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**Subject:** Bloedel Reserve Conditional Use Permit re. relocation of Exit from the facility.  
**Date:** Thursday, August 03, 2017 2:48:50 PM

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Please accept this email message as my written comment and objection to the Bloedel Reserve Conditional Use Permit for the relocation/redesign of the Reserve Exit onto Agate Point Road NE.

My objections to this proposed change are primarily safety-related. As a near-by neighbor of the Bloedel Reserve for the past forty years, I am concerned about the current plans to relocate the public exit from the present location at the corner of Dolphin Drive and Agate Point Road NE further north along the northern boundary of the Reserve directly onto Agate Point Road NE.

The proposed exit risks accidental injury to the many (albeit uncounted) neighborhood residents who walk, cycle and drive daily along Dolphin Drive and then turn left as the road turns goes onto Agate Point Road NE.

These risks from accidents must and can be easily mitigated (possibly avoided altogether) without spoiling the Bloedel Reserve visitors' experience, while also protecting the neighbors in the Agate Point Loop area from additional traffic problems with the thousands of off-island visitors who visit Bloedel Reserve each year.

I have three observations about the already-existing safety risks of the Dolphin/Agate Point corner and a couple of options that should reduce those risks without impacting the visitors' experience at the Reserve, or seriously increasing the cost of the project. In addition, changing the proposed exit design would improve bus services and passenger safety, as well as the traffic management responsibilities of the front gate staff.

#### **Current problems at the "Bloedel corner"**

1. Poor visibility and poor road design both southbound and northbound around the Bloedel corner create a virtually blind corner. In addition to the greenery and fences on the west side of the corner, the slight hill and a poorly sloped roadway often result in excessive speed and lane-drift by vehicles both southbound and northbound.
2. Cars exiting Bloedel at the proposed exit will be entering or crossing unexpected/unseen traffic by turning left across a lane of on-coming traffic. Vehicles turning right out of the proposed exit risk entering unexpected/unseen northbound traffic coming around the Bloedel corner with all of its current safety issues.
3. The traffic study included in the Conditional Use Permit application provides for a 1.5 second margin of safety for the proposed cross-lane traffic (buses and automobiles.) That is an unsafe and unrealistic timeline for cars and pedestrians in most situations, let alone along a seemingly quiet rural road where drivers and pedestrians are regularly surprised by the number of vehicles (automobiles, BI Ride, Access and school buses, bicycles with experienced and just-learning riders) using the road, especially during the summer season when the traffic increases substantially.

#### **Options for exiting the Bloedel Reserve utilizing the current gateway location**

1. Create a two-lane, two-way road by widening (the width of one lane) the existing roadway and gate. This option allows exiting traffic to drive directly onto westbound Dolphin Road.
2. Widen the entrance gate to serve as an entrance and exit. Direct the vehicles in the new parking lot, as well as the "old" (now, overflow parking) lot to drive around the outer lane of the new lot and along the split rail fence on a newly developed inside-the-Reserve lane and turn right directly onto Dolphin Road.

#### **Benefits to the Kitsap Transit buses and tour buses**

Both of these options offer possibilities for moving the bus-stop to a safer location for people now waiting for the bus onto Dolphin Road.

BI Ride, as well as tour buses could enter Bloedel to disembark passengers immediately inside the gate and continue on around the traffic circle to a straight-ahead exit. Another option would be to take passengers around the traffic circle and drop them off at a location parallel to the new parking lot. The buses could then continue on around an interior roadway inside the parking lot and out at the gate.

Should it not be feasible or desirable to have the buses go inside the Bloedel gate to pick-up/drop-off passengers, the bus stop could be moved to the Agate Point Road space between the gate and the proposed (but unsafe) vehicle exit.

**Improved traffic management/oversight**

Bloedel Reserve gatehouse staff and volunteers could more easily monitor and assist both arriving and departing guests from a single location at the Gatehouse. There would be no need for additional or remote staff at the exit as currently proposed.

Thank you in advance for your consideration of these comments and suggestions. Bloedel Reserve is a year-round treasure for residents and visitors seeking quiet and renewal in a northwest setting. Their arrival and departure at the Reserve should be as safe and easy as possible. The neighbors deserve the same consideration.

Yours truly,

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