

# SR 3 Gorst Area Planning & Environmental Linkages Study

## **Executive Advisory Group Mtg #1**

November 20, 2024

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# Agenda

- 10:00 Welcome and introductions
- 10:15 PEL project background and desired outcomes
- 10:20 Study area limits
- 10:30 Purpose and Need
- 11:10 Existing conditions disciplines
- 11:20 Initial Range of Alternatives
- 11:25 Next steps
- 11:30 Adjourn



Sinclar Inlet at SR 3 and SR 16 interchange.

# Welcome and thank you

WSDOT is engaging study area jurisdictions, including tribes, counties, cities, and national and local resource agencies.

## Roll Call

- Introductions
- We will call your organization name — please respond with your name
- To change your participant name in Zoom
  - Hover over your video, click on ellipses, and "Rename"
  - Click Participant List, hover over your name, click on ellipses, and "Rename"

# EAG participants

## Invited to participate

- City of Bremerton
- City of Port Orchard
- City of Poulsbo
- Federal Highway Administration
- Kitsap County
- Kitsap Regional Coordinating Council
- Kitsap Transit
- Kitsap Transit Ferries
- Mason County
- Naval Base Kitsap-Bremerton
- Port of Bremerton
- South Kitsap Fire and Rescue
- South Kitsap School District
- Suquamish Tribe

# Meeting participation

## Virtual participation

- Mute yourself when you're not speaking.
- “Raise your hand” or use chat box for questions or comments.
- Say your name before speaking.
- If calling in from your phone:
  - Dial \*6 to mute/unmute
  - Dial \*9 to raise your hand

## Input opportunities

- Chat box and polls throughout the meeting.
- Discussion opportunities at the end of each topic.

# Meeting goals and outcomes

## Meeting goals

- Members provide input and active participation.
- Introduce PEL study.
- Gather input on the study area.

## Outcomes

- Understand the PEL study process.
- Familiarity with and input on Purpose and Need.
- Confirm requests for additional data.

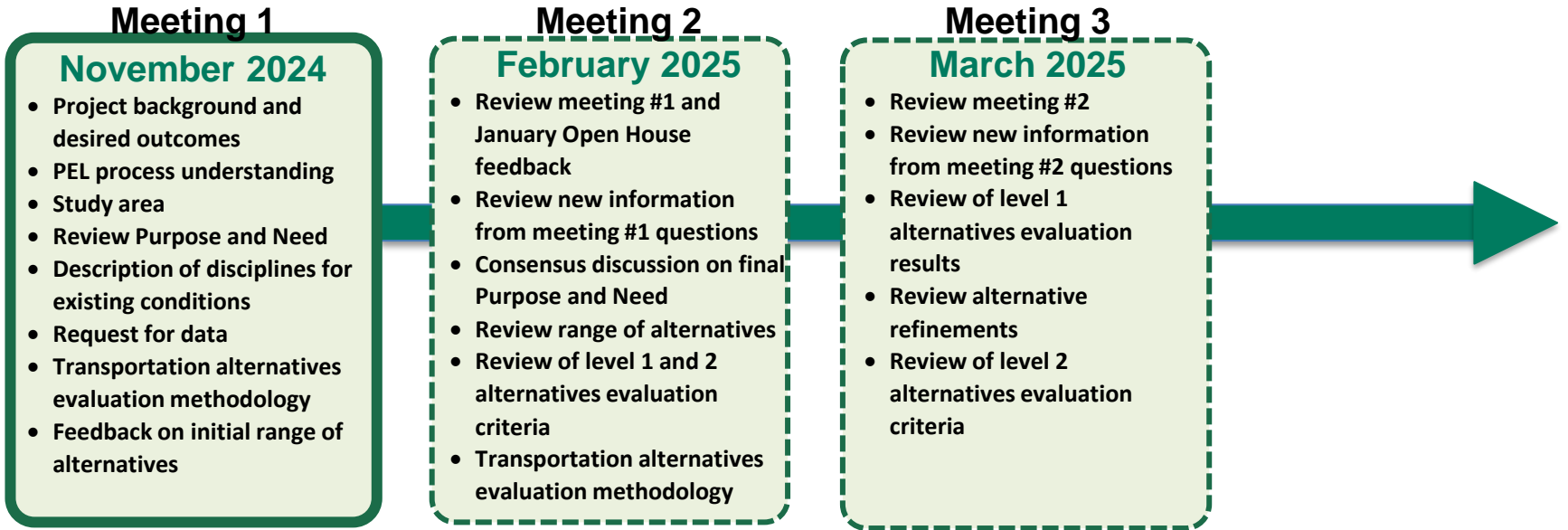


*Charleston Boulevard overpass at SR 3.*

# Advisory group responsibilities

- Represent agency and project partners in the study area.
- Review study documents.
- Provide data and input on direction of study.
- Advise on alternatives, performance metrics, alternatives screening, and opportunities/strategies for mitigation.
- Help build support for alternative(s) selection to move forward into NEPA.

# 2024/2025 PEL advisory group meetings



\*Agendas may change slightly as the study progresses.

TAG meetings will precede EAG meetings so that TAG members can brief their EAG members before the EAG meeting.



# 2025 PEL advisory group meetings

## Meeting 4

August

- Review meeting #3
- Review new information from meeting #3 questions
- Review of level 2 alternatives evaluation results
- Consensus discussion on evaluation results and alternatives to advance into NEPA
- Review implementation plan
- Review programmatic mitigation plan

## Meeting 5

September

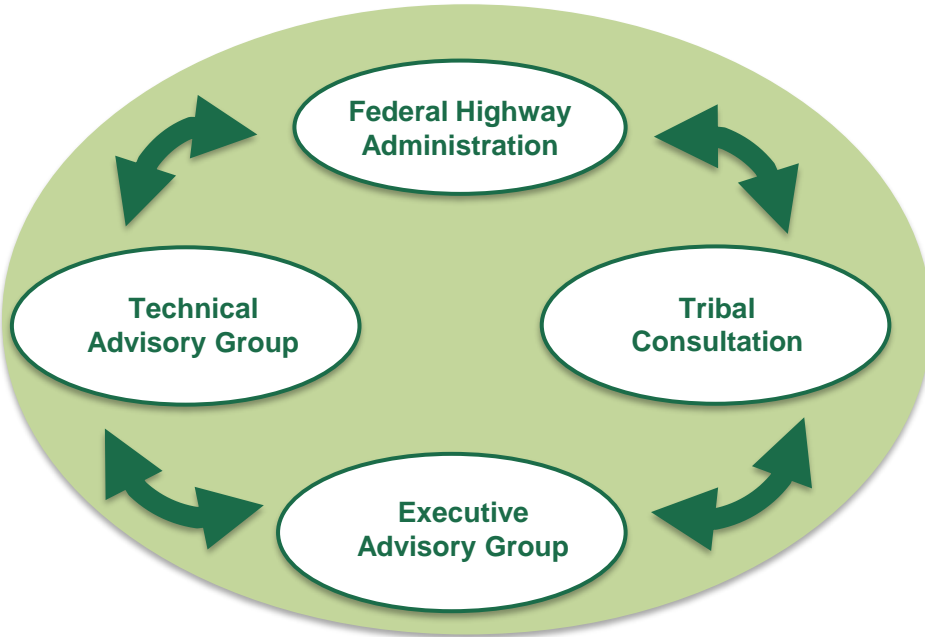
- Consensus discussion on implementation plan
- Consensus discussion on programmatic mitigation plan
- Draft PEL report review
- Transition to NEPA

\*Agendas may change slightly as the study progresses.

