

Anderson Hill Corridor Traffic Study

Central Kitsap Community
Advisory Committee
May 6, 2026

Anderson Hill Corridor Traffic Study

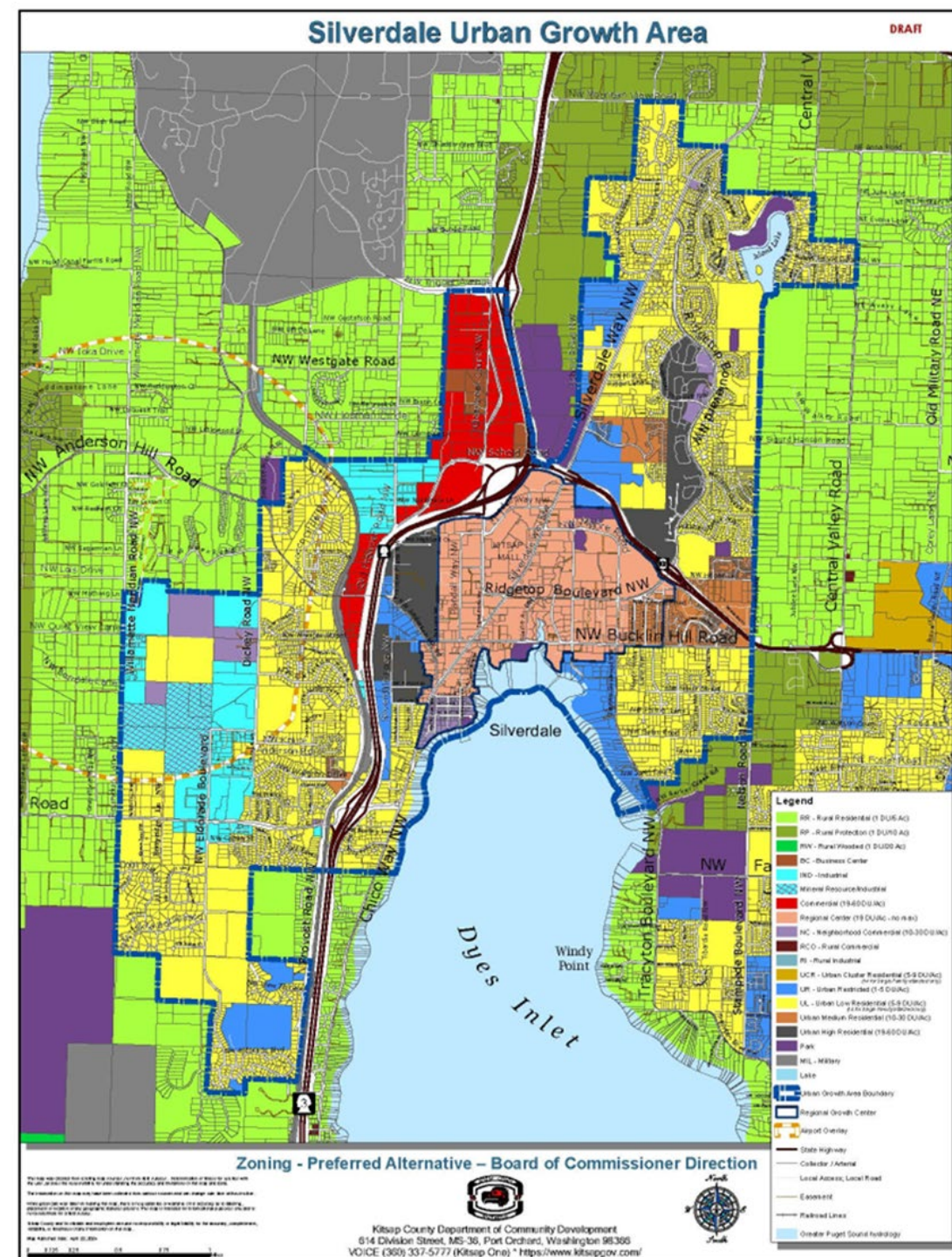


Traffic Section
Kitsap County Public Works
614 Division Street, MS-28
Port Orchard, WA 98386-5678
www.kitsapgov.com



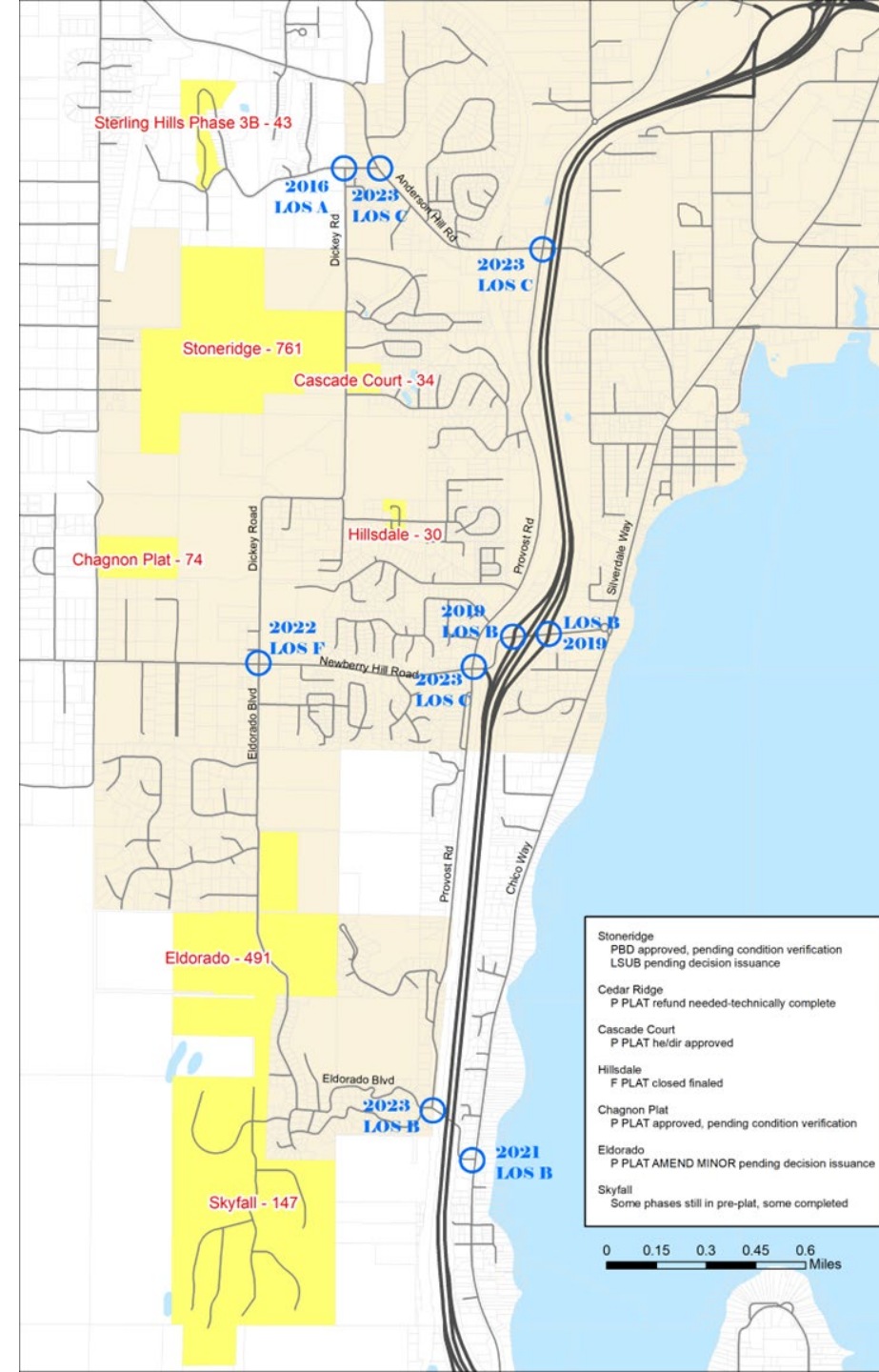
Where People Live

- 65% live in unincorporated County
 - 40% within County UGAs
- Kitsap “Cities” rank by population
 1. Bremerton
 - 2. Central Kitsap/Bremerton UGA**
 3. Bainbridge Island
 - 4. Silverdale UGA**
 5. Port Orchard
 - 6. Port Orchard UGA**
 7. Poulsbo
 - 8. Kingston**



