
State Route 3 Division Avenue/West Pleasant Street Pre-Design

Community Engagement Report

October 2025



Image Description: A map showing the project location on the western edge of the Gorst census designated place in Kitsap County, Washington



Image Description: A map showing the proposed concept extending from the intersection of State Route (SR) 3 and Division Avenue approximately 1,600 feet east to the intersection of SR 3 and West Pleasant Street.

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Project Overview

Target Zero is Washington State's Strategic Highway Safety Plan. The goal of the plan is to reduce traffic fatalities and serious injuries on state highways to zero by 2030. The Strategic Highway Safety Plan identified the intersection of SR 3 and Division Avenue/West Pleasant Street as a location with the potential to reduce crashes.

Based on the information gathered during the pre-design study, WSDOT is proposing a single lane roundabout to replace the stop sign on Division Avenue and West Pleasant Street. Project design starts in fall of 2025 with construction tentatively scheduled to begin in 2027. Construction schedules are subject to change.

A multimodal, multidisciplinary, and multi-agency group was formed of representatives from: Suquamish Tribe, Mason Transit Authority, City of Bremerton, South Kitsap Fire & Rescue, Puget Sound Regional Council, Kitsap County, Kitsap Transit, West Sound Bicycling Club, Washington State Patrol, and WSDOT. The group was invited to virtual meetings to learn more about the project and provide comments.

The project team also held an online open house to gather feedback on the proposed project. This report contains a summary of the online open house, documenting the public engagement process.

Open House Process

WSDOT hosted an online open house from August 6 through August 20, 2025. This event was advertised on the pre-design webpage, WSDOT social media accounts, Kitsap County social media, WSDOT's email lists, and sent to the multimodal, multidisciplinary, and multi-agency group.

The open house had an overview of the project, conceptual drawing of the roundabout, project background, funding, next steps, and a feedback form for participants to submit their comments about the project. A copy of the open house materials is in Appendix A. The online open house comments that WSDOT received are documented in Table 1. The rightmost column contains WSDOT's response to each comment.

Open House Responses

Many citizens felt WSDOT should be focusing on the entire Gorst area. Specific locations for focus include the intersection of SR 16 and SR 3 through the Gorst Area.

WSDOT has two other on-going efforts in the Gorst Area that address many of the concerns regarding the Gorst area. First, the intersection of Sam Christopherson/SR3/SR16 is part of a fish passage bundle that will convert the signalized intersection to a roundabout. The roundabout at SR3/Division Avenue is designed to be compatible with the roundabout at SR3/Sam Christopherson. Second, WSDOT planning is actively conducting a Gorst Area study that evaluates a range of alternatives that improve transportation for all roadway users. More information regarding these projects can be found [here](#):

Gorst Area Planning Study

Gorst Vicinity Remove Fish Barriers

Many citizens are unsure if adding a roundabout at the Division Avenue intersection will reduce crashes. They feel a roundabout will increase congestion in Gorst. In general, people shared that they don't think roundabouts work well, they feel less safe, and many drivers don't know how to use them properly.

There are also concerns about how changes to passing lanes could make traffic worse or slow down trucks. To study this, traffic experts collected data on how many cars use the road and how fast they go. Their research showed that having one southbound lane between the future roundabouts (from the SR3/Division intersection to the SR3/Sam Christopherson intersection) would keep all traffic moving smoothly at our target speed of 35 miles per hour.

Some people who live near the project area said a roundabout might help slow down speeding drivers—since many go over the 50-mph speed limit. They also pointed out that the area doesn't have enough safe places for bikes or pedestrians, and this project could help fix that.

Finally, many people had questions or ideas about the design of the project. The design team will work on these details in the next phase of the project.

Table 1 - Online open house comment and response

#	Comment	Response
1	I am concerned about the traffic accumulation backing up onto the freeway before exiting on to SR-3 south. During peak hours 3-4 pm. This would take a section that is currently 2 lanes traveling up hill to a near stop. The section between the light in Gorst and the new round about would fill allowing less traffic to move through the light causing more accumulation to back up on the transition from SR-3 to SR-16. This i feel creates a greater safety concern.	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly.
2	This is a poorly planned resolution to reduce traffic collisions at this location. This suboptimal plan WILL GREATLY increase traffic delays to ALL commuters. What are your alternative plans? Where are they listed? Have you considered closing Division Ave W and W Pleasant St at Highway 3 and redirecting traffic to the intersection of Highway 3 and W Sam Christopher's Ave? (Which is well established and well used?) As a longtime resident, PLEASE DO NOT MOVE FORWARD WITH THIS PLAN.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK We did look at a traffic signal at this intersection, but a roundabout will perform better. A traffic signal would

		not significantly reduce fatal and serious crashes. Roundabouts are safer due to their ability to slow down traffic, lower the chance of crashes, and make it safer for people walking and biking to cross the street. This project is focused on safety, and a traffic study showed that a single-lane roundabout will keep traffic moving smoothly.
3	I'm strongly opposed to the proposed roundabout as currently planned. This design is deeply flawed and will only create more traffic problems than it solves. By placing the roundabout so far up the hill—well beyond where the climbing actually begins—it completely misses the functional need of easing traffic at the ramp merge. Instead, it will cause traffic to back up onto the ramp itself, creating dangerous congestion and increasing the risk of accidents. The goal of a roundabout should be to improve traffic flow and reduce conflict points, but this layout does the opposite. It's disconnected from the actual traffic pressure point and will do nothing to alleviate bottlenecks where they truly happen. This project is a complete mess before construction even starts. The more logical and effective solution would be to place a roundabout at the intersection of Highway 3 and Sam Christopherson Road, where it could actually serve its purpose and manage traffic where it matters most.	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. A roundabout is being designed for the intersection of Highway 3 and Sam Christopherson Road. This change will help reduce traffic backups for drivers going north on SR 3 during busy times. For the latest updates, visit the project website: LINK
4	Are there any plans to address the turn off into Sunnyslope from the highway. There is a high volume of traffic and the speed there is 50mph making it dangerous and difficult to turn left into Sunnyslope.	There are no current plans to further improve the intersection of SR 3 and Sunnyslope Road SW. The roundabout at SR 3 and Division Avenue is using funding from the Highway Safety Improvement Program. The Sunnyslope Road SW intersection is not eligible to use this funding. Any improvements, like a roundabout, would need significant funding beyond WSDOT's available resources for this program. The State Legislature would need to provide this.

5	This improvement looks good. It would be beneficial to preserve the trees along the south by shifting the project more to the north. The land looks cleared already. It was helpful to include the fish barrier removal projects as part of the description. Thank you.	WSDOT has recorded your preference. The current placement of the roundabout is centered to eliminate utility impacts and ROW located on the north side of the intersection.
6	Volume of traffic through there will be a nightmare for a roundabout. You need to separate the traffic destined for N bound 3 and 16 E so they don't all back up at that light.	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly.
7	I'm looking forward to the planned improvements. I only have a couple of concerns. I'm hoping that WSDOT can come up with a staging plan that will minimize disruptions during construction. Upgrading a signalized intersection to a roundabout has its unique challenges. As you are probably aware, northbound SR 3 traffic is frequently backed up to Sunnyslope Rd during the mornings, starting as early as 7:00 am, lasting as late as 11:00 am. Secondly, I'm concerned that a single lane roundabout will meet the capacity needs in the long term. I'd like to see an option to widen the two legs of SR 3, prior to the roundabout to follow two lanes through the roundabout, especially southbound where two lanes currently exist just beyond the current intersection. I worked road design and construction for Pierce County for a number of years before I recently retired and understand the challenges you'll be facing during construction. Again, I'm looking forward to the improvements and do like the idea of a roundabout. Good luck!	During the design phase, WSDOT design staff will work with construction to determine a traffic management plan for minimal disruptions during construction. A roundabout at the intersection of Highway 3 and Sam Christopherson Road is under design. This improvement will be designed to reduce congestion for northbound SR 3 traffic. Please visit that projects website for the latest information: LINK The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. The roundabout is being designed to accommodate two southbound lanes when warranted by future traffic volumes.
8	Single-lane roundabouts should not be used. They are dangerous and lead to massive traffic backups. Two-lane should be the standard, minimum design. Yes, initial acquisition and construction costs are greater, but the increased investment now will pay off in the long-run. The benefits of far less congestion and fewer collisions will be seen immediately.	WSDOT has recorded your preference. Two-lane roundabouts are less safe than single-lane roundabouts because they create more conflict points, have higher driving speeds, are more complex, and introduce new types of crashes, often due to driver confusion about lane choice and yielding rules. The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly.

		The roundabout is being designed to accommodate two southbound lanes when warranted by future traffic volumes.
9	While the roundabouts at Amazon and closer to Belfair make sense, a roundabout in an area that is consistently congested at peak times makes very little sense. Your stated goal is fewer collisions. Congestion, frustration with traffic - those things lead to collisions, too. Put in a traffic signal. You are only ~3-4 “blocks“ away from the signal in Gorst. Also (while I’m at it), folks power up the Hwy 3 hill from Gorst. They’re consistently going 60+. If you want to maintain a 50mph speed limit, put in more speed limit signs.	We did look at a traffic signal at this intersection, but a roundabout will perform better. A traffic signal would not significantly reduce fatal and serious crashes. Roundabouts are better for reducing crashes. Vehicles enter roundabouts at a lower speed and at an angle, which virtually eliminates T-bone collisions. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
10	Doing this work before the bottle neck issues in Gorst are addressed will only lead to worse traffic backups. Put the money into diverting traffic around Gorst first then this project.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
11	Why are you people so enamored with these stupid roundabouts. They only work if traffic volumes are comparable on all legs and you build them large enough to hold substantial numbers of vehicles. How about simple traffic signals. You would think that with modern technology like AI, you could design them to intelligently manage traffic flows. Also much less disruptive and they have to be cheaper than these stupid roundabouts.	WSDOT is working to reduce serious and fatal crashes on Washington’s roads as part of the state’s Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for people walking or biking to cross the street.
12	Hello, Can you please start making the round-abouts larger and 2 lanes? Our population keeps growing exponentially and you should be planning to make hwy 3 dual lanes both ways. It’s so crowded through there especially with amazon now having their trucks plus rush hour/holiday traffic.	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. The roundabout is being designed to accommodate two southbound

