

## TRAFFIC CALMING ON TWIN SPITS ROAD

### Some thoughts on traffic calming Twin Spits Road

Twin Spits is a Minor Collector in the extreme north end of Kitsap County. Twin Spits forms a loop connecting to Hansville Road and Hood Canal Drive. The section the citizens are concerned about is between Adams Street and Buck Lake/Point No Point. The area is residential in nature with many homes located very close to the road.

Twin Spits (in this section) has a posted speed limit of 25 mph. The 85<sup>th</sup> percentile speed is 34 mph and the 10 mph pace speed is 25-34 mph. The ADT is 1433 vpd. The average speed is 30 mph. 11% of the speeding vehicles were going 35+ mph. Public Works requires 25% to qualify for speed bumps.

This section of Twin Spits Road is about .7 miles (3696') long. The (2) lanes are 10' wide and the shoulders are gravel about 0-2' wide and uneven. There is a pedestrian trail that starts on the water side and crosses at a marked crosswalk to the south side and runs parallel to Twin Spits Road.

There are 4 business (auto repair, post office, realtor, store), a church, and 32 private residence driveways located adjacent to the road.

The citizens have formed a Greater Hansville Area Safety Committee to address the traffic concerns and have conducted several meetings, some of which have been attended by Public Works personnel.

The committee started off requesting speed limit signs be placed on every power pole alongside this section of road. That request was denied. The committee then wanted to look into a pair of electronic speed limit signs. I provided the committee with a wealth of Internet information on electronic speed limit signs. I also told them that the general consensus was the sign would lose its effectiveness after motorists got used to seeing it every day. I recommended portable signs they could move around and place as necessary.

The committee wanted to borrow a radar unit and stand alongside the road taking down license numbers and forwarding them to the Sheriff' Office. I told them they could use mine, however, I also informed them the Sheriff could only send out cautionary letters. In order to send a ticket the infraction has to occur in the officer's presence. One of the committee members bought a radar off the Internet. They have used the radar readerboard.

Hansville (continued)

The committee wanted to look into traffic cameras. The State law only allows traffic cameras for speeding in school zones and for red light runners. There are no traffic signals in Hansville.

The committee wanted speed bumps. I told them we do not put them on Collectors. They brought up Tracyton Blvd. I explained that was a special experiment and was very expensive. They wanted to know about speed tables and speed cushions. I explained we had never installed either although they were designed for collector type roads.

Speed tables are modified speed bumps. The regular speed bump stretches across the road and is 3 to 3.5" high. The bump is 12' across. They are designed for 25 mph zones and are placed 250' to 500' apart. They will slow the traffic to an average speed of 25 mph. The speed tables are 22' across. There is a 6' ramp then 10' flat table and another 6' ramp on the other side. They are designed for 35 mph to 40 mph zones. The placement distance is the same as for a speed bump. In order for a speed table to slow traffic to 25 mph they need to be placed 250' apart. We would need 14 speed tables between Adams Road and Point No Point Road to slow traffic to 25 mph. It would take 7 speed bumps to accomplish the same speed reduction.

The speed cushions are similar to speed bumps except there is a gap in the centerline and at the shoulders. This allows large vehicles, such as fire trucks and ambulances to straddle the cushion so they don't have to slow down as much. The cars drive with one wheel on the cushion so they are not as effective as speed bump. I have never seen one. The city of Kirkland has speed cushions.

The problem with traffic calming Twin Spits Road is that it does not qualify for any programs we have. The road is a Collector and it has been our policy (except Tracyton Blvd) to not put speed bumps on Collectors. Even if it was not classified as a Collector it does not qualify because the speeds are not sufficient to warrant speed bumps. There are only two collisions on file from 2000 to present for this section of road. Both were one vehicle collisions not involving speed.

Anything we do to Twin Spits we can expect to do to Hood Canal Drive. Anything we do on Hood Canal Drive will have to be done on Bridge View and Cliffside.

The other problem is who gets to vote and for which area. It is only one of two roads into and out of this area so everybody that lives north of Eglon Road is affected.

Steve Johnson  
Traffic Investigator

o Doesn't meet of program  
 - Collector (Turn splits 07 MC, Hood Lane 08 Min(G))  
 - Speeding

o Impacts all - Benefits few

- How do we get all input  
 - Alternate route = Hood Lane  
 o Emergency vehicle response

o Snow + Ice control

- + sweeping

o Can not reduce 85th speed to desired.

Speed Humps {

$$H_s = 0.5 [a(V_{85})^2 - 700]$$

$$H_2 V_{85} = 275 \text{ ft}$$

$$H_2 V_{85} = 875 \text{ ft}$$

$$H_2 V_{80} = 550 \text{ ft}$$