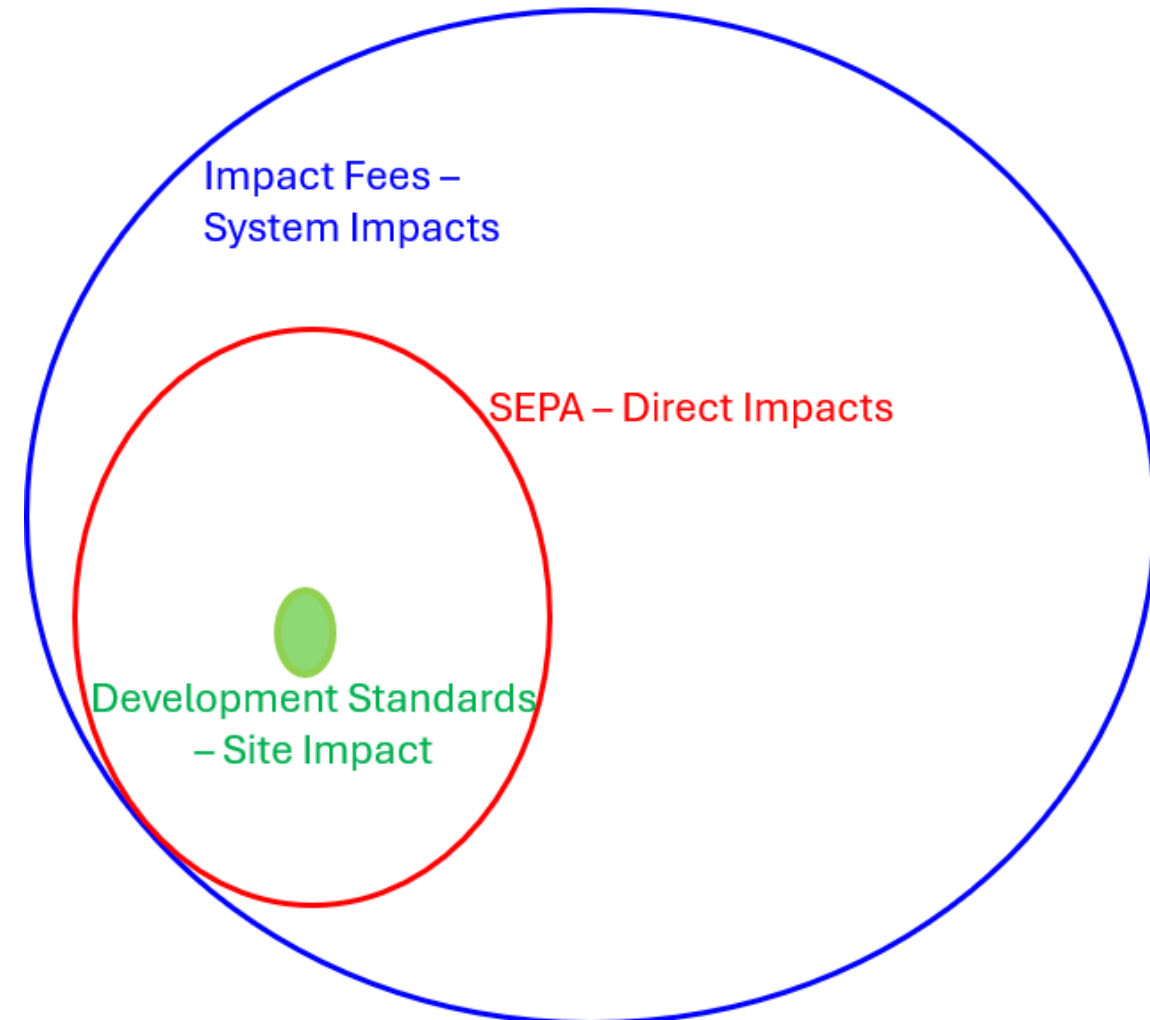
Growth in West Silverdale

- Development Review – Consistency with Plans & Regulations



Growth in West Silverdale

- Development Review – Consistency with Plans & Regulations
- **Site Impacts:** Frontage road development standards
- **Direct Impacts**
 - Traffic Impact Analysis
 - State Environmental Policy Act (SEPA) mitigation
- **Systems Impacts**
 - Transportation Impact Fees



Growth in West Silverdale

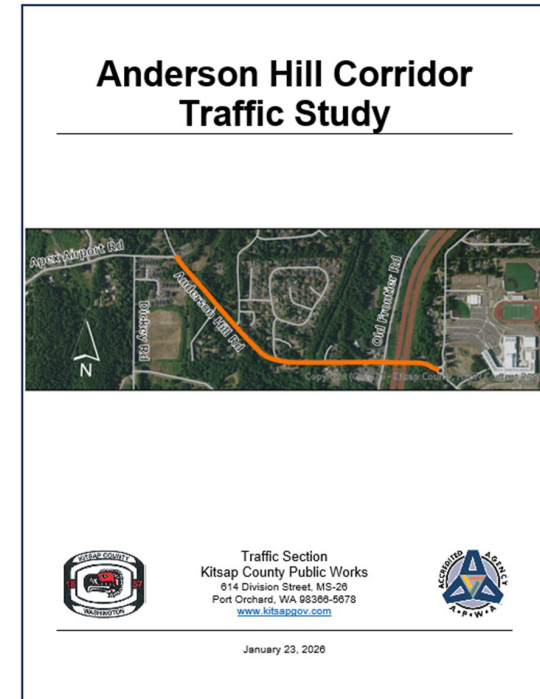
- November 2024 discussion with CKCAC about existing and future transportation conditions
- Public Works to conduct an “Anderson Hill Corridor Traffic Study”
- Completed in January 2026

Study Area



Traffic Study

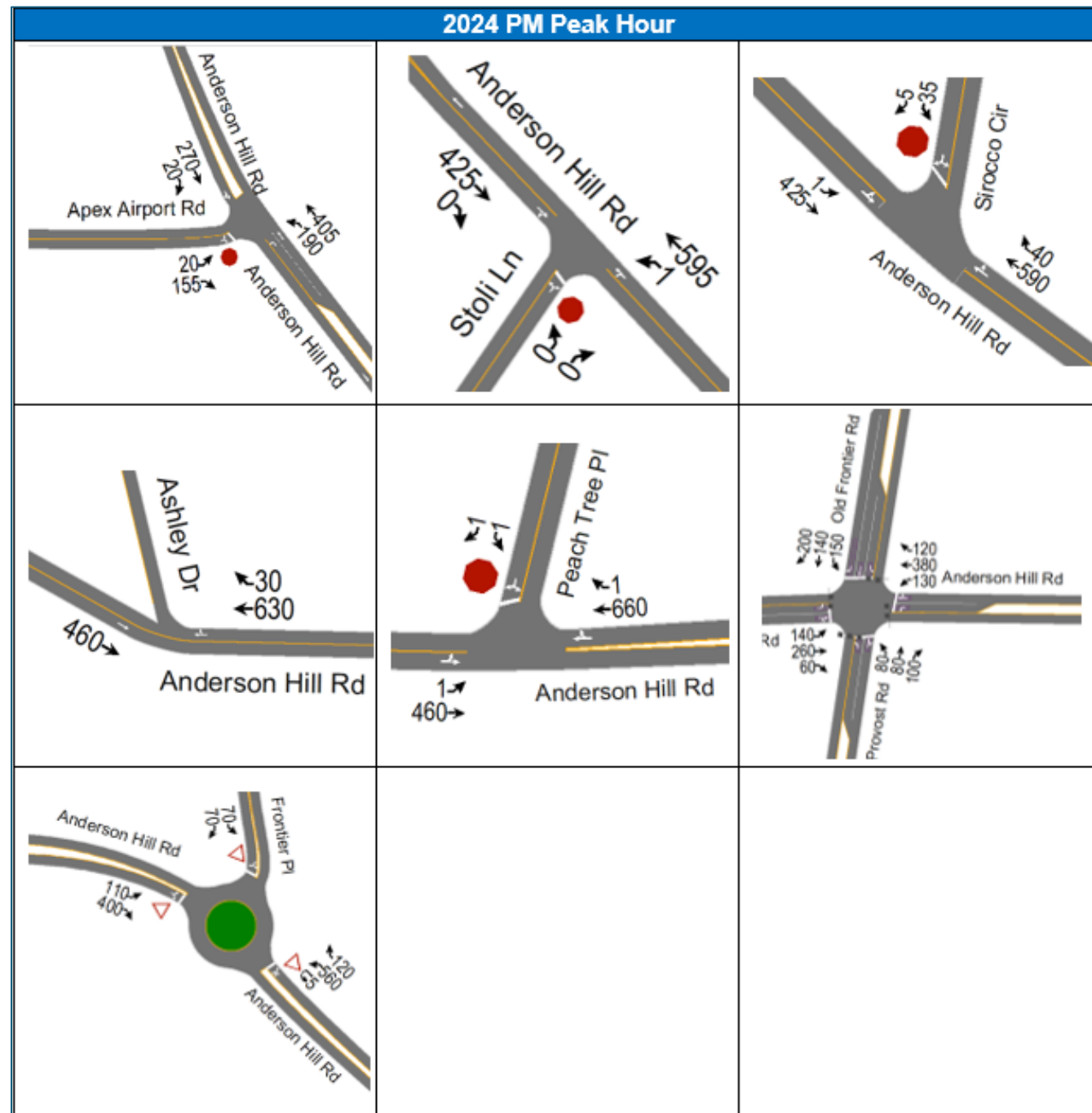
- Existing and Future Conditions Analysis
- Future Capital Improvement Alternatives



