

1. EXECUTIVE SUMMARY

The State Route (SR) 303 corridor is a state highway that connects Bremerton to Silverdale in Kitsap County. The SR 303 corridor is a multi-modal network of local roads, sidewalks, bicycle paths, bus routes, and other facilities that balance mobility and critical access for residents throughout Kitsap County as well as City of Bremerton (City) residents by connecting a variety of diverse residential and commercial neighborhoods.

The Washington State Legislature provided funding in 2018 for a transportation study of the SR 303 corridor, noting “SR 303 is a major transportation corridor that bisects Bremerton and is essential to the economic vitality of the City. The corridor requires modernization; a comprehensive effort is needed to identify safe, reliable and cost effective transportation options, contextualized for the corridor, which will improve livability, attract investment, and increase economic vitality for people and business.”

This study recognizes that improvements along the SR 303 corridor will have lasting benefits for the region. This study plans to improve safety and mobility for people and goods along SR 303, further supporting the vision of a socially, economically, and physically healthy community. The City and Washington State Department of Transportation (WSDOT), in coordination with Kitsap County, have undertaken this study to identify safe, reliable, and cost-effective transportation options that improve livability, attract investment, and increase economic vitality for people and businesses.

1.1 Study Purpose and Process

The purpose of this study was to assess constraints on the SR 303 corridor and provide prioritized potential projects that would help meet the corridor needs as identified by the study team, a stakeholder advisory group (SAG), and the public.

To achieve this purpose, the study team used the WSDOT Practical Solutions approach to develop a study preferred alternative (SPA), as illustrated in Figure 1. The study team also actively engaged stakeholders and the community as part of the following approach:

- Outline corridor needs
- Identify existing and future performance issues
- Recommend efficient transportation corridor improvements that meet the needs
- Identify near-term, mid-term and long-term improvement strategies for the corridor
- Provide groundwork for development and funding of future solutions

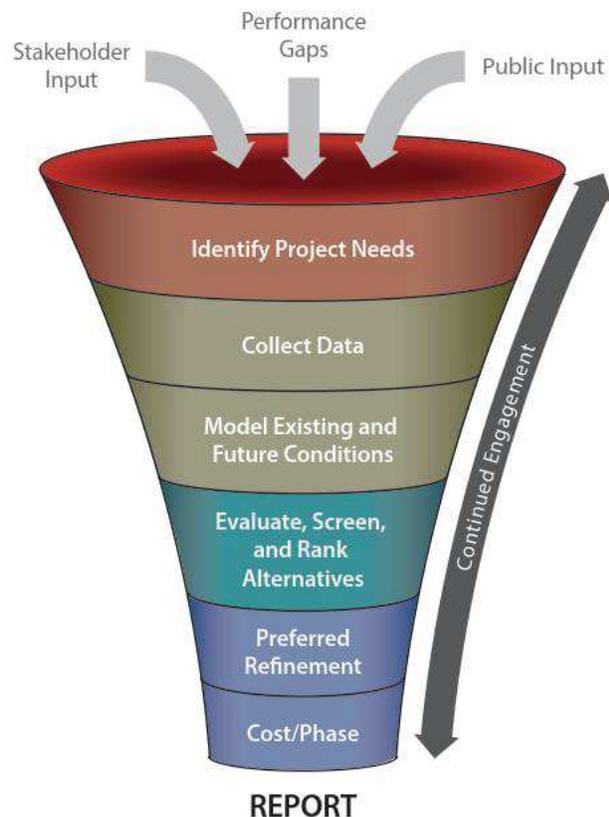


Figure 1. Practical Solutions Approach

Additional information about each of these steps is included in the body of this report. For example, a description of how the project team worked with the public, stakeholders, and elected officials to develop

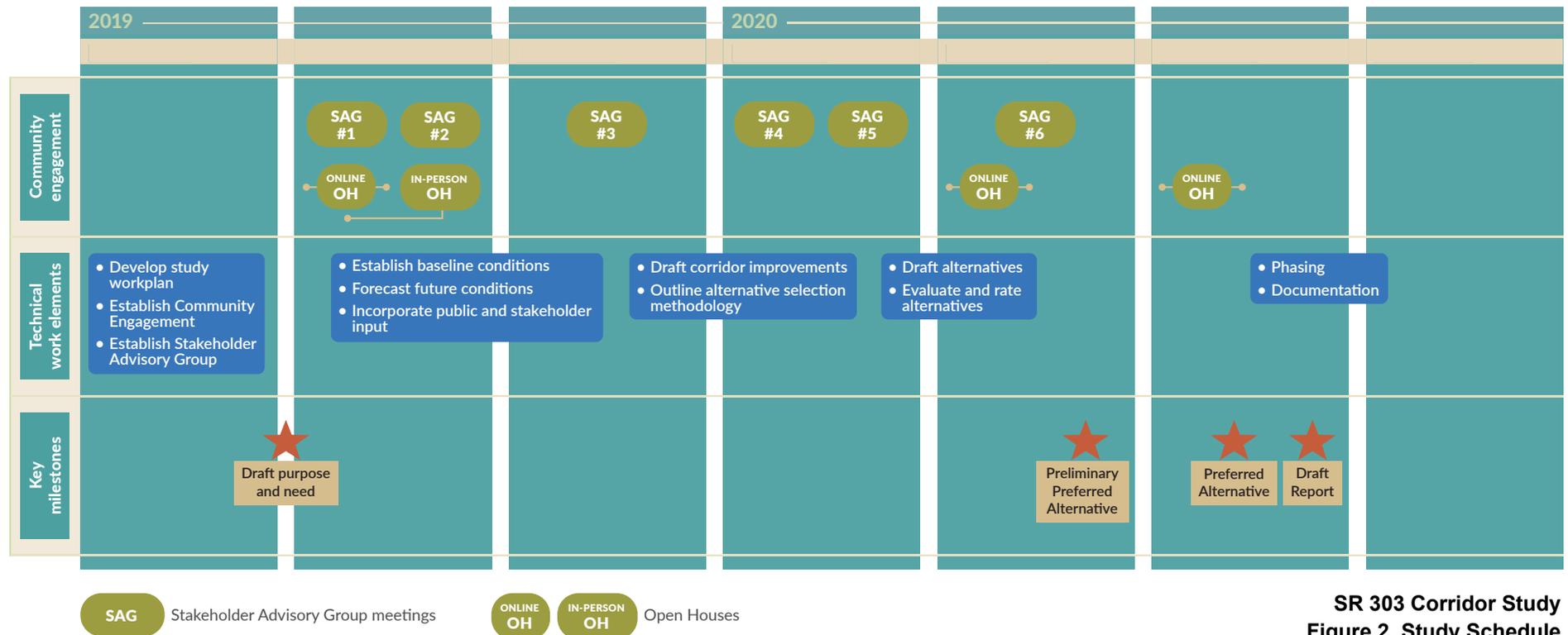
the corridor needs is located in Section 6.1, Identifying Needs. The remaining steps shown in Figure 1 are also described in the following sections.

