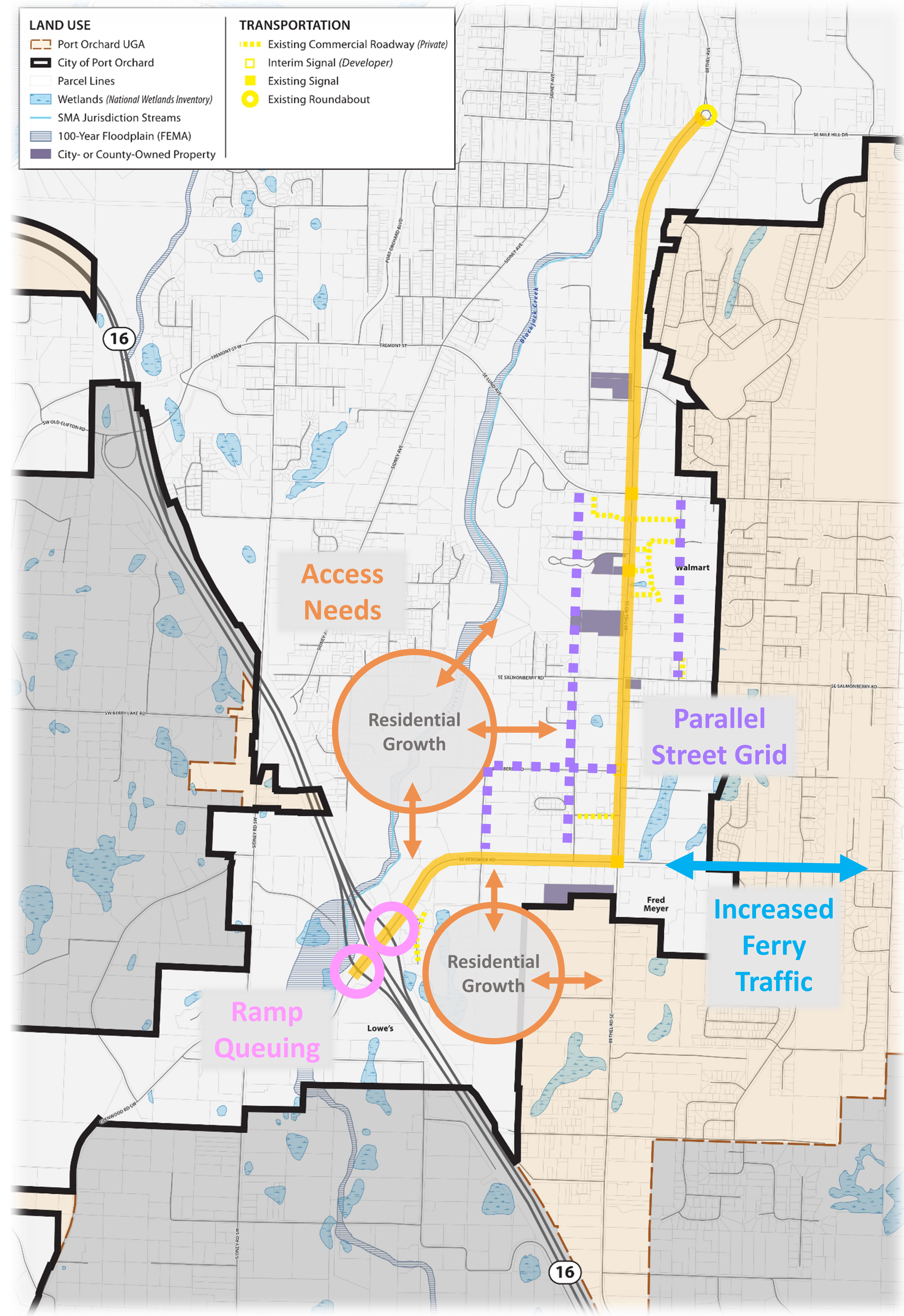
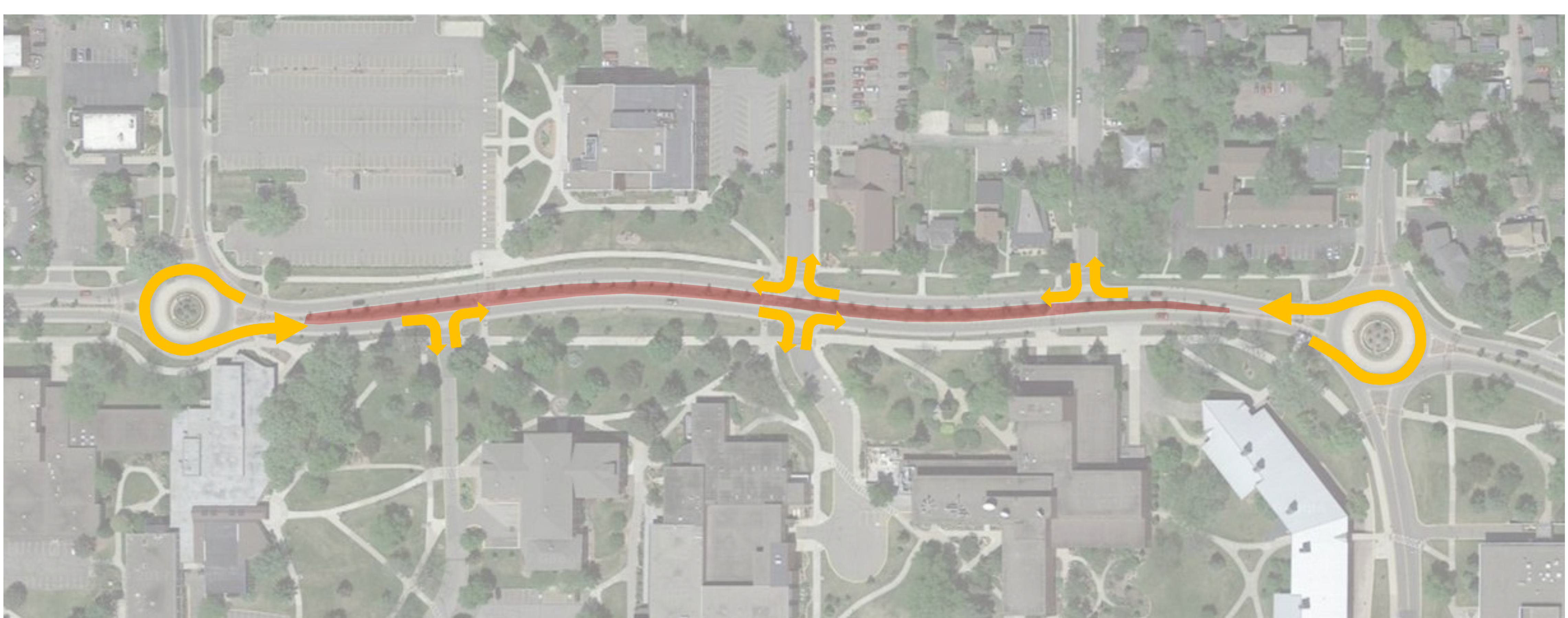
Taking into account...