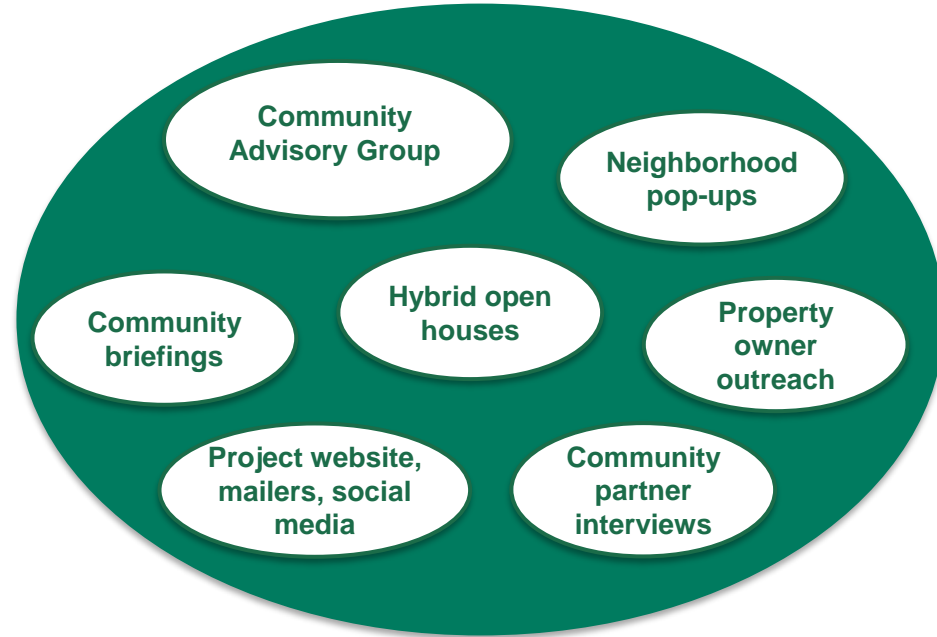
TAG meetings will precede EAG meetings so that TAG members can brief their EAG members before the EAG meeting.

# PEL Partner and Community Engagement

## Partners



## Community Engagement



# Community interviews

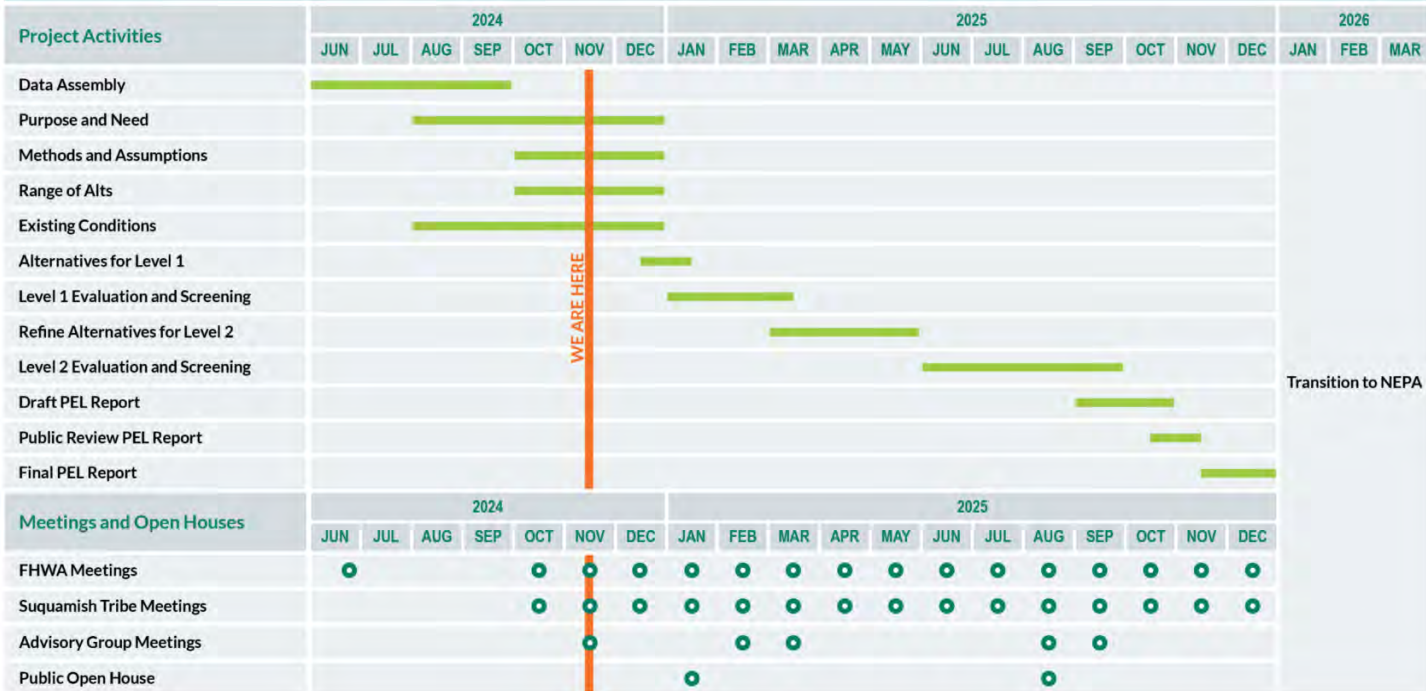


# Community Advisory Group (CAG)

- The study team is looking for approximately 15 people to join the CAG.
- Aimed to gather lived experiences traveling in the study area corridor that is representative of broader community.
- The CAG will meet up to three times through winter 2025.
- An application is required to be considered.
- The application will be available on the website or by emailing:  
[SR3GorstArea@wsdot.wa.gov](mailto:SR3GorstArea@wsdot.wa.gov).

# Schedule

## SR3 Gorst Area Planning & Environmental Linkages (PEL) Study Project Schedule



# Poll

How familiar are you with the Planning and Environmental Linkages (PEL) study process?

- a. Very familiar – I know what the PEL study process is.
- b. Sort of familiar – I have heard of the PEL study process but could use a refresher.
- c. What is a PEL Study?

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# PEL study background and desired outcomes

# Background

Previous studies include:

- SR 16, Tacoma Narrows Bridge to SR 3, Congestion Study, 2018
- SR 3/SR 304 Bremerton Interchange Improvements Feasibility Study, 2015
- SR 16/SR 3 Corridor Analysis 1994
- Sinclair Inlet Development Concept Plan 2012
- SR 3 Freight Corridor Planning Study 2020
- West Belfair to Kitsap Lake Trail Feasibility Study 2018



# Funding

- The Washington State Legislature has provided about \$75M of state and Federal funding over several biennia.
- Funding covers PEL Study and NEPA process(es), Right-of-Way acquisition, and partial design.
- There is currently no construction funding identified.

# Focus areas identified

- Transportation mobility
- Active transportation facilities
- System resiliency
- Cultural resources
- Treaty resources, including fishing rights
- Existing fish passage barriers
- Access to local businesses and neighborhoods
- Navy railroad bridge
- Existing environmental conditions

# PEL study benefits

## Early engagement

- Early partner identification and engagement allows for collaboration on study topics.

## Environmental perspective

- Allows a broader look at the study area.
- Greater potential for ecological benefits.

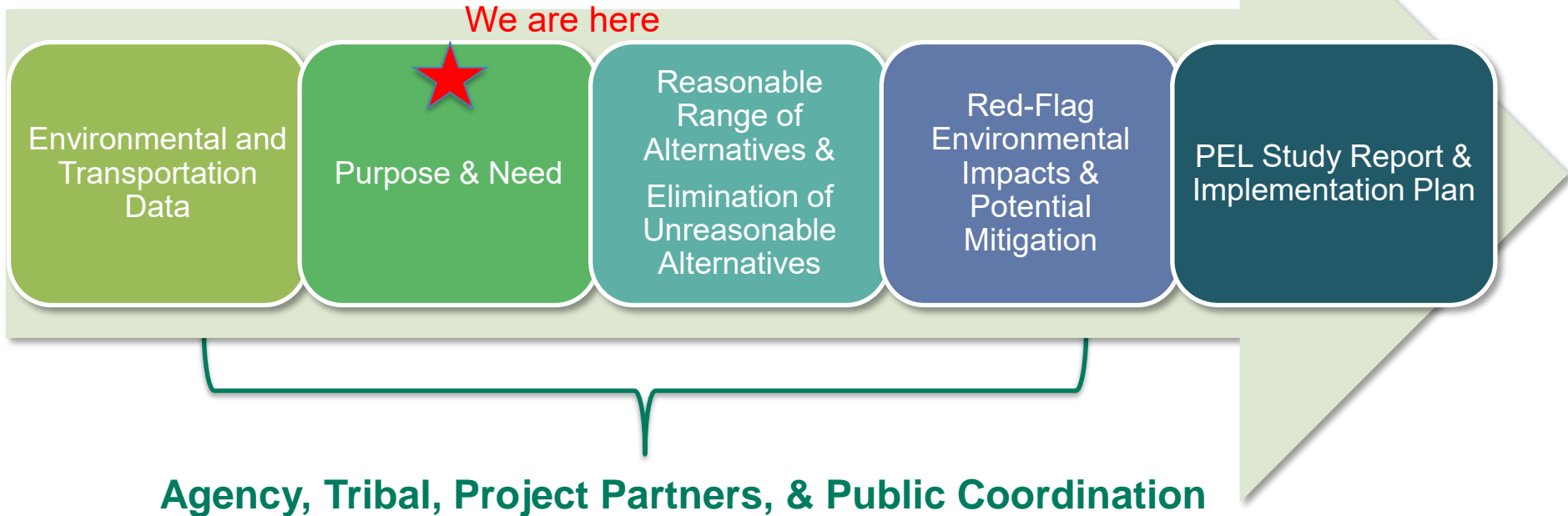
## Streamlines process

- Identification of advanced mitigation.
- Better information = better decisions.

