



Appendix B

Below are summaries of the questions/issues raised by the public following the presentation at the December 16, 2003 scoping meeting in Coupeville.

- What studies are ongoing for birds? If the central option is selected, what mitigation will take place to preserve habitat for birds?
- Did the Washington State Legislature create only one class system of ferries?
- Regarding screening of the alternatives, will the criteria rate or establish the alternatives?
- How many other possible alternatives exist within the 7-mile range? How soon will this determination be made?
- How do we move goods in an environmentally sensitive manner?
- How will the Keystone conservation area affect the decision process?
- What dialogue has taken place between Washington State Parks, Seattle Pacific University (Camp Casey) and Washington State Ferries regarding the tide gate and estuary?
- How much of a historic look-back at Crockett Lake will be taken?
- Who is conducting the environmental work?
- Where is the ferry fueled for this route?
- If the current Keystone Harbor is abandoned, will dredging of the harbor be maintained?
- What components of the current vessels are 76 years old (i.e. propulsion systems, navigation, hulls, etc.)? Is it possible that the hulls of these vessels could last another 76 years?
- What is the number of groundings each year in Keystone Harbor? Where can I find a list?
- With reference to the existing connection between Crockett Lake and Keystone Harbor, the feasibility study states: [It] “will be maintained during environmental process.” What does this mean? Can WSF quantify their level of commitment to this mitigation?
- Please clarify the difference between “operating on the same schedule” and “with one-half the frequency” as stated in the feasibility study.
- Who can the public contact from this point forward to get answers?



Keystone-Port Townsend Ferry Terminal Improvement Project

- What are the changes in potential alternatives since the feasibility study? Could WSF have done a better job, prior to this scoping meeting, of advising the public of changes to the alternatives?
- What is the exact number of missed sailings per year? With new, larger boats and decreased frequency, does this mean 20-25 sailings additional sailings will be cancelled per year?
- If there are reduced sailings, will there be twice the number of cars and people waiting? Will festivals increase the number waiting? Will a larger waiting area be necessary with these increased numbers?
- Where will WSF increase upland parking in Port Townsend for waiting cars? Where will waiting cars go in Keystone?
- If Keystone Harbor is modified to accommodate the 130-class vessel, how much change will be necessary? How much wider will the Harbor need to be?
- Why is WSF responsible for diking and the Crockett Lake tide gate? Do water districts usually manage these utilities?
- Is there a more direct route to get to the Keystone Terminal rather than through downtown Coupeville as signs point currently?
- Will a benefit of new, larger ferries be a quicker trip from Keystone to Port Townsend?
- Are there differences in tides or currents at the three potential alternative sites on Keystone Spit?
- Where can the public review the Coast Guard's reports of groundings in Keystone Harbor?
- How many opportunities in this environmental process will the public have to offer comment?
- Were environmental impact statements completed when Crockett Lake, the current Keystone Terminal, and the ponds [at the Central Site] were created?



Below are summaries of the questions/issues raised by the public following the presentation at the December 17, 2003 scoping meeting in Port Townsend.

- When will the new vessels replace the Steel Electrics?
- With which routes are the vessels interchangeable?
- Wouldn't it be simpler to build a smaller boat to go every 45 minutes? With the new, larger vessels, will the wait time be twice as long between sailings?
- Would there need to be an extension of the beach at Port Townsend to accommodate the 130-class vessel?
- Currently during peak periods there is a 45-minute turnaround—how does the every 90 minutes, holding 130 cars, keep up with that traffic load?
- Do modernized ferries have differential GPS? Is fog a key factor in canceling sailings, or does the combination of fog and the Keystone Harbor create the problem?
- Has the amount of parking area needed in Port Townsend been calculated? How much will the dock need to be expanded to accommodate this parking? What is the minimum amount of extension into the water needed to accommodate the deeper-hulled vessels?
- Would the terminal have to be completely shut down in order to finish expanding the holding area?
- How much will it cost to go from Port Townsend to Keystone as a commuter? When you look at pricing this run, what part of your decision is made based on commuter vs. sightseer vs. tourist usage?
- The “Boat Haven” in Port Townsend is slated to be twice as big as its current size. Do you anticipate the interaction between larger ferries and increased recreational boaters a potential problem?
- Is there a possibility of these improvements occurring before the Hood Canal project?
- How many Evergreen-class vessels are currently in the WSF system? When the 130s come into service, will the Evergreens be rotated elsewhere or be put on the Keystone-Port Townsend route?



Keystone-Port Townsend Ferry Terminal Improvement Project

- Is it possible to tweak the current sailing schedule so there is not a 5:00 p.m. arrival and surge in traffic during the Port Townsend rush-hour?
- Is terminal construction tied to vessel construction?
- Is there a possibility of creating a parking lot on the Keystone side for day-trip parkers to reduce vehicle traffic in the city?
- Could you give an overview of how Washington State Ferries will deal with the eel grass around the ferry terminal?
- Is there a ferry available within the WSF fleet that draws less than 16-feet that could be used on this route?
- Will a new site take care of tidal cancellations at Keystone?
- Have you surveyed to see how many cars have Port Townsend as their final destination rather than driving through the city?
- Based on general traffic and cars off-loading the ferries, is the WSDOT considering widening the road?
- How far in and out of Port Townsend does WSF study cars traveling through on these highways and in traffic?
- Will you simply turn the Rotary Park in Port Townsend and US Bank into a “holding area?” Could it be used as it is now for those waiting for the ferry and as a pick up/drop off area?
- If an alternative other than Keystone Harbor is chosen, will the Harbor be restored?