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:

**Corridor Sketch Summary**

**SR 106: US 101 Jct to SR 3 Jct (Belfair)**

This 21-mile long east-west corridor is located south of the Kitsap Peninsula. The corridor runs between the US Route 101 junction in the community of Skokomish and the State Route 3 junction in the community of Belfair. The route passes through the Skokomish Reservation and the communities of Union, Sunset Beach, Happy Hollow, Rose Point, and Forest Beach. The corridor is primarily rural in character. Within the communities the corridor passes through the corridor’s character is suburban. Land uses on the corridor include residential, with many homes running along the southern shoreline of Hood Canal. Other land uses along the corridor are commercial and recreation, and include the Lucky Dog Casino in Skokomish, Alderbrook Resort and Spa in Union, restaurants, marinas, and the Twanoh State Park. In addition to the Hood Canal, other water features along the corridor are Annas Bay and the Skokomish River, both located between Skokomish and Union. The corridor roughly parallels the Puget Sound and Pacific Railroad on the east end of the corridor. Terrain is rolling as the corridor travels the hilly surroundings.

**Current Function**

SR 106 is a state highway located entirely within Mason County and encompasses the corridor. This corridor serves the residential areas along the corridor as well as linking US 101 and SR 3. The corridor provides access to the multiple recreational attractions present on the route, such as Twanoh State Park. Mason Transit Authority provides fixed route service as well as Dial-a-Ride service. The corridor provides a connection to one park and ride located in Belfair. Walking and bicycle use is permitted along the route shoulders. Throughout summer months, bicycle use increases, especially during the annual RAPSody Bike Ride that occurs in August.

**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 106 is a two-lane, undivided highway. The annual average daily traffic on this corridor is highest at the junction with SR 3 and lowest near the Hood Canal Marina in Union.

What's working well?
- The entire corridor performs above WSDOT's congestion threshold.
- This corridor is rated low for climate change vulnerability.

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

<table>
<thead>
<tr>
<th>High</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.147</td>
<td>1.429</td>
</tr>
<tr>
<td>6.3%</td>
<td>5.8%</td>
</tr>
<tr>
<td>40.18</td>
<td>80.0%</td>
</tr>
<tr>
<td>2</td>
<td>800</td>
</tr>
</tbody>
</table>

What needs to change?
- Fish passage barriers are present on the corridor.
- The corridor is prone to flooding due to Purdy Creek and the Skokomish River.

SR 106 is a two-lane, undivided highway. The annual average daily traffic on this corridor is highest at the junction with SR 3 and lowest near the Hood Canal Marina in Union.

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:
- Mason County stated drainage issues near Union are present due to inadequate ravine drainage.
- The Skokomish Tribe expressed interest in the development of a US 101/SR 106 intersection roundabout and school crossing lights.

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

<table>
<thead>
<tr>
<th>Policy Goals / Strategies</th>
<th>Description and Near-Term Actions</th>
</tr>
</thead>
</table>
| **Economic Vitality**              | **Under Development**  
WSDOT will continue to work with partners in developing strategies to address economic vitality. |
| **Environment**                    | **Protect and Maintain**  
Protect and maintain existing assets that provide environmental function (these include WSDOT’s mitigation sites, storm water systems, fish passable culverts). |
|                                    | **Enhance or Restore**  
Enhance or restore natural areas and environmental functions associated with the multimodal transportation system. |
| **Fish Barrier Retrofit**          | **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.** |
| **Mobility**                       | **Assessment**  
A mobility performance strategy has not been identified by WSDOT. |
| **Preservation**                   | **Maintenance**  
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. |
|                                    | **Pavement**  
WSDOT has identified one Pavement action in the next six years encompassing 96% of the corridor. |
|                                    | **Other Facilities**  
WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor. |
| **Stewardship**                    | **Planning**  
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. |
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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