

March 2, 2005

**INVESTIGATIVE REPORT
CASE #05-033**

INVESTIGATOR: Steve Johnson

TRAFFIC STUDY ON HOOD CANAL DRIVE NE

Complaint

This investigation is in response to a citizen complaint to Commissioner Endresen regarding traffic on Hood Canal Drive NE, between NE Cliffside Road and NE Hood Canal Place. The complaint centers around speeding, and a "hairpin" curve that the complainant thinks should be off limits to trucks. There is also a beach access at this curve that has a litter and noise problem.

Findings

Hood Canal Drive NE is a two lane rural road located in North Kitsap County. The road runs north and south parallel to Puget Sound. Hood Canal Drive has a Federal Functional Class of 8, Minor Collector, and a County Functional Class A-1, Local Collector. It is one of two roads available to serve the north end of the Kitsap Peninsula.

Hood Canal Drive NE begins 400 feet south of NE Cliffside Road at milepost 0.00 and ends at NE Twin Spits Road milepost 3.630. The curve in question is located between milepost .920 and milepost 1.108.

The surface is worn chip seal in need of repair. The lane width varies from 9' to 12' and the dirt shoulders vary from 0' to 6'. The yellow centerline is especially worn in the area of the curve. There are no white longitudinal lane lines.

The speed limit ordinance for Hood Canal Drive NE is 35 mph. Someone (not the sign shop) has changed the speed limit signs from NE Cliffside Road to north of the curve at milepost 1 to read 25 mph. These signs will be changed back to 35 mph (per Commissioner Endresen). The latest speed study for the area north of NE Cliffside Road was conducted on 10-17-01 (after resurfacing) and showed the 85th percentile speed to be 39 mph. Prior studies show the 85th percentile speed to be 34 mph. The residents along this stretch of Hood Canal Drive have been very vocal about speeders and have called the Public Works Department requesting speed bumps and the Kitsap County Sheriff's Department requesting more tickets be issued. Hood Canal Drive NE is a Minor Collector and therefore does not qualify for our Traffic Calming Program.

The Average Daily Traffic (ADT) for this location is 1,127. This includes 9 small trucks, 2 trucks/busses, and 1 tractor-trailer.

Kitsap County 3 Year History

Veh1 Circum	Veh1 Dir		Veh1 Sobriety	Veh1 Type	Veh2 Dir		Veh2 Sobriety	Veh2 Type	Weather
	From	To			From	Dir To			
EXCD SAFE SPEED	SOUTH	NORTH	HBD, SOBRIETY UN	TRUCK UNDER 10,000					OVERCAST
INF ALCOHOL	SOUTH	NORTH	HBD, SOBRIETY UN	TRUCK UNDER 10,000	SE	NW	NOT DRINKING	TRUCK UNDER 10,000	RAINING
EXCD SAFE SPEED	NW	SE	NOT DRINKING	PASSENGER CAR					RAINING
EXCD POSTED SPEED	NORTH	SOUTH	UNKNOWN	TRUCK UNDER 10,000					SLEET/HAIL/FREEZING RAIN

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There have been 6 collisions between NE Cliffside Road and through the curve between 2000 and 2004. There were 4 collisions in the curve, 2 in 1998, 1 in 1999, and 1 in 2002. None of these involved large trucks. Paul Woods remembers a moving tractor-trailer getting stuck in the curve back in 1995 or 1996. The tractor lost traction on the wet pavement and had to be pulled up the hill with a tow chain. We have no information on any recent tractor-trailers getting stuck in the curve other than from the complainant. Paul Woods said they have moved the paver on a flatbed trailer behind a dump truck through the curve without difficulty.

The curve is marked both northbound and southbound with a Horizontal Alignment Sign/Winding Road (W1-5) sign with a 10mph Advisory Plate. Northbound entering the curve the roadway descends 20 feet to the apex then rises 26 feet to exit the curve on the north. There is a 15% super in the curve.

Northbound there is 195 feet of guardrail on the outside of the first curve. There is a gap of 179 feet to the apex then 220 feet of guardrail as you ascend the other side. Southbound there is 94 feet of guardrail on the outside at the apex of the curve. At the end of this guardrail is the beach access.

The canyon the curve winds around is 100 feet across and 40 feet deep at the entrance and exit to the curve. The distance from one end of the curve to the other is 800 feet. Vehicles are visible from one side to the other through the alder trees in the canyon.

While inspecting the curve I observed two school busses negotiate the curve. One, a front engine bus was able to stay in the outside lane (southbound) entirely while the other bus, a rear engine, kept the front wheels in the lane but the rear duals drifted 4 feet into the oncoming lane. Both these busses are 40' 11" long. One school bus driver and two pickup drivers stopped to tell me to build a bridge across the canyon.

