

-----Original Message-----

From: johndandsuzy [mailto:johndandsuzy@ncplus.net]
Sent: Thursday, April 10, 2003 5:54 PM
To: campben@wsdot.wa.gov
Subject: Hylebos Creek

Hello. I would like to voice my concerns regarding the upcoming SR 167 corridor revision. First of all I want to say I do support the Riparian Restoration Proposal because it is logical, it makes sense and it is simple. However, I am concerned about some of the impacts that the DEIS will have on the Hylebos Creek project.

Those of us that are concerned would like to know what the impacts to the environment will be. Please don't give us the explanation in a lot of beaurocratic rhetoric. We're not a bunch of tree huggers with lack of education. We are genuinely concerned with what this may entail to salmon, Lamprey, otters, beavers and the environment in general. Also, what would be the impacts to low flow conditions and what pollutants will be involved when this project is in full swing. How much/many of these pollutants will enter the creek and what will be their permanent damage to the ecosystems. And please be honest in your explanation. How will all of this affect the environment in combination with the planned growth and, of course, other developments within the surrounding areas?

I would like to say, in closing, that I for one am not one that needs to have everything made just a little more "convenient" for me. I like the idea that sometimes I have to drive slow because of rush-hour traffic. I don't mind it if I have to drive the extra miles to get to a store, (as it is I can't drive a country mile without running into a Chevron or Exxon, etc). I don't want or need it all, constantly, every day of the week at my beck and call. There are some things in life that we should be able to share with the ones that were here about three hundred million years before us and I for one am proud to be able to share that little bit that's left, with them! Please don't take it all away for the sake of profit, convenience and stature. Some of us out here don't mind being a little inconvenienced if it means that we can hear a certain bird calling to it's mate, or to be able to witness the spawning of a fish. Please don't always take it all away. Thank you. Suzy Meyer, pobox143 Wauna WA 98395.

RESPONSE C68-001

Thank you for your support. Information on the Riparian Restoration Proposal (RRP) has been expanded in the EIS. Please look at subsections 3.2.4 Water Resources; 3.3.8 Wetlands; and 3.4.4 Wildlife, Fisheries, and Threatened and Endangered Species. Other subsections in sections 3.2, 3.3 and 3.4 have been expanded to look at impacts per sub-basin and reorganized to include indirect and cumulative impact analyses. We believe the changes in these sections address your concerns. Please also see responses to comments G01-001 through G01-049.

C68-001

-----Original Message-----

From: Bob Paradise [mailto:thesportguy@hotmail.com]
Sent: Saturday, April 12, 2003 8:01 PM
To: campben@wsdot.wa.gov
Subject: Hylebos

Dear Mr. Campbell,

We are writing to you in regards to the Hylebos waterway in Tacoma.

This is an exciting time for this waterway. With the proposed SR167 corridor near Hylebos Creek, you can help restore the health of Hylebos.

After about 100 years of environmental destruction in the Tacoma tide flats, you can take a small, but wonderful, step in the right direction. Please support the Riparian Restoration Proposal. Let's do right by the environment and make this a project we can be proud of.

Thank you.

Sincerely,

Robert and Alison Paradise
Gig Harbor, WA

C69-001

RESPONSE C69-001

Thank you for your support.

-----Original Message-----

From: Gary Ostlund [mailto:choochoogoo@msn.com]
Sent: Saturday, April 12, 2003 9:25 PM
To: campben@wsdot.wa.gov
Subject: Hylebos Creek/SR 167

Please carefully consider the 6 concerns of the Friends of the Hylebos Wetlands. We support the Riparian Restoration Proposal. Thank you,

C70-001

Gary O. Ostlund (GOO)
choochoogoo@msn.com

RESPONSE C70-001

Thank you for your support. Information on the Riparian Restoration Proposal (RRP) has been expanded in the EIS. Please look at subsections 3.2.4 Water Resources; 3.3.8 Wetlands; and 3.4.4 Wildlife, Fisheries, and Threatened and Endangered Species. Other subsections in sections 3.2, 3.3 and 3.4 have been expanded to look at impacts per sub-basin and reorganized to include indirect and cumulative impact analyses. We believe the changes in these sections address your concerns. Please also see responses to comments G01-001 through G01-049.

