



**TRAFFIC SAFETY COMMISSION**  
**June 27, 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 Transportation Manager)

Joe Seet, P.E. (COK Assistant Traffic Engineer)

Clayton Rawlings (Benton County)

Alisha Piper (COK Traffic Technician)

Bill Barlow (Ben Franklin Transit)

Brandon Potts (Kennewick School District)

Bruce Mills, (COK Public Works)

Chris Guerrero (COK Police Commander,  
Patrol Division)

**Members Absent:** Greg McCormick (COK Planning)  
Jim Thaelke (Ben Franklin Transit)  
Lisa Beaton (COK City Attorney)  
Matt Rasmussen (Benton County)  
Dale Daniels, Citizen Representative  
Matthew Newton (KPD Traffic Division)

**COK Staff Present:**

Kylie Peel (COK PW Administrative Assistant)  
June Cram (COK PW Administrative Assistant)

**Visitor:**

Chuck Torelli, City Councilmember  
Jessica Foltz (COK Assistant City Attorney)  
Emma Mercado (Canyon Lakes HOA)  
Jerry Martin (Canyon Lakes HOA)

**CALL TO ORDER**

Chairman Ken Hohenberg called the meeting to order at 9:00 a.m. and welcomed all present. Introductions were made around the table.

**APPROVAL OF SUMMARY**

The agenda for this meeting and summary for the February 21, 2019 meeting were provided. Motion was made by Vice Chairman, Cary Roe and seconded by Vince Beasley to approve the February 21, 2019 Traffic Safety Commission meeting summary as written. Motion carried.

## **NEW BUSINESS**

### **1. Ben Franklin Transit – Research Cross Walk at Edison St. & Canal Dr.**

- Started in 2017 with working on adjusting bus stops around Tri-Cities and is focusing on the Edison St. & Canal Dr. stop – Studies are showing that when passengers get off and want to cross the street, they must use the cross walk that goes in front of the bus where cars who are passing the bus cannot see them. The rapid flash at this location is not helping cars, who are going to pass the bus, realize they need to stop. The new budget will be able to help re-do these crosswalks and make it safer for passengers by moving the shelter so passengers can cross behind the bus and cars will be able to see them from the start and stop.
- Ken asked if BFT has worked with City of Kennewick Public Works on “what’s next” steps. Mr. Barlow stated that they are placing the stop pad directly where the original one is – Cary asked why not move it back a bit to succeed in making this a safer crosswalk.
- It was offered to reach out and coordinate with Mr. Barlow on this project to get things going, work on the required permits to work in the right-of-way, and to meet to discuss the Six-Year TIP and how it can be useful for this project. Mr. Barlow mentioned about TAP funding and how a new line item for bus stop improvements was created that could also be used for funding.

### **2. Wheeled All-Terrain Vehicles (WATV) on City Streets**

- Jessica Foltz presented a PowerPoint that goes over what State law allows (RCW 46.09.455). Citizens are allowed to operate a WATV at 35 mph or less and must be driven by a licensed driver. Registration requirements: must be registered with the DOL, safety inspection complete and fees for this service are paid, VIN, release that says the State and local jurisdiction are not liable, the rider understands that the vehicle is not manufactured for on –road use, metal plate is given with either an on-road or off-road tab.
- Jessica covered required equipment that should be on the rider and WATV. The City must first adopt an ordinance that allows WATV’s on the City roads.
- Sorin Juster pointed out he contacted Moses Lake & Wenatchee asking if they’ve seen an increase of accidents and both Cities reported that they have not experienced an increase with WATV’s since adopting the jurisdiction in 2017. The main concern with the contacted cites is crossing into adjacent jurisdictions that don’t allow WATV. This issue needs to be coordinated with Benton County.

- Bruce Mills contacted and spoke with Benton County who turned down the law because they do not have connecting streets of 35 mph.
- City Attorney is planning to propose to Council to modify the statutory definition of WATV found in RCW 46.09.310 to allow only “side-by-sides” to narrow it down a bit more than the State shows, along with other requirements for City use.
- Driving WATV’s are subject to all road laws just as a motorcycle is and driving on restricted roads will receive a ticket.
- Any roads above 35 mph and congested areas will be considered as restricted. The City can look into installing signs on restricted streets stating “No WATV’s beyond this point”. We must list all restricted streets on City of Kennewick website – that list to be discussed at a later time if Council approves to adopt this jurisdiction.

### 3. Speed Data Collection in Canyon Lakes

- The City put out 4 speed feedback signs at both ends of the neighborhood to pick up vehicles and their speed as a speed control tactic.
- Mr. Martin sent in data that was collected from February 2018 to June 2019, Sorin took this and reviewed the total number of cars with their speed. He ran through sheets showing the percentage of drivers who were speeding in 2018 & 2019 within Canyon Lakes, and the amount of reckless drivers (See attached spreadsheet labeled Canyon Lakes Speed Data). Results of the data processing show that about 85% of the driver’s clock at less than 32 mph (that is 7 mph above the posted speed limit). This can be considered a success and a good deterrence. One of the main reasons on installing these feedback signs is to help determine what time of day or night the reckless driving occurs. That way, we can pass it along to KPD so they can send out units where needed.
- Ken mentioned a common complaint from the public is that the feedback signs will start flashing at the driver if they are going 1 mph over the speed limit. He thinks the equipment should be programmable to change these to start flashing if the driver is going over 5 mph the posted speed limit. Joe Seet is going to look into this to make sure it’s programed to that as he believes it is set there already.
- Mr. Martin went over his handout of the speed data Canyon Lakes HOA has collected over the last 16 months. The question was brought up if there are any other areas in Kennewick that have the same equipment with data to compare to. Cary advised him that Panoramic Heights neighborhood will be soon getting the same equipment in place of speed humps and eventually enter into the same license agreement that Canyon Lakes could enter into.

- Mr. Martin wanted to know of any ways to reduce the speeding issue besides installing the feedback signs – Cary suggests that speed humps are the best option to take since they are most effective. However since the speed radar signs are working we don't recommend speed humps at the present time. . Traffic Division will continue to work with the Canyon Lakes HOA on data and working towards a safer neighborhood.

**UNFINISHED BUSINESS**

None

**INFORMATION ITEMS**

None

**OTHER DISCUSSION**

None

**ADJOURNMENT**

The next Traffic Safety Commission meeting is scheduled for September 12, 2019 at 8:30 a.m.

The meeting was adjourned by Ken Hohenberg at 10:48 a.m.

Respectfully submitted,

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

# TRAFFIC SAFETY COMMISSION MEETING

## Sign In Sheet

June 27, 2019

Printed Name	Signature
✓ <b>Ken Hohenberg</b> , COK Police Chief, Chairman	Present
✓ <b>Cary M. Roe, P.E.</b> , COK Public Works Director, Vice-Chairman	Present
✓ <b>Sorin Juster, P.E., P.T.O.E.</b> , COK Transportation Manager, Secretary	Present
✓ <b>Bruce Mills</b> , Deputy Public Works Director	Present
✓ <b>Chuck Torelli</b> (City Councilmember)	C. P. Torelli
✓ <b>Vince Beasley</b> , COK Fire Chief	Present
✓ <b>Joe Seet</b> , COK Asst. Traffic Engineer	Present
✓ <b>Alisha Piper</b> , COK Traffic Technician	Alisha Piper
✓ <del>Jessica Fitz</del> <sup>ACA</sup> ✓ <b>Lisa Beaton</b> , COK Attorney	Jessica Beaton
✓ <b>Greg McCormick</b> , COK Planning Director	
✓ <b>Chris Guerrero</b> – COK Police Commander, Patrol Division	Present
✓ <b>Matthew Newton</b> , COK Police Corporal, Traffic Unit and P.I.O.	
✓ <b>Brandon Potts</b> (School District)	
✓ <b>Jim Thielke</b> (Ben Franklin Transit)	
✓ <b>Bill Barlow</b> (Ben Franklin Transit)	Bill Barlow
✓ <b>Clayton Rawlings</b> (Benton County)	
✓ <b>Matt Rasmussen, P.E., PLS</b> (Benton County)	
✓ <b>Dale Daniels</b> (Citizen Member)	
✓ <b>Jerry Martin, Canyon Lakes</b>	Jerry Martin 586-3349 jandr.martin@charter.net

Printed Name	Signature
✓ Emma Mercado	Emma Mercado 206-834-5725 mercadoemma@hotmail.com

**WHEELED ALL-TERRAIN  
VEHICLES ON  
KENNEWICK ROADWAYS**

Jessica Foltz  
City Attorney's  
Office

# RCW CHAPTER 46.09.455

- Took effect in July 2013.
- Generally provides that citizens may operate wheeled all-terrain vehicles (WATVS) on public roadways of the state with a speed limit of 35 mph or less, subject to restrictions.
- In order for WATV use to be allowed in Counties with a population of 15,000 or more or Cities of any size, individual jurisdictions must adopt an ordinance specifically allowing WATV use on their roadways.
- Kennewick has been asked to adopt an ordinance allowing WATV use.

