

SR 305 Winslow Ferry to Hostmark Street

Frequently Asked Questions

Updated September 6, 2019

These FAQs are intended to provide responses to the most commonly asked questions that WSDOT has received to-date.

Document Overview

This is an internal document intended streamline the process of responding to individual questions/comments and ensures consistent responses and messaging. It reflects the most common questions and answers Washington State Department of Transportation (WSDOT) received from the April 2019 open houses, through written and online comments. The project team will review the FAQs and update messaging as necessary throughout the duration of the project.

GENERAL QUESTIONS ABOUT THE PROJECT:

What is the project background?

WSDOT is currently designing projects to improve safety and mobility on the SR 305 corridor between Winslow Ferry Terminal and Hostmark Street. The process initially began with an effort by the West Sound Alliance, which produced a report on Strategic Corridor Investments. Following the report, the Washington State Legislature included \$36.8 million for safety improvements in the SR 305 corridor as part of the 2017 Connecting Washington transportation package. In 2017, Kitsap Transit worked with community partners to develop the [SR 305 Needs and Opportunities Study](#) that established a vision and goals for this corridor. The study identified and prioritized strategies to help move people, increase safety and improve traffic patterns along the corridor. WSDOT used the results and recommendations from the SR 305 Needs and Opportunities Study to prioritize projects and make final investment decisions that improve corridor-wide performance (mobility and safety), while balancing associated trade-offs.

Who is funding the project?

This project is funded by the state of Washington. In 2017, the Washington State Legislature included \$36.8 million for safety and mobility improvements in the SR 305 corridor as part of the 2015 Connecting Washington transportation package.

What are the project benefits?

Our mission at WSDOT is to provide a safe, sustainable and integrated multimodal transportation system. We are diligently working to help improve the highway for all travelers using all modes of transportation.

The project will construct roundabouts at existing intersections in the corridor to improve traffic flow, access and safety by reducing conflict points and potential for collisions. Roundabouts will improve traffic flow by keeping vehicles moving through intersections, unlike traffic signals that create significant backups when vehicles are unable to clear

during green lights. Crossings for pedestrians and cyclists will be safer because crossing lengths are shorter; and refuge islands will allow users to safely stop between traffic lanes. Improvements include multi-use sidewalks and widened shoulders at roundabouts to safely move cyclists and pedestrians to and through roundabouts; illumination will improve lighting at roundabouts for all modes, increasing visibility of cyclists and pedestrians by motorists. WSDOT will also construct stormwater treatment facilities to improve water quality and environmental conditions for wildlife.

What options other than road/intersection improvements were removed from consideration and why?

The project team removed several options based on recommendations in previous studies:

- **Light rail:** previous study showed expected ridership within the 20–year planning timeframe would be too low.
- **Monorail:** not appropriate with suburban/rural nature of corridor, and very low–cost effectiveness.
- **Automated fixed guideway:** not a tested technology for public transportation in highway corridor setting and not appropriate for level of expected ridership within the 20-year planning period.
- **Magnetic levitation:** low community support, poor reliability in previous applications, and very low–cost effectiveness.
- **Commuter rail:** poor integration with ferry terminal and negative safety and traffic impacts.
- **Sound to Olympics Trail:** The design and construction of the Sound to Olympics Trail (STO) is not part of this project. WSDOT does not have funding to build and complete the STO Trail, however WSDOT is working with non-motorized and trail advocates to develop roundabout designs that accommodate all modes of transportation.

How many studies have been done prior to this project?

Previous studies along this corridor evaluated strategies and solutions to identify a vision for the corridor and create a comprehensive set of intermediate and long-term improvements to help reduce the potential for collisions and reduce congestion for all modes of transportation.

