

**TIMELINE, KEY DOCUMENTS, AND HISTORICAL OVERVIEW
HANSVILLE SPEED BUMPS**

**Prepared by: John H. Wiegenstein
4800 NE Twin Spits Rd.
Hansville, WA 98340**

April 22, 2008

I am one of several people who have been active in opposition to the speed bumps in Hansville, once I found out about them. This document has been prepared for the meeting set for April 23, 2008 by Commissioner Steve Bauer, to help people see how the speed bumps came to be. I have prepared this summary based on my own investigation of public documents provided by Kitsap County (for which I was charged a fee), information – including public documents – posted on www.beep4bumps.com, and additional research and analysis from other Hansville residents regarding the supposed publicity surrounding the campaign to get the speed bumps installed.

If someone thinks there is something factually incorrect in this document, please advise me of that. My only caveat is that I will want to see objective, contemporaneous evidence that demonstrates the inaccuracy. Hearsay, innuendo, old wive's tales, etc. are of little value in this kind of analysis.

1. Background

Generally, the idea for speed bumps originated with the Hansville Futures Project, which – broadly speaking – was an effort by a small group of Hansville residents to evaluate what Hansville is, and what its residents supposedly wanted it to be as we move forward. Steve Bauer was a major player in this group and, so far as we can ascertain, spearheaded the Futures concept and process. As part of this campaign, in 2003 the group sent out a survey to approximately 2600 Hansville property owners (some of whom reside here, and, of course, some of whom do not), asking a variety of questions relating to what people valued about Hansville, what they wanted to see changed, etc. Approximately 380 petitions were returned – that is, about 15% of the ones that were sent out. At this point we have not been able to determine who responded and who did not. What we DO know is that about 2200+ property owners (85% of those to whom the surveys were sent) were NOT interested in participating in the Futures group's project and did not demonstrate support for the group's goals and agenda.

Based on the ~380 petitions that were returned, the Futures group and the speed bump advocates claimed that a major concern of people in Hansville is “dangerous speeding”, or words to that effect. We have not yet seen a copy of the petition to see how the questions were framed, nor have we seen what the actual answers were, thus we cannot determine whether the questions were set up so as to lead to the result desired by the Futures members, who appear to have had a pre-determined view that speeding was a big problem and something needed to be done about it.

In any event, the Futures people took the position that there was a groundswell of support throughout the Hansville area to do something about “dangerous speeding”, and – specifically – that people wanted speed bumps installed. The Futures people used the term “traffic calming” in the June 2006 “Action Items” document they prepared. This document listed several priority items that, in their opinion, people in Hansville wanted. This list apparently led, in turn, to the formation of the Greater Hansville Area Advisory Council (“GHAAC”), a body made up of self-selected members who determined that the Hansville area wanted them to make decisions and recommendations to the County on Hansville's behalf.

2. Timeline of Key Documents

With that history in mind, let's turn to the paper trail. Bear in mind that many of the documents which were generated by the GHAAC and its sub-committee, the Road Safety Advisory Committee ("RSAC"), are sketchy in details and content, and do not appear to have been prepared so that an outside observer could really tell just what had occurred and what had been done. Some do not even have a date on them. But, these documents are all we have to go by, at least for now.

