

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 104/SR 307: West Access to WSF (Kingston Ferry Terminal)*

The 15-mile long corridor in Kitsap County is comprised of two segments which converge, forming a wye. The first segment runs along State Route 104 travelling between the SR 104/SR 3 intersection, located immediately east of the Hood Canal Bridge, and the holding area for the Kingston Ferry Terminal. The second segment runs along SR 307 running between Poulsbo at the SR 305 junction and the SR 104 intersection. Additionally, there is a .3-mile couplet in Kingston. The character of the corridor is primarily rural with some large lot homes and residential developments scattered throughout. The area along the corridor is primarily undeveloped with a significant amount of forested area. The eastern and western ends of the corridor, near Kingston and Poulsbo respectively, are more urban in character with small concentrations of residential, commercial, and industrial land uses. The corridor passes through rolling terrain and forested land.



**Current Function**

SR 104 runs east-west connecting the eastern Olympic Peninsula, Kitsap Peninsula, and central Puget Sound region and includes the Kingston-Edmonds Ferry Route. SR 307 travels within Kitsap County, providing a direct connection between Poulsbo and SR 104. The corridor provides direct access to the communities of Port Gamble, Kingston, and Striebels Corner, where SR 104 connects with SR 307 and provides the primary regional link to the Edmonds/Kingston Ferry Route. The corridor serves many transportation system functions such as ferry and commuter traffic, weekend and recreational traffic, and local rural access traffic. The primary traffic generator for the corridor is the Seattle Metropolitan Area due to the large concentration of jobs. The corridor also acts as gateway to the Olympic Peninsula and its natural and recreational resources for travelers from the central Puget Sound area and other parts of the state through its connection to the Hood Canal. The corridor is identified as a priority service route for Kitsap Transit. Pedestrian and bicyclist use is restricted to shoulder use on most of 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

This segment of SR 104 and all of SR 307 is a largely two-lane, undivided, signalized highway that expands into four eastbound lanes and a westbound couplet at the Kingston Ferry Terminal. From the SR 104/307 junction onward, the route often includes a center turn lane and sometimes a right turn lane as well. The annual average daily traffic on this corridor ranges from a high at the SR 305/307 junction in Poulsbo to a low at the convergence of mainline SR 104 and the SR 104 couplet in Kingston.

### What's working well?

- About 95% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has a low climate change vulnerability rating.
- The holding area for backups at the Kingston Ferry is performing per WSDOT Ferries' expectations.
- There is extensive transit service on the corridor.

### What needs to change?

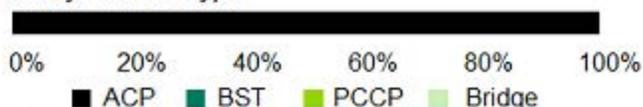
- Over 71% of the corridor experiences significant congestion on a regular basis.
- The SR 305/307 and SR 104/307 intersections operate well below the posted speed limit.
- There are two fish passage barriers present on the SR 307 section of the corridor.
- There are no shared-use trails available on the corridor; walking and bicycling is restricted to shoulder use.

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

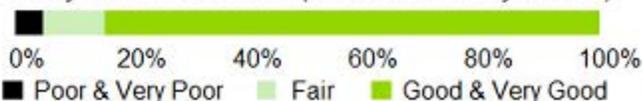
High	Low	
18,867	2,944	Annual Average Daily Traffic (AADT)
7.1%	2.5%	Bus/Truck Percent
34.23		Number of Lane Miles
10		# of Signalized/Stop Controlled Intersections
\$9,758,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

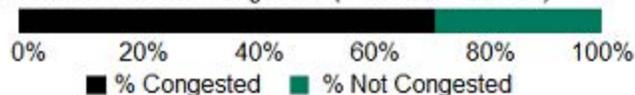


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	38.1% Passable	61.9% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	5 BMPs	Retrofit Prioritization in progress
0.9	% of Corridor with high potential for increased Climate Impacts	
2	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 expressed a desire to increase the capacity and frequency of ferry service while also mitigating its impact on mobility on the corridor.
- Kitsap County would like to ensure there is access and support for planned shared-use trails on the corridor.
- There are mobility issues regarding Port Gamble Road NE, which connects SR 104 and SR 307 prior to the actual junction.
- Desire for intersection control improvements at several junctions along the corridor due to increased traffic volumes from residential and commercial development.
- Development of park and ride lots to reduce summer ferry queuing.

## 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 one Safety Investment action in the next six years encompassing 35% 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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SR 307 is an urban and rural commuter route. It is part of a key interregional link between Kitsap Peninsula and Central Puget Sound via the Kingston-Edmonds Ferry Terminal.

This segment experienced one to two hours of daily congestion in 2015. There was also up to seven hours of congestion at the SR 305/SR 307 intersection.

