

[BEEPNOTE: The following letter was published on www.hansville.org to give us the “facts” on the speed bumps. We copied it here for purposes of responding. All the text in black is the original letter. Our responses and questions are in red.]

TIME FOR FACTS ABOUT GREATER HANSVILLE AREA SPEED TABLES

The Greater Hansville Area Advisory Council and the Road Safety Advisory Committee empathize with the community’s frustration with the initial difficulties in implementation of the speed tables and the subsequent reworking of them so that they conform to the specifications presented to and accepted by the County, Fire Department, Sheriff’s office and the community.

[BEEP BEEP: We’re part of the county too and we don’t accept them. Nor does the county’s Department of Public Works]

We understand that this reworking is in progress and will result in the appropriate adherence to design specifications which will allow passage safely and comfortably at the speed limit, but inhibit excessive speeds.

[BEEP BEEP: And are opposed by safety groups nationwide, far too numerous to mention here. See beep4bumps.com.]

However, as this construction has progressed, unfortunate rumors, mythologies, and behaviors have surfaced which are negatively affecting our normally very cohesive community.

[BEEP BEEP: Name these rumors, mythologies, and behaviors. We had to create a whole website to get the facts out on how gross misrepresentation of the road committee by bump-front residents manipulated county government for these bumps. Your own founding member, Neal Kellner, warned you of the anger North Kitsap County residents would express if the bumps were pushed through. Tell us what happened to the county’s proposal for bike baths and sidewalks along Hood Canal Drive.]

The FACTS regarding the speed tables and their implementation are:

Three years ago, the serious issue of road safety and speeding drivers surfaced during the Hansville Futures Project and was identified as a community priority.

[BEEP BEEP: Two years ago Commissioner Endresen had already decided speed bumps were the only way, rejecting objections by the county's director of public works who said these bumps violate county policy and would set a bad precedent. Read the emails!]

Before the Futures Project was completed, several Twin Spits Road residents became concerned about the speeding and road safety on Twin Spits and spoke to the Community Center board about creating a committee to develop solutions to this issue.

[BEEP BEEP: Shouldn't this tell you something about a fundamental lack of fairness here when those roads were singled out at the expense of all others? Was the idea ever considered that buying a home on a major collector or thoroughfare just comes with some traffic and that you don't have the right to obstruct traffic on it as though it's just an extension of your own personal driveways?]

Those citizens, after numerous meetings, decided to hold a public meeting

[BEEP BEEP: The meeting notice was mailed just days before the meeting, it contained no mention of speed bumps, and after numerous attempts to find out who exactly it was mailed to, we're still waiting. Many Shorewoods and Driftwood Key residents have told us they do not recall seeing a meeting notice.]

for the community which was attended by a standing-room-only number of residents from all over the GHA,

[BEEP BEEP: There's plenty of anecdotal evidence that the meeting was "stacked" with bump advocates, so to "prove" this fact, we'd like to see a record of who attended. The founding member of the road committee, Neal Kellner, writes to beep4bumps that discussions occurred before that May meeting focusing on how to suppress opposition to the speed bump plan.]

as well as Commissioner Endresen, Sheriff Boyer and other County representatives. Volunteers from that meeting formed the road safety committee with a Shorewoods resident volunteering to chair

[BEEP BEEP: Kellner the Shorewoods resident mentioned here, said the traffic safety committee was created to "find solutions... but not cause problems" on road safety. He stepped down a few months later, and a few months after that, road committee proposed traffic calming devices" (originally only 4), and Cliffside and downtown Hansville residents wanted more bumps. Please read Kellner's more detailed comments at beep4bumps.com]

the group and residents from all over the area agreeing to participate,

[BEEP BEEP: Amid insults from those along Hood Canal and Cliffside at meetings – with comments such as “Shorewood is the Ghetto of Hansville,” with no rebuff from the commissioners in attendance, many residents stop coming to the meetings.]

one of whom was a Cliffside resident

[BEEP BEEP: By the time the committee made its bumpy recommendation, the only committee members remaining were those who live at the location of the bumps in Cliffside and Twin Spits Road in Hansville. No true representation of what we’d call “greater Hansville,” including Driftwood Key, Shorewoods, or other areas affected by but not living at the bumps, existed on the committee.]

