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Sent: Tuesday, April 13, 2010 8:34 PM  
To: SR 520 Bridge SDEIS  
Subject: EIS Comment

I-277-001

The A+ option takes acres of Seattle Park lands and will harm plans for new connector trails from South Portage Bay Park to the Bill Dawson trail and on to West and East Montlake Park. We have researched some of this land was purchased with Federal Funds. We will be asking for the following:

Light rail ready construction to connect from the East side to Sound Transit at Husky Stadium. No ramps to or from the Arboretum and four lanes only from Foster Island to I-5

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### I-277-001

WSDOT has identified a Preferred Alternative that would improve mobility and safety while reducing negative environmental effects. Chapter 2 of the Final EIS describes the Preferred Alternative, which does not include the Lake Washington Boulevard ramps from SR 520. Instead, westbound SR 520 traffic would be able to access Lake Washington Boulevard via a new intersection located on the Montlake Boulevard lid at 24th Avenue East. The Preferred Alternative would also remove the R.H. Thomson Express Way ramps from the Arboretum.

FHWA and WSDOT determined that the four-lane option evaluation in the DEIS did not meet the SR 520 I-5 to Medina project's purpose and need. The Preferred Alternative discussed in the Final EIS has been designed to be compatible with potential future light-rail, as required by Engrossed Substitute Senate Bill (ESSB) 6392.

WSDOT has worked with the City of Seattle in refining the design of the Preferred Alternative to avoid effects to recreation resources where possible. The footprint of the Preferred Alternative minimizes park effects, compared to all options presented in the SDIES. The Preferred Alternative also maintains the connectivity of area parks. Connectivity to West Montlake Park and the Arboretum would be maintained by way of the Bill Dawson Trail. The final design of the Montlake lid would also be designed to include enhanced pedestrian and bicycle connectivity features recommended by the ESSB 6392 workgroup. Please see the ESSB 6392: Design Refinements and Transit Connections Workgroup Recommendations Report (Attachment 16 of the Final EIS) for more information.

WSDOT has coordinated with the City of Seattle and the University of Washington (the sponsoring agencies for federal (Land and Water Conservation Fund Act) development funds at East Montlake Park and the Washington Park Arboretum, and is providing mitigation required

under Section 6(f) for unavoidable effects to those parks. The replacement site selected through the Section 6(f) process would result in a net gain of 1.3 acres of Section 6(f) recreational space in the Seattle area. Please see Chapter 10 of the Final EIS for more information on the effects to federally funded land and mitigation for those effects.