

**Finding of No Significant Impact
(FONSI) and Other Determinations of
Environmental Compliance**

**Downtown Bremerton
Pedestrian / Bremerton
Transportation Center (BTC)
Access Improvements Project**

August 2005

Bremerton, Washington

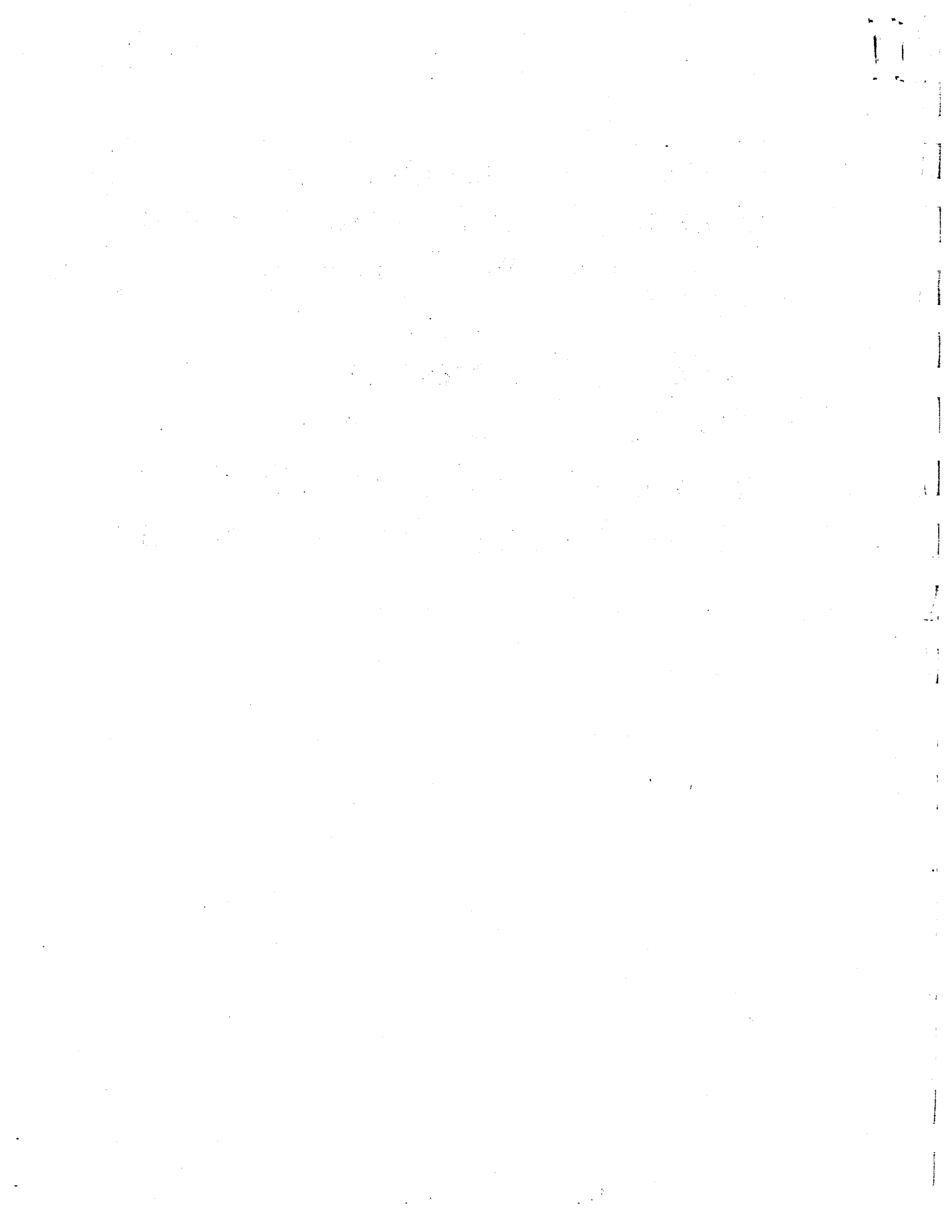


**U. S. Department of Transportation
Federal Highway Administration**



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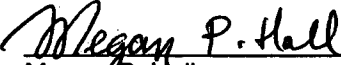
FINDING OF NO SIGNIFICANT IMPACT (FONSI)
for the
Downtown Bremerton Pedestrian/Bremerton Transportation Center (BTC)
Access Improvements Project
Bremerton, Washington

Issued Pursuant to 42 U.S.C. 4332 (2)(c) and 23 U.S.C 128 (a)

In March 2005, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approved an Environmental Assessment for the proposed action, which would design and construct a new access route to and from the Bremerton Transportation Center (BTC), along with expanding the BTC facilities (tollbooths, vehicle holding area, and Washington State Ferries' (WSF) Office) to better serve local and ferry travelers' needs. The purpose of this project is to provide efficient and functional transportation routes to improve access to and from the BTC, alleviate congestion, and provide safe, pedestrian-friendly access to Bremerton's downtown area.

The March 2005 Environmental Assessment (EA) was distributed for public review on April 4, 2005. A public hearing on the EA was held on April 19, 2005. During the hearing, project team members were available to answer questions and comments which were solicited from the public either orally or written. The public was asked to submit verbal, handwritten, or oral comments during the public review period, which ended on May 3, 2005. Approximately 250 individual comments were received during the public review period. These comments, and applicable responses, are included in Appendix B of this document titled *Public Comments and Responses to Comments*. Those issues identified in comments requiring modifications to the March 2005 EA are included in Appendix A titled *Errata, Revisions and Additional Information*. This document also includes the *Project Commitment List* as Appendix C and *Circulation List* as Appendix D, both of which were included in the March 2005 EA.

The FHWA and FTA have determined, in accordance with 23 CFR 771.121, that the proposed Downtown Bremerton Pedestrian/BTC Access Improvements Project will have no significant adverse impacts on the environment. This Finding of No Significant Impact (FONSI) is based on the EA dated March 2005 and incorporated by reference, along with other documents and attachments as itemized in this FONSI and the findings herein. The EA and these other documents have been independently evaluated by the FHWA and FTA and determined to adequately discuss the project purpose and need, environmental issues, impacts of the proposed action and appropriate mitigation measures. The EA provided sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.


Megan P. Hall
Federal Highway Administration

August 11, 2005 *Adm*


R.F. Krochalis
Federal Transit Administration

August 10, 2005

The following persons may be contacted for additional information concerning this document:

Neal Campbell, PE
Washington State Department of Transportation
PO Box 47440
Olympia, WA 98504-7440
campben@wsdot.wa.gov

Megan P. Hall
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501
megan.hall@fhwa.dot.gov

Cathie Knox-Browning
Kitsap Transit
60 Washington Avenue, Suite 200
Bremerton, WA 98337
ktexecutive@kitsaptransit.com

Linda Gehrke
Federal Transit Administration
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002
linda.gehrke@fta.dot.gov



Table of Contents

**Finding Of No Significant Impact and
Other Determinations of Environmental
Compliance**

**Downtown Bremerton
Pedestrian/BTC Access
Improvements Project**



Table of Contents

Introduction	1-1
Determinations of Environmental Compliance.....	2-1
Description of Proposed Project.....	2-1
<i>SR 304 Re-Alignment.....</i>	<i>2-1</i>
<i>Bremerton Transportation Center Improvements</i>	<i>2-3</i>
Project Development, Agency Coordination and Public Opportunity to Comment.....	2-3
Comments on the Environmental Assessment	2-5
Mitigation Measures to Minimize Harm	2-5
Determinations and Findings	2-5
<i>National Environmental Policy Act (NEPA) Compliance</i>	<i>2-5</i>
<i>Section 106 Compliance</i>	<i>2-6</i>
<i>Section 4(f) Findings</i>	<i>2-7</i>
<i>Endangered Species Act Findings</i>	<i>2-7</i>
<i>Magnuson-Stevens Act Findings.....</i>	<i>2-8</i>
<i>Conformity with Air Quality Plans</i>	<i>2-8</i>
<i>Farmland Findings.....</i>	<i>2-9</i>
<i>Environmental Justice Findings.....</i>	<i>2-9</i>
<i>Floodplain Findings</i>	<i>2-10</i>
<i>Wetlands Findings.....</i>	<i>2-10</i>
Environmental Finding	2-10
 Appendices	
Appendix A. Errata, Revisions and Additional Information	
Appendix B. Public Comments and Responses to Comments	
Appendix C. Project Commitment List	
Appendix D. Circulation List	

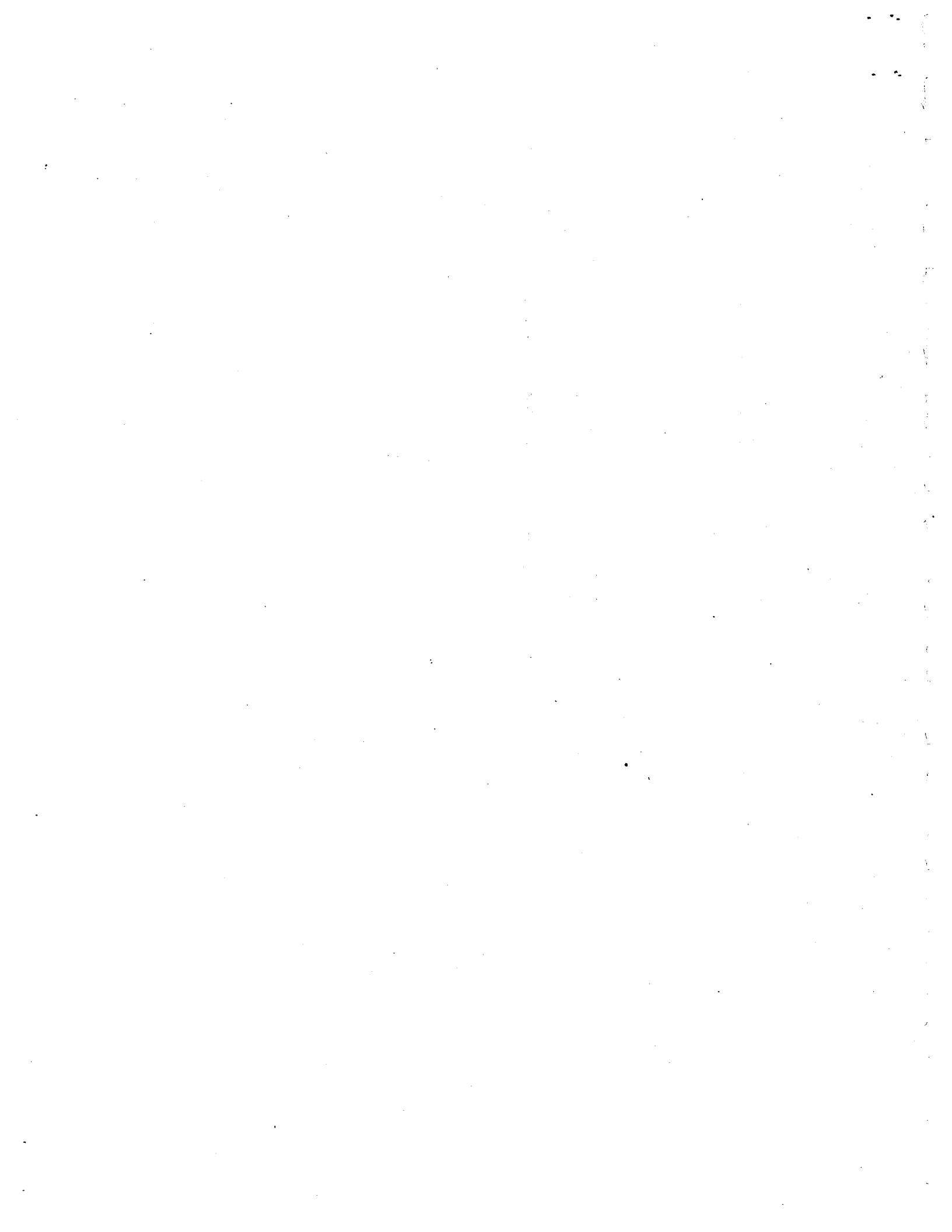
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Introduction

**Finding Of No Significant Impact and
Other Determinations of Environmental
Compliance**

**Downtown Bremerton
Pedestrian/BTC Access
Improvements Project**



Introduction

This document provides the determination of the Finding of No Significant Impact and other determinations of environmental compliance for the Downtown Bremerton Pedestrian / Bremerton Transportation Center (BTC) Access Improvements Project in accordance with the National Environmental Policy Act and the State Environmental Policy Act of 1971. **Appendix A** of the document, titled *Errata, Revisions and Additional Information*, includes modifications to supplement the March 2005 Environmental Assessment (EA) based on public comments. **Appendix B**, titled *Public Comments and Responses to Comments*, includes all public comments submitted either in writing or verbally during the public review period, along with responses to these comments. **Appendix C** *Commitment List* and **Appendix D** *Circulation List* were both included in the March 2005 EA.

The proposed project would design and construct a new access route to and from the BTC, along with expanding BTC facilities (tollbooths, vehicle holding area, and Washington State Ferries' (WSF) Office) to better serve local and ferry travelers' needs. Two build alternatives (Surface Alternative 2b and Preferred Alternative – Tunnel Alternative 3b), in addition to the No Build Alternative, were evaluated in the March 2005 EA.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) served as federal co-lead agencies on the project, while the Washington State Department of Transportation (WSDOT) and Kitsap Transit served as local co-lead agencies.

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Determinations of Environmental Compliance

**Finding Of No Significant Impact and
Other Determinations of Environmental
Compliance**

**Downtown Bremerton
Pedestrian/BTC Access
Improvements Project**



Determinations of Environmental Compliance

Description of Proposed Project

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and their partners propose to construct access improvements on State Route (SR) 304 to and from the Bremerton Transportation Center (BTC), noted as Tunnel Alternative 3b in the EA, the complete description of which is incorporated herein by reference, to improve transportation circulation and safety in downtown Bremerton. SR 304 is a designated State Route that connects SR 3 to the BTC in downtown Bremerton. The SR 304 alignment in the downtown area is a one-way couplet from Burwell Street, south on Pacific Avenue, east on 1st Street north on Washington Avenue, and west on Burwell Street. This couplet serves ingress and egress ferry traffic to and from the BTC, which is a major multimodal connection linking transit, pedestrian and vehicle access between Bremerton and Seattle via ferry.

The SR 304 one-way couplet currently encircles Bremerton's core, with ingress traffic following Burwell Street, Pacific Avenue and 1st Street, and egress traffic following Washington Avenue to Burwell Street, 6th Street, or 11th Street. This encircling ingress and egress path has an adverse impact on Bremerton's downtown area. Numerous locations exist with unnecessary pedestrian/vehicular interface, which creates congestion, compromises safety and detracts from an enjoyable experience in the urban core. The situation is especially pronounced when the vehicle ferry to and from Seattle, passenger-only ferry to and from Seattle, and passenger-only ferry to and from Port Orchard are loading and unloading.

FHWA, FTA and their partners (Washington State Department of Transportation (WSDOT), Kitsap Transit, City of Bremerton, Washington State Ferries (WSF), and Puget Sound Naval Shipyard) have recognized safety and functional deficiencies in this traffic pattern, and have determined the need to remove Washington Avenue as the primary egress route of ferry traffic from the BTC. In their December 2004 Comprehensive Plan, the City of Bremerton identified the downtown core as deficient with regards to vehicle congestion, pedestrian safety, and ingress/egress to the BTC. As downtown Bremerton experiences major revitalization, an increase in pedestrian and vehicle traffic is expected, further worsening the existing deficiencies. The increased traffic volumes, along with the encircling effect caused by the SR 304 ingress and egress of ferry traffic directly conflicts with movement of people, bicycles and vehicles in the downtown area.

The Downtown Bremerton Pedestrian/BTC Access Improvements Project is proposed to address these deficiencies with the following elements:

SR 304 Re-Alignment

The proposed project would direct ferry traffic to the periphery of downtown Bremerton rather than through the downtown core. Eliminating this bisection of the downtown area will create a safe, pedestrian friendly environment for current and future users. Most importantly, it would allow easier access to downtown businesses, residences, recreational parks, and waterfront space for local pedestrians, bicyclists, traffic and transit.

The project would provide three surface lanes and two underground tunnel lanes on 1st Street, Pacific Avenue and Burwell Street just west of Pacific Avenue, and two lanes on Washington Avenue. At-grade pedestrian walkways at 1st Street and Pacific Avenue and 1st Street and Washington Avenue would provide pedestrian access to the BTC, PSNS, Memorial Plaza, and Maritime Park from the downtown core. The project would

allow for expansion of the BTC facilities to 200 holding spaces and three tollbooths, each of which could accommodate trucks and RVs. The project would also provide traffic signal coordination between the BTC and Warren Avenue.

The proposed tunnel would be approximately 940 feet long with two 11-foot wide travel lanes and shoulders on each side sufficient to accommodate stopping sight distance. Should traffic be completely stopped in the tunnel for any reason, assistance can enter from the exit end to reach a blocking incident.

Exhaust fans in the tunnel would move the air in the same direction as traffic flow, and would be designed to accommodate both normal vehicle exhaust and smoke from an incident involving fire. The exhaust fans would meet or exceed the applicable standards for highway tunnels. The tunnel would also accommodate television cameras with pictures routed to 24-hour response centers in Kitsap County and Pierce County. Standpipes for water supply and an overhead sprinkler system will be controlled by the Bremerton Fire Department. This fire system will exceed the applicable standards for tunnels of this length.

Traffic Operations

Traffic improvements would be made to Burwell Street, Pacific Avenue, 2nd Street, 1st Street, and Washington Avenue. The improvements would provide for one-way, counter-clockwise traffic with landscaped medians on Pacific Avenue separating inbound ferry traffic from local traffic, and on 1st Street separating ferry traffic from local traffic. Traffic improvements would include the following significant traffic movements:

Traffic inbound to the BTC

Two parallel lanes running southbound on Pacific Avenue would serve the incoming BTC traffic. One lane would be designated for transit and HOVs registered by WSF entering the BTC, with another designated lane for all other vehicles entering the BTC. This lane would widen to serve the three tollbooths at the BTC with each able to accommodate trucks and RVs.

Traffic outbound from the BTC

Outbound ferry vehicle and transit traffic would have two choices. Two underground tunnel lanes exiting west along 1st Street and northbound along Pacific Avenue would provide uninterrupted, direct access for outbound ferry traffic to Burwell Street. Additionally, one lane exiting northeast on Washington Avenue would be available for outbound ferry traffic.

Local traffic

Local traffic would have one designated lane traveling counter-clockwise in the downtown core. Ferry traffic and local traffic would have separate designated lanes and would not merge at any location in the project area.

Overall, a loss of long-term parking would occur, while short-term parking spaces would remain comparable. Parking would be available along the east side of Pacific Avenue (just south of 2nd Street), the north side of 1st Street, both sides of Washington Avenue, on 2nd Street, and the north side of Burwell Street (between Park Avenue and Washington Avenue). No short-term parking would be available on Burwell Street, between Warren Avenue and Park Avenue.

Long-term parking would be lost along the north side of Burwell Street.

Pedestrian Movements

The project would reconfigure travel lanes and construct an underground two-lane tunnel to accommodate an estimated 65 percent of egress ferry traffic. On the west side of Pacific Avenue, Memorial Plaza will be developed to accommodate pedestrian access to the BTC or to Maritime Park, which is located to the west of the BTC. Wide medians would be built on 1st Street and Pacific Avenue to increase safety for pedestrians crossing the street. At-grade pedestrian crosswalks at 1st Street and Washington Avenue and 1st Street and Pacific Avenue would be built to enhance the visibility, accessibility, and attractiveness of the crossing.

This project has been included in the 2005 Washington State Transportation Improvements Plan (STIP), Puget Sound Regional Council's Long Range Plan, and the Transportation Element of the City of Bremerton's Comprehensive Plan, indicating that the improvements proposed with the Downtown Bremerton Pedestrian/BTC Access Improvements Project are a priority at both the state, regional, and local level.

Bremerton Transportation Center Improvements

In addition to addressing traffic patterns on SR 304 in downtown Bremerton, the Downtown Bremerton Pedestrian/BTC Access Improvements Project would construct needed improvements to the BTC. In 1997 and 2001 a FONSI was issued by the FTA after an Environmental Assessment was prepared for BTC improvements. Some of these improvements, including construction of a new passenger-only ferry facility, a new intermodal terminal and transit deck, terminal ticketing/waiting area, improved vehicle ferry waiting area, a Kitsap Transit vehicle parking structure, and bicycle storage lockers, have been constructed.

Other improvements covered by the 2001 FONSI, referred to as "Phase C" improvements, have not yet been constructed. Kitsap Transit, the City of Bremerton and WSF agreed to include Phase C, with minor modifications, in the Downtown Bremerton Pedestrian/BTC Access Improvements Project. The BTC improvements that will be built as part of this project include expansion of the ferry vehicle holding area to approximately 200 cars, relocation and reconstruction of three tollbooths, and construction of an approximately 1,000 to 1,200 square foot ferry administration building. (See March 2005 EA, Page 2-1).

Project Development, Agency Coordination and Public Opportunity to Comment

Throughout the development of the project, coordination with the project Executive Oversight Committee (which includes members from the City Council, Puget Sound Naval Shipyard (PSNS), WSDOT, Kitsap Transit, and the City of Bremerton, among others) and the project Stakeholders (which includes members from the City, PSNS, Kitsap Transit, WSF, Department of Ecology, the Suquamish Tribe, the Bremerton Chamber of Commerce, and the Kitsap County Consolidated Housing Authority, among others) has taken place to review alternatives and help guide design decisions. Project information has also been presented to groups such as City Council districts, Rotary and Lyons service clubs, Main Street Association, and the Bremerton Chamber of Commerce to aid in public awareness. The following events took place prior to distribution of the EA for the public to learn about and provide comments on the project:

- In early 2003, information regarding the project became available to the public. Since that time, the following public information events have taken place:

- February 2003 – On multiple occasions, the Bremerton Kitsap Access Television (BKAT) published project information by airing the Mayor's Weekly Roundtable discussions.
- February 19, 2003 and July 22, 2003 - The regularly scheduled City Council meeting discussed the project, approved Professional Services Agreements to bring consultants on board for project design, and solicited and received public comments.
- June 2003 - Project development was discussed at the Mayor's Town Meeting.
- August 2003 and October 2003 - Comments regarding the original tunnel proposal were presented and recorded at City Council district meetings for districts 1, 2, 5, 6, 7, 8, and 9. These meetings preceded development of surface alternatives for the project.
- August 20, 2003 and September 1, 2004 - Both the 2004 and 2005 Bremerton Transportation Improvement Plans (TIP) included the Downtown Bremerton Pedestrian/BTC Access Improvements Project. Public hearings for adoption of these plans were held in the fall of 2003 and fall of 2004.
- November 2003 - During preliminary design of the project, two Open House meetings were held in November 2003 to give the public an opportunity to learn about the project alternatives and to provide information that would aid in the selection of one or more alternatives for further study. The opportunity to participate in the public process was publicized via news release, the City's website, and through purchased display ads in the Sun, the Bremerton Patriot, the Port Orchard Independent and the Central Kitsap Reporter. Kitsap Transit agreed to post notices on their routes that serve the downtown Bremerton and the BTC areas. Information packets regarding the project were made available via the internet, at the two public Open House meetings, and through the City of Bremerton. Members of the public who chose to participate in the public meetings also had the opportunity to talk with City officials and the project consulting team to ask questions, gain clarifications and offer insights. Feedback from the public was provided primarily via a feedback form attached to the information packets. Public members were able to submit their feedback forms at the public meetings, via the mail or in person. The opportunity to record verbal feedback was also made available.
- February 2004 - A local group called *Citizens for a Pedestrian Friendly Bremerton* hosted a public information meeting on the project.
- WSDOT maintains a project website to keep the public aware of project development. The website can be accessed at:
<http://www.wsdot.wa.gov/Projects/SR304/BremertonTunnel/>
- The City of Bremerton also maintains a project website at:
<http://www.ci.bremerton.wa.us/display.php?id=746>

The March 2005 EA was available for public review at the City of Bremerton Public Works and Utilities Department, City of Bremerton Public Works and Utilities Operation Center, City of Bremerton Department of Community Development, Kitsap Regional Library (Sylvan Way Branch and Downtown Branch), WSDOT Olympic Region Headquarters, and the Washington State Library. A public hearing on the EA was held on April 19, 2005 at West Hills Elementary School. Legal notice of the hearing was published in the *Bremerton Sun* on April 3, 2005 and project newsletters advertising the hearing were distributed to 60,000 households near the project area. Over 100 people attended the hearing and were able to view informational displays and ask questions of project team members. A court reporter recorded oral testimony and comment forms were available for those who wanted to provide written comments. The public was also encouraged to submit comments to WSDOT via e-mail or postal mail. The 30

day comment period ended May 3, 2005. Overall, approximately 250 people submitted comments either at the hearing or during the public review period. Appendix B contains these written and oral comments, as well as responses to each comment.

Although public outreach materials prior to the EA hearing were not produced in any language other than English, the newsletter advertising the EA hearing was available and alternatively distributed and available in Spanish. A translator was also available at the EA hearing. Future public outreach materials will be produced in, or will be available in both Spanish and English to accommodate the Hispanic population located near the project area.

See *Section 106 Compliance* for information on Tribal involvement in the project.

Comments on the Environmental Assessment

During the public review period of the EA, WSDOT received 256 written and oral comments, including a letter from the Suquamish Tribe and two local agencies (the Bremerton Housing Authority and the Kitsap County Consolidated Housing Authority). Of the 256 comments received during the public review period, 20 comments were submitted orally at the hearing via a court reporter. Several citizens submitted form letters to WSDOT during the public review period demonstrating their support and views on the EA's adequacy. 129 citizens submitted form letters without supplemental comments, which were incorporated into the document by reference. Those form letters containing supplemental comments were included individually. A local organized group, Citizens Against the Tunnel (CATT), submitted a letter during the public comment period containing the group's views, along with supporting documentation. This supporting documentation included project correspondence, a survey submitted with 2,394 signatures favoring the surface alternative and requesting that the project be put to a public vote, and a follow-up initiative petition signed by 3,125 people requesting to put the project to a public vote.

Responses were prepared to all written and oral comments and are included in Appendix B. The issues identified in comments requiring modifications to the March 2005 EA are included in Appendix A, titled *Errata, Revisions and Additional Information*.

Mitigation Measures to Minimize Harm

Appendix C *Commitment List* describes the mitigation measures that will be incorporated into the project as conditions of this FONSI. These mitigation commitments are unchanged from the commitments identified in Appendix A of the March 2005, which is incorporated herein by reference. FHWA and FTA find that with the accomplishment of these mitigation commitments, WSDOT will have taken all reasonable, prudent, and feasible means to avoid or minimize significant impacts, if any, from the proposed action.

Determinations and Findings

National Environmental Policy Act (NEPA) Finding

FHWA and FTA served as federal co-lead agencies on the project, while WSDOT and Kitsap Transit served as local co-lead agencies. WSDOT prepared the EA in compliance with NEPA, 42 U.S.C. Section 4321 et. Seq., and with FHWA and FTA's regulations, 23 CFR, Part 771. Both FHWA and FTA have made independent evaluations of the EA, which discussed potential impacts of the project so that FHWA and FTA could determine whether significant adverse impacts (CEQ 1508.27) were probable. If such a determination were made, an Environmental Impact Statement (EIS) would have been required.

In addition to FHWA and FTA, the March 2005 EA was reviewed by WSDOT, Kitsap Transit, the City of Bremerton, and WSF, among others. WSDOT has incorporated environmental and social considerations into its study of project alternatives and has conducted evaluations of the project's potential environmental impacts. The EA found that the project's construction and operation would not cause any significant adverse impacts that could not be mitigated. This finding applies to all applicable environmental elements, including Vehicular Traffic, Transit, Bicycles, Pedestrians, Parking, Geology and Soils, Water Quality, Fish, Wildlife & Vegetation, Air Quality, Noise, Energy, Hazardous Materials, Visual Quality, Public Services & Utilities, Parks & Recreational Space, Historic & Archaeological Resources, Land Use, Environmental Justice & Social, Economic, and Relocation, Disruption, or Displacements.

After carefully considering the EA, its supporting technical documents, and the public comments and responses, FHWA and FTA find under 23 CFR 771.121 that the construction and operation of the Downtown Bremerton Pedestrian/BTC Access Improvements Project, with the mitigation to which WSDOT has and is, hereunder, committed, will have no significant adverse impacts on the environment. The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

Section 106 Compliance

The National Historic Preservation Act (NHPA) of 1966, as amended, was established by the federal government to preserve our nation's historic resources. This act established the National Register of Historic Places (NRHP), which lists historic sites, including districts, sites, buildings, and objects designated for preservation. Section 106 of this act requires federal agencies to take eligible or listed NRHP sites into account during their undertakings. Federal agencies must coordinate with the State Historic Preservation Officer (SHPO) and potentially affected Tribes to make this determination. The Advisory Council on Historic Preservation (ACHP) has established procedures for the protection of historic and cultural properties in, or eligible for, the NRHP (36 CFR Part 800).

As part of informal and formal Section 106 consultation with the Suquamish Tribe, written contact and cooperative meetings have occurred on numerous occasions throughout project development. The Suquamish Tribe was invited to participate in the development of the project and environmental documentation. A letter initiating formal Section 106 consultation under the NHPA was sent to the Suquamish Tribe in March 2004.

In addition to Tribal consultation, project team members reviewed records at the Kitsap County Historical Society Museum, the Kitsap Regional Library, the City of Bremerton Parks and Recreation Department, and the Kitsap County Assessor's Office in Port Orchard to analyze the potential for archaeological or cultural resources eligible for listing in the NRHP within the project Area of Potential Effect (APE). Additionally, a survey was conducted to analyze potential resources. Results of this research identified no evidence of archaeological resources within the project site. One historic resource within the project area, the Nelson Building located at 222 1st Street, was previously identified as eligible for the NRHP. The project was determined to have no impact to the Nelson Building.

FHWA and FTA also consulted with the Washington State Office of Archaeology and Historic Preservation (OAHP) under Section 106 of the NHPA. On November 4, 2004

OAHP sent a letter to WSDOT concurring with the conclusion that the project would have no adverse effect on historic or archaeological resources.

Formal Section 106 consultation with the Suquamish Tribe and OAHP resulted in the development of a Programmatic Agreement to establish a Monitoring and Inadvertent Discovery Plan, including procedures for discovery of archaeological resources during construction.

Based on the archaeological and historic resources analysis included in the March 2005 EA and coordination with the Suquamish Tribe and SHPO, **FHWA and FTA find that the project will have no effect on any identified or likely cultural or historic resources, and that the Section 106 consultation requirements for this project have been fulfilled.**

Section 4(f) Findings

Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, codified at 49 U.S.C. 303, declares a national policy which states that special efforts should be made to preserve the natural beauty of the countryside, public park and recreational lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation may not approve transportation projects that require the use of publicly owned land consisting of a park, recreation area, wildlife or waterfowl refuge, or historic site of national, state or local significance (as determined by the Federal, State or local officials having jurisdiction over the land) unless a determination is made that: (1) there is no feasible and prudent alternative to the use of the land; and (2) the action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 771.135).

