

Appendix A

Public Involvement Materials

Open House #1

September 2007 Open House Summary

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

September 2007 Open House Summary
SR 302 – Establish New Corridor

October 2007

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Introduction

The Washington State Department of Transportation (WSDOT) hosted an open house for the State Route 302 (SR 302) corridor study on Tuesday, September 25, 2007, from 4:30 to 7:30 p.m. Nearly 200 people gathered at Peninsula High School in Gig Harbor, Washington to learn about the project and share their perspectives. The open house was the first public meeting held to discuss the study objectives, hear concerns from the public about SR 302 and begin gathering information to support the traffic, engineering and environmental preliminary analysis. Before the end of the year, the project team will identify a range of alternatives that will be carried forward for detailed study in an Environmental Impact Statement (EIS). The EIS process is expected to begin in January 2008 and will include continued public and stakeholder involvement. WSDOT anticipates completion of the environmental process within three to five years.

SR 302 is an important east-west link between Key Peninsula communities and Gig Harbor, Tacoma, and other parts of Washington. Increased traffic resulting from regional population growth has raised concerns about safety and congestion along this corridor. The purpose of the SR 302 study is to evaluate the environmental impacts of creating a new corridor or widening SR 302 to improve mobility and enhance motorist safety. The end result will be development of a preferred improvement alternative based upon the state and federal environmental analysis.

Open House Format

In order to encourage as much participation as possible, WSDOT offered two open house sessions with the same presentations and work group format. The project team sought community input regarding existing conditions along SR 302 and potential solutions for improved safety and mobility.

Meeting participants were asked to sign in upon their arrival, then invited to informally talk with project staff. Meeting handouts included a meeting agenda, comment sheet, and project contact information card. Team public involvement lead, Melinda Posner, welcomed attendees, reviewed the meeting format and introduced the presenters. State Senator Derek Kilmer spoke briefly about the project need and expressed his pleasure at the number of meeting participants. Next, project manager John Donahue and consultant team lead John Perlic discussed the study purpose, environmental review process and anticipated schedule. After Mr. Donahue's comments and a few clarifying questions, participants were asked to join one of ten pre-assigned work groups. Each work group facilitator led people through the same set of questions and recorded their responses on flip charts. The questions were:

- What concerns you most about SR 302?
- What solutions to SR 302 have you thought about or discussed with neighbors?
- What do you think are the biggest challenges to improving SR 302?

Summary of Public Comment

The following is a summary of public input gathered from comment forms and emails submitted between August and October 2007, and September 2007 open house flip charts. 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. The number noted in parentheses indicates how many people raised that particular issue.

What concerns you most about SR 302?

Corridor Study Process

- Nothing will happen!
- Study area boundaries too narrow
- Alternatives already being considered but not shared with the community
- Paying taxes and getting nothing

Environmental Impacts

- Impacts to waterways, wetlands, natural resources (6)
- Impact on salmon and oyster beds (4)
- Concerned about wildlife and wetland north of the power line road (144th), in vicinity of Lake Holiday, that feeds into Stansberry Lake and Lake of the Woods (2)
- Concern for preserving habitat (would prefer to avoid new road)
- Environmental impacts to Purdy Spit and Burley Lagoon
- Not convinced about environmental concerns in Burley Lagoon
- Don't want to lose beautiful trees
- Noise

Mobility

- Intersection of SR 302 and Purdy Drive NW has the worst congestion (5)
- Congestion and back-ups at SR 16 exit to Purdy/SR 302 (5)
- Concern about future developments in this area making congestion even worse (4)
- Major congestion at Purdy Park-n-Ride during peak hours (transit, school buses block road)
- Can't turn left off of SR 302 without blocking traffic
- Section from Key Peninsula Highway to 144th is a huge mess
- Lack of alternate routes when accidents block SR 302 (or lack of knowledge of routes)
- Concern with increased traffic to/from Shelton since Tacoma Narrows Bridge opened (drivers are avoiding bridge toll)

- Traffic has increased morning and evening since new Tacoma Narrows Bridge opened
- Closing left-turn option (SR 16) at Burley/Olalla has increased traffic at Purdy
- SR 302 is the only connection to Allyn, in the event of an emergency it becomes a very important state road
- Holiday traffic coming onto Purdy Spit, kids running along road near beach

Rural Character

- Loss of scenic country drive
- To what extent will traffic volumes contribute to sprawl and affect rural character?
- Don't want the area to look like urban Seattle, I like the rural character
- Don't want to trade rural character for faster transportation
- If people want to move and live in a rural area, they need to respect the character of the place they are moving to

Safety

- Accidents at intersection of SR 302 and 118th due to congestion and limited sight distance (11)
- Corridor too narrow, over capacity and dangerous (11)
- Limited sight distance and lack of shoulders, turnouts and center lanes (8)
- Difficulty accessing driveways, businesses and side roads along SR 302 corridor (7)
- Exiting SR 16 onto Purdy Drive NW, people use shoulder and weave in and out of traffic (7)
- Wauna curves very dangerous (6)
- Accidents at intersection of SR 302 and Purdy Drive NW (5)
- Purdy Bridge and Purdy Spit too narrow (4)
- Street lighting and fog lines needed (4)
- Center turn-lane needed on SR 302 for emergency turn-out (3)
- Speeding and enforcement are a concern (3)
- Need safe pedestrian facilities (2)
- Lack of vertical sight distance at intersection of SR 302 and 144th (2)
- Passing on shoulder, trying to get off bridge to Tacoma (2)
- Guardrails and low fences needed to keep wildlife off the road
- Victor Road landslides are dangerous
- Problems with tree limbs falling on road in winter
- Key Peninsula Highway is dangerous; improvements should include that roadway
- The new asphalt pavement adjoining SR16 and the Tacoma Narrows Bridge is dangerous (inability of the asphalt surface to reflect light). Use concrete instead.

What solutions to SR 302 have you thought about or discussed with neighbors?

