

## Kitsap SMART Corridor

### *Corridor Description*

The Kitsap **SMART** Corridor encompasses all of Kitsap County, which is located west of Puget Sound on the Kitsap Peninsula. The corridor is bordered to the west by Hood Canal, to the east by Puget Sound, and to the south by Pierce and Mason counties.

Kitsap County has a combination of urban, suburban, and rural areas. Bremerton is the major population center in Kitsap County and is also a designated regional growth center. There are a variety of suburban and rural communities as well, including Bainbridge Island, Kingston, Port Orchard, Poulsbo, and Silverdale.

The corridor includes industrial activity centers and other major trip generators that affect travel patterns. Industrial activity centers in the corridor include the Puget Sound Naval Shipyard, which is located in Bremerton, and the Bangor Naval Base, which is located in the northern part of the county, west of Poulsbo. Ferry terminals at Bainbridge Island, Bremerton, Kingston, and Southworth are major multimodal transfer points and link Kitsap County with King and Snohomish counties.

Major employers in the corridor include:

- U.S. Navy
- Harrison Medical Center
- Public School Districts
- Olympic College
- Kitsap County

<b>2009 Population Estimate:</b>	<b>248,000</b>
<b>2009 Covered Employment Estimates</b>	
Metropolitan Cities: Bremerton	27,723
Core Cities: Silverdale	10,451
Larger Cities: Bainbridge Island	-
Smaller Cities: Poulsbo, Port Orchard	11,368
Unincorporated Urban:	11,349
Rural:	13,169
<b>Total:</b>	<b>74,060</b>

### *Existing Congestion and Mobility Conditions*

**Roadways:** The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- SR 16 at SR 160 and SR 3
- SR 3/ SR 304 interchange
- SR 305 from Military Rd north across Agate Pass bridge

Arterials identified by the Regional Traffic Operators Committee as key arterials for freight, transit, high volume/capacity ratio and alternate route to the interstate are:

- SR 304/303 from SR 3 to the Bremerton Ferry Terminal (KT 1)

**Pavement Conditions<sup>9</sup>:** The following are the pavement condition index (PCI) scores for the Kitsap **SMART** Corridor.

Condition	PCI Range
Excellent	89-100
Good	67-88
Fair	49-66
Poor	21-48
Fail	<20

Jurisdiction	2008 Weighted Avg.* Jurisdiction PCI
Bremerton	67.8
Bainbridge Island	70.7
Port Orchard	71.8
Poulsbo	60.3
Unincorporated Kitsap County	84.4
Kitsap County Weighted Average*	80.3
* weighted by length of roadway segment (ft)	

**Roadway Safety:** PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, *Target Zero*. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

**Ferries:** There are four primary ferry routes that serve Kitsap County:

- Edmonds/Kingston
- Seattle/Bainbridge Island
- Seattle/Bremerton
- Fauntleroy/Southworth/Vashon Island

There currently are two Kitsap Transit Foot Ferry services across the Sinclair Inlet:

- Port Orchard/Bremerton
- Annapolis/Bremerton

**Transit:** Kitsap County is the Public Transportation Benefit Area (PTBA) for Kitsap Transit. Sound Transit does not operate service in Kitsap County. Kitsap Transit (KT) provides 45 bus

<sup>9</sup> Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction's entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.

routes for a total ridership of 3,913,840 annually in 2006, including foot ferry service across the Sinclair Inlet between Bremerton and Port Orchard. KT operates transit centers in Bremerton, Poulsbo, and Kitsap Mall and at five ferry terminals. KT also operates 20 park-and-ride lots with 2,819 spaces with 180 bus shelters. Transit service achieves a 28% mode share at rush hour on SR 305 from Bainbridge Island Ferry Terminal to Poulsbo.<sup>10</sup> Due to sales tax revenue shortfalls, KT eliminated all Sunday service in 2009 and projects future shortfalls should the recession continue.

