

H-021-001

1           MAS KOBA: Well, my name is Mas Koba, spelled M-a-s,  
2 and then the last name, K-o-b-a. And as far as my  
3 residential address, 1726 - 15th Avenue, and that's  
4 Seattle, 98122, in Seattle.

5           And as far as this viaduct and this seawall they're  
6 constructing, that's costing something about  
7 \$2-and-a-half-billion dollars to, I'd say, over about  
8 almost \$1-billion dollars, it seems like it's a lot of  
9 money there, but I'd say one of the things that they can't  
10 or they probably could think about is to try to extend the  
11 viaduct going north, all the way to the Interbay, and then  
12 over to North Magnolia, along the canal there, and then  
13 into the Discovery Park, and then from there, from  
14 West Point, be able to connect, have a cross Sound  
15 connection over to Bainbridge Island, and over to the  
16 peninsula. And then, you can charge toll on the thing.

17           And then the other route would be going south, going  
18 on the existing road there, going over to West Seattle, and  
19 possibly if they want to go all the way down to Fontelroy,  
20 be able to go from the Fontelroy Ferry and to go across,  
21 have a cross Sound connection over to Vashon Islands, and  
22 then over the to the peninsula. Or, if they don't want to  
23 go down to Fontelroy, the other way would be go over to  
24 West Point, or I should say Alkai Point, and have a cross  
25 Sound bridge starting from there over to the Vashon, and

34

#### H-021-001

Thank you for your comments. The purpose and need for this project is to replace SR 99 along the Seattle waterfront. The recommendations that you have provided are beyond the scope of this project.

1 then over to the peninsula.

2           And I'd say this should be there because, well, one  
3 thing is to replace that ferry system that the State is  
4 running, because that ferry system is a money loser. The  
5 people of the state are subsidizing that thing, and I think  
6 that it's about time. This is the 21st Century age, and we  
7 can't do something there that's -- or start way back in the  
8 19th Century and using 19th Century ideas, but go into the  
9 21st Century age. That's something we can be able to think  
10 about.

11           We can make this a toll, the whole thing, starting  
12 from the Vashon Islands and going into Seattle downtown  
13 area, over to West Point and over, and make that entire  
14 route a toll road. And I'd say a toll road and a toll  
15 bridge, because I think a toll system will work a lot  
16 better, if they were all connected, all the bridges and the  
17 Alaskan Way Viaduct.

18           And from the past history, this is something that's  
19 not new, it's been started with this idea that was thought  
20 about way back in, I'd say, the early 40's, and they were  
21 planning to do something like this, you know. The idea  
22 about having a cross Sound bridge, the idea was favored by  
23 even one of the governors who was a Republican governor, by  
24 the name of Arthur Langley. But, he was all in favor of  
25 doing something like this, because at that time the ferry

1 system was privately owned and they were trying to build  
2 the money or, I should say — yeah, they were trying to  
3 vote the people out of raising the fair every damned time,  
4 and it was getting very expensive for people to be paying  
5 this amount of money, so the State went and stepped in and  
6 they said — and they were trying to control it, as far as  
7 the pay increase on the toll, I should say on the — you  
8 know, yeah, they were trying to increase the fair on the  
9 ferry. But, so, when the State came out with this idea,  
10 well, we're going to put in a bridge and that would just —  
11 and they told them, "Well, you guys are not going to be in  
12 business after we put the bridge in," which was sort of a  
13 black mailing somewhat. And so they said, "Well, the thing  
14 you can do is just sell the ferry system to us, and then  
15 we'll build this bridge, and then the ferries, we won't  
16 have the use of the ferries no more."

17 Well, the thing is, the State went and bought out  
18 the ferry system, but they never ever built the dog gone  
19 bridges, so for the last 50 years it's been sort of a  
20 concept and an idea that many people like myself still do  
21 remember that. And I say now is the time that we should  
22 start thinking about doing something like this, rather than  
23 having a ferry system which is doing nothing but just  
24 costing us money every damned time that we have our eyes on  
25 the damned thing. That just doesn't seem to make any

1 sense, to go out and subsidize it. So, if they say, "Well,  
2 as far as how much it would cost to put up a system like  
3 this," well, who knows? It may cost maybe about  
4 \$100-billion. Well, you know, when they built the first  
5 Lake Washington bridge, they said that the cost would be  
6 over \$10-million or something. And people were saying were  
7 squabbling back then, they were squawking the darned thing  
8 was expensive, it would never ever work, you know, and they  
9 were trying to fight it from going in. But I think they  
10 were fighting for something like about 5 years or 10 years,  
11 or whatever it was, but they finally went and built that  
12 thing, and after they built that thing, that thing made  
13 money. They were expecting the thing would be paid for  
14 within about 20 years. They've had that thing paid off in  
15 about 5 years.

16       And, when they put in the Tacoma Narrows Bridge, the  
17 first one, when it went down, it was about the same time  
18 that they opened up the Lake Washington Bridge, the first  
19 one. Well, when they built the second one there, which is  
20 back in 1950, they built it more sturdier, and it cost  
21 about twice as much as the first one that they built up,  
22 and that thing got paid off in something like 14 years or  
23 so. And the same thing happened to the Evergreen Bridge.  
24 That was on — they were all paid off by tolls. Whoever  
25 uses that thing, you know, it was — it's a — you know,

1 users pay. That works. So, it didn't cost anybody  
2 anything else, except the dog gone people who were using  
3 the thing. So, it makes sense to do something like that.

4       If they can, you know, build the cross Sound bridge,  
5 the two cross Sound bridges, and then have this, you know,  
6 Alaskan Way Viaduct included with it, and make that entire  
7 route a toll road or toll bridge. But, I think just, you  
8 know, if either one of them would just had stand alone on  
9 the thing, I don't think it would work because, you know,  
10 you got to have a connection of some kind in order for  
11 these, you know, the three places to — two cross Sound  
12 bridges, and that connecting of Alaskan Way Viaduct.

13       Anyway, that's what I got to say on that.

14       **BRUCE FINE:** My name is Bruce Fine, and I live on  
15 the waterfront. I'm concerned that they have not addressed  
16 adequately the notion of having traffic be either  
17 eliminated, or substantially impeded, during the  
18 construction period. It appears that there's a presumption  
19 that traffic needs to continue to flow through this area  
20 while construction is going on, as a result of which there  
21 are a number of mitigation, temporary measures, and so  
22 forth, which extend the construction time and substantially  
23 divert resources from the actual project to these temporary  
24 mitigation issues.

25       I would like it see them consider a couple of