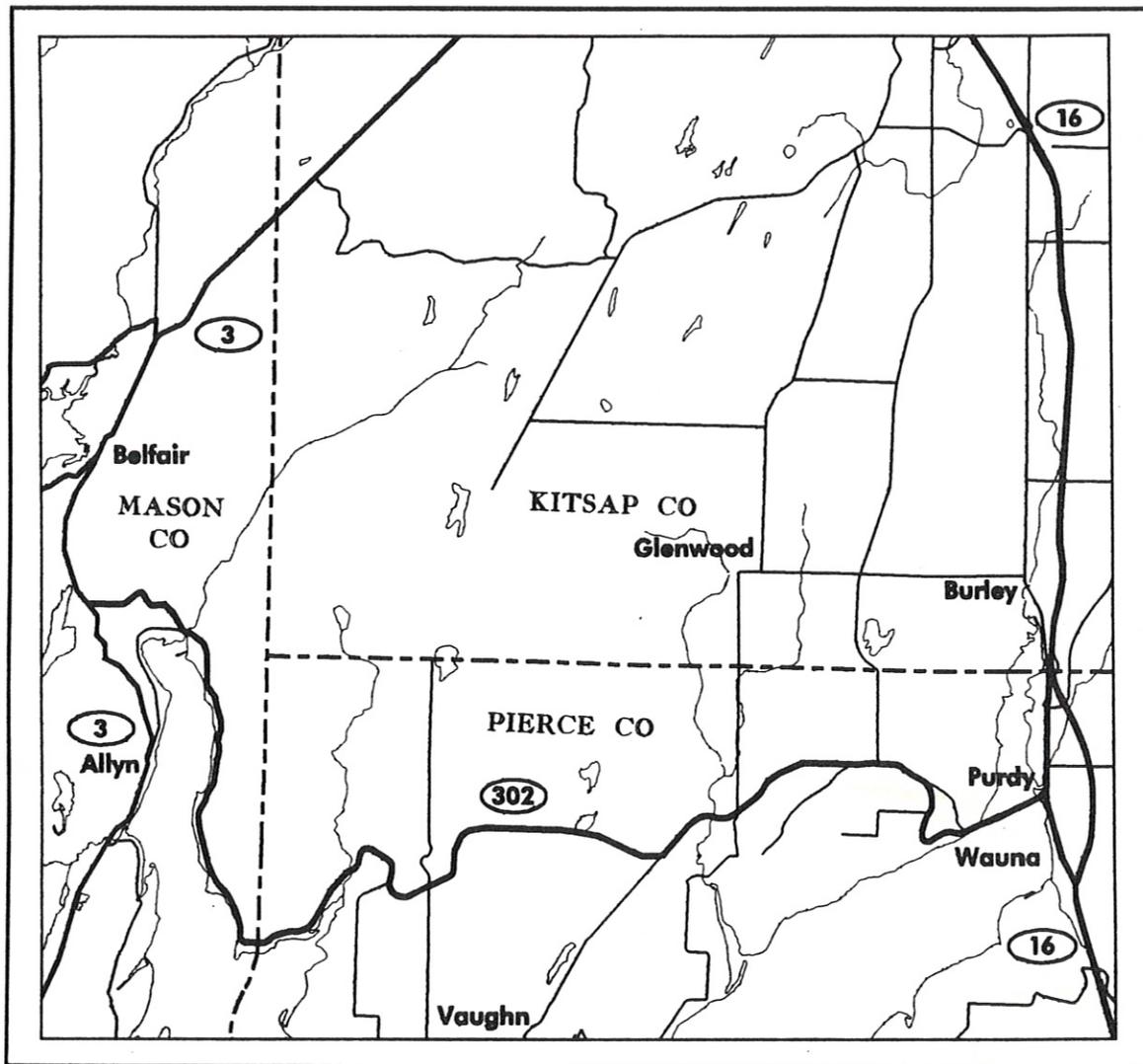


# SR 302 Corridor Study

This Study Considers  
Proposed Alternative Plans  
for  
Improving the SR 302 Corridor



## EXECUTIVE SUMMARY

The 1991 Washington State Legislature authorized the expenditure of funds to perform a preliminary study of the SR-302 corridor. The 15± mile corridor is an east-west corridor that connects the communities of Allyn/Belfair in Mason County and Purdy in Pierce County. SR-302 begins at SR-3 and ends at SR-16. This document presents the results of the study. The purpose of this study is to document deficiencies and identify potential alternative plans for improving the long term (20 year) transportation characteristics of SR-302.

