

**John (Jack) R. Venrick**

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**From:** "John (Jack) R. Venrick" <jacksranch@skynetbb.com>  
**To:** "AJack R. Venrick" <jacksranch@skynetbb.com>  
**Sent:** Tuesday, July 20, 2010 8:36 PM  
**Attach:** NO Roundabout or Light at SR 169 & SE 416th St Intersection .eml; WADOTRoundaboutFlyer0001.jpg; WADOT415thSR169Control0001 (1).jpg; WADOTRoundaboutFlyer0002 (1).jpg  
**Subject:** One Engineer's View or How I See The DOT (Rev A)

----- Original Message -----

**From:** [Jack Venrick](#)  
**To:** [AJack R. Venrick](#)  
**Sent:** Thursday, August 16, 2007 12:19 PM  
**Subject:** One Engineer's View or How I See The DOT (Rev A)

Original Message -----

**From:** [Jack Venrick](#)  
**To:** [jacksranch@skynetbb.com](mailto:jacksranch@skynetbb.com)  
**Sent:** Saturday, April 28, 2007 1:46 PM  
**Subject:** One Engineer's View or How I See The DOT

**To:** Property Owners, Government Types, Media & Freedom Movement

Washington State has sprung a plan to install a European style "roundabout" on the rural road 416th Ave SE and SR 169, the Enumclaw - Renton route. The intersection borders 3 farms and a & market store. This is 1 mile from my land.

- You can check out the DOT marketing above and my first to DOT
- The first step in responding, is to consider the source, i.e. WA State DOT. You can check the DOT's arrogant history at this site <http://www.effwa.org/main/search.php>. The DOT is one of the most political used and abused groups in the State, thereby corrupted.
- The next step is to look at what they don't tell you. Who is really behind this million dollar European rural obstruction plan, e.g. sustaining development, smart growth, UN Agenda 21, Seattle based environmental extreme groups, etc. This plan smacks of urban planning nonsense.
- You will notice their first reason is safety and they quote 14 accidents in 5 years. We have accidents all over the Enumclaw

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plateau because drivers like to run stop signs and lights when they can. We have crosses on intersections where there have been fatalities. So does that mean we install stop lights and stop signs at every intersection on the plateau?

- If Auburn City government was running the show, they would also add cameras to photograph your license plates. King County DDES has a program now to encouraging neighbors to rat on other neighbors.
- King County, State and Federal BIA allowed and encouraged a 20,000 seat amphitheater on private property on the plateau that messes up traffic 40 times a year.
- King County spends taxpayers money buying up dairy farms so they can't use their property development. Then the milk prices plummet and the dairy goes out of business and the land is useless. Half the farm is sold and both halves cannot sustain any business. It is useless land. However, would you be surprised, it is prime development land worth a fortune in the free market. Incredible views but it is State owned or at least controlled now at the tax payers forever.
- A smart tax payer will note how long and how much effort the State has spent to set the idea up coming to us first, i.e. the agenda.
- The government agenda is often different from what they say. e.g. We learned from King regarding the CAO is they set up what they want to do and then they stage a mock public giving you 2 minutes and call it good to go. i.e. King County had no intention of stopping the illegitimate CAO based on unpopularity of it with the rural community. The CAO was all based environmental liberal extremism to shove it down our throats.
- You will notice we do are told how many people and who are asking for this European in the middle of farm land.
- Will we be shown all comments submitted with a tally including the property address from the local area around the intersection?
- Will the local neighboring farms to this intersection have more weight on the decision?
- Funny how the State can come up with money for marginal improvements while we have major problems elsewhere. The State Fish and Game installed a \$100,000 concrete fish bunker on a by intersection, 244th & 424th. There was no need for that. That intersection has several on and near it from drive through fatalities. Never mind the people, normal culverts are not enough for the fish, give em concrete.
- The intersection of 416th and 244th has ditch water over flow during the winter high rain high water table days. King County will not touch the ditches that need to be clean out so the land can drain