- ▶ Regional growth in traffic
- ▶ Local growth related to development along the corridors
- ▶ Completion of near-term transportation projects

Key Strategies to Address Congestion

- ▶ **Improve Intersections**
Increase intersection capacity by installing signals with additional storage and turn lanes or installing roundabouts
- ▶ **Widen Roadways**
Add additional lanes to the corridor to carry traffic
- ▶ **Manage Access**
Reduce conflicts and friction on the corridor by consolidating driveways, limiting left turns, and/or providing opportunities for U-turns at intersections.

EXAMPLE OF AN ACCESS MANAGEMENT TECHNIQUE:



INTERSECTION DESIGN



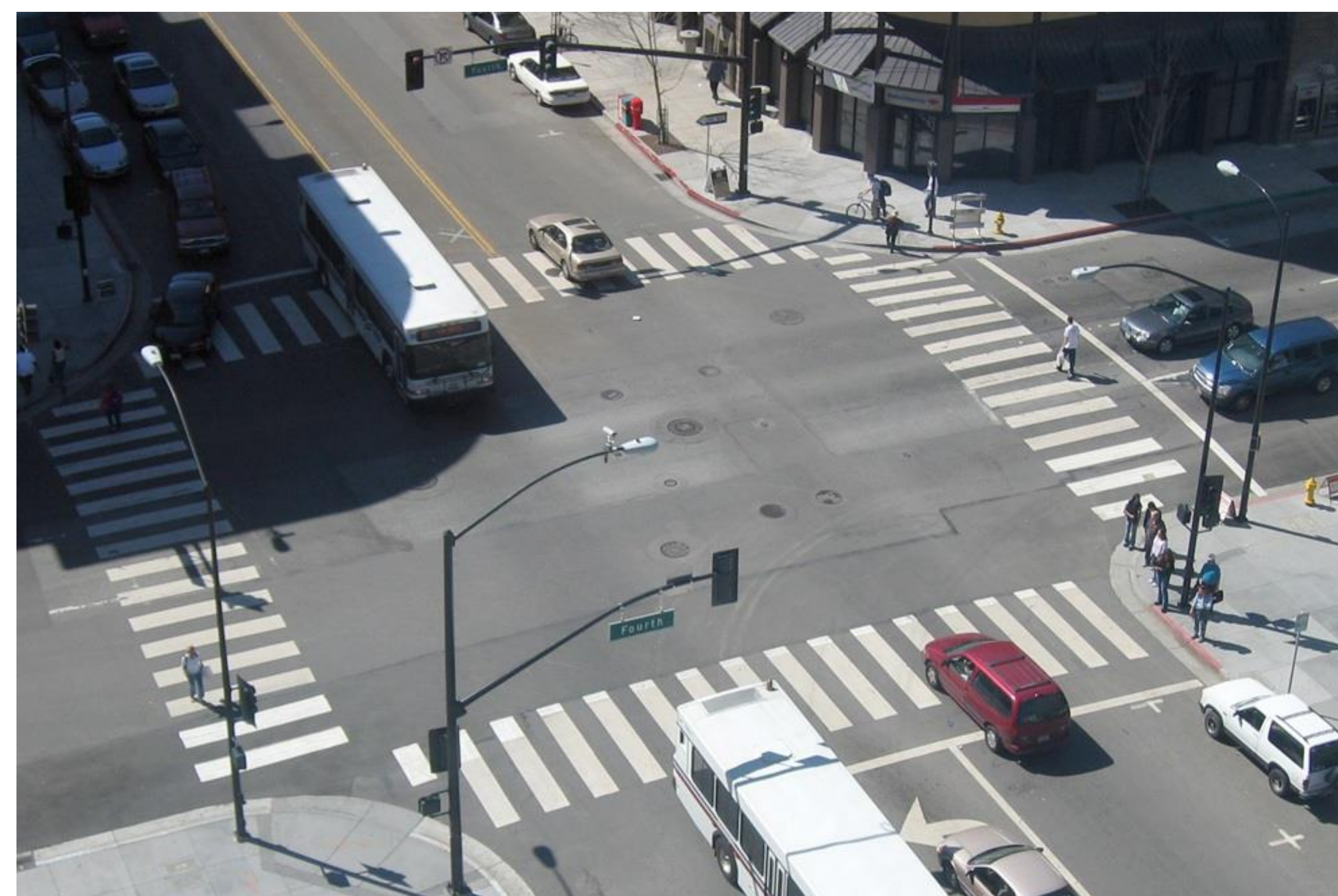
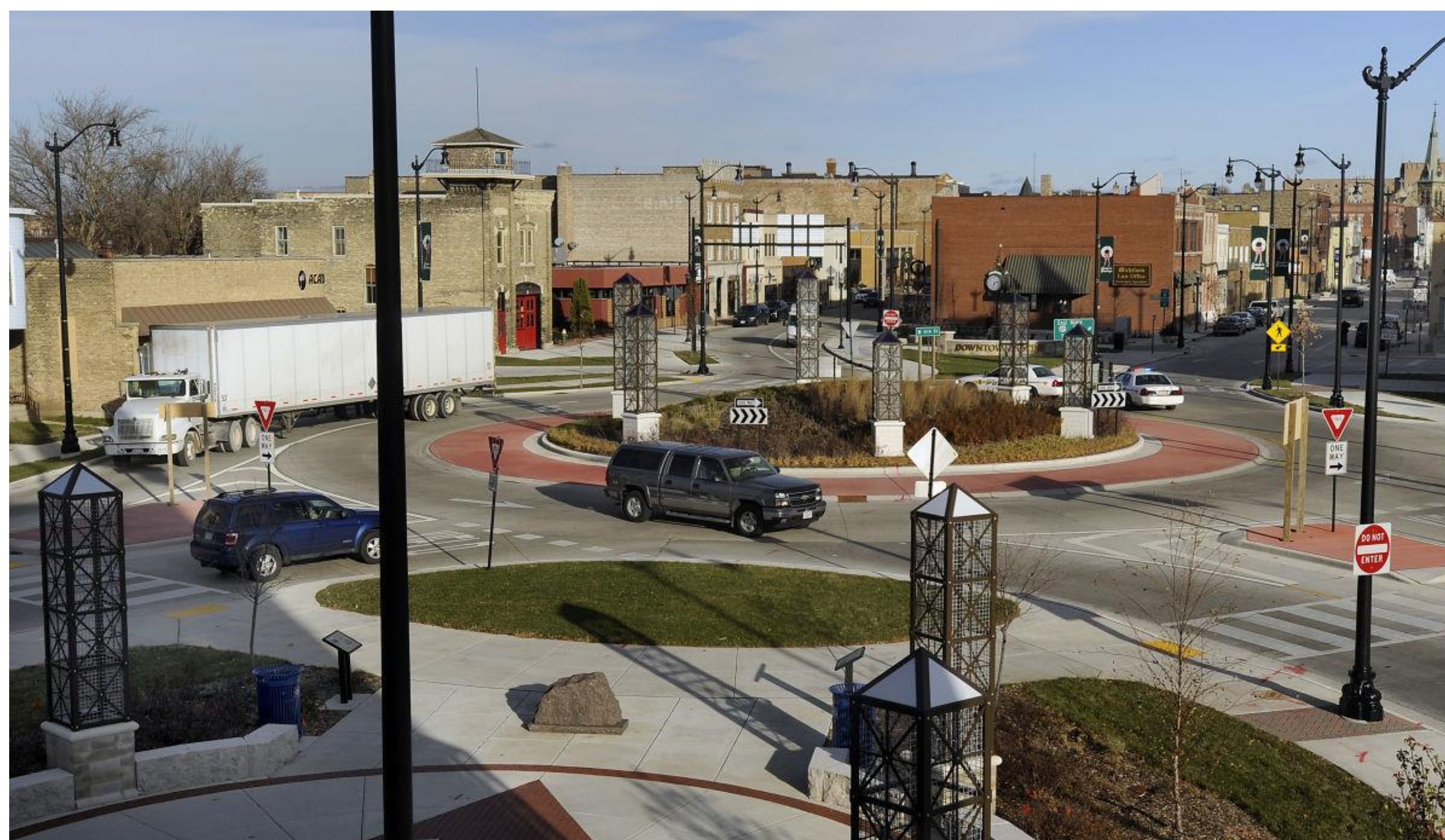
Roundabout Benefits

