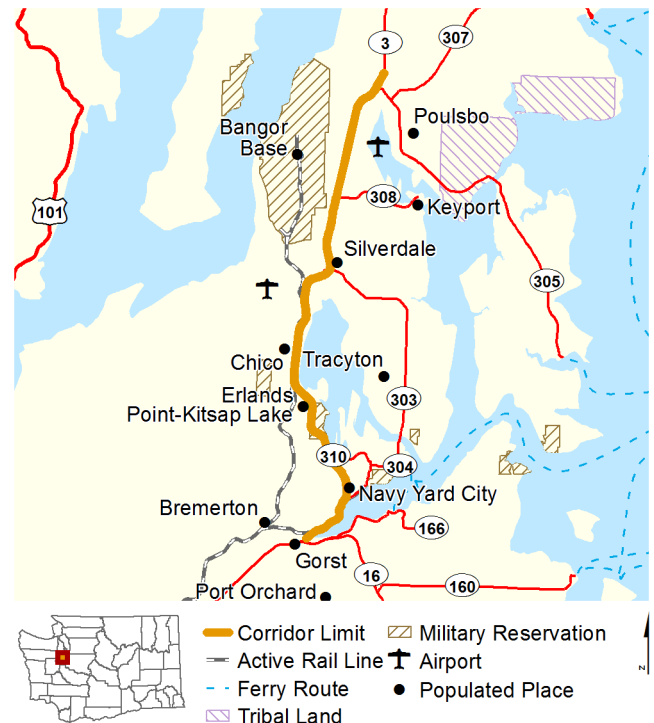


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

*SR 3: SR 16 Jct (Gorst) to SR 305 Jct (Poulsbo vicinity)*

This 19-mile long north-south corridor in Kitsap County is located between Bremerton and Poulsbo. The corridor runs through Gorst, Bremerton, Chico, Silverdale, and Poulsbo. The northern portion of the corridor is primarily rural in character, with residential developments scattered throughout. The southern portion of the corridor is heavily suburban in character with a high number of residential developments. The Bangor Trident Base is west of the corridor, Silverdale and the Naval Undersea Warfare Center are to the east, and the Puget Sound Naval Shipyard is to the southeast. The corridor hugs Sinclair Inlet and Dyes Inlet to the west as it travels north, and passes Liberty Bay near its northern terminus. Vegetation along the corridor is mainly mixed conifer forest. The corridor shifts between rolling and flat terrain as it travels along the Kitsap Peninsula.



**Current Function**

State Route 3 is the primary north-south route on the Kitsap Peninsula running from the city of Shelton to the Hood Canal Bridge. It is the only land route into Kitsap County and is one of two highways in Kitsap County linking it to the Olympic Peninsula, and the rest of the Puget Sound region. This segment of SR 3 serves predominately as a commuter and freight corridor to the region. The corridor intersects with a number of other state routes: SR 16 at the southern end of the corridor, SR 304 and SR 310 in Bremerton, SR 303 in Silverdale, SR 308 north of Silverdale, SR 305 near Poulsbo and SR 104 at the Hood Canal Bridge. The corridor provides access to three nationally significant naval facilities in Kitsap County, Naval Base Kitsap-Bangor, Naval Base Kitsap-Bremerton/Puget Sound Naval Shipyard, and Naval Base Kitsap-Keyport/Naval Undersea Warfare Center. Public transportation is also available on the corridor; both Kitsap Transit and Mason Transit have routes running along the corridor.

**Future Function**

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

## Highlights and Performance

This portion of SR 3 is a divided, unsignalized, highway with primarily four-lanes. The corridor's end points have two lanes, but expands to include up to six lanes in Bremerton and Silverdale. At several points, the highway also includes either an acceleration or a deceleration lane. The annual average daily traffic on this corridor is highest north of where SR 3 and SR 16 converge and lowest south of the northbound ramp at the SR 16 junction.

### What's working well?

- Roughly 97% of surveyed pavements on the corridor are in fair or better condition.
- There are no chronic environmental deficiencies or habitat connectivity issues noted on the corridor.
- Fixed-route transit, worker/driver buses, and a vanpool program are heavily utilized in the corridor.
- There are no missing noise walls along the corridor.