### Transit Congestion<sup>11</sup>

In 2006, Kitsap Transit experienced roadway congestion on SR 305 from Poulsbo to Bainbridge Island in the AM peak for several of its three bus routes, particularly when re-entering the travel lane from a bus pullout. SR 305 is also highly ranked by WSDOT for high levels of general roadway congestion. Traffic from Silverdale to Bremerton causes the same types of transit congestion, resulting in longer transit travel times for the four bus routes operating on SR 303. Traffic from Silverdale to Bremerton on SR 3 is fine; it is a separated grade, four-lane highway. Traffic congestion affects transit movements at shift change for the Bremerton Shipyards on SR 303, SR 304 and along Kitsap Way. Additionally, arterial congestion on Sidney Avenue, Harrison Avenue, and SR 166 (Bay St) in Port Orchard delays transit movements to and from the transit center.

**Special Needs Transportation:** To provide the most options to people with special transportation needs, Kitsap Transit provides many hourly fixed-routes with ADA accessible vehicles. For those individuals who are physically unable to use the fixed-route transit service, Kitsap Transit's Access Service provides door-to-door or curb-to-curb transportation to the elderly and those with a disability to doctor's appointments, shopping, visiting friends, or any other destination within Kitsap County. In addition, women who are in their last trimester of pregnancy and determined to be "high risk" by their physician, people who are age 80 years of age and older with no disabilities, people who are between the ages of 60 and 79 and who are considered to be "transportation disadvantaged" are eligible for Conditional Access services until such time as an effective feeder or fixed-route service is established. Kitsap Transit's Worker-Driver bus routes also provide mobility access to low-income populations to travel the last mile to work from the ferry system. As part of the regular fixed route system, KT has specially marketed and identified "Ferry Take Home Buses" that are timed to meet the ferry and deliver people to their home in Bremerton. They are open to the public, not restricted to special needs, but fully ADA accessible. Through a combination of the vanpool and paratransit services, Kitsap Transit offers Vanlink—vans given to agencies or group homes to transport special needs populations on a regular basis or for special events (such as Special Olympics). The agencies provide the drivers rather than Kitsap Transit.

Paratransit Services (PSI), headquartered in Bremerton, provides transportation for medically needed Medicaid and Medicare trips in the Kitsap Peninsula and Mason County, along with the

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<sup>10</sup> 2006 WSDOT Summary of Public Transportation

<sup>11</sup> This information was collected in close consultation with the regional transit agencies in 2008 and 2009.

required ADA paratransit services for Snohomish and Pierce counties. Due to the rural nature of most of the peninsula, numerous community organizations provide door-to-door volunteer driver services, along with Kitsap Transit's Vanshare program. The limited bicycle and sidewalk networks outside of the urban centers and state routes limit access for mobility-impaired individuals outside of their homes. Another option for individuals with special transportation needs who are employed is the telework program by the Kitsap Regional Coordinating Council (see TDM Programs).

**TDM Programs:** Kitsap County contains a number of Commute Trip Reduction sites that are primarily located in Bremerton and the northern portion of the county. Kitsap Transit offers a variety of additional services including vanpools, guaranteed ride home, and an innovative worker/driver program targeted towards employees of the Puget Sound Naval Shipyard and Naval Station Bremerton. This service uses 28 buses to transport up to 30 passengers each to and from work each day. Throughout 2008 and 2009 the Kitsap Regional Coordinating Council implemented a pilot telework program with the goal of providing a toolkit for employers to expand the use of telecommuting in the region. That toolkit is currently available online at <http://www.teleworktoolkit.com/>.

**Transportation System Management and Operations:** Many county traffic signals are synchronized and coordinated, particularly in Silverdale. The city of Bremerton has installed Opticom for transit signal priority (TSP) within the city limits. Additionally, Opticom/TSP has been installed along SR 305 to the Bainbridge Island Ferry Terminal. Kitsap County is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card.

**Bicycle and Pedestrian Facilities<sup>12</sup>:** Bicycle travel options in this corridor have improved greatly in recent years. Kitsap County's active shoulder-paving program has added over 45 centerline miles of shoulder paving, meeting minimum AASHTO width of 4 feet or more. Many recent road projects have added 6- to 8-foot paved shoulders. Additionally, Kitsap County now posts bike route signs along some north-south and east-west corridors for a total of 26 miles of continuous network. On-road facilities include shoulders of state highways with high traffic volumes and speeds, and county roads with varying degrees of adequate shoulder widths.

