

Chapter 12 – Transportation



Introduction

This chapter describes the planning, maintenance and usage of transportation facilities in and around the Greater Hansville Area (GHA), including roads, public transit, commuter services and bicycle access and safety. It summarizes data on traffic volume and accidents, ferry schedules and costs, and commute times and bus usage in the GHA.

KEY FACTS

~ Traffic volume on Hansville Road has increased significantly in recent years.

The Homestead housing development near the fire station is expected to add about 800 car trips per day when completed.

GHA residents rely heavily on the ferry system, but are concerned about rising costs.

A new, privately owned foot ferry provides rapid access to downtown Seattle, but may be threatened by low ridership.

Bus service in the GHA has been off and on over the years and faces an unsure future due to low ridership and high costs.

Transit services and facilities appear to be underutilized by GHA residents.

Several significant road improvements are scheduled for the GHA in the next 6 years.

Auto accidents are most common on Hansville Road south of the GHA study area, and nearly half of them occur after dark.

Speeding is a problem on Hansville Road and specific areas throughout the GHA.

Bicycle and pedestrian access and safety is lacking in the GHA, but improvements are under way and planned.

KEY TRENDS

~ As traffic volume and related problems increase, traffic control and enforcement will become more important.

- As the GHA grows, county planners will need to carefully monitor and plan road maintenance and improvements to ensure that the road system meets requirements of the Kitsap County Comprehensive Plan.
- GHA residents will need to become more proactive and involved in transportation issues if the area is to get what it needs in the future.
- Traffic will continue to increase significantly into the future with the buildout of existing lots and creation of new subdivisions.

FOOD FOR THOUGHT

What needs to be done about speeding and other careless driving habits as the area grows and traffic volume increases?

What can GHA residents do to reduce the impact of increased traffic congestion?

What is the impact of increased ferry fares on commuters and other GHA residents?

What is the impact of increased ferry fares on commerce on both sides of the Puget Sound?

Is the GHA properly served by public transit?

If the GHA is properly served by public transit, why is it underutilized?

Where Have We Been?

Although roads have been paved to the very end of the North Kitsap Peninsula, the GHA remains an isolated getaway for those who live here and visit. Not too long ago, the extreme North Kitsap Peninsula was accessible only by boat. Fishermen and loggers plied the waters of Admiralty Strait and Hood Canal to scratch out a living. Roads didn't appear until the early 20th century. But they were hardly roads by today's standards.

Eventually men and machines punched their way through the forests, swamps and ratty wagon trails to blaze a trail that eventually became Hansville Road. That was when salmon fishing was king (no pun intended) and a few adventuresome souls began to build summer cabins – even fishing resorts – along the shorelines of what is now the Greater Hansville Area.

The hub-bub of Seattle was left behind – but not for long. Others would soon discover this unique place. More cabins were built. More

roads were paved. Mosquito fleets evolved into ferries. Cabins became “summer homes.” Summer homes became permanent homes. Even more roads were built – and they came. Meanwhile, the population in the East Sound exploded, spilling over to the West Sound. Kitsap County's country roads became a network of highways that struggled to handle the growth of recreation, commerce, population and, yes, Silverdale. Between 1990 and 2000 the Hansville Area's population increased by 48% - twice the rate of Kitsap County.

But somehow, Hansville still feels isolated even as we hang onto the connective thread of a Hansville Road that is showing signs of strain, a single bus route that may yet disappear, a ferry system that is growing more costly, and a future that will require significant doses of citizen involvement to make sure that we can continue to safely make our way home to a place we love.

Where We Are Now

Traffic volume continues to increase in the GHA today as people flee high home prices in the Seattle area and take advantage of low interest rates to build homes faster than ever.

As the second most densely populated county in Washington, Kitsap County drivers are experiencing increased congestion, suggesting that some county and state roads are already

inadequate to handle growth. Combined with pass-through traffic from the ferries, long traffic backups are common at many busy intersections, such as SR 305 at Bond Road, SR 104 at Hansville Road, and many areas in the Silverdale area.

Growth and transportation have always had a strained relationship – and today the GHA is starting to see some of the early signs of disharmony. Hansville Road is getting busier every year – a whopping 18% increase in traffic volume from 2000 to 2004 alone. The new Homestead subdivision is expected to add about 800 more trips per day. The traffic count near Albertsons (more than 8,400 a

day) is now half the daily volume that crosses the Hood Canal bridge.

While Hansville Road still has additional capacity to accommodate growth, the irritation factor is growing with the traffic volume. Speeding is more common on Hood Canal Drive and Twin Spits Road; 40-mph speed zones on Hansville Road are often ignored; auto accidents are inevitable – 39 of them in the GHA and on Hansville Road in just 3 ½ years. Meanwhile, ferry ridership is down and the cost is going up; the lone bus route through GHA is on the brink of shutting down – again; and bicycle and pedestrian access and safety needs a lot of work.

Trends

Although the Kitsap County Comprehensive Plan restricts future housing lot sizes to one home per 5 or 20 acres, depending on zoning, traffic is likely to continue to increase throughout the GHA with development of Homestead and other buildable lots. Development of public waterfront in Hansville also will attract some new traffic.

Ferry fares have increased about 50% since 1999, when voters approved Initiative 695, which removed motor-vehicle excise taxes as a source of transportation funding. Fares covered 78 percent in 2004, and will continue to increase until all costs are covered by users by 2014.

The county is working to improve roads throughout the county, including the GHA. Several key projects are plugged into the 6-year transportation plan that will make a difference. The county has a progressive plan

in place to spend millions of dollars on bike lanes and connecting trails in the coming years; private investors are trying to keep foot-ferry service viable between Kingston and downtown Seattle; and Kitsap Transit was finalizing a long-term plan in summer of 2005.

These are good signs, but it will be up to the citizens of the GHA to focus on the key issues that will keep growth and transportation balanced in the years ahead. They must band together to make their ideas heard and included in the transportation planning process. They must educate themselves about buses and ride-sharing and foot ferries and park-and-rides and bike trails and Dial-a-Ride programs. GHA residents have never hesitated to speak their minds and get involved. And they will again.

Background

Traffic Volume

A total of 2,816,705 trips were counted on Hansville Road in 2004 just north of SR 104 (near Albertsons), almost 200,000 more than in 2000. That's an average of 8,433 a day, or 18% more than 2000, as shown in Table 1. Average daily traffic volume remains fairly consistent most of the year, increasing slightly from June through October when the construction season is in high gear, more people drive to their summer homes, and visitors travel to Point No Point Park and other areas for recreation and salmon fishing. The busiest month in 2004 was in July with more than 293,000 trips. There is a significant drop in traffic count in January and February. There appears to be no consistent spike in traffic volume on weekends.

For comparison, here are average annual daily traffic counts for some other roads in the area in 2004:

SR 3 in Silverdale area	43,544
Hood Canal Bridge	17,007
SR 307 south of Gunderson Rd.	15,426
<u>Hansville Road north of SR 104</u>	<u>8,433</u>
Miller Bay Rd south of W. Kingston Rd.	6,889
Kingston Ferry	6,065
W. Kingston Rd. south of Barber Cut-off Rd.	5,862
SR 104 north of Port Gamble Rd.	5,859
Downtown Winslow	5,781

Average Annual Daily Traffic		Total Annual Traffic (in millions)	
2000	2004	2000	2004
7,156	8,433	2.619	2.817
Percent Increase = 18%			
*Count taken at permanent station 0.66 mile north of SR 104.			

Data from a traffic count in December 2002 (from a portable traffic-counting hose) show that about half of the traffic volume counted at the permanent Hansville Road station .66 mile north of SR 104 turns off before it reaches Twin Spits Road at the Hansville Market. Of the 3,824 vehicles that continued on, 2,166 were counted on Hood Canal Drive and the remaining 1,658 were counted on Twin Spits Road (see Table 2). The December 2002 data for these roads was the only other traffic count data available from the county for roads within the GHA.

