

BETHEL ROAD AND SEDGWICK ROAD CORRIDOR STUDY

City Council Work Study Meeting
January 16, 2017



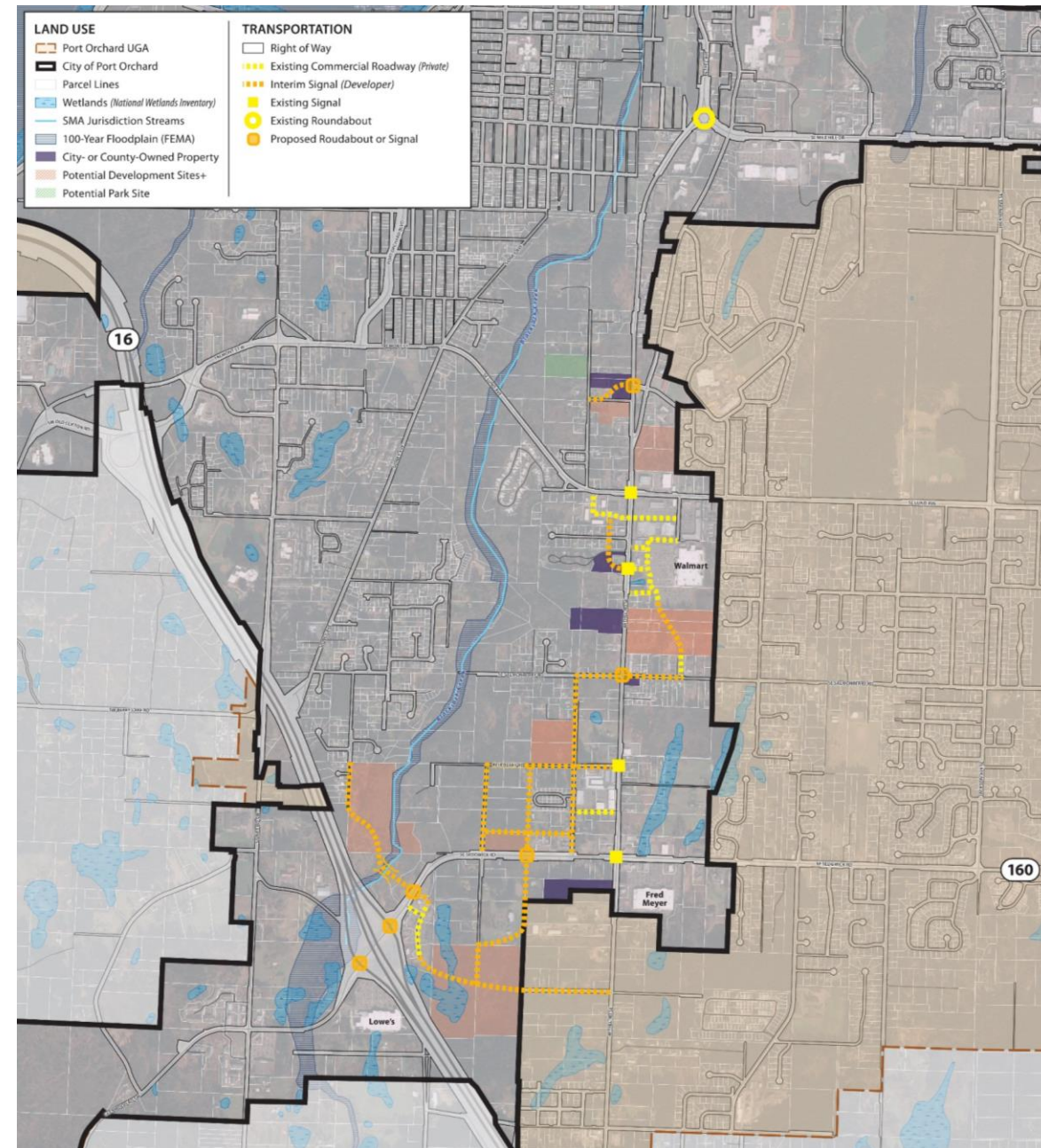
PROJECT SCOPE

BETHEL CORRIDOR

- **Project Limits:** Sedgwick Rd and Mile Hill Rd
- **Ownership:** City of Port Orchard
- **Characteristics:** Principal arterial, mixed-use corridor, bus route

