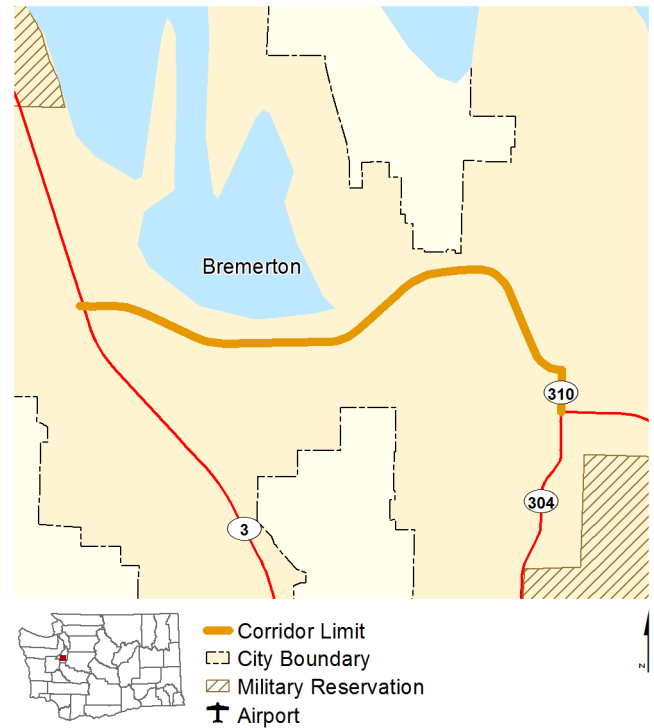


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 310: SR 3 Jct to SR 304 Jct

This two-mile long east-west corridor is located on the Kitsap Peninsula. The corridor is entirely within the city of Bremerton, just north of Naval Base Kitsap. The route runs between the State Route 3 junction and SR 304. The corridor is a high-density urban route with commercial businesses as the primary land use. Single- and multi-family residential neighborhoods are present in grid-like patterns along the route. Several bodies of water are located near the corridor including Phinney Bay, Kitsap Lake, Port Washington Narrows, and Sinclair Inlet. A portion of the corridor runs adjacent with the southern shore of Oyster Bay. Forest Ridge Park is located near the end point of the corridor and near the SR 304 junction. Puget Sound and Pacific Railroad are located to the south of the corridor. The majority of the corridor consists of rolling terrain with level terrain between the intersection 6th St and SR 304, terrain is level.



Current Function

SR 310 serves the city of Bremerton and functions as a connector route for SR 3 and SR 304. This route also serves as a tourist and recreational corridor and is a "main street" highway within the city of Bremerton. The corridor is known as both Kitsap Way for a majority of the route and N Callow Avenue for two blocks north of SR 304. This route also provides connections to the Bremerton Ferry Terminal for Seattle, a ferry route that crosses the Puget Sound, as well as two pedestrian ferries to the Port Orchard and Annapolis ferry docks across the Sinclair Inlet. The Manette Peninsula can be accessed through its connection with SR 304. Kitsap Transit provides fixed route service, ACCESS for the elderly and disabled, and VanLink, a service designed to provide local social agencies with vans to transport their clients. Two park and rides are easily accessible from the corridor. Bicycle lanes and sidewalks are present along the corridor.

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 310 is generally a four-lane, undivided facility with a center two-way left turn and multiple right and left turn only lanes. There are ten or more signalized intersections. The annual average daily traffic on this corridor is highest at the corridor's junction with SR 3 and lowest at the intersection of 6th Street and SR 310.

What's working well?

- Roughly 95% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has a low rating for climate vulnerability impacts.
- There are no wildlife or habitat connectivity issues on the corridor.

What needs to change?

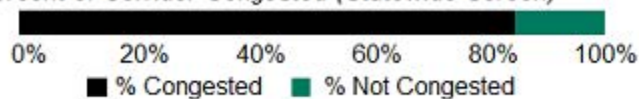
- Roughly 85% of this corridor experiences congestion on a regularly basis.

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

High	Low	
27,986	8,262	Annual Average Daily Traffic (AADT)
3.5%	2.3%	Bus/Truck Percent
7.1		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$1,515,000		Corridor Investments (2005-2016)

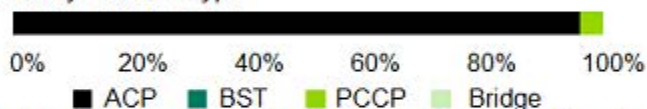
Mobility

Percent of Corridor Congested (Statewide Screen)

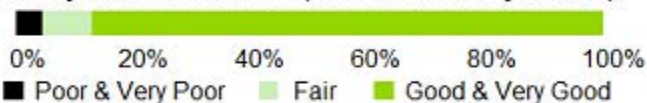


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	0% 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	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	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:

- The City of Bremerton commented that pedestrian crossings muffle traffic throughput, Winco access is difficult to navigate, and the SR 3/SR 310 Interchange is challenging.
- Concern expressed about the pedestrian crossing near National Avenue N is difficult and impacts transit operations.
- A partner raised the issue that the West Transit Center impacts traffic on Kitsap Way (SR 310).
- The City of Bremerton would like to see more bike lanes on SR 310.
- Interest in bus rapid transit with less stops.

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>
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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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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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 14% 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>
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SR 310 serves as an urban east-west commuter, tourist, and recreational corridor and is a “main street” highway within the city of Bremerton.

This segment experienced up to 15 hours of daily congestion eastbound in 2015.

Corridor Segment Characteristics

- SR 310 is an urban five-lane facility (center two-way left turn lane) with 35 mph posted speeds in rolling terrain.
- The Freight and Goods Transportation designation was T-3 ranging from a low of 630,000 to a high of 2,510,000 in annual tonnage with daily trucks ranging from 260 (2.3%) to 1,100 (3.5%) respectively in 2017. The higher tonnage and daily trucks is in the first 1.44 miles from SR 3 to 11th Street.
- The annual average daily traffic ranged from a low of 13,000 before N Cambrian Ave to a high of 34,000 after National Ave.

Contributing Factors

- This segment of SR 310 experienced high mainline traffic volumes, with multiple signals, particularly at 11th Street, reducing mainline capacity.

Mobility Strategies:

Operational Improvements

- Consider signal coordination to move traffic through the city of Bremerton more efficiently.

Demand Management

- Study bike lanes and transit interaction on SR 310 for efficiency.
- Consider additional crossings for pedestrian use.

Further Study

- Study multimodal uses such as High Occupancy Vehicle (HOV) lanes or Business Access Transit (BAT) for bus rapid transit to reduce congestion.
- Evaluate left and right turn lane channelization for future lane configuration to improve traffic flow.



For more information

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

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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.

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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.

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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 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.

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