

# Greater Hansville Area Advisory Council

## Greater Hansville Area Road Safety Advisory Committee (RSAC)

Report to the Community

### Speed Mitigation Project Proposal

*The GHA spirit of community activism, the hard work of all the Futures Planning Committee participants and growing concern about increased speeding as well as the imminent impacts of the Sterling Highlands development project have brought residents from every area of the GHA together to find solutions to our traffic safety issues.*

From the Futures Planning Committee 2004 survey of 2,400 properties in GHA the overriding value was

#### Peace and Quiet, Safety and the Rural Setting

In the Futures group final statement was the following:

**Value:** *We value adequate road design and capacity, roads that are safe for cars, pedestrians and bicycles, and respect for and enforcement of traffic laws.*

**Vision** of our transportation in the future:

*Traffic/speed control devices have improved safety and compliance with traffic laws.*

**Action** item:

*Support sensitive development of any additional road capacity and advocate for a combination of enforcement, education and traffic calming devices that enhances pedestrian and traffic safety.*

In March of 2006, our community came together at the HCC in a standing-room only meeting of county representatives and concerned residents. Commissioner Endresen, Sheriff Boyer, additional members of the sheriff's department and public works personnel met with the public to educate us and to listen to residents' increasing concerns.

The predominant concerns voiced at the big meeting were:

- Safety of pedestrians - young and old
- Safety of pets and wildlife

- Concern about traffic accidents - including just getting out of driveways
- Noise from speeding traffic.

The GHA Road Safety Advisory Committee (RSAC) was formed from volunteers who signed up at that meeting including several Futures group members. Speeding was identified as the major traffic issue causing the public's concerns. RSAC immediately initiated a three-pronged campaign based on the Sheriff's Three E's for traffic safety:

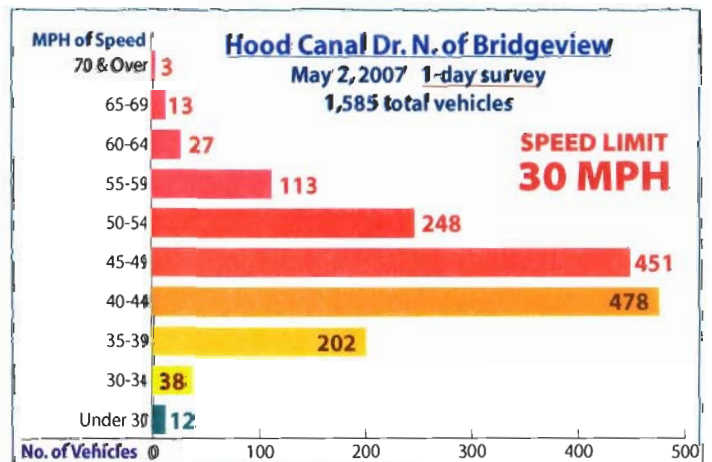
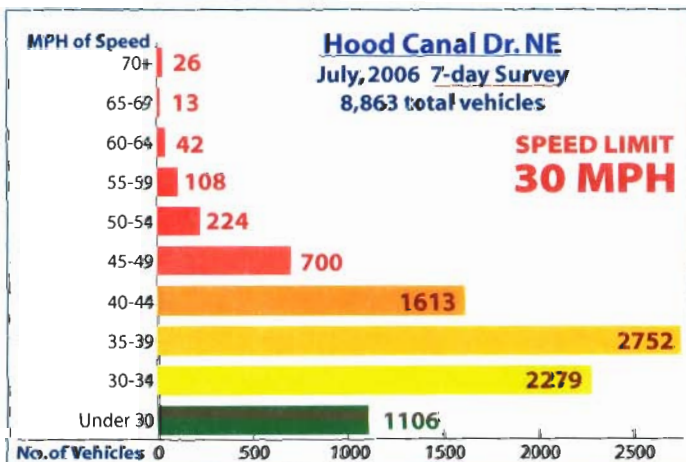
**Education/Awareness** With their guidance, and working closely with Sheriff's Department representatives, volunteers initially focused on increasing community awareness of speeding through:

- Articles in local newsletters and papers
- Borrowing the county reader-board and placing it at various locations throughout GHA
- Displaying cautionary signs provided by the county.

**Enforcement** RSAC asked for and received from traffic officers increased enforcement at random times throughout the GHA.

