

SR 303 serves as a commuter, commercial business, and recreational corridor linking the Silverdale community to downtown city of Bremerton and the Washington State Ferries Bremerton to Seattle Ferry (via SR 304).

This segment experienced one hour of daily congestion in 2015 (with up to three hours of congestion at the McWilliams Road Intersection).

### Mobility Strategies:

#### Operational Improvements

- Evaluate coordination of traffic signals during the afternoon to help ferry users and traffic north of Northeast Furneys Lane.

#### Demand Management

- Consider creation of a Park and Ride at Wheaton Way Transit Center to include a possible 169 stalls and 8 bus bays (explore possibility of offering free parking for college students and Fast Ferry users).
- Study potential locations for new crosswalks in Bremerton for pedestrians.

#### Further Study

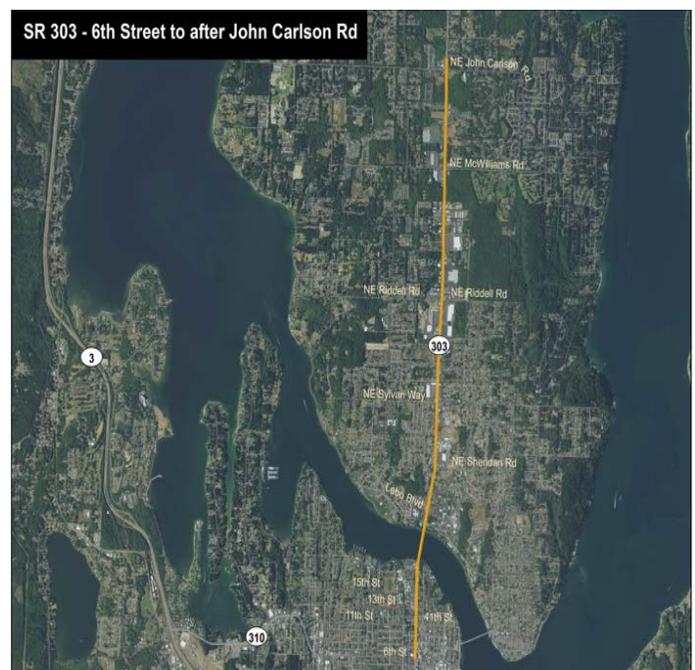
- Study Warren Avenue Bridge for feasibility of pedestrian ADA accessibility improvements.
- Study location, spacing and operation of driveways in areas north of the Warren Avenue Bridge to Northeast Furneys Lane.
- Explore possibility of High Occupancy Vehicle (HOV) or Business Access and Transit (BAT) lanes from 11<sup>th</sup> Street to Fairgrounds Road Northwest.
- Study High Capacity Transit and improve access for bicyclists and pedestrians.

### Corridor Segment Characteristics

- SR 303 is an urban four to five lane facility (center two way left turn lane) in rolling terrain. The posted speed ranges from a low of 30 mph to a high of 40 mph in this corridor segment.
- The Freight and Goods Transportation designation was T-3 from 11<sup>th</sup> Street to SR 3 with 2,540,000 in annual tonnage and 1,000 daily trucks (3.0%) in 2017.
- The annual average daily traffic ranged from a low of 15,000 south of 6<sup>th</sup> Street to a high of 40,000 at the Port Washington Narrows Bridge.
- A State Route 303 Bremerton to Silverdale Transportation Corridor Study, dated June 2002, identified a preferred alternative for further study. A new study is underway with the city of Bremerton as lead agency.

### Contributing Factors

- There are high traffic volumes and thirteen signals within this segment which reduce mainline capacity.



SR 303 serves as a commuter, commercial business, and recreational corridor linking the Silverdale community to downtown city of Bremerton and the Washington State Ferries Bremerton to Seattle Ferry (via SR 304).

This segment experienced one hour of daily congestion in 2015.

### Mobility Strategies:

#### Operational Improvements

- Evaluate synchronization of traffic signals for afternoon ferry users.

#### Further Study

- Explore intersection control at SR 303/Brownsville Highway (new traffic light with additional left and right turn channelization or roundabout).
- Study High Capacity Transit and improve access for bicyclists and pedestrians.

### Corridor Segment Characteristics

- SR 303 is an urban five-lane facility (center left turn lane) with a 45 mph posted speed in rolling terrain.
- The Freight and Goods Transportation designation was T-3 from 11<sup>th</sup> Street to SR 3 with 2,540,000 in annual tonnage and 1,000 daily trucks (3.0%) in 2017.
- The annual average daily traffic was 30,000 north of Brownsville Highway intersection in 2016.

### Contributing Factors

- High traffic volumes and signal at Brownsville Highway reduces mainline capacity.



SR 303 serves as a commuter, commercial business, and recreational corridor linking the Silverdale community to downtown city of Bremerton and the Washington State Ferries Bremerton to Seattle Ferry (via SR 304).

This segment experienced up to fifteen hours of daily congestion in 2015.

### Mobility Strategies: Operational Improvements

- Evaluate synchronization of traffic signals for afternoon ferry users (signal timing coordination).

### Demand Management

- Explore feasibility of creating a transit center at SR 303 and Ridgetop Boulevard Northwest to reduce congestion.
- Investigate possibility of a new Silverdale Park and Ride to reduce congestion.

### Further Study

- Study signals located within this segment (SR 3/SR 303 ramp terminals, SR 303/NW Greaves Way, and signal at end of corridor). Intersection control could include roundabouts or additional left and right turn channelization at signals.

### Corridor Segment Characteristics

- SR 303 is an urban four-lane facility with 35 mph posted speeds in rolling terrain.
- The Freight and Goods Transportation designation was T-3 from 11<sup>th</sup> Street to SR 3 with 2,540,000 in annual tonnage and 1,000 daily trucks (3.0%) in 2017.
- The annual average daily traffic ranged from a low of 21,000 at the end of the corridor to a high of 30,000 before the SR 3 Northbound Ramp in 2016.

### Contributing Factors

- High traffic volumes and three signals within the congested segment reduce mainline capacity.



WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

**SR 303: SR 304 Jct (Bremerton) to SR 3 Jct (Silverdale)**

This nine-mile long north-south corridor is located on the Kitsap Peninsula. The corridor runs between the State Route 304 junction in the city of Bremerton, over the Port Washington Narrows, and the SR 3/Kitsap Mall Boulevard junction in the community of Silverdale. The character of the corridor is very urban within Bremerton and Silverdale, with substantial density extending from the two populations centers. There is a large amount of residential and commercial land uses throughout the length of the corridor. At the northern end of the corridor within Silverdale, there are many box stores, restaurants, and a mall present. Despite the corridor's density, there are areas of open space, recreational land, and undeveloped land scattered along the length of the corridor. The corridor is surrounded by government facilities including Bangor Trident Base, located north of the corridor, and the Kitsap Naval Base and Bremerton Transportation Center in Bremerton, located south of the corridor. The corridor passes through rolling terrain and vegetation shifts between a mix of trees, fields, open space, and residential landscaping.



