SR 3 Gorst Area Planning & Environmental Linkages Study

Technical Advisory Group Mtg #3

May 29, 2025

Ashley Carle	WSDOT Olympic Region Multimodal Development Manager
Erinn Ellig	Consultant Team Lead Transportation Planner—Parametrix
Kirk Wilcox	Consultant Team Lead Design—Parametrix
Sharese Graham	Consultant Built Environmental Lead—SCJ Alliance
Lisa Danielski	Consultant Natural Environmental Lead—HDR

Agenda

9:00 Welcome and introductions

9:15 Environmental existing conditions

9:30 Review Level 1 alternatives evaluation results

10:00 Review Level 2 evaluation methodology

10:25 Next steps

10:30 Adjourn

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"

TAG participants

- Bremerton Police Department
- City of Bremerton
- City of Port Orchard
- City of Poulsbo
- Department of Archaeology and Historic Preservation
- Department of Natural Resources
- Environmental Protection Agency
- Federal Emergency Management Agency
- Federal Highway Administration
- Federal Transit Administration
- Kitsap County
- Kitsap County Sheriff
- Kitsap Transit
- Kitsap Transit Ferries
- Mason County
- Mason County Transit Authority
- National Oceanic and Atmospheric Administration
- Naval Base Kitsap-Bremerton
- Port of Bremerton
- Puget Sound Regional Council

TAG participants

- Skokomish Indian Tribe
- South Kitsap School District
- Suquamish Tribe
- U.S. Fish and Wildlife Service
- U.S. Navy
- Washington Department of Fish and Wildlife
- Washington Conservation Action
- Washington State Department of Ecology
- Washington State Patrol

Meeting participation

Input opportunities

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

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

Meeting goals and outcomes

Meeting goals

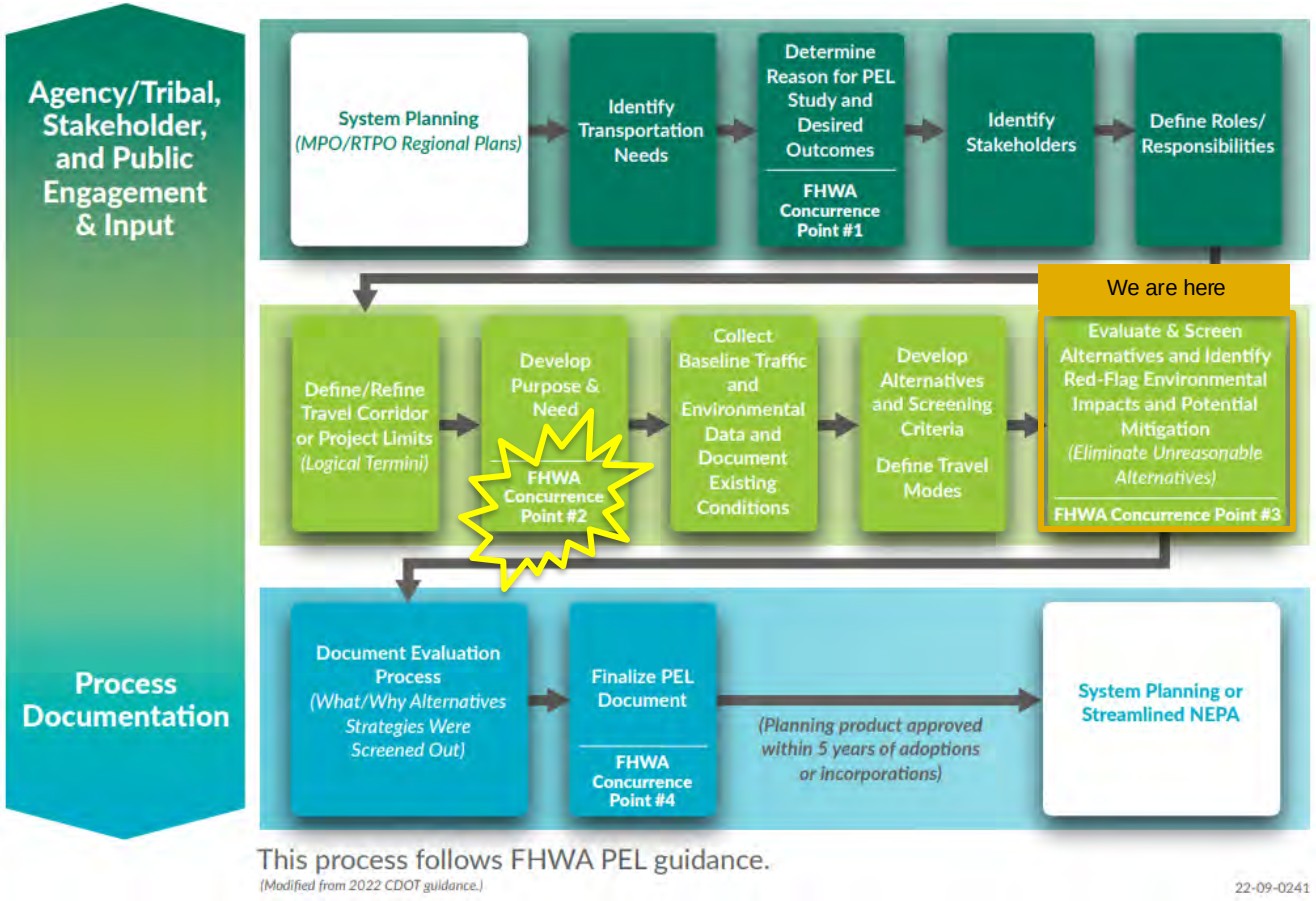
- Share environmental existing conditions
- Share Level 1 alternatives evaluation results

Outcomes

- Collect input on environmental existing conditions and Level 1 alternatives evaluation results
- Understand Level 2 alternatives evaluation methodology
- Understand alternative refinements for Level 2 analysis

Charleston Boulevard overpass at SR 3.

PEL process



This process follows FHWA PEL guidance.

(Modified from 2022 CDOT guidance.)