The SR 303 Corridor Study was kicked off in May 2019. The schedule for the study process with the key milestones is shown in Figure 2. The specific dates for the key milestones as well as additional internal milestones are shown in Table 1. These meeting dates were scheduled to ensure that public input was received at each of the study decision points, consistent with the WSDOT Practical Solutions approach. SAG meetings were used to gather information from key representatives from various interested agencies, organizations, and jurisdictions. This information was then used to create materials for public input on the direction, findings, and recommendations of the study.

Table 1. Key Public Outreach Milestones

July 10, 2019	SAG Meeting No. 1
August 6, 2019	In-Person Open House
August 5 to September 6, 2019	Online Open House
September 12, 2019	Corridor Element Development Workshop
September 18, 2019	SAG Meeting No. 2
October 31, 2019	SAG Meeting No. 3
January 30, 2020	SAG Meeting No. 4
March 19, 2020	Screening Results Technical Review
March 30, 2020	SAG Meeting No. 5
April 21 to May 8, 2020	Online Open House
June 5, 2020	SAG Meeting No. 6
July 16, 2020	Virtual Open House

SR 303 Corridor Study Schedule



**SR 303 Corridor Study
Figure 2. Study Schedule**

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1.2 Report Structure

The purpose of this report is to document the SR 303 Corridor Study process and findings. The report includes the following sections:

- **Executive Summary** presents a summary of the study and the preferred corridor solution
- **Corridor Planning History** lists previous studies along the SR 303 corridor
- **Public and Agency Involvement Process** documents how the community was involved in the study process, including SAG meetings and public open houses
- **Existing Conditions** documents the existing roadway characteristics, traffic operations, multi-modal facilities, crash data, and economic vitality of the SR 303 corridor
- **Future No Build Conditions** presents anticipated conditions for the years 2030 and 2040
- **Alternative Development and Screening Process** presents the Draft Corridor Need Statement and documents the First Level Screening and Second Level Screening processes that help shape the SPA
- **Next Steps** discusses what follows the completion of the SR 303 Corridor Study

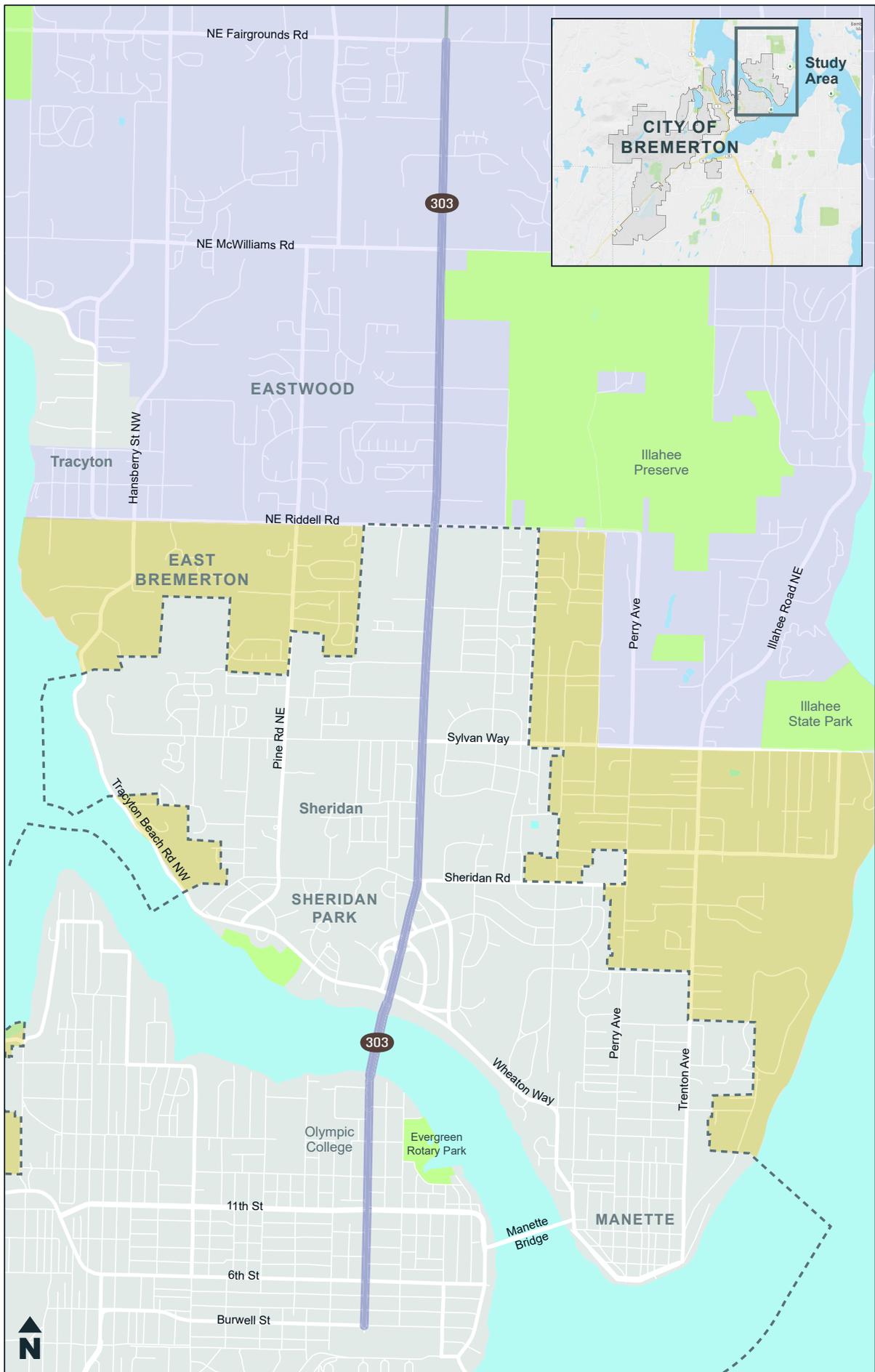
1.3 Study Area

The study area for this project, shown in Figure 3, extends approximately 4.7 miles between Burwell Street (SR 304) and NE Fairgrounds Road/NE John Carlson Road. For this study, Burwell Street and NE Fairgrounds will only be referred to as such. SR 303 is also known as Warren Avenue between Burwell Street (SR 304) and Sheridan Road and additionally known as Wheaton Way between Sheridan Road and NE Riddell Road. For this study, SR 303 will only be referred to as such.

The City's jurisdiction is within city limits from Burwell Street to NE Riddell Road. Kitsap County's jurisdiction includes the study area from NE Riddell Road north to NE Fairgrounds Road. The County participated in the study and provided oversight for areas within their jurisdiction. The study considered improvements within this full study area to meet the project needs.

