The meeting was called to order at 6:30 pm by Chair Linda Redling.

Welcome and introductions of GHAAC members. Attendance taken.

Present were:
Admiralty/Twin Spits Neighborhood & N. Hood Canal/Sterling Highlands, Laurie Wiegenstein
Cliffside Beach Homeowners, Judy Foritano
Koffee Klatch, Bob Binnion
Driftwood Key Club, John Remington
Eglon/Pilot Point, Pat Duvall
Finn Creek Agricultural Community, Linda Redling
Flotsam and Jetsam Garden Club, Connie Gordon
Greater Hansville Community Center, Judy Tallman
Hansville Arts Guild, Lynn Hix
Hansville Greenway Association, Van Bergen
Hansville Ladies Aid, Dagmar Brauer, alternate
Hansville Neighbors, Fred Nelson
Hansville Road Neighborhood, Heidi Kaster
Hood Canal Shores Neighborhood, Tom Ritley
Norwegian Point Neighborhood, Gary Paulson
Old Hansville Highway Neighborhood, Christy Mackey
Past Chair Emeritus, (Non-Voting), Judy Foritano
Point No Point View Estates Homeowners Association, Martha Pendergast
Point No Point/Hillview Neighborhood, Christy Mackey
Shoreview Terrace Neighborhood, Daria Nelson
South Hood Canal Drive Neighborhood, Jean Connolly
The Better Halves, Sandra Larsen
Thursday Breakfast Group, Gene Borgomainerio
West Twin Spits Neighborhood, Valerie Tangen

Also present:
Commissioner Rob Gelder.
County Liaison, Heather Adams.

There were 50-60 people in the audience, most of whom left after the completion of the Traffic Study presentation.

Absent were:
Buck Lake Neighborhood, Evan Zachary
Hansville Business Community, Cathy Sand
Hansville Community Church, Cindy McDermott
Past Chair Emeritus, (Non-Voting), Art Ellison
Shorewoods Neighborhood, Vacant
Young People, Alexander Walker
Redling read the ground rules for GHAAC meetings.

Public comments:

- Dennis Cziske, Kingston Ferry Advisory Committee Update. Expect a general fare increase of 2 ½% sometime in the next 12 months. WSF is also looking at student fares and discounts to see if changes need to be made. The fare for 3 wheel motobikes will probably change to the small-car fare since they take up the same space. Multi-passenger fares will be added to the Orca card. Since the ratio of walk-on passengers to vehicle passengers is increasing, raising the walk-on fare is being considered, as is identifying surcharges on the ticket.

Disclaimer:

It should be noted that comments or written statements of representatives, guest speakers or public commenters are the opinions of the individual and not necessarily those of the entire GHAAC organization. Comments or documents containing statements attributed to third parties as quotations cannot be verified by GHAAC.

Guest Speakers:

- Lois Lee gave a 10 minute presentation on the Greater Hansville Community Center’s Endowment Fund plus some background on the facility’s development. The building is owned by the community but sits on county land. In 1988 $188,000 was raised for its construction. The annual rummage sale provides 70% of the GHCC annual operating budget.

  She explained that the principal from an endowment fund remains untouched. Only the interest is spent. The GHCC is launching a fund raising drive for an Endowment to provide sustainable financial support for the Community Center. There is a six year implementation plan; raising $20,000 in pledges and donations by April 30th as initial seed money. They have reached 74% of their goal so far. Further goals are to reach $100,000 by 2015 with an additional $100,000 raised by 2018. GHCC is also looking for bequeathed donations.

- Jeff Gales was to have presented the U. S. Lighthouse Fund Raiser but he was unable to attend. The information will be in the Hansville Log.

- Greater Hansville Comprehensive Traffic Safety Study. Commissioner Rob Gelder introduced Jon Pascal of Transpo Group, the company that conducted the study for the county, who presented the survey and its recommendations. Their findings were not well received by the Cliffside and Driftwood Key residents. The presentation recommended removing the speed tables and raising the speed limit to 35 in Cliffside. Speeding through Driftwood Key (DWK) was not addressed at all, even though DWK has more homes closer to the road than either Cliffside or the Hansville store area.
There was considerable comment on both sides of the issue. The results of the 109 page county traffic survey are located at [http://www.hansville.org/index.php/ghaac](http://www.hansville.org/index.php/ghaac). The county has yet to announce what actions they will take in regard to the study.

See Public Comments, further along in the minutes, for additional discussion of and reaction to the study.