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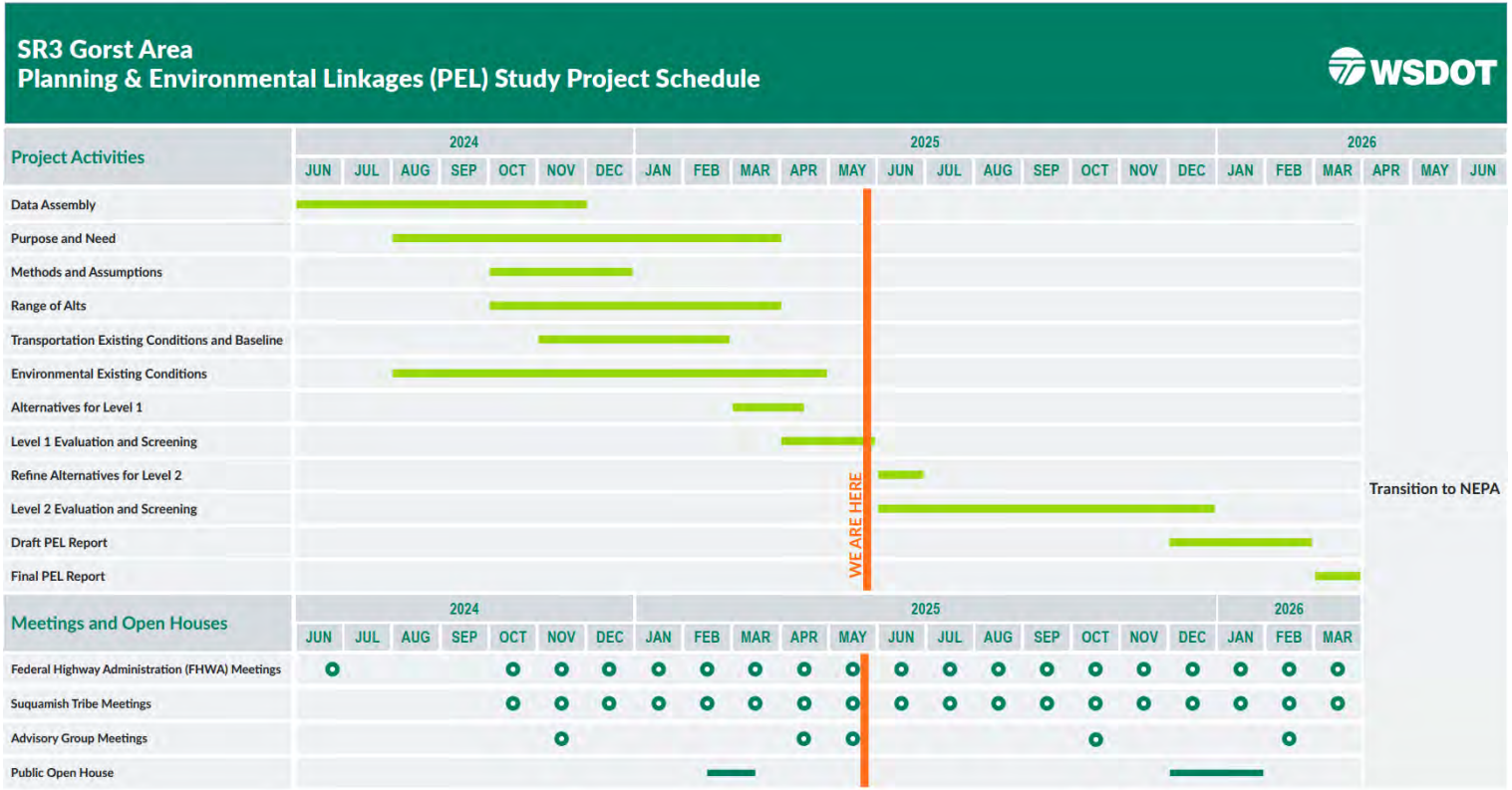
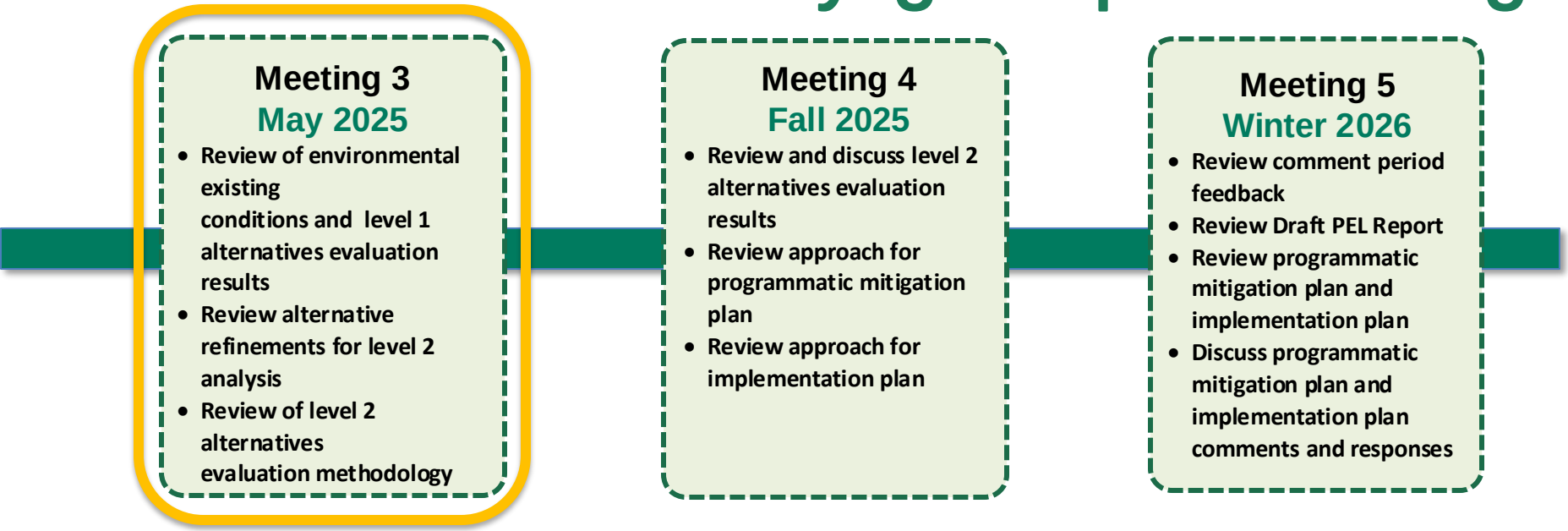
Schedule


SR3 Gorst Area
Planning & Environmental Linkages (PEL) Study Project Schedule
WSDOT
Project Activities
2024
2025
2026
JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN
Data Assembly
Purpose and Need
Methods and Assumptions
Range of Alts
Transportation Existing Conditions and Baseline
Environmental Existing Conditions
Alternatives for Level 1
Level 1 Evaluation and Screening
Refine Alternatives for Level 2
Level 2 Evaluation and Screening
Draft PEL Report
Final PEL Report
WE ARE HERE
Transition to NEPA
Meetings and Open Houses
2024
2025
2026
JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR
Federal Highway Administration (FHWA) Meetings
Suquamish Tribe Meetings
Advisory Group Meetings
Public Open House

2025 PEL advisory group meetings



Agendas may change slightly as the project progresses.
The next EAG meeting will be held in fall 2025.

Community engagement

Business owner outreach in April and May

- 70 businesses in Gorst area
- 4 business owner representatives attended *two informational sessions on April 28 and April 29
- 14 surveys completed
- 1 briefing with owners of Elandan Gardens on May 1
- More outreach in fall 2025

Community Advisory Group #2 on June 4

Open house #2 in winter 2025/2026

*April 29 was canceled due to no attendees.

The study team reached out to businesses along SR 3 and SR 16 within this area.