Previous studies of the project area:

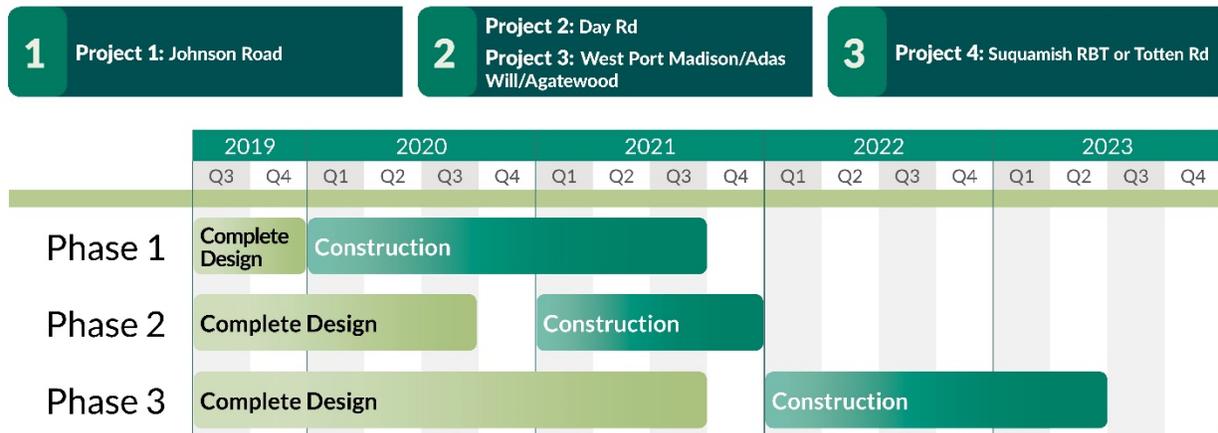
- 1997 – SR 305 Corridor Analysis Major Investment Study.
- 2008 – SR 305 Corridor Vision.
- 2011 – SR 305 Corridor Enhanced Transit Alternatives Analysis Technical Study.
- 2013 – Washington State Ferries Origin-Destination Travel Survey Report.
- 2014 – SR 305 Suquamish Way Intersection Improvements Project Phase 1 Report.
- 2015 – Johnson Road – SR 305 Intersection Feasibility Study.
- 2016 – Kitsap Transit Long Range Plan.

Kitsap County Comprehensive Plan.
 City of Poulsbo Comprehensive Plan.
 City of Bainbridge Island Wide Transportation Plan Update.

- 2017 – Kitsap Transit Needs and Opportunities Study.
 Kitsap Transit Comprehensive Route Analysis: Existing Conditions.
- 2018 – WSDOT Agate Pass Bridge Type, Size and Location Study.

What is the project timeline?

Construction will begin in early 2020.



What is the current status of this project?

The project is currently at 30 percent design completion and is advancing certain improvements to final design to build roundabouts and access improvements. WSDOT’s design and construction schedule is based on performance scores that address safety and mobility concerns, benefiting all users of the corridor. WSDOT will maintain a flexible delivery plan to anticipate changes in construction costs and schedule, advance and implement other improvements as the budget allows; and identify opportunities for other funding sources as needed. WSDOT will begin construction in early 2020.

The project team hosted three open houses in April 2019 to present the proposed improvements and collect feedback from the public. To learn more about the project and its status, visit the project website at www.SR305Improvements.com or contact Doug Adamson, WSDOT Communication Specialist, at adamsod@wsdot.wa.gov.

IMPROVEMENT QUESTIONS:

What improvements will WSDOT construct?

WSDOT selected the SR 305 corridor improvements based on performance scores. The sites listed below in milepost order, were chosen based on readiness of the design, performance score and budget availability. Improvements include facilities to treat and manage stormwater and improve water quality. Transit and non-motorized improvements are also incorporated, along with accommodation for future STO Trail connections where possible.