Anderson Hill Corridor

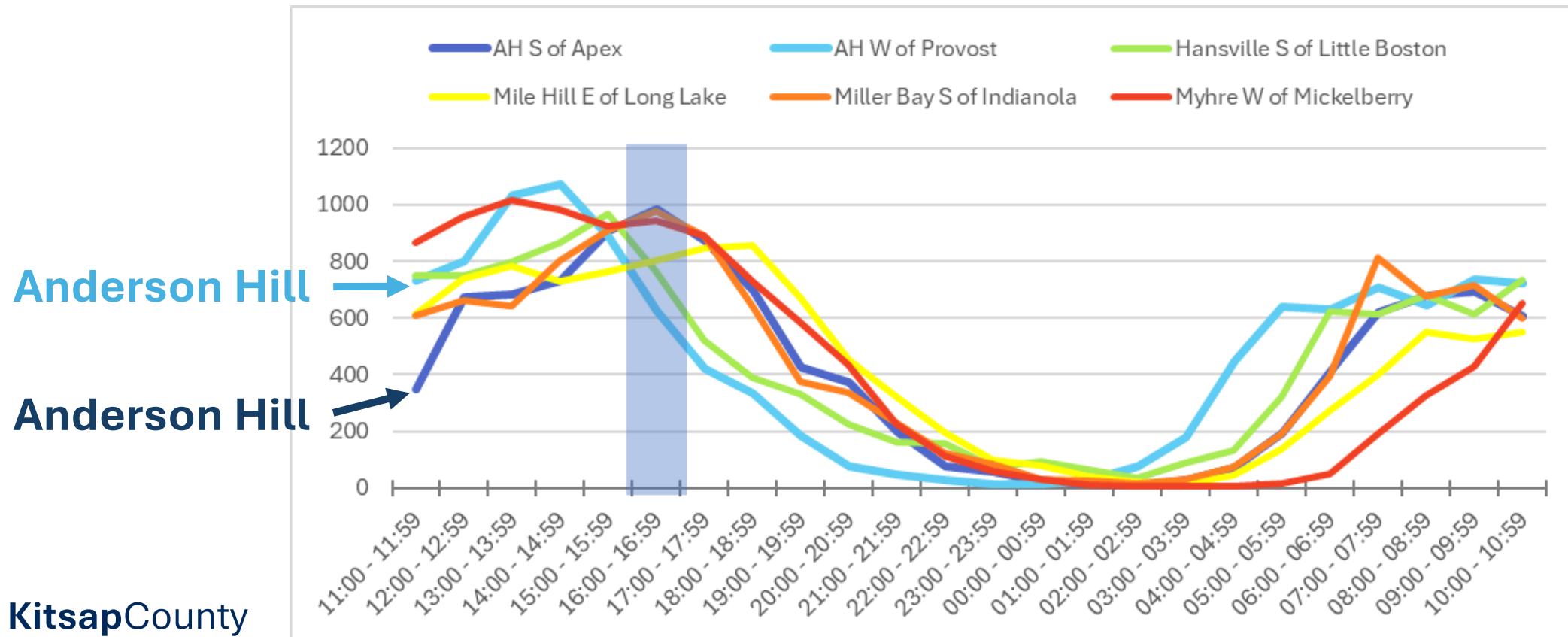
Traffic Analysis

- New traffic counts were conducted to determine “existing traffic volumes”
 - AM and PM peaks
 - PM “school bell hours”
- “Future traffic volumes” for **2044** were forecast by reviewing peak hour volumes from the County’s “traffic demand model” and projected “pipeline development”



Road Traffic Volumes

- Similar to road configurations and volumes to other corridors in the County
- Anderson Hill, Mile Hill, Provost, Miller Bay, Hansville, Myhre



Anderson Hill

Anderson Hill



KitsapCounty

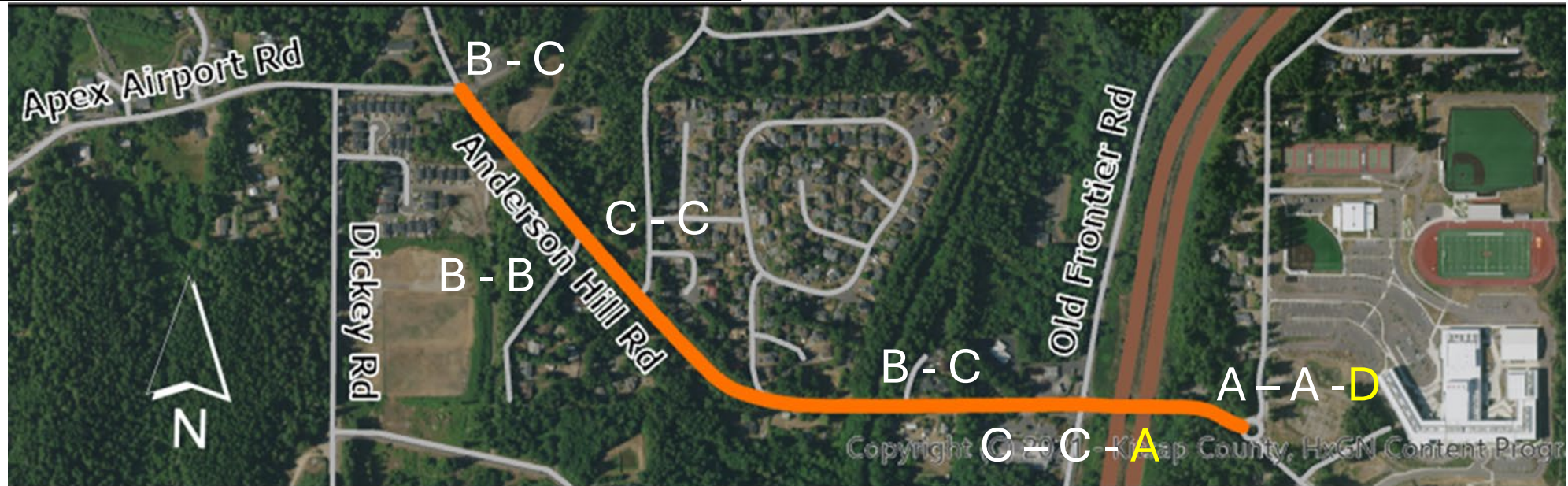
Public Works

Existing Intersection Level of Service (AM – PM – Peak Bell)

Table 3 - Anderson Hill Corridor Study: Existing LOS summary

HCM 6 th TWSC		Approach			
Anderson Hill Rd Intersection	Worst Approach	AM-Peak		PM-Peak	
		Delay (sec)	LOS	Delay (sec)	LOS
at Apex Airport Rd	EB Apex Airport Rd	12.5	B	15.7	C
at Stoli Ln	NE Stoli Ln	11.3	B	11.1	B
at Sirocco Cir	SB Sirocco Cir	15.4	C	24.0	C
at Peach Tree Pl	SB Peach Tree Pl	12.4	B	18.8	C
HCM 6 th Signalized		Intersection			
Anderson Hill Rd Intersection		Delay (sec)	LOS	Delay (sec)	LOS
at Provost Rd/Old Frontier Rd		22.0	C	28.9	C
HCM 6 th Roundabout		All Vehicles			
Anderson Hill Rd Intersection		Average Delay (sec)	LOS	Average Delay (sec)	LOS
at Frontier Pl		6.6	A	9.1	A

