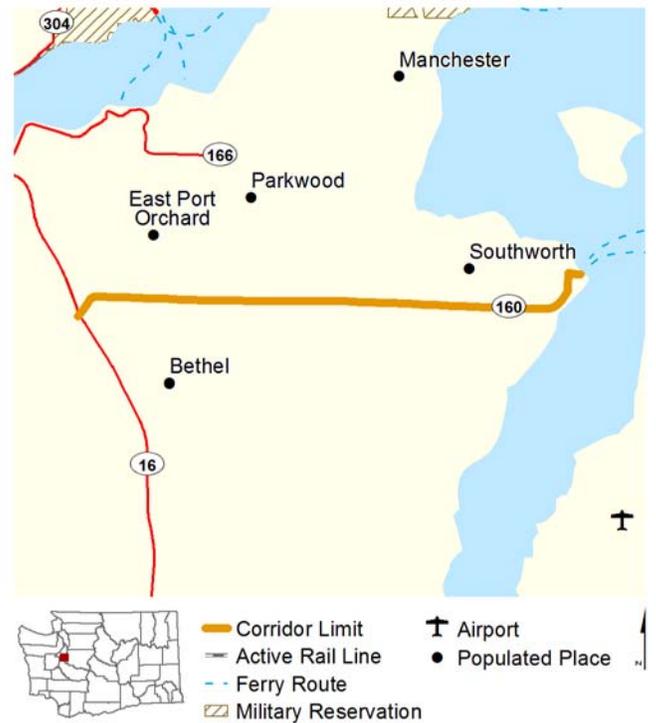


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 160: SR 16 Jct to Southworth Ferry Terminal*

This seven-mile long east-west corridor in Kitsap County is located southwest of Seattle across Puget Sound and just north of Long Lake. The corridor includes all of State Route 160, which runs between its interchange with SR 16 and the Southworth Ferry Terminal. SR 160 passes through the city of Port Orchard. The majority of the corridor is distinctly suburban or rural in character. The primary land uses along the corridor are low-density rural residential and open space. There is commercial use and denser residential development particularly on the western end of the corridor between SR 16 and Long Lake Road SE. There is also a school and three churches located directly on the corridor. There are several park and rides located along the corridor mainly at the eastern end near the ferry terminal including Harper Church near Wilson Creek Road SE. From the Southworth Ferry Terminal, Blake Island State Marine Park, Vashon Island, and Seattle's southwestern neighborhoods are visible. The undeveloped portions of the corridor are densely forested with conifers, deciduous trees and understory vegetation.



**Current Function**

SR 160 is the primary access to and from the Southworth Ferry Terminal, which connects Kitsap County, Vashon Island, and Seattle's Fauntleroy neighborhood. This commuter corridor caters to locals, tourists, and freight haulers, especially those utilizing Fauntleroy-Vashon-Southworth ferry service. The corridor is part of a ferry network that is one of only two transit points on and off of Vashon Island. Large employment centers influencing this route include Naval Base Kitsap-Bremerton, Port Orchard and Seattle. The Navy uses SR 160 as an important route for military freight to Manchester fuel depot via Locker Road. Corridor destinations include commercial and retail sites as well as parks and natural areas, such as Long Lake County Park, South Kitsap Regional Park, and Blake Island Underwater Park. The ferry transports both personal and commercial vehicles, walk-on passengers, and cyclists. Kitsap Transit serves the corridor with park and ride lots, partial bus service, vanpools, and assistance for carpools. Washington State Department of Transportation provides and directs ferry services.

**Future Function**

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to become more urbanized. Kitsap Transit will be making a passenger only ferry connection to Seattle in the future. The City of Port Orchard will also be annexing areas along the corridor into its Urban Growth Area.

## Highlights and Performance

SR 160 is mainly a two-lane, undivided highway with the exception of major intersections where turn lanes are generally present. Average annual daily traffic on the corridor is highest at the SR 16 interchange and lowest at the Southworth ferry terminal.

### What's working well?

- 100% of surveyed pavements on the corridor are in fair or better condition.
- There are no immediate bridge preservation needs on the corridor.
- There does not appear to currently be a queuing issue at Southworth Ferry Terminal.
- The corridor has a significant amount of non-motorized traffic, particularly bicycles.

### What needs to change?

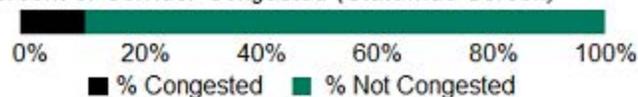
- Roughly 11% of the corridor experiences congestion on a regular basis. Segments with traffic signals are operating below WSDOT's adopted congestion threshold.
- The Southworth Ferry Terminal is not configured to handle transit.
- The corridor has minimal accommodations for non-motorized traffic.