-----Original Message-----

From: JudyTurpin@aol.com [mailto:JudyTurpin@aol.com]
Sent: Saturday, April 12, 2003 4:23 PM
To: campben@wsdot.wa.gov
Subject: Comments regarding proposed SR 167 /161-509 linkage project DEIS

I am particularly interested in protecting Hylebos both during the project and after its construction. A number of us in the Federal Way community have had an interest in the West Hylebos wetlands and the stream system that connects it to the Hylebos waterway and Commencement Bay. This stream has been adversely impacted in the past by highway and commercial construction. The project at hand could either contribute to restoration if an adequate riparian restoration program is fully implemented or it could further degrade the system. The aquatic and wetland habitats in the project area should be protected and restored keeping in mind the requirements of all species and life stages. WSDOT should strive to prevent future harm and redress the harm that it has done in the past when it constructed projects that did not adequately deal with fish passage, impacts on the hydrology of the project area or increased sedimentation.

C71-001

There are a number of areas in which the DEIS could be improved as a document to inform decision makers. More details regarding the riparian restoration effort could be provided, and a more complete cumulative effects analysis could be added that doesn't downplay project interaction with growth pressures in the area. This EIS should clearly identify potential direct, secondary and cumulative impacts and clearly identify the mitigation measures to fully respond to those impacts with an emphasis on protecting the important natural features which tie the upland freshwater system to Puget Sound through this project area.

Judith Turpin
3002 SW 300th Place
Federal Way, WA 98023
253-838-3466

RESPONSE C71-001

Information on the Riparian Restoration Proposal (RRP) has been expanded in the EIS. Please look at subsections 3.2.4 Water Resources; 3.3.8 Wetlands; and 3.4.4 Wildlife, Fisheries, and Threatened and Endangered Species. Other subsections in sections 3.2, 3.3 and 3.4 have been expanded to look at impacts per sub-basin and reorganized to include indirect and cumulative impact analyses. We believe the changes in these sections address your concerns. Please also see responses to comments G01-001 through G01-049.

RECEIVED
APR 11 2003
TUMWATER DESIGN

APR 5/03

WSDOT
Olympia WA

att Mr Neal Campbell
Re Hylebos Creek

I am interested in Hylebos
State Park and the Hylebos
Creek. I walk in nice weather
in the Park and enjoy the
outdoors.

Your help in preserving or
enhancing the Hylebos
would be appreciated by
the writer

Yours very truly
Tom A. Ewing

TRANSCRIBED COMMENT C72-001

I am interested in Hylebos State Park and the Hylebos Creek. I walk in nice weather in the park and enjoy the outdoors.

Your help in preserving or enhancing the Hylebos would be appreciated by the writer.

RESPONSE C72-001

Thank you for your support.

C72-001

April 8, 2003

Mr. Neal Campbell
Project Manager
WSDOT Turnwater Design Office
PO Box 47446
Olympia, WA 98504-7446

Dear Mr. Campbell,

As a resident of [insert community here] and a member [insert community organization as appropriate] I am offering the following comments on the Draft Environmental Impact Statement for the proposed SR 167 project.

As you know, the proposed SR 167 corridor is located in the Hylebos Creek Watershed in some cases as close as 250 feet from the creek. The Hylebos Creek is home to a variety of wildlife including Chinook salmon and Bull trout, both considered threatened species under the Endangered Species Act. The wildlife and their habitats are at risk due to increased flooding, water pollution and other impacts that would be caused by the SR 167 project. However, the Draft Environmental Impact Statement does not thoroughly assess potential environmental impacts that could be reasonably expected from such a large highway construction project as this.

In order to properly design the SR 167 project to protect Hylebos Creek and adequately mitigate for project impacts, the Washington Department of Transportation must conduct a more thorough environmental assessment. At a minimum, the following should be included in the Final Environmental Impact Statement:

- Specific details about the size of the proposed restoration area, length of stream channel restoration and restoration methods proposed.
- A full analysis of the projects direct, secondary and indirect impacts and their combined effects on the environment.
- A full cumulative impacts analysis that addresses the impacts of the proposed project in combination with reasonably anticipated growth and major development projects planned during the life of the project.
- Revised fisheries assessments that characterize conditions and impacts for the different salmon species native to Hylebos Creek and the different life stages for each species. Wildlife and fisheries analysis must also include analyses of conditions and impacts to Hylebos' freshwater mussels, Pacific Lamprey, river otter and beaver populations.
- Specific impacts to low flow conditions on Hylebos Creek.
- A full description of the major pollutants expected to be generated by this project, the amounts expected to enter the creek and how they will affect Hylebos Creek.