	Thank you for your time.	lanes when warranted by future traffic volumes.
13	I am concerned about what this interchange will look like while you construct the improvements. This is a vital spot with no good alternatives to avoid the area. My suggestions are to focus on night work to minimize impact to the commute in the mornings and afternoons.	WSDOT has recorded your preference. During the design phase, WSDOT design staff will work with construction to determine a traffic management plan for minimal disruptions during construction.
14	No one walks or bikes through Gorst. There is no reason for a roundabout. What needs to happen is a Gorst bypass of some sort. There it is: problem solved. A bridge from Bremerton to Port Orchard. That's it. Yep, costs \$, but it's well worth it. But you guys will just spend the \$ on every wrong thing and keep yourself employed. You'll do the roundabout, then the fish thingy, then 20 years down there road, start considering a bypass. But, you'll be retired. No worries. Someone else's problem.! meanwhile, all of Kitsap will struggle and suffer...oh, Mason too-since they're commuting from the shipyard to Belfair area.	WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
15	The existing traffic circles on SR3 by the airport and gravel yards have improved safety and traffic flow. I regularly make the left turn onto Division driving northbound on SR-3 as part of my daily commute. This would be great! The addition of a bike lane will also encourage active transportation by minimizing safety risks to pedestrians, bicyclists and people rolling in the vicinity of Division.	WSDOT has recorded your preference.
16	This design looks much safer than what is currently in place. Agree with all aspects of the design!	WSDOT has recorded your preference.
17	We use the Division turn once or twice a day. It would be so nice if we could get through the merge in a reasonable time so we don't have to drive through a neighborhood when kids are getting off the bus. Driving in WA is already rough, but Gorst is bonkers!	WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK

18	Im all for improving road safety but if money is being used to improve traffic around Gorst this is not the place to start. The entire route around Gorst causes extreme traffic at peak hours that leads to extensive travel delays on a daily basis. I believe the bigger impact to the public would be to use the funds to improve the traffic flow through gorst as a whole rather than add an additional roundabout.	WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
19	I think they're roundabout is a great idea, but should be a double lane roundabout.	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. The roundabout is being designed to accommodate two southbound lanes when warranted by future traffic volumes.
20	As a person who has lived in McCormick Woods for over 7 years and had property off the Old Belfair Hwy for 39 years I have been aware of the dangers at Division and Hwy 3. I hope this would solve it. I worry that if there is much time between when the intersection at Christopherson changes from a stoplight to a roundabout that traffic will back up on highway 3.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
21	It would be beneficial to install a roundabout at Sunnyslope Rd first and I believe collision data will show that. Ped and bike lanes are a bad idea though here. When the project starts don't leave equipment here overnight. Lots of homeless on Bremerton Watershed property.	WSDOT has recorded your preference. There are no current plans to further improve the intersection of SR 3 and Sunnyslope Road SW. The roundabout at SR 3 and Division Avenue is using funding from the Highway Safety Improvement Program. The Sunnyslope Road SW intersection is not eligible to use this funding. Any improvements, like a roundabout, would need significant funding beyond WSDOT's available resources for this program. The State Legislature would need to provide this.

22	I heard there is a plan to replace the stoplight at Hwy 3 & Sam Christopherson rd with a roundabout. I suggest you put in a single 2 lane roundabout at the current stoplight intersection, and just eliminate the intersection at Division ave. Put concrete barriers in and get rid of the Division ave intersection and make a single roundabout intersection where the current stoplight is.	WSDOT has recorded your preference. The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. The roundabout is being designed to accommodate two southbound lanes when warranted by future traffic volumes. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
23	This is just another waste of taxpayer funds. This will slow down traffic, unless that is the intent, cause a potential increase in traffic accidents, and is not a necessary traffic intervention in this particular area.	WSDOT has recorded your preferences.
24	This is dump it is going to make more of a back up in traffic than there is already. And for truck getting on the highway they will get up to speed just to slow down again This to me is a waist of time and a waist of money. What about fixing the Rds that are already horable first. The Rds in gorst and SR3 south are bad enough and people can't drive. A round about in my option is not going to fix that problem. Maybe an extra lane or something else. As a tow driver this spot is only a problem for drivers during the shipyard traffic and no other time Maybe put in a turn lane or center lane in that area But not a roundabout.	WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
25	A roundabout isn't going to fix the traffic problem there. Gorst is a pinch point for accidents. If a major incident happen that whole area would be backed up for hours. You need to put money into making flow easier incase a major incident happened.	WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK

26	The \$7+ million dollars should be used in the SAFETY for the conjunction of HWY3 and HWY 16 through Gorst. How many accidents and deaths occurred on that route? With any common sense a BRIDGE across the SINCLAIR INLET would totally change the flow of traffic. Has any environmental impact study been conducted on this subject? Has any research been done on the SAFETY issue of a BRIDGE being used instead of the current roadway? Of course there is more financial support needed for such a project. I doubt any federal funding would be available for our state, at least with the current Federal Administration . So your project appears extremely expensive and less in importance for SAFETY than the current PROBLEM on HWY3 and HWY 16. So save the \$7+million dollars to be contributing to the SINCLAIR INLET Bridge. Not to forget your project , but the HWY 3 entering Gorst needs to be addressed. So where does the SAFETY priority stand? I would consider constructing a two lane roundabout at the traffic light intersection instead. Please ponder on this advice from a Kitsap resident driver who values SAFETY. Thank you	WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
27	The roundabout seems sensible. I worry the passing lane starting later will allow less time to move by slower moving vehicles prior to HWY3 South turning back into one lane. This could increase speed of drivers, resulting in accidents.	WSDOT has recorded your preferences.
28	I strongly dislike adding roundabouts in the Gorst area. It is already a bottleneck of traffic and this will slow things even further. Lifelong Kitsap/Mason county girl and I am really disappointed in the plan and at the lack of public input until now. Your plan is complete and I don't believe any feedback I provide will change what has already been decided.	WSDOT has recorded your preferences. WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for people walking or biking to cross the street.

29	Hwy 3 would be safer overall with 2 lanes each way from Gorst to the proposed Freight Corridor N. of Belfair. Having bike lanes in two directions is wasteful and not in demand. Pedestrian lanes on Hwy 3 do not make sense as there are no pedestrian-oriented destinations. Better safety improvements would be had by a roundabout at the Ridgepoint road in Belfair where hundreds of new homes send traffic to Hwy 3.	WSDOT has recorded your preferences. This project implements “Complete Streets” which plans, designs and builds the roadway for all users. More information can be found here: Complete Streets WSDOT
30	The exorbitant cost of this project would be better used to alleviate the bottleneck of the Gorst curves. Those curves are a far bigger problem than the stoplight at Division. Sidewalks and bike lanes are far less important than remedying the Gorst curves mess.	WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
31	This is a dumb idea, fix the actual curve in gorst where accidents occur before this fun little project	WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
32	I think this is a good idea, but one lane is going to be hard there - especially in the summers when all the traffic is heading to Belfair. Division street is still going to be blocked.	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly.
33	Hi im a tax payer, I appreciate the chance to make my voice heard on this. I live here and drive this road multiple times a day every single day of the year. I live in Belfair but work in Bremerton as does my husband. I was born and raised in Kitsap County and recently had to move to Belfair because we couldn't afford a home in the place I had been my whole life. I've seen the growth and complained within my own circles about it's impacts one me. In my opinion if you don't live here, you most likely won't	WSDOT has recorded your preference. A roundabout at the intersection of Highway 3 and Sam Christopherson Road is under design. There will be community engagement in the fall of 2025. Please visit that projects website for the latest information: LINK The pre-design team completed a traffic analysis. It shows that traffic will remain free flowing with a

	understand the actual areas that are "problem" areas. There are so many other places that \$500,000 could be spent on. (Gig Harbor Wollochett exit on the shorties that lead to HWY 16 both east and west bound or on the Jackson Ave. freeway entrance between Silvedale and Bremerton) (or we could just not spend money...) The traffic circles already in place are already a hazard with people stopping at the yield sign to let imaginary cars in or stopping because theres a car entering across the circle (non-sensical stopping), and this causes a dramatic slow down specially during high traffic times. I imagine a traffic circle so close to the light would cause more back ups in all directions, both coming from HWY 16 and from HWY 3. 19 crashes over 5 years. More than likely due to poor choices made by the drivers. It is one of the risks we all assume when we decide to sit behind a wheel or become a passenger in a vehicle. I do wonder where all the pedestrians are coming from that would warrant pedestrian lanes as I have only seen pedestrians entering the forest neat the power lines there while they where dragging pallets up the hill into the forest. But maybe I am confusing the area the pedestrian lanes are planned for. I'm sure, like most things that I disagree with, this will continue on to the next stage, (wreaking havock in my life) so I can only hope it goes as well as the "Belfair Bypass" that has been in planning for nearly my whole life and is yet to come to fruition.	roundabout. Additional truck speeds were analyzed, and it was determined that trucks can travel at the target speed of 35 mph. This project implements "Complete Streets" which plans, designs and builds the roadway for all users. More information can be found here: Complete Streets WSDOT
34	I feel that this project is not the best fix for the conditions. the cost and the disruption to traffic flow is not cost effective. reducing the speed limit would be a good first move. Adding lanes to allow traffic to blend in would be a minimum cost. A center lane to allow left turns to have a safe place to blend. It is my experience that there is a limited cross traffic and foot traffic is a not normal occurrence.	WSDOT has recorded your preference. The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly.