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

High	Low	
22,228	1,682	Annual Average Daily Traffic (AADT)
6.9%	3.3%	Bus/Truck Percent
14.94		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$9,765,000		Corridor Investments (2005-2016)

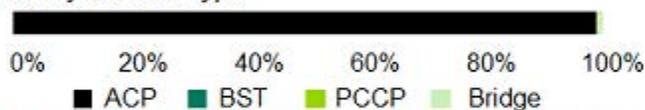
### Mobility

Percent of Corridor Congested (Statewide Screen)

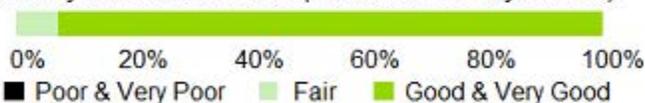


### Preservation

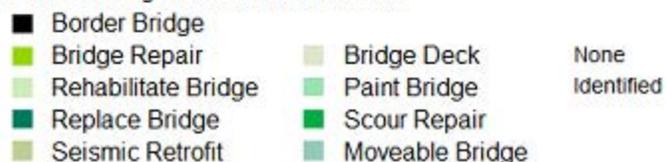
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	16.7% Passable	83.3% 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	0 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 planners collected feedback from partners. Key themes included:

- Concern that bicyclists commonly take the Southworth-Fauntleroy-Vashon ferry route to the corridor which is not "non-motorized friendly".
- Kitsap County expects additional development between Harper Church and WSDOT ferry terminal.
- The Navy uses SR 160 to access Manchester fuel depot. During wartime use could increase significantly.
- The City of Port Orchard may change its Urban Growth Area to include more of the corridor.
- Kitsap Transit is planning a future east-west Transit Route (Route 86) on the corridor as well as future fast ferry which would likely increase transit use.
- WSDOT expects additional engagement comments after conducting workshops in coordination with the Puget Sound Regional Council's Transportation 2040 Update.

## 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 two Pavement actions in the next six years encompassing 70% of the corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 25% 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 congested segment is within the SR 160 urban commuter route. The entire corridor serves as the primary access to the Southworth Ferry Terminal. This route caters to locals, tourists, and freight haulers. It travels through the city of Port Orchard and its urban growth area which extends to Phillips Road SE.

This segment of the corridor experiences mainline delay during the PM peak period due to increasing traffic volumes traveling westbound through two signals and eastbound in the AM through a steep vertical curve east of Phillips Rd SE to/from the ferry.

### Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. WSDOT will develop strategies for the corridor further with partners.

#### Demand Management

- Expand east-west transit to entire route to serve Kitsap Transit passenger fast ferry from Southworth to Seattle and the Washington State Ferry between Vashon Island and Fauntleroy. Passenger ferry to Seattle is anticipated to begin service in July 2020.
- Build a new park and ride lot near SR 16/SR 160 interchange to reduce single occupant vehicle trips

#### Further Study

- SR 160 between SR 16 and Long Lake Road including sidewalks and bike lanes. The city of Port Orchard plans to widen SR 160 to three lanes between SR 16 and Bethel Road SE per their comprehensive plan.
- Evaluate intersection improvement options on SR 160 between Bravo Terrace SE and Geiger Road SE and between Geiger Road SE and Ramsey Road SE per the city of Port Orchard comprehensive plan, Phillips Road SE and Long Lake Road SE to manage traffic flow.
- Additional strategies may be identified through the PSRC Transportation 2040 update process.

### Corridor Segment Characteristics

- SR 160 is typically an urban 35 mph two-lane facility between SR 16 and Lakeview Drive SE in rolling terrain. The exception is where it is a three-lane facility (with center two-way left turn lane) between Bethel Road SE and Brasch Road SE.
- Bethel Road SE is a north-south route which intersects with SR 160. Bethel Road functions as a commercial center for the city of Port Orchard.
- Bethel Road SE is a designated bike route south of SR 160-Sedgwick Road.
- The Navy uses SR 160 as key access for military freight to Manchester fuel depot (via Locker Road SE or Long Lake Road SE as an alternative).
- The Freight and Goods Transportation designation is T-3 with annual average tonnage ranging from 1,130,000 to 2,060,000 and daily truck traffic ranging from 480 to 720 (4.9% and 3.3% respectively) in 2015.
- The annual average daily traffic ranged from a high of 23,000 near the SR 16/SR 160 interchange to low of 13,000 after Jackson Avenue in 2016.

### Contributing Factors

- Increasing traffic volumes on a two-lane facility with signals reduce mainline capacity.
- Increasing traffic combined with westbound ferry platooning and the existing signal at Bethel Road SE also reduce intersection capacity.



## 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.

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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.

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