### Corridor Segment Characteristics

- SR 307 is typically a rural two-lane facility with a posted speed of 35 mph for the first 1.15 miles and 50 mph for the remaining 4.10 miles in rolling terrain (SR 305 to SR 104).
- The Freight and Goods Transportation designation was T-3 from SR 305 to SR 104 with 1,530,000 in annual tonnage and 540 average annual daily trucks (3.5%) in 2017.
- The annual average daily traffic volumes ranged from a low of 12,000 after the Gunderson Rd-Stottlemeyer Road intersection to a high of 18,000 near SR 305.

### Contributing Factors

- There are three signals within this segment which reduce mainline capacity (SR 305, Gunderson Road-Stottlemeyer Road, and SR 104).
- SR 307 is an alternative route to either Kingston or Bainbridge Island ferries during incidents on SR 104, SR 305, and the marine crossings.

### Mobility Strategies:

#### Operational Improvements

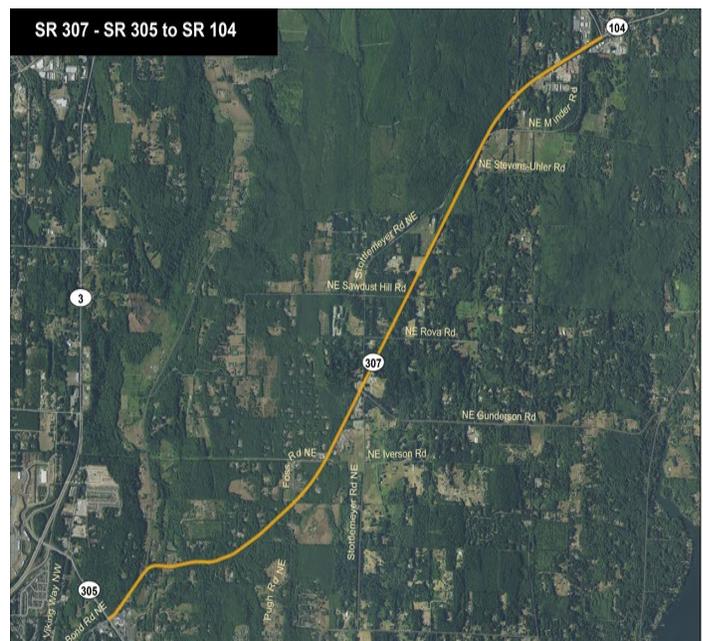
- Evaluate improving sight distance south of NE Gunderson Road near a topsoil company.
- Evaluate adding signage northbound for left turns ahead to provide early warning.

#### Demand Management

- Study Sound to Olympics Trail for bicycle and pedestrian use in order to provide mode options (within WSDOT right-of-way located west of and parallel to SR 307 into Port Gamble Vicinity).

### Further Study

- Study options to reduce congestion at the SR 305/SR 307 intersection.
- Evaluate left turn channelization on SR 307 into a development near the SR 305/SR 307 intersection to reduce congestion.
- Consider intersection controls at SR 307/Pugh Road NE-Foss Road NE and at SR 307/Big Valley Road NE to reduce queuing.
- Study development of a park and ride lot near SR 104/SR 307 Intersection to reduce summer ferry queuing.
- Study the SR 104/Lindvog Road in Kingston where a remote lot/park and ride lot was a prior consideration for the development park and ride.
- Study the potential impacts of the Kingston fast ferry, private development, and traffic growth along SR 307 and develop options to manage congestion.
- Evaluate left turn lane (and right turn lane) channelization at major intersections to reduce congestion.
- Study widening option on the entire corridor as a last resort to reduce congestion.



This segment of SR 104 is an urban and rural commuter route that serves as a key interregional link between the Olympic and Kitsap Peninsulas and the Central Puget Sound while providing access to the Kingston-Edmonds Ferry Terminal.

This segment typically experienced one hour of daily congestion each weekday in 2015.

### Mobility Strategies:

#### Operational Improvements

- Create a vehicle reservation system for the Kingston –Edmonds ferry route to reduce queuing.

#### Demand Management

- Explore possibility of building a Park and Ride lot at SR 104 and Bond Road (SR 307) to encourage mode options.
- Consider a pedestrian crossing at Port Gamble Forest Heritage Park trailhead to provide a pedestrian linkage between the two offset parking areas.