Hood Canal Drive ¹	Total – 2,166
South End	1,359
North End	807
Twin Spits Road ¹	1,658
Hansville Road ²	7,571

¹Count taken with portable traffic-counting hose in December 2002.
²Count taken at permanent count station 0.66 mile north of SR 104 in 2002.
Source: Letter from Jim Powell, Kitsap County Public Works engineer tech, April 18, 2005

The county does not track data on the nature of trips, destinations or types of vehicles for Hansville Road. However, most traffic consists of passenger vehicles and pickup trucks for normal day-to-day activities such as shopping and commuting, commercial vehicles making deliveries, or workers commuting to and from home remodeling, construction and repair projects. A number of drivers use trucks and trailers to haul trash to the Kitsap County Transfer Site, located just off Hansville Road about 5 miles from Hansville, while others visit parks and trails in the area. Large dump trucks and heavy equipment also use the roads at times during construction projects.

The 89-home Homestead housing development off Twin Spits Road near the fire station is expected to add about 800 trips per day – about a 21% increase in the average daily traffic count through downtown Hansville (based on the count for both Twin Spits Road and Hood Canal Drive in December 2002) and a 9.5% increase over the 2004 count on Hansville Road near Albertsons. A significant amount of heavy equipment is expected to use Hansville Road and Twin Spits Road during construction of Homestead, which is expected to be completed in three phases starting in fall of 2005.

Traffic is likely to continue to increase throughout the GHA with development of Homestead and other buildable lots, and when public park facilities are completed on the waterfront in downtown Hansville, which will attract some new traffic.

Additional traffic, and all that it entails, will be a significant challenge to GHA residents and the county. It will require monitoring and cooperation between GHA citizens and the county, and perhaps more traffic enforcement efforts.

Ferry Commuter Trips and Times

GHA residents have access to four Washington State ferry terminals in Kitsap County, including the Kingston terminal, which is about 10 miles from downtown Hansville, and the Bainbridge Island terminal, which is about 20 miles south. North Kitsap County is also served by the Aqua Express pedestrian-only ferry at Kingston. Ferry terminals further south – at Bremerton and Southworth – also are used by Hansville residents, but not as frequently.

The Washington State Ferry system is an integral part of the state highway system and

How Traffic Counts Are Done

Kitsap County Public Works uses 39 permanent traffic count stations and 60 portable hose counters to monitor traffic counts on the county's 928 miles of roads. The closest permanent station to GHA is on Hansville Road, .66 mile North of SR 104. Every vehicle that passes over a permanent count station's electromagnetic loops is tallied and added to the day's total count.

The permanent count stations operate 24 hours a day, seven days a week, and the daily counts are downloaded into the county's database every other week. This record is summarized into quarterly and annual reports.

Planners use traffic count records to study the impacts of growth and development and help make long-range decisions on development proposals and road capacity. The Growth Management Act requires the county to predict where traffic volumes will increase as a result of population and employment growth to ensure that the county roadway system keeps pace with traffic growth.

critical to the GHA and Kitsap County. Isolated at the northern tip of the Kitsap Peninsula, Hansville residents rely on the ferries to stay connected to jobs, medical care, shopping, entertainment, SeaTac Airport, travel destinations and families and friends up and down the East Sound.

There is no data on how many GHA residents use the ferry system or which ferry terminals they use most often. However, it is likely that most residents use the Kingston and Bainbridge ferries, which are the closest and provide relatively quick access to downtown Seattle (via the Bainbridge ferry) and points north (via the Kingston ferry to Edmonds).

Ferries

effectively subsidizing the rest of the system.

Schedules

Ferries sail between Kingston and Edmonds and Bainbridge Island and Seattle about every 40 to 50 minutes from about 5 a.m. to midnight daily, with a few exceptions and minor variations on weekends. Ferries operate every day of the year, and are generally very reliable.

Fares Are Rising

Ferry fares have increased about 50% since 1999, when voters approved Initiative 695, which removed motor-vehicle excise taxes as a source of transportation funding. In response, the legislature cut transportation funding, but cut the ferry system more than others. Fares rose 6 percent overall in 2005 and increased from \$10 to \$10.60 for one-way, car-and-driver off-peak fares between Seattle and Bainbridge Island, Bremerton and Kingston (\$13.30 during peak season May 1-Oct. 8).

Round-trip walk-on passenger charges on those routes increased from \$5.70 to \$6.10. The state plans to continue raising fares through 2009 to recover more costs from users. Officials hope the latest increases will recover 80 percent of costs by 2007 and, with future fare increases, all of it by 2014; it covered 78 percent in 2004. This level of earned income far exceeds that of any mass transit system in the state (or nation). It is unclear how much of this policy is driven by the legislature and how much by the ferry system. The Kingston ferry route already pays

a much higher percentage of its costs,

The fare increases not only affect GHA residents, but their visitors as well. For example, a family of four pays almost \$40 round-trip in non-peak periods and over \$45 at peak times to visit family or friends in the GHA.

Fares are based on the route's geographical location, sailing time and the length, age or disability of the passenger, and width and height of vehicles. Disabled passengers and drivers and passengers 65 or older qualify for half fare. Frequent user books and monthly passes are available at discounts. Coupon-book tickets can be used for 90 days.

New electronic "convenience cards" will be mandatory starting in fall of 2005 that can be shared with family members and friends; but only by one person at a time. The practice of giving ferry tickets to guest to encourage them to visit will no longer be possible. However, in 2007, the system will convert to "smart cards" that can be renewed but can only be used by one person at a time.

Ridership Is Declining

Systemwide, ridership on Washington State ferries dropped 1.4% (290,000) in 2004 (see Table 3), continuing a five-year trend. This was the smallest decrease in four years, following losses of 3.1% in 2003, 4% in 2002 and 2.4% in 2001. The decrease in ridership can be attributed to the continued increases in fares, rising gas prices and reduced service on some routes.

**Table 3
Ferry Ridership Comparison by Route – 2003 and 2004**

Ferry Route	Ferry Ridership			
	2003	2004	2004-2003 Change	Percent Change
Mukilteo-Clinton	3,985,515	4,046,441	60,926	1.5%
Fauntleroy-Vashon-Southworth (combined)	3,356,537	3,402,632	46,095	1.4%
Fauntleroy-Vashon-Southworth (Auto)	3,140,558	3,209,682	69,124	2.2%
Vashon-Seattle (Passenger Only)	215,979	192,950	-23,029	-10.7%
Edmonds-Kingston	4,424,327	4,411,887	-12,440	-0.3%
Pt. Defiance-Tahlequah	719,594	705,994	-13,600	-1.9%
Bainbridge Island-Seattle	6,513,475	6,419,217	-94,258	-1.4%
Bremerton-Seattle (combined)*	2,649,767	2,370,148	-279,619	-11.8%
Bremerton-Seattle (Auto)	2,206,011	2,370,148	164,137	7.4%
Bremerton-Seattle (Passenger Only)*	443,756	0	-443,756	-100.0%
Puget Sound Ferries	21,649,215	21,356,319	-292,896	-1.4%

*Data does not include Kitsap Ferry Company passenger-only service which began in 8/04 between Bremerton and Seattle.

Many citizens in the area are critical of the ferry system, especially the rising cost of fares. State ferry officials were holding public meetings during the summer of 2005 to craft a long-range plan for 2011 through 2030. The plan is part of a statewide transportation plan and will be finalized by the end of 2005.

Passenger-Only Ferry

Privately operated passenger-only ferry service from Kingston to downtown Seattle started in January 2005, just two months after Kitsap County voters rejected Kitsap Transit's proposal to fund public-private foot-ferry partnerships. Aqua Express, operated by four Seattle companies, established weekday-only service between Seattle and Kingston geared toward commuters. The service started with five departures from Kingston (from 5:30 a.m. to 5:30 p.m.) and five from Seattle (from 6:20 a.m. to 6:20 p.m.). By June the company reduced the number of runs to three from Kingston (5:15 a.m. to 4:35 p.m.) and three from Seattle (6:05 a.m. to 5:30 p.m.), blaming low ridership.

Aqua Express Foot-Ferry Facts (Kingston to downtown Seattle)

Sailings: Weekdays, Monday through Friday
Capacity: 250 passengers
Travel Time: 40 minutes

Schedule (as of June 2005)

Depart Kingston	Depart Seattle
5:15 a.m.	6:05 a.m.
7:00 a.m.	3:45 p.m.
4:35 p.m.	5:30 p.m.