**Approval of Minutes of Last Meeting:** Approved as submitted.

**Community rep reports:**
- Pat Duval, Eglon/Pilot Point, announced the Eglon Easter Egg Hunt on March 30th.
- Heidi Kastor, Hansville Road Neighborhood. The Dragonfly nursery is now open.
- Gary Paulson, Norwegian Point Neighborhood. There are three new Mutt Mitt dispensers at Norwegian Point Park which should be up by the end of the month.

Special seasonal project was placement of sandbags at the ends of boardwalks and bridges that get slippery when wet; we hope that Greenway trail users will find it helpful to toss some sand on the wood before walking on it, so they're less likely to slip.

We are planting 400 donated cedar trees on the Greenway this week.

The Greenway Association has received county funding for several planned 2013 maintenance projects including mowing, gravel, culverts, boardwalk materials, and signage.

Sterling Highlands has a new owner who plans to develop it. The part of the proposed Greenway easement that crosses the platted portion of the property was never recorded, so we don't know if there will be public trail access from Benchmark Road to the Greenway trails. We are negotiating with the new owner in hopes that he will donate an easement, since it will be more valuable to the new development than to the Greenway Association.

The Plexiglas cover over the large Greenway map at the Otter Meadow kiosk (inside the Buck Lake Park trailhead) has apparently been used for target practice and will need to be replaced. We hope this is a one-time target practice incident.

- Judy Tallman, Greater Hansville Community Center. We had our first drop off of the spring on **March 9** using the new storage at Norwegian Point Park boathouse. It is good for the community to see activity at our local park. We have security cameras in place to discourage uninvited visitors; the electrical system has been updated and the roof repaired. It is dry
and snug for your donations. Most donations will still need to be taken to the Annex in back of the Community Center at Buck Lake for processing. See the Log for details.

Join us at the Community Center on Saturday **March 16** from 5-8 pm for a St Patrick’s Irish dinner. Corn Beef and trimmings; a selection of beer; music and serving by our local teenagers. Tickets available at Hansville Grocery and from Community Center board members for $17.

The Social Hour drop in continues on **March 26** from 10-2 in the newly redone East Room of the Center. Games, book lending, visiting, a gathering time for community members. Join us.

On **March 30** at 10:30 bring your children and grandchildren aged 10 and under to the Community Center for an Easter Egg Hunt and an Easter Bunny visit. Children will be divided by age group so even the 2 year olds will have a fun experience with help from a loving adult.

Since GHAAC does not meet in April, a preview:
Rummage Sale drop off on **April 13** from 10-2.
Navy Band concert on **April 14** at 2 pm.
Social Hour on **April 30** from 10-2.

- Lynn Hix, Hansville Arts Guild, reported that the Spring Fashion Show and Luncheon will be on **May 4th**. Tickets will be available after April 1st for $14.00 each.

**Response to public comments from last meeting:** None.

**Action Items:**
- Term limits update. All representatives were reappointed.
- Election Committee Appointed by Chair. The election committee will be the executive Board, with the exception of Linda.
- Reminder about contacting the county and copying the Chair. Don’t by-pass the Chair.
- Answering Laurie’s question regarding certain neighborhoods. Evan Zachery, rep for the Buck Lake Neighborhood, works over on the other side and often is unable to get back in time for meetings. If you miss two meetings in a row you can’t vote, which he often is prevented from doing. The community doesn’t change reps so the situation continues.
- Linda’s announcement. She is moving this week and this will be her last meeting after 12 years.

**Last call for Public Comments that were missed:**
- Marco Tyler of Cliffside presented that community’s response to the traffic study. He submitted a 4 page typewritten document to be included in the minutes. Because of its size it is included as an attachment to the minutes. It is titled ‘Cliffside Beach Homeowners Association’. The original was signed by five representatives of the association; Marco Tyler, Ramey Fair, Lanse Richardson, Denise Dougan and Judy Foritano.
• Roger Vielbig noted that the intersection of Hood Canal Drive with the 90 degree turn in Cliffside is at the bottom of a hill with a 20% grade. You cannot compare this to statistics from other areas, as was done in several instances in the Traffic Study, because this type of thing is so unique. There have been seven accidents here since the road was built. Cars coming down too fast and/or coming home from the tavern don’t make the turn and plow straight ahead through the earthen berm and into his front yard. This has happened several times but the car is gone in the morning so there is no accident report. Others nearly stopped at the bottom to check traffic from the north so they can turn south get rear ended by someone descending the hill too fast. These special types of conditions require individual intelligent interpretation, not blind application of standards from other areas.