# PEL process

Long-Range  
&  
Corridor Planning

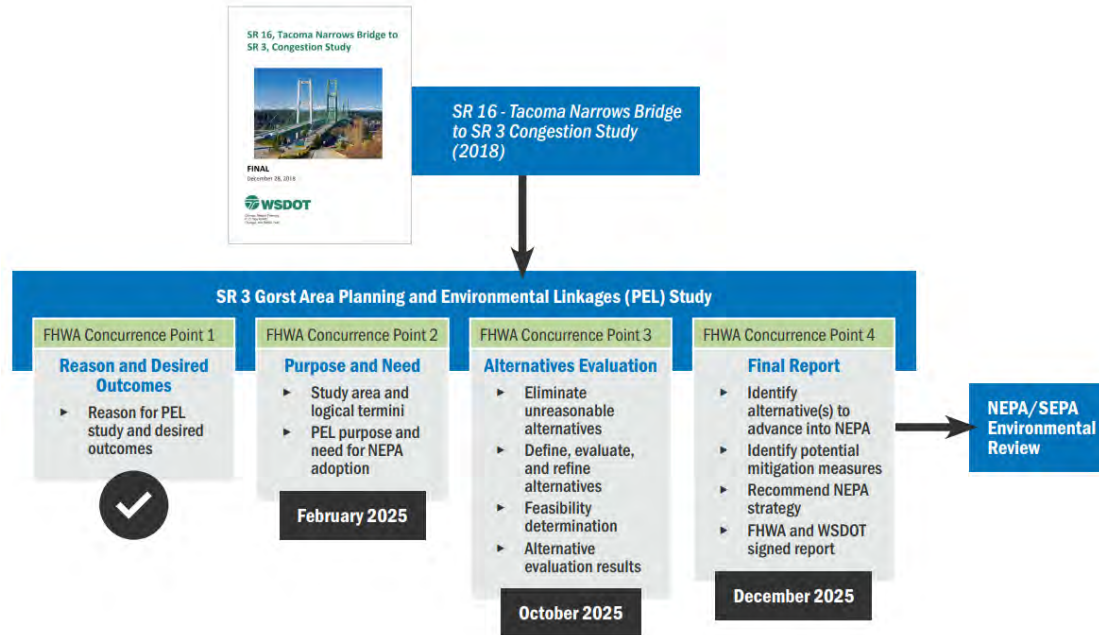
NEPA &  
Design



# Desired outcomes

- Define Planning and Environmental Linkages (PEL) Purpose and Need for improvements.
- Gain consensus from the public and partners.
- Identify recommended alternative(s) and screen out unreasonable alternatives.
- Document outstanding issues to pursue in National Environmental Policy Act (NEPA).
- Develop Implementation Plan.
- Develop Programmatic Mitigation Plan.
- Complete Planning and Environmental Linkages (PEL) Study Report in December 2025.
- Transition into NEPA in early 2026.

# Federal Highway Administration concurrence process



# Poll

How is your level of understanding for the SR 3 Gorst Planning and Environmental Linkages (PEL) Study thus far?

- a. Great – I fully understand the direction and next steps.
- b. Pretty good, but I still have a few questions.
- c. I have questions about the study.

# Comments and questions



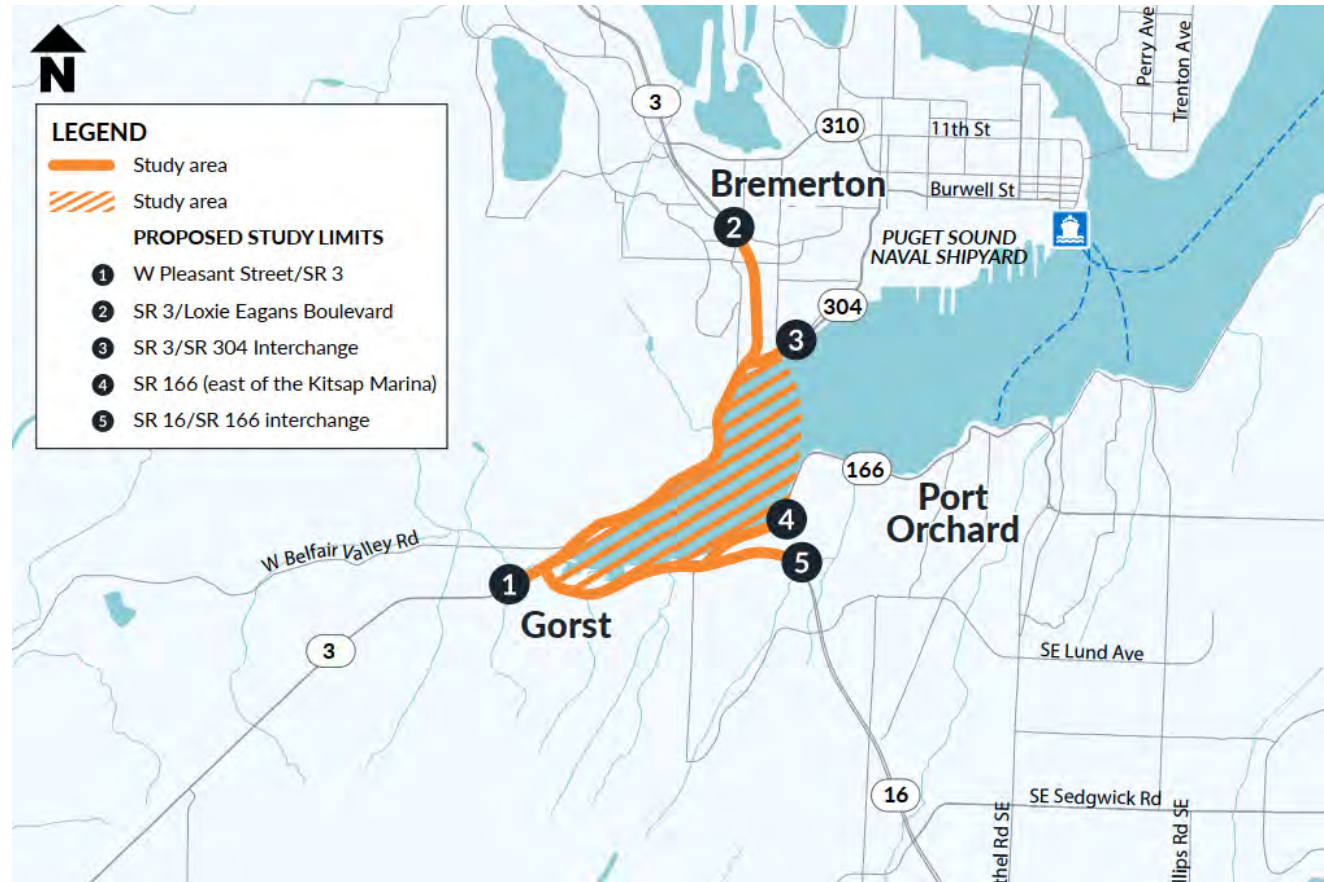


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# Study Area Limits

# Draft study area limits



# Comments and questions



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# Purpose and Need

# Role of Purpose and Need

- PEL Study Purpose and Need will inform the NEPA Purpose and Need.
- Determines the range of alternatives considered in a PEL Study.
- Purpose and Need statement is a fundamental building block of any NEPA document (EA or EIS).
- Limits the range of alternatives because an agency can dismiss without detailed study.