	I feel that a roundabout would be a poor fix. Thank you	
35	I live in Belfair. I do not want another roundabout on the highway. A roundabout will definitely impede traffic waiting for the light closer to Gorst.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
36	NO MORE ROUNDABOUTS. They slow down traffic and are top ineffective. This will have traffic backed up into port Orchard because people exiting will be backed up. And it will make traffic backed up to the shipyard, with traffic dangerously stopped on the freeway because cars move too slow thru the roundabout. Just look at the hood canal bridge and how much a roundabout screwed up that traffic. It's backed up across the bridge because people don't know how to quickly and effectively more thru roundabouts	WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes , and making it safer for people walking or biking to cross the street.
37	How effective is that roundabout going to be when the traffic in gorst is backed up because the city refuses to fix that problem first?	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
38	I support these changes, as they should improve safety for all through this corridor. Kitsap needs more dedicated bike lanes.	WSDOT has recorded your preference.
39	Just curious about the area where the gas station is where people come out and turn left and go into the lanes going north towards Bremerton. We have had a handful of fatalities from people driving on the wrong side of the road and not because they were intoxicated.	WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK

40	Getting through Gorst is difficult enough as it is. Adding a single lane roundabout will strangle traffic through there. Make it two lanes or not at all. So, which of Kitsap County roundabouts actually IMPROVE traffic flow??? I haven't seen ANY! NO TO MORE ROUNDABOUTS!	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes , and making it safer for people walking or biking to cross the street.
41	High planning team I actually reside right next to the park between the park and San Christopherson so a lot of what you guys are working on is actually very relative to me and my family we live at 4160 and we also own 4134 our family are multifamily we have kids and oftentimes we are walking to and from the park with little to no space between the road and the runoff we typically have to wait for traffic to pass before we can make it to the park in one long stretch also because this is one of the longest stretches of Roads straight away nobody typically goes the speed limit of 35 often times at the bus stop in the morning or when our kids are let out for the afternoon many times people run the bus stops and just completely ignore the fact that there are kids let alone going 60 to 70 miles an hour on the straight stretch away whether a roundabout at division or at the road up above would be beneficial to help slow down traffic some I don't think that this is necessarily the only option possibly another roundabout at Sam Kristofferson would also help as well as sidewalks on either side I will tell you that we have had a few sinkholes due to no area for runoff in front of our houses on the right side of the road if you're headed towards Belfair something to keep in mind when you guys are building an engineering potential sidewalks is the implication of runoff and the need for some type of gully for water to go.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
42	My family lived on Pleasant street for over 70 years. The original wsdot project with overpasses ruined the town. The merge onto hiway 16 next to the old pleasant valley school is very dangerous and has many accidents. The roundabout project doesn't appear to solve the high speed down hill issue. I suspect that there may be an increase in accidents in that lane. Wouldn't it be more cost effective to put in a traffic light with turn lanes similar to the one near the fire station?	We did look at a traffic signal at this intersection, but a roundabout will perform better. A traffic signal would not significantly reduce fatal and serious crashes.

43	With all the growth in McCormick Communities, much more traffic is flowing through Sunnyslope then north on 3 to Gorst. Traffick regularly backs up on 3 North from Gorst, sometimes all the way to Sunnyslope. Adding a roundabout in the middle of bottlenecked traffic is going to cause a lot of problems, including road rage. What 3 needs is another lane northbound.	WSDOT has recorded your preference. WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
44	Roundabouts are HORRIBLE! I would rather sit still at a light then play Roundabout Roulette!! If you think 19 accidents in 5 years is bad, just wait. It will be one a day. Just ask the city of Anacortes about the roundabout they have heading to Whidbey. At least 1 accident a day since they created it.	WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for people walking or biking to cross the street.
45	Opinion: There is not enough traffic coming off Division to warrant yet another round about. Why slow down traffic just one more place for no reason. In this area, with the changes supposedly coming to the main intersection at the point traffic comes and goes off Hwy 3/ Hwy 16, adding another round about so close up the hill would only add more traffic issues. The round about further up Hwy 3 by Amazon has done nothing but cause more traffic issues and accidents/almost accidents that were not there previously. More roundabouts do not solve the problem! Hwy 3 going out to Belfair has enough round abouts, and it is making it worse. I drive this almost every day and it sucks.	WSDOT has recorded your preference. WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes , and making it safer for people walking or biking to cross the street.
46	As someone who lives off division ave and in the gorst area that left turn to get in SR3 is a nightmare. Please put in the round about.	WSDOT has recorded your preference.
47	We don't have the foot traffic nor the bicycle traffic necessary for this improvement. This is a waste of tax dollars. We need more infrastructure focus on the Gorst bottleneck.	This project implements "Complete Streets" which plans, designs and builds the roadway for all users. More information can be found here: Complete Streets WSDOT WSDOT is actively working on a Planning and Environmental

		Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
48	Need to address the convergences of Belfair Valley Rd with both Sam Christophersen and Division at the same time. These areas need attention also, seems the additional roundabouts will continue to back up to Belfair Valley Rd. FYI: I have lived on BVR since 1970, during week day afternoon rush hours I use Division in lieu of Sam Christopherson just because of the parking lot between BVR and Hwy 3.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
49	it sounds really stingy of you to think you can turn there little neighbor hood into a freeway. Sam Christopher road does not have many citizens living next to it.	WSDOT has recorded your preference.
50	This is a dumb idea. Putting a roundabout there will make things much worse. I am not a fan of the idea, but closing the access to the highway from division would be a better idea. Although you'd have to do that one and a couple other spots to make it work. But then you'll be backing up traffic in other spots. The bottom line is that Gorst is not designed to handle the traffic. Build the bridge from Port Orchard to Bremerton. That solves all the issues. Make Gorst and exit option, rather than business literally on the highway.	WSDOT has recorded your preference. WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
51	This is a great improvement but can you also look at where 3 intersects with 16 at the yield sign it needs to be a stop sign, people either do not see the sign or ignore it. Way to many close calls! Believe its the angle. Change from yield to stop is a really cheap way to save a life. The round about plan is awesome. Thank You for your planning.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK

52	I think roundabouts are a sensible solution to most traffic problems in the Kitsap area.	WSDOT has recorded your preference.
53	This is a dumb idea. Why are you putting a roundabout in this location vice fixing the stoplight location first? All this will do is cause additional congestion in the area.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
54	1. Slow moving uphill traffic is already a problem and this will make it worse. 2. Can't believe you are encouraging bike traffic downhill into SR3/16. 3. It would be wiser to close off cross traffic.	WSDOT has recorded your preference. The pre-design team completed a traffic analysis. It shows that traffic will remain free flowing with a roundabout. Additional truck speeds were analyzed, and it was determined that trucks can travel at the target speed of 35 mph. This project implements “Complete Streets” which plans, designs and builds the roadway for all users. More information can be found here: Complete Streets WSDOT
55	A single lane roundabout will not help. A double lane roundabout MIGHT help as it would allow more people to be able to go right as people go straight. Overall though? Unless a northbound detour further back for those heading to Tacoma is installed there is no way a roundabout will help. Half the traffic that is clogging the area up is people just wanting to go towards Tacoma. I personally would prefer the whole system was a raised bridge system. That way local traffic for that area isn't impacted, but vehicles are funneled appropriately. I've already had to dodge impatient drivers on the existing circles in the area so I don't think it's going to help unless a way to truly create a split for traffic going in different directions.	WSDOT has recorded your preference. The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. The roundabout is being designed to accommodate two southbound lanes when warranted by future traffic volumes. WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users.

		Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
56	Personally, I feel that a roundabout in this specific location would cause more traffic backup. This intersection is close enough to the stoplight that there is often congestion in the area, especially during rush hour, and I believe drivers would block the roundabout when the light is red. In Belfair, I've noticed that at the roundabout on SR 3 and E Log Yard Rd, traffic often comes to a standstill within the roundabout (something I foresee also happening if one were installed at SR 3 and Division). I am also concerned this could create problems for EMS, as there is a nearby fire station. In heavy traffic situations, a blocked roundabout could make it difficult for emergency vehicles to get through. I think the state should explore alternative solutions to address the lack of safety in this area. While I do appreciate roundabouts in certain locations, I believe this specific site, being so close to a stoplight, is not a good candidate for one. However, I do feel that a roundabout could be beneficial at SR 3 and Sunnyslope. This location, situated at the top of a hill, often has low visibility when entering the highway, and vehicles tend to speed through the area, making it both difficult and intimidating to get on and off the highway.	WSDOT has recorded your preference. A roundabout at the intersection of Highway 3 and Sam Christopherson Road is under design. There will be community engagement in the fall of 2025. Please visit that projects website for the latest information: LINK The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. There are no current plans to further improve the intersection of SR 3 and Sunnyslope Road SW. The roundabout at SR 3 and Division Avenue is using funding from the Highway Safety Improvement Program. The Sunnyslope Road SW intersection is not eligible to use this funding. Any improvements, like a roundabout, would need significant funding beyond WSDOT's available resources for this program. The State Legislature would need to provide this.
57	Please put the roundabout at the Lake Flora intersection. That's a horrible intersection.	The Lake Flora intersection will be a roundabout as part of the SR 3 Freight Corridor project: Link
58	I'm not against this project, but that tax money is being spent on this when there are significantly more dangerous parts of Gorst that need addressing. I will admit I only skimmed through the presentation, but even if I missed it, I don't buy a rationale of why this project should come first. Please reconsider/reallocate this money appropriately.	WSDOT has recorded your preference. This intersection was evaluated and selected as a safety project based on a crash history. WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State

		Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
59	This is not a very used intersection. Make Division a right turn on to Hwy 3 only. Those wanting to make a left need to go down to Sam Christopherson at the light. I see putting a roundabout creating more back up .	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly.
60	This is just going to create even more traffic and construction is going to slow everything down. This will also put a huge stress on the old Belfair highway with people trying to avoid the construction.	During the design phase, WSDOT design staff will work with construction to determine a traffic management plan for minimal disruptions during construction.
61	Adding a round about at that intersection would not help anything or mitigate any congestion but would add to it drastically due to the volume of commuters that go through in both the early morning and evening. The accidents are cause by people finding a back road to get around the congestion. Simply close that intersection and add a second lane in both directions from the stop light up to Sunnyslope Rd. Also adding another southbound lane from the intersection of W Belfair Valley rd and Sam Christopherson to the stop light that has a dedicated right turn lane up SR-3. Alleviating some of the congestion from the SR-3 to SR-16 from people using back roads to get around the SR-16 Southbound Traffic. Also adding longer green light times during peak time at the intersection just off the SR-16 heading up SR-3 would add to more cars getting through and less congestion coming of SR-16 during evening commute. But adding a roundabout is not the better option. Winter conditions already make that road a nightmare to try and conquer going up we use that stretch of road to gain momentum and adding a round about would be detrimental and lead to more accidents.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
62	I think a roundabout is concerning at this intersection with out careful consideration and improvements to the intersection at Sunnyslope ,Brothers greenhouse HD Fowler and the greater Sunnyslope community also. Perhaps a zipper lane would help at this intersection or another roundabout there. The division street area is an area of heavy slow truck	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. WSDOT has recorded your preference. There are no current plans to further improve the

	traffic headed up hill and blinding sun in the morning and afternoon with North Bound traffic currently stop and go sometime up to a 1/2 mile in length. The State should consider this in design. Thanks	intersection of SR 3 and Sunnyslope Road SW. The roundabout at SR 3 and Division Avenue is using funding from the Highway Safety Improvement Program. The Sunnyslope Road SW intersection is not eligible to use this funding. Any improvements, like a roundabout, would need significant funding beyond WSDOT's available resources for this program. The State Legislature would need to provide this.
63	Please reconsider another constructing yet another traffic circle on highway 3...let alone in Gorst. We are overly congested as it is, then add shipyard traffic and tourists heading into the woods. These along with all the large trucks from the industrial area and logging operations between Gorst and Allyn make it hard to ever see our homes again. Make it hard to get our kids to and from school. We are taking our life in our hands leaving for a loaf of bread! In the almost 40 years I've lived in this corridor, they have promised and had money for the bypass, promised it, and then spent it elsewhere. Quit making us drive in circles! And to the stupid question below, yes I am human and so are the many other constituents whos commutes this gums up!!!	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
64	This roundabout is a big mistake. Building it will cause increase the time of traffic coming from PSNS and Warren Ave. It already is having difficulty merging with traffic coming from Bangor and Keyport military bases. The traffic is already backed up to NAD Park exit on Hwy 3. This backup will get worst. The idiots that try to cross Hwy 3 from Division Ave. are stupid. A no left turn sign should be put there instead of the roundabout.	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. Stopping left turns here helps reduce some crashes, but a roundabout does a better job of reducing all crashes. It slows down traffic, lowers the chance of crashes from bad angles, and makes it easier for people to cross the street.

65	1. A 5ft sidewalk is not wide enough for two people side by side, for wheelchair and dog/person walking with, or for people to pass each other on sidewalk. 2. The bike lane will be used by people with strollers, dogs, or wheelchair. A 5 foot bike lane is not adequate to safely pass around these people. 3. A curb separation between bike and pedestrians is a trip hazard and could possibly be ADA non-compliant as it could endanger wheelchairs and the visually impaired, especially when debris accumulates in curbing and makes depth or curbing unclear. A lot of sidewalks have the parking strip next to them, street trees, and the implied danger of stepping out into the road. Shared paths imply that pedestrians are entitled to use both parts of the path. The curb is also a hazard for cyclists and will force them to either crash onto the sidewalk or jet into traffic, assuming they don't hit a post, to avoid others. 4. There is no indication of lighting at the intersection. crosswalks need to be lit where people are standing waiting to cross. The point where drivers need to SEE the pedestrian is BEFORE they enter the crosswalk and WHILE they are in the crosswalk. 5. At Hawthorne Ave, where the mixed bike/vehicle street begins, there is a crosswalk where pedestrians enter the scene. That could be a major point of conflict and possible point where vehicles get confused about roadway, parking, and bike/ped lanes. There needs to be some detail about how that intersection outside of the roundabout is handled. It is very hard to tell from description and the renderings which way the grade is. There is mention of a southbound climbing hill but that makes no sense when most of the project runs east west. I mention this as bike speed, if cyclists are going up a hill or screaming down one, could make a difference in how they interact with pedestrians and how they enter the roundabout.	WSDOT has recorded your preference. The design of the sidewalks, pedestrian lanes, and bike lanes will meet all requirements of the design manual and ADA compliance. Lighting was not shown on the concept but will be included as required for roundabouts.
66	A round about is a horrible idea , this will further back up traffic onto highway 3 and downtown Bremerton when the nav bases get off work . The fatality that occurred in that area would still have occurred despite a round about . I was the first person on scene and performed CPR prior to wsp or Fire arriving . Do not put in a round about . Fix the traffic flow issue that occurs when the bases let out of work !!	WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for people walking or biking to cross the street.

67	Make the roundabouts big enough that semi's with large trailers can get around them safely. That's the major problem with roundabouts. My truck is together is 75 foot long when I'm closed up and up to 100 foot long when I'm opened up a lot of these roundabouts I'm clear up on a sidewalk on one side and ready to flip the trailer over going around these roundabouts. It's totally unsafe if you're gonna have two lanes going into the roundabout from the same direction, please put up signs telling people to not get beside the semi's entering a roundabout	WSDOT has recorded your preference. The roundabout will be designed to accommodate large vehicles that use this intersection.
68	I'm all for the round about but taking a lane down doesn't seem like a great idea. When there are accidents having a 3rd lane available to keep traffic moving is extremely helpful. Having the round about starting with two lanes heading south bound would be helpful	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly.
69	I think double lanes both ways are necessary, esp. with amazon trucks frequent use of that road, but I hope the round about is large enough to accommodate large semis and RVs. I heard that the roundabout on Hwy 3 that covers the exit to Port Townsend/Ludlow has had frequent accidents - from folks not knowing how to use the round about.	WSDOT has recorded your preference. In the design phase, the roundabout will be sized to accommodate the large vehicles that frequent this intersection.
70	A round about at this intersection will hamper uphill traffic flow, especially larger trucks and vans. With the planned design, morning traffic will back up on 3 NB significantly, and will affect the roundabout at the Amazon Distribution Center. Driving this road multiple times a day, a roundabout out will only hamper traffic and "correct" an issue that does not exist.	The pre-design team completed a traffic analysis which included a detailed analysis of large vehicle speeds in the uphill direction.
71	No! Have you travels north on Hwy 3 in the morning where traffic is backed up the hill getting into Gorst? Have you traveled South coming into Gorst and heading to Bremerton? The roundabouts built here are never big enough to handle the large semi trucks, RVs, etc that have to go through them. This makes it unsafe for other drivers when they take up your proposed two lanes, when you make the curve too tight for these large vehicles to travel through. Safer?! How many accidents have occurred at the roundabout at the Amazon Distribution Center or the one just outside of Belfair? And why? There is minimal cross traffic at Division St. There is a turn lane for drivers turning left. This is a ridiculous proposal that will lead to more backups on Hwy 3, especially at high commute times when traffic is coming from the shipyard and heading	WSDOT has recorded your preference. In the design phase, the roundabout will be sized to accommodate the large vehicles that frequent this intersection. The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly.

	south toward Shelton. This roundabout at Division and the other proposed at Sam Christopher will only back up traffic more than it already is at peak travel times.	
72	Will there be plans for a sidewalk from the roundabout following division down to Otto Jarstad Park? I can imagine the increase in traffic will make walking on the road with your dog or kids even more dangerous then it currently is	This WSDOT project is limited to State Route 3. Division Avenue is a locally owned roadway and there are no current projects to put sidewalk along Division Avenue.
73	I live a short distance from 3 and division a roundabout would be a huge waste of money, locals only use it make a right onto 3 to go south, I live on south side of 3 up off pleasant street, I have lived in gorst for 83 years, we had a towing business, most accidents were either speed or inattention in that area, lake flora road needs a roundabout as soon as possible	WSDOT has recorded your preference. The Lake Flora intersection will be a roundabout as part of the SR 3 Freight Corridor project: LINK
74	The reason everyone goes to Division is because of the backup caused at Sam Christoherson / OBH intersection that is clogged with traffic making it difficult to safely turn Left onto OBH. This is where a roundabout is really needed.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
75	I'm all for this, and I hope you put up hard barriers on the non separated bike lanes. I do wonder what will be done with the next intersection up, where the current hwy 16 off ramp ends. That intersection could also use work.	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
76	Thank you for the opportunity to comment. This project is greatly needed. Speaking as a bicyclist think the pedestrian design element is a little excessive. I would rather see shoulder widening on our highways such as what mason county has done on its roads I just do not see many bicyclists in Gorst	WSDOT has recorded your preference.
77	WSDOT will not clean up litter on this stretch of highway due to safety (says they'd have to close a lane). Will this	Despite WSDOT and the Department of Ecology funding, crews can still only pick up a small fraction of what

	improvement mean that they will actually maintain the road in the future?	ends up on the ground. That means preventing litter is essential.
78	So.. Now you just need to get the NAVY to raise and widen the Train Trussell, add a metered onramp where 304 goes onto southbound 3 during Peak Times and that should alleviate a majority of the traffic in that area.	WSDOT has recorded your preference.
79	THE ROUNDABOUT NEEDS TO BE WHERE HWY 3 AND W SAM CHRISTOPHERSON AVE MEET --- NOT AT THE PROPOSED DIVISION AVE CROSSING	WSDOT has recorded your preference. A roundabout is being planned for the intersection of Highway 3 and Sam Christopherson Road. There will be chances for the community to give feedback in fall 2025. For the latest updates, please visit the project website: LINK
80	A round about is must more needed at the Sunnyslope Rd DW intersection. Those using Division to Hwy 3 can easily travel 0.5 mile to Sam Christopherson Ave.	WSDOT has recorded your preference. There are no current plans to further improve the intersection of SR 3 and Sunnyslope Road SW. The roundabout at SR 3 and Division Avenue is using funding from the Highway Safety Improvement Program. The Sunnyslope Road SW intersection is not eligible to use this funding. Any improvements, like a roundabout, would need significant funding beyond WSDOT's available resources for this program. The State Legislature would need to provide this.
81	Seems this will push more traffic from Hwy 3 to West Belfair Valley Rd. Are traffic revisions planned for West Belfair Valley Rd, such as roundabouts at Sam Christopherson/West Belfair Valley and Division/West Belfair Valley?	The Sam Christopherson/West Belfair Valley intersection is on the Kitsap County 6-Year TIP Tier 2 list. It didn't score high enough to make the current Transportation Improvement program.
82	Dear WSDOT. This roundabout will slow traffic and decrease the amount of time people have with their loved ones. The SR3 and SR16 interchange is a highway interchange that gets lots of traffic. People do not want roundabouts on a state route or highway. I have driven through it hundreds of times. Instead of focusing on this roundabout please look to the alternative 4 for building a bridge across Sinclair inlet to improve the gorst corridor long term. This will take cars away from Gorst and have numerous other benefits. Money spent towards the	WSDOT has recorded your preference. WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process