| Date | Source | Key Content |
|-------------|------------------------------|---|
| 06/01/2003 | Futures Survey | (Estimated date). Hansville Futures group, spearheaded by Steve Bauer, sends out surveys to approximately 2,400-2,600 Hansville area property owners. Approximately 385 are returned, a return rate of approximately 15 percent. Based on this, proponents of speed tables and speed bumps conclude that there is overwhelming public support by Hansville area residents to move forward with speed control devices. |
| 01/01/2005 | Fact Sheet from Public Works | (Estimated date – appears to be a 2005 document, but unclear) Discusses speed on Hood Canal Drive between the hairpin turn and Cliffside, summarizes studies performed, and concludes that (1) the proper speed limit, if set based on accepted traffic engineering principles, would be 40MPH along this stretch, and (2) speed bumps or speed tables are <i>not</i> intended for a collector road such as this. |
| 03/01/2006 | Notice Sheet | Flyer of unknown distribution (i.e. there is no way to tell to whom it was sent) advising of March 21, 2006 public meeting to discuss "traffic issues affecting the greater Hansville area." Refers to term "traffic problems" and "traffic issues" as well as "speeding problems facing all of our neighborhoods," but makes no reference to speed bumps or speed tables. No indication as to distribution of this document. |
| 03/06/2006 | RSAC Agenda | Agenda for March meeting, states "Kathy Bourassa one hour if needed to develop a strategy for a successful outcome for the "pilot project" [speed bumps] at the community-wide public meeting." |
| 04/01/2006 | Letter to Chris Endresen | Undated letter to Commissioner Endresen stating that prior to March 21, 2006 Hansville Community Center Meeting, there had been "several small meetings with concerned residents discussing the growing traffic safety issues confronting our growing community." Claims that March 21 meeting generated a demand for a community committee to work with the County to solve those issues. Announces that "the greater Hansville Area Road Safety Advisory Committee is that committee." Signed by Patricia Pinkham and Kathleen Bourassa. References enclosed petitions supporting the committee's proposal for speed mitigation in Hansville. |
| 06/03/2006 | GHA Action Items | Prepared by Futures group, lists 8 action items that are supposedly desired by Hansville residents. Last on the list , #8, states "Support sensitive development of any additional road capacity and advocate |

| Date | Source | Key Content |
|------------|--------------------------------|---|
| | | for a combination of enforcement, education, and traffic calming devices that enhance pedestrian and traffic safety.” |
| 06/06/2006 | RSAC Minutes | Document actually entitled “Traffic Safety and Road Design Advisory Committee Meeting.” Minutes of organizational meeting, include statement, “TWO BASIC GROUPS: First Group - Us. Second Group - Other People Who We Feel Are Abusive and Reckless Drivers. Be Real Careful.” Goes on to state, “Who do we go to?” “Community petition. No response to petition.” |
| 07/07/2006 | Email from Pinkham to Endresen | “Thank you for your very positive answer to our letter proposing tables in Hansville as well as a mini-round along Twin Spits Road. And for suggesting the same might be effective on Hood Canal Drive in the Cliffside area. In Neal’s recent letter to you he mentioned that we already have volunteers looking at this possibility.” |
| 07/14/2006 | RSAC Minutes | Document actually entitled “Traffic Safety Subcommittee Meeting.” States that Commissioner Endresen and all members of the GHAAC have requested this meeting with county personnel with several objectives including “ simultaneously investigate and initiate the installation of ‘raised table calming devices’ in strategic greater Hansville area streets and roads and implement these plans in the immediate future... . Further goals include ‘study with intent of determining strategic placement of five raised table calming devices placed within the immediate residential area of Hansville Rd... .’ And “give significant consideration to Chris Endresen’s suggestion of the placement of a mini traffic round installation at the intersection of Hansville Rd., Buck Lake Rd. and Point No Point Rd.” |
| 08/08/2006 | RSAC Minutes | Meeting minutes of RSAC for August 2006. Discussion includes report of progress on speed bump installation in Hansville. |
| 08/29/2006 | RSAC Minutes | “Traffic Safety Minutes” for monthly RSAC meeting. In responding to a suggestion from Steve Johnson of the County’s Public Works Department regarding adjusting speed limits in Hansville, the minutes state “Patricia suggested talking to neighbors and discussed Steve Johnson’s proposed ‘speed limit treatment,’ stating it is less than we requested. Kathy and Patricia said we need signed petitions of over 70 percent of community members or the county will be reluctant to do what we request on our rural collector roads. Kathy has developed petitions and Patricia requests that another letter to Chris Endresen reiterating the committee’s stand.” Minutes go on to reveal that “ Neal [Kellner] suggested that over 50 percent of the commuters will not want any speed reduction devices and suggested taking the information only to heavily impacted areas. ” Committee members feel Steve Johnson’s proposal will sideline their goals and Patricia asks that a letter be sent responding to it and to him and Chris Endresen reiterating demand for speed tables. |