# Draft PEL purpose

- Provide a range of transportation options that improve person throughput and reduce congestion and delay for all vehicle modes.
- Improve existing safety performance in terms of fatal and serious injury crashes and promote designs with fewer conflicts and greater separation for vulnerable roadway users.
- Provide active transportation access between Port Orchard, Gorst and Bremerton with connections to local active transportation facilities.
- Maintain operations and infrastructure to provide a vital regional connection and extend the lifecycle of the SR 3 facility.

# Draft PEL study goals

Overarching goals that will guide the SR 3 Gorst PEL Study and development of alternatives:

- Provide a range of transportation options that meet the needs of vulnerable populations and overburdened communities.
- Support the region's economic growth through efficient movement of people and goods and safer access to businesses through the SR 3 Gorst area.
- Avoid, minimize and mitigate potential environmental and cultural resource impacts from recommended alternative(s).

# Draft study goals support statements

Project specific goals to help the study team identify criteria and to consider development and evaluation of project alternatives:

- Vulnerable populations and overburdened communities along the corridor may require additional resources to serve their transportation needs.
- The region is expected to experience population growth over the next 20 years that will require the efficient movement of goods and people for economic growth.
- The Gorst area contains environmentally sensitive habitats and resources that need to be protected.



# Draft study goals support statements, continued

- The Gorst area contains fish passage barriers that need to be addressed.
- Vehicle emissions are the top source of greenhouse gas emissions in Washington state, and they negatively impact health outcomes; reductions in vehicle emissions are critical to meeting environmental health and climate change targets.
- The Gorst area contains cultural resources that require consideration and consultation.

# Draft Need - mobility

The SR 3 and SR 16 corridors experience high travel demand and congestion during peak travel periods and the corridors have limited capacity to accommodate additional future vehicle travel demand.

SR 3 provides important transportation and mobility for Department of Defense facilities and operations in Kitsap County, essential for troop deployment and military logistics support during a national emergency. Congestion and delay in the corridor have the potential to reduce military mobility during a national emergency.

SR 3 experiences freight truck reliability and delay issues and is a key freight corridor in the state, connecting key freight hubs and military facilities, including the Port of Bremerton, the Puget Sound Naval Shipyard, and other ports located on the Kitsap Peninsula.

# Draft Need - mobility

Emergency response times are impacted by traffic congestion and a lack of shoulders along SR 3, which emergency services use to respond to emergencies and connect to regional medical facilities.

Transportation infrastructure in the SR 3 corridor that does not meet modern standards hinders the movement of freight and military vehicles.

# Draft purpose - mobility

Provide a range of transportation options that improve person throughput and reduce congestion and delay for all vehicle modes.

# Draft Need - safety

Crashes resulting in fatalities and serious injuries have occurred on the SR 3 corridor, including crashes involving pedestrians and bicyclists.

# Draft purpose – safety

Improve existing safety performance in terms of fatal and serious injury crashes and promote designs with fewer conflicts and greater separation for vulnerable roadway users.

# Draft Need – active transportation

Active transportation users have no dedicated facilities along the SR 3 corridor, which is subject to Complete Streets policy.

# Draft purpose – active transportation

Provide active transportation access between Port Orchard, Gorst and Bremerton with connections to local active transportation facilities.



# Draft Need – system resiliency

The Gorst area is vulnerable to coastal hazards that include tsunami inundation, flooding from multiple sources, future sea level rise, and heavy precipitation events due to climate change. High tides combined with heavy rainfall cause periodic flooding along SR 3 that impacts mobility and resiliency of the transportation system.

The Gorst area may contain deficient structures that are vulnerable to failure following an earthquake, which would exacerbate mobility impacts to the region.

# Draft purpose – system resiliency

Maintain operations and infrastructure to provide a vital regional connection and extend the lifecycle of the SR 3 facility.

# Poll

After reviewing the draft Purpose and Need, does it include everything you expected?

- a. Yes, the Purpose and Need meets my expectations and my organization's preferences.
- b. The Purpose and Need includes some of what I expected, but not all.
- c. No, I would like to provide input to help shape it further.

# Comments and questions: Purpose and Need



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# Existing Conditions: Disciplines

# Existing conditions: Disciplines

- Transportation
- Stormwater and water quality
- Wetlands and other waters
- Fish, wildlife, and vegetation
- Floodplains and sea level rise
- Geology and soils
- Visual quality
- Air quality, GHG, energy
- Cultural and historic resources
- Noise
- Hazardous materials
- Land use, farmlands, and Section 6(f)
- Section 4(f)
- Socioeconomic and Environmental Justice
- Geomorphology and fish passage

# Transportation existing conditions

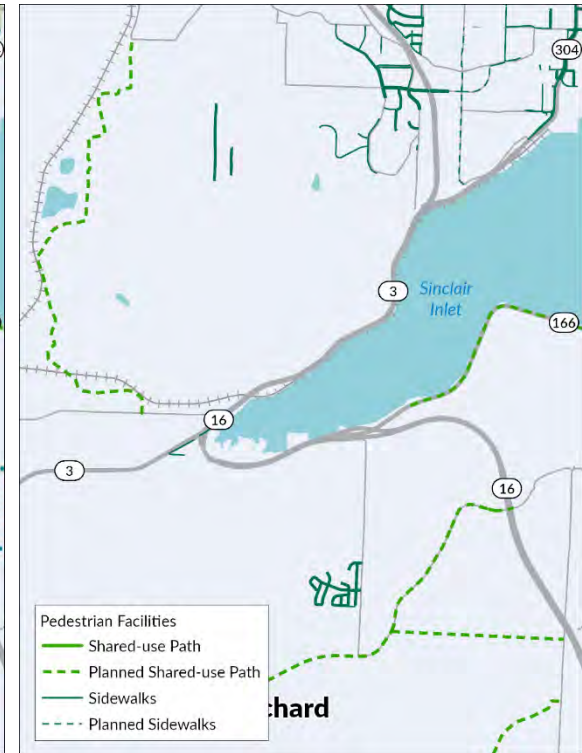
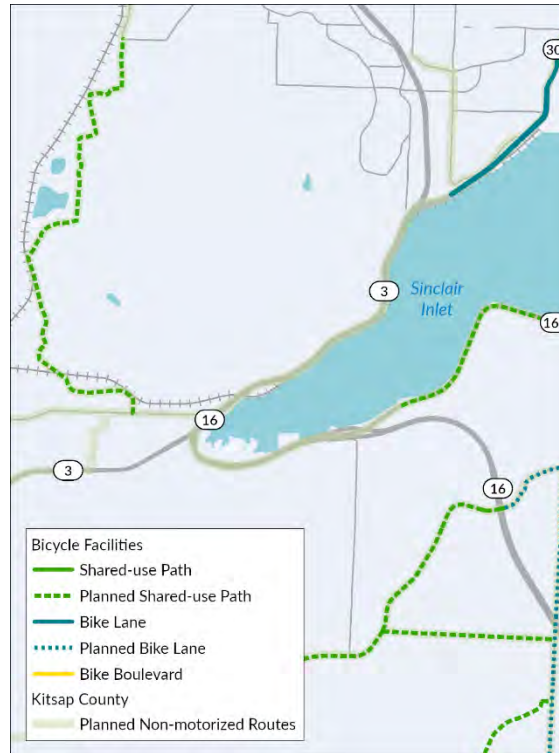
## Vehicle travel

- Delay and congestion northbound in the AM and southbound in the PM.
- Vehicle demand influenced by Naval Base Kitsap-Bremerton and WSF arrivals/departures.
- Travel times between Port Orchard and Naval Base increase by more than 25 percent during the AM and by more than 100 percent during the PM.

# Transportation existing conditions

## Active transportation

- No continuous active transportation facilities.
- Minimal crossing locations.





# Transportation existing conditions

## Transit

- Mason Transit and Kitsap Transit provide service in the study area.
- Naval Base worker/driver buses operate between Puget Sound Naval Shipyard and Bangor.
- Bremerton Ferry Terminal provides connections to Seattle, Annapolis, and Port Orchard.