Fares

One way: \$5.25
 Youths & seniors: \$5.25
 Age 1 and under: Free
 Bicycle tariff: \$3.00 (one way)

Ticket Books and Passes

20 one-way ticket book:
 \$99.75 (savings of \$5.25, or 5%)
 Monthly pass:
 \$203.20 (= 38 crossings at \$5.25)
 Monthly pass with bike:
 \$319.30 (= 38 crossings at \$8.25)

Aqua Express inaugurated service with free fares for the first several weeks, followed by

another brief promotion offering round-trip fare for the cost of a one-way ticket (\$5.25). The promotions were announced and advertised in local newspapers, which have limited coverage. There was no mailed advertising and many GHA residents appeared to be unaware of the convenient connection to the foot ferry and the George’s Corner park-and-ride via the No. 66 bus through Hansville and Driftwood Key.

Kitsap Transit adjusted several bus schedules to accommodate the foot ferry, including the No. 66 bus. That schedule also was cut back when Aqua Express reduced its sailings in June 2005 (see details below in transit section.)

Transit Services

Kitsap Transit operates many services

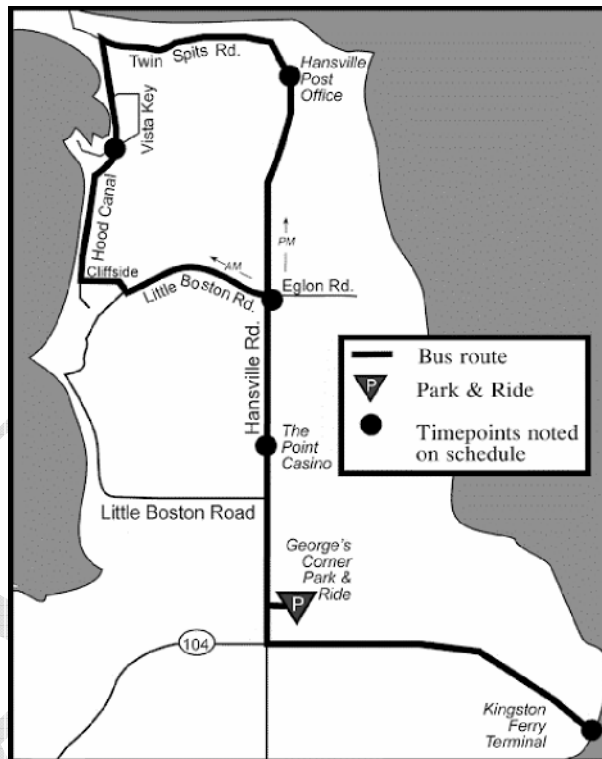
Map 1

Kitsap Transit’s No. 66 bus route – the “Hansville Commuter”

throughout the county. The public agency is owned by the citizens of Kitsap County and is funded as follows:

- ~ Local sales tax 91%
- ~ Fares 7%
- ~ Miscellaneous 2%

As of June 2005, the GHA was served by one bus route (No. 66 “Hansville Commuter”) and door-to-door transportation service for the elderly and disabled (ACCESS). The No. 66 makes several scheduled stops in Hansville,



Driftwood Key and along Hansville Road. The route begins and ends at the George’s Corner park-and-ride where it connects with other buses to and from Kingston and Winslow, including service to the Kingston and Bainbridge Island ferry terminals. The No. 66 also stops anywhere along the route to pick up or drop off passengers.

Map 1 shows the route of Bus No. 66. Table 4 shows the schedule, which is limited to mornings and evenings, Monday through Friday. Table 5 lists fares for regular bus routes and ACCESS service for elderly and disabled.

Table 4 Bus No. 66 Schedule (Hansville Commuter) (as of June 2005)						
Weekday MORNINGS, Hansville to George's Corner and Bus No. 91						
George's Corner Park & Ride	The Point Casino	Hood Canal Drive/Vista Key	Hansville Post Office	The Point Casino	George's Corner Park & Ride	#91 Departs Park & Ride
5:26	5:31	5:40	5:47	5:54	6:00*	6:00
6:36	6:41	6:50	6:57	7:04	7:10*	7:10
Weekday AFTERNOONS, Kingston Ferry to Hansville						
Kingston Ferry Terminal	George's Corner Park & Ride	The Point Casino	Hansville Post Office	Hood Canal Drive/Vista Key	The Point Casino	Kingston Ferry Terminal
4:30**	4:35	4:41	4:47	4:53	5:02	5:10
6:20	6:25	6:31	6:37	6:43	6:52	--
*This bus serves Kingston upon request.						
**This bus departs as the No. 62 Bond Road. Transfer to No. 66 at George's Corner Park-and-Ride is required to complete this trip.						

Table 5 Bus and ACCESS Fares			
Routed Bus Service		ACCESS Bus Service	
CASH FARES			
Full-Fare	\$1.00	Full-Fare	\$1.00
Reduced (Kitsap Transit or Regional Reduced Fare I.D. card required)	\$0.50	Reduced fare is unavailable on ACCESS as a cash fare. To receive reduced fare, you must use the monthly bus pass.	
MONTHLY PASSES			
Full-Fare	\$25.00		
Reduced (must have Reduced Fare I.D. card)	\$10.00		
Bus-Ferry/Auto-Walk-On	\$98.00		
Puget Pass/Auto-Walk-On (includes \$1.50 Metro)	\$152.00		
Transfers	Two-hour pass, valid anywhere		

Transit History

Kitsap Transit provided steady service to the GHA from 1991 to 1999. Table 6 shows relatively consistent ridership from 1991 through 1995 (5.4 to 6.6 passengers per hour), followed by a small surge in ridership from 1996 through 1999, maxing out at 8.8 in 1999. Just when ridership was at its highest level, service was eliminated in January 2000

after passage of I-695. Service was then reinstated in December 2002 after passage of a sales tax increase to compensate for lost motor vehicle revenues.

Effects of Initiative 695

In 1999, 5.6 million people a year were riding buses in Kitsap County. After voters passed Initiative 695, funding from the state was reduced by 40%. Kitsap Transit was forced to raise fares and reduce services. As a result, ridership dropped to only 3.8 million in 2000. However, the 2004 ridership projections are about at the same level as the pre-Initiative 695 level.

In December 2004, the No. 66 bus was making three trips in the morning and three in the afternoon between Hansville and Kingston. Extra runs were added in January 2005 to connect with the new Aqua Express foot ferry, for a total of five trips each for the morning and afternoon commute times.

June 1991	Service Starts
Average Passengers Per Hour	
1991	5.7
1992	5.5
1993	5.4
1994	5.9
1995	6.6
1996	8.5
1997	8.5
1998	8.0
1999	8.8
January 2000	Service Eliminated
December 2002	Service Resumes
Average Passengers Per Hour	
2003	7.5
2004	7.4
2005	4.8 (through May 2005)

Route Cut Back in June 2005

However, in June 2005 the route was cut back to two morning and two evening trips due to high costs and low ridership (averaging 4.5 passengers an hour for all 10 daily trips). Bus ridership countywide was down 6% for the first four months of 2005 (through April) compared to January-April 2004.

Table 7 shows the cost of the Hansville bus route compared to the average Kitsap Transit route for the first quarter of 2005. The route cost a total of \$52,064 during that quarter, based on the Kitsap Transit’s average cost per revenue mile. Using those figures, the agency calculates a total per-passenger cost of \$23.69, compared to a systemwide average of \$4.07.

Bus 66 Revenue Miles*	8,135
Total Cost	\$52,064
Average Cost Per Revenue Mile	\$6.40
Bus 66 Ridership	2,197
Cost Per Passenger	\$23.69
Average Cost Per Passenger	\$4.07
<i>*A revenue mile is one paid passenger transported 1 mile.</i>	

The Hansville route was cut back at the same time Aqua Express reduced its sailings due to low ridership after just five months of operation. The mid-day bus routes (8:45 a.m.- 3:30 p.m.) for Route 91 between Kingston and the Bainbridge Island ferry also were eliminated because each 45-minute trip averaged about 2 passengers. Transit users should always check with Kitsap Transit for the latest schedules (kitsaptransit.org or 1-800-501-7433).