	bridge is where I believe money would be best spent. Kitsap has always had a sizeable population statewide and it is ready for it's highway to be completed by the Sinclair Inlet bridge. Also, I would reccomend turning the section of SR3 along sinclair inlet's west side into a slower speed limit, less traveled road where it is one lane in each direction, a lower speed limit, and the pavement is torn up to make way for a new waterfront park, and hundreds of water front homes along sinclair inlet.	of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
83	Definitely move the passing lane to South of the roundabout. The "traffic calming" weaving lanes by the Amazon warehouse work much better than the "open" roundabout at Belfair. Is there some way to slow the tailgaters who are going to be anxious to swerve around people to get to the passing lane?	The design team will determine the speed limit approaching and through the roundabout when the project moves to the next phase.
84	I agree the traffic in the mornings and after work on Division cutting thru to the west belfair vally road has increased dramatically in the last year, its steady now, beginning at 5am and continues thru the day till late after dark. During the day the number of tandum rock/ gravel haulers thru here has increased. Many local people walk our street with kids, baby strollers, pets and these big trucks plow thru way over the speed limit like its a freeway. The speed thru here is crazy we just had another car wreck after the tight intersections a few weeks ago. Close off Division off 3, redirect that traffic back to the light. Don't give more folks a better reason to increase traffic on Division, its already maxed out. The speeds past Division on hiway 3 are already going 50 and over, they shouldn't be 50 mph they should be 35, to help the safety factor now reduce it and patrol it, or monitor it and issue sitations now and make it 50 after Division headed towards Belfair. The idea to have complete streets is a good idea, but off a major hiway that cuts tru on a tiny narrow street to another busy hiway, has made it dangerous for everyone who lives here. A single lane round about isnt going to make our street any safer, just busier and more unsafe than it already is for our residents.	WSDOT has recorded your preference. The roundabout at Division Avenue will act to reduce speeds until west of the intersection. The target speed proposed for this project is 35 mph on SR3.

85	Hello, Please see the following feedback. -This area DOES NOT HAVE ACCESS TO TRANSIT. Please see the Kitsap transit map system. https://www.kitsaptransit.com/system-map. There is no connection to the transit system that this addresses, as per the considerations of the information page. -Why are there bike lanes being added? A biker user can't take their bike on Hwy 3 North headed to Bremerton or Silverdale. I drive this twice a day and have never seen a biker. Going South toward the Airport and Belfair on Hwy 3 is not a safe bike route. I drive this every day and the traffic is many heavy duty trucks and tandem trucks hauling aggregates or concrete from the industrial park. Even the wind from a passing truck coming down the hill on Hwy 3 is a threat to use utilizing a bike. -The roundabout at 3 and Airport way to the south does have speeders. Many trucks run straight over the gravel center circle. Look at how that roundabout is being used and incidents there too. -This can cause more backup at the traffic light in Gorst. People will just sit within the roundabout waiting for the light to change to make their way through Gorst.	WSDOT has recorded your preference. This project implements "Complete Streets" which plans, designs and builds the roadway for all users. More information can be found here: Complete Streets WSDOT A roundabout at the intersection of Highway 3 and Sam Christopherson Road is under design. There will be community engagement in the fall of 2025. Please visit that projects website for the latest information: LINK. The proposed roundabout will help with current congestion.
86	The division intersection is unnecessary and should be eliminated. Frone should be combined with Christopherson in the already planned roundabout. A "new" roundabout would be better utilized at Sunnyslope and 16 intersection.	WSDOT has recorded your preference. There are no current plans to further improve the intersection of SR 3 and Sunnyslope Road SW. The roundabout at SR 3 and Division Avenue is using funding from the Highway Safety Improvement Program. The Sunnyslope Road SW intersection is not eligible to use this funding. Any improvements, like a roundabout, would need significant funding beyond WSDOT's available resources for this program. The State Legislature would need to provide this.

87	I like the thought of a roundabout but it can't be the only solution. Traffic is a nightmare from 2:30 pm to 6:30 pm through that area bumper-bumper. What are the other solutions to help solve the traffic congestion? There is too much traffic that goes through Gorst currently.	WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for people walking or biking to cross the street. A roundabout at the intersection of Highway 3 and Sam Christopherson Road is under design. There will be community engagement in the fall of 2025. Please visit that projects website for the latest information: LINK WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
88	Why is it that when something needs to be done you slap a roundabout there. Thats not a fix. Its a band aid on a bullet hole. Especially since housing prices are going up in kitsap more and more shipyard staff are moving to mason county. I can't complain and not suggest a different solution. Close off division have them drive to old belfair hwy. Then either they can go to the light or go through belfair. Then make pleasant a right turn only. If they want to go up the hill they can come out by the firehouse. I can tell a roundabout right there is only going to cause more problems then solutions. Say someone loses their brakes going down that hill and hit that roundabout, what about the big trucks coming through. And that hill is even worse in the mornings for shipyard staff. There's more then one way that help things become safe. I quit civil engineering because I saw that the higher ups only saw things in 2 dimensional mind or take the easy way. Going along with everyone is doing roundabouts we should to. Why dont we come up with	This safety project is limited to SR 3. No improvements to the local system can be made. WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for people walking or biking to cross the street.

	something that sets a better way of doing things? Instead of slapping a roundabout that has problems. I will gladly talk with anyone that wants anymore insight on my thinking of helping this problem.	
89	That intersection is bad with a light. I have a friend that had an accident there because so busy. And I for one that got hit in a roundabout going under 5 mph by a car going through and going start across my lane, I can truthfully say how dangerous they are. I'd like to see how many accidents have been reported due to roundabouts. However many probably don't reported . Was interested to know I could have gotten a ticket even though I was in circle and got clipped by the car in the cross lane in front of me going straight out of circle for failure to yield but still can't figure out where I could have gone to yield to with cross traffic when I'm a full car length in circle. When I entered no one was in circle. I even use my turn signals going through them because if you don't go the way drivers think you should be going there are near misses. Not even to think of the poor truckers maneuvering through these things. Asking for more of a mess in Gorst worse that it is. Have these organizers travel from Silverdale to Belfair during rush hour now. They think it's great, they come and go and don't deal with it daily. 100% against more congestion in Gorst with a stupid roundabout at that intersection.	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for people walking or biking to cross the street.
90	What is the plan to make Gorst bike lanes in the plan fully connected and fully protected? We need to create safe bike lanes feeding into and out of Bremerton and surrounds so more people would bike. Especially to/from the shipyard. Make bike lanes integrated and protected. This is the future. Less cars on the road = less congestion.	WSDOT has recorded your preference. WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
91	I feel that the sunnyslope turn is a much busier intersection, due to all the McCormick woods construction (most of them access the highway through sunnyslope)And division should be redone to prevent	WSDOT has recorded your preference. There are no current plans to further improve the intersection of SR 3 and Sunnyslope Road SW. The roundabout at SR 3

	left turns on or off the highway. The light in gorst would be a safer option for them to be detoured to.	and Division Avenue is using funding from the Highway Safety Improvement Program. The Sunnyslope Road SW intersection is not eligible to use this funding. Any improvements, like a roundabout, would need significant funding beyond WSDOT's available resources for this program. The State Legislature would need to provide this.
92	I like the idea of the round about at that spot. There's a lot of traffic going that way but not too much to cause a back up from 3 to 5PM. I'm curious on how many collisions happen in that area. The traffic lights cause a lot of back up going north bound. The proposed idea suggested months ago for 3 roundabouts in that area would cause more chaos than help with traffic.	WSDOT has recorded your preference.
93	Stop doing roundabouts they make congestion worse. REMOVE the ones near belfair and poulso. If you all are worried about speeds then put a traffic light in. Roundabouts are NOT the answer.	WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for people walking or biking to cross the street. A traffic signal would not significantly reduce fatal and serious crashes. The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly
94	Roundabouts always. ALWAYS. I don't even need to read the first 3 pages. Just please, more roundabouts. We need more roundabouts.	WSDOT has recorded your preference.
95	Getting up to speed on that hill after a roundabout is going to be very obnoxious. I have never witnessed or heard about a crash at this site.	The planning team studied truck speeds and determined uphill truck speed is sufficient.
96	I support this project.	WSDOT has recorded your preference.

