

6-1 General

Traffic regulations are intended to provide for driving behavior and actions that will lead to roadways that are the least likely to result in fatal and serious crashes. They create operating efficiencies on state highways, county roads, or city streets by placing enforceable operating restrictions on the use of the public roadway. A traffic regulation is either established in state law [RCW 46.61](#), Rules of the Road, or is changed in law, based on data from an engineering and traffic investigation of road, land use and traffic (vehicle, freight, transit, pedestrian and bicyclist) conditions at the proposed location. Modifications to certain regulations require approvals at the State Traffic Engineer, Regional Traffic Engineer or Regional Administrator level. The guidelines in this chapter explain specific regulations and identify the information needed to establish or modify a traffic regulation.

The Rules of the Road ([RCW 46.61](#)) regulate basic traffic movements on public roads including:

- maximum speeds
- lane use
- vehicle restrictions stop control
- turning movement restrictions
- assignment of right of way
- parking

A traffic regulation other than the Rules of the Road may be implemented only after an official action by the appropriate jurisdictional authority. For state highways, a proposed traffic regulation (or modification) is approved by either the Regional Traffic Engineer, Regional Administrator, or the State Traffic Engineer, depending on the delegation of authority, and is administered as a “Calendar Agenda”.

Where city streets are part of managed access state highways, a city or town may regulate parking, stop control, and turn prohibitions by establishing an ordinance or resolution. Under [RCW 47.24.020\(11\)](#), if a city or town wants to regulate the above regulations on a state highway, the department must approve any regulation that is not identical to state law before it becomes effective ([RCW 46.61.415](#)).

A. Regional Traffic Regulations Approved by Regional Administrator

- Traffic signal installation permits on state highway system.
- Reduced speed limits in construction or maintenance zones.
- Regulatory speeds in rest areas, weigh stations, and ferry terminals.
- Stop control on state highways.
- Turn prohibitions and restrictions.
- Pedestrian prohibitions on partial or modified access control highways.
- Roadside parking restrictions (except for angle parking).
- Tow-away zones along freeways.
- Prohibitions on fishing or jumping from bridges.
- Emergency or construction closures and weight restrictions.
- Midblock pedestrian crossings

B. Headquarters Traffic Regulations Approved by State Traffic Engineer

- Regulatory speeds (outside construction and maintenance work zones).
- 20 mph school speed zones established under [WAC 468-95-330](#).
- Bicycle prohibitions on limited access highways.
- Truck restrictions (including trucks hauling hazardous material).
- HOV lane designations.
- Hard shoulder running.
- Angle parking on state and federal-aid highways.
- Parking restrictions for park and ride lots and other parking facilities.
- Regulation of sales within state parking facilities.
- Permanent weight restrictions.

Permanent traffic regulation records are maintained in the office of the designated approving authority.

Traffic regulations or modifications are coordinated and administered by the Regional Traffic Engineer and submitted to either the Regional Administrator or the State Traffic Engineer as a Calendar Agenda ([Figure 6-1](#) or [Figure 6-2](#)), for approval. The regulation's approval or denial is recorded, which provides the necessary official documentation of the regulatory action. Regulations related to speed limit changes that are approved by the State Traffic Engineer are placed in a statewide Speed Zone Inventory database.

6-2 Documentation

Additionally, as outlined in this chapter, retain a summary of the engineering and traffic investigation and other data to support and document the regulation. Follow [Chapter 11](#) records management for retention in the *Traffic Manual*. Inventories of traffic regulations are maintained in the office of the designated approving authority. Informational copies of completed Calendar Agenda action items are exchanged between the State Traffic Engineer and region Traffic offices. Copies are also provided to the Washington State Patrol (WSP), appropriate local agency and the Transportation Data, GIS and Modeling office (TDGMO).