The existence of potential Section 4(f) resources was evaluated as part of the March 2005 EA. Wycoff Park, located near the intersection of 1st Street and Pacific Avenue, is not considered a significant resource by the US Navy as indicated in a February 2005 letter. Maritime Park is a planned park on the west side of the BTC, south of 1st Street. Boundaries of Maritime Park are being developed simultaneous with and in conjunction with development of the Downtown Bremerton Pedestrian/BTC Access Improvements Project through a joint development effort between the City of Bremerton, Puget Sound Naval Shipyard (PSNS), and WSDOT. Memorial Plaza is a planned development by the US Navy on the west side of Pacific Avenue, and is being developed as a perimeter control security area, as opposed to public park lands. For these reasons, none of these resources are considered Section 4(f) resources. Overall, the project's design will complement the planning of parks and recreational areas. The Nelson Building, located at 222 1st Street, has previously been determined eligible for the NRHP, but would not be impacted by the project.

FHWA and FTA find that the proposed project will not use or significantly impact any public park or recreational resources protected by Section 4(f) of the WSDOT Act of 1966.

Endangered Species Act Findings

The Endangered Species Act (ESA) of 1973, as amended, is intended to protect threatened and endangered species and the ecosystems on which they depend. The ESA requires a federal agency to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of any listed species, or result in the direct mortality, destruction or adverse modification of critical habitat of listed

species. This requirement is fulfilled under Section 7 of the ESA by a review of the proposed actions and consultation with the appropriate agency responsible for the conservation of the affected species. If necessary, mitigation would be required to avoid jeopardizing listed species or their habitat.

FHWA and FTA are co-leads for the ESA Section 7 consultation pursuant to 50 CFR 402.07. The potential presence of ESA listed, proposed, or candidate species under the jurisdiction of the National Marine Fisheries Service (NOAA) and U.S. Fish and Wildlife Service (USFWS) were analyzed early in the project development. According to records research and site survey, federally listed or candidate species that may occur near the action area include the Bald Eagle. Suitable habitat does not exist for the Bull Trout, Marbled Murrelet, or Puget Sound Chinook Salmon. Due to this lack of habitat, and because the closest Bald Eagle nest is 1.5 miles from the project area, and noise levels at the nearshore marine waters in the action area would be significantly less than what is expected to occur in the project area, **FHWA and FTA have determined that the proposed action would have No Effect on the Bald Eagle, Bull Trout, Marbled Murrelet, and Puget Sound Chinook Salmon.**

Magnuson-Stevens Act Finding

The project will not adversely affect Essential Fish Habitat (EFH) as designated by the Magnuson-Stevens Fishery Conservation and Management Act (MSA). The nearshore marine environment, adjacent to the proposed project area, is considered Essential Fish Habitat for the Pacific Salmon Fishery, federally managed groundfish, and coastal pelagic fisheries. Because no in-water work is proposed, water quality impacts are not anticipated, conservation measures will be implemented, and the proposed project will result in an approximate 0.86 acre decrease in impervious surface, **FHWA and FTA have determined that the project would have No Adverse Effect to Essential Fish Habitat.**

Conformity with Air Quality Plans

Under the 1990 federal Clean Air Act Amendments (CAAA), no federal agency or department may support, license, permit, or approve any activity that does not conform to the State Implementation Plan (42 U.S.C. §7506(c)). Federal agencies are required to make a conformity determination under the transportation conformity regulations promulgated by EPA (42 CFR §§93.100 to 93.128). Conformity determinations are based on quantitative and qualitative assessments of a project's estimated motor vehicle emissions and possible violations of the National Ambient Air Quality Standards (NAAQS). For FHWA and FTA, the federal funding agencies on the project, to make a conformity determination, it must be demonstrated that the project will not cause or contribute to any new violations of the NAAQS, increase the frequency or severity of any existing violations, or delay the timely attainment of the NAAQS.

Federally-funded transportation projects in non-attainment and maintenance areas must be consistent with air quality goals and strategies, as described in the State Implementation Plan (SIP). The proposed action is located outside of the Puget Sound maintenance area for carbon monoxide and ozone, but is a regionally significant project with the potential to affect air quality within the Puget Sound maintenance area. This project is included in the 2003-2005 Regional Transportation Improvement Program (TIP) and the Puget Sound Regional Council's (PSRC) Long Range Transportation Plan (*Destination 2030*). The PSRC has modeled the total regional emissions for the plan and TIP, and determined that both conform to the current SIP. USDOT has concurred in

this determination. Because the proposed action is included in the current conforming transportation plan and TIP, it is not expected to contribute to any regional CO or ozone problems.

A project-level analysis was conducted to analyze current and future air quality conditions at 38 specific locations within the project area. Modeling calculated the "worst case" conditions, which occur during heavy traffic flows and unfavorable meteorological conditions. The heaviest traffic flows in the project area occur when the Bremerton ferry is unloading for approximately ten minutes continuously, which occurs 14 times daily. Neither of the build alternatives are designed to increase traffic volumes in the project area, but rather to enhance traffic circulation. Modeling results show that neither build alternative would be expected to increase carbon monoxide beyond the regulated levels, although future levels of CO would be lower with the Preferred Alternative – Tunnel Alternative 3b. This is due to better flowing traffic on surface streets and less vehicle congestion in downtown Bremerton.

At both the regional and project level, the proposed Downtown Bremerton Pedestrian/BTC Access Improvements Project is found to conform to the purpose of the current SIP, and to all requirements of the Clean Air Act Amendments of 1990 and the Clean Air Washington Act of 1991.

Farmland Findings

Neither suitable soils nor active farming occur on lands that would be utilized for construction and improvements in regard to the proposed action. The project would be consistent with the Farmlands Protection Policy Act (FPPA) of 1981 (7 USC 4201-4209) and other applicable state and federal farmlands protection policies, orders, and guidance. FHWA and FTA find that there would be no adverse impacts to agricultural lands caused by the proposed project.

Environmental Justice Findings

Title VI of the 1964 Civil Rights Act first required that all programs and activities of federal-aid recipients actively ensure nondiscrimination. In 1994, President Clinton issued Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. This Executive Order focused attention on Title VI by providing that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." These regulations require that each federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority, low-income, elderly, or disabled populations.

The March 2005 EA includes an environmental justice analysis in accordance with these orders. The analysis details public involvement opportunities for the project, and analyzes the project area based on 2000 US Census Data to determine the existence of environmental justice populations. The project area is primarily commercial in nature. Of those residences within Census Tract 805, which surrounds the project area, there is a higher percentage of minority and low-income population than that represented citywide. Of this population, 9% is reported to be Hispanic. Neither of the build alternatives would displace any residences, nor displace any businesses that are owned

by environmental justice populations.

Based on the analysis of potential impacts to environmental justice populations, and commitment of mitigation measures during construction, FHWA and FTA find that the construction and operation of the proposed project would not result in disproportionately high or adverse impacts to environmental justice populations.

Floodplain Findings

Pursuant to Executive Order 11988 (Floodplain Management), WSDOT assessed floodplains within the 100-year floodplains and floodways as defined by the Federal Energy Management Agency (FEMA) and locations with reported flooding problems or within locally managed floodplains. The project is not located within a floodplain, nor would any impacts to floodplains in the project area result from the construction or operation of the project. FHWA and FTA find that no adverse impacts to any 100-year floodplains or floodways would occur as a result of the proposed project.


Wetlands Findings

The USDOT seeks to assure the protection, preservation, and enhancement of the nation's wetlands to the fullest extent practicable during the planning, construction, and operation of transportation facilities and projects (DOT Order 5660.1A). This is consistent with Executive Order 11990, requiring that new construction located in wetlands be avoided unless there is no practicable alternative to the construction and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such construction.

WSDOT assessed the presence of surface water, natural vegetation or habitat, and soil conditions for the site. There are no wetlands, surface water bodies, natural vegetation or natural habitat located in the project area. FHWA and FTA find that no adverse impacts to any wetlands would occur as a result of the proposed project.

Environmental Finding

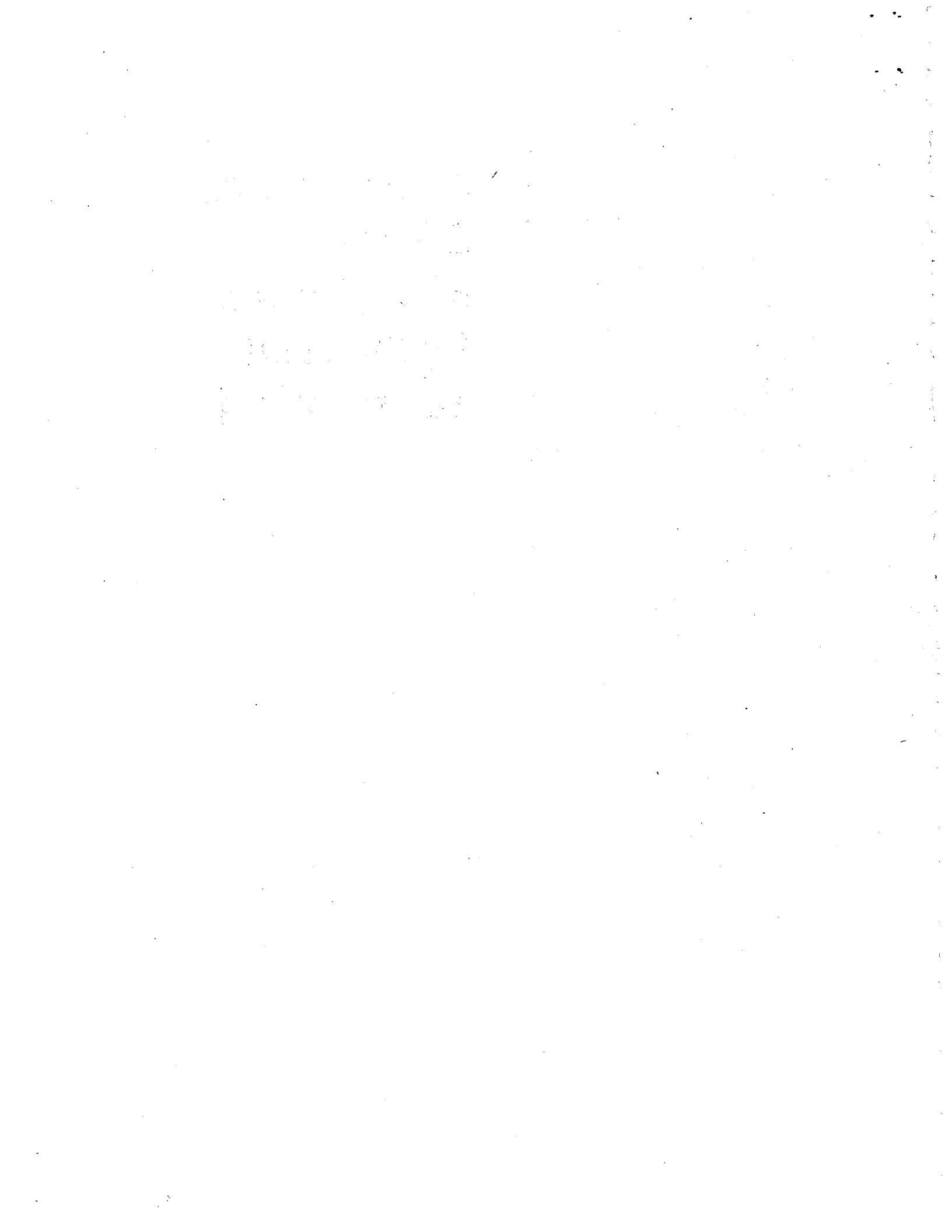
Based on the March 2005 EA and its associated supporting documents and as noted herein, the Federal Highway Administration and Federal Transit Administration find pursuant to 23 CFR 771.121 that there are no significant adverse impacts to the environment associated with construction and operation of the proposed Downtown Bremerton Pedestrian/BTC Access Improvements Project.



Appendix A. Errata, Revisions and Additional Information

**Finding Of No Significant Impact and
Other Determinations of Environmental
Compliance**

**Downtown Bremerton
Pedestrian/BTC Access
Improvements Project**



Appendix A. Errata, Revisions and Additional Information

The March 2005 EA document for the Downtown Bremerton Pedestrian/BTC Access Improvements Project was amended with clarifying text based on public comments received.

Chapter 1. Project Summary

In Chapter 1. Project Summary, the first sentence under the "What agencies and funds are involved in the project" should be revised as follows:

In April 2003 the Downtown Bremerton Pedestrian/BTC Access Improvements Project was appropriated \$28.8 million of Congressionally-earmarked federal funding through the FHWA for the project, which would provide enhanced transportation access throughout downtown Bremerton and to the BTC. Of these funds, approximately \$7.8 million has already been set aside for the project, while the remaining approximately \$21 million is expected to be allocated in the near future.

Chapter 3. The Project Area Then and Now, Cultural History

In Chapter 3. The Project Area Then and Now, the Cultural History section on pages 3-2 and 3-3 are replaced with the following:

Prehistory

Few dated archaeological sites and surface finds attest to the presence of people in western Washington at least 11,000 years ago. People living in North America during this time period are referred to as Paleoindian and their presence is marked by a highly distinctive projectile point style. Several of these points have been found west of the Cascade Mountains in Washington. A single basalt point was found near Coupeville on Whidbey Island, a point fashioned from chert was recovered from peat deposits near Maple Valley south of Seattle, and other finds have been discovered near Olympia in the southern Puget Lowland and from within the Chehalis River Valley.

The period between about 9,000 and 4,500 years ago witnessed the emergence of economies increasingly organized around marine resources. This is represented in the Gulf of Georgia and the Fraser River Delta, where several excavated coastal archaeological sites dating to this period possess assemblages of artifacts and features that substantially distinguish them from contemporary interior settlements. In general, the archaeological evidence suggests that people during this period had developed an economic system based on a diverse array of environments. The archaeological sites contain artifact assemblages composed of medium-sized notched and contracting stem, triangular projectile points. Ground stone tools, including ground slate bayonet points, and limited stone and wood carvings begin to appear toward the end of the period, along with evidence for fishing, sea mammal hunting, and shellfish procurement technologies. There is no evidence, however, that elements of later Northwest Coast cultural patterns, such as winter villages, multifamily houses, large-scale storage, and ascribed social status, had yet developed.

The early Holocene archaeological record prior to about 5,600 years ago, however, is not as well represented farther south in the low-lying coastal areas around Puget Sound in Washington due to a variety of geologic factors. The first is due to comparatively rapid rising sea levels until approximately 5,600 years ago, any older archaeological sites that may have survived shoreward transgression of the rising sea would now be inundated. Many landforms along the Puget Sound shoreline are no older than 5,600 years, and many are considerably younger, which places a lower limit on the maximum age of archaeological sites in the shore areas. As a

result, older archaeological site components, such as those representing the Olcott pattern, are typically limited in representation to near-shore upland areas well above modern sea level.

Sites more recent than about 5,000 years ago are more common and chronological data is more abundant. During this period, population in the region substantially increased and people began to organize themselves in more complex ways. The subsistence base expanded to include a broad spectrum of locally available resources that included large and small mammals, shellfish, fish, berries, roots and bulbs. The period between 3,000 and 1,000 B.P. saw a semi-sedentary settlement pattern based on the central village along with highly specialized seasonal camps. The later phases of this development is marked by increasingly sophisticated use of storage technology and facilities, increased population with more seasonal aggregation, and the emergence of ranked societies. The final 1,000 years of prehistory in the Puget Lowland is characterized by development of permanent houses in central villages, a salmon-based subsistence economy, and ascribed social status.


Ethnography and Ethnohistory

The people in the southern Puget Sound lived in centrally located autonomous villages, and engaged in a seasonal cycle of movements to other smaller and more informal settlements in order to exploit regional resources. The village was the focal point for winter activities and served as the center of the social and ceremonial life for the local groups. Each village typically consisted of between two and four longhouses, some up to 100 feet long, constructed of cedar planks with shed or gabled roofs. Each house provided shelter for one to four families and was typically occupied from late fall to early spring. During the spring, summer, and fall, people would journey from their villages to temporary camps established on streams during salmon runs. Smaller groups also traveled to other localities, where they would hunt, gather plants, and fish for other, non-salmonid fishes. Distinctions between villages were traditionally based on watersheds, with people from each village exercising exclusive use in the areas immediately surrounding the village and some distance upstream.

The project area is within the traditional use area of the Suquamish. Since contact with the whites, the Suquamish have resided generally on Kitsap peninsula between Hood Canal and Admiralty Inlet from near the mouth of Hood Canal south to Vashon Island. Their territory included land around Port Madison, Liberty Bay, Port Orchard, Dye's Inlet, Sinclair Inlet, and continues south to Olalla and also Bainbridge Island, Blake Island, and possibly the west side of Whidbey Island.

Sinclair Inlet was an important resource area for the Suquamish. Salmon runs were found in no fewer than five of the drainages at the head of the inlet and along the south shore. For example, the mouth of Wright Creek was an important resource location where the Suquamish caught fish by clubbing, spearing, or with tidal impound traps. Sinclair Inlet also offers a wide array of substrates for shellfish, and species such as oysters, little clams, cockles, and mussels are found in the littoral zone around the inlet. Besides salmon, other fish inhabiting Sinclair Inlet included cod, skate, flounder, and other bottom fish. In the uplands behind the shore zone mammals such as deer and bear were available as well as cedar trees for bark. Waterfowl were common in the upland wetlands. Berries were plentiful and included salalberries, huckleberries, blackberries, and salmon berries. Suquamish tribal members still fish for king salmon off Turner Point and in upper Sinclair Inlet and through Port Washington Narrows.

In 1855, the Suquamish, led by Chief Seath and six other subchiefs, signed the Point Elliott Treaty, by which they were to live on the Port Madison Reservation. By act of Congress the reservation was enlarged and redefined in 1864. It now consists of over 7,486 acres of tribal, individually and collectively owned trust lands, historic allotments held in trust, and farmlands owned by Indians and non-Indians. In 1980 over 800 non-Indians lived on the reservation.



Appendix B. Public Comments and Responses to Comments

**Finding Of No Significant Impact and
Other Determinations of Environmental
Compliance**

**Downtown Bremerton
Pedestrian/BTC Access
Improvements Project**



Appendix B. Public Comments and Responses to Comments

The comments received during public review of the Environmental Assessment (EA) are included in this chapter. Comments are grouped by Tribes, Local Agencies, Private Organizations/Individuals, Form Letters, Form Letters with Supplemental Comments, and Oral Comments. The comments are organized alphabetically within by commenter's last name.

Indian Tribes

1. Suquamish Tribe

Local Agencies

2. Bremerton Housing Authority (Merrill Wallace II)
3. Kitsap County Consolidated Housing Authority (Kim Abel)

Private Organizations/Individuals

4. No Name Given
5. No Name Given
6. No Name Given
7. Stephen A. Anderson
8. Jack Arends
9. Chris Bell
10. Sue-Z Bell
11. Sue-Z Bell
12. Donna Bolles
13. Richard Borkowski
14. Dale Boyle
15. Susan Brown
16. John Burch
17. Susan Burns
18. Fred Chang
19. Charlotte and Paul Cooper
20. Sandy Corbits and Warren Hicks
21. Barbara Coombs
22. Kristine Cowan
23. Jackie Dempere
24. Susan Dougherty
25. Paul Drnjevic
26. Joel Emans
27. Chris Endresen
28. Larry Eyer

29. David Farr
30. Linda Fischer
31. Elizabeth Fitzner
32. Joan S. Ford
33. Mary A. Fries
34. Gary Frogner
35. Dan Gallagher
36. Gary K. Gartin
37. Julie Graves
38. Elliot Gregg
39. Tara Grumm
40. Mike Heath
41. Michael Hedt
42. Michael Henneke
43. Mike Hoffman
44. Bill Hoke
45. John A. Holanberg
46. Martin Horan
47. Tamara Ingwaldson
48. F.E. James
49. Jbsgbecker
50. Laura Johannes
51. Rosalie Johnson
52. R.K. Johnston
53. Jonathan Josi
54. Erik Kim
55. Del Knauss
56. Don Large
57. Doris Leavens
58. Sarah Lee
59. K.D. Lieseke
60. Wade Lieseke
61. Ann and Al Linnell
62. Janet Lombardo
63. Jim McDonald
64. John McDonald

65. Judy McDonald
66. Jim McGonigle
67. Mark and Ginny McNeil
68. Charles Melton
69. Sherril Huff Menees
70. Andy Micklos
71. Andy and Merrill Micklos
72. Jim Nall
73. Niels G. Nielsen
74. Gary O. Ostlund
75. Larry Otto
76. Bill Powers
77. Bill Rathke
78. Eric Rehm
79. Jim Ridley
80. Niels Rosendahl
81. Elnere Ross
82. John L. Ross
83. Mike Shepherd
84. Sharon Shrader
85. Graham Skelly
86. Jerry Soriano
87. Ray Stark
88. Charles Thatcher
89. Tim Thomson
90. Richard Tift
91. Gary Tosberg
92. Sandy Walden
93. James Watson
94. Mike Welch
95. Rebecca Wilson
96. Mike Botkin, Sandy Corbet, Christine Nordleaf, Myrna Wiener, Rosy Johnson,
Downtown Business Association

Form Letters

An example of a form letter submitted by 129 people during the public review period is included in this section. Please contact the Washington State Department of Transportation for a list of names or copies of these letters.

Form Letters with Supplemental Comments

- 97. Jean Chameski
- 98. David D. Farr
- 99. Winona Hammonds
- 100. Dixie Rae Hansen
- 101. M.E. Harvey
- 102. Peter Overton
- 103. Donald R. Pavel
- 104. Bob Randall
- 105. Tim Ryan
- 106. Donald A. Serry
- 107. Name Unreadable

Oral Comments

- 108. Dave Willis
- 109. Peggy Adkins
- 110. William Forhan
- 111. Floyd Buck
- 112. Mike Heath
- 113. Irmgard Davis
- 114. Elliot Gregg
- 115. Christine Nordleaf
- 116. Jim VanAntwert
- 117. Mike Botkin
- 118. Sandy Corbet
- 119. Richard Tift
- 120. Del Knauss
- 121. David Farr
- 122. Roy Runyon
- 123. Jack Fryberger
- 124. David Porter
- 125. John Clauson
- 126. Richard Hayes
- 127. Ronald Larch

Indian Tribes

1. Suquamish Tribe



FISHERIES DEPARTMENT
360/598-3311
Fax 360/598-4666

THE SUQUAMISH TRIBE
P.O. Box 498 Suquamish, Washington 98392

May 3, 2005

Randall Hain
Olympic Region Administrator
WA Dept of Transportation
P.O. Box 47440
Olympia, WA 98504

Re: Bremerton Pedestrian/Transportation Center Access Improvement Project EA

1.1 The Suquamish Tribe appreciates the opportunity to provide comment on the Bremerton Pedestrian/Transportation Center Access Improvement Project Environmental Assessment. The proposed project is within the usual and accustomed fishing areas of the Suquamish Tribe. The Tribe seeks protection of all treaty-reserved natural resources and cultural resources. The Tribe has had a chance to review the above mentioned document and has the following comments.

1.2 **Cultural History (The Project Area Then and Now, 3-2)**

The text appears to be incorrect and should be replaced with the text provided on pages 3-3, 3-4 and 3-5 in the Bremerton Downtown Pedestrian/BTC Access Improvement Cultural Resources Discipline Report.

Historical and Archaeological (Environmental Elements, 4-76)

Regarding reference to Programmatic Agreement. Programmatic Agreement text was provided to Trevin Taylor (WDOT) on April 4, 2005.

If you have questions regarding the comments above please don't hesitate to call 360-394-8447.

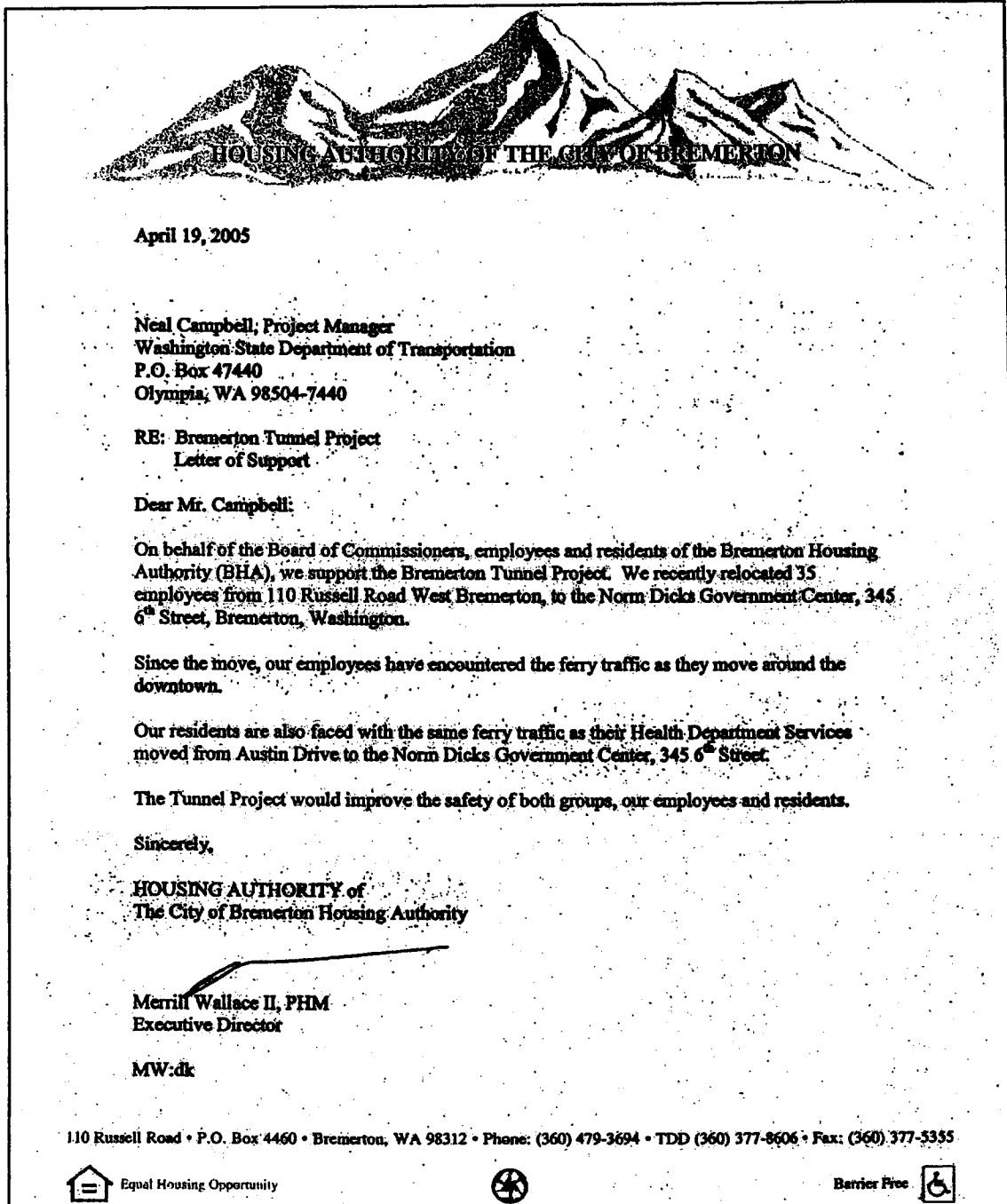
Sincerely,
Alison O'Sullivan
Biologist, Environmental Program

Response:

- 1.1 Comments Acknowledged
- 1.2 Text modified in accordance with comments. See revisions in Section 2. Modifications to March 2005 EA of this Addendum.

Local Agencies

2. Bremerton Housing Authority



2.1

Response:

2.1 Comments Acknowledged


3. Kitsap County Consolidated Housing Authority (Kim Abel)

Commissioners:
KIM ABEL, Chair
PATTY LENT, Vice Chair

JAN ANGELO
DONNA JEAN BRUCE
CHRIS ENDRESEN
TROY BRICKSON
DARLENE KORDONOWY

Executive Director
NORMAN McFARLAN

**KITSAP COUNTY CONSOLIDATED
HOUSING AUTHORITY**



April 19, 2005

Neal Campbell, PE
WS DOT
PO Box 47440
Olympia, WA 98504-7440

Dear Mr. Campbell:

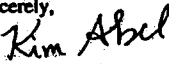
Bremerton has over \$900 million in public and private developments planned or underway, and is on its way to becoming a vibrant city again.

The conference center, transit center and the Norm Dicks Government Center are complete, and waterfront condos, an expanded marina, Harborside Park and the boardwalk are next. Businesses are already moving in. An economic analysis predicts that over 3,000 new jobs will be created.

Bremerton's renewal strategy is based on what worked for successful turnaround cities like Portland. Portland was successful in large part because they were careful to create a walkable city that's attractive to tourists, residents, and workers. The ferry tunnel will play a key role in making sure a revitalized Bremerton of the future is pedestrian-friendly.

We may not need it today or next year. We will need it as Bremerton becomes exponentially busier than it is today. Bremerton is in the midst of a renewal, and with construction planned throughout downtown, now is the time to build it. If we wait, we will have to tear up what we're building right now to put it in. That's not very efficient. If we wait to decide to build a tunnel, it may be too late. Right now, Bremerton has Congressman Norm Dicks, a hometown boy who is willing to move heaven and earth to help revitalize Bremerton. Who knows if he'll still be in Congress 15 years from now? And if he is there, who knows if there will still be money available to build it?

We need to plan for Bremerton's future today, and that planning should include a tunnel from the ferry. Let's complete this important project now.

Sincerely,

Kim Abel, Chair
Board of Commissioners

9307 Bayshore Drive N.W. • Silverdale, Washington 98383-9113
Main (360) 535-6100 • TDD (360) 779-4333 • Fax (360) 535-6107
<http://www.kccha.org>

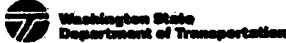
3.1

Response:

3.1 Comments Acknowledged

Private Organizations/Individuals

4. No Name Given

 Washington State
Department of Transportation

**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov;
- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fa.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?
Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

4.1 | *The Environmental Assessment has been adequate and appropriate for this project. Thank you!*

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

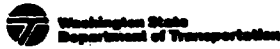
May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: _____
Address: _____ Apt. No: _____
City: _____ State: _____ Zip: _____
Daytime Phone Number: _____ Evening Phone Number: _____
E-mail: _____

Response:

4.1 Comments Acknowledged

5. No Name Given



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

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• Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com

5.1

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: _____

Address: _____ Apt. No: _____

City: _____ State: _____ Zip: _____

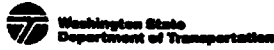
Daytime Phone Number: _____ Evening Phone Number: _____

E-mail: _____

Response:

5.1 Comments Acknowledged

6. No Name Given



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

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- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 80 Washington Avenue, Suite 200, Bremerton, WA 98337, ktxecutive@kitsaptransit.com

6.1

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts? *Especially economic aspects were not addressed.*
 (See other side) Yes: No:

6.2

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):
I have a problem with the safety of the tunnel - located next to the shipyard it could be a terrorist target. Also between a car wreck or fire in the tunnel access is limited over

6.3

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):
Your notice of the meeting did not use the word "tunnel" except once in the fine print - it was not a meeting, period, but an open house. You should have had a hearing!

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:
 Name: *Anonymous*
 Address: *NA* Apt. No: *NA*
 City: *NA* State: *NA* Zip: *NA*
 Daytime Phone Number: *NA* Evening Phone Number: *NA*
 E-mail: *NA*

** What I say should matter - not who I am -*

Response:

6.1 Analysis regarding the potential for economic impacts of both Surface Alternative 2b and the Preferred Alternative – Tunnel Alternative 3b was conducted and included in the project’s Economic Discipline Report. A summary of this analysis is also included in the Economic section of Chapter 4 of the March 2005 EA.