The beach access is 22 feet wide and mostly dirt. There are several large undulations as the road descends, and narrows, to a parking area that leads, by a path, to the beach. These undulations cause problems for vehicles with low clearance and two-wheel drive, especially when the ground is wet. Over the years there has been a trash (from beer cans to car parts) problem in this parking area. The access and parking area have not changed in the 25 years I have used it.

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OPERATIONAL PROBLEMS

Hood Canal Drive NE is one of two roads that route traffic to and from the north end of the Kitsap Peninsula. The traffic is mostly local. There are no businesses in this area and no reason for large trucks to operate on Hood Canal Drive NE except to deliver goods and services to residents along the road. An occasional house mover may use Hood Canal Drive NE if they are going to a residence on Hood Canal Drive NE. Most truck traffic uses Hansville Road NE as it is the most direct route to the north end of the peninsula and has a higher speed limit.

The curve at milepost 1 does create a possible hazard to any large vehicle trying to negotiate the tight curve and, of course, to any smaller vehicles using the curve at the same time. The lack of collisions seems to indicate that drivers are aware of the possible hazards and drive accordingly. As I stated before, this is mostly local traffic that drives it every day.

The traffic south of the curve from milepost 1.00 to milepost 0.00 at NE Cliffside Road travels around 35 mph regardless of the speed limit posting. The Sheriff's Department is aware of the improperly posted 25 mph signs and therefore does not vigorously enforce the speed limit. Once again the lack of collisions indicates the proper speed limit is 35 mph.

There are many new homes being constructed along Hood Canal Drive NE that adds to the normal traffic. Most of these homes are located well back from the road.

Once a large truck or tractor-trailer arrives on Hood Canal Drive NE between milepost 0 and milepost 2.00 there are few places for it to turn around. Signing to restrict trucks would have to be done a long ways from Hood Canal Drive NE and include NE Cliffside Road and Bridgeview Drive NE on the south and include everything south of Driftwood Keys.

RECOMMENDATIONS

Speeding

The correct speed limit is being addressed. Once the proper speed signs (35 mph) are posted the Sheriff's Department can direct their enforcement to the extreme speeders that drive higher than the 85% of safe drivers.

Beach Access

The beach access should be improved either by laying a good gravel base or asphalt at the time of resurfacing. The public should not be denied beach access on public property. Dave Peters is organizing volunteers to adopt a road for litter control. The beach parking

area could be assigned to volunteers to address the litter problem. The Sheriff's Department should be called to handle drinking parties.

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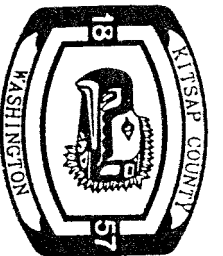
Truck Restrictions

An informational sign should be installed on Hansville Road NE at the Little Boston Road NE/NE Eglon Road intersection for northbound traffic informing truckers of the hairpin curve on NE Hood Canal Drive and advising them to continue north on Hansville Road NE. There should be a diagram of the hairpin curve and wording to direct the truck north.

This sign should also be placed southbound on NE Hood Canal Drive before Olympic View Road NE to allow trucks to turn around and go back to Hansville and south on Hansville Road NE.

Large trucks having difficulty negotiating the hairpin curve appears to be infrequent and should be addressed with informational signs first. We can always install regulatory signs later if necessary.

