

**KITSAP COUNTY
NON-MOTORIZED FACILITIES COMMUNITY ADVISORY COMMITTEE
(KC NMCAC)
MEETING MINUTES**

JANUARY 17, 2023 6:30 – 8:00 p.m.

Virtual Meeting

Deborah Weinmann
Chair

Jess Chandler
Vice Chair

Richard Feeney

Ray Pardo

Scott Satter

Laura Westervelt

Brian Watson

Microsoft Teams meeting

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<i>Time</i>	<i>Topic</i>	<i>Activity</i>	<i>Presenter</i>
6:30	1. Welcome and Introductions		Chair
	2. Public Comment (3 min limit per person)		Chair
	3. Approval of Minutes	Action	Chair
6:35	4. Vice Chair, Recorder Vote	Action	Chair
6:40	5. School Zone Speed Cameras	Discussion	Aman
7:15	6. 2023 Work Program	Action	Chair
7:45	7. NSTO update	Discussion	Chair
7:50	8. Member and Staff Update	Discussion	Chair
8:00	9. Adjourn	Action	Chair

Attendance:

<p><u>Members Present:</u> Jess Chandler (Chair) Rick Feeney (Recorder) Nathan Menefee Ray Pardo Scott Satter Brian Watson Laura Westervelt</p>	<p><u>Members Absent:</u> Debbie Weinmann</p> <p><u>Kitsap County Representatives:</u> David Forte Melissa Mohr</p> <p><u>Guests:</u> Andy Aman Joe Loubischer</p>
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Enclosure [1]: Automated Speed Enforcement Readiness Guide (portion)

Topic 1: Welcome and Introductions

Meeting Called to Order

Nathan Menefee was introduced as a new member. He lives in the Poulsbo & Kingston region. He bicycles to his job in Seattle. He stated he has a high interest in non-motorized transportation.

Topic 2: Public Comment

None

Topic 3: Approval of minutes

Nov: For November's minutes Ray put out the motion to approve minutes, Scott seconded. All voted in favor.

Dec: For December's minutes Ray put out the motion to approve minutes, Scott seconded. All voted in favor.

Topic 4: Vice-Chair & Recorder Vote (for CY 2023)

Vice-Chair: Laura Westervelt was nominee. All present voted in favor.

Recorder: Brian Watson was nominee. All present voted in favor.

Topic 5: School Zone Speed Cameras

Sargent Andy Aman of the Kitsap County Sheriff's Office Traffic Division is our guest speaker. He was invited to speak on the application of Speed Enhancement (e.g., speed cameras) in key areas and what his job entails. He has 29 years in the office with 20 years in traffic. In his job he is involved in crash investigations. He made clear that he cannot speak for the County Sheriff and he/she must approve policies.

He emphasized that there are a lot of moving parts in usage of speed monitoring equipment. While his assigned position puts an emphasis on speed enforcement, their office has limited personnel. He noted that right now, finding personnel to hire with the necessary qualifications and experience is currently difficult.

He then preceded in educating the committee on the "RCW" laws they are required to follow:

The Revised Code of Washington (RCW) is **the compilation of all permanent laws now in force**. It is a collection of Session Laws (enacted by the Legislature, and signed by the Governor, or enacted via the initiative process), arranged by topic, with amendments added and repealed laws removed.

Sgt. Aman then called attention to RCW 46.63 "Disposition of Traffic Infractions". Where Section "075" is "Safety Camera Infractions – Presumption" and more aptly Section "170" is "Automated Traffic Safety Cameras – Definition".

Section 075 discusses "Speed enforcement, school zone, school walk areas, park areas, hospital speed zones". There is a caveat for one (1) speed camera for 10,000 population (with one extra if vetted). In the section 075 the location has to be equitable and vetted. He mentioned their department has a very good pamphlet on this topic. Enclosure [1] herein provides page 1 of 8. It is available at <http://wtsc.wa.gov/wp-content/uploads/dlm_uploads/2022/10/Automated-Speed-Enforcement-Readiness-Guide-09-2022.pdf>. He emphasized it is the "community" is who is control. A law review team (including the County's Commissioners) has to lay eyes on every video and confirm a law infraction, before a ticket can be issued.

Brian Watson asked if he could elaborate about the term “school walk areas”.