- 6.2 The tunnel walls will be nearly 20 feet high and 1 1/2 to 2 feet thick and made of reinforced concrete. The Puget Sound Naval Shipyard (PSNS) is making substantial changes in the Pacific Avenue vicinity to protect PSNS from terrorism, and its experts are confident that an underground facility made of reinforced concrete will not present an increased threat.

In case of an accident or fire in the tunnel, exhaust fans will force heat and smoke away from any trapped vehicles, and emergency personnel will be able to access the scene either via the 10-foot shoulder on the right side of the tunnel or by entering the tunnel from the upper (exit) end if traffic is at a standstill.

Should an accident occur from explosive devices, the majority of the tunnel would stay dry, as most of the structure is above the groundwater table.

- 6.3 The official title of the project is "Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project." This title has been used throughout the duration of the project and in all public outreach materials. Though the project is often casually referred to as the "tunnel project", there are actually two alternatives under consideration, one of which is a surface alternative, so it would have been misleading and inaccurate to refer to the project by the casual name rather than by its official title. The required, official legal notice of the EA hearing stated that the project included the tunnel alternative. In addition to the legally required notice, WSDOT distributed a four-page newsletter to 66,000 households in the greater Bremerton area that repeatedly identified the tunnel alternative. The project website, www.wsdot.wa.gov/projects/SR304bremertontunnel, was identified in all outreach materials, including a display ad that was posted in several newspapers to remind the public of the hearing. And the project website itself identified the tunnel alternative. WSDOT also distributed a news release to *The Sun*, the *Central Kitsap Herald*, the *Port Orchard Independent*, and the *Bremerton Patriot* that identified the tunnel alternative; and the EA itself, which was available for review at multiple locations in the general Bremerton area, also identified the tunnel alternative.

The open house hearing format is a well-established, commonly used format for official public hearings. It is designed to enable participants to speak one-on-one with the officials and engineers who are involved in the design of the project, to answer questions and to evoke comments and input that are critical to the project itself. The intent of the open-house format is to enable participants to ask questions and provide feedback in a way that accommodates their schedules without forcing people to wait several hours for their turn at the microphone as is the case in the theater-style hearing.

6. No Name Given (continued)

6.4 1. While it is known that there is 29 million available I have to wonder how much of that is already spent - all of those charts plus those before at Mountain View Middle School must have caused hours & hours of time and personnel to do the charts. Personally I don't see the need for so many charts.

6.5 2. by residue/personnel - Next to the fence in the shipyard is the Forebay - already there is dirty contaminated soil which could leach into the tunnel - so how well is the shipyard protected on all the tunnel sides is the question.

6.6 3. Everything was one-sided yours! Why did you not have an open public discussion with those opposing the tunnel where they and you people could discuss other alternatives beside the tunnel?? This whole tunnel issue has been railroaded by the city officials - The residents & taxpayers should have had the right & the opportunity to VOTE on this issue.

6.7 Question - Since this was a state highway on Busswell why did you wait so long before taking over?? Mrs Knapp is right - it's been a "dog and pony show"! Bremerton belongs to the residents - but did we have a chance in this matter? We do not need a tunnel!!

Response:

6.4 The graphics for the Open House were taken from the March 2005 EA document and enlarged for visual display. Although development of the graphics for the Open Houses and Hearing does slightly increase the engineering costs, there is value in enabling both elected officials and citizens to better understand the

project. Taken together, the EA work and engineering design work are estimated to be approximately 10 percent of the total project cost, and the graphics for the Open Houses and Hearing are a very small percentage of that amount.

- 6.5 The tunnel will be constructed by the "cut-and-cover" method, whereby soil adjacent to the tunnel will be excavated during tunnel construction, and the tunnel buried after construction. Drilling at sample locations within the project area has taken place to investigate contaminated material. No materials of concern have been identified through this analysis. If contaminants are found in the soil during excavation it will be removed or contained.
- 6.6 The purpose of the EA hearing was to solicit input as to whether or not the EA itself is adequate. This was not a hearing to determine the merit of the project itself. The materials presented at the hearing reflect what is included in the EA so that people could easily review the various aspects of the assessment. None of the displays differed from what was contained in the EA itself. Public Involvement activities are summarized in Chapter 1 of the EA. On November 13, 2003 and November 17, 2003, the City of Bremerton conducted two public meetings wherein the public had the opportunity to provide input regarding the project itself, including any concerns participants may have regarding the merits of the project itself. Prior to the two public hearings, Bremerton City Council members representing Districts 1 and 2 conducted a public meeting on August 21, 2003 to address the proposed project, and the City conducted a Mayor's Town Meeting on June 26, 2003 to address the proposed project. Comments from these meetings were recorded and submitted to the design team at that time. Additionally, project team members worked to contact and individually interview interested businesses and properties located within the project area. Some businesses and property owners met with project team members on numerous occasions.
- 6.7 The City has a direct interest and initiated this project to satisfy its Comprehensive Plan for future downtown redevelopment. Up until the summer of 2004, the project was proceeding as a City project under the oversight of WSDOT.

As the project moved towards completing the EA under the National Environmental Policy Act (NEPA), WSDOT felt it should assume its proper "lead position" (as defined by state law, RCW 47.01.260) in directing the project. Consequently, official project decisions, such as determining the preferred alternative, needed to shift to WSDOT.

Groundwater encountered during construction will be directed to the wastewater and sewer treatment plant. Water would be tested to ensure that the treatment plant could treat the water.

7. Stephen A. Anderson

18 April 2005

To: Washington State Department of Transportation

Subj: Proposed Bremerton Ferry Tunnel; support for

I have worked in and near downtown Bremerton for 38 years. From 1997 to 2004 I was Executive Director of Puget Sound Naval Shipyard, employing approximately 8000 employees in Bremerton. I am presently the Intergovernmental Relations Director for the Kitsap County Consolidated Housing Authority.

The purpose of this submittal is to communicate my support for the proposed tunnel alternative. I completely agree with the SUN editorial of Thursday, April 14, 2005, which stated in part "With future growth and use of the downtown area and other parts of Bremerton, the traffic situation will escalate from undesirable to disastrous. There's no better time to remedy that inevitability than now."

I have witnessed firsthand the negative effects of ferry traffic in the downtown area. Bremerton is in the midst of massive revitalization that is significantly increasing the amount of pedestrian activity. The primary projects completed or underway near the ferry terminal include:

Completion of the Bremerton Harborside Conference Center is bringing over 500 people to events on Washington Avenue where the ferry traffic passes.

Completion of the Commuter Retail Building, also on Washington Avenue, brings approximately 250 workers to the area, plus walk-in customers to the ground-floor food and beverage shops. This walk-in trade is significant.

Construction of the corporate headquarters for Kitsap Credit Union on Washington Avenue, with occupancy of over 200 walk-in and drive-in customers beginning in 2006.

Construction of three condominium towers beginning in June 2005, bringing 144 residences to Washington Avenue in 2006. Two additional towers will begin in 2006, adding 122 residences to the street where exiting ferry traffic rushes by.

In cooperation with the US Navy, Bremerton is developing Bremerton Harborside Park, including the Heritage Museum, Memorial Plaza, public gardens and open spaces ranging from Sinclair Inlet on the west side of the ferry terminal and up Pacific Avenue to Burwell Street. This park will be a major draw for pedestrians with its galleries on Pacific Avenue to honor the Navy, Ships worked on at the Shipyard, the Shipyard's history, and Shipyard Workers. Unfortunately, the surface alternative to the proposed tunnel will route traffic rushing from the ferry to Pacific Avenue. Not only will this disrupt activities at the park, it will cause pedestrian safety hazards.

The developments discussed above are only a small portion of what will happen in the immediate vicinity of the ferry terminal. Other developers of residential, office, retail, entertainment, and food and beverage businesses are actively making plans to populate the area. The time to make an improvement that will forever positively affect the nature of downtown Bremerton is now.

Sincerely,

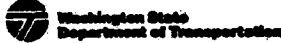
Stephen A. Anderson

7.1

Response:

7.1 Comments Acknowledged

8. Jack Arends



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov;
- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: X No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

WHAT RELOCATION ASSISTANCE WILL BE PROVIDED TO SMALL
BUSINESSES IN THE AFFECTED AREA AT THE FOOT OF PACIFIC
AVENUE? LOS ANGELES IMPORTS ONLY RECENTLY MOVED ~~WEST~~ ^{SOUTH} FROM
ITS PREVIOUS LOCATION FARTHER NORTH ON PACIFIC

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

TO ACCOMMODATE CONSTRUCTION AND
RENOVATION IN THAT BUILDING.

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: JACK ARENDS (SON OF COUNCIL MEMBER CAROL ARENDS)

Address: 234 SW 200TH ST. Apt. No:

City: NORMANDY PARK State: WA Zip: 98166

Daytime Phone Number: 206-256-5813 Evening Phone Number: 206-592-1302

E-mail: hpjack@comcast.net

8.1

Response:

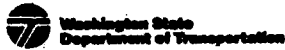
8.1 Businesses that are required to relocate as a result of the project will be eligible to receive relocation assistance in accordance with Public Law 91-646 and the implementing regulations found in 49 Code of Federal Regulations (CFR) Part 24 and Revised Code of Washington (RCW) 8.26 and implementing regulations of WAC 468-100. All businesses are eligible for the following type of entitlements (non-inclusive list):

1. Advisory Assistance – WSDOT will help businesses with claim forms and

will help the businesses find a replacement site.

2. **Moving Expenses** – Includes the cost to disconnect, pack, transport, and place all personal property that must be relocated.
3. **Re-establishment Expenses** – Up to \$50,000 for certain costs to modify the replacement real property and increased costs of doing business.
4. **Related Moving Expenses** – Cost of reconnection of utilities from the right of way, payment of impact fees, and professional services performed prior to the purchase of a replacement site for items such as soil testing, feasibility and marketing studies.
5. **Other Miscellaneous Relocation Costs** – Replacing stationary, site search costs up to \$2,500, licenses, permits, certificates, planning expenses, loss of tangible personal property, and temporary storage.

9. Chris Bell



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

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- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

Potential Environmental Improvement by replacing older utilities (sewer lines) etc, and removing asbestos in buildings. Newer lines will have fewer breaks and spills. I am for The Tunnel.

9.1

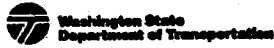
May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Chris Bell
 Address: 292 Bristlecone Dr. Apt. No: _____
 City: Bremerton State: WA Zip: 98310
 Daytime Phone Number: (360) 908 4450 Evening Phone Number: _____
 E-mail: cbellmerit@yahoo.com

Response:

9.1 Underground utilities that will be replaced during the construction will certainly be newer and in many cases be made of more permanent materials. While this is beneficial it is not the purpose of the project, and only those utilities actually in the way of project construction are being replaced, not all utilities in the area. Because the improvements are limited to the immediate construction area they are not considered a significant environmental benefit of the project.

9. Chris Bell (continued)



This side of the form is to continue comments from the front side. Please also fill out the information requested on the front side prior to returning this form. Thank you for taking the time to provide your comments.

9.2

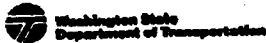
Lots of people support the tunnel option, but they aren't retired (like the negative people) so can't attend as many meetings. Give all people an equal say (less negative and more positive)

We Want The Tunnel!

Response:

9.2 Comments Acknowledged

10. Sue-Z Bell



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

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- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

N/A

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

It was very informative. I am a City Resident and I strongly support the tunnel concept. Please do not let the negative nasty people derail this. There are a

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Sue-Z Bell
 Address: 297 Bristlecone Dr. Apt. No. _____
 City: Bremerton State: Wa Zip: 98310
 Daytime Phone Number: (360) 377-8475 Evening Phone Number: (360) 377-8475
 E-mail: c.m.bell@comcast.net

10.1

This side of the form is to continue comments from the front side. Please also fill out the information requested on the front side prior to returning this form. Thank you for taking the time to provide your comments.

lot of people like myself who want to see Bremerton progress + revitalize, but do not have the time to attend meetings.

WE WANT THE TUNNEL!

Response:

10.1 Comments Acknowledged

11. Sue-Z Bell

From: suesbluemountain [suesbluemountain@comcast.net]
Sent: Friday, April 29, 2005 8:31 PM
To: CampbeN@wsdot.wa.gov
Subject: RE: SR 304/Bremerton Tunnel Project

11.1

I have studied the environmental assessment and feel it is adequate. I also attended the meeting at West Hills Elementary and feel the tunnel is the best way to handle the ferry traffic, especially looking to the future. We need the tunnel option, please do not let this golden opportunity pass, do not let the negative people derail this. Most of my neighbors, and many people I've spoken with, support this traffic alternative. We support a pedestrian friendly downtown and support the tunnel.
Sue-Z Bell
Bremerton, WA

Response:

11.1 Comments Acknowledged

12. Donna Bolles

From: Donna B [akewo2@yahoo.com]
Sent: Friday, April 29, 2005 12:11 PM
To: CampbeN@wsdot.wa.gov
Subject: In favor of tunnel

12.1

Dear Sir,
I am writing in support of the Bremerton tunnel project. (SR304). I think this will be a substantial improvement for downtown Bremerton and help in our regrowth.

Thank you,
Donna Bolles
Bremerton

Response:

12.1 Comments Acknowledged

13. Richard Borkowski

13.1

From: Richard Borkowski [richardborkowski@yahoo.com]
Sent: Tuesday, May 03, 2005 10:29 PM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton Tunnel

Dear WSDOT -

I am writing regarding the SR304/Bremerton tunnel project. I support the tunnel option. With such a huge flood of ferry traffic, a tunnel will keep pedestrians safe and keep the downtown business district more functional.

Richard Borkowski
131 Bellevue Ave E
Seattle, WA 98102

Response:

13.1 Comments Acknowledged

14. Dale Boyle

14.1

From: Dale Boyle [dboyle@web-o.net]
Sent: Friday, April 29, 2005 1:49 PM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton Tunnel

This proposed tunnel is a huge & stupid waste of money and community turmoil. The ferry system has repeatedly shown that it's fondest desire is to eliminate the Bremerton run. They have succeeded in large part, and I think will totally succeed in the future. Then, this already stupid project, will be a truly useless hole in the ground in which taxpayer have poured huge amounts of money. I think the idea should be killed immediately.

Dale Boyle

Response:

14.1 Comments Acknowledged

15. Susan Brown

15.1

From: Susan Brown [brownsusanm@comcast.net]
Sent: Tuesday, May 03, 2005 12:53 AM
To: campben@wsdot.wa.gov
Cc: megan.hall@fhwa.dot.gov; linda.gehrke@fta.dot.gov; ktexecutive@kitsaptransit.com
Subject: Downtown Bremerton Pedestrian/Transportation Center Access Improvements Project

Re. Public Comment/Environmental Assessment public meeting

The plans available at the public meeting showed inadequate attention to the pedestrians. There is no attention paid to moving the pedestrians safely from the ferry terminal to cross either Washington or Pacific to their parking garages. The plans only address moving cars. This is a major flaw.

The primary issue is safety, and it is not being addressed.

Response:

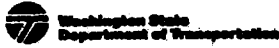
15.1 A major purpose of the project is to eliminate pedestrian/vehicle conflicts in the downtown area. Currently, only two north-south streets are available for automobiles traveling in the downtown core. The major pedestrian generators are located such that both of those streets are crossed frequently by pedestrians, so there is not an available surface street upon which exiting ferry traffic can be routed without encountering significant pedestrian movements. A tunnel resolves this situation.

When a 206-car ferry unloads today, pedestrians crossing Washington Avenue must contend with all 206 cars. After the tunnel is built, pedestrians crossing Washington Avenue will have to contend with approximately 72 cars (35% of the number of cars encountered today) eliminating 134 potential pedestrian-vehicle conflicts.

Several changes are being made to downtown Bremerton to make it more pedestrian friendly, including improved sidewalks and shortened crosswalks. The tunnel contributes to the pedestrian friendly environment by removing many vehicles per ferry run from the downtown streets at the same time those streets are being crossed by a large number of pedestrians exiting the same ferry boat. Eliminating those vehicles eliminates numerous opportunities for pedestrian-vehicle conflicts.

The project's build alternatives will reduce the number of vehicles on surface streets in the downtown core, and in particular on Washington Avenue, thereby reducing pedestrian, bicycle and vehicle conflicts. Both the Transportation Discipline Report and EA provide additional evaluation and analysis regarding pedestrian access and safety that will assist in determining the most appropriate improvements to be implemented for both of the project build alternatives.

16. John Burch



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

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- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

SEE BACK

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: JOHN W. BURCH
 Address: 1321 NIPSIC AVE Apt. No. _____
 City: BREMERTON State: WA Zip: 98310-4926
 Daytime Phone Number: 476-2160 Evening Phone Number: 377-7784
 E-mail: MARSONBUR@COMCAST.NET

16.1

16. John Burch (continued)



This side of the form is to continue comments from the front side. Please also fill out the information requested on the front side prior to returning this form. Thank you for taking the time to provide your comments.

16.1

I DON'T QUESTION THE ENVIR. IMPACT.

MY QUESTION IS THE NEED FOR
A TUNNEL AT ALL.

IT SEEMS TO ADDRESS EXITING FERRY
TRAFFIC BUT NOT CARS STACKING UP TO
GET ON.

\$27 M FOR A COUPLE BLOCKS OF TRAFFIC
CHANGE FOR A FEW MINUTES OUT OF
THE HOUR ???

16.2

AND DOESN'T IT JUST MAKE THE
TRAFFIC WORSE ANOTHER FEW BLOCKS
AWAY?

WE'RE SPENDING A LOT OF MONEY TO
PARTIALLY ALLVIATE A PROBLEM THAT
ISN'T THAT BIG OF A DEAL.

Response:

16.1 Inbound ferry traffic is more sporadic than outbound traffic and does not create the same continuous flow that pedestrians must contend with. There will be improvements to the ferry holding area (25 additional parking spaces) and to the toll booths (all three will be able to handle oversized vehicles) so that there will be less frequent backups of incoming ferry traffic into town. When backups do occur (holiday weekends, for example) incoming ferry traffic will have a dedicated lane on Pacific Avenue and the outside lane on Burwell Street from Pacific Avenue to Warren Avenue for storage without blocking access to homes or businesses. Other project impacts on the SR 304 corridor are discussed in the EA and Transportation Discipline Report.

Also, see response to comment 15.1.

- 16.2 The project Purpose and Need focuses on the downtown core. However, the project's impacts on the SR 304 corridor are discussed in the project's Transportation Discipline Report and EA.

The project alternatives will provide ferry exiting traffic a more direct and efficient route to Warren Avenue (SR 303) and to Burwell Street (SR 304). This will minimize traffic congestion caused by ferry traffic on Washington Avenue and in the downtown core.

The intersection of Park Avenue and Burwell Street will be signalized with this project, which will provide a safe means of crossing for pedestrians. Pedestrian issues at the intersection of State Avenue and Burwell Street, and general traffic issues including anticipated congestion levels at each of the study area intersections, are described in the Transportation Discipline Report. This analysis takes into account traffic impacts associated with the Navy parking garage.

17. Susan Burns

17.1

From: Susan Burns [susanburns@comcast.net]
Sent: Monday, May 02, 2005 8:48 AM
To: CampbeN@wsdot.wa.gov
Subject: Tunnel

Neal,

Please do the future citizens of Bremerton a huge favor and approve the tunnel. The reason the anti-tunnel people are so upset is because they are afraid they will be left out of the coming economic resurgence. They think a lot of rich people will move in and they will have to find some place else to live. Mayor Bozeman should have done a better job waylaying their fears.

He still doesn't understand what their true fears are.

Susan

Response:

17.1 Comments Acknowledged

18. Fred Chang

18.1

From: Fred Chang [ferrycommuter@yahoo.com]
Sent: Friday, April 29, 2005 1:17 PM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton Tunnel

Dear Mr. Campbell:

I am writing to say that I am NOT in favor of the Bremerton tunnel. It is a bandaid and will not fix the chronic problem of the intermittent auto ferry traffic to and from Bremerton.

Sincerely,

Fred Chang
319 Sidney Avenue
Port Orchard, WA 98366

Response:

18.1 Comments Acknowledged. See response to comment 15.1 regarding the purpose of the project.

19. Charlotte and Paul Cooper

From: Campbell, Neal [campben@wsdot.wa.gov]
Sent: Monday, May 02, 2005 8:33 AM
To: CE Leah Jones (Exeltech) (E-mail); CE Bernie Chaplin (Exeltech) (E-mail); CE Gene Sampley (E-mail)
Subject: FW: (no subject) (Bremerton Tunnel Comment)

-----Original Message-----
From: Paul R. Cooper [mailto:Coopp@centurytel.net]
Sent: Friday, April 29, 2005 11:56 AM
To: Campbell@wsdot.wa.gov
Subject: (no subject)

19.1 | My husband and I have read through and discussed the SR 304 - Bremerton Tunnel Environmental Assessment. We are from Gig Harbor, WA, and go to the Bremerton Community Theatre, carpooling, with a group about 1-2 a year. Also, we take our grandsons to the tour on the Havel Ship at least 1 time a year.

We find that SR 304, around the shipyard and ferry is very confusing to navigate. Also, for our theatre group, who always attend Sunday Matinees, of usually 23+ people are unable to find a sit down restaurant. So we go to Twentens in Pt. Orchard, WA. We heartily agree with the SR 304 Environmental Assessment. You have our support.

Sincerely,
Charlotte and Paul Cooper
2526 21st Ave. Ct. NW
Gig Harbor, WA 98335
253 858 1003

Response:

19.1 The project will provide new directional and points of interest signage in the downtown area to help guide travelers.

20. Sandy Corbits and Warren Hicks

From: Campbell, Neal [campben@WSDOT.WA.GOV]
Sent: Thursday, April 14, 2005 5:51 PM
To: Stiemmer, Leroy
Cc: CE Gene Sampley (E-mail); CE Gary Demich (E-mail)
Subject: Record of Conversations for the file

4/14/05

Spoke with Sandy Corbits(sp?) of Flowers Diamore (sp?) 360 377 8888

She is president of the local business association. Her business would be relocated by the project. She was concerned that they would not have opportunities to comment or ask questions. I assured her that there would be opportunity to do both at the hearing.

She is opposed to the project. Feels it is not needed. Only one ferry landing time a day causes problems and it is only 7 minutes per day. Not a significant problem. Feels 2 yr tunnel construction will be a significant impact to businesses already impacted by the prev. city project. Currently building owners can't lease space because of the imminent project. Feels the tunnel will reduce business in the downtown area because traffic will bypass the area. Is concerned with the reduction in parking spaces where the need is so great.

We talked about the usefulness of a pedestrian bridge. I explained we had serious doubts about expecting ship yard workers taking the time and effort to use one.

I cleared up some misconceptions on the number of relocations. Not over 70.

Spoke with Warren Hicks of Bremerton. 360 377 9851

He wanted to know what the project did between Warren and Navel. I told him this area was within the study area but that no changes were being proposed West of Warren.

Neal Campbell
Local Programs Engineer
360-357-2666
fax 360-704-3250
campben@wsdot.wa.gov

20.1

Response:

20.1 The Preferred Alternative, Tunnel Alternative 3b, is consistent with the City of Bremerton Comprehensive Plan for downtown redevelopment. Traffic studies show that most of the traffic flows through town without stopping to shop under current conditions. The project is designed to provide a more pedestrian friendly environment for potential shoppers, such as those from the convention center and hotel, to access downtown Bremerton without traffic/pedestrian conflict. The exit to Washington Avenue provides opportunity for local traffic to access downtown Bremerton.

The redevelopment of downtown Bremerton is expected to increase the number of vehicles and pedestrians downtown as well as the ferry ridership. The vehicle-pedestrian conflicts will increase in the future as a result of this growth. Enabling people who don't plan to stop downtown to bypass the downtown provides those who wish to stop and shop the opportunity to do so without being under pressure to keep the line moving.

The Bremer Building has experienced tenant turnover since the project was announced, but the number of tenants has not changed as of the end of the comment period. The Bremer Building would also be removed to construct the surface alternative.

There will be more long term parking spaces downtown after the tunnel is constructed than existed when the project began. The tunnel alternative has a lesser impact on short term parking than the surface alternative would have.

21. Barbara Coombs

21.1

-----Original Message-----
From: barbara coombs [mailto:barbara_coombs@hotmail.com]
Sent: Tuesday, April 26, 2005 1:01 PM
To: campben@wsdot.wa.gov
Cc: megan.hall@fhwa.dot.gov; linda.gehrke@fta.dot.gov; ktexecutive@kitsaptrainsit.com
Subject: The Tunnel in Bremerton

The Environmental Assessment put together a nice presentation showing what might be done, with alternatives, and dates. However, I am not for this project. In the beginning I was for the tunnel, but as I walked around Bremerton with someone from the Washington Foundation for Historic Preservation, I realized how much of Bremerton we are destroying and how much we already have destroyed. It is a shame. I love old buildings and some of the most beautiful are already gone. Yes, we do need improvements made and need to bring businesses to downtown Bremerton, but at the expense of our beautiful town?

There is a building that is slated to come down on the corner of 1st and Pacific. This was built around 1913 as the Bremer Building. What a shame to take this down. Isn't there some way to avoid this?

I agree that as Bremerton progresses, ferry traffic is going to be a problem and why not take care of it now while all the construction is happening? I do not know what the answer is but I don't like the one we have pretty much decided it will be.

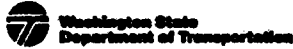
Barbara Coombs
6452 NE Avon Ct
Bremerton, WA 98311
360-692-2606/360-509-3157(c)

Response:

21.1 The project is being designed to minimize the taking of downtown buildings. The tunnel alternative was relocated and narrowed from its original configuration to save the building at the corner of Pacific Avenue and Burwell Street that houses the Chamber of Commerce and other businesses. The Bremer Building at the corner of Pacific Avenue and 1st Street is the only structure affected by the tunnel at the south edge of downtown, and it would also need to be removed for Surface Alternative 2b.

The Bremer Building at Pacific Avenue and 1st Street has been evaluated in accordance with guidelines for assessing eligibility for the National Register of Historic Places, and has been determined by the State Office of Archaeology and Historic Preservation to not meet these guidelines and therefore is not eligible for this register.

22. Kristine Cowan



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov;
- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

22.1

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Kristine Cowan
 Address: 3870 Green Mt Rd NW Apt. No.
 City: Bremerton State: Wa Zip: 98312
 Daytime Phone Number: (360) 462-2171 Evening Phone Number: (360) 830-5789
 E-mail: kcrowana@wavecable.com

Response:

22.1 Comments Acknowledged

23. Jackie Dempere

From: Jackie Dempere [jdempere@msn.com]
Sent: Sunday, May 01, 2005 8:33 PM
To: CampbeN@wsdot.wa.gov
Subject: Regarding the SR-304/Bremerton tunnel project.

Dear Sir/Madam

I have been involved on land use issues for over 15 years, two of them I describe below if you care to read more. But first, I want to say "Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option."

Bremerton is a very poor community. It deserves, and needs investments into their grid and capital projects that could attract factories or other companies to move there because it will be fast, cheap and easy to access. It already has water and nice people willing to work. The Feds should benefit greatly by the tunnel for their military bases so I hope they put plenty of money into it. I also hope that local residents get employment priority during its construction.

The tunnel will improve the city's economics making it easier for people to visit and reduce congestion.

The fact that the Indian tribes are not challenging it as a special site tells you something. I am sure that care will be taken in preserving any archeological objects found during excavation near the river which can only enrich us all.

Skip the rest is you are busy.

Although I am not a lawyer, and English is my second language, I personally did the appeal of a Conditional Use permit of an expansion of a trucking facility in a residential neighborhood, (a block from my home). The property annexed to the City of Tukwila was zoned commercial because of either corruption or ineptitude by King County officials. I was very successful because I did my homework and my neighbors helped.

I also challenged the City of Tukwila in 1994 for demolition of three historical houses, blocking of a bike trail, and the building of a fire station in a sensitive area. I did a SEPA appeal and lost. The biggest tree in Tukwila, a Sequoia died as predicted from the weight of the fire trucks and the bike trail that they insisted could go on, has not been built after 10 years.

I pray that the other predictions on my brief don't come true because there will be loss of life.

The fire station is next to the Duwamish river where the water table changes hourly with the tide. A tsunami could block the river, an earthquake could liquefy the ground because its fill is from the Osceola mud flow, and an eruption of Mount Rainier could plug the river destroying the roads and land locking the fire station when it is most needed.

Sincerely,

Jackie Dempere
4033 South 128th
Tukwila WA 98167

Response:

23.1 Comments Acknowledged

24. Susan Dougherty

From: Susan Dougherty [susandougherty@comcast.net]
Sent: Monday, April 18, 2005 4:16 PM
To: campben@wsdot.wa.gov
Subject: comments - SR305 Project

Follow Up Flag: Follow up
Flag Status: Flagged

24.1

I would like to register my preference for surface street improvement only on the proposed Bremerton Transportation Access Improvements. The ferries offload so seldom during the day that the inconvenience is very time-limited, and the tunnel would be financially expensive and "overkill".

Also, the proposed tunnel would inconvenience commuters who exit the ferry and wish to access the Manette Bridge - under the tunnel proposal they would be forced to go out of their way, and then backtrack. A system of surface street improvements, including pedestrian overpasses or tunnels, or more convenient drop off locations could be integrated with the park proposed between the ferry terminal and PSMS. Save the money for more important projects.

Thank you for allowing my input.

Susan F. Dougherty
3810 NE Ambleside Lane
Bremerton, WA 98311

Response:

24.1 See response to comment 20.1.

The project design for both build alternatives includes an exit lane from the ferry off-loading area to Washington Avenue that will accommodate motorists desiring to take that route to the Manette Bridge.

25. Paul Drnjevic

From: Paul Drnjevic [pauldrn@comcast.net]
Sent: Monday, May 02, 2005 10:42 PM
To: Cathie Know-Browning; Linda Gehrke; Neal Campbell; Megan Hall
Cc: legal@ci.bremerton.wa.us; jmallery@seattletimes.com; tips@komo4news.com; TRACEY COOPER EDITOR; tips@q13.com; newstips@king5.com; webmaster@kcpq.com; mayor@ci.bremerton.wa.us; CityCouncil; Eric D. Williams Political; KNG-General-To-All; CentralKitsap Reporter Reporter; newmedia@seattlepi.com; newmedia@seattletimes.com; Jim Campbell Opinion Page Editor
Subject: Public Comment Form - Comments on Downtown Bremerton Pedestrian/ Bremerton Transportation Center Access Improvements Project - (Initially referred to as "The Tunnel Project")

Comments submitted to the following:

- * Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov
- * Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov
- * Linda Gehrke, FTA, Region 10, 915 Second Ave., Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov
- * Cathie Know-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com

In addition to those listed in the "cc" area, this was also sent to the following:

US Senator Maria Cantwell
US Senator Patty Murray
US Representative Norm Dicks
KIRO TV Channel 7
KSTW TV Channel 11

PUBLIC COMMENT FORM

First Hearing - Environmental Assessment -
for the "SO CALLED"

Downtown Bremerton Pedestrian/ Bremerton Transportation Center Access Improvements Project
(Initially referred to as "The Tunnel Project")

Submitted by:

N. (Nicolaus) PAUL DRNJEVIC
2515 East 22nd St.
Bremerton, Washington 98310-5101

Daytime Phone Number: 360-479-6652 Evening Phone Number: Same
Email: pauldrn@comcast.net

25. Paul Drnjevic (continued)

25.1

Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes NO

The City of Bremerton, The State Department of Transportation, and Representative Norm Dicks have played this game to the hilt. There does not seem to be any way to crack the façade which is being perpetrated on the public. For that reason I have decided it is best to lay it on the line as it appears to me, and, as you are probably aware, as it appears to many others.