Presently there are only two separated, multi-use paved bike/ped trails within Kitsap County. The 1.4-mile Clear Creek Trail runs northbound from the Silverdale Gateway Rotary Park following SR 3 to the Trigger Avenue Interchange. The second separated, multi-use paved bike/ped trail is approximately 1+ mile long and lies within the White Horse development. There are two other separated systems currently under design. The first is the Miller Bay Rd. separated trail (1-mile) beginning at the intersection of Miller Bay Rd. and Indianola Rd. that will connect to the North Kitsap Heritage Park with an eventual connection to the Whitehorse trail. This trail is part of the Mosquito Fleet Trail system. The second trail is the Little Boston Multi-Use Trail (1-mile) that will extend west on Little Boston Rd. from its intersection with the

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<sup>12</sup> Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.

Hansville Rd. Both of these trails are fully funded and will be constructed in 2012 and 2010, respectively. The most complete sidewalk networks are found in Silverdale, Bremerton, Port Orchard, and Winslow while other areas may have sidewalks on one side only, or none at all. Pedestrian access to transit service varies in quantity and quality.

**Bicycle and Pedestrian Safety:** Transportation 2040's focus on WSDOT's *Target Zero* includes focusing on safer walkways and pathways for bicyclists and pedestrians as a way to reduce pedestrian injuries and fatalities. The Kitsap County Health District now has the "Safe Routes to School" training as part of their vision that every Kitsap County resident will engage in a healthy and active lifestyle. The Suquamish Elementary School's Walking School Bus participated in the 2010 National Walk to School Day on October 6, 2010.

**Bicycle Parking:** KT offers bicycle lockers at some park-and-ride lots and bicycle racks on buses. Although there is covered bicycle parking at the Bainbridge Island and Bremerton Ferry Terminals, bicycle lockers are prohibited due to security concerns. New improvements at the Bremerton Ferry Terminal have improved bicycle and pedestrian accessibility and safety in downtown Bremerton. Limited information exists on the availability of bicycle racks and end-of-trip facilities such as lockers and showers.

**Freight:** Freight routes within the Kitsap Corridor, including state routes 3, 16 and 303, are classified as either T1 or T2 on the State of Washington's freight tonnage classification system, each moving more than 4-10 million tons per year (with the exception of SR 305, SR 307 and SR 104). Designated regional growth centers within the Kitsap SMART Corridor are likely to generate a greater number of specialized deliveries. The South Kitsap Industrial Area is a manufacturing/industrial center; however, it remains under-developed and does not serve as a freight generator at this time. There is freight traffic in the Olympic Industrial Center across from Bremerton National and operated by the Port of Bremerton, but that is not part of the South Kitsap Industrial Area.

**Park-and-Ride Lots:** The only major park-and-ride lots (over 250 stalls) in the Kitsap SMART Corridor are associated with the ferry terminals. They include Bainbridge Island Ferry (1028 stalls) and Bremerton Ferry (751 stalls). In an effort to provide alternatives to parking at the ferry terminals there are also 25 smaller park-and-ride lots throughout the corridor with a combined total of 2,079 stalls and an average utilization rate of 68% (2009). Generally, parking facilities at ferry terminals within the corridor are pay lots.

Park-and-Ride Lot	2009 Capacity	2009 Occupancy	2009 Utilization
Agate Pass	80	65	81%
American Legion Post	5	5	100%
Annapolis Ferry Dock	74	38	51%
Bayside Community Church	220	43	20%
Bethany Lutheran Church	110	80	73%
Burley Bible Church	20	10	50%
Christ Memorial Church	138	133	96%
Church of the Nazarene	100	50	50%
Crossroads Neighborhood Church	137	127	93%
Evergreen Luthern Church	20	12	60%
First Lutheran Church	14	4	29%
First United Methodist Church	51	46	90%
Gateway	122	70	57%
George's- (Kountry )Corner	225	105	47%
Harper Evangelical Free Church	158	150	95%
Liberty Bay Presbyterian Church	90	18	20%
McWilliams	99	75	76%
Mullenix Road P&R	108	108	100%
North Kitsap Baptist Church	56	38	68%
Olalla Valley	47	47	100%
Port Orchard Armory	105	104	99%
Poulsbo Junction JRO Lot 1 (North)	11	11	100%
Poulsbo Junction JRO Lot 2 (South)	24	13	54%
St. Charles Episcopal Church	9	1	11%
Suquamish Community Church	56	49	88%