Kitsap County's Comprehensive Plan establishes land use policy within unincorporated Kitsap County. The SR 303 corridor bisects the Central Kitsap UGA (urban growth area) north of NE Riddell Road. As a State Highway, WSDOT is the lead agency for improvements and access control on SR 303 within the County portion of the corridor. When development applications are filed with the County, WSDOT will review and require improvements consistent with this Plan. Finally, when projects are pursued within Bremerton City limits, the City of Bremerton will be the lead agency and will coordinate with WSDOT and Kitsap County.

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**SR 303 Corridor Study
Figure 3. Study Area**

- Corridor Study Extents
- Central Kitsap UGA Boundary
- Kitsap County Boundary
- East Bremerton UGA Boundary

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1.4 Study Preferred Alternative

The study preferred alternative (SPA) is the preferred alternative chosen through a collaborative process that included the public, the SAG, and the study team. The final outcome is the result of WSDOT's Practical Solutions approach that outlines performance-based needs and reasonable solutions that meet the needs at the right time.

The remainder of this report outlines the methodology, process, and decision-making timeline that was used to reach concurrence on the SPA. Section 6.7, Study Preferred Alternative Development, in particular details the improvements that required additional consideration and the analysis of the SPA compared to the other proposed Build Alternatives.

This section provides information about the SPA improvements, project phasing, preliminary cost opinions, and potential funding sources.

1.4.1 Corridor Vision

The vision for the SR 303 corridor is a prosperous economic area that includes mixed land uses along the corridor that are accessible by vehicles, transit, freight, and active transportation. People using the corridor will feel safe, experience reliable mobility, have accessibility, and recognize economic growth opportunities consistent with the needs for the corridor and the long-range plans of the City, WSDOT, Kitsap County, and Kitsap Transit. To achieve this vision, the SPA includes an emphasis on improved sidewalks, reduced conflict points, attention to transit, and corridor traffic management.

The needs for the SR 303 corridor are detailed in the Draft Corridor Need Statement in Section 6.1.1.

1.4.2 Proposed Improvements

The SPA is made up of several improvements that address the corridor needs. The themes of the SPA include:

- Adaptive signal technology with option for transit signal priority (TSP).
- Roundabouts at key locations that contribute to traffic operations, pedestrian accessibility, safety, and context.
- Widened and completed City sidewalks south and north of the Warren Avenue Bridge. Sidewalks that are 10 feet wide may be used by all modes of active transportation.
 - Active transportation facilities within County limits will be 11 feet wide with a 5-foot bike lane for bicyclists and a 6-foot sidewalk for pedestrians
- More connections for active transportation along, across, and adjacent to the corridor.
- Designated bicycle facilities across and adjacent to the corridor that are consistent with the City of Bremerton Non-Motorized Plan and the Kitsap County Non-Motorized Facility Plan (NMP).
- Median control north of the Warren Avenue Bridge.
- Business access transit (BAT) lane between Callahan Drive and Hollis Street.

The SPA is illustrated in Figure 4 (pages 1-11 through 1-19) as well as in Appendix A. Figure 5 through Figure 13 (pages 1-21 through 1-23) are typical sections for the SPA. A typical section represents the predominant section of a roadway and does not represent every configuration present on a particular roadway section.

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SR 303 CORRIDOR STUDY: STUDY PREFERRED ALTERNATIVE

Segment 5: NE McWilliams Road to NE Fairgrounds Road



- Sidewalk / Active Transportation Facility — C Curb
- Bicycle Facility per City Plan - - - Barrier
- Bicycle Facility — Median
- Non-Motorized Route per County Plan - - - Business Access and Transit (BAT) Lane

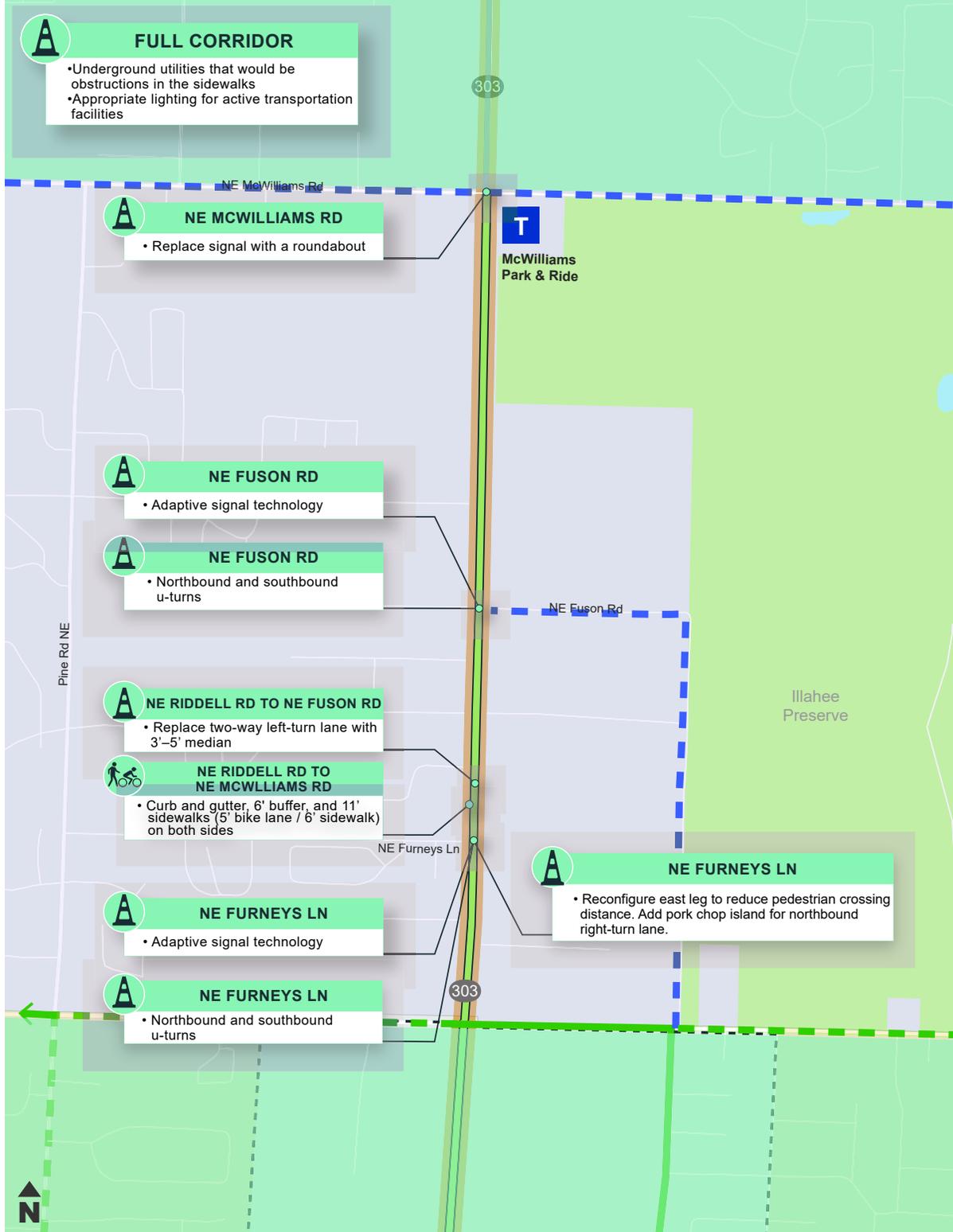
FIGURE 4A.
STUDY PREFERRED ALTERNATIVE

- East Bremerton UGA Boundary
- Central Kitsap UGA Boundary
- City of Bremerton / Kitsap County Boundary
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SR 303 CORRIDOR STUDY: STUDY PREFERRED ALTERNATIVE

