

SR 16 Tacoma Narrows Bridge to SR 3 Congestion Study Open House Summary

In-Person Open House Details

Meeting Dates: Wednesday, October 25, 2017 and Thursday, October 26, 2017
Meeting Time: 5 – 7 p.m.
Meeting Locations: Harbor Ridge Middle School 9010 Prentice Ave. Gig Harbor, WA 98332
South Kitsap High School 425 Mitchell Ave, Port Orchard, WA 98366

Online Open House Details

Meeting Dates: Wednesday, October 25, 2017 through Wednesday, November 8, 2017

Advance Notification

WSDOT sent postcards to **14,582** residents in the project area. WSDOT emailed invitations to the SR 16 GovDelivery listserv, Technical Advisory Group, and Executive Committee members. Additionally, WSDOT distributed a press release one week prior to the open house and pushed Facebook and Twitter posts through WSDOT channels.

In-Person Meeting

Overview and Purpose

WSDOT is committed to maintaining open communication with community members as the project team develops the SR 16 Tacoma Narrows Bridge to SR 3 Congestion Study. **Ninety-nine** community members attended the in-person open houses to learn about the study, where congestion is happening, why it is occurring, and what it means for future growth. Meeting participants also provided input on potential strategies to address the congestion.

Attendees were generally positive about the project and asked questions about specific congestion points of the project corridor. The most common theme we heard at the open house is that people are eager to see projects to address congestion move forward in the corridor. Participants submitted 32 comment forms and placed 85 sticky notes on the roll plots.



Project staff talk through different pinch points along the SR 16 corridor with a community member.

Meeting Format

The meeting was open house style: meeting participants could arrive at any time between 5 pm and 7 pm. There were no formal presentations; instead, people visited topic-focused stations and talked with project staff.

At each station, display boards and roll plots featured information about the study timeline, congestion points now and in the future, and project next steps. Project staff were available throughout the meeting to answer questions and explain study details. Topic-focused stations included:

- Project overview
- Project timeline and approach
 - Study goals
 - Study approach
 - Why are people getting stuck?
- Project congestion points
 - Where and when are people getting stuck?
 - Which intersections are people getting stuck at?
- What does future growth mean for travel times?
- What does this mean for future intersection congestion?
- Strategies for addressing congestion
 - Transportation Demand Management and Intelligent Transportation Systems
 - Multimodal Investments
 - Capacity
- Next steps

In addition to the in-person open houses, WSDOT offered an online open house. WSDOT posted all meeting materials for the in-person open houses to the SR 16 project online open house website.

Online Open House Overview

From October 25 through November 8, WSDOT hosted an online open house at SR16congestionstudy.com. The online open house encouraged participation from community members who were unable to attend an in-person open house. The information shared was the same as at the in-person open house.

Of the 180 people who viewed the online open house, 61 people provided input on potential strategies for addressing congestion in the corridor. WSDOT also received 23 general comments. The feedback varied widely: there was no consensus about how to address congestion along the corridor. Similarly, there was no consensus on which strategies would be most effective.

Most users accessed the site through social media, by entering the URL directly, or by referral links (e.g. through an email). All users responded in English.

Comment Summary

WSDOT accepted public comments through sticky notes and comment forms at the open house, and by mail, email, and electronically on the SR 16 online open house website.

Overall, there was a wide range of comments. Few common themes emerged about how congestion should be addressed. The following section describes key themes from the in-person open houses and online survey. Appendix A includes a transcription of all written comments received through the in-person open house and email. Appendix B includes the online survey results and comments. No comments were received by mail or phone.

The project team will use the outcomes of the in-person and online open houses, along with technical data to evaluate potential strategies for addressing congestion in the corridor.

Themes from the in-person open houses

- Better public transportation, including transit service and expanding the number of park and ride lots (13 respondents)
- Better bicycle and pedestrian paths (11 respondents)
- Increase the number of lanes for on/off ramps on SR 16, specifically at the Wollochet exit (8 respondents)
- Build a new bridge between Port Orchard and Bremerton (6 respondents)
- Better signage for zipper lanes (a convention for merging traffic into a reduced number of lanes) and right turns (4 respondents)
- Increase the number of lanes on SR 16, specifically in North Gig Harbor and Purdy (4 respondents)

Themes from the online open house comments

- Expand SR 16 to three lanes (7 respondents)
- Concerns around congestion on SR 16/SR 3 through Gorst and Bremerton (6 respondents)
- Better public transportation, including transit service and expanding the number of park and ride lots (6 respondents)
- Increase east/west access across SR 16 in Gig Harbor (2 respondents)
- Better enforcement of HOV lanes (4 respondents)
- Secure funding quickly to expedite improvements to the system (1 respondent)
- Concerns around congestion on surface streets to enter/exit SR 16 (2 respondents)
- Improvements to promote pedestrian safety in Purdy (3 respondents)
- Participants noted specific recommendations for improvements at these locations:
 - Purdy Bridge (6 respondents)
 - Wollochet interchange (4 respondents)
 - Purdy exit at SR 16 westbound (2 respondents)
 - 144th at 54th (1 respondent)