SEDGWICK CORRIDOR

- **Project Limits:** SR 16 and Bethel Rd
- **Ownership:** WSDOT (SR 160)
- **Characteristics:** Principal arterial, commercial frontage with access to residential developments, connection to ferry



DISCUSSION TOPICS

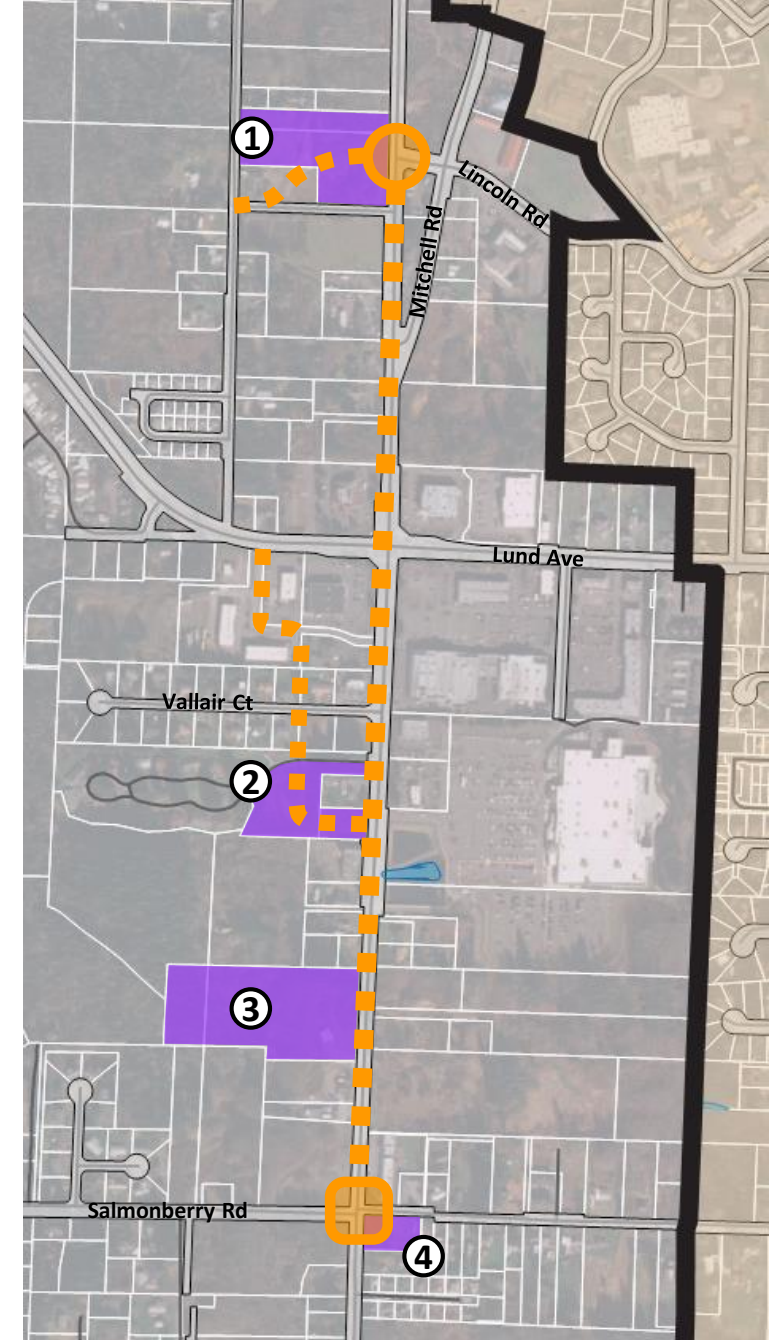
- County-Owned Parcels
- Street Character
- Intersection Treatments
- Access Management
- Bike Facilities
- Project Prioritization



