

Purpose and Need

The purpose of the project is to provide an efficient and functional transportation route in the general area of the existing SR 302 corridor between SR 302 at Key Peninsula Highway and SR 16 in Pierce County. The preferred alternative selected for the improvement of this corridor will be designed to increase the level of safety for all travelers who use the route. These improvements will be developed to:

- Meet or exceed the standards for intersection and highway level of service during the average weekday peak hour.
- Improve the average weekday peak hour travel time for those who use the route.
- Consider accommodating non-motorized modes of travel based on WSDOT policies.

2.2 Alternative Screening

WSDOT completed a qualitative Level 1 Screening Analysis of nine possible east-west alignments in September 2008. After completing the qualitative analysis, WSDOT recommended that four alternatives be carried forward into a Level 2 Screening Analysis to provide a final recommendation for improvement of the SR 302 corridor.

A fifth and sixth alignment were added for further consideration as part of the Level 2 Screening Analysis as a result of the input WSDOT received from the Advisory Committee at the Committee meeting on October 20, 2008 and project stakeholders during public meetings/open houses held on October 27 and October 29, 2008.

The Level 2 Screening Analysis qualitatively evaluated the four alternatives recommended in the Level 1 Screening Analysis for further consideration as corridor improvements for SR 302 between Elgin Clifton Road and SR 16. Fifth and sixth alternatives recommended by the project stakeholders and project Advisory Committee were added to the Level 2 Screening Alternatives for further evaluation in response to public comment.

The intent of the Level 2 Screening Analysis was to identify a preferred alternative for the SR 302 corridor that will improve roadway safety, mobility, capacity, and address regional connection issues in the Key Peninsula area. This technical memorandum documents the process used in making the recommendation for a preferred alignment.

The Level 2 process assessed the following factors for each of the six alternatives:

- Operations and Safety on State Route 302
- Operations and Safety on Local Roads
- Archaeological/Cultural/4(f)/Land Use
- Relocation/Economic/Environmental Justice
- Wetlands/Wildlife & Terrestrial Habitat

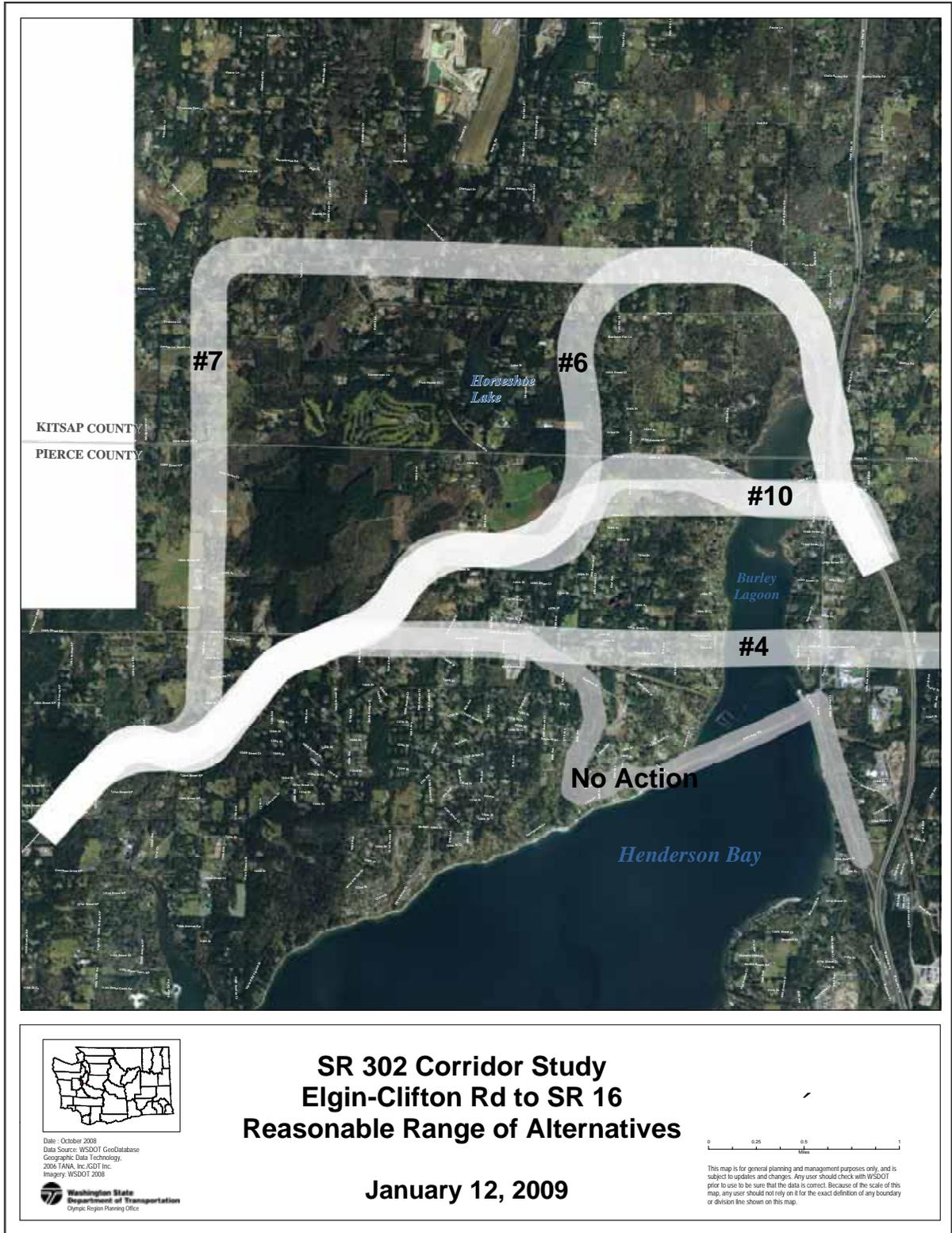
- Fish/Surface Water/Aquatics Habitat
- Project Schedule/Phasing
- Improve Travel Time