Most participants in the online open house expressed interest in the Gig Harbor and Gorst/Port Orchard segments. Respondents expressed some common preferences on potential strategies for all corridor segments:

SR 16

- Adding mainline capacity: increasing the number of travel lanes, lengthening merge-diverge lanes, building a lane between adjacent on- and off-ramps, or widening shoulders for transit use or emergency vehicles. Additional capacity can accommodate more vehicles in the short-term, but sometimes when capacity is added, it just invites more traffic volume. (41 respondents)
- Intersection design: adding capacity to an intersection to smooth traffic flow or increase the number of vehicles that can move through an intersection. Improvements to intersections can include creating a roundabout, adding turn-lanes, installing traffic signals, or creating grade separation between conflicted travel lanes. (28 respondents)
- Access to transit: adding sidewalks with curb ramps on both sides of a street and intersections, mid-block crosswalks, safe crossings near transit stops and park and ride lots, and bicycle facilities at bus stops or park and rides. (19 respondents)
- Incident management: a proactive approach to preventing and responding to incidents. Monitoring systems can detect issues early and adjust traffic signal timing, activate on-ramp meters, or make other adjustments to smooth out congestion. (16 respondents)

Appendix A – In-Person Open House, Transcribed Comments

1. **Intersection or segment area:** Purdy (1 and 2); SR 16 commute hours/jams
 - a. More transit service to Key Peninsula
 - b. Utilize park and ride(s)
 - c. Open HOV lanes on Narrow Bridge
 - i. Drivers slow approaching old bridge looking for best/fastest lane to be in. There's only 2 thru lanes to pick from! Right lane exits after bridge; appears narrower than other lanes; and traffic is slower. Few thru-traffic drivers use this lane.
 - ii. Having 3 lanes open will ease congestion before it starts.
 - iii. HOV lane is hardly used-we've all paid for those roads; let's use them wisely.
2. **Intersection or segment area:** HOV lanes "ride share"

The commuting with others "ride share" idea has been around a long time now. I don't know about Seattle area, but it is not working around here. I think the area is good, but the way to sell it to folks is lacking. We need to either improve the approach or try something new. New! Turn HOV lanes into 60 mph only lanes. This might just help with road rage from frustrated drivers too...
3. **Intersection or segment area:** HWY 16 from Wollochet to Purdy

Add a general use lane from Olympic to Purdy → one lane currently lost at Olympic
Are there any special considerations WSDOT should note? (E.g. neighborhood access, amenities, etc.) Wollochet freeway access isn't safe → inadequate
4. **Intersection or segment area:** Wollochet interchange

There is not enough room at exits to accommodate cars coming off of hwy 16. At Wollochet exit there is a need for a right hand turn lane for turning traffic.
 At the (cannot decipher) is totally stopped at light to Olympic to unable to move traffic forward coming from hwy 16 from Purdy direction.
Are there any special considerations WSDOT should note? (E.g. neighborhood access, amenities, etc.) More traffic soon at Olympic with opening of Fred Meyer
5. **Intersection or segment area:** 16 exit at Purdy

Please share your comments on what potential strategies should be used.
 Put zipper merge signage from 3-7 p.m. as we are allowed to use shoulder, but we still have drivers preventing this and straddling the center lines as to not other drivers pass (as allow by time) and have a ticket parade once a month for offenders. But I do think signs to "zipper merge from 3-7 p.m." and "violator will be fined" should help that exit is scary when backed up due to "idiot" drivers not allowing the flow. Also, paint the Purdy Bridge-Why 20 year wait on historic site?
6. **Intersection or segment area:** Wollochet Drive and HWY 16

Please share your comments on what potential strategies should be used.
 The Wollochet overpass should be widened to four lanes. And the east bound off-ramp to Wollochet needs two turn lanes-one for left turn and one for right turn. Build another overpass connecting Hunt St across the freeway for people waiting to get from one side to the other without access to the freeway. Or do the same thing to connect S 6th St. across the freeway to Soundview.

Are there any special considerations WSDOT should note? (E.g. neighborhood access, amenities, etc.) *When hwy 16 was created years ago it literally sliced Gig Harbor in half and nothing was done to relieve the congestion now it's a disaster!!!*

7. **Intersection or segment area:** *Wollochet Exit & Olympic Drive etc.*

Please share your comments on what potential strategies should be used.

Living in a community, close to hwy 16 if hwy noise continues and increases, a sound wall for residents needs to be included in any further plans. The increase in volume of cars has of course increase noise in my community of 42 homeowners harbor summit on harbor sunset lane. We feel the noise on hwy 16 decreases the value of our homes and quality of living in Gig Harbor. I am aware of other communities with the same concerns especially along the Cushman trail. Regarding congestion on exits possibly a wider (4 lane) bridge and lanes across Wollochet and change northbound on ramp to the other side of Wollochet. Encourage transit.