COUNTY-OWNED PARCELS

BETHEL CORRIDOR

- County acquired parcels for their Bethel Corridor Project
 - The previous acquisition process creates an issue should the City use the parcels on a similar project with federal funding
- Affects the following project elements:
 - 1) Lincoln/Lundberg Roundabout
 - 2) Vallair Court Connector
 - 3) Bethel Widening and Stormwater Facilities
 - 4) Salmonberry Intersection
- These portions may need to be City or grant funded, or find an acceptable way to address parcel acquisitions



STREET CHARACTER

BETHEL CORRIDOR

Three-Lane Profile:

- More walkable street
- Less ROW acquisition
- Smaller stormwater need
- Longer vehicle queues during peak hours
- May require more aggressive development of side street network, i.e. Vallair Court connector



Five-Lane Profile:

- Serves vehicle traffic at the expense of pedestrians
- Shorter vehicle queues during peak hours
- Excessive roadway outside of peak periods
- More ROW acquisition required



INTERSECTION CONTROL

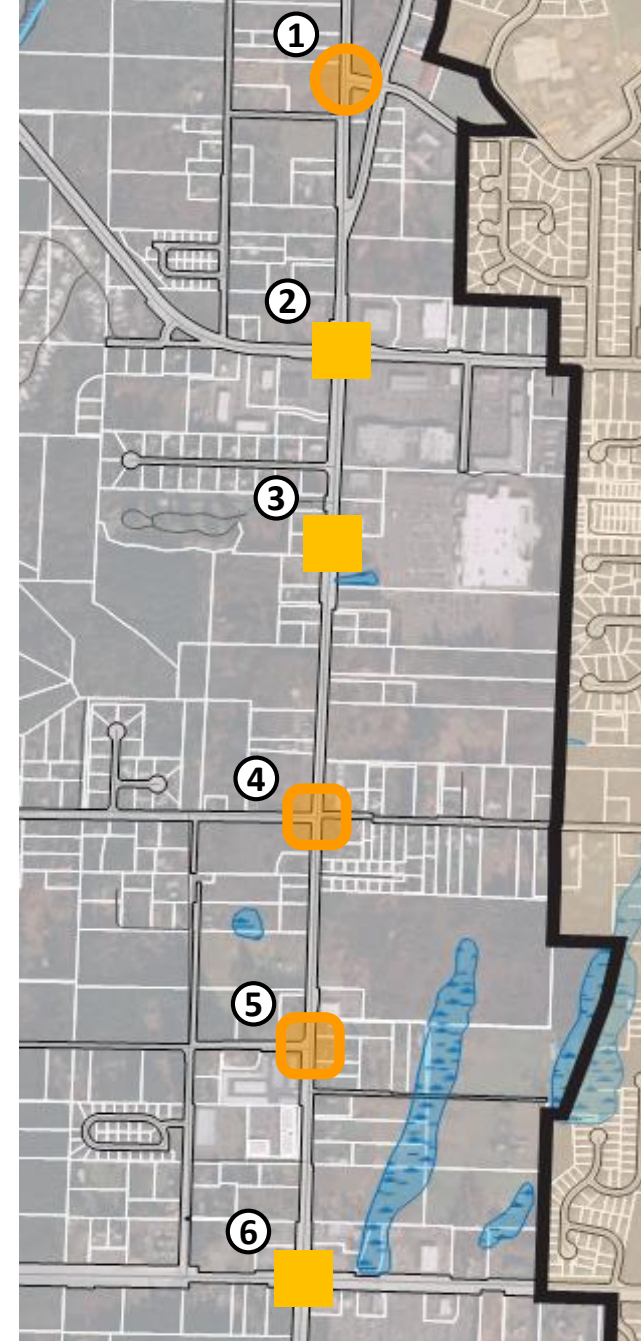
BETHEL CORRIDOR

Major Intersections:

- | | |
|---------------------|----------------------|
| 1. Lincoln/Lundberg | Roundabout |
| 2. Lund Ave | Signal (Built-out) |
| 3. Walmart | Signal (Built-out) |
| 4. Salmonberry Road | Signal OR Roundabout |
| 5. Blueberry Road | Signal OR Roundabout |
| 6. Sedgwick Road | Signal (Built-out) |

Considerations at Salmonberry Rd and Blueberry Rd:

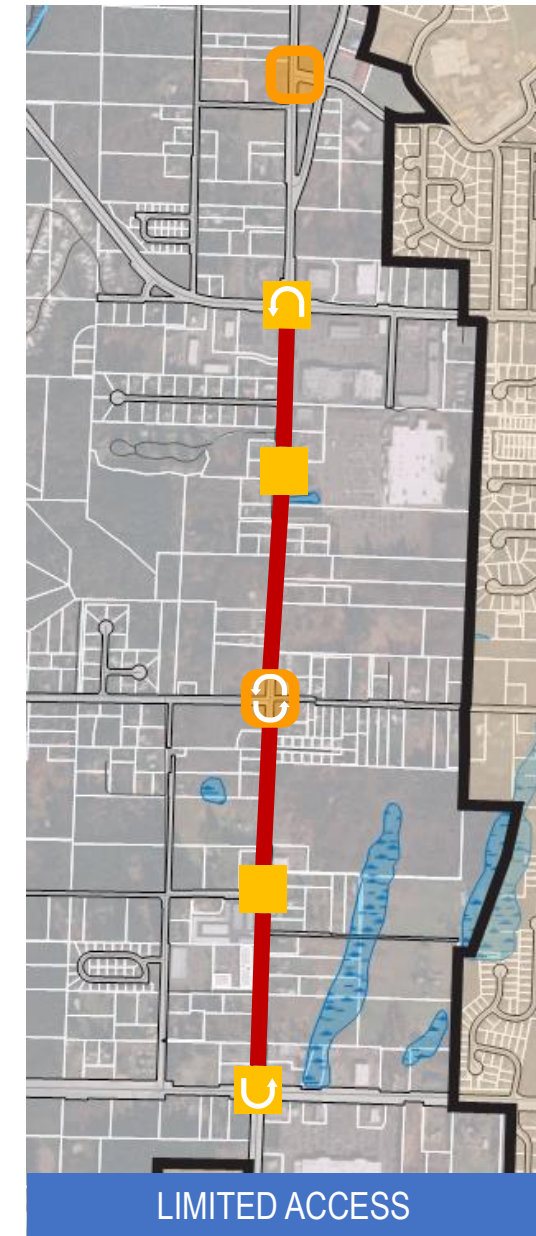
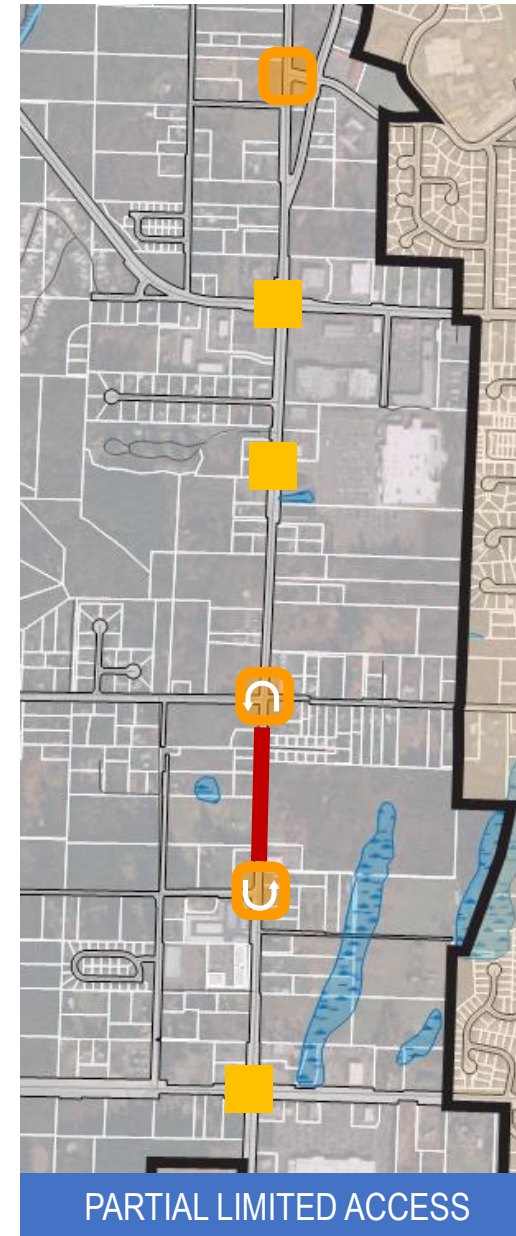
- Traffic Operations
- Intersection Footprint and Alignment
- Access Management Approach
- Safety
- Consistency of Corridor