### BACKGROUND

The Key-Peninsula extends south from southern Kitsap and northern Pierce Counties into Puget Sound. The Key-Peninsula is bounded on the west by Case Inlet and on the east by Carr Inlet. This historically rural region has been served by SR-302 as its main surface corridor to SR-16. The population growth in the greater Puget Sound region has made the Peninsula a popular location for new developments. Its relatively large pool of under-developed land has attracted people looking for affordable land and homes. The Peninsula and surrounding region is currently being influenced by suburban sprawl from the Greater Tacoma and Gig Harbor communities as well as expanding developments in Kitsap County. As this formerly rural region becomes more suburbanized, pressure on existing transportation facilities will continue to erode the level of service along SR-302.

### METHODOLOGY

The examination and evaluation of the SR-302 corridor followed a structured approach that considered the following elements:

- Data Collection, Analysis and Evaluation
- Predicting Future Demands
- Public Involvement
- Generation of Ideas/Alternatives
- Evaluate Alternatives
- Identify Alternatives for Analysis in the Corridor Adoption/EIS Phase

## **SUMMARY OF TRAFFIC ANALYSIS**

The existing SR-302 highway segments and major intersections were analyzed using estimated 1992 traffic volumes. An analysis of improvement alternatives was performed using 20 year forecasted traffic volumes (2012), along with a "do-nothing" analysis of the existing alignment.

The analysis showed a tolerable decline in the Level of Service on SR-302 west of the Key-Peninsula Hwy. (MP 10.6±). The analysis reveals that a "do-nothing" scenario between MP 0.0 and 10.5 using predicted 2012 volumes shows LOS C to LOS E during peak hours. The Key-Peninsula Hwy intersection with SR-302 using 1992 traffic volumes and the remainder of SR-302 east of this intersection has Level of Service F during peak hours. The "do-nothing" option will not change this. Current Levels of Service at the primary intersections east of Key-Peninsula Hwy vary from LOS B to LOS F. These will decline over the next 20-years with the "do-nothing" alternative.

In addition to the traffic analysis the 5 year accident history of SR-302 between January 1, 1987 and December 31, 1991 was examined. The accidents were plotted to identify locations with the highest number of incidents. The information, in combination with other criteria was used to evaluate alternatives for improving SR-302. Short-term safety enhancements were also identified during this process.

## **DESCRIPTION OF OPTIONS**

### **DO NOTHING**

This alternative does not involve any major construction. It consists primarily of routine maintenance of the existing alignment of SR-302

### **IMPROVE THE EXISTING SR-302 ALIGNMENT**

This alternative would include items such as shoulder widening, left-turn pockets, improving sight distances, clear-zone improvements and possible signalization of some intersections. Additional bus-pull outs and illumination may also be included.

### **CONSTRUCT A NEW ROUTE**

This would involve constructing new roads to serve the SR-302 corridor. Various combinations of proposed alternative routes were compared in this study.

## RECOMMENDATIONS

### Short Term (1995 to 1997)

Safety Enhancements (clear-zones, sight distances).  
Shoulder Widening, and paving.  
Advance to corridor adoption phase (subject to funding approval).  
Initiate plan to improve Victor slide area (scheduled construction: *summer, 1996*).  
Put Purdy into 6-year plan for access control revisions and congestion mitigation.