- **Johnson Road Intersection (MP 10.00 to MP 10.20).** WSDOT is collaborating with the City of Poulsbo to make improvements to the Johnson Road intersection that will include a multi-lane roundabout, illumination, stormwater facilities, an improved transit stop and improved pedestrian/bicyclist crossings and access. Work will be combined with the City of Poulsbo's improvements to Johnson Road.
- **Adas Will and Agatewood Intersections (MP 6.10 to MP 6.50).** Improvements include design of right-in/right-out at Agatewood, a single lane roundabout design at the Adas Will intersection, illumination, stormwater facilities, with lane and pavement marking modifications on SR 305 to accompany the intersection changes, improved transit stops and improved pedestrian and cyclist access.
- **West Port Madison Intersection (MP 5.90 to MP 6.10).** Improvements include a single lane roundabout design at the intersection, illumination, stormwater treatment facility, improved transit stops, and improved pedestrian and bicyclist crossings and access.
- **Day Road Intersection (MP 4.15 to MP 4.36).** Improvements include realignment of Phelps Road, single lane roundabout design at the Day Road intersection, illumination, improved transit stops, increasing the size of the park-and-ride and improved pedestrian and bicyclist crossings and access.

In addition to the five improvements identified above, WSDOT will construct improvements at one of the two locations below, based on readiness and budget availability:

- **Suquamish Way Intersection (MP 7.07 to MP 7.32).** Improvements include converting this existing signalized intersection to a multi-lane roundabout, illumination, stormwater facilities, transit stops, and pedestrian and bicyclist crossings and access.
- **Totten Rd Intersection (MP 8.68 to MP 8.95).** Improvements include a hybrid single lane roundabout design with a left turn/U-turn lane at the intersection, illumination, stormwater facilities, improved transit stops and improved pedestrian and bicyclist crossings and access.

Based on budget availability, WSDOT is not able to complete these projects without additional funding, they may be considered as part of future WSDOT improvement projects.

- **Road Intersection (MP 9.25 to MP 9.65).** WSDOT will widen Seminole Road and add a left-turn lane to SR 305. SR 305 will be widened to add a left-turn

pocket to Seminole, as well as an acceleration lane for left turns out of Seminole.

- **Masi Shop (MP 7.55 to MP 8.10).** Improvements include access modifications to reduce turning conflicts, increase in deceleration lane lengths, channelization and turn pocket at the east and west driveway accesses to the Masi Shop along SR 305, upgrading the transit stop as well as pedestrian and non-motorized improvements and a roundabout at Sandy Hook/SR 305.
- **Noll Road Intersection (MP 9.65 to MP 9.78).** WSDOT will modify this intersection to close vehicular access to/from Noll Road. WSDOT will complete these improvements after the Johnson Road roundabout is complete.
- **Sol Vei, Delate and Tollefson Intersections (MP 10.69 to MP 11.23).** This project will close access to vehicles at Delate and Tollefson and provide a right-turn out at Sol Vei.
- **Sportsman Club Intersection (MP 2.04 to MP 2.55).** Improvements at the existing signalized intersection include an SR 305 southbound right-turn slip lane to Sportsman to reduce pedestrian crossing length and an additional left-turn lane from eastbound Sportsman to north bound SR 305.
- **Access Modifications (MP 8.95 to MP 9.25).** Improvements include pedestrian and non-motorized improvements, widening of SR 305 to the west of a new roundabout at Totten Road (a separate project) to provide access management to adjacent properties, which may include left turn pockets and acceleration lanes out of Creative Drive and the “George” parking lot. Access management improvements to the east of Totten include curb and a few median islands to manage turns in and out of the existing two-way left turn lane that extends from Pratt Road to the east of George Lane.

Why roundabouts?

The SR 305 corridor project’s purpose and need are to improve mobility and safety for all users. Roundabouts are geometrically designed for drivers to negotiate the intersection at speeds of 15-25 mph, regardless of the posted speeds on the approaches.