ACCESS MANAGEMENT

BETHEL CORRIDOR

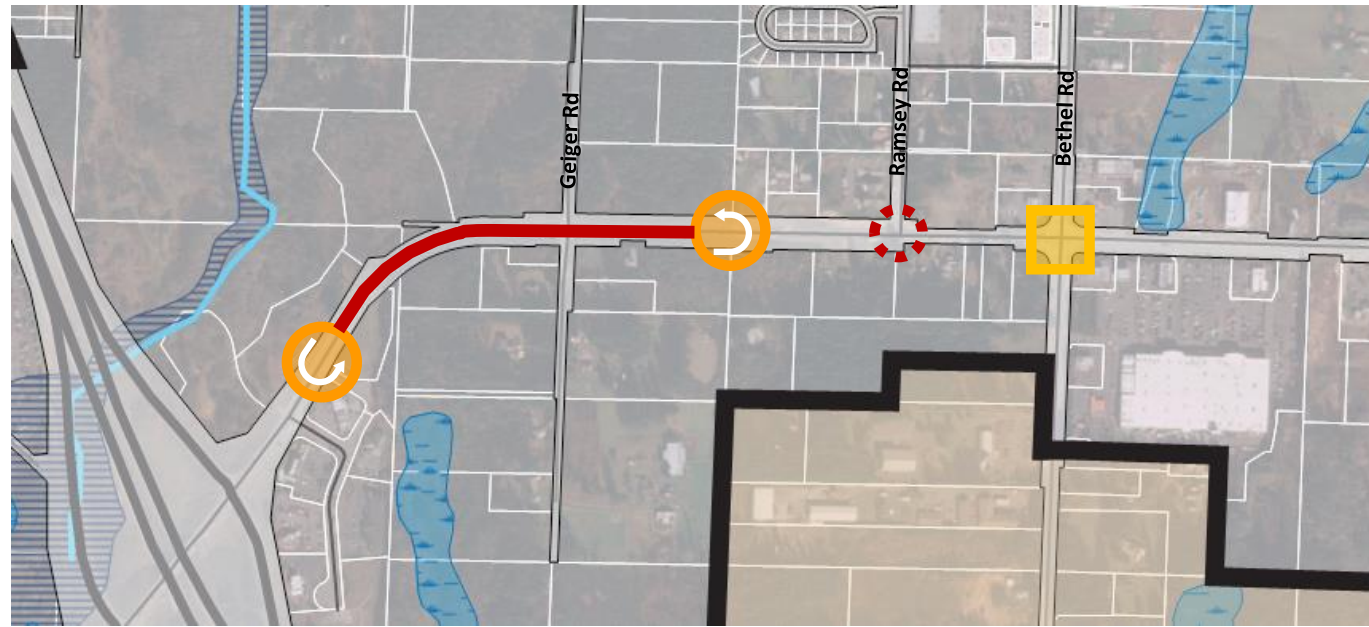
- Full access with two-way left turn lane the whole corridor with limited medians as traffic calming and beautification where possible
- Partial limited access with median between Salmonberry and Blueberry with roundabouts at each intersection
- Limited access with median between Sedgwick and Lund and accommodate U-turns on either end and at Salmonberry