# Transportation existing conditions

## Freight

- SR 3 is a T1 facility between Gorst and Bremerton with annual truck tonnage of 10,470,000 (2023).
- Movement of oversized vehicles limited by Naval Rail Bridge.
- Corridor included in the Strategic Highway Network.

# Railroad bridge

## U.S. Navy-owned

- Part of the Strategic Rail Corridor Network (STRACNET).
- Built in 1945, may be nearing end of service life and vulnerable to earthquakes.

## Mobility restriction

- Vertical clearance of 15 feet 2 inches northbound, and 14 feet 11 inches southbound, which does not meet the current standard of 16 feet 6 inches.



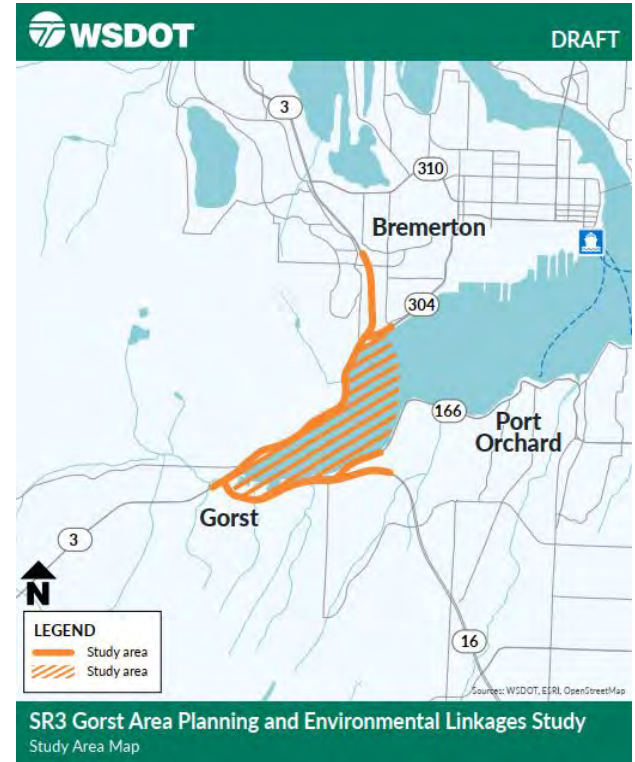
# Environmental existing conditions

## Environmental analyses study area

- Reconnaissance level inventory, with the exception of streams and shoreline.

## Level of review - existing conditions reports

- Review from a regulatory context.
- Review of existing conditions.



# Environmental context

## Stormwater and water quality

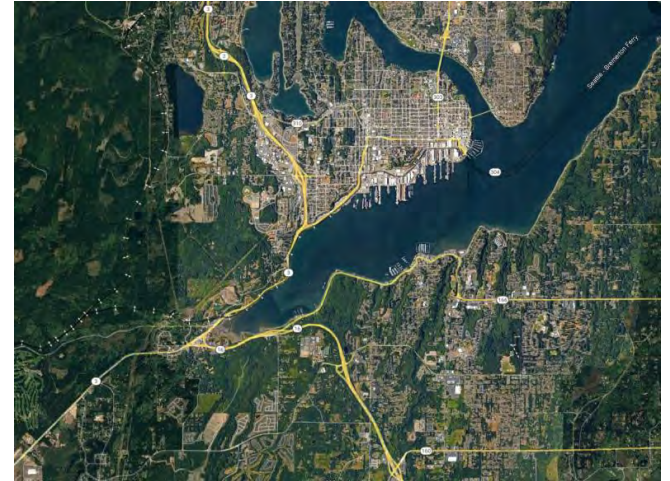
- Existing Facilities Deficiencies.
- Gorst Creek and Sinclair Inlet are on 303(d).

## Wetlands and aquatic habitat

- Numerous stream crossings on SR3 and SR16.
- Estuarine wetlands.
- Nearshore/intertidal and marine habitat.
- Freshwater wetlands.

## Vegetation and wildlife

- Primarily urbanized area; potential marbled murrelet habitat at study area periphery/Sinclair Inlet.





# Environmental context

## Floodplains and sea level rise

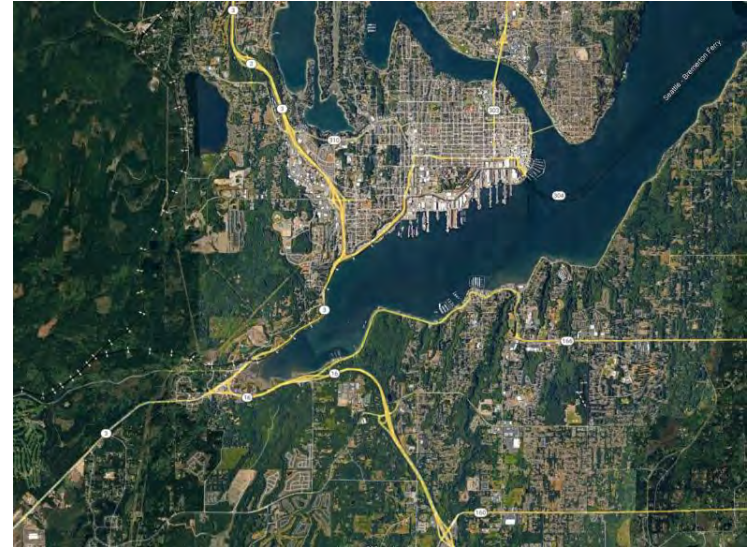
- Hydraulic and geomorphological modeling needed.
- Susceptible to flooding and storm surge.

## Geology and soils

- Seismic risk – high to moderate.

## Hazardous materials

- Known CERCLA and MTCA sites in project vicinity.



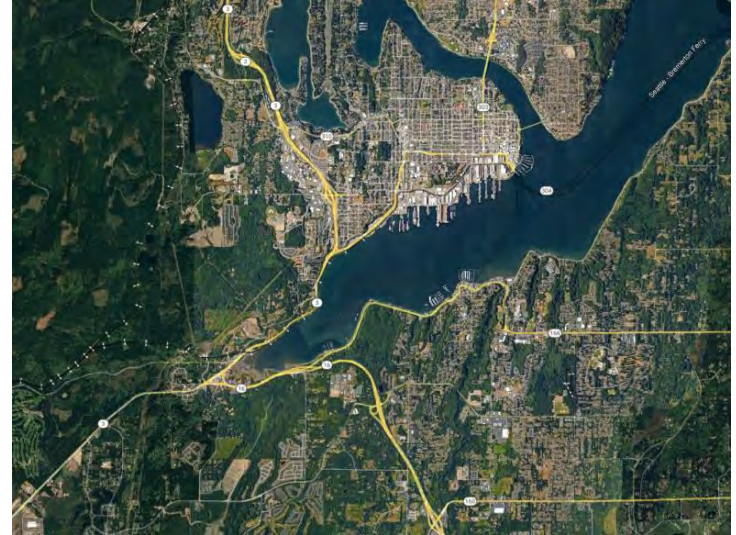
# Environmental context

## Visual quality

- Highly developed area.
- Mix of built and natural resources.

## Land use, farmlands and 6(f)

- Variety of land uses with access from State Routes.
- Sinclair Inlet Wildlife Area.



# Environmental context

## Section 4(f)

- City- and State-owned facilities.

## Cultural resources

- Known archaeological sites and ethnographically named places within the study area.
- Pre-Section 106 planning – programmatic approaches, tribal coordination, and anticipated resource impacts and mitigation.