What we've heard

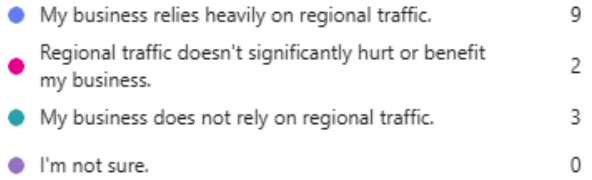
Reliance on regional traffic (versus local)

- 9 of 14 businesses responded that they rely heavily on regional traffic to sustain their business
- 2 of 14 businesses responded that regional traffic doesn't significantly hurt or benefit their business

Corridor safety and access concerns

- Traffic congestion in Gorst affects safe access for employees and customers
- Customers avoid accessing businesses due to uncomfortable traffic conditions
- Customers prefer to drive to local businesses because they feel uncomfortable walking to them

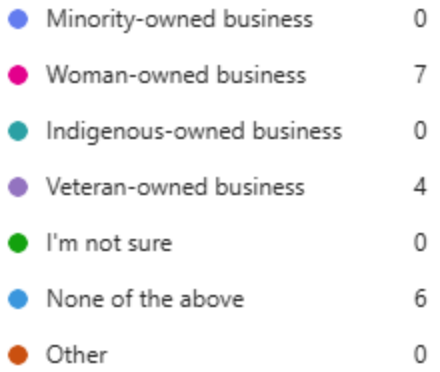
Survey question: How much does your business rely on regional traffic?



What we've heard

- Coordination with other projects in Gorst area, i.e. Gorst fish barrier removal project
- Timeline for construction
- Concerns about potential property acquisition if project widens the corridor
- Support for bridge alternatives
- Desire for slower speeds and safer traffic patterns; not pass-through traffic flow
- Desire for more community green space and multi-modal access
- Interest in TSMO solutions

Survey question: Does your business identify as one of the following?



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Environmental existing conditions

Existing conditions reports

Email the study team for reports: SR3GorstArea@wsdot.wa.gov
Please note in your request what reports you would like us to send.

- 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 and energy
- Green House Gas (GHG)
- Cultural and historic resources
- Noise
- Hazardous materials
- Land use, farmlands, and Section 6(f)
- Section 4(f)
- Socioeconomic
- Fluvial geomorphology and fish passage
- Coastal geomorphology
- Coastal hydraulics

Built environment existing conditions

Visual quality

- Landscape Unit-1: Bremerton
- Landscape Unit-2: Gorst
- Landscape Unit-3: Port Orchard

Section 4(f) property

- Otto Jarstad Park
- View Point Park
- Sinclair Inlet Wildlife Restoration Area

Pier along Sinclair Inlet and SR 3

Built environment existing conditions

Air Quality / Energy / Greenhouse gases

- VMT increase of 113,576 by 2050
- Most pollutants projected to decline over time; slight increase in particulate matter
- Decline in energy consumption

Noise

- Traffic noise

Pier along Sinclair Inlet and SR 3

Built environment existing conditions

Cultural and Historic Resources

- Whole study area is very high to high sensitivity for archaeological resources
- 2 archaeological and 5 eligible historic built resources previously identified

Land Use, Farmlands, and Section 6(f)

- Kitsap County, Bremerton, Port Orchard
- Prime farmland and farmland of statewide importance in study area
- Ross Point

SR 3 looking north towards Loxie Eagans

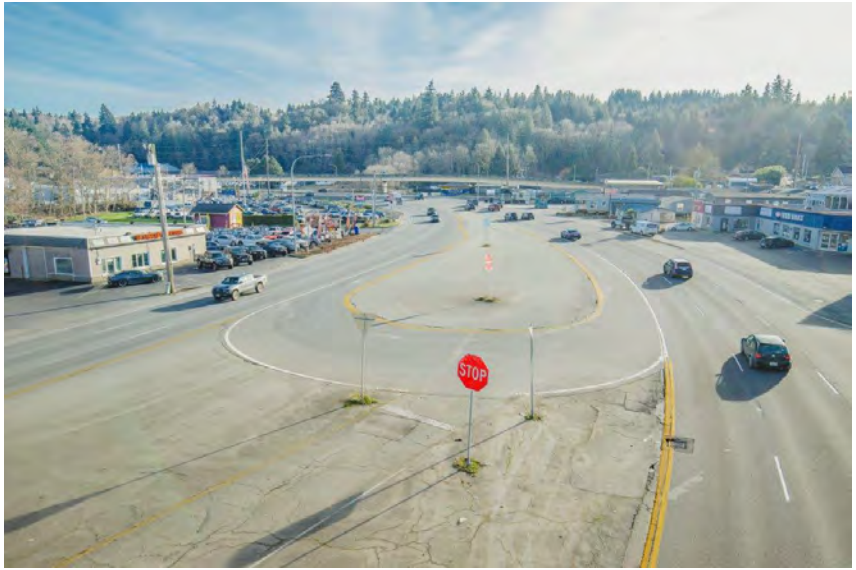
Built environment existing conditions

Socioeconomics

- Significant minority and low-income populations
- Health disparities due to proximity to industrial uses, transportation, noise, and HazMat

Hazardous Materials

- 334 regulatory-listed sites
- Historical industrial, maritime, railway, naval yard, and commercial land uses



Turnaround on SR 16

Natural environment existing conditions

Wetlands and other waters

- Kitsap Umbrella Mitigation Bank
- Estuarine Wetlands

Fish, wildlife, and vegetation

- Sinclair Inlet
- Inland bypass habitat

Geology and soils

- Basalt rock
- Liquefaction susceptibility
- Tsunami inundation zone
- Landslide hazard areas

Sinclair Inlet looking east from Gorst.

Natural environment existing conditions

Fluvial geomorphology and fish passage:

- Streams/estuaries confined by development
- High sediment loads/aggradation issues on south side
- Wider structure widths