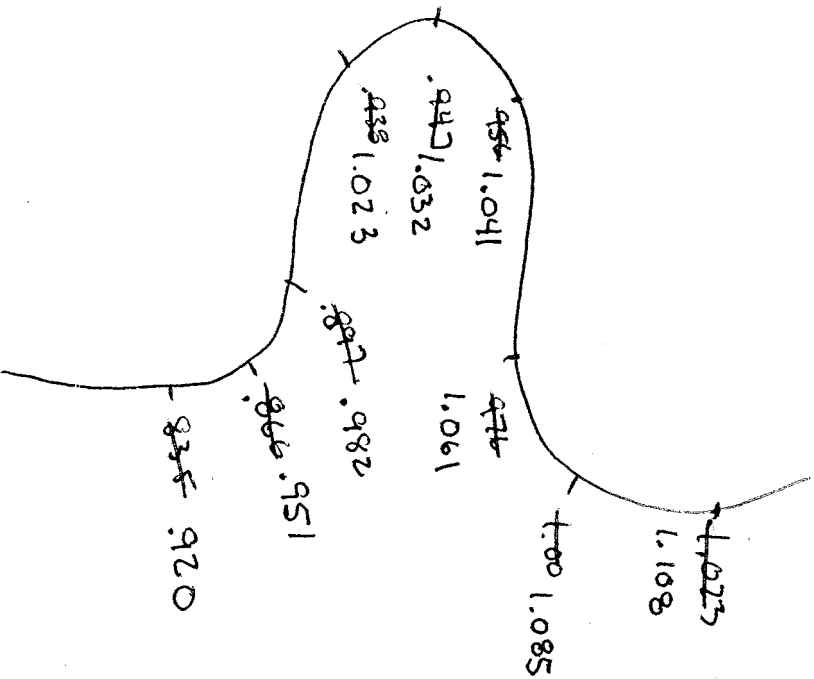
SDJ/sj



Kitsap County Public Works

TOTAL Lengths Wood Canal Dr

~~3,629~~
3,630



FEDERAL FUNCTION CLASSIFICATIONS
COUNTY FUNCTION CLASSIFICATIONS

(FFC)
(CFC)

10/30/2003

Road#	Road Name	BMP	From Location	EMP	To Location	CFC	FFC	PW
10350	HOLLY VIEW DR (W)	0.000	at SEABECK-HOLLY RD W	0.125	395 ft W of HOLLY CT (W)	A3	9	17
10350	HOLLY VIEW DR (W)	0.125	395 ft W of HOLLY CT (W)	0.138	465 ft W of HOLLY CT (W)	A3	9	17
52270	HOLLYWOOD AVE NE	0.000	at 30TH ST (NE)	0.120	.120 mi N of 30TH ST (NE)	A3	19	14
32802	HOLMAN CT (SE)	0.000	at HORIZON LN W SE	0.070	370 ft W of HORIZON LN W SE	A3	9	20
70770	HOLMAN RD (NE)	0.000	at LEMOLO SHORE DR NE	0.055	at SUNSET ST NE	A3	9	12
70770	HOLMAN RD (NE)	0.055	at SUNSET ST NE	0.073	95 ft W of SUNSET ST NE	A3	9	10
24600	HOLMAN RD (SE)	0.000	at BETHIEL-BURLEY RD SE	0.380	at GERTSCH RD SE	A2	9	20
55940	HOLMBERG ST (NW)	0.000	at TRACYTON BLVD NW	0.090	475 ft W of TRACYTON BLVD NW	A3	19	20
55940	HOLMBERG ST (NW)	0.090	475 ft W of TRACYTON BLVD NW	0.110	.110 mi W of TRACYTON BLVD NW	A3	19	10
57180	HOMEPOR PL NE	0.000	at BROWNSVILLE HWY NE	0.170	.141 mi W of CAPISTRANO PL NE	A3	19	22
10811	HONEY HILL LP (NW)	0.000	at STAVIS BAY RD (NW)	0.481	.471 mi SW of HONEY HILL LP (NW)	A3	9	20
10812	HONEYCOMB CT NW	0.000	at STAVIS BAY RD (NW)	0.068	360 ft N of STAVIS BAY RD (NW)	A3	9	20
86960	HOOD CANAL DR NE	0.000	at CLIFFSIDE RD (NE)	1.927	at HOOD CANAL PL (NE)	A1	8	20
86960	HOOD CANAL DR NE	1.927	at HOOD CANAL PL (NE)	2.232	at PONDEROSA DR W (NE)	A1	8	22
86960	HOOD CANAL DR NE	2.232	at PONDEROSA DR W (NE)	3.630	at TWIN SPTS RD (NE)	A1	8	22
58070	HOOD CANAL FARMS NW	0.000	at WILLAMETTE MER RD NW	0.304	304 mi W of WILLAMETTE MER RD NW	A2	9	22
88000	HOOD CANAL PL (NE)	0.000	at HOOD CANAL DR NE	0.110	.110 mi NW of HOOD CANAL DR NE	A3	9	16
41130	HOOVER AVE SE	0.000	at LUND AVE (SE)	0.226	at LINCOLN AVE SE	A1	19	30
41130	HOOVER AVE SE	0.226	at LINCOLN AVE SE	0.471	at JEFFERSON AVE SE	A2	19	22
18410	HOPE ST (NW)	0.000	at ROCKY POINT RD NW	0.190	at ROCKY POINT DR NW	A3	19	18
32810	HORIZON LN E SE	0.000	at SOUTHERN DEAD END	0.490	.185 mi S of LELA LANE (SE)	A3	9	20
32810	HORIZON LN E SE	0.490	.185 mi S of LELA LANE (SE)	0.679	20 ft N of LELA LANE (SE)	A3	9	20
32800	HORIZON LN W SE	0.000	at MULLENIX RD (SE)	0.932	at HOLMAN CT (SE)	A1	9	20
32800	HORIZON LN W SE	0.932	at HOLMAN CT (SE)	1.730	420 ft S of VIEW PLACE S (SE)	A1	9	20
22610	HORSESHOE AVE SW	0.000	at SIDNEY RD SW	0.470	at SPRUCE RD (SW)	A2	9	22
22610	HORSESHOE AVE SW	0.470	at SPRUCE RD (SW)	0.784	at LAKE ST (SW)	A2	9	22
22610	HORSESHOE AVE SW	0.784	at LAKE ST (SW)	1.018	234 mi S of LAKE ST (SW)	A2	9	22
22613	HORSESHOE AVE SW CUL	0.000	at HORSESHOE AVE SW	0.020	105 ft NW of HORSESHOE AVE SW	A2	9	28
42050	HORSTMAN RD (SE)	0.000	at HILLANDALE DRE	0.170	at PERU AVE E	A2	19	24
42050	HORSTMAN RD (SE)	0.170	at PERU AVE E	0.294	at BABY DOLL RD SE	A2	19	20
42050	HORSTMAN RD (SE)	0.294	at BABY DOLL RD SE	0.770	at WARNER AVE SE	A1	19	20
42050	HORSTMAN RD (SE)	0.770	at WARNER AVE SE	1.061	at ORLANDO ST (SE) (CITY)	A1	19	20
57943	HOSMAN CIRCLE (NW)	0.000	at OLD FRONTIER RD NW	0.802	492 mi W of HOSMAN CIRCLE (NW)	A3	19	23
29260	HOVDE RD (SW)	0.000	at SIDNEY RD SW	0.271	271 mi SE of SIDNEY RD SW	A2	9	20
32900	HOVGARD RD (SE)	0.000	at OLALLA VALLEY RD SE	0.480	480 mi W of OLALLA VALLEY RD SE	A3	9	14
81690	HOWARD AVE NE	0.000	at VIRGINIA DR NE	0.592	at HOWARD PL (NE)	A2	9	18
81695	HOWARD PL (NE)	0.000	at HOWARD AVE NE	0.092	at VIRGINIA PL NE	A3	9	17
55920	HUCKLE DR (NW)	0.000	at NELS NELSON RD NW	0.260	485 ft W of KRISTI CT NW	A2	19	25
55920	HUCKLE DR (NW)	0.260	485 ft W of KRISTI CT NW	0.500	332 mi W of KRISTI CT NW	A2	19	25
55920	HUCKLE DR (NW)	0.500	332 mi W of KRISTI CT NW	0.530	362 mi W of KRISTI CT NW	A2	19	25
21300	HUCKLEBERRY RD (SW)	0.000	at LAKE HELENA RD (SW)	0.400	.397 mi SW of ROSEDALE LN SW	A3	9	20
79520	HUDSON ST (NE)	0.000	at SCENIC DR NE	0.042	220 ft NW of SCENIC DR NE	A3	9	15
21240	HUNTER RD (SW)	0.000	at GLENWOOD RD SW	0.070	370 ft W of GLENWOOD RD SW	A2	9	20
21240	HUNTER RD (SW)	0.070	370 ft W of GLENWOOD RD SW	0.320	at HUNTER RD (SW) (U)	A2	9	20
57602	HUNTLEY PL NW	0.000	at BENNINGTON DR NW	0.148	115 ft SE of BRINKLEY CT (NW)	A3	19	25