**Current Function**

SR 303 is a state highway in Kitsap County that connects SR 304 in Bremerton to an interchange with SR 3 in Silverdale. This corridor captures SR 303 in its totality. The SR 303 corridor, together with SR 3, serves as one of the primary north-south arterials that facilitate the movement of people and goods in central Kitsap County. The corridor functions as a commuter corridor for traffic moving north-south between the Silverdale community and downtown Bremerton. In addition to carrying commuter and freight traffic, the corridor serves tourist and recreational users via the Washington State Ferries. The Washington State Ferry terminal in Bremerton links the peninsula's roadways to those in Seattle and western Washington. A major employer along the corridor is the Kitsap Naval Base, which brings cargo by railroad and truck to the freight facilities on base transferring them onto US Navy vessels in the Puget Sound Naval Shipyard. Other transportation modes present on this corridor include walking and bicycling on the Clear Creek Trail, shoulder use, and sidewalks in Bremerton, and the McWilliams Park and Ride Transfer Point in Bremerton.

**Future Function**

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

## Highlights and Performance

SR 303 is a primarily four-lane, signalized highway which includes a bike lane through Silverdale. Additional facilities include center turn, right turn, and extended acceleration lanes. The corridor is also divided by medians at various points on the route. The annual average daily traffic on the corridor is highest at the Port Washington Narrows Bridge in Bremerton and lowest at the SR 304 junction in Silverdale.

### What's working well?

- The corridor provides easy access to the Bremerton Transit Center.
- There are multiple fixed-route transit services available on the corridor.
- There are no chronic environmental deficiencies on this corridor.
- There are no fish passage barriers on the corridor.

### What needs to change?

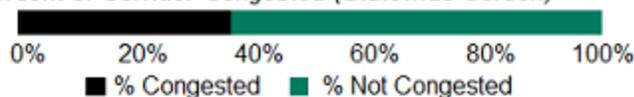
- Approximately 37% of the corridor experiences congestion on a regular basis.
- About 13% of surveyed pavements on the corridor are in poor to very poor condition.
- Minor drainage issues induced by heavy storms have been identified.
- There is one bridge requiring seismic retrofit on the corridor.

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

High	Low	
39,479	13,865	Annual Average Daily Traffic (AADT)
3.4%	3.0%	Bus/Truck Percent
37.13		Number of Lane Miles
18		# of Signalized/Stop Controlled Intersections
\$66,774,000		Corridor Investments (2005-2016)

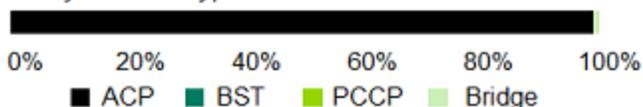
### Mobility

Percent of Corridor Congested (Statewide Screen)

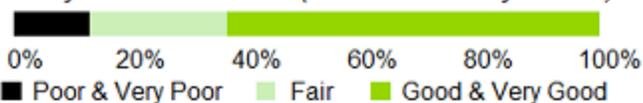


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	66.7% Passable	33.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	12 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Concerns about the potential impact an earthquake could have on the Warren Avenue Bridge.
- Desire for signal synchronization near the ferry.
- Concern over the lack of crosswalks and other pedestrian facilities throughout the corridor.
- One partner expressed the desire for HOV lanes on the corridor from 11th Street to the Kitsap County Fairgrounds in order to extend Bus Rapid Transit service.
- Multiple partners expressed a need to address and incorporate increasing congestion on the corridor into future planning efforts.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
-------------------	---

---

#### Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
----------------------	--

---

Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
--------------------	---

---

Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
-----------------------	--

---

#### Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
------------	---

---

#### Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and vegetation control.</i>
-------------	---

---

Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 58% of the corridor.</i>
----------	---

---

#### Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
----------	---

---

## For more information

To find out more information about this corridor or how to get involved, please contact:

### Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

engeld@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists 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 reports, surveys, schedules, lists, or data.

#### Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

#### Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

#### Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

#### Notificación de Título VI al Público

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con el Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.

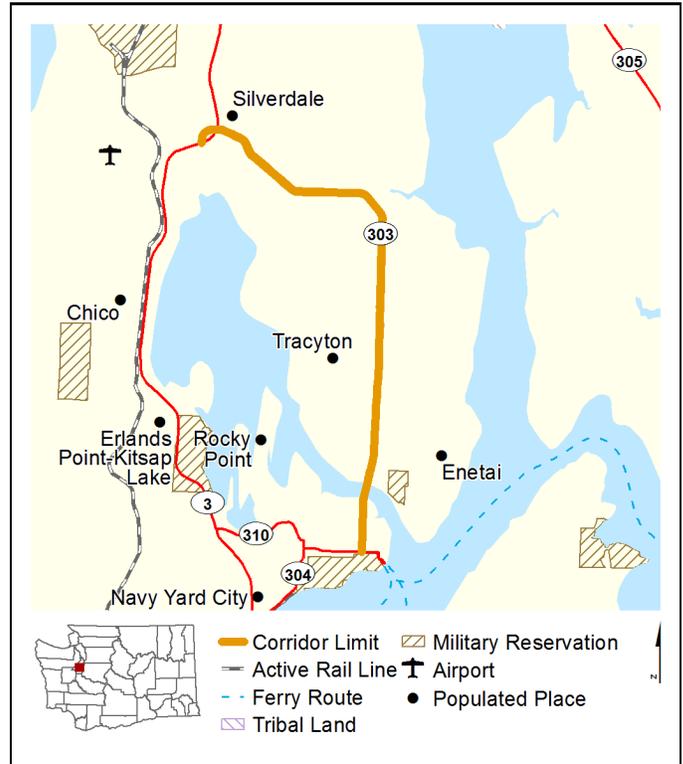
Location - Map TAB

Description (Required)

This 9.27 mile corridor begins in the City of Bremerton at the intersection of SR 304 and ends at the junction with SR 3 and Kitsap Mall Boulevard in the Silverdale community. The SR 303 corridor (along with SR 3) serves as one of the primary north-south arterials that facilitate the movement of people and goods in central Kitsap County.

The corridor serves commuters, tourist and recreational trips using the Washington State Ferries (WSF) Bremerton to Seattle Ferry. It is functionally classified as an Urban Principal Arterial. There is limited access control (modified and full) for the last 6.4 miles of its length. For the first 6.6 miles it is typically a 4/5-lane facility (Center two-way left turn lane) with land use serving commercial businesses. For the last 2.67 miles it is typically a divided 4-lane freeway with interchanges.

The corridor is on the National Highway System and is a Highway of Statewide Significance (HSS). The freight classification for SR 303 is T-3. It carried 1.14 to 2.54 million in annual tonnage with 560 to 1,000 annual average daily truck volumes in year 2017. The annual average daily traffic (AADT) volumes ranged from a low of 14,000 to a high of 40,000 in year 2016. It is a commuter corridor for traffic moving north-south between the Silverdale community and downtown City of Bremerton.