#### Further Study

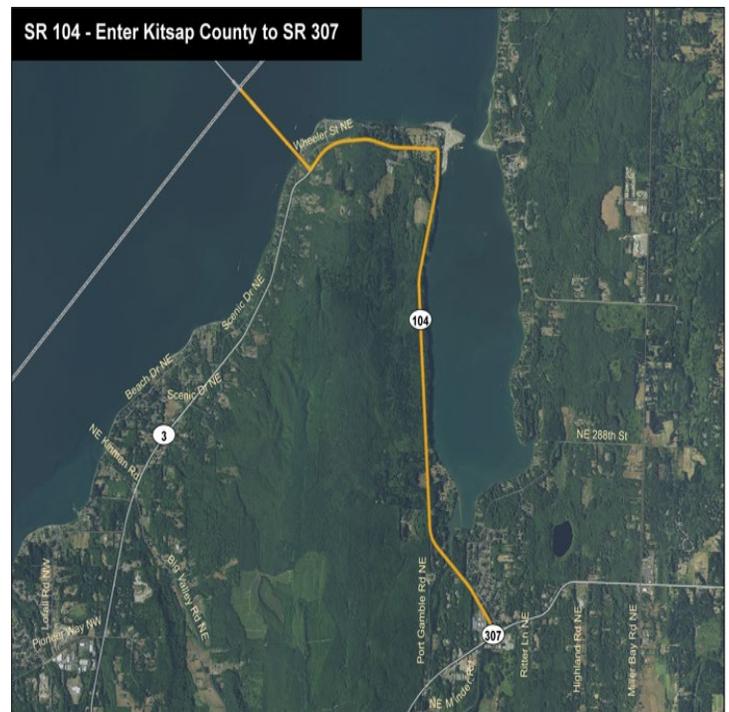
- Study extending Sound to Olympics Trail to SR 307 and into Port Gamble to encourage mode options.
- Explore possible improvements to the intersection of SR 3/SR 104 for efficiencies.
- Investigate feasibility of new intersection control at SR 307/SR 104 to reduce queuing.
- Study network improvements to reduce travel time near Port Gamble.

### Corridor Segment Characteristics

- SR 104 is a rural two-lane facility with posted speeds ranging from a low of 40 mph on the Hood Canal Bridge to a high of 50 mph east of Port Gamble. In Port Gamble the posted speed is 25 mph and SR 104 is in rolling terrain between SR 3 and SR 307.
- The Freight and Goods Transportation designation was T-3 from SR 3 to SR 307 with 1,050,000 in annual tonnage and 300 average annual daily trucks (4.9%) in 2017.
- The annual average daily traffic volumes ranged from a low of 5,800 in Port Gamble to a high of 18,000 on the Hood Canal Bridge in 2016.
- Kitsap Transit created a passenger-only Fast Ferry service between Kingston and Seattle in 2018.

### Contributing Factors

- Opening and closing of the SR 104 Hood Canal Bridge generates queuing on SR 104 Westbound.
- Low posted speed and tight horizontal curves in Port Gamble cause queuing behind trucks and recreational vehicles with slower acceleration.



This segment of SR 104 is a rural commuter route. It is a key interregional link between the Olympic and Kitsap Peninsulas and to Central Puget Sound via the Kingston-Edmonds Ferry Terminal.

This segment experienced one hour of daily congestion each weekday in 2015.

### Mobility Strategies: Operational Improvements

- Explore possibility of vehicle reservations for ferry customers between Kingston and Edmonds.
- Consider a right turn lane southbound on Hansville Road NE for traffic turning onto SR 104.

### Demand Management

- Study Sound to Olympics Trail for bicycle and pedestrian use (Kingston to Hood Canal Bridge).

### Further Study

- Study development of park and ride lots/remote holding lot at nearby SR 104/Lindvog Road to reduce summer ferry queuing (another location for park and ride consideration is near the SR 104/SR 307 intersection).
- Evaluate SR 104 eastbound left to northbound Hansville Rd NE to reduce queuing.
- Consider intersection control at nearby SR 104/Parcells Road NE-Barber Cut Off Road NE to reduce queuing.
- Consider intersection control at nearby SR 104/Highland Road NE to reduce David Wolfle Elementary School congestion.
- As a final option, study widening SR 104 in the east bound direction between SR 307 and Hansville-Miller Bay intersection.

### Corridor Segment Characteristics

- SR 104 is a rural two-lane facility with a posted speed of 45 mph in rolling terrain.
- The Freight and Goods Transportation designation was T-3 from SR307 to Kingston Ferry with 2,100,000 in annual tonnage and 580 average annual daily trucks (4.6%) in 2017.
- The annual average daily traffic volumes ranged from a low of 13,000 before Parcels Road NE to a high of 16,000 east of SR 307 in 2016.
- Kitsap Transit created passenger-only Fast Ferry service between Kingston and Seattle in 2018.

### Contributing Factors

- There is one signal within this segment which reduces mainline capacity (Hansville Rd NE-Miller Bay Rd NE).
- High traffic volumes combined with heavy turning movements (eastbound left, southbound left, and southbound right turns) at the SR 104/Hansville-Miller Bay intersection reduce capacity.



## For more information

To find out more information about this corridor or how to get involved, please contact:

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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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