# WATV: STATE DEFINITION

- RCW 46.09.310(19) defines “Wheeled all-Terrain Vehicles” as:
  - (a) any motorized nonhighway vehicle with handlebars that is fifty inches or less in width, has a seat height of at least twenty inches, weighs less than one thousand five hundred pounds, and has four tires having a diameter of thirty inches or less, or
  - (b) a utility-type vehicle designed for and capable of travel over designated roads that travels on four or more low-pressure tires of twenty psi or less, has a maximum width less than seventy-four inches, has a maximum weight less than two thousand pounds, has a wheelbase of one hundred ten inches or less, and satisfies at least one of the following: (i) Has a minimum width of fifty inches; (ii) has a minimum weight of at least nine hundred pounds; or (iii) has a wheelbase of over sixty-one inches.

# STATE REGULATIONS ON WATVS – WHO CAN DRIVE AND RIDE?

- Must be driven by a **Licensed Driver**. RCW 46.09.444(1).
- If **16** or younger, must be **supervised by a licensed driver at least 18**. RCW 46.09.460.
- **No children under 5** years of age may ride. RCW 46.09.444(2) and RCW 46.37.530(1)(c).

# STATE REGULATIONS ON WATVS – REGISTRATION REQUIREMENTS

- Registration of WATVs is required with the Department of Licensing. RCW 46.09.442.
- A person who operates a WATV upon a public roadway must provide a declaration that includes the following (RCW 46.09.457(b)):
  - Documentation of a safety inspection to be completed by a licensed repair shop in the state of Washington that states that all WATV equipment required under the law meets the requirements outlined in state and federal law
  - Documentation that the licensed repair shop did not charge more than fifty dollars per safety inspection and that the entire safety inspection fee is paid directly and only to the repair shop;
  - A statement that the licensed repair shop is entitled to the full amount charged for the safety inspection;
  - A vehicle identification number verification that must be completed by a licensed repair shop in the state of Washington;
  - A release, on a form to be supplied by the department, signed by the owner of the WATV and verified by the department, county auditor or other agent, or subagent appointed by the director that releases the state, counties, cities, and towns from any liability; and
  - A statement that outlines that the owner understands that the original WATV was not manufactured for on-road use and that it has been modified for use on public roadways.
- Vehicle will be issued a metal plate (same size as motorcycle plate) and must have an on-road tab in the bottom right hand corner of the plate. RCW 46.09.442.

# STATE REGULATIONS ON WATVS - EQUIPMENT

- **Motorcycle Helmet** unless has steering wheel, seat belts, and partially or completely enclosed seating area for driver and passenger. RCW 46.09.444(2) and RCW 46.37.530(1)(c).
- **Headlights** RCW 46.09.457(1)(a)(i).
- **Tail lamp(s)** RCW 46.09.457(1)(a)(ii).
- **Stop lamp** RCW 46.09.457(1)(a)(iii).
- **Reflectors** RCW 46.09.457(1)(a)(iv).
- **Turn signals** after the hours of darkness or if vehicle is a certain size, otherwise **hand signals** required. RCW 46.09.457(1)(a)(v).
- **Rearview mirror(s)** - attached to handlebar or, for utility type vehicles, one mirror on each side of the vehicle or one mirror on the left side and one mirror mounted in the center. RCW 46.09.457(1)(a)(vi).
- **Windshield** unless driver wears **glasses, goggles, or a face shield**. RCW 46.09.457(1)(a)(vii).
- **Horn or warning device**. RCW 46.09.457(1)(a)(viii).
- **Brakes** RCW 46.09.457(1)(a)(ix).
- **Spark arrester and muffling device**. RCW 46.09.457(1)(a)(x).
- **Seatbelts** (in utility-type vehicles only). RCW 46.09.457(1)(a)(xi)

# LOCAL AUTHORITY

- RCW 46.09.455(d)(i) provides that citizens **may not** operate WATVS on public roadways within a city unless the city by ordinance has approved the operation.
  - Cities can allow WATVs on all City streets with a speed limit of 35 mph or lower or can allow on a limited group of streets meeting that criteria, excluding others. RCW 46.09.455(1)(d)(i).
  - Cities can prohibit WATV riders from crossing some or all highways that have a speed limit between 35 and 60 miles per hour. RCW 46.09.455(1)(b)(ii).
  - Cities can impose regulations on WATV use on City streets as long as those regulations are not less stringent than those of the State. RCW 46.09.360(1).
  - Cities may not establish requirements for the registration of WATVs.

# OTHER JURISDICTIONS

Requirement	State	Moses Lake	Prosser	East Wenatchee	Pullman	Chelan	Lake Stevens
Driver's License	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Age limit for driver	16	18	21	No, but must be licensed	No, but must be licensed	No, but must be licensed	18
Age limit for passenger	5	No	No	No passengers allowed	5	No	No
Helmet	Yes, unless steering wheel, seatbelts, and is enclosed	Yes if under 16, yes over 16 unless seatbelts and rollbars or is enclosed	Yes	Yes	Yes, unless steering wheel, seatbelts, and is enclosed	Yes, unless seatbelts and rollbars or is enclosed	Yes, unless seatbelts and rollbars or is enclosed
Headlights	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Tail lamp(s)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Stop Lamp	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Reflectors	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Turn Signals/ hand signals	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rearview Mirror(s)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Windshield	Yes unless glasses, goggles, or face shield	Yes unless glasses, goggles, or face shield	Yes unless glasses, goggles, or face shield	Yes unless glasses, goggles, or face shield	Yes unless glasses, goggles, or face shield	Yes unless glasses, goggles, or face shield	Yes unless glasses, goggles, or face shield
Horn	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Spark Arrester/Muffler	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Seatbelts	Yes, for UTV's only	Yes	Yes, for UTV's only	Yes, for UTV's only	Yes, for UTV's only	Yes, for UTV's only	Yes, for UTV's only
Carseats	No	Yes	No	No	No	No	No
Insurance	No	Yes	No	No	No	No	Yes

# CONSIDERATIONS

## ■ Public Safety

- WATVs not designed for roadway use.
  - Manufacturers warn against using ATVs on paved surfaces.
  - State makes owners certify that they are aware of this fact and makes them indemnify the State from any claims.

# KENNEWICK'S PROPOSAL

- Modify the statutory definition of WATV found in RCW 46.09.310(19) to allow only “side-by-sides”.
  - “Wheeled All-Terrain Vehicle” or “WATV” means (1) a utility-type vehicle designed for and capable of travel over designated roads that travels on four or more low-pressure tires of twenty psi or less, has a maximum width less than seventy-four inches, has a maximum weight less than two thousand pounds, has a wheelbase of one hundred ten inches or less, and satisfies at least one of the following: (a) Has a minimum width of fifty inches; (b) has a minimum weight of at least nine hundred pounds; or (c) has a wheelbase of over sixty-one inches, and (2) has a steering wheel for steering control, (3) Has nonstraddle seating with the operator and passenger sitting side by side in the vehicle manufactured primarily for recreational nonhighway all-terrain use.