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- The State does not tell you the reason we have traffic accidents & problems on 416th & SR169 is because the City of Enumclaw decided to eminent domain half of the Rainier Stables farm and build a middle school directly on ST 169 just a few blocks south of this intersection.
- 14 accidents over the last 5 years corresponds to this new middle school construction. It was a terrible choice on location. Whoever heard of placing a grade school directly on a State Route highway going to a major ski resort (Crystal Mountain) and national park(Rainier)? Once we see the law of cascading unintended consequences caused by government. If government touches gold, it turns to worthless fiat money.
- Don't get me wrong, I love Enumclaw, it is my home town in King Communist County, close to my little 10 acre paradise .
- Don't forget the rural farmers here cannot use their land and/or have limited use because of the illegitimate CAO & GMA & the failure of the Property Fairness Initiative (42% /58%). i.e. Seattle vote turned it down based on lying & cheating.
- Can you see the picture? The government pushes its bloated self all over everyone out here their wishes.
- I speculate, based on prior experiences, that the decision has already been made on this impractical European intersection.
- Washington State and King County are no friends of the rural property owners, in fact they are worst enemies.
- A million dollar urban type intersection for a rural farm area is not the solution here.
- The State, King County and Enumclaw government are all of a sudden concerned about safety because they now realize the Enumclaw Thunder Mountain Middle School was a very foolish location to build a grade school. State Route and grade school kids do not mix well.
- The answer here is to reroute SR169 around Enumclaw and this school. We have three major State Route going through the little town of Enumclaw. This is insane. All three routes need to go around the town not through it. This would solve most of the safety problems.
- This proposed fix is a band aid.
- A better band aid fix until all three State Routes can be rerouted around Enumclaw is the following. Add a center turn land on SR169 so traffic coming from 416th can more easily get Also add exit turn lanes north and south bound SR169 onto 416th so people can get off easier without slowing everybody else down. No maintenance, no lights, perhaps less land to take?
- The government does everything upside down and backwards because they have no common just government sense which is nonsense.
- How many traffic injuries and deaths in the State and King County compared to this one

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intersection on rural farm land? There are so many other traffic priorities beyond this one intersection.

Lastly, I would like to leave you with this picture and thought. Ask yourself why the State has raised the seat belt fine and even why there is a seat belt law. The answer we have come up with is to more money. Americans have to start understanding that the government no longer and never was friend. The laws are not made to protect us, they are made to protect the government and generate more for them and less for us. Every piece of legislation in Olympia takes away our freedoms. They mostly political correct takings of no use to any independent freedom loving person.

If the government could legislate a cure for death, they would do it, not for you, but to tax you to

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**Project Facts:**

- The intersection at SE 416th carries approximately 11,500 vehicles a day.
- Between 2001 and 2006, 18 accidents occurred at the intersection; eleven were injury accidents, one was seriously disabling.
- In 2005, the legislature passed a transportation revenue package that included funds to improve the intersection and reduce the risk of collisions.



Project Costs		Roundabout	Signal
Design		\$700,000	\$700,000
Right-of-way/Purchase		\$1 million	\$1 million
Construction		\$2 million	\$1.8 million
Maintenance		\$200/year (10yr rational)	\$3,000-\$5,000/year
<b>Performance</b>	<b>Roundabout</b>		<b>Signal</b>
Traffic Flow	Free-flowing, 0-10 second delay		Reasonably free-flowing, 10-20 second delay
Accident Severity	Less severe		More severe

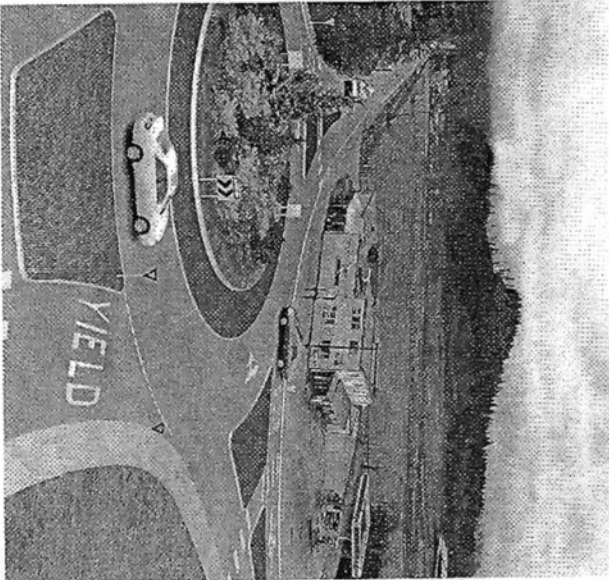
**Contact Information:**

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**SR 169/SE 416th St.  
 Intersection Improvements**

www.wa.gov/projects/sr169/416thintersection



Washington State  
 Department of Transportation

# SE 416th St. Intersection Project

## Learn More about Proposed Intersection Improvements

WSDOT is exploring improvement options at the intersection of SR 169 and SE 416th Street, just north of Enumclaw. These options include a signalized intersection and a modern roundabout.