Corridor Location Details (Required)

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Route Display
303	0	B	9.11	A	0.00	9.27	9.27	SR 303

Other Facility

Latitude  Longitude  RouteType

Region Comments (Optional, Internal Use Only)

A State Route 303, Bremerton to Silverdale Transportation Corridor Study, dated June 2002, recommended a preliminary preferred alternative that included adding high occupancy vehicle (HOV) lanes between 11th Street and NE Fairgrounds Road. A subsequent alternative of adding Business Access Transit (BAT) lanes was identified for consideration. These two alternatives will require further study under the National Environmental Protection Act (NEPA), if pursued.

Notes (Optional, Internal Use Only)

There is WSDOT-owned land available at the SR 303/McWilliams park and ride lot for future expansion (wetland concerns).

**Land Use TAB**

Vicinity

City of Bremerton (SR 304 to NE Riddell Road)

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	0	A	2.75	A	0.00	2.91	2.91

Current Land Use and Identification of trip Attractors and Generators (significant to the area or region)

Downtown Regional Center, Institutional, Employment Center, Freeway Corridor, Commercial Corridor, Neighborhood Business, and Residential. Major trip attractors/generators are the Olympic College, medical/health facilities (Harrison), and nearby Bremerton High School, Puget Sound Naval Shipyard, WSF Bremerton-Seattle Ferry.

Does existing access control align with current land use?

Future Land Use and Identification of trip Attractors and Generators (significant to the area or region)

Downtown Regional Center, Institutional, Employment Center, Freeway Corridor, Commercial Corridor, Neighborhood Business, and Residential. Major trip attractors/generators are the Olympic College, medical/health facilities (Harrison), and nearby Bremerton High School, Puget Sound Naval Shipyard, WSF Bremerton-Seattle Ferry.

Does existing access control align with future land use?

Source City of Bremerton Zoning Map SR 303

Plan Year 2005

Planned Land Use (Likelihood of (re)Development) Low

Please elaborate about Planned Land Use (Likelihood of (re)Development) identified.

The land use appears to be largely built out adjacent to the SR 303 corridor and within City incorporation limits.

Vicinity

City of Bremerton NCL to Silverdale Community (NE Riddell Road to Barker Creek Bridge)

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	2.75	A	6.91	A	2.91	7.07	4.16

Current Land Use and Identification of trip Attractors and Generators (significant to the area or region)

Urban High-Intensity Commercial/Mixed Use, Urban Low-Density Residential, Rural Residential, and Public Facility. Major trip attractors/generators are Fred Meyer Shopping Center, Lowe's Home Improvement, Safeway, Walgreens, Walmart, other retail business, residents, and commuters.

Does existing access control align with current land use?

Future Land Use and Identification of trip Attractors and Generators (significant to the area or region)

Urban High-Intensity Commercial/Mixed Use, Urban Low-Density Residential, Rural Residential, and Public Facility. Major trip attractors/generators are Fred Meyer Shopping Center, Lowe's Home Improvement, Safeway, Walgreens, Walmart, other retail business, residents, and commuters. Zoned senior cluster at SR 303/Royal Valley-Radcliff Ave NE and Central Valley Interchange. 10-18 unit development off SR 303 at Central Valley Rd NW-Increase density.

Does existing access control align with future land use?

Source Kitsap County Zoning Map

Plan Year

Planned Land Use (Likelihood of (re)Development) Medium

Please elaborate about Planned Land Use (Likelihood of (re)Development) identified.

There is a mix of developed and undeveloped land. There could be significant new development if Business Access Transit (BAT) or High Occupancy Vehicle (HOV) lanes were located between 11th Street and NE Fairgrounds Road on SR 303.

Vicinity

Silverdale Community (Barker Creek Bridge to SR 3)

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	6.91	A	9.11	A	7.07	9.27	2.2

Current Land Use and Identification of trip Attractors and Generators (significant to the area or region)

Urban High-Intensity Commercial/Mixed Use around SR 3/SR 303 Interchange and Residential. Major trip attractors/generators are the Kitsap Mall, Costco, Home Depot, Central Kitsap High School, Ridgetop Junior High School and Silver Ridge Elementary School, and Silverdale residents.

Does existing access control align with current land use?

Future Land Use and Identification of trip Attractors and Generators (significant to the area or region)

Urban High-Intensity Commercial/Mixed Use around SR 3/SR 303 Interchange and Residential. Major trip attractors/generators are the Kitsap Mall, Costco, Home Depot, Central Kitsap High School, Ridgetop Junior High School and Silver Ridge Elementary School, and Silverdale residents. Harrison Hospital will increase staff causing increase in traffic and future growth. Old hospital may be demolished or turned into an employment center. Concentration of development between Ridgetop and SR 3 - high impact.

Does existing access control align with future land use?

Source Kitsap County Zoning and Land Use Maps

Plan Year 2014

Planned Land Use (Likelihood of (re)Development) Medium

Please elaborate about Planned Land Use (Likelihood of (re)Development) identified.

The land south of the SR 3/SR 303 Interchange appears to be built out, but the land use North and West of the Interchange is not. The undeveloped land is more likely to impact the SR 3 corridor than SR 303.

**Function TAB**

Current Function

SR 303 serves as a commuter, commercial business, and recreational corridor linking the Silverdale community to downtown City of Bremerton and the WSF Bremerton to Seattle Ferry (via SR 304). Typically Modified Limited Access Control with Full Control Limited Access at Interchanges (City of Bremerton is Access Management Class 3 and 5). SR 303/McWilliams Intersection is heavily utilized.

Future Function

SR 303 serves as a commuter, commercial business, and recreational corridor linking the Silverdale community to downtown City of Bremerton and the WSF Bremerton to Seattle Ferry (via SR 304).

Tier 1 LOS E Mitigated per PSRC (or maintain 70% of posted speeds) is the mobility performance expectation.

The corridor is envisioned to remain a commuter, business, tourist, and recreational route which serves as a "main street" highway within the City of Bremerton, providing local access through signalized intersections. It may have BAT or HOV lanes between 11th Street and McWilliams Road in the future. SR 303/Royal Valley-Radcliff Ave NE Intersection and Central Valley Interchange on SR 303 may be impacted by zoned senior center cluster. SR 303/McWilliams Intersection will continue to be heavily utilized. Synchronization of signal lights - 4 pm is a critical time (Ferry 4:05 pm). Olympic College expansions could impact SR 303. SR 303/NE McWilliams Park and Ride will be over capacity.

**Section 1: Emergency Management**

Does this or will this corridor provide the only access into and out of a community? (Single Access Route)

Single Access Route Detail Current

Single Access Route Detail Future

Is this corridor or any part of this corridor identified as a Life Line Corridor?

Life Line Corridor Detail Current

Life Line Corridor Detail Future

Is this corridor or any part of this corridor identified as part of a Tsunami Evacuation Route?

Tsunami Evac Route Detail Current

Tsunami Evac Route Detail Future

Is this corridor or any part of this corridor identified as part of a Volcanic/Lahar Evacuation Route?

Lahar Evac Route Detail Current

Lahar Evac Route Detail Future

Are there any Emergency Management or Service(s) concerns within this corridor?