AM – PM – Peak Bell

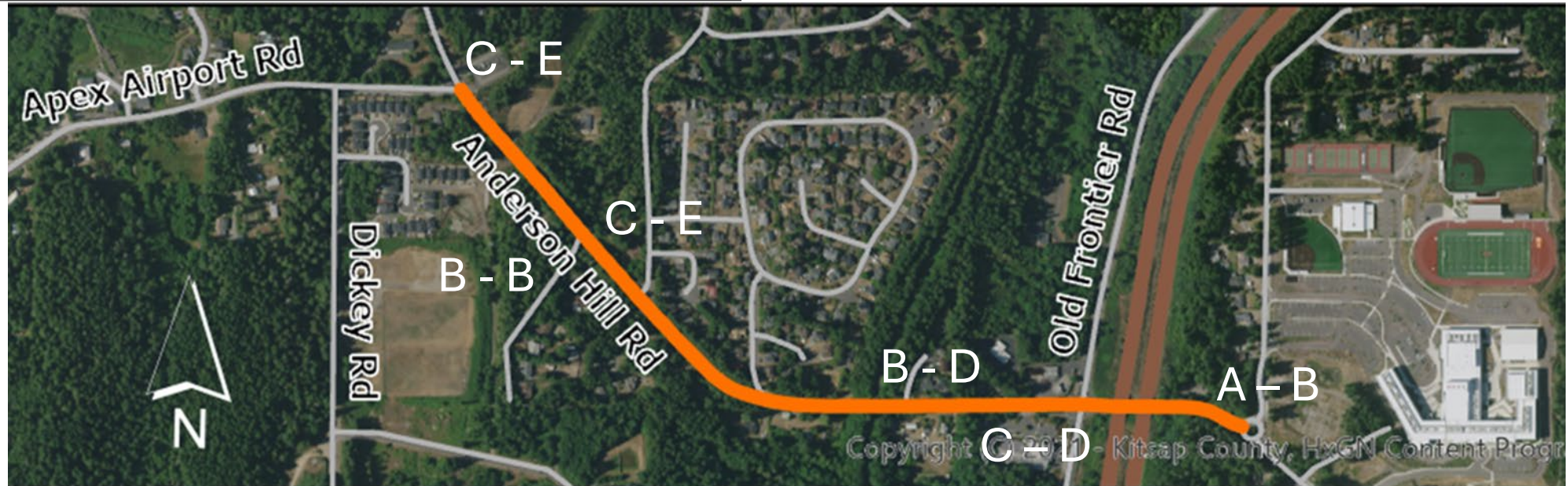


2044 - Future Intersection Level of Service (AM – PM)

Table 5 - Anderson Hill Corridor Study: Future year LOS summary

HCM 6 th TWSC		Approach			
Anderson Hill Rd Intersection	Worst Approach	AM-Peak		PM-Peak	
		Delay (sec)	LOS	Delay (sec)	LOS
at Apex Airport Rd	EB Apex Airport Rd	16.7	C	36.2	E
at Stoli Ln	NE Stoli Ln	12.9	B	12.4	B
at Sirocco Cir	SB Sirocco Cir	20.2	C	37.2	E
at Peach Tree Pl	SB Peach Tree Pl	14.8	B	25.2	D
HCM 6 th Signalized		Intersection			
Anderson Hill Rd Intersection		Delay (sec)	LOS	Delay (sec)	LOS
at Provost Rd/Old Frontier Rd		25.9	C	42.3	D
HCM 6 th Roundabout		All Vehicles			
Anderson Hill Rd Intersection		Average Delay (sec)	LOS	Average Delay (sec)	LOS
at Frontier Pl		8.3	A	10.9	B

AM – PM



Roadway Segment Level of Service (PM)

LOS	Class III Highways PFFS (%)
A	>91.7
B	>83.3–91.7
C	>75.0–83.3
D	>66.7–75.0
E	≤66.7
F	Demand exceeds capacity

HCM 6th Edition roadway segment LOS standards

PFFS - Ratio of average travel speed to free-flow speed. Higher % indicates better traffic flow and less congestion.

LOS for the roadway segment of Anderson Hill Rd between Apex Airport and Old Frontier/Provost

PM Segment LOS	2024		2044	
	PFFS	LOS	PFFS	LOS
Roadway Direction				
Eastbound	79%	C	75%	C/D
Westbound	81%	C	77%	C

Traffic Safety 2019 - 2023



Traffic Safety 2019 - 2023

- 43 collisions
 - 2 serious injury
 - 12 injury
 - 29 property damage only
- Causes of collisions
 - 10 “failure to grant right of way”
 - 9 inattention or distraction
 - 7 speeding
- Type of collisions
 - 14 angle-entry
 - 12 lane departure
 - 12 rear-end

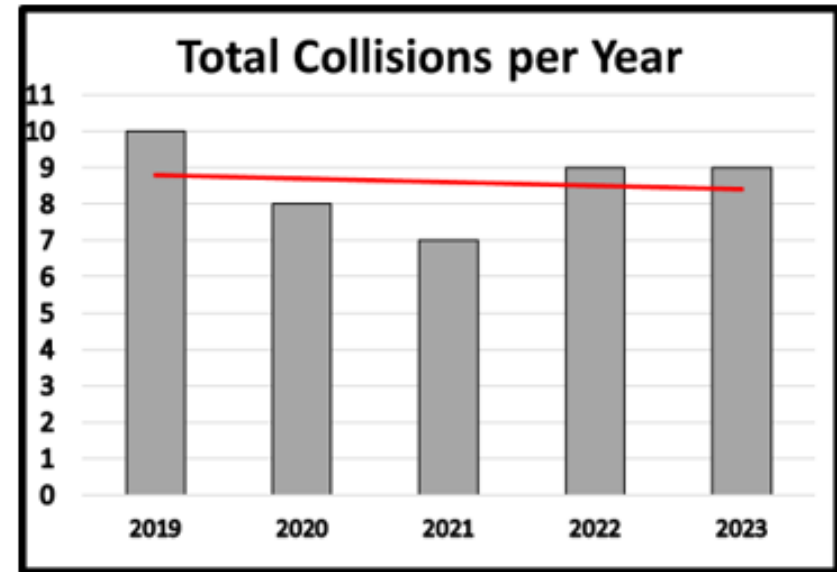


Figure 30 - Anderson Hill Corridor Study total collisions per year

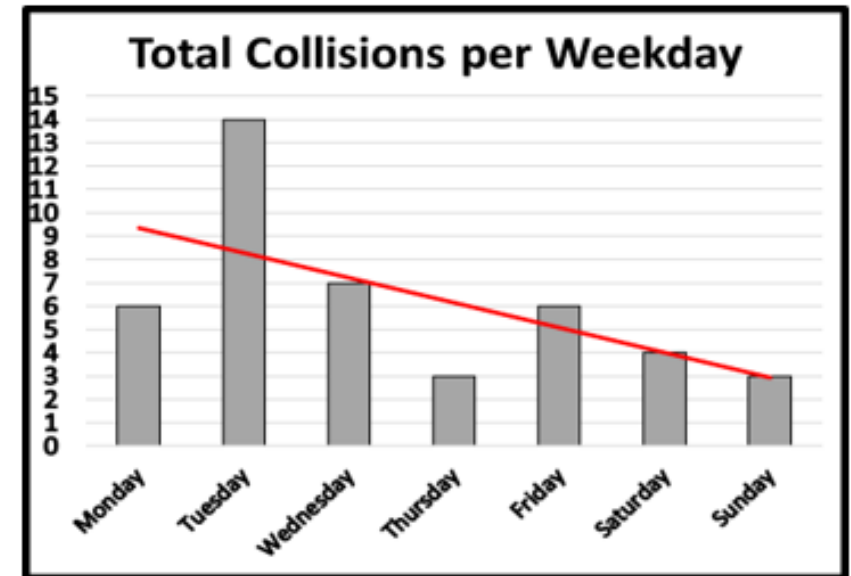


Figure 31 - Anderson Hill Corridor Study total collisions per weekday



Traffic Safety 2019 - 2023

Anderson Hill Road Corridor Study GISMO Collision Data: 1/1/2019 - 12/31/2023															
Anderson Hill Road Location	Collisions / 5 yrs				Collisions / yr				HSM / yr				HSM Comparison		
	Total	Fatal and injury	Property Damage Only		Total	Fatal and injury	Property Damage Only		Total	Fatal and injury	Property damage only		Total	Fatal and injury	Property damage only
@ Apex Airport Rd	No Collisions														
Apex Airport Rd - Stoli Ln	3	2	1		0.6	0.4	0.2		0.4	0.1	0.3		0.20	0.30	-0.10
@ Stoli Ln	2	1	1		0.4	0.2	0.2		0.3	0.1	0.1		0.10	0.10	0.10
@ Sirocco Cir	2	0	2		0.4	0	0.4		0.8	0.3	0.5		-0.40	-0.30	-0.10
Stoli Ln - Railroad Overpass	9	2	7		1.8	0.4	1.4		1.2	0.3	0.8		0.60	0.10	0.60
Railroad Overpass - Old Frontier Rd / Provost Rd	2		2		0.4	0	0.4		2.0	0.6	1.4		-1.60	-0.60	-1.00
@ Old Frontier Rd / Provost Rd	16	6	10		3.2	1.2	2		1.7	0.6	1.1		1.50	0.60	0.90
Old Frontier Rd / Provost Rd - Frontier Pl	1	0	1		0.2	0	0.2		0.5	0.2	0.4		-0.30	-0.20	-0.20
@ Frontier Pl	8	3	5		1.6	0.6	1		N/A	N/A	N/A		N/A	N/A	N/A
Totals	43	14	29		8.6	2.8	5.8		6.9	2.2	4.6		1.70	0.60	1.20



