



Washington State
Department of Transportation

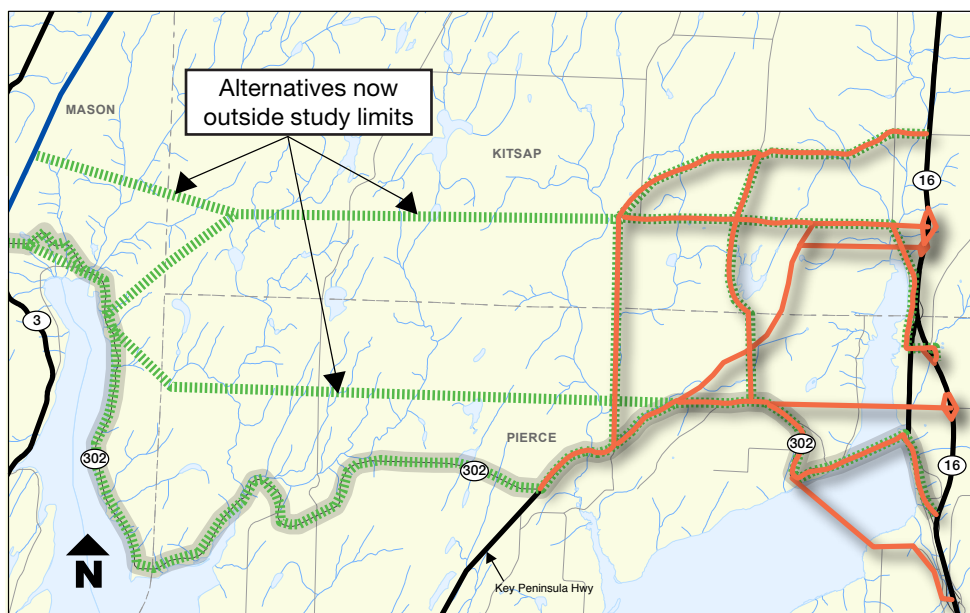
SR 302 - Elgin-Clifton Road to SR 16 - Corridor Study

October 2008

Why is WSDOT studying the SR 302 corridor?

State Route (SR) 302 is an important east-west link for Key Peninsula residents and businesses, connecting them to Gig Harbor, Tacoma and other parts of Washington. Economic development has put demands on the highway system, creating concerns about safety and congestion. To address these concerns, WSDOT is studying the SR 302 corridor from Key Peninsula Highway to SR 16.

The corridor study evaluates the environmental impacts of creating a new corridor or improving the existing corridor. The end result will be a plan that supports the selected alternative, meets the transportation needs of the community, and complies with federal and state environmental laws.



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Study Alternatives (2007)
Study Alternatives (2008)

What part of SR 302 is WSDOT studying?

We published an initial study of the entire corridor in 1993, from SR 3 near Belfair to SR 16 near Purdy. In 2005, the Legislature directed us to conduct a more limited study of SR 302, from Key Peninsula Highway to SR 16.

The purpose of the second study is to develop an Environmental Impact Statement that will determine the best approach to the long-term development of the corridor.

Why limit the scope of the study?

We'll use the information gathered in the corridor study to write an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). NEPA regulations require the study endpoints are reasonable and that any projects resulting from the study do not create new problems in the process.

We spoke to elected and agency officials, and community members. We looked at traffic data for SR 302. We found a dramatic difference in the safety and congestion statistics east and west of Key

Peninsula Highway. The results showed the study should focus on the eastern portion of SR 302 between Key Peninsula Highway and SR 16.

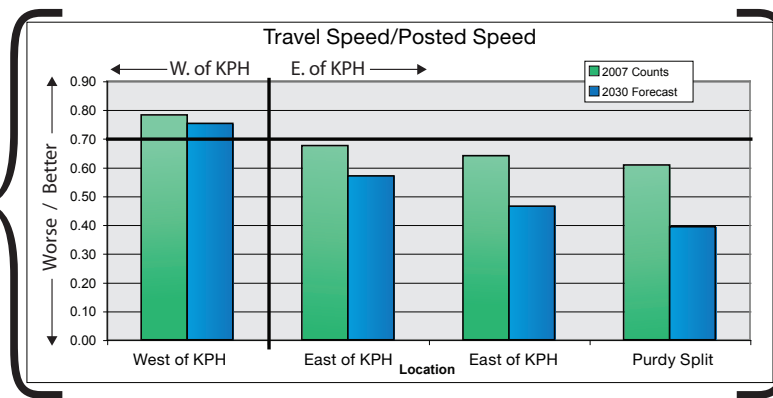
What does this decision mean?

The decision to focus the study on the eastern portion of the corridor means that some alternatives west of Key Peninsula Highway considered in 1993 will not be considered in the current corridor study.

Congestion

Analyzing traffic speeds at peak-travel times helped us determine the new study limits. Current and projected traffic volumes show there is more congestion east of Key Peninsula Highway (KPH) than there is west of KPH. This finding supports the need to focus the SR 302 Corridor Study between SR 16 and KPH.

Traffic moves well during the peak hour west of KPH.



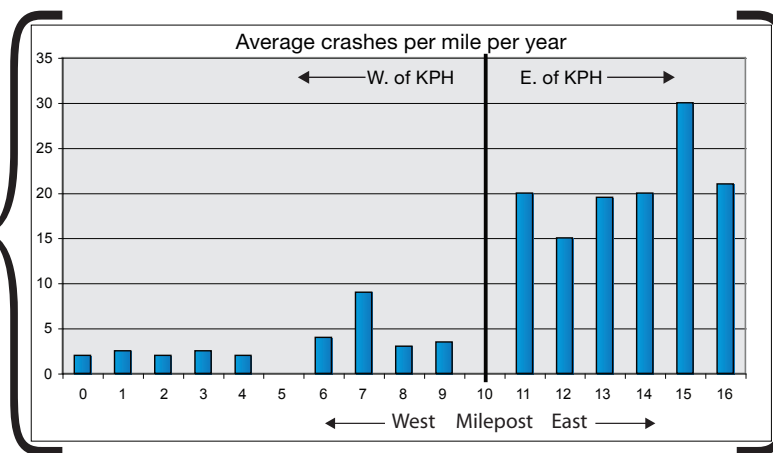
Travel speeds east of KPH are already below desirable levels during the peak travel hour.

Travel Speed on SR 302

Safety

The last two years of records show substantially more collisions east of KPH. This data supports the decision to focus the corridor study on the eastern portion of SR 302 between SR 16 and KPH.

Substantially fewer collisions are recorded west of KPH.



Most traffic collisions on the route occur east of KPH.

Collisions per mile per year by location

Study limits history

1993

A long-range study about SR 302 is published. The study points out a number of possible solutions for the entire route.

2004

The Regional Transportation Improvement District (RTID) proposes funding a new corridor for SR 302 connecting KPH to SR 16 via Burley in Kitsap county.

2005

The Legislature directs WSDOT to study a solution in the eastern portion of the route only.

2007

WSDOT staff work to reconcile the study limits recommended in 1993 with the study as described by the Legislature.

2008

WSDOT staff confirm that limiting the study to only the eastern portion is prudent and consistent with the needs of most route users.