WSDOT

Corridor Sketch Summary

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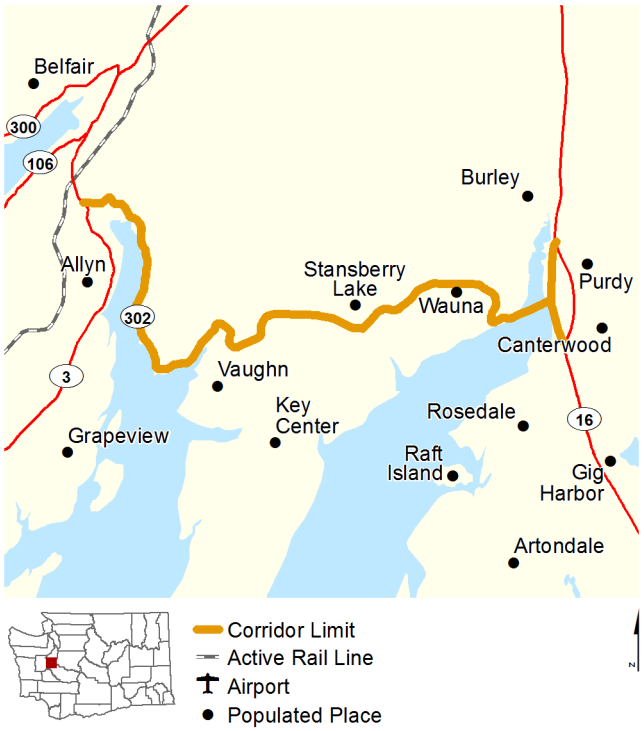
WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 302: SR 3 Jct to SR 16 Jct

This 18-mile long east-west corridor is located in Mason and Pierce counties. The corridor travels between the State Route 3 junction near Hawkins Middle School and North Mason High School in Mason County, winding its way east to the community of Purdy until connecting with SR 16 in Pierce County, just north of Gig Harbor. The corridor includes the 1.3-mile long north-south SR 302 Purdy Spur. The character along the corridor is primarily rural with low density and an even amount of residential housing throughout the length of the corridor. Throughout the corridor, there are pockets of commercial land use occurring at key intersections and within the Purdy community. The corridor is known as Victor Cutoff Road between the SR 3 and North Bay Road intersections. The tree-lined corridor's terrain is consistently rolling throughout its length. Portions of the corridor run along North Bay, Rocky Bay, Henderson Bay, and Burley Lagoon.



Current Function

SR 302 is a state highway that connects the communities of Allen-Grapeview and Purdy on the Kitsap Peninsula, located in Mason and Pierce counties. This corridor encompasses all of SR 302 and functions as an arterial for freight, local, rural commuters, and recreational traffic. This corridor is a key regional commuter east-west corridor that links the Key Peninsula rural communities of Victor, Vaughn, Glencove, and Wauna to the Purdy community. Additionally, this corridor functions as a land connector between the city of Gig Harbor and the Olympic Peninsula. The corridor's spur provides connections to Purdy businesses, schools, and residences. As a result of the corridor's location near parks and bodies of water, the corridor carries recreational and outdoor users throughout the Key Peninsula. No rail or public transportation has been identified on the corridor. Bicyclist and pedestrian use is permitted on corridor shoulders.

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

This corridor is comprised of mainline SR 302 and the SR 302 Spur. Both are primarily two-lane, undivided, unsignalized highways. At the mainline/spur junction, the corridor briefly expands to three lanes on the main line. The corridor includes a center turn lane as well. The annual average daily traffic on this corridor is highest at the SR 302 mainline/spur junction and lowest at the SR 3 junction.

What's working well?

- Roughly 99% of surveyed pavement on the corridor are in fair or better condition.
- The climate change vulnerability rating is low on the corridor.
- Signal coordination has been efficient and beneficial to the corridor's mobility.
- There are no chronic environmental deficiency sites.

What needs to change?

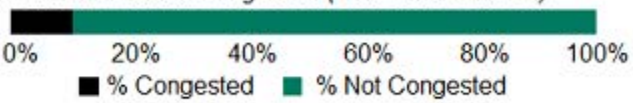
- Roughly 11% of the corridor experiences congestion on a regular basis.
- There is one bridge rehabilitation need on the corridor.
- The corridor is prone to extreme weather closures due to flooding and rockslides.
- There are fish passage barriers present on the corridor.

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

High	Low	
23,244	1,498	Annual Average Daily Traffic (AADT)
6.2%	3.6%	Bus/Truck Percent
36.63		Number of Lane Miles
7		# of Signalized/Stop Controlled Intersections
$7,689,000		Corridor Investments (2005-2016)

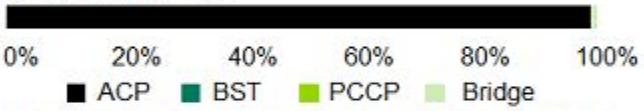
Mobility

Percent of Corridor Congested (Statewide Screen)