Are there any special considerations WSDOT should note? (E.g. neighborhood access, amenities, etc.) *A sound wall next to hwy 16 at residences.*

8. **Intersection or segment area:** *Gorst*

Divert traffic off 16 to hwy 3 across the bay (but not w warships as base)

9. **Intersection or segment area:** *Olympic and Point Fosdick*

Please share your comments on what potential strategies should be used. *Please consider an extra lane off-ramp at 56th St. next to the new Fred Meyer.*

10. **Intersection or segment area:** *Purdy*

Please share your comments on what potential strategies should be used.

The Purdy roads to SR 16 is worse than ever. It is referred to the "Purdy Place", morning and evening. This problem for 50 +years. We need relief at Purdy & SR 16 on Bremerton side across the inlet, with three lanes in both ways.

11. **Intersection or segment area:** *Wollochet overpass and on-ramps*

Please share your comments on what potential strategies should be used.

Expand the over pass to 4 lanes and rebuild the on ramps so you can be at the hwy speed when you merge.

12. **Intersection or segment area:** *Hwy 16 and I-5 Southbound*

Please share your comments on what potential strategies should be used.

Eliminate the weave and build a flyover ramp or whatever so traffic can flow smoothly without stopping to wait their turn to get through the weave starts is where traffic starts to slow and back up.

13. **Intersection or segment area:** *SR 16 from Narrows Bridge to Borgen Blvd.*

Please share your comments on what potential strategies should be used. *Please "fix" SR 16 so it has enough capacity for all the new development in Gig Harbor North. The extra cars are noticeable in the last 2 years for me, a regular, daily commuter. The cars peel off SR 16 and go thru town instead which is ruining our charming, historic downtown where I live. Soundview, Stinson & Harborview are highways now almost an extension of SR 16 during rush hour. Tell the city to stop development until the infrastructure can support it. It is reckless and irresponsible to the citizens.*

14. **Intersection or segment area:** *302 Bridge & 144th Street*

Please share your comments on what potential strategies should be used. *Possible new bridge on either 302 or 144 to access key peninsula easier.*

15. **Intersection or segment area:** *Sedgwick Road*

Please share your comments on what potential strategies should be used. *Highway 160 from Southworth ferry to hwy 16 need to be expanded to accommodate traffic widened a single lane*

in each direction isn't working!! Bethel & Sedgwick intersection has become one to avoid in the past year. Will need better access for major cross streets long lake road- banner- bethel- large roundabouts that are clearly marked need wider overpass of Sedgwick over 16-traffic over (unintelligible) gets backed up too often.

16. **Intersection or segment area:** Overall study
Please share your comments on what potential strategies should be used. *The study treats pedestrian, bicycle (and transit) as an afterthought (e.g. item 7 of overview) The only way to solve the growth problem and transportation problem is to consider vehicles, pedestrians, bicycles and transit overall as a whole complex.*
17. **Intersection or segment area:** Bremerton to Tacoma
Please share your comments on what potential strategies should be used. *Express bus service with stops in Bremerton Port Orchard at a new park and ride at Sedgwick and 16 or Tremont and 16 to Tacoma Dome. This provides a bi-directional service option with connections to link light rail, Amtrak cascades, Pierce Transit and Sound Transit.*
18. **Intersection or segment area:** Pedestrian/Bridge North- South Route from Gig Harbor/ Purdy even north to Gorst and Bremerton
Please share your comments on what potential strategies should be used. *Does right of way exist along 16 to accommodate pedestrian and bicycle traffic from the Gig Harbor ones north/south to Gorst and Bremerton. If not can a link to better (unintelligible) be accommodated (assuming Kitsap County and Port Orchard will agree to making the north-south link a priority?)*
19. **Intersection or segment area:** Gig Harbor (Olympic Dr.) to Purdy exit
Please share your comments on what potential strategies should be used. *Extend HOV lane Gig Harbor to Purdy exit. Purdy Bridge needs to be replaced or widened*
20. **Intersection or segment area:** Blank
Please share your comments on what potential strategies should be used. *Have additional HOV lanes on hwy 16 redo on ramps on hwy 16 and Wollochet drive can't enter hwy from a 10 mph ramp.*
21. **Intersection or segment area:** SR 16
Please share your comments on what potential strategies should be used. *A full on-off ramp needs to be built for this intersection (likely referring to Bethel Burley Road at Bielmeier Road) to connect SR 16 with Bethel and SR 160 (Sedgwick).*
22. **Intersection or segment area:** Hwy 16 and Bethel Road
Please share your comments on what potential strategies should be used. *Need to re-establish an exit off HWY 16, heading north, onto Bethel Road at the Bielmeier Road/Bethel Road Intersection.*
23. **Intersection or segment area:** SR 160 & SR 16
Please share your comments on what potential strategies should be used. *In 2020 when Kitsap Transit fast Ferry starts up in Southworth, what is WSDOT doing now to anticipate the potential increase in traffic on SR 160?*
24. **Intersection or segment area:** SR 3 & SR 304
Please share your comments on what potential strategies should be used. *A serious look needs to be done on a Gorst Bypass. Connect Chico area or further north on SR 3 with SR 3 sunny slope area or further west on SR 3.*
25. **Intersection or segment area:** SR 302 @ Purdy, 144th at Purdy, Sedgewick Road
Please share your comments on what potential strategies should be used.