ACCESS MANAGEMENT

SEDGWICK CORRIDOR

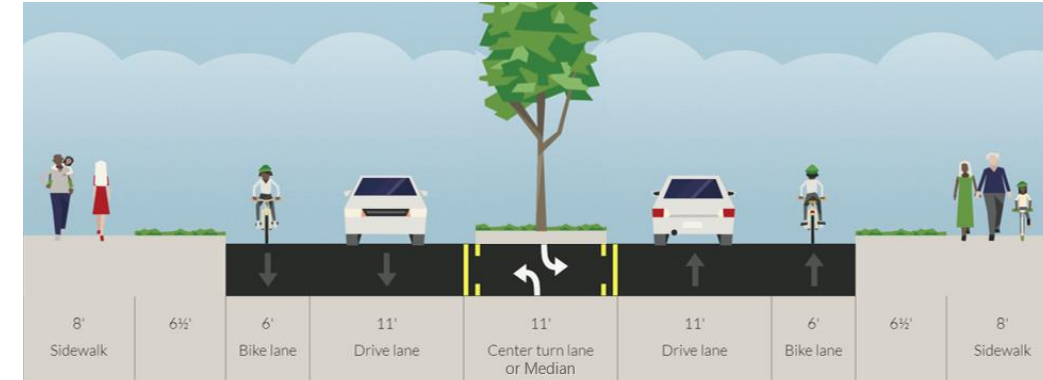
- SR 16 ramps will likely have roundabouts in the future, the corridor may be characterized by this type of control
- Forecasted traffic volumes indicate a 5-lane profile will be needed in the future
- Roundabouts at Bravo Terrace and new intersection would allow for limited access with median
- Decision on Bethel Rd profile will affect access control at Ramsey Rd



BIKE FACILITIES

BETHEL CORRIDOR

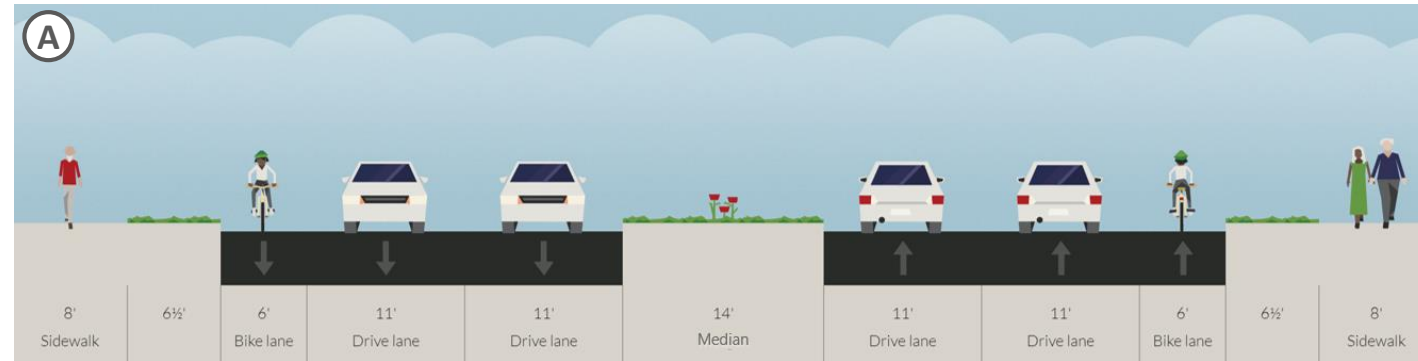
Proposed: 6' Bike Lanes



SEDGWICK CORRIDOR

A. 6-ft Bike Lanes

- Adjacent to heavy traffic
- Fairly steep grades
- May only be comfortable for experienced cyclists



B. 14-ft Shared-use Path

- Wider roadway profile, ROW impacts
- Minimum shoulder (2-ft), too narrow to accommodate experienced cyclists
- City responsible for maintenance of path