25.2

Now this farce was advertised as the "First Hearing - Environmental Assessment". That indicates one (1) or more additional hearings (OR, IF THEY ARE CONDUCTED LIKE THE FIRST ONE, - FARCES). But it appears everything is proceeding as if a TUNNEL is a done deal - when there are yet to be more hearings???. Now, pray tell, where is the LOGIC in that?? Or is this the same kind of logic which has been used all along on the TUNNEL??

25.3

It is suggested - nay, NAY, NAY - STRONGLY SUGGESTED, that you check out the "BOSTON TUNNEL PROJECT" (BTP) and any related newscasts regarding the severe leaks requiring constant pumping - and they can't seem to stop the leakage. A tunnel in the Bremerton Ferry Area is sure to be below sea level, and as in Boston, a tunnel in this area will almost certainly leak. The final cost of construction, could match or exceed the cost overruns multiplication factor of the BTP. HEY, it just dawned on me - if you name it The "BREMERTON TUNNEL PROJECT" it will have the same letters - BTP. Now is that a coincidence or what???? And does that indicate we can definitely expect the same proportional cost overruns?? And the same leakage problems?? And who will be lucky enough to HAVE TO PAY FOR THAT MAINTENANCE?? The CITIZENS OF BREMERTON??????????

25.4

When asked who will pay for the maintenance of the tunnel, it was said it isn't sure if it will be the State or Bremerton. Oh hey, if it is now a totally State project, then the State pays the maintenance costs - right?? Oh no, maybe not. And what is the ESTIMATED yearly maintenance cost?? Oh, that hasn't been determined yet??? YEP - bend over Bremerton, here it comes. But wait - if it doesn't get built as is discussed later in these comments, then there won't be any maintenance costs. So don't worry Bremerton.

25.5

This project was originally dubbed The Tunnel Project, but due to all the adverse reactions to a tunnel, it was quickly renamed to this big Subject mouthful which, when analyzed carefully, can easily be seen to translate directly to - "THE TUNNEL PROJECT" or the "BREMERTON TUNNEL PROJECT" (BTP).

This farcical display on 19 April 05 at West Hills Elementary School in Bremerton was advertised as a "Public Hearing" for the subject matter. LORDY, LORDY, LORDY -It was not anything near a public hearing, rather it was nothing more than a blatant, repeated publicity stunt (A Dog and Pony Show) to try to get people to support it thru a bunch of revised static displays, and to publicize that you had a hearing.

A Public Hearing is intended to do at least 2 things:

1. Allows input - from the people concerned, in this case the PUBLIC, i.e.: the CITIZENS, and allows all attending to be able to hear and possibly record. This farce did not really allow for input. Oh yes, the ACTORS (you know, those folks strategically positioned at the static displays) did talk to the people and TRY to calm their concerns with canned answers, but they were really at a loss to give firm answers to hard questions. You ask, what is a Hard Question? Simple - any question which doesn't fit into all the fluff and canned presentations and which, if answered, would clearly show

2

Response:

25.1 Comments Acknowledged

25.2 None of the publicity materials for the EA hearing stated or implied that there would be more than one EA hearing.

25.3 The tunnel proposed for Bremerton will be several feet above sea level. The majority of the tunnel would be above the groundwater table, and will be designed to collect and remove any groundwater seepage should it occur.

- 25.4 Specific costs to maintain the tunnel will depend on the ventilation, lighting and safety systems chosen during later stages of the engineering design work. Therefore, the EA has not identified a specific value for maintenance.

Operation and maintenance costs have not yet been determined as the choices for the specific ventilation, lighting and safety systems have not been made at this point in the design process. Routine maintenance is anticipated to consist of tunnel cleaning once per year, fan and pump lubrication once per year, and luminaire replacement once every four years. Cleaning and lubrication would be accomplished in one day and luminaire replacement might take two to three days depending on the number of lights involved. The City and WSDOT are currently negotiating who will perform the maintenance and who will pay for it. A typical situation would have the City acting as first responder to minor problems and calling in the state for major maintenance (replacing fans, for example).

Preliminary evaluations indicated that the maintenance costs for a surface-street alternative with a pedestrian bridge would exceed the maintenance costs associated with the tunnel. A surface street solution with a pedestrian bridge would include elevators to accommodate persons with disabilities, and keeping elevators operating in an outdoor marine environment plus the daily sanitation and cleaning costs for the elevators would be substantially higher than the once-per-year wall cleaning and fan lubrication, and once-every-four-years light bulb replacement associated with a tunnel. If included as a factor in the EA, the operations and maintenance costs would further support the Preferred Alternative – Tunnel Alternative 3b. However, operations and maintenance costs are not a major factor in the environmental acceptability of an infrastructure improvement, so they were not rigorously evaluated. They will be a consideration in the choice of the specific ventilating, lighting and safety systems chosen later in the design process.

25. Paul Drnjevic (continued)

that this BTP (now is that Boston or Bremerton?) is not a real viable project (and maybe just a cheap land grab).

2. Provides a record - in some manner - for future reference or for legality. There was no attempt to record the questions/comments people made - it was just an attempt to show and tell people how great a TUNNEL would be for Bremerton. Oh, you say people could submit comments in writing? From much experience, you know 2 things about that method:

25.5

a. Most people won't submit written comments - so no record of what they agree with or disagree with.

b. Regarding those that do submit comments, it will be difficult to get copies (Also, if comments were given orally, in a group setting with recording, it may set the scene and encourage others who weren't intending to testify, to get up and testify - and you certainly didn't want that, now did you??).

Yep, a very cleverly orchestrated 'put up HEARING', a costly "Dog and Pony Show" !!!

This "Public Hearing" did neither of these things. This farce of a "hearing" was an absolute insult and a mockery of the CITIZENS.

There were CITIZENS, who came to this FARCE, who were in favor of the TUNNEL (BTP) but, their comments would not have made a dent into all the testimony and comments from the CITIZENS who either are not sure of what is happening, or who are knowingly against a blatant pork barrel project which will not help, but could very well be detrimental to the City. And that exposition would not bode well for your HEARING(S).

Incoming ferry traffic which has been, and can be, a problem has not been addressed in any of the 'so called' studies. Guess the "POTENTIAL" problems of incoming ferry traffic are not a concern until it jumps up and bites someone in the ---????

25.6

There has been coverage by several TV stations and newspapers around the state about the traffic problem created when a ferry comes in - no more than 10 minutes on the most heavy runs. But there has been no attempt to synchronize the existing traffic signals to eliminate the problem. Technically, and presently, it is entirely possible to eliminate the "GREAT BIG, ENORMOUS" 5 to 10 minute traffic congestion (WOW - that's a horribly long time) at ferry time by synchronizing the traffic signals on Burwell, and installing a traffic light at Pacific Av and First St, and another at Washington Av and First St. But that would take away the "SUPPOSED PROBLEM" wouldn't it!!! And kill this pork barrel project. And it certainly would cost less, and would show that someone was on the ball and really looks at all the possibilities. That they hadn't started out on a premise of what "THEY" wanted and then had studies done to prove what "THEY" wanted.

25.7

A tunnel with two (2) nearly 90 degree turns in about 900 feet is just asking for trouble. Logic says that cars and trucks in a tunnel with 2 turns in such a sort distance is going to spook some of the drivers - i.e.: scare the hell out of them. Oh, but this project (BTP) doesn't seem to be using CITIZEN LOGIC - but rather politician logic. But not to worry. When two (2) 90 degree turns is brought up, it is poo poohed as being no problem. Strange - when questions are brought up about the studies we are told "this is the best thing since sliced bread" but when a valid question is brought up, it is attempted to make the question sound malicious or stupid and to ridicule the questioner.

25.8

And a "TUNNEL" - BTP - could easily be sabotaged by an explosive device. Anyone ever hear of a shaped charge which will not just blow out the ends of a TUNNEL but can be made to blow straight up or any direction wanted??? And what happens if the tunnel is broken this way? How is it to be repaired? And will the water rushing in be a problem? \$28 million construction

3

Response:

25.5 See response to comment 6.6. Participants of the EA hearing were welcome to talk with each other and to listen to the comments and questions of others who attended the hearing. Participants had the opportunity to submit input and

witness the statements of other participants via a court reporter or in writing that evening. They could also submit their comments anytime during the review period by telephone, e-mail or standard post. The individuals officiating at the hearing (representatives from WSDOT, environmental experts and the design engineers) were there to answer any questions participants may have prior to submitting input.

25.6 See response to comment 15.1 and 16.1.

Synchronization of traffic signals in order to remove ferry-related congestion from City streets does not fully address the project's Purpose and Need. It would not reduce the number of vehicles in the downtown core, and would not provide specific pedestrian safety amenities. Moving ferry-related traffic more quickly and efficiently through the downtown intersections is advantageous for vehicles, but is not necessarily safer for pedestrians.

25.7 The basic geometrics of the tunnel, including the radius of the curves and sight distance, will meet Washington State Department of Transportation standards. In addition, the tunnel will be illuminated. The tunnel will accommodate vehicles safely and efficiently.

25.8 See response to comment 6.2.

25. Paul Drnjevic (continued)

cost??? OK, for you who believe this, I have some excellent ocean front property for sale in Arizona.

25.9

This appears to be a below the radar attempt of a cheap land grab under the guise of "Right of Eminent Domain" to buy the land below actual value, then clear the land of any buildings or whatever. Then, after the land is cleared, it will suddenly be noted that either the State or the Federal Government in some fashion either did not adequately fund the project or they have run out of funds and can't proceed with a TUNNEL. Or there are undiscovered chemicals (which were there all along), etc., etc., etc.. Then, with the land cleared, and no other plans for it, the City of Bremerton will end up with the land, and wring their hands and say - "Oh, Gee, what can we do???? Guess we will have to sell it to some developer at less than acquisition cost, but at a loss to the CITIZENS.

25.10

But the "CITIZENS" seem to have lots of money. But the CITIZENS were not permitted to have a real say in this. Even though an INITIATIVE was validly done, the City, blocked the chance for CITIZENS to have a say. Oh, but you say the City didn't do that, it was the State, who, on the day after (coincidence?) the signatures were submitted, DECIDED this is now a State project - when all along it was touted to be completely under the control of the City???? Yep, completely under the control of the City - that is until suddenly the CITIZENS said we want a say in this??

25.11

Since this is supposed to be a tunnel to offload most of the incoming ferry traffic, does that mean that all vehicles - trucks, etc. - carrying flammable, or hazardous chemicals, or hazardous materials, or corrosive liquids will have to use the TUNNEL??? Or because such material(s) could be a serious hazard to the TUNNEL will those vehicles not be permitted to use the TUNNEL and have to use Washington Av, thus subjecting the PEDESTRIANS to the possibility of hazardous materials?? And this TUNNEL is to make the area PEDESTRIAN FRIENDLY?? But trucks will have to run through the PEDESTRIAN FRIENDLY AREA?? Now that doesn't sound very PEDESTRIAN FRIENDLY, does it??

25.12

Possible and PROBABLE finding(s) of various and unknown chemicals in the ground in the area of the TUNNEL has not been addressed. Has there been any test holes drilled to determine if there are any chemicals lurking in the proposed area?? And how deep may those chemicals be? And how much unknown cost could that be? Or should we not look at this very possible problem until the cheap land grab is completed and then use that as a reason for not putting in a TUNNEL???

25.13

The possibility/PROBABILITY of finding remains of Native Americans - has this been taken into account? Could this be reason to stop the TUNNEL PROJECT", but ONLY AFTER the cheap land grab has been done????

25.14

Why is the ferry loading parking area planned to be increased when the existing lot is never full. Guess we all need to see the crystal ball that is being used for this (info??).

25.15

40 Years ago, when Bremerton had a heavy traffic load, many pedestrians moving around, and there were no left turns allowed at any downtown street intersection - there didn't seem to be any real problems when a ferry came in. If there were incidents involving pedestrian, it was most probably the result of a stupid action by a pedestrian. If this TUNNEL idea is an attempt to protect the pedestrians from being injured by doing something stupid - then give up now folks. It is impossible to fool (idiot) proof anything.

Response:

- 25.9 Laws governing real estate acquisitions and disposals with federal funds (as well as state funds) prevent the situation described. See response to comment 8.1.
- 25.10 The Bremerton City Attorney gave an opinion in the matter of the petition and the City Council regarded it in its decision.
- Regarding the State's assumption of the project, see response to comment 6.7.
- 25.11 Materials that can be legally transported on the state ferry system will typically be permitted in the tunnel. Exceptions would be determined by the Bremerton Fire

Department. Any such materials will have arrived at the ferry terminal in Seattle using public streets and roadways. Similarly, transported materials not using the ferry would have arrived in Bremerton via a land route also using public streets and roadways. Both tunnel users and Washington Avenue users will have the same regulatory protections afforded to all citizens.

25.12 See response to comment 6.5.

25.13 Any time there is construction near the shoreline there is the potential for items of cultural/archaeological/historical significance to be found. Research and analysis was conducted for this project to determine the potential for these cultural resources to exist within the project area, and the potential for the project to impact such resources. Methodology and findings of this analysis are included in the project's Cultural Resources Discipline Report and Chapter 4 of the EA. The Suquamish Tribe has been involved in the environmental process and a Programmatic Agreement has been established with the Tribe to develop procedures should these cultural resources be inadvertently discovered during project construction.

25.14 WSF serves Bremerton with a 206-car boat during the summer months, and the 200 spaces being provided is marginal for accommodating a boat of that size. The increase in the ferry holding area size is actually a compromise between the 240 spaces desired by WSF to accommodate 1.5 times the average boat (which for Bremerton is 160 cars) and the existing 175 spaces. Summer weekend ferry traffic at Bremerton is expected to increase once the ferry system begins providing real-time, wait-time information to eastbound travelers for the Edmonds, Bainbridge, Bremerton and Southworth terminals, allowing motorists the opportunity to choose rather than guess which terminal they should use to get across sooner.

25.15 Comments Acknowledged

26. Joel Emans

From: Joel Emans [joiemans@mac.com]
Sent: Friday, April 29, 2005 11:10 AM
To: CampbeN@wsdot.wa.gov
Subject: Tunnel Option

26.1

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option. The initial impact will be significantly greater than the surface street alternative, however, over the long run I believe the tunnel is a good choice. Traffic flow and fuel efficiency will improve as offloading traffic will be smoothly and efficiently diverted, pedestrian safety will improve and the economic appeal of the Bremerton Core will be greatly improved bringing new life into the economy increasing the economic link between Bremerton and Seattle and making the tunnel an even better investment. I endorse the construction of the tunnel. -Joel Emans

Response:

26.1 Comments Acknowledged

27. Chris Endresen

From: Rick & Chris [richardendresen@earthlink.net]
Sent: Sunday, May 01, 2005 9:36 AM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton Tunnel Project

27.1

Dear Neal,
The Bremerton Tunnel is an essential piece of the revitalization of our largest city in Kitsap County. Completing this improvement today will prevent even more expensive retrofitting to solve congestion problems in downtown Bremerton due to ferry traffic in the future. The environmental assessment is adequate and the tunnel should be the preferred option.

Thank you,
Chris Endresen
Kitsap County Commissioner
District 1

Response:

27.1 Comments Acknowledged

28. Larry Eyer



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov;
• Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
• Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
• Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

28.1

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: X No: ___

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Larry Eyer
Address: 502 7th Apt. No:
City: Bremerton State: WA Zip: 98337
Daytime Phone Number: 478 2301 Evening Phone Number: 377 3610
E-mail: Larry@kcr.wa

Response:

28.1 Comments Acknowledged

29. David Farr

From: David Farr [DavidF@KitsapTransit.com]
Sent: Tuesday, May 03, 2005 7:36 AM
To: CampbeN@wsdot.wa.gov
Subject: FW: SR-304/Bremerton tunnel project.

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

From: David Farr
Sent: Tuesday, May 03, 2005 7:33 AM
To: 'CambeNews.dot.wa.gov'
Cc: 'dfarr161@comcast.net'
Subject: SR-304/Bremerton tunnel project.

29.1

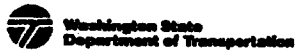
Dear Sir,
Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate and I support the tunnel option. I am a long time Bremerton resident and served on the Bremerton City council 1994-2001, I was City Council President 1997 and 1998. The problems associated with the ferry traffic have been one of the issues that I believe have hampered redevelopment efforts, this tunnel option coupled with other major improvements including the Bremerton Transportation Center, The Navy Parking Garage, The Gateway connector project should allow Bremerton to become a vibrant waterfront community. I believe that much of the opposition to the tunnel project was driven by a few property owners and involved a lot of misinformation.

Sincerely
David Farr

Response:

29.1 Comments Acknowledged

30. Linda Fischer



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov;
• Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
• Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
• Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: X No: _____

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

I believe the tunnel project is in the best interest both economically and environmentally of the community

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Linda Fischer

Address: 7612 MURKIRK LN Apt. No: _____

City: PORT DACHARD State: W Zip: 98367

Daytime Phone Number: 425-829-2822 (CELL) Evening Phone Number: _____

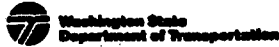
E-mail: _____

30.1

Response:

30.1 Comments Acknowledged

31. Elizabeth Fitzner



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

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- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, ncampben@wsdot.wa.gov;
• Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
• Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
• Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: X No: _____

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

31.1

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Elizabeth Fitzner

Address: 125 N Rainier Apt. No. _____

City: BREMERTON State: WA Zip: 98312

Daytime Phone Number: (360) 782-1653 Evening Phone Number: Jay phone # (360) 271-3313

E-mail: _____

This side of the form is to continue comments from the front side. Please also fill out the information requested on the front side prior to returning this form. Thank you for taking the time to provide your comments.

Very nice presentation. I am excited to be a part of a growing community.

Response:

31.1 Comments Acknowledged

32. Joan S. Ford

From: Joan Ford [twocoots2@yahoo.com]
Sent: Sunday, May 01, 2005 11:49 AM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton tunnel

32.1 Dear Sir: I have reviewed the proposal for a tunnel to divert ferry traffic from Bremerton streets, and the surface alternative. I feel that the latter is preferable. The cost and disruption of digging a tunnel is mind-boggling! Re-routing surface traffic, with pedestrian overpasses, would be preferable. I live in East Bremerton and use the Manette Bridge. If the tunnel is constructed, would all of us in East Bremerton have to go through the thing, and double back to get home? This is madness.

32.2 Whatever is decided, drop-off and pick-up points for foot passengers MUST BE PROVIDED FOR! Even the busiest transportation terminals, including Penn Station and O'Hare Airport, have drop-off and pick-up points next to the terminal building.

32.3 The fact that federal dollars will pay for the tunnel is beside the point. They are still our tax dollars, and to spend them on such an unnecessary mega-project like the Bremerton tunnel would be a travesty. The pedestrian traffic in downtown Bremerton is sparse, at best. We don't need a tunnel to protect pedestrians who aren't there!

Thank you.

Sincerely,

Joan S. Ford
4205 Olympus Dr NE
Bremerton, WA 98310

Response:

32.1 See response to comment 24.1 regarding traffic accessing the Manette Bridge.

32.2 The BTC improvements being constructed with this project does not address ferry passenger pick-up and drop-off. That issue is being addressed via a separate project to construct a new Kitsap Community Federal Credit Union office building and "kiss-and-ride" area. There is not adequate space for providing a drop-off site at the island along 1st Street without destroying the remainder of the buildings along 1st Street. Likewise, the volume of vehicles using the drop-off area cannot be accommodated in the available space along the east side of Washington Avenue.

32.3 See response to comment 15.1.

33. Mary A. Fries

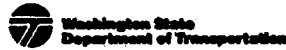
Handwritten note dated May 2, 2005, addressed to Neal Campbell, WS-DOT Local Programs Engineer. The note discusses traffic issues in Bremerton, mentioning the Kitsap State Residence Inn and the Manette Bridge, and expresses concern about the impact of a tunnel project on local traffic and businesses.

33.1 Dear Sir: Although I do not live in Bremerton, I have experienced difficult stop-go traffic while driving through Bremerton to access the Kitsap State Residence Inn. Preserve the best remaining example of our state flower in good condition, which is being threatened by the proposed tunnel and loss of flowers. Saw and left in your driveway. The same traffic affects visits to the Mountain view nearby Kitsap Cabin, especially summer plays and tree events, offered to the public. The same traffic problem plagues trips to the Hood Canal Bridge to access the Olympic Peninsula; crossing via the Manette Bridge is worse. Mary A. Fries

Response:

33.1 Comments Acknowledged

34. Gary Frogner



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

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- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fa.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

None required

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

None. Environmental Assessment was adequate to address concerns

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Gary Frogner

Address: 5520 West Lakme Rd Apt. No: _____

City: Bremerton State: WA Zip: 98312

Daytime Phone Number: 360-782-5555 Evening Phone Number: 360-981-5645

E-mail: Frogner@ctc.com

34.1

Response:

34.1 Comments Acknowledged

35. Dan Gallagher

35.1

From: Dan Gallagher [seattlelaw@hotmail.com]
Sent: Friday, April 29, 2005 2:19 PM
To: CampbeN@wsdot.wa.gov
Subject: Regarding the SR-304/Bremerton tunnel project

I support the tunnel project. It looks like a great way to reduce congestion and improve safety. If federal funds are available to improve Bremerton in this way I support the project.

Dan Gallagher
10611 Battle Point Drive NE
Bainbridge Island, WA 98110

Response:

35.1 Comments Acknowledged

36. Gary K. Gartin

36.1

From: Gary K. Gartin [gkgartin@prodigy.net]
Sent: Monday, May 02, 2005 8:35 PM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton Tunnel

Regarding the SR 304/Bremerton tunnel project, I believe the environmental assessment is adequate and I support the tunnel option. I have worked in Downtown Bremerton for 19 years as a commercial realtor and volunteer. I was President of the Sinclair Landing Association which helped get the ferry terminal built. The tunnel is very important to the future of Downtown.

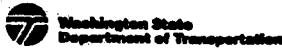
Failure to build the tunnel will both psychologically and physically impact the future potential of the area. It is seldom we get the opportunity to solve a problem before it become a real crises, let us not miss this opportunity.

Gary K. Gartin, CCIM
Bradley Scott, Inc. Commercial Realty
400 Warren Avenue Suite 450
Bremerton, WA 98337

Response:

36.1 Comments Acknowledged

37. Julie Graves



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

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Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: [checked] No: []

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

no - I believe the environmental assessment covered all of the issues.

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

I particularly like the way pedestrian safety issues are being addressed. Although the project seems expensive, I believe it is a sound investment for our future - and will enhance the livability of downtown Bremerton for future

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Julie Graves
Address: PO Box 339 Apt. No:
City: Tracyton State: WA Zip: 98343
Daytime Phone Number: 360-509-4925 Evening Phone Number:
E-mail: gravesj@kecha.org

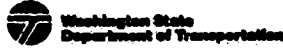
generations. I also believe the tunnel will provide additional development + recreation opportunities that will insure that Bremerton becomes a destination for tourism. This public investment will create on-going economic returns for the citizens of Bremerton & Kitsap County.

37.1

Response:

37.1 Comments Acknowledged

38. Elliot Gregg



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

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- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

Looks very thorough to me. Alternatives considered, best recommended.

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Elliot Gregg
 Address: 1452 Madrona Pt Dr Apt. No: _____
 City: Bremerton State: WA Zip: 98312
 Daytime Phone Number: 782-2667 Evening Phone Number: Same
 E-mail: neel11@comcast.net

38.1

Response:

38.1 Comments Acknowledged

39. Tara Grumm



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

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- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: X No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

*Sounds great
Very informative*

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

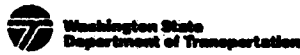
Name: TARA GRUMM
 Address: 2531 E Phinney Bay Pl Apt. No:
 City: Bremerton State: WA Zip: 98312
 Daytime Phone Number: Evening Phone Number:
 E-mail: tara.grumm@comcast.net

39.1

Response:

39.1 Comments Acknowledged

42. Michael Henneke



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

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- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
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1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

Assessment report looks complete and well founded.

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

Excellent report

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Michael Henneke

Address: 7370 Trica Ave Apt. No: _____

City: Bremerton State: WA Zip: 98311

Daytime Phone Number: 360-373-5700 Evening Phone Number: _____

E-mail: mhenneke@wa.gov

42.1

Response:

42.1 Comments Acknowledged

43. Mike Hoffman

From: mike hoffman [mikeandvicki@qwest.net]
Sent: Monday, May 02, 2005 8:38 PM
To: CampbeN@wsdot.wa.gov
Subject: bremeron tunnel e.i.s.

Neal,

Looked at the internet posted statement for the Bremerton tunnel EIS. Where are the diagrams.....or plans?

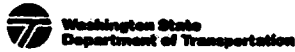
Mike Hoffman

43.1

Response:

- 43.1 The WSDOT website is not one of the official places for viewing the EA, and therefore does not have the entire document posted. As an information site, it does contain Chapter 1 of the EA in its entirety. Chapter 1 is the introductory chapter and contains much of the information of general interest about the project including diagrams of the existing conditions and of the tunnel and surface street alternatives. Chapter 1 is available at <http://www.wsdot.wa.gov/NR/rdonlyres/031BDD1D-573C-452B-BE9E-0336ADED0969/0/Chapter1ProjectSummary.pdf>

44. Bill Hoke



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
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- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

EXCELLENT GRAPHICS! GOOD INFO. NOW I UNDERSTAND IT ALL. GOOD PEOPLE HERE EXPLAINING IT. GOOD JOB!

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Bill Hoke

Address: POB 1014 Apt. No: _____

City: _____ State: _____ Zip: 98337

Daytime Phone Number: 361 9448 Evening Phone Number: _____

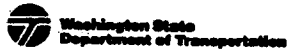
E-mail: hoke@hokeconsulting.com

44.1

Response:

44.1 Comments Acknowledged

45. John A. Holanberg



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

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• Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts? ONLY GLANCED AT THE DOCUMENTS. SEEMS TO BE WELL DONE.
Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):
UNK.

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):
(OVER)

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: JOHN A. HOLANBERG
Address: 606 NW HOLMBERG ST.
City: BREMERTON State: WA Zip: 98311
Daytime Phone Number: 360-377-5418 Evening Phone Number: SAME
E-mail: NA

45.1

Response:

45.1 Comments Acknowledged

45. John A. Holanberg (continued)

19 APR 05

THE OPEN HOUSE WAS THE FIRST TIME ALL OPTIONS WERE PRESENTED.

COSTS:

NO ACTION

\$0

SURFACE ONLY

+ \$9 MILLION

TUNNEL

+ \$28 MILLION

WITH THE TRIBES INVOLVEMENT, THE COST FOR TUNNEL WOULD BE SUSPECT. EXAMPLE: PT. ANGELES, AND THE HOOD CANAL BRIDGE.

WHEN THE CORPS OF ENGINEERS PROPOSE A PROJECT, THEY HAVE TO DO A COST/BENEFITS RATIO STUDY. HAS THIS BEEN DONE?

TO ME, IT SEEMS TO BE A LARGE EXPENDITURE FOR AN UNDER-UTILIZED STRUCTURE. IF THE OTHER ASPECTS OF THE PROJECT WERE EMPHASIZED OTHER THAN THE TUNNEL, IT MIGHT BE AN EASIER SELL.

CAN THE PUBLIC DETERMINE THE ADEQUACY OF THE EA?

45.2

Response:

45.2 The alternatives presented at the EA hearing were among the six alternatives shown at the introductory Open Houses on November 13, 2003 and November 17, 2003.

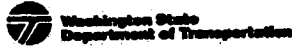
With respect to the potential for discovering cultural resources, see response to comment 25.13.

A cost-benefit ratio is not required for the project. However, an alternatives analysis was performed on all original alternatives to look at environmental,

social, constructability, and cost impacts of each alternative. This analysis was the basis for moving forward with the two alternatives analyzed in more depth in the EA. Appendix G of the EA includes these analysis matrices.

The general public has as much right to question the adequacy of the EA as does an organization or specialist. All comments identifying areas of inadequacy are addressed prior to approval by the federal agencies regardless of their source.

46. Martin Horan



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

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- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: _____ No: _____

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

YOU SHOULD INCLUDE TRAFFIC FLOW PATTERS (NUMBER & PERCENTAGES) FOR OFF LOADING THE FERRIES

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

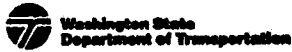
Name: MARTIN HORAN
 Address: 231 NW WILLOW LN Apt. No: _____
 City: BREMERTON State: WA Zip: 98311
 Daytime Phone Number: 360-642-6162 Evening Phone Number: SAME
 E-mail: MICKHORAN@COMCAST.NET

46.1

Response:

46.1 Comment Acknowledged. The Transportation Discipline Report provides information on projected PM peak hour traffic volumes and directional splits for each of the project alternatives.

46. Martin Horan (continued)



This side of the form is to continue comments from the front side. Please also fill out the information requested on the front side prior to returning this form. Thank you for taking the time to provide your comments.

4/19/05

I DID MY OWN CAR COUNT OF THE 3:00 FERRY
FROM SEATTLE THERE WERE 158 CARS
39 TURNED LEFT ON BYRDSELL
119 CONTINUED NORTH ON WASHINGTON

75% OF OFF LOADING CARS ~~WOULD~~ NOT
USE THIS TUNNEL.

HOW CAN WE STOP THE MADNESS!

46.2

Response:

- 46.2 Traffic counts performed by project team members are included in the Transportation Discipline Report. It is anticipated that some cars currently continue north on Washington Avenue to access 6th Street, SR 303 or other arterials. Many of these travelers would be able to use the tunnel for more direct access to destination points.

47. Tamara Ingwaldson

From: Tamra Ingwaldson [tingwaldson@unitedwaykitsap.org]
Sent: Monday, April 18, 2005 11:45 AM
To: CampbeN@wsdot.wa.gov
Cc: 'Bryan McConaughy'
Subject: Bremerton Tunnel Project

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning Mr. Campbell,

My name is Tamra Ingwaldson & I work in Bremerton & reside in South Kitsap. As a past commuter I can relate to the frustrations of trying to exit the terminal. I understand that this proposed tunnel will not only help to alleviate those frustrations but will be a strong compliment to the positive changes that are happening in the Bremerton area. As long as this tunnel does not harm the wonderful local businesses that have been taking root & based on the information I've seen & Bryan's strong endorsement, I too, wish to share my support of this project.

Thank you for taking time to visit Bremerton & meet with our neighbors.

Tamra Ingwaldson
2025 SE Olympia St.
Port Orchard, WA 98367

47.1

Response:

47.1 Comments Acknowledged

48. F.E. James

From: Jimmy James [james2@centurytel.net]
Sent: Friday, April 29, 2005 4:41 PM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton Tunnel

I have read the environmental impact statement as posted on the WSDOT website.

I find it to be a bald faced attempt to sell a bad idea. The basic premise, that this will cure Bremerton's traffic problems, is unbelievable. It is really doubtful that it will even help them.

So far as the economic effects go, it will keep the hoards of potential customers arriving on the ferries out of the downtown business district and send them shopping in Silverdale or Port Orchard.

The millions of dollars to be spent on this project could find far better use on other desperately needed projects. For example the very dangerous Burley-Olalla intersection and the equally bad Hwy 307/Gunderson intersection. The improvements needed on St. Hwy 305 and St. Hwy 3 from Poulsbo to the Hood Canal bridge could easily be handled with those dollars, too.