| Date | Source | Key Content |
|------------|-------------------------------------|--|
| 10/04/2006 | Letter to Chris Endresen | Prepared by Road Safety Advisory Committee members Pinkham and Bourassa. Claims that “since April [2006] our main priority has been to research and resolve the chronic and dangerous speeding through the neighborhoods of Hansville (Twin Spits Rd.) and Cliffside to the hairpin turn (Hood Canal Drive).” The letter then references enclosure of petitions recently obtained from Cliffside and Hansville neighborhoods. Goes on to state, “We are aware that the classification of our roads may not conform with the County’s guidelines for installation of speed tables. However, in the overriding interest of safety, our speed limits, as well as the level and pervasiveness of current speeding as shown in the county surveys coupled with <i>the strong level of community support</i> , warrant an exception to those guidelines. |
| 10/04/2006 | Map of Petition Areas | Undated, but apparently sent with October 4, 2006 letter to Endresen. Page showing “area covered by Twin Spits Road petition” highlights the precise area where the current speed tables exist. Sheet entitled “area covered by the Hood Canal Drive-Cliffside petition” shows petition canvassing was limited to the area currently served by Cliffside/Hood Canal Drive speed bumps. In other words, the only people surveyed were those who would get the speed bumps in front of their houses. |
| 10/04/2006 | Petitions for Speed Bumps | Undated petitions, and unclear as to when they were circulated. All specifically demand installation of speed tables or other speed calming devices within the area specifically selected by the speed bump proponents. |
| 10/12/2006 | Email from Public Works to Endresen | From Randy Casteel. States that “I share [Jeff Shea, Public Works employee]’s concerns [about installing speed tables on Twin Spits Road]. This road does not meet the criteria set in the policy adopted by the Board for application of these speed humps. I don’t think this is a good idea. It may set a precedent we may regret. If there is a speeding problem it would be more effective for the Sheriff to address rather than putting obstacles in the middle of the road. My concern is if the humps go in here, next will be Hood Canal Dr, then Hansville Rd., etc. . . .” |
| 10/13/2006 | Report from Patricia Pinkham | Email report to RSAC members on Pinkham’s meeting with Chris Endresen and Jeff Shea. Reveals petitions that were collected in the specific limited areas where the bumps were proposed. States that “Chris is in agreement with us that both Twin Spits Rd. and Hood Canal Drive are not typical rural collectors and need to be treated differently,” and reveals committee’s insistence on widespread installation of many speed tables/speed bumps in the downtown Hansville and Hood Canal Drive/Cliffside areas. |
| 10/15/2006 | Email from Endresen to Public Works | Endresen responds to Casteel: “. . . I don’t think we need to rescind the policy, I think Hansville is an exception. . . . <i>The people on Twin Spits and Hood Canal Drive pay a lot of property taxes – road fund included – we need to be responsive.</i> ” |
| 02/06/2007 | RSAC Minutes | List of committee attendees includes Steve Bauer, who stated, “ It |

