

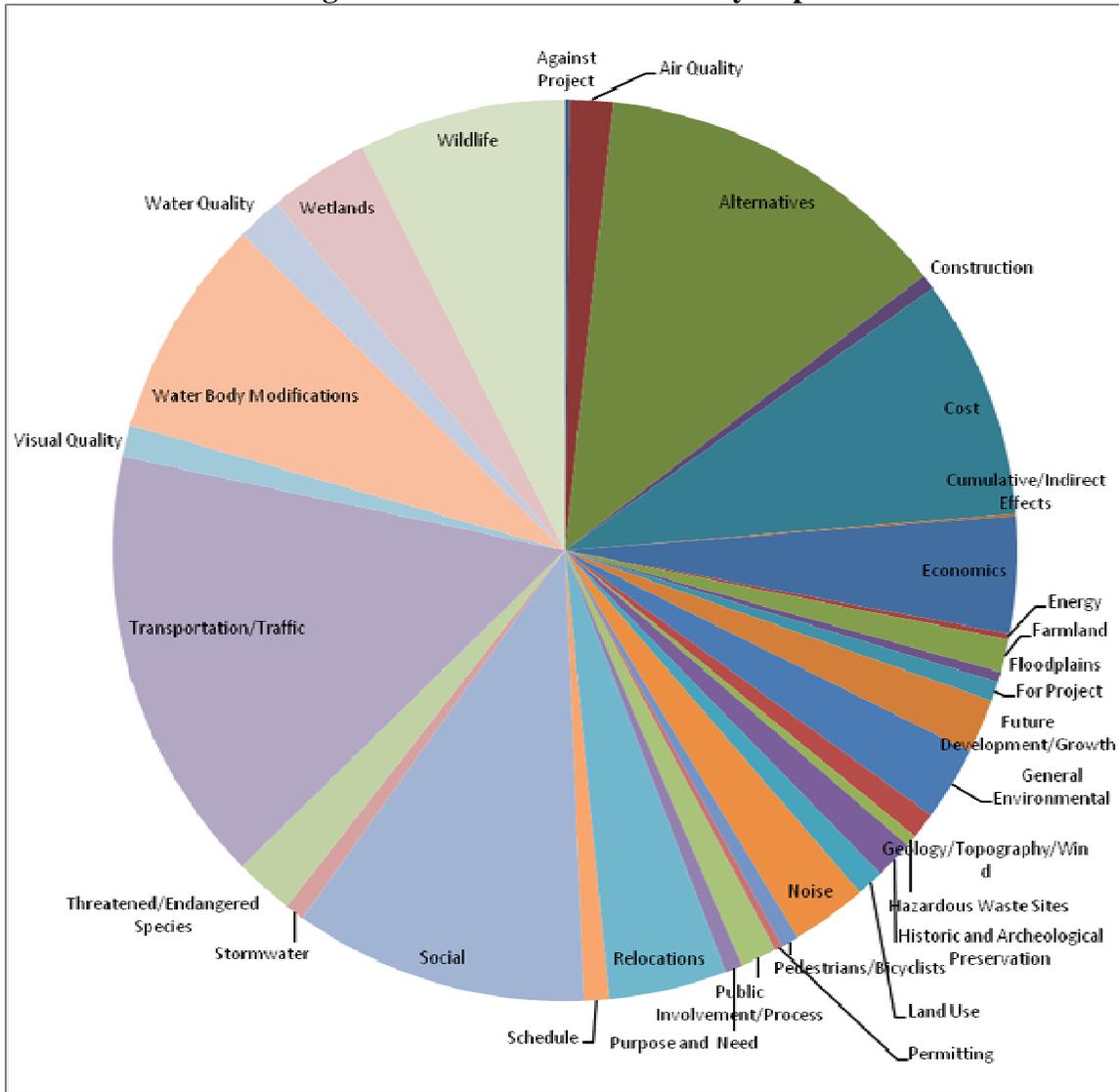
#### 4.0 KEY ISSUES

The list of scoping issues is compiled from the agency, tribes and public comments received during the formal scoping period from January 2, 2009 to February 13, 2009. A total of approximately 600 letters, emails, and voice mails were received—resulting in roughly 2500 comments. The table and chart below give an illustration of the type and number of comments received.