6-3 Regional Traffic Regulations

Some types of traffic regulations address specific local traffic and geometric characteristics, without statewide implications. The Regional Administrators or Regional Traffic Engineers are delegated the authority to approve those regulations, which include the following:

1. **Traffic Signal Installation Permits** – Traffic control signals are addressed in the [Manual of Uniform Traffic Control Devices](#) (MUTCD), [Chapter 4](#). Discussion includes advantages and disadvantages of signals, possible alternatives to signals, and the warrants under which signals are justified. In addition, signal installation types, which require a Traffic Signal permit are included in [Section 1330.02\(1\)](#) of the *Design Manual*, Traffic Signal.

Permits are **not** required for:

- Object identification beacons that are not installed overhead at an intersection
- Speed limit sign beacons
- Stop sign beacons
- Rectangular Rapid Flashing Beacons – pedestrian signs
- Lane assignment signals at toll facilities
- Portable Temporary Traffic Control Signals, as identified in *Standard Specification 1-10.3(3)K*.

When considering a signal, complete a warrant analysis for the proposed location in accordance with [Section 1330.02\(1\)](#) of the *Design Manual*. If a signal is warranted, submit a Calendar Agenda request ([Figure 6-1](#)) with the documentation below to the Regional Administrator for approval.

Your submittal should include:

- A vicinity map showing SR/MP location of the proposed signal
- Detailed sketch showing traffic volumes, lane distribution, and other data relative to the request. Photos of the location and surrounding area, if possible.
- A complete signal warrant analysis package, as described in [Section 1330.02\(1\)\(a\)](#) of the *Design Manual*.
- If the proposed signal location is at a Collision Analysis Location (CAL), Collision Analysis Corridor (CAC), or is listed in the latest priority array, collision data for the last three years should be included with the signal warrant analysis (part of Warrant 7)
- A statement detailing local agency funding and maintenance responsibilities, if applicable.
- All city, county, fire district, and citizen requests, along with copies of other pertinent documents and correspondence.
- The history of previously tried corrective countermeasures.
- Other supporting data such as proximity to schools, shopping centers, pedestrian traffic, etc.
- Signal Application Checklist ([Figure 6-3](#)).

Once approved, a Statewide Signal Permit Inventory number is obtained from Headquarters and noted in part “F” on the permit form ([Forms Management - Form 242-014](#)). Send a copy of the completed permit to Headquarters for final documentation. At a minimum, the complete signal warrant analysis should be included with the submittal to Headquarters for documentation purposes.

Where signal removal is being considered, refer to [Section 6-6](#), Rescinding Existing Traffic Regulations and [Section 1330.02\(1\)](#) of the *Design Manual*.

- B. Reduced Regulatory Speed – Construction/Maintenance Zones** – The Regional Administrator may reduce speed limits in construction or maintenance work zones, following the guidelines given in Secretary’s Executive Order [E 1060](#) and *Traffic Manual* Appendix 5B. In some instances, speed limit reductions must be approved by the State Traffic Engineer.
- C. Regulatory Speeds in Rest Areas, Weigh Stations, and Ferry Terminals** – The department is authorized ([RCW 46.61.405](#)) to set speed limits on any part of the highway system and at ferry terminals. Rest areas and weigh stations are included in the definition of a state highway ([RCW 46.04.197](#)). In 1987, these Calendar Agenda items were delegated to the Regional Administrator. [RCW 47.38.020](#) provides more details on the limitations on use of rest areas. Rest Areas are limited to a maximum stay of eight hours in a 24-hour period for vehicles and commercial vehicles may park up to an hour beyond their federally mandated rest periods. [RCW 47.38.010](#) specifies the rules governing use and control of rest areas, historic sites, viewpoints, etc.—Penalties Identify appropriate speed limits at these locations through an engineering and traffic investigation that considers:
- Existing speed characteristics
 - Pedestrian traffic patterns
 - Geometric elements
 - Congestion
 - Operational conflicts

Field observation during periods of heavy use may be necessary to determine these characteristics.

The Rules of the Road ([RCW 46.61.415](#)) state that speed limits on local roadways cannot be posted at lower than 20 mph. Lower or higher speeds may be determined based on the engineering and traffic investigation.

