

## Jane Rasely

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**From:** Rowley Steve <srowley108@gmail.com>  
**Sent:** Monday, April 24, 2017 5:35 PM  
**To:** PCD  
**Subject:** May 4 Hearing: Madrona School on N. Madison

Dear Mr. Machen:

This email letter to you regards the May 4 Hearing on the proposed Madrona School on N. Madison near Valley.

First let me express my unqualified support for the Madrona School and its expansion and relocation. As a former Superintendent of Bainbridge Island School District, I am happy to see any school, public or private, enjoy the support of its parents to provide more viable options for school age children.

My first concern for this proposal is for the physical placement of this school and the potential risks that it may likely cause on an already busy street (N. Madison) and nearby street corners (Valley and Windsong). My wife and I drive N. Madison to and from our home (located .25 north of Wilkes School) at least 5 times a day at various hours in two vehicles. So we know first hand of the already current traffic problems. I doubt that I need to tell you that N. Madison, and Valley, are busy with cars, buses, bicycles, and pedestrians, most heavily at commuter and school arrival and departure windows, involving Woodward, Sakai, and Wilkes. Back ups at 305 and N. Madison are notoriously long, but also there are often backup as Valley and Lovgren.

Coupled to this problem of current congestion are new residential developments at: 1) near N. Madison and Torvanger, 2) Torvanger and Sunrise, and 3) commercial developments at Sunrise and Valley. Each of these projects will undoubtedly increase traffic that streams both to and from Valley and N. Madison, and, N. Madison/Manitou Beach Road/305. In short, the addition of a school with many cars transporting children will create an enormous burden on traffic flow and safety in this already rapidly growing and congested area.

My second concern for this proposal has to do with the erosion of the rural character of our micro-region of N. Madison/Wilkes School/Rolling Bay. I fear that one approved development will be justification for building another nearby—especially considering when a non-profit entity can afford to purchase land, whereas an average citizen or neighbor cannot. I need point only to the stretch of Day Road, east of 305, where Island School, Far Bank Enterprises, Grace Episcopal, Laughing Crow and Suyematsu farms, and Day Road Animal Hospital have a similar look and feel of the light industry and scattered businesses on the west side of 305 — adding similar traffic congestion at commuter hours and, with the exception of the farms, eroding the unique rural nature of that part of the island.

I endorse previously-made suggestions for a traffic study before making any further considerations and approvals. In doing so, I strongly suggest incorporating future developments into the traffic flow calculus. Also, I would ask you to consider that there may well be other areas of the island that offer a suitable setting for a school such as Madrona, which does not impact its intended neighborhood to the degree that it significantly and permanently alters its overall character.

Thank your for your serious consideration.

Stephen Rowley, Ph.D.

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