**Security and Emergency Management:** According to the Regional Transportation Recovery Plan three potential disruption scenarios have been identified in Kitsap County in addition to one scenario outside the region that includes reroutes through Kitsap County. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

*Kitsap County Closure of SR 305 Bridge to Bainbridge Island*

The SR 305 Bridge (or Agate Passage Bridge) is the only land route access to Bainbridge Island. Movement of freight and people by maritime modes will be necessary for recovery of the transportation system. Kitsap County Department of Emergency Management has exercised movement of people via a flotilla for closure of both the Agate Passage Bridge and WSF terminal at Eagle Harbor (May 2008).

- North-south routing will consist of diverting from SR 305 onto SR 307, SR 104, to the Kingston Ferry Terminal. This ferry will take you to Bainbridge Island Terminal where you can continue onto SR 305.
- South-north routing will consist of diverting from SR 305 to the Bainbridge Island Ferry Terminal. This ferry will take you to Kingston Ferry Terminal where you can continue onto SR 104 to SR 307.

*Kitsap County Closure of SR 3 and SR 19 Interchange*

The alternative vehicle route will be to divert traffic from SR 3 at Gorst onto local streets until vehicles return to SR 16.

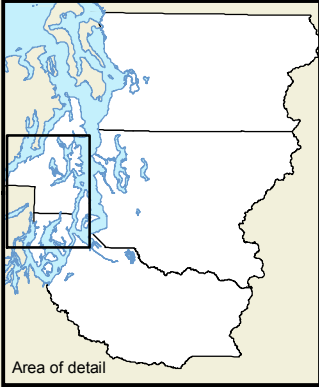
*Kitsap County Closure of SR 104 West of Miller Bay Road*

The alternate route for vehicles for this scenario will be to divert traffic from SR 104 at SR 3 to SR 305 past Suquamish back to SR 104. A secondary solution would be to divert traffic from SR 104 to SR 307 to NE Gunderson Road to Miller Bay Road NE and back to SR 104.

