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Mayor Darlene Kordonowy
City of Bainbridge Island
280 Madison Ave. N
Bainbridge Island, WA 98110-1812

Re: Condemnation of Wyatt House property
Ordinance 2007-33

Dear Mayor Kordonowy:

I am writing to you and the City Council in strong opposition to the City's attempt to condemn the front yard of the Wyatt House at Wyatt and Madison. I also am strongly opposed to the attempts of the City to put in a roundabout at Wyatt and Madison. My wife Shawn and I own the Historic Wyatt House and have for the past 15 years. We are also one half owners of the Wyatt House Retirement Center. We have worked hard over the years to preserve the integrity and future of the Wyatt House. It is one of the few remaining highly visible historical houses on Bainbridge and the roundabout proposal will effectively destroy the character of the intersection and the Wyatt House. If this condemnation passes, the future of the Wyatt House is in uncertain.

My office received on September 25, a letter from a private lawyer hired by the City notifying me that the City would be taking up a resolution to condemn our property on Wednesday October 10. This was all of 14 days notice. When I then called the attorney, Brian Paige at Inslee, Best, he advised me the hearing was being reset to the 24th. There was no letter from the City despite the fact I have had personal conversations with Public Works people about this roundabout. This is certainly a nice how-do-you-do to a 23 year resident and taxpayer on Bainbridge Island.

I went down to look at the entire Public Works file on this proposal yesterday because I could not tell from a legal description, without a drawing, what was sought to be condemned. Even yesterday, Tuesday October 9th, Mr. Munter could not produce for me a final drawing showing the exact right of way needed since it had not yet been done. Yet the condemnation ordinance has a legal description but no drawing making it impossible to know what exactly was to be used for the proposed roundabout.

As I understand it at this point, there is a public hearing set for 7pm at a regular City Council meeting on October 24. I respectfully request that I be given 15 minutes to make a presentation to the Council of the facts in this situation on the 24th. I have made this request through Roz Lassoff, the City Clerk and hopefully that can be accommodated.

Mayor Darlene Kordonowy

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I will try to summarize key points in this letter so you have some basis on which to evaluate the request of the Public Works Director, Randy Witt, to condemn our property.

History of the Wyatt House

The Wyatt House was built in approximately 1905 by a locally famous ship's captain, Cyprion Wyatt. There are many descendants of Captain Wyatt who live and work on Bainbridge Island. Kathy Countryman of Countryman stables is the great granddaughter of Cyprion Wyatt. Her brothers and father also live on Bainbridge. Captain Wyatt was an influential citizen of Bainbridge Island and captain of the *Florence K.* and *Bainbridge* steamboats, and the *Liberty* (the first auto ferry from Bainbridge to Seattle). He lived in the what we now call the Wyatt House on Wyatt Way in Winslow.

For the past 20+ years the Wyatt House has been the home to numerous businesses who call it home. Salon Madison (Jeff Braun), A Foot in the Door (Jeannie Soulier), Island Massage (Maria Cook), Bainbridge Counseling (Mary Scribner) and Body Balance (Debbie Fischer) all have been part of the Wyatt House family for many years. Thousands of customers visit the Wyatt House every year to patronize these businesses.

One of the very attractive elements to the Wyatt House is the rural feel of the property as a result of the trees, landscaping and the fact that it is set back from the road. The Wyatt House has remained architecturally intact on the exterior all these years and many of its original features are still found inside, including the lovely woodwork and leaded glass.

Even with the construction of the Wyatt House Retirement Center some 8 years ago, the Wyatt House was carefully preserved just as it was. Now the roundabout threatens all of that.

The history of a community is a precious thing that takes constant vigilance to preserve. It is easy to allow history and its historical icons to be destroyed by "progress". As you are probably aware, I have recently developed the Madrone Village project taking great pains to have architecture that integrates into the community. I also took great pains to preserve the Alliance Building and the Parsonage on the west side of that property. I believe that historical icons in our community help form the glue that comprises our social fabric and give us the sense of belonging to something special.

I would suggest that any individual who is threatened with losing most of his or her front yard to asphalt and concrete would want to know and understand what it is that would justify the government of the community to take such a step as condemnation. That brings me to the analysis of the suggested need for the roundabout, and the proposal for condemnation.