Come talk to WSDOT experts and learn how these two alternatives will affect you and your commute. We want your feedback as we move forward with this project.

**Get the latest information on this project at an upcoming open house:**

**Wednesday, April 25  
2 - 7 p.m.**

**Enumclaw Expo Center  
(Fieldhouse and North Parking Lot)  
45224 - 284th Avenue SE  
Enumclaw, WA**

We will build a full-scale roundabout course in the north parking lot for drivers to test. Experts will be available to demonstrate how to navigate it, or ride along with you so you can see first hand how roundabouts are large enough to accommodate all sorts of vehicles, including semi-trucks, emergency vehicles and buses.



**Title VI Statement to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes that on Title VI prohibition has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For the OEO complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7099.

**(ADA) Information:** Individuals requiring reasonable accommodations may request written materials in physical accessibility accommodations or other reasonable accommodation by contacting the event coordinator (see contact info below) two weeks before meeting's date (insert date). Persons who are deaf or hard of hearing may call the Washington State Relay at 7-1-1, Voice 1-800-833-6834, and ask to be connected to the event sponsor's phone number.

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# SR 169/SE 416th St. Intersection Improvements

[www.wsdot.wa.gov/projects/sr169/416thIntersection](http://www.wsdot.wa.gov/projects/sr169/416thIntersection)

## 2007 Project Update

We are exploring improvement options on SR 169 at SE 416th Street just north of Enumclaw. These improvements include a signalized intersection and a modern roundabout. Construction is expected to begin in late 2008.

### Roundabouts:

#### Improve Safety

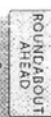
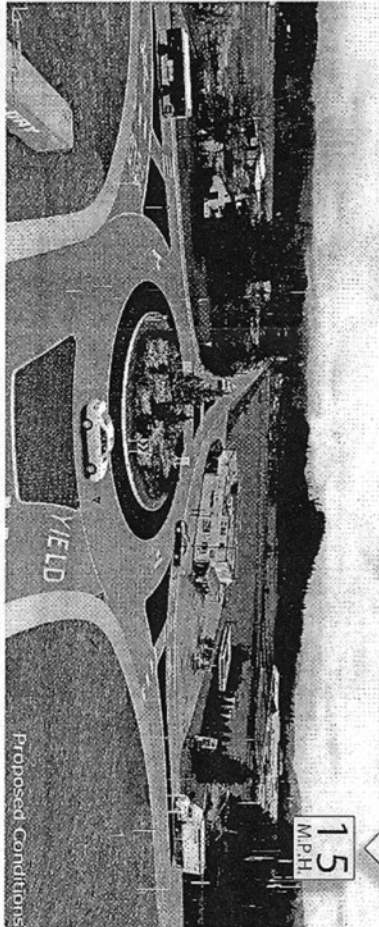
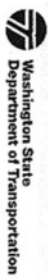
A study by the Insurance Institute for Highway Safety found that roundabouts reduce injury collisions by 76 percent and fatal or incapacitating injury collisions by 90 percent.

#### Reduce Delay

Roundabouts improve traffic flow because vehicles are constantly moving. It will eliminate delays caused by drivers waiting to turn left on SR 169 to SE 416th Street.

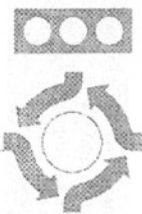
#### Reduce Costs

Roundabouts eliminate maintenance and electricity costs approximately \$3,000 per year, per intersection.



**MAKING EVERY DOLLAR COUNT.**

This project is funded by the 2005 Transportation Tax Package



Intersection Type	Change in Total Crashes after Roundabout Installed	Change in Severe Injury Accidents after Roundabout Installed
All Intersections	35% reduction	76% reduction
Two-Way Stop Rural	25% reduction	81% reduction

This was prepared under the auspices of the National Cooperative Highway Research Program and Target Cooperative Research Program of the Transportation Research Board.