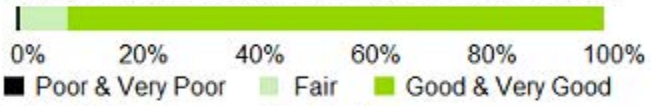


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs

Environment

	Protect	*Restore/ Enhance/ Assess*
Fish Barriers	*11.1% Passable*	88.9% to Do
Noise Walls	*0% Built*	0% Proposed
Chronic Environmental Deficiencies	*0% Resolved*	100% Unresolved
Wildlife Connectivity	*0 Structures in Place*	0 High Priority Miles
Stormwater Treatment	*3 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:

- Partners expressed concern about the current layout and speed controls in the vicinity of the SR 302/118th Avenue intersection.
- Concerns over the narrowness of the Purdy Bridge and its effects on the mobility of motorized traffic.
- One partner would like to address the narrow shoulders and unstable slopes along the corridor in order to minimize their impact on pedestrian mobility.
- A desire to create an extension on existing shared-use trails in order to provide pedestrian and bicyclist facilities.
- There is a desire to complete a SR 302-Elgin Clifton Road to SR 16 Environmental Impact Statement.

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	*WSDOT will continue to work with partners in developing strategies to address economic vitality.*
Environment	
Protect and Maintain	*Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).*
Enhance or Restore	*Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.*
Fish Barrier Retrofit	*WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.*
Mobility	
Assessment	*Further information about the proposed strategies can be found attached at the end of this document.*
Preservation	
Maintenance	*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.*
Pavement	*WSDOT has identified two Pavement actions in the next six years encompassing 39% of the corridor.*
Structures	*WSDOT has identified one Structures action in the next six years at a single location on this corridor.*
Other Facilities	*WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.*
Safety	
Investment	*WSDOT has identified one Safety Investment action in the next six years encompassing 33% of the corridor.*
Stewardship	
Planning	*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.*

WSDOT

Mobility assessment for segment of Corridor 311

SR 302: 150th Ave KPN to SR 16 (Milepost 9.32-16.87)

This segment of SR 302 is a key regional commuter east-west corridor that passes by Key Peninsula's rural communities of Vaughn, Glen Cove, Elgin, and Lake Kathryn Village into Wauna and the Purdy community. This segment is used by freight, local traffic, rural commuters, and recreational traffic.

This corridor experienced up to 15 hours of daily congestion in 2015 on SR 302 mainline between the SR 302 Purdy Spur and SR 16.

Corridor Segment Characteristics

- SR 302 is typically an urban two-lane facility with posted speeds ranging from 40 mph to 50 mph in rolling terrain (includes pockets of center two-way left turn lane).
- The Freight and Goods Transportation designation from Key Peninsula Highway to SR 16 was T-3 with 2,270,000 in annual tonnage and 790 daily trucks (4.1%) in 2017.
- The annual average daily traffic ranged from a low of 7,500 before Key Peninsula Highway to a high of 25,000 after Burnham Drive-Goodnough Drive NW in 2016.
- The corridor's SR 302 Purdy Spur provides connections to Purdy businesses, schools (Peninsula High School and Purdy Elementary School), and residences.

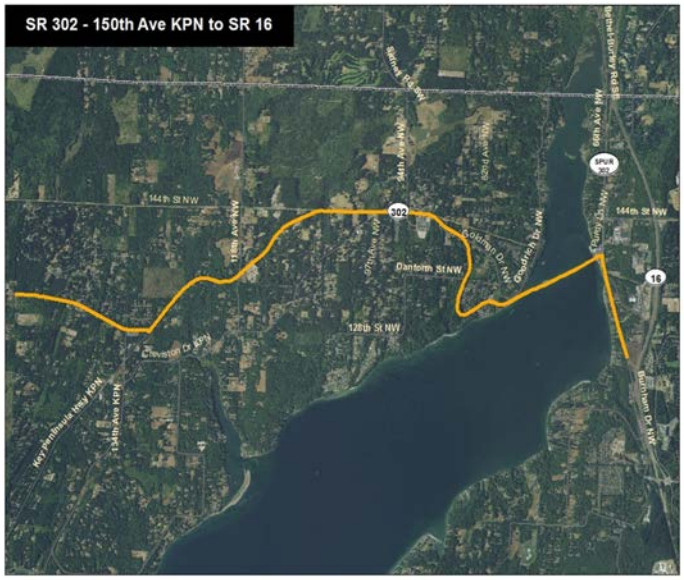
Contributing Factors

- High traffic volumes in the Purdy community and a signal at SR 302 Purdy Spur reduces capacity and results in long queues during peak periods.
- Lack of alternative routes in local roadway system funnels traffic onto this segment.
- Large-lot suburban development pattern results in auto-dependency, increasing vehicle trips.

Mobility Strategies:

Further Study

- Study alternative routes identified in a SR 302-Elgin Clifton Rd to SR 16 Environmental Impact Statement for congestion relief.
- Study implementing signage and widening for northbound hard shoulder use in Purdy to increase efficiency.
- Study extending the Cushman Trail to SR 302 for pedestrians and bicyclists to encourage mode options.
- Consider options to improve efficiency at the Purdy spit bridge and nearby Purdy Spur signal.
- Evaluate options to reduce congestion on SR 302 between the Purdy Spur intersection and SR 16.
- Study ways to redistribute traffic away from SR 302 mainline between the Purdy Spur intersection and SR 16 and also the nearby Burnham Drive interchange.



For more information

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

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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.

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