

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 305 Jct (Poulsbo vicinity) to SR 104 Jct (Hood Canal Bridge)

This seven-mile long north-south corridor in Kitsap County is located between the city of Poulsbo and the Hood Canal Bridge. The corridor runs from the State Route 3/SR 305 interchange at Poulsbo to the intersection with SR 104. The corridor is very rural in character and does not pass through any incorporated communities. The majority of the surrounding land is undeveloped with mixed conifer forest or very low density rural residential. Other land uses along the corridor include some industrial uses scattered throughout such as gravel pits manufacturing, and several parks. The corridor is lightly populated with commercial activities and residences having direct access to the corridor. The northern portion of the corridor runs along the Hood Canal leading up to the Hood Canal Bridge. Port Gamble Forest Heritage Park and several Olympic Resources Trails are east of the corridor. The corridor passes through rolling terrain for its entire length.



Current Function

SR 3 is the primary north-south route on the Kitsap Peninsula running from the city of Shelton to the Hood Canal Bridge, and the only land route into Kitsap County. This segment of SR 3 is an important link for the Olympic Peninsula because it provides access to the Hood Canal Bridge on SR 104. The corridor is one of two main routes in Kitsap County linking it to the Olympic Peninsula and the rest of the Puget Sound region. The corridor predominately serves commuter, freight, and recreational traffic. 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. The corridor also experiences seasonal recreational traffic due to its connectivity to the natural resources of the Olympic Peninsula. The Hood Canal Bridge serves as an important connector between the Olympic Peninsula and the South Sound. Both walking and cycling occurs on the corridor shoulder and both Kitsap and Jefferson Transit have routes, which run 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

SR 3 is a two-lane, undivided highway which occasionally includes a center left turn lane. There are three signalized intersections on the corridor located at the Pioneer Way NW/Tyler Road NE intersection, Kinman Road NE/Big Valley Road NE, and SR 104 junction. The annual average daily traffic on the corridor is highest at the SR 305 junction near Poulsbo and lowest at the Scenic Drive NE intersection.

What's working well?

- All surveyed pavements on the corridor are in fair or better condition.
- Fixed-route transit and paratransit services are available along the length of the corridor.
- There are no chronic environmental deficiency sites on the corridor.
- There are no habitat connectivity sites on the corridor.
- All traffic signal systems are working well.

What needs to change?

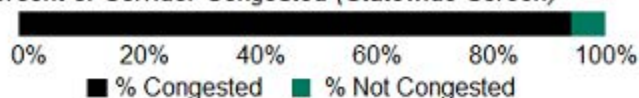
- Over 94% of this corridor experiences congestion on a regular basis.
- There are no shared-use facilities on the corridor.
- Sections of the corridor have stormwater drainage issues.
- There are multiple fish passage barriers present on the corridor.

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

High	Low	
27,041	15,845	Annual Average Daily Traffic (AADT)
13.4%	8.8%	Bus/Truck Percent
13.48		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$6,176,000		Corridor Investments (2005-2016)

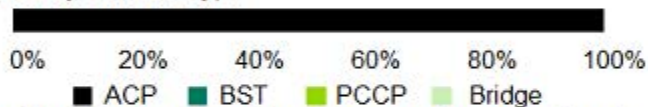
Mobility

Percent of Corridor Congested (Statewide Screen)

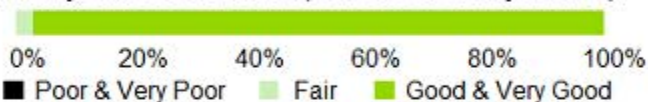


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	12.5% Passable	87.5% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	2 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:

- Concern about the impact of existing narrow shoulders on pedestrian and bicyclist mobility.
- Concerns over the lack of an alternate route for the Hood Canal Bridge when the bridge is open to allow marine traffic to pass.
- Issues with frequent, prolonged delays at the SR 3/NW Thompson Road intersection due to incidents.
- Desire for additional signage near Hood Canal Bridge for notification and information.
- Using a practical solutions approach, re-evaluate the SR 3 Route Development Plan from SR 305 to SR 104, dated April 2005.