Shortly after cutting back the Hansville run, Kitsap Transit held a community meeting on June 20, 2005 at the Hansville Community Center to discuss options for restructuring the service. About 10 citizens attended the meeting, urging Kitsap Transit to extend the planning effort into fall of 2005 to coincide with operational changes (i.e., smart cards) planned by Washington State Ferries. In a report to the Kitsap Transit board (June 21, 2005), Service Development Director John Clauson noted two suggestions made at the meeting:

Focusing morning bus service on commuting to Bainbridge Island, where there is free access to Seattle ferries; then having the afternoon commute focused on connections with Aqua Express
Eliminating Route No. 66 and adding one or two more express trips from the George’s Corner park-and-ride to Bainbridge Island

	1990		2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
Workers 16 years or over	562	100	670	100	108	19.2
Mode to work						
Drove alone	434	77.2	455	67.9	21	4.8
Carpool	55	9.8	99	14.8	44	80.0
Public transit	31	5.5	56	8.4	25	80.6
Walked or worked at home	42	7.5	52	7.8	10	23.8
Other	0	0	8	1.2	8	(X)
Mean travel time (minutes)	(X)	(X)	53.6	(X)	(X)	(X)

Source: Census Labor Force Status and Employment Characteristics: 1990, STF 3; Census Profile of Selected Economic Characteristics: 2000, SF 3 (for 98340 zip code).

Commute Modes and Times

Table 8 shows commute modes and times for the 98340 zip code. The mean commute time in 2000 was 53.6 minutes, more than twice as long as Kitsap County workers as a whole (24 minutes). Commute times were not included in the 1990 census for the GHA. It can be assumed that workers who do not work at home or at the limited number of businesses in the GHA spend additional time on the road each day driving the length of Hansville Road to area business centers and connections to ferries and other transit services.

Table 8 shows the following commuting trends for workers in the 98340 Zip code between 1990 and 2000:

- The percentage driving alone dropped 9.3% (to 67.9%), but the total number increased by 4.8% (434 in 1990 and 455 in 2000).
- The percentage who carpooled increased 5% (to 14.8%), but the total number jumped 80% (55 in 1990 and 99 in 2000).
- The percentage who used public transit increased 2.9% (to 8.4%), but the total number jumped 80.6% (31 in 1990 and 56 in 2000).

The percentage who walked or worked at home remained about the same (7.8%),

but the total number increased 23.8% (42 in 1990 and 52 in 2000).

The number of workers in the GHA increased by 19.2% between 1990 and 2000, about twice the increase countywide. GHA workers show a positive trend toward increased use of public transit and carpooling compared to workers countywide, but the sample of workers is so small in the 98340 Zip code that a relatively small increase (e.g., in the number of public transit users) can exaggerate the difference. While there was a severe percentage drop in use of public transit countywide in 2000 (see Table 9), GHA workers had similar commuting patterns as workers countywide, except that GHA workers used public transit at a slightly higher rate.

Table 9 shows commute modes and times for Kitsap County workers. The mean commute time for all workers in Kitsap County was 24 minutes in 2000, up slightly from 22.3 minutes in 1990. It was generally shorter for those who drove alone or carpooled (22 to 34 minutes) and highest for those who used mass transit (40 to 73 minutes).

**Table 9
Kitsap County Commute Modes and Times**

Selected Characteristics (Universe: All Workers)	1990		2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
Workers 16 years or over	83,826	100	92,525	100	8,699	10.4
Mode to work						
Drove alone	54,414	64.9	65,840	71.2	11,426	21.0
2-person carpool	10,499	12.5	10,780	11.7	281	2.7
3-or-more-person carpool	3,474	4.1	3,095	3.3	-379	-10.9
Bus or trolley bus	2,728	3.3	1,695	1.8	-1,033	-37.9
All other transit	1,128	1.3	595	0.6	-533	-47.3
Bicycle or walked	4,512	5.4	4,235	4.6	-277	-6.1
Taxicab, motorcycle, or other mode	1,211	1.4	1,320	1.4	109	9.0
Worked at home	5,860	7.0	4,965	5.4	-895	-15.3
Travel time to work (Universe = Workers who did not work at home)						
Less than 5	2,426	3.1	3,035	3.5	609	25.1
5 to 9	8,729	11.2	10,030	11.5	1,301	14.9
10 to 14	12,702	16.3	14,735	16.8	2,033	16.0
15 to 19	14,236	18.3	15,880	18.1	1,644	11.5
20 to 29	17,596	22.6	19,200	21.9	1,604	9.1
30 to 44	13,677	17.5	14,290	16.3	613	4.5
45- 59	4,359	5.6	4,040	4.6	-319	-7.3
60 or more	4,241	5.4	6,355	7.3	2,114	49.8
Mean travel time (minutes)	22.3	(X)	24.0	(X)	1.7	(X)
Median travel time (minutes)	20.4	(X)	20.0	(X)	-0.4	(X)
<i>Note: The mean travel time for Kitsap commuters was 24 minutes. It was generally shorter for those who drove alone or carpooled (22 to 34 minutes, and highest for those who used mass transit (40 to 73 minutes).</i>						
<i>Source: Census Transportation Planning Package (2000)</i>						

Table 9 shows some bad news for transit supporters on a countywide basis:

The number of commuters who drive alone increased significantly (21%), the total number of carpools dropped slightly.

The number who bicycled or walked to work dropped 6.1%

The number who used buses dropped almost 38%.

However, compared to other subareas in King, Pierce and Snohomish counties, Kitsap

County commuters drive alone least often and are far more likely to carpool (Puget Sound Trends, Puget Sound Regional Council, August 2004). Table 10 shows commuting choices to the region's five major downtown areas, which represent about 17% of all trips to work in the region. The most common method of commuting from Kitsap County to downtown Seattle was by ferry. Carpooling was common for the longer distances, especially Everett and Bellevue. The most popular route for driving alone was to Tacoma.

	Trips to Work	Drive Alone	Carpool	Bus	Ferry	Bike/Walk Motorcycle/Taxi
To Bellevue	113	47.8%	30.1%	0.0%	7.1%	7.1%
To Bremerton	17,763	66.3%	20.8%	4.0%	0.9%	6.4%
To Everett	343	52.2%	41.1%	0.0%	5.2%	1.2%
To Seattle	6,147	20.3%	5.8%	3.3%	67.1%	3.0%
To Tacoma	570	86.1%	14.2%	0.0%	0.0%	0.0%

According to the Federal Highway Administration, carpooling is the most common and flexible way for travelers to share a ride and often appeals most to people traveling at least 10 miles or whose trip takes more than 20-30 minutes.

Kitsap Transit encourages and assists commuters who wish to participate in carpools, vanpools and other forms of ride-sharing. Commuters can meet carpools at park-and-ride lots, where spaces are reserved for registered rideshare vehicles (carpools and vanpools).

Starting in summer of 2005, people who carpool, walk or bus to work in downtown Bremerton had a fleet of eight hybrid Honda Civics called “station cars” at their disposal for unexpected midday trips for a nominal charge (funded by federal and state funds).

Kingston Parking Facilities

The Port of Kingston has 100 pay spaces typically used by ferry commuters, and 67 free, two-hour-only spaces available to the public. About 60 percent of the commuter spaces are used. Usage of the two-hour spaces varies from season to season. The port added a designated “kiss and ride” lot in 2005 for dropping off ferry passengers. The lot, on the south side of Washington Avenue across from the Kingston Cove Yacht Club, has 14 parking spots designated for 15-minute loading and unloading.

Park and Ride Lots

Kitsap Transit serves and operates a network of commuter park-and-ride lots throughout the county to reduce traffic congestion around ferry terminals and major employment sites. Parking is free but bus fare is still required. Generally, commuter parking is allowed Monday through Friday from 5:00 a.m. to 7:00 p.m. Most of the lots have lights and shelters for passengers waiting for buses. A few have telephones and other user amenities.