Suggest extending right turn pocket heading south and turning right (west) onto the bridge. There is adequate paving and would only require stripping changes. The way it is, cars cannot turn until southbound light is green and then light sensors think there are no cars and turn light red too soon.

144th St. and SR 302 @ Purdy. Traffic signal is set for long delays for the times when school is let out. However it is set for too long of a delay and match time (lapses when no movement at intersection can occur. (very aggravating!))

I didn't see any mention of replacing the Purdy Bridge as to where the corridor study is or if it is even funded for completion.

Recently, Sedgewick Road was rebuilt eastward from SR 16. I realize it was probably a county road project but it accomplished nothing. Should have been widened to at least two lanes eastward past the Fred Meyer Store.

The roundabouts at Burnham Drive are congested during peak traffic times and will only get worse with all the development occurring eastward I realize it's due to City of Gig Harbor allowing so much construction traffic impacts being addressed. I can only say that we need to get more than a single driver in cars by using mass transit, carpools, park and rides, etc. - Good luck!

Are there any special considerations WSDOT should note? (E.g. neighborhood access, amenities, etc.)

Expand Purdy Park and Ride if possible

Provide park and ride on SR 302 west of Purdy Bridge

26. Intersection or segment area: Hwy 3 through Gorst Bridge

Please share your comments on what potential strategies should be used.

Although it is expensive the only long term solution is a bridge which bypasses Gorst the physics of the hairpin turn means this will always be an accident prone and reduced speed. I would love to see more transit, but given the huge decline in service over the last decade I have no hope. A bridge from Bremerton or Port Orchard to south Bainbridge is a more outside the box idea. Both would completely alter traffic patterns.

27. Intersection or segment area: Port Orchard to Bremerton and vice versa

Please share your comments on what potential strategies should be used.

After all those months of study, I'm dumbfounded that there are only 2 strategies and neither involve a bridge. My suggestion: There is already a corridor for traffic going to the shipyard through Gorst. They can continue to use Gorst corridor, with encouragement to utilize the PSNS work buses. A bridge for through traffic, avoiding the sharp curves of Gorst would at least alleviate the traffic headache for everyone else and reduce overall transit times. Specifically, the bridge should go from where 16 just before merging with 166 to hwy 3 just after the bottle neck by the Bremerton water sanitation plant. This must be paid for by tax dollars, not a toll that would defeat the entire purpose of saving time and congestion.

Are there any special considerations WSDOT should note? (E.g. neighborhood access, amenities, etc.) *Through traffic absolutely should be routed around (not through) Gorst!*

28. Intersection or segment area: Tacoma Narrows Bridge to SR 3 corridor

Please share your comments on what potential strategies should be used.

- *The biggest issue I have noticed is the ingress and egress of several on ramps and off ramps are very short. This is problematic especially when entering the freeway without time to adequately get enough speed to merge with traffic. Extending these ramps would help. Clover leaf interchanges on the Gig Harbor on/off ramps would help move traffic off freeway and prevent off-ramp acquired traffic jams. As you move from dense population to the more*

rural areas, adding a second exit lane may prove an inexpensive fix. This would be similar to the Purdy exit where it is permissible to drive on the side of the road during rush hour. Back that off ramp up a quarter mile, add a second lane to exit and get the cars off the main artery.

- Placing signs for slower traffic to stay right or stay right except to pass would be good as I frequently see slower traffic in the left lanes. This appears to be a way for some drivers to avoid the on ramps that are short and cars dropping in 10-15 at a time. It also is very effective in jamming up a lot of vehicles.
- Metering busy on ramps to stagger traffic would allow merging to occur at a more manageable pace during rush hour.
- Adding lanes would be a tremendous help as the population is increasing, traffic will increase beyond current flow, and forward planning versus what we have right now would pay off in the long run and allow for ramp adjustment increases while utilizing the current ramps.

29. **Intersection or segment area: SR 16 corridor**

Please share your comments on what potential strategies should be used.

We have lived here for 40 years and as such prioritize accordingly..... (We do not see 16 as the congestion culprit but - rather the interchanges themselves.

We "assume" that the merge mess - of 16 with I-5 North is already being addressed - alias - for the fourth time..... ?

An over-riding maintenance item of major concern: Who / what entity is responsible to "responsibly" maintain the bridge approach slabs? Like getting your teeth knocked out!!!!!!!