82nd, 94th, 97th and 118th

- High accident areas along SR 302 should be priority
- Elevated highway over Purdy Bridge to 94th
- Signal needed at 94th (Lake Kathryn Village)
- Signals as short-term fix at 94th, 82nd and 118th
- Bypass Purdy (re-route from 97th vicinity, head NE and connect to SR 302 near Clayton)
- Short-term left-turn lane at 118th
- Improvements at 118th should have included straightening of curves
- Too expensive to cross 118th (five creek crossings)

144th

- New SR 302 alignment using 144th seems like most sensible solution (6)
- Interchange at 144th (3)
- New bridge across Burley Lagoon at 144th, or at least upgrade the Purdy Bridge
- Access Purdy Drive NW from SR 16 on north end of Purdy at 144th
- Extend 144th west to SR 302 (concerned about impacts on residents)
- 144th tie-in with new bridge above Purdy Drive NW connecting to SR 16 at existing bridge there
- Improvements and connections at east end of 144th are more critical
- 144th alternative will improve emergency vehicle access to St. Anthony's Hospital
- Continue western portion of 144th and connect with SR 302 near Allyn at 45 degree angle to avoid steep slopes
- 144th with four lanes and interchanges (one group member said that is a terrible idea)
- 141st stops at power line road, concern with punching through to 144th, don't want new connection
- Anything that keeps route similar to the existing would be good (even considering punching 144th through to SR 16)
- If they punch 144th across Burley Lagoon, it would not disturb existing traffic
- Purdy Spit can't support traffic, consider punching 144th across Burley Lagoon
- Roundabouts at 144th and 62nd
- SR 16 straight to 144th intersections, on ramp straight to SR 302 (no spur, no light, elevated highway portion over Burley Lagoon at 144th)
- Off ramp at 144th would help Crescent Lake and Olalla

154th

- Use 154th overpass on SR 16 ramp at north end of Purdy (going south)

- Spur off SR 16 and connect with SR 302 (re-route bridge traffic) in vicinity of 154th
- Don't change Purdy/154th
- Southbound on ramp at 154th would help prevent people from traveling through Purdy to access SR 16 (not as much of an issue heading north)

Burley/Olalla

- New connection west from Burley/Olalla, north of Burley Lagoon (5)
- Concern about impacts to Burley community
- How far north can it be built before people won't use it?
- New route in South Kitsap (near Burley/Olalla) would add approximately 8 miles, round trip. At 30 miles per gallon, large increase in gas consumption.
- Sweep alignment north from SR 302 to Sidney near Burley/Olalla
- Burley/Olalla improvements will help alleviate traffic on "Old" SR 302 (address access and lighting to ease traffic)
- Based on new Burley/Olalla interchange, looks like new SR 302 alignment will go north and connect to new interchange
- Burley/Olalla Interchange should be held up until the SR 302 study is done. Perhaps a Burley/Olalla/Pine Road combination would work better save taxpayer money.
- Drivers bound for Key Peninsula won't want to drive 8 to 10 miles out of their way to access the Key Peninsula via an overpass at Burley/Olalla.
- Routing a new corridor through South Kitsap (near Burley/Olalla) would have a huge impact at the gas pump: which would be in addition to the large and unavoidable environmental impact of adding that much extra CO2 and other pollutants to the atmosphere.
- Create access to Olympic Drive SE and points east on Burley/Olalla, maybe by a frontage road, on the east side of a Hwy 16 overpass. West side access would be available because a highway would connect to the Key Peninsula highway south of Wauna.

Burnham Drive

- Add a lane between northbound Burnham on ramp and Purdy off ramp
- Fly-over from east and westbound SR 302 at Burnham

Funding and Process

- Key Peninsula Community Plan should be referenced, studied and incorporated in this study process (3)
- Identify where heavy traffic comes from and where it goes (2)
- Make sure preferred alternative selection is a local decision
- Don't make improvements that will encourage NASCAR
- Have the state allocate funds from former section (3-WB) to the county for Key Peninsula Highway section (allocate improvements jointly)

- Current SR 302 corridor should be considered a local access road only. To expend state dollars on major improvements in the current 302 corridor would be ineffective and a waste of WSDOT construction dollars.
- Allocation of money should be proportional to traffic on county roads
- Seek public/private partnership for funding (Pierce County, cities, transit, etc.)
- Speed up improvements, it shouldn't take so long to complete fixes
- Coordinate with Mason County and Belfair bypass project team
- Need a comprehensive growth plan for transportation, land use, etc.
- Disclose right-of-way limits as part of study
- Will current SR 302 stay if another alignment is chosen?

Lake Kathryn Village

- Add traffic signal at Lake Kathryn Village (3)
- Create access between 97th and 92nd (Lake Kathryn Village) by creating frontage road
- Need center turn lane at 94th Street (Lake Kathryn Village) and 134th
- 144th interchange and connection out by Lake Kathryn (helps with shopping center)

Pine and Spruce

- New interchange at Pine Road; right-of-way already exists (2)
- 144th to Pine Road (2)
- Go north of the Burley Lagoon, Spruce or Pine to 144th (2)
- Pine Road to SR 16
- Pine Road corridor would be extremely cost effective, greatly improve safely and wouldn't have a dramatic effect on existing properties
- Pine Road, across and through trees, cross Wright-Bliss, etc.
- Come off SR 302 at Pine Road, cut across to connect near SR 3
- Pine to SR 16 or other alternative southbound to catch SR 302 (work together with traffic coming in from west, think about entire SR 302 corridor)
- Need new route north of SR 302 at Spruce or Pine (very unlikely that they'll be able to cross Burley Lagoon)

Purdy Bridge

- Lengthen left turn lane at Purdy Drive NW and SR 302 (just east of the Purdy bridge) to allow for more vehicle queue space (2)
- High level bridge/overpass above Burley Lagoon and Purdy Drive NW (2)
- Build new, wider bridge (2)
- Add new bridge beside existing bridge; one-way traffic on each (2)
- Check Purdy Bridge structural safety

- 1937 Bridge – been through several quakes, reached its serviceable life, either let it sit or improve it
- Any attempt to use current bridge is not a good idea (historic bridge would need to be moved and widening through Wauna is not a good idea)
- Widen turn lane onto Purdy Bridge (westbound)
- Build new bridge further south over Burley Lagoon
- Make Purdy Bridge into pedestrian bridge and re-route highway around water
- Fly-over bridge from Purdy Drive NW to SR 302 to provide free left turn (spur) 2-way fly-over AM/PM
- Can pillar for new bridge be placed in Burley Lagoon, using the island?
- During bridge closure, move traffic on 94th as an alternate route

Purdy Drive NW / Purdy Bridge Intersection

- Solution starts at intersection of Purdy Drive NW and Purdy Bridge
- Modified, partial roundabout at Purdy intersection
- Should allow northbound through trips on Purdy Drive NW, bypassing stoplights
- Roundabout in Purdy
- Adjust timing of light at intersection of Purdy Drive NW and Purdy bridge to alleviate backups