Segment 4: NE Riddell Road to NE McWilliams Road



Sidewalk / Active Transportation Facility

C Curb

Bicycle Facility per City Plan

Barrier

Bicycle Facility

Median

Non-Motorized Route per County Plan

Business Access and Transit (BAT) Lane

East Bremerton UGA Boundary

Central Kitsap UGA Boundary

City of Bremerton / Kitsap County Boundary

FIGURE 4B.
STUDY PREFERRED ALTERNATIVE

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SR 303 CORRIDOR STUDY: STUDY PREFERRED ALTERNATIVE

Segment 3: Sheridan Road to NE Riddell Road

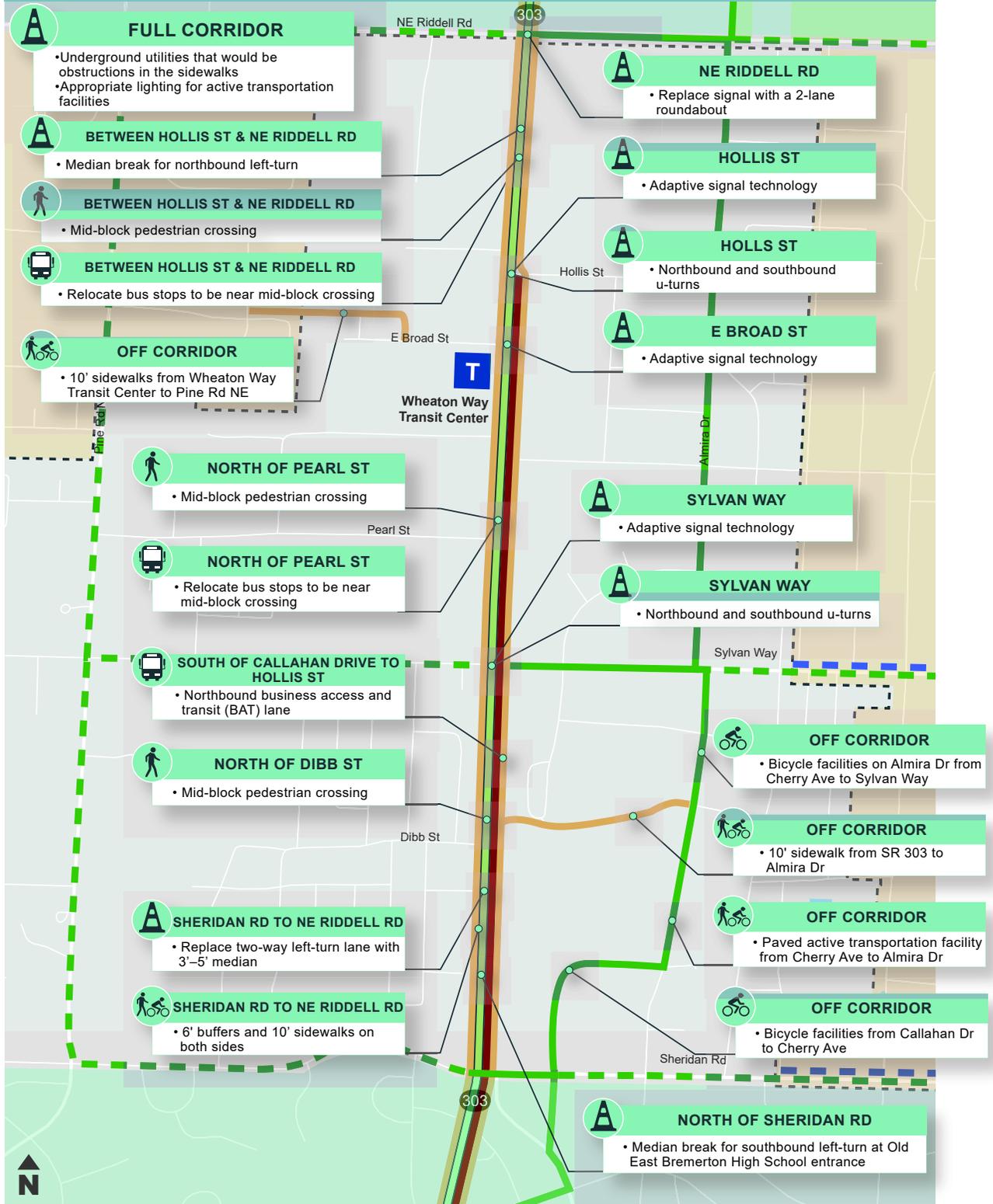


FIGURE 4C.
STUDY PREFERRED ALTERNATIVE

Sidewalk / Active Transportation Facility		C Curb		East Bremerton UGA Boundary
Bicycle Facility per City Plan		Barrier		Central Kitsap UGA Boundary
Bicycle Facility		Median		City of Bremerton / Kitsap County Boundary
Non-Motorized Route per County Plan		Business Access and Transit (BAT) Lane		

