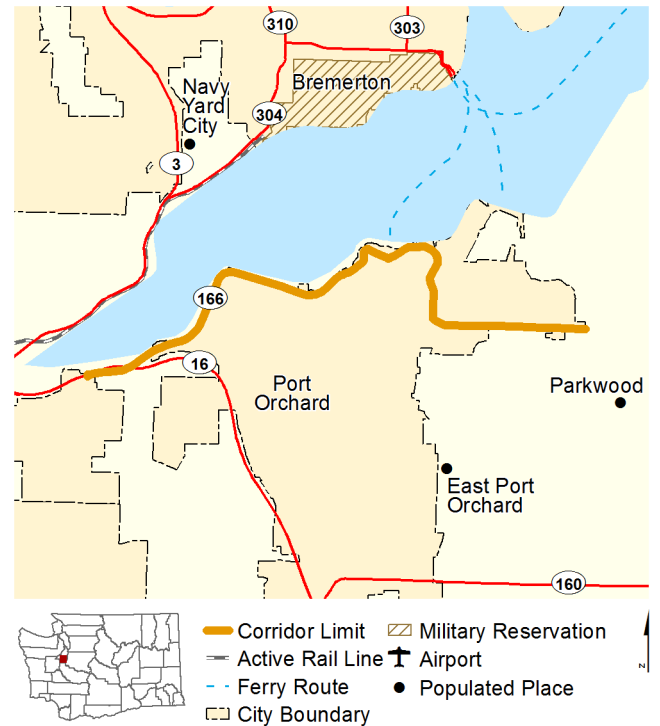


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 166: SR 16 Jct (Gorst Vic) to East Port Orchard City Limits*

This five-mile long east-west corridor is located on the Kitsap Peninsula south of the city of Bremerton. The corridor runs through the city of Port Orchard from the State Route 16 junction and the Port Orchard city limits where it transitions into a county road. Portions of the corridor are known as Bay Street and Mile Hill Drive. The corridor is predominantly urban in character. Land use along the corridor is a mix of single- and multi- family residential and commercial businesses including shopping plazas, a movie theater, and restaurants. Other land uses consist of several recreation uses that include Mary Ann Huntington Children’s Park, Veterans Memorial Park, and South Kitsap Regional Park. A majority of the corridor travels adjacent to the Sinclair Inlet while passing several marinas such as Kitsap and Port Orchard. Two pedestrian ferries, Port Orchard and Annapolis, are located off the corridor and to the northeast of the corridor respectively. Terrain of the corridor is generally rolling.



**Current Function**

SR 166 was originally created as a branch of the Navy Yard Highway and is now an urban commuter corridor serving as a "main street" highway in the city of Port Orchard. The corridor’s primary function is to serve the Washington State Southworth Ferry Terminal, located east of Port Orchard, as well as serving the city and its central business district. The corridor also provides access to the Kitsap Transit foot ferries, with transfer points at Port Orchard Ferry Dock and Annapolis Ferry Dock, which provide weekday service between the cities of Bremerton and Port Orchard through its connection to local corridors. Recreational attractions generating traffic are the various parks and marinas off and surrounding the corridor. One park and ride is located right off the corridor while two others are accessible from the route. Kitsap Transit provides service along the corridor as well as ACCESS service for the elderly and disabled, and VanLink, which provides vans to local service agencies. The Bay Street Pedestrian Path, a non-motorized shared use facility, will run along a portion of the corridor between the two ferry facilities.

**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

SR 166 is primarily a three-lane facility with a center two-way left turn lane. Throughout its course, it transitions between two and four lanes with center turn lanes. One roundabout is located at the Bethel Avenue/Mile Hill Drive intersection. The annual average daily traffic on this corridor is highest immediately east of Jackson Avenue SE and lowest at the Bay Street Wye Connection.

### What's working well?

- Roughly 94% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has a low rating for climate vulnerability impacts.

