

December 2007 Open Houses Summary

SR 302 – Establish New Corridor ■ WSDOT Olympic Region ■ December 2007

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Introduction

In December 2007 the Washington State Department of Transportation (WSDOT) hosted a second round of open houses for the State Route 302 (SR 302) corridor study. The purpose was to share the results of preliminary environmental and traffic analysis along with the preliminary interchange and roadway alternatives. In order to encourage as much participation as possible, WSDOT offered two open house dates and locations. Nearly 100 people gathered at Peninsula High School Auxiliary Gym on December 4, 2007. Over 93 attended the second open house at the Key Peninsula Civic Center in Vaughn on December 6, 2007.

The SR 302 corridor study was commissioned by the 2005 legislature as part of the Transportation Partnership Funding Package (9.5 cent gas tax). The study will identify ways to improve safety and mobility on SR 302 and identify the associated environmental affects of viable alternatives.

The SR 302 environmental assessment process begins in January 2008. It is expected to take three years to complete and will include an Environmental Impact Statement (EIS). WSDOT is committed to an open process that engages Key Peninsula community members in the environmental process and keeps the community informed of project progress. In early 2008, the project team will identify a viable range of alternatives for detailed study in the EIS, convene an advisory Corridor Working Group, and host the first of several public meetings to be held throughout the environmental process.

Open House Format

Meeting participants were asked to sign in upon their arrival, then invited to view displays, talk with project staff, and share their perspectives in an open house format hosted from 4:30 to 7:30 p.m. WSDOT project manager, John Donahue, gave two brief presentations at 4:45 p.m. and 5:45 p.m., orienting people to the display stations, encouraging comment and reviewing upcoming project activities. Handout materials included the agenda, comment sheet, and project Frequently Asked Questions. Participants were encouraged to submit comment sheets and record their comments directly on easel pads set up at the alternatives, environmental and traffic display stations.

Public Comment

The following is a transcription of comment forms received at the open houses as well as easel pad comments recorded at the open house display stations. All public comment will be documented in the project record, reviewed by the project team and made available to the public on the Web site, www.wsdot.wa.gov/projects/sr302/newcorridor. These comments will help guide the development of viable SR 302 transportation alternatives. The comments have been edited slightly for grammar and clarity.

December 4, 2007, Comments (Peninsula High School, Purdy)

Alternative Alignments – Options 1.1, 1.2 and 1.3

- Love Options 1.1 and 3.
- Eliminate options utilizing existing bridge (Alternative 1).

Alternative Alignments – 144th

- Thumbs up for 144th alternative. I really like it.
- I really like the 144th alternative! It would also solve the problem of the closure of 144th!
- Ever been behind a garbage truck up 144th?
- How about building temporary ramps at 144th to move traffic better while the Burley Olalla interchange is being built?
- 144th alternative appears to be one of choice. It does not seem to solve the volume problem exiting the Key Peninsula. All those leaving Key Peninsula will use Purdy Bridge and Wauna route if it is left open. Alternative 6A and close bridge.
- 144th is not a continuous public road, as shown on map.
- I like the 144th solution. It is the most logical of all the options. You wouldn't have to do the whole highway at once. You could just do Phase 1 to Wright-Bliss and make Phase II to the Mason County line and beyond.
- Highly recommend 144th/SR 16 interchange Option 3 improvement. According to the city of Gig Harbor traffic model, if a new interchange is added at this location, 17% of traffic will be distributed away from the city's Burnham/Borgen/Canterwood congested intersection.
- Second and later phase to continue 144th across Burley Lagoon looks like a viable option. Thanks for the opportunity to comment. Tonight's community meeting was very well done.
- Suggest building a high level bridge at 144th or 154th.
- Recommend using the power line right-of-way for new highway.
- Could make Phase 1 go from 144th or 154th to power line utility easement, but stop Phase 1 at Wright-Bliss Road. Phase 2 could continue on toward Allyn at a later time.
- Suggest you follow 144th eastward.
- Officers and members of the Burley Community Club, along with many members of the Burley community, recommend that the east end of the new SR 302 corridor follow the path shown on the included map. In support of the 144th extension for SR 302 corridor, we give the following reasons:
 - A straight highway is safer, shorter and cheaper than a curvy highway.
 - This straight option goes through a lot less homes and backyards than any other option within miles.
 - By angling the bridge across the Burley Lagoon to come out at about 144th, WSDOT would have about 20 acres of vacant land in which to put an interchange with SR 16 and to include an access between the communities of Olalla and Burley.

