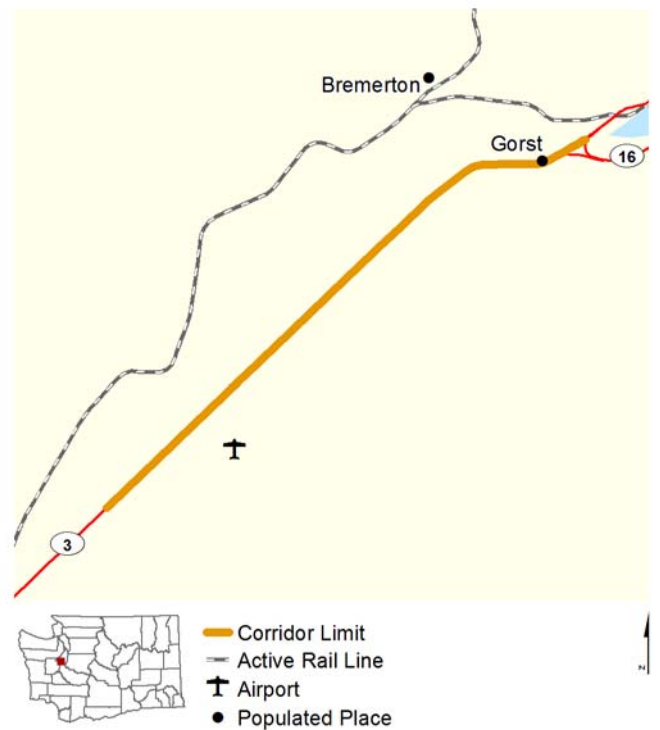


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 3: Mason/Kitsap Co Line vic (Lake Flora Rd) to SR 16 Jct (Gorst)

This six-mile long north-south corridor in Kitsap County is located southwest of Port Orchard and Bremerton. The corridor end points are the State Route 3/Lake Flora Road intersection, just east of the Mason/Kitsap County line, and the SR 3/SR 16 junction in Gorst. The corridor is primarily rural, with some residential and commercial development primarily concentrated along the northern portion of the corridor. Some recreational and industrial uses are along the middle of the corridor and the Bremerton National Airport is located on the southern section of the corridor. Just northeast of the corridor is Port Orchard, Gorst, the Puget Sound Naval Shipyard, and the city of Bremerton which are urban and suburban areas. The corridor's terrain is rolling. Vegetation throughout the length of the corridor is primarily mixed conifer forest on undeveloped land with the notable exception of Bremerton National Airport, which is maintained for visibility.



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. 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 for traffic passing through to Bremerton. Major traffic generators on the corridor include the Port of Bremerton, Bremerton National Airport, and the Puget Sound Naval Shipyard. The Puget Sound Naval Shipyard is located in Bremerton, which is a major employer in the area drawing in commuters and commercial traffic. Additional modes that are present on the corridor include walking and bicycling which is permitted on the corridor's shoulder, freight, and public transportation. The Mason Transit Authority provides bus service between Shelton and serves the corridor all the way to the Puget Sound Naval Shipyard.

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, largely undivided highway that occasionally expands to include a center two-way left turn lane or southbound passing lane. It becomes a four-lane, divided highway at the junction with SR 16. There are also two signalized intersections on the corridor. The annual average daily traffic on this corridor is highest at the SR 16 junction in Bremerton and lowest at the southern end of the Bremerton International Airport.

What's working well?

- All of surveyed pavements on the corridor are in fair or better condition.
- The corridor has no chronic environmental deficiencies or habit connectivity issues.
- Freight movement occurs across multiple modes on the corridor: highway, air, railroad, and marine.
- Fixed-route transit services are available to the Puget Sound Naval Shipyard and Bremerton Ferry Terminal.
- Mason and Kitsap transit worker/driver buses are available to the Puget Sound Naval Shipyard.

What needs to change?

