

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 305: West Access to WSF (SR 3 to Bainbridge Ferry Terminal)

This 14-mile long northwest-southeast corridor in Kitsap County is located between the State Route 3 junction, near the city of Poulsbo, and the Washington State Bainbridge Ferry Terminal. The corridor is primarily rural in character with low-density residential land uses and open space evenly distributed, particularly on Bainbridge Island. The northern and southern ends of the corridor become denser near Poulsbo and the Bainbridge Ferry Terminal. These sections of the corridor are characterized as more urban with heavy commercial and residential use. The corridor follows the north shore of Liberty Bay, passes over Agate Pass, and crosses Bainbridge Island. The corridor also passes through the Port Madison Tribal Reservation, which is located between the north side of Agate Pass and Seminole Road. The Suquamish Clearwater Casino Resort is located within the reservation boundaries adjacent to the SR 305/Suquamish Way intersection near the north end of the Agate Pass Bridge. Throughout its length, the corridor passes through rolling terrain.



Current Function

SR 305 connects Bainbridge Island, Poulsbo, and SR 3 on the Kitsap Peninsula. The corridor provides the only land link to Bainbridge Island and is a priority service route for the Kitsap Peninsula. The corridor also provides access to Seattle by the Bainbridge Island/Seattle Ferry Route. The corridor serves a variety of traffic needs, primarily ferry and commuter trips, as well as weekend and recreational excursions. Major traffic generators for the corridor include downtown Seattle, commercial centers in Bainbridge Island and Poulsbo, and recreational opportunities on the Kitsap Peninsula. Numerous retail and commercial activities are directly adjacent to the roadway in the Poulsbo area and hve direct access to the highway. Additionally, multiple park and rides, a transit center, the Port of Poulsbo, and WSDOT's Eagle Harbor maintenance facility are along the corridor. There are sidewalks in Poulsbo and near the ferry terminal, a shared use trail in Bainbridge Island, and shoulder use between the cities for pedestrians and bicyclists.

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

From the SR 3/SR 305 interchange, the corridor is a four-lane, undivided, signalized highway that becomes two lanes with two HOV lanes and a center turn lane through Poulsbo. Upon leaving Poulsbo, the HOV lanes end and the corridor occasionally expands to include a center or right turn lane. The route again becomes four lanes approaching the Bainbridge Ferry Terminal. The annual average daily traffic on this corridor ranges from a high at the Bainbridge Ferry Terminal to a low at the SR 3 junction.

What's working well?

- All surveyed pavements on the corridor are in fair or better condition.
- There are no chronic environmental deficiencies or habitat connectivity issues on the corridor.
- Kitsap Transit provides extensive fixed-transit services and the Poulsbo Transfer Center is well-used.
- HOV lanes, lane management, and signal coordination are utilized to manage traffic in the corridor.

What needs to change?

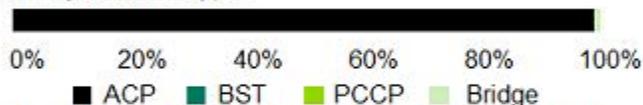
- About 58% of the corridor experiences congestion on a regular basis.
- There is a missing link in shared-use facilities from the SR 3/SR 305 interchange to NE Vineyard Lane in Winslow.
- Mobility is an issue at the Winslow intersection close to the Bainbridge Ferry Terminal.
- Fish passage barriers are present on the corridor.

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

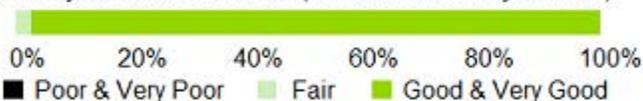
High	Low	
35,477	5,351	Annual Average Daily Traffic (AADT)
6.0%	2.8%	Bus/Truck Percent
32.41		Number of Lane Miles
14		# of Signalized/Stop Controlled Intersections
\$51,331,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

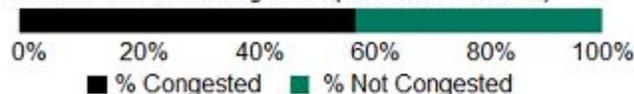


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	34.8% Passable	65.2% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	6 High Priority Miles
Stormwater Treatment	20 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
3	Wetland Mitigation Locations	
1	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:

- A couple of partners expressed concern about the large volume of traffic using Bainbridge Island neighborhood streets as alternate routes to bypass congestion on SR 305.
- A desire to explore ways in which to increase fixed-route transit usage and mobility of pedestrian and bicyclist traffic on the corridor.
- Concerns were expressed over signalization timing at major intersections and lack of signalization at other intersections along the corridor.
- The City of Poulsbo is concerned with the lack of ADA pedestrian facilities within the city limits.
- A study which was completed on SR 305 has identified various intersection improvements that are funded for construction through Connecting Washington funds.

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>
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>
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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>
Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 85% 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 305 is an urban and rural commuter route. This segment passes through and between Bainbridge Island and Poulsbo running near local communities (Indianola and Kingston) and Tribal lands (Port Madison Suquamish Indian Reservation and Suquamish Clearwater Casino Resort).

This segment experienced up to 15 hours of daily congestion with queuing at signalized intersections. Queuing occurs in the PM peak period with ferry platooning at signals causing long back ups.