**Table 4. Comments Received by Topic**

<i>Issue</i>	<i>Number of Comments</i>	<i>Percent of Total</i>
Against Project	4	0.2%
Air Quality	38	1.5%
Alternatives	317	12.9%
Construction	13	0.5%
Cost	211	8.6%
Cumulative/Indirect Effects	2	0.1%
Economics	103	4.2%
Energy	5	0.2%
Farmland	29	1.2%
Floodplains	9	0.4%
For Project	17	0.7%
Future Development/Growth	48	2.0%
General Environmental	65	2.6%
Geology/Topography/Wind	23	0.9%
Hazardous Waste Sites	10	0.4%
Historic and Archeological Preservation	34	1.4%
Land Use	24	1.0%
Noise	67	2.7%
Pedestrians/Bicyclists	15	0.6%
Permitting	7	0.3%
Public Involvement/Process	32	1.3%
Purpose and Need	15	0.6%
Relocations	104	4.2%
Schedule	22	0.9%
Social	259	10.5%
Stormwater	17	0.7%
Threatened/Endangered Species	52	2.1%
Transportation/Traffic	386	15.7%
Visual Quality	28	1.1%
Water Body Modifications	194	7.9%
Water Quality	40	1.6%
Wetlands	89	3.6%
Wildlife	182	7.4%

**Figure 3 – Comments Received by Topic**



With approximately 2,500 comments received, they are not all individually listed in this report, but some of the most often heard comments are summarized below. All of the comments can be seen in their entirety in Appendices B and C. All of the comments received during the scoping period will be used to identify the scope of issues and concerns that will be addressed in the EIS process, which will begin in July of 2009.

#### **4.1 Air Quality**

- Routing traffic through a residential area will negatively affect air pollution.
- The EIS must disclose whether vehicular air toxics emissions would result from project construction and operations, discuss the health effects associated with air toxics and diesel particulate matter, and identify sensitive receptor populations and individuals that are likely to be exposed to these emissions.
- Building a bridge over Burley Lagoon adds more vehicle and road pollution to a fragile ecosystem, already in danger from traffic and other pollution sources.

#### **4.2 Alternatives**

- Use/improve multiple routes, rather than build just one alternative.
- Don't build a bridge over Burley Lagoon.
- Use the existing roadways if you can to minimize property acquisition.

#### **4.3 Construction**

- Construction activities associated with road building, maintenance and related actions may adversely affect waters that serve as sources of drinking water for communities, including public and private groundwater wells.
- Choose the alternative that would minimize the impact of construction on the community.
- Improving the existing roadway would cause less of a disruption to the community during construction.

#### **4.4 Cost**

- The cost of the project is too high considering the current economic climate.
- Regular upkeep, inspections, lighting, de-icing, plowing, and accident removal (operation and maintenance) all need to be factored into the cost equation.
- Roadways over water are far more difficult and expensive to maintain, expand, and replace as we have already seen with other projects.
- WSDOT has not adequately addressed the costs estimates for mitigating noise pollution, light pollution, impermeable water runoff, landslide, seismic activities, property acquisition, environmental issues, and known American Indian archeological sites associated with constructing a bridge across Burley Lagoon.

#### **4.5 Cumulative/Indirect Effects**

- The EIS should analyze and disclose induced travel and growth that could potentially occur as a result of the project.
- The EIS should analyze the potential environmental effects on air quality, water quality/quantity, terrestrial and aquatic habitats, ecological connectivity and

ecosystem processes, communities, cultural/historical resources of growth in travel and development.

#### **4.6 Economics**

- Property values near the project will be negatively affected.
- Choose an alternative that avoids closing down local businesses.
- The project is too expensive given the state of the economy.

#### **4.7 Farmland**

- Any diagonal crossing (options 5, 6, or 10) to Kitsap County would bisect agricultural lands.
- Avoid taking the farmland if you can.
- Alternative 10 avoids residential areas because it is routed through farmland.

#### **4.8 Future Development/Growth**

- Widening a land route in the future is easier than widening a bridge.
- Build an alternative that allows for future growth.
- The EIS should analyze and disclose induced travel and growth that could potentially occur as a result of the project.

#### **4.9 Hazardous Waste Sites**

- The EIS should discuss the historic contamination, clean-up, and restoration of the Strandley-Manning site and its effect on Burley Lagoon and habitats. Any contaminants or vulnerabilities of concern that could become a problem with site disturbance resulting from the project should be analyzed and disclosed.
- The presence of filter feeding shellfish and the strict health regulations on shellfish harvest have caused Burley Lagoon to be the subject of EPA studies and a superfund cleanup.
- The Manning property was an EPA Superfund site on the west shore of Burley Lagoon. Construction of a bridge could disturb deep sediments that could still contain PCBs.

#### **4.10 Historic and Archeological Preservation**

- The Purdy Bridge is a historic structure listed on the National Register.
- The Puyallup and Nisqually Tribes have burial grounds in the area and will be very active in this project once the impacts are known.
- The EIS must analyze the impacts of the project on local historic and archaeological sites and/or structures.

#### **4.11 Land Use**

- Using existing right of way / improve existing roadway.
- In addition to potential impacts to existing land uses, the analysis of land use should address the potential impacts to the planned land uses identified.
- Consult local land use plans to make sure project is compatible.

#### **4.12 Noise**

- Routing traffic through a residential area will negatively affect noise pollution.
- I am concerned about the impact of bridge noise over a waterway on people and on migratory birds.
- The EIS must examine the effects of noise sensitive receptors like residences, schools, churches, etc.

