

**Appendix E –
Summary of Public Comments,
October 27 and October 29, 2008**

Community Comments

Introduction

The study team conducted two public open houses in October 2008 that coordinated with the alternative screening process. The purpose of these events was to review the results of the Level 1 screening process, and gain an understanding of the community's attitudes towards the results. The team also convened an advisory committee on three occasions, with meetings in October and December intended to establish community attitudes towards Level 1 and Level 2 criteria weightings. An exercise conducted with the committee on October 20 confirmed the criteria weightings developed by the WSDOT Level 1 screening team. A similar exercise conducted with the committee on December 9 about prospective Level 2 criteria was inconclusive. However, these December 9 are summarized later in this section based on notes during the discussion.

In December 2008, the study team conducted another open house in response to requests from the community to provide input in response to the addition of Alternative 10. This third meeting was advertised only in the local paper, and by sending out email notification to advisory committee members. Comments from the meeting have been combined with those from the October meetings for purposes of this summary.

A summary of community comments follows which includes comments from public open houses and in emails received by WSDOT staff directly, or by an interface available on the project website. The summary is organized by central themes that can be taken from their contents.

In Favor of a New Bridge

47 comments

Comments in this category typically refer to the importance of a direct route, and problems associated with increased travel distances resulting from routing the highway north of the lagoon. Some comments refer to significant impacts resulting from these non-bridge alternatives to residents in Burley. It's been noted that residents of Kitsap County commonly refer to the traffic congestion in Purdy as being a "Pierce County problem," and that WSDOT should not be addressing the situation by creating new problems in Kitsap County. Because they are more direct and shorter, many suggested that Alternatives 3 and 4 would result in fewer impacts to the community and would be safer.

Nearly 2/3 of comments in this category referred to Alternative 4 (144th St) as their preference, with both Alternative 4 (powerline) and "either Alternative 3 or 4" coming in second at about 15% each. Alternative 10, which was not described until after the October open houses, has received only three comments in favor of it so far.

In Opposition to a New Bridge

45 comments

Comments in this category commonly refer to the high environmental value of Burley Lagoon, and recent efforts to recover it to a pristine state. Many think that the assumed high cost of a bridge compared to the establishment or improvement of a terrestrial route makes these

alternatives uncompetitive, and would possibly result in a toll. References to specific impacts of these bridges include high visual impact, quality of life, fish, and bird habitat.

Twelve comments in this category (about 25%) specifically opposed Alternative 10. These Alternative 10 comments commonly referred to “rural” lifestyle, including impacts to property values, peace and quiet, and quality of life. Environmental impacts mentioned include wildlife, terrestrial wetlands, and aquatic life.

Seventeen comments in this category (40%) recommended another alternative instead of a bridge, with over 50% mentioning Alternative 7 as a favorite, while those mentioning “any non-bridge build alternative” somewhat less often at 35%. No action was mentioned once.

In Favor of a New Route through Burley

35 comments

Comments in this category commonly refer to the advantages of using existing right-of-way from an environmental impact perspective. Some reference a lesser impact on residences, since a road already exists there. A few refer to the advantage of Alternatives 5 and 6 (diagonal routes) since they provide a more direct route and impact fewer residences.

Twenty-five comments in this category (about 70%) described a preference in how to proceed. Of this number, over half (about 58%) expressed a preference for Alternative 7, while a preference for either 5 or 6 was mentioned nearly 30% of the time.

Suggests New Alternatives

13 comments

Several comments in this category spoke in favor of replacing the causeway on Purdy Spit with a viaduct, which contributed to consideration by the study team of adding Alternative 11 to the Level II screening process. Specific alternatives include the following:

- Pine Road in Burley (E), to Bethel-Burley Road (N), to Burley-Olalla interchange (E)
- Pine Road in Burley (E), to Bethel-Burley Road (S), to SR 16 near Spruce.
- Add more ramps to serve different areas at 144th and SR 302 Spur to relieve Purdy
- Grade separation needed at Purdy intersection
- Provide a bundle of lesser improvements - accelerate Purdy bridge replacement, add signals along existing route, add ramps at SR 16/144th, and improve Pine Road.

In Favor of No Action/Improve Existing Route

12 comments

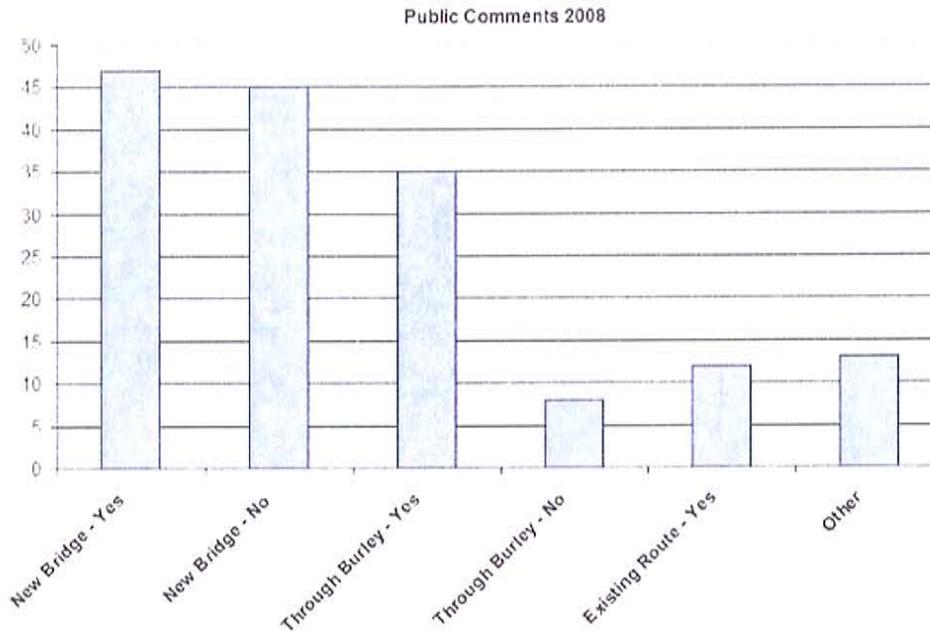
These two alternatives are combined in peoples understanding, with gradations described from do absolutely nothing and things will take care of themselves (2), to providing specific improvements like signals, roundabouts, and guardrails, as well as a new bridge at Purdy.

In Opposition to a New Route through Burley

8 comments

Several comments in this category referred to specific impacts to properties owned or operated by the commenter. Reference was also made in these comments to the difficulty of the terrain

and the aquatic resources near the road. Alternatives 5 and 6 would likely impact the Burley Bible Church, and two comments were opposed to that.



Committee Criteria Ranking – December 9, 2008

The study advisory committee represents a mix of agency staff and community representatives that is not intended to be numerically representative of highway users or community members. Therefore, for purposes of developing the comparative rankings of the seven criteria proposed for Level 2 screening a consensus model, rather than majority model, was suggested for the weighting exercise. Unfortunately, this approach resulted in virtually no clear decisions by the committee in the matrix. Subjective findings from the discussions are listed below by criteria.

Operations criteria vs. other criteria

Some consensus was attained in finding mainline operations were more important than arch/cultural/4(f)/ag/LU and improve travel time criteria. Comparisons of operations to the natural environment criteria split the committee.

Relocations/Social/EJ/Noise/Visual vs. other criteria

As the discussion proceeded, it became clear that several (about six) committee members were blocking a broader consensus on the importance of this criterion by consistently arguing in favor of other criteria, including travel time, project schedule, and the environment.

Project Schedule vs. Improve Travel Times

A near consensus was reached in favor of project schedule.