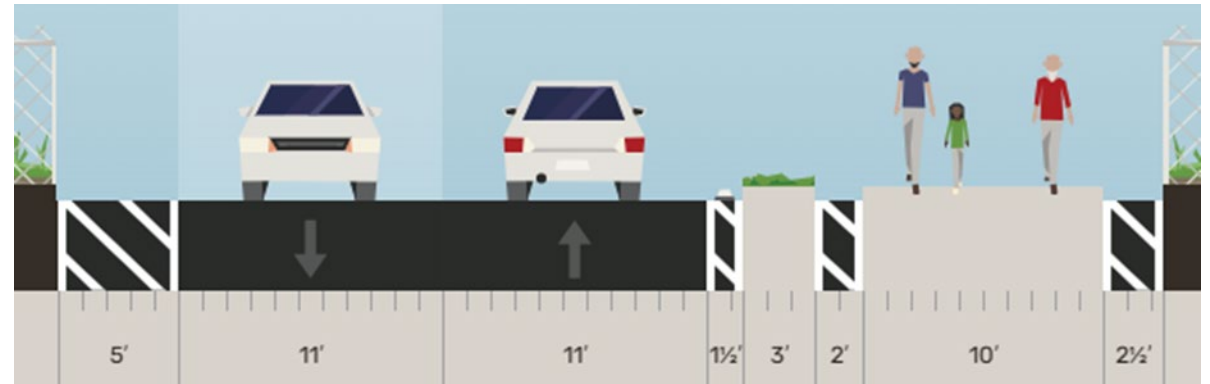
Corridor Traffic Study Findings

- Existing lack of connective urban design walk, bike and roll facilities
- No transit service
- All the public intersections within the study corridor are currently operating at acceptable levels of service during all peak hours evaluated
- In 2044, the stop control approaches at:
 - Apex Airport Road & Sirocco Circle intersections operate at LOS E during the PM peak hour
 - All other public intersections are projected to operate within acceptable ranges

Corridor Design Alternatives

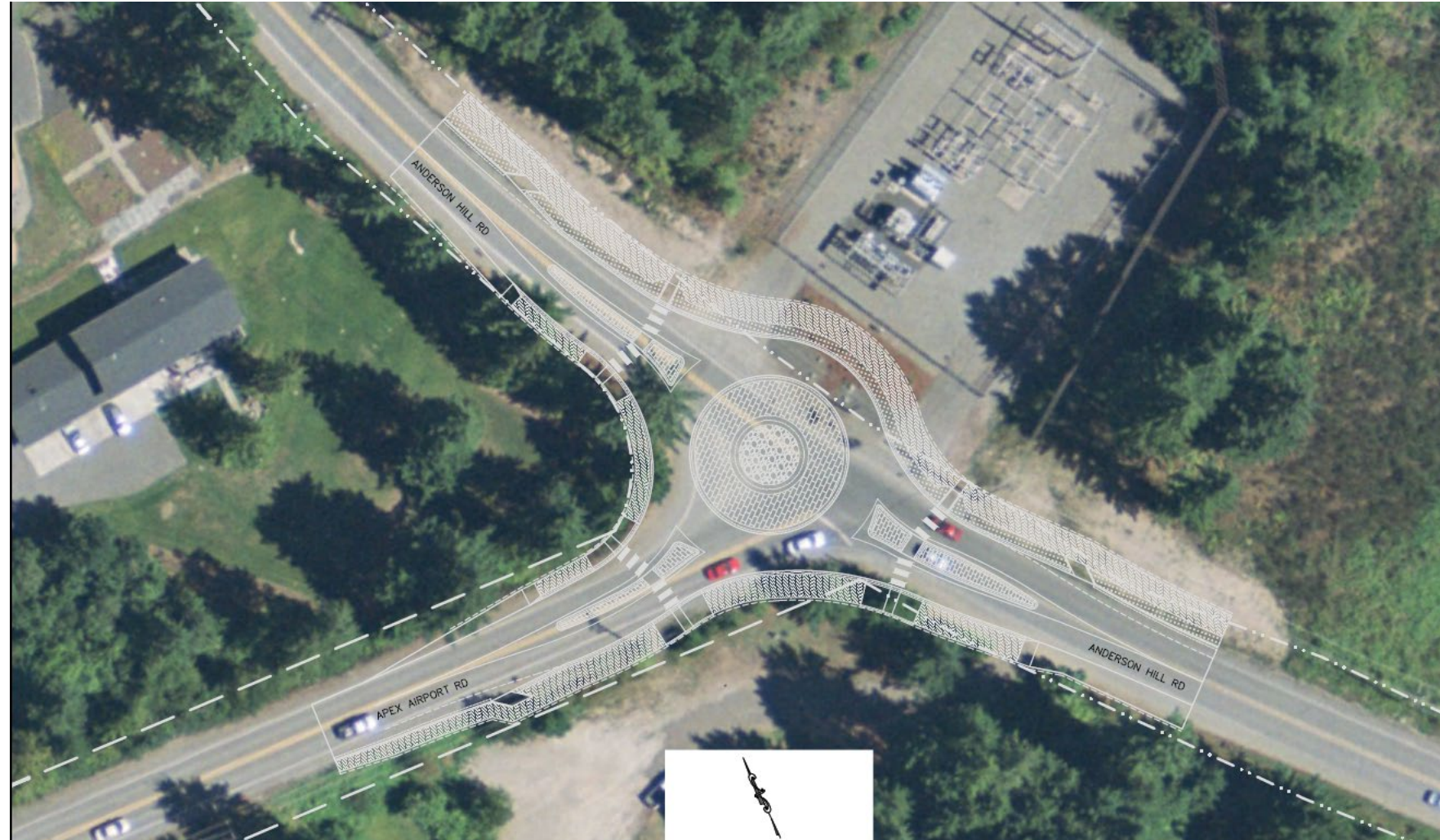
- Walk, bike and roll facilities
 - Separated 10' sidepath on north side
 - Frontier Place to Airport Apex

- Constraints:
 - SR 3 underpass
 - Navy railroad trestle
 - Grade/slope
 - Funding, grant potential?



Corridor Design Alternatives

- Future Intersection improvements: **Anderson Hill & Airport Apex**
- Constraints:
 - Future LOS threshold timing
 - PSE facility
 - Funding, grant potential?



Corridor Design Alternatives

- Future Intersection improvements: **Anderson Hill & Sirocco**
- Constraints:
 - Future LOS threshold timing
 - PSE facility
 - Funding, grant potential?



