

APPROVED GHAAC MINUTES
Sept 13, 2011
7:00 PM Greater Hansville Community Center

Chair Linda Redling opened the meeting at 7:05 PM with a welcome, restatement of ground rules for GHAAC meetings and introductions of 2 new GHAAC members Laurie Wiegenstein – Admiralty/Twin Spits/North Driftwood Key /Sterling Highlands and Carol Wood – Flotsam and Jetsam Garden Club and returning member Val Tangen – Foulweather Bluff/Skunk Bay Neighborhood. She also read a resignation letter from Becky Ellison – Shoreview Terrace Neighborhood.

Also present were Sandra Larsen – the Better Halves; Bonnie Isaacs- Cliffside Beach and proxy for South Hood Canal Drive Neighborhood; Bob Bennion, Coffee Klatch; John Remington – Driftwood Key Club; Marion Fuller – Eglon/Pilot Point; Linda Redling – Finn Creek Agricultural Community; Fred Nelson – greater Hansville Community Center and Hansville Neighbors; Lynn Hix – Hansville Art Guild and proxy for Point No Point View Estates; Art Ellison – Hansville Greenway Association and proxy for Shoreview Terrace Neighborhood; Heidi Kaster – Hansville Road Neighborhood; Gary Paulsen – Norwegian Point Neighborhood; Dennis Cziske – proxy for Point No Point / Hillview Neighborhood; Gene Borgomainerio – Thursday Breakfast Group; Judy Foritano – Past Chair Emeritus. There were 5 speakers, 21 guests and Linda Owens - County Liaison. Rebecca Pirtle attended as the new Volunteer Coordinator for Kitsap County.

Dennis Cziske gave the Kingston Ferry Advisory Committee update on fare changes coming October 1st. He distributed a Ferry Funding Fact Sheet.

Guest Speakers

Jon Rose spoke on Olympic Property Group's plans for the land they own in North Kitsap.

Jeremy Sullivan, Chair of the Port Gamble S'Klallam Tribe, spoke on the tribe's plans to build a larger casino and events venue on the site of the present Point No Point casino. He was assisted by casino manager Leo Culloo and Barrett Schmanska and they displayed architectural renderings of the planned project. More information will be available at an open house to be held on the reservation on September 28 at 6 pm.

Eric Baker, Kitsap County Agricultural Planning spoke on preservation of local farmland in our rural areas. More information can be found at:

http://www.kitsapgov.com/boc/Special_Projects_Division/specialprojects.htm and at

<http://kitsapfoodchain.org/>

Initial public comments: None

Approval of Minutes of Last Meeting: Minutes were approved as corrected. Wood moved and Weigenstein seconded a motion "that we attach the document that was read aloud at the meeting concerning the answers to the questions from the CAGEH organization be posted as read and to the open assembly be attached to the minutes." Voting was 2 in favor, 14 opposed and 1 abstention.

GHAAC Committee Presentation/Updates

Community rep reports were given. Art Ellison asked for volunteers to help maintain the walking trail along Twin Spits Road from the store to Hood Canal Drive.

Response to public comments from last meeting - none

New Issues/updates on prior issues

Status of new reps for advertised positions and guide lines—Linda – one candidate so far, Rebecca preparing advertising and a press release on additional openings.

Redling read Guidelines for members some of which were that any questions should be directed to Chair Linda Redling, Commissioner Gelder, Linda Owens, DCD rep Steve Heacock, and Rebecca Pirtle, volunteer coordinator. Items for the agenda should be submitted to Redling at least a week in advance of meetings. It is the rep's responsibility to take issues presented at meetings to their communities/organizations and bring their views to the next meeting. These guidelines are in The Kitsap County Advisory Group Handbook which is available online at <http://www.kitsapgov.com/boards/>

9/15/2011

Driftwood Key speeding – Redling reported that the County plans to install electronic speed display signs on Hood Canal Drive in the Driftwood Key area as a measure to curb excessive speeds there. Borgomainerio moved and Remington seconded a motion that the Petition on Speeding from the Driftwood Key Board of Trustees to GHAAC be forwarded to the County with GHAAC's endorsement. Voting was 8 in favor, 4 opposed and 2 abstentions.

Signs Redling reported that the County is enforcing an ordinance against any kind of roadside signs.

Open Public Comment none

Meeting adjourned at 9:35

Next meeting Nov 8, 2011, 7:00 p.m. Greater Hansville Community Center

Respectfully submitted,

Bonnie Isaacs

Attachments: Text of Driftwood Key Petition

9/15/2011

PETITION ON SPEEDING FROM THE DRIFTWOOD KEY BOARD OF TRUSTEES TO GHAAC

Executive Summary: The problem

Excessive speed along Hood Canal Drive NE, through the densely populated community of Driftwood Key (DWK), creates unsafe and unacceptable conditions for the many walkers, runners and bicycle riders, school children waiting at bus stops and jogging mothers with babies in strollers.

Speeding vehicles are also an unacceptable visual and auditory assault on the quality of life on those homes fronting on Hood Canal Drive, especially those on the east side with living areas and viewing decks facing the street. There is presently no apparent action by any of the applicable North Kitsap authorities to mitigate this situation.