Coastal geomorphology

- West Sinclair Inlet conditions

Coastal Hydraulics, Floodplains and sea level rise – TBD

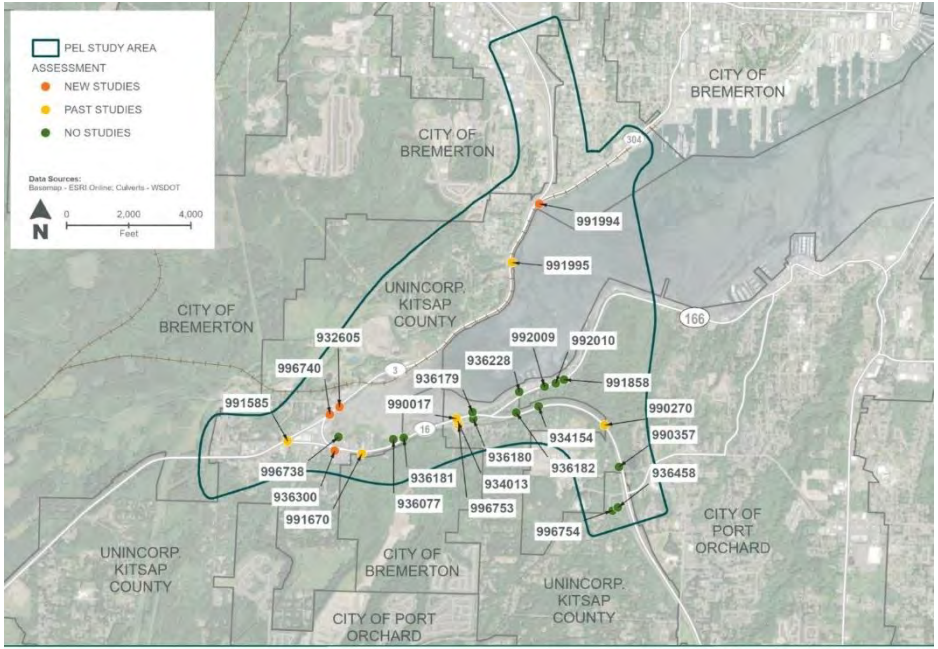


Figure 2: Culvert Level of Assessment

WSDOT

SR 3 Gorst Area Planning and Environmental Linkages Study

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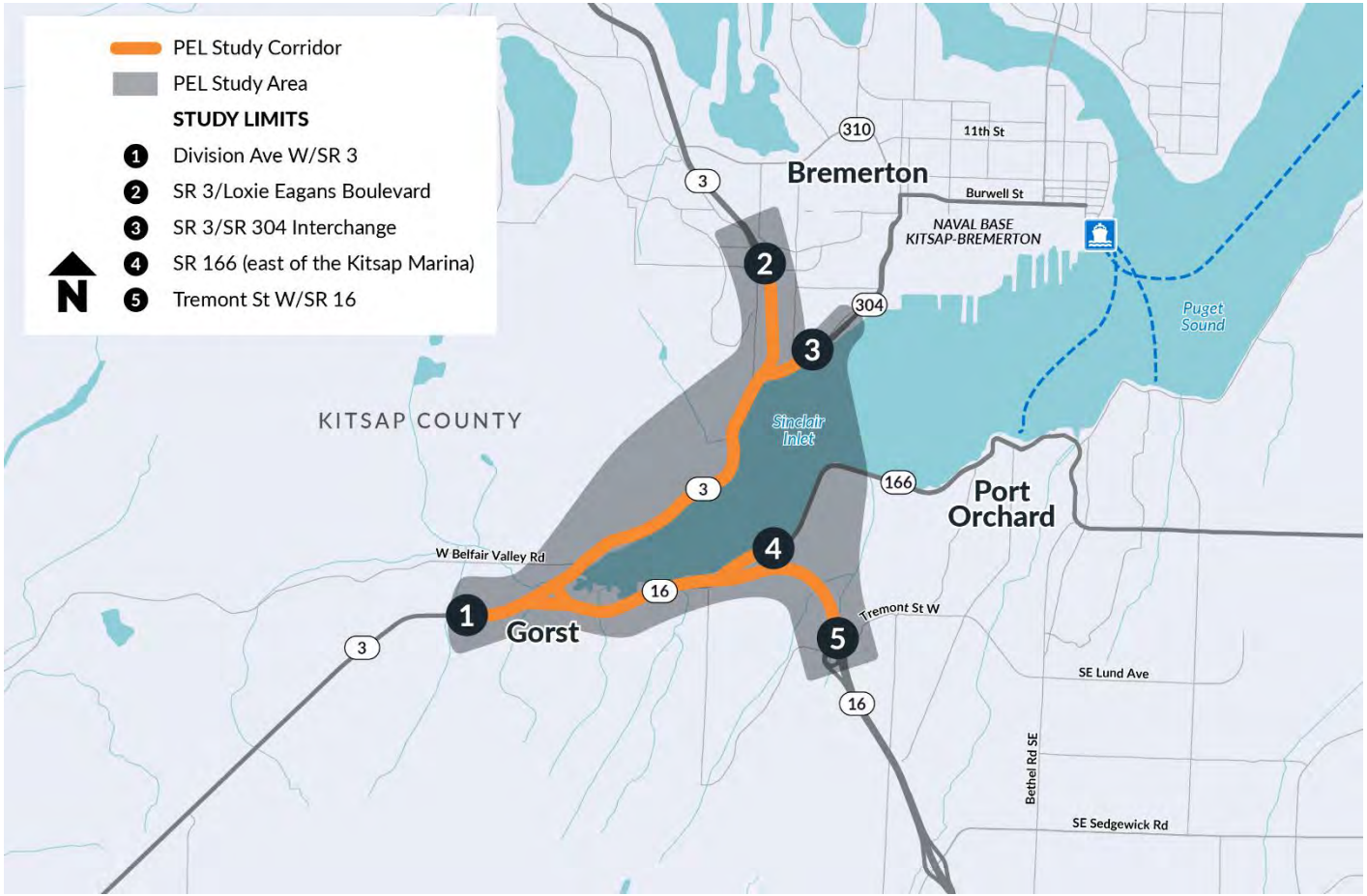
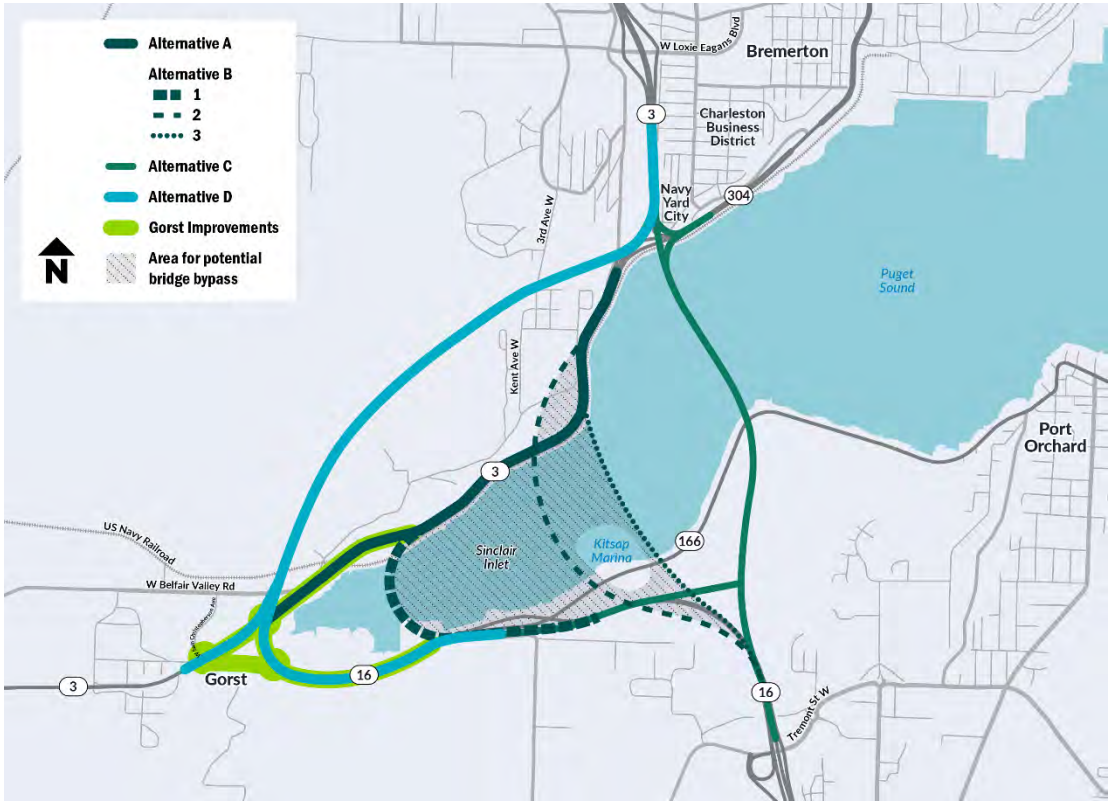
Level 1 alternatives evaluation results