Transportation Improvement Program (TIP)

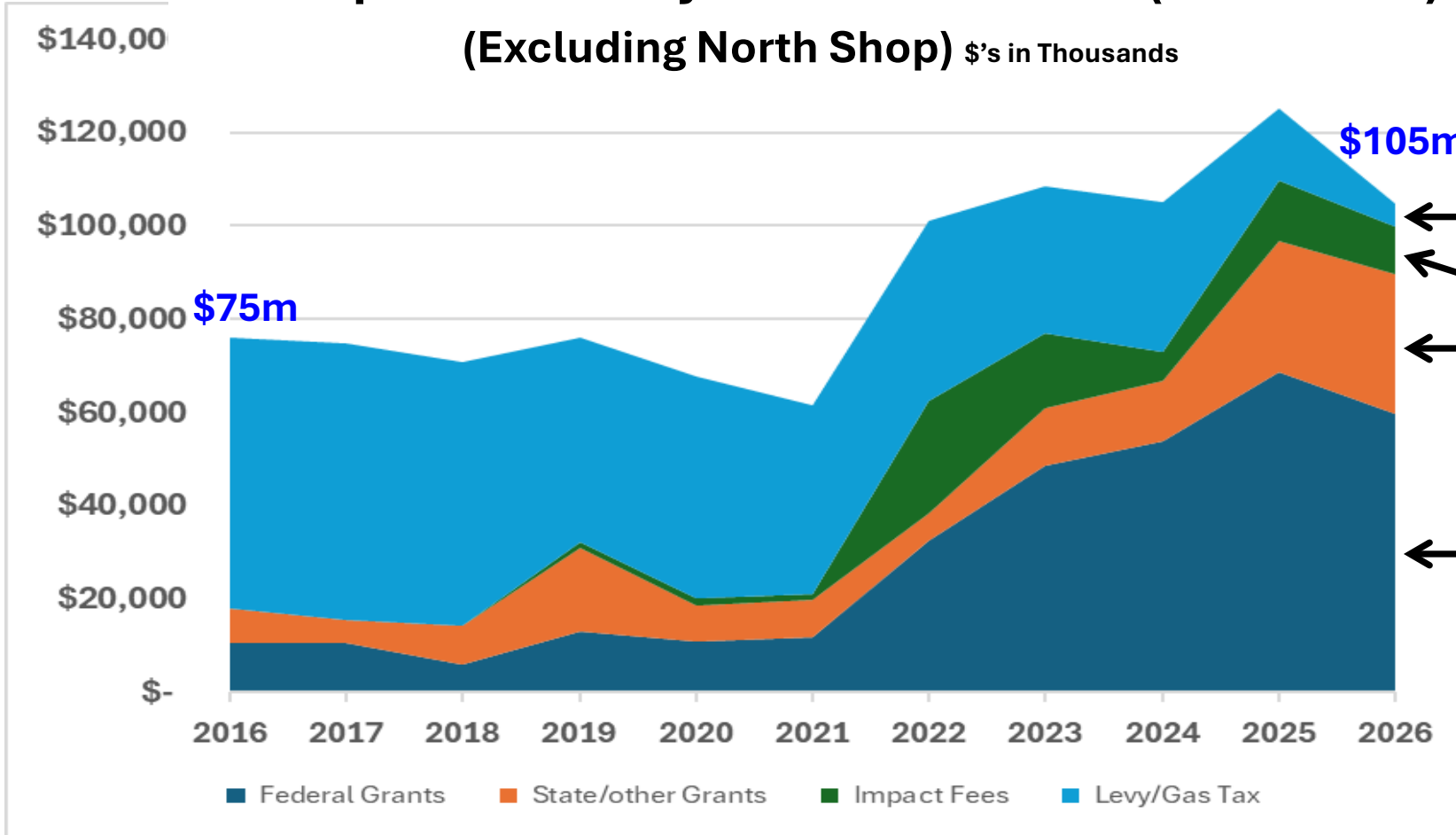
- **Newberry Hill & Dickey/Eldorado:**
2026 Preliminary Engineering 2029 Construction (SEPA and TIF)
- **Anderson Hill & Airport Apex:** TIP
2031 Pre-design work begins (SEPA)
- **Anderson Hill and Sirocco:**
TIP Contingency List #53
- **Corridor sidepath** phases will be added to TIP project evaluation



Transportation Improvement Program (TIP) Shift

TIP Expenditures by Revenue Source (2016-2026)

(Excluding North Shop) \$'s in Thousands



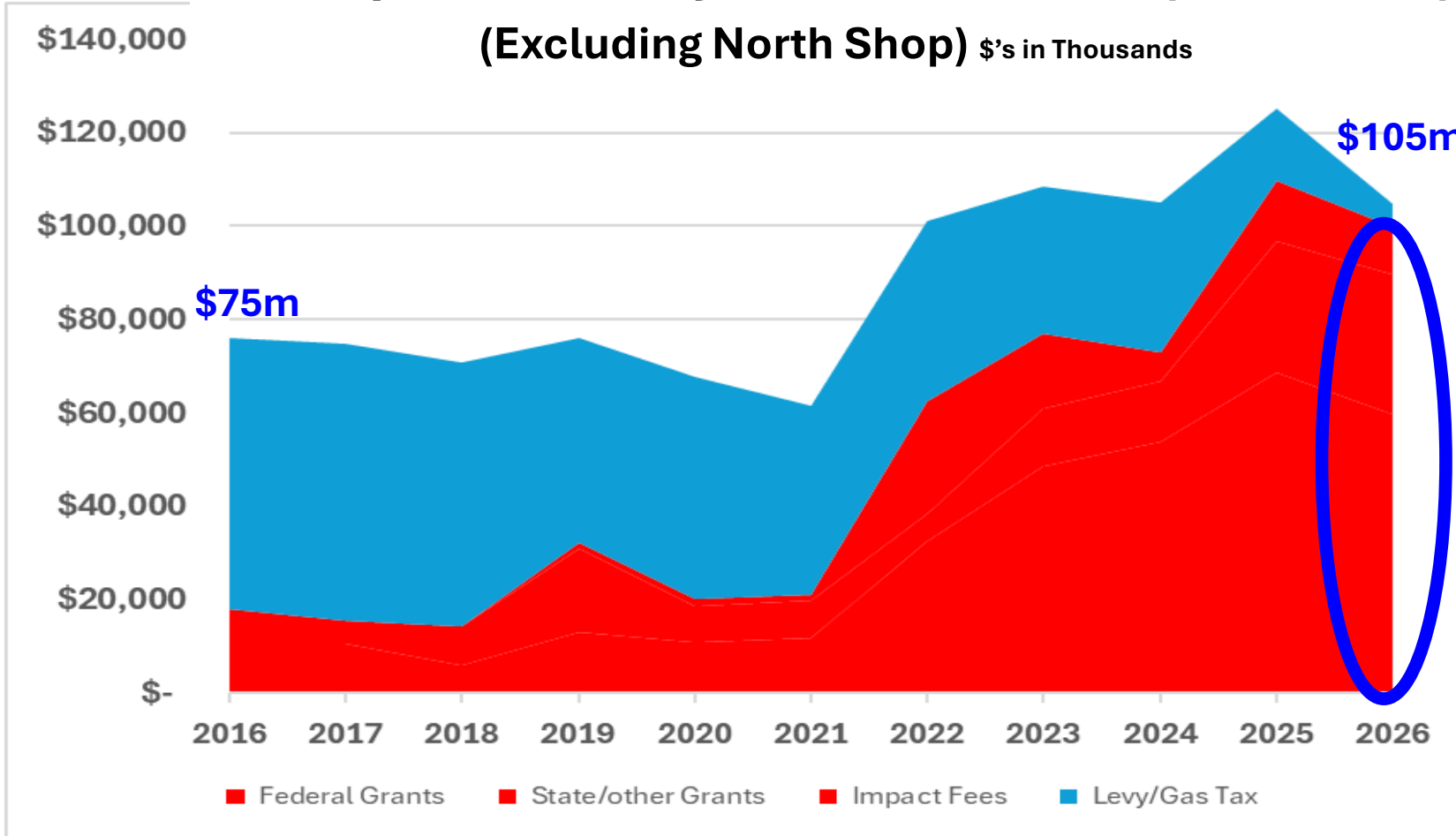
Shift - 2016 to 2026

- ← Levy/Gas Tax: 77% to 5%
- ← Impact Fees: 0% to 10%
- ← State Grants/Other: 10% to 29%
- ← Federal Grants: 14% to 57%

TIP (6-Year) Revenue Shift 2016 to 2026

TIP Expenditures by Revenue Source (2016-2026)