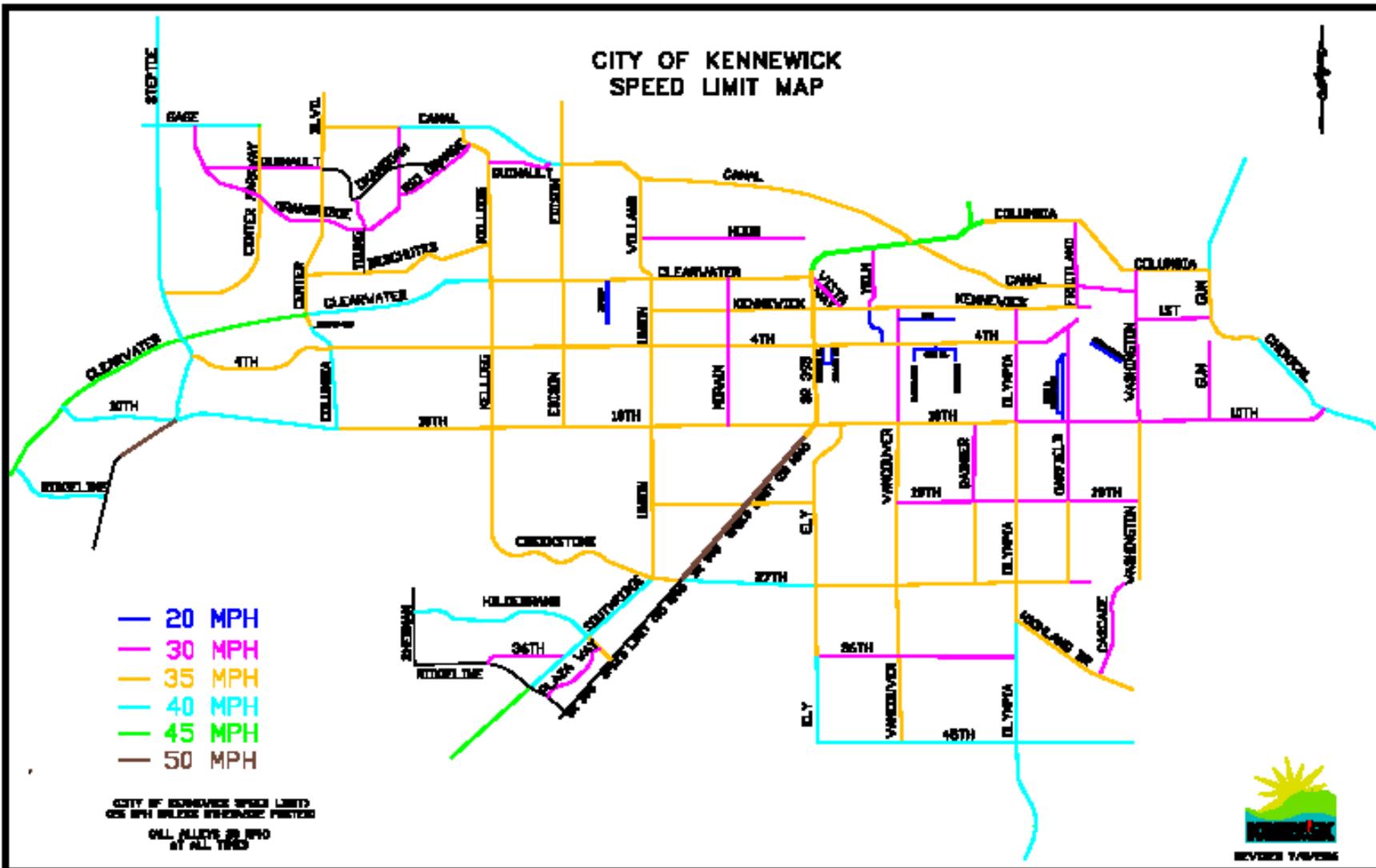
# KENNEWICK'S PROPOSAL

- Driver's License: Yes
- Age limit for Driver: 18
- Age limit for Passenger: 5
- Helmet: Yes, unless rollbars or enclosed
- Headlights: Yes
- Tail Lamp(s): Yes
- Stop Lamp: Yes
- Reflectors: Yes
- Turn Signals: Yes
- Rearview Mirrors: Yes
- Windshield: Yes
- Horn: Yes
- Spark Arrester and Muffler: Yes
- Seatbelts: Yes
- Carseats: Yes, as required by state law
- Insurance: Yes, as required by state law for motor vehicles

# KENNEWICK'S PROPOSAL

- Will not restrict crossing at intersections
- Are proposing to exclude Columbia Center Boulevard, Clearwater Avenue, and potentially Columbia Drive and Canal Drive from allowed streets.
  - Exclusions based on number of businesses on streets, speed limit variance on streets, and/or other traffic issues.
- Proposal will allow WATV use on all other Kennewick streets with a speed limit of 35 mph or below.

# CITY OF KENNEWICK SPEED LIMIT MAP



**QUESTIONS?**

## Wheeled All-Terrain Vehicle (WATV) Road Use Declaration

Use this form to certify and register a wheeled all-terrain vehicle (WATV) for public roadway use. This applies to WATVs originally labeled by the manufacturer as off-road use only.

You can't ride your WATV on all public roads. Contact the city or county where you want to use your on-road WATV to find out where you can ride. For additional information, visit [dol.wa.gov](http://dol.wa.gov).

The operator of the WATV must have a valid Washington driver license. To register your WATV for public roadway use, you must:

- Have your WATV inspected by a licensed Washington WATV dealer or motor vehicle repair shop.
- Have the dealer or repair shop fill out Section 1 and attach the inspection fee receipt.
- Complete Section 2 and take this form and ownership documents to any vehicle licensing office.

**Section 1 – Dealer or repair shop** – Complete and sign. You are entitled to an inspection fee up to \$50. It must be paid directly to you. Attach a copy of the receipt showing amount charged.

PRINT or TYPE Business name		Unified Business Identification (UBI) number	
Address (Address, City, State, ZIP code)			
(Area code) Telephone number		Email	Vehicle Identification Number (VIN)
Model year	Make	Model	
<b>Inspection items</b> Headlight <input type="checkbox"/> Pass <input type="checkbox"/> Fail    Brakes . . . . . <input type="checkbox"/> Pass <input type="checkbox"/> Fail    Turn signals (if applicable) . . . . <input type="checkbox"/> Pass <input type="checkbox"/> Fail Tail light. . . <input type="checkbox"/> Pass <input type="checkbox"/> Fail    Horn . . . . . <input type="checkbox"/> Pass <input type="checkbox"/> Fail    Seat belts (if utility type vehicle) <input type="checkbox"/> Pass <input type="checkbox"/> Fail Reflectors . . <input type="checkbox"/> Pass <input type="checkbox"/> Fail    Mirror (left or right) . . . . . <input type="checkbox"/> Pass <input type="checkbox"/> Fail    Spark arrester and muffler . . . . <input type="checkbox"/> Pass <input type="checkbox"/> Fail Brake light. <input type="checkbox"/> Pass <input type="checkbox"/> Fail    Windshield (if applicable) <input type="checkbox"/> Pass <input type="checkbox"/> Fail			
NOTE: All items must pass inspection to register this WATV.			
<b>Certification</b> 1. Did you verify the vehicle identification number (VIN) or engine serial number? . . . . . <input type="checkbox"/> Yes <input type="checkbox"/> No 2. Is the WATV properly equipped with all items required by RCW 46.09? . . . . . <input type="checkbox"/> Yes <input type="checkbox"/> No			
I certify under penalty of perjury under the laws of the state of Washington that the foregoing is true and correct. If signing for a business, I have full authority to do so.			
Date and place (city or county) signed		<b>X</b> Dealer/Repair shop authorized signature	

**Section 2 – Registered owner** – If you remove any of the above equipment from your WATV, it is no longer eligible for public road use and must be registered for off-road use only.

PRINT or TYPE Name		Washington driver license number	
Address (Street address, City, State, ZIP code)			
(Area code) Telephone number		Email	
<b>Certification</b> 1. Do you understand this WATV was not manufactured for on-road use and has been modified for use on public roads? . . . . . <input type="checkbox"/> Yes <input type="checkbox"/> No 2. To the extent permitted by law, do you agree to indemnify, defend, and hold harmless the state of Washington, counties, cities, towns, and the Department of Licensing from all claims, damages, losses, expenses, and costs arising out of the registration and operation of this WATV? . . . . . <input type="checkbox"/> Yes <input type="checkbox"/> No			
I certify under penalty of perjury under the laws of the state of Washington that the foregoing is true and correct.			
Date and place (city or county) signed		<b>X</b> Registered owner signature	



June 24, 2019

To: Kennewick Traffic Safety Commission  
From: Canyon Lakes Property Owners Association  
Subject: Speeding Drivers in Canyon Lakes

The speed limit in Canyon Lakes is 25 mph. Many drivers have been exceeding this speed limit for years. The Kennewick Police Department routinely patrols Canyon Lakes Drive and writes many speeding tickets, but the speeding continues unabated.

In early 2018, the Canyon Lakes Property Owners Association (CLPOA) worked with the City of Kennewick to install 4 radar speed signs on Canyon Lakes Drive that display a driver's speed as they approach the sign. We now have 16 months of data analysis that shows:

- Nearly 3 million vehicles have driven past our 4 radar speed signs
- There have been nearly 500 reckless drivers at speeds over 50 mph
- Initially, 64% of the vehicles were exceeding the 25 mph speed limit
- Eventually, the number of speeding vehicles was reduced to 60%
- There has been no further reduction in speeding vehicles
- The effectiveness of radar speed signs is limited

CLPOA is searching for additional methods to reduce the number of speeding vehicles on Canyon Lakes Drive. We are asking the Kennewick Traffic Safety Commission to review this problem and propose alternate solutions for consideration by CLPOA and the City.

