



TRAFFIC SAFETY COMMISSION
February 21, 2019

Members Present:

Chairman, Ken Hohenberg (Chief of Police)

Vice Chairman, Cary M. Roe, P.E.
(COK Public Works Director)

Vince Beasley (COK Fire Dept. Chief)

Sorin Juster, (COK Traffic Manager)

Alisha Piper (COK Traffic Technician)

Bill Barlow (Ben Franklin Transit)

Matthew Newton (KPD Traffic Division)

Bruce Mills, (COK Public Works)

Members Absent:

Greg McCormick (COK Planning)
Brandon Potts (Kennewick School District)
Robert Blain (Benton County)
Jim Thoelke (Ben Franklin Transit)
Lisa Beaton (COK City Attorney)
Joe Seet, P.E. (COK Assistant Traffic Engineer)
Matt Rasmussen (Benton County)
Dale Daniels, Citizen Representative

COK Staff Present:

Amy Lynch (COK PW Administrative Assistant)

Visitor: Chuck Torelli, City Councilmember

CALL TO ORDER

Chairman Ken Hohenberg called the meeting to order at 1:30 p.m. and welcomed all present. Introductions were made around the table.

APPROVAL OF SUMMARY

The agenda for this meeting and summary for the March 8, 2018 meeting were provided. Motion was made Cary Roe and seconded by Vince Beasley to approve the March 8, 2018 Traffic Safety Commission meeting summary as written. Motion carried. Cary indicated that he did hear from Canyon View Elementary and they said the striping and signing changes were working and were very appreciative.

NEW BUSINESS

(Power Point Presentation)

Traffic Studies

1. Speed Studies: W. Metaline from N. Kellogg Street to N. Edison Street

Sorin gave brief overview on this. He explained this street was just recently widened into a three-lane street.

- Two speed studies were done by a police volunteer and our own speed study measurement device. 85 percentile observed speed measured by both devices was 34 mph. We are proposing a change to 30 mph. Sorin explained about the 85 percentile. It's actually what people really drive, what they feel comfortable at. This method of setting posted speed limit is widely used across the country. Our recommendation is 30 mph. Going from a 25 to 30 seems reasonable. Cary pointed out that the south side is almost all owned by the School District. It's a big connection between Kellogg and Edison. All in agreement with the recommendation of changing the speed limit from 25 mph to 30 mph.

2. Ridgeline Drive from S. Sherman to SR-395

- Two speed studies were performed in May 2018 and January 2019. Eighty-five percentile speed varied in these studies, vary between 33 to 39 mph. We are proposing 35 mph posted speed limit. This section of street is still undeveloped, but that will probably change soon. The south side is almost developed. Currently, there is no speed limit posted. There eventually will be a rapid flash at Nelson Street. Cary said that we are planning and designing a new interchange at US395 and Ridgeline Drive. We thought the 35 mph consistency was the way to go. All agreed with the recommendation. We will bring these recommendations to the next IOC meeting, then to council for final approval.

3. Memorial Sign Policy

Sorin explained that this program/policy will provide families of persons fatally injured in crashes with a way to sponsor a memorial sign to be erected near the scene of the collision. It was decided to look into having a policy with certain guidelines to follow. We researched communities in the mountain states and west coast to see what they are doing. Goals of this policy include:

- Providing families of persons fatally injured in crashes with a way to sponsor a memorial sign to be erected near the scene of the crash;
- Ensure that memorial signs are located and installed in a safe and consistent manner;
- Increase the public's awareness of the need to drive safely.
- . It must be requested by an immediate family member and in the City of Kennewick ROW. Sorin went over the application form with the committee. Chief suggested, since there is always a focus on safety in work zones, with flaggers, policemen and firemen, could we possibly have a 6th option that addressed that? It gives the family an opportunity to express their loss and has an educational message. It pertains to any type of fatality. Cary pointed out that when this was presented to the Department Heads, it was decided to add a cost recovery component to this. A \$500.00 cost would pay for the fabrication, materials, labor and installation. Chief commented that

engineering design has been a huge factor in making our streets much safer over the years. There may also be a hardship case, where someone could not afford the \$500.00. Might we insert prior to council approval, a hardship provision? Maybe our council will be sensitive to that. The question was asked about what other cities are charging? Some don't charge at all, some charge \$250 – \$300 to fabricate the sign. Bruce suggested a cost of \$250.00, which he thought was a more reasonable amount. Cary explained that the cost recovery concept amount came from the Dept. Heads.

- Sorin explained that each permanent sign will be allowed for five years. After that, they will be removed. Putting the city logo on the signs was discussed. That would show the sign as sanctioned by the City. The Commission thanked Sorin for his presentation. It was decided to examine and implement the proposed changes brought-up during the meeting. There was general acceptance of the proposed draft of the Memorial Sign Policy. Revised draft will be presented to the IOC meeting next.
4. Conversion of W. Kennewick Avenue- Olympia St. to Dayton St.- from four lanes to three lanes with bike lanes
- Sorin explained the meaning of “Road Diet”. The Road Diet will increase the overall safety of the corridor by reducing accidents and improving the overall operation of this corridor. Discussion on the width of each proposed lane and bike lane. Cary has worked in a lot more congested environment in the past, and has never created a left hand turn that is less than 12 ft., thereby having a functional safe lane and functional safe bicycle lane.
 - Chief: We have several million dollars of federal money and we are going to put pavement down with a clean slate. When we do an overlay, how do we need to channelize this road to make it safer and more functional? Sorin explained that the road diet is suitable for traffic if under 10,000 vehicles per day, per research done by the Federal Highway Association. If daily vehicles are above 25,000, this plan is not suitable. Research has shown that the response time of emergency vehicles will be decreased following the Road Diet process.
 - Operational Benefits would be for all modes of transportation, vehicles, pedestrian & bicyclists. Time-travel videos were shown of Kennewick Avenue, east and westbound. This is an older part of town and pretty much built out, not much growth. Bruce noticed on the video, that the section between Dayton and S Carmichael, had cars parked on the roadway. He asked if that will be eliminated. What impact will this have on those houses? The same was done on Canal Drive, a through lane, bike lane and residential parking. It was agreed that the parallel parking, if existing, for that stretch will be maintained. Bruce pointed out that the overlay ends at Fruitland. The section from Fruitland to Dayton would be outside of the overlay project. There was general acceptance of the proposed road diet concept. PW team will implement and address the comments presented at the meeting. Next step will be to incorporate the relevant striping changes into the proposed

overlay plans. The Road Diet presentation will be presented at the next IOC meeting.

UNFINISHED BUSINESS

None

INFORMATION ITEMS

None

OTHER DISCUSSION

Chief pointed out that over the years since the PD has been built across from city hall, we are receiving more complaints about walking across 6th Avenue between the two buildings. If we have a council meeting and they are parking on the PD side of the street, it's dark at night and we have a safety issue. He thought this might be a good location for a RRFB Rectangular Rapid Flashing Beacon. Cary mentioned having to find funding for this. It will be looked at.

Bill Barlow said they would like to meet with the TSC to go over their city-wide amenity project, which is an entire detail down to each stop level. This would be good to go over this with the committee.

ADJOURNMENT

The next Traffic Safety Commission meeting is scheduled for June 13, 2019 at 8:30 a.m.

The meeting was adjourned by Cary Roe at 2:46 p.m.

Respectfully submitted,

Sorin Juster, P.E., P.T.O.E.
Secretary