In short the project is a wasteful, unnecessary boondoggle.

F. E. James
25406 S. Kingston Rd.
Kingston, WA 98346
360.297.2256

48.1

Response:

48.1 See response to comment 20.1 with regards to economic impacts to businesses.

The funding being used for this project is 100% federal and is provided specifically by Congress for this project. Neither the City, nor the State, have the discretion to move the funds for this project to a different project that is perceived to be higher priority.

49. Jbsgbecker

From: Jbsgbecker@aol.com
Sent: Monday, May 02, 2005 12:23 PM
To: CampbeN@wsdot.wa.gov
Subject: SR304/Bremerton Tunnel Project

49.1

I believe if there are any funds for this type of a project they would better used to improve the route from the Bainbridge ferry through Poulsbo.

Response:

49.1 See response to comment 48.1.

50. Laura Johannes

May 3, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Mr. Campbell,

50.1

I have been reviewing the SR-304 – Bremerton tunnel project and believe this is a very worthwhile project and that it should be constructed. I commute through the Bremerton area frequently for business and pleasure and am in full support of the tunnel option. It makes the most sense and meets with the goals for the community.

Wishing you continued success for completion of the tunnel.

Sincerely,

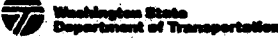


Laura Johannes
102 Rose Place
Puyallup, WA 98371

Response:

50.1 Comments Acknowledged

51. Rosalie Johnson


**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION**

**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov;
- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fwa.dot.gov;
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

A pedestrian drop off- pick up area needs to be next to the ferry terminal on the lower or upper level especially for moms with toddlers & strollers as well as for us older folks. It is too expensive to park in a lot near the airport.

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Ms. Rosalie L. Johnson

Address: 3717 "F" St Apt. No: _____

City: Bremerton State: WA Zip: 98312-4640

Daytime Phone Number: 377-8126 Evening Phone Number: None

E-mail: _____

51.1

Response:

51.1 See response to comment 32.2.

52. R.K. Johnston

From: rkj_rkj@comcast.net
Sent: Sunday, May 01, 2006 1:23 PM
To: CampbeN@wsdot.wa.gov
Subject: SR304 Improvements

Dear Mr. Campbell,

Regarding the SR-304/Bremerton tunnel project, I believe that the environmental assessment is inadequate and I DO NOT support the tunnel option for the following reasons.

- 52.1 1. Alternatives are extremely limited, no consideration was given to pedestrian bridges to effectively mitigate the very limited traffic congestion that occurs only when ferries are unloading which is no more than 4 times per day during peak periods!
- 52.2 2. Alternatives do not adequately address bicycle traffic and it appears that serpentine tunnel will create an extremely unsafe corridor for bicycles and traffic.
- 52.3 3. No consideration is given for assisting homeless or displaced persons in downtown Bremerton. The Environmental Justice section of the assessment is clearly deficient because there is no discussion or consideration of homeless or displaced persons and the opportunity to provide shelter or assistance to such persons is totally overlooked.
- 52.4 4. The tunnel could create undo risk of a terrorist attack on the shipyard by affording a means of covertly exploding explosives in the confined space of the tunnel that could severely disrupt shipyard operations and businesses in downtown Bremerton.
- 52.5 5. The project is a huge waste of taxpayer money.

Thank you for consideration of these comments.

-R.K. Johnston
Bremerton, WA

Response:

- 52.1 Pedestrian bridges were initially proposed at two locations for the surface-street alternative, one crossing at Washington Avenue near 2nd Street and another crossing Pacific Avenue near 1st Street. Their usefulness would be limited by two factors: 1) the limited number of locations would make use of the bridges inconvenient for many pedestrian trips, and 2) the reality that even when offered a nearby bridge, many pedestrians would likely choose to take their chances crossing at the surface rather than climb two flights of stairs (17.5 feet of vertical clearance is required over the streets) to cross the street and then descend another two flights of stairs to get back to the sidewalk. These realities make pedestrian over-crossings less a solution than they might seem to be.
- 52.2 Incoming bicycles to the ferry terminal will share the transit lane, where professional drivers will expect them to be there. This is more effective than bicycles and transit sharing a general-purpose lane. Bicycles will exit the ferry via Washington Avenue via the shoulder area of the Washington Avenue exit ramp, and will not be allowed in the tunnel.
- 52.3 Environmental Justice populations are specifically identified as "Minority, Low-Income, Elderly, or Disabled Populations". Please refer to the March 2005 *Environmental Justice and Social Technical Memorandum* and the March 2005 *Relocation, Disruptions, and Displacements Discipline Report* prepared for this project for a thorough review of criteria established for federally funded projects.
- "Homeless" populations are included in the definition of "Low Income" as specifically set forth in the definition of Environmental Justice (EJ) populations and are categorically included in Table 3 – 2000 Census Low-Income Characteristics on page 17 of the *Environmental Justice and Social Technical*

Memorandum. However, there was no homeless population specifically identified in Census Tract 805, the affected population for this project.

“Displaced” persons are not specifically included in the definition of EJ populations; however, discussion is included in the Environmental Justice and Social Technical Memorandum (See page 23). This population is addressed in the March 2005 Relocation, Disruptions, and Displacements Discipline Report prepared for this project. Displaced businesses are identified; however, there are no displaced persons identified in the affected area. All relocations would be relocated according to the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended by the *Surface Transportation and Uniform Relocation Act Amendments of 1987*.

Each of these Discipline Reports and Technical Memorandums are referred to in the text and listed in Appendix C of the March 2005 EA, and were available for public review.

- 52.4 See response to comment 6.2.
- 52.5 Comments Acknowledged

53. Jonathan Josi

April 21, 2005

Neal Campbell
WSDOT Olympia Region
P.O. Box 47440
Olympia, WA 98504

RE: Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements

Mr. Campbell and concerned individuals,

I am a daily ferry commuter. I am also a foot pedestrian. I travel to and from the Bremerton HS. area and the Bremerton T.C. My wife and I both walk through downtown Bremerton almost every weekend. To my assessment the only significant downtown traffic is ferry traffic and the majority of that during peak commuting hours.

53.1

Although I am not a transportation efficiency expert, I find the proposed projects quite frankly without merit and a waste of tax dollars. It seems to me if pedestrian access and safety are real concerns, then enforcement of in place traffic regulations would be money better spent.

It is my experience that pedestrian safety in the BTC/downtown area is not the problem. The actual pedestrian safety problems, speeding vehicles and aggressive drivers, exist throughout West Bremerton's main streets leading through, to and out of the downtown area, primarily 6th Street, 11th Street, Warren Ave and perhaps to a lesser extent Washington Avenue and Burwell Street.

53.2

The proposed bus tunnel will not address the real problem streets. Traffic has already been diverted significantly from the downtown area to the above mentioned routes with plenty of safe crossing zones. This project seems to be more about driver convenience. If this is the case pedestrian bridges would be more cost effective than attempting to tunnel under Burwell which shall surely experience unexpected problems, delays and cost overruns -making traffic problems worse for the area.

53.3

If the WSDOT and the city of Bremerton want to make a positive investment to the areas streets, sidewalk cleaning and repair, longer crossing signals, and something to bring vehicle traffic into compliance with the 30 mph speed limits would be monies better spent.

Respectfully,

Jonathan Josi
Bremerton Resident

Response:

- 53.1 Comments Acknowledged. See response to comment 15.1.
- 53.2 See response to comment 52.1.
- 53.3 A major purpose of the project is to reduce pedestrian-vehicle conflicts in the downtown area. The volume of offloading ferry traffic is a greater contributor to pedestrian-vehicle conflicts downtown than is excessive speed. Longer crossing signal times provide little benefit to pedestrians while creating longer vehicle queues. This can subsequently contribute to increased pedestrian-vehicle conflicts at adjacent, un-signalized intersections.

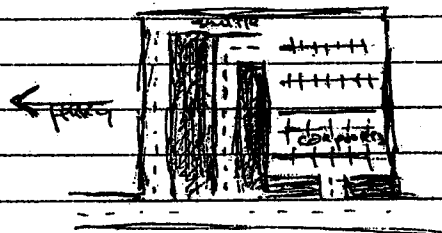
54. Erik Kim

54.1

Erik Kim
I enjoyed this

I think OSTAR's cell phone
regulation credit is an excellent
approach to reducing traffic because
you have less toll booths → people
can drive straight through the toll
booths without stopping to speed
up the process of lowering traffic
there should be some sort of
"BUS & A FRIEND" DISCOUNT

IF THERE ARE BUSES FOR THE
POOLEY CENTER FERRY IT REDUCES TRAFFIC
IF YOU BUILD AN ADDITIONAL PARKING
LOT / GARAGE



The sketch shows a simple rectangular building with a sign above the entrance that says "FERRY". To the left of the building, there is an arrow pointing left with the word "FERRY" written below it. The building has some horizontal lines on its facade, possibly representing windows or panels.

54. Erik Kim (continued)

54.1

www.wsdot.wa.gov/projects/
SR304/BREMERTON TUNNEL/

~~INFLUENCES MISSELS - RESEARCH TRAFFIC TO
SMALLER BUSES ALTERNATE ROUTES
LOT NEAR 7"
IN PARKING LOTS
- CHEAPER PARKING FOR REGISTERED CAR
* POOLERS DURING PEAK HOURS (HOW)~~

ACCOUNTING & BOOKS? INTER

FULLY BUS COMBINED DISCOUNT

EXPLAIN COLORS

SEATTLE INTEREST JOB INTER!

TECH COMM.

FAMILY

CSO

CAR ROUTES INTER!

54. Erik Kim (continued)

54.1

	City SHIPYARD KT Highway Ad \rightarrow TRACT FLASERS FOR IMMEDIATE RELIEF
	DOWNTOWN IMPROVEMENTS (S&S) PUBLIC WSDOT
	<div style="border: 1px solid black; padding: 5px;"><p>SAFETY WORK SAFETY INCREASE SAFETY SAFETY OFFLOADING TRAFFIC SAFETY DECREASE CAR OFFLOADING DECREASE TRAFFIC SAFETY OFFLOADING FERRY FLASERS PORTER PASSES FLAGGERS</p></div>

54. Erik Kim (continued)

54.1

- SYSTEM	TRAFFIC PROJECT
Family Business	Student Council & ^{Discount Student Project}
Business	Local Projects
Students	Family Business
Business Students	Business Increase
✓ Family	Business Increase
- Civilian Workers	Business Increase
- Military Workers	Tech Upgrade
- Technology	INTERCOM ONSTAR
- City Routes	SMALL BUSES
- Routes	DISCOUNT
* PARKING	f parking FERRY SLUTTIES
- SHIPYARD	+ SEOTIE PARKING
- KT.	+ PARKING IMPROVEMENT
- PUBLIC	TRAMP FLOGGERS
- PAID	SHIPYARD toll credit
- Discount	PUBLIC IMPROVEMENT
- Digital	DISCOUNT PUBLIC
- Mechanical	PUBLIC AWARENESS
- AWARENESS	+ PUBLIC SAFETY
* WORK	Digital DISCOUNT
- Improvements	+ TOWERS DISCOUNT
- credit	DISTAL IMPROVEMENTS
- toll credit	Digital DISCOUNT
- SAFETY	+ DECREASES COST
- INCREASE	ADVERTISING
- RECESS	WORK PROJECTS
- OFFLOADING	
* FERRY	
- PARTNERS	

54. Erik Kim (continued)

54.1

	Decreases cars
	Buses
	More small buses
	More parking & supervisors
	More shelters for both car parker & flaggers
	O. Parking closer to Brewell
	with parking
	O.C. classes involved in projects for fundings
	Safety PARTNER / Friend deals
	CONSTANT & cell & credit
	\$ Tokens TAX %
	Decrease cars
	Off loading ferry
	Small busses on ferry

Response:

54.1 Electronic tolling is being evaluated for ferries and buses throughout the Puget Sound Region. The tunnel will not be tolled and is, therefore, not affected.

The amount of off-street parking in the project area is being increased by others.

Transit buses will not use the tunnel. Incoming transit buses will be routed southward down Pacific Avenue and outgoing buses will be routed northward up Washington Avenue, similar to pre-tunnel operations.

55. Del Knauss

**COMMENTS IN RESPONSE TO THE ENVIRONMENTAL ASSESSMENT
FOR THE
DOWNTOWN BREMERTON PEDESTRIAN/BREMERTON TRANSPORTATION
CENTER ACCESS IMPROVEMENTS PROJECT
April 19, 2005**

Background:

In 2003, a group of Citizens (Citizens Against The Tunnel [CATT]) sent out a questionnaire to all registered voters within the City limits of Bremerton asking if they were for a tunnel or not. Specifically, it requested that registered voters sign the survey if they 1) were in favor of a sensible surface alternative versus a tunnel, and 2) were in favor of putting the issue to a vote of the people, requesting the Bremerton City Council place the measure on the ballot. 2,394 responses favored a sensible surface alternative, 4 responses were in favor of the tunnel. It was confirmed that all responses were from registered voters utilizing voter listings provided by the Kitsap County Auditor's Office. Those questionnaires were delivered to the City Council in February of 2004.

Since the City Council and the Mayor ignored this questionnaire, CATT began the initiative process and collected 3,125 signatures requesting that this issue be put to the vote of the citizens of Bremerton. The total of the questionnaire results and the initiative is 5,525. Only 8,233 city residents voted in the last Mayor's race. This gives you some idea of how many people oppose the proposed tunnel. These initiative petitions were turned into the City Clerk for the City of Bremerton on July 12, 2004 (see Tab K). On July 13, 2004, Mayor Cary Bozeman received a letter from Douglas McDonald, the Washington State Secretary of Transportation dated July 13, 2004, stating that the State was going to take complete control of the project (see Tab L). It is important to note that while the State of Washington claimed lead over the City, Kitsap Transit is a co-lead with the State and federal agencies. The board of Kitsap Transit is comprised of the Bremerton City Mayor and Council Members.

On July 23, 2004, Karen Flynn, Kitsap County Auditor, certified the petition initiative (Initiative 101 Right to Vote on the Tunnel) (see Tab M-3). On August 4, 2004, based on a recommendation from the Bremerton City Attorney, Roger Lubovich, the Bremerton City Council, by a vote of 5-4, voted against sending Initiative 101 to the ballot.

Enclosed in this package you will find copies of the survey results from the 2,394 respondents along with specific comments from a few, letters to the editors against the tunnel, and copies of the 3,125 signed initiative petitions. It is important to note that the opposition to the tunnel on the survey were as follows: District #1 306, District #2 303, District #3 407, District # 4 176, District #5 263, District #6 291, District #7 251, District #8 225 and District # 9 172.

Submitted by: Del Knauss, CATT Member and resident of Bremerton
139 Olympic Avenue, Bremerton, WA Phone: (360) 377-4425

1

55.1

Response:

- 55.1 Documentation of said petitions and correspondence was included in the package submitted with this letter. Below is a copy of the survey submitted by 2,394 people and the petition signed by 3,125 people. For copies of the entire set of surveys and petitions, please contact the Washington State Department of Transportation.

CATT
Citizens Against The Tunnel
PO Box 502
Bremerton, WA 98337

December 9, 2003

Dear Fellow Citizen:

Within the next 30 days, the Bremerton City Council will be voting on approval of the choices given to them for the **DOWNTOWN BREMERTON PEDESTRIAN BTC ACCESS PROJECT**. Their decision will have a major impact within our community.

We are asking for your signature below which will be submitted to the Bremerton City Council requesting the following:

- * I am in favor of a sensible surface alternative versus a tunnel. This will save taxpayers dollars.
- * I am in favor of putting this to a vote of the people and request the City Council place this measure on the ballot.

Point of Contact: 478-5280 - City Council Office

District 1, Brad Gehring
District 2, Cecil McConnell
District 3, Daren Nygren
District 4, Ed Rollman
District 5, Mike Shepherd

District 6, Eric Younger
District 7, Carol Arends
District 8, Will Maupin
District 9, Mike Short

I support and recommend the Bremerton City Council allow a vote of its constituencies as stated above.
(Please sign below and return in the envelope provided)

Print Name: Signature: Address: Phone: (optional)

Hazel Anne Carlsson Anne Carlsson 570 Lebo Blvd

REMEMBER - MAIL TODAY! - Thank You!
For Further Information, call 373-1594

RECEIVED
Office of the City Clerk
Date: 7-12-04 Time: 2:55 p.m.

[Signature]
SIGNATURE

INITIATIVE 101

"Citizens Against The Tunnel (CATT)" Wants to Give you the RIGHT TO VOTE ON A TUNNEL

INITIATIVE PETITION FOR SUBMISSION TO THE CITY COUNCIL OF BREMERTON, WASHINGTON.
To the City Clerk of the City of Bremerton, Washington: We, the undersigned registered voters of the City of Bremerton, Washington, respectfully direct that this petition and the proposed ordinance contained herein, entitled "An ordinance prohibiting construction of a downtown tunnel" be accepted here by and transmitted, if the City Council fails to enact this ordinance, that it be submitted to a vote of the people at a regular or special election to be held on a date and in the manner required by the Revised Code of Washington; and each of us for himself or herself says: I am a legal voter of the City of Bremerton, Washington, my residence address is correctly stated, and I have knowingly signed this petition only once.

Statement of Action Sought:
The purpose of this initiative is to prohibit the City of Bremerton from constructing a vehicular traffic tunnel as part of the Downtown Pedestrian/BTC Access Improvements project. Such an initiative is authorized by the Bremerton City Charter Section 5 and Section 34, adopting RCW 35.17.240 through RCW 35.17.340.

Text of Ordinance. The proposed ordinance reads as follows: Ordinance _____ (Initiative #101). An ordinance of the City of Bremerton prohibiting construction of a vehicular traffic tunnel as part of the Downtown Pedestrian/BTC Access Improvements. The City of Bremerton does Ordinance: Section 1. The City of Bremerton shall not construct a vehicular traffic tunnel as part of the Downtown Pedestrian/BTC Access Improvements project.

Warning: Every person who signs this petition with any other than his or her true name, or who knowingly signs more than one of these petitions, or signs a petition making an election when he or she is not a legal voter, or signs a petition when he or she is otherwise not qualified to sign, or who makes herein any false statement, shall be guilty of a misdemeanor.

CITY OF BREMERTON INITIATIVE TO THE PEOPLE: CITY OF BREMERTON VOTERS SIGN BELOW:

Petitioner's Signature	Date	Petitioner's Printed Name	Petitioner's Residence Address (Must reside within City limits of Bremerton)	City or Town	Zip	County
<i>[Signature]</i>	6-19-04	MARINO E. COLESTOCK	212 Casselby Dr. 100 N. Lafayette St. Bremerton	Tacoma	98312	Kitsap
<i>[Signature]</i>	6-19-04	John C. Wilt		Brem	98312	Kitsap
<i>[Signature]</i>	6-19-04	Lisa M. VanZandt	306 S. Stewart	Brem	98312	Kitsap
<i>[Signature]</i>	6-19-04	Ruth West	1530 Morgan Rd	Brem	98312	Kitsap
<i>[Signature]</i>	6-19-04	MARGARET L. SEEFELDT	607 James Ave.	Brem	98312	Kitsap
<i>[Signature]</i>	6-19-04	Sharon K. Hays	1220 1/2 9th St	Brem	98312	Kitsap
<i>[Signature]</i>	6-19-04	KARL WILKINSON	3005 B 15th St	Brem	98312	Kitsap
<i>[Signature]</i>	6-19-04	Sheryl Torres	518 Duane Ave	Brem	98312	Kitsap
<i>[Signature]</i>	6-19-04	RODNEY W. HUBBARD	704 06th	Brem	98312	Kitsap

MAIL COMPLETED PETITIONS TO:
CITIZENS AGAINST THE TUNNEL (CATT)
PO Box 981, Bremerton, WA 98311
(360) 375-1594

0

55. Del Knauss (continued)

COMMENTS IN RESPONSE TO THE ENVIRONMENTAL ASSESSMENT
FOR THE
DOWNTOWN BREMERTON PEDISTRIAN/BREMERTON TRANSPORTATION
CENTER ACCESS IMPROVEMENTS PROJECT
April 19, 2005

Comments:

This whole process should start over because of political interference. It was clear from the beginning of this process that Congressman Dicks and Mayor Bozeman intended to have a tunnel built, and that a surface street alternative was never an option. (Conference Report which accompanied H.J. Res. 2 dated Feb 13, 2003 stated that Section 342 and 343 of the Dept. of Transportation and Related Appropriations Act 2002, is amended by striking "Passenger only ferry to serve Kitsap and King Counties to Seattle" and inserting "Ferry/Tunnel project in Bremerton, WA".) (see Tabs A - G, I) In my opinion, it was inappropriate for Congressman Dicks to direct our local officials on how this funding should be spent. Congressman Dicks and Mayor Bozeman were the founders of the Citizens for a Pedestrian Friendly Bremerton (see Tab H), and the Congressman's local staff had meetings with several Bremerton City Council Member trying to sway their votes on this project, when the City still had a say in how the money would be spent. This was supposed to be an open public process - what the Citizens of this community got was a closed political process.

Bremerton's Comprehensive Plan T10B states "Expand opportunities for public involvement in the identification, design, and implementation of transportation related improvements within Bremerton". This was not accomplished during the planning process of this project. In my opinion, this project was decided by Mayor Bozeman, and funded and directed by Congressman Norm Dicks with no consideration of the thousands of people who objected to the preferred alternative of the tunnel. (See Letters to the Editor, survey responses and comments, and initiative results [Tab T,U,V,X Y])

The project summary states that unnecessary pedestrian/vehicular interface creates congestion, compromises safety and detracts from an enjoyable experience in the urban core. This whole project is to address approximately 600 cars every 24 hours and a 10 minute traffic problem upon ferry arrival which by your own studies and reports (see Environmental Assessment, Chapter 4, page 18) is not significant, and will be comparable in the year 2030. The WSDOT's news release indicates that the tunnel will serve 65% of the exiting ferry traffic. At present 100% of the ferry traffic exits the ferry terminal onto Washington in two lanes, approximately 50% per lane. The project puts 35% of the exiting traffic in one lane. Pedestrians will see the traffic on Washington reduce from 50% per lane to 35% per lane. That is a 30% reduction in traffic. Pedestrians will have a bit easier time getting across Washington when the ferry is in, but not a great deal. The pedestrian access across Pacific apparently is not improved by the project. There are conflicts there now when a ferry departure time approaches, particularly in the morning commute hours. They will only worsen as traffic grows and the parks are developed. This project will not solve the problem that its title says it is aimed at, and a lot of money will be spent for little benefit.

55.2

Response:

55.2 See response to comment 15.1.

55. Del Knauss (continued)

COMMENTS IN RESPONSE TO THE ENVIRONMENTAL ASSESSMENT
FOR THE
DOWNTOWN BREMERTON PEDESTRIAN/BREMERTON TRANSPORTATION
CENTER ACCESS IMPROVEMENTS PROJECT

April 19, 2005

55.3

As of date the 2004 Washington State Improvements Plan and the Bremerton Comprehensive plan does not make mention of a tunnel.

55.4

The funding for this project originally came out as \$28 million dollars, this report shows \$33 million. How much higher will it go?

55.5

It is stated that the preferred alternative was selected based on a screening analysis, along with input from citizens and the project Stakeholders. Public Hearings were not well advertised and the citizen comments came from about 28 citizens. Several council members made statements during the vote on the initiative that there was not enough public involvement in this process, and that a good job was not done to inform the public. The only input that seems to have been included in this assessment has come from the Stakeholders. None of the concerns presented by CATT have been addressed.

All public input that said no tunnel has been ignored by all parties initially involved in this process

Why does this funding include improvements to the Bremerton Transportation Center? According to the House Appropriation Bill it was for a Ferry/Tunnel only?

Why is the length of this tunnel 940 feet, it started out at 850 feet?

55.6

The surface street alternative 2b is \$9 million dollars versus the tunnel alternative 3b at \$33 million dollar. If surface street alternative 2b were used, the remaining \$24 million could be used to redesign alternative 2b to a sensible surface route to address pedestrian conflicts throughout the entire corridor, not just the downtown core. A sensible surface route could include pedestrian overpasses with escalators and elevators similar to the ones used in Las Vegas (Tab W). Pedestrian overpasses could be located at the Shipyard's main gate, to the BTC, with access provided from Pacific Avenue; pedestrian overpass at the JC Penney building parking Garage (already has elevator) at the intersection of Burwell and Washington Avenue; and a pedestrian overpass at the Conference Center at the intersection of Second and Washington Avenue. Comments from this assessment claim that pedestrians will not utilize overpasses. Overpasses are being utilized successfully by other cities, such as Las Vegas, that moves thousands of people daily across eight lanes of heavy traffic.

It is stated that the preferred alternative was selected based on a screening analysis, along with input from citizens and the project Stakeholders. As previously stated in the majority opinion of the citizens, this is not the preferred alternative.

Submitted by: Del Knauss, CATT Member and resident of Bremerton
139 Olympic Avenue, Bremerton, WA. Phone: (360) 377-4425

3

Response:

- 55.3 The project is included in both the City's currently adopted 6-year Transportation Improvement Program and in the Transportation Element of the City of Bremerton Comprehensive Plan, adopted in December 2004. The Comprehensive Plan notes that a surface alternative and a tunnel alternative are being studied. The project will be added to the Washington State Department of Transportation Capital Construction and Improvement Program upon completion of the EA.

55.4 The cost for the tunnel was initially estimated at \$28.8 million. The \$33 million figure includes enlargement of the BTC vehicle holding area, new toll booths that will better accommodate oversized vehicles and a new office for the WSF personnel in Bremerton. These improvements have been in the planning stages for many years as "Phase C" of the BTC project and are funded separately.

55.5 See response to comment 6.6 and 25.5.

55.6 The length of the tunnel is determined by its final horizontal and vertical geometry. The shorter length was a planning-level estimate based on preliminary horizontal geometry only. As the design is refined to provide smooth horizontal curves, smooth vertical transitions, and adequate stopping sight distance, the length must adjust accordingly.

See response to comment 52.1 regarding the proposed pedestrian bridges. Pedestrian bridges such as those suggested generally connect two high-pedestrian-traffic buildings above the street level and offer users a way to move from one building to another without changing their vertical elevation to do so. The city in the example is known for being open 24 hours a day, making building-to-building pedestrian bridges a 24-hour per day solution that cannot be duplicated in Bremerton without significant building security issues. In the example cited the bridges cross eight lanes of traffic, also providing substantially more incentive to pedestrians to use them than is the situation crossing two to three lanes of traffic in Bremerton.

55. Del Knauss (continued)

COMMENTS IN RESPONSE TO THE ENVIRONMENTAL ASSESSMENT
FOR THE
DOWNTOWN BREMERTON PEDESTRIAN/BREMERTON TRANSPORTATION
CENTER ACCESS IMPROVEMENTS PROJECT

April 19, 2005

55.7

The "preferred" tunnel alternative will simply move traffic from point A to point B, and does not solve problems on the 304 corridor, just moves it further down the road. The only thing this project accomplishes is to get traffic off of Washington Avenue benefiting the interest of the downtown developers. Conflicts between vehicular traffic and pedestrian traffic will increase at Park and Burwell and State and Burwell. Because of the increase of parking in the vicinity of Park and 4th and 5th streets, traffic congestion will increase along Warren Avenue, 6th Street, 11th Street, Park Avenue, and Burwell, causing major impact to local neighborhood streets and travel for local residents. It is important to note that currently there are significant issues with pedestrian/vehicular conflicts on Burwell at State Street and Naval Avenue, that have not been addressed by either local or State officials. Serious consideration must be given to the impact of Park and Burwell once completion of the Navy's Parking Garage is accomplished.

55.8

The KPFF Consulting Engineer Report dated 08/26/03 page 45 states "although a tunnel solution will benefit vehicular ferry users, it will not create any functional benefit for ferry terminal and BTC operations. If anything, it may complicate the unloading process, and add maintenance and security cost."

55.9

If all eleven intersections within the project area are operating at levels of moderate or less congestion (20 - 55 second delay), how is it that these intersections are deficient in the STIP and City's Comprehensive Plan and why are we spending \$33 million to address it? These traffic studies appear to have been taken when the Shipyard was servicing several aircraft carriers and submarines at the same time, increasing the traffic flow at peak hours. This is a common occurrence and causes fluctuations in traffic flows depending on the Shipyard work load at any given time.

55.10

It appears that data used from a Washington State Ferry Survey indicating that 59 percent of the Bremerton-bound passengers were destined for West Pierce or South Kitsap Counties. Really?! One would think these commuter would be smart enough to be on the Southworth Ferry. I really question this survey data. It appears to be inaccurate.

55.11

Washington Avenue and 11th Street were originally widen to support ferry traffic exiting the terminal. The only reason it is not working today is because of the re-configured traffic pattern on Pacific Avenue, First Street and Washington Avenue which in my opinion, was accomplished so the local officials could show a need for a ferry exit tunnel.

55.12

The Assessment shows an increase in both alternatives of 1,000 plus long term parking spaces, which is inaccurate. The 1,000 spaces in the Navy Garage is strictly for Shipyard workers until after 6 p.m. The Navy Garage will be of no benefit to all other commuters.

Submitted by: Del Knauss, CATT Member and resident of Bremerton
139 Olympic Avenue, Bremerton, WA Phone: (360) 377-4425

4

Response:

55.7 See response to comment 16.2.

55.8 The KPFF study consisted of a preliminary screening of various tunnel and surface alternatives, and compared them against various functional criteria. The purpose of the study was to select an alternative for further study in the EA. Overall, one of the tunnel alternatives was selected as the preferred alternative in that it best fulfills the project's Purpose and Need. Subsequently, a surface alternative was also included in the EA. Also, see response to comment 45.2 regarding the alternatives analysis.

As discussed in the EA, the project enhances BTC operations. The design

incorporates improvements to the BTC access, holding area, and toll booths. Ferry unloading is expected to be more efficient with a tunnel than under current operations, in that pedestrian/vehicle conflicts in the downtown core will be reduced.

- 55.9 The EA includes a detailed analysis of existing and future vehicle congestion for the No Build, Surface Alternative 2b, and Preferred Alternative – Tunnel Alternative 3b at each of the intersections in the study area. Vehicle congestion is expected to worsen in the future to varying degrees, depending on the specific intersection and alternative being considered. However, vehicle mobility and circulation is one, but not the only element of the project's Purpose and Need. The project also considers transportation circulation and mobility, pedestrian safety, business access, and other factors.
- 55.10 The survey was obtained from WSF to supplement traffic observations and as a tool to correlate observed and predicted traffic destinations for use in assessing vehicle congestion at each of the study area intersections. Although no information is available regarding the "accuracy" of the survey, it does have a useful purpose in supplementing the traffic data.
- 55.11 The Washington Avenue project is a separate project, but was designed to be consistent with any of the project alternatives, and with various potential lane configurations.
- 55.12 The Navy parking garage is unrelated to the project, and will be constructed under any of the three project alternatives. It is discussed in the EA for informational purposes to illustrate the fact that potential parking garage users will "free up" available parking on city streets or in private lots. As such, the public parking inventory in the project area will be increased, thus lessening the parking impact of either of the project's build alternatives.