Purdy Spit / Burley Lagoon

- Improve and preserve Purdy Spit as park/recreation area (5)
- Create three lanes across spit and build parking lot for recreational access
- New route should not shift too far north
- Prefer alignment north and above Burley Lagoon, but not as far as Spruce or Pine
- Remove Purdy Spit and restore Burley Lagoon to historical conditions as mitigation for high-level bridge across Burley Lagoon
- Re-route traffic around spit
- Off ramp left lane from SR 16 to Purdy Spit should be longer – should be entire length of off ramp, off ramp should be two lanes
- Existing right-of-way, overpass over Burley Lagoon, connect at east end of Lake Kathryn Village
- Cut across lagoon at angle to save money and reduce impacts

Rural Character

- Is it possible to limit growth?
- Preserve rural character, we hate to add a new road
- Balance development with rural lifestyle

State Route 16

- Include SR 16 off ramp to SR 302 alternative in study
- Widen/add exit lane off SR 16 to Purdy/SR 302. Install signs alerting drivers to exiting and merging traffic.
- From SR 16, maybe Rosedale across to Key Peninsula and Lackey
- Straighten alignment of SR 302, new bridge, connect straight to SR 16
- Need for connection between SR 16 and Key Peninsula (keep them on SR 302, new corridor for through-traffic)
- New road off SR 16 to SR 302
- Close current Purdy/SR 302 exit off SR 16 (utilize local road at Canterwood)

Wauna

- Bypass Wauna curves and Purdy (2)
- Limit access by consolidating driveways to make SR 302 safer
- Consider truck lane as interim fix on the Wauna Curves
- Straighten curves
- Avoid Wauna curves, continue SR 302 along 140th across water (new bridge)
- Accommodate boat launch at Wauna

Zoning and Land Use

- Put a moratorium on building on the Key Peninsula until Key Peninsula Highway is improved. Especially multiple unit housing developments (such as the one by the Shell Station) and multiple single-family housing.
- Larger lot sizes will minimize congestion
- Strict zoning will help decrease traffic
- Limit access to new SR 302 alignment

Other Suggestions

- Add turn lanes and pull-out lanes for cars, school buses and emergency vehicles (3)
- Add streetlights along SR 302 (3)
- Add guardrails, especially where road curves (3)
- SR 302 needs to be a 4 lane roadway (2)
- No roundabouts (2)
- Key Peninsula Highway is being overlooked in current study (2)
- Combine alternatives R2 and R10 from 1993 SR 302 Corridor Study
- Re-align using existing roadways to minimize property impacts and construction
- Stay on existing SR 302 route
- Not in favor of widening existing SR 302

- New route as far north as possible Project should connect to SR 101, cross-sound connection to I-5
- Two pathways at Key Peninsula Highway; separate traffic to Allyn and Key Peninsula
- Corridor further north tied into Elgin Cliff Road
- Need turn lanes at Wright-Bliss Road
- Consider 160th corridor alignment as alternative
- Consider toll for SR 302
- Add lane markings as temporary fix
- Bridge at Longbranch
- Noise walls
- Rumble buttons at centerline
- Add traffic signal in Key Center, in Home, and at the intersection of SR 302/Elgin Clifton Road and Wright-Bliss Road
- Add passing lanes between Allyn and Shelton
- Increase SR 302 speed limit to 55
- Review all the accidents – fatal and otherwise – that have occurred on the highway in the last three years
- Traffic and accident analysis of sections SR 3 to Wright Bliss Road and Key Peninsula Highway to SR 302
- Weight limitation would help make it safer
- Make Danforth across bridge for local traffic only if new route is developed.
- Back-fill Burley Lagoon and put in culvert for stream

What do you think are the biggest challenges to improving SR 302?

Community

- Community opposition to some routes; can't make everyone happy (4)
- Property impacts/condemnation (3)
- Personal property rights – not in my backyard (2)
- Three to five years is unacceptable to those who use SR 302 daily
- Traffic backups during construction
- Resistance from SR 302 and Key Peninsula Highway businesses if alignment shifts away from existing alignment
- Frustrated taxpayers – proper use of funds for other projects that seem to be a waste of money
- Percentage of people in Kitsap County versus Pierce County (majority of people live south of SR 302 and Key Peninsula Highway)
- So much public input, not sure what's done with it. How does it fit, who decides?

- Direct mailing should include South Kitsap communities that could be affected (zip 98367)
- Mailing was an effective way to get the word out about the meeting and study

Environment

- Protecting the watershed and habitat
- Want assurances that stormwater runoff from the highway project itself doesn't adversely impact shellfish growing waters.
- As DOT improves the transportation corridor these rural areas will become more attractive to live. Increased population means increased pollution potential from septic systems and stormwater runoff (lawn fertilizers, pesticides, pet wastes, domestic animal waste).
- Steep slopes
- Geology / clay
- Bridging Burley Lagoon (environmental permits)
- Crossing salmon streams (tribal government coordination/partnering)
- Environmental permitting and timing of EIS is too long
- Noise

Follow Through

- Legislative support and priority (4)
- Timeline – new development happening now – 3 years will be too late
- Challenge of getting people to agree/understand this project will take time
- Building enough capacity for future

Funding

- Cost of all the roadway improvements (4)
- Cost of right-of-way acquisition
- Tax dollars should stay in Peninsula
- How will improvements affect property taxes?
- Cost of litigation, delays, etc.
- Sales tax (3.5%) from Peninsula doesn't go up to Peninsula – Why?
- How much right-of-way along SR 302 does state currently own?

Roadway Alternatives

- Conflict between Peninsula Area and Pierce County/multi-agency coordination (2)
- Make sure whole roadway network (including Key Peninsula Highway) is analyzed, not just SR 302 (2)
- 144th alignment would be very costly
- Tacoma Power (permission for 144th right-of-way)

- The biggest challenge falls between Sydney Road and Purdy. Purdy has to be bypassed and SR 302 has to go directly to SR 16.
- Marginal fixes that don't fix the solution – create potential problems on entire route.
- County's inability of land use planning on large scale master plan (Mason county coordination with Pierce County)
- Belfair bypass will affect Victor cutoff (needs to be coordinated)
- Key Peninsula planned development will increase current problems
- Interchange distance, spacing criteria/requirements
- Improving access in and out of Purdy businesses
- 300-acre park near intersection of SR 302 and 144th (how will this impact the highway?)
- Heavy trucks tearing up the road
- Street lighting at SR 302 / Key Peninsula highway has made great improvement
- We request that traffic data made available to the public ASAP
- Will we have traffic volumes to share at next meeting?
- Rumor confirmation: Key Peninsula goes to Kitsap rather than Pierce County?