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SR 303 CORRIDOR STUDY: STUDY PREFERRED ALTERNATIVE

Segment 2: 16th Street to Sheridan Road

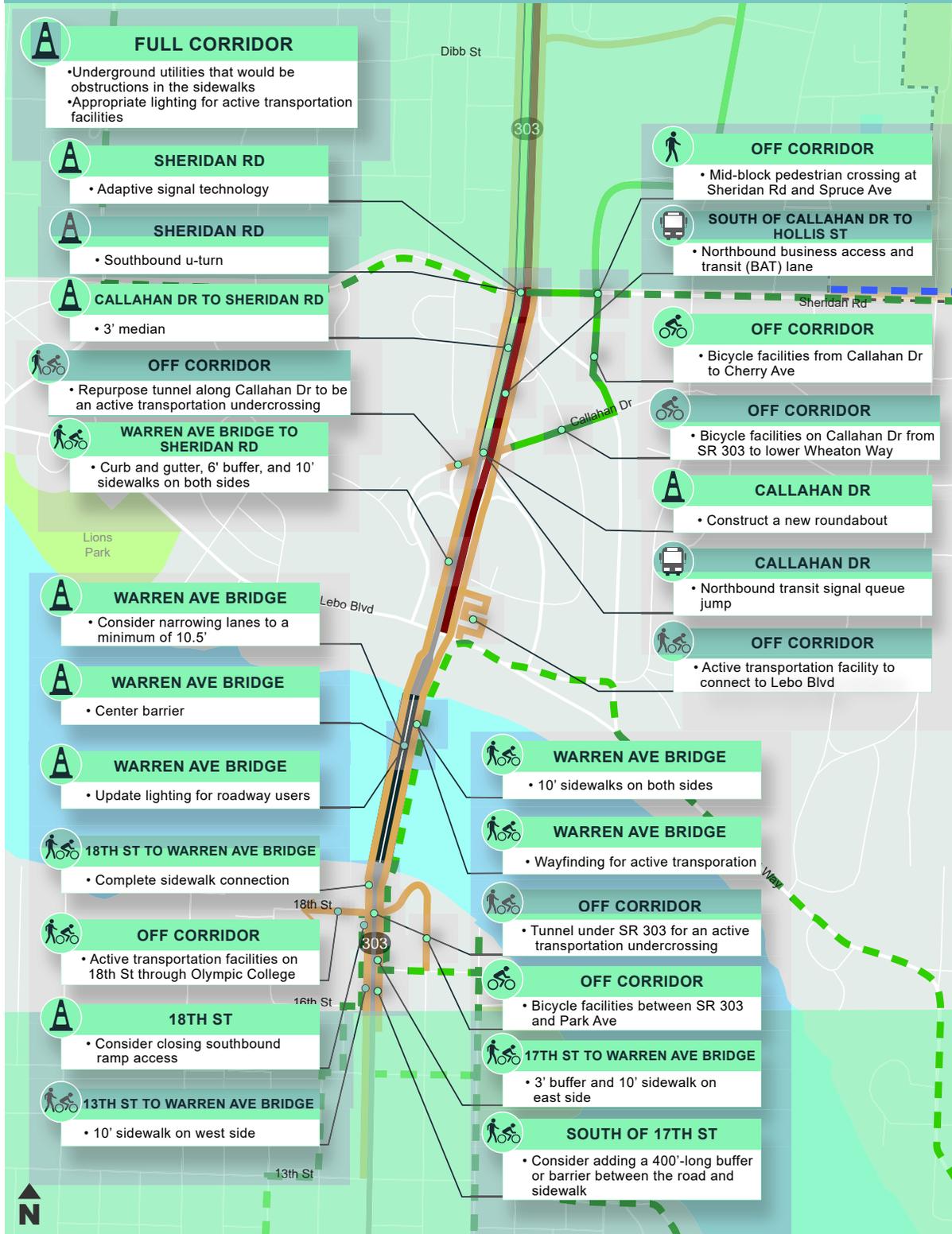


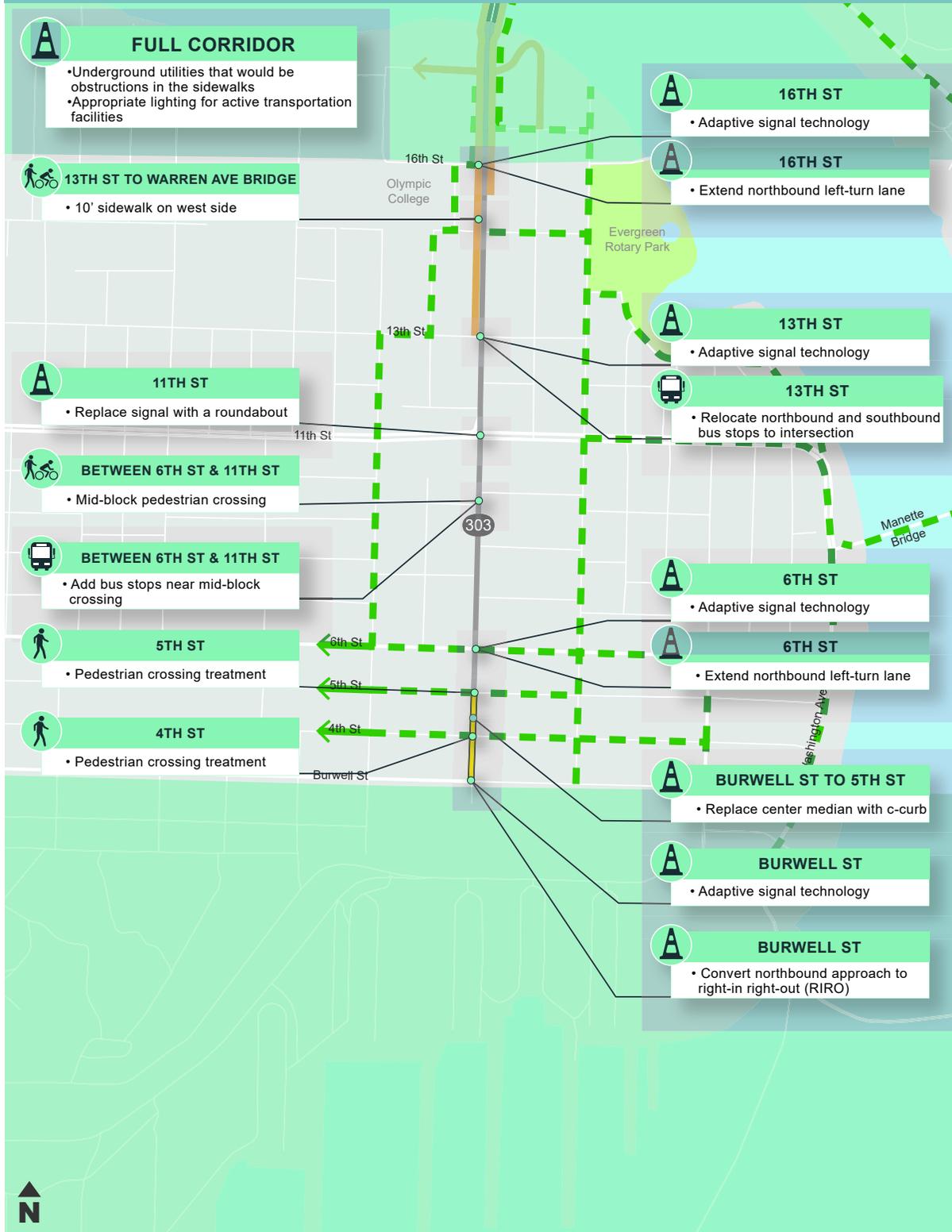
FIGURE 4D.
STUDY PREFERRED ALTERNATIVE

Sidewalk / Active Transportation Facility		C Curb		East Bremerton UGA Boundary
Bicycle Facility per City Plan		Barrier		Central Kitsap UGA Boundary
Bicycle Facility		Median		City of Bremerton / Kitsap County Boundary
Non-Motorized Route per County Plan		Business Access and Transit (BAT) Lane		

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SR 303 CORRIDOR STUDY: STUDY PREFERRED ALTERNATIVE

Segment 1: Burwell Street to 16th Street



- Sidewalk / Active Transportation Facility
- Bicycle Facility per City Plan
- Bicycle Facility
- Non-Motorized Route per County Plan