55. Del Knauss (continued)

COMMENTS IN RESPONSE TO THE ENVIRONMENTAL ASSESSMENT
FOR THE
DOWNTOWN BREMERTON PEDISTRIAN/BREMERTON TRANSPORTATION
CENTER ACCESS IMPROVEMENTS PROJECT
April 19, 2005

Closing Remarks:

55.13 Under the Bremerton Comprehensive Plan, State, and Federal rules, public involvement plays a crucial factor in the planning process for this type of project. This has not happened in this case. For the \$33 million that is being funded, the Federal Highway Administration and the Federal Transit Administration, along with Washington State and the City of Bremerton, should step back from this proposal and reconsider a sensible surface street alternative with synchronization of all traffic lights to coincide with ferry arrivals and with several pedestrian overpasses throughout the project corridor. By all indications of this Environmental Assessment, it appears that the only area within the project corridor that stands to benefit from this proposal is the immediate downtown core and Kitsap Transit. Under this proposal, the alleged traffic problem is being relocated from point A to point B within the project corridor. The Ferry Dock holding area does not require expansion because over the last ten years rider ship and ferry service has declined significantly. We keep addressing a pedestrian friendly Bremerton, focusing on the Ferry Terminal, even though there have been no fatalities there. The downtown core is already pedestrian friendly, except it is a little crowded/busy for 10 minutes upon each ferry arrival. Regional and State transportation planning encourages reducing our reliance on the use of automobiles. Ready access to a tunnel does nothing to discourage individuals from using their automobiles; in fact it makes it more convenient. It would be a better use of the provided federal funding to address concerns throughout the project corridor area benefiting all citizens of Bremerton. Maybe if local officials are so concerned about a pedestrian friendly downtown environment, they should focus on establishing foot ferry only service in Bremerton.

I respectfully request that all information provided within this package including the survey and initiative results be submitted by the Washington State Department of Transportation to the Federal Highway Administration and the Federal Transit Administration.


DEL KNAUSS

4/19/05
Date

Submitted by: Del Knauss, CATT Member and resident of Bremerton
139 Olympic Avenue, Bremerton, WA Phone: (360) 377-4425

6

Response:

55.13 The process has included several opportunities for public involvement as identified in Chapter 1 of the March 2005 EA.

Response to comment 52.1 addresses the use of pedestrian bridges. Comment 83.1 addresses accident records in the downtown area and response to comment 16.2 addresses the project's traffic impacts upon other areas near downtown.

56. Don Large

56.1

From: Don Large [don@uptownab.com]
Sent: Monday, May 02, 2005 10:17 AM
To: CampbeN@wsdot.wa.gov
Subject: tunnel environment assesment

This was a slanted and incomplete study and does nothing to benefit the people of Bremerton.

Don Large

Response:

56.1 Comments Acknowledged

57. Doris Leavens

57.1

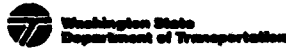
From: doris leavens [dleavholly@yahoo.com]
Sent: Friday, April 29, 2005 11:45 AM
To: CampbeN@wsdot.wa.gov
Subject: SR-304Bremertontunnelproject

Dear Sir, Please endorse the tunnel project.
Preserve the beauty of Bremerton. Thank you, Doris Leavens

Response:

57.1 Comments Acknowledged

58. Sarah Lee



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

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- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, ncampben@wsdot.wa.gov
• Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov
• Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
• Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: [X] No: ___

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

This is the right thing at the right time. After years of commuting in Seattle + seeing what traffic does to pedestrian safety there, I think we are very lucky to have this opportunity!

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Sarah Lee
Address: 1948 Parkview Drive Apt. No:
City: Bainbridge Is State: WA Zip: 98110
Daytime Phone Number: 206 898-2025 Evening Phone Number:
E-mail: sarahlee@bainbridge.net

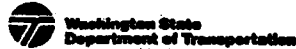
Thank you!

58.1

Response:

58.1 Comments Acknowledged

59. K.D. Lieseke



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

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- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktxecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes:

No:

Didn't read assessment at this point to me project is needed however.

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

I believe this could turned project to a waste of time & money & should be shelved. The pedestrian ferry traffic problem can be taken care of using proper traffic controls on surface streets. The money of project should

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: K.D. LIESEKE

Address: Box 4076 Apt. No: _____

City: SO. COBBY State: WA Zip: 98389

Daytime Phone Number: 81497 Evening Phone Number: same

E-mail: _____

Response:

59.1 Comments Acknowledged

59. K.D. Lieseke (continued)

59.2

now that only money should be used for other road projects that need the money.

59.3

when the ferry unloads not every car goes out of town in that direction anyway. a lot of it goes down to East Bremerton

The preferred alternative is the way to go.

K.D. Lieseke

Response:

59.2 Comments acknowledged

59.3 The EA and Transportation Discipline Report indicate that up to 35% of the exiting ferry traffic will continue to use Washington Avenue to access East Bremerton. It is expected that 65% of the outbound ferry traffic will be rerouted to Burwell Street via either the tunnel or surface alternative. It is expected that trucks and non-transit buses going to Warren Avenue (SR303) and Burwell Street (SR304) will use the tunnel. See response to comment 24.1 regarding traffic going to east Bremerton.

60. Wade Lieseke



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

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• Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: ___ No: X

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

THE TUNNEL IS A BAD IDEA AND A WASTE OF TAX MONEY

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: WADE LIESEKE
Address: 426 BREMERTON BND Apt. No:
City: BREMERTON State: WA Zip: 98312
Daytime Phone Number: 377 9262 Evening Phone Number: SAME
E-mail:

60.1

Response:

60.1 Comments Acknowledged

61. Ann and Al Linnell

From: Ann Linnell [alinnella@comcast.net]
Sent: Tuesday, May 03, 2005 8:37 AM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton ferry solution

61.1

Neal, we often visit our son in Bremerton, and we hope the DOT will work to solve the ferry traffic problem. The SR-304/Bremerton tunnel project sounds like a fine solution, and it looks as if the environmental study supports this conclusion. The tunnel will be a big benefit to a revitalized Bremerton.

Ann and Al Linnell
5323 NE 42nd St
Seattle WA 98105

Response:

61.1 Comments Acknowledged

62. Janet Lombardo



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

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- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

great idea, long overdue and this project will be a great asset to Kitsap Co.

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Janet Lombardo
 Address: 321 E. Old Ranch Rd Apt. No: _____
 City: Allyn State: WA Zip: 98524
 Daytime Phone Number: 4257077334 Evening Phone Number: 3602751555
 E-mail: JANETL@MICROSOFT.COM

62.1

Response:

62.1 Comments Acknowledged

63. Jim McDonald

16 April 2005

Mr. Neal Campbell
WSDOT Project Manager
SR 304 Tunnel Project in Bremerton
campben@wsdot.wa.gov

Dear Mr. Campbell,

I live in East Bremerton and work in the downtown area at the Shipyard. I support the tunnel project based on the conditions described in the flyer announcing the Environmental Assessment Hearing: The ferry traffic interferes with local traffic flow; it restricts pedestrian access; and speaking from personal experience, the ferry traffic is not safe for pedestrians. The traffic off-loading the ferry is much like the start of an Indy 500 race and a raging river; fast and furious. For everything in its path, the flow threatens to sweep it away. As the area grows, the problems will only worsen.

Just recently, Kitsap Community Federal Credit Union started construction of their new headquarters. The facility will be located at "ground zero" in regards to the ferry traffic and the facility itself will be a magnet for pedestrian traffic. The credit union has thousands of members and approximately 500 million dollars in assets. They started at the Shipyard, and until a few years ago, one needed to be a federal employee or related to a federal employee to become a member. Therefore, many shipyard employees, (the shipyard has 8000 to 10,000 employees), are members of the credit union. This is one of the reasons the credit union is building at the downtown location. (They will be closing a branch only a few blocks away on Burwell Street). Because of the high number of members who are shipyard employees and the credit union's proximity to the shipyard, the credit union experiences a high volume of pedestrian traffic. Couple this with the new hotel, convention center, and shops and the proposed construction of condos and possibly another hotel, and the pedestrian - vehicle interface problem makes a bad situation worse.

The surface alternative proposed in lieu of the tunnel, only serve to compound the problem by making more lanes and wider streets. Wider streets increase traffic speed and make it harder for pedestrians to safely cross the wider expanse.

The surface alternative is also not aesthetically pleasing because there is just too much pavement.

I prefer the tunnel project and request that the finished project support people (not just cars). The finished project should have bike lanes and lots of greenery.

Sincerely,

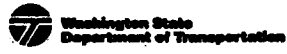
Jim McDonald
333 Lewis Avenue
Bremerton, WA 98310

63.1

Response:

63.1 Comments Acknowledged

64. John McDonald



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

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- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

How will the exhaust carbon monoxide be cleared from the tunnel?

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

28 million boondoggle

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: John McDonald
 Address: 2206 Burwell Pl Apt. No: _____
 City: Bremerton State: WA Zip: 98312
 Daytime Phone Number: 363-7035 Evening Phone Number: _____
 E-mail: _____

64.1

Response:

64.1 The preliminary design work identifies four longitudinal exhaust fans that will be adequate in size and performance to evacuate smoke in the case of a vehicle fire. These same fans will operate at lower speeds while traffic is using the tunnel to evacuate vehicle exhaust.

65. Judy McDonald

From: Judy McDonald [nurse@esd114.wednet.edu]
Sent: Wednesday, April 20, 2005 10:16 AM
To: campben@wsdot.wa.gov
Cc: megan.hall@fhwa.dot.gov; linda.gehrke@fa.dot.gov; ktexecutive@kitsaptransit.com
Subject: tunnel project

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Neal Campbell
WSDOT Project Manager
SR 304 Tunnel Project in Bremerton
campben@wsdot.wa.gov <mailto:campben@wsdot.wa.gov>

4/20/05

Dear Mr. Campbell,

I am in support of the tunnel project as Bremerton's downtown traffic solution. New development has brought hope for revitalization and the return of Bremerton as a thriving, livable community. Part of a desirable community is having a people friendly environment. This will not be the case if all of the ferry traffic is on the surface streets. The tunnel project may spend more tax dollars, but it is a plan that will serve to enhance Bremerton forever.

Sincerely

Judy McDonald

65.1

Response:

65.1 Comments Acknowledged

66. Jim McGonigle

66.1

From: Jim McGonigle [mcgonigle@hotmail.com]
Sent: Monday, May 02, 2005 10:27 AM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton tunnel S.R. 304

Mr. Campbell,

I write in support of the Bremerton tunnel option for a means for enhancing pedestrian safety in downtown Bremerton.

I attended the recent Environmental Assessment meeting, and my impressions were that the project and its alternatives were clearly presented.

I encourage you to go forward with the tunnel as a significant improvement in pedestrian safety and an aid to improving the quality of life in a revitalized downtown.

Thank-you.

Jim McGonigle
1648 NW Sherwood St.
Bremerton, Wa. 98311

Response:

66.1 Comments Acknowledged

67. Mark and Ginny McNeil

67.1

From: Ginny and Mark McNeil [mgmkitsap@comcast.net]
Sent: Sunday, May 01, 2005 1:54 PM
To: CampbeN@wsdot.wa.gov
Subject: Enough is enough.....

Dear Sir:

We respectfully request that the SR-304/Bremerton tunnel project proceed. We have reviewed the environmental assessment, and consider it adequate. We support the tunnel option. Solving this problem now, will prevent rehashing it again in just a few years, and at greater cost.

Thank you .
Mark and Ginny McNeil
360-692-1314

Response:

67.1 Comments Acknowledged

68. Charles Melton

From: Campbell, Neal [campben@WSDOT.WA.GOV]
Sent: Monday, April 04, 2005 3:14 PM
To: 'Charles Melton'
Subject: RE: Question about city project manager for BTC project

Mr Melton,

I recommended that the project continue to have a project coordinator. A consultant or employee was not specified. Gene Sampley had previously filled that role as a city employee.

This project is currently funded 100% by federal funds. All project costs incurred by the state and city are reimbursed when billed.

Neal Campbell

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

From: Charles Melton [mailto:cmelton@bremertonpatriot.com]
Sent: Monday, April 04, 2005 1:30 PM
To: campben@wsdot.wa.gov
Subject: Question about city project manager for BTC project

Mr. Campbell,

I just received the e-mail about the public meeting on the BTC project in Bremerton, which is slated for April 19. I plan on being there.

However, I do have a couple of questions about the project coordinator position for the city, which your organization recommended.

- 1) Did ya'll recommend that the city hire an outside consultant or have someone already on staff fill the position? If so, why?
- 2) If the funds are reimbursable from federal funds provided in the capital project budget, how much is reimbursable, when will it be reimbursed and is the city expected to fund the position out of its own budget until the funds are made available?

Thanks,

Charles Melton
Staff Writer
Bremerton Patriot
cmelton@bremertonpatriot.com

68.1

Response:

68.1 Mr. Campbell responded, as shown in the above e-mail.

69. Sherrill Huff Menees

From: Sherrill Huff Menees [huffmenees@comcast.net]
Sent: Sunday, May 01, 2005 10:22 AM
To: CampbeN@wsdot.wa.gov
Subject: SR304 Bremerton Tunnel

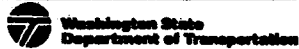
I support the construction of the tunnel and believe the assessments are adequate. As a commuter to Seattle I believe the tunnel will provide significant improvement re: traffic flow and pedestrian safety. It will also hugely impact the overall access and enjoyment of the waterfront area and all of the new and future attractions there.

69.1

Response:

69.1 Comments Acknowledged

70. Andy Micklos



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT

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1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: X No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Andy Micklos

Address: 6362 Illahoa Rd Apt. No:

City: Bremerton State: Wa Zip: 98311

Daytime Phone Number: Evening Phone Number: 360-478-0439

E-mail:

I, support The Tunnel because it would help Bremerton To Grow And bring more Families To The Area. Plus more Business Also will help move Traffic more efficiently.

Response:

70.1 Comments Acknowledged

71. Andy and Merrill Micklos



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov;
• Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
• Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
• Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: X No: ___

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

71.1

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Andy & Merrill Micklos
Address: 6360 Alaskan Pt Apt. No:
City: Bremerton State: WA Zip: 98311
Daytime Phone Number: 360-475-0439 Evening Phone Number:
E-mail:

We support the tunnel & cannot understand objections to the tunnel. As population increases in Bremerton I see north, Anthony's Restaurant & the new waterfront condos...

71. Andy and Merrill Micklos (continued)

71.1

Bremerton will have to divert the heavy traffic from the ferries, and the tunnel will be the most effective means.

I ~~do~~ believe those opposed need to understand that ^{my} money from the government is for the tunnel and not for other projects, such as parks, Bond Place, etc.

Response:

71.1 Comments Acknowledged

72. Jim Nall



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

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- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

72.1

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below.

Name: Jim Nall

Address: 1517 Taylor Drive Apt. No: _____

City: SL State: WA Zip: 98110

Daytime Phone Number: 792-10 Evening Phone Number: _____

E-mail: JNall@delcom.net

Response:

72.1 Comments Acknowledged

73. Niels G. Nielsen

73.1

From: Niels G Nielsen [nielsgnielsen@yahoo.com]
Sent: Sunday, May 01, 2005 5:21 PM
To: CampbeN@wsdot.wa.gov; lantz.patricia@leg.wa.gov
Cc: Derek Kilmer; Bob Oke
Subject: sr304 Bremerton tunnel

Gentlemen:
Norm Dicks has written and told the State of Washington and most of its Legislators that the tunnel in Bremerton must be build.
However, it is not hard to figure out, that it is not needed and it is a waste of our (Taxpayer) money.
So, sorry, I was not able to follow Mr. Dicks instruction, that you must see the tunnel is made.
Niels G. Nielsen, Taxpayer
Kitsap County.

Niels G. Nielsen
2243 Martin Avenue East
Port Orchard, Wa. 98366-8215
Telephone: 360-871-1245
Fax: 360-479-3963
www.nielsgnielsen.com
www.nielsenservices.com

Response:

73.1 Comments Acknowledged

74. Gary O. Ostlund

74.1

From: Gary Ostlund [choochoogoo@msn.com]
Sent: Friday, April 29, 2005 9:00 PM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton - SH 304 - Tunnel

Why not just bridge to Bainbridge and eliminate the Bremerton Ferry run??
or is this just more pork.

Gary O. Ostlund (GOO)
choochoogoo@msn.com <mailto:choochoogoo@msn.com> A democrat with roots in the PNW

Response:

74.1 A complete restructuring of ferry routes is outside the scope of this project. However, the cost and the environmental impacts associated with relocating ferry traffic from downtown Bremerton to Bainbridge Island would be much greater than the cost and the impacts of the proposed tunnel. Proponents of a new bridge to Bainbridge Island have indicated that the bridge construction alone would cost more than twice as much as the tunnel.

75. Larry Otto

From: Larry Otto [Larry.Otto@ex-1.com]
Sent: Wednesday, April 20, 2005 9:36 AM
To: CampbeN@wsdot.wa.gov
Cc: Bryan McConaughy
Subject: SR 304 Bremerton Tunnel

Follow Up Flag: Follow up
Flag Status: Flagged

Attachments: clip_image002.jpg



clip_image002.jpg
(1 KB)

Mr. Campbell,

I would like to offer my comments on the proposed Bremerton tunnel project. I am sending my thoughts by email, as I was unable to attend the Environmental Assessment Hearing, held on April 19, 2005.

As a Kitsap County resident and General Manager of a Bremerton-based technology company supporting the Department of Defense, I completely support the Preferred Alternative - Tunnel Alternative 3b. I believe this alternative offers the best solution to the current and future downtown Bremerton pedestrian and vehicular traffic situations, while enhancing the ongoing rebirth of downtown Bremerton. This is very important to me, as my company utilizes the new Hampton Inn to accommodate visiting customers and an enjoyable experience certainly adds to the positive outcome we are trying to create for their visit. Secondly, my wife and I are frequent weekend visitors to Seattle and look forward to reduced traffic on Washington Avenue as we come and go to the BTC (especially on dark Sunday evenings, following Seahawk events).

Sincerely,

Larry Otto

Dr. W.L. Otto, Jr.
General Manager
West Operations

410 Ida Street West
Bremerton, WA 98312
360-917-0047 X25
Fax: 360-917-0059
Cell: 360-981-3278
larry.otto@ex-1.com

75.1

Response:

75.1 Comments Acknowledged

76. Bill Powers

76.1

From: Bill Powers [powersw@silverlink.net]
Sent: Sunday, May 01, 2005 9:14 PM
To: CampbeN@wsdot.wa.gov
Subject: SR-304 Bremerton Tunnel

I have reviewed the environmental assessment for SR-304 Bremerton tunnel project in the downtown Bremerton library. I think it is the best option to be pedestrian friendly and to "Beautify Bremerton". As an investor in a downtown Bremerton restaurant, I strongly support a pedestrian friendly alternative.
Bill Powers

Response:

76.1 Comments Acknowledged

77. Bill Rathke

77.1

From: Bill Rathke [BillR@KitsapTransit.com]
Sent: Thursday, April 28, 2005 7:50 PM
To: campben@wsdot.wa.gov
Subject: Bremerton Tunnel

Just a note to let you know I fully support the tunnel at the BTC! I work down there every week day and it is obvious that a tunnel would be a vast improvement over what is there now. It would put the finishing touch on making the area a wonderful pedestrian/tourist/residential environment.

Bill Rathke

Response:

77.1 Comments Acknowledged

78. Eric Rehm

78.1

From: Eric Rehm [eric@scn.org]
Sent: Saturday, April 30, 2005 8:28 AM
To: CampbeN@wsdot.wa.gov
Subject: Comments on SR-304 Bremerton tunnel project

Mr Campbell,

I support the SR-304 Bremerton tunnel project - it will bring a relief of the traffic in downtown Bremerton, increase safety, and overall improve downtown Bremerton. Further, I am satisfied that the environmental assessment is complete and adequate. In particular, I appreciate that it addresses sewer overflow improvements -- a smart move.

Regards,

Eric Rehm
353 Wallace Way NE #3
Bainbridge Island, Washington 98110

Response:

78.1 Comments Acknowledged

79. Jim Ridley

79.1

From: James Ridley [James.Ridley@vmmc.org]
Sent: Monday, May 02, 2005 12:33 PM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton Tunnel Project

Regarding the SR-304/Bremerton tunnel project, I am appalled that anyone in their right mind would want to spend \$6.2 million - for the first phase! - to build a tunnel to divert ferry traffic from the city's central core. The tunnel is "pork barrel" plain and simple. The tunnel money should be spent on inventing ways to entice people into Bremerton. Build the tunnel and we are inventing ways to turn Bremerton into more of a ghost town than it already is.

Jim Ridley
26696 Ohio Avenue
Kingston, Washington 98346

Response:

79.1 Comments Acknowledged. See response to comment 48.1 regarding project funding.

80. Niels Rosendahl

80.1

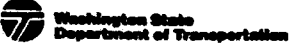
From: Niels Rosendahl [niels_janet_rosendahl@msn.com]
Sent: Sunday, May 01, 2005 12:24 PM
To: CampbeN@wsdot.wa.gov
Subject: brem tunnel

looks good. now build the thing!!

Response:

80.1 Comments Acknowledged

81. Elnere Ross


DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT
PUBLIC COMMENT FORM

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- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?
 Yes: ___ No: ___

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

Why / Does this project stop @ Warren. That's where the congestion starts. Bypass bremerdon (with) an exit ramp. Go to the ~~exit~~ outskirts instead. the money to set this up (tuxce) is future waste

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Elnere Ross
 Address: 3639 FSA Apt. No: _____
 City: Bremerton State: WA Zip: 98312
 Daytime Phone Number: 7926962 Evening Phone Number: _____
 E-mail: 5988897

81.1

Response:

81.1 All transportation infrastructure improvements must have a beginning and an ending, and most are limited in scope by what can be accomplished within a given time period and within a limited budget. This project is not different in that respect. A major goal of this project is to eliminate pedestrian-vehicle conflicts in downtown Bremerton, and the tunnel has been determined to be the preferred way to achieve that goal.

82. John L. Ross

82.1

From: jon darling [fuzzypugnutz@hotmail.com]
Sent: Sunday, May 01, 2005 3:19 PM
To: CampbeN@wsdot.wa.gov
Subject: Bremerton's NEW tunnel

Neal Campbell -

Downtown Bremerton is dead, it needs new life & tons of your D.O.T. dollars (\$\$) pumped into the economy to revive it. The NEW Bremerton tunnel will provide many union family wage jobs not only to create the tunnel, but to plan & maintain it's presence in downtown Bremerton. Employers should be chomping at the bit to compete with existing new & relocated businesses.

Regarding the SR 304/Bremerton Tunnel Project, I believe the environmental assessment is adequate and I support the NEW Bremerton tunnel option.

Being a D.O.T. employee, I feel I see enough abuse & waste to the point of fraud to support a project that will benefit the community of Bremerton.

John

L. Ross Able

Seaman On-Call Deck Dept.

D.O.T. - Marine Division @ WSF 2863

Rocky Creek Lane SE Port

Orchard, WA. 98366-2143

206-917-9039 pgr.

Response:

82.1 Comments Acknowledged

83. Mike Shepherd

From: Campbell, Neal [campben@WSDOT.WA.GOV]
Sent: Thursday, April 14, 2005 2:11 PM
To: 'Mike Shepherd'
Subject: RE: pedestrian safety at the pedestrian/car interface

Dear Mr. Shepherd,

Thank you for your inquiry.

There are no historical records of pedestrian/vehicle accidents in the vicinity. Although there are no recorded accidents, the projected increase in pedestrian/vehicle conflict due to a revitalized downtown Bremerton is a major focus of the project Environmental Assessment (EA).

While safety is an important aspect of the project, it is not the only one. The City of Bremerton's vision for the downtown core is a place friendly to pedestrians and not dominated by vehicular traffic. One of the project's key purposes is to provide uninterrupted access to local businesses, residences, and recreational areas in the downtown core. The existing ferry traffic has the effect of interrupting pedestrian access.

I draw your attention to Chapter 4 of the EA, particularly beginning on page 4-17 for a thorough discussion of the pedestrian issues addressed. Copies of the EA are available for review at the Community Development Department in the Norm Dicks Governmental Center, Public Works and Utilities at both 100 Oyster Bay and 3027 Olympus Drive, and the Kitsap Regional Library. Additionally, the Transportation Discipline Report for the project is available at the Olympus Drive Office of Public Works and Utilities.

The public hearing for the Environmental Assessment is set for April 19, 4:30 pm - 7:00 pm at West Hills Elementary School. Project staff will be available to answer questions. A copy of the EA will also be available at the hearing. I hope to see you there.

Sincerely,
Neal Campbell

-----Original Message-----
From: Mike Shepherd [mailto:marathonermike@comcast.net]
Sent: Saturday, April 02, 2005 2:29 AM
To: CampbeN@wsdot.wa.gov
Subject: pedestrian safety at the pedestrian/car interface

I've asked this question several times at public meetings but have had no response yet, maybe you just haven't had a chance to answer but I really would like to know the historical data that supports the assumption of pedestrian hazard. For instance, has there been documented accidents? What were the circumstances? What is the safety trend as vehicular traffic from the ferry continues to decrease?

83.1

Response:

83.1 Mr. Campbell responded, as shown in the above e-mail.

84. Sharon Shrader

April 19, 2005

State of Washington
Department of Transportation

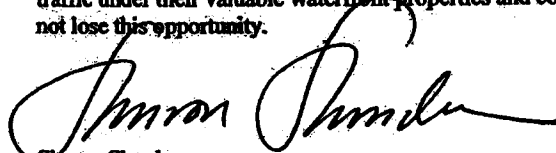
Re: Proposed Bremerton Tunnel Project

I fully support the tunnel option as proposed.

A tunnel option for exiting ferry traffic is not a new concept in downtown Bremerton planning efforts. In the late 1990's I was a member of the Board and Finance Chairman for the Sinclair Landing Association, the not-for-profit partner to Bremerton Transit in building the Bremerton Transportation Center. I served on the project team.

Exiting traffic was originally going to be directed under Washington Avenue. A tunnel was always the preferred solution for moving ferry traffic efficiently and safely through town. The only barrier at that time was funding.

Other Puget Sound communities with ferry terminals can only dream of moving exiting traffic under their valuable waterfront properties and commercial areas. We simply must not lose this opportunity.



Sharon Shrader
501 Yantic Ave
Bremerton WA 98312

84.1

Response:

84.1 Comments Acknowledged

85. Graham Skelly

From: Graham Skelly [nobledonkey@gmail.com]
Sent: Sunday, May 01, 2005 4:17 PM
To: CampbeN@wsdot.wa.gov
Subject: Regarding the SR-304/Bremerton tunnel project.

Thank you for the information on the environmental assessment of the project on the web site, from what I read I support the tunnel option and think it is the best way to move forward.

But thank you very much for having that information available to the public..

-Graham Skelly
1102 18th st
Bremerton wa 98337
360 479 6257

85.1

Response:

85.1 Comments Acknowledged

86. Jerry Soriano

SORIANO and SORIANO
Attorneys at Law

Lawrence E. Soriano (1934-1999)
Jerry L. Soriano

Soriano Professional Building
509 Fourth Street, Suite 16
P.O. Box 1433
Bremerton, Washington 98337
(360) 479-5111 / Fax 373-7290

April 19, 2005

Neal Campbell, Project Manager
WSDOT Olympic Region
PO Box 47440
Olympia WA 98504-7440

Re: The Tunnel, otherwise known as, the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements project

Dear Mr. Campbell:

This is my response to the alleged public meeting on April 19, 2005, regarding the above-referenced matter. I consider it an alleged public meeting because there is no moderator nor a forum for the powers to be to explain their position and receive verbal comments from the audience. We are forced to attend stations and then submit individual comments in writing as we leave.

86.1

86.2

86.3

86.4

First: This preferred tunnel project is a total waste of taxpayers money and not needed now or in the future.

Second: The surface alternative is a reasonable alternate saving taxpayers 16 - 18 million dollars.

Third: The tunnel will only be used for short periods (14 times per day).

Fourth: The tunnel is projected to be utilized by only 55% of the automobile traffic. The remaining 45% plus 100% of the trucks, buses, bicycles and pedestrians, will continue to use Washington Ave. If 80 automobiles are on the ferry then only 44 will use the tunnel.

Fifth: The tunnel does not provide even \$1 of new revenue to the City.

Sixth: The tunnel will remove real property from the tax rolls.

Response:

- 86.1 See response to comments 6.6 and 25.5.
- 86.2 Comments Acknowledged. See response to comment 15.1.
- 86.3 See response to comment 59.3.
- 86.4 Very few transportation infrastructure improvements provide revenue. While tolls will provide revenue at the new Tacoma Narrows Bridge and are being considered for other projects, they are not being considered for the tunnel.
Comments Acknowledged.

86. Jerry Soriano (continued)

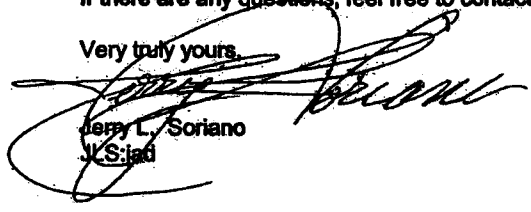
Neal Campbell
April 19, 2005
Page Two

86.5
86.6
86.7
86.8

- Seventh: For security, the tunnel will be gated. This means the gate will have to be opened and closed only when an auto ferry lands in Bremerton. This is an extra expense.
- Eighth: There is no pedestrian/vehicular traffic problem on Washington or Pacific Avenue. The police department's motor vehicle accident records substantiate this position.
- Ninth: There is no guarantee who will maintain the tunnel.
- Tenth: The tunnel does not make the downtown Bremerton area a pedestrian friendly area.

If there are any questions, feel free to contact me.

Very truly yours,



Jerry L. Soriano
JLS:jad

*This letter also sent to:

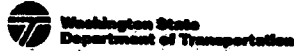
Linda Gehrke
Fed Transit Admin Reg 10
915 Second Avenue Ste 3142
Seattle, WA 98174-1002

Megan Hall
Federal Highway Administration
711 S. Capitol Way Ste 501
Olympia, WA 98501

Response:

- 86.5 Comment Acknowledged
- 86.6 See response to comment 83.1.
- 86.7 See response to comment 25.4.
- 86.8 See response to comment 15.1.

87. Ray Stark



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

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- Cathle Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, klxecutive@kitsaptransit.com.

87.1

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: RAY E. STARK

Address: 1704 PARK AVE Apt. No: _____

City: BREMERTON State: WA Zip: 98331

Daytime Phone Number: _____ Evening Phone Number: 792-1542

E-mail: _____

Response:

87.1 Comments Acknowledged

88. Charles Thatcher



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

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1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

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3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

SEE BACK

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: CHARLES THATCHER

Address: 2518 N. WYCOFF AVE. Apt. No: _____

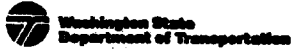
City: BREMERTON State: WA Zip: 98312

Daytime Phone Number: 360-396-7621 Evening Phone Number: 360-373-5269

E-mail: _____

88.1

88. Charles Thatcher (continued)



This side of the form is to continue comments from the front side. Please also fill out the information requested on the front side prior to returning this form. Thank you for taking the time to provide your comments.

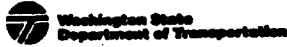
88.1

PLEASE CONTINUE TO PURSUE THE TUNNEL PROJECT, BOTTOM LINE - THIS WILL BE AN IMPROVEMENT TO DOWNTOWN. THE \$ WILL BE SPENT SOMEWHERE & IT MAY AS WELL BE IN GOOD OL "B" TOWN. THANK YOU AGAIN FOR ALL YOUR HARD WORK.