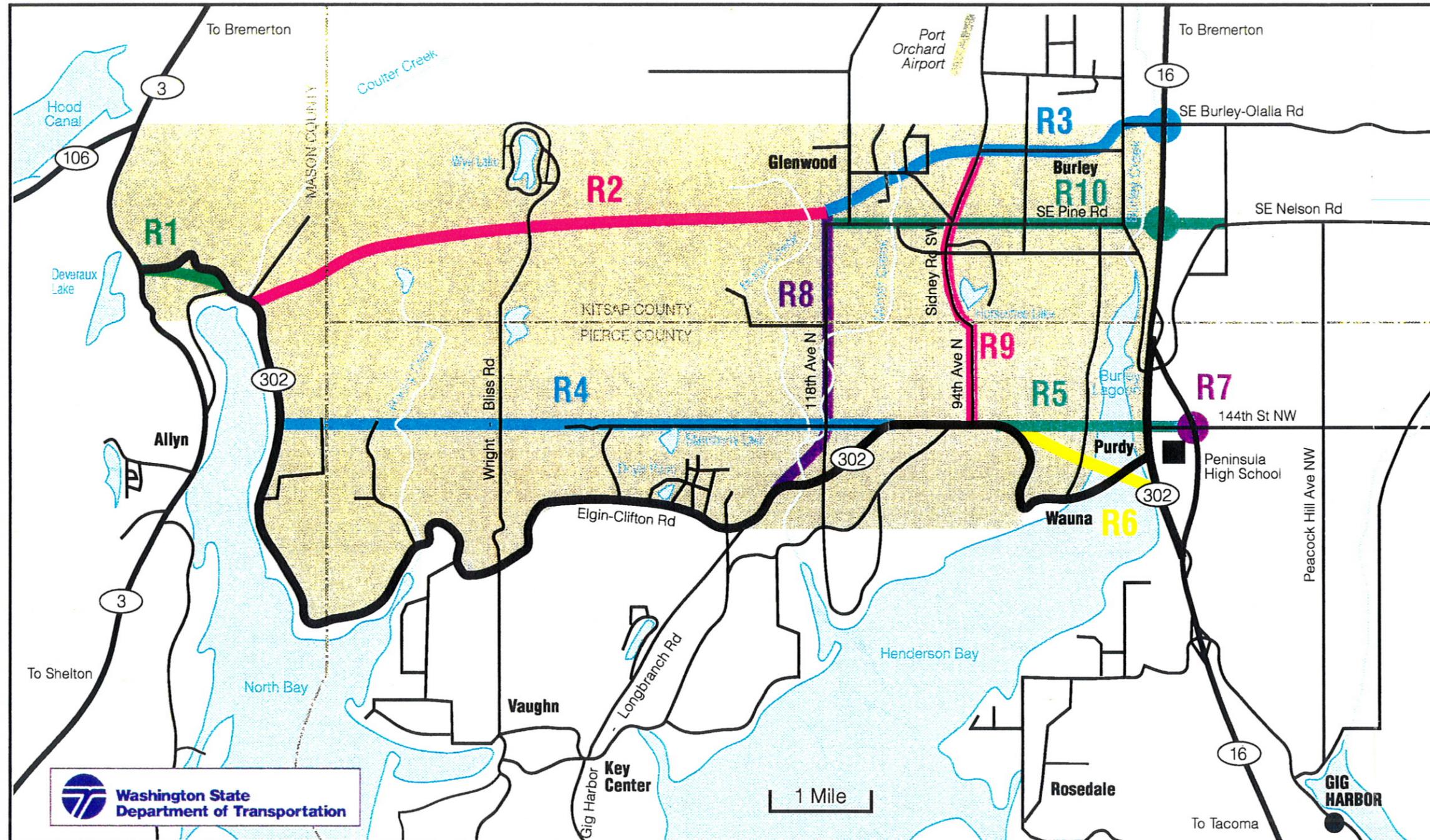
### Medium Term (1997 to 2003)

Provide left-turn channelization at key intersections.  
Provide signalization where warranted.  
Carry out recommendations as determined in review of Purdy.

### Long Term (2003 to 2012)

Construct preferred alternative(s).  
Review jurisdiction of appropriate roads by Transportation Analysis Group (formerly RJC) for reversion to local agency.  
Maintain, operate, monitor.

# State Route Corridor Study



## Legend

-  Corridor Area
-  Current SR 302 Route

## Suggested Improvements

- Do Nothing
- Improve Existing Route
- **R1:** Improve the Alignment of the Victor Cut-Off
- **R2:** New Northern Route: Coultter Creek to SW Pine Rd
- **R3:** New Route on SE Pine Rd up Sidney Rd NW to SE Burley-Ollala Rd SE
- **R4:** New Route on the Power Line Right-of-Way
- **R5:** New Bridge Across Burley Lagoon (144th St NW)
- **R6:** New Bridge Across Burley Lagoon (along power lines)
- **R7:** New Interchange with SR 16 at 144th NW
- **R8:** Connector Route on 118th Ave N between SR 302 and the new northern route
- **R9:** Connector Route on 94th Ave N and Sidney Rd SW
- **R10:** SE Pine Rd to SR 16 includes a new interchange at SR 16/SE Pine Rd and Nelson Rd

FIGURE 2.3-1: SR 302 Proposed Alternative Routes

## 2.4 RECOMMENDATIONS

WSDOT makes the following recommendations based on the results of this study.

1. We recommend the project advance to the Corridor Adoption/EIS Phase, and include a thorough review of land use and access control issues. **(dependent on funding availability)**
2. We recommend the following alternative plans be carried forward to the Corridor Adoption/EIS Phase. If and when the project advances.

**Do Nothing**  
**Improve Existing Alignment**  
**R8+R10**  
**R9+R10**  
**R8+R3**  
**R9+R3**  
**R1+R2+R10**  
**R1+R2 +R3**  
**R4**

NOTE: R4 could easily be linked with any of the routes that go north around Burley Lagoon.

3. We recommend a scientifically valid survey be conducted during the next phase to measure public support or opposition to alternative plans.

Additional recommendations have been categorized into short, medium and long term. During the corridor adoption phase the preferred alternative would be selected and the Environmental Impact Statement (if required) would be completed, citizen suggestions would be reviewed and incorporated into the preferred alternative plan. Since this project is not funded beyond this preliminary study, no specific time frame can be established at this time.