Corridor Segment Characteristics

- SR 305 ranges from 30 mph to 50 mph and functions as a two-lane facility between High School Rd in Winslow to the city of Poulsbo. In Poulsbo, the corridor functions as a five-lane facility (with center two-way left turn lane). It is an urban facility on Bainbridge Island and in Poulsbo.
- The Freight and Goods Transportation designation was T-3 from Winslow Ferry Landing to SR 307 with typically 1,950,000 in annual tonnage and 720 average annual daily trucks (3.3%) in 2017.
- The Freight and Goods Transportation designation was T-2 from SR 307 to SR 3 with 4,010,000 in annual tonnage and 1,400 average annual daily trucks (4.1%) in 2017.
- The annual average day traffic ranged from a low of 5,300 at the Winslow Ferry Landing to a high of 36,000 near the SR 3 interchange.

Contributing Factors

- SR 305 experiences high mainline volumes at the existing signal systems.
- Ferry platooning creates queuing at signalized intersections on Bainbridge Island (Madison Ave, Manitou Beach-Sportsman Club, and Day).
- High occupancy vehicles in the peak periods sharing lanes with vehicles making right turns in Poulsbo is a potential source of congestion.

Mobility Strategies:

Operational Improvements

- Evaluate sidewalk bulb-outs within Poulsbo that are reducing or blocking shared shoulder for bicycles.
- Coordinate signals on Bainbridge Island for efficiency.
- Upgrade overhead loading for passengers at Washington Ferry Terminal for efficiency.
- Improve dilemma zone detection for bicycle and motorcycle in Poulsbo (SR 3 to Hostmark St).
- Transit signal priority at signalized intersections in Poulsbo.
- Lengthen turn lane storage at signalized intersections in Poulsbo to reduce congestion.
- Shift High Occupancy Vehicle lanes to inside lanes in Poulsbo for efficiency.
- Implement traffic calming strategies at the Poulsbo entrance for efficiency to reduce speed.
- Consider “no right turn on red” from side streets on Bainbridge Island north of Day Road to break up ferry platooning and provide breaks in traffic to reduce congestion.

Demand Management

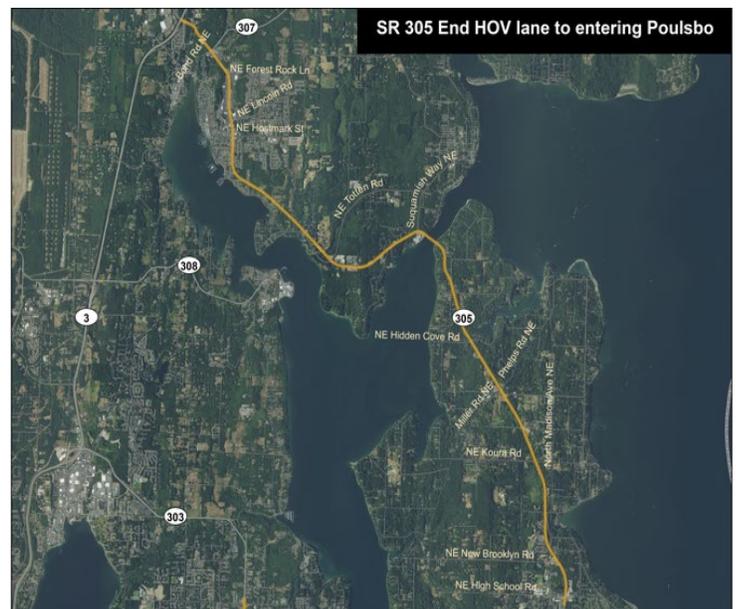
- Implement a new transfer center with park and ride lot north of SR 305 off Viking Way to encourage mode shift.
- Explore opportunities to improve efficiency for transit to reduce single occupancy vehicle trips.
- Kitsap Transit is considering double decker buses or adding more buses to provide 15-minute service on Bainbridge Island to reduce congestion.
- Add pedestrian crossings in Poulsbo to encourage pedestrian use and reduce vehicle trips.
- Add bike and pedestrian facilities to connect bus stops to side streets and mainline.
- Implement access control at Agatewood Road, Reitan Road and Adas Will Lane, Seabold Road, Seminole Road, and Bond Road (SR 307) for efficiency.
- Access control between Hostmark St and Lincoln Road for efficiency.

Policy Change

- Implement transit policy for in-line stops on SR 305 mainline near major intersections to address queuing caused by buses.

Further Study

- Study Agate Pass Bridge for type, size, and location for a new structure to reduce congestion.
- Look into Sound to Olympics Trail to encourage mode shift.
- Develop options for addressing congestion.
- Study fish passage issues near Suquamish Way intersection.
- Examine intersection control at multiple locations to reduce congestion.
- Study alternate route from Madison Ave NE to Hidden Cove Rd to reduce congestion.
- Evaluate northbound/southbound transit queue jumps at signalized intersections to improve efficiency.
- Study access under the south side of Agate Pass Bridge for local residents to improve efficiency.
- Study SR 305/Bond Road intersection to reduce congestion.
- Study options between Day Road and Agate Pass Bridge to reduce congestion.
- Study providing two-way left turn lane for driveways and unsignalized intersections to reduce conflict points.
- Explore feasibility of passenger ferries to reduce congestion.
- Consider third ferry at peak times between Bainbridge Island and Seattle.
- Evaluate adding High Occupancy Vehicle lanes between Hostmark Street and Johnson Street to reduce congestion.



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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