Sgt. Aman explained that prominent student walking access areas outside the defined criteria of a “School Zone” can be defined as a “school walk area”. It can have limitations (e.g., lowered speed zone, special signage applied, etc.).

Sgt. Aman addressed how the state has recognized that there are some very vulnerable roadway users which includes pedestrians, bicyclists, and motorcyclists. And what the state is doing in moving forward on this topic. They involve entities such as school officials, public health. Community residents, courts, etc. Bremerton has some cases which in which they may units and have expertise.

Sgt. Aman addressed that traffic enforcements are lower on the list. The Sheriff’s staff is very busy. We were trying to meet Vision Zero, but somewhat tied to the COVID, traffic fatalities have gone through the roof. Speeding is way up (next to DUI’s) where even normal people have upped their speed from 5-7 mph over speed limit to 20 mph over.

Sgt. Aman answered that staff time is needed. Give that only one (1) officer is available to directly pursue speeding violations. Would that officer have to be pulled to video watch? With all this demand on our time, the Sheriff’s Department would have to contract with a speed limit tracking vendor. If only a few school zones, its probably manageable. But more cameras would need one (1) more officer.

Brian Watson indicated he believes we need “more” cameras. Fear is the main impediment. Need to be able to give schools the attention they deserve. He stated many users on Perry Ave in East Bremerton treat it like a raceway. Their impunity needs to be addressed to change behavior. Need to take steps to make that happen.

Nathan Menefee asked if the Sheriff’s office has location equity. Like can a mobile camera from one location to another. Random locations and periods.

Sgt. Aman stated it’s a great idea, but that all the one’s he’s seen are hardwired. Not mobile. He will have to look into that.

Rick Feeney asked if the yellow flashing lights (proceed when clear) have affected people speeding through light.

Sgt. Aman indicated that there was clearly a learning curve for the citizens (more accidents when first implemented), but he indicated overall it is assisted traffic flow. They scrutinize each area.

Scott Satter queried about distracted driving. He indicated how it would be an improvement to more effectively control cellular phone users. Sgt. Aman types of examples like sleep, medications, impairments, etc. He explained how warrants are implemented (e.g., voluntary or warranted). Distracted driving is in the top five (5) – these include speed impairment, distracted driving, failure to yield, no seat belt use. Enforcing these save lives.

The Sargent explained how all these factors and a combination of others have to be accounted for in their services. He then mentioned how there are effective Washington State databases (with regional traffic teams involved) established that we could use to assess our issues. You can really drill down. He expressed that the WSDOT is having problems with Target Zero with the large increase in fatalities the last several years.

Topic 6: 2023 Work Program

David Forte brought up the committee’s work plan (shown below) for discussion. The year’s forecasted topics’ were briefly discussed in the meeting.

After the discussion below on 2023’s meetings content, it was put out for motion. Ray Pardo made a motion for approval. Brian Watson seconded. All voted in favor.

2023 Public Works Non-Motorized Planning Activities												
Regular NMC Meetings	Jan	Feb	Mar	Ap	May	June	July	Aug	Sep	Oct	Nov	Dec
Metrics												
Speed Limits												
Automated Speed Enforcement												
Setting School Zone Signs												
Coulter Creek (Parks)												
Staff Projects:												
Transportation Improvement Program (TIP)												
Project Delivery: Project Reviews (TBD)												
ADA Transition Plan												
County Safety Plan Update												
Comprehensive Plan												
Committee Project Representation NSTO Planning Study												
Draft 1/5/2023												

Metrics:

Although, questions remained after the previous several meetings, the concept will be further on a demand basis.

Speed Limits:

From the committee’s previous proposition submitted to the Transportation Department, we should get some feedback latter in the spring.

Automated Speed Enforcement:

This was based on Sgt. Aman’s presentation today.

Brian Watson: I’d like to Automated Speed Enforcement still on the agenda. Wants to know what movements is happening.

Ray Pardo: Is our March speaker going to share any knowledge or concerns.

David Forte: David brought up that we could do a little scoping on this maybe March, April-ish. In large scale, we need to ask ourselves how we could accomplish this. This is a lot of effort.