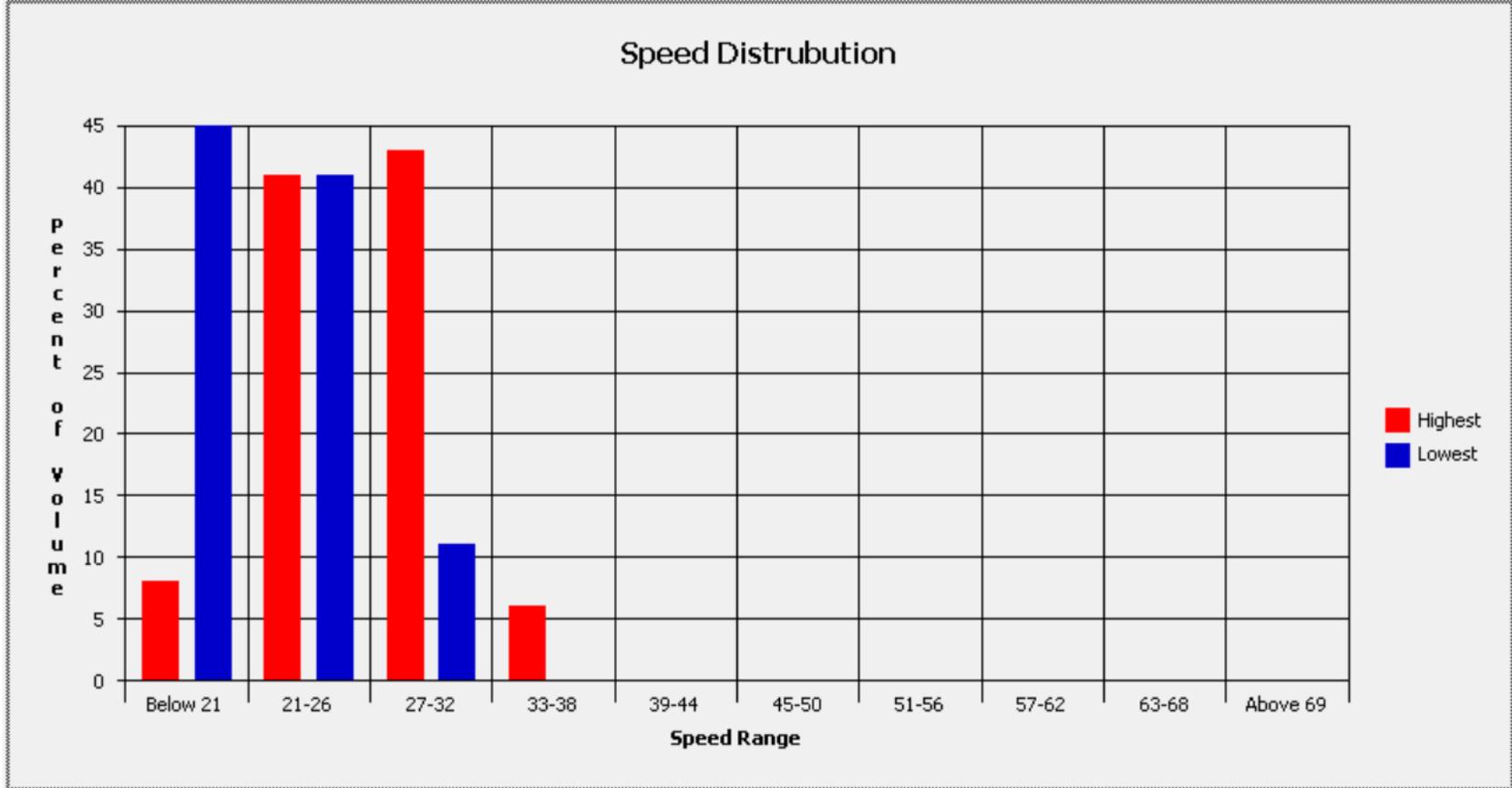
Your assistance with solving this significant safety hazard will be appreciated.

# Radars Speed Sign Data Analysis for 2018

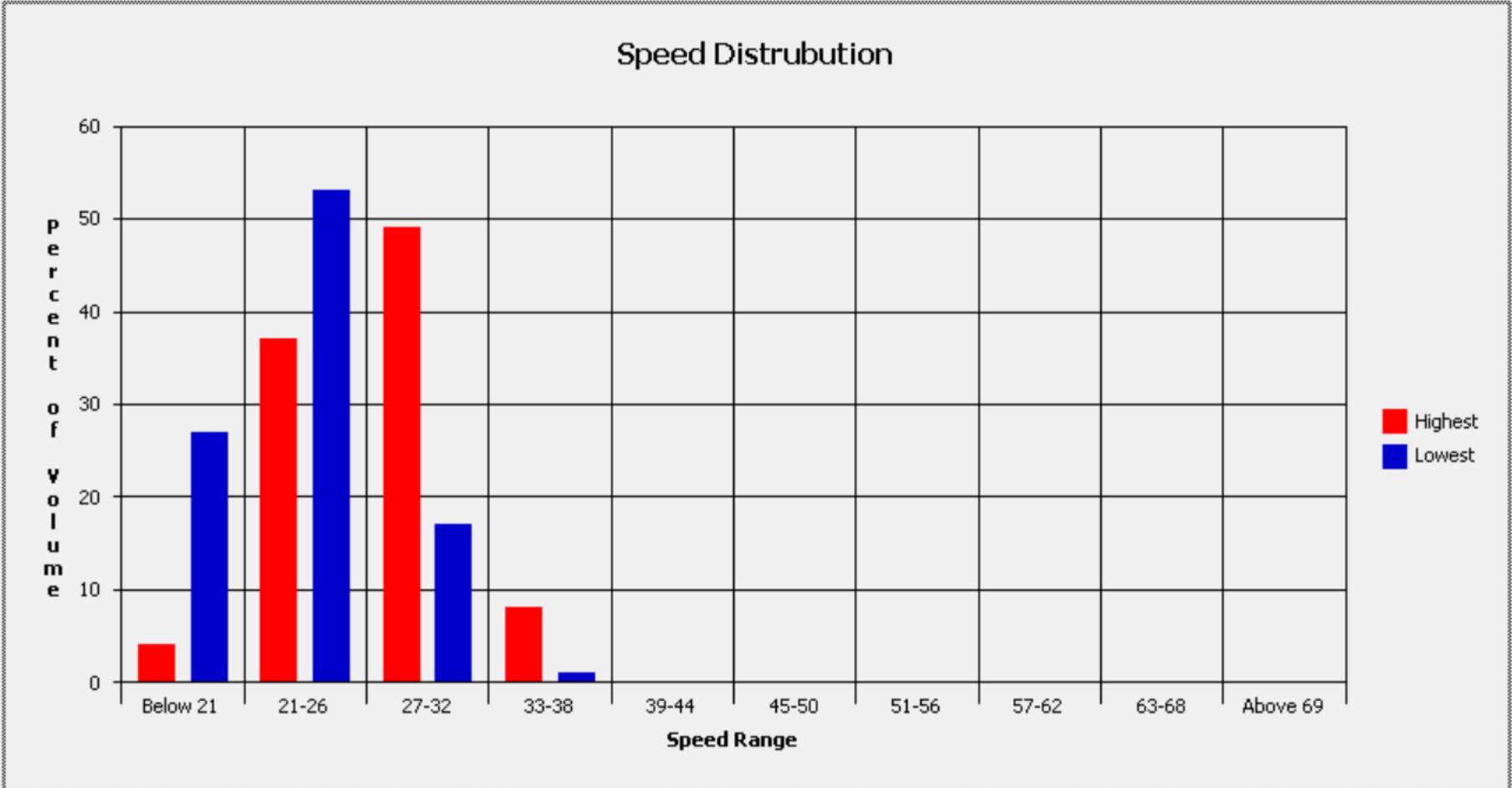
Location	No. of Vehicles	< 21 mph	21 to 26 mph	27 to 32 mph	33 to 38 mph	39 to 44 mph	45 to 50 mph	51 to 56	57 to 62 mph	63 to 68 mph	>69 mph
<b>February 12 to 28</b>	<b>95264</b>	<b>4046</b>	<b>30726</b>	<b>47468</b>	<b>11936</b>	<b>985</b>	<b>83</b>	<b>14</b>	<b>6</b>		
W. 30 <sup>th</sup> & CLD	26575	1896	10364	11980	2170	146	12	5	2		
S. Irby Ct & CLD	13257	1054	4161	5732	2091	204	14	1			
S. Morain Loop & CLD	21119	737	7161	10427	2585	193	13	3			
S. Olson St. & CLD	34313	359	9040	19329	5090	442	44	5	4		
				64% were speeding				20 reckless drivers			
<b>March 1 to 31</b>	<b>187280</b>	<b>8109</b>	<b>62058</b>	<b>93787</b>	<b>21486</b>	<b>1682</b>	<b>131</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>1</b>
W. 30 <sup>th</sup> & CLD	54319	3568	21728	24712	3980	296	27	7		1	
S. Irby Ct & CLD	23936	2151	7540	10424	3503	303	13	1	1		
S. Morain Loop & CLD	42849	1735	15376	21150	4271	292	20	4	1		
S. Olson St. & CLD	66176	655	17414	37501	9732	791	71	10	1		1
				63% were speeding				27 reckless drivers			
<b>April 1 to 30</b>	<b>208761</b>	<b>8484</b>	<b>74188</b>	<b>105074</b>	<b>19567</b>	<b>1296</b>	<b>129</b>	<b>21</b>	<b>2</b>		
W. 30 <sup>th</sup> & CLD	53615	3845	22229	23726	3540	237	30	8			
S. Irby & CLD	26792	2355	8865	11981	3327	251	13				
S. Morain Loop & CLD	62550	1394	24448	32068	4444	171	22	2	1		
S. Olson St. & CLD	65804	890	18646	37299	8256	637	64	11	1		
				61% were speeding				23 reckless drivers			
<b>May 1 to 31</b>	<b>186101</b>	<b>9961</b>	<b>65783</b>	<b>90828</b>	<b>18146</b>	<b>1255</b>	<b>103</b>	<b>15</b>	<b>7</b>		<b>3</b>
W. 30 <sup>th</sup> & CLD	57392	4242	24661	24951	3334	177	17	6	4		
S. Irby & CLD	27688	2433	9160	12380	3438	259	14	1			3
S. Morain Loop & CLD	33027	2367	12694	14955	2843	161	6		1		
S. Olson St. & CLD	67994	919	19268	38542	8531	658	66	8	2		
				60% were speeding				22 reckless drivers			
<b>June 1 to 30</b>	<b>180126</b>	<b>9638</b>	<b>63660</b>	<b>87902</b>	<b>17557</b>	<b>1217</b>	<b>97</b>	<b>39</b>	<b>9</b>	<b>6</b>	<b>1</b>
W. 30 <sup>th</sup> & CLD	55542	4106	23866	24147	3226	171	17	4	2	2	1
S. Irby & CLD	26786	2349	8859	11978	3331	249	12	3	2	3	
S. Morain Loop & CLD	31963	2291	12284	14473	2751	155	6	3			
S. Olson St. & CLD	65835	892	18651	37304	8249	642	62	29	5	1	
				60% were speeding				55 reckless drivers			
<b>July 1 to 31</b>	<b>198831</b>	<b>10173</b>	<b>67609</b>	<b>99427</b>	<b>20059</b>	<b>1399</b>	<b>131</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>1</b>
W. 30 <sup>th</sup> & CLD	55851	4177	22590	25181	3652	215	23	6	6	1	
S. Irby & CLD	30514	2637	9492	13915	4126	321	22	1			
S. Morain Loop & CLD	44178	2401	17267	21111	3227	154	17	1			
S. Olson St. & CLD	68288	958	18260	39220	9054	709	69	13	4		1
				61% were speeding				18 reckless drivers			

