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## 2.0 Purpose and Need Statement

### 2.1 Purposes of the Action

The purposes of the State Route (SR) 302/Elgin Clifton Road to SR 16 Corridor Study are (1) to provide an efficient and functional transportation route through this corridor that will improve roadway capacity, mobility, and safety, and (2) to address regional connection issues along the route.

### 2.2 Need for the Action

#### System Linkage

SR 302 is an east–west Principal Arterial located in eastern Mason County and northwestern Pierce County. SR 302 provides a link for Key Peninsula communities between Gig Harbor, SR 16, and I-5 to the east and Mason County and SR 3 to the west. The roadway directly connects the communities of Belfair, Allyn, and Victor in Mason County with Purdy and Gig Harbor in Pierce County.

Peak hour traffic congestion on SR 302, related to capacity constraints on the route, such as the substandard bridge and the traffic signal at Purdy, interchange geometry at SR 16, and other unsignalized intersections along the corridor. The proposed improvements to SR 302 will address the congestion by expanding the SR 302 corridor from a two-lane facility to a four-lane facility between Elgin Clifton Road and SR 16. Improvements along SR 302, west of Elgin Clifton Road/Key Peninsula Highway, are not warranted at this time.

#### Transportation Demand and Capacity

Planners and engineers use a Level of Service (LOS) measurement to identify how a transportation facility like the SR 302 corridor performs given the number of vehicles currently using the roadway and the number projected to use the roadway in the future. The measurement is expressed as LOS A through F; LOS A indicates the best performance conditions and LOS E indicates a roadway at full capacity.

In 2003, the Puget Sound Regional Council (PSRC) adopted LOS standards for non-National Highway System (NHS), regionally significant state highways. As a result of these standards, the PSRC and WSDOT established a requirement of LOS C (mostly free-flow with periods of minor congestion) or better for the SR 302 corridor.

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## Legislation

In 2005, the State Legislature included the SR 302 Corridor Study in the Transportation Partnership Funding Package and directed WSDOT to study the issues and identify improvements that would address congestion and safety issues on SR 302. In 2008, based on the decrease in traffic volumes from Key Peninsula Highway to SR 3, WSDOT and the Federal Highway Administration (FHWA) identified the intersection of Key Peninsula Highway/SR 302 and the interchange at SR 16 as logical project termini.

The proposed action for improving the SR 302 corridor complies with the Legislature's mandate to plan for and implement necessary improvements to transportation facilities of statewide significance and to coordinate this planning with local governments and other stakeholders.

## Safety

WSDOT reviewed collision data for a 5-year period (2002 to 2006) along the SR 302 corridor. During this time, 762 collisions were reported. The team also reviewed the high accident locations (HALs) and high accident corridors (HACs) identified by the WSDOT program for the 2007–2009 biennium. The following locations were identified as HALs and HACs within the SR 302 corridor study area:

### High Accident Locations (HALs)

- Intersection of SR 302 and Key Peninsula Highway

### High Accident Corridors (HACs)

- Intersection of SR 302 and Key Peninsula Highway
- Key Peninsula Highway to 144th Street
- 94th Avenue to the SR 302 Spur
- SR 16 including interchange with SR 302

The proposed improvements along the SR 302 corridor will address both HALs and HACs identified by WSDOT, as well as other safety concerns identified by WSDOT and through public involvement. These concerns include vehicle queuing on the freeway at the SR 16/SR 302 interchange, narrow lanes and lack of shoulders across the Purdy Bridge and throughout the corridor, sight distances, and clear zones.