Emergency Management Detail Current

Emergency Management Detail Future

**Section 2: Alternative Routes (in case of closure, emergency or otherwise)**

Does this corridor serve as an alternative route for another state highway?

Alt Route Hwy Detail Current

SR 3.

Alt Route Hwy Detail Future

SR 3.

Does this corridor serve as an alternative route for a Local or regional roadway?

Alt Route Local Rd Detail Current

City of Bremerton roads.

Alt Route Local Rd Detail Future

City of Bremerton roads.

**Does an alternate route exist for this corridor?**

Current and Future

Alternate Route Detail Current

SR 3 is an alternate route to SR 303. Approximately 9 miles depending upon detour.

Alternate Route Detail Future

SR 3 is an alternate route to SR 303. Approximately 9 miles depending upon detour.

**Section 3: Seasonal Issues**

**Are there any Snow/Ice issues on this corridor that are beyond normal maintenance activities**

How often (per year)?

Snow Ice Issues Detail Current

Snow Ice Issues Detail Future

**Are there any Seasonal or Special Events that impact normal traffic?**

What time of year do they occur?

Seasonal Special Events Detail Current

Seasonal Special Events Detail Future

**Are there any other local or regional events that impact normal traffic?**

Other Events Detail Current

Other Events Detail Future

**Are there recreational areas located within or assessed from this corridor?**

Current and Future

What time of year are the Recreational areas in this corridor primarily accessed?

Year Round

Recreation Detail Current

Warren Ave Playfield and Evergreen Rotary Park in Bremerton, Rolling Hills Golf Course east of McWilliams, Northwest Paintball Park east of SR 303/Central Valley Rd NW Interchange, Silverdale Rotary Gateway Park, and Clear Creek Trail.

Recreation Detail Future

Warren Avenue Playfield and Evergreen Rotary Park in Bremerton, Rolling Hills Golf Course east of McWilliams, Northwest Paintball Park east of SR 303/Central Valley Rd NW Interchange, Silverdale Rotary Gateway Park, and Clear Creek Trail.

**Are there publicly available cultural resources located within or assessed from this corridor?**

Current and Future

What time of year are the Cultural Resources in this corridor primarily accessed?

Year Round

Cultural Resources Detail Current

Illahee Forest Preserve (A Kitsap County Heritage Park) in SE quadrant of SR 303/McWilliams Road intersection (380 to 545 acres with 5 miles of trails. Wildlife preserve area not open to public).

Cultural Resources Detail Future

Illahee Forest Preserve (A Kitsap County Heritage Park) in SE quadrant of SR 303/McWilliams Road intersection (380 to 545 acres with 5 miles of trails. Wildlife preserve area not open to public).

**Environment TAB****Priority Environmental Resources or Features located in this corridor?****a) Known deficiencies such as:**

- Fish Passage Barriers Present
- Chronic Environmental Deficiencies
- Habitat Connectivity
- Noise Wall

**b) Solutions already installed and operational such as:**

- Fish Passage Culverts
- Wildlife Connectivity Features
- Existing Noise Walls

Does the corridor experience extreme weather closures?

If Yes, briefly describe. Examples - slope failures, debris/mudslides, storm surge or king tide closures, flooding, fire or wind damage.

Climate Change Vulnerability Rating

Low

Climate Change Vulnerability Rating Detail

*Minor drainage issues with heavy storms.*

**Modes TAB****Does this corridor provide access for or connection to:**Intermodal Passenger Facilities? 

If yes to previous question, please explain.

*Provides connection to the Bremerton Transportation Center (Washington State Ferries Bremerton-Seattle Ferry Terminal).*Intermodal Freight Facilities? 

If yes to previous question, please explain.

Transit Centers? 

If yes to previous question, please explain.

*McWilliams Park & Ride Transfer Point. New park and ride transfer center at SR 300 and Hanford Ave. New 200+ stalls at Arby's empty lot near Safeway in Bremerton with free parking for college and fast ferry.***Ferries**Washington State Ferries? 

If yes to previous question, please explain.

Ferries (non-WSDOT)? 

If yes to previous question, please explain.

**Marine Ports (Passenger and Cargo)**Marine Ports (Passenger)? 

If yes to previous question, please explain.

Marine Ports (Cargo)? 

If yes to previous question, please explain.

**Aviation**Airports? 

If yes to previous question, please explain.

**Freight Truck**Freight Distribution Centers? 

If yes to previous question, please explain.

Freight Commodity Terminals? 

If yes to previous question, please explain.

**Rail**Freight Rail? 

If yes to previous question, please explain.

Commuter Rail? 

If yes to previous question, please explain.

Passenger Rail?

If yes to previous question, please explain.

Light Rail?

If yes to previous question, please explain.

### **Non-Motorized**

Walking?

If yes to previous question please explain. (Include type of accommodations such as sidewalks, walking on shoulder, shared use facilities, etc...)

*Shared Use facilities (Clear Creek Trail), walking on shoulder, and sidewalks in Bremerton.*

Biking?

If yes to previous question please explain. (include type of accommodations such as striped lanes, shoulder use, share use facilities, etc...)

*Shared Use facilities (Clear Creek Trail) and shoulder use.*

### **ADA Considerations**

Are there any ADA issues on this corridor?

If yes to previous question, please explain.

**Operations TAB**

**Operational Field Assessments and Low Cost Enhancements**

Have you reviewed and captured the Operational Field Assessment results and strategy recommendations with Traffic Operations?

If you answered yes above, please explain.

Have you reviewed and captured recent and planned Low Cost Enhancements with Traffic Operations?

If you answered yes above, please explain.

**Please use the check boxes provided to identify the Operational Strategies and Services within this Corridor that are "Currently Deployed"**

	<u>Currently Deployed</u>
Fiber Optics	<input type="checkbox"/>
If Yes, What percentage of the corridor has Fiber Optics?	<input type="text"/>
Traffic Data Collection Systems	<input type="checkbox"/>
Signal Coordination (State System)	<input type="checkbox"/>
Signal Coordination (Adjacent Corridors, including Local Networks)	<input type="checkbox"/>
Transit Signal Prioritization	<input type="checkbox"/>
Closed Circuit Television Cameras (CCTV)	<input type="checkbox"/>
Highway Advisory Radios (HAR)	<input type="checkbox"/>
Incident Response	<input type="checkbox"/>
Road and Weather Information Systems (RWIS)	<input type="checkbox"/>
Wireless Communication Systems	<input type="checkbox"/>
Traveler Information Systems (multimodal)	<input type="checkbox"/>
EMS accommodations (OPTICON) [Fire, Police, Medical]	<input type="checkbox"/>
Static or Active/Dynamic warning Signing	<input type="checkbox"/>
WIM or CVISN	<input type="checkbox"/>

**Please use the check boxes provided to identify the Active Traffic Management Strategies and Services within this Corridor that are "Currently Deployed"**

	<u>Currently Deployed</u>
Ramp Meters	<input type="checkbox"/>
Variable Message Signs (VMS)	<input type="checkbox"/>
Active Traffic Management	<input type="checkbox"/>
Adaptive Signal Control	<input type="checkbox"/>
Variable Speed Limits	<input type="checkbox"/>
Tolling	<input type="checkbox"/>
HOV Lanes	<input type="checkbox"/>
Lane Management (hours of operation, reversible, full ATMS, shoulder use, etc)	<input type="checkbox"/>

**Other Operational Strategies**

How many Electric Vehicle Charging Stations are available on this corridor?