<b>August 1 to 31</b>	<b>196731</b>	<b>9822</b>	<b>66593</b>	<b>99246</b>	<b>19702</b>	<b>1238</b>	<b>97</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>1</b>
W. 30 <sup>th</sup> & CLD	54399	4000	21326	25172	3648	216	27	3	5	2	
S. Irby & CLD	30445	2655	9727	13823	3963	251	21	3	1		1
S. Morain Loop & CLD	43846	2270	17629	20749	3058	132	6	2			
S. Olson St. & CLD	68041	897	17911	39502	9033	639	43	12	4		
				61% were speeding				33 reckless drivers			
<b>September 1 to 30</b>	<b>186223</b>	<b>9056</b>	<b>63993</b>	<b>93915</b>	<b>17918</b>	<b>1197</b>	<b>118</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>2</b>
W. 30 <sup>th</sup> & CLD	50692	3928	20898	22524	3103	190	40	5	3		1
S. Irby & CLD	28024	2409	9251	12622	3444	278	19	1			
S. Morain Loop & CLD	42073	1923	16208	20698	3026	195	22	1			
S. Olson St. & CLD	65434	796	17636	38071	8345	534	37	11	2	1	1
				61% were speeding				26 reckless drivers			
<b>October 1 to 31</b>	<b>189606</b>	<b>9418</b>	<b>65653</b>	<b>95187</b>	<b>17917</b>	<b>1246</b>	<b>147</b>	<b>31</b>	<b>5</b>	<b>2</b>	
W. 30 <sup>th</sup> & CLD	51657	3811	21160	23089	3344	202	35	11	3	2	
S. Irby & CLD	27749	2651	9256	12380	3188	238	30	6			
S. Morain Loop & CLD	43489	2052	16518	21546	3127	212	30	4			
S. Olson St. & CLD	66711	904	18719	38172	8258	594	52	10	2		
				60% were speeding				38 reckless drivers			
<b>November 1 to 30</b>	<b>175783</b>	<b>8253</b>	<b>59214</b>	<b>88480</b>	<b>18287</b>	<b>1350</b>	<b>145</b>	<b>29</b>	<b>20</b>	<b>5</b>	
W. 30 <sup>th</sup> & CLD	49078	3501	20305	21778	3234	208	31	9	9	3	
S. Irby & CLD	25474	2337	8374	11272	3185	268	27	9	2		
S. Morain Loop & CLD	39363	1770	14840	19401	3161	171	17	3			
S. Olson St. & CLD	61868	645	15695	36029	8707	703	70	8	9	2	
				62% were speeding				54 reckless drivers			
<b>December 1 to 31</b>	<b>179321</b>	<b>9581</b>	<b>60377</b>	<b>89514</b>	<b>18368</b>	<b>1330</b>	<b>123</b>	<b>22</b>	<b>5</b>		<b>1</b>
W. 30 <sup>th</sup> & CLD	49543	3509	19853	22466	3418	254	31	10	2		
S. Irby & CLD	26219	2519	8473	11629	3317	260	20	1			
S. Morain Loop & CLD	40554	2677	15786	18947	2976	153	9	6			
S. Olson St. & CLD	63005	876	16265	36472	8657	663	63	5	3		1
				61% were speeding				28 reckless drivers			

