

STATEMENT OF GLENN CHRISTY

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I-0317-001

My name is Glenn Christy. And I live in Bellevue, and my problem is twofold -- actually threefold.

The worst thing is this bridge is scheduled for only being four or six lanes and not including any dedicated transit lanes, even though one of the most important things is not only dedicated transit lanes but transit runs that runs on a continuously perfect --effectively perfect schedule and not hindered by regular traffic.

Dedicated transit lanes down the middle of the 520 Bridge itself actually across the lake would eventually cut down on a lot of the noise just because of the reduction of traffic. Because it would actually be easier and better for people to actually take the transit as opposed to driving themselves.

If you're on a regular bridge competing with transit or, obviously, you know -- competing with them -- and one of my -- my problem is I feel that transit needs its own dedicated lanes up front; making it a six or eight lane bridge actually across the lake.

You can't get six or eight lanes on the west side to 520. You probably don't need to; they don't need to go any farther than the bus tunnel would take them under Capitol Hill.

**I-0317-001**  
**Comment Summary:**  
Alternatives Development

**Response:**  
See Section 1.1 of the 2006 Draft EIS Comment Response Report.

I-0317-001

2 Another other problem that I have is sound. You have  
3 on the west side -- probably there will be a requirement  
4 for stacked lanes, three or four lanes stacked on top of  
5 three or four lanes, just to get the lanes out of the way  
6 of anybody -- possibly even to cut down on noise -- can't  
7 do that on the bridge itself, but you can at least do that  
8 on the west side to get the bridges through neighborhoods,  
9 whatever. That would allow for an eight-lane bridge. You  
10 can't get an eight-lane bridge in any other way.

11 Another problem I have is sound. The west end of the  
12 520 Bridge just north of the Magnuson Park neighborhood is  
13 a little bit too far south.

14 My opinion is the entire 520 Bridge from the east side  
15 -- where it will probably need to stay -- to the west side,  
16 on the west side needs to be several hundred feet to the  
17 north just to cut down on some of the noise in the Madison  
18 Park neighborhood.

19 My opinion is that if you move it a few hundred feet  
20 to the north where if you possibly can there will be a  
21 considerable advantage in that to the people in Magnuson  
22 Park as far as noise is concerned without harming the  
23 people north of the bridge too much. Because the people  
24 north of the bridge already have to put up with boat  
25 traffic already that goes through the Montlake cut, so  
there shouldn't be too much trouble with noise if they move

I-0317-001

the bridge a little farther north on the west end.

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Okay. Noise is a big problem. I'm against any type of pavement that would be sound reduction because of the -- my -- what is my understanding the problems that it would cause as far as traffic accidents when it's wet out. I'm not aware of any noise reduction pavement, but any other noise reduction system they really need to put a lot of money into that.

I don't live close enough to have to worry about it, but it is a problem. And I do sympathize with the people. Which is another problem; I can't understand why housing is being built on the east side within only a few hundred feet of 520 right now in the municipalities of Yarrow Point and Hunts Point. It's on the south side of 520, but why -- I don't understand.

I-0317-002

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I'm trying to think of anything else that I was thinking of. I'm very much in favor of an eight-lane bridge. I'm very much in favor of sound reduction if at all possible, especially -- even though I don't live on the west side -- I can clearly sympathize with the people in Magnuson Park. And other than the transit and the sound, really there isn't too much I'm very much concerned with.

But it is very important to me that the transit situations be straightened out better than what King County, Sound Transit, or the State are currently aiming

**I-0317-002**  
**Comment Summary:**  
8-Lane Alternative

**Response:**  
See Section 1.1 of the 2006 Draft EIS Comment Response Report.

I-0317-002

towards.

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Okay. And that's about it. I can't think of anything

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else. So that will be about it then.

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