| Date | Source | Key Content |
|------------|--------------------------|---|
| | | <p>will also be imperative to get public approval at a community-wide public meeting.” In general discussion, the minutes reveal that “there is a group of people who do not want any speed suppression, so there will be a danger of them blocking the whole project if too many devices are presented. There will be a public meeting in May, the date to be determined soon.” Also reveals the narrow focus of the RSAC members: “Dody [Solaas] suggested talking to people in the neighborhoods which could be acquiring the calming devices. There is a need to be prepared with facts. Gary [Paulson] said the issue is not for everyone; only those who live near the planned devices, but Patricia [Pinkham] said all will be affected by the reduced speeds. Kathy suggested going to the people near the planned sites with the petition.” Steve Bauer makes substantial input on further meeting with Chris Endresen to get budgeting and cost estimates in place, develop construction plans and details, and get the bumps installed.</p> |
| 03/06/2007 | RSAC Minutes, March 2007 | <p>Steve Bauer in attendance again as RSAC member. Summarizes meeting between Pinkham and Endresen on February 23rd, and states, “The project will be discussed with the entire community council and the community will have to be in support of the project either through a community public meeting tentatively set for May, or from an opinion survey.” Goes on to say, “The committee then had a lively discussion on whether the survey/questionnaire would actually benefit our project, and it was decided that it would not, and our committee should be the one to draft any such flyer and that it should be more of an informational rather than survey flyer.” A bit later, the minutes covered this topic again, stating, “The county has suggested sending out survey flyers as our project deviates from the County standards. Patricia [Pinkham] explained that these will not be surveys but non-detailed informational flyers.” Finally, states that the community meeting will be Tuesday, May 15th at Hansville Community Center.</p> |
| 03/15/2007 | Hansville Log | <p>GHAAC news submittal indicating March 2007 meeting at which the Road Safety Advisory Committee was adopted as a committee of the GHAAC. Steve Bauer attends as member of GHAAC.</p> |
| 04/03/2007 | RSAC Minutes, April 2007 | <p>Indicates that Kathy Bourassa reported to the GHAAC at its March meeting, at which time the GHAAC approved the RSAC report and asked them to continue with the project. Detailed discussion by the committee members of the exact number and location of various speed bumps throughout Hansville. Under “new business” states that “Patricia [Pinkham] will ask if there’s anything else the committee needs to do before the public meeting currently scheduled for May 15. If public notices need to be sent out prior to that time, that meeting can be postponed. All agreed that a public survey is not appropriate as was brought up at the</p> |

| Date | Source | Key Content |
|------------|---------------|--|
| | | March 20th GHAAC meeting. |
| 04/19/2007 | GHAAC Minutes | Interim board minutes from GHAAC state, “A long discussion covered the divisiveness within the Traffic Safety Committee (RSAC). It was concluded that such strife was detrimental to the GHAAC, particularly in its formative stage. Sue and Allan will ask Neal Kellner for discretion.” [Translation: no dissent is allowed on the RSAC.] |
| 04/24/2007 | GHAAC Minutes | GHAAC listens to presentation from RSAC member Kathy Bourassa, and votes to approve continued RSAC effort to obtain speed bumps. |
| 05/01/2007 | RSAC Minutes | Meeting minutes for May 2007, with Steve Bauer again in attendance as member of the committee. After extensive discussion, the committee votes to recommend their finalized speed bump plan to the county and to make any necessary revisions after the May 15 th public meeting. States, “A final decision on the number of devices will need to be determined after public input.” Mentions that “the county will send post cards to the public to inform them of the meeting.” Further discussion of the May 15 th meeting format focused on ways to limit public input with limited response times from the public only after they have received a long lecture on the benefits of speed bumps. Ultimately, a more flexible meeting format is proposed. Finally, discussion of public notice indicates that committee members would contact the <i>Kitsap Sun</i> and the <i>Herald</i> , as well as the <i>Hansville Log</i> to publicize the meeting. |
| 05/10/2007 | County Flyer | County “information flyer” postcard mailed on this date to addresses of property owners in Hansville, advising of May 15 meeting. Flyer provides no details on the speed bumps and does not even mention speed bumps or speed tables. |
| 05/11/2007 | County Flyer | Flyers arrive in local mailboxes on Friday, May 11, 2007 – giving 2 business days notice of meeting, after pro-bump RSAC had meeting scheduled almost 3 months earlier. |
| 05/15/2007 | RSAC Minutes | “Pilot project proposal” discussed for implementation of speed bumps in Hansville. Refers to Hansville Futures survey from 2003, and explains that “the GHA has unique roads - narrow or no shoulders, no sidewalks, collector roads in the main town, driveway back outs onto the main road.” |
| 05/17/2007 | RSAC Minutes | Steve Bauer in attendance as committee member. Claims that approximately 100 people attended the May 15 th meeting and that “overall the community is in favor of most of the project.” [Note: Another document verifies 84 attendees, including many County personnel, RSAC and GHAAC members, etc.] A proposed traffic circle at the intersection next to Hansville Repair was the only thing that was dropped. Then its further state that “everyone agreed that the committee needs to move forward as soon as possible.” Committee further decides to recommend two new speed tables that had not been part of the previous plan. |