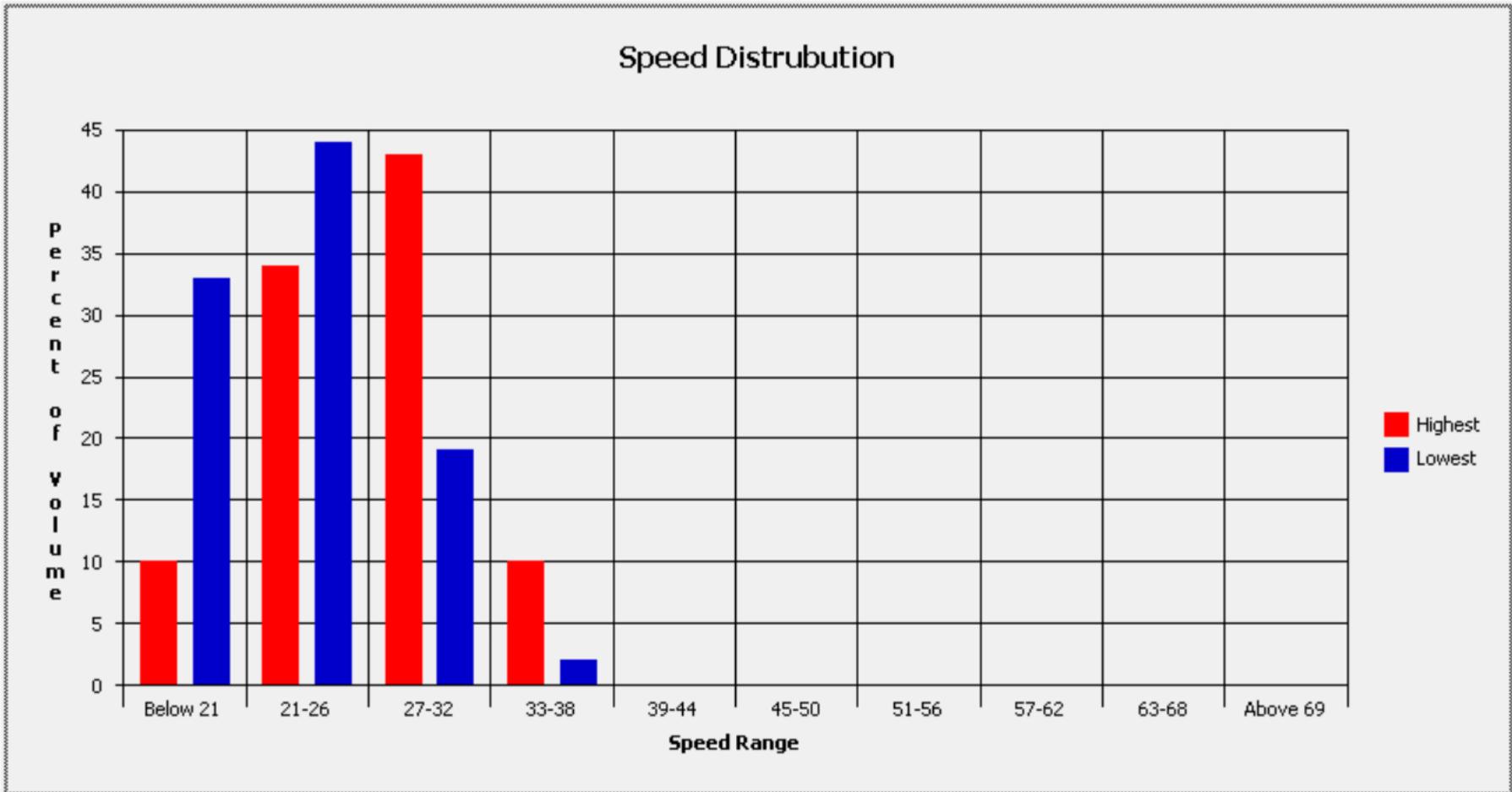




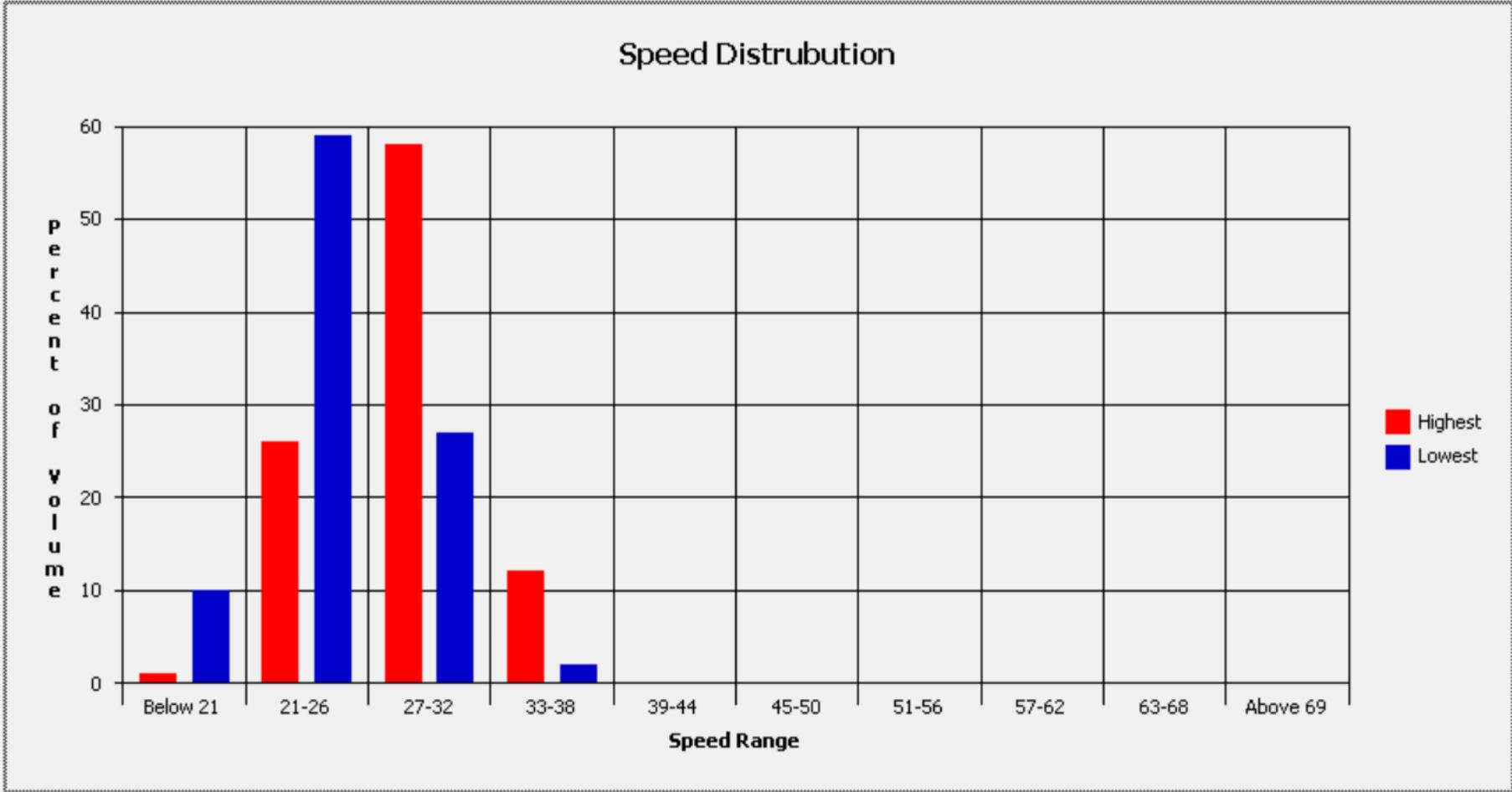
Location 1 W. 30<sup>th</sup> & Canyon Lakes Drive



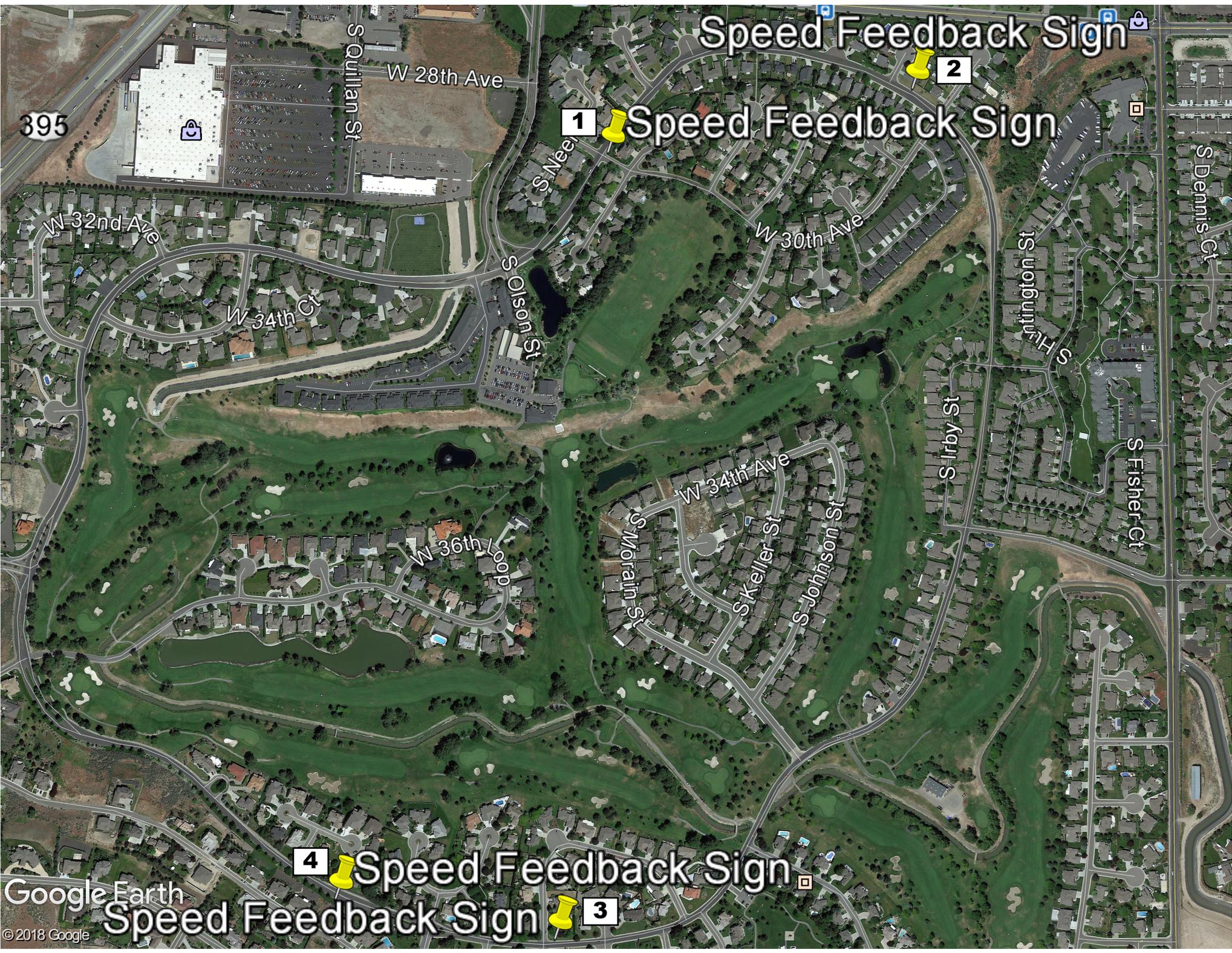
Location 2 S. Irby Ct & Canyon Lakes Drive



Location 3 S. Morain Loop & Canyon Lakes Drive



Location 4 S. Olson St & Canyon Lakes Drive



Speed Feedback Sign



1



Speed Feedback Sign

395

Squillan St

W 28th Ave

W 32nd Ave

W 34th Ct

S Olson St

S Neel

W 30th Ave

S Huntington St

S Dennis Ct

S Irby St

S Fisher Ct

W 36th Loop

W 34th Ave

S Morain St

S Keller St

S Johnson St

4



Speed Feedback Sign



3

Speed Feedback Sign



# The State of the Stop

The Land Use, Zoning, and Street Design Effects on Transit Access and Ridership



## Edison Street near Canal Drive

Kennewick (stop KE014)

Issue No. 1

June 2019

In 2016, as a part of an improvement project, the City of Kennewick constructed a crosswalk approximately 350' south of the Edison Street and Canal Drive intersection to improve pedestrian access across a busy street with a busy bus stop. The crosswalk was designed at the front side of the existing stop and shelter, with a stop line for vehicles further back from the bus stop.