PROJECT PRIORITIZATION

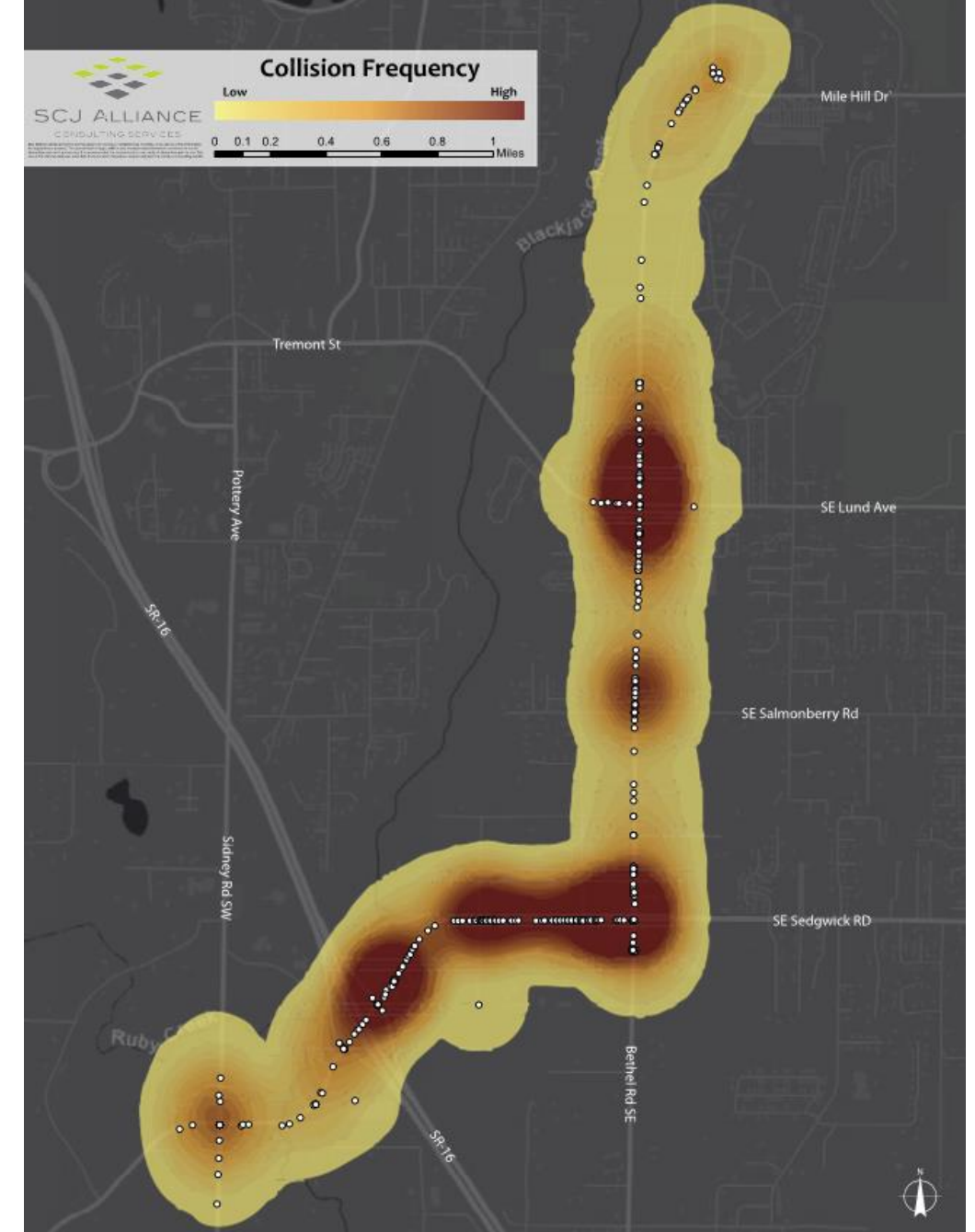
PRELIMINARY

Highest Operational and Safety Priorities:

- Lincoln Road and Bethel Road Intersection
- Salmonberry Road and Bethel Road Intersection
- Vallair Court Connector
- Sedgwick Corridor Widening and Access Management

Potential for Developer-led Projects:

- Salmonberry and Blueberry Connectors
- Sedgwick Intersections
- Walmart Connector



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