| Date | Source | Key Content |
|------------|-------------------------------------|--|
| | | Member Dody Solaas summarizes speeding tickets written in the Hansville area in the previous month, and finds that “in spite of tickets written the problem still exists.” |
| 05/22/2007 | GHAAC Minutes | Claiming to act on behalf of all Hansville area citizens, GHAAC approves RSAC plan for speed bumps and recommends same to Commissioner Endresen. According to GHAAC, of 31 GHAAC members, 28 were in attendance and voted unanimously to support the speed bump plan. No indication of any meaningful debate or discussion by the GHAAC attendees. |
| 06/05/2007 | RSAC Minutes | Reveals that the County’s “postcard survey” (an web-based survey on the County website which provided information about the speed bump plan) showed there are a total of 14 comments supporting the plan, and 12 against, with three unknown responses as of June 4 th . |
| 06/06/2007 | Email from Endresen to Public Works | <p>“We have a letter from the Greater Hansville Area Advisory Council formally requesting the traffic calming road improvements we have been working on for over year now. <i>Given the results of the public meeting and the positive community comment (I have received about four or five against)</i> I am requesting that you add this to the TIP and schedule the work to be done.</p> <p>I appreciate all the hard work and time that you and Jeff have spent on this project. I know it is a deviation from our policy, but this is a special circumstance where alternate routes do not exist and the commuting public are the members of the Hansville community.”</p> |
| 06/18/2007 | Resolution 2007-125 | Commissioners formally recognize GHAAC as the primary voice for all of Hansville in all matters dealing with the County and Hansville. GHAAC is tasked with carrying out the mandated goals set by the Futures people back in 2003. |
| 06/18/2007 | Commissioners Meeting (videotape) | (Estimated date) – Commissioners agree to install speed bumps in Hansville, after being told by Endresen that there is broad community support and everyone wants them. |
| 10/15/2007 | N/A | Speed bumps get installed in Hansville during October 2007. |
| 11/06/2007 | RSAC Minutes | RSAC meeting. Many members of the public attend and express anger at speed bumps and at process by which they were proposed and constructed. |
| 12/04/2007 | RSAC Minutes | <p>RSAC meeting. More opposition from members of the public. When asked by John Hostvedt “how many Committee members now have a speed bump in front of their house, or close by”, all members in attendance raised their hands – with the exception of Committee member John Wiegenstein, who joined the Committee after the speed bumps had been approved by the County and was not (and is not) in favor of them.</p> <p>Towards end of meeting, committee co-chair announces that the committee won’t be meeting for a few months, due to members supposedly being out of town for the holidays, etc.</p> |