Are there any other Operational Strategies deployed within this corridor?

If you answered yes above, please list the other operational strategies below.

**Corridor Speed Data**

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	0.00	B	0.00	A	0.00	0.16	0.16

Existing Posted Speed: 25      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes
<input type="text"/>	<input type="text"/>	<input type="text"/>

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes
<input type="text"/>	<input type="text"/>	<input type="text"/>

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	0.00	A	0.62	A	0.16	0.78	0.62

Existing Posted Speed: 30      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes
<input type="text"/>	<input type="text"/>	<input type="text"/>

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes
<input type="text"/>	<input type="text"/>	<input type="text"/>

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	0.62	A	0.73	A	0.78	0.89	0.11

Existing Posted Speed: 35      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes
<input type="text"/>	<input type="text"/>	<input type="text"/>

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes
<input type="text"/>	<input type="text"/>	<input type="text"/>

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	1.06	A	1.46	A	1.22	1.62	0.40

Existing Posted Speed: 35      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes
<input type="text"/>	<input type="text"/>	<input type="text"/>

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes
<input type="text"/>	<input type="text"/>	<input type="text"/>

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	1.46	A	2.97	A	1.62	3.13	1.51

Existing Posted Speed: 30 Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	2.97	A	3.50	A	3.13	3.66	0.53

314

Existing Posted Speed: 40 Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	3.63	A	3.90	A	3.79	4.06	0.27

Existing Posted Speed: 40 Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	4.00	A	4.15	A	4.16	4.31	0.15

314

Existing Posted Speed: 40 Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	4.38	A	4.60	A	4.54	4.76	0.22

Existing Posted Speed: 40 Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	4.72	A	6.45	A	4.88	6.61	1.73

Existing Posted Speed: 50      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	4.72	A	6.45	A	4.88	6.61	1.73

314

Existing Posted Speed: 50      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	B	8.44	A	9.11	A	8.60	9.27	0.67

Existing Posted Speed: 35      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	D	0.73	A	1.06	A	0.89	1.22	0.33

314

Existing Posted Speed: 35      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	D	3.50	A	3.63	A	3.66	3.79	0.13

Existing Posted Speed: 40      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	D	3.90	A	4.00	A	4.06	4.16	0.10

Existing Posted Speed: 40      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	D	4.15	A	4.38	A	4.31	4.54	0.23

314

Existing Posted Speed: 40      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	D	4.60	A	4.67	A	4.76	4.83	0.07

Existing Posted Speed: 40      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	D	4.67	A	4.72	A	4.83	4.88	0.05

314

Existing Posted Speed: 50      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	D	6.45	A	6.83	A	6.61	6.99	0.38

Existing Posted Speed: 50      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	D	6.83	A	8.38	A	6.99	8.54	1.55

Existing Posted Speed: 55      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	D	8.38	A	8.44	A	8.54	8.60	0.06

314

Existing Posted Speed: 35      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	I	0.73	A	1.06	A	0.89	1.22	0.33

Existing Posted Speed: 35      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	I	3.50	A	3.63	A	3.66	3.79	0.13

314

Existing Posted Speed: 40      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	I	3.90	A	4.00	A	4.06	4.16	0.10

Existing Posted Speed: 40      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	I	4.15	A	4.38	A	4.31	4.54	0.23

Existing Posted Speed: 40      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	I	4.60	A	4.67	A	4.76	4.83	0.07

314

Existing Posted Speed: 40      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	I	4.67	A	4.72	A	4.83	4.88	0.05

Existing Posted Speed: 50      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	I	6.45	A	6.83	A	6.61	6.99	0.38

314

Existing Posted Speed: 50      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	I	6.83	A	8.38	A	6.99	8.54	1.55

Existing Posted Speed: 55      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

SRID	Direction	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
303	I	8.38	A	8.44	A	8.54	8.60	0.06

Existing Posted Speed: 35      Legal Speed Date: 4/5/2014

Target Speed	Target Speed Assessment Year	Target Speed Notes

Operating Speed	Operating Speed Assessment Year	Operating Speed Notes

**Demand Management TAB**

Please document existing Demand Management Strategies and Services that serve this corridor.

Is the entire corridor served by fixed-route transit (public)?

If yes, which system(s) provide the service?

*Kitsap Transit (Routes 11 and 17).*

Is there data available on the volume of passenger trips in the corridor?

Is a portion of the corridor served by fixed-route transit (public)?

If yes, which system(s) provide the service?

*Kitsap Transit (Routes 11,13, 15, 17, 19, and 21).*

In addition to fixed-route passenger transportation in the corridor are there other services available?

If yes, please list the other services available. (Includes: persons of special needs, veterans, elderly, Medicaid recipients, etc...)

*Kitsap Transit provides ACCESS (elderly and disabled unable to use fixed route transit) and VanLink (vans to local social agencies), Worker/Driver Buses (Fairgrounds to PSNS), and SCOOT Car(s) in Downtown Bremerton*

Are any passenger transportation services provided by Tribal governments in the corridor?

If Yes, please explain.

Are there park and ride lots on or within 5 miles of the corridor?

What agencies provide vanpool/ridesharing services within the corridor?

*Kitsap Transit provides vanpool and carpool services.*

Are there designated Commute Trip Reduction employers whose employees travel in this corridor?

Are there employer provided busses that operate within this corridor?

If Yes, please explain.

*Kitsap Transit Worker/Driver Buses (Fairgrounds) to Puget Sound Naval Shipyard.*

**Non-Motorized**

Are there Shared Use facilities available along this corridor?

If Yes, please explain.

*Separated shared-use Clear Creek Trail.*

Are there missing links on any of these Shared Use facilities that impact their use?

If Yes, please explain.

*Pedestrian crosswalks in Bremerton and north of Bremerton are needed.*

**Freight Movement**

Are there opportunities for shifting freight movement to other parallel modes?

If Yes, please explain. (Includes: Air, Water, Rail, etc...)

**Engagement TAB**

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists 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 reports, surveys, schedules, lists, or data.