All meeting times were publicized and information from those meetings was in the Greater Hansville Log and other newspapers

[BEEP BEEP: And those notices actually mentioned “speed bumps” or “speed tables” that we’d all be forced to drive over to get out of town? We hardly think so.]

That committee met over several months and dealt with the 3 aspects of traffic safety which had been presented by Sheriff Boyer at the public meeting: education, enforcement and road design. Education and enforcement were the first priorities and the Sheriff’s department increased ticketing and monitoring to support the community efforts. Signs were erected reminding drivers to watch speeds, a radar trailer was set up in various places around the GHA and numerous articles about watching our speeds were published as part of a community awareness and education campaign.

[BEEP BEEP: Again, no information is available. The only indication of radar in the county records – given to us by Kitsap County Public Records Department - is that the radar was rejected because the committee needed \$8,000 to purchase the sign. They instead decided to spend \$25,000 of the county’s “bike and pedestrian safety” money – which is also Kingston’s, Indianola’s, Bremerton’s, Port Orchard’s, etc. - for building these street obstructions. The cost, however, has now ballooned to over \$48,000 according to figures release by the department of public works.]

When traffic studies conducted by the County showed that these actions were not affecting the continuing and increasing speeding and safety problems, the committee examined the potential use of speed mitigation devices of various types, primarily in the "downtown" Hansville area. As

this was being discussed, Commissioner Endresen, who had remained involved with this project, suggested that if traffic were slowed on Twin Spits, residents might then decide to take Hood Canal Drive as an alternate and speed through there on their way to/from Hansville Road. She encouraged the committee to review both areas at the same time and the County conducted traffic studies in both areas.

[BEEP BEEP: Read the emails, the fix was in long before Endresen “suggested” that the committee look at any other roads. It was decided from the beginning that these street obstructions would be used. Read the emails from Cliffside resident Kathy Bourassa to Endresen and Kitsap engineers emails to Endresen at beep4bumps.com.]

The results of the county studies on speeding surprised even those concerned about speeding and safety. For example, on Hood Canal Drive an average of 60 cars a day (measured for a 7 day period in 2006) were going 50 mph or higher in that 30 MPH zone.

[BEEP BEEP; Really? Publish the report! Let us decide what the county found out! We looked at studies on these roads and it’s the *percentile* that determines an appropriate speed limit, not just what the residents of the street want. Our speed limits are set too low according to studies done by the department of public works.]

An average of more than 3 per day were exceeding 70 mph

[BEEP BEEP: Show us. Your credibility at this point is pretty weak]

About 9 months later and after all the education and greatly increased enforcement, a 1-day survey showed 404 vehicles going over 50 in just one day, and again 3 were exceeding 70 MPH.

[BEEP BEEP: Again, post the report! Facts aren’t facts just because you say they are. And again, if you look at how speed limits are legitimately established, one would conclude that the issue deals more with an inappropriate speed limit and not an epidemic of speeders who single out just your road and no others. You haven’t solved a problem; you’ve created a bigger one.]

Similar studies on Twin Spits confirmed excessive speeds and the committee, in its heightened concern about public safety, turned its attention to traffic calming remediation.

Extensive research on traffic calming devices was conducted over the period of several months and during this time the Greater Hansville Area Advisory Council was formed, affiliated with Kitsap County and the Road

Safety Advisory Committee became a committee of the Advisory Council. Also, during their research, the committee changed its chair, with a resident of Hood Canal Drive North of the hairpin curve taking charge, assisted by a co-chair who lives on the hairpin turn. Monthly reports were made to the Advisory Council and regular articles were published in the Greater Hansville Log and the Kingston Community News.