# Environmental context

## **Air/greenhouse gas/energy**

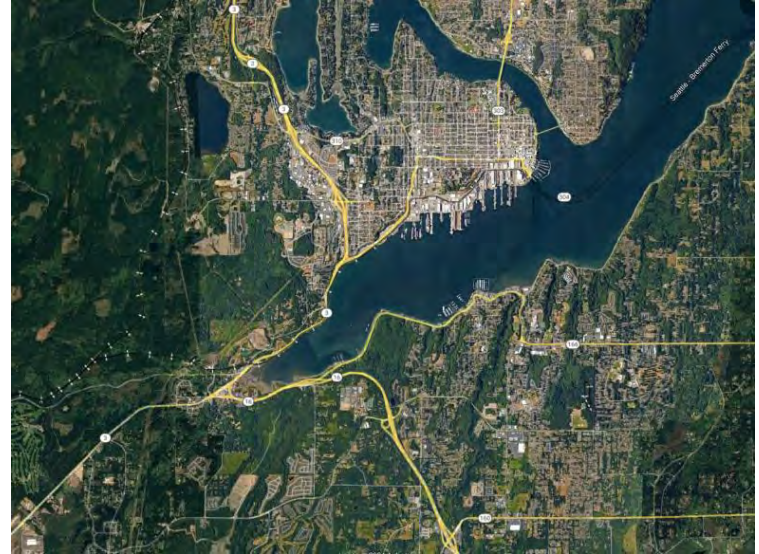
- Toxic releases.
- Congestion/emissions.

## **Noise**

- Sensitive receivers immediately adjacent to corridor.

## **Socioeconomic/Environmental Justice**

- EJ populations in the study area.



# Fish passage barriers

- Team is identifying barriers in the study area.
- Will compare with the range of alternatives for potentially affected sites.
- The Wright Creek culvert replacement (site ID 991995) is part of this study.

 In scope – currently analyzing



# Request for additional data

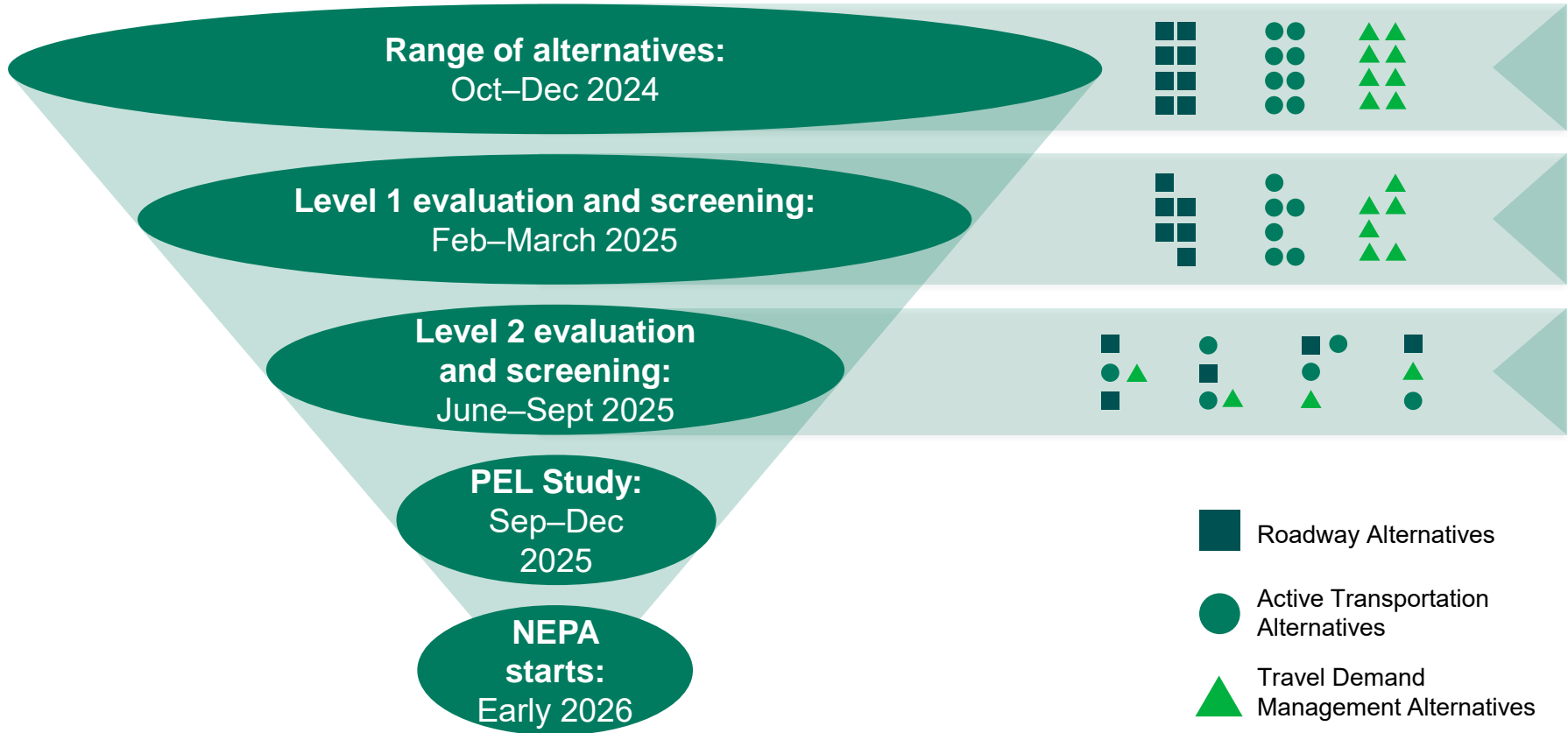
- Refer to meeting materials – list of data sources
- Please share additional data sources the team should consider by 11/27/24
- Send to: [SR3GorstArea@wsdot.wa.gov](mailto:SR3GorstArea@wsdot.wa.gov)

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# Alternatives development and evaluation

# Alternative evaluations



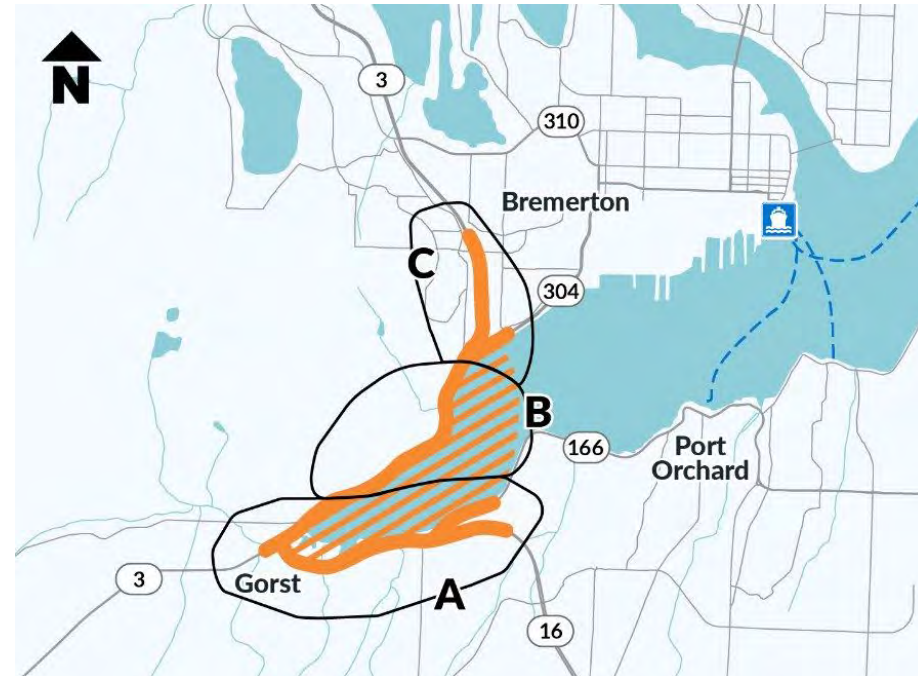
# Initial Range of Alternatives

## Split into areas

- A. SR 3/SR 16 interchange
- B. SR 3 corridor – Gorst to SR 304
- C. Loxie Eagans and SR 304