97	Love it. Viva la roundabout	WSDOT has recorded your preference.
98	ABSOLUTELY not. The town of Gorst is not ready for such an advance in technology. Locals will be scared shitless trying to use it! Terrible terrible idea	WSDOT has recorded your preference.
99	Love this, thank you for making our roads safer and more efficient.	WSDOT has recorded your preference.
100	This is a fantastic proposal. It will help slow down drivers, and allow for safe on-and-off travelers from Division Ave. The 4-way in Belfair could use a roundabout.	WSDOT has recorded your preference.
101	Roundabouts are only effective when people know how to use them. Was this supposed to be a cost effective approach to the program your department is trying to address? Maybe adding a bypass lane around the roundabout for traffic coming from Belfast onto 16 southbound.	WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for people walking or biking to cross the street.
102	Thanks for taking the time and making an effort to make our roads safer! As I'm sure you are aware, but it bears remembering, that there is a lot of heavy commercial traffic that will bring significant wear and tear on the improvements that are planned, plus the need to accommodate their continued use of this vital route. Keep up the great work!	WSDOT has recorded your preference. The design team will work with the material labs to develop a pavement to withstand the typical vehicles that use this roadway.
103	What the hell is a Gorst, and why is it costing 7.8 million dollars to build a roundabout there.	Gorst is a census-designated place (CDP) at the head of Sinclair Inlet in Kitsap County, Washington, United States. The cost estimate reflects current market cost for transportation projects.
104	no we have enough roundabouts on sr3 to gorst and to belfair why put another one in every roundabout you guys have put in in the kitsap area are terrible	WSDOT selected the project location based on crash data.
105	While round-a-bouts have many areas that they are very helpful I do not believe SR3 and Division is one of them. Getting rid of a lane in an area that already backs up onto Hwy 16 in Gorst at certain times of day will only make the problem worse. Once the Gorst issue is resolved it may be viable, but not beforehand.	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. A roundabout at the intersection of Highway 3 and Sam Christopherson Road is under design. There will be community engagement in the fall of

		2025. Please visit that projects website for the latest information: LINK
106	How often will traffic get back up to the traffic light? What will be done to improve Division Avenue and make it safer for local residents?	The planning team studied traffic in the area and found that a single-lane roundabout will keep cars moving smoothly. Division Avenue is a locally owned roadway and WSDOT does not have jurisdiction to make improvement to the roadway.
107	A resounding NO! I consider myself an average guy with a good grasp of our community and I know of nobody who likes or wants them. I suspect the only people who want them are the people somehow associated with their construction and the people getting their palms greased by the first group. Here's a better idea; Repair what we already have before you start adding things that people don't want.	WSDOT has recorded your preference.
108	I am not an advocate for this round about on hwy 3 and division ave in gorst. I also believe we can utilize our transportation budget in a better way. Half a mile down the road is a 4 way stop light that can reduce this issue. I believe we can just cut access to crossing traffic making it a right turn only off of division. If they need to go left they can go to hwy 3 then up to the light on Sam Christopherson	WSDOT has recorded your preference. A roundabout at the intersection of Highway 3 and Sam Christopherson Road is under design. There will be community engagement in the fall of 2025. Please visit that projects website for the latest information: LINK WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
109	A round about in that area is dumb. If someone wants to make a left on to 3 they should go down to the light. Division should be a right turn only. Semi and trash trucks have a hard enough time making the hill with out putting a round about in.	WSDOT is working to reduce serious and fatal crashes on Washington's roads as part of the state's Target Zero safety plan. Roundabouts help by slowing down traffic, lowering the chances of fatal and serious injury crashes, and making it safer for

		people walking or biking to cross the street.
110	I'm not opposed to a roundabout at this intersection, however it seems that a double lane feature would be more prudent. There is the potential for backups onto Hwy 3 in Gorst for cars trying to move forward through that nasty turn that is in front of the gas station and the Subaru dealership. The traffic on Hwy 3 has increased especially since Hwy 16 into Tacoma has become so problematic. Allowing for increased traffic in the future makes a lot more sense than not looking forward to the future! The WSDOT really needs to address the population growth on the Kitsap peninsula! Driving is not pleasant at most times of the day!	WSDOT has recorded your preference. WSDOT is actively working on a Planning and Environmental Linkages (PEL) study to look at State Routes (SR) 3, 16, 166 and 304 in the Gorst area. This study evaluates a range of alternatives that improve transportation for all roadway users. Currently the study is in the process of screening alternatives and will have a recommendation in early 2026. For more information, please visit the study's webpage: LINK
111	Two comments, really great to see the bike line protected from the highway. Do I often wonder whether two way, one side of street bike claims wouldn't be better for people on bikes. No need for shares maybe. The other comment is, I'm always disappointed to see these projects build very short by clans without even a concept for how they might connect onward to other bicycle infrastructure, for instance, the plan to build a bike lane north from Jarstad Park. Please don't just build the minimum length, use the opportunity to light the way for other government agencies - state, local- to complete the project.	WSDOT has recorded your preference. Due to the restrictions on funding, improvements outside of the scope of the project are not allowed.
112	Glad to see something happening in this corridor. The worst backup is the light at Sam Christopherson. It sometimes, even at 11:30 in the morning during the summer, it takes me 10-15 minutes to get from just south of Division through that light. This Division roundabout could end up backing up south bound Hwy 3 traffic during busy times. Looking forward to a solution at Sunnyslope as well.	WSDOT has recorded your preference.
113	Glad to see protected bike lanes but would be smart to extend them to Jarstad Park. Creating protected bike lanes is very helpful but not considering where the unprotected bike lane starts is flawed.	WSDOT has recorded your preference. This project is limited to SR 3. Division Avenue is locally owned. Any modifications to Division Avenue

		need to be administered by the locality.
114	It's a shame there wasn't more than a 2 block Bike Lane. Please extend it to Jarstad Park where a new multimodal path will someday connect Gorst to Bremerton.	WSDOT has recorded your preference. This project is limited to SR 3. Division Avenue is locally owned. Any modifications to Division Avenue need to be administered by the locality.
115	I am supportive of this plan as long as protected and separated bike and pedestrian spaces remain in the plan.	WSDOT has recorded your preference.
116	I am a member of the Kitsap County Non-Motorized Community Advisory Committee (represent South Kitsap) and on the West Sound Cycling Club Advocacy Committee. I fully believe and support that this modification increases the safety of this intersection and road section for all types of users. I myself use that intersection relatively often and as a retired Safety Advocate at the Naval Shipyard recognized the risks at this intersection. You have my personal support!!!	WSDOT has recorded your preference.

Appendix A.

State Route 3 at Division Ave Roundabout Pre-Design

Tabs

- Welcome!
- Pre-Design Overview
- What's Next & Contact
- Feedback – Share your thoughts

TAB 1: Welcome to our online open house!

This pre-design is for safety improvements at State Route 3 and Division Avenue. Improvements are planned for this intersection.

After an in-depth review, WSDOT developed a safety plan for this intersection. The plan outlines ways to help manage travel speeds and reduce conflict points. A conflict point is where vehicles cross, merge, or diverge.

WSDOT is proposing a single-lane roundabout on SR 3 at the Division Avenue intersection near Gorst.

The goal is to reduce the frequency and severity of crashes. Roundabouts are a proven solution to reduce and prevent crashes. They promote lower vehicle speeds and reduce conflict points.

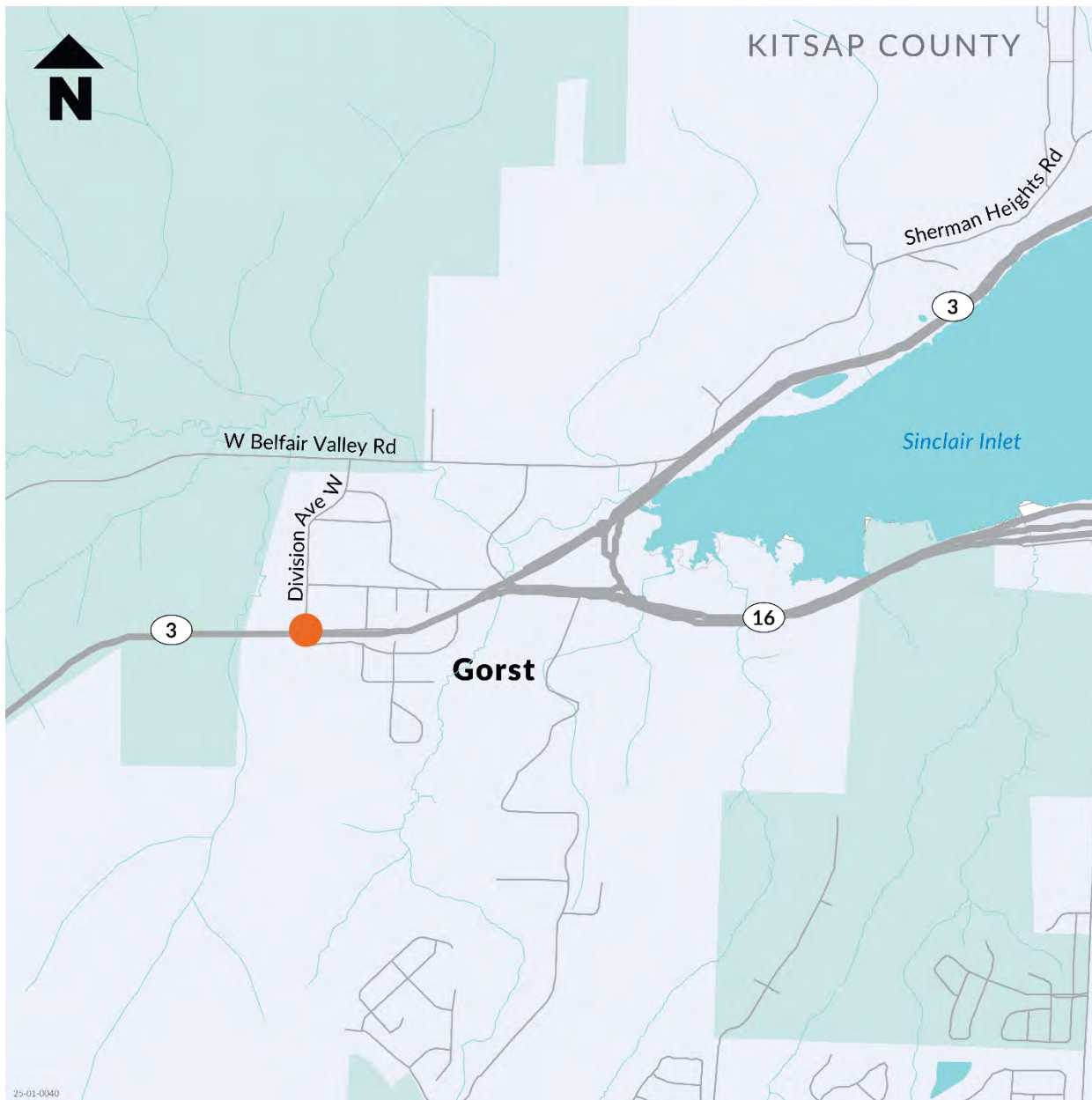
WSDOT is planning safety improvements for all users. This includes those who walk, bike or roll.

