



Washington State
Department of Transportation

SR 302 / Elgin Clifton Rd to SR 16 - Corridor Study

Project Update

August / September 2008

Open Houses Scheduled

Two open houses have been scheduled in order to get your comments and input on the results of the first round of WSDOT's alternatives screening effort (see article below). You'll also have the opportunity to learn more and comment on the project schedule and upcoming milestones, the purpose and need for the study, the alternatives screening process. These will be two, identical open house style events, with brief, periodic presentations from the WSDOT project manager to help orient you to the displays and meeting goals.

The two open houses to choose from are as follows:

- Monday, Oct. 27 from 4-7 p.m. at Key Peninsula Middle School in Lakebay
- Wednesday, Oct. 29 from 4-7 p.m. at the Burley Bible Church in Burley

Look for an announcement in your mailbox coming soon and we hope to see you there.

SR 302 Study Coordination with Agencies

On August 14, representatives from various state and federal resource agencies who participate in the Statewide Advisory Group for Environmental Stewardship (SAGES) listened to a presentation given by WSDOT Project Manager John Donahue about the SR 302 Corridor Study. The SAGES group assists WSDOT and other agencies with their projects by providing advisory comments on a range of issues related to the federal environmental

process. Among the issues discussed at the meeting were the current draft of the project's purpose and need, a general look at the resource and mitigation issues in the area, and the broad range of alternatives currently under consideration. The group is expected to provide periodic technical advice and support on environmental issues through the life of the study.

Study Purpose and Need

The purpose and need statement is a National Environmental Policy Act (NEPA) requirement, and is intended to (briefly) describe the underlying need for, and purpose of, the proposal under consideration. Our public involvement activities in 2007, along with supporting technical analysis, were instrumental in helping us define the need. The need can be summarized by a description of safety and congestion conditions that exist on the route. The purpose is a description of the project goals, and helps to frame the question of how the range of alternatives can reasonably address the need. This statement is important because it is an essential reference for measuring whether or not a proposed alternative is a reasonable approach to the problem.

The project staff shared a draft version of the purpose and need at two open houses in

December 2007. Since then, comments received on the purpose and need have been shared with internal staff and the Federal Highways Administration (FHWA) to help us refine the purpose and need statement. Join us at one of our October open houses so that we can get your comments and input on the project's purpose and need statement.

Based on an analysis of purpose and need, four goals have been developed for the SR 302 Corridor Study:

- To increase the level of safety
- To meet or exceed level of service standards in the peak hour
- To improve peak hour travel time
- To address non-motorized modes (using WSDOT policies)

Alternatives Screening Process

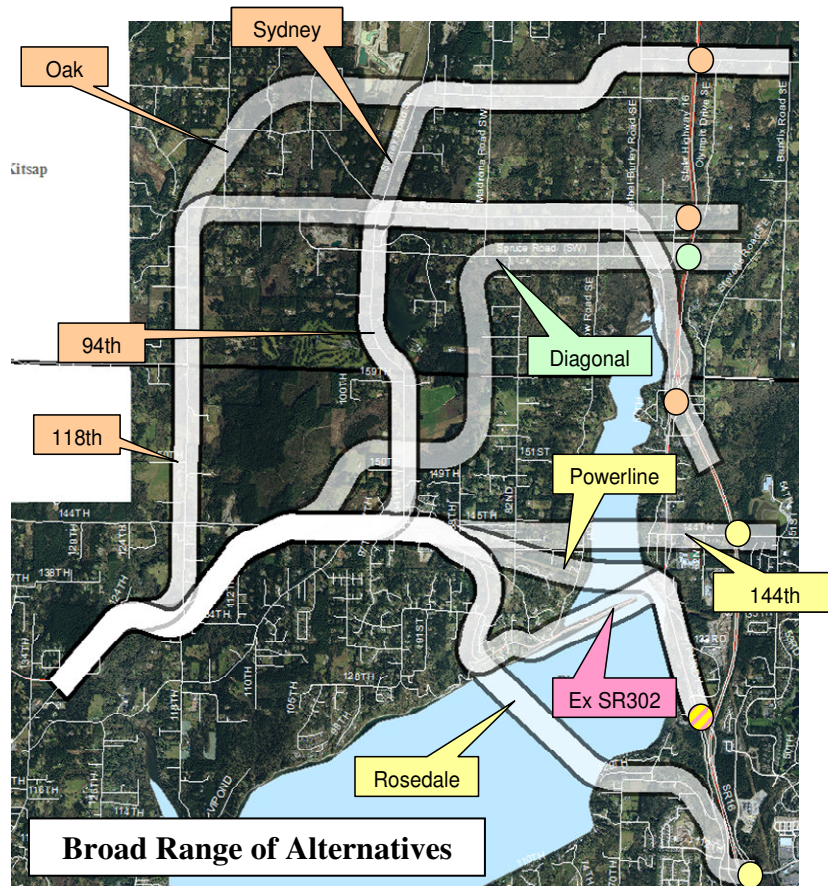
A broad range of possible solutions to addressing issues on SR 302 have been proposed for further study (see map). These proposed alternatives represent the results of an earlier study published in 1993, as well as additional information gathered through a number of public and stakeholder involvement activities that took place in 2007. A value-based screening process has been designed to help evaluate the relative merits of each of these alternatives. The screening process is an objective and qualitative procedure for evaluating alternatives that's been successfully used in WSDOT and elsewhere. The process focuses on the values associated with desired criteria, and indicates the most favorable alternative or alternatives based on the results (those which best meet the purpose and need of the project).