The Port of Kingston and Kitsap Transit encourage commuters to take buses to the three Park-and-Ride lots in Kingston, which have 518 spaces that are not used to their fullest capacity. Bayside Community Church has 220 spaces (only 55 are used), George’s Corner has 225 spaces (90 are used), and the lot on Iowa Street, across from the Kingston Community Center, has 73 spaces (51 are used).

Other Transit Options

Other Kitsap Transit options include the following:

~ **ACCESS Service** – Provides door-to-door or curb-to-curb transportation to the elderly and disabled unable to use the regular transit system to appointments, shopping, visiting friends, or any other destination within the county. Service is available within a ¾-mile of each fixed bus route. Rides are shared and must be

reserved at least one day in advance (1-800-422-2877).

Vanpools and Carpools – Several vanpools meet in Kingston and take commuters to a variety of employment centers in the Puget Sound area. Kitsap Transit's vanpool coordinators help locate commuters who want to start or join a vanpool (RideShareOnline.com or 360-478-5858). The typical vanpooler saves more than \$3,000 a year over the cost of commuting alone.

Dial-A-Ride – This “reservation” bus service, which complements existing routed bus service available in some areas of North Kitsap, is available to any Hansville-area riders Monday through Friday on a call-in reservation basis. Buses pick up riders and take them to the nearest transfer point to connect with other Kitsap Transit buses. Trips are scheduled to meet specific time needs of riders planning a trip for a scheduled appointment or to connect to another Kitsap Transit bus. Cost is \$1 each way. Discounted monthly passes are available.

Smart Commuter Discount Program – People who regularly walk, bicycle, carpool, vanpool or take a bus to work qualify for a free Smart Commuter Discount Card good for discounts off a variety of merchandise and services (register online or call 1 800-501-7433).

Bus Travel Training Program – Kitsap Transit staff provide free, self-paced training for anyone wishing to learn how to use the bus system (360-479-6961).

Bike Accommodations – Some secure bike lockers are available for reservation at the Kingston, Bainbridge Island and Southworth ferry terminals, and at George's Corner and Suquamish Park-and-Rides. All routed buses have bike racks. There is no extra charge for taking a bike onboard Kitsap Transit's foot

How to Use Dial-a-Ride Service

Service is available only between 10 a.m. and 3 p.m. Monday through Friday in Hansville and other specific areas of the county. Cost is \$1 each way. If you live in Hansville and want to get to a noon lunch meeting in Poulsbo:

1. Call 1-800-422-2877 to make your reservation (no later than the day before).
2. Dial-a-Ride picks you up at your home and takes you to the nearest bus transfer station (George's Corner park-and-ride).
3. Take the regularly scheduled bus to Poulsbo for your appointment.
4. Return to George's Corner park-and-ride via regularly scheduled bus.
5. Dial-a-Ride picks you up at George's Corner park-and-ride and takes you home.

ferries that run between Bremerton and Port Orchard.

Guaranteed Ride Home Program – If you normally walk, bike, carpool, vanpool or take a bus to work, Kitsap Transit will provide a free ride home in case of an emergency if your employer participates in the Guaranteed Ride Home Program and you are registered with your employer.

Flexcar – Kitsap Transit has partnered with Flexcar, a growing club that gives members access to new cars located around the Puget Sound at low cost. As of June 2005, one vehicle was available in Kitsap County, at the Bainbridge Island ferry terminal.

Transportation Incentive Pass – This federally funded program requires all federal sites to provide transportation benefits for their employees. Ridership was expected to top 5 million in Kitsap County by the end of 2004.

The Kitsap Transit board of commissioners, which consists of city and county elected officials and staff, holds monthly meetings and public hearings on its annual budgets. This year the board invited public input on the agency's 2004-2011 Transit Development Plan, which was expected to be approved in July 2005. The board also has a citizen advisory committee that provides regular input.

History of GHA Roads

19th Century

Locals, including loggers and fishermen who settled in the area, had to take a boat around Point No Point and land on the shores of what is now Hansville. Virtually everyone and everything arrived and departed by boat. A trip to Port Ludlow to pick up mail was 9 miles by rowboat over water that was sometimes dangerous to cross. The early roads in the area were all skid roads or trails.

A trail along the waterfront on top of the bank going south from Eglon became the main wagon road in the late 19th century and was used for more than 25 years. Skid roads up into the woods followed the easiest contour of the land to get logs to the beach. An old government road terminated at the Eglon beach.

Early 20th Century

The first road in the Hansville area, other than logging roads, was built in 1908. But it extended only one mile, from Hansville toward Point No Point, and didn't continue the extra half-mile to the light station until 1919.

The first one-way wagon road to Kingston was built sometime after 1912. This rough road went straight south and connected to another road already leading into Kingston. The old wagon road going north to Hansville

was built about the same time, connecting onto the west end of the Eglon road.

Daily boat service between Eglon and Edmonds also began around 1912 after a dock was built with community support. However, the dock fell apart and was torn down. A boat ramp and park at the site is now owned and operated by the Port of Eglon.

1957-Present

Hood Canal Drive between Cliffside Road and Hood Canal Place was constructed in stages between 1957 and 1970 and reconstructed and widened in 2005.

In 1974 the county received rights-of-way for possible future development of a road known preliminarily as Hansville Foulweather Bluff via Buck Lake (or Buck Lake Extension). The original intent was to extend Buck Lake Road to connect with Twin Spits Road as part of the initial plan for the Homestead Development. However, the development was later scaled back and the road was never constructed, and the county vacated the rights-of-way in 1998.

Another proposal, known as the "Cross Connector Road," was discussed for years before it was dropped in the late 1990s. It would have accomplished some of the same goals as the Buck Lake Extension by connecting Driftwood Kay and Shore Woods directly to Hansville Road. The proposal was very expensive and deemed unnecessary after the county approved its comprehensive plan in 1998, which restricts future housing lot sizes to one home per 5 or 20 acres, depending on zoning,

From 1994 through 2002, a range of road improvements were completed in the GHA, including the following:

1994: Twin Spits Road

1994-1997: Collector system throughout Hansville area

1995: Various Driftwood Key projects
1996: Hansville Road widening
1999: Shoulder work on Hansville Road between Eglon Road and 3 60th Street; paving of Hood Canal Drive between Hood Canal Place and Twin Spits Road; completion of the George's Corner park-and-ride at the intersection of Hansville Road and SR 104 by Kitsap Transit
2001-2003: Various Hood Canal Drive projects
2002: Widening Little Boston Road between Hansville and Cliffside roads, including paved bicycle lanes

Transportation Funding

Kitsap County invests about \$13 million annually in its road program through the Department of Public Works. The county's four cities are responsible for their own roads. In 2004, citizens in unincorporated Kitsap County, including the GHA, paid \$124.25 per capita for road building and maintenance (29th lowest of the 39 Washington counties), plus \$102.73 per capita (2 8th lowest) for other county services such as community development, parks and recreation, the courts, prosecutor, sheriff, juvenile services and jail.

Funding for some projects comes from a combination of local state and federal funds and impact fees. GHA projects, which are included in the 2005-20 10 Six-Year Transportation Program, are all locally funded with the county's share of the state gas tax without federal, state or impact fee money.

State highways and improvements are funded by the state gas tax, which will increase 15 cents a gallon over 12 years, starting with a 3-cent increase in 2005. Beginning in 2005, 1 cent of the gas tax increase is shared equally between cities and counties for local road and street improvements.

The current \$30 car tab fees for passenger vehicles and light trucks are augmented by annual weight fees for heavier vehicles ranging from \$5 to \$25 a year (more for large commercial trucks) and a \$15 fee for trailers weighing less than 2,000 pounds.

Public transit was given a big boost by the legislature in spring of 2005 when it passed the largest transportation budget in state history. The budget included significant changes in public transportation funding to restore funding lost to local transit agencies when the motor vehicle excise tax was repealed in 2000.

Regional Partnerships

Funding transportation needs is one of the county's biggest challenges, requiring partnerships with local, state and federal agencies. The county works with its four cities and two tribes as members of the Kitsap Regional Coordinating Council to support transportation projects that compete in the Puget Sound for state and federal transportation grants. Successful projects in recent years include improvements to West Kingston Road, Kitsap Transit Bike Barn and Highway 305, Bond to Highway 3.