Rural Character and Historic Elements

- Impacts to rural character
- Rural character of Burley impacts of route through Oak, Pine, Spruce or Bethel-Burley
- Historical value of Purdy bridge
- Possible historical site in Burley vicinity
- Concerns about destroying historic structures and cutting through farmland

Publicity

To ensure broad outreach and publicity for the September 25 open house, the project team used a wide variety of outreach methods including news articles, newspaper advertisements, direct mail, email notification and posting at commercial establishments. A summary of the publicity is included here. In addition, meeting participants were asked to provide any suggestions for distributing future meeting information as widely as possible.

Display advertisements announcing the open house were placed in the following publications:

- Gateway South Sound Values
- Key Peninsula News
- Kitsap Sun
- North Bay Review
- North Mason Life
- Peninsula Gateway

Key Peninsula News ran stories about the SR 302 study in the June 2007 and September 2007 issues.

KGHP FM (89.9, 89.3, 93.7), community radio Gig Harbor, interviewed WSDOT project manager John Donahue on Saturday, September 22, 2007. John spoke about the project purpose and September 25 open house.

The news release was distributed on September 13 and 21 to all news media (daily, weekly and monthly newspapers, radio and television stations) in Pierce, Kitsap and Mason counties. The release included basic project information, staff contacts and an open house announcement.

Distribution included:

- Bainbridge Island Review
- Bremerton Patriot
- Central Kitsap Reporter
- Kitsap Business Journal
- Kitsap Sun
- North Kitsap Herald
- Peninsula Gateway
- Pierce County Gazette
- Port Orchard Independent
- Swarner Communications
- Tacoma Daily Index
- Tacoma Weekly
- Washington State Patrol
- 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

A poster announcing the open house was placed in businesses, gas stations, grocery stores, coffee shops, feed stores, restaurants, community organizations, library, and post offices along the SR 302 and Key Peninsula Highway corridors. Fifty-one posters were distributed September 6 through 12.

The project newsletter/open house announcement was mailed in mid September to 15,577 residents, apartments, businesses, and post office boxes in Pierce, Kitsap and Mason counties. The newsletter was also mailed to 58 community and agency stakeholders.

Tacoma News Tribune ran a story about the SR 302 study on September 4, 2007.

What comes next?

The information and insight gathered at the open house will help the WSDOT project team develop a set of alternatives for further study and analysis in the environmental review process. Over the next several months, the project team will be analyzing traffic and safety data, and assessing the baseline environmental conditions. This information, coupled with continued public comment and discussion will help inform the range of alternatives that are formally carried into the environmental process. The project team expects to host another public meeting in early December to share the results of this analysis.

For more information, please contact:

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www.wsdot.wa.gov/projects/sr302/newcorridor



Washington State
Department of Transportation

SR 302 – Establish New Corridor Open House

Please join us for an informational open house about a new study to improve safety on the SR 302 corridor. This study will evaluate the environmental impacts of creating a new corridor or improving the existing one.

Tuesday, September 25, 2007
4:30-7:30 p.m.

Peninsula High School Commons
14105 Purdy Drive NW, Gig Harbor

For more information, visit www.wsdot.wa.gov/Projects/SR302/NewCorridor/

Americans with Disabilities Act (ADA) Information: The meeting site is accessible to person with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling Debbie Clemen, WSDOT, (360) 704-3204.

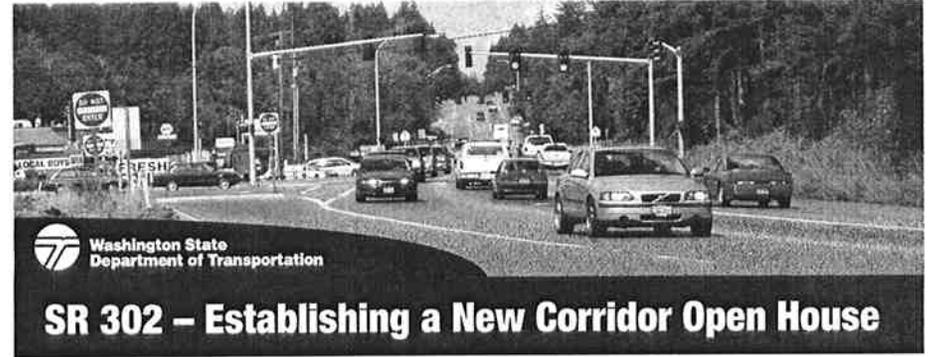
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SR 302 – Establishing a New Corridor Open House

Please join us for an informational open house about a study to improve safety on the SR 302 corridor. Learn more about the study, talk with project staff, and share your comments.

Tuesday, September 25, 2007
4:30 to 7:30 p.m. (presentations at 4:45 and 6:15 p.m.)
Peninsula High School Commons
14105 Purdy Drive NW, Gig Harbor

Information
Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Debbie Clemen at (360) 704-3204. Persons who are deaf or hard of hearing may call the Washington State Telecommunications Relay Service at 7-1-1.

Title VI Statement to Public
It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Americans with Disabilities Act (ADA)

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For More Information:

The Study

State Route 302 (SR 302) is an important east-west link between Key Peninsula communities and Gig Harbor, Tacoma, and other parts of Washington. Regional population growth has increased concerns about safety and congestion along this corridor. To address these concerns, the Washington State Department of Transportation (WSDOT) is studying SR 302 to evaluate the environmental impacts of widening the existing roadway or creating a new corridor to improve mobility and enhance motorist safety.

- The study boundaries are SR 302 from Key Peninsula Highway to SR 16.
- The study will focus on development of a solution to address safety and congestion concerns, and will determine the environmental impacts of the proposed solution.
- The study will define projects that will improve traffic flow and increase safety on SR 302.

The Process

WSDOT is currently conducting the first of two phases for this study. Phase 1 involves developing a clear problem definition and a range of alternative corridor improvements. Activities include stakeholder interviews, public meetings, traffic analysis, environmental constraints analysis, and conceptual design work for improvements to the existing corridor or new corridor alignments.

During Phase 2, the project team will initiate environmental scoping, conduct an alternative screening process, prepare environmental review documentation for the range of alternatives, and select a preferred alternative for improving safety and reducing congestion along the SR 302 corridor.