Finally, I strongly support the Riparian Restoration Proposal. The restoration of the natural floodplain is the only way to manage the SR 167 stormwater impacts on the lower Hylebos Creek. Building stormwater ponds in a floodplain will not work! They will only waste money and worsen flooding. Further, restoring stream and wetland habitat in the Lower Hylebos Creek watershed as part of the SR 167 project will help restore the once abundant Hylebos Creek salmon runs. The Washington Department of Transportation should strive for a project that not only meets transportation goals, but also enhances the environment of the Hylebos Creek Watershed.

Yours sincerely,

W.A. Morton

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APR 11 2003
TUMWATER DESIGN

C73-001

RESPONSE C73-001

Thank you for your support. Information on the Riparian Restoration Proposal (RRP) has been expanded in the EIS. Please look at subsections 3.2.4 Water Resources; 3.3.8 Wetlands; and 3.4.4 Wildlife, Fisheries, and Threatened and Endangered Species. Other subsections in sections 3.2, 3.3 and 3.4 have been expanded to look at impacts per sub-basin and reorganized to include indirect and cumulative impact analyses. We believe the changes in these sections address your concerns. Please also see responses to comments G01-001 through G01-049.

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APR 15 2003

TUMWATER DESIGN

3214 No. 27th
Tacoma, wa. 98407
4/11/03

Neal Campbell
Project Engineer
WS-DOT Tumwater Design Office
Olympia, wa. 98504

Dear Sir:

I am writing to express my support for the Riparian Restoration Proposal for the proposed SR 167 corridor near Hylebos Creek. Restoring the natural floodplain is the only way to manage stormwater. I am also urging DOT to fully address direct impacts to the environment and strengthen the "cumulative impacts analysis" to describe how the project will affect the environment in combination with planned growth and other developments surrounding the area. Addressing impacts to low flow conditions, providing a full description of expected pollutants,

C74-001

and looking at impacts for different salmon populations at different stages of life and all species to be impacted - all of these actions are essential to a thorough environmental impact of the proposed project.

C74-001

Sincerely,
Neal Hegets

TRANSCRIBED COMMENT C74-001

I am writing to express my support for the Riparian Restoration Proposal for the proposed SR 167 corridor near Hylebos Creek. Restoring the natural floodplain is the only way to manage stormwater. I am also urging DOT to fully address direct impacts to the environment and strengthen the 'cumulative impacts analysis' to describe how the project will affect the environment in combination with planned growth and other developments surrounding the area. Addressing impacts to low flow conditions, providing a full description of expected pollutants and looking at impacts for different salmon populations at different stages of life and all species to be impacted. All of these actions are essential to a thorough environmental impact of the proposed project.

RESPONSE C74-001

Thank you for your support. Information on the Riparian Restoration Proposal (RRP) has been expanded in the EIS. Please look at subsections 3.2.4 Water Resources; 3.3.8 Wetlands; and 3.4.4 Wildlife, Fisheries, and Threatened and Endangered Species. Other subsections in sections 3.2, 3.3 and 3.4 been expanded to look at impacts per sub-basin and reorganized to include indirect and cumulative impact analyses. We believe the changes in these sections address your concerns. Please also see responses to comments G01-001 through G01-049.

RECEIVED

4-12-03

APR 15 2003

TUMWATER DESIGN

DEAR MR CAMPBELL:

SORRY FOR THE OLD FASHIONED APPROACH TO LETTER WRITING. NO COMPUTERS, NO E-MAIL, JUST PAPER AND PENCIL. I AM A 35 YEAR RESIDENT IN THE "SPRING VALLEY AREA" OF FEDERAL WAY (NORTH OF THE PIERCE COUNTY LINE TO 356TH ON THE NORTH AND BETWEEN I-5 AND US 99, I AM A LONG TIME MEMBER OF THE FRIENDS OF THE HYLEBOS WETLAND AND WAS A C-A-C MEMBER OF KING COUNTY'S HYLEBOS DRAINAGE PLAN. IT WAS CONCLUDED THAT THE MILTON, FIFE, PIERCE COUNTY PORTION OF THE HYLEBOS WOULD BE ONE OF THE MOST DIFFICULT TO MANAGE.