The process will take place in two stages, the first is a higher level look, and is scheduled

for September 26. The second will be based on more detailed analysis on a shorter list of alternatives, and it's scheduled to take place in early January.

Each session is dependent on the identification and valuation of the attributes that are most applicable to the SR 302 corridor. For example, standard attributes commonly used by Value Engineering groups like this include:

- Mainline operations
- Local operations
- Maintainability
- Construction impacts
- Environmental impacts
- Land use compatibility
- Cultural impacts
- Ecological impacts
- Hydrological impacts



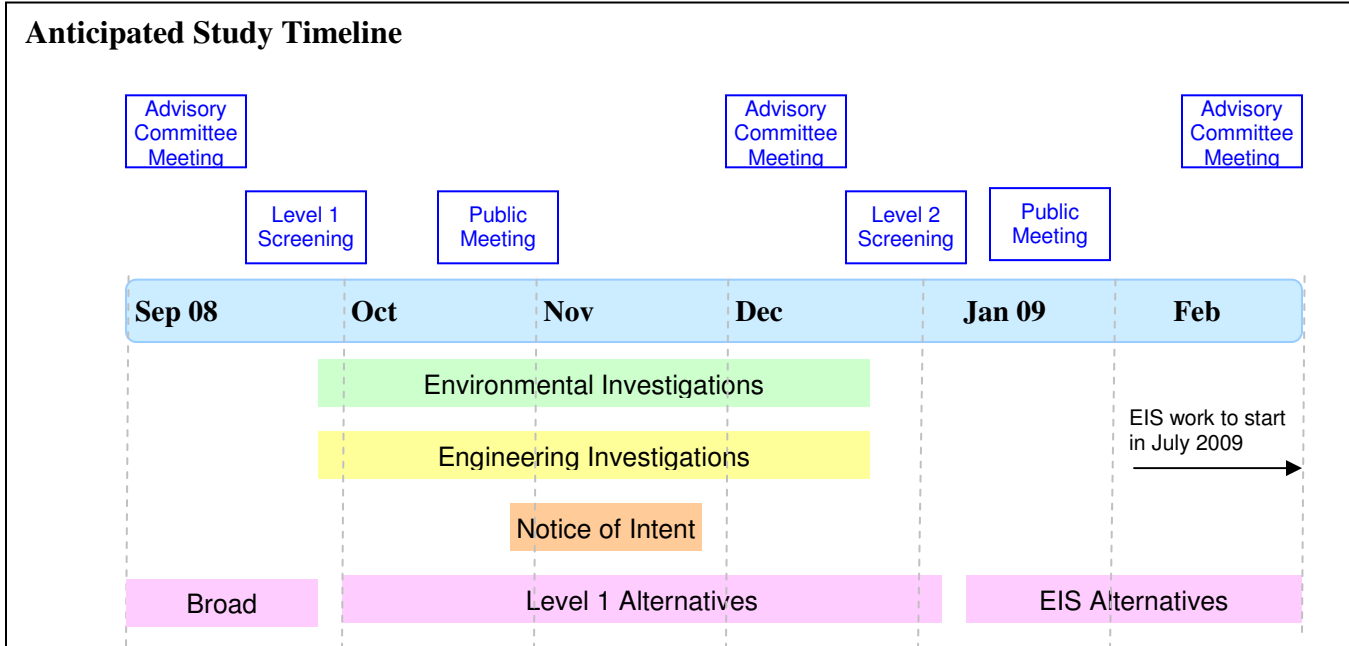
Study Schedule

The alternatives screening process and preparations for the National Environmental Policy Act (NEPA) study phase of the project are now underway. A timeline of currently scheduled activities is shown below. Included in the schedule are a number of community outreach activities, convening an advisory committee, and technical analysis. Actual dates and locations are still being determined at the time of this printing. All public events will be advertised in the mail, in the newspaper, and on the project website. The alternatives screening process laid out here will culminate in the rollout of the reasonable range of alternatives that will be studied in the EIS at a public scoping meeting tentatively scheduled for mid-January. The No Build alternative will be evaluated in the EIS as well.

The Level 1 screening process will take place in late September following the advisory committee meeting on September 10. The outcome of the Level 1 screening will be made known at the open houses on October 27th and 29th.

The Level 2 screening process will occur in January, after our advisory committee meets to go over criteria for that. Input from the advisory committee and open houses will provide valuable information for the Level 2 alternatives screening session.

Current information about meeting dates and locations will continue to be posted on the study website at www.wsdot.wa.gov/projects/sr302/new_corridor



Ramp Revision to Improve Safety

WSDOT crews recently restriped the ramp from westbound SR 16 to SR 302 (Purdy) to allow shoulder driving between 3 and 6 p.m. on weekdays. This change is intended to improve safety by moving the daily backup of traffic off of the SR 16 mainline and minimizes conflicts with traffic coming from the Burnham onramp immediately upstream. The restriping has provided for a wider shoulder that can accommodate vehicles during this busy time of day.

Signs have been posted to inform drivers about where shoulder driving is allowed. A merge is located downstream of the freeway

diverge point, and upstream of the Goodnough Drive intersection. Putting traffic on the ramp shoulder is an interim fix that addresses pressing safety issues. The SR 302 Corridor Study, which is tasked with determining the long term strategy for tackling safety and congestion on SR 302 between SR 16 and Key Peninsula Highway, continues this fall with an alternative screening process and initiation of NEPA environmental scoping. There is no funding at this time to implement the resulting plan to alleviate congestion on the corridor.