(Excluding North Shop) \$'s in Thousands

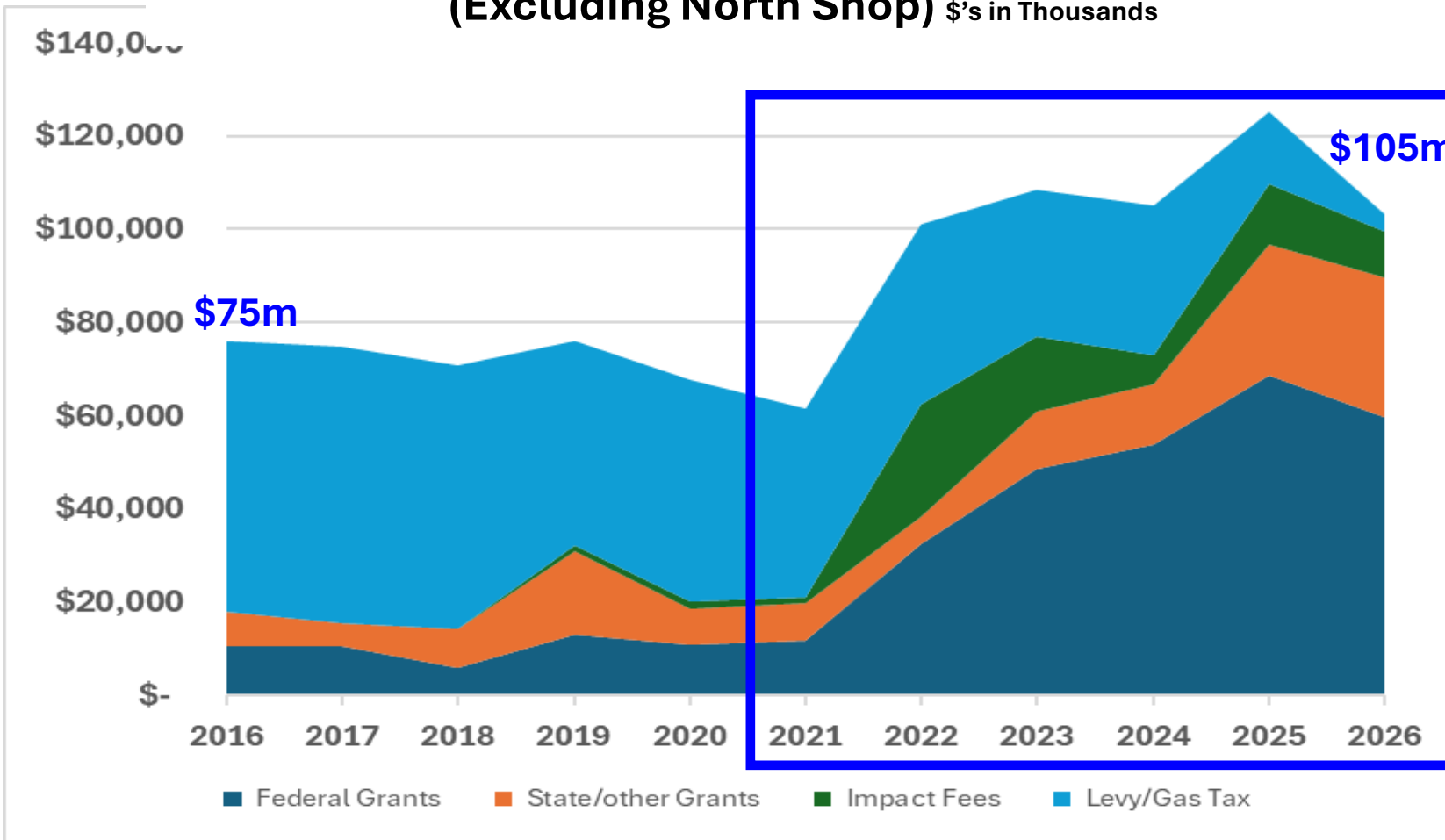


- 95% of 2026 revenue is “restricted” and can only be used for a specific project or type of project
 - Impact Fees
 - State Grants/Other
 - Federal Grants
- 33% of 2016 revenue was “restricted”

TIP (6-Year) Revenue Shift 2016 to 2026

TIP Expenditures by Revenue Source (2016-2026)

(Excluding North Shop) \$'s in Thousands

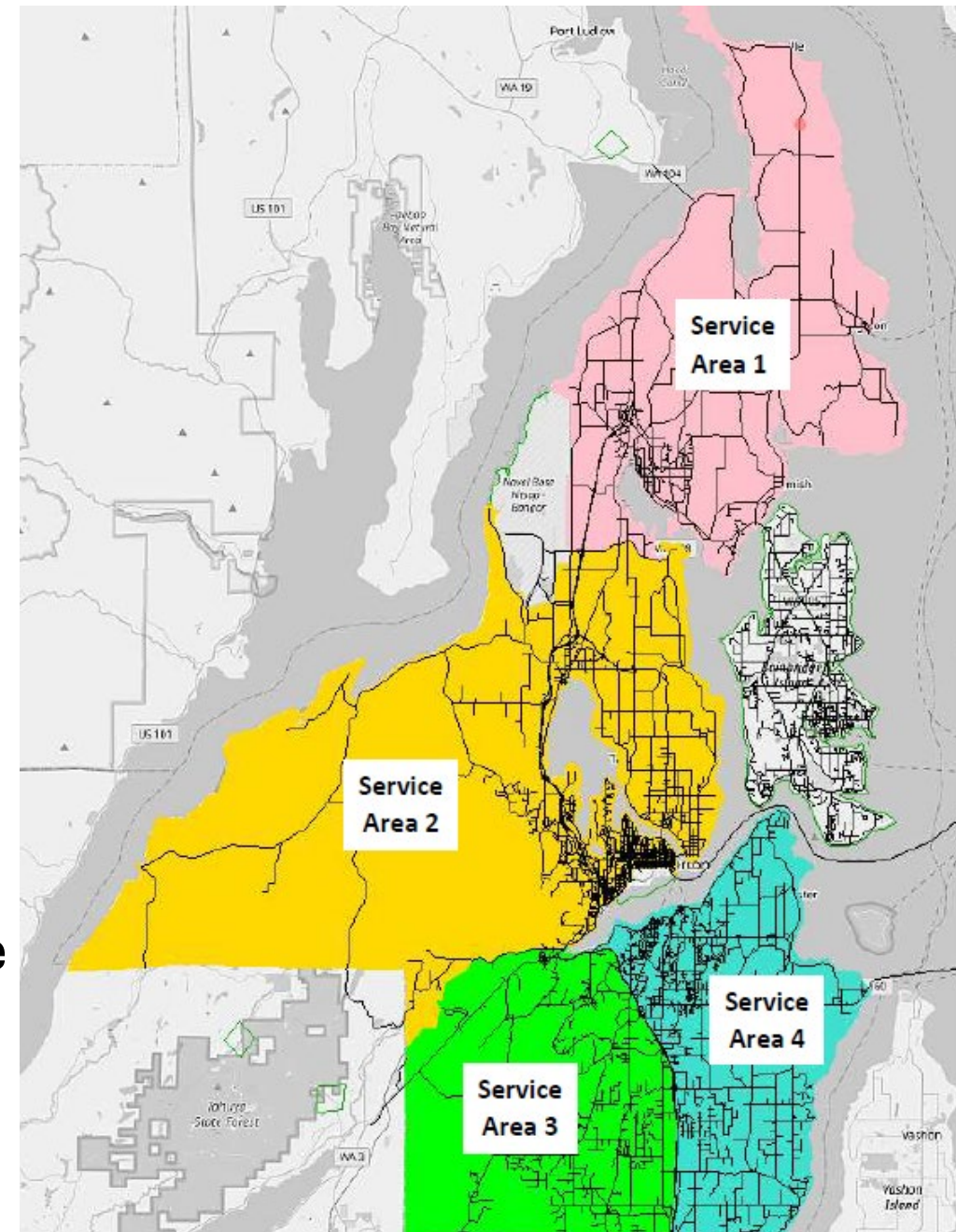


TIP increase since 2022 is the result of:

- **New Impact Fee Rate**
- **Grants**
 - Federal & State
 - **Fish Passage Barrier grants** (w/ \$3m local match), 23% of total TIP
- **2026 represents the last significant use of Levy/Gas tax use to support the TIP**

