Research and Justification for Speed Humps

The Canyon Lakes Property Owners Association (CLPOA) Board created an ad hoc Traffic Calming Committee in April 2022. The City of Kennewick (City) completed a traffic study and shared its data with the Canyon Lakes Committee at a meeting on April 27, 2022.The City’s study and our digital radar signs provided a wealth of information.

**WHAT ACCOUNTS FOR THIS TRAFFIC?**

City studies show the average traffic volume traveling through the Hildebrand and Canyon Lakes Drive (CLD) intersection at more than 5,000 vehicles per day. Some believe this volume is the result of Canyon Lakes’ travelers alone; however, ***this is not likely the case****.* A strong case can be made that many - if not most of these vehicles - are from individuals using CLD as a “pass through” to other locations beyond Canyon Lakes. Considering there are under 1,000 properties within the CLPOA, it would require vehicles from each home to travel through this single intersection at least five times a day, everyday. Furthermore, these numbers don’t take into account vehicles entering Canyon Lakes from 27th via Olson Street or entering by way of 36th Avenue from Ely. In other words, ***it’s highly unlikely this traffic is due to typical neighborhood travel***, but rather from individuals using CLD as a “short cut” or “pass through” for destinations beyond the Canyon Lakes community.

**WHAT TRAFFIC CALMING OPTIONS WERE RESEARCHED**

1. Traffic cameras: These speed calming devices are not allowed by law in the State of Washington. You can have a city apply for short term research window where traffic cameras can temporarily be installed. The state will allow red light cameras but the driver's face has to be blurred out and only a warning issued to the registered owner. The City police have no way of following up or collecting fees.
2. Mobile traffic cameras: These handy devices are only used in public areas where there are specific conditions. Those conditions are when the property and roadway are a high priority (e.g., a school, a park or a hospital) and the road and traffic has to be within certain footage. None of Canyon Lakes Drive conditions meet those criteria.
3. Mini circles: Cary Roe, City of Kennewick, Public Works Department, said that mini circles could work. However, they are 3-4 times the cost of speed humps and the City would not be responsible for property damage done by vehicles driving out of the designated roadway. As an example, Roe mentioned the damage done multiple times to the homeowner’s property at the corner lot on 19th and Union. He mentioned that the circles can only be placed at an intersection of two roads.
4. Blinking lights for pedestrian crossing (or in our case golf carts): Roe said blinking lights have not proven to assist in traffic calming.
5. Increased police presence: Committee members asked if there might be an increase in police presence in the community, but were told it was not an option, citing more serious concerns with other City streets that need patrolling. In their opinion, Canyon Lakes Drive is not a priority for speed ticketing.
6. Stop signs: In accordance with the U.S. Department of Transportation, Manual on Uniform Traffic Control Devices, ***stop signs are not to be used for speed control.*** “This principle appears to be based on the results of several studies that have shown that when STOP signs have been installed for the purpose of controlling the speed of vehicles, rather than to reduce the likelihood of vehicles conflicts at intersecting roads, the vehicle speeds between sign installations typically increase over what they were prior to the signs being erected.” The City of Kennewick has adopted this mandate and will not install stop signs for speed control.
7. Speed Humps: The Federal Highway Administration states the following, “Generally located on residential streets or other low-speed roads, these raised pavement structures force motorists to slow down to a safe speed. Studies show speed humps can be effective at reducing speeds by nearly 10-15 mph.”

**ADDITIONAL FACTS**

The radar detecting machines record every vehicle that passes regardless of speed. These numbers are gathered and separated into various speed categories. In addition, the day and times are recorded. The machines record only vehicles facing the numbered side of the signs as they are approached.

The south side of CLD has the most traffic compared to the north side. The following figures indicated the number of vehicles per sign over the months of September through November 2022. “610 CLD” indicates the radar detector on the NE portion of the CLD loop. The detector on the NW segment of CLD is located just past the Olson intersection and is listed as “30th and CLD.” The radar detector on the SE side of CLD is positioned at the “Morain Loop” location. The SW detector is located at “40th Pl.” The numbers of vehicles passing the detectors during the study period are listed below.

Sign at 610 CLD 58,567

Sign at 30th & CLD 114,391

Sign at Morain Loop 84,784

Sign at 40th Pl 177,300

The City's speed study recorded travelers driving 59 mph, which is freeway speed in a neighborhood. Both the City and CLD speed signs show that there is a noticeable percentage of drivers going over 50 mph, whether residents or not. Data from the April 2022 report shows that travelers in the neighborhood are comfortable driving an average of 34 mph. This should not be considered reasonable traffic behavior for a residential neighborhood.

Sign at 610 CLD 36,912 out of 58,567 vehicles were speeding or 63%

Sign at 30th& CLD 68,121 out of 114,391 vehicles were speeding or 60%

Sign at Morain Loop 56,552 out of 84,784 vehicles were speeding or 67%

\*Sign at 40th Pl 123,379 out of 177,300 vehicles were speeding or 70%

**\*(This radar sign also recorded numerous vehicles exceeding 72 mph.)**

The report identifies patterns to the speeding, such as before work and school hours, during lunchtime, and from 2:30 to 6:00 p.m. There also is increased volume later in the evenings after 8:00 p.m. according to data provided by the Kennewick Police Department.

Jerry Martin, past CLPOA Board member, provided data and information from his time working on this problem in years past. His data indicated that vehicle numbers have increased as well as the volume of reckless drivers (i.e., 50 mph or more in residential zones).

Survey voting of CLPOA members conducted in the summer and fall of 2022 indicates that residents considered traffic calming as their #1 priority.