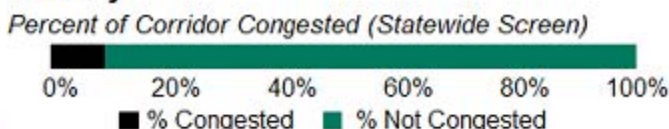
### What needs to change?

- Approximately 9% of the corridor experiences congestion on a regular basis.
- The railroad tracks on the waterside of SR 3 are at a high risk for climate change vulnerability.
- The corridor has limited accessibility for pedestrian and bicyclist traffic.
- There are seven bridge seismic retrofits needed.

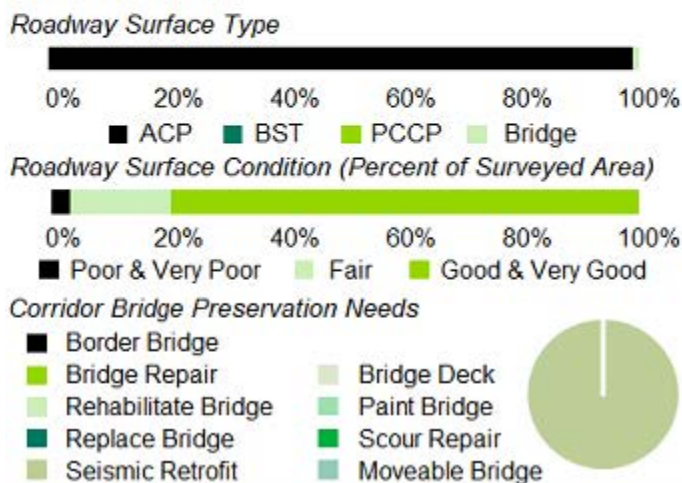
WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
77,936	20,311	Annual Average Daily Traffic (AADT)
8.8%	4.9%	Bus/Truck Percent
78.74		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$38,810,000		Corridor Investments (2005-2016)

### Mobility



### Preservation



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	13.3% Passable	86.7% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	5 High Priority Miles
Stormwater Treatment	17 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
3	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Concern about the impact of the railroad bridge restricting the mobility of traffic at peak hours in Gorst.
- Concern about the effect of diminished shoulders on the passage of bicyclists on the southbound side of the corridor.
- There is a desire to connect and improve existing shared-use trails as there is currently a break between the Kitsap Way and Trigger Avenue interchanges.
- Concerns were expressed about the mobility of the SR 303 exit due to lane on- and off-ramps on both sides being restricted to one lane.
- Only one long-term strategy was proposed in the SR 3/SR 304 Bremerton Interchange Improvements Feasibility Study, dated October 21, 2015 for improving congestion (adding a third lane southbound on SR 3 between SR 304 and SR 16 Vicinity which could be built in stages).
- A SR 16-Tacoma Narrows Bridge to SR 3 Congestion Study will identify additional strategies in/near Gorst.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
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#### Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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#### Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and vegetation control.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 76% of the corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 78% of the corridor.</i>
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#### Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of SR 3 is a key freight route and a commuter corridor providing access to three nationally significant naval facilities in Kitsap County (Naval Base Kitsap-Bangor, Naval Base Kitsap-Bremerton/Puget Sound Naval Shipyard, and Naval Base Kitsap-Keyport/Naval Undersea Warfare Center).

This segment experienced up to fourteen hours of daily congestion southbound and two hours northbound between SR 16 and SR 304 (Gorst to Bremerton) in 2015.

### Mobility Strategies:

#### Operational Improvements

- The Statewide Intelligent Transportation System (ITS) Plan includes on-ramp meters between SR 16 and SR 304 for efficiency.
- Consider incident response to help reduce non-recurring congestion.

#### Demand Management

- Consider new parking for Kitsap Transit foot ferries in Port Orchard to reduce vehicle travel on SR 3.
- Work with large employers to stagger weekday quitting times to reduce congestion (e.g. Navy has two carriers with work having different start times).
- Explore options for expanding transit service including new modes such as commuter rail to reduce vehicle trips.

#### Local Network Improvements

- Study options to reduce queuing at the SR 3/Loxie Eagans interchange.