As prioritized:

1. *The Wollochet / Pioneer interchange has been a major congestion and safety issue for many years; and needs to be replaced.*
2. *Burnham Dr., West Roundabout, East Entrance on to 16. Entrance lane is up hill and needs to be extended for vehicles to reach 16 speed before entering same. Safety item!!!*
3. *Way too many "stupid" signage on 16!!!!!!!!!!!!!! How can a responsible and attentive driver be expected to find and read the important signage with all the local BS stupid signs????????? Again - a safety item!!!*
4. *Standing water issues on 16 overpass to Rosedale Street..... Somewhat improved, but not completely solved. Safety Item!*
5. *Westbound 16 needs over-ramp to 144th Eastbound. Currently causes more traffic issues down and into Purdy; and around Burnham East Roundabout, North Gig Harbor, and St Anthony's Hospital.*

30. **Intersection or segment area: SR 16**

Please share your comments on what potential strategies should be used.

I do not know if I can make the meeting but the traffic has greatly improved time wise it takes me about 5 minutes traveling south to get through the traffic now, but I believe a rush hour traffic control light to control the merging lanes would greatly help the Bremerton lanes Thank You for listening so well and for your service to us Gary Lanskey.

31. **Intersection or segment area: SR 16**

Please share your comments on what potential strategies should be used.

I drive that every day as I live in Gig Harbor also. Problem is going West on 16 a lot of people stay in the far right lane than all the sudden see exit for Olympic drive and quickly want to merge left

causing a bottle neck. Also they need an off ramp for Rosedale Street so many get off on City center exit and that builds up bad!!! Going into the harbor. An exit ramp would work well there as its right by the high school, would cut a lot of traffic from city center exit.

Further west on 16 is the dreaded Purdy exit wow what a mess that is and that's due to not enough lanes going into Purdy and backs onto highway 16.

Going East on 16 the City center on ramp is so dangerous merging onto 16 east towards Tacoma onto 2 lanes and a really fast merge, scary how many times I have almost gotten hit. They need 3 lanes period or the merge lane has to be longer to be safe.

32. Intersection or segment area: SR 16

Please share your comments on what potential strategies should be used.

1. Put up numerous signs on SR 16, which the left lane is for passing.

<http://app.leg.wa.gov/rcw/default.aspx?cite=46.61.100>

2. Make the HOV lanes open to all drivers during certain hours of the day.

Comments from roll plots and maps at open houses:

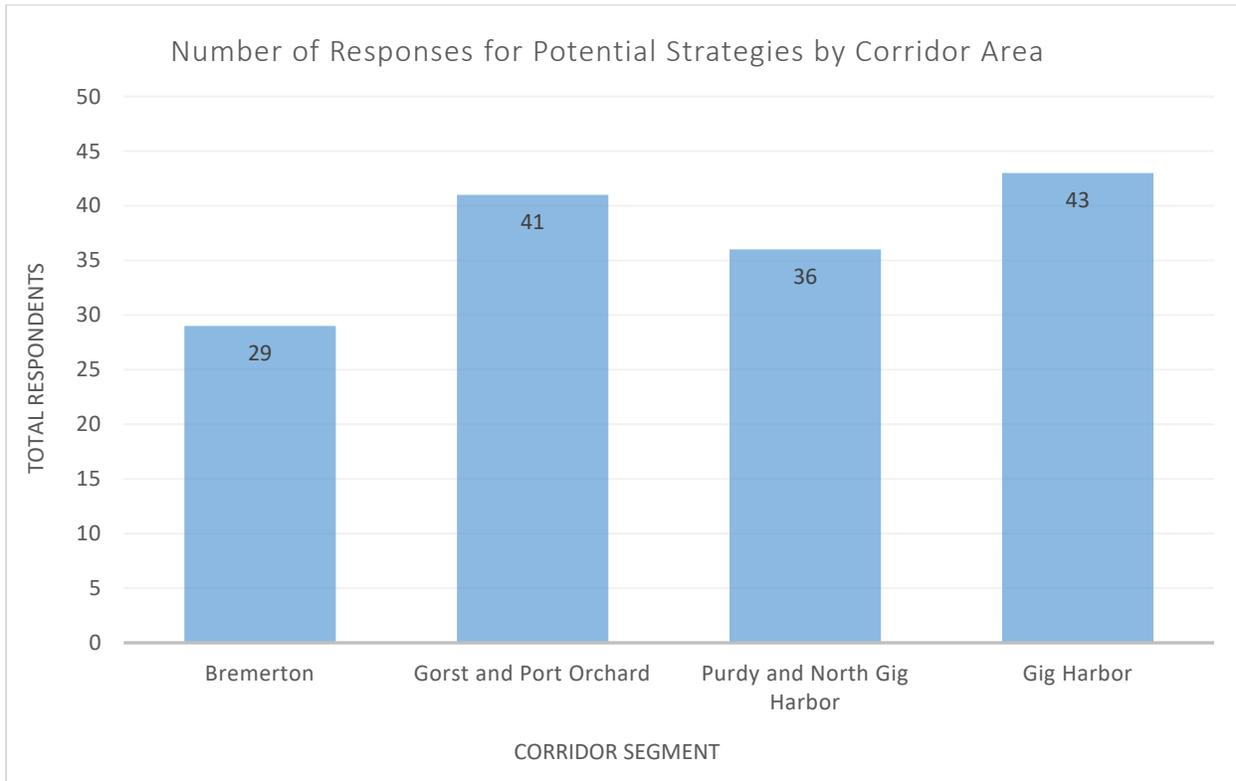
1. Wollochet on-/off- ramps geometry creates bottlenecks. Hairpin turn slows cars and join speeding traffic.
2. On Hwy 16 1 lane is lost at Olympic ☐ extend another lane (general) from Olympic to Purdy! Payment for this lane should come from general fund NOT ANOTHER TOLL!
3. Diamond on-ramp at Wollochet
4. Eastbound on-ramp to 16 at Wollochet is tight, needs longer acceleration lane.
5. Re-create the off ramp for east bound traffic off Hwy 16 to connect to new shopping center (will bypass Olympic mess) between East Bay Drive NW and Point Fosdick Rd NW
6. Schools need sidewalks to access
7. Non-motorized highway crossing of SR-16. Overpass or underpass near on-ramp by Olympic Drive interchange.
8. Not enough use of HOV lane.
9. Bike lanes exist but cross slip-lanes onto on-ramps/off-ramps with cars at high speeds near Olympic Drive interchange.
10. (Referring to Olympic Drive) EXTREMELY DANGEROUS FOR BICYCLISTS.
11. Add bike/peds crossing of 16 between 24th and Olympic and Olympic and Wollochet.
12. Currently no public transit option at all at 14th/Reid
13. Instructional signs for zipper merge.
14. HOV lanes across TNB are not heavily used, suggest opening up to all general purpose vehicles (both directions, both peak hours) [preventing lane changes on the TNB, wind gusts on bridge from beneath]
15. Change Wollochet Dr. N.W. On-ramps can't enter freeway at safe speed from 10 MPH!
16. Continue HOV lanes westbound on Hwy. 16
17. The SR-304 HOV lane is unenforceable. Remove it. Install a barrier between the middle and far right lane of SR-304 to deter lane jumpers.
18. Have this project shovel ready for the next federal infrastructure. \$\$\$\$ package. (Referring to creating a bridge from Bremerton to connect to SR 16 over Sinclair Inlet)
19. Long overdue (points to SR 3 between Port Orchard and Bremerton, over the Sinclair Inlet). The Olympic Peninsula traffic will lock us down in the near future.