Organization Type  4811  
 Org Name  314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	A	9.11	A	0.00	9.27	9.27	

Feedback Category

Documented Feedback

Organization Type  4520  
 Org Name  314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	A	9.11	A	0.00	9.27	9.27	

Feedback Category

Documented Feedback

Organization Type  3835  
 Org Name  314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	A	9.11	A	0.00	9.27	9.27	

Feedback Category

Documented Feedback

Organization Type  4563  
 Org Name  314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	B	2.75	A	0.00	2.91	2.91	

Feedback Category

Documented Feedback

Organization Type  3984  
 Org Name  314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	B	2.75	A	0.00	2.91	2.91	

Feedback Category

Documented Feedback

Organization Type  3629  
 Org Name  314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	B	2.75	A	0.00	2.91	2.91	

Feedback Category

Documented Feedback

Organization Type City/Town 4713  
 Org Name Bremerton 314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	B	2.75	A	0.00	2.91	2.91	

Feedback Category Economic Vitality Opportunities

Documented Feedback Crosswalks needed on Wheaton Way between Sheridan Road and NE Riddell Road (Bremerton NCL). Redevelopment off SR 303 near 6th St.

Organization Type City/Town 2978  
 Org Name Bremerton 314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	B	2.75	A	0.00	2.91	2.91	

Feedback Category Other Citizen\_Partner Comments

Documented Feedback Earthquake could impact Warren Ave Bridge.

Organization Type Transit Agency 3987  
 Org Name Kitsap Transit 314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	A	9.11	A	0.00	9.27	9.27	

Feedback Category Mobility Opportunities

Documented Feedback Kitsap Transit new 200+ stalls at Arby's empty lot near Safeway in Bremerton with free parking for college transit and fast ferry. Potential bus rapid transit corridor at SR 303 and NE William E Sutton Road. New park and ride transfer center at SR 303 and Hanford Ave.

Organization Type Transit Agency 3630  
 Org Name Kitsap Transit 314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	A	9.11	A	0.00	9.27	9.27	

Feedback Category Mobility Concerns

Documented Feedback Transit access on SR 303 between Central Valley Road and Radcliff Ave is difficult. Park and Ride at SR 303 and NE McWilliams is at capacity.

Organization Type Transit Agency 3359  
 Org Name Kitsap Transit 314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	0	A	9.11	A	0.00	9.27	9.27	

Feedback Category Mobility Performance Expectations

Documented Feedback Kitsap Transit Bus Rapid Transit (BRT) would need HOV lanes on SR 303 from 11th to Fairgrounds to even consider future service. Business Access Transit (BAT) lanes still slow compared to HOV dedicated transit.

Organization Type County 4562  
 Org Name Kitsap County 314

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Engagement Date
303	2.75	A	9.11	A	2.91	9.27	6.36	

Feedback Category Economic Vitality Concerns

Documented Feedback Concentration of development between Ridgetop and SR 3 - high impact. Development in Silverdale is expensive. 10-18 unit development off SR 303 at Central Valley Road NW-Increase density.

**SR 303: SR 304 Jct (Bremerton) to SR 3 Jct (Silverdale)**

**314**

<u>Organization Type</u>		County							3983
<u>Org Name</u>		Kitsap County							314
<u>SRID</u>	<u>BMP</u>	<u>Begin AB</u>	<u>EMP</u>	<u>End AB</u>	<u>BARM</u>	<u>EARM</u>	<u>Length</u>	<u>Engagement Date</u>	
303	2.75	A	9.11	A	2.91	9.27	6.36		
<u>Feedback Category</u>		Mobility Opportunities							
<u>Documented Feedback</u>		Pedestrian amenities (crosswalks) are needed north of Bremerton. On SR 303 between NE William E Sutton Rd and NE Riddell Road there are no pedestrian facility (sidewalk and crosswalks). Need pedestrian crossings at SR 303/Riddell Road and SR 303/Lebo Blvd.							

<u>Organization Type</u>		County							3628
<u>Org Name</u>		Kitsap County							314
<u>SRID</u>	<u>BMP</u>	<u>Begin AB</u>	<u>EMP</u>	<u>End AB</u>	<u>BARM</u>	<u>EARM</u>	<u>Length</u>	<u>Engagement Date</u>	
303	2.75	A	9.11	A	2.91	9.27	6.36		
<u>Feedback Category</u>		Mobility Concerns							
<u>Documented Feedback</u>		SR 303/Royal Valley-Radcliff Ave NE Intersection and Central Valley Interchange may be impacted by zoned senior center cluster. Harrison Hospital will increase staff causing increase in traffic. Old hospital may be demolished or turned into an employment center. SR 303/McWilliams Intersection is heavily utilized.							

**What's Working Well? TAB**

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists 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 reports, surveys, schedules, lists, or data.

Preservation

Other

Mobility

Environment

Economic Vitality

**What Needs Change? TAB**

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists 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 reports, surveys, schedules, lists, or data.

**Today**

Preservation

Other

Mobility

*There is one segment that is forecast to operate below 70% of the posted speed threshold in Year 2015. It is ARM 0.42 to ARM 0.77 and includes two signal systems.*

Environment

Economic Vitality

**In the Future**

Preservation

Other

Mobility

*There are eleven segments that are forecast to operate below 70% of the posted speed threshold in Year 2035. They are in seven groups from ARM 0.42 to ARM 0.78, ARM 1.62 to ARM 3.66, ARM 3.79 to ARM 4.06, ARM 4.16 to ARM 4.31, ARM 4.66 to ARM 4.76, ARM 5.59 to ARM 6.61, and ARM 8.60 to ARM 8.85. All of these segments include a signal system.*

Environment

Economic Vitality

# Corridor Sketch Supporting Data DRAFT Report

SR 303: SR 304 Jct (Bremerton) to SR 3 Jct (Silverdale)

314

## Location TAB

### Draft Corridor Description

This 9.27 mile corridor begins in the City of Bremerton at the intersection of SR 304 and ends at the junction with SR 3 and Kitsap Mall Boulevard in the Silverdale community. The SR 303 corridor (along with SR 3) serves as one of the primary north-south arterials that facilitate the movement of people and goods in central Kitsap County.

The corridor serves commuters, tourist and recreational trips using the Washington State Ferries (WSF) Bremerton to Seattle Ferry. It is functionally classified as an Urban Principal Arterial. There is limited access control (modified and full) for the last 6.4 miles of its length. For the first 6.6 miles it is typically a 4/5-lane facility (Center two-way left turn lane) with land use serving commercial businesses. For the last 2.67 miles it is typically a divided 4-lane freeway with interchanges.

The corridor is on the National Highway System and is a Highway of Statewide Significance (HSS). The freight classification for SR 303 is T-3. It carried 1.14 to 2.54 million in annual tonnage with 560 to 1,000 annual average daily truck volumes in year 2017. The annual average daily traffic (AADT) volumes ranged from a low of 14,000 to a high of 40,000 in year 2016. It is a commuter corridor for traffic moving north-south between the Silverdale community and downtown City of Bremerton.