In the minutes of the KRCC's April 5, 2005 meeting, council members noted that the KRCC's Transportation Technical Advisory Committee "is lacking a complete vision of the county's future transportation picture." Council members also stated the following in a meeting summary:

"If transportation issues can be addressed before they become a problem, then Kitsap County can attract jobs."

"It is important that the KRCC board work toward a rational model that will assist us in scoring transportation projects."

Table 11
GHA Road Projects Included in 6-Year Transportation Improvement Plan
 (Approved by Kitsap County commissioners December 6, 2004)

Priority Number ¹	Project Description	Construction Startup Date	Estimated Cost	Funding Source ²
12	Hood Canal Drive NE , Cliffside Road to Hood Canal Place (1.85 miles) <i>Full depth patching, pave shoulders, overlay, pedestrian/bicycle improvements</i>	June 2005	\$500,000	Local
15	Hansville Road #1, Hansville Road at Little Boston Road (south) (0.5 miles) <i>Intersection widening and channelization</i>	April 2006 (possibly 2005)	\$210,000	Local
16	Hansville Road #2, Hansville Road at Little Boston Road (north) (0.5 miles) <i>Intersection widening and channelization</i>	April 2006	\$165,000	Local
29	NE Point -No- Point Road, Hillview Lane NE to End (.27 miles) <i>Reconstruct with paved shoulders</i>	July 2006	\$230,000	Local
31	Hood Canal Drive, Hood Canal Pl. to Twin Spits Rd. (1.7 miles) <i>Cons truct paved shoulders</i>	July 2006	\$160,000	Local
34	Hansville Road, Delaney Road to Twin Spits Road (5.56 miles) ³ <i>Cons truct paved shoulders</i>	June 2007	\$800,000	Local
44	Hood Canal Drive, Pine Pl. to Ponderosa Dr. (.25 miles) Safety improvement, horizontal and vertical alignment corrections	July 2008	\$560,000	Local
Total planned expenditures in GHA (and Hansville Road)			\$2,625,000⁴	
¹ Ranking among a total of 55 specific projects. Projects 56 through 61 includes miscellaneous upgrades, including sidewalks, culverts, pavement upgrades, safety improvements and bike path/pedestrian improvements. ² Local funds come primarily from the county's share of the state gas tax and other minor sources totaling 1% of the county's annual road fund revenues. ³ Includes intersection of Hansville Road and Salish Lane at the Point Casino. ⁴ Countywide Total = \$76,402,000, including engineering, right-of-way acquisition and construction costs. Funding sources include local (\$39,060,000), state (\$23,573,000) federal (\$9,731,000) and development impact fees (\$4,038,000).				

“The Comprehensive Plan needs to drive transportation plan.”

“The transportation plan should be proactive, rather than reactive.”

Continuous Planning

The county’s transportation planning and management process must comply with guidelines in the Transportation Element of the Kitsap County Comprehensive Plan of 1998, as required by the state Growth

Management Act. The process requires a review of certain types of development projects to determine the impact on the county’s road network and ensure that it has the capacity (called “traffic concurrency”). The long-range goal is to preserve and maintain the level of service on county roads as growth occurs and ensure that construction programs can keep up with demand.

Each development application is reviewed by the Department of Community Development

and forwarded to the Public Works Transportation Division, which does a computer simulation to forecast new traffic, its impacts on the road network and available capacity. The development is approved if it meets the concurrency test. Exemptions include existing development for which road impact fees were collected, renewals of previously issued permits, phases of projects already tested, and minor projects such as renovations, home businesses, temporary trailers and demolitions that create no additional traffic.

Six-Year Transportation Improvement Plan

Each year the Public Works Transportation Division develops a 6-Year Transportation Improvement Program (TIP) and annual construction program for review and approval by the board of commissioners to improve traffic flows in the county. Table 11 shows road projects within the GHA (plus Hansville Road to its starting point at SR 104) that were approved by the commissioners in December 2004 as part of the TIP for 2005-20 10. The GHA projects will all be locally funded with the county’s share of the state gas tax without federal, state or impact fee money. The top priority for the North End was Hood Canal Drive from Cliffside Road to Hood Canal Place, which will be completed in 2005. Improvements include 10-foot lanes with four-foot paved shoulders.

Table 12 shows GHA share of the county’s 6-year road construction budget for 2005-20 10.

While not within the GHA, the following improvement projects on Miller Bay Road between State Route 104 and Gunderson Road will be of interest to Hansville-area residents. These are also included in the 6-year TIP approved in December 2005. Funding comes from a combination of local state and federal funds and impact fees.

Indianola Road to Gunderson Road

Estimated Cost: \$2,037,000
Construction Startup Date: 2007

Miller Bay/West Kingston Road intersection

Estimated Cost: \$750,000
Construction Startup Date: 2008

West Kingston Road to Indianola Road (bike lane)

Estimated Cost: \$2,000,000
Construction Startup Date: 2009

Table 12 GHA Share of Projected 6-Year Road Construction Budget for 2005-2010 (Countywide Total = \$76,402,000)		
	Total	% of Total
Expenditures within GHA	\$1,450,000	1.89%
Hansville Road intersection upgrades (engineering and right-of-way only)	\$1,175,000	1.54%
Total GHA spending (plus Hansville Road)	\$2,625,000	3.43%

Annual Road Construction Program for 2005

The annual construction program for 2005 (approved simultaneously with the 6-year TIP in December 2004) calls for spending \$12.9 million on Kitsap County road projects, which are mostly widenings and culvert replacements, but also adds 8.8 miles of bicycle and nonmotorized routes. Table 13 shows the GHA’s share of the annual road construction budget for 2005 (plus Hansville Road to its starting point at SR 104).

	Total	% of Total
Expenditures within GHA	\$500,000	3.85%
Hansville Road intersection upgrades (engineering and right-of-way only)	\$160,000	1.23%
Total GHA spending	\$660,000	5.08%

**Includes engineering, right-of-way acquisition and construction costs. Total consists of local (\$5,461,000), state (\$4,396,000) federal (\$2,674,000) and impact fees (\$445,000).*

Assessment of Street Conditions

Kitsap County Public Works engineers visually inspect and measure the roughness, surface condition, skid resistance and deflection of county roads in 1/10th-of-a-mile segments. This resulting score is then used in a systematic process of maintaining, upgrading and operating the county’s road network.

Table 14 shows a “snapshot” of conditions for the three main roads in the GHA as of April 2005. Roads in the GHA are in generally good condition, based on a standard rating system used by the Kitsap County Public Works Department. The section of Hood Canal Drive that is poorly rated (39.10%) in Table 14 was rebuilt in June of 2005, and is now rated 100%.

Pavement typically deteriorates at an ever-increasing rate. Maintenance can usually slow the rate of deterioration by correcting small pavement defects with patches and overlays before they worsen. But beyond a certain point, larger road segments must be rehabilitated and eventually reconstructed, as was the case with the segment of Hood Canal Drive that was rebuilt in 2005.

Kitsap County Public Works uses a cost-analysis process (called life-cycle cost

analysis) to determine the best methods and timing for new construction, reconstruction, rehabilitation and maintenance of the road network. This analysis is typically done for a fixed period – often 20, 40 or even 50 years – and includes the following:

- Initial construction costs
- Maintenance costs associated with maintaining the pavement surface at some acceptable level

Road	Rating
Twin Spits	99.50%
Hansville Road	99.54
Hood Canal Drive	
Milepost 0.0-0.4	100.00
Milepost 0.4-1.8	39.10*
Milepost 1.8-2.5	95.94
Milepost 2.5 to end	100.00

** Rating is now 100% following reconstruction in 2005.*

Rehabilitation costs (typically overlay costs)
 Relative salvage value of the pavement at the end of the analysis period
 User costs such as vehicle operating costs and costs of traffic slow-downs.
 Other factors that are considered when selecting the most appropriate alternatives include availability of funds, project-specific and environmental constraints, project constructability, and the ability of each alternative to serve anticipated traffic volumes.