A careful analysis of this proposed roundabout shows the following:

1. The traffic data do not support the need for a roundabout.

2. The character of the intersection will be destroyed with a roundabout.
3. The size of the proposed roundabout will place asphalt and concrete within 15 feet of structures on three corners of the intersection.
4. The true limiting factor of traffic flow is at High School Road.
5. The proposal does not take into account what might happen with SR305 and the implications any decision there has on traffic flow patterns.
6. A roundabout may move more cars through the intersection but simply to wait in line longer at High School Rd, Grow Ave or Winslow Way
7. The Pavilion access will become even worse
8. Elderly pedestrians from the area, including the Wyatt House Retirement Center will be at greater risk because it is a known design concept in traffic design that they have more difficulty judging gaps in traffic at roundabouts and are far slower to cross the traveled lanes.
9. It is a known traffic design concept that drivers in roundabouts are half as likely to yield to pedestrians as at controlled intersections
10. This project will be expensive in construction and design and ROW acquisition, probably more expensive than the City has projected.
11. The basis on which this roundabout was sold to the City Council was based on an unscientific survey of 32 people who showed up at an open house in 2003.
12. The Public Works Department has no recent data to support the roundabout; the last data in 2005 actually showed a drop in traffic.
13. The corridor level of service from Winslow Way to High School Rd. will always be a LOS D because of lineups at peak times at High School Rd. resulting in 500 foot queues.
14. This entire project is based on peak hours to save an average of 5 seconds per driver during that one hour per day (445-545pm) as measured 20 years from now. The other 23 hours per day are just fine and are well within the LOS acceptable by the City.

History of the Proposed Roundabout

It is not clear when the idea of a roundabout first surfaced as it relates to the Wyatt/Madison intersection. There is no history in the files of Public Works (which I have personally reviewed). The only thing that I can find is from the Island Wide Transportation Study (IWTS) which was prepared in 2002 and then accepted by the City Council in February 2004.

Island Wide Transportation Study Pertinent Facts

Pertinent facts and findings from that Study which studied the entire Island are as follows:

1. Intersection traffic counts were conducted in 2001 or 2002(not clear)

2. License plate surveys (shows origins and destinations of cars) were conducted to establish “corridor” levels of service
3. That study stated that the LOS (Level of Service) for the Wyatt/Madison intersection was “below the minimum standard” (This is not correct since the LOS for the intersection is shown as a level C and the acceptable minimums for Bainbridge as established by COBI is level D. One approach, the NB approach, was classified as an E)
4. The IWTS studied anticipated traffic in 2008 and 2022.
5. The IWTS assumed that the following improvement would be in place by 2008:

“The intersection channelization will be revised to allow a dedicated right turn lane on the westbound approach. This will change the westbound left turn lane to a share left through lane.”
6. With the proposed improvement #5 (above) the ITWS showed that again the Wyatt/Madison intersection is a LOS D, meeting the minimum standard LOS of D.
7. The ITWS proposed the following at page 4-23:

“An intersection control improvement such as a signal or a roundabout would improve the intersection LOS to A. The intersection will be studied to determine what specific improvement should be constructed, however the roundabout would be the method preferred by the community according to the survey conducted for this study.”

Note: The “survey” was the response from an Open House on 2/13/03 which consisted of 32 people (out of 59 people in attendance). The question posed was:

“The draft plan will show some city street intersections that will have too much congestion with stop signs in the future. At these intersections we can use either a roundabout or a traffic signal to improve the traffic. A community involvement process will be followed when detailed planning for a project starts, but we are interested in which approach you support the City for this plan: Signal, Roundabout, Both, No Response.
8. The ITWS at Appendix L reiterated that the 1994 Comp Plan called for a LOS of E but that the draft Comp Plan called for a LOS of D in the Winslow area.

9. The ITWS established that even with no improvement except a left turn lane NB (which has been accomplished) the intersection would still meet LOS D except for WB traffic which would be LOS F. (This conclusion is not borne out by the traffic data)

Public Works Activity After Adoption by the Council of the Island Wide Traffic Study

Following the Council's adoption of the ITWS, it would appear that Public Works drew up two basic alternatives for the intersection; a traffic light and a roundabout. On March 25, 2005 the City Council, on motion by Public Works, approved a roundabout. Public Works engineer Lorenz Eber held an open house on September 25, 2005 to review the design.