#### Further Study

- Study the option of a shared-use trail in Gorst roughly following railroad tracks or power line from W Belfair Valley Road to Kitsap Lake Road NW for pedestrians and bicyclists.
- Evaluate worker/driver bus routes to reduce vehicle trips. If utilization is high, additional buses or new buses with more seats could be considered.
- Consider adding a third lane southbound between Gorst and Bremerton for PM congestion and a third lane northbound for AM congestion per the SR 3/SR 304 Bremerton Interchange Improvements Feasibility Study, dated October 21, 2015.

#### Further Study (continued)

- Study constructability of fish barriers and railroad shoefly detours to reduce widening costs.
- Evaluate height (and width) of railroad bridge in Gorst for replacement.
- Study bridging Sinclair Inlet as an alternative to widening the existing highway.
- Explore commuter rail options as an alternative mode of transportation on the corridor.
- Consider recommendations from SR 16 Tacoma Narrows Bridge to SR 3 Congestion Study.
- Consider alternating center lane to reduce congestion.

#### Corridor Segment Characteristics

- SR 3 is a four-lane urban facility with a 40 mph posted speed in Gorst increasing to 50 mph between Gorst and Bremerton in level terrain.
- The Freight and Goods Transportation designation was T-1 from SR 16 (Gorst) to SR 308 with 10,900,000 in annual tonnage and 2,800 average annual daily trucks (5.3%) in 2017.
- The annual average daily traffic ranged from a low of 47,000 at SR 304 Westbound to a high of 73,000 between Gorst and Bremerton before the SR 304 ramp in 2016.

#### Contributing Factors

- This section of SR 3 experiences high mainline traffic volumes every day. Southbound is high during the PM peak and northbound is high during the AM peak on SR 3 between SR 16 and SR 304.
- Puget Sound Naval Shipyard is a major employer and traffic generator in the area.





This segment of SR 3 serves as a primary regional transportation artery, a key freight route, and a commuter highway with connections to the Olympic Peninsula. It is designated as a STRAHNET Connector by the US Department of Defense in that it provides a critical link to the military installations on the Kitsap Peninsula.

This segment experienced up to seven hours of daily congestion southbound and one hour of congestion northbound in 2015.

### Mobility Strategies:

#### Operational Improvements

- The Statewide Intelligent Transportation System (ITS) Plan includes variable message signs and on-ramp meters between SR 16 and SR 104 for improving mainline efficiency.
- Consider incident response for non-recurring congestion (crashes that cause queuing).

#### Demand Management

- Explore supporting Jefferson Transit service to Poulsbo and Kitsap Transit service to Port Gamble to reduce congestion.
- Consider new transit stop at Pioneer Way NW near Twelve Trees Industrial Park to provide more options.

#### Further Study

- Study options for improving efficiency at SR 3 and Thompson Road NW to reduce congestion.
- Develop solutions on SR 3 between SR 305 and SR 104 to help with emergency response and reduce blockage of private driveways.
- Study options including widening SR 3 to a four-lane divided facility between SR 305 and SR 104 to reduce congestion per 2005 Route Development Plan.
- Study congestion associated with nearby SR 307-Bond Road intersection in order alleviate congestion.
- Consider rerouting Lofall community traffic towards SR 3/Big Valley Rd NE-NE Kinman Road intersection to improve traffic flow.

### Corridor Segment Characteristics

- This segment transitions from a multilane divided facility into a rural two-lane facility at 55 mph in rolling terrain.
- The Freight and Goods Transportation designation was T-2 with 8,620,000 in annual tonnage and 2,200 average annual daily trucks (7.7%) in 2017.
- The annual average daily traffic north of the SR 305 interchange was 24,000 in 2016.

### Contributing Factors

- This segment experiences high volumes in an area where there are one-lane transition ramps in each direction immediately north of the SR 3/SR 305 Interchange.
- Kingston ferry traffic may be using nearby SR 307-Bond Road instead of SR 104 through Port Gamble resulting in high southbound SR 3 traffic volumes.
- Olympic College and businesses in Poulsbo are traffic generators.



## For more information

To find out more information about this corridor or how to get involved, please contact:

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Olympic Region Planning Office

Planning Manager

360-357-2651

[engeld@wsdot.wa.gov](mailto:engeld@wsdot.wa.gov)

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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