- By placing corridor here, neither the community of Burley nor Purdy would be destroyed.
- To expand 302 through the present corridor would mean buying out some of the most expensive homes in the area at taxpayers' expense.
- To run the corridor any farther north, such as Pine, Spruce or Burley/Olalla, would cause Tacoma-bound and returning traffic to find short cuts through Purdy.
- Exit and entrance ramps for Purdy near 154th and near Burnham Drive could be eliminated. This would leave ample distance for all other access ramps along this stretch of SR 16.
- Purdy Spit could then be used as a park.

Alternative Alignments – Option 2

- Interchange Option 2 utilizes an already overloaded city intersection (Burnham/Borgen/Canterwood), which will continue to decline in Level of Service significantly with the city developments already permitted.

Alternative Alignments – Options 3 and 4

- Option 3B.
- Looks like Option 3B provides the shortest route.
- Suggest 3B is the only viable long-term fix.
- We strongly support Alternative 3B for the following reasons: it's cost effective; it's environmentally friendly except for Burley Lagoon stretch; it's a safer route due to its straightness and eliminates all the many existing ingress/egress roads on the current SR 302 route. Second alternative would be 7B.
- To straighten the corridor and ease traffic with minimum restrictions, my first option is Alternative 3B, second option is Alternative 7C and my third is Alternative 2A. Thank you for the opportunity for our input.
- Option 3B or 4 seem to be the most efficient, least problematic.
- Let's remove the causeway, restore Burley Lagoon to original configuration, and build 3B.
- Please include Option 3 (144th Street interchange) in the EIS. 144th Street interchange will do much to alleviate traffic.
- 3B logical, long-term.
- Plan 3B would environmentally impact Burley Lagoon after years and years (many dollars) of trying to clean it up. No to 3B.
- No 3B.
- No on 3B. It means wiping out the wildlife on Burley Lagoon.
- No on 3B, because it would be bad for the environment.
- No 3B – bad.
- 3B is nuts!

Alternative Alignments – Option 5

- 5B – use 144th Street and tie into SR 16. Provide a corridor to best location on SR 16.

Alternative Alignments – Option 6

- Alternative 6C would provide good separation from existing SR 302 and provide best east/west route.
- 6C makes perfect sense especially with Olalla interchange. 3B is nuts!
- Option 6 or the Burley/Olalla interchange look best to me.
- Interchange Option 6 is best; interchange Option 7 is 2nd best. After review of all options these look to be best and least expensive. I would like [WSDOT] to consider that we have wildlife issues in the Purdy area. Cutthroat trout, Blue Heron, salmon runs and oyster beds. By avoiding building above or crossing Burley Lagoon or Henderson Bay, we can save money and help maintain the environment. I understand that Option 3 looks very easy, but again the environmental issues along with the expense and the high school hopefully will deter this.
- Interchange Option 6A, B or C. I can't believe the state would consider a bridge across Burley Lagoon after all that's been done to restore Henderson Bay.
- No on Alternative 6.

Alternative Alignments – Option 7

- 7A – use 144th Street and tie into SR 16. Provide a corridor to best location on SR 16.
- Recommend 7C, widen 118th and close the bridge.
- Option 7, the most northern route appears to have the best collection of advantages for future traffic. It could be enhanced by not returning to the existing road on the western end but continue more or less straight in a westerly direction to the new SR 3 bypass at Belfair. Thank you for the great presentation.

Alternative Alignments – Other Comments

- Any alternative that goes through South Kitsap (e.g., Pine Rd) would add millions of miles per year to the 80% of those going south. The added million gallons per year of gas burned would be a bad idea.
- Kitsap County is going to improve connection east of SR 16 on 154th. Interchange here is a good idea.
- Recommend removing the causeway and restoring Purdy estuary.
- Please do not take my home from me.
- I think the biggest challenges to improving SR 302 are financial.

Environmental

- Any South Kitsap route will add millions (30+) of miles a year driven by those heading south to Tacoma.

- Please don't put a bridge over Burley Lagoon. Only recently was the lagoon restored. Now it serves as a home to thousands of oysters, starfish, bald eagles, a heron rookery and seals.
- Impact to the numerous eagles, oysters, salmon, and seals. Building over the water is much more costly, how much more tax do you want to pay?
- Environmental maps – some are missing, including DNR land, 360/Horseshoe Lake property to be transferred to Key Peninsula Metro Parks.
- SR 302 and 150th Rocky Creek conservation area (tax title property) by Pierce County Public Works.

