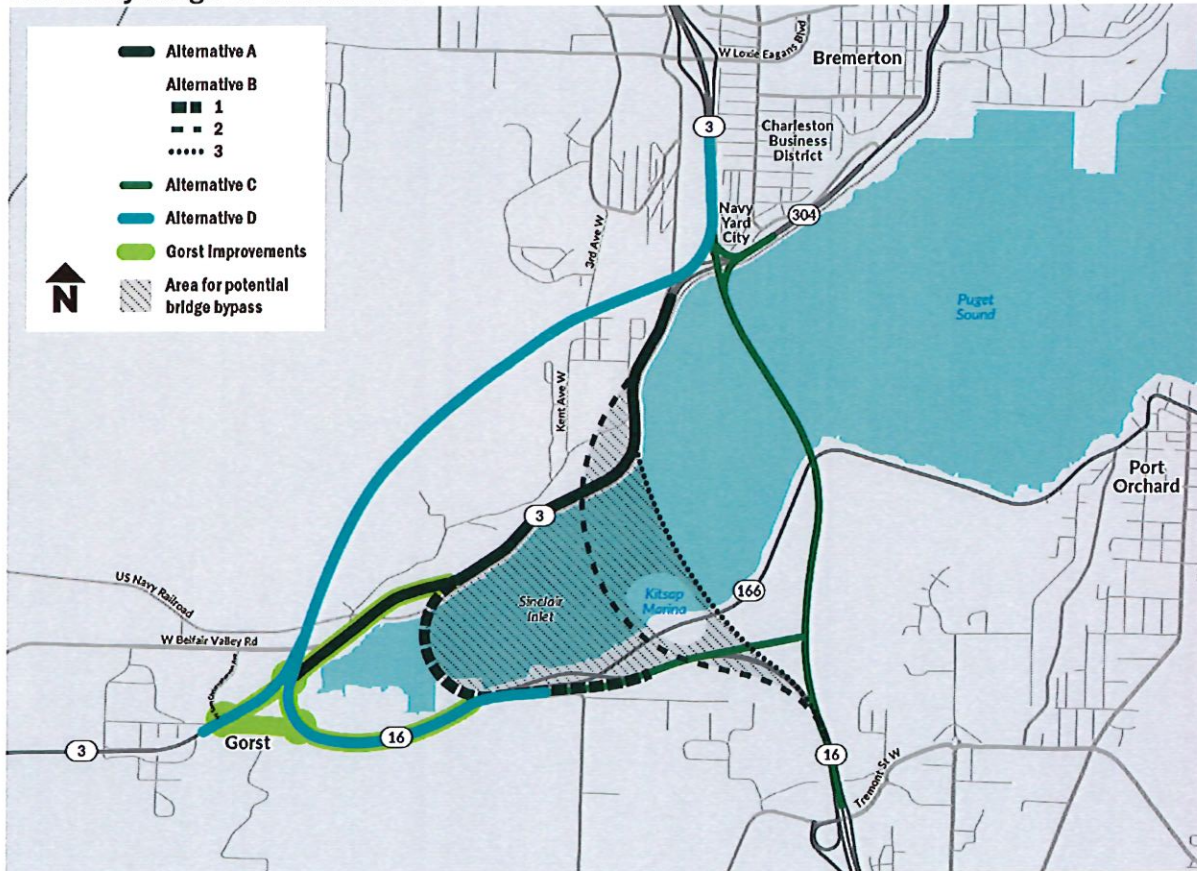


The study team developed a range of alternatives that address issues in the study area. Analysis of the alternatives may determine that mixing and matching options may best fit the area's needs. Several alternatives look similar but have unique design features that would change traffic flow, safety, and access.