- ▶ Reduces conflict points and severe collisions
- ▶ Processes traffic more efficiently
- ▶ Provides opportunity for U-turns and access management
- ▶ No signal maintenance cost and more resilient in storms
- ▶ Shorter pedestrian crossings and refuge islands
- ▶ Potential gateway treatment



Traffic Signal Benefits

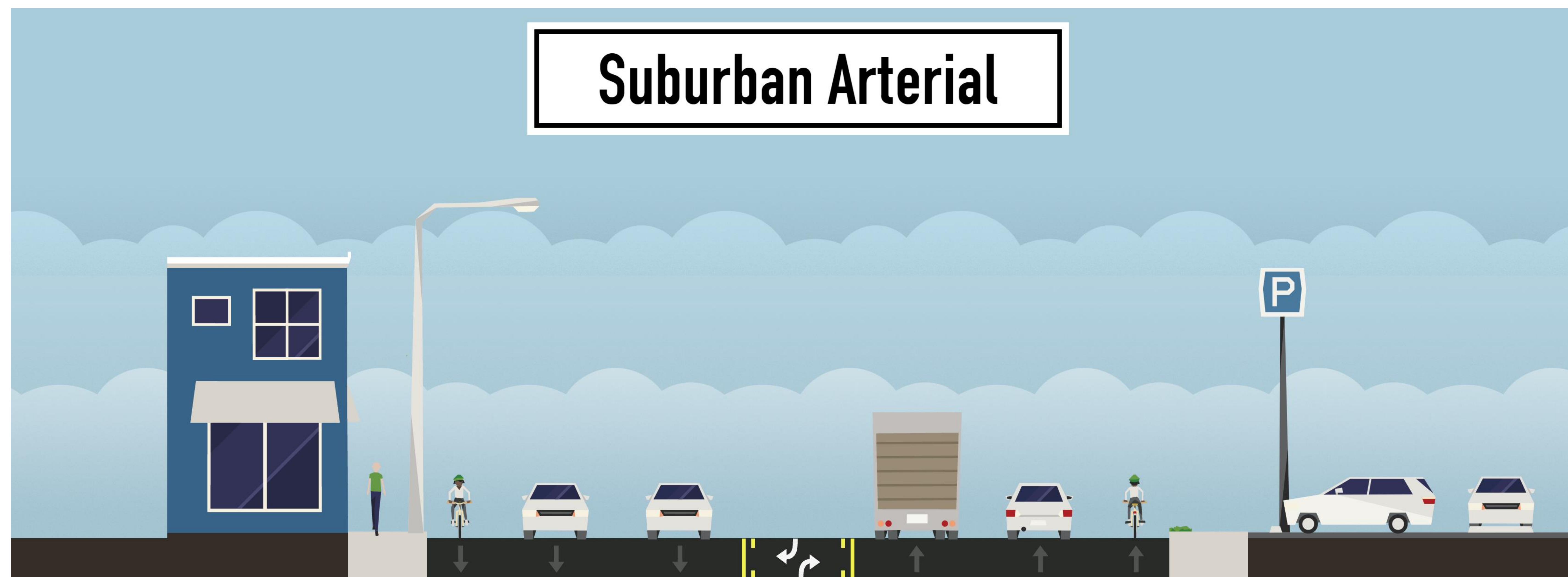
- ▶ Drivers are more familiar with this type of intersection control
- ▶ Can require less space at the intersection
- ▶ More direct pedestrian crossings
- ▶ Easier to navigate for pedestrians with vision impairments