### Corridor imits

SRID	BMP	Begin AB	EMP	End AB	BARM	EARM	Length	Route Display
303	0	B	9.11	A	0.00	9.27	9.27	SR 303

Other Facility

Latitude

Longitude

RouteType

Mainline Highway

## Modes TAB

### Ferries

ID	Corridor ID	SR	Description	Location	Owner
25	314	304	BREMERTON FERRY LANDING	Bremerton	WSF

### Access to AMTRAK

## Demand Management TAB

### Transit Coverage

ID	Corridor ID	Complete	Partial
756	314	Yes	No

### Vanpool

ID	Corridor ID	Vanpool	Transit Name	Community Liaison
1316	314	yes	Kitsap Transit	Tom Hanson

Type Description Public Transportation Benefit Area

### Park and Ride

Park and Ride Name American Legion Post ID 1319

Location 7880 NE Bucklin Hill Rd, Bainbridge Island, Kitsap County

Capacity 5

Transit Served Yes

Corridor ID 314

<u>Owner</u> Privately-owned	<u>Community Liaison</u> Tom Hanson
<u>Park and Ride Name</u> Bethany Lutheran Church	<u>ID</u> 1320
<u>Location</u> 7968 Finch Road NE, Bainbridge Island, Kitsap County	
<u>Capacity</u> 80	<u>Transit Served</u> No
<u>Corridor ID</u> 314	
<u>Owner</u> Privately-owned	<u>Community Liaison</u> Tom Hanson
<u>Park and Ride Name</u> Crossroads Neighborhood Church	<u>ID</u> 1321
<u>Location</u> 7555 Old Military Rd, Bremerton, Kitsap County	
<u>Capacity</u> 107	<u>Transit Served</u> Yes
<u>Corridor ID</u> 314	
<u>Owner</u> Privately-owned	<u>Community Liaison</u> Tom Hanson
<u>Park and Ride Name</u> First Lutheran Church	<u>ID</u> 1322
<u>Location</u> 2483 Mitchell Rd SE, Port Orchard, Kitsap County	
<u>Capacity</u> 7	<u>Transit Served</u> Yes
<u>Corridor ID</u> 314	
<u>Owner</u> Privately-owned	<u>Community Liaison</u> Tom Hanson
<u>Park and Ride Name</u> First United Methodist Church	<u>ID</u> 1323
<u>Location</u> 1150 Marine Dr, Bremerton, Kitsap County	
<u>Capacity</u> 53	<u>Transit Served</u> No
<u>Corridor ID</u> 314	
<u>Owner</u> Privately-owned	<u>Community Liaison</u> Tom Hanson
<u>Park and Ride Name</u> Island Church	<u>ID</u> 1324
<u>Location</u> 9624 Sportsman Club Rd, Bainbridge Island, Kitsap County	
<u>Capacity</u> 37	<u>Transit Served</u> Yes
<u>Corridor ID</u> 314	
<u>Owner</u> Privately-owned	<u>Community Liaison</u> Tom Hanson
<u>Park and Ride Name</u> Annapolis Ferry Dock	<u>ID</u> 1325
<u>Location</u> 1076 Beach Dr E, Port Orchard, Kitsap County	
<u>Capacity</u> 81	<u>Transit Served</u> Yes
<u>Corridor ID</u> 314	
<u>Owner</u> Unknown	<u>Community Liaison</u> Tom Hanson
<u>Park and Ride Name</u> Port Orchard Armory	<u>ID</u> 1326
<u>Location</u> 1950 Mile Hill Dr, Port Orchard, Kitsap County	
<u>Capacity</u> 105	<u>Transit Served</u> Yes
<u>Corridor ID</u> 314	
<u>Owner</u> WA Military Dept.	<u>Community Liaison</u> Tom Hanson
<u>Park and Ride Name</u> East Day Road and SR 305 (unofficial)	<u>ID</u> 1327
<u>Location</u> 12900 Phelps Rd NE, Bainbridge Island, Kitsap County	
<u>Capacity</u> 30	<u>Transit Served</u> Yes
<u>Corridor ID</u> 314	
<u>Owner</u> WSDOT	<u>Community Liaison</u> Tom Hanson

Park and Ride Name  ID

Location

Capacity  Transit Served  Corridor ID

Owner  Community Liaison

Park and Ride Name  ID

Location

Capacity  Transit Served  Corridor ID

Owner  Community Liaison

**Communte Trip Reduction (CTR)**

Name	Zone	County	GTEC	Corridor ID	ID
Bremerton	Affected City	Kitsap	No	314	238

Name	Zone	County	GTEC	Corridor ID	ID
Kitsap UGA	Affected UGA	Kitsap	No	314	239

Name	Zone	County	GTEC	Corridor ID	ID
Silverdale - UGA	Affected UGA	Kitsap	No	314	240

**\*Datasheets TAB**

**Access Management**

ID	AssManagemem	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
630	303	0.00	B	0.73	A	0.00	0.89	0.89

Access Control

ID	AssManagemem	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
630	303	0.73	A	1.46	A	0.89	1.62	0.73

Access Control

ID	AssManagemem	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
630	303	1.46	A	2.75	A	1.62	2.91	1.29

Access Control

ID	AssManagemem	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
630	303	2.75	A	6.43	A	2.91	6.59	3.68

Access Control

ID	AssManagemem	BMP	Begin AB	EMP	End AB	BARM	EARM	Length
630	303	6.43	A	9.11	A	6.59	9.27	2.68

Access Control

**Scenic and Recreational Highways**

**Quick Facts: Performance Data**

Corridor Pavement(s)	
Percent ACP	99%
Percent BST	0%
Percent PCCP	0%
Percent Bridge	1%
Condition Unknown	0.9%
Condition Poor to Very Poor	12.8%
Condition Fair	23.3%
Condition Good to Very Good	62.9%

The surface condition identified as unknown reflect roadway segments that were under construction or other wise unavailable for assessment.  
 Source: 2015 Washington State Pavement Management System (WSPMS).

Bridge Preservation Needs	
Border Bridge	0
Bridge Deck	0
Bridge Repair	0
Moveable Bridge	0
Paint Bridge	0
Rehabilitate Bridge	0
Replace Bridge	0
Scour Repair	0
Seismic Retrofit	1
<b>Grand Total</b>	<b>1</b>

[Source Data \(WSDOT\)](#)

Corridor ID  ID

**2016 Mobility Screen**

Congested (Corridor)	Not Congested (Corridor)
36.5%	63.5%

**Multimodal Facilities and Services**

This corridor provides access for or connection to the following modes: intermodal passenger facilities, transit centers, Walking, Biking.

**\*Connecting Washington**

[Link to Connecting Washington Website \(http://www.wsdot.wa.gov/Projects/Funding/CWA/\)](http://www.wsdot.wa.gov/Projects/Funding/CWA/)

**\*Study Info TAB**

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists 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 reports, surveys, schedules, lists, or data.

StudyName

SRID	BARM	EARM	Status	YearCompleted	StudyCost	StudyID	CorridorID
303	0.16	9.16	Completed	2002		330301	314

Description	Last Revision Date
Purpose <input type="text" value="Corridor Study"/>	6/1/2002

RegionComments

StudyPartners

**Partner Strategies TAB (MTP/RTP Strategies as of May 2014, Transit collected during CSI Phase I)**

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists 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 reports, surveys, schedules, lists, or data.

SRID	BARM	EARM	Length	Vicinity	OldKey	2732
303	0	9.27	9.27		807131	

**Transit Service**

Is new, expanded, or reduced service planned within the corridor?  If yes, who will provide this service?