During 2005, 2006 and 2007 I had several conversations, in person, with Mr. Eber, Mr. Earl and Mr. Munter, all of Public Works expressing my concern over the plan for a roundabout. On June 26, 2007, I met with Mr. Earl and Mr. Byrne to discuss the roundabout. I was informed that there was another traffic study to come out in October and that the plan was for a DNS to be issued in February 2008 that would allow for SEPA review. There was no discussion of condemnation. I had been contacted by the State of Washington and had several conversations with Terry Prudhomme from the State of Washington telling her that I was not going to be responding to the offer to purchase the front yard of the Wyatt House because I completely objected to the roundabout and had understood from Mr. Earl that the plan had not yet been finalized.

Is a Roundabout or a Traffic Signal Even Needed?

The entire basis of the roundabout from what can be seen is a one hour and fifteen minute count of cars during the peak hour of 445pm to 545pm on January 12, 2005. This traffic count established the intersection level of service as a C, above the Bainbridge minimum. The whole concept of Level of Service is predicated on how many seconds are acceptable to wait at an intersection at that one peak hour. The remaining 23 hours each day are just fine and likely functioning at a very high LOS.

Here is the industry standard chart of LOS:

**Table 3.9-1. Level of Service Criteria for Intersections
Average Delay per Vehicle (seconds per vehicle)**

LOS Designation	Signalized Intersections	Stop-Controlled Intersections
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Source: Highway Capacity Manual (Transportation Research Board 2000)
LOS = level of service

Level of Service is determined by adding up all traffic flow in all directions and then a computer program calculates the LOS by estimating the wait time at an intersection. Here, the Wyatt/Madison intersection is “stop controlled” so a wait time of up to 35 seconds is acceptable to be at a LOS of D or higher. If there was a traffic signal, it would be allowed to wait up until 55 seconds and still meet LOS D. (Drivers at signalized intersections are felt to be willing to endure longer wait times.)

The data collected by the City on January 12, 2005, the last known data on which the roundabout was based, showed wait times as follows:

Eastbound	14.67 seconds	LOS B
Westbound	13.66 seconds	LOS B
Northbound	20.13 seconds	LOS C
Southbound	19.06 seconds	LOS C

The overall intersection by the City’s own data and printout as of January 12, 2005 shows this intersection to be a C.

The City’s data sheet, it is also stated: **“Note: there has been 0% traffic growth in the last 4 years between 2001 and 2005”** (Lorenz Eber’s own handwritten note)

Wyatt Village Project

A project is in the works at the northeast corner of Wyatt and Madison and will include 19 residential condominiums, and 13,336 feet of office and retail. It is expected to generate 370 new average weekday trips. The developers, Fairbank/Elmquist/Sears commissioned a traffic study by Mirai Associates (and I understand partly paid for by COBI per Mr. Munter). That traffic study was conducted for the peak time of 445-545pm.

It showed the intersection was overall functioning at a LOS of C with an average delay of 15.2 seconds. The data is as follows:

Eastbound	12.1 seconds	LOS B
Westbound	11.8 seconds	LOS B
Northbound	16.5 seconds	LOS C
Southbound	16.0 seconds	LOS C

These numbers actually show improvement from the January 2005 data, above. This study also showed the existing roundabout at High School Rd. with a current LOS of F.

Based on these newly available numbers, there is no present need for a roundabout.

Future Projections of LOS if no Roundabout

Year 2015 Existing 4 Way Stop

There appears to be one projection made based on the data of 1/14/2005 of LOS for the intersection in the existing configuration. With an assumption of a 2% per year increase in traffic, and ignoring what might happen with SR305, Ferncliff, a Wyatt Way access from SR305, the data shows the following:

It showed the intersection would function at a LOS of E with an average delay of 45.89 seconds. The data is as follows:

Eastbound	24.10 seconds	LOS C
Westbound	20.02 seconds	LOS C
Northbound	57.33 seconds	LOS F
Southbound	54.33 seconds	LOS F

Note: This data makes no assumptions about the future of SR305. Under certain scenarios then, the traffic flow will be reduced on Winslow Way thereby decreasing NB traffic on Madison, and increasing WB traffic on Wyatt, which will improve the LOS NB. Further note that in looking strictly at the number of seconds projected to wait NB and SB, it would still be a LOS of D for signalized intersections. Madison/High School Rd. will always be a D in the future which provides consistency of wait times between intersections.