Study area limits



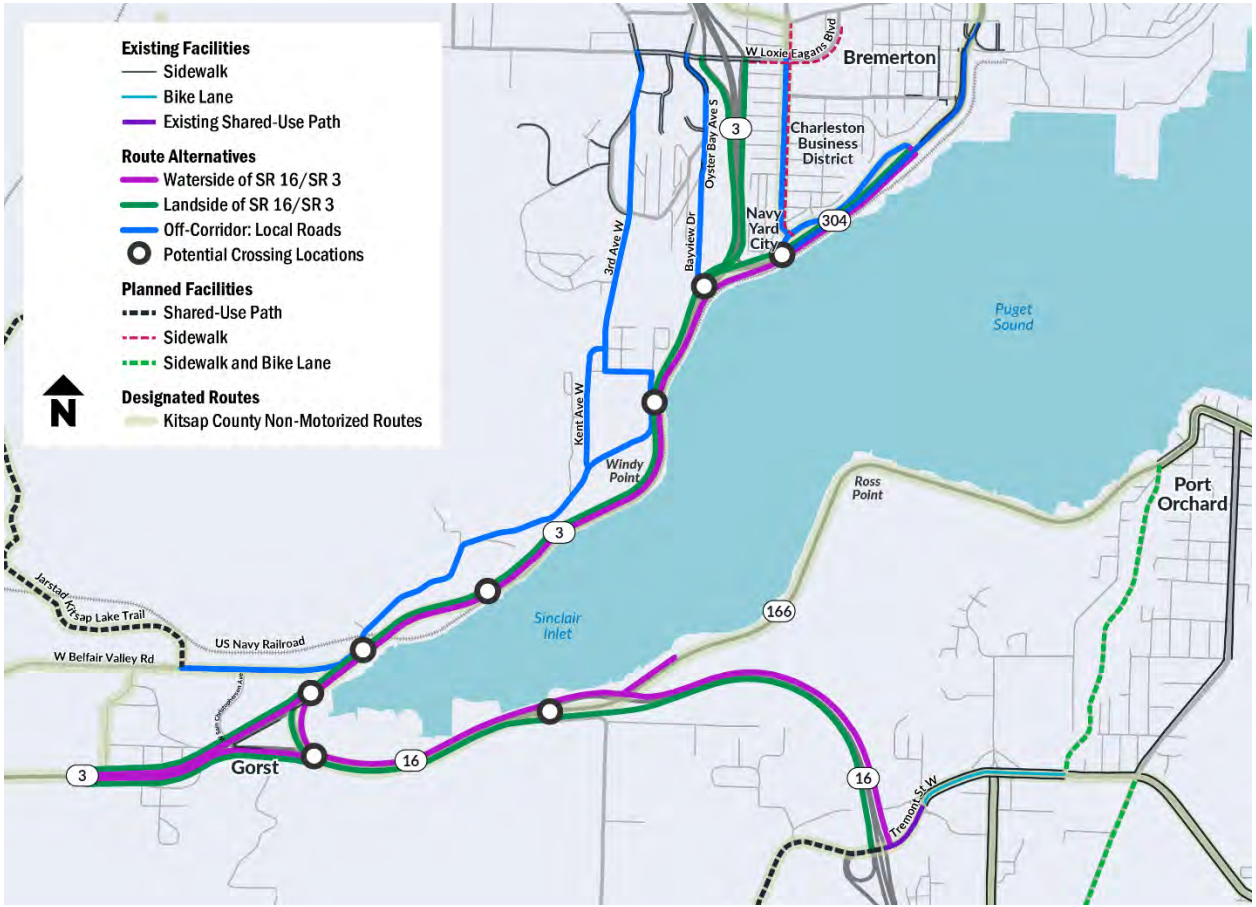
Range of alternatives: Roadway

- Alternative A: Widening existing alignment
- Alternative B: Sinclair Inlet bridge
- Alternative C: Sinclair Inlet bridge direct alignment
- Alternative D: Inland bypass



Range of alternatives: Active transportation facilities

- Includes safe routes and connections for people walking, biking, or rolling
- Options will be compatible with all the alternatives

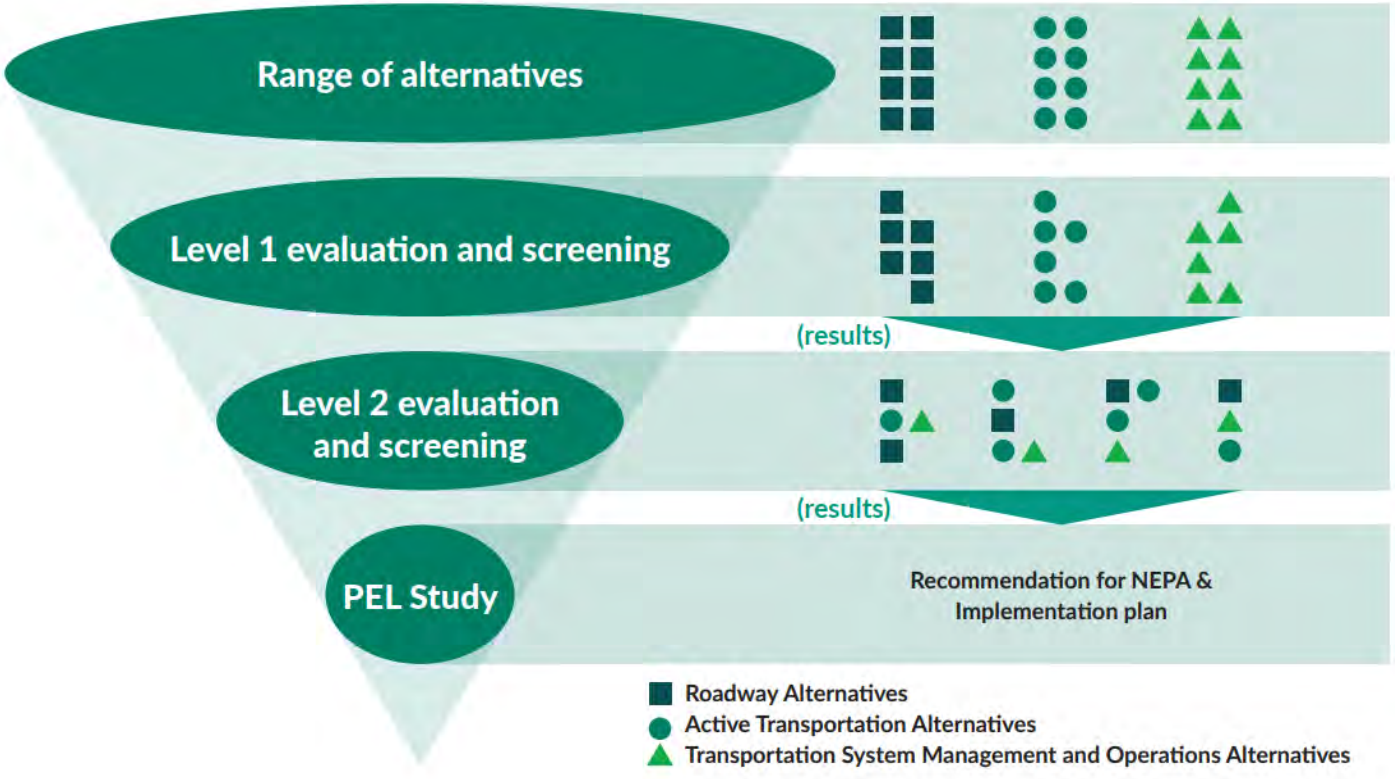


Transportation System Management and Operations (TSMO) alternatives

The team has consulted with City of Bremerton, City of Port Orchard, Kitsap Transit, and the Navy.