Roundabout design will create a safer environment for motorist, pedestrians and bicyclists. The centerpiece of the proposed improvements include roundabouts at several major intersections along the corridor. Because of their benefits, WSDOT currently has about 100 roundabouts on other state highways in Washington. These benefits include helping reduce the potential for crashes by up to 68 percent* and injury crashes by up to 88 percent* while keeping motorists, bicycles and pedestrians moving. There are several reasons why roundabouts help reduce the likelihood and severity of collisions:

- Low travel speeds – Drivers must slow down and yield to traffic before entering a roundabout (15 and 20 mph).

- No light to beat – Because traffic is constantly flowing through the intersection, drivers do not have the incentive to increase speeds and try to "beat the light," like they might at a traditional intersection.
- One-way travel – The curved roads and one-way travel around the roundabout eliminate the possibility for T-bone and head-on collisions.
- Reduced conflict points- The conflict points for vehicles are reduced from 32 to 8 total conflict points. Pedestrian conflict points are also reduced from 16 to 8 total conflict points.

*More information on Roundabouts is available on the Federal Highway Administration website: <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>

What are examples of other similar roundabouts?

Each intersection is unique so there are different similarities for each example. The roundabouts listed below are representative of a higher speed roadway and a roundabout being placed at the rural/semi-rural intersection. Please note the exact lane and approach speeds will not all exactly fit SR 305.

- SR 510 & Reservation Rd and Yelm Hwy – Nisqually Tribe -Thurston County, WA
- SR 903 & Bullfrog Road – Cle Elum WA
- SR 129 & Fleshman Way – Clarkston WA
- SR 243 & Rd 24 – Mattawa WA
- US 395 & Main Street – Deer Park WA
- SR 539 & Pole Road – Lynden WA
- SR 202 & Tokul Road – Snoqualmie WA

OUTREACH COORDINATION:

How are you working with area tribes and other local agencies?

The Suquamish Tribe has been an active stakeholder in the project development. They serve on the project's technical team and corridor working group with partners from the City of Bainbridge Island, Kitsap County, City of Poulsbo, Kitsap Transit and WSDOT. All stakeholders provide input and feedback on proposed design improvements, priorities and relay that information back to their communities.

How will WSDOT educate users who are unfamiliar of roundabouts?

WSDOT will provide educational materials, including handouts and online resources (videos and how-to brochures), as well as conduct outreach at community events, postcards, on ferries and collaborate with local organizations.

How will WSDOT keep community members updated?

WSDOT will continue to keep the community informed using a variety of methods. The April 2019 open houses provided an opportunity to review the proposed designs, meet with staff and provide comments. WSDOT continues to monitor emails and respond to community comments. Information shared at the open houses is also available [online](#),

providing intersection specifics and information. Meetings with stakeholders and interest groups will continue throughout design to provide project updates and collect feedback that informs design. WSDOT will post the project's FAQs on the [project website](#) and update as needed. These FAQs are intended to provide responses to the most commonly asked questions that WSDOT has received to-date.

DESIGN QUESTIONS:

Why not widen the Agate Pass Bridge?

In 2018, WSDOT conducted a Type, Size and Location (TSL) study to evaluate alternatives to replace the Agate Pass Bridge. The study evaluated three options with total bridge replacements. Two options provided three travel lanes with one or two 15-foot barrier separated paths and one provided four travel lanes with two 15-foot barrier separated paths. Preliminary construction costs for these options, in 2017 dollars, ranged from \$95 million to \$127 million. The Agate Pass Bridge replacement is not part of the current SR 305 project and WSDOT has not identified funding for bridge replacement. WSDOT will continue to maintain the bridge to keep it in good working order including annual bridge cleaning and a major painting project that began in spring 2019.

Will WSDOT build the Suquamish Way roundabout?

A roundabout at Suquamish Way is the highest performing improvement in the corridor and WSDOT is working with the Suquamish Tribe to provide information and alleviate concerns about traffic operations and construction impacts.

How do the roundabouts anticipate the discussed Sound to Olympic Trail?

The design and construction of the STO Trail is not part of this project. WSDOT is working with non-motorized and trail advocates to develop roundabout designs that accommodate and do not preclude future trail improvements.