Transportation Impact Fees

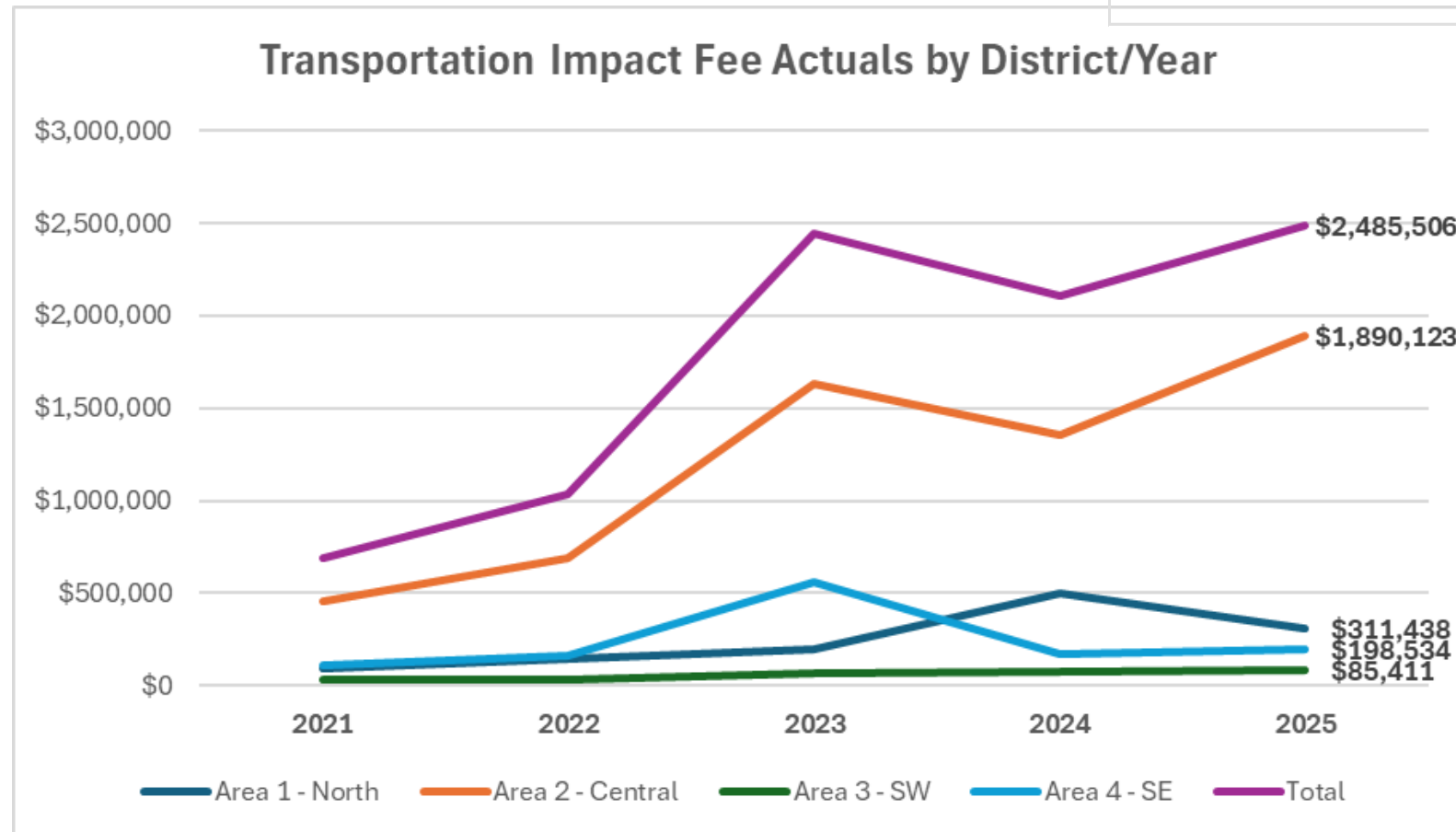
- Full “local match” for 7 grants totaling \$33.3m
- Partial “local match” for 4 grants totaling \$11.5m
- PE for 2 future grant projects
- Significant fluctuations based on construction activities/economy
 - \$1.8m per year planning estimate
 - Restricted by district
 - Restricted to projects identified in Impact Fee Ordinance



Transportation Impact Fees

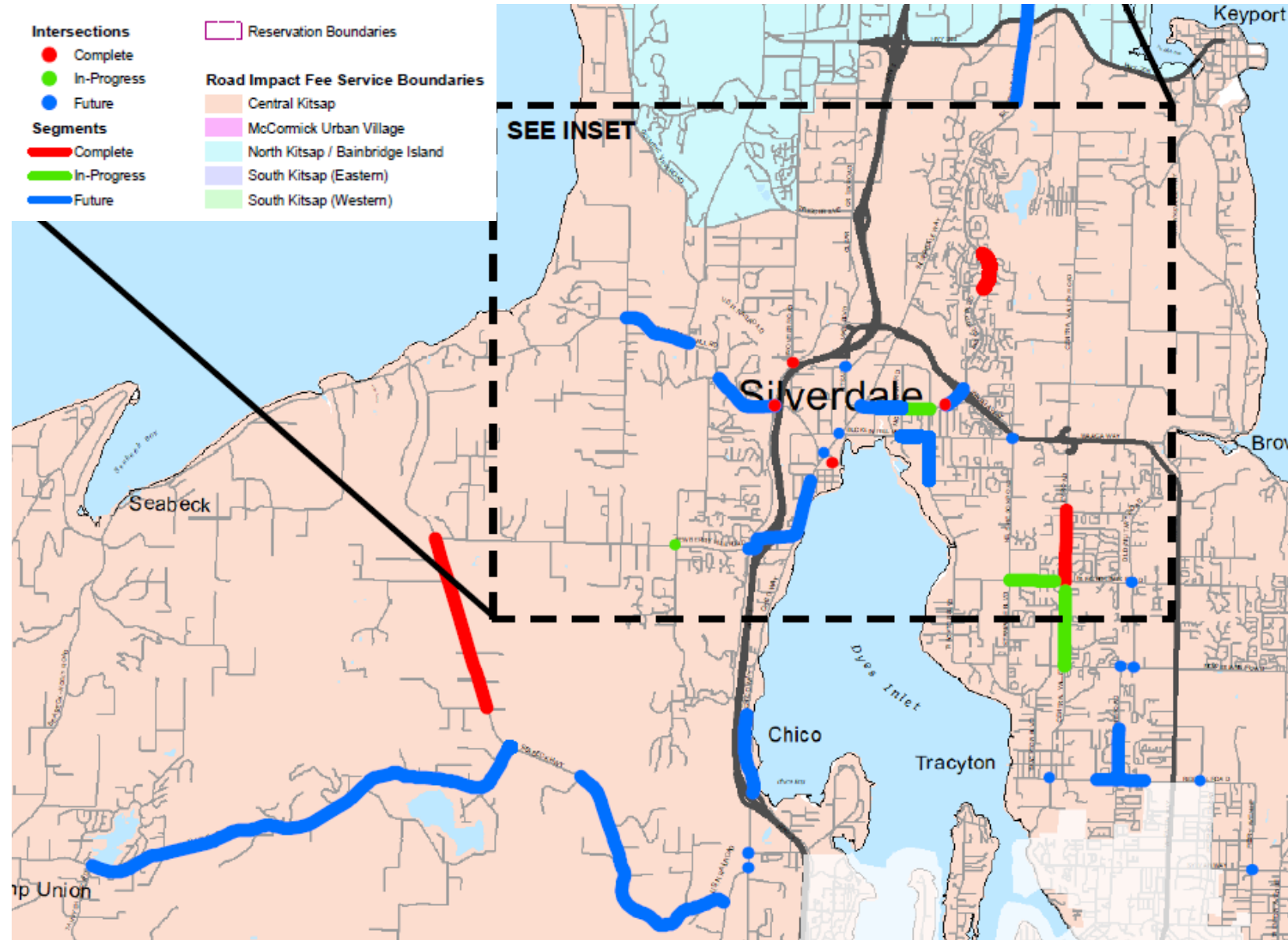
- Actual Impact Fee collection 2021 to 2025
- 2025 TIP planning assumptions

District	Annual \$'s
1. North	\$197,000
2. Central	\$1,400,000
3. Southwest	\$70,000
4. Southeast	\$145,000
	\$1,812,000

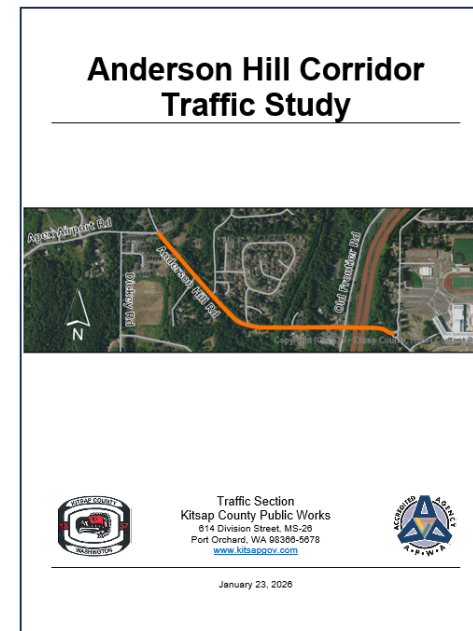


Transportation Impact Fees

- Impact Fees can only be used for projects identified in the Resolution/Study



Anderson Hill Corridor Traffic Study



Anderson Hill Corridor

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