The results of the Level 2 Screening Analysis determined there are four alternatives that meet the goals and objectives of the SR 302 Corridor improvements while providing the highest value to WSDOT and project stakeholders.

Based on the results obtained from the Level 2 screening, WSDOT evaluate Alternatives 4, 6, 7, and 9 (see Figure 2) will be evaluated in the SR 302 Elgin-Clifton Road to SR 16 Corridor Study Draft Environmental Impact Statement (EIS):

- Alternative 4 consists of a new roadway and bridge following 144th Avenue to SR 16.
- Alternative 6 consist of a new roadway that would run northeast to Pine Road in Burley to SR 16.
- Alternative 7 follows existing county roads (118th Ave. to Pine Rd) to SR 16 near Burley.
- Alternative 10 consists of a new roadway and bridge near 154th to SR 16.

Figure 2. Alternatives Recommended for Further Study in the EIS



2.3 Scoping Purpose and Goals

Scoping is the first stage in the development of an environmental document intended to meet the statutory requirements of the National Environmental Policy Act (NEPA). Scoping is a process by which project sponsors solicit input from the public and from agencies about the project purpose and need, the types of issues, and the range of alternatives to be addressed in an EIS. The official SR 302 Elgin-Clifton Rd to SR 16 Corridor Study scoping period was from January 2, 2009 to February 13, 2009, but comments are encouraged and will be welcome throughout the entire project.

One of the key purposes of the scoping process is to provide early notification about the project to local governments, regulatory agencies, tribal organizations, and the public. Early participation prevents misconceptions about the project, curtails unnecessary delays in satisfying information requests, and fulfills the requirements of the NEPA process in a cost-effective manner.

This SR 302 Elgin-Clifton Rd to SR 16 Corridor Study Scoping Summary Report summarizes the public outreach activities completed for the EIS and identifies potential benefits, concerns, issues, and information sources related to the project as well as the need for additional studies. The issues, concerns, and comments summarized in this report will be used to identify the scope of the Environmental Impact Statement that is scheduled to begin in July of this year.

2.4 Scoping Tools Overview

Outreach activities and tools used to solicit input during scoping included public and agency meetings, print media (postcard, newspaper advertisements), and the internet (project web site). The scoping tools are listed below. Descriptions of the agency, tribal, and public scoping activities are presented in Sections 3.2, 3.3, and 3.4.

- Agency one-on-one communication
- Comment database
- Tribal government-to-government consultation
- Newspaper advertisement and other notification (postcard, flyers)
- Public scoping meetings
- Small group meetings
- Project website
- Mailing list

3.0 SUMMARY OF SCOPING ACTIVITIES

3.1 Notice of Intent

The Federal Highways Administration published the Notice of Intent (NOI) to prepare the SR 302 Elgin Clifton Road to SR 16 Environmental Impact Statement (EIS) in the Federal Register on January 2, 2009. The NOI describes the proposed action and the purpose and need for a project. The Agency Scoping meeting was announced in the NOI and scheduled for January 12, 2009, with a public scoping meeting in mid-January. The