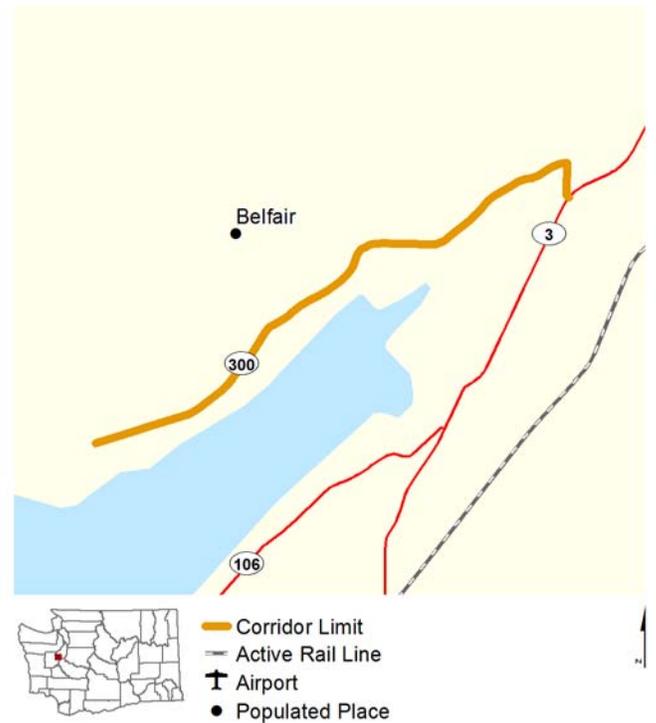


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 300: Belfair State Park to SR 3 Jct (Belfair)

This three-mile north-south corridor is located on the Kitsap Peninsula in south Puget Sound adjacent to the Hood Canal. The entire corridor is located within the community Belfair within Mason County, and runs between the transition with NE North Shore Road near Belfair State Park and the State Route 3 junction. The corridor's character is predominantly suburban and land use along the corridor is primarily residential with commercial and retail within Belfair's urban growth area. Some areas along the route consist of open space with forests and hills adjacent to the corridor. Traveling along the corridor, terrain is level, moving through the tree line where a majority of the residences are concealed by vegetation. The corridor passes by Beards Cove Beach Park, and encounters several bodies of water including, the Union River, Lynch Cove, Mission Creek, and a portion of Hood Canal. Vegetation along the corridor is varying shades of coniferous and deciduous trees, as well as marshlands adjacent to the route.



Current Function

SR 300 serves as a regional commuter and tourist corridor linking Tahuya and Belfair State Park to the Belfair and retail businesses. The corridor is primarily a regional commuter and tourist corridor. It provides a link to Mission Creek Corrections Center for Women, Mission Creek Youth Camp, and Sand Hill Park via the SR 300/Sand Hill intersection. Major trip attractors and generators on the route include, Belfair State Park, Pat's Little Red Barn, nearby Sand Hill Elementary School, the community of Tahuya, large grocery shopping centers and other retail businesses in Belfair, and local residents. There is one worker/driver bus that originates in Belfair at SR 300/Old Belfair Highway which serves Puget Sound Naval Shipyard. Mason Transit Authority also provides service on the corridor. Transit service in the area is year round and Dial-a-Ride service is available. Sidewalks are not available along the corridor, instead, shoulder use and walking are permitted on 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 300 is a two-lane, undivided, unsignalized corridor that expands to include a center turn lane near the SR 3 junction in Belfair. The annual average daily traffic on this corridor is highest at the Old Belfair Highway intersection in Belfair and lowest at the Belfair State Park entrance.

What's working well?

- The majority of the corridor operates above WSDOT's congestion threshold.
- There is a key transit center at the SR 3 junction served by fixed-route and employer transit services.
- There is a vanpool program available for commuter use on the corridor.
- There are no habitat connectivity sites on the corridor.

What needs to change?

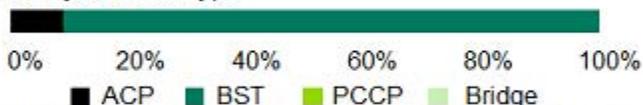
- The intersection at NE Old Clifton Rd experiences delay during the evening peak hour.
- Approximately 12% of surveyed pavements on the corridor are in poor to very poor condition.
- There are four medium priority fish passage barriers on the corridor.
- There is one bridge that requires replacement on the corridor.
- The corridor has a medium climate change vulnerability rating due to high tides and heavy rains.

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

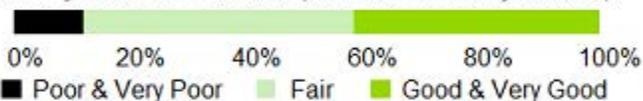
High	Low	
11,013	5,820	Annual Average Daily Traffic (AADT)
3.9%	3.5%	Bus/Truck Percent
6.7		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$685,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

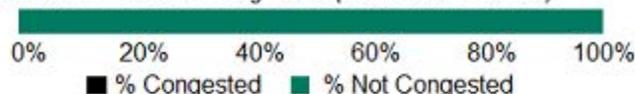


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% 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	0 BMPs	Retrofit Prioritization in progress
100.0	% 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:

- One partner is interested in possibly expanding fixed-route transit services on the corridor.
- Concerns about the lack of consistency in speed controls transitioning between the Belfair State Park and the rest of the corridor.
- A desire to increase stop controls at the Old Belfair Highway/NE Clifton Road intersection in order to improve mobility.
- Partners expressed a desire to increase pedestrian facilities, particularly at the Old Belfair Highway intersection.
- A willingness to explore the possibility of extending the existing SR 300 route onto NE Clifton Road east of the SR 3 junction.

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>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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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>
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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>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 91% of the corridor.</i>
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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 300 is a regional commuter and tourist corridor linking Tahuya and recreational parks (Belfair State Park and Bill Hunter Park). This segment is within the Belfair urban growth area near retail businesses.

The existing four-way stop controlled intersection at SR 300/NE Clifton Lane/NE Old Belfair Hwy is level of service F in the PM peak hour based upon a prior traffic analysis.

Mobility Strategies: Demand Management

- Ensure sidewalk and bike shoulder networks are complete in Belfair urban growth area to encourage non-motorized use.

Further Study

- Develop options for intersection efficiency and to reduce queuing intersection control at SR 300/NE Clifton Lane/NE Old Belfair Hwy.
- Review access control at SR 3 and develop options to mitigate difficulty of turning left from SR 300 to northbound SR 3 during peak periods. Consider access control for right-in, right-out to SR 3 from SR 300 and left-in only access from SR 3.
- Route Jurisdiction Transfer for NE Clifton Lane. SR 300 between NE Clifton Lane and SR 3 would become a County Road. The signal at SR 3/NE Clifton Lane is the primary access route to SR 300.

Corridor Segment Characteristics

- SR 300 is a two to three-lane rural highway (with center two-way left turn lane) with 25 to 30 mph posted speeds in level terrain within this segment.
- There are two major grocery stores near the SR 300/NE Clifton Lane/NE Old Belfair Hwy intersection which generate and attract traffic (QFC in the southwest quadrant and Safeway to the east).
- Annual average daily traffic on SR 300 west of the stop-controlled intersection was 12,000 and south of the intersection before SR 3 was 6,600 in 2016.

Contributing Factors

- The existing four-way stop controlled intersection at SR 300/NE Clifton Lane/NE Old Belfair Hwy was failing with the worst queuing on the NE Clifton Lane approach during the PM peak hour in 2011.
- Three signal warrants were met at the four-way stop controlled intersection in 2003.



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.

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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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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 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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