### What needs to change?

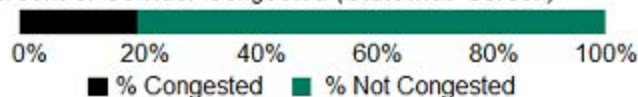
- Roughly 20% of this corridor experiences congestion on a regular basis.
- Fish passage barriers are present on the corridor.

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

High	Low	
16,585	13,215	Annual Average Daily Traffic (AADT)
5.3%	5.3%	Bus/Truck Percent
11.28		Number of Lane Miles
6		# of Signalized/Stop Controlled Intersections
\$9,735,000		Corridor Investments (2005-2016)

### Mobility

Percent of Corridor Congested (Statewide Screen)

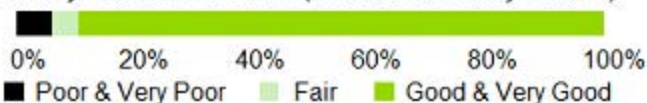


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	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:

- Kitsap Transit is interested in improved transit on Bethel Avenue.
- The City of Port Orchard plans to make improvements on the Bethel Road corridor from SR 160 to SR 166 which may have possible impacts to SR 166/Bethel Road intersection.
- Interest in additional parking for foot ferries.
- A desire for a Bay Street pedestrian path between Waterfront Park and Annapolis Foot Ferry as a portion of the Mosquito Fleet Trail.
- Interest expressed in wider sidewalks and other "Main Street" improvements in Port Orchard.

## 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>A mobility performance strategy has not been identified by WSDOT.</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 one Pavement action in the next six years encompassing 26% of the corridor.</i>
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#### **Safety**

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 35% 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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SR 166 is an urban commuter corridor serving as a “Main Street” highway in the city of Port Orchard.

This segment experienced one hour of daily congestion in 2015 (with up to 11 hours of congestion at the Jackson Ave-Olney Road signal).

### Mobility Strategies: Operational Improvements

- Evaluate updating signal timing for SR 166-Bay Street/Sidney Ave intersection to improve efficiency.

### Demand Management

- Consider improving/adding transit connections to Bethel Avenue to encourage mode shift.
- Consider wider sidewalk on both sides of SR 166 to encourage mode shift.
- Evaluate changing transit headway to half-hour intervals to encourage mode shift.
- Study opportunities to create additional parking for Kitsap Transit Annapolis and Port Orchard Foot Ferries to reduce congestion.

### Further Study

- Consider Bay Street pedestrian path (Mosquito Fleet Trail) from Waterfront Park (near Downtown Port Orchard Foot Ferry) in Port Orchard ending at the Annapolis Foot Ferry following a portion of SR 166 to encourage mode shift.
- Study feasibility of “Main Street” improvements to address gaps within the city of Port Orchard for pedestrians.
- Evaluate opportunities to divert traffic to alternative routes.

### Corridor Segment Characteristics

- SR 166 is an urban three-lane (center two way left turn lane) to four-lane facility (two lanes eastbound, one westbound, and center two-way left turn lane) with 35 mph posted speeds in rolling terrain.
- The Freight and Goods Transportation designation was T-3 from SR 16 to Port Orchard with 1,550,000 in annual tonnage and 460 daily trucks (3.1%) in 2017.
- The annual average daily traffic ranged from a low of 14,000 near SR 16 to a high of 18,000 before the Bay Street Wye connection in 2016.

### Contributing Factors

- This segment of SR 166 is experiencing high mainline traffic volumes with five signals and one roundabout reducing capacity.
- SR 166 is the primary access to/from SR 16 for downtown Port Orchard and communities along Sinclair Inlet’s south shore, funneling trips onto the facility.
- Lack of non-motorized facilities and fragmented local street network discourages mode shift away from automobiles.



## For more information

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

### Dennis Engel

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.

#### **Americans with Disabilities Act (ADA) Information**

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

#### **Title VI Statement to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

#### **Información del Acta (ADA) de Estadounidense con Discapacidad**

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

#### **Notificación de Título VI al Público**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.