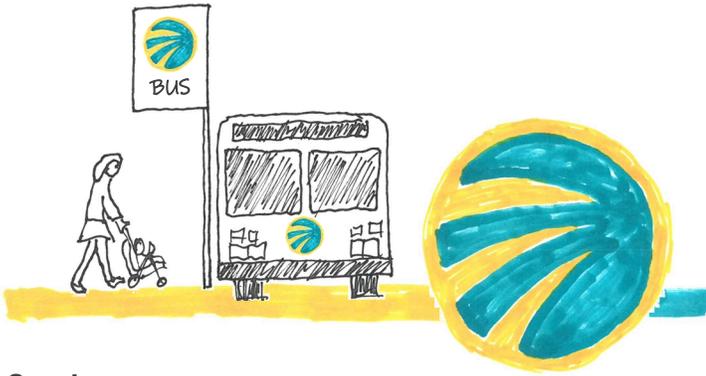
Although the pedestrian crossing was intended to provide a safe crossing location for pedestrians, the placement relative to the bus stop creates a blind spot for approaching motorists when a bus is present. The bus blocks the view motorists have when pedestrians are crossing the street, including bus passengers who exit the bus and then cross the street. Motorists routinely pass the bus unaware that pedestrians are about to step out in front of the bus.

Bus stops should always be located at the far side of crosswalks so that oncoming motorists can see pedestrians entering the crosswalk. Where that is not possible, crosswalk installation and adjustments should include the relocation of bus stops and any amenities associated with the stop to provide a safe crossing for pedestrians.

Given the volume, habits, and speed of traffic, the design of this crosswalk has created a hazardous crossing for pedestrians.

The potential liability at this crosswalk illustrates the need to consider the relationship between pedestrians, motorists, and transit during the design phase of transportation infrastructure projects. It also reinforces the need for interagency collaboration beginning at the earliest phases of project design.

# The State of the Stop What could be better at Canal and Edison?



## Service

- Bus Stop ID: KE014, Route 47 (eastbound)
- Sister Stop: KE048, Route 47 (westbound) at Edison at Okanogan (450' south)
- Service every 30 minutes

Key issue: Bus stops in opposing directions of travel should be located close to each other and near safe street crossings. This improves user comprehension of the system, better transit system access, and safe street crossings for pedestrians.

## Ridership

- 18.5 weekday boardings (Nov. 2018 average)



Key issue: Even as a low volume stop, the placement of the crosswalk relative to the bus stop endangers the lives of pedestrians on a daily basis.

## Amenities

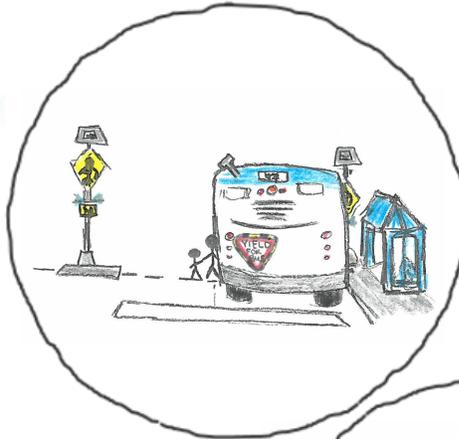
- Shelter, bench, kiosk, signs, and garbage can

Key issue: By placing the crosswalk in front of buses, BFT now faces the cost of relocating bus stop amenities to another location.

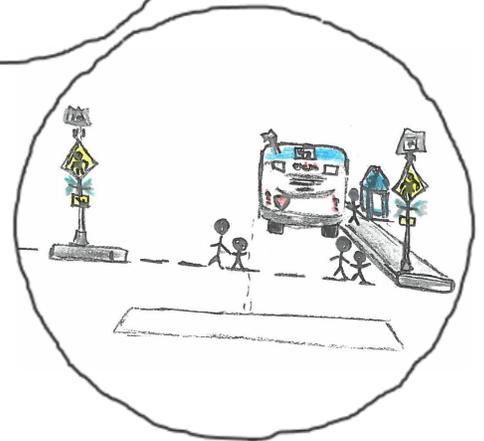
## The Street

- 4-lane arterial, ~36,500 (2018) 24hr ADT
- 35mph speed limit

Key issue: Higher urban traffic speeds on a relatively high volume street poses severe risks for pedestrians. The AAA Foundation for Traffic Safety (the source for the information to the right) identified the risk of serious injury and death but also noted that risks vary by age. For example, the risk of injury or death to a 70-year old being hit by a car at 25mph is comparable to the risk to a 30-year old being hit by a car at 35mph.



The view from the driver's seat...  
Passing motorists cannot see pedestrians on the crosswalk in front of the bus.

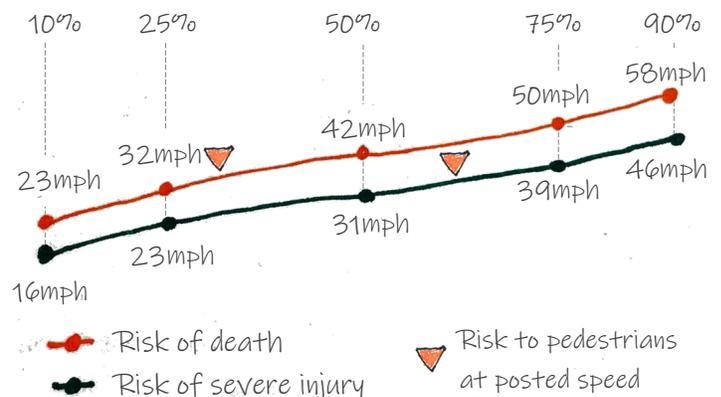


A better view from the driver's seat...  
Passing motorists could see crossing pedestrians behind a bus.

## Cost to Fix

- Action: Relocate shelter and amenities

New shelter pad at new location	\$\$\$8000
Permit fees and utility costs	\$\$\$200
Demolition of existing shelter pad	\$\$\$500
<b>Estimated Total Cost</b>	<b>\$\$\$8700</b>



# The Land Use and Street Context at Edison at Canal

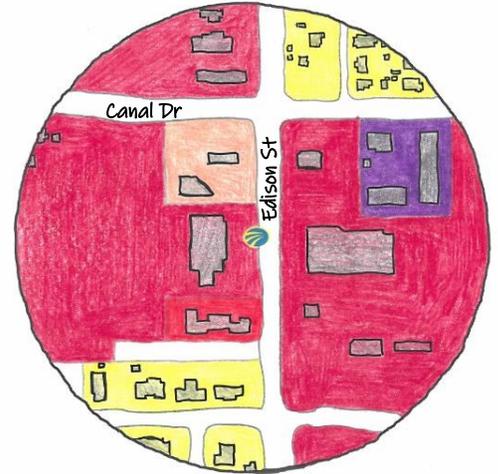
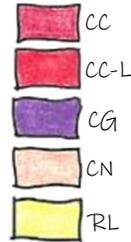


Illustration:

Zoning



## Zoning and Land Use

- CC - Commercial, Community**  
 344,404 sf of developed land area, 59,779 sf building area, FAR 1:5  
 Minimum required parking, 1 per 400sf = 150 spaces
- CC-L – Community, Commercial – Limited**  
 25,617 sf of developed land area, 6,650 sf building area, FAR 3:10  
 Minimum required parking, 1 per 400sf = 17 spaces
- CG - Commercial, General**  
 55,226 sf of developed land area, 12,801 sf building area, FAR 1:5  
 Minimum required parking, 1 per 400 sf = 32 spaces
- CN - Commercial, Neighborhood**  
 43,235 sf of developed land area, 5,129 sf building area, FAR 1:10  
 Minimum required parking, 1 per 200sf = 26 spaces
- RL - Residential, Low Density**  
 125,293 sf of developed land area, 15 dwellings, FAR 1:5  
 Minimum required parking, 2per du = 30 spaces

Source: City of Kennewick Zoning (developed lots only)

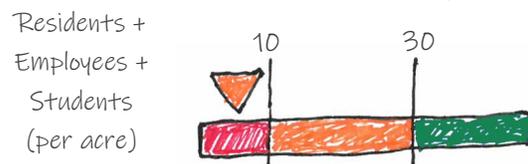
## Major Transit Trip Generators

- Baker Boyer
- Department of Social and Health Services
- Exxon Circle
- Wilbur-Ellis (Agribusiness)
- 30 lower income, multifamily units
- 1,200 feet east: major residential complex
- 1,500 feet south: Kamiakin High School

## Poor Pedestrian Access



## Low Transit Density



Discussion: Mix of Uses, parking, density

# The State of the Stop: Why does it matter?

*An effective transit system is the product of good road design, including complete streets, and transit-supportive land use planning.*

## Road Design

A network of well-connected streets, such as those in downtowns or older neighborhoods, provides a higher level of access for pedestrians and cyclists. These areas also offer better access for transit passengers, which is why urban areas of large cities often have high levels of transit ridership. Better access for pedestrians also means better access for people of all ages and abilities.