Kitsap County encourages citizens to report any road or water problems that need attention through the “Open Line Request for Action,” which can be accessed on the county’s website at kitsapgov.com/pw/openline.htm, or call 360-337-5777. Citizens also can sign up for the

county's weekly Road Report update via email to avoid traffic congestion in construction areas.

Public Safety Access

Public access and other road design criteria are established by Kitsap County Roadways Ordinance 293 (84 pages, approved January 13, 2003) and county building code (IFC Section 503) as set forth by Washington State Building Code and International Fire Code. To ensure ease of access for emergency vehicles, these standards regulate road grade, turning radius, fire lane signage and road obstructions. The county engineer can require an off-road walkway or an emergency vehicle access to connect a cul-de-sac at its terminus with other roads, parks, schools, bus stops or other pedestrian traffic generators.

All public roads within the GHA comply with these standards, but some private roads and driveways may inhibit fire truck or aid car access to property.

Traffic Impacts on Neighborhoods

Anyone who ever leaves their home is impacted by traffic one way or another. For GHA residents these impacts are most obvious when driving on rural collector roads such as Hansville Road, Twin Spits Road, Hood Canal Drive and Eglon Road and Little Boston Road. Most complaints involve traffic concern speed, volume and accidents.

As the GHA continues to grow and attract visitors, traffic impacts are likely to increase. Details of traffic accidents and speeding problems are described in the background section below. Following are highlights:

From January 2001 through August 2004, a total of 39 auto accidents were investigated by the Kitsap County Sheriff's Department on

the three main roads in the GHA (Twin Spits Road, Hood Canal Drive and Hansville Road to SR 104). The crashes involved 53 vehicles and caused 23 injuries and one death.

The accidents were spread out fairly consistently throughout each year, with the highest numbers in March, May, November and December. Accident totals were actually lower during the traditional commute times and higher during mid-day. But the number sky-rocketed after dark. Of the 39 accidents:

Nearly half (18) occurred from 7 p.m. to 4 a.m. Fifteen of those were on Hansville Road. 23 were single-vehicle crashes.

The most accident-prone spots were on Hansville Road at or near the Flying Eagle store at Little Boston Road (7); just north of Albertsons (5), and at or near the intersections of Gust Halvor Road and Old Hansville Road (4 each).

30 were on the 8-mile stretch of Hansville Road between SR 104 and downtown Hansville (13 at intersections).

4 were on Twin Spits Road from downtown to the end of the road (one at an intersection: Hood Canal Drive).

5 were on Hood Canal Drive from Bridge View Place to Vista Key Drive (two at intersections: Vista Key Drive, Bridge View Place).

16 of the accidents were at or close to intersections.

Accidents

A total of 39 auto accidents were investigated by the Kitsap County Sheriff's Department on the three main roads in the GHA (Twin Spits Road, Hood Canal Drive and Hansville Road, including the stretch to SR 104) from January 2001 through August 2004. Following are key facts about these accidents:

Total Number of Accidents
(January 2001 through August 2004)
39

Severity of Accidents

Property Damage	24
Injury Accidents	14
Total Injured	23
Fatality	1

Total Number of Vehicles Involved

53

Accidents by Year

2001:	10
2002:	13
2003:	10
2004:	6 (through August 13)

Accidents by Month

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	3	3	6	3	5	2
	2	3	3	3	1	4	4										

Activity

Morning Commute (5-9 a.m.)	Mid-day (9 a.m.-4 p.m.)	Evening Commute (4-7 p.m.)	Night* (7 p.m.-4 a.m.)
3	12	5	18

*All but one of the night-time accidents were during darkness; all but one between 10 p.m. and 4 a.m.; 15 of 18 were on Hansville Road.

Types of Collisions¹

1-vehicle accident² (Total of 23):

Ditch	8
Tree/stump	6
Earth bank/ledge	2
Utility pole/box	4
Wood signpost	1
Guardrail	1
Wild animal	1
Other object	1
Number overturned	5

2-vehicle accident (Total of 15):

Various collisions	12
Number rear-ended	3

¹One listed as a no-vehicle accident, likely a bicycle.

²Includes 5 overturned vehicles.

Number and Types of Accidents by Road

Hansville Road – 30 on the 8-mile stretch of Hansville Road between SR 104 and downtown Hansville
 14 two-vehicle accidents, 15 one-vehicle accidents, 16 property damage, 21 injuries* 13 at intersections

Twin Spits Road – 4 on Twin Spits Road from downtown to the end of the road
 All one-vehicle accidents, property damage only, no injuries
 One at an intersection (Hood Canal Drive)

Hood Canal Drive – 5 from Bridge View Place to Vista Key Drive
 One two-vehicle accident, 4 one-vehicle accidents, 4 property damage, 2 injuries including 1 fatality
 Two at intersections (Vista Key Drive, Bridge View Place)
**Includes 4-injury, 1-car accident March 28, 2002; car hit tree or stump 55 south of Eaglepoint Lane.*

Accident Locations (Hansville Road)

Milepost	Landmarks/Intersections	Number of Accidents
0-1	Albertsons-288 th St.	5
1-2	Little Boston Rd (at Flying Eagle store) Evening Star Ln.	7
2-3	Salish Ln (The Point Casino)	3
3-4	Old Hansville Rd.	4
4-5	Eglon Rd/Ohman Rd.	2
5-6	Eaglepoint Ln/360 th St.	3
6-7	Gust Halvor Rd./Hansville Dr.	4
7-8	Twin Spits/Bruce Ln.	2
	Total	30

Accident Locations (Hood Canal Drive)

Milepost	Landmarks/Intersections	Number of Accidents
0-1	Bridge View Pl.	2
1-2	Pine Pl NE	2*
2-3	Vista Key Dr	1

**One passenger was killed and one injured in one-car crash, April 18, 2002, 100 yards northeast of Pine Place NE; car hit utility pole.*

Accident Locations (Twin Spits Road)

Milepost	Landmarks/Intersections	Number of Accidents
0-1	West of Hansville Market	0
1-2	Prospect St/Hood Canal Dr	3
2-3	Nature Conservancy Trail	0
3-4	Foulweather Bluff Rd	1

Number of Accidents at Intersections (Total of 16)	
On Hansville Road (13):	
Twin Spits Rd	1
Gust Halvor Rd	2
Salish Ln (The Point Casino)	2
Delaney Rd	1
Little Boston Rd/Flying Eagle store	2
Carriage Dr	1
Albertsons entrance	1
288 th St	3
On Twin Spits Road (1):	
Hood Canal Dr	1
On Hood Canal Drive (2):	
Bridge View Pl	1
Vista Key Dr	1

Three fatal auto accidents have occurred in the GHA, or on common routes to and from Hansville (two after the accident report was compiled by the county). These are summarized below.

- March 14, 2005 – A 17-year-old North Kitsap High School youth died of injuries from a March 8 car accident on Hansville Road (a 17-year-old passenger survived). The accident occurred about 7 p.m. when the students’ Ford Escort was hit by a Jeep Cherokee as they entered Hansville road from the Sunnywoods Lane/Gathering Place Church intersection. Another NKHS student died in a traffic accident outside the GHA less than a month earlier.
- Jan. 21, 2005 – A 54-year-old Hansville woman died of injuries from a January 10 accident as she was turning left from Hansville Road into The Point Casino.
- April 20 2002 – A 68-year-old Hansville woman died of injuries from an April 18 accident when her car hit a power pole on Hood Canal Drive near Pine Place NE. Deputies said she failed to negotiate a curve to the right.

Speeding

Hansville residents have repeatedly expressed concern about speeding within the GHA and along Hansville Road, including the following areas:

The entire length of Hansville Road – This is the only access road from SR 104 to the end of the North Kitsap Peninsula. Along most of its length, the two-lane highway has a 55 mph speed limit, no turn lanes and many turnouts to driveways and side roads. Passing at high speeds is common. Many drivers do not observe the 40 mph speed limits at the intersection with Little Boston Road (at the Flying Eagle store) or at the Little Boston Road/Eglon Road intersection.

Hood Canal Drive – This route through the communities of Driftwood Key, Shore Woods and Cliffside has been a problem for years.