The Project Team

WSDOT has assembled a team of planners, engineers and environmental experts to conduct the study. Good solutions will depend on a detailed understanding of the current needs, future growth and environmental constraints.

The study is being lead by the WSDOT Olympic Region Planning Office. Vicki Steigner, the Assistant Planning Manager for the seven-county Region (Clallam, Mason, Jefferson, Kitsap, Pierce, Thurston, and Grays Harbor) will oversee the project. John Donahue will manage the day to day activities. John is a licensed engineer with degrees in both Civil and Forest Engineering. He has designed and constructed highway projects in Western Washington and has experience in transportation planning, public involvement, corridor analysis, and travel demand forecasting. Yvette Liufau will provide technical analysis and organizational support. Many of you may have met Yvette and other team members at our booth at the Key Peninsula Community Fair.

Two consultant firms will assist the WSDOT Team with the study. Parametrix will manage the consultant team and lead the traffic analysis and design efforts for the project. John Perlic, a licensed engineer is the overall consultant team project manager, bringing over 20 years of experience on similar transportation corridor studies to the team. He will be supported by Sandra Fann, as the traffic analysis lead, and Dan McReynolds, as the design lead. Jones & Stokes



Back row (l-r): Vicki Steigner, Yvette Liufau, John Donahue, and Melinda Posner

Front row (l-r): Meg O'Leary and John Perlic

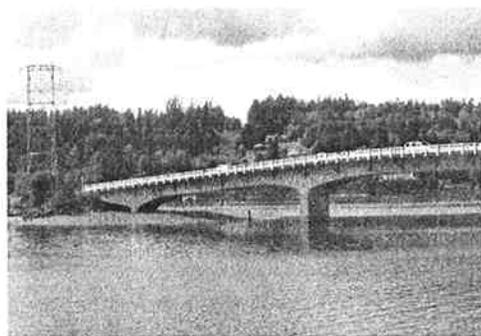
Not pictured: Jennifer Barnes

will lead the public outreach and environmental planning efforts for the consultant team. Key staff include Melinda Posner and Meg O'Leary leading community outreach and Jennifer Barnes leading environmental analysis.

We look forward to working with you and your neighbors on this project and invite you to contact us through the Web site or by phone any time.

The Community

Community involvement is a fundamental part of the SR 302 study. WSDOT has developed a comprehensive and proactive public and stakeholder outreach process for this project. Along with collecting information about traffic counts, accidents, and environmental resources, WSDOT is gathering first-hand information from community leaders and interested parties about the study and the best ways to communicate with community members during the study process. At least 25 stakeholder interviews and project briefings will be conducted in August, September and October, 2007. Information gathered during these interviews and briefings will help the project team identify viable SR 302 transportation alternatives. WSDOT will also keep the community informed about the progress of the study through a series of public meetings, the local media, and the project Web site.



Historic Purdy Bridge built in 1936.

Stakeholder Interviews

The project team is meeting with community members and organizations to gain a better understanding of local concerns and perspectives. Information gathered will help inform the team as they develop viable SR 302 transportation alternatives. We're engaging a variety of constituents in conversation about the corridor study, including:

Alta Homeowner's Association
 Belwood Homeowner's Association
 Burley Community Club
 City of Gig Harbor
 Emergency Services (i.e., Fire District 16 and Pierce County Sheriff)
 Key Peninsula Business Association
 Key Peninsula Civic Association
 Key Peninsula Community Center
 Key Peninsula Community Council
 Key Peninsula Historical Society

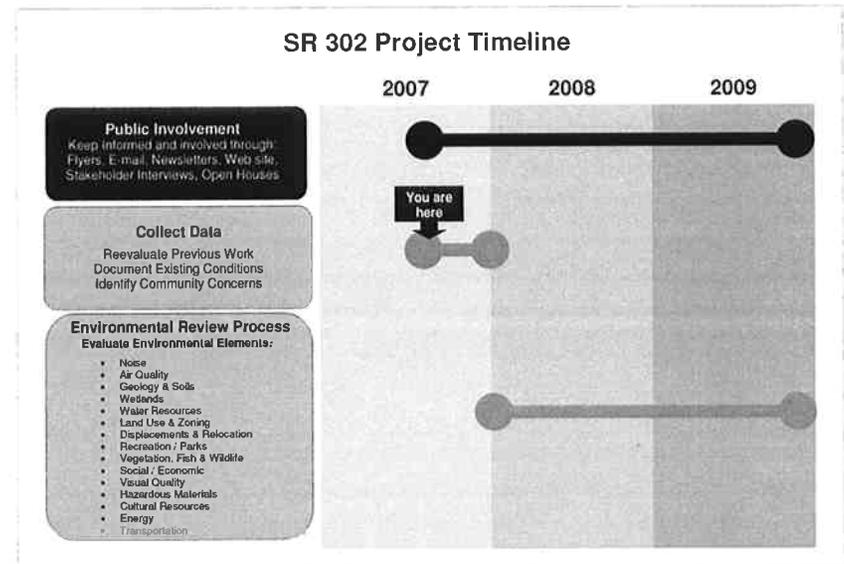
Key Peninsula Metropolitan Parks District
 Kitsap County
 Longbranch Improvement Club
 Mason County
 Minterbrook Oyster Company
 Peninsula Light Company
 Peninsula School Board
 Pierce County
 Pierce Transit
 Port of Allyn
 Tacoma Power
 Tribal Governments
 Two Waters Arts Alliance
 Victor Improvement Club

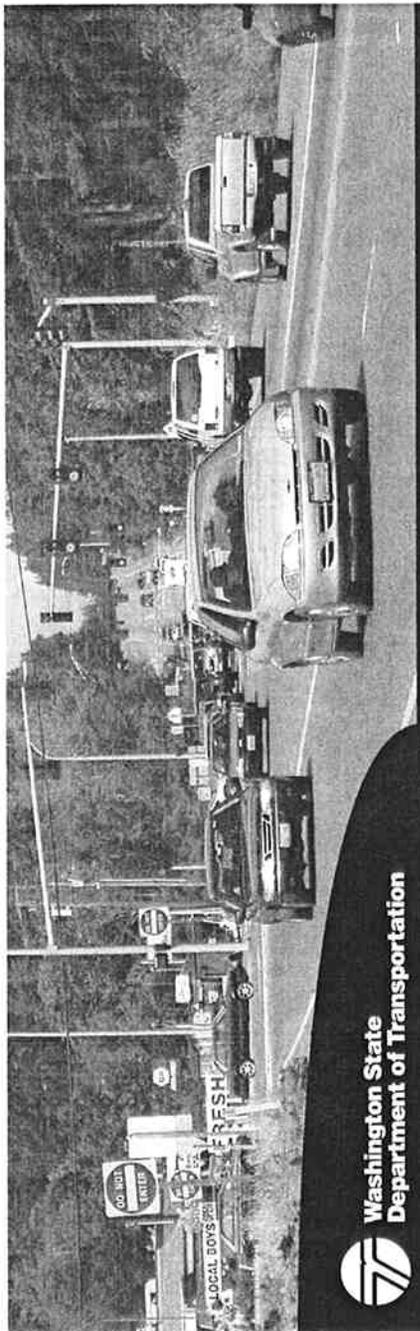
A comprehensive summary of stakeholder interviews will be available online in October 2007. Visit www.wsdot.wa.gov/projects/sr302/newcorridor