- C Curb
- Barrier
- Median
- Business Access and Transit (BAT) Lane

- East Bremerton UGA Boundary
- Central Kitsap UGA Boundary
- City of Bremerton / Kitsap County Boundary

FIGURE 4E.
STUDY PREFERRED ALTERNATIVE

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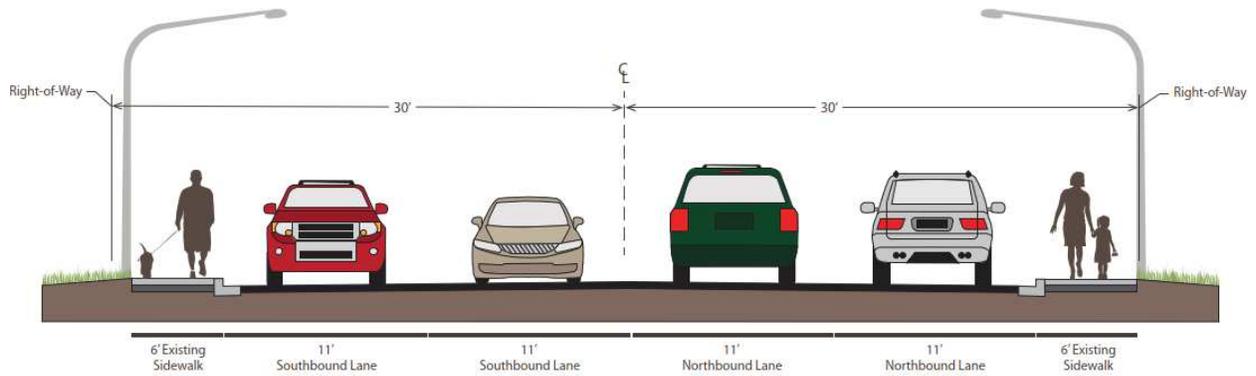