There are existing safety issues for non-motorized use of 305 on Bainbridge Island - narrow shoulders and high speeds. What is the plan to resolve these?

WSDOT performed a shoulder inventory along the project limits to identify areas with insufficient shoulder width (< 4-foot or <5-foot w/guardrail). During design the team incorporated areas within and adjacent to project limits where possible. A minimum of 8-foot shoulders are proposed within the limits of each improvement.

What safety elements will WSDOT incorporate in design to improve safety and access for non-motorized users?

WSDOT is proposing to add roundabouts with multimodal facilities at intersections that currently have no pedestrian or bicycle facilities, resulting in the significant increase in safety for non-motorized users.

At signalized crossings where roundabouts are proposed, roundabouts add the following safety improvements:

- Reduces the crossing distance from 60 to 100-feet to 13 to 17-feet.

- Reduces the pedestrian conflict points from 16 to 8 total conflict points.
- Reduces the cyclist conflict points from 32 to 8 if riding as a vehicle and from 16 to 8 total if using the multi-use sidewalk and crossings.
- Reduces the approach speed of the vehicles at the crossing locations to 20 to 35 mph from 50 mph.
- Large pedestrian crossing signs and pavement markings are located at each crossing.
- The pedestrian and bicyclist (not riding in lane) only need to look for traffic from one direction while crossing.
- Pedestrian refuge islands between lanes for safe crossings.
- Increased shoulder width along SR305 to 8-feet within project limits.
- Each location will have updated illumination.
- Includes 10-foot wide multi-use sidewalks with a 2-foot buffer from the edge of curb; ADA ramps and accessibility improvements; and bus/transit facility improvements.

What safety measures will WSDOT install at roundabouts to warn motorists, bicycles and pedestrians at crossings?

The roundabout itself is a great safety measure that reduces the number of potential conflict points for motorists from 32 to 8 and pedestrians/bicyclists from 16 to 8.

Roundabouts will have signage for approaching vehicles/bicyclists that there is a roundabout ahead. There will also be signage and pavement markings to locate the crosswalk for motorists and the intersections will have updated illumination.

Roundabouts are designed to have a clear sightline for vehicles in the circulating lane and crosswalk locations from each entry.

Why is WSDOT proposing only one rapid flashing beacon at Day Road and not elsewhere throughout the corridor?

WSDOT considers rapid flashing beacons (RFBs) at multilane roundabouts. WSDOT's policy about RFBs at multilane roundabouts comes from *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, July 26, 2011, publication Article 743, from the US Access Board* (<https://www.access-board.gov/attachments/article/743/nprm.pdf>). This report has been adopted by the agency as a best practice. Pedestrian activated signals (which includes RFBs) are required at multilane pedestrian crossings. Single lane roundabouts, such as the ones included in the SR 305 improvement project, inherently require lower speed, contain shorter crossing distances and do not create visual blockages by other vehicles.

Roundabouts in general provide safer pedestrian crossing opportunities due to the median refuge where they can wait for vehicles and focus on one direction of traffic at a time. Additionally, pedestrians in a roundabout have the right of way. In this project, we are planning to install a RFB at Day Road at the north pedestrian crossing to allow access to the park and ride facility, and WSDOT will provide the infrastructure on other crossings, and if down the road there is an actual need for the RFBs, we will install them.

How are gaps for motorists, bicycles and pedestrians produced at Roundabouts?

Roundabouts are designed to slow approaching traffic, allowing other motorists, bicyclists and pedestrians to access or cross the roundabouts through gaps in traffic. The geometry of the roundabouts will slow motorists as they enter a roundabout and then increase speed after they exit. This slower speed allows vehicles to use smaller gaps to enter the flow of traffic in the roundabout. Turning and circulating motorists also create gaps when entering or leaving the side streets.

Why is WSDOT considering road closures? How will this improve traffic flows?