| Date | Source | Key Content |
|------------|--------------------------|--|
| 01/19/2008 | Petition to Remove Bumps | People who oppose speed bumps begin circulating petitions to get the bumps removed. |
| 02/14/2008 | RSAC | Email states that meeting for February 28 th has been set by Steve Bauer to address community anger at speed bumps. Two RSAC members (Bob Helbock and Steve Minor, both extremely pro-bump) graciously volunteer to “lead” two working committees of residents that Bauer wants convened to look at (1) ways to make the bumps less offensive, and (2) alternatives to the bumps. |
| 02/25/2008 | Commissioner Meeting | 630+ petition signatures are submitted to the Commissioners, demanding that the bumps be removed. |
| 02/27/2008 | RSAC | RSAC co-chair cancels its planned March 4 meeting. |
| 02/27/2008 | RSAC | RSAC co-chair announces that February 28 th meeting is being canceled and will be rescheduled for unknown date in future. |
| 03/20/2008 | Steve Bauer | After nearly one month without a response to the ~630 petition signatures, Steve Bauer announces April 23 meeting, which appears to be a reworked version of his planned February 28 meeting |
| 03/29/2008 | RSAC | RSAC co-chair advises that planned April RSAC meeting may not occur, because RSAC may be disbanding. |
| 04/01/2008 | Various | Numerous community members email Steve Bauer over a period of 3-4 weeks, asking for an agenda for the meeting, that a neutral mediator lead the meeting rather than Bauer leading it, that anti-bump people be allowed to speak. Bauer rejects having a mediator run the meeting, and otherwise declines to respond in any meaningful way to these requests. |
| 04/06/2008 | RSAC | RSAC announces that it is disbanding and no longer in existence. Its role in dealing with ongoing traffic issues is expected to be undertaken by . . . the GHAAC’s Planning Committee. |
| 04/22/2008 | Steve Bauer | Finally responds by email to Gerald Kearney that anti-bump people can have 10 minutes to speak at the beginning of the meeting. No agenda is offered. |

3. The Media and Publicity Argument from the Pro-Bump People

The pro-bump folks have a fairly standard response to any objection to the bumps: (1) we have to fight speeding and people who oppose the bumps are anti-community and anti-safety, and (2) if you don’t like the bumps, you should have attended the meetings and spoken up.

The first argument is obviously false. Let’s take a look at the second one. After researching the Hansville Log, North Kitsap Herald, and Kitsap Sun, here is what was found:

A. **The Hansville Log:** we were able to obtain from HCC copies of all Logs from January 2006 through June 2007, with the exception of September 2006 and May 2007. The only potentially relevant information was as follows:

- July 2006 – first mention of RSAC, but no mention of speed bumps or speed tables.
- August 2006 – “Traffic Talk” column by Dody Solaas. No mention of speed bumps or speed tables.

- October 2006 – Traffic Talk mentions buses and Shore Woods. No mention of speed bumps or speed tables.
- November 2006 – Traffic Talk mentions people getting lost on way to Hood Canal Bridge. No mention of speed bumps or speed tables.\
- January 2007 - Page 3 says “Speed Tables May Be Coming to Your Neighborhood”. This is the first reference to speed bumps. Article states one of the solutions being researched is “speed tables” and goes on to explain what they are, etc., and that a public meeting will be scheduled on this topic in the future.
- February and March 2007 – no “Traffic Talk” column, even though RSAC is actively preparing its speed bump proposal to the County during this time frame.
- April 2007 – “Traffic Talk” has report on terrible speeding problems in Hansville, and mentions that RSAC. There is one mention of “engineered traffic calming” and one mention of “physical calming devices”. No mention of speed bumps or speed tables, and no mention of upcoming meeting in May.
- May 2007 – Copy of this Log not provided to us.

B. North Kitsap Herald: We searched January 2006 through May 2007. Here is what we found:

- March 18, 2006: Article “Slow Down, Relax, Its Hansville” discusses claimed traffic issues. No mention of speed bumps or speed tables.
- March 25, 2006: Article “Speeders Tend to be Friends, Neighbors” discusses similar content, with one passing reference to speed tables, etc, as one of many ideas suggested by area residents.
- June 10, 2006: Editorial “Will speed pillows cushion the blow?” by Joe Irwin, offers a skeptical view of “speed tables” or “speed pillows”, and does not actually indicate that the RSAC is working to install these.
- June 14, 2006: Article “Slowing things down in Hansville” discusses RSAC and goal of “speed tables” or “speed pillows” at entrance to Hansville.
- February 14, 2007: Article “Hansville driving improves with committee’s help” talks about a new stop sign at Neal Kellner’s house. In passing, mentions that RSAC is “looking into” speed tables for Hansville – as though the idea had just come to mind...
- May 12, 2007 ; Community Calendar of Events lists May 15 meeting for “speed mitigation” and comment on “speed calming devices”.
- May 17 and May 30 – articles that appeared **after** the May 15 meeting, and reference same.