Figure 5. Proposed Typical Section – Burwell Street to 13th Street

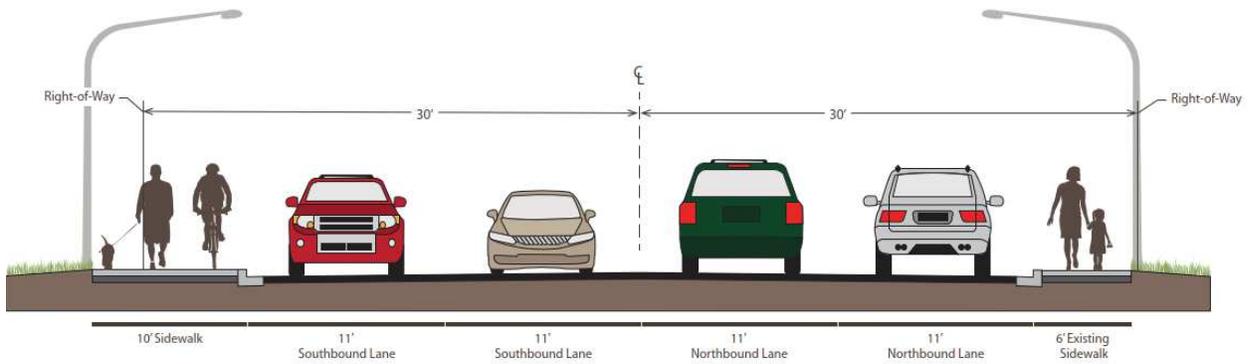


Figure 6. Proposed Typical Section – 13th Street to 17th Street

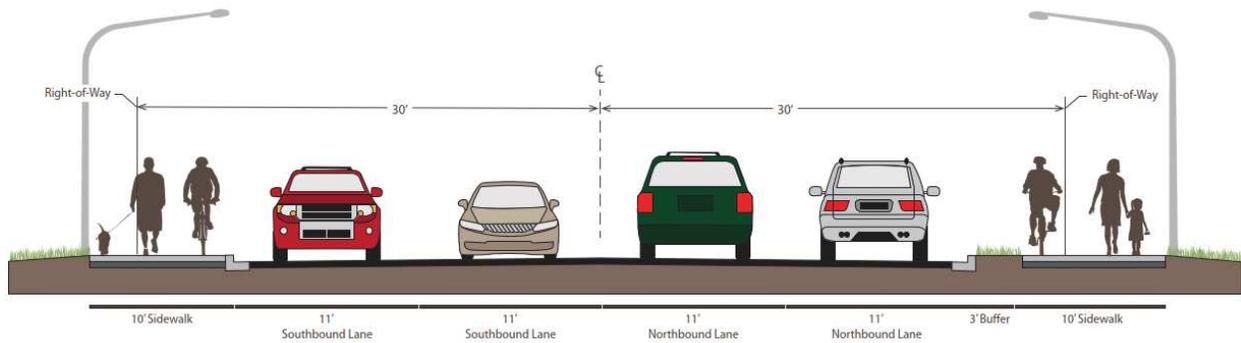


Figure 7. Proposed Typical Section – 17th Street to Warren Avenue Bridge

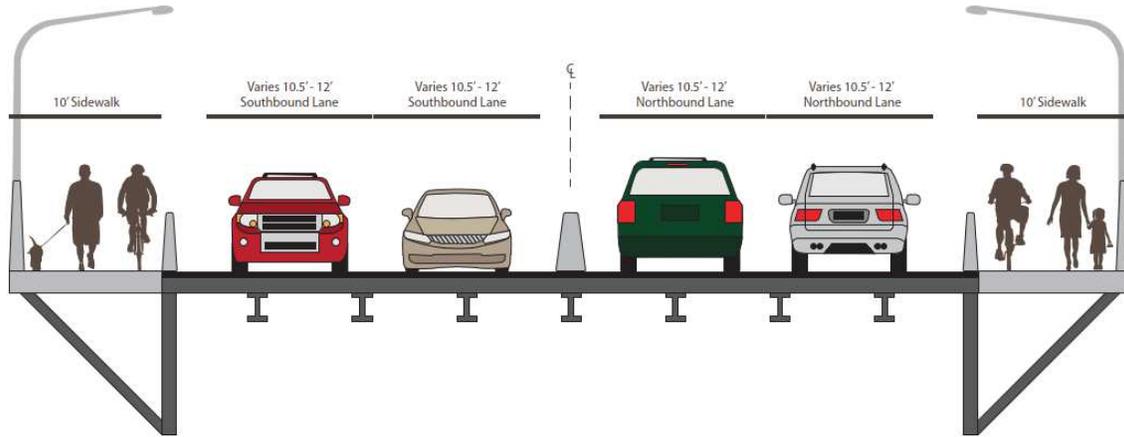


Figure 8. Proposed Typical Section – Warren Avenue Bridge

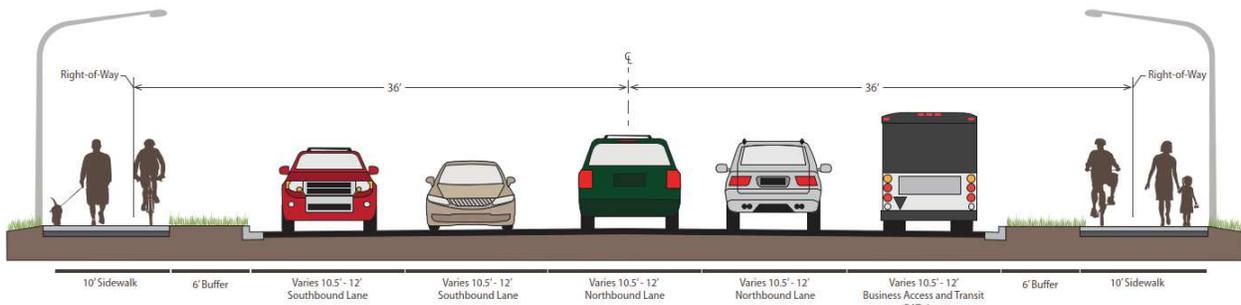


Figure 9. Proposed Typical Section – Warren Avenue Bridge to Callahan Drive

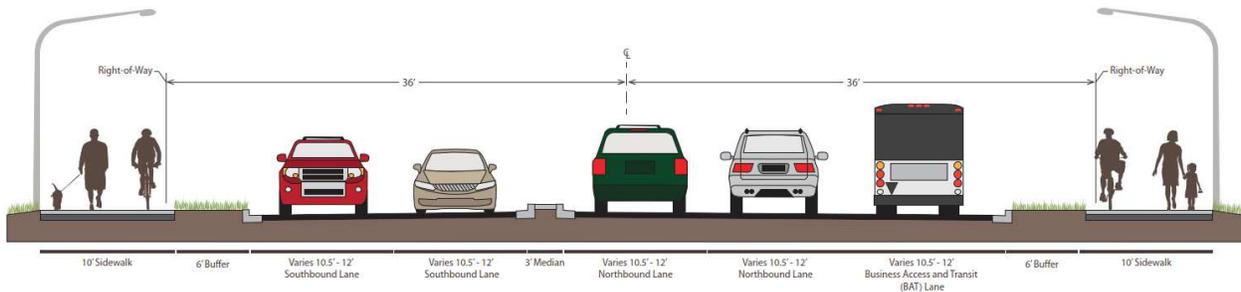


Figure 10. Proposed Typical Section – Callahan Drive to Hollis Street

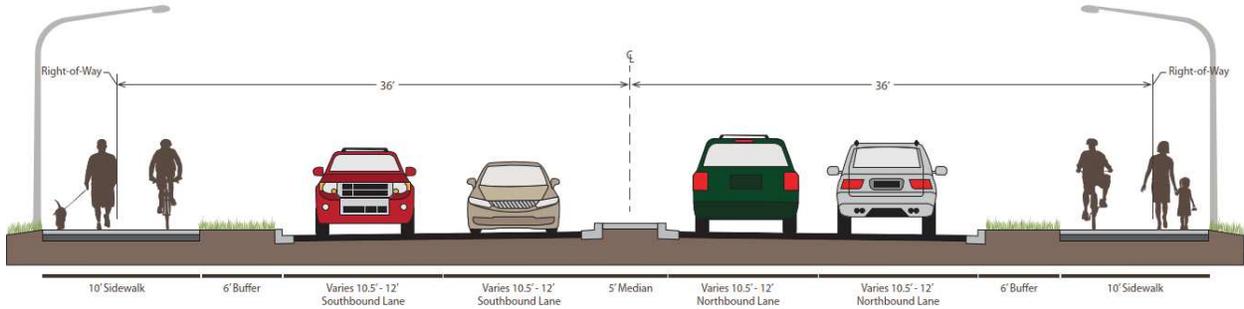


Figure 11. Proposed Typical Section – Hollis Street to NE Riddell Road

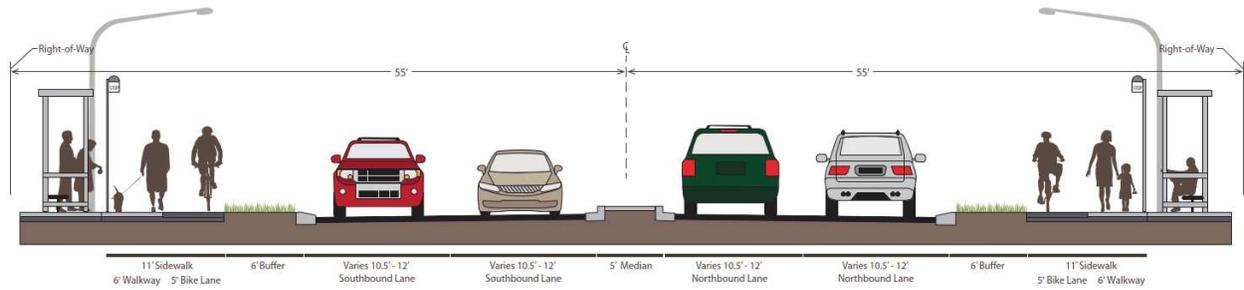


Figure 12. Proposed Typical Section – NE Riddell Road to NE McWilliams Road

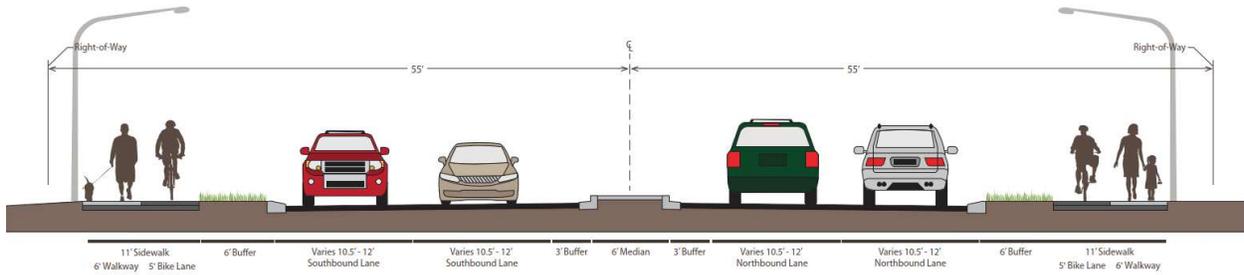


Figure 13. Proposed Typical Section – NE McWilliams Road to NE Fairgrounds Road

1.4.3 Project Phasing

The improvements included in the SPA were divided into 33 project combinations across the five study segments. These projects were then grouped into phases based on how necessary the project was, the estimated cost range, and the relative ease of implementation. There is separate project phasing for projects within City limits and projects within Kitsap County limits.