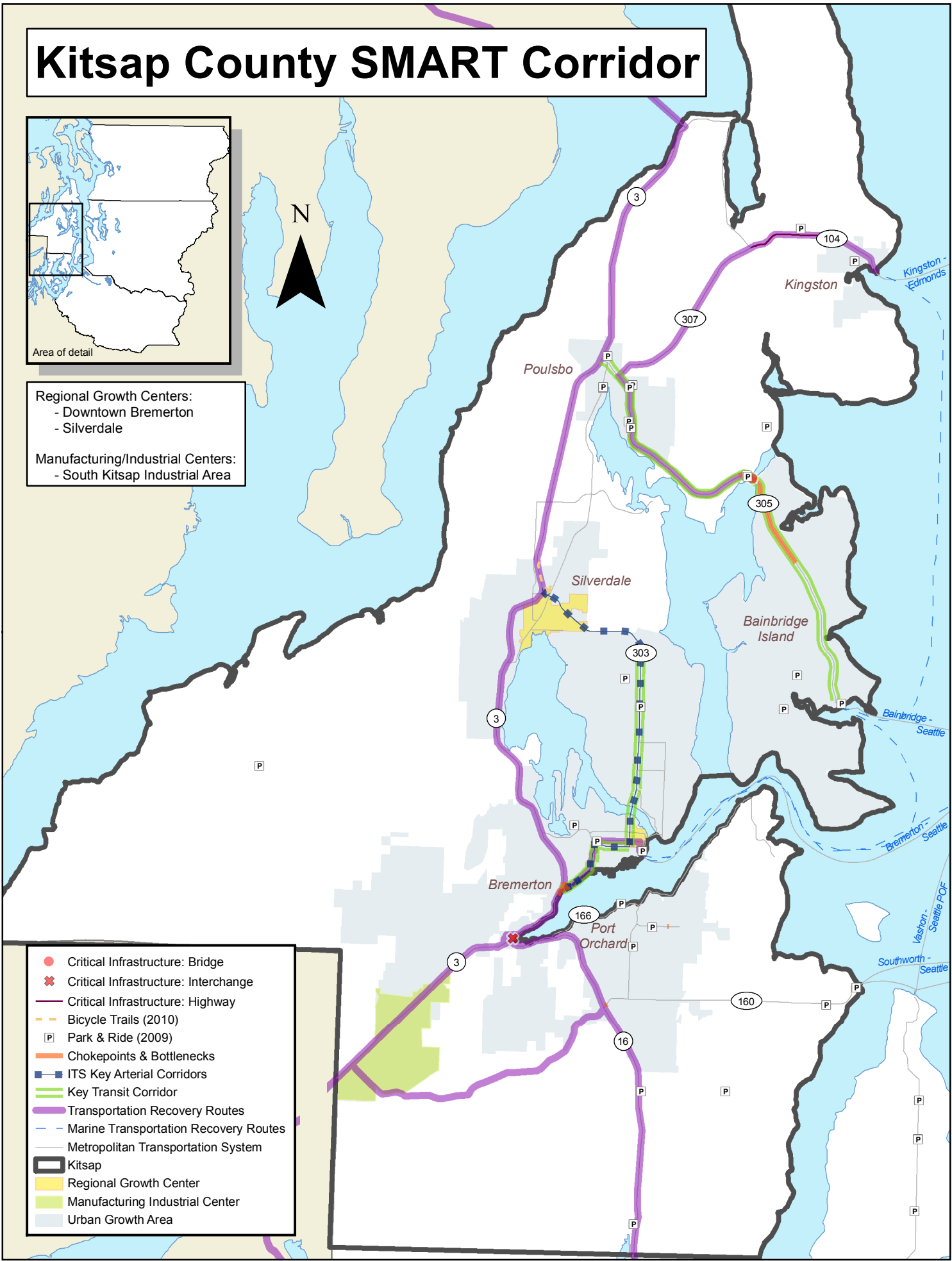
*Mason County Closure of US 101 Hoodsport to Potlatch*

Although the disruption is outside the PSRC region, the reroutes will involve roadways within the region. US 101 from Hoodsport to Potlatch is a roadway that borders the Hood Canal to the east and has steep slopes to the west. The alternative routes for this section of roadway are limited in that there are no other roads that can provide a local detour. The alternate routes include diverting from US 101 Southbound in Jefferson County onto SR 104 to SR 3 southbound back to US 101. Another option entails diverting from US 101 Northbound onto SR 3 to SR104 back to US 101 Northbound. Local passenger-only ferry service could be set up depending on ridership from Hoodsport to Union.