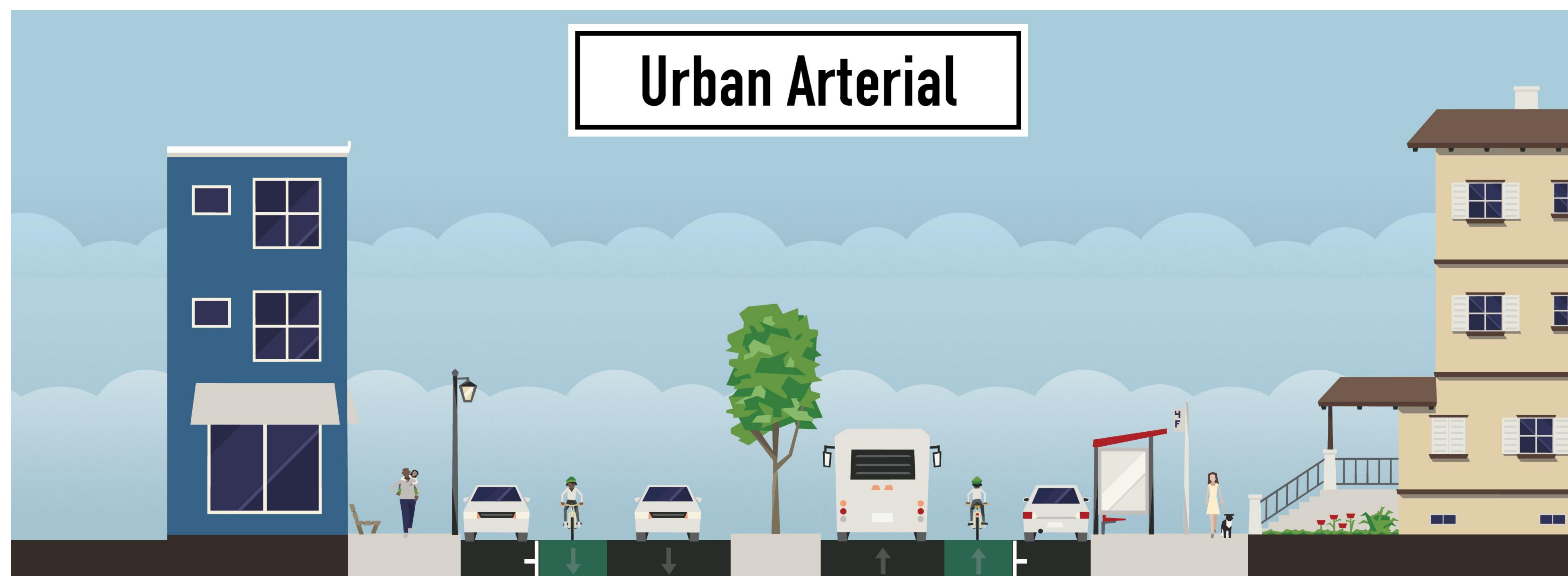
CORRIDOR DESIGN

Right-sizing Roadways

Street design can influence the way streets are used. There are trade-offs between streets that are designed to **move vehicles** versus streets that are designed to **move people**.



Suburban Arterial



Urban Arterial

Street Elements:

- Vehicle Lanes
- Parking Lanes
- Center Turn Lane
- Center Median
- Bike Lanes
- Sidewalks
- Shared Path/Greenway
- Planting Strip
- Storm Water Management
- Street Furniture
- Bus Shelters
- Street Lighting

Which elements belong on which streets?