The horizon year for the SR 303 Corridor Study traffic analysis was 2040. The proposed projects phases were not scheduled for specific years, but it is anticipated that all projects will be constructed over the next 20 years. The proposed project phases for this study are suggestions and may be updated as the projects move towards design stages. Additionally, the order of the project phases may be altered during coordination with other jurisdictions, as conditions change along the SR 303 corridor, or as new funding sources become available.

City Projects

The methodology for how the City projects were combined into phases is discussed in more detail in Section 6.7.3, Phasing. A summary of the proposed City project phasing is shown in Table 2.

The preliminary recommended SPA project phases are also documented in phasing information sheets that provide detailed information on the included improvements, benefits, issues, risks, and estimated cost ranges. In coordination with WSDOT, the City of Bremerton will continue to monitor the project needs and funding options and consider possible refinements to the project phases. The phasing information sheets are included in Appendix A. The page numbers shown in Table 2 correspond to the phasing information sheets in Appendix A-2.

Table 2. Study Preferred Alternative City Project Phasing

Phase	Location	Project Description	Page No.
1A	Segment 1 – 4	Adaptative signal technology at signalized intersections, reconfiguration of Burwell Street intersection.	1
1B	Warren Avenue Bridge	Roadway and sidewalk improvement across the bridge, sidewalk and active transportation improvements south and north of the bridge	3
1C	Off corridor	Bicycle facilities on Almira Drive	5
1D	Segment 1 – 5	Develop a corridor schematic between Burwell Street and NE Riddell Road using updated survey data	6
2A	Segment 3	Mid-block crossing at Dibb Street	7
2B	Segment 1	Mid-block crossing between 6th Street and 11th Street	8
2C	Segment 3	Mid-block crossing at Pearl Street	9
2D	Segment 3	Mid-block crossing between Hollis Street and NE Riddell Road	10
3A	Segment 2	Active transportation facilities between Warren Avenue Bridge and Sheridan Road	12
3B	Segment 3	Median, channelization, and signing improvements between Sheridan Road and Sylvan Way	13
3C	Segment 3	Median, channelization, and signing improvements between Sylvan Way and Hollis Street	14
4A	Segment 1	Median, channelization, and signing improvements between Burwell Street and 6th Street	15
4B	Segment 1	Roundabout at 11th Street	16

Table 2. Study Preferred Alternative City Project Phasing (Continued)

Phase	Location	Project Description	Page No.
5	Off corridor	Bicycle facilities on Callahan Drive and Cherry Avenue/Almira Drive, sidewalks connecting SR 303 to neighborhoods	17
6	Segment 1	Channelization, sidewalk, and transit improvements between 13th Street and Warren Avenue Bridge	19
7	Segment 3	BAT lane and sidewalk improvements between Sheridan Road and Sylvan Way	21
8A	Segment 1	Sidewalk improvements between Burwell Street and 13th Street	22
8B	Segment 3	BAT lane and sidewalk improvements between Sylvan Way and NE Riddell Road	23
9A	Segment 2	Roundabout and active transportation facilities at Callahan Drive, BAT lane between Warren Avenue Bridge and Sheridan Road	24
9B	Segment 3	Roundabout at NE Riddell Road	26
10	Off corridor	Active transportation undercrossing and facilities south of the Warren Avenue Bridge and through Olympic College	27

County Projects

The proposed County project phasing, as recommended by Kitsap County, is shown in Table 3. Detailed information on the included improvements, benefits, issues, risks, and estimated cost ranges is included in Appendix A. The page numbers shown in Table 3 correspond to the phasing information table in Appendix A-3.

Table 3. Study Preferred Alternative County Project Phasing

Phase	Location	Project Description	Page No.
1a	Segment 4	Sidewalk, median, channelization, and signing improvements between NE Riddell Road and NE Furneys Lane, adaptative signal technology at signalized intersections, and reconfiguration of NE Furneys Lane intersection	1
1b	Segment 4	Sidewalk, median, channelization, and signing improvements between NE Furneys Lane and NE Fuson Road, adaptative signal technology at signalized intersections	2
2a	Segment 4	Roundabout at NE McWilliams Road	3
2b	Segment 4	Sidewalk and median improvements between NE Fuson Road and 1,300 feet north of NE Fuson Road	3
2c	Segment 4	Sidewalk improvements between 1,300 feet north of NE Fuson Road and NE McWilliams Road	4
3	Segment 3	Roundabout at NE McWilliams Road (<i>refer to City Project Phase 9B</i>)	4
4a	Segment 5	Sidewalk improvements between NE McWilliams Road and NE Bentley Drive	5
4b	Segment 5	Sidewalk improvements between NE Bentley Drive and NE Fairgrounds Road	5
5	Segment 5	Roundabout at NE Fairgrounds Road	6
6	Segment 5	Roundabout at NE Bentley Drive	7

1.4.4 Potential Funding

The SPA consists of several project phases of varying costs that improve the corridor in many different ways. Because the improvements range from safety to mobility and address a range of modes from automotive travel to active transportation, there are several opportunities for potential funding.

Different parts of the SR 303 corridor lie in different jurisdictions. More information on funding for the City projects and County projects is below.

City Projects

WSDOT is responsible for the SR 303 roadway from curb to curb while the City of Bremerton is responsible for the areas east and west of the curb. Kitsap Transit also operates along the SR 303 corridor and many of the intersecting roadways. It is assumed that the jurisdictions along the SR 303 corridor are potential contributors of funding for this project.

The City will work with WSDOT and Kitsap Transit to pursue funding for City projects south of NE Riddell Road. The fact that multiple jurisdictions would work toward providing transportation benefits through a collaborative approach could strengthen opportunities for securing outside funding.

In 2019, a coordinated effort between the Washington State Department of Commerce, Washington State Department of Ecology, Washington State Department of Health, and WSDOT compiled a list of potential funding sources for transportation projects in Washington State. The table is included in Appendix A and highlights a range of funding options from a Local Transportation Act Impact Fee to Federal funding programs. Continued monitoring of local, state, and federal funding opportunities will be required as existing programs expire and new programs are initiated.

The City of Shoreline recently completed a similar corridor improvement project along SR 99 between 145th Street and 205th Street. That project was funded over time and capitalized on multiple funding sources that were available at the time. Between the year 2009 and the completion of the project in 2017, Shoreline was able to secure funding through many of the following sources: WSDOT Transportation Partnership Account, Federal Surface Transportation Program, King County Federal Transit Authority grants, Washington State Regional Mobility grants, Washington State Nickel Funds, Federal SAFETEA-LU, Highway Safety Improvement Program, Federal Transportation Community and System Preservation Program, Region CMAQ/STP, and Federal Transit Authority Omnibus. This project provides a good example of the many different sources of funding that can and will be pursued to fund the various projects along the SR 303 corridor.

County Projects

Within County limits, WSDOT has total development and access control of the right-of-way. Kitsap Transit also operates along the SR 303 corridor and many of the intersecting roadways. WSDOT will work with Kitsap County and Kitsap Transit to pursue funding on projects within the County north of NE Riddell Road.