ACCIDENT REPORT
SORTED BY MILEPOST

ROAD NAME	Milepost	Date	Time	ACC	SEV	INJ	FAT	VE	WEATH	ROAD SURFA	COLLISION TYPE	OBJECT
86960 HOOD CANAL	.185	11/20/2001	1248	670694	1			2	RAINI	WET	SM DIR/OTHER	OTHER STRUCK
86960 HOOD CANAL	.447	02/24/2001	2230	090715	1			1	CLEAR	DRY	COLL W OTHER	ROADWAY DITCH
86960 HOOD CANAL	.470	12/17/2000	0900	100140	2			1	CLEAR	ICE	VEHICLE OVERTURNED	ENBANK/NO GDR
86960 HOOD CANAL	.750	12/11/2000	1803	799319	2	1		2	CLEAR	DRY	SM DIR/SIDESWIPE	
86960 HOOD CANAL	.947	02/15/2004	0550	158784	1	0		1	RAINI	WET	COLL W FIXED OBJ	GDRAIL FACE/PI
86960 HOOD CANAL	.970	03/20/2002	0500	150446	1	0		1	SLEET	SNOW	COLL W FIXED OBJ	GUARDRAIL END
TOTAL					3	0		8				

6 Rows Processed

11-6-99 86960
FISO PUA
NIB SIB

5-25-98
FISO PUA
NIB INTO GDRAIL

11-24-98 SIB
R-10 Acc NIB

3-20-02
MISSAN PUA SIB
INTO GDRAIL