[BEEP BEEP: We've asked to see this so called research and continue to be ignored. The county doesn't have any of the research either. We're sorry, but we don't think that a "field trip" to another speed bump constitutes research. We found a "bumper crop" of research on the Internet that explains in painful detail why your decision to install these bumps was bad public policy. You could have easily found that, too. Look into getting computers for GHAAC members.]

Ultimately the Road Safety Advisory Committee, whose continuing membership represented most of the different communities within the GHA

[BEEP BEEP: Give us a roster. Also, why "most" and not all communities within the GHA? We can't find an appropriate representation on this committee. As for roads, it overwhelmingly represents those living at the bumps. What are your obligations to the public? You're not elected. We don't know who appoints you. You don't seem to pay any attention to the state open meetings or open records laws. Tell us, please. We've asked for accountability and we'll continue to ask for accountability.]

made a recommendation that, as an initial pilot project, speed tables were the best solution to calm the traffic and decrease the excessive speeding in these two key areas. Under the sponsorship of the Advisory Council, a public meeting was held, more than 2000 notices were sent to every homeowner of record in the Greater Hansville community by Kitsap County Public Works, and more than 100 individuals attended. The committee presented its recommendation and it received endorsement from the Sheriff, Deputy for Traffic Enforcement, Fire Department

[BEEP BEEP: We haven't seen any letters or documentation that shows their endorsements. Again, we're still trying to track down who the notices went to, but we do know that notices were mailed only days before the meeting and contained no reference to speed bumps. And, as stated earlier, your founding member witnessed discussions your group had on how to suppress opposition to the speed bumps.]

County Commissioner Endresen

[BEEP BEEP: Who are the Endresen's who live on Twin Spits Road, relatives? They contributed \$500 to Chris Endresen's campaign chest.]

and the assembled members of the community. After some modifications of the original proposal which were based on input from the residents attending the meeting, it was then presented to the Advisory Council which approved it unanimously and was later presented to the Board of County Commissioners who approved the installation and budget.

This has been from its inception a community-wide project, developed to address a broad-based community concern about community safety. What is disheartening is that in our close and proudly community-oriented area there have been some who choose to resurrect and/or spread misinformed rumors and mythologies and ignore the statistics on reduction of speed levels, accidents and injuries that result from installation of these types of devices. All of those who have been involved in this for more than 3 years and who have taken days and hours and months of otherwise busy lives to work together to better this community sincerely hope that the positive spirit of Greater Hansville will not be affected by these kinds of behaviors.

[BEEP BEEP: Don't point fingers about rumors until you're willing to come clean with the real facts. Stop hiding behind committee names and tell us who you are and where you live. We urge all North Kitap County residents analyze these "facts" presented by the GHAAC by doing their own county records search. The facts are, indeed, available. But we have not been able to find them from the GHAAC.]

We believe that once the speed tables are rebuilt to conform to the purposes originally contained in the proposal provided to the County by the Road Safety Advisory Committee, the majority of our citizens will appreciate the benefits they provide to ALL of us.

[BEEP BEEP: Benefits? Like car damage? Reduced emergency response times? Nighttime headlights flashing in your eyes from ahead and behind? And let's talk about conformity. The county's policy specifically prohibits the installation of speed bumps/humps/tables on collector roads. We hope our citizens will continue to express their appreciation to all of you with their car horns. One way or another, you will be held accountable for this.]

Anyone who wishes further information about the history or current status of the speed tables can contact ghaadvisorycouncil@hansville.org.

[BEEP BEEP: When are you going to answer our letter from November 5, 2007]

Thank you,

Greater Hansville Area Advisory Council and Road Safety Advisory Committee

[BEEP BEEP: Tell us your names, committee members. What are your names and where do you live? BEEP BEEP]