C. Kitsap Sun: We searched January 2006 through May 2007, and found no mention of RSAC, speed tables, speed bumps, etc. The search function for the Sun may not be as comprehensive as the North Kitsap Herald. If someone knows of specific mention of these topics in the Sun prior to the May 15 meeting, I would appreciate getting those materials.

So, if you happened to read the right Hansville Log (January 2007, or maybe April 2007), or one of the 2 or 3 editions of the Herald that made a mention of this (out of approximately 150 editions published during this time frame), you **might** have see this information and realized what was going on. But more important, should Hansville residents be blamed for not seeing something in a newspaper that they possibly (or probably) do not even receive or read? And shouldn’t the County have mailed a notice with the specific speed bump proposal back in March 2007, when the RSAC and GHAAC knew what they would be proposing and when the “public meeting” was going to be held (May 15)? Was two working day’s notice adequate? And shouldn’t the notice have made clear exactly what was being proposed, with straight talk and clear information? Is it any wonder that the deck was stacked in favor of

the bumps at the May 15 meeting when the pro-bump group had their attendance and their presentation prepared since March, and when the public notice was so late and so lacking in specifics?

4. Where do we go from here?

Commissioner Bauer has an unpleasant situation on his hands. An agenda that he promoted and supported – the speed bumps – has turned out to be something that the great majority of Hansville citizens never supported, do not want, and in fact want removed. He does not want to upset his pro-bump colleagues by agreeing to remove the bumps. And he likely does not want to simply leave the bumps in, and thereby upset a substantial number of Hansville voters. He appears to have decided that some kind of “middle ground” solution can be found if only there are enough “working groups”, meetings, proposals, etc., and that this solution will result in nobody feeling like they were on the losing end of the dispute.

Given the zeal with which the pro-bump advocates have pursued their agenda, it may be unrealistic to expect that *anything* other than keeping the bumps – and likely adding more bumps in the future – will make them happy. But it seems to me that there is an easy, practical, and straightforward approach that serves everyone’s legitimate interests:

- A. First, remove the bumps. 600+ people have spoken clearly on this. It is a simple process, not expensive, and requires no special engineering or design effort;
- B. Then, assign routine Sheriff patrols for speed enforcement purposes, just as the Sheriff does everywhere else in Kitsap County;
- C. After allowing some time for traffic patterns to stabilize, perform some traffic studies to see whether Hansville really has a “speeding problem” that is significantly more serious than any other part of the County. To my knowledge, this critical threshold step has never been performed.
- D. If Hansville does, in fact, have a “speeding problem” that is significantly more serious than any other part of the County, the logical thing for the County to do is assign greater Sheriff’s Department resources to the situation and act accordingly.

It is that simple. No bumps; no spy satellite tracking; no radar cameras; just plain old, well-proven traffic enforcement.

I will leave readers with the following questions to consider:

- A. Was the process used to put the speed bumps in fair, open, inclusive, well publicized, and fully considerate of the opinions of all Hansville residents?
- B. Are the speed bumps something that should be on Twin Spits Road and Hood Canal Drive, regardless of whether the process was satisfactory or not?
- C. Are there other reasons – aside from speed issues – why the people who got the bumps installed might have wanted them?
- D. Can and should important public policy matters be decided by small groups of people meeting in someone’s clubhouse, especially with meetings held at times that often are not workable for many Hansville residents?
- E. Are committees like the RSAC and GHAAC capable of fairly representing the views and desires of the broad majority of Hansville citizens?
- F. Do you trust the County to give fair consideration to *your* voice?