1. Shipyard shift revisions
2. Telecommuting and flexible work schedules
3. Additional worker buses and carpools
4. Additional park and ride lots
5. Designated carpool or vanpool parking
6. Commute trip reduction policies
7. Employee challenges and rewards for carpooling or using transit and active transportation

Alternatives evaluation



Level 1 process to identify alternatives to not advance

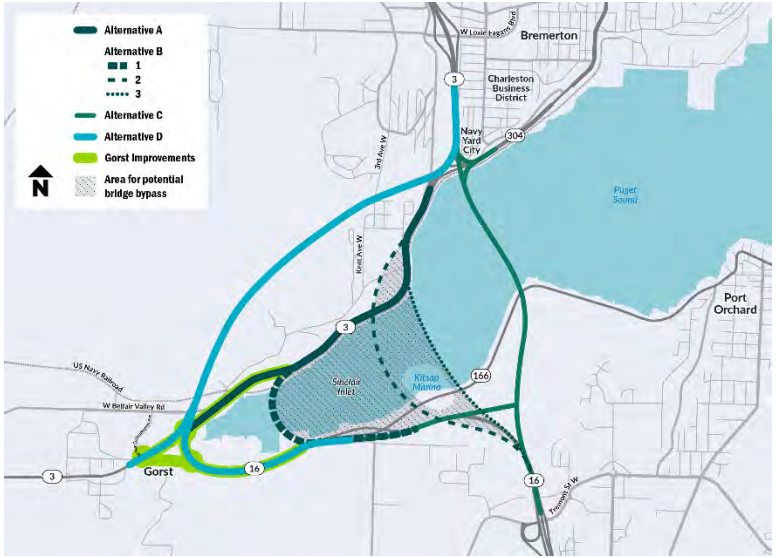
- Alternative performance on Needs criteria is primary input
- Alternative performance on Goals will be a secondary input to help understand impacts
- Alternatives will not be screened based on Goals
- Other Measures criteria summarize feasibility, construction impacts, maintenance complexity, and consistency with local planning efforts
- Alternatives may be screened out based on fatal flaws, such as construction impacts and maintenance complexity

Inclusive items in design

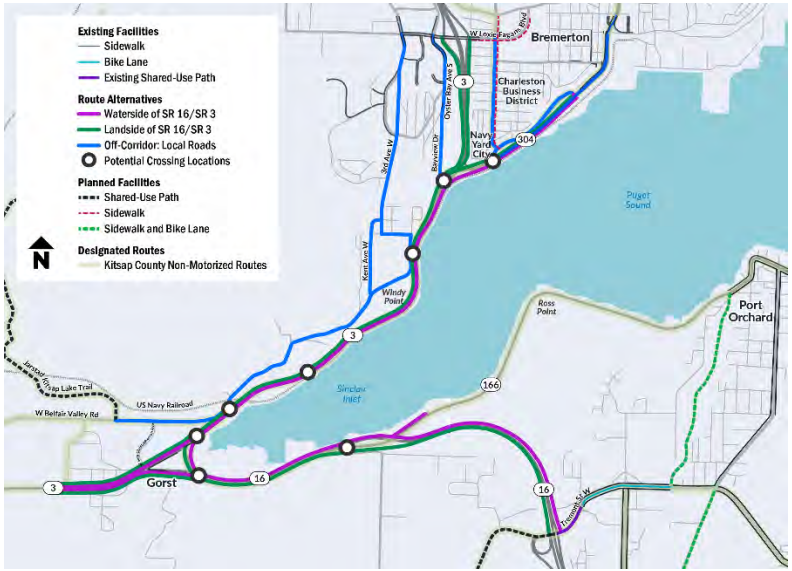
- Roadway elevations to address flooding, sea level rise and fish passage
- Railroad bridge clearance to 16.5-feet minimum height for the regional truck traffic
- Fish passage (if footprint touches, will fix)
- Active Transportation facilities will be included with each roadway design alternative
- Level of Traffic Stress (LTS) 2 for Active Transportation

Level 1 screening outcomes

Roadway



Active transportation facilities

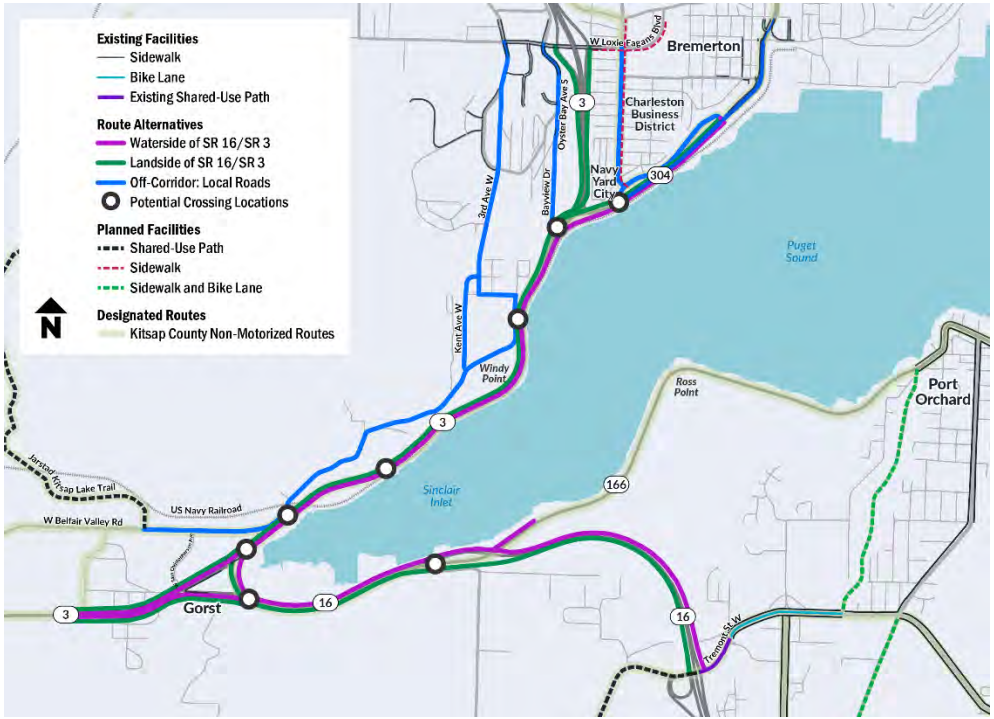


Level 1 screening outcomes

Active Transportation Facilities – Off-Corridor (shown in blue)

Potential for substantial property impacts, inconsistent with local planning efforts, introduces more conflict points and includes substantial elevation gain and out-of-direction travel for users compared to on-corridor facilities.