IN ADDITION WE HAVE A SIGNIFICANT TRACT OF LAND ON THE NORTH FORK OF THE HYLEBOS CREEK. WE HAVE APPROX 600 FEET OF CREEK FRONTAGE AND ALSO CONSTRUCTED A WILDLIFE CONSERVATION POND UNDER A KING COUNTY PERMIT. THE MAJOR PURPOSE OF THE POND (WHICH IS CONNECTED TO THE HYLEBOS CREEK) IS TO PROVIDE SHELTER TO THE YOUNG CHINOOK AND COHO SALMON. THINGS WORKED WELL FOR SEVERAL YEARS AND WE HAD MANY VISITORS TO OBSERVE OUTSTANDING RUNS OF SALMON. HOWEVER I-5 REARED ITS UGLY HEAD AND WE HAD EXCESSIVE SILTATION FROM HIGHWAY RUNOFF AND EVENTUALLY THE HEAVY ODOR OF FUEL OIL PERMEATED THE CREEK AREA. NEIGHBORS WERE SEARCHING FOR LEAKING OIL TANKS, BUT FISHERIES FINALLY TRACED IT TO A DETENTION POND AT THE TRUCK WEIGHT STATION ON I-5 (AT APPROX 366TH ST.)

C75-001

WASHINGTON STATE STILL CONTINUES TO BENEFIT TIRE DEALERS BY PERMITTING THE USE OF STUDDED TIRES. THE RESULT IS 12" TRENCHES IN THE HIGHWAY SURFACE THAT CARRIES RUNOFF ALL THE WAY FROM 320TH TO THE FLOOD PLAIN THAT BEGINS IN LOWER MILTON AND EXTENDS TO THE HYLEBOS WATERWAY IN TACOMA. THE SITE OF THE PROPOSED INTERSECTION OF SR 167 IS IN THIS FLOODPLAIN.

C75-002

THERE IS VIRTUALLY NO CHANGE IN ELEVATION FROM PORTER WAY IN MILTON TO THE HYLEBOS WATERWAY IN TACOMA. THIS AREA IS COMPROMISED TWICE A DAY BY TIDAL ACTION. NOT EXACTLY GREAT SPAWNING AREA BUT IS ONE OF THE

C75-003

TRANSCRIBED COMMENT C75-001

Sorry for the old fashioned approach to letter writing. No computers, no e-mail, just paper and pencil. I am a 35-year old resident in the Spring Valley area of Federal Way (north of the Pierce County line to 356th on the north between I-5 and US 99. I am a long time member of the friends of Hylebos wetland and was a C-A-C member of the King County Hylebos drainage plan. It was concluded that the Milton, Fife, Pierce County portion of the Hylebos would be one of the most difficult to manage.

In addition we have a significant tract of land on the North Fork of the Hylebos Creek. We have approx. 600 feet of creek frontage and also constructed a wildlife conservation pond under a King County permit. The major purpose of the pond (which is connected to the Hylebos Creek) is to provide shelter to the young chinook and coho salmon. Things worked well for several years and we had many visitors to observe outstanding runs of salmon. However I-5 reared its ugly head and we had excessive siltation from highway runoff and eventually the heavy odor of fuel oil permeated the creek area. Neighbors were searching for leaking oil tanks, but fisheries finally traced it to a detention pond at the truck weight station on I-5 (at approx. 366th St.).

RESPONSE C75-001

WSDOT is in the process of developing a restoration area of approximately 25 acres on the Hylebos Creek in the Spring Valley area..

TRANSCRIBED COMMENT C75-002

Washington State still continues to benefit tire dealers by permitting the use of studded tires. The result is 12-inch trenches in the highway surface that carries runoff all the way from 320th to the floodplain that begins in lower Milton and extends to the Hylebos Waterway in Tacoma. The site of the proposed intersection of SR 167 is in this floodplain.

