

From: Eastlake Community Council [<mailto:info@eastlakeseattle.org>]

Sent: Friday, February 14, 2014 3:27 PM

To: 'Pedersen, Sen. Jamie'

Cc: Speaker Frank Chopp (frank.chopp@leg.wa.gov); Rep. Brady Walkinshaw (brady.walkinshaw@leg.wa.gov)

Subject: Need for thorough, balanced, and open WSDOT analysis of operational changes for the Ship Canal Bridge that our 43rd District legislators asked WSDOT to consider; and contacts and info on utility line issues facing noise walls

Sen. Pedersen, Speaker Chopp, and Rep. Walkinshaw—

Thanks, we in the Eastlake Community deeply appreciate that the 43rd district delegation has not forgotten this beleaguered part of Seattle. ECC's Feb. 12 letter to you and WSDOT did not push on the operational changes you had asked WSDOT to study on our behalf, because we didn't want to distract from the funding issue. But given the continued doubt on funding, we appreciate any help you can provide in insisting on better and more open analysis of the operational changes, as it was discouraging that WSDOT's November letter flatly rejected them all.

In fact, WSDOT's mantra on "safety" makes us fear that they will eventually go back on even the faint protections we have now, and open up the express lanes 24 hours a day under that same claim of "safety." That would be a fatal blow to the neighborhoods in the noise shadow of the I-5 Ship Canal Bridge, given WSDOT's lack of engineering or operational steps to reduce the bridge's noise, which is almost entirely from the express lanes.

We have not seen any actual analysis by WSDOT of the operational changes you proposed on our behalf. At this point, they have simply turned each proposal down in a few words. We believe that some of these changes would actually improve safety; would have safety benefits that balance any safety issues they might pose; or could be accompanied by countermeasures that would mitigate any safety implications. WSDOT seems willing to compromise on safety elsewhere when additional traffic volumes are gained; yet it raises safety as a reason why it can't reduce our noise, which is as much a health issue for our people as is safety for drivers.

We hope that you as our 43rd District legislators will continue to press WSDOT for detailed analysis of these operational changes, and that you will ensure that ECC and your offices have a chance for input and comment on drafts before WSDOT finalizes its analyses.

Also, we appreciate your encouragement of contacts between WSDOT and Seattle Public Utilities about any strengthening or relocation of water and sewer lines near the proposed noise walls. WSDOT told us last year that they had been coordinating with SPU, but our inquiries found no one in SPU who had heard from WSDOT. Please help us locate the key people in both agencies (and in the Mayor's office), and please ensure some timely joint analysis by WSDOT and SPU in the next month or two that can be shared with us, for consideration in Seattle's CIP.

Seattle's Capital Improvement Program is now in preparation, and has lacked improvements in these water and sewer lines. For years, WSDOT cited these lines as excuses for not proposing more noise walls, and although in its November letter WSDOT says that the walls are now a priority, that is still with the proviso that the water and sewer lines present unknowns of feasibility and cost. Yet we have not seen proposals from WSDOT for what SPU should do to relocate or strengthen these lines so that they do not bar the noise walls' construction.

Chris Leman (206) 322-5463
President, Eastlake Community Council

From: Pedersen, Sen. Jamie [<mailto:Jamie.Pedersen@leg.wa.gov>]

Sent: Friday, February 14, 2014 9:38 AM

To: 'Eastlake Community Council'

Cc: Chris Leman (cleman@oo.net)

Subject: RE: Please see attached letter asking your help in funding the completion of I-5 noise walls in the Eastlake neighborhood

Hi Chris –

Thanks for your message and for your continued work on these issues. Speaker Chopp, Rep. Walkinshaw, and I met with WSDOT Secretary Lynn Peterson yesterday and asked for her support in:

- 1) Reconsidering the decision on the operational changes for the express lanes, and in particular considering an earlier closing time;
- 2) Directing staff to work with Seattle Public Utilities on the noise wall/utility relocation issue (we are separately in regular communication with the Mayor's office; the Mayor is actively pushing on this issue with SPU); and
- 3) Developing longer term solutions for noise reduction. She mentioned in this regard that as part of the planned repainting of the bridge there may be opportunities to install a technological solution.

It does not appear that there will be any opportunity for new transportation appropriations in this session, but we will of course keep a watch on that. We have raised this issue with the entire Seattle delegation as one on which we would like their support in an eventual transportation package.

Best wishes, Jamie

Senator Jamie Pedersen
43rd Legislative District

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