Traffic

- There's a need for extensive safety improvements near Wauna curves (concentrate on interface between autos, pedestrians, bicyclists). Suggest adding more signage, reflectors, wider shoulders and turtle striping. Focus on slowing down drivers with (speed MPH readers). Need safe bicycle/pedestrian route to Purdy Drive. Suggest not widening the bridge; it will only increase speed.
- Recommend making safety improvements to SR 302. High accident history, feels unsafe for bicycles and walking.
- A light at 94th and SR 302 will increase the traffic from South Kitsap to the Purdy spit.
- Suggest adding a two way left turn lane between 94th and Goodrich Drive.
- Percent traffic to/from Burley would increase if access to SR 302 (i.e. from 94th, etc.) were improved.
- AM peak hour model needs to show traffic backing up to 94th (everyday?).
- Include parking lots at 302 / 302 Spur.
- Gaps in traffic on 302 are not long enough.
- Show a whole cycle at SR 302 / 302 Spur on the [Visim] video.
- Surprised that 118th is not High Accident Location (HAL). Suggest fixing sight distance/alignment at 302/118th.
- Suggest fixing sight distance at Wright-Bliss/SR 302.
- A new 144th interchange could reduce, if not eliminate, SR 16/Purdy weave.
- It is difficult for people to get from Goodnough Drive onto SR 16. Any plans to help that?
- Concerned about timeliness [of project] and traffic flow during construction.

December 6, 2007, Comments (Key Peninsula Civic Center, Vaughn)

Alternative Alignments – Options 1.1, 1.2 and 1.3

- I like 1-B2.

Alternative Alignments – 144th

- Really think 144th is the right way to go for the final fix. Yes.

- Need to fix Purdy Bridge by building fly-over ramp for traffic going to Tacoma. This will make right turn possible. Yes, 144th for long run, but also need immediate Purdy Bridge cure.
- I think the 144th corridor is the right solution. Bridge the Lagoon.
- Could make a 2-lane exit off Purdy exit going north. The right lane could be exclusively for those going north through the signal. Reduce the speed limit from Wauna fire station to 302 signal going toward Shelton. Great idea for 144th corridor straight through to the canal! 302/Key Peninsula Highway is adequate physically if people obey the speed limit and do not pass. Except for unusual weather conditions on the whole road.
- I like the 144th alternative! It makes the most sense and would solve the potential problem of the power company's closure of 144th, which has been threatened for some time now. The Burley/Olalla alternative makes sense too, but wouldn't solve the problem of congestion on SR 302. People from the Key Peninsula would avoid the extra miles and just use the old route. The 144th alternative could be built in 3 phases. Phase one, SR 16 to 118th. Phase two, 118th to Wright-Bliss. Phase three, Wright-Bliss to the Mason County line and beyond.

Alternative Alignments – Option 2

- No comments noted for this option.

Alternative Alignments – Options 3 and 5

- I like 3B.
- Recommend adding a northbound loop ramp to accommodate traffic exiting to Key Peninsula on Alternative 3 (interchange at 144th) to eliminate need.
- My husband and I really like 3B. The straight shot goes down 144th to Victor. Any farther north and I am going along way out of my way to get home.
- Option 3B or 5B less property disturbance and maintenance, less geological impact. Get Tacoma Power's okay, allows easier access to towers, increases property owner values, allows current road for users while new road is built, seems to cause less construction workers/equipment, less geological disturbance, and less money to buy, build and maintain.
- Majority of current usage consists of Key Peninsula users, yet for 2030 traffic a better option should be considered for traffic flow increase, yet be close enough for Key Peninsula users. Options 3B and 5B offers this, plus it minimizes geological considerations causing better road stability, easier construction (maybe lower cost), fewer property owners to be disturbed, allows existing 302 to continue traffic flow without or with minimum frustration of drivers, safer construction and could be constructed faster. Helps Key Peninsula remain as rural, safer environment. Need interchanges at key roads for traffic exit/enter. Tacoma Power would have easier access to power towers, property owners would see increase in value. Please no tolls. Major King County proposed projects are fighting tolls but voted to put tolls on us.
- After viewing the various current mapping and possible alternatives to be pursued, I personally am most attracted to proposals 3B and 6C. 3B is probably higher in a personal way as to the most direct linkage with additional plus of being both closer for most Key Peninsula residents and more attractive visually. Having lived on the Key Peninsula off and on since

1969, there is a strong emotional and visual satisfaction of traversing part of Henderson Bay almost every day and checking out the view, changing moods of the waters and avian ambience. 6C would probably have fewer social impacts, besides the notable one of longer commute times for Key Peninsula residents. It appears (to the view presented) the environmental impacts are maybe slightly more favorable to 6C as well. Thanks for the overview of the current information and opportunity for input.