• Marilyn Holmgren noted that the lighted radar speed signs are needed because they work for most drivers.

• Karla Martin wants the table heights adjusted so she can go across at the speed limit.

• Written comments received from Daria Nelson are attached.

• Carol Wood spoke briefly against the speed tables.

Announcements:
• It was announced that the May meeting will consider whether or not GHAAC’s major work is completed and the group should disband, hibernate or keep going. Representatives need to go back to their respective organizations and communities and get their sense of it before the May meeting during which the issue will be decided.

Meeting Adjourned at 9:15 pm

Next meeting: May 14, 2013, 6:30 pm, at Greater Hansville Community Center.

Respectfully Submitted,
John Remington, Secretary
March 10, 2013

To: Kitsap County Board of Commissioners  
Robert Gelder, Commissioner  
Greater Hansville Area Advisory Council  
Linda Redling, Chair

From: Cliffside Beach Homeowners Association  
P.O. Box 2046  
Kingston, WA. 98346-2046


Dear Commissioner Gelder and Chairperson Redling,

The Board of the Cliffside Beach Homeowners Association (CBHA) has reviewed the subject document and would like to go on record with our comments, concerns and recommendations about the study section by section.

Comments on Executive Summary
In general we agree with most of non-controversial assertions and recommendations in the Executive Summary. The CBHA Board has significant disagreement and concern regarding the most controversial assertions and recommendations for posted speed limit and speed tables on the Cliffside segment of Hood Canal Drive (HCD). We believe the analysis of the report is flawed in this area and is not supported by other statements and data within the Study itself.

We specifically agree that speed tables are effective in reducing speed and thereby increasing public safety in the influence area. This always been our primary concern. The study data supports this conclusion. The residents of Cliffside appreciate the reduction of speeding through our segment of Hood Canal Drive (HCD) as a direct result of the speed table installations.

Why conduct the study now?
- We asked the same thing. Were the previous County studies and reviews flawed, biased or not comprehensive? There is no mention of other speed table locations in Kitsap, Mason or Jefferson counties and question why they are not included in the review as an example for local comparison rather than Gilbert, Iowa and Portland, Oregon. The cost of all Hansville area traffic studies, reports and meetings over the years may have been better spent by hiring additional Deputies for enforcement of existing traffic laws.

- Specific Findings of the Study, under the heading “Traffic Calming Best Practice Research” (page v). In our opinion these best practice actions were performed by the County, advisory citizen groups and the general public but it is not mentioned. Local newspaper articles, Hansville Log articles, roadside signs, mass mailings, and temporary radar signs were used to inform and educate our community on the traffic issues and to gain public involvement in the process.

Speed Table Evaluation, (page vi)
- States no formal public survey was completed that included the broader community yet it states that County representatives tried to make the community aware of PUBLIC meetings. Was the recent Survey Monkey survey considered a formal survey? That survey had 330 responses out of approximately 4000 households in the GHA or just a little over 12%. Not a good participation level by the “broader community”.
- We greatly disagree with the assertion under bullet item four which says “Speed tables on Hood Canal Drive are not considered a common application since this road functions as a local and regional commuter route...”. Yet bullet item five it states that “Speed tables on Hansville Road and Twin Spits are appropriate based on the
Thank you to Kitsap County and TranspoGroup for the Greater Hansville Comprehensive Traffic Safety Study.

This statement is about the buy-off of North Kitsap Fire & Rescue in relation to the installation of speed tables in the Hansville area.

Page 63 of the study refers to Transpo's
Finding
"North Kitsap Fire & Rescue accepted the proposed speed tables in exchange for the increased safety resulting from reduced speeds."

Here is the reality.

Fire Chief, Paul Nichol, who preceded current Fire Chief, Dan Smith, was totally OPPOSED to these kinds of traffic devices that negatively impact emergency response times.

Chris Endresen was Kitsap County Commissioner at the time. Commissioner Chris Endresen was a proponent of the speed tables.

In late 2006, Chief Paul Nichol, received a phone call from Commissioner Chris Endresen. She informed him that,
"the Hansville people pay a lot of taxes and they are going to get their bumps whether he liked it or not."

Commissioner Endresen directed Fire Chief, Nichol, to accept either bumps, humps or speed tables.

The Fire Chief was forced to accept the lease obnoxious.

The Hansville area community deserves to know these facts.

Daria Nelson
March 12, 2013