## Modes

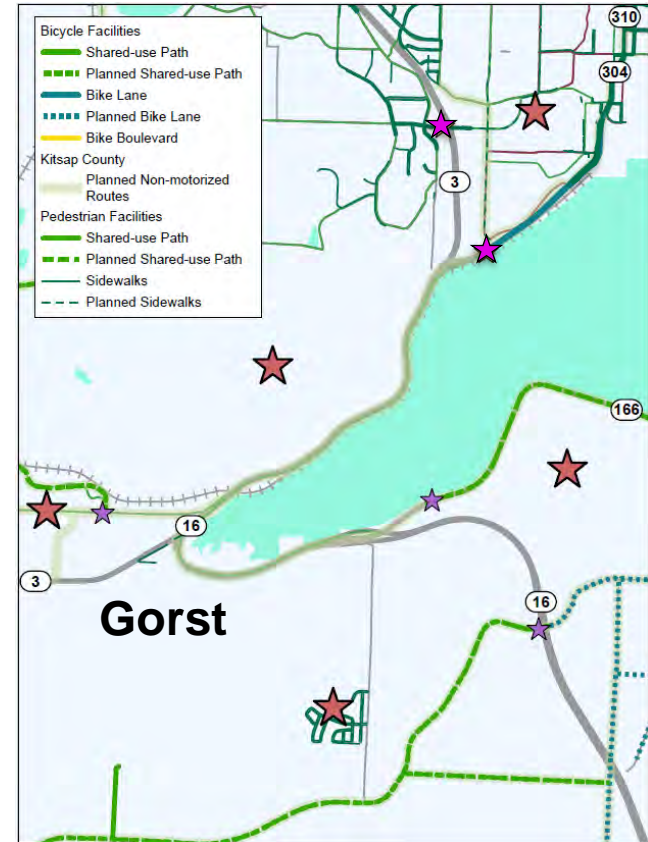
- Roadway
- Active Transportation
- Transportation Demand Management



# Active transportation facilities

## Potential connections to local network

- ★ – Existing facility
- ★ – Planned facility
- ★ – Residential Areas



# Area A – SR 3/SR 16 Interchange roadway

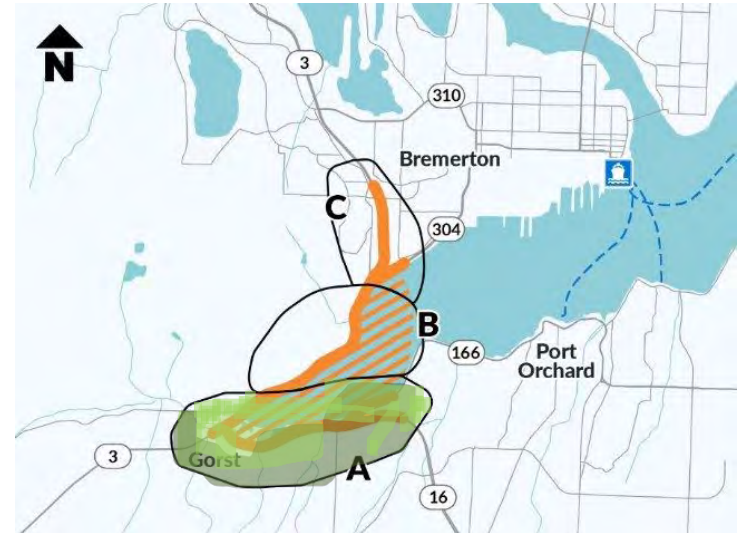
## Access management

- Access management and driveway consolidation.
- Limited access/buy out properties.

## Access management plus capacity

- Limited access with frontage roads and elevated local road crossing.
- At-grade roundabouts with frontage roads.

## Elevated roadway for regional traffic





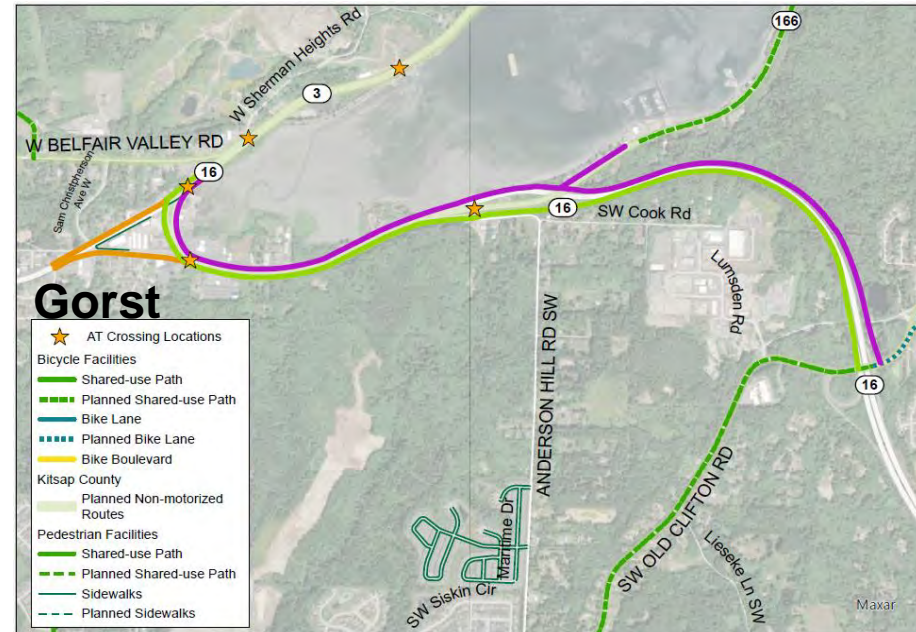
# Area A – active transportation

## Connections

- SR 166
- SR 16 – Tremont/ Old Clifton Rd
- SR 3/Sam Christopherson Ave/Belfair Valley Rd

## Complete streets where applicable

- Waterside of SR 16/SR 3
- Landside of SR 16/SR 3
- Grade separated crossings of SR 16



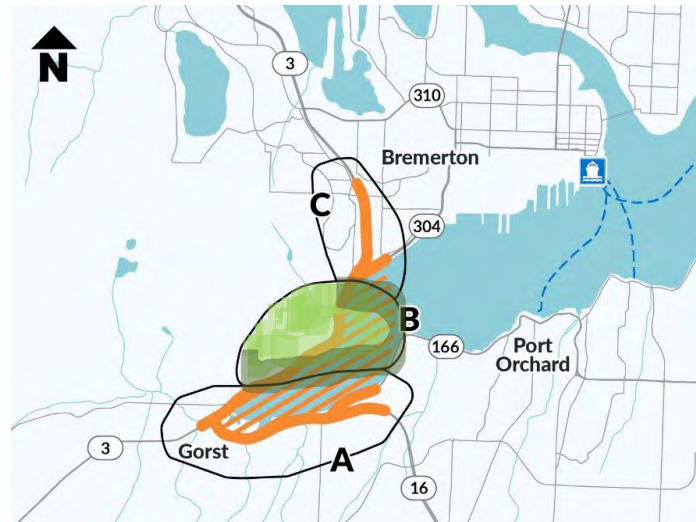
# Area B – SR 3 corridor roadway

## Added lanes

- Minor widening for SB hard shoulder running.
- Add shoulders northbound and southbound, implement hard shoulder running.
- Add one lane each northbound and southbound (General Purpose or HOV).