Funding for this project comes from the [Highway Safety Improvement Program](#). HSIP is a federal program. It funds projects to reduce crashes and prevent serious injuries on public roads. That means this money is set aside for safety improvement projects.

This online open house includes:

- Why we are doing this pre-design.
- How you can share input.

This online open house is available through August 20, 2025. You can ask questions and provide comments at the end of the open house.



Description: A map for the proposed single-lane roundabout on State Route 3 at Division Avenue

alt text: A map of the Gorst area for the proposed single-lane roundabout on State Route 3 at Division Avenue

TAB 2: Pre-Design Overview

Background

SR 3 is an important corridor through Kitsap County. It moves people and goods and connects rural communities to nearby cities. The intersection with Division Avenue and West Pleasant Street is the last intersection along SR 3 on the west side of the Gorst.

Washington State has a strategic highway safety plan called [Target Zero](#). The goal is to reduce serious and fatal crashes on state highways to zero by the year 2030. The plan focuses on two aspects: crash reduction and crash prevention.

SR 3 and Division Avenue intersection was identified as a safety project based on crash data from 2015 to 2020. There were a total of 19 crashes during this period.

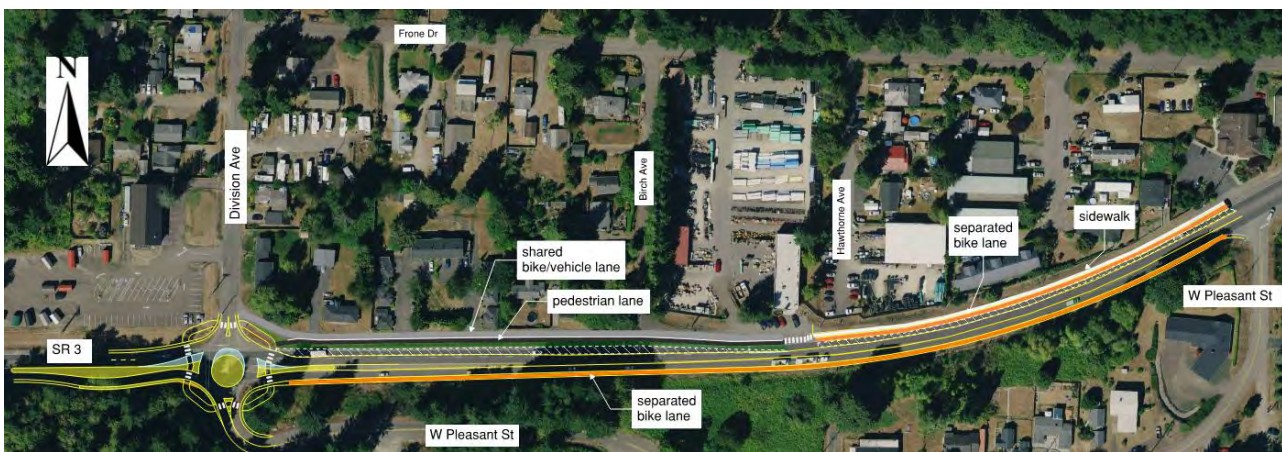
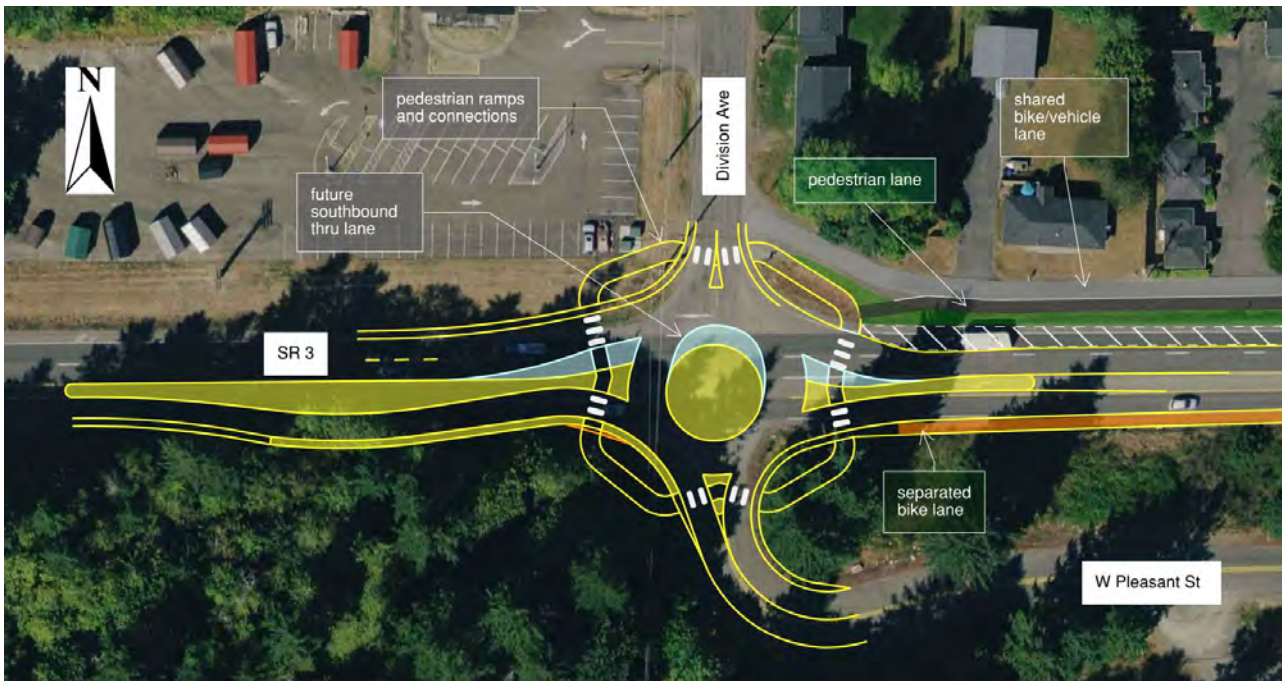
There was one fatality and one serious injury crash. Both occurred when making left turns trying to enter or exit Division Avenue. The most common type of crash at this intersection is entering at angle, or "T-bone" crashes. They accounted for 8 of the 19 total crashes. (42%).

Disclaimer: Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Project Scope

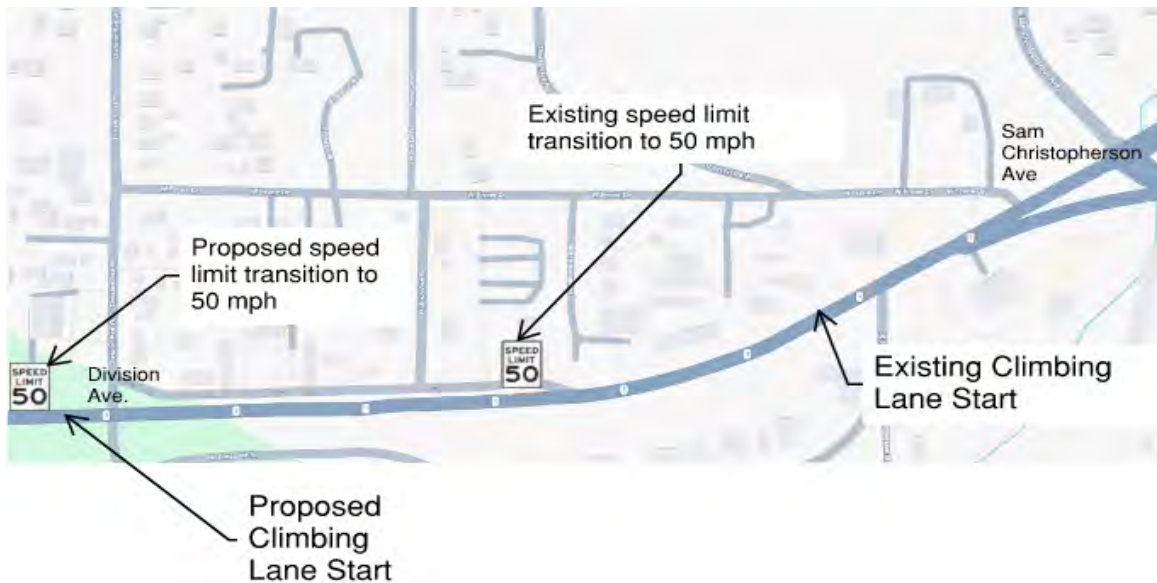
The pre-design proposes a roundabout at the intersection of SR 3 and Division Avenue. A roundabout eliminates left turning vehicles. This reduces the fatal and serious injury crashes associated with this intersection.

WSDOT is also looking at moving the location of the start of the southbound climbing lane. The southbound right lane currently begins just after West Pleasant Street. The climbing lane would begin west of the proposed roundabout. WSDOT analyzed truck speeds in the uphill direction and determined that 90% of trucks are going at or above the target speed of 35 mph.



Caption: Proposed roundabout and Complete Streets Improvements

Graphic alt text: Conceptual view showing the proposed improvements on SR 3 between Division Avenue and Pleasant Street.