The proposed road closures or right-out only intersections are being considered to increase safety along the corridor. The proposed closure/right out locations have limited use by commuters and enter residential areas not intended for use by through traffic. Left turns onto SR305 and slowing mainline travelling vehicles create substantial safety concerns. By restricting access, traffic is able to move without slowing or breaking for turning traffic. All locations would provide appropriate access as required for emergency vehicles.

Specific to Noll: The City of Poulsbo's Johnson Road/Noll Road project will improve the connection from Johnson Road to Noll Road. Noll road has a history of severe and fatal accidents. The use of the new Johnson roundabout to access Noll will increase safety along the corridor.

How will roundabouts affect travel time?

Travel times in the corridor between Winslow Ferry and Hostmark Street are forecasted to decrease by two minutes in the PM peak hour with these improvements, benefiting all vehicles including emergency. If the improvements are not constructed, travel times in the PM peak hour will significantly increase, ranging from 11 to 17 minutes by the year 2036.

How will emergency vehicles, trucks and other large vehicles get through a roundabout? Will response time for emergency vehicles increase?

The proposed roundabouts are specifically designed to accommodate large, heavy vehicles including fire-trucks, ambulances, and tractor-trailer trucks. These are not smaller/residential type of roundabouts, such as the one at High School Rd. Each roundabout includes an interior truck apron between the travel lane and the central island. This apron area allows large trucks with trailers to enter when making a left turn through the roundabout. The apron area is also available for emergency vehicles use if necessary.

WSDOT is currently working with Poulsbo, and Bainbridge Island fire departments to identify and address any concerns related to design. Emergency services have not expressed concerns about response times with roundabouts. Travel times in the corridor between Winslow Ferry and Hostmark Street are forecasted to decrease by 2 minutes in the PM peak hour with these improvements, benefiting all vehicles including emergency.

Why were the roundabout locations chosen, and others, like Hidden Cove, Reitan or Agatewood not considered?

The process of prioritizing investments involved evaluating 80 locations along the corridor. Each location was scored based on achieving corridor performance goals that improve safety, improve mobility and reduce congestion, manage access, improve non-motorized safety and the environment. Unfortunately, Hidden Cove and other locations were not among the highest performing improvements, but will benefit indirectly from the projects being implemented. Reitan and Agatewood, however, are part of the corridor improvements between West Port Madison, Adas Will and Suquamish that will benefit directly from the projects being implemented by managing access, reducing conflicts and increasing safety. Overall, improvements made along the corridor at the proposed intersections will improve access, increase mobility and address safety for community members who utilize SR305 and allow for future improvements when additional funds are available.

Why are some transit stops in-lane and other as pullouts?

All transit stops heading southbound (to the ferry) on SR305 have bus pullouts for all single lane roundabouts. These are pullouts because there are more riders headed to the ferry and loading times are longer. The stops heading northbound (to Poulsbo) stop in-lane except for Day road, Suquamish and Totten. Kitsap Transit has found that there are fewer riders and the stop times for the northbound riders exiting the bus are very short. This outweighs the environmental impacts and construction costs for the additional width needed to create a pull out.

CONSTRUCTION QUESTIONS:

What are the anticipated corridor access impacts during construction?

During construction, WSDOT expects to maintain daytime traffic in both directions. Occasional nighttime single lane closures near each intersection are anticipated. During construction, WSDOT will maintain access for neighborhoods and emergency vehicles. Crews will place signage on the corridor warning motorists of construction and WSDOT will send advanced notification to the project listserv notifying communities of anticipated impacts.

OTHER:

Will noise increase with the roundabouts?

One advantage to roundabouts is that traffic keeps moving so it doesn't create the noise associated with vehicle acceleration from a complete stop. The roundabouts are not expected to increase noise along the corridor. The WSDOT design manual has specific requirements when noise studies are required, and these improvements do not meet those study requirements.

Will WSDOT repair the dip between Johnson and Totten roads?

Unfortunately, it is not within the project limits of any improvements along SR305. WSDOT has noted this issue for repair by WSDOT maintenance crews.