

A decorative graphic on the left side of the slide, consisting of white lines and circles on a blue background, resembling a circuit board or a network diagram. The lines are vertical and horizontal, with some diagonal lines connecting them. The circles are of varying sizes and are placed at various points along the lines.

# **WASHINGTON STATE TRANSPORTATION COMMISSION**

BREMERTON WA, JUNE 8, 2019

## **CITY OF PORT ORCHARD**

# CITY OF PORT ORCHARD



216 PROSPECT STREET

PORT ORCHARD, WA 98366

# INTRODUCTION

- Mark R. Dorsey, P.E., Public Works Director/City Engineer for the City of Port Orchard & PWB Position 3 (AWC Cities Representative)
- City of Port Orchard – Small Code City Overview
  - Population 14,160
  - Area (10 square miles)
  - Substantial City Shoreline (Sinclair Inlet)
  - State Highway(s) thru City (SR166 & SR160)
  - City Staff: 77 Full Time, 7 Part Time
  - Transportation Modes: auto, bus, bicycle, motorcycle, boat, foot ferry, seaplane, kayak



# TRANSPORTATION CHALLENGES

- **SUCSESSES:**

- Tremont Street Widening Project
- Bay Street Pedestrian Pathway Project
- ADA Transition Plan/Pavement Management System
- TIF's and TBD's
- Bethel & Sedgwick Corridors - Conceptual Plan

- **OPPORTUNITIES:**

- Funding support of small city transportation need
- State Highways within City (SR 16/SR 160)

# THE TREMONT STREET WIDENING PROJECT

Adding safety and capacity improvements to the City's gateway, the \$21M Tremont Street Corridor to be completed in August 2019.







# State Investments in State Routes: Roundabout Funding Request

The City of Port Orchard respectfully requests \$6 million in transportation funding for two compact roundabouts at the SR-16/SR-160 interchange.

## STATE INVESTMENTS IN STATE ROUTES

Like many cities, Port Orchard faces challenges in maintaining and improving the City's transportation system. Sedgwick Road (State Route 160) and State Route 16 traverse through the City and serve as both regional and local thoroughfares. Because these are state routes, the state is responsible for maintaining and improving them to accommodate the region's growing population. The City is seeking \$6 million in transportation funding for two compact roundabouts at the SR-16 and SR-160 interchange (Sedgwick Road Exit) in order to help mitigate congestion along these state routes.

## BACKGROUND – SR 16 STUDY

In November 2016, WSDOT kicked-off the State Route 16 Congestion Corridor Study. The City of Port Orchard actively participated in the study. Over the course of 24-months, the WSDOT team led the city staff and other stakeholders along the corridor through the Practical Solutions Approach (PSA) to establish visions and goals, collect and evaluate data, develop a transportation model, evaluate scenarios and finally recommend strategies to address the congestion within the State Route 16 Corridor.

Throughout this process, the City of Port Orchard continually stated the need for improvements at the SR 16/SR 160 (Sedgwick Road) Interchange that effectively addresses the increased congestion. The City's requested project – the design and construction of two (2) compact roundabouts and the SR 16/SR160 Interchange - was included in early drafts of the report, but was reduced to 'ramp terminal and crossing re-channelization and signal upgrades/improvements' (Recommended Solution #2101) via the Practical Solutions Approach. This is not a viable solution to the ever-growing congestion issues associated with Port Orchard citizens trying to get to the SR 16/SR 160 Interchange from either the east or the west. The only viable solution is the WSDOT design and construction of two (2) compact roundabouts.

## NEED FOR ROUNDABOUTS

The City of Port Orchard experiences much more traffic on Sedgwick road (SR 160) getting on and off SR 16 than on SR 16 itself as it travels through the City. It is important that the state adequately fund these state routes to improve traffic flow in the City and peninsula region.

WSDOT will be replacing a fish culvert at this interchange in 2021 at a cost of \$11.2 million. In order to be most efficient with tax dollars, the City is requesting that the roundabouts be completed at the same time as the culvert replacement.



# SR 16/SR 160 INTERCHANGE

A SMALL CITY ATTEMPTING TO ADDRESS THE FAILURE OF THIS VITAL HIGHWAY INTERCHANGE





# SR 16/SR 160 INTERCHANGE

- The issue isn't SR 16, the issue is the capacity of the SR16/SR160 Interchange



The background is a solid teal color with a subtle gradient. In the four corners, there are decorative white line-art patterns resembling circuit traces or a stylized tree structure. These patterns consist of vertical lines that branch out at various angles, ending in small circles.

THANK YOU

THIS CONCLUDES MY REMARKS.

QUESTIONS?