

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 308: SR 3 Jct to Keyport

This three-mile long east-west corridor is located on the Kitsap Peninsula. The corridor travels between the State Route 3 junction and the Naval Undersea Engineering Station in the community of Keyport. The corridor's character is generally suburban as it travels over rolling terrain. Predominant land use on the route includes single- and multi- family housing with a small United States Navy depot tasked with ranging and repairing torpedoes for the US Navy and allies located within Keyport. Bangor Trident Base and Hilder Pearson Elementary School are both situated near the corridor. Commercial land uses along the corridor include a gas station, storage units, a furniture store, restaurants, a post office, and Keyport Bible Church, Keyport's only church. Other land uses are the Keyport Saltwater Park. Puget Sound and Liberty Bay are both located at the east end of the corridor. The US Navy rail line is located at the west end of the corridor.



Current Function

SR 308 serves the community of Keyport in Kitsap County. This corridor functions as a commuter corridor linking SR 3 and nearby Bangor Naval Submarine Base, providing direct access to the Keyport community. Kitsap Transit provides fixed route transit as does the New Viking Express along the route. The majority of the corridor has wide shoulders allowing for bicycle and pedestrian use.

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 308 is primarily two-lane, undivided facility with few turn lanes throughout. The annual average daily traffic on this corridor is highest at the corridor’s junction with Viking Way-Silverdale Way and lowest near the crossing of Liberty Bay.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 97% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has a low rating for climate vulnerability impacts.
- The synchronized lights on the corridor work well for military departure.

What needs to change?

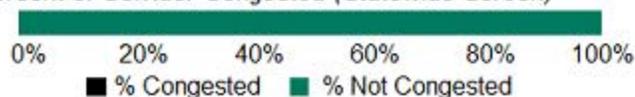
- Fish passage barriers are present on the corridor.

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

High	Low	
8,908	6,110	Annual Average Daily Traffic (AADT)
4.6%	3.5%	Bus/Truck Percent
7.08		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$1,740,000		Corridor Investments (2005-2016)

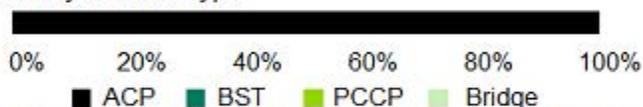
Mobility

Percent of Corridor Congested (Statewide Screen)

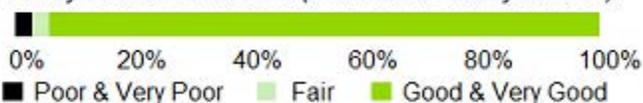


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	1 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:

- Interest in school flashing lights for Hilder Pearson Elementary.
- There is a desire to for widening the shoulders at two locations, Silverdale Way NW and Hawk Ave NE.

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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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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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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