Year 2020 Traffic Signal

The data from January 2005, applied to a traffic signal model which would have left turn lanes on all four approaches, would produce the following projection for the year 2020 (2% growth) as follows:

Eastbound	17.8 seconds	LOS B
Westbound	16.3 seconds	LOS B
Northbound	10.4 seconds	LOS B
Southbound	7.8 seconds	LOS A

Year 2025 Roundabout

A roundabout, using the January 2005 data, projecting to 2025 with a 2% growth rate in traffic, reveals that the LOS would be a B for the intersection as follows:

Eastbound	23.5 seconds	LOS C
Westbound	10.9 seconds	LOS B
Northbound	14.1 seconds	LOS B

Southbound 8.5 seconds LOS A

Analysis and New Transpo/State Study

The years of the projections are not directly comparable but do give a good indication. Comparing the existing four way stop at 2015 and the roundabout at 2025 shows that the waiting times are not much different for EB and WB traffic. It is the NB and SB traffic where there is a difference. This represents corridor traffic taking into account origin and destination analysis. COBI does not appear to have done a corridor study. The Transpo group did perform such an analysis for the State in the just published report. That study data shows as follows:

1. The existing LOS of the Wyatt/Madison intersection is C with a 15.2 second average delay. This delay would be reduced with a roundabout in the year 2030 to between 9.5 and 12.1 seconds depending on what solutions are used for SR305. **(Note: This means a roundabout saves about 5 seconds per driver at the one peak hour of 445pm-545pm. 5 seconds is the recognized variance acceptable between LOS. In other words if the count exceeds an LOS by 5 seconds or less it is not considered significant).**
2. There will be a line of cars of 500 feet or more at High School Rd/Madison in the year 2030 (and earlier) in all directions at the peak hour (there are additional peak hours for that intersection in the morning when school starts and in the afternoon when school lets out) (3.9-25)
3. The peak hour corridor level of service from Winslow Way to High School Road will be a D with an average speed of about 10mph for that route. (p3.9-27)
4. "Of note, the northbound queue at Madison Avenue N/NE High School Road is significant and may spill back through several upstream intersections. This would occur for all future alternatives."(3.9-53)
5. The Transpo study assumes a roundabout will be built at Wyatt and Madison and so none of its projections are applicable to an analysis of if the Wyatt intersection remains a four way stop.

Decisions about SR305, Ferncliff, Wyatt at SR305, Ferry Traffic Will All Influence Traffic on urban arterials such as Madison, Wyatt, High School Rd.

Because the 800 pound gorilla, SR305/Winslow Way/Ferncliff/ Wyatt/High School Road has not yet decided where in the living room it wants to sit, it would seem premature to base certain traffic improvement decisions, such as this roundabout, until that plan is

firmed up and implementation under way. The City may spend several million dollars for no good reason by acting now.

The Limiting Intersections are Grow/Wyatt, Madison/High School Rd and Winslow Way/Madison

A roundabout may get cars through Wyatt and Madison slightly faster but to what end? It simply means that more cars will get dumped faster to wait in line at High School Road or to wait in line at the four way stop at Grow and Wyatt or the four way stop at Winslow Way and Madison.

The current four way stop presently nice meters traffic to and from all three of these intersections to maintain a balanced flow at the peak times. If the flow is not metered, then traffic WB on Wyatt at Grow, could back up into the roundabout, freezing the roundabout.

The Pavilion, Car Wash and Four Swallows

A roundabout will greatly complicate traffic flow in an already problem area. The roundabout would eliminate access to the Four Swallows and the access to the car wash from Madison and force traffic through the back of the car wash.

Drivers already have major problems of access into the Pavilion. This will become worse when an unmetered flow of traffic will effectively prevent cars from turning NB out of the Pavilion. SB Madison traffic will not be able to stop to let Pavilion cars out.

Winslow Master Plan

As stated by the Winslow Master Plan in 2006:

The City of Bainbridge Island has set LOS D as the minimum acceptable within the Winslow area for secondary arterials and collector streets, and LOS C for streets designated as residential. All intersections operate at an acceptable LOS under existing conditions.....

The updated Comprehensive Growth Plan of 2004 set forth one of the goals of the Plan:

TR 1.1 Scenic resource protection

Protect the Island's unique scenic resources along non-urban transportation corridors; require broad greenbelts and trees to screen

parking and unwanted views and buffer noises between the roadway and development as identified in the Land Use Element.

The Plan also stated, specifically with regard to the Wyatt/Madison intersection the following:

Winslow Way/Madison Avenue – The intersection channelization will be revised to allow a dedicated right turn on the westbound approach. This will change the westbound left turn lane to a share left-through lane.