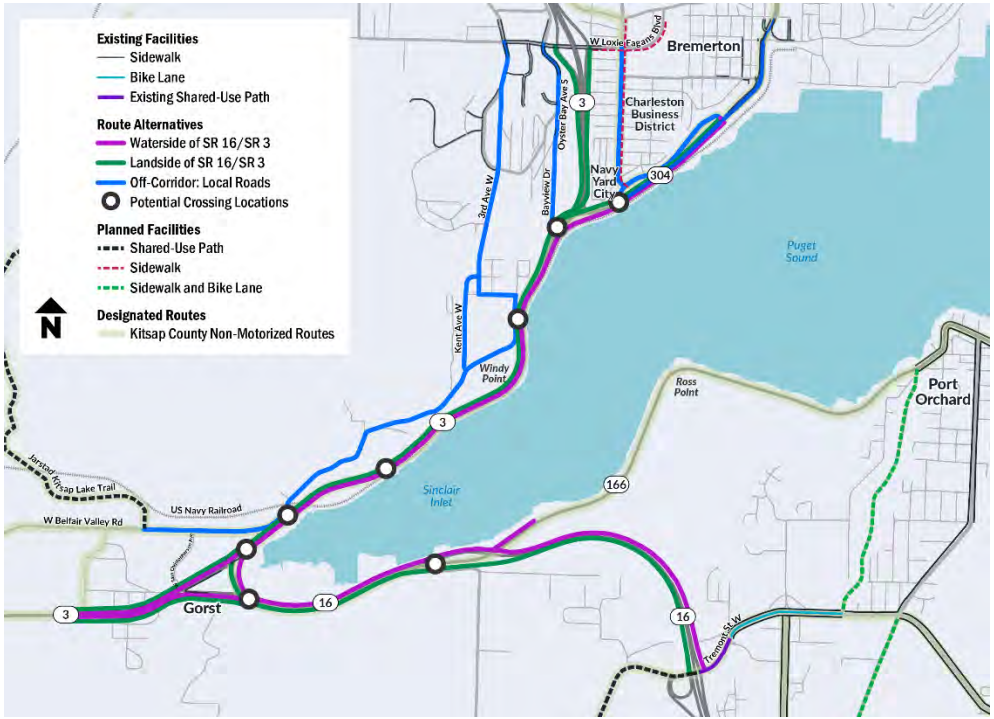
Recommend not advance.



Level 1 screening outcomes

Active Transportation Facilities – On-Corridor (shown in purple/green)

Provides active transportation facilities with minimal elevation change and fewer conflict points with motorized vehicles compared to the off-corridor facilities. The on-corridor active transportation facilities also have fewer property impacts and are more consistent with local planning efforts. **Recommend advance.**



Level 1 screening outcomes

Alternative A

Lower performing for mobility but high construction and maintenance performance.

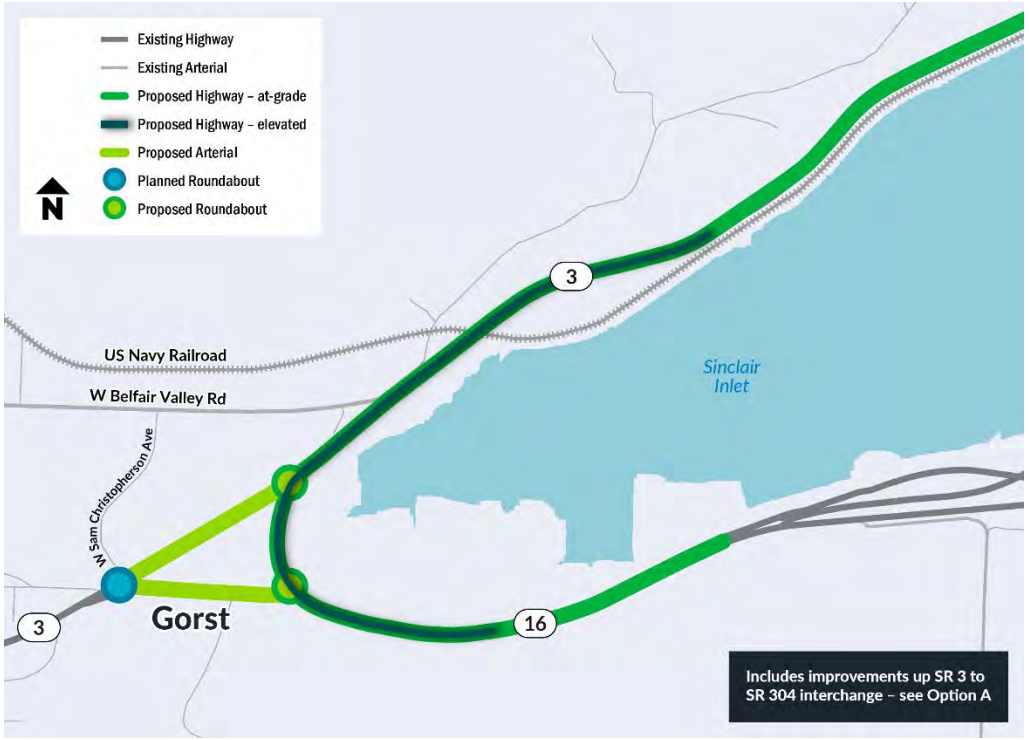
Recommend advance.

Level 1 screening outcomes

Alternative A-1

Potential constructability challenges; exploring a design revision to confirm feasibility.

Recommend modify.

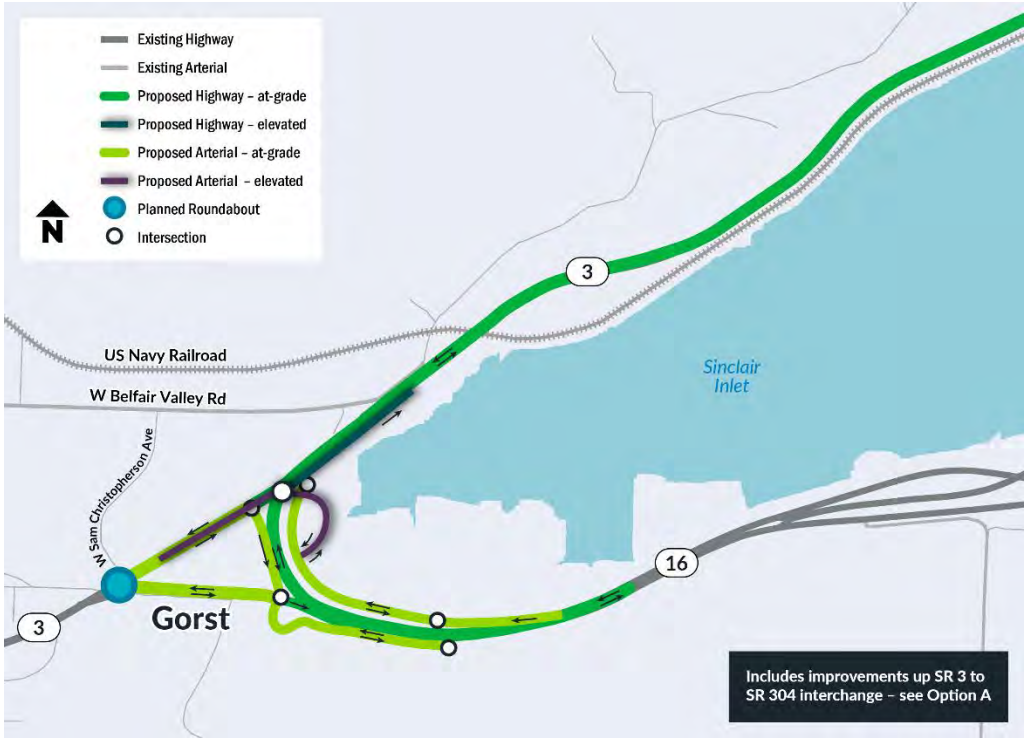


Level 1 screening outcomes

Alternative A-2

Provides mobility and local access improvements but confirming resiliency impacts.

