I consider the view access for the average citizen to be very important. I hope that no matter what direction the county ultimately selects to go, that bike riders, horses, and volksmarchers or whatever will still have public access from the Culver/Banner intersection down to the beach at Al's.

I had read somewhere that if the road was closed it would be only accessible for those who lived there (coming up from Al's).

For more than a century, the citizens of Olalla and South Kitsap have enjoyed those magnificent views and their access should not be denied in any future plans.

Will the county be able to provide a ranking so we can see what are the most cost-effective alternatives?

Has anyone done an estimate of what each option would cost? When/where is that data available? Cost, while not the only factor, should be an influential factor in deciding which option is best in long run.

Here are some comments I would like to provide in regards to the Banner Road Alternatives that have just been posted online.

I am writing this email (about) *** Banner Road that has suddenly become the source of much alarm. The first thing I notice is that it is completely vacant which is the case all throughout the night and a good portion of the day. I live on this road and I know there is no way you can justify the destruction you have suggested for some of the homes in this small community. If you are that worried about safety you can make this a one way loop tomorrow. It is low impact, it would cost very little and people would still have access. Any use of eminent domain is unnecessary and a complete abuse of power.

I want to put a face on some of the alternatives and make sure that certain details are not glossed over in the upcoming presentation.

Alt 1 - This will involve road widening on Banner. It will take out my front yard and my neighbor's (***). Front yard. We have our drain fields in the front yard and the(y) *** probably don't have enough property to relocate theirs. You will still have a narrow road area above (the) *** beach house unless you completely cut away the slope on *** parcel.

Alt 2 - This will wipe out my back yard, run into my side yard and go right over my well. It's not clear if my house will remain. It also takes out *** front yard which contains a drain field. Again, you will still have a narrow road area above *** beach house unless you completely cut away the slope on *** parcel.
Alt 4 - This completely destroys the parcel *** bought many years ago. He is in the process of designing a small home for retirement. For the same amount of money he could have bought several wooded acres away from the water. It also cuts a cliff by *** house which already has a cliff on 2 sides. Unless *** and *** are for it you should leave them alone.

Alt 8 - This appears to cut right into the front yard of *** beautiful vintage home. Price's used to own this home which is where the name Price Road came from.

Alt 9 - This looks like it will really be destructive to the homes on that section of Banner Road. Unless the homeowners are for it you should leave them alone.

None of these alternatives should be included in the final three. You don't have money for this project yet. This is a tough economy and Kitsap County should not be bankrupting home owners by speculating with their property.

These alternatives are not minor adjustments and could mean financial ruin to some of us. You are HARMING people.

I would like to propose 2 other alternatives:

1) This would be a one way loop as described in Alt 3 except Culver would also be one way (is there a need for a 2 way Culver?) Banner Road would use the EXISTING FOOTPRINT so as not to harm the 2 historic homes on this stretch. Keep speeds slow and consider it a local access road. This would be in combination with Alt 10 which can eventually be the wide major arterial and truck route. It totally bypasses all the curves on Banner Road. The property is undeveloped land and most of it is impersonal ownership - ***.

Kitsap Public Works already owns part of it. The remainder is on the edge of a 40 acre parcel that is currently FOR SALE (as in willing seller). The road might actually be beneficial to the seller by providing access to another building site on the east side of the ravine. Work with them. Give them a fair deal! This alternative also looks like it would give the public access to the historic pioneer cemetery. That could be a really cool feature.

2) This would be a combination of Alt 10 as the major arterial and keep Banner, Culver and Price exactly as they are now to serve as local access (SAME FOOTPRINT FOR BANNER) but put some work into them - resurface, hire a guard rail genius etc.

I also want to add that that my home has been in the family since 1952 when my parents first moved here. My husband and I purchased the house in 2007 and my Mom still lives here. *** I haven't told her about this
project but I can tell you that almost every day she says "I love this place". Almost everyone in Olalla knows the *** house on the hill. People driving by often say nice things about the place. One thing they don't say is "I feel so unsafe, your home and yard should be destroyed." I enjoy the sociability, access, and safety of being by the road, provided it's not going through my yard.

How serious are you considering plan 9? I was a bit surprised to see that this plan cuts my property in half, separating my house from our garage and goes over both my septic and well. Does the county plan on buying us out?

What is the estimate for how many feet you will need for the road (lower Banner in front of my house) in Alt 1 - (2 way) and Alt 3 - (one way)?

Please add Alt 3 to the Alternatives that should be removed if it does not fit within the existing footprint for the same reasons I outlined before.

This will involve road widening on Banner. It will take out my front yard and my neighbor's (*** ) front yard. We have our drain fields in the front yard and the *** probably don't have enough property to relocate theirs. You will still have a narrow road area above *** beach house unless you completely cut away the slope on *** parcel.

I don't know all the ins and outs of road standards but I would think that you could be allowed to repair the road (rather than reconstruct) in it's existing footprint and make it one way. It would be much safer than it is now. How you can you go from allowing 2 way to not even allowing one way? And I think you guys are the ones that make the rules. I view it as a compromise between closing the road down and going down Culver. If Alt 10 (or some other option) is added in the future as a major arterial than this road should be less traveled and can be local access just like Prospect Point Drive. If you are going to dump a lot of money into a new road it shouldn't be on a cliff.

It's has become apparent that Alt3 would ruin 2 homes on Banner if not three (minimum 20 feet paved plus setback from bank). Can the design team present some options that combine keeping Banner one-way in it's existing footprint (as a repair to a road that existed before 2003) with another route that would take on more traffic? I think you might gain some consensus if you preserve homes that are part of the character of this historic community and also give the public access.
I believe we met at the neighborhood meeting in the Spring. We have the *** parcel on Price Rd, between Olalla Valley Rd and Culver Rd, so we are impacted by several of these options. We already contribute to traffic flow in the area due to Price Rd and Olalla Valley Rd being on our property. Our vintage 1914 era home would be severely impacted by some of these options, specifically options 8, 7, 3 and 6, in order of impact.

Option 8 would go right thru our front yard and our septic drain field!

Options 8, 7 and 3 are totally unacceptable. Price Rd was originally a private road and it should return to that status. Too many over size vehicles continue to abuse the little one lane road as evidenced by movement of the bank above the road. It can't take additional Banner Rd traffic and the children in the neighborhood would be endangered by the 100X increase in traffic.

Our preference is option 1: restore Banner road by shoring up the bank with a retaining wall. Option 5 seems reasonable: close Banner and Price and make them driveways for local residents. Access for residents further up Banner could be provided by option 11, with access from Orchard.

Thanks for your consideration. We welcome you to come and walk our property so you can see our concerns first hand.

In Alt 5 what does turn around/ cul-de-sac mean in road standard language? What kind of area are we talking about? Will this be put in for any Alternative that closes the road?

Also in Alt 5 when they say "reconstruct Olalla Valley Rd SE and SE Banner intersection to be a private driveway" what do they mean?

And finally do you think the design geniuses will be able to present any ideas for Banner in existing footprint at the meeting?