# Kitsap County SMART Corridor



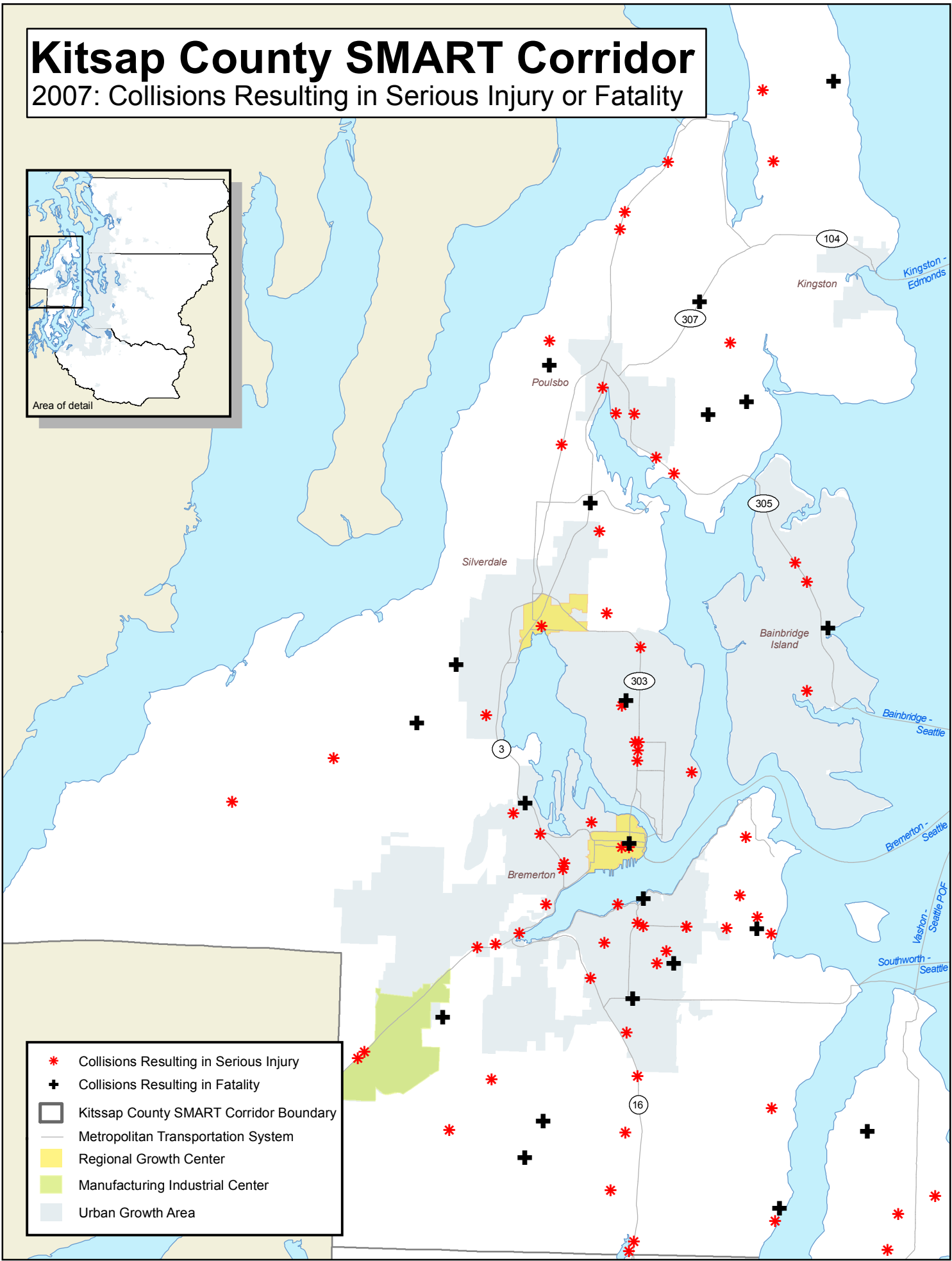
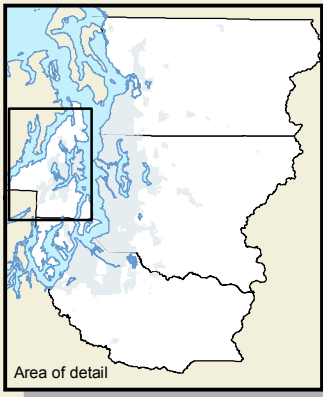
- Regional Growth Centers:**
- Downtown Bremerton
  - Silverdale
- Manufacturing/Industrial Centers:**
- South Kitsap Industrial Area



- Critical Infrastructure: Bridge
- ✕ Critical Infrastructure: Interchange
- Critical Infrastructure: Highway
- - - Bicycle Trails (2010)
- P Park & Ride (2009)
- Choquepoints & Bottlenecks
- ITS Key Arterial Corridors
- Key Transit Corridor
- Transportation Recovery Routes
- - - Marine Transportation Recovery Routes
- Metropolitan Transportation System
- ▭ Kitsap
- ▭ Regional Growth Center
- ▭ Manufacturing Industrial Center
- ▭ Urban Growth Area

# Kitsap County SMART Corridor

## 2007: Collisions Resulting in Serious Injury or Fatality



- \* Collisions Resulting in Serious Injury
- + Collisions Resulting in Fatality
- ▭ Kitsap County SMART Corridor Boundary
- Metropolitan Transportation System
- Regional Growth Center
- Manufacturing Industrial Center
- Urban Growth Area

Note: Collision data provided to PSRC by WSDOT Transportation Data Office

# Kitsap County SMART Corridor

## Freight & Goods Transportation System