Jess Chandler asked Brian if he feels we could form another sub-committee to investigate this concept, don’t lose the efforts. Brian Watson supported yes, wanting to keep it front and center.

The committee decided to form up a 3-person sub-committee. Brian (head), Jess, and Nathan volunteered.

Setting School Zone Signs:

We’re starting to research about school zone plans on our work plan.

Coulter Creek:

The Coulter Creek Park is approximately 1300 acres where future development is under the Parks Department.

David Forte explained for us that this will entail the Park's Department lead of the Coulter Creek Park Development to come to our meeting and explain what they are doing on their master planning.

While it is not under our committee, we can tag along to the park's efforts in a liaison effort. Especially where they may interface.

David then explained where these "Staff Projects fit in. Provide feedback.

Transportation Improvement Program (TIP):

Any forthcoming revisions to the TIP will depend on the Comp Plan which is undergoing revision this time.

Safety Plan:

County employee, Susan Gowdy, will come talk in April to brief the committee discussing the road's data analysis of which there is a lot of. We may observe roadways. Looking for spot improvements or larger scale if there's a systemic problem.

Comprehensive Plan:

On the Master Comp Plan, the committee will work with county as requested. Our Non-Motorized Transportation will undergo analysis after the Comp Plan portions affected us are ironed out.

North (segment of) Sound-To-Olympics (NSTO):

David Forte brought up the open house in Kingston on Jan 24th. A few members stated they would be going.

Topic 7: North (Kingston link) Sound-to-Narrows (NSTO) Update

Chair Jess Chandler stated she didn't have anything more from Debbie to communicate.

David Forte communicated to the whole committee about the Open House on this topic next Tuesday (Jan. 24th, at 6:30 p.m.) in Kingston at the Village Green Community Center. It is an Open House, but was also available via Zoom at <http://kcowa.us/NSTOZoom>

Topic 8: Member and Staff Update

Ray Pardo: How many people heard about the Navy Fuel Pier have a number of construction trucks in and out. A new driver came in and hauling 50K lbs. of steel panels for the tanks. Came down wrong route directive (Manchester grade vs. Colchester Drive). Lost brakes. Flew its intersections. With skills he exited into boat parking lot and went down the boat ramp, underwater. He survived.

Jess Chandler: Discussed her bike rack map. Google "Kitsapbikeparking". Rick said he can help in South Kitsap.

David Forte noted that Monday 23rd that the County Commissioners will be approving bike parking and e-bike charging stations permitting program.

Topic 9: Adjourn

With no further comments, the Chair closed the meeting.

Automated Speed Enforcement Readiness Guide



An introduction to automated speed enforcement and what's involved in starting a program in your community.



September 2022

ENCLOSURE [1]: AUTOMATED SPEED ENFORCEMENT READINESS GUIDE (PORTION)



Introduction

In 2000, Washington state wrote its first Target Zero strategic plan with the goal of eliminating traffic deaths and serious injuries. The current version of the plan integrates a safe systems approach to reach Target Zero. Essential elements of safe systems include safe roads, safe drivers, and safe speeds.

From 2019 to 2021, traffic fatalities in Washington increased by 23 percent¹, and excessive speeds are a major contributing factor. Meanwhile, law enforcement agencies have struggled to maintain adequate staffing. As local leadership strives to change that trajectory and increase safety for road users, more local agencies are considering automated speed enforcement as a potential tool to reduce crashes and save lives. The Washington Legislature made substantial changes to RCW 46.63.170 in 2022, which provide additional opportunities for cities and counties to expand their use of automated speed enforcement.

This guide is for local leadership, law enforcement, transportation engineers, and community members looking for an introduction to automated speed enforcement (ASE) and what it takes to establish a successful program. It is a primer, intended to help local communities assess their readiness to implement an automated speed enforcement program. For those desiring a more in-depth understanding, additional resources and references are included at the end of this guide.

[Note: This is not a legal guide regarding state laws or local ordinances governing automated enforcement of traffic laws.]

In This Guide:

1	Why Automated Speed Enforcement?
2	Authorized Speed Enforcement Locations
3	Building the Team
4	Crafting an Ordinance
5	Equity Analysis
6	Partnering with the Community
7	Choosing Camera Locations
8	Deploying the Cameras
9	Program Evaluation
10	Additional Resources and References