There is no mention of a roundabout in the CGP or a traffic signal at Wyatt/Madison.

Conclusions and Summary

The City of Bainbridge Island should promptly put this roundabout plan on hold and in the end, after careful analysis, should reject this as a plan for Wyatt and Madison. It is not needed, the basis on which the City Council was sold on this idea lacked scientific analysis and support and was probably driven by a desire to use some available Federal money. If this roundabout is constructed, it is one more step toward a concrete jungle. A perfectly good, functioning and beautiful intersection will be destroyed for no good reason.

The City can easily remedy the LOS issue as seen in Appendix A. A resolution to adopt a lower LOS for this intersection simply means it then complies. The City can easily say no to a roundabout at this time and still pursue options in the future once more information is known.

I respectfully submit this letter to you, the City Council and the Public Works department for careful consideration of its contents and implications. In closing, I offer up a picture of the Wyatt House from 1905. If you look carefully you can see the circle of stones where the nice large tree is slated to be cut down.

Sincerely,

Chris Otorowski

Christopher Otorowski

Cc: Bainbridge Island City Council Members

Mayor Darlene Kordonowy

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Bob Earl, Public Works Dept.

Roz Lassoff, City Clerk

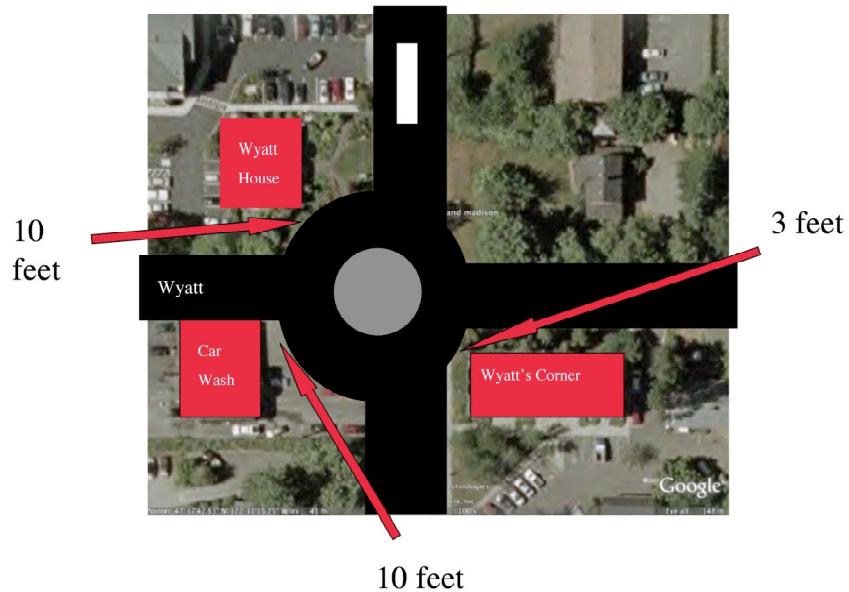
Appendix A- Reassessing Level of Service from GMP of 2004

Reassessment Strategy

The Growth Management Act requires that jurisdictions develop a reassessment strategy in the event that funding shortfalls occur that limit the City's ability to carry out the transportation improvement plan. In the event that the City cannot fund the transportation capital improvements needed to maintain the adopted roadway LOS standards (as identified in the Level of Service section), then the City shall take one or a combination of the three following actions as directed by the City Council:

1. Phase proposed land developments that are consistent with the City's land use plan until such time as adequate resources can be identified to provide adequate transportation improvements.
2. Reassess the City's transportation financing strategy to identify additional funding opportunities with federal and regional grants and funding programs, and through the development of new partnerships with WSDOT, Kitsap County, and the private sector.
3. Reassess the City's adopted roadway LOS standards to reflect service levels that can be maintained under the known financial resources.

Proximity of Existing Buildings to Sidewalk of Proposed Roundabout



Same Scale Comparison: High School Road Roundabout versus Wyatt and Madison



- HS Rd. Facts:
- Inner circle = 63 ft
- Diameter paved surface = 97 ft
- Overall Diameter with sidewalks = 129 ft
- HS Rd nearest building to paved surface = 75 ft (Library)
- Wyatt nearest building to paved surface = 7 feet

Wyatt House- 1905



The entire corner will become
asphalt and concrete