Residents have complained about people driving 50 mph in some stretches with a posted limit of 25 mph. In June 2005, the county finally resolved a longstanding issue by changing the speed limit to 30 mph on Hood Canal Drive from Cliffside Road north to the hairpin curve when they determined that the posted 25-mph signs were illegal (in fact, citations given in this stretch are now being dismissed).

The Public Works Department determined that the limit could have been raised to 35 mph in that stretch, based on a county speed study conducted in May 2004, but that the lower limit was more appropriate because there are 56 driveways in just 8/10ths of a mile along that stretch of Hood Canal Drive. Public Works staff recommended that another series of speed studies be undertaken next year to determine whether the speed limit change and new improvements to the road

Fatal Accidents

will affect speeds. “I think it’s a fair recommendation, but the real key is that they need to be considerate of their neighbors,” County Commissioner Chris Endresen said during a community meeting.

Downtown Hansville – Drivers often speed through the entire 25 mph zone through downtown Hansville and in the 20 mph zones at the curve near the store and in the hilly area on Twin Spits Road just west of downtown. They also pass and speed in the no-passing zones in front of the Post Office. These areas have high concentrations of pedestrians, wildlife, homes and driveways.

Hansville Road through the Finn Creek agricultural community – This area just south of downtown Hansville is in a transition zone where the posted speed limit for northbound traffic changes from 55 to 50, and then to 35 just north of the vineyard before entering downtown Hansville (reversed for southbound traffic). Residents have expressed concern for their safety as they turn onto or off Hansville Road to and from their homes and farms and at the Gust Halvor Road intersection. A bear and deer have been killed in accidents along this stretch.

The Department of Public Works has rejected requests from Finn Creek residents to install tractor- and deer-warning signs. The traffic investigator has said signs are expensive and usually ineffective because people seldom pay attention to them. He noted in a newspaper story that no tractor accidents have occurred in the stretch of highway, and referred to signs as “a feel good thing for the neighbors.”

Hansville Road at Salish Lane (The Point Casino) – This intersection, where a Hansville woman was recently killed as she tried to turn left into the casino, is increasingly seen as a serious problem. Citing the fatal crash in January 2005, a Hansville

resident asked the Hansville Community Center board in February 2005 to encourage the county to improve safety of the intersection and all of Hansville Road. This intersection is scheduled for improvements in 2007 as part of the county’s six-year Transportation Improvement Plan (TIP). The project includes new paved shoulders on Hansville Road between the Delaney/Hansville/Little Boston Roads intersection and Twin Spits Road.

How Speed Limits Are Determined

The Public Works Department uses several criteria to determine speed limits, including frequency of access points and road conditions. In addition to prescribed engineering standards, the county uses the 85th percentile speed to set limits. For example, the county can establish a 35 mph limit if studies show that 85% of drivers travel at that speed or less on a stretch of road. Federal, state and private studies show that lowering a speed limit unrealistically doesn’t necessarily lower the speed of traffic. Instead, it can lead to unsafe passing, tailgating and angry drivers.

Bike and Pedestrian Access and Safety

Eight people were killed and 177 seriously injured in bicycle accidents in Kitsap County from 1993 to 2002, according to Kitsap County Health Department statistics. Bicycle and pedestrian access and safety is inadequate along most roads in the GHA. The best and safest opportunities for walking and hiking in the GHA are described in the Parks and Recreation chapter.

Some improvements have been made for bikers and pedestrians in recent years, and many more are planned in the next 6 years. The Kitsap County Bicycle Facilities Plan was published in May 2001 after about 10

years of planning. The 20-year-plan envisions a network of cycling routes that connect schools, parks, cities, regions, major employment centers and ferries. The majority of the plan is dedicated to adding and improving shoulders on existing roads.

The county first began planning for cyclists as part of its comprehensive Greenways Plan, which was completed in 1996. The county now has a full-time staff person dedicated to bicycle planning and routinely includes cycling improvements in reconstruction efforts, using standards of the American Association of State Highway and Transportation Officials.

Since 1997, county crews have paved about 40 miles of shoulders to increase safety for bikers and walkers. State law requires the county spend .005 percent of the gas tax for bicycling and pedestrian improvements. However, that's only about \$23,000 a year in Kitsap County. Paving the shoulders of one mile of road can cost tens of thousands of dollars even without buying right of way or doing drainage work. The county has been spending about \$92,000 to complete about 6 miles of shoulder improvements a year. Separate bike lanes are even more expensive. The county must weigh cost versus use. Bike lanes are preferred if a route is around schools, congested areas or tourist destinations. A new county implementation plan sets priorities based on which routes need to be completed first to get a complete network across the county.

Kitsap Bicycle Facilities Plan

The Kitsap County Bicycles Facilities Plan includes a 113 -mile hike and bike (roadside) route along the eastern shore of the Kitsap Peninsula and Bainbridge Island, highlighting the historical background of the area's waterways and harbors. Bike Route 51 in the

Biking Is Popular in Kitsap

The following information on bicycling in Kitsap County is from a story by Niki King in the May 2, 2004 edition of the Kitsap Sun:

According to the 2000 census, 4.3% of people in Kitsap reported they walked or biked to work – nearly as much as King (4.5%), and more than Pierce (3.1%) and Snohomish (2.2%).

In 2003, a total of 185,930 tickets were sold for bicycles to ride Kitsap County's ferries.

The Kitsap Peninsula Visitor and Convention Bureau estimates about 5,000 bikers a year come for organized rides and 10,000 for individual trips.

Kitsap County has at least three cycling clubs, the largest being West Sound Cycling with 125 members. Seattle-based Cascade Bicycle Club, the largest local club in the nation, says 500 of its 5,200 members are from Kitsap.

plan follows Agate Pass to Hansville Road and to the end of Twin Spits Road.

The plan includes a comprehensive, north/south-east/west system linking highly used destinations and connections to cities and population centers with signed routes. The plan calls for completion or partial completion of many improvements by 2007. Routes closest to Hansville include the following:

Route 70 (east-west) Kingston Ferry to Poulsbo – 2006

Route 51 (north-south) Foulweather Bluff to Hansville to Agate Pass – 2007

Route 35 (north-south) Hood Canal Bridge to Poulsbo – 2007

Route 41 (north-south) Hood Canal Bridge to S.R. 307 – 2007

Consultation and Input in Planning

Hansville citizens have never been shy about speaking up. While there is ample opportunity to give input on transportation issues, the

GHA is not formally represented on any boards or committees related to transportation planning.

The county invites citizen input on transportation planning at regular county commission board and committee meetings throughout the year, at annual budget meetings, at hearings on the Transportation Improvement Program, and at local meetings scheduled by the county or at the request of citizens. However, GHA citizens probably could be more proactive in providing input. Examples of recent local public meetings:

In June 2005, the county invited citizens to a public meeting at the Hansville Community Center to provide an update on the 89-home Homestead off Prospect Street. The meeting was well attended.

In 2003, residents met twice with county officials and staff at the Hansville Community Center to discuss proposed improvements to Hood Canal Drive between Cliffside Road and Hood Canal Place, which had not been upgraded for decades and was in poor condition. The county proposed several options, including building a new road, but some Hood Canal residents wanted only minor repairs, fearing a wider road would encourage speeding. The county mailed 580 surveys to neighborhoods of Hood Canal Drive, Shore Woods, Driftwood Key and Foulweather Bluff asking for input. A total of 126 surveys were returned, and more public comment was taken at a September meeting. The county eventually settled on a narrower reconstruction option that was generally preferred by residents that included 10-foot lanes with four-foot paved shoulders.

Sources of Information

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7. Kitsap County Commissioner Chris Andresen web site.
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9. Meeting Summary, Kitsap Regional Coordinating Council, April 5, 2005.
10. Washington Department of Transportation web site.
11. Federal Highway Administration web site, report FHWA-SA-98-079, Life-Cycle Cost Analysis in Pavement Design.
12. North Kitsap News, March 9 2005. By Tiffany Royal.
13. Kitsap Sun, June 13, 2005. By Travis Baker.
14. Kitsap Sun, May 2, 2004. By Niki King.