

From: c.radford@comcast.net
To: [SR 520 DEIS Comments](#);
CC: hemrhr@earthlink.net; petevall@hotmail.com; loosb@earthlink.net;
dspkep@msn.com; fieryblaze@msn.com; mradammedina@comcast.net;
jiml@saltchuk.com; pdemitriades@lebowco.com;
Subject:
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Attached are my comments on the SR 520 draft environmental report.

Colin W Radford
3663 Fairweather Lane, Medina WA 98039
Ph 425 454 5285; Fx 688 9926
c.radford@comcast.net

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COLIN W RADFORD
3663 Fairweather Lane
Medina, WA, 98039
c.radford@comcast.net
425 454 5285; Fax 688 9926

Paul Krueger
Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA, 98101

Subject: SR 520 Bridge Replacement and HOV Project

I-0526-001

A 1948 Weekly Reader newspaper proclaimed the world population was over 2 billion and would, according to the Malthusian theory, double in 40 years, which it did despite best efforts of various holocausts and plagues. It is well on the way to double again. Are we almost a 7 billion world population? Overproduction of people will cause more environmental damage than freeway construction.

In 1965 a group of real estate appraisers, mortgage bankers, realtors and title officers met at 3663 Fairweather Lane at the end of Evergreen Point to play a little poker. The feeling of the day was summed up by Fred Darnell, Sr, dean of the MAI appraisers, who asked, "Why would the state build an obsolete bridge? It doesn't even have shoulders to get onto in case of an accident." That question was followed by the normal litany chorus about how Washingtonians continuously lavish money on studies, then under-build projects, if they ever build them at all. Funny? Cliché? Only because it is sadly true over 40 years later.

I-0526-002

Regarding the alternatives presented, demand will outstrip whatever is built. We cannot and/or will not adequately protect the environment against the overwhelming multiplication of people. We can only be caregivers to the environment and choose alternatives as gracious as possible to our local populace. That includes the walking/bike trails, freeway lids as parks to re-join bisected communities, and the preservation/relocation of wetlands and environmental habitat when possible. I think that tunneling a portion of Portage Bay deserves a better hearing from WSDOT.

I-0526-003

Whatever solutions are chosen, I support tolls designated exclusively to pay for and maintain this SR 520/Portage Bay project. Reasons: 1) They need to be paid for sooner rather than later. 2) Consensus is more likely. 3) Tolls encourage people to live closer to their jobs and thereby put downward pressure on the need to cross the Lake.

I-0526-001

Comment Summary:

Regional Land Use and Transportation Planning

Response:

See Section 6.4 of the 2006 Draft EIS Comment Response Report.

I-0526-002

Comment Summary:

Tube/Tunnel Concepts

Response:

See Section 1.1 of the 2006 Draft EIS Comment Response Report.

I-0526-003

Comment Summary:

Tolling Scenarios, Pricing, and Revenue

Response:

See Section 3.3 of the 2006 Draft EIS Comment Response Report.

I-0526-004

I support engineering the SR 520 bridges to the maximum traffic that can safely enter and exit at the ends. I suspect this is 6 lanes or fewer. I support having the bridge engineered for reversible HOV lanes, emergency/work shoulders/ walkways/bike trail, placement of services at the east and west ends, and the maximization of public green areas over, beside and under the project. My wife questions the sanity of building on fault lines, and I will leave that to seismology experts.

I-0526-005

I read and reread the mathematics of supply/demand and found the demand in cars per day (cpd) quoted on different pages varied from 113,000 to 120,000 and anticipated to be 127,900 cpd in 2030 (which, in an area of 1.5 to 2.2% annual population and traffic growth, was far from my inexpert calculations, even given constraints mentioned in the report).

I-0526-006

The Draft Environmental Impact Statement gave well orchestrated choices on engineering, but was not as generous with suggestions about how to treat the environment. I would appreciate the same attention to detail for the benefit of the people abutting and affected by the project and for the environment.

I saw little specific information about the number of endangered species, beaver lodges, turtle families, bird nests or people living in Montlake or Medina who would be impacted directly, or how they would be provided for. The quality of life in our urban area is more important than traffic count or population. The economic vitality of our urban area is linked directly to why and how people can live here. Traffic is a huge element. So is the quality of the environment. From a specific and local point of view, I believe we must protect the lake, wetlands, Weatherill Nature Preserve, Fairweather Park and the Arboretum. I agree with much of the direction of the article, 'A Solution for 520 bridge?' by Arla Shepherd in The DAILY of the University of Washington (volume 116 issue no. 4), especially the words, 'There's a great opportunity to build something that blends in with existing green belts and is a better part of the landscape than we have now.'

Make haste wisely,

CW Radford

Cc Paul Demetriades, City of Medina

I-0526-004

Comment Summary:

6-Lane Alternative

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

I-0526-005

Comment Summary:

Methodology (Freeway)

Response:

See Section 5.1 of the 2006 Draft EIS Comment Response Report.

I-0526-006

Comment Summary:

Fish and Wildlife (Mitigation)

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

In review of the Impact Statement, I question certain assumptions:

We live in a metropolitan area which experiences 1.5 to 2.2 percent population growth, depending on the economy. Supposing that population growth to affect transportation/traffic demand by 1.5%, could thereby increase SR 520 traffic from about