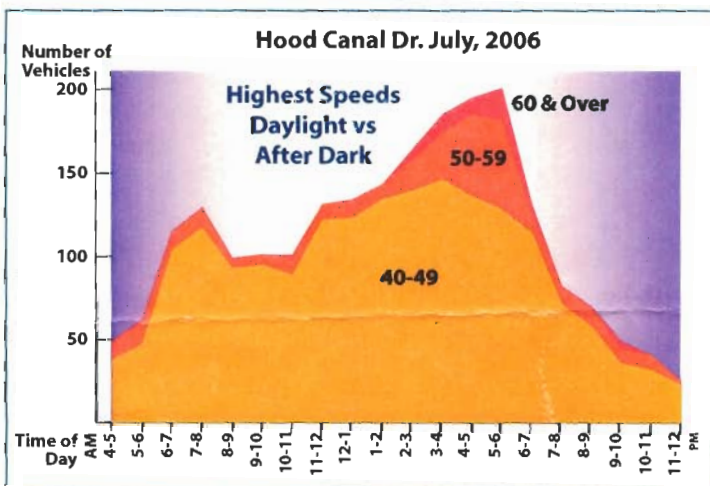
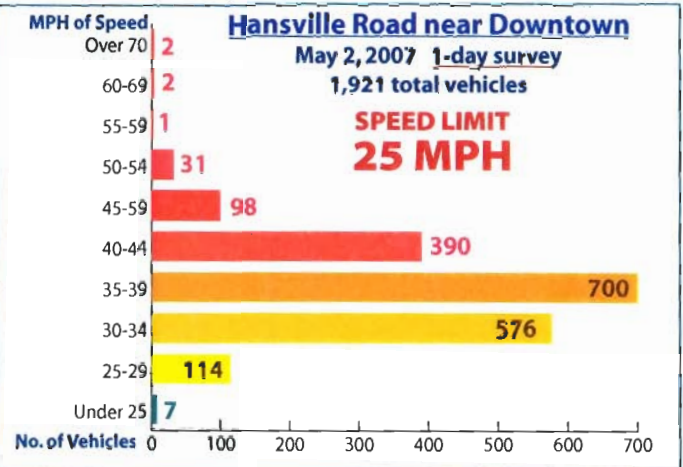
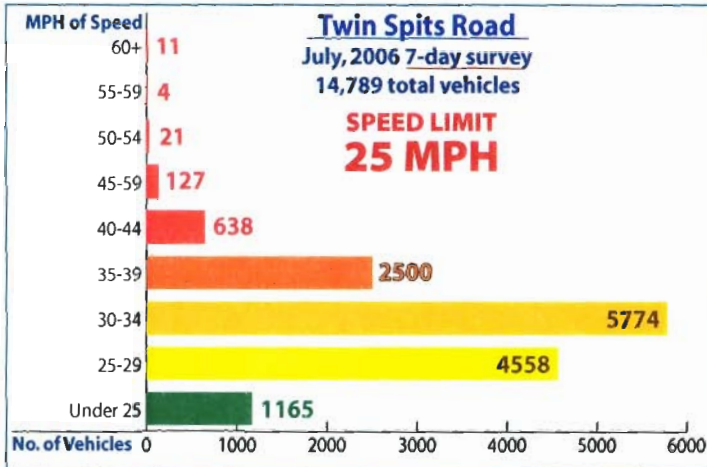
**Immediately** following initial efforts of increasing awareness, education and enforcement, speed data was again collected which showed high percentages of traffic at dangerous speeds in both the downtown Hansville and the southern Hood Canal Dr. NE areas.

### Traffic Data Surveys in 2006 and 2007 on Hood Canal Drive south of Hairpin Turn



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## Traffic Data Surveys in 2006 and 2007 near Downtown Hansville



Concerns of residents expressed in their comments at the first public meeting are reinforced by studying the data from both the 2006 and 2007 surveys. How can GHA solve the safety problems now and in our future? How will we ensure the safety of pedestrians, cyclists and wildlife plus maintain the rural nature of our lovely area as we grow and traffic volumes increase?



The only missing element in RSAC's traffic safety program for GHA was engineering for safety. Since extensive work had been done with education, awareness and enforcement, it remained for RSAC to research what roadway modifications or other physical devices might solve the speeding problem.

Sheriff Boyer and other traffic officers informed us that the only effective solution – short of constant and random enforcement – is to install traffic calming devices. It is based on that advice along with continuing speeding in spite of increased education and enforcement that has led RSAC to focus on the third element of the "three E's".