20. *Bridge! Concur!*
21. *HOV enforcements (sticky note placed near Oyster Bay Ave W and National Ave W in Bremerton, likely referring to HOV lanes on SR 304).*
22. *Safe biking/sidewalks for walking along Hwy 3 / Hwy 16.*
23. *Look at travel lane configuration change from construction project. Operates more slowly post-project. (Referring to SR 3/SR 304).*
24. *New vehicle bridge connection between Port Orchard and Bremerton.*
25. *Add passenger rail in rail ROW to serve shipyard.*
26. *More signage in/around Gorst interchange – going to Bremerton (Hwys) to Belfair (Hwy 3 So.) to Bremerton Main SR 304, 310 and Poulsbo 305.*
27. *Carpool lanes might encourage fewer single occupant cars. Let shipyard vanpools get through more smoothly.*
28. *Gorst NOT reliable – flooding &???*
29. *We need a bridge to expedite the Olympic Peninsula traffic over the Sinclair Inlet!*
30. *Bridge! Concur!*
31. *Park and ride at Sidney Rd SW and SW Sedgwick Rd in Port Orchard.*
32. *Trucks, buses and Gig Harbor/Ollala folks need an off-ramp here at SR 16 and Bethel Rd SE.*
33. *Off-ramp to Bethel*
34. *More pedestrian crossings either foot bridges or marked/lit crosswalk across SR16 through Gorst*
35. *Capacity :*
 - a. *Bridge across inlet to bypass Gorst*
 - b. *Air craft carriers to double as tourist attraction*
36. *Transit/shuttle infrastructure shelters/stop needed for the last 10 years!*
37. *Please get this Purdy traffic off Hwy 16 by providing them an extra lane on pavement that's already there*
38. *Can we connect 66th Ave NW to Bethel in Kitsap County for bicycle/pedestrian traffic?*
39. *Get input from Fire chiefs about traffic back-ups. Dispatch to emergency responders about traffic conditions.*
40. *Park & ride to the north of SR 302 and to the west of Goodrich Drive NW*
41. *Sidewalks needed on 302 near high school.*
42. *Extend 144th street across channel to connect to Purdy.*
43. *Build pedestrian overpass by PHS between Goodnough Drive NW and SR 16*
44. *Limited sight distance, poor lighting, pavement parking, and inadequate reflections north of Danforth St NW and south of SR 302 in Gig Harbor.*
45. *Stacked traffic and blind corners lead to crashes here. (Referring to tight corner turn at SR 302).*
46. *Too many roll-overs and deaths. (Referring to tight corner turn at SR 302).*
47. *Needs reflectors on bridge. Needs paint/lane delineation. (Referring to SR 302).*
48. *This bridge is 2-lane and can't handle the traffic. (Referring to SR 302).*
49. *Fix the bridge and paint it, too!*
50. *Better turn lanes to businesses near Tyee Drive NW and SR 302 in Gig Harbor.*
51. *Signs educating drivers how to "zipper" drive.*
52. *Extend bike lane past hospital – very dangerous going up Canterwood Blvd. where lane ends!! (Referring to Burnham Dr NW and SR 16 intersection).*
53. *Borgen roundabout design works poorly for people walking and on bikes.*
54. *We need a massive education push on how to drive in roundabouts.*
55. *16 exit at Purdy Better zipper signs from 3-7pm – ticket abuse that straddle the center lane!!!!*
56. *Expand transit access to West with local buses and park and rides.*