The Schedule

Phase 1 of the environmental study began in July 2007. WSDOT will spend six months collecting data, evaluating existing conditions, and determining motorist travel patterns

along the SR 302 corridor. Phase 2 of the environmental study process will begin in January 2008, and is anticipated to be completed in three years.





Open House SR 302—Establish New Corridor

Please join us for an informational open house about a new study to improve safety on the SR 302 corridor. This study will evaluate the environmental impacts of creating a new corridor or improving the existing one.

Tuesday, September 25, 2007
4:30-7:30 p.m.
Peninsula High School Commons
14105 Purdy Drive NW, Gig Harbor

For more information, visit:
www.wsdot.wa.gov/Projects/SR302/NewCorridor

Americans with Disabilities Act (ADA) Information: The meeting site is accessible to person with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling Debbie Clemen, WSDOT, (360) 704-3204.

Title VI Statement to Public: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of bene-tis and ser vices resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title IV Program, you may contact the Department's Title VI Coordinator at (360) 705-7098.



Washington State
Department of Transportation

SR 302 - Establish New Corridor Open House

Agenda

Welcome to the Open House!

Tuesday, September 25, 2007

4:30 p.m. to 7:30 p.m.

Peninsula High School

14105 Purdy Drive NW, Gig Harbor

Thank you for attending! In order to accommodate as many people as possible, we will host two presentations and work group sessions. The same material will be covered in both sessions.

Open House Session 1

4:30 — 4:45 p.m. Sign-In

4:45 — 4:50 p.m. Welcome & Meeting Format

4:50 — 5:05 p.m. Presentation

5:05 — 5:55 p.m. Work Groups

5:55 — 6:00 p.m. Closing Remarks

Open House Session 2

6:00 — 6:15 p.m. Sign-In

6:15 — 6:20 p.m. Welcome & Meeting Format

6:20 — 6:35 p.m. Presentation

6:35 — 7:25 p.m. Work Groups

7:25 — 7:30 p.m. Closing Remarks



Washington State
Department of Transportation

SR 302 - Establish New Corridor Open House

Opportunities for Comment

The opinions of community members and those who depend on the route are a fundamental part of the study process. WSDOT will keep the public informed about the progress of the study through the local media, the project Web site, public open houses and stakeholder interviews. As this study continues to develop, WSDOT will seek public information and engage in public discussion. There are several opportunities to comment on this project. We encourage your input.

Share your comments tonight

- Participate in a work group and share your comments with project staff
- Submit a written comment sheet

Mail in your comments after the open house

- Take a comment sheet home and mail it in later
- If you'd prefer to write your own letter, please send it to:

John Donahue, SR 302 Project Manager
WSDOT, OR Planning, Org: 437004
P. O. Box 47440
Olympia, WA 98504-7440

Attend an upcoming public meeting

- Watch your mailbox and local newspapers for announcements

Visit the Web site

Visit the Web site for project updates and upcoming meeting information:

www.wsdot.wa.gov/projects/sr302/newcorridor

Open House #2

December 2007 Open Houses Summary

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

December 2007 Open Houses Summary
SR 302 – Establish New Corridor

December 2007

Prepared for:
Washington State Department of Transportation
Olympia Region
5720 Capitol Blvd SE
Tumwater, WA 98501
Contact: John Donahue
(360) 357-2788

Prepared by:



Jones & Stokes

711 Capitol Way S, Suite 504
Olympia, WA 98501
Contact: Meg O'Leary
(360) 357-6817

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This document should be cited as:
Jones & Stokes. 2007. December 2007 Open Houses Summary. SR 302 – Establish New Corridor. December.
(J&S 00877.07). Olympia, WA. Prepared for WSDOT Olympic Region.

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.

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 I 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 impedance 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:

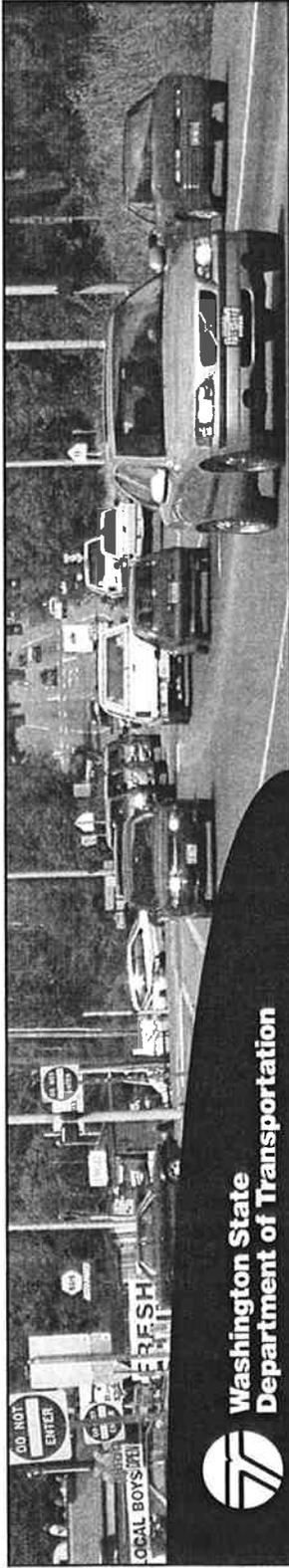
- Belfair Herald
- Key Peninsula News
- Kitsap Sun
- North Bay Review
- Peninsula Gateway (Gig Harbor)

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:

John P. Donahue, P.E.
Project Manager
WSDOT Olympic Region Planning Office
P.O. Box 47440
Olympia, WA 98504-7440
(360) 357-2788
donahjo@wsdot.wa.gov



Washington State
Department of Transportation

SR 302 – Establish New Corridor Open House

The Washington State Department of Transportation will host two open houses in December to share progress made in the preliminary SR 302 corridor analysis. To accommodate the community, we have arranged different meeting dates and locations. Please attend the open house most convenient for you.