County speed studies/results

On July 19th and 20th, 2010 and again on August 1st and 2nd, 2011, Kitsap County electronically measured speeds over a 24 hour period in various areas of greater Hansville. Although there are approximately 1000~1500 vehicles turning onto Hood Canal Drive from Twin Spits on any given day, between one-third and one-half of them turn up the northerly intersection of Vista Key and Hood Canal Drive, or into driveways before reaching Vista Key and are therefore not reflected in the DWK traffic count.

In July, 2010, 236 of the 687 vehicles transiting DWK (34%) were exceeding the 35 mph speed limit and in August of 2011, 250 of the 729 vehicles (34%) were speeding.

Safety

There are over 700 properties and approximately 490 homes within the DWK community, 66 of them fronting on Hood Canal Drive. This residential density has always produced a large number of walkers and runners including mothers who run while pushing their babies in strollers.

The recent paving of the shoulders of Hood Canal Drive between Twin Spits and the Shorewood stop sign has been a great addition to the area and has brought out even more people including an increased number of cyclists, now that there is a paved bike lane.

During the school year the school buses make a number of stops to pick up waiting children between Twin Spits and the end of Shorewood, including stops at north Vista Key, Canal Lane and at south Vista Key. 37608 Vista Key Drive / P.O. Box 299 / Hansville, WA 98340 Tel: 360-638-2077 / Fax: 360-638-2321 / Email: driftwoodk@centurytel.net

All of these activities are endangered by speeding vehicles. This situation has existed for some time and as more people move into the area bringing in more automobiles and attracting more service vehicles, it will only get worse.

Visual cues affecting speed

The visual surroundings along a roadway subliminally affect a driver's speeding 'comfort zone'. Driving along the Hansville Road at 45 or 50 feels safe since it is heavily forested on both sides with minimal driveways. Turning off from Twin Spits onto Hood Canal initially feels much the same way and drivers tend to go faster in spite of the 35 mph speed limit. Consequently, there are twice as many drivers between 35 and 55 in this area and many do not slow down sufficiently when they enter DWK. There are similar surroundings in Shorewood just before entering DWK from the south.

North and south Vista Key intersections with Hood Canal Drive NE

North Vista Key. There is considerable traffic in and out at the north Vista key tee intersection, serving the eastern DWK hillside area. A few yards further south Canal Lane tees into Hood Canal Drive from the west with traffic turning both directions. Between the two is a small s-curve over a low hill. While it is not a blind intersection, traffic slowing to turn into Vista Key or slowly pulling out onto Hood Canal need to be especially alert for speeders from both directions. While the volume is less, the same is true for those entering or exiting Canal Lane.

South Vista Key. Vista Key south continues west across Hood Canal Drive down past the DWK Clubhouse and Marina at Coon Bay. Coming back up Vista Key from that area presents a very dangerous situation at the Hood Canal Drive stop sign. Hood Canal curves away to the west. Sightlines are further shortened to the south by a telephone pole and a row of evergreen trees. While sight distances may well be within traffic requirements at 35 mph, those requirements probably do not work for the several hundred people each day who cruise through at 40, 45 or 50. You must be rather nimble to pull out with a vehicle without getting t-boned. Now try it with a trailer or, worse yet, a trailer with a boat.

Disparate and counterintuitive speed limits throughout the Greater Hansville area

There are only two ways out of the north end of the Kitsap peninsula; down Twin Spits past the Hansville store or Hood Canal Drive through Driftwood Key, Shorewood and Cliffside, coming back into the Hansville Road at the Eglon intersection. Different branches of the same arterial but with illogically assigned speed limits.

It is seven-tenths of a mile between the two speed signs at the Hansville store area. There are 8 homes, a church, coffee shop, post office and auto repair shop on one side and 40 homes on the water-side, all of which have their viewing decks on the Puget 37608 Vista Key Drive / P.O. Box 299 / Hansville, WA 98340 Tel: 360-638-2077 / Fax: 360-638-2321 / Email: driftwoodk@centurytel.net

Sound side, away from the roadway. The speed limit is 25 mph with speed tables to physically enforce it.

Cliffside, south of the hairpin curve, has very few homes, most back in the woods on the water side where they cannot be seen or on the hill to the east and away from the road.

The speed limit is 30 with speed tables to physically enforce it.

Driftwood Key is approximately six-tenths of a mile between entry and exit and has 66 homes along Hood Canal Drive, 41 of them with living areas and viewing decks facing the road yet the posted speed limit here is 35 with no enforcement evident.

Conclusion

The existing speeding situation in Driftwood Key is untenable from both a safety and a quality of life point of view. Posted 35 mph speeds mean that those intending to speed will push it to 40 or 45 and now, having found no downside to that after a year or so, will speed with impunity. There needs to be some way to slow traffic coming in from Twin Spits or up from Shorewood in the other direction before they burst into this high-density residential area.

We therefore respectfully request that Kitsap County government work with the residents of Driftwood Key and the north end to address this issue. We understand that in these tight budget times, it is difficult to ask for more services but safety in our communities has to be given all due consideration.