

VMICC Public Safety Minutes 11-6-08

In attendance; Kyle Cruver, Scott Sawhill, Craig Harmeling, Susan Sullivan, Pate Ritzhaupt, Theodore Boe, Russ Patterson, Hank Lipe, Jim Didricksen, Mike Kirk, Steve Abel

Meeting commenced 10am at its new location: Vashon Fire & Rescue conference room.

Assistant Fire Chief Mike Kirk reported that there was discussion, initiated by Puget Sound Clean Air Coalition, that commercial landclearing burning be prohibited. There has been further consideration that this ban be broadened to include all outdoor burning. There will be opportunities to discuss the pros/cons of this and alternatives to burning at upcoming forums.

VFR has received up to 60 calls per month regarding burning activity at the height of the season, so is certainly been a burden on staff time in the past.

Ted Boe from King County Sheriff's department noted an ongoing investigation requiring a search warrant. Details to unfold later. Halloween went off without incident this year.

Jim Didricksen noted that there was a roads survey underway, evaluating traffic activity on the island. Any changes that are made will be dependant on availability of funding. Areas of interest include 248th by the golf course/Dockton Road, covering the ditch by the Harbor School. Noted that Kevin Chang's non-motorized division has a separate funding mechanism.

There was a discussion regarding private party paving of driveways. Who pays for it, are there standards, are permits required? Jim noted that much of this activity goes unreported. At the least, they should be inspected. Pat noted that these curbs cause a dangerous "skating rink" for horseriders, impact soil permeability, and should be discouraged.

Pat continued to note that KC Roads has done a good job cutting back foliage, especially down 220th and along Cemetery.

There was a discussion of the havoc utility patches cause on new and existing pavement. Cliff Brown is the new inspector with regards to utility patches. Should we consider a moratorium on new patches?

Susan Sullivan, representing walking groups on the island, talked about some of their concerns. Many of these groups are well-established here. Susan noted that many of our roads are not ideal for walkers, with abrupt edges and irregular surfaces. Of note was the aggregate used along the sides of Beal Road, which is considered unsuitably unstable to walk (or ride) on. Some of the most established routes are the Burton Loop and the Dockton Loop.

Pat noted that the critical component is providing "links" between roads to allow continuity for riders. She noted very few problems sharing the trails with bikers and walkers. Offleash dogs are a problem, however.

It was noted that an article in the island papers about proper rider/walker/driver etiquette would be appropriate.

Russ noted that pedestrians should take some initiative by wearing high-visibility clothing. Walkers should be

walk single file facing TOWARD traffic. It's actually illegal to walk with traffic along our highways.

Pat asked about speed limits enforceable when passing a horse. Russ noted that no such rule exists (barring passage of an ordinance), and that riders are to yield to auto traffic at all times.

Robert Foxworthy is the new head of non-motorized transit for KC Roads.

Kevin Chang is the contact for pedestrian/bike/equestrian infrastructure.

Scott Sawhill has been with KC Roads for 17 years. He talked about speed limits. There is data collection underway on Vashon, monitoring traffic volume. He's received a request to degrade speed limit on Quartermaster from 35 down to 25. Decisions are actually made based on a matrix.

Discussion turned toward crosswalks and improvements that could be made. The MUTCD manual determines what types of standard traffic devices are available for use. Mission is the 3-Es: Enforcement, Education, Enhancement. White lines are the standard for crosswalks. Agreed that some of these crosswalks should be illuminated in some manner. Options are overhead light, blinking signage, blinking in-pavement strips, reflective markers. Agreed that active (lights) vs. passive (reflectors) would be the preferable alternative. Touch-activated signage is easily implemented, and the cost is roughly \$2000 per installation.

Kyle noted that a motion for better signage at crosswalks comes before the next VMICC general meeting.

Meeting adjourned at 11:30am.