Response:

88.1 Comments Acknowledged

89. Tim Thomson



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

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Yes: No:

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3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

THE PREFERRED ALTERNATIVE (TUNNEL) APPEARS TO BE VERY COMPATIBLE WITH THE PORTS PLAN TO BUILD A BREAKWATER THAT PROTECTS THE BREMERTON HARBOR, PROVIDES PUBLIC ACCESS TO THE

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

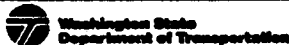
Name: TIM THOMSON

Address: PORT OF BREMERTON Apt. No: _____

City: PORT ORCHARD State: WA Zip: 98267

Daytime Phone Number: (360) 671-2381 Evening Phone Number: _____

E-mail: _____



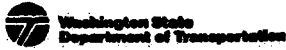
This side of the form is to continue comments from the front side. Please also fill out the information requested on the front side prior to returning this form. Thank you for taking the time to provide your comments.

WATERFRONT AND BELONGS FOR MARINA EXPANSION.

Response:

89.1 Comments Acknowledged

90. Richard Tift



DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER ACCESS IMPROVEMENTS PROJECT

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov;
• Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
• Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
• Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, klexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: [checked] No: []

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

I'M IN FAVOR OF THE TUNNEL OPTION. I BELIEVE IT WOULD IMPROVE THE PEDESTRIAN ACCESS FOR DOWNTOWN BREMERTON AND SIGNIFICANTLY REDUCE

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: RICHARD L. TIFT
Address: 965 NE MELANECT Apt. No:
City: BREMERTON State: WA Zip: 98311
Daytime Phone Number: (360) 476-3236 Evening Phone Number: (360) 479-4159
E-mail: TIFT@PSNS.NAVY.MEL

90.1

90. Richard Tift (continued)



This side of the form is to continue comments from the front side. Please also fill out the information requested on the front side prior to returning this form. Thank you for taking the time to provide your comments.

90.1

THE TRAFFIC CONGESTION ASSOCIATED WITH
THE WASHINGTON STATE FERRIES. IT WOULD ALSO
IMPROVE WATERFRONT ACCESS AND IMPROVE
PEDESTRIAN SAFETY IN THE AREA OF
1ST AVE AND PACIFIC AVE.

Response:

90.1 Comments Acknowledged

91. Gary Tosberg



**DOWNTOWN BREMERTON PEDESTRIAN/ BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed **NO LATER THAN MAY 3, 2005** in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov
- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

Surface option should recognize adverse impacts (which are acceleration) to existing waterfront properties - i.e. public access - wafter air pollution

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: GARY Tosberg

Address: 232 Wash Plow Apt. No: _____

City: Bremerton State: WA Zip: _____

Daytime Phone Number: 425-5851 Evening Phone Number: 265-2398

E-mail: Tosbergg@Kocha.org

Response:

91.1 Chapter 4 of the March 2005 EA summarizes the analysis that was conducted and the findings of impacts for both Surface Alternative 2b and the Preferred Alternative – Tunnel Alternative 3b. This impacts analysis included traffic safety, pedestrian safety, public services, and air quality, among other topics.

92. Sandy Walden

From: Sandy Walden [siscwu@juno.com]
Sent: Saturday, April 16, 2005 3:05 PM
To: campben@wsdot.wa.gov
Subject: SR 304 Environmental Assessment

Follow Up Flag: Follow up
Flag Status: Flagged

Regarding the idea of a tunnel from the Bremerton ferry to Naval Ave, I would like to suggest the idea of creating one-way streets in Bremerton instead. I see 6th St as a one-way going West out of town and Burwell as a one-way going East into town and 11th remaining two-way.

In my opinion traffic would flow quickly and the expense minimal. I also wonder why traffic cannot circle up to the front of the ferry terminal to pick up passengers instead of the difficult passenger load and unload that exists right now?

Thank you for considering this alternative. Our plan is to attend the meeting on April 19th, but should something come up and we're not able to attend I wanted this idea presented. Sandra Walden

92.1

Response:

92.1 The project focus is on the downtown core; general traffic-circulation improvements in west Bremerton, including altering the pattern of one-way and two-way streets, are outside the scope of the project. Based on the traffic study, overall vehicle mobility in the project area will be maintained.

The designated area for passenger pickup and drop-off is not within the scope of this project. See response to comment 32.2.

93. James Watson

From: Campbell, Neal [campben@wsdot.wa.gov]
Sent: Monday, April 25, 2005 10:25 AM
To: CE Leah Jones (Exellech) (E-mail); CE Gene Sempley (E-mail)
Subject: FW: Bremerton tunnel

-----Original Message-----
From: James Watson [mailto:4jwatson@comcast.net]
Sent: Friday, April 22, 2005 10:00 PM
To: campben@wsdot.wa.gov
Subject: Bremerton tunnel

93.1

I would like to express my thoughts on another one of Bozemans dreams. Bremerton has been served with the same ferries running the same hours ever since I arrived here in 1975. The same number of vehicles debark the ferries and progress down the same streets every day. There is a slight traffic rush when the ferries offload, but, it is the same as always. We have not lost a pedestrian during that time. A tunnel is a big waste. It is also very dangerous.

93.2

The money could very well be used in this city by repairing local streets. Some streets have not been repaired at all. There was excessive money spent on the "Gateway". All we need is the street, not the expensive greenery and street tights. That money could have been spent on merging traffic from Bremerton and Silverdale. There could be three lanes from point of merge all through Gorst. Merging traffic down to one lane during commute time is ridiculous.

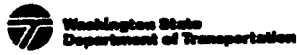
Keep the money in the state coffers and improve the ferry system with less expensive employees and ferries. Again, all we need is a platform to go from here to there. Nothing fancy or expensive.

*Thank you.
James J. Watson
330 Dora Ave.
Bremerton, WA 98312
360-478-0813*

Response:

- 93.1 Comments Acknowledged
- 93.2 See response to comment 48.1.

94. Mike Welch



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

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- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, campben@wsdot.wa.gov;
- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov;
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com.

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

I believe the environmental assessment has been completed adequately and I support the tunnel project.

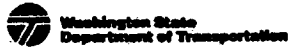
May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: Mike Welch
 Address: _____ Apt. No: _____
 City: _____ State: _____ Zip: _____
 Daytime Phone Number: _____ Evening Phone Number: _____
 E-mail: mwelch2533@hotmail.com

Response:

94.1 Comments Acknowledged

95. Rebecca Wilson



**DOWNTOWN BREMERTON PEDESTRIAN / BREMERTON TRANSPORTATION CENTER
ACCESS IMPROVEMENTS PROJECT**

PUBLIC COMMENT FORM

The purpose of this hearing is to solicit public input regarding the adequacy of the Environmental Assessment for the Downtown Bremerton Pedestrian/Bremerton Transportation Center Access Improvements Project. Please complete this form and leave it with any project staff at this hearing, or you may mail or e-mail your comments to any of the following project officials. Your input must be postmarked or emailed NO LATER THAN MAY 3, 2005 in order to be included as part of the public record:

- Neal Campbell, Project Manager, WSDOT, P.O. Box 47440, Olympia, WA 98504-7440, camcbe@wsdot.wa.gov
- Megan Hall, FHWA, 711 S. Capitol Way, Suite 501, Olympia, WA 98501, megan.hall@fhwa.dot.gov
- Linda Gehrke, FTA, Region 10, 915 Second Ave., Suite 3142, Seattle, WA 98174-1002, linda.gehrke@fta.dot.gov; and/or
- Cathie Knox-Browning, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337, ktexecutive@kitsaptransit.com

1. Did the Environmental Assessment for this project adequately address potential environmental, cultural/archaeological, safety and economic impacts?

Yes: No:

2. If you believe the Environmental Assessment for this project should include additional information, please identify the specific issues that should be presented (continue on the back of this sheet if additional room is required):

Assurances that adequate signage for visitors coming off the ferry to help them get back downtown. If they get "caught" in tunnel traffic. A smile they maybe but very

3. Additional comments regarding the content of the Environmental Assessment (continue on the back of this sheet if additional room is required):

important to tourism and public perception of how welcoming we (Bremerton) are to visitors.

May we contact you if we need additional clarification regarding your comments? If so, please provide your contact information below:

Name: REBECCA WILSON

Address: 1804 FERRY Apt. No: _____

City: B'TON State: _____ Zip: 98310

Daytime Phone Number: _____ Evening Phone Number: _____

E-mail: pugatsunset@aol.com

95.1

Response:

95.1 See response to comment 19.1.

96. Mike Botkin, Sandy Corbet, Christine Nordleaf, Myrna Wiener, Rosy Johnson, Downtown Business Association

From: Campbell, Neal [campben@wsdot.wa.gov]
Sent: Tuesday, April 26, 2005 9:07 AM
To: CE Leah Jones (Exeltech) (E-mail); CE Gary Demich (E-mail); CE Gene Sampley (E-mail)
Cc: Egolf, Richard
Subject: Hearing and Downtown Business Association Meeting Verbal Comments

Hearing 4/19/2005

Mike Botkin

96.1

Parked ferry overflow vehicles will detract from a pedestrian friendly experience.

Sandy Corbet

96.2

Doug Fox building is historical and should not be impacted. The building was a hotel. It was built by William Bremmer and designed by Harlan Thomas. The Tunnel is not needed. No problem except for one ferry that coincides with the PSNS shift change.

Christine Nordleaf

96.3

Has a hair shop in the Sinclair Bldg. Feels that overhead walkways similar to one built elsewhere is the appropriate solution. The walkway was a cable stay design. Several of those would enhance the downtown look. The walkways should connect buildings on each side of the road. She suggested connecting the Sinclair and Doug Fox buildings. The elevators and stairs are already there. Parking is a significant impact on local businesses. This short term parking is their life blood. Questions 65 - 15¢ split. Her observation of current splits at Washington and Burwell are that very few turn left at Burwell.

Myrna Wiener

96.4

Feels the design is not pedestrian friendly across Washington and crossing the ferry egresses and Buss egresses.

Rosy Johnson

96.5

The design lacks adequate drop off facilities, especially for those with baggage or children in strollers. The proposed kiss & ride on the wrong side of Washington and a block away is a problem for these people. Really want drop off at the BTC or lower deck. Could the traffic island next to the WSF admin building or the parking spaces on the East side of Washington be converted?

96.6

Multiple - Project is not worth the price. No real problem.

Downtown Business Assoc. 4/20/2005

Project not worth the price. Warren and Burwell is not a problem and this project will not improve them.

Kitsap CU will not replace lost parking.

96.7

Tunnel with shunt traffic out of town, hurting downtown business.

Advocated artistic ped overpasses between existing buildings.

Should review the possibility of two lanes to Washington (This is not possible. Can't give left lane access across right lane traffic. No way to provide for 3 lanes at decision point.).

They thought that some one had indicated there would be another opportunity to give public input. I assured them that the public comment period ended May 3, 2005 and that there would not be another official opportunity to comment.

Response:

96.1 See response to comment 16.1.

96.2 See response to comment 21.1.

96.3 See response to comment 52.1. There is no demonstrated need for an overhead crossing with the Preferred Alternative – Tunnel Alternative 3b, due to narrower street widths and diverted westerly outbound traffic.

There is no direct line of sight for an overhead pedestrian-crossing between the

Sinclair and Bremer Buildings and, even if feasible, at least the Sinclair Building would require Uniform Building Code upgrades, including an elevator and ADA access.

The Preferred Alternative – Tunnel Alternative 3b has 22 fewer short-term parking space losses than the Surface Alternative 2b.

See response to comment 59.3 regarding the 65/35 traffic split.

- 96.4 Comment Acknowledged
- 96.5 See response to comment 32.2.
- 96.6 Comments Acknowledged
- 96.7 See response to comment 20.1

96. Mike Botkin, Sandy Corbet, Christine Nordleaf, Myrna Wiener, Rosy Johnson, Downtown Business Association (continued)

96.8

They are concerned about the traffic on 4th. They feel we are increasing the traffic on 4th, and that the street is not suited for it.

96.9

Multiple comments that the Doug Fox building is historic and cannot be taken. Built by William Bremmer (Bremerton?) and designed by Harlan Thomas as a Hotel. I related that the building was not deemed significantly historic by the SHPO.

Neal Campbell
Local Programs Engineer
360-357-2666
fax 360-704-3250
campben@wsdot.wa.gov

Response:

- 159.8 This project is not expected to increase traffic volumes on 4th Street. The project is designed to limit "regional" traffic to the City's arterial streets.
- 159.9 See response to comment 21.1.

Form Letters

During the public review period of the project's EA, several form letters were submitted to WSDOT portraying their support and views on the EA's adequacy. Below is an example of a form letter that 129 citizens submitted to WSDOT in its exact, or very similar, format. For copies of the entire set of such letters submitted, please contact the Washington State Department of Transportation.

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Sincerely,

Form Letters with Supplemental Comments

Many submissions of form letters included supplemental comments. The following includes those letters with noteworthy supplemental comments and responses as applicable.

97. Jean Charneski

2413 Veldee Avenue
Bremerton, WA 98312
2 May 2005

Mr. Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
P. O. Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

In fact, I staunchly believe that this project is crucial to Bremerton's progress to becoming a viable downtown. With the additional businesses and residents living in the downtown area from the new condominiums and further residential construction and upgrading I think will happen because of the new amenities in our downtown area, a pedestrian-friendly downtown is necessary. Communities with ferry service arriving and departing near their shops and restaurants would love to have that traffic diverted. I lived in north Seattle and heard a lot from Edmonds residents about this.

Sincerely,


Jean Charneski

97.1

Response:

97.1 Comments Acknowledged

98. David D. Farr

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Sincerely,

David D. Farr

*As a long time Bremerton resident and 7 year city of
Bremerton City Council member, including 2 years as
City Council President, 1997-1998, I believe the proposed
tunnel is the best possible solution. We have a
chance now to resolve one of the issues that has prevented
a viable downtown here for years. Much cheaper to
do it now rather than attempt it years in the future*

98.1

Response:

98.1 Comments Acknowledged

99. Winona Hammonds

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Sincerely,

Winona Hammonds
1711 Tilden St So.
Aberdeen, Wa - 98520-5123

P.S.

I watched the committee hearings on T.V.W. and listened to Pro + Con testimony. With the testimony from property owners, it may depend on how they would effect their concerns -

Any time completion of traffic can be benefited, I will think very positive about the project. Congressman Norm Dicks, works for my 6th District and Bremerton area and agrees with the project. I'm sure you will go forth with the concerns of all involved addressed.

Response:

99.1 Comments Acknowledged

100. Dixie Rae Hansen

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Sincerely, *Dixie Rae Hansen*

5/10/05

Dear Neal:

In years to come the (Bremerton) - Seattle Ferry traffic will increase (as downtown Bremerton is revitalized). Now is the time to complete the SR-304 (Bremerton) Tunnel Project) while monies are available. The vision is clear, and the future of Bremerton's downtown environment will be further enriched with a decrease in the dominating increase traffic that is expected.

Thank you very much.

Sincerely, Dixie Rae Hansen

100.1

Response:

100.1 Comments Acknowledged

101. M.E. Harvey

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Sincerely,

*I do not support the
tunnel option!*

*M.E. Harvey
Bremerton*

Response:

101.1 Comments Acknowledged

102. Peter Overton

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Sincerely,

Peter Overton
Peter Overton

Downtown Bremerton is doing wonderful things and this will be a much needed addition. I am very impressed with the leadership exhibited by local public officials concerning the downtown area

P. Overton

102.1

Response:

102.1 Comments Acknowledged

103. Donald R. Pavel

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Donald R. Pavel
Sincerely,

*In town Bremerton is a mess during ferry
loading and off loading a tunnel would help*
Don

103.1

Response:

103.1 Comments Acknowledged

104. Bob Randall

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

inadequate
Please include my comments as part of the public comment process.

Sincerely,

"If you don't use it you'll love it" is the very worst of political devices. You know, I know - most everyone knows, that a tunnel is just bad news, especially when a decent - or even beautiful, pedestrian bridge is all that is needed. Shame on my long time friend for his ill-guided & wasteful priorities.

Bob Randall

104.1

Response:

104.1 Comments Acknowledged. See response to comment 52.1 regarding the use of pedestrian bridges.

105. Tim Ryan


April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Sincerely, *Tim Ryan*


*PROPERTY OWNER 1st & Pacific
6 & Pacific*

*We must move ahead with Bremerton - Some
of the old timers have held us captive too long.*

105.1

Response:

105.1 Comments Acknowledged

106. Donald A. Serry

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Sincerely,

Donald A. Serry

I believe this tunnel project to be absolutely
required for any chance to get on or off Washington
I've got it

(Signature)

106.1

Response:

106.1 Comments Acknowledged

107. Name Unreadable

April 27, 2005

Neal Campbell
WA-DOT Local Programs Engineer
WSDOT Olympic Region Project Office
PO Box 47440
Olympia, WA 98504-7440

Dear Neal:

Regarding the SR-304/Bremerton tunnel project, I believe the environmental assessment is adequate, and I support the tunnel option.

Please include my comments as part of the public comment process.

Sincerely,



This may be a few letters
but I am very sincerely
in support of this issue.
Please move forward
accordingly.



107.1

Response:

107.1 Comments Acknowledged

Oral Comments

108. Dave Willis

SR 304 Public Hearing, 4/19/05

1 BE IT REMEMBERED that on Tuesday, April 19,
2 2005, at the West Hills Elementary School, 520 S. National
3 Avenue, Bremerton, Washington, commencing at 4:30 p.m.,
4 before LESLIE J. THOMPSON, CCR, Notary Public in and for
5 the State of Washington, the following proceedings were
6 had, to wit:

7 <<<< >>>>

8 ORAL COMMENTS

9 DAVE WILLIS: I am Dave Willis, Kitsap County
10 Credit Union. And the credit union, as you know, is one
11 of the first private entities to start developing in
12 downtown Bremerton. One of the reasons we chose to go
13 there was because of we are interested in one, staying in
14 Bremerton, supporting the Navy and the military; but also,
15 in that we are seeing the growth and development happening
16 in downtown Bremerton from a retail standpoint.

17 Also, placing a branch on the corner of Second and
18 Washington, with the additional traffic that comes from
19 the ferry and through that, we do have concerns for the
20 individuals getting to and from our place as a point of
21 retail, along with any of the other businesses on Second
22 Street -- excuse me, on First, Second, Washington and
23 those. So I'm very much in support of the tunnel, because
24 we'd like to see that pedestrian-friendly environment
25 happen in downtown Bremerton.

2

Dixie Cattell & Associates
Court Reporters & Videoconferencing
Olympia, WA * (360) 352-2506

108.1

109. Peggy Adkins

110. William Forhan

SR 304 Public Hearing, 4/19/05

108.1

1 And also, with the inclusion of the condominiums, you
2 know, it's becoming more residential and more walking
3 community down there. And the concern of ferry traffic at
4 business time would be pretty strong, so being able to
5 move that and retain pedestrian traffic down there is very
6 important, I think, from our standpoint.

7 And also, I've been a resident of Bremerton for many
8 years. I saw Bremerton very productive for many, many
9 years, and then you saw it all disappear. And I feel like
10 the opposition right now is the same kind of thing that
11 created -- I don't know whether this is relevant or not --
12 created an environment where the cost lost to downtown
13 Bremerton and everything moved out to the mall, because
14 Bremerton chose to resist growth and development. And if
15 we can take care of our traffic issues before they start
16 to happen, I think we'll be ahead.

17 Thank you.

109.1

18 PEGGY ADKINS: I only have a couple things to
19 say. I think the tunnel idea is strictly for the harbor
20 side, the condos downtown, and nothing else.

21 And they say it's Federal money, we're not spending
22 any money. But we are spending money. Federal money is
23 tax money that we pay. So that's the size of what I have
24 to say.

110.1

25 WILLIAM FORHAN: My name is William Forhan,

Dixie Cattell & Associates
Court Reporters & Videoconferencing
Olympia, WA * (360) 352-2506

Response:

108.1 Comments Acknowledged

109.1 Comments Acknowledged

111. Floyd Buck

SR 304 Public Hearing, 4/19/05

110.1

1 F-o-r-h-a-n. And I'm born and raised in Bremerton. I can
2 remember when downtown Bremerton was an active, vital part
3 of our community and of the county. I think the tunnel
4 has great possibilities to rejuvenate the downtown area.

5 I'm a volunteer at the Naval museum, and we get a lot
6 of people coming in off the ferries, and they ask for --
7 they ask us what is there to do, and I'm embarrassed to
8 tell them there isn't much downtown right now.

110.2

9 I think the tunnel, if it's done right, could do a
10 lot for downtown Bremerton. But I envision that that
11 tunnel should be two ways, and all the traffic off of
12 Pacific on down through First Street, so that that whole
13 area by the Naval museum and on up Pacific is available
14 for pedestrians only. This would open up for a lot of
15 things; festivals, concerts, family kind of things.

16 If they don't get rid of the cars, then I don't think
17 they should build the tunnel, because they are doing it
18 half way. Right now I'm envisioning -- you don't have to
19 write down -- envisioning just come off the freeway, I
20 would like to see it go both ways.

111.1

21 FLOYD BUCK: I'm against the tunnel. For one
22 thing, it's not necessary. For one, improve traffic. Put
23 a four-way tunnel for pedestrians, raise the road up a
24 little bit, and traffic, pedestrians can walk underneath
25 the road without ever stopping. No traffic light, no

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Response:

110.1 Comments Acknowledged

110.2 This concept was evaluated and determined to be not feasible. There is

sufficient room to "stack" two lanes of outbound traffic underground and three lanes of inbound traffic on the surface, but not room to build a four lane tunnel with separated median and shoulders underground without impacting more buildings above ground. A major goal of the project is to reduce pedestrian-vehicle conflicts, and these primarily occur when the steady stream of outbound traffic fills the streets during ferry off-loading. Incoming ferry traffic arrives more sporadically and does not create the difficult-to-cross steady stream associated with the off-loading. While putting incoming ferry traffic underground would reduce the number of vehicles using Pacific Avenue, closing Pacific Avenue to all vehicles would not provide adequate access to downtown businesses.

112. Mike Heath

SR 304 Public Hearing, 4/19/05

1 nothing.

2 And then fix Burwell. Get rid of those stupid trees
3 they've got there that come out into the road, making it a
4 two-lane road out of town. No left turns. Because you
5 get somebody make a left turn down a one-lane street and
6 holds up traffic for two blocks. And it's real easily
7 curable. If they want, they can put in a traffic circle
8 like they have over in Port Orchard, keep moving around
9 and go right out of town.

10 And that's -- it's as if they don't think what
11 they're doing; they just get an idea in their head and
12 that's what they're going to do. We're going to get that
13 tunnel whether we want it or not seems to me. But it's --
14 would have been easier to move the ferry dock down to the
15 end of the bay and have traffic come out on the freeway,
16 go to Bremerton, go out of town. And be a heck of a lot
17 cheaper than currently.

18 But that's about it, I think. And it's just stupid.

19 MIKE HEATH: My comment is I've lived in
20 Bremerton for 40-plus years. I moved in here when
21 Bremerton was a thriving community, and I've seen it
22 turned into a parking lot. Parking lot thinking would
23 detour the tunnel. The best hope for revitalizing
24 Bremerton is for the tunnel to fit into the proposed what
25 do I want to say, ambience of downtown. And I'm very much

5

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111.1

111.2

112.1

Response:

111.1 Comments Acknowledged

111.2 An alternatives evaluation process was conducted based on the Purpose and Need for the project developed by a group of project stakeholders. See response to comment 45.2 regarding the alternatives evaluation. The project is consistent with the City of Bremerton Comprehensive Plan.

Relocation of the BTC was not an option for this project. The reconstruction of the ferry terminal was evaluated through a complete environmental process prior to its construction in the late 1990's.

113. Irmgard Davis

114. Elliot Gregg

SR 304 Public Hearing, 4/19/05

112.1

1 for it.

2 Thank you.

113.1

3 IRMGARD DAVIS: My name is Irmgard Davis. I
 4 live in Bremerton. I grew up in Germany, and I support
 5 the tunnel, because all the inner cities in Germany are
 6 pedestrian friendly, and people like it, especially the
 7 senior citizens, because it's more convenient for them to
 8 go when they want to go shopping. And it's very easy for
 9 them to get there, and they don't have to worry about
 10 traffic, so if they want to just walk and enjoy little
 11 sidewalk cafes and little delis they have downtown. So
 12 I'm in full support of the tunnel.

114.1

13 ELLIOT GREGG: My name is Elliot Gregg,
 14 G-r-e-g-g; first name is E-l-l-i-o single T.

15 Having looked at the presentation here and other
 16 presentations of this project, I'm impressed by the level
 17 of professionalism that's gone into evaluating the
 18 tunnels, and see no major issues from my point of view
 19 with the recommended tunnel alternative.

20 I should add that as the president of the credit
 21 union that is investing a significant amount of money in a
 22 new building right in the heart of downtown which will
 23 bring 200 people there, the tunnel is very vital to the
 24 success of our business. We want to attract both people
 25 who are employed in downtown, the harbor side, as well as

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Response:

112.1 Comments Acknowledged

113.1 Comments Acknowledged

115. Christine Nordleaf

SR 304 Public Hearing, 4/19/05

114.1

1 attract people who -- future residents there in the
2 condos. And the pedestrian friendly element is a very
3 strong asset to our business.

4 So speaking both as an observer, I think it looks
5 very thorough, and as a business person with a vital
6 interest there, I strongly support the tunnel project as
7 recommended.

8 CHRISTINE NORDLEAF: My name is Christine
9 Nordleaf. I own that hair place in the St. Clare
10 building. I've been 31 years of cutting hair downtown, 18
11 of it in the building.

115.1

12 I object to the tunnel, and I think it's superfluous
13 as far as what is needed to solve the pedestrian problem.
14 I would prefer to see up and over pedestrian access. I
15 think that we're losing too many buildings, too many small
16 businesses, and they need to start looking at surface
17 alternatives.

18 The amount of money involved in this is a lot of
19 money for a 90 minute car traffic one way. I think that
20 Westlake offers an up and over, a cable stay.

115.2

21 I haven't seen any drawings. I haven't seen any
22 renderings. They automatically went to the tunnel.

115.3

23 They didn't -- they haven't made the meetings real
24 easy to get to. I think they should have a meeting
25 downtown in the downtown area, and they should time it

7

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Response:

114.1 Comments Acknowledged

115.1 Comments Acknowledged. See response to comment 52.1 regarding the pedestrian bridges.

115.2 Drawings and renderings of both the tunnel and the surface street alternatives were prominently displayed at the hearing. Those drawings and renderings are the same as the drawings and renderings contained in the EA. See Figures 1-3, 1-4, and figures included in Appendix F.

116. Jim VanAntwert

117. Mike Botkin

SR 304 Public Hearing, 4/19/05

115.3

1 where people often work at night so small business owners
2 don't have to close to come to them.

115.4

3 I think there are choices there. If the city is
4 going to end up having to maintain this and take care of
5 this, we need -- we need to understand what the long-term
6 ramifications are. If this was an engineering situation,
7 where we went in with engineers, this would be a long
8 time.

9 In my estimation this was a few people who had a
10 vision one day and decided they could get the money for
11 it. The pedestrian access is also part of the money, and
12 that's the part they're not bringing in, pedestrian
13 choice.

14 A lot of people interpret this as it's a done deal,
15 and I don't believe it's a done deal.

16 Thank you.

116.1

17 JIM VANANTWERT: My name is Jim VanAntwert, and
18 I think that the tunnel is a great project for the city of
19 Bremerton, because I believe they fulfill the ultimate
20 destiny of the city to be pedestrian friendly and a good
21 place to live, and alleviate the traffic problems on the
22 waterfront side of the city. So I'm all for this tunnel.

23 That's my statement.

117.1

24 MIKE BOTKIN: I live out on Bainbridge Island.
25 I commuted to Seattle for 15 years more or less, and I

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Response:

115.3 The EA hearing was conducted at a local elementary school well-known to the community and well-served by transit. It was accessible to people with disabilities and available parking could easily accommodate the volume of attendance expected. These features were not available at a downtown location.

Business and property owners who are directly impacted by the project have been individually interviewed by the EA team, in some cases more than once. The EA hearing itself was scheduled to span an afternoon and evening time to accommodate people's work schedules, the bulk of whom work during the daytime. Additionally, individuals had the opportunity to provide input without attending the hearing, via e-mail, telephone or standard post. Copies of the EA were available for review at multiple locations and could be ordered by contacting WSDOT directly. This information was publicized via legal notice, display ad, website, news release and a newsletter, which was distributed to 66,000 households in the greater Bremerton area.

115.4 Comments Acknowledged

116.1 Comments Acknowledged

117.1

1 know what the situation is when you're dealing with cars
2 and pedestrians, and way too many cars coming in and way
3 too many cars going out.

4 One of the things that I like about this project and
5 why I support it is it creates a pedestrian-friendly
6 environment in downtown Bremerton, which I think is
7 valuable and important. You got to create a separation
8 between people who want to walk or ride their bikes and
9 move their kids in strollers, and dogs and cats and stuff,
10 and the cars that are coming in and going out. It's been
11 my experience on Bainbridge Island that there isn't that
12 separation, and it's dangerous, and it's not very
13 friendly.

14 This as it's being developed and proposed I think has
15 the elements of creating a pedestrian friendly environment
16 that is appropriate for a city that we want to see
17 develop -- re-develop in Bremerton.

18 We have high hopes for Bremerton. We want it to be a
19 very good place to live, and an interesting place, and a
20 place that can be residential and commercial at the same
21 time. A place where you can live close by and you can
22 walk to the galleries and museums and arts and have
23 services close by. Because we've got too many cars. This
24 world is getting way over congested with too many cars.

25 So to create an environment in downtown Bremerton

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118. Sandy Corbet

SR 304 Public Hearing, 4/19/05

117.1

1 that favors the pedestrian and deals with the cars in an
2 effective manner is great, and I support the project.

118.1

3 SANDY CORBET: I'm Sandy Corbet. I'm a shop
4 owner in downtown Bremerton. I'm the president of the
5 business association, and I'm against the tunnel. And I'm
6 against the tunnel for the reasons that we don't need it.
7 It's a lot of money for something that we do not need.

118.2

8 It takes 15 minutes to off load the ferries, the
9 traffic, ferry traffic, and it's gone. And the brochures
10 put out by the city for the tunnel, one of their
11 paragraphs reads that the tunnel is going to be used so
12 little it's only going to cost \$3,000 a year to maintain.
13 If it's going to be done so little, why are we wasting our
14 time in building it.

118.3

15 One of my biggest problems is the impact of what it's
16 going to do to the downtown core. We're going to take all
17 the ferry traffic, we're going to ship it out of town,
18 away from our businesses that are downtown.

19 The downtown has been struggling for at least 15
20 years with businesses. I've been there for eight of
21 those. Business is just now starting to kind of pick up
22 with the new convention center and the new hotel and the
23 new improvements that have been made. And now you're
24 going to route traffic out of town so that they can't shop
25 downtown? They're going to get in their car, get on the

30

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Response:

117.1 Comments Acknowledged

118.1 Comments Acknowledged

118.2 See response to comment 25.4.

1 ferry and leave. That's not going to help the downtown
2 area, the businesses that now are struggling, or new
3 businesses that hope to come.

4 The ferry traffic, itself, we need them to go through
5 our town to see our shops to see what we have. I realize
6 we do have a pedestrian problem, but I believe that was
7 created by Kitsap Transit and the ferry system of where
8 they put the ferry. They put the ferry off loading 250
9 cars when the boat comes in, 250 walk off passengers, and
10 250 going on the ferry, 200 walking on, and then with PSNS
11 workers all coming to a ten foot square, whatever you call
12 the intersection there. You've got all that going on, why
13 wouldn't there be congestion?