57. *Use yellow school buses to supplement Pierce Transit service twice a day from the bus depot back to the Park and Ride in Gig Harbor above Vaughn Bay and below SR 302.*
58. *Add connection to Peacock Hill from 16 Vernadson & 96th St. Extend using powerline easement across the highway.*
59. *Standing water on Highway overpass at Rosedale St. Maintenance issue.*
60. *Provide Frontage Road South Bound SR16 from Wollochet Dr. to an off-ramp at Col. Bank/L store at Pt. Fosdick Dr.*
61. *Extend 3 lanes northbound of SR16 from Olympic Dr. to Purdy off-ramp.*
62. *Need pedestrian/bicycle capacity through Gorst interchange to Bremerton (from SR 3 and SR 16-160)*
63. *Need a Gorst Bypass – from Chico area to Sunnyslope area*
64. *Add bridge to extend SR 16 (referring to bridge across Sinclair Inlet)*
65. *Extend SR 3, merge lane to SR 16. Extend past Anderson Hill Road*
66. *Sedgwick consistently has heavy traffic*
67. *Tremont West off ramp should be widened by state*
68. *Construct off ramp from SR 16 West bound to Bethel Road at Bielmeier Rd.*
69. *Need on/off ramps both directions at Bethel/Burley overpass by SR16*
70. *SR16 – create off-ramp to connect to Bethel Road to relieve Sedgwick Rd.*
71. *Longlake Rd. intersection problematic b/c of sight distance issues where people cross 160 without light*
72. *Purdy Bridge backs up – too narrow for traffic load*
73. *Extend the HOV lanes on SR 16 to west of Olympic Drive NW interchange*
74. *Overpass at hunt to park & ride at Kimball.*
75. *Bring back the exit off 16 at 56th St NW/Hollycroft St (where Pro Build is). Use to be there. Would bypass 3 (traffic) lights to shopping area.*
76. *Add another lane exit at 56th near the new Fred Meyer. EB SR16.*
77. *Limit HOV lane use to 3+ or 4+ occupancy vehicles during rush hour. Bus – van, cars that are full.*
78. *Provide connection from Kitsap to Pierce transit.*
79. *Widen bridge by Bethel Rd SE and between SR 160 and SR 166 and increase on-ramps to 16.*
80. *Increase capacity of 160 to get people to 16 more smoothly.*
81. *Transits in Kitsap and Pierce Counties need to think “outside the box” for intra-county collaboration for more daily routed connections between Tacoma & Port Orchard transit centers. Working on problems for 15 years.*
82. *More/some mass transit needed (referring to Belfair region)*
83. *Bremerton to Tacoma bus service with stops at Port Orchard & Gig Harbor*
84. *It would be helpful to identify the Park & Ride and capacity for parking along the route (referring to Belfair region)*
85. *Continuous transit options from Central Kitsap/Brem to Tacoma*

Appendix B – Online Open House Survey Results & Comments

As part of the open house, people were invited to provide input on potential strategies to address congestion in the corridor. In total, we had 61 people participate. Participants could provide input on potential strategies for multiple corridor segments. The total commenters by segment were:



The top two potential strategies for each segment are listed below.

Bremerton

1. Access to transit (6 respondents)
2. Adding mainline capacity (3 respondents)

Gorst and Port Orchard

1. Intersection design (10 respondents)
2. Adding mainline capacity (tie, 9 respondents)
2. Access to transit (tie, 9 respondents)
2. Incident management resources and monitoring systems (tie, 9 respondents)

Purdy and North Gig Harbor

1. Adding mainline capacity (14 respondents)
2. Intersection design (tie, 5 respondents)
2. Operational improvements: emergency shoulders (tie, 5 respondents)

Gig Harbor

1. Adding mainline capacity (15 respondents)
2. Intersection design (12 respondents)

Participants also had the opportunity to leave additional feedback at the end of the online open house. Below are the transcribed comments received, organized by corridor segment.