Tuesday, December 4, 2007, 4:30 to 7:30 p.m.

**Peninsula High School Auxiliary Gym (near pool & tennis courts)
14105 Purdy Drive NW, Gig Harbor**

Thursday, December 6, 2007, 4:30 to 7:30 p.m.

**Key Peninsula Civic Center
17010 South Vaughn Road, Vaughn**

For more information, visit www.wsdot.wa.gov/Projects/SR302/NewCorridor/

Americans with Disabilities Act (ADA) Information: The meeting site is accessible to person with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling Debbie Clemen, WSDOT, (360) 704-3204.

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SR 302 – Establishing a New Corridor Open House

In July 2007, the Washington State Department of Transportation (WSDOT) initiated a study to evaluate the environmental impacts of creating a new corridor and connection to SR 16, or improving SR 302 to enhance mobility and motorist safety. The end result will be development of a preferred improvement alternative based upon a thorough environmental analysis process.

WSDOT will host two open houses in December to share the progress of the preliminary SR 302 corridor analysis. To accommodate the community, we have arranged different meeting dates and locations. Please attend the open house most convenient for you:

Tuesday, December 4, 2007, 4:30 to 7:30 p.m.

Peninsula High School Auxiliary Gym (near pool and tennis courts)
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Key Peninsula Civic Center
17010 South Vaughn Road, Vaughn



www.wsdot.wa.gov/projects/sr302/newcorridor/

Title VI Statement to Public: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360) 705-7098.

Americans with Disabilities Act (ADA) Information: The meeting site is accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling Debbie Clemen, WSDOT at (360) 704-3204.



SR 302 – Establishing a New Corridor Open House

In July 2007, the Washington State Department of Transportation (WSDOT) initiated a study to evaluate the environmental impacts of creating a new corridor and connection to SR 16, or improving SR 302 to enhance mobility and motorist safety. The end result will be development of a preferred improvement alternative based upon a thorough environmental analysis process.

WSDOT will host two open houses in December to share the progress of the preliminary SR 302 corridor analysis. To accommodate the community, we have arranged different meeting dates and locations. Please attend the open house most convenient for you:

Tuesday, December 4, 2007, 4:30 to 7:30 p.m.

Peninsula High School Auxiliary Gym (near pool and tennis courts)
14105 Purdy Drive NW, Gig Harbor

Thursday, December 6, 2007, 4:30 to 7:30 p.m.

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SR 302 – Establishing a New Corridor

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Gig Harbor, WA
Thursday, December 6, 2007
4:30 to 7:30 p.m.
Key Peninsula Civic Center
17010 South Vaughn Road
Vaughn, WA

For more information, contact:

John Donahue
Project Manager
(360) 357-2788
donahj@wsdot.wa.gov

On the Web:

www.wsdot.wa.gov/projects/sr302/newcorridor/

**Washington State
Department of Transportation**

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SR 302 – Establishing a New Corridor

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On the Web:

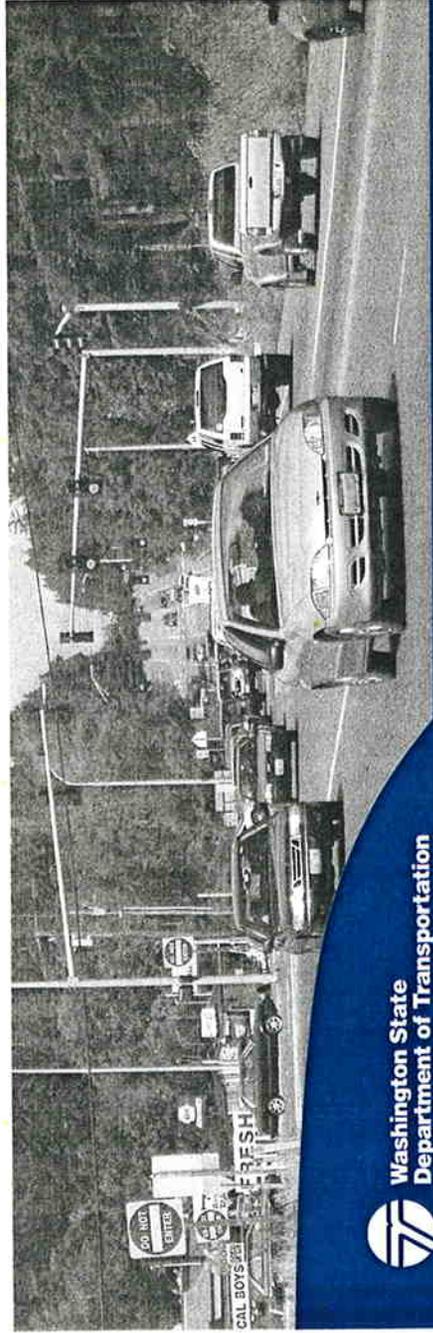
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Washington State
Department of Transportation

Open House | SR 302 Establish New Corridor

In July 2007, the Washington State Department of Transportation (WSDOT) initiated a study to evaluate the environmental impacts of creating a new corridor and connection to SR 16, or improving SR 302 to enhance mobility and motorist safety. The end result will be development of a preferred improvement alternative based on a thorough environmental analysis process.

Please join us to review and comment on the study purpose and need statement, range of alternatives, and existing traffic analysis and environmental constraints information. To accommodate the community, we have arranged different meeting dates and locations. Please attend the open house most convenient for you.

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4:30 to 7:30 p.m.

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What is the purpose of the open house?

- To share results of our preliminary traffic, environmental and stakeholder assessment work including the draft Purpose and Need and full range of alternatives under consideration.
- To hear your comments and questions.

What specific information will be shared?

- **Station 1** shows the process for moving ahead and how the public and other stakeholders can be involved.
- **Station 2** illustrates roadway conditions including number and location of accidents, existing and projected future traffic volumes, and assessment of where SR 302 traffic is going to and coming from.
- **Station 3** describes the full range of alternatives under consideration including improvements to the existing route.
- **Station 4** summarizes the environmental constraints found through preliminary assessment of the study area.

What is the public's role at the meeting tonight?