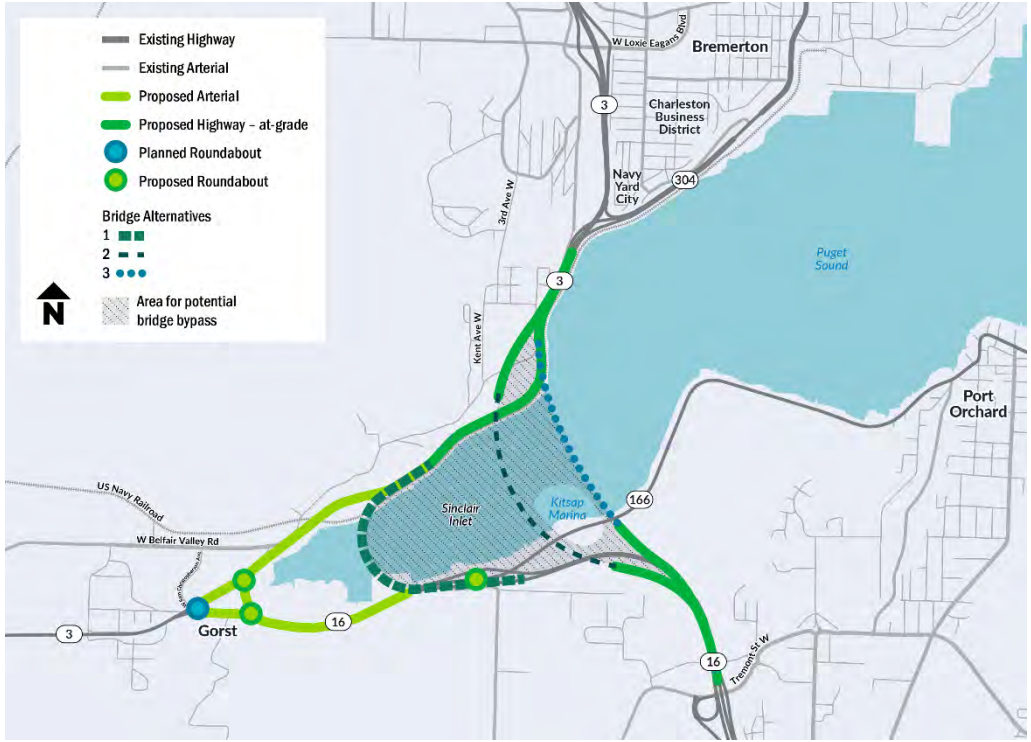
Recommend advance.



Level 1 screening outcomes

Alternative B

- Alternative B1 - Provides mobility improvement but propose it is fatally flawed for construction impacts to the natural environmental and long-term maintenance access due to water depth (in tide flats). **Recommend not advance.**
- Alternative B2 and B3 - Provide same mobility improvement as B1 without construction and maintenance fatal flaw. Two lanes make it less compatible with high-occupancy vehicle. **Recommend advance.**



Level 1 screening outcomes

Alternative C

Provides mobility improvement. Need to determine what happens with turn back SR 3 (could introduce potential for traffic diversion and redundancy of active transportation facilities). Higher cost. **Recommend advance.**

Alternative C-2

C-1 (original)

- Ross Creek mitigation site conflicts
- Complex new SR 3/SR 304 interchange

C-2 (new)

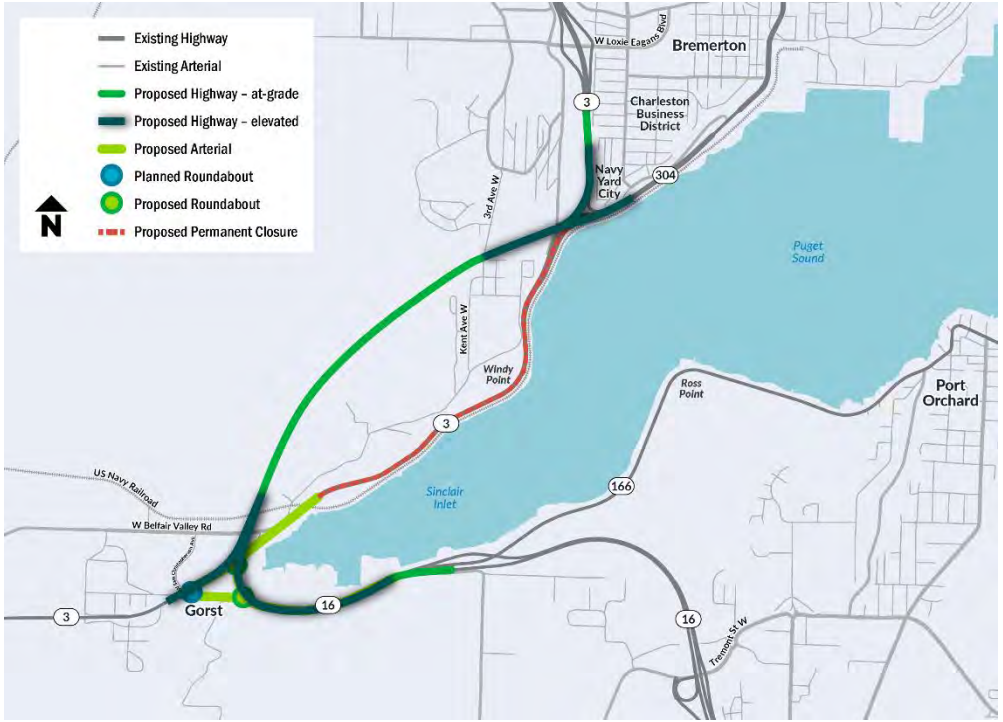
- Modified alignment over Sinclair Inlet
- Maintains existing SR 3/SR 304 interchange

Level 1 screening outcomes

Alternative D

Provides mobility improvement but substantial residential displacements with potential for socioeconomic impacts and potential for impacts to wildlife through forested area. Looking at realignment through Gorst similar to Alternative A-1. Higher cost.

Recommend modify.



Comments and questions

Comments on Level 1 evaluation results due by June 5

Please send comments to the study team by June 5 to:

SR3GorstArea@wsdot.wa.gov

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Level 2 evaluation methodology

Evaluation Criteria for Level 2

Alternatives Evaluation Criteria for Level 2 Discussion (PDF)

- Spreadsheet was provided for review
- Comments or questions?

Comments and questions: Alternatives evaluation process

Next steps

- Post-meeting follow up
  - TAG #3 meeting summary and video recording
  - Level 1 evaluation results and Level 2 methodology comments due by June 5
- CAG meeting #2 June 4, 2025
- TAG meeting #4 and EAG meeting #2 in fall 2025
  - Review and comment on Level 2 evaluation results
  - Discuss alternatives recommended for further study in NEPA
  - Review plan for programmatic mitigation and implementation
- Public open house #2 in winter 2025/2026

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

Study contact

Ashley Carle, WSDOT Olympic Region Multimodal Development Manager

Ashley.Carle@wsdot.wa.gov

Thank you