Alternative Alignments – Options 6 and 7

- I like 6C.
- Clearly the best idea for new interstate is the purple diagram on Option 6 because it will best bypass congestion in Purdy, 302 and all that area. Thank you for all your hard work.
- Alternatives 6C and 7C could be the cheapest for land acquisition.
- 6A – corridor study has no corresponding environmental studies (and assigned corridor designation) on the Pine Road section from SR 16 to 118th Street.
- Option 6C looks like a really good one. It would provide two definite routes across the peninsula and very well!
- Option 7, northern most corridors (G, H, I, J, M, R, S) – these seem too far north of major traffic flow plus require extensive right-of-way purchase! New bridges potentially only alleviate problem in Purdy, not rest of Key Peninsula. Future growth should be considered. Key Peninsula has more available lots for building than Gig Harbor peninsula.
- Combine Alternative 7, 6B or 6C with ferry option to provide redundancy. Ferry should go to Tacoma, Thea Foss with interlink.
- Recommend routing 7C or 6C and adding proper signage to get thru-traffic to use new route. Suggest keeping the bridge open for local traffic.
- I like Alternative 7C.
- 7C is a crazy idea. Seems it's only good for Kitsap County.
- Seems to make no sense at all to consider the Kitsap County route (7C). The traffic pattern should drive the choice. You shouldn't expect people to drive north in order to go south.

Alternative Alignments – Ferry Service

- The ferry out of Longbranch would be good for economic development on the peninsula.
- I like using the waterways for transportation.

Alternative Alignments – Other Comments

- Right now getting traffic off of SR 16 should be a top priority.
- The existing route needs to be improved no matter what gets chosen for future. Don't want existing route to get ignored. Community needs shoulders for safety now.
- Recommend Purdy Bridge be changed to pedestrian only, or alternate routes will not work!
- Suggest creating two exit lanes coming off Purdy exit. One lane to stay right to go north thru the light.

- Could create off-ramp north of Purdy exit to ease intersection congestion for traffic going north of Purdy. Suggest creating Purdy bypass to route traffic from spit to on-ramp south of park. Height would only have to handle local traffic and no impedence to either north or south traffic.
- If you abandon the bridge at Purdy you will irritate everyone. Leave it open to traffic.
- I agree, don't reduce capacity. It won't divert that many trips.
- You should consider using Goldman Drive as the route to cross Purdy Lagoon. We know it works because it's used as detour route now and it works well.
- Recommend making the connection across from 154th to 94th, then improve existing SR 302. It is the only practical route to serve the bulk of the population that lives on the peninsula.
- Strongly encourage 4-lane to Lake Kathryn vicinity (nearly impossible to make a left turn onto the highway, not just at rush hour, but all day). Please retain the Purdy Bridge. It is very popular and no other beach access is available for long distances. The tidelands to the north of the spit are private, so moving or eliminating the spit effectively eliminates the beach.
- Should consider phasing the project. Suggest building a connection to SR 16, then improve 118th and then build next section to Wright-Bliss Road at Carney Lake. Could straighten and widen 2-lane county roads with left turn lanes and signals. Bremerton traffic will use local route instead of SR 16.
- At 118th recommend cutting the trees back for visibility, center turn lane for left turning traffic. Add early warning light for eastbound traffic. Do this soon! Save lives. Good idea!
- Potential problems on SR 302 are left turns and DUIs [driving under the influence].
- Could use the Spruce, Pine or Burley interchange, connect to Sidney Road and come back on 94th. Recommend leaving Purdy Bridge open for local traffic.
- I liked the meeting format. Maps were great.
- You've done a lot of work here. Looks good. This is a great place to have a meeting [Key Your consultant has done a good job here. Better process than in 1993.

Environmental

- Find out where the fault lines run under the Key Peninsula.
- Find and show location of fault through Key Peninsula. Active in Nisqually quake. Look at USGS and University of Washington mapping. Find cause of Wauna curve slide just west of plateau.
- Keep the wildlife protected and build noise barriers or soundproof roads.
- About Pine Road exit: Clayton Place water system community well is located 500' west and 100' south of Pine Road. Over \$100,000 of work was recently done because there is an aquifer 10' below the surface. Studies were done in the late 1960s when SR 16 went to 4-lane. Check studies for other information. There are two fish streams not on map between Bethel Burley and SR 16 close to Pine Road. Pine hill is highest point of land in area. When will meetings in Kitsap County be held?