- Review the range of alternatives and results of the preliminary environmental analysis.
- Submit a comment sheet.
- Share your reactions to the range of alternatives —have we missed anything?
- Are there area-specific environmental factors that we should be aware of?
- Share your reactions to the public and stakeholder involvement proposed for the environmental process—are there groups or individuals that you think should be included on a Corridor Working Group?

What is the next phase in the process?

- WSDOT will initiate the environmental process, which consists of the development and completion of an Environmental Impact Statement (EIS), to comply with the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA).
- The NEPA and SEPA environmental process includes developing alternative screening criteria, applying those criteria to the broad range of alternatives, identifying EIS alternatives (typically 2 to 4), completing the EIS, and selecting a preferred alternative.

How will the community be involved in the environmental process?

- WSDOT is committed to fair and transparent community outreach and involvement in the environmental process.
- A Corridor Working Group will be convened to:
 - Provide balanced and broad community representation.
 - Review project materials and provide input about important decisions.
 - Report the progress of the working group back to the community.
 - Solicit input from the community and report this information back to the working group.
- Public meetings will be held at the following project milestones to share information with the community:
 - Alternatives Screening Criteria
 - EIS Alternatives Selection
 - Draft EIS
 - Preferred Alternative Selection
 - Final EIS
- WSDOT will continue to coordinate with local and state elected officials.
- WSDOT will continue to involve local cities and counties, Tribes, utilities, transportation planning organizations, and state and local regulatory agencies.

What happens next?

- Recruitment and chartering of Corridor Working Group.
- Refinement of alternatives screening criteria.
- Public Meeting in 2008 to share alternatives screening criteria.
- EIS Public Scoping Meeting in 2008 to share list of alternatives for study in the EIS.
- Detailed analysis of alternatives and transportation improvements.
- Publish Draft EIS for public review and comment.
- Selection of a preferred alternative.
- Final EIS including construction phasing and funding schedule.
- Record of Decision (regarding the EIS) by state and federal lead agencies.

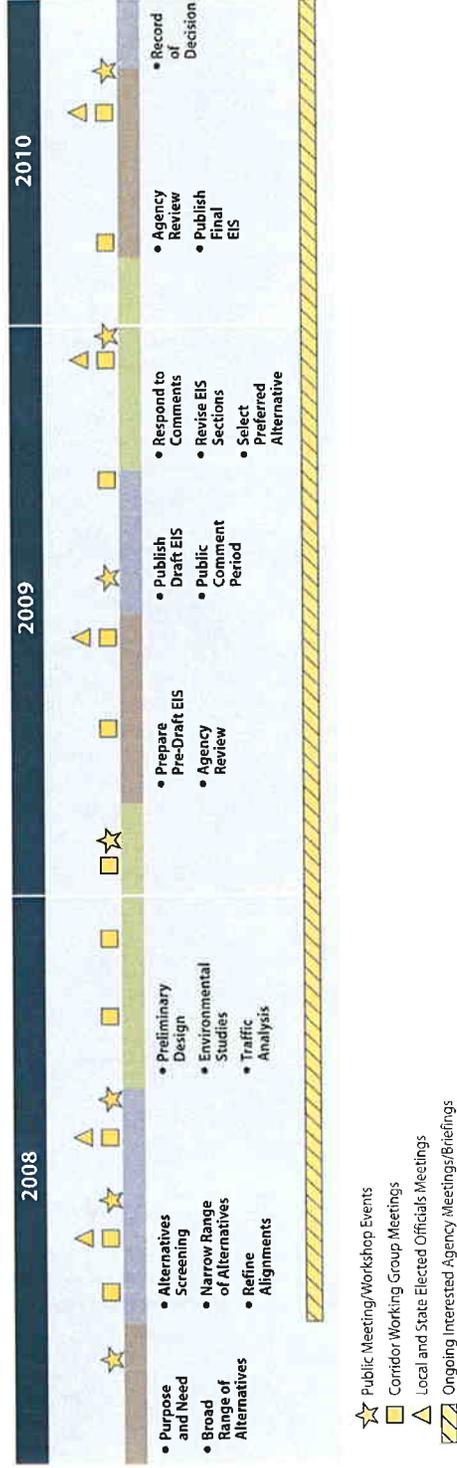
When will construction of needed improvements begin?

- The environmental process ends with a Record of Decision, which opens the door for project implementation including:
 - Right-of-way acquisition
 - Final design of improvements
 - Construction

Where can I get more information?

- Please visit the project Web site:
www.wsdot.wa.gov/Projects/SR302/NewCorridor

Project Timeline





Washington State
Department of Transportation

SR 302 - Establish New Corridor Open House

Welcome to the Open House!

Thanks for attending! To accommodate the community, we have arranged different meeting dates and locations.

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Meeting Goals

- Present the project Purpose and Need and anticipated timeline.
- Present results of preliminary environmental analysis and explain how this data will be incorporated into the next project phase.
- Present the preliminary alternatives.

Agenda

Open House Session 1*

4:30 — 4:45 p.m. Sign-In, view displays, talk with project team, provide comments
4:45 — 4:55 p.m. Welcome & Project Update – John Donahue, WSDOT Project Manager
4:55 — 5:45 p.m. View displays, talk with project team, provide comments

Open House Session 2*

5:45 — 5:55 p.m. Project Update – John Donahue, WSDOT Project Manager
5:55 — 6:45 p.m. View displays, talk with project team, provide comments

Open House Session 3*

6:45 — 6:55 p.m. Project Update – John Donahue, WSDOT Project Manager
6:55 — 7:30 p.m. View displays, talk with project team, provide comments

* The same material will be covered in all sessions



Washington State
Department of Transportation

SR 302 - Establish New Corridor Open House

Opportunities for Comment

The opinions of community members and those who depend on the SR 302 route are a fundamental part of the study process. WSDOT will keep the public informed about the progress of the study through the local media, the project Web site, public open houses and stakeholder interviews. As this study continues to develop, WSDOT will seek public information and engage in public discussion. There are several opportunities to comment on this project. We encourage your input.

Share your comments tonight

- Share your comments with project staff
- Submit a written comment sheet

Mail in your comments after the open house

- Take a comment sheet home and mail it in later
- If you'd prefer to write your own letter, please send it to:

John Donahue, SR 302 Project Manager
WSDOT, OR Planning, Org: 437004
P. O. Box 47440
Olympia, WA 98504-7440

Visit the Web site

Visit the Web site for project updates and upcoming meeting information:
www.wsdot.wa.gov/projects/sr302/newcorridor