Caption: Climbing Lane and Speed Transitions

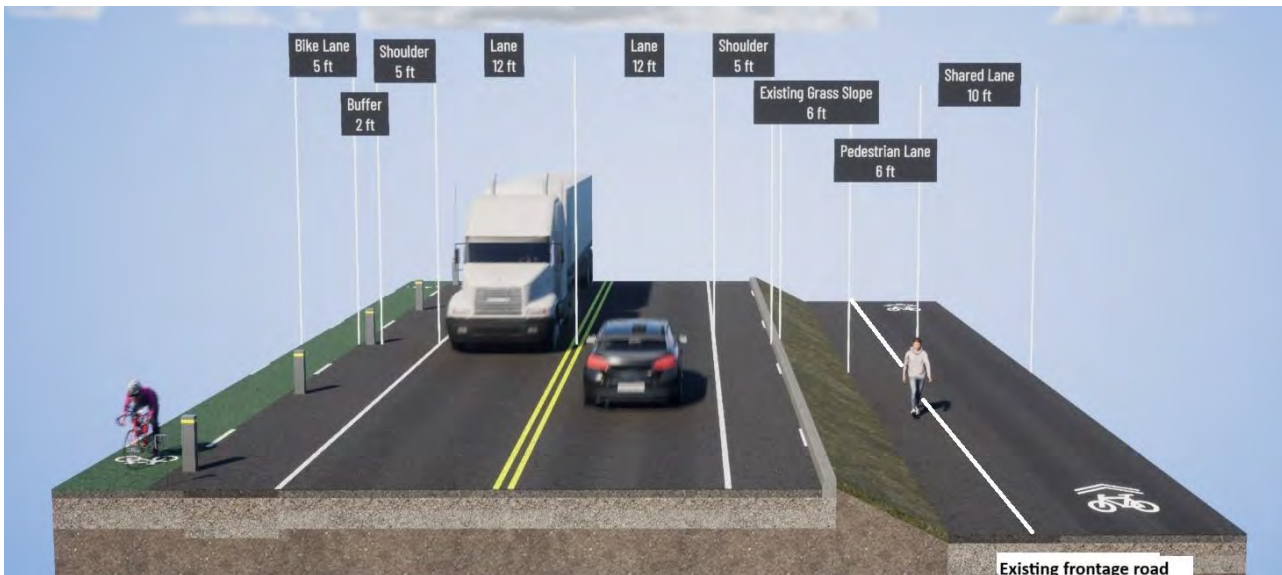
Graphic alt text: Climbing Lane and Speed Transition for southbound traffic will be shifted west from its current location near Hawthorne Ave to the west side of Division Avenue.

Complete Streets

In 2022, the Washington State Legislature passed a law that implemented [Complete Streets](#). WSDOT screens projects over \$500,000 for Complete Streets. Complete Streets focuses on creating a safe travel environment for all users in population centers. This includes those who walk, bike, roll or use public transit. To learn more about Complete Streets, [you can watch this video](#).

This pre-design addresses Complete Streets requirements due to its location in the Gorst population center. The pre-design recommends Complete Streets improvements between Division Avenue and West Pleasant Street. Those improvements are:

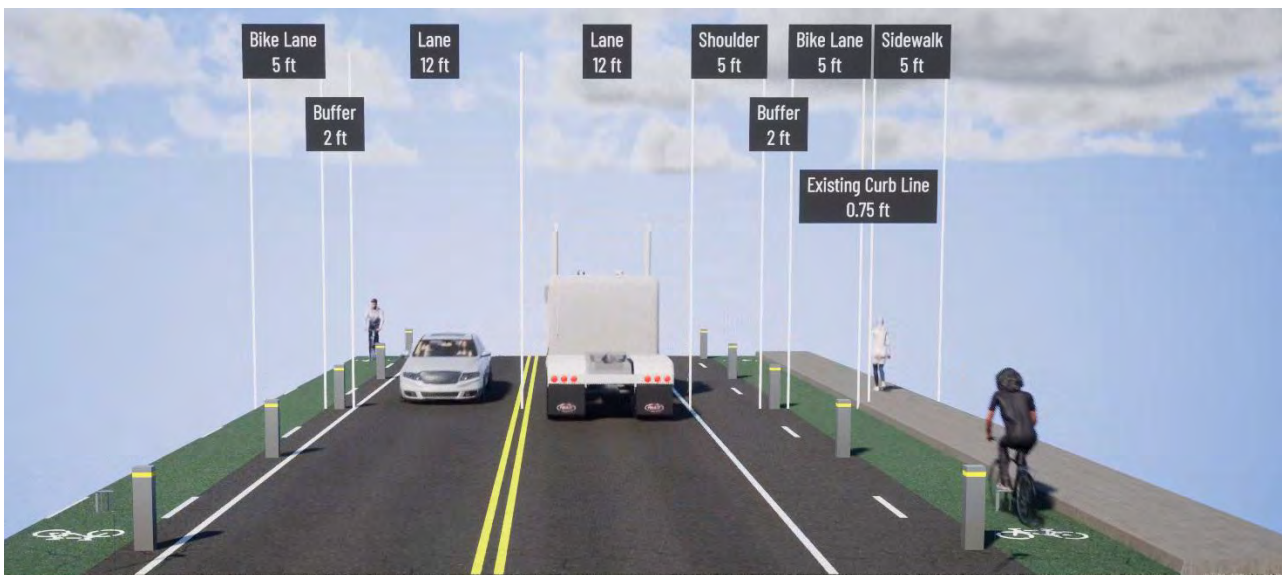
- A bike lane heading towards Gorst.
- A two-way pedestrian lane and shared bike lane utilizing the existing frontage road.
- A bike lane and sidewalk on the north side of SR 3 between Hawthorne Avenue and West Pleasant Street.



Caption:

Cross Section looking west on SR 3 showing the proposed improvements from Division Avenue to east of Birch Avenue

Graphic alt text: Cross Section showing the proposed improvements. A bike lane heading towards Gorst. One travel lane in each direction. A two-way pedestrian lane and shared bike lane utilizing the existing frontage road.



Caption: Cross Section looking west on SR 3 showing the proposed improvements from east of Birch Avenue to West Pleasant Street.

Graphic alt text: Cross Section showing the proposed improvements. A bike lane in each direction along SR 3 and a sidewalk on the north side of the roadway. One travel lane in each direction.

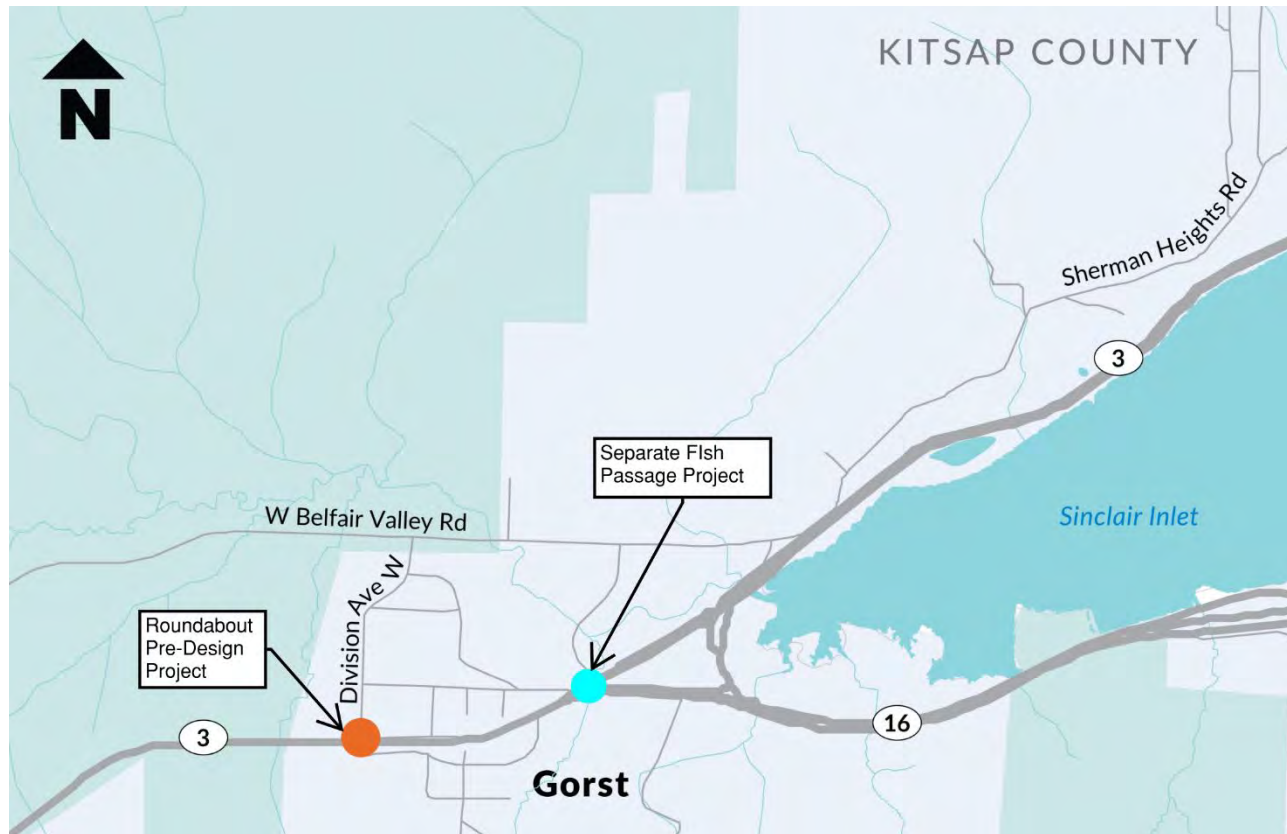
Traffic Operations

A single lane roundabout will manage traffic flows with minimal delay and congestion based on 2050 traffic volumes. The roundabout is proposed to be built wide enough for two lanes in the southbound direction. The roundabout will be opened with one lane. It can be restriped once traffic volumes warrant the second lane.

Planned future improvements

Another roundabout will be built nearby at Sam Christopherson Road. This is part of a fish barrier removal project. It is separate from this pre-design. [More information can be found on the project webpage.](#)

This roundabout is intended to be compatible with that project.



Caption:

Gorst Area projects map

Graphic alt text: Map showing this project and the fish passage project located at Sam Christopherson intersection.

Funding

The roundabout project is funded through the Highway Safety Improvement Program. The estimated cost to design and build the roundabout and Complete Streets improvements is \$7.8 million. Cost and construction dates are subject to change.

TAB 3: What's Next & Contact

Outcomes

WSDOT will use community feedback to inform the design concept. WSDOT will share the draft design with the community and local partners. Once the pre-design is complete, WSDOT will publish the final report. The project will then move into the design phase.

Schedule

July-August 2025: Pre-Design Community outreach

September 2025: Pre-Design final recommendation and documentation

September 2025 – Fall 2026: Project design

Spring 2027: Project construction

*All dates subject to change.

Stay connected!

Visit the [SR 3 Division Avenue Roundabout Pre-Design Webpage](#)

Contact

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TAB 4: Feedback

Share your thoughts with us

Name

Email

Message