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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</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 two Pavement actions in the next six years encompassing 100% 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 regional freight route and entryway to the Olympic Peninsula for commuter, tourist, and recreational destinations.

This segment includes high mainline traffic volumes with signals that reduce capacity. This segment experienced up to seven hours of daily congestion southbound in 2015.

Corridor Segment Characteristics

- This segment of SR 3 is a rural two-lane facility with 55 mph posted speed in rolling terrain.
- The Freight and Goods Transportation designation was T-2 from SR 308 to SR 104 with 8,620,000 in annual tonnage and 2,200 average annual daily trucks (7.7%) in 2017.
- The annual average daily traffic ranged from a low of 16,000 before Sunset Way NE near SR 104 to a high of 24,000 north of the SR 305 interchange.

Contributing Factors

- This segment experiences high mainline traffic volumes every day. Southbound congestion is longer than northbound congestion.
- Openings of the nearby SR 104 Hood Canal Bridge generates queuing on SR 3 northbound.
- Traffic signals reduce mainline capacity.
- Nearby SR 305/SR 307-Bond Road intersection and traffic generators in Poulsbo (Olympic College and local businesses) are affecting operations on SR 3.

Mobility Strategies:

Operational Improvements

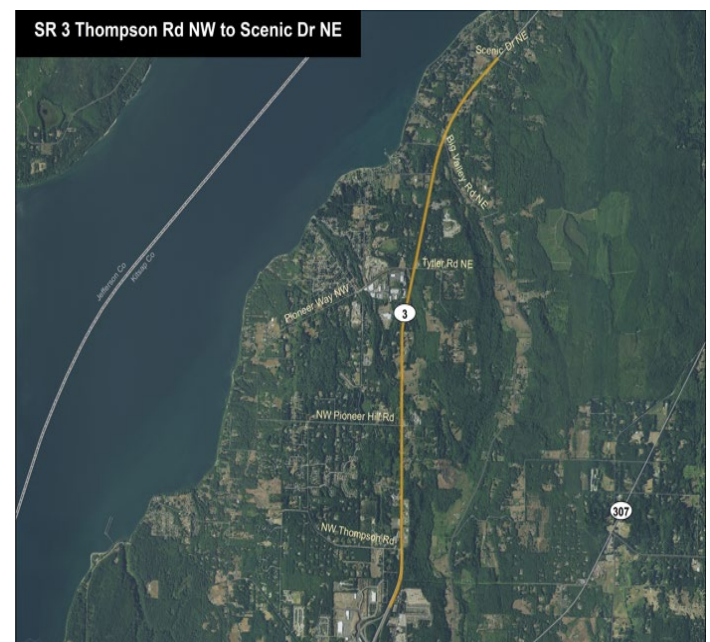
- Continue installing “smart highway” devices. These devices include additional traffic cameras, and electronic overhead messaging signs.
- Consider incident response team trucks that help detect and clear crashes to minimize congestion.
- Consider signs to direct northbound traffic to use shoulder as a holding lane when traffic backs up.
- Consider advance warning lights for SR 3/Pioneer Way NW-Tytlar Road NE intersection to address sight concerns.

Demand Management

- Consider creation of Jefferson Transit service to Poulsbo and Port Gamble to reduce single occupancy vehicle trips.
- Consider new transit stop at Pioneer Way near Twelve Trees Industrial Park to encourage mode options.

Further Study

- Investigate intersection control options at SR 3/Thompson Road NW to reduce congestion.
- Consider options on SR 3 between SR 305 and SR 104 to help reduce blockage of private driveways during Hood Canal Bridge closures.
- Study SR 3 congestion associated with SR 307-Bond Road in order to alleviate congestion.
- Re-evaluate endorsed alternative to widen SR 3 from SR 305 to SR 104.
- Consider rerouting Lofall community traffic towards SR 3/Big Valley Road NE-NE Kinman Road intersection to improve traffic flow.



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

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.

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