

Online Comment by User: Al Hallstrom

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Comment Category: Comments on Construction Effects

Comment Location: Chapter-10, Page-20

Address: , , 98102

Comment:

I-0012-001

I currently walk to and from work. I leave the UW, go across the montlake bridge, across marsh and foster islands, underneath 520, through the arboretum, up and over capital hill on interlaken, across 520 at Roanoke and east across I-5 on Roanoke and then down to Fairview where I live. I can't figure out from the information whether this is being more or less completely shut down for most of this period or not. I sincerely hope that such a path could be kept open for all but a few weeks of demolition. Please advise on the availability of this path. I am not the only person who uses this circuit a lot.

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-2

Comment:

I-0012-002

There does not seem to be any analysis of what a no build approach would do to use of alternatives by individuals; would more use public transit? would more who live on the eastside and work on the west move and vice versa? I would like to see some sensitivity analyses using a variety of assumptions about such issues. Most of the text in this report seems to assume people will never get out of their car, never move. That is a self-serving assumption for those that want more and more roads, and, if they are built, then it is self-fulfilling as well.

Has consideration been given to making 520 1 general lane in each direction and 1 transit (3+) hov lane in each direction, together with some large convenient parking structures on both sides and very frequent bus service between. How much would that cost?

I-0012-001

Comment Summary:

Traffic Management (Construction)

Response:

See Section 4.2 of the 2006 Draft EIS Comment Response Report.

I-0012-002

Comment Summary:

No Build Alternative

Response:

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