



2370 Yale Avenue E.
Seattle, WA 98102-3310

February 12, 2014

Lorena Eng, NW Region Administrator
WSDOT, 15700 Dayton Ave. N.
P.O. Box 98133-9710
Seattle, WA 98133-9710

Senator Jamie Pedersen
43rd Legislative District
P.O. Box 40443
Olympia, WA 98504-0443

Speak Frank Chopp
43rd Legislative District
P.O. Box 40600
Olympia, WA 98504-0600

Rep. Brady Walkinshaw
43rd Legislative District
P.O. Box 40600
Olympia, WA 98504-0600

RE: Please fund completion of noise walls west of I-5 along Boylston Ave. E./Franklin Ave. E.

To Administrator Eng, Sen. Pedersen, and Reps. Chopp and Walkinshaw:

The Eastlake Community Council asks your help in this legislative session (and in any special session) for including \$3.5 million in the biennial budget and appropriations to complete noise walls on the west side of I-5 along Boylston Ave. E. and Franklin Ave. E. from about 200 feet south of E. Hamlin Street, north to the Ship Canal Bridge.

I-5 was built in 1962 before environmental laws or noise regulations. As a result, some of our neighborhood's businesses, residences, streets, and parks have the worst noise levels in the state. Since the Eastlake Community Council's founding in 1971, ECC has worked with a succession of WSDOT officials and 43rd district legislators toward retrofitting this section of I-5 for noise reduction.

We repeat our heartfelt thanks to WSDOT and our state legislators for the noise walls so far constructed west of I-5 between Newton Street and just south of Hamlin Street. These noise walls have helped restore some quality of life and economic vitality to a formerly blighted part of our neighborhood. However, there has been no noise wall funding or construction west of I-5 in our neighborhood since 2009 despite continuation of some of the highest freeway-induced noise levels in any populated area of the state.

We welcome WSDOT's November 2013 finding that noise walls costing \$3.5 million on the west side of I-5 extending from 200 feet south of Hamlin Street north to Shelby Street are a high priority based on the number of benefitting residences and the amount of noise reduction. We urge that this funding

be included in the 2015-17 biennial budget, and we ask WSDOT and our 43rd district legislators to ensure that result.

Noise from the I-5 Ship Canal Bridge (for which noise walls are not feasible) also continues to blight our neighborhood. While we appreciate WSDOT's slight reductions in express lane hours and we recognize the disappointing results of its pilot study of attaching acoustic materials to the bridge, we regret that WSDOT is offering no engineering or operational solutions. The state's failure to reduce noise from the Ship Canal Bridge makes it all the more important to complete noise walls elsewhere in our neighborhood as mentioned above.

The 4000 residents and the 4000 employees in the Eastlake neighborhood appreciate the important role you and your predecessors played in achieving the partial noise walls that have so dramatically reduced I-5 noise here. We ask your help in the current legislature and any special session to restore funding to its previous levels so that noise walls so long delayed can now be completed.

Sincerely,



Christopher K. Leman, President
Eastlake Community Council
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