

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, to 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 the Kitsap Mall. 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/Puget Sound Naval Ship Yard 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 to freight facilities located on 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, Kitsap Transit, 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 Bremerton.

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.
- The climate change vulnerability rating is low on this corridor.

What needs to change?

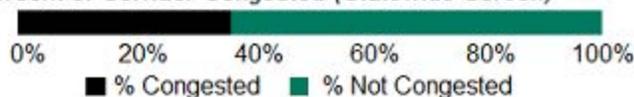
- Approximately 37% of the corridor experiences congestion on a regular basis.
- About 13% of surveyed pavements on the corridor are in poor to very poor condition.
- The park and ride lot at SR 303 and McWilliams is at capacity.
- There is one bridge requiring seismic retrofit on the corridor.

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)

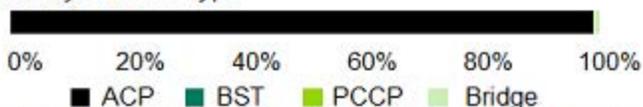
Mobility

Percent of Corridor Congested (Statewide Screen)

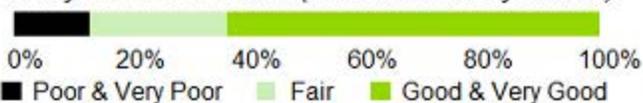


Preservation

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 Port Washington Narrows 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.
- WSDOT is working with the City of Bremerton on a SR 303 Corridor Study between Burwell St and McWilliams Rd.
- Kitsap Transit is developing a new park and ride lot and transfer center on SR 303.

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>Further information about the proposed strategies can be found attached at the end of this document.</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 58% 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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This segment of SR 303 is an urban commuter, commercial business, and recreational corridor linking the Silverdale community to the downtown Bremerton and the Washington State Ferries Bremerton to Seattle Ferry (via SR 304).

This segment experienced one hour of daily congestion in 2015.

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 11th 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.
- An SR 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 a lead agency.

Contributing Factors

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

Mobility Strategies:

Operational Improvements

- Evaluate synchronization of traffic signals for afternoon ferry users to improve traffic flow.

Further Study

- Explore intersection control options at SR 303/Brownsville Highway to improve efficiency and reduce queuing during peak periods.
- Study options to reduce vehicle trips such as High Capacity Transit and improving access for bicyclists and pedestrians.



This segment of SR 303 is an urban commuter, commercial business, and recreational corridor linking the Silverdale community to the downtown Bremerton and the Washington State Ferries Bremerton to Seattle Ferry (via SR 304).

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

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 11th 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 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.

Mobility Strategies:

Operational Improvements

- Evaluate synchronization of traffic signals for afternoon ferry users.
- Study directional signage for efficiency.

Demand Management

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

Further Study

- Study signal operations to develop intersection control options within this segment to increase intersection efficiency.
- Study options to improve traffic flow at SR 3 and Silverdale Way NW intersections for efficiency.



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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