In contrast, the less well-connected streets in suburban areas offer fewer and less direct routes. This results in longer walking distances. In addition, suburban roads are often wider, have fewer crossing points, often have rolled curb without sidewalks, and have higher traffic speeds; thus, they are more difficult and less safe for pedestrians to cross.

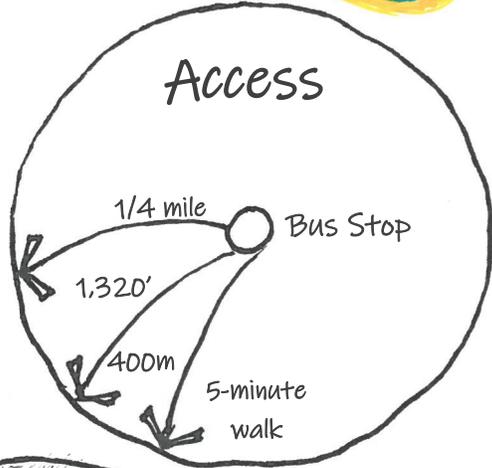
Modern autocentric road designs make walking less safe and less convenient, so fewer people walk in suburban neighborhoods.

## Land Use

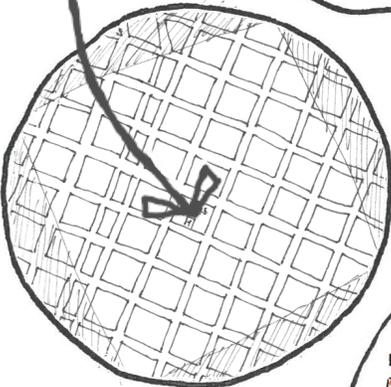
Transit works better the more homes, jobs, and other activities there are near a transit stop. These activities translate into trips, and a greater number of trips that results with higher density increases the demand for more frequent transit.

Not all land uses are equal. Residential areas tend to generate most departures in the morning peak, corresponding to the times that office areas generate most arrivals. Trips to retail and other uses are more likely to occur throughout the day. This explains why large downtowns need higher capacity in peak periods, while large mixed-use corridors can support frequent transit services throughout the day and on weekends.

Finally, parking takes up a lot of space, and it can be an obstacle for pedestrians. The design of parking on a site can improve, or worsen, a pedestrian's access to a destination.

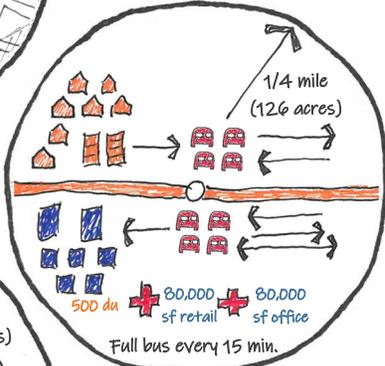


Pioneer Square

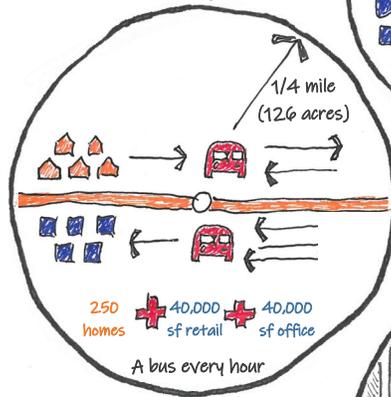


Connected streets offer choices for a 5-min. walk (access to 5.6 miles of streets from transit at Portland's Pioneer Courthouse Square)

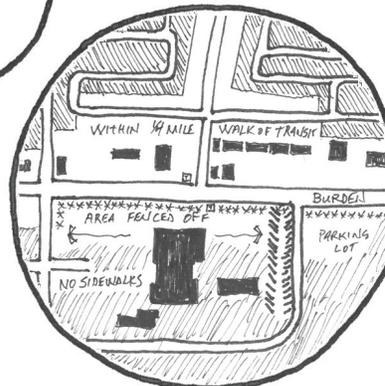
Higher density offers more places to go nearby



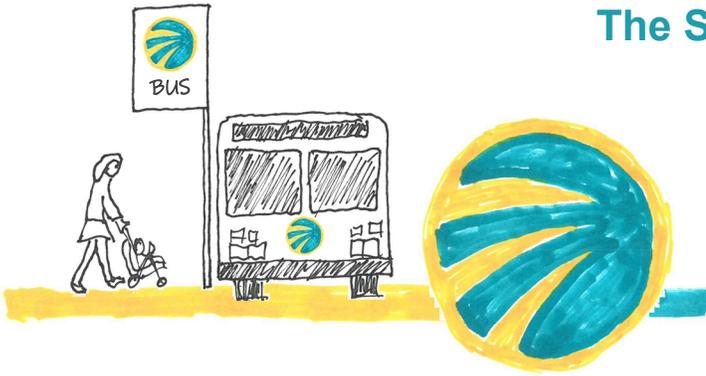
Lower density offers fewer places to go



Disconnected streets give far less access to an area (1.2 miles of Pasco streets, some without sidewalks, and a fence blocking access to TRAC Center)



# The State of the Stop: Zoning for Density



**The minimum level of density needed to support transit varies by the type of service.**

Zoning for transit-supportive land uses should achieve these outcomes:

## Frequent Bus and Bus Rapid Transit Corridors

- At least 30 residents, employees, and students per acre, with a mix of land uses at most stops for bus service that runs at least every 10-15 minutes throughout the day.
- Evidence of bus priority via markings etc.
- Reduced minimum parking requirements and maximum parking limits that result in 50% to 75% fewer parking spaces than are typically built in today's suburbs.
- Site design that places building frontages (e.g. entrances) along the street right-of-way, along with well-connected streets designed with high-quality pedestrian infrastructure.

## Mixed-Use and Commercial Corridors

- Similar improvements as a frequent bus or bus rapid transit corridor, but a lower density.
- Approximately 20-30 residents, employees, and students per acre for transit service that runs every 15-20 minutes throughout the day.

## Suburban Activity Corridors

- Approximately 10-20 residents, employees, and students per acre for service every 30-45 minutes.
- Improved pedestrian access between stops and buildings and along suburban streets.

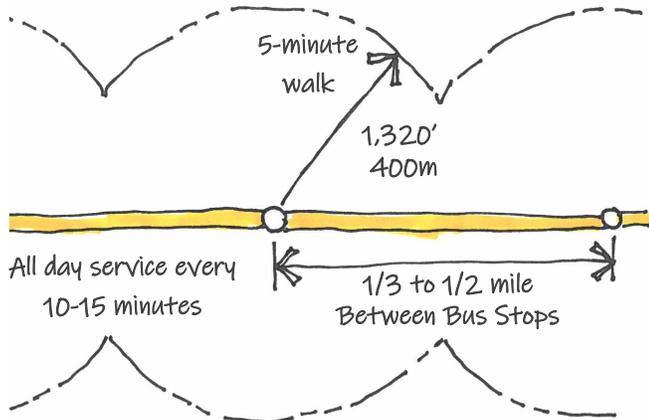
## Suburban Residential Neighborhoods

- Approximately 5-10 residents and students per acre for service every 45-60 minutes.
- Better pedestrian access between bus stops and neighborhoods and across major arterial streets at bus stop locations.

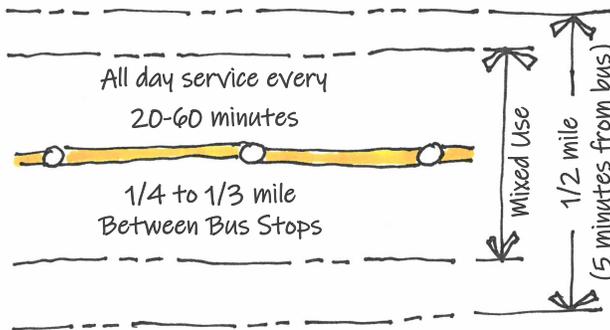
## Commuter Bus Stops and Stations

- Suburban stops with urban mixed-use development on sites within a 5-minute walk of stop (all day service), or
- Park-and-ride stops with commuter parking only (peak period service), or
- Urban destination stops, urban-mixed use development (all day service) or major employment sites (peak period service) across a wide area at the destination end of the route.

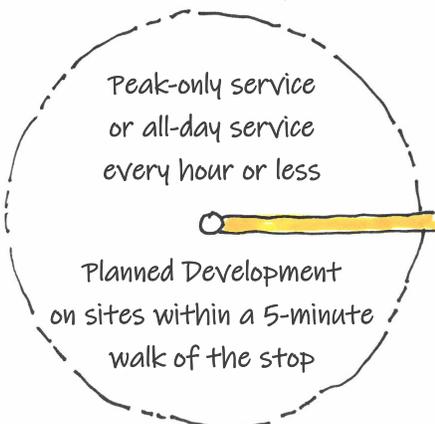
## Frequent Bus Corridors



## Urban and Suburban Bus Corridors



## Commuter Bus Stops and Stations



# State of the Stop

Prepared by:

Planning and Service Development

Ben Franklin Transit  
1000 Columbia Park Trail  
Richland, Washington 99352