- Bremerton
 - Enforcing the passing lane law would be of some help!!! Hummmm. Has nothing to do with slow drivers in the passing lane, while driving along side or diagonal of another vehicle. Holding back traffic while cruising at the same speed as the other driver....!!!!????? While No one is in front of either of them!!!! This is like this even on I 5. Not saying it will alleviate the congestion problem but it certainly would help!
 - Please look at locations for viable park and rides to assist transit in providing service.
 - Bridge the route between hwy 16 and hwy 3 to skirt Gorst, I know this does not seem popular, however traffic would move quicker and smoother. Gorst's business would not take that much of a hit, everyone knows who is there. My main concern in this area is, there has been several deaths traveling hwy 3, navigating over to hwy 16. I believe a bridge over the inlet would alleviate a tremendous part of this problem.
 - A park and ride is needed (*SR 16 Westbound*).
- Gorst and Port Orchard
 - Bypass Gorst with bridge.
 - Please look at locations for future park and rides to assist transit in providing service.
 - Access control (*SR 16 Westbound*).
 - Additional on-off ramps (Bethel Rd.).
 - Park and ride location study is needed (*SR 16 Eastbound and Westbound*).
 - Add another lane making it three lanes instead of two (*SR 16 Westbound*).
 - Build a bridge that bypasses Gorst! Not only would that improve traffic, it would also improve the amount of carbon emissions from all that traffic taking extra time through the Gorst area.
 - A way to get to Bay Road on a bicycle (*SR 3 & SR 16/W Sam Christopherson Ave*).
- Purdy and North Gig Harbor
 - Traffic from Kopachuck, Rosedale, Artondale and Crescent Valley needs to be kept out of Bergen, Downtown Gig Harbor and Olympic/Pt Fosdick. A westbound off ramp at Rosedale and an eastbound on ramp would kept traffic off Stinson/Rosedale and Olympic/Pt Fosdick. Also on and off ramps at the 144th St overpass would ease traffic to Crescent Valley and Ollala as well as the Purdy off ramp.
 - Once a person exits Hwy 16 WB at the Purdy exit, two lanes should open near Goodnough Dr. There only needs to be one lane from Purdy to Hwy 16 eastbound.
 - Bypass and close Purdy Bridge (*SR 302 Spur/Purdy Dr NW & 144th St NW*).
 - Additional on-off ramps at 144th Street.
 - By pass Purdy Bridge (*SR 302 Spur/Purdy Dr NW & SR 302*).
 - Re-locate SR302 along the 144th street plane across Burley Lagoon.

- Overpass or tunnel to the Cushman Trail would also connect Purdy and 302 neighbors to local shopping in Gig Harbor North and on Purdy Drive. Purdy Dr needs a pedestrian crosswalk so business and beach can be accessed safely. Speed limit needs to be lowered on Purdy Drive to 35mph. Additional traffic light at both ends of Goodnough Dr with pedestrian crosswalks. SR16 exit added at Pine Rd to take burden off of Purdy Bridge.
- Add another lane for those heading to the bridge. To do this, remove one of the two lanes heading EB to Hwy 16 EB (*SR 302/Purdy Dr NW & Goodnough Dr NW*).
- Bypass Purdy Bridge (*SR 302/Purdy Dr NW & Goodnough Dr NW*).
- Additional on-off ramps at 144th street (*SR 302/Purdy Dr NW & Goodnough Dr NW*).
- Pedestrian/bike crosswalks. Traffic lights on Goodnough and 302 (Purdy Drive). Slower speed limit on Purdy Drive. You shouldn't just re-name an old road like Purdy Drive and call it 302 so you can treat it like a highway! It has homes and businesses on it. People need safe access.
- Build 3rd lane as Exit Only connecting WB16 Burnham to Purdy Drive exit.
- Gig Harbor
 - Over pass in Gig Harbor at Hunt Street.
 - City street crossing of SR 16.
 - Make the merge lane much longer (*SR 16 Eastbound, Westbound, and Stinson Ave/SR 16 WB Ramp & Pioneer Way*).
 - On/Off ramps at Rosedale overpass.
 - End the HOV lane before the narrows begins. The congestion that builds with the HOV lane being unable to be used by a regular motorist and the ending of lanes is crazy. It's very obvious how many people take their chance by illegally using the HOV (*SR 16 Westbound*).
 - This on ramp is too sharp and too short. It's impossible to calculate the onset of cars on the freeway and impossible to be up to speed to merge onto Hwy 16 safely (*Stinson Ave/SR 16 WB Ramp & Pioneer Way*).
 - Replace circular on ramp with in line directional ramp (*Stinson Ave/SR 16 WB Ramp & Pioneer Way*).
 - Complete redesign (*SR 16 EB Ramp & Pioneer Way*).
 - Replace the circular ramp with a direct lane (*SR 16 EB Ramp & Pioneer Way*).
 - Make turn lanes from Hunt onto Wollochet both lanes as well as turn signals going left onto Wollochet.