



Washington State Legislature

October 24th, 2013

Lynn Peterson
Secretary of Transportation
P.O. Box 47300
Olympia, WA 98504-7300

Re: I-5 Ship Canal Bridge Noise Mitigation

Dear Secretary Peterson:

We are writing to express our concern over the noise impacts from the I-5 Ship Canal Bridge on the communities situated below it and to urge WSDOT to take action to abate those impacts. Having met with Eastlake, Roanoke and Wallingford residents, we believe that several actions could and should be taken to reduce noise levels. We outline these below and hope that you will give them serious attention.

Residents continue to be very grateful for the earlier closing time for the express lanes and tell us that that change has materially improved their quality of life. There are several additional operational changes to the I-5 express lanes that would substantially reduce noise from the I-5 ship canal bridge with minimal need for additional funding or state resources:

- close the express lanes earlier (10 p.m. rather than the current 11 p.m.)
- open the express lanes later (5:30 a.m. or 6 a.m. rather than the current 5 a.m.)
- reduce express lane speeds on the bridge and approaches to 40 miles per hour
- exclude trucks and motorcycles from the bridge express lanes

In addition to these operational changes, we request that WSDOT revisit the installation of noise walls in areas where they have not yet been deployed. A high priority in this regard is for WSDOT to work with the City of Seattle to understand the issues around closing a current gap on the west side of I-5 along Boylston Ave. E. that was apparently due to the presence of a City water main. The communities were informed that the water main was too "fragile" to allow construction. We ask that WSDOT and the City explore options for replacing or reinforcing the water main in order to close this gap. We understand that a noise study to model wall effectiveness in this area will be completed in 2014 and we appreciate these first steps toward addressing the problem.

We also request that WSDOT develop alternatives for consideration and potential funding by the legislature for completing noise wall mitigation in the area. These would include:

- the south approach to the bridge where there is a gap between the express lanes and the general purpose lanes on the west side of I-5 along Franklin Ave. E.
- the west side of I-5 in the Wallingford neighborhood along 5th Ave. NE between 45th and 42nd Streets, and
- 5th Ave NE north of 50th Street.

Our constituents have had conversations with your department over the past few years and last fall were told that Wallingford would be added to the Noise Retrofit List to be evaluated and prioritized on a statewide list. We understand that those results may be near completion and look forward to WSDOT's recommendations.

As you are certainly aware, I-5 was built through lovely old Seattle neighborhoods at a time long before modern noise mitigation requirements came into effect. The noise levels that neighborhood residents have had to tolerate for decades are not acceptable. We hope to work in partnership with WSDOT to make steady progress on reducing the noise from the freeway and improving the quality of life of our constituents who live in the area.

Sincerely yours,

A handwritten signature in black ink that reads "Ed Murray". The signature is fluid and cursive, with a prominent loop at the end of the last name.

Senator Ed Murray

A handwritten signature in black ink that reads "Frank Chopp". The signature is bold and cursive, with a large, sweeping loop for the letter 'C'.

Speaker Frank Chopp

A handwritten signature in black ink that reads "Jamie Pedersen". The signature is cursive and somewhat stylized, with a large loop for the letter 'P'.

Representative Jamie Pedersen