

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 304: West Access to WSF (SR 3/SR 304 Jct to Bremerton Ferry Terminal)*

This three-mile long east-west corridor in Kitsap County is located within the city of Bremerton. The corridor travels between the State Route 3 junction, just south of downtown Bremerton, and the Bremerton Ferry Terminal. The corridor includes the 0.3-mile long SR 304 Couplet Tunnel in downtown Bremerton. The corridor is roughly urban in character, with very dense and mixed land uses throughout. The eastern half of the corridor has dense residential, commercial, and industrial uses. The western end of the corridor is more residential and begins to appear slightly suburban in character. The corridor generally runs along Sinclair Inlet and a freight rail line runs parallel to the eastern half of the corridor within Kitsap Naval Base. Notably, the Kitsap Naval Base and the Bremerton Transportation Center are located next to the corridor. The corridor passes through a mix of level and rolling terrain as it passes by several small parks and other open spaces, including Forest Ridge Park.



**Current Function**

SR 304 runs through the city of Bremerton connecting the city to SR 3 on the Kitsap Peninsula. SR 304 includes the ferry route from Bremerton to the city of Seattle, as well as the pavement on the Bremerton Ferry Pier all the way to the intersection with SR 519/Alaskan Way. This corridor primarily functions as a commuter and freight route. The corridor intersects with SR 3, SR 303, and SR 310. The ferry provides access across Puget Sound for walk-on passengers, bicycles, and vehicles, including freight. A major employer along the corridor is the Kitsap Naval Base, which generates high traffic volumes on the corridor. The US Navy brings cargo by railroad and truck to nearby freight facilities and transferred onto US Navy vessels in the Puget Sound Naval Shipyard. Other modes present on the corridor include walking and bicycling on the corridor's shoulder, and bus service provided by Kitsap Transit.

**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

From the SR 3 junction to the Bremerton Ferry Terminal, this section of SR 304 is a four-lane, signalized highway with a westbound HOV lane and an eastbound bike lane. At the terminal, the highway separates into two eastbound lanes and a two-lane westbound couplet tunnel. The corridor has frequent center turn lanes and is divided from the SR 3 to SR 310 junctions. The annual average daily traffic on this corridor is highest at the Charleston Beach Road W intersection and lowest within the tunnel.

### What's working well?

- HOV lanes are available for active traffic management on the corridor's most congested segment.
- The corridor provides consistently strong access to the Bremerton Ferry Terminal.
- There are several fixed-route transit services operating on the corridor.
- The corridor has a low climate change vulnerability rating.

### What needs to change?

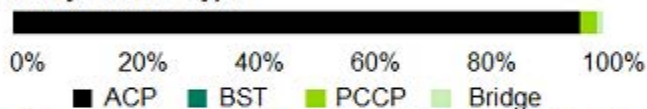
- Roughly 11% of the corridor experiences congestion on a regular basis.
- About 23% of surveyed pavements on the corridor are in poor to very poor condition.
- There are no pedestrian or bicyclist facilities on the corridor.
- There are fish passage barriers present on the corridor.

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

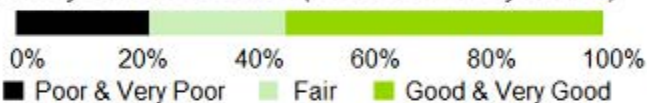
High	Low	
28,849	762	Annual Average Daily Traffic (AADT)
5.4%	3.1%	Bus/Truck Percent
13.03		Number of Lane Miles
13		# of Signalized/Stop Controlled Intersections
\$61,712,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

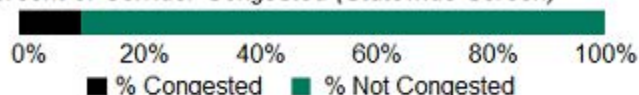


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% 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	1 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	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:

- Desire for signal synchronization and a schedule change for the 4:05 ferry.
- An interest in improvements that would increase the mobility of cross-corridor pedestrian traffic.
- Desire for connectivity improvements for fast ferry, foot ferry, and others to Seattle.
- Concerns about reducing congestion on the nearby SR 3 in order to decrease its impact on this corridor.

## 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>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 28% of the corridor.</i>

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#### **Safety**

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 28% 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 304 is an urban commuter and freight corridor between SR 3 and the Bremerton Ferry Terminal. The Puget Sound Naval Shipyard situated between this congested segment and Sinclair Inlet is a major employer within the city.

This segment experienced congestion daily up to nine hours westbound and one hour eastbound in 2015.

### Corridor Segment Characteristics

- SR 304 is typically an urban four-lane facility with posted speeds ranging from 25 mph to 45 mph in level to rolling terrain. There are segments where it is a six-lane facility (westbound inside high occupancy vehicle lane) and a three-lane facility (one lane westbound and two eastbound).
- The Freight and Goods Transportation designation was T-3 from SR 3 to SR 303 with 2,470,000 in annual tonnage and 860 daily trucks (3.4%) in 2017.
- The annual average daily traffic ranged from a low of 19,000 near SR 303 to a high of 30,000 near SR 3 in 2016.

### Contributing Factors

- SR 304 experiences high mainline traffic volumes with six signals located within this segment which reduce mainline capacity.
- On street parking in the westbound direction between SR 310 and Warren Ave and in-lane bus stops reduce capacity.
- The Puget Sound Naval Shipyard and WSDOT's Bremerton-Seattle ferry are traffic generators.

### Mobility Strategies:

#### Operational Improvements

- Explore possibility of ferry reservation system between Bremerton and Seattle to reduce queuing.
- Consider adaptive traffic signals to detect and accommodate changing traffic patterns in a network grid (City of Bremerton jurisdiction).
- Evaluate using law enforcement during summer weekends for ferry loading priority along right lane of Burwell St to reduce queuing.

#### Demand Management

- Evaluate pedestrian crossings related to parking.
- Investigate opportunities for park and ride lots to encourage mode options.

#### Further Study

- Study possible alternatives for reducing congestion.
- Study options for reducing westbound queuing on SR 304.
- Study options to reduce congestion along Burwell St, creating room for additional travel lanes to reduce congestion.
- If all other options have been explored, study widening and implementing roundabouts at all intersections to reduce congestion.



## 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.

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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