Submit regulatory speed limit requests for these locations as a Calendar Agenda item to the Regional Administrator. Include data collected from the engineering and traffic investigation to support the request.

Regional Administrator Calendar Agenda items shall include:

- A vicinity map and detailed strip map showing SR/MP location of the rest area, ferry terminal or weigh station.
- A description of the operational conditions, such as heavy pedestrian usage, which identify the need for a speed reduction. Include speed studies if they are available.
- A study of the last three years’ crash history.
- Include proposed mitigation to reduce speeds.
- Copies of WSP concurrences.

D. Stop Control on State Highways – All state highways are considered arterials and entering traffic must stop when signs are posted ([RCW 46.61.195](#)). Most intersections of a state highway and a county road or city street are controlled by a stop sign posted on the local roadway. However, stop control can be installed on the state highway approaches if it will improve the intersection operation and if the traffic volume on the local roadway is equal to or higher than the state highway volume. The specific provisions regarding stop control are:

- The department is responsible for STOP or YIELD signs on county road approaches to state highways and on city street approaches in cities and towns under 27,500 population ([RCW 47.24.020 \(13\)\(17\)](#)). Population threshold increases in 2023.
- The department can designate a county road or city street as an arterial having preference over the state highway if it will improve traffic conditions. ([RCW 46.61.195](#))
- An incorporated city or town may pass an ordinance designating a city street as an arterial having preference over a state highway, if approved, in writing by the department. The city or town is then responsible for the STOP or YIELD signs. [RCW 46.61.195](#) does not specify a population threshold; therefore, any city or town may exercise this authority.)
- Vehicles entering arterials from all other public or private roadways must stop before entering, when STOP signs are posted on the approach.

Respond to requests for state highway stop control by conducting an engineering and traffic investigation to determine if it is warranted at the subject location. Consider an all-way STOP if approach volumes are approximately equal or if a collision analysis shows collisions which are correctable by all-way stops (i.e., angle collisions). See [MUTCD, Section 2B.05](#) Stop Sign and All Way Stop plaque.

Document the investigation and submit the proposed regulation to the Regional Administrator as a Calendar Agenda item. Include:

- A vicinity map and detailed strip map showing SR/MP location of the intersection, together with the total traffic volumes and approach distributions.
- A description of the operational conditions (such as sight distances) which identify the need for stop control, including any history of previously tried corrective measures.
- A study of the last three years' crash history, including whether the location is a Collision Analysis Location (CAL), Collision Analysis Corridor (CAC), or is listed in the latest priority array.
- A city or town ordinance is required for city streets which are part of state highways.
- Copies of city, county, and/or citizen requests along with other pertinent documents and correspondence.
- Copies of WSP and/or local police agency concurrences.

- E. Turn Prohibitions and Restrictions** – Specific turning movements may be prohibited or restricted by traffic regulations to reduce potential conflicts or improve the operational characteristics of an intersection or business access.

Turn prohibitions that are established in the Rules of the Road or are clearly defined by design elements in the [MUTCD, Section 2B.19](#) do not need a traffic regulation. All other turn prohibitions require a traffic regulation.

Conduct an engineering and traffic investigation of the subject location; document the investigation and submit the proposed regulation to the Regional Administrator as a Calendar Agenda item. Include:

- A vicinity map and intersection sketch showing the SR/MP location together with the total traffic volumes, approach lane distributions and turning volumes.
- Descriptions of operational conditions which identify the need for the regulation, such as pedestrian movements, large truck turning radii, or lack of adequate gaps.
- The alternate routing intended to accommodate the turn-restricted traffic. Convenient and strategic alternate routing is necessary to minimize the likelihood that a driver will ignore the prohibition.
- A study of the last three years' collision history, including whether the location is a Collision Analysis Location (CAL), Collision Analysis Corridor (CAC), or is listed in the latest priority array.
- Copies of city, county, and/or citizen requests along with other pertinent documents and correspondence.
- A city or town ordinance is required for city streets which are part of state highways.
- Copies of WSP and/or local police agency concurrences, if applicable.
- Photos or video, if available.