Traffic

- The immediate concern is a problem common to all Key Peninsula drivers – the congestion of Purdy intersection. I believe an off-ramp/on-ramp at 144th Street would channel the north and southbound traffic to SR 16 thus reducing traffic light times to go west in PM and south in AM from 302 and bridge. Shorter wait lines which extend onto SR 16 in PM and 302 in AM would be reduced. A single structure to parallel the spit bridge to the south vs. a double fly-over would potentially be a stopgap and rather inexpensive. Too bad we couldn't have vision to reclaim (recycle the overpasses demolished for HOV lanes address I-5 from SR 16 to Fife). I think the sections could have been reassembled and new roadway installed at significant savings. Well-done presentation.
- 118th – many accidents may have occurred that are not recorded. The figures don't seem to accurately reflect this.
- Make traffic information available in binders at the library. Not everyone uses the web.
- Don't forget to work with Pierce County and make sure land use zoning is consistent with alternatives.
- 164th to SR 302 does not exist, but is shown in the maps (property owners)
- Access to Lake Kathryn seems too close to 94th Avenue intersection.
- Curve NE of Key Peninsula Highway intersection has safety issues due to poor visibility and high speeds.
- May to July traffic increases on west end (recreational traffic). State parks, Lake Cushman recreational area, access US 101 and Hood Canal.
- Should consider center turn lane between Key Peninsula Highway and bridge.
- 4:30 to 5:30 pm – exit at 302 from SR 16 traffic backs up from light at Purdy Bridge. Seems to back up traffic one mile back onto freeway endangering traffic merging off freeway at freeway ramp. Could be a high potential for rear-end collisions. Fix ASAP.
- We need left hand turn lane up the hill from Purdy (across bridge) immediately to address safety issues. Can't get out of driveway.

Publicity

To ensure broad outreach and publicity for the December open houses, the project team used a wide variety of outreach methods including a cable TV interview, direct mail, meeting announcement postings at commercial establishments, news releases and newspaper advertisements. A summary of the publicity is included here.

Cable TV interview: On November 27, WSDOT project manager, John Donahue, participated in an interview on Pierce County's Rainier Communications Commission/Rainier Media Center, cable channel 22. The Pierce County News (PCN) program featured photographs and information about the SR 302 corridor study and a Q&A with Mr. Donahue. The Rainier Communications Commission is a cooperative venture among the majority of Pierce County cities and towns. The Rainier Media Center operates and manages government access programming carried on cable

channels throughout the region. The weekly PCN news program is a recognized news outlet for all Pierce County residents, emphasizing the local community.

Direct mail: The open house announcement was mailed in mid November to 16,980 residents, apartments, businesses, and post office boxes in Pierce, Kitsap and Mason counties. In addition the newsletter was mailed to approximately 200 community and agency stakeholders.

Meeting poster announcements were posted in businesses, gas stations, grocery stores, feed stores, pubs, restaurants, community organizations, the library, and post offices along the SR 302 and Key Peninsula Highway corridors. Thirty posters were distributed on November 15, 2007.

News releases were distributed on November 27 to all news media (daily, weekly and monthly newspapers, radio and television stations) in Pierce, Kitsap and Mason counties. The release provided basic project information, an open house announcement and staff contacts. Distribution included:

- Bainbridge Island Review
- Bonney Lake/Lake Tapps Herald
- Bremerton Patriot
- Bremerton Sun
- Central Kitsap Reporter
- City of Fircrest Police Department
- Eatonville Dispatch
- Federal Way Mirror
- Fort Lewis Ranger
- Kitsap Business Journal
- Kitsap Sun
- North Kitsap Herald
- Peninsula Gateway
- Pierce County Gazette
- Port Orchard Independent
- Puyallup Herald
- Tacoma Daily Index
- Tacoma Weekly
- KBTC 91.7 FM
- KGHP 89.9, 89.3, 93.7 FM
- KITZ 1400 AM
- KLAY 1180 AM
- KPLU 88.5 FM
- KVTI 90.0 FM

Newspaper Advertisements announcing the open houses were placed in these publications:

- Belfair Herald
- Key Peninsula News
- Kitsap Sun
- North Bay Review
- Peninsula Gateway (Gig Harbor)

What comes next?

The information and insight gathered at the open houses will help the WSDOT project team select a viable set of alternatives for further study and analysis in the environmental review process. The project team expects to host another public meeting in spring 2008 to share information regarding the SR 302 alternatives selection process and to announce the EIS alternatives.

For more information, please contact:

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