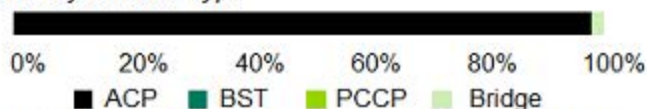
- Approximately 80% of the corridor experiences congestion on a regular basis.
- Despite heavy commuter traffic, there is only one park and ride lot available on the corridor.
- The corridor operates below expected levels of service between Imperial Way SW and the SR 16 junction.
- There are fish passage barriers present in the corridor.

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

High	Low	
20,311	16,320	Annual Average Daily Traffic (AADT)
5.7%	4.8%	Bus/Truck Percent
13.2		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$5,695,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

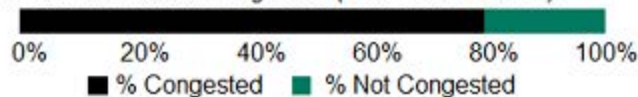


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 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 collected feedback from agency partners. Key themes included:

- Partners would like to see improvements made to the corridor's mobility, particularly in the Bremerton Port Industrial Area.
- There is a desire to improve and increase pedestrian and bicycle traffic, effectively removing them from the highway's shoulder with a shared-use trail.
- The Port of Bremerton is concerned about the accessibility of a planned expansion to its manufacturing and industrial facilities.
- Mason Transit Authority would like to potentially increase the number of park and ride lots available on the corridor.

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>
-------------------	---

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>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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>

Mobility

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

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>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 100% of the corridor.</i>

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>
----------	---

SR 3 is a commuter, recreational, and emerging freight corridor. It travels past the Bremerton National Airport and Puget Sound Industrial Center (PSIC formerly known as South Kitsap Industrial Center).

This segment experienced up to 15 hours of weekday congestion northbound from the Mason/Kitsap county line to Sunnyslope Rd and seven hours southbound approaching Sam Christopherson Ave from SR 16 in 2015. The two existing signals also generate congestion on mainline.

Corridor Segment Characteristics

- SR 3 is 55 mph except in the Gorst Community where it slows to 40 mph. It is an urban two to three lane facility in rolling terrain (two-way left turn lane and southbound climbing/passing lane).
- The Freight and Goods Transportation designation was T-3 from the Mason/Kitsap County Line to Sunnyslope Road and T-2 from Sunnyslope Road to SR 16 in 2015. The annual tonnage ranged from 3,040,000 to 3,800,000 with 860 to 1,100 daily trucks (5.4% to 5.8%).
- The annual average daily traffic ranged from a low of 16,000 before Imperial Way to a high of 21,000 in Gorst before the SR 16 ramp.
- This portion of SR 3 is designated a Defense Industrial Corridor by local agencies with the Bremerton National Airport serving as a disaster recovery supply center.

Contributing Factors

- This section of SR 3 experiences high mainline traffic volumes on weekdays and weekends.
- There are two signals within this segment which reduce mainline capacity (Imperial Way and Sam Christopherson Ave).

Mobility Strategies:

Demand Management

- Consider additional transit stops.

Local Network Improvements

- Consider Puget Sound Industrial Center (PSIC) Phase 2 Connector at Harry Earl Road providing alternative western ring route to SR 16 to reduce congestion (Also known as Cross SKIA Connector Phase 2).

Further Study

- Evaluate options for new park and ride lots near the Mason/Kitsap County Line in Belfair (Log Yard Road) and in Kitsap County between Bremerton Airport and Gorst served by transit.
- Look into a shared-use trail between Gorst and SW Lake Flora Road for pedestrians and bicyclists.
- Consider intersection control at Lake Flora Road to reduce queuing.
- Evaluate intersection control at Imperial Way to reduce congestion.
- Consider intersection control at Sunnyslope Road to reduce queuing.
- Evaluate intersection control at Sam Christopherson Ave to reduce congestion.
- Study widening to a multilane divided facility with a southbound climbing/passing lane to reduce congestion.
- Implement Belfair Bypass between SW Lake Flora Road and SR 302.



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.

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 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.