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Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: 4725 15th Ave NE #11, Seattle, WA 98105

Comment:

I-0117-001

ISSUES REGARDLESS OF ALTERNATIVE CHOSEN: The new bridge must incorporate all of the following features. (1) Bridge design and operation must encourage more efficient transportation options over single-occupant motor vehicles. Buses must be able to cross the bridge more quickly than private vehicles, and with a minimum of interference by private vehicles. Incentives to reward carpooling and/or traveling during non-peak times are also needed. (2) The bridge must be designed and engineered to accommodate a future light-rail line. (3) The bridge must include safe and convenient facilities for bicyclists and pedestrians.

I-0117-002

SUPPORT FOUR-LANE ALTERNATIVE: I strongly favor the four-lane alternative over the six-lane alternative. First, a six-lane bridge would be significantly more costly, a difference that is especially important in light of the concurrent need to replace the Alaskan Way viaduct. Secondly, a six-lane bridge would encourage highway users to continue to use inefficient means of travel such as single-occupant motor vehicles. Furthermore, I object to the apparent bias toward the six-lane alternative in the analyses conducted to date. For example, one analysis compares projected noise levels from an open four-lane roadway to those from a "lidded" six-lane roadway. This is an absurd comparison that should never have been made. A lid could be part of the design of either a four-lane road or a six-lane road, a fact that any fair comparison would take into account.

I-0117-003

OPPOSE PACIFIC INTERCHANGE/UNION BAY BRIDGE: If the six-lane alternative is chosen, I strongly oppose the Pacific Interchange/Union Bay Bridge option. I agree with the official position expressed by the University of Washington about the negative impacts of this option on the UW campus, the Washington Park Arboretum, and the surrounding communities. In addition, I am concerned about the issue of clearance under the Union Bay Bridge. Even if it is built with the original proposed clearance of 110 feet, it will exclude the passage of some sailing vessels that have previously had access to Lake Washington, especially two of Washington's most historic ships: the schooners Adventuress (1913) and Zodiac (1924). If the request to lower the clearance to 70 feet is granted, the bridge will exclude many other vessels including the schooner Red Jacket and the Canadian Naval ship HMCS Oriole, both of which have participated in Opening Day festivities in recent years.

I-0117-001

Comment Summary:

Regional Land Use and Transportation Planning

Response:

See Section 2.1 of the 2006 Draft EIS Comment Response Report.

I-0117-002

Comment Summary:

4-Lane Alternative

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

I-0117-003

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.