#### **4.13 Pedestrians/Bicyclists**

- I am concerned about how the project will affect those that walk and bike.
- To accommodate safe non-motorized travel along the SR-302 corridor, the project scope should consider the inclusion of a shared use path (regional multi-use trail) as recommended in the Key Peninsula Community Plan.
- The existing bridge should remain open to pedestrians and bicyclists.

#### **4.14 Permitting**

- In order to be permitted under Section 404 of the Clean Water Act, analysis would need to show that the preferred alternative is the least damaging, practicable alternative, according to the 404(b)(1) Guidelines.
- If there are 303(d) listed water bodies in the project area, the EIS must additionally disclose information regarding the Total Maximum Daily Loads (TMDLs), the water bodies to which they apply, and the pollutants of concern.
- Development activities within the shoreline are heavily regulated by local Critical Areas Ordinance.

#### **4.15 Public Involvement/Process**

- I was not aware of some of the meetings.
- Please include the public in the process.
- Minority and/or low income communities and tribes must be effectively informed, heard, and responded to regarding the project impacts and issues affecting their communities and natural and cultural resources.

#### **4.16 Purpose and Need**

- The purpose and need should not be excessively constrained in order to allow for a reasonable range of alternatives.

- Include background information and documentation to support the project's purpose and need.
- We concur with the purpose and need for the project.

#### **4.17 Relocations**

- Property owners will lose their homes if the project is built.
- Choose the alternative with the least residential relocations.
- The alternative with the least relocations will cost less.
- Even if the State buys us out, it will be difficult to find a property like the one I have.

#### **4.18 Schedule**

- Choose the "fast and cheap" alternative.
- The important thing is to get something done soon. Years of planning and trying to get funding are not acceptable. If Seattle can get \$2-4 billion for a seawall/tunnel, WSDOT can get a few million to fix this problem.
- Permitting, materials, litigation from property owners, and environmental issues will push the project schedule way out.

#### **4.19 Social**

- Neighborhoods and communities will be negatively affected by the project.
- The project will affect the spit, which many use as a recreational area.
- Preserve our rural way of life/the quality of life for residents will be affected.
- Actions should be taken to conduct adequate public outreach and participation that ensures the public and Native American tribes truly understand the possible impacts to their communities and trust resources.
- I am concerned about child safety at the school bus stops along Pine Road.
- The high school access on 144<sup>th</sup> will be affected by the Alternative #4.

#### **4.20 Stormwater**

- New pavement will affect the existing stormwater flow.
- Discuss what you plan to do with the additional stormwater that will result from the projects.

#### **4.21 Threatened/Endangered Species**

- Don't impact threatened and endeared species around Burley lagoon.
- I am concerned about the head waters of the Little Minter Creek, which is a branch of Minter Creek where the State Fish Hatchery is located. This is a spawning area for salmon including the endangered Chinook salmon.

- If the proposed project activities could affect species listed under the Endangered Species Act, the EIS should include the Biological Assessment and the associated USFWS or NOAA Fisheries Biological Opinion or formal concurrence.

#### **4.22 Transportation/Traffic**

- Traffic backs up for miles on SR 302 (around Purdy) and must be improved.
- Reduce traffic near Purdy/SR 16 access.
- Emergency vehicle travel times need to be improved.
- The Wauna curves are a safety issue and must be improved.

#### **4.23 Visual Quality**

- A bridge across Burley Lagoon will negatively affect our view.
- Mitigation for impacts to visual quality could include native vegetation, which would buffer neighborhoods from view intrusions where widening/cuts/fills are required or increased traffic is anticipated.
- It would be a shame to see the view of the Lagoon destroyed.

#### **4.24 Water Body Modifications**

- Do not build a bridge across Burley Lagoon; avoid impacts to the environmentally sensitive area in and around the lagoon.
- I am concerned about impacts to Minter Creek, which is a fish-bearing stream.
- I do not feel that a bridge across Burley Lagoon can be built and still maintain a reasonably viable ecology/environment for Burley Lagoon.

#### **4.25 Water Quality**

- Additional vehicle traffic along the lagoon will negatively affect water quality.
- Identify federally-regulated and state-regulated source water; identify all activities that could affect source water areas; identify all potential contaminants that may result from the project; identify measures that would be taken to protect the source water protection areas.
- Roadways over water bodies increased water pollution.

#### **4.26 Wetlands**

- Avoid impacts to wetlands (i.e., around Burley Lagoon and on 118th).
- Alternatives 4 and 10 would destroy or severely impact the natural environment of our Class 1 wetland.
- The road alternatives would have less impact to wetlands than the bridge alternatives.

#### **4.27 Wildlife**

- The project will harm the wildlife and their habitat (mainly fish and birds).
- There is a bald eagle nest in the vicinity of Alternative 10.
- There are a number of aquatic species, organisms, and wildlife that are feeding, nesting, and spawning that would be affected by a Burley Lagoon bridge crossing.