RESPONSE C75-002

WSDOT's Pavement Management System monitors existing pavement conditions and prioritizes resurfacing deficiencies. The existing drainage conditions on I-5 are being improved with the expansion of the HOV lanes between Federal Way and Tacoma.

②

THE MOST CRITICAL SECTIONS OF THE CREEK TO THE SALMON SINCE IT IS
USERS THAT THEY HAVE TO ADAPT TO THE CHANGE FROM SALT WATER TO FRESH
WATER. THE SALMON MAY HAVE TO LIVE IN THIS AREA FOR AN EXTENDED
PERIOD, AWAITING SUITABLE RAINFALL TO GUARANTEE SAFE PASSAGE UP TO
THEIR SPAWNING AREA. SOME MAY END UP IN THE EAST FORK CLOSE TO
SR 161 OR IN THE 45 ACRES OF OPEN SPACE WEST OF THE NEW TODD BEAMER
HIGH SCHOOL, MANY WILL END UP AT BROOKLAKE IN THE HYLEBOS WETLANDS.

C75-003
(cont.)

IF THE STATE HAS TO RESORT TO DETENTION PONDS IT WOULD BE VITAL
TO INCORPORATE FILTERS THAT ARE ACCESSIBLE FOR CLEANING. AN EXAMPLE
WOULD BE AT THE CITY DETENTION POND AT 356TH STREET. THE STATE
SHARES THIS FACILITY TO HANDLE RUNOFF FROM SR 161. ADDITIONAL INFO
MAY BE OBTAINED FROM CAREY ROE (HEAD OF FACILITIES) 253-661-4130

C75-004

A NEW CONCERN IS THE UTILIZATION OF TRAFFIC CIRCLES AT
KEY INTERSECTIONS. HOW MUCH RUBBER IS GOING TO BE SCRUBBED OFF OF
S.U.V.'S TIRES? HOW MANY WILL FLIPOVER? THIS AREA IS TOTALLY UNFAMILIAR
WITH TRAFFIC CIRCLES!

C75-005

THANK YOU FOR YOUR CONSIDERATION
TED EUTICKAP

36817-12TH AVE. SO.
FEDERAL WY., WA. 98003-7409
253-838-7196

TRANSCRIBED COMMENT C75-003

There is virtually no change in elevation from Porter Way in Milton to the Hylebos waterway in Tacoma. This area is compromised twice a day by tidal action. Not exactly great spawning area but is one of the most critical sections of the creek to the salmon since it is here that they have to adapt to the change from salt water to fresh water. The salmon may have to live in this area for an extended period, awaiting suitable rainfall to guarantee safe passage up to their spawning area. Some may end up in the East Fork close to SR 161 or in the 45 acres of open space West of the new Todd Beamer High School, many will end up at Brooklake in the Hylebos wetlands.

RESPONSE C75-003

Thank you for the information concerning the Hylebos waterway. Additional information concerning the Affected Environment for salmon is included in subsection 3.4.2 of the FEIS.

TRANSCRIBED COMMENT C75-004

If the state has to resort to detention ponds it would be vital to incorporate filters that are accessible for cleaning. An example would be at the city detention pond at 356th Street. The state shares this facility to handle runoff from SR 161. Additional info may be obtained from Carey Roe (Head of facilities) 253-661-4130.

RESPONSE C75-004

This project will incorporate approximately 73 acres of riparian habitat surrounding Wapato Creek in the vicinity of Freeman Road for stormwater flow control. The Riparian Restoration Proposal (RRP) will reduce the need for conventional stormwater ponds. Further details on the RRP are discussed in sub-section 3.2.4 Water Resources of this FEIS.

TRANSCRIBED COMMENT C75-005

A new concern is the utilization of traffic circles at key intersections. How much rubber is going to be scrubbed off of S.U.V.'s tires? How many will flipover? This area is totally unfamiliar with traffic circles.

RESPONSE C75-005

Roundabouts (traffic circles) when used in the appropriate locations are much safer than traditional signalized intersections. This is due to the reduction in speed. The roundabout utilizes right turn movements only and eliminates the need for motorists to cross oncoming traffic in order to make a left turn. This greatly reduces the number and severity of accidents. It is extremely difficult to cause a roll-over type accident if the proper speeds are being used. Roundabouts have also proven to improve capacity, reduce delay and relieve congestion.