- F. Pedestrian Prohibitions on Full, Partial or Modified Access Control Highways** – Pedestrians are prohibited on highways that have been established and constructed as fully controlled limited access facilities [WAC 468-58-050](#); [WAC 468-58-010](#). This prohibition does not apply to pedestrian overcrossings, under-crossings and other facilities provided specifically for the use of such traffic.

On partial and modified access control highways the department is authorized to prohibit non-motorized traffic (e.g., pedestrians, bicycles) ([RCW 46.61.160](#)). Therefore, on highways with partial or modified access control, a specific traffic regulation is required to prohibit pedestrian traffic. A prohibition is only considered when an engineering and traffic investigation determines that pedestrians have an alternate route. It is not WSDOT policy to close pedestrian access when no feasible alternate route exists.

Prohibitions are appropriate along partial and modified access controlled highways in areas having the appearance of full access control, in areas where parallel pedestrian routes are available, and other areas where pedestrians on the shoulder proximity to the travel lanes does not provide sufficient width for walking or where speeds, volume and roadway complexity in combination preclude pedestrian use.

Document the investigation and submit the proposed regulation to the Regional Administrator as a Calendar Agenda item. Include:

- A vicinity map of the area showing proposed prohibition limits and alternate pedestrian routes. Includes SR and MP.
- Traffic volumes, shoulder width and posted speed limit.
- Crash history for the past three years including any pedestrian involvements.
- Summary statement detailing need for prohibition. Local agency coordination may be necessary, if so, include a summary of the coordination documentation.
- Copies of WSP concurrences.
- Photos or video, if available.

- G. Roadside Parking Restrictions** – Parking or standing shall be permitted, except where parking has been limited by date and time and such limitations and restrictions have been approved by city ordinance or county resolution and the Regional Administrator ([RCW 46.61.570\(2\)](#)). The Rules of the Road, ([RCW 46.61.560](#) through [46.61.590](#)) provide specific parking restrictions that are effective at all times along public roadways. When the region considers additional parking restrictions, conduct an engineering and traffic investigation to determine the need.

Document the investigation and submit the proposed regulation to the Regional Administrator as a Calendar Agenda item. Include:

- A detailed strip map of the area showing SR/MP, intersecting streets, and driveways, and other on-street or off-street parking alternatives.
- Photos or video if available.
- The type of restriction requested (i.e., time of day, mid-block to corner).
- An analysis of operational conditions, such as narrow shoulders or limited sight distances that identify the need for the regulation.
- Copies of a city or town ordinance, as required for city streets which are part of state highways.
- Correspondence or comments regarding adjacent property and business owners' parking.
- Copies of WSP and/or local police agency concurrences.

- H. No Parking and No Parking Tow-Away Zones along Freeways** – WSDOT has the authority to restrict parking and place official traffic control devices prohibiting, limiting and restricting the stopping, standing or parking [RCW 46.61.575](#). “No Parking” restrictions are appropriate at locations where operationally parked vehicles may block sight distance or pose a hazard.

On a limited access facility, it shall be unlawful for any person stop or park a vehicle within the right of way, including the shoulders, except at locations where signing specifically allows such stopping and parking [RCW 47.52.120](#).

A “No Parking/Tow Away Zone” along a freeway may be established where there is an operational problem or collision history associated with vehicles parked on the shoulder. The WSP typically identifies these suggested locations.

When “Tow Away Zones” are required in addition to the “No Parking”, officers have the ability to promptly remove an unattended vehicle from a roadway shoulder if it constitutes an obstruction or jeopardizes public safety ([RCW 46.55.113\(2\)\(b\)](#)). The “no parking/tow-away zone” traffic regulation and related signing provide additional information for the motorist and an effective enforcement tool for the WSP.