Funding Status  
Unfunded  
Estimate  
\$11,000,000  
Year of Dollars  
2008

Please document the type of service to be added, expanded, or reduced

**Strategy Source**

What type of Plan did this strategy originate? Metropolitan Transportation Plan  
 What is the name of the Plan? Vision 2040  
 What are the effective years of the plan? 2010-2040  
 When was the plan adopted? May, 2010

**Alignment with Practical Solutions Framework**

Was this strategy developed through a Practical Solutions approach?   
 If yes, please explain...

SR 303/NE McWilliams Rd. (Silverdale P&R) - 200 new stalls

SRID	BARM	EARM	Length	Vicinity	OldKey	
303	3.75	3.76	0.01		807135	2735

200 new stalls

**Transit Service**

Is new, expanded, or reduced service planned within the corridor?  If yes, who will provide this service?

Funding Status  
Unfunded  
Estimate  
\$4,000,000  
Year of Dollars  
2008

Please document the type of service to be added, expanded, or reduced

**Strategy Source**

What type of Plan did this strategy originate? Metropolitan Transportation Plan  
 What is the name of the Plan? Vision 2040  
 What are the effective years of the plan? 2010-2040  
 When was the plan adopted? May, 2010

**Alignment with Practical Solutions Framework**

Was this strategy developed through a Practical Solutions approach?   
 If yes, please explain...

SR 3/SR 303 P&R (N Silverdale)

SRID	BARM	EARM	Length	Vicinity	OldKey		
303	8.41	8.42	0.01		807137	2737	

300 new stalls (upper Silverdale)

**Transit Service**

Is new, expanded, or reduced service planned within the corridor?  If yes, who will provide this service?

Funding Status  
Unfunded

Estimate  
\$3,000,000

Year of Dollars  
2008

Please document the type of service to be added, expanded, or reduced

**Strategy Source**

What type of Plan did this strategy originate? Metropolitan Transportation Plan  
 What is the name of the Plan? Vision 2040  
 What are the effective years of the plan? 2010-2040

When was the plan adopted? May, 2010

**Alignment with Practical Solutions Framework**

Was this strategy developed through a Practical Solutions approach?   
 If yes, please explain...

SR 303 (North of Bremerton) P&R (Riddell)

SRID	BARM	EARM	Length	Vicinity	OldKey		
303	2.91	2.92	0.01		807142	2742	

300 new stalls (Riddell and SR 303)

**Transit Service**

Is new, expanded, or reduced service planned within the corridor?  If yes, who will provide this service?

Funding Status  
Unfunded

Estimate  
\$3,000,000

Year of Dollars  
2008

Please document the type of service to be added, expanded, or reduced

**Strategy Source**

What type of Plan did this strategy originate? Metropolitan Transportation Plan  
 What is the name of the Plan? Vision 2040  
 What are the effective years of the plan? 2010-2040

When was the plan adopted? May, 2010

**Alignment with Practical Solutions Framework**

Was this strategy developed through a Practical Solutions approach?   
 If yes, please explain...

SR 303/11th St to Fairgrounds - BAT Lanes

SRID	BARM	EARM	Length	Vicinity	OldKey		
303	0.42	4.66	4.24		807304	2879	

Bremerton. Construct Business Access and Transit Lanes

**Transit Service** **Funding Status**

Is new, expanded, or reduced service planned within the corridor?  If yes, who will provide this service?

Unfunded

**Estimate**

\$140,000,000

**Year of Dollars**

2008

Please document the type of service to be added, expanded, or reduced

**Strategy Source**

What type of Plan did this strategy originate?  What is the name of the Plan?  What are the effective years of the plan?

When was the plan adopted?

**Alignment with Practical Solutions Framework** 314

Was this strategy developed through a Practical Solutions approach?

If yes, please explain...

SR 303/Sylvan Wy: SR 303 to Trenton Ave - Widen

SRID	BARM	EARM	Length	Vicinity	OldKey		
303	2.13	2.14	0.010000	Sylvan Way	807477	3052	

Widen to 3 lanes

**Transit Service** **Funding Status**

Is new, expanded, or reduced service planned within the corridor?  If yes, who will provide this service?

Unfunded

**Estimate**

\$6,000,000

**Year of Dollars**

2008

Please document the type of service to be added, expanded, or reduced

**Strategy Source**

What type of Plan did this strategy originate?  What is the name of the Plan?  What are the effective years of the plan?

When was the plan adopted?

**Alignment with Practical Solutions Framework**

Was this strategy developed through a Practical Solutions approach?

If yes, please explain...

**\*Completed Projects TAB (Updated November 2016: Operationally Complete Dates 2005-2016)**

SR 303/Dawn Road Vic to SR 3 - Safety

PIN	SRID	BARM	EARM	Sub Pgm	Oper Complete Date	Actual Dollars	RECONSTRUCTION-HISTORY
330304A	303	3.66	9.16	Improvem	7/16/2007	\$2,371,854	

This project updates the signal system and constructs an acceleration lane.

SR 303/Manette Bridge Bremerton Vicinity - Replace Bridge

PIN	SRID	BARM	EARM	Sub Pgm	Oper Complete Date	Actual Dollars	
330311A	303	3.14	3.43	ures Preser	11/10/2011	\$59,560,171	BR REPL - STRUCTURAL

This bridge is structurally and functionally deficient. This project replaces the structurally deficient bridge with a new bridge, preserving the structural and functional integrity of this section of highway.

SR 303/S of WM E Sutton Rd to Silverdale Way - Paving

PIN	SRID	BARM	EARM	Sub Pgm	Oper Complete Date	Actual Dollars	
330314D	303	5.36	8.63	way Preserv	8/3/2015	\$3,140,007	HOT MIX ASPHALT (HMA)

Pavement condition rating is projected to drop below the adopted standard. By overlaying the existing roadway with hot mix asphalt, the existing pavement condition rating will be increased to be within adopted standards.

SR 303/Port Washington Narrows Bridge - Upgrade Bridge Rail

PIN	SRID	BARM	EARM	Sub Pgm	Oper Complete Date	Actual Dollars	
330316A	303	0.89	1.22	y Improven	2/2/2011	\$1,649,376	SPEC SFTY INIT - BRIDGE RAIL

The existing bridge rail does not meet current standards. By retrofitting the existing bridge rail to meet current standards, motorist safety will be enhanced.

SR 303/Vicinity Ridgetop Blvd - Install Cable Barrier

PIN	SRID	BARM	EARM	Sub Pgm	Oper Complete Date	Actual Dollars	
330323A	303	7.41	7.79	y Improven	10/6/2010	\$51,227	SPEC SFTY INIT - MED CABLE BAR

Through a statewide analysis it has been determined that placing median barrier on limited access divided highways is a cost effective method of reducing the severity of cross over collisions. The purpose of this project is to improve safety by installing barrier in the median. This will reduce the incidences of vehicles crossing through the median into the opposite direction of travel.