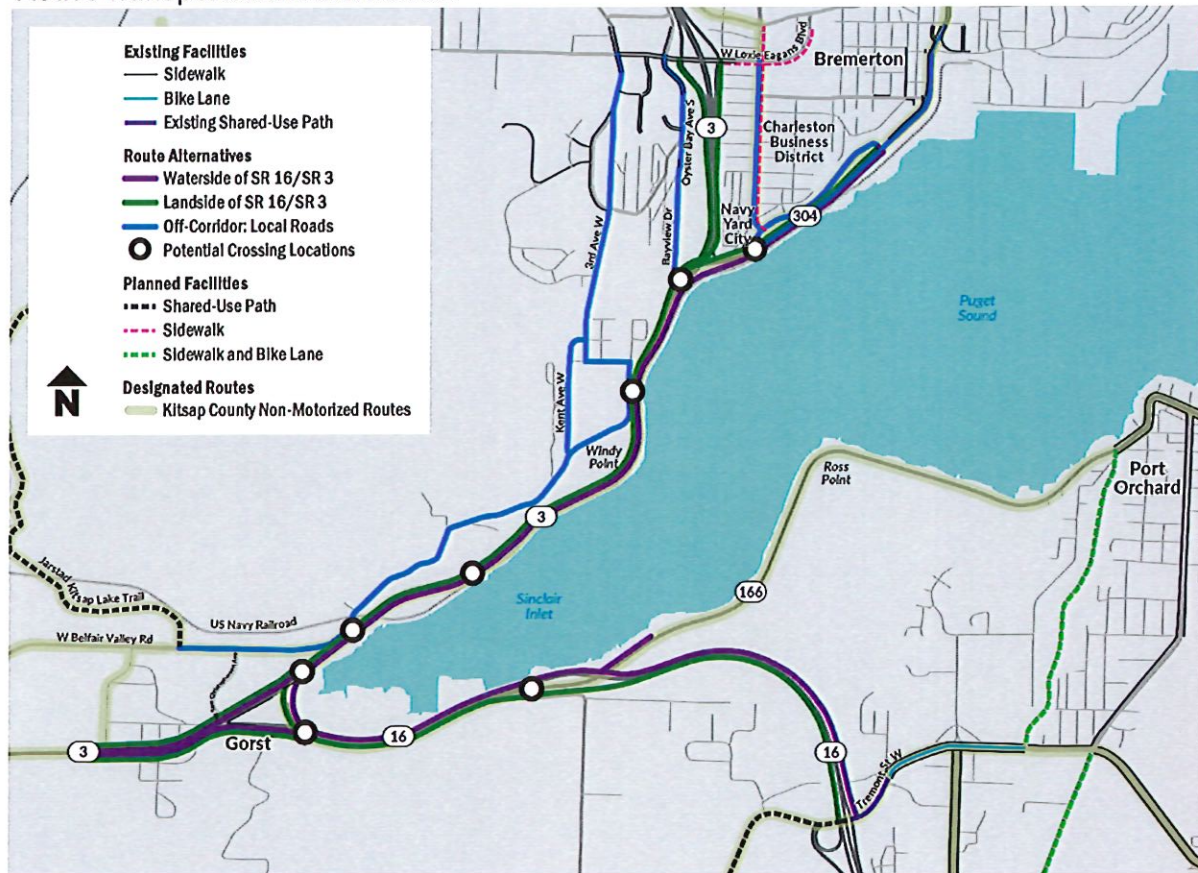
The range of alternatives includes several design options.

Roadway range of alternatives



All alternatives under consideration include either additional general purpose or high occupancy vehicle (HOV) lanes and active transportation facilities.

Active Transportation Alternatives



Waterside route (above in purple)

Following the existing SR 3 roadway on the Sinclair Inlet side of the road, this alignment offers the most direct route for people walking, biking, or rolling. It has minimal grade changes, scenic views, and easy access to the shoreline of Sinclair Inlet. This alignment connects to existing bike lanes along SR 304 in Bremerton and the shared-use path along Tremont Street W in Port Orchard.

For this route, WSDOT will consider proximity to the railroad and potential driveway crossings. We will also consider effects on sensitive nearshore habitat and potential impacts from sea level rise. The route would need crossings in Bremerton, Gorst, and Port Orchard to access the facility.

Landside route (above in green)

The Landside alignment would be along SR 3 on the landward side of the roadway. Similar to the Waterside route, the Landside route provides a direct route for users between Gorst, Bremerton, and Port Orchard via the Tremont Street W interchange. This option has minimal grade change and wouldn't require crossings to access the facility. This alignment

connects to existing bike lanes along SR 304 in Bremerton and the proposed shared-use path along Old Clifton Road in Port Orchard.

For this route, WSDOT will consider the need for grading to make the path more accessible. We will also consider potential driveway crossings and uncontrolled traffic lanes at several interchanges along the route.

Off-corridor local roads (*above in blue*)

Instead of State Routes, these alignments use local roads along the study corridor. Local roads include National Avenue, Sherman Heights Road, and W Charleston Beach Road. Local roads can be safer because of lower traffic volumes and speeds. Local roads can also be steeper and provide a less direct connection for people walking, biking, or rolling.

Since these are local roads outside of WSDOT's jurisdiction, this alternative would require coordination with Kitsap County and the City of Bremerton.

Transportation System Management and Operations alternatives

In addition to the above alternatives, the PEL study will evaluate Transportation System Management and Operations (TSMO) non-roadway options. TSMO strategies help make existing transportation systems safer and more efficient. Using TSMO strategies focuses on affordable and quick solutions that work for different types of transportation, across different areas, and on all kinds of roads. The study team is considering the following TSMO strategies and working with the Technical Advisory Group (TAG) representatives on the feasibility of the items on the bulleted lists below. WSDOT can provide support through grant and award programs for improvements to services, equipment, and infrastructure.

Navy

- Revisions to shipyard shifts (i.e. modifying the times when shifts begin and/or end to minimize overlap with typically busy travel periods)
- Assistance creating or expanding carpools or vanpools in coordination with Kitsap Transit
- Commute trip reduction policies, such as work hour flexibility or telecommuting
- Public transit incentives, such as bus pass subsidies
- Employee education and outreach regarding use of existing worker-driver buses
- Employee challenges and rewards for carpooling or using transit and active transportation

Kitsap Transit

- Additional worker buses
- Additional transit routes and increased frequency to fast ferry terminals
- Additional Park and Ride facilities
- Designated parking for carpool or vanpool