Submit the proposed regulation to the Regional Administrator as a Calendar Agenda item. Include:

- A detailed strip map of the area showing SR/MP, direction of traffic, roadway approaches and interchanges.
- An analysis of operational conditions, roadway speed limit, including crashes associated with vehicles parked on the shoulder, narrow shoulders, or limited sight distances.
- Parking restrictions in Rest Areas are approved by the State Traffic Engineer.
- Copies of WSP and/or local police agency request and concurrence.

- I. **Prohibitions of Fishing or Jumping from Bridges** – Prohibitions of fishing or jumping from bridges are intended to alleviate injuries from distraction, jumping and person actions that might create unexpected conditions. An engineering and traffic investigation is conducted to determine the need for the prohibition.

Document the investigation and submit the proposed regulation to the Regional Administrator as a Calendar Agenda item. Include:

- A vicinity map showing the SR/MP of the bridge and the bridge number from the [Bridge List M 23-09](#).
- A brief description of the conditions requiring the prohibition.
- Copies of public or local agency correspondence.
- Copies of WSP and/or local police agency concurrences.

There are a number of ‘fishing from bridges’ prohibitions that were adopted by the former Highway Commission, prior to traffic regulation authority being transferred to the department. The prohibitions remain effective unless rescinded by the Regional Administrator.

- J. **Highway Restrictions or Closures – Emergency, Temporary, Construction, or Weight Related** – The Regional Administrator approves emergency, temporary, construction, or weight related restrictions or closures. These place specific limitations on the use of a state highway. Examples are:

Emergency Closures or Restrictions: Emergency closures or restrictions may be implemented immediately, without prior notice or posting, in accordance with the procedures in [Chapter 1](#) of the *Maintenance Manual M 51-01*. The *Maintenance Manual* provides signing guidelines for emergency and non-emergency closures and restrictions.

Temporary or Construction Restrictions or Closures: [RCW 47.48.010](#) gives the department the authority to close highways or segments of highways to all vehicles or any class of vehicles where such continued use will damage the roadway or be dangerous to traffic.

Investigate and document:

- Document the conditions that require the restriction or regulation.
- Detour accessibility options and emergency response contingency plan.
- Internal WSDOT division correspondence, if any.
- Copies of public or local agency correspondence.
- Copies of WSP and local police agency concurrences.

Submit the proposed regulation to the Regional Administrator as a Calendar Agenda item. Include:

- A vicinity map of area including SR/MP.
- A discussion of roadway condition or situation that requires the restriction or closure.
- Detour map, if available.
- Copies of WSP, emergency response and local police agency concurrence.
- Prior to restricting or closing a roadway segment, notice of the action must be given (per [RCW 47.48.020](#)) by:

Publishing a notice describing the restriction or closure in at least one newspaper issue of general circulation in the county, city, or town where the highway is located.

Posting a notice describing the restriction or closure in a conspicuous place at the ends of the highway or highway section.

It is important to remember state highway closures, unless it is under emergency conditions, require a *three*-day publication and posting a notice of closure, before the highway may be closed.

If the closure will be in effect for less than 12 hours (such as for many Special Events) it is not necessary to post a notice in a newspaper. Advance closure notices must still be posted on the highway. The Special Event Letter of Agreement is sufficient documentation of an event related restriction or closure.

Weight Restrictions: In accordance with [WAC 468-38-080](#), temporary weight restrictions may be immediately imposed on highways in response to emergency road conditions, such as potential damage from freeze/thaw action.

The State Traffic Engineer approves *permanent* weight restrictions on bridge structures where posting is necessary due to deterioration of the structure. The Bridge and Structures office typically initiates the restriction.

Oversize Load Restrictions: Notices of any roadway restriction or closure must be distributed to the [Commercial Vehicle Services Office](#) and signs must be installed by region maintenance that identify the milepost limits and the duration of the restriction. The Commercial Vehicle Services Office issues the oversize load permits and should be made aware of any restrictions or closures along state highways. Some restriction may require pilot cars to accompany these loads ([WAC 468-38](#)).