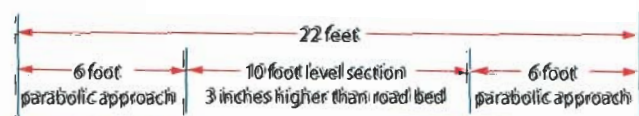
**Engineering the Roads for Safety** Months were then spent doing research and investigation into physical mitigation devices currently being used in other communities. Because of the high volume of traffic, EMT use and the rural collector status of GHA roads, RSAC has investigated the designs of mitigation devices being used on roads like ours in other locales. With input from members of the fire department and public works, we have come up with the following

**minimum impact design proposal** - the number and physical specifications of traffic calming devices RSAC believes will best suit the unique nature of our multi-use roads in the GHA are as follows.

### Designs of Devices

#### Speed Table:

The typical physical design of proposed speed tables is a paved section of road **3" higher** than the surface of the road, with a **10' long flat center** and **6' long parabolic ramps** at each end for a total of 22'. **Warning signs and painted markings** will ensure visibility of each device. The devices can be designed and built to allow traffic to flow at the speed limit.

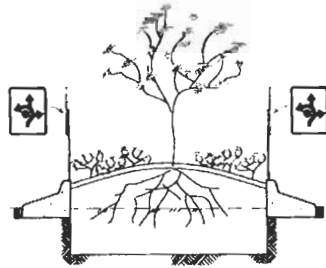


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### Traffic Circle:

The traffic circle is typically a **circular or oblong raised area** in the center of an intersection with gently angled curbing around the circumference to allow passage of tires over edges of curbing.

Diameter and height of circle to be determined by County when intersection is surveyed (5-6 feet).



One Traffic Calming Device, preferably a Traffic Circle:

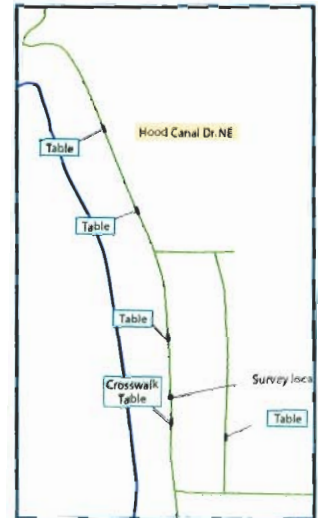
1. Located at or near the intersection of Buck Lake/Point No Point Road Road and Hansville Road

### South Hood Canal Drive Area:

One speed table at each of the following locations:

Hood Canal Dr. NE between Cliffside Rd. and the hairpin turn (an approximately one mile long stretch of road):

1. Between 34899 - 34887 Hood Canal Drive NE
2. Approximately 34789 Hood Canal Drive NE
3. Approximately 34493 Hood Canal Drive NE
4. Just North of 34205 Hood Canal Drive NE (with crosswalk)



Bridgeview Drive (small road parallel to Hood Canal Drive to the east):

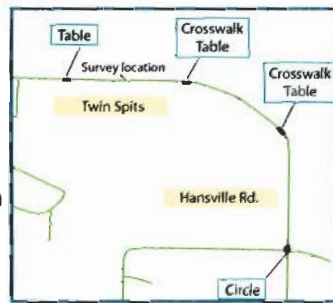
1. Approximately 34168 BridgeView Drive

## Number and Locations of Devices

### Downtown Hansville:

One speed table at each of the following locations:

1. Between 7040 - 7049 Twin Spits Road
2. Approximately 7372 Twin Spits Road (with existing crosswalk)
3. Approximately 7532 Twin Spits Road (with crosswalk)



### Effectiveness

**22 ft. Speed Table:** Average of 18% decrease in the average travel speeds (from a sample of 58 sites), 45% decrease in accidents.

### Circle:

Reduction in midblock speed of about 10% for area including approx. 200' in both directions. 70% reduction in intersection collisions and overall collisions by 28%.



### Budget

The initial budget estimate for the devices enumerated here including all signs and markings is \$30,168 (details available from Public Works).

### Conclusion

Our research indicates that there is a growing nationwide trend of using these types of tables on roads with equivalent volumes, useage and speeds to our roads.

We are excited that there is support throughout the GHA for solutions like these that will make our neighborhoods safer, more liveable and enhance the quality of life that makes living in our area so wonderful.

### Resident Support

Signed petitions with the support of nearly 100% of residents in the immediate areas of proposed installations have been presented to the County. In addition, both input from the Advisory Council members and from residents during the May 15th public meeting will be used to determine the final details of this Pilot Project Proposal for the Council's recommendation to the county.



CRP # 1564

change:

eliminate circle at —

to speed table @ 38921 Hansville Rd.

add:

1 speed table to Bridgeview Drive @  
34409 Bridge View Drive