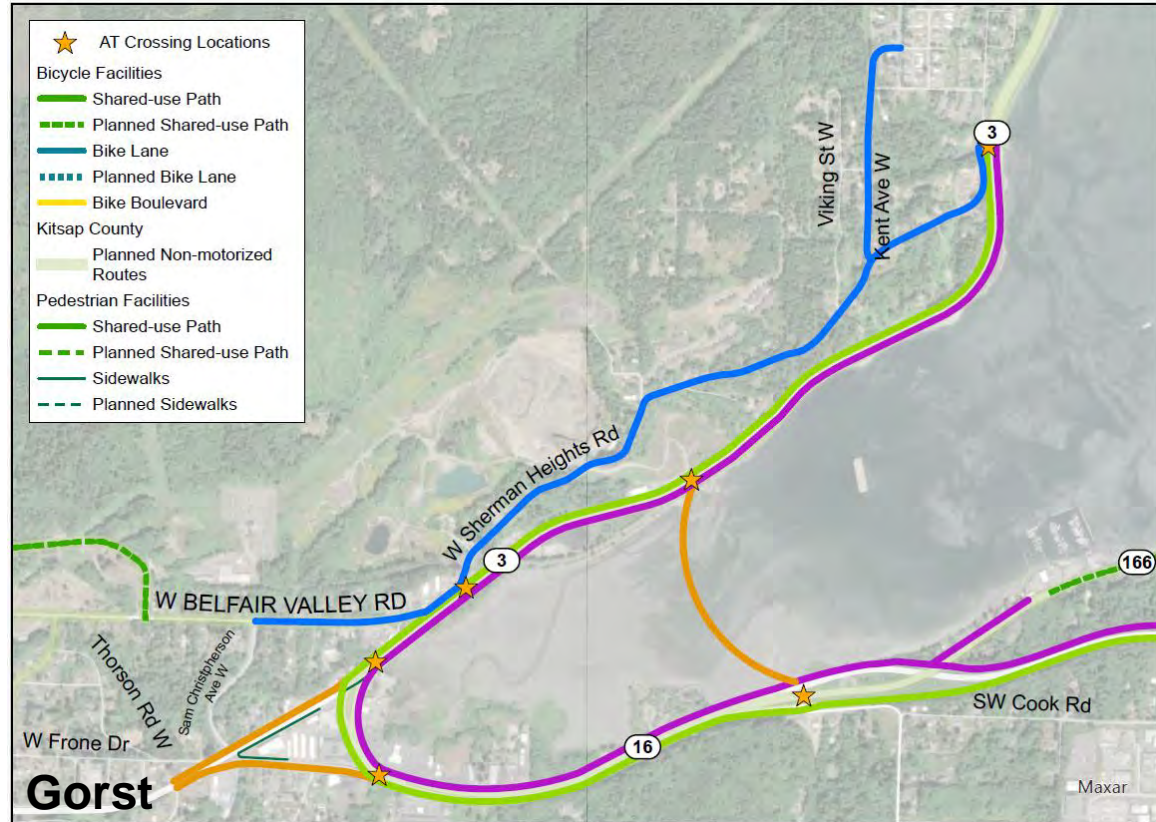
## New alignments

- Direct alignment between SR 16 and SR 3.
- Bypass corridors.



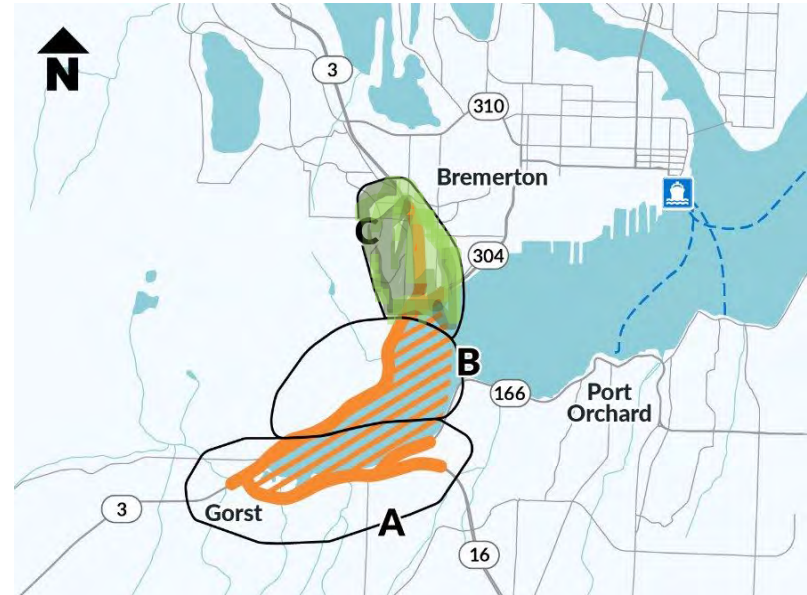
# Area B – active transportation

- Waterside of SR 3
- Landside of SR 3
- On new roadway bridge
- On Sherman Heights Rd and local streets



# Area C – Loxie Eagans/SR 304 roadway

- WB SR 304 to SB SR 3 extend parallel ramp to 1500 feet.
- Loxie Eagans to SB SR 3 change to parallel ramp.
- Extend SB HOV lane from SR 304 to SR 3.
- Meter ramps from Loxie Eagans and SR 304 to SB SR 3.





# Area C – active transportation

## Connect to Loxie Eagans/Werner

1. Poindexter Ave
2. Oyster Bay Ave
3. SR 3 west side
4. SR 3 east side/Bremerton Blvd
5. National Ave

## Connect to SR 304

1. Waterside of SR 304
2. Landside of SR 304
3. Charleston Beach Rd



# Transportation Demand Management

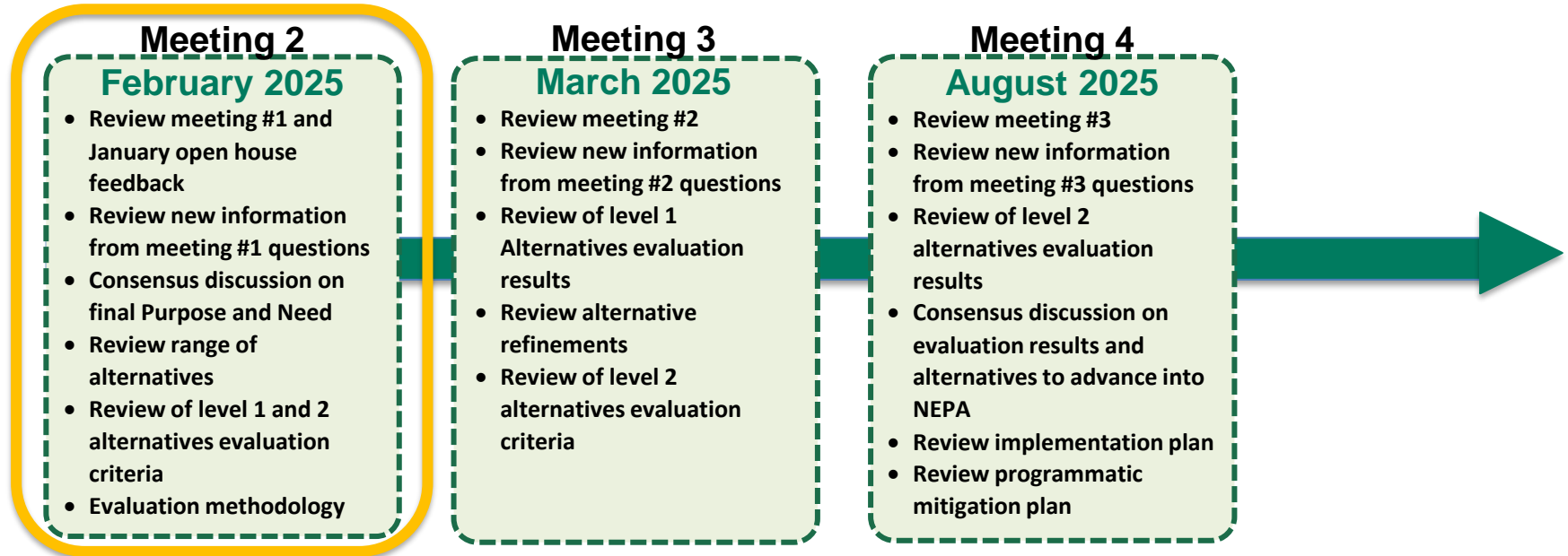
## Non-roadway options

1. Vehicle ferry – Port Orchard to Bremerton
2. Shipyard shift revisions
3. Additional worker buses
4. Additional transit service
5. Commute trip reduction policies
6. Charge parking fees

# Comments and questions: Purpose and Need



# 2025 PEL advisory group meetings



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TAG meetings will precede EAG meetings so that TAG members can brief their EAG members before the EAG meeting.



# Next steps

- Post meeting materials for review and comment.
  - PEL Purpose and Need by 11/27
  - Initial Range of Alternatives by 11/27
  - CAG application through January 2025
- Share Community Advisory Group application.
- Public open house #1 in January 2025.
- EAG meeting #2 in February 2025.
  - Purpose and Need
  - Range of Alternatives
  - Level 0,1, 2 screening criteria

# Final comments and questions



# Contact us

## **Study website**

<https://wsdot.wa.gov/construction-planning/search-studies/sr-3-gorst-area-planning-and-environmental-linkages-study>

## **Study email address**

[SR3GorstArea@wsdot.wa.gov](mailto:SR3GorstArea@wsdot.wa.gov)

## **Study contact**

Ashley Carle, WSDOT Olympic Region Multimodal Development Manager

[Ashley.Carle@wsdot.wa.gov](mailto:Ashley.Carle@wsdot.wa.gov)

Thank you