14 You've also got people dropping people off for the
15 ferry, picking people up on the ferry on First Street;
16 that that's what's created the problem. Why can't the
17 people dropping off the ferry drive up where the buses and
18 the transit is. Handicapped people have to stop at the
19 corner and walk with their luggage. It's just a horrible
20 mess there. The tunnel is not going to stop that. It's
21 not going to rectify the problem.

22 I thought it was to make us pedestrian friendly. To
23 make us pedestrian friendly we need to work with the
24 pedestrians. We need to get them up and over a ramp or a
25 nice alternative to that. Like at the West mall in

11

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118.3

118.4

118.5

Response:

118.3 See response to comment 20.1.

Traffic leaving Bremerton by ferry will access the ferry system in the same manner that currently exists.

See response to comment 111.2 regarding relocation of the BTC.

118.4 See response to comment 32.2. Vehicles carrying handicapped individuals are

allowed to use the transit deck to drop off passengers. There is insufficient space on the BTC transit deck to allow a combination of buses, handicapped passenger and non-handicapped passenger vehicles to pick-up and drop-off at that facility.

119. Richard Tift

SR 304 Public Hearing, 4/19/05

118.5

1 Seattle, there's a nice walk over. It's all enclosed.
2 It's all lit up. They can walk over there from the ferry
3 over or from the opposite side over. I think that's the
4 answer to the problem. I don't think the tunnel is the
5 answer.

118.6

6 I don't think widening the street to bring six lanes
7 of traffic is the answer. We don't need that downtown.
8 We've been cut off of so many ferries now, we're talking
9 55 minutes a day for the tunnel to be used. Why do we
10 need a tunnel for 55 minutes? I don't understand that.

11 I guess that's all I've got to say.

119.1

12 RICHARD TIFT: My name is Richard Tift, T-i-f-t.
13 And I wanted to say I'm in favor of the tunnel option. I
14 believe it would provide pedestrian friendly access to
15 downtown. I also believe it would improve the traffic
16 flow and reduce the congestion.

17 I often go down there to drop family members off
18 trying to catch the ferry in the morning, and it's very
19 congested around the same time that the shipyard is
20 starting its work period. So you've got personnel trying
21 to access the yard, as well as people trying to drop off
22 people. End of the day it's a similar problem.

23 Traffic, I've noticed, is awfully backed up from
24 Washington Avenue to beyond Warren. If you go along there
25 appears to me that that would be relieved by -- at least a

12

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Response:

118.5 In Seattle the topography encourages pedestrian ferry passengers to save energy by using the over-crossing. The opposite is true in Bremerton where the topography discourages pedestrians from using an over-crossing. Because of the topography near the ferry terminal in Seattle, walk-on passengers board and

leave the ferry one level above the street, and are already at the correct elevation for crossing the street overhead and connecting to a sidewalk that rises up to meet them toward the east. They expend the least energy by using the bridge as opposed to descending to street level and then climbing back toward downtown. Foot-passengers at Bremerton board and leave the ferry at street level, right where they are in conflict with the vehicles, but also right where they desire to be. Because the street level is where they want to ultimately end up, few would bother to climb up two flights of stairs to cross the street and then climb down two flights to return to the street, even if the pedestrian bridge was directly on their route. Less energy is expended by staying at street level than by using a bridge, making the situation substantially different from that found at the Seattle waterfront.

- 118.6 Burwell Street would be widened from three lanes to four from just east of Park Avenue to Warren Avenue. Pacific Avenue would be modified from two lanes inbound plus two lanes of parking to three lanes inbound with no parking. The three lanes provide one dedicated lane for transit and bicycles, one dedicated lane for arriving ferry traffic, and one dedicated lane for local traffic. There are no provisions for six lane streets downtown.

120. Del Knauss

121. David Farr

SR 304 Public Hearing, 4/19/05

119.1

1 portion of it would be relieved by the tunnel, so I think
2 it does offer a lot of benefit, and we ought to do it.

3 DEL KNAUSS: I'm Del Knauss, resident of the
4 city of Bremerton, and a member of CATs, Citizens Against
5 the Tunnel.

120.1

6 And we're here to request that the book and all the
7 attachments be entered into the official record. And we
8 also state that inside -- and these are real important,
9 because it's 3,125 initiatives and 2,400 surveys. So we
10 want the state to know what's going on, and I just want to
11 make sure it gets into the official record.

12 That's it. Short and sweet. All in here.

13 DAVID FARR: My name is David Farr. I'm a
14 Bremerton resident, and I'm very much in favor of the
15 tunnel option.

121.1

16 I served on the Bremerton City Council from 1994
17 through 2001, was president of the Bremerton City Council
18 in 1997 and '98, and have followed this project with great
19 interest, and am very enthused about the redevelopment,
20 and was amazed at the resistance to what appears to be one
21 of the biggest opportunities to improve this that's come
22 along in years.

23 I would -- my sentiments are if we walk away from
24 this opportunity, that for years we'll look back and --
25 and regret this.

13

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Response:

119.1 Comments Acknowledged

120.1 See response to comment 55.

122. Roy Runyon

SR 304 Public Hearing, 4/19/05

1 I just returned from Europe last Friday. Been
 2 fortunate enough to visit Europe as a tourist many times,
 3 and in many of the areas there the downtown is closed to
 4 everything except pedestrians, and it makes for so much
 5 more of a livable community. And we've got the
 6 opportunity right now to eliminate at least a portion of
 7 the traffic that splits this community in half.

121.1

8 I do have to acknowledge the efficiency that the
 9 opposition has been organized around what I believe are a
 10 handful of property owners of property that will be
 11 impacted. Those properties now are marginal, and have
 12 been detrimental to the appearance of Bremerton for years.
 13 One of them is a car storage building, and the other one
 14 is a gutted building that's a parking area. And I think
 15 it's, again, amazing how efficiently the opposition has
 16 been organized around a couple property owners trying for
 17 their own benefit.

18 I wish to thank Congressman Dicks for his efforts in
 19 this, and I think it is befitting that a person from his
 20 home town does so much to try to get it turned around. I
 21 think it is turning around, and I think this opportunity
 22 is one we just can't afford to walk away from.

23 ROY RUNYON: Roy Runyon, R-u-n-y-o-n, 1929 8th
 24 Street, Bremerton, Washington.

122.1

25 First of all, Chapter 1, Project Summary of the

14

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Response:

121.1 Comments Acknowledged

122.1

1 Environmental Assessment, Page 1-2, Agencies and Funds
2 Involved. This paragraph states that \$28.8 million
3 dollars was congressionally earmarked to the city of
4 Bremerton through the Federal Highway Administration.

5 Question: If the 28.8 million was earmarked for the
6 city, why is the state DOT, along with the FHWA federal
7 transit authority in KT a lead agency? What mechanism was
8 used to transfer the \$28.8 million dollars for the city --
9 from the city to DOT?

10 Page 1-5, Public Involvement. On Page 1-6 exists an
11 entry that states "On February 8, 2004, citizens for a
12 pedestrian friendly Bremerton hosted a public information
13 meeting."

122.2

14 Comment: This same section is devoid of any mention
15 of Citizens Against the Tunnel organization that conducted
16 surveys and gathered over 3,000 petition signatures of
17 Bremerton registered voters. This initiative petition
18 called for the city council to rule out a tunnel
19 alternative or to allow Bremerton voters to decide whether
20 to build a tunnel or a surface alternative. The city
21 council, upon advice of the city attorney, voted against
22 allowing the voters to decide the issue.

23 Question: Why is no mention made of CATs, Citizens
24 Against the Tunnel, the broad opposition to the building
25 of the tunnel alternative and the initiative petition

35

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Response:

122.1 See response to comment 6.7 with respect to WSDOT assuming the lead position on the project. The FHWA is a lead federal agency because they are administering much of the federal funds for the project through WSDOT. These funds are apportioned to a project, not an agency, such as the City of Bremerton. See revision to EA text on page 2-3. The FTA is a lead federal agency and Kitsap Transit is a lead local agency because the funding for the BTC improvements portion of the project is separate from the funding identified for the tunnel and was made available to Kitsap Transit through the FTA.

122.2

1 sponsored by CAT?

122.3

2 Project Alternatives, 2-9, Construction Phasing and
3 Costs. For the surface alternative construction cost is
4 \$9 million dollars, including BTC expansion. The tunnel
5 alternative construction cost is 33 million, including BTC
6 extension.

7 Comment: No mention is made of the operations and
8 maintenance cost of either alternative.

9 Question: Why have operations and maintenance cost
10 not been projected?

11 Question: Who pays the O&M cost for these
12 alternatives?

122.4

13 Exhibits, 4-3 and 4-4 entitled Intersection
14 Congestion Levels During Peak Traffic. Comment: Neither
15 of these exhibits account for the traffic impact of a
16 parking garage under construction on Park Avenue between
17 4th and 5th Streets.

18 Questions: Why do these exhibits not take the
19 parking garage impacts into the cost?

20 Question: What would the impact be for each
21 alternative?

122.5

22 Proposed pedestrian bridge for surface alternative
23 2-B. Question: Why is a pedestrian tunnel not being
24 considered?

122.6

25 Question: What would be the cost of an overpass?

15

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Response:

122.2 Information about Citizens Against the Tunnel (CATT) and Citizens for a Pedestrian Friendly Bremerton are included in Appendix D of the EA. This includes reference of the initiative petitions. Also, see response to comment 55.

122.3 See response to comment 25.4.

122.4 The analysis included in the project's Transportation Discipline Report included all traffic impacts identified in the Bremerton Circulation Study (Appendix A of the Transportation Discipline Report) for all planned developments in the downtown area, including the Navy's new parking garage.

122.5 See response to comment 52.1 regarding use of the pedestrian bridge.

123. Jack Fryberger

SR 304 Public Hearing, 4/19/05

122.6

1 Question: What would the O&M cost be?

2 Question: Who would pay for O&M?

122.7

3 Appendix D-1, pages 1 through 4. Comment: This
4 section lists many questions and concerns that have gone
5 unanswered by previous studies in this EA. For example,
6 question two, what's going to happen to traffic coming out
7 of the tunnel? Question three, what is the cost to
8 Bremerton taxpayers, maintenance and overruns?

9 Questions -- these are my questions -- why have these
10 concerns and questions not been answered by the EA?

11 Question: When will these concerns and questions be
12 dealt with and by whom?

13 JACK FRYBERGER: My name is Jack Fryberger.

123.1

14 Anyway, I wanted to comment on this project. I -- it
15 boggles my mind that the city of Bremerton has chosen to
16 spend the taxpayers money for a tunnel. Traffic -- ferry
17 traffic, which is the crux of the issue, has not been that
18 big a problem, nor will it be that big a problem.

19 There are much cheaper alternatives. Doing nothing
20 isn't all that bad, but if they wanted to build things,
21 elevated walkways and whatever over the pedestrians to get
22 across, if they feel that's that big an issue. But that
23 would be much cheaper than a \$28 million dollar tunnel.
24 They've implied that this \$28 million dollars is like free
25 money. Taxpayer dollars are not free money. John Q

17

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Response:

122.6 See response to comment 25.4.

122.7 Traffic coming out of the tunnel will have the options to: 1) turn northward onto Park Avenue to return to downtown, head toward Manette, or other areas to the

north; 2) turn northward onto Warren Avenue for destinations to east Bremerton or Silverdale; or 3) Continue westward on Burwell Street toward Charleston, SR 16 toward Port Orchard and Gig Harbor, or SR 3 to Silverdale or Belfair. All of these movements are available to the traffic today and the traffic coming off the ferry will not increase on a per-boat basis due to the limited size of the boats.

Construction costs to Bremerton taxpayers are equal to the costs to taxpayers throughout the United States, about 23 cents per each personal income tax return filed last year. See response to comment 25.4 for more information on operation and maintenance costs.

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Public pays the bill.

One thing here they ask, if this project adequately addresses the environmental, cultural, agricultural, safety, economic impacts. There's no way it could. They've made up their mind they want a tunnel, and that's what the push is. They couldn't give a damn about these other issues.

Of course, these engineers will tell you well, we spent a lot of money on a study. That doesn't mean squat. There's a lot of taxpayer dollars spent on studies. And Bremerton is a good example of studies that got shelved, studies prior to this for revitalization that got shelved over the years. And I think that the taxpayer, the person paying, needs to be given more say in the project.

Another thing, they have implied in all their articles, newspaper articles, that this is kind of a Bremerton problem. You can't say it's just a Bremerton problem when people from Silverdale and Belfair and the surrounding areas come and use the ferry. So those people need to be given a voice in whether this project moves forward or not. And I would certainly hope that they do so.

So far they've said hey, we'll get the state to take us off the hook. Push the taxpayers aside, give him no voice.

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123.1

Response:

123.1 Comments Acknowledged

124. David Porter

125. John Clauson

SR 304 Public Hearing, 4/19/05

1 Thank you.

2 DAVID PORTER: I'm David Porter, executive
3 director of the Kitsap Economic Development Council. I'm
4 here to speak in support of the SR 304 tunnel with surface
5 street improvements that is proposed for the city of
6 Bremerton waterfront.

7 The Kitsap Economic Development Council is in the
8 business of attracting entertaining jobs and investment in
9 Kitsap County and its various communities. After years of
10 neglect the city of Bremerton is enjoying a business and
11 economic development renaissance that bodes well for the
12 entire county. The city's ability to create safe and
13 attractive street scapes and to include pedestrian access
14 to the downtown core, particularly the waterfront, is
15 critical to its future economic vitality.

16 There is in front of us a unique confluence of
17 financial resources, community spirit, and market forces
18 that compels approval of this project, including the
19 tunnel. To do otherwise or to go for a second class
20 solution would be a failure to embrace the future.

21 That's the end of my statement.

22 JOHN CLAUSON: John Clauson, C-l-a-u-s-o-n.

23 And I'm a councilmember for Port Orchard, and I think
24 the tunnel project is great. What more do you want from
25 me? Should I look at the form and see if I'm responding

19

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124.1

125.1

Response:

124.1 Comments Acknowledged

126. Richard Hayes

SR 304 Public Hearing, 4/19/05

1 to the right things?

2 As far as the answer to question number one, did the
3 environmental assessment for this project adequately
4 address the potential environmental, cultural,
5 agriculture, yes, I believe that they did.

6 Should include -- no, I think they've covered
7 everything quite well.

8 Yeah. Essentially, that's -- in looking at all the
9 different options there, I really do support the tunnel
10 option. I think that's going to be the best for a variety
11 of reasons.

12 So I think from an environmental standpoint it's
13 going to help reduce traffic congestion, which is going to
14 help reduce pollution. But I also like it from the
15 standpoint that I think it's going to improve the
16 pedestrian aspect of downtown Bremerton, so I'm really
17 very much in favor of it.

18 That's it.

19 RICHARD HAYES: My name is Richard Hayes. And
20 I'm the director of the transit system, and we have a big
21 stake in this project, and we support it at least 100
22 percent.

23 It's particularly important relative to improving the
24 pedestrian environment on Washington, but it also will
25 help give our buses sort of a preferential exit path from

29

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125.1

126.1

Response:

125.1 Comments Acknowledged

127. Ronald Larch

SR 304 Public Hearing, 4/19/05

126.1

1 downtown, so it will help us with that as well. And
2 actually, I think that's probably all I have to say on it.

3 DONALD LARCH: My name id Don Larch, and I'm here
4 just to make a statement about the proposed surface and
5 tunnel alternative.

127.1

6 I prefer a surface alternative with traffic being
7 accelerated from the freeway to downtown Bremerton without
8 so much stopping. We would gain more traffic coming in,
9 and we could probably ease some of the traffic on the
10 ferry on Bainbridge Island in that one-lane corridor,
11 where if we have better ferry service and an easy access
12 to the ferry on the surface, it would be better for
13 business, and it would be better for those that would
14 prefer using that alternative as opposed to using the
15 Bainbridge Island ferry. And it would ease that traffic
16 congestion that we have on Bainbridge Island as a total
17 mess every time the ferry comes in, making residents very
18 happy.

19 Let's not put the cart before the horse and build
20 this tunnel that you're still going to have all the
21 stoplights getting in and out of town.

22 That's about it. Spend the money wisely.

23 (Concluded at 7:00 p.m.)

24
25

21

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Response:

126.1 Comments Acknowledged

127.1 Comments Acknowledged

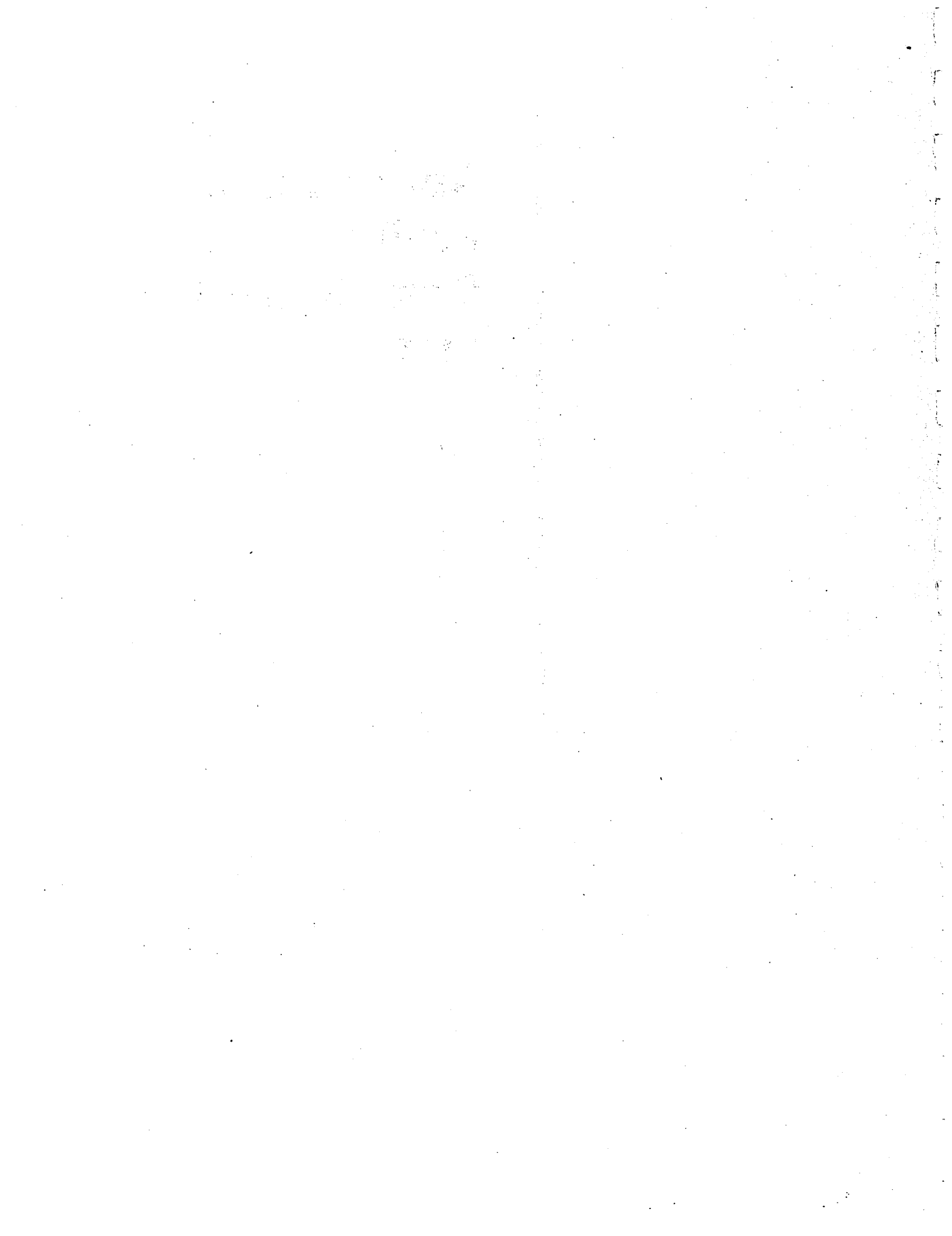
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Appendix C. Project Commitment List

**Finding Of No Significant Impact and
Other Determinations of Environmental
Compliance**

**Downtown Bremerton
Pedestrian/BTC Access
Improvements Project**



Appendix C. Project Commitment List

Transportation

- Information will be provided to the public regarding transit and pedestrian re-routings, schedules of operation, road closures, and availability of alternative modes of transportation during construction.
- Detailed construction sequencing plans will be developed and approved by WSDOT and the City of Bremerton prior to project construction to ensure that the needs of citizens and the traveling public are addressed.
- Construction signs, detour route signs and traffic signal adjustments will be designed to facilitate safe and efficient traffic flow throughout the construction area.
- Pedestrian access to all businesses and the Bremerton Transportation Center will be maintained at all times.
- Traffic signals along 6th Street and Burwell Street will be timed to provide optimal operations of detour traffic volumes.
- Reconfiguration of the ferry holding area and toll booths will be staged to provide a smooth changeover from the existing conditions. As needed, ADA-accessible temporary sidewalk and ramp facilities will be provided for pedestrians.

Geology and Soils

- Best Management Practices will be implemented during construction to protect water resources and reduce erosion.
- A Temporary Erosion and Sediment Control Plan will be prepared prior to construction.
- Abandoned utilities will be backfilled with cement, grout or other suitable material to prevent migration of water or gases.
- Retaining walls will be designed and constructed to minimize earth pressures on the walls.
- Prior to installation of tiebacks or soil nails, a survey of adjacent utilities and foundations will be performed.
- Spread footings will be designed and constructed to consider existing adjacent structures.
- All excavated soils will be disposed of, or if stored at staging areas for reuse will be covered with plastic to avoid erosion.
- Stockpiles will be placed a minimum of twice the excavation depth away from the top of the excavation.
- Construction traffic will be routed onto roadways that can handle heavy loading.
- All haul loads will be covered during transport.
- Soils will be dewatered where necessary.

- Removal of existing structures will only include vibration techniques in areas where adjacent structures or utilities are not present.

Water Quality

- A Stormwater Site Plan will be prepared prior to construction.
- Should any groundwater contamination be discovered, a plan will be developed for treating such groundwater.

Fish, Wildlife, and Vegetation

- No Fish and Wildlife commitments are required.

Air Quality

- Any spills on public roads from transported materials will be promptly cleaned up.
- Downtown streets will be swept and washed frequently.
- Loads of hot asphalt will be covered.
- Construction equipment will be kept in good mechanical condition to minimize dust emissions.

Noise

- Noise from construction of the project will comply with the City of Bremerton Municipal Code, Chapter 6.32, Noise Levels.
- Mufflers will be installed on all engine-powered construction equipment.
- A construction monitoring and complaint program, including a complaint hotline, will be established to investigate noise complaints.
- All construction equipment will comply with pertinent noise standards of the US Environmental Protection Agency.
- Stationary construction equipment will be located as far from nearby noise sensitive properties as possible.
- Construction equipment will be throttled down or switched off during non-use periods.
- Nearby residents will be notified whenever extremely noisy work will occur.
- The use of back-up beepers will be restricted during evening and nighttime hours.
- Activities will be monitored for vibration levels.

Energy

- Roadway width will be minimized to reduce relocation, replacement of existing utilities, and construction of temporary replacements during construction.
- Construction equipment will be throttled down or switched off during non-use periods.

- Operations will be planned to minimize double handling of fill and construction materials.
- Regular maintenance of construction equipment will occur to ensure good operating conditions.
- Construction materials will be recycled.
- Local gasoline stations will be consulted with to ensure adequate availability of supplies.
- Construction workers will be encouraged to carpool.

Hazardous Materials

- Any contaminated soils and/or groundwater will be properly disposed of.
- A Preliminary Site Investigation (PSI) will be performed in areas where excavation is planned to determine the location and extent of contamination.
- A Spill Prevention, Control and Countermeasure (SPCC) plan, Erosion and Sedimentation Control Plan, and plans for handling and disposal of known and unanticipated contamination will be developed prior to beginning construction.
- If any unanticipated contamination is discovered, guidelines following the Washington State Department of Transportation's Construction Manual will be followed.
- Individuals trained in recognizing potential contamination and knowledgeable of reporting procedures will be on site.
- A site-specific Health and Safety Plan will be developed and available to all workers.
- A stockpile area will be designated for temporary storage of soils.
- A pre-demolition survey will be conducted by an Asbestos Removal Emergency Response Act (AHERA)-certified inspector prior to demolition of any structures.

Visual Quality

- No Visual Quality commitments are required.

Public Services and Utilities

- Construction information and schedules will be relayed to the public by posting signs and contacting the media and traffic reporters.
- Emergency providers will be kept well informed of all construction activities that could affect their response times.
- Fire protection measures would be maintained throughout all phases of construction.
- Construction sequencing plans will be developed prior to beginning construction.
- All utility work will be coordinated between crews to avoid delay in project construction.

- Advance notification will be given to utility customers before any temporary service interruptions.

Land Use

- No Land Use commitments are required.

Parks and Recreational Space

- Wycoff Park and its contents will be relocated to a mutually agreed upon location with Puget Sound Naval Shipyard.

Historic and Archaeological

- An archaeological Construction Monitoring and Discovery Plan will be prepared for subgrade excavations to ensure that no impacts occur to an inadvertently discovered archaeologically significant resource. In the event of inadvertent discovery, all work in the vicinity of the find will stop. FTA, FHWA, SHPO and the Suquamish Tribe will be contacted.

Economic

- Access to existing businesses throughout the project area will be maintained.
- A public information program will be prepared to notify residents and businesses of scheduled construction activity.

Property Displacements or Relocations

- Acquisition of properties and relocation of individuals displaced as a result of this project will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended.
- WSDOT and the City of Bremerton will coordinate with displaced property and business owners to ensure that displacements and/or relocations are conducted in a manner to minimize disruption to impacted businesses and individuals.
- Relocation plans for each impacted business will be developed.

Environmental Justice and Social

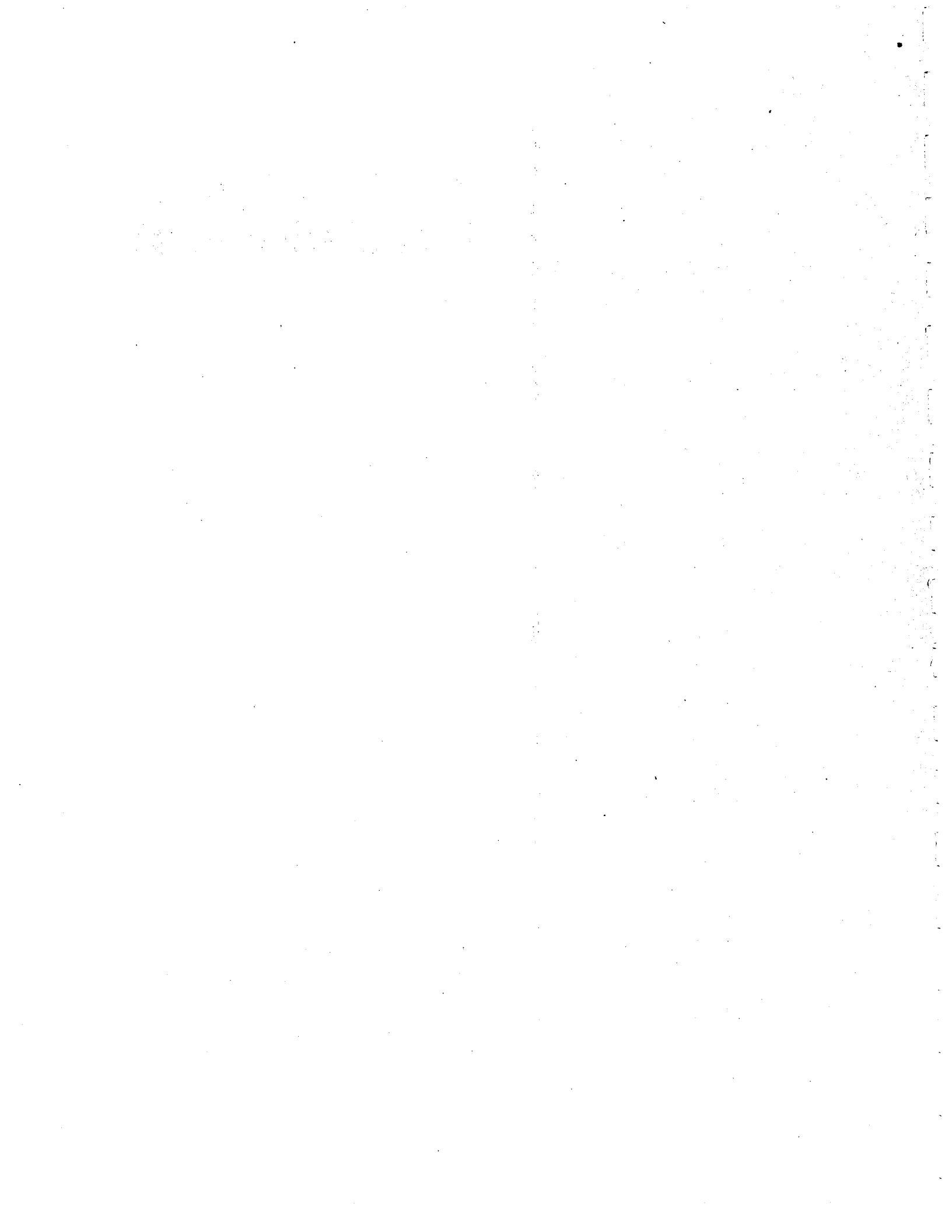
- Parking, transit, and pedestrian access would remain to the fullest extent possible throughout the project area and proposed detour routes during construction of the Preferred Alternative – Tunnel Alternative 3b.
- All locations within the project area would remain accessible to emergency service providers.
- Flaggers would be available to assist pedestrians throughout the project area.
- Any future public outreach materials will either be produced in, or will be available in, Spanish in order to provide equal opportunity for project awareness and involvement for any Spanish-speaking members within or near the project area.



Appendix D. Circulation List

**Finding Of No Significant Impact and
Other Determinations of Environmental
Compliance**

**Downtown Bremerton
Pedestrian/BTC Access
Improvements Project**



Appendix D. Circulation List

Federal Agencies

Federal Transit Administration
Federal Highway Administration
NOAA Fisheries
US Fish and Wildlife Services
Environmental Protection Agency
Puget Sound Naval Shipyard

Indian Tribes

Suquamish Tribe

State Agencies

Washington State Department of Transportation
Department of Ecology
Office of Archaeology and Historic Preservation
Washington State Ferries

State Legislators

26th Legislative District
Senator Bob Oke
Representative Patricia Lantz
Representative Derek Kilmer
35th Legislative District
Senator Tim Sheldon
Representative Kathy Haigh
Representative William "Ike" Eickmeyer
23rd Legislative District
Senator Phil Rockefeller
Representative Sherry Appleton
Representative Beverly Woods

Local Agencies

City of Bremerton
Kitsap Transit
Kitsap County

Puget Sound Regional Council

Congress

6th Congressional District

Senator Patty Murray

Senator Maria Cantwell

Congressman Norm Dicks

Public

Bremerton Chamber of Commerce

Citizens Against the Tunnel C/O Mr. Del Knass

Citizens for a Pedestrian Friendly Bremerton

Randy Boss

Louis and Jerry Soriano

Lou Weir

Kitsap Community Federal Credit Union