- K. Midblock Pedestrian Crossings on State Highways** – The Regional Administrator may delegate the authority to the Region Traffic Engineer to approve midblock pedestrian crossing installations.

Chapter 4 Multi-Modal Design includes design guidance. Conditions that might increase the value of a midblock crossing includes the following:

- High pedestrian crossing present.
- Long block spacing.
- Opportunity to channel multiple pedestrian crossings to a single location.
- Visible crossing for pedestrians and motorists.
- Local agency support.
- Pedestrian traffic generator within vicinity of crossing. (e.g. transit stop, shopping, and high-density housing).

A traffic engineering study shall be submitted to the Region Traffic Engineer for approval by the project manager. If approved by the Regional Traffic Engineer, they shall forward the proposed crossing request to the Regional Administrator as a Calendar Action agenda item. Request should include:

- A vicinity map of the area showing proposed crossing along with pedestrian generators.
- Traffic volumes.
- Crash history for the past three years including any pedestrian involvements.
- Summary statement detailing need for crossing.

6-4 Headquarters Traffic Regulations

Some types of traffic regulations address conditions that have statewide implications. To assure uniformity, these are approved by the State Traffic Engineer, and include the following:

A. Regulating Speed Limits

Speed limits are set to be the speed that is least likely to result in traffic fatalities and serious injuries and achieve compliance by the majority of drivers. In some cases, this will involve setting iterative speed limits over time until physical and psychological conditions can be changed to influence driver speed.

Speed limits frame expectations for drivers and other roadway users. Properly set speed limits should result in predictable, consistent, and reasonable vehicle speeds that consider the mobility, safety, accessibility and convenience for all users, including drivers, transit operations, pedestrians, and bicyclists.

Roadway context (current and planned future), changing development, transit, and bicycle and pedestrian facilities and activity, are all significant factors that need to be considered in addition to the traditional engineering study. There may be instances where the study may include a more in-depth review of speed limits in population centers for roads through and adjacent to residential and business districts.

The objective of speed zoning is to achieve operating speeds that minimize fatal and serious injuries for all road users and provide statewide consistency.

Review and Approval of New Speed Zones:

The Secretary of Transportation has delegated approving authority to the State Traffic Engineer to authorize the establishment of speed limits. Region Traffic Operations divisions are responsible for performing the engineering/traffic analysis, context and multimodal user investigation needed to determine the most desirable operating speeds and implementing changes necessary.

Region Traffic offices may receive requests to reduce or increase speed limits from local agencies, tribal governments, citizen groups, developers, and law enforcement agencies. However, before the investigation begins, it is important to discuss the possible outcome of the review to ensure the requestor understands how WSDOT evaluates and sets speed limits. This is a good time to determine milepost limits of the speed zone request. It is also important to consider other roadway, user, and context changes in addition to speed zoning to address the underlying reason for the request. Speed zoning is often not as effective as other speed management solutions but is often looked to as the easiest and cheapest solution by requestors.

1. **Engineering and Traffic Investigation:** [RCW 46.61.410](#) and [RCW 46.61.405](#) authorize the secretary to Transportation to increase or decrease the speed limit based on an engineering and traffic investigation. The Region Traffic offices shall conduct an engineering and traffic investigation when determining the appropriate speed limit. [WAC 468-95-045](#) modifies the MUTCD 2B.13 and provides guidance related to what is included in an engineering study. Weather, road surface conditions, or congestion may impact a proper investigation.

The following are factors that are considered:

- a) **Roadway Characteristics and Roadway Users** – Consider roadway characteristics of the proposed segment, adjacent transitional speed zones, existing traffic control devices, roadway facilities and condition, and traffic generating activity (for all user types) within and adjacent to the proposed speed zone. Key roadway factors to consider:
 - Roadway alignment may dictate operational speed due to curvature of the roadway. A time travel speed review may be useful in making the determination.
 - Roadway facilities for all user types, including vehicle travel lanes/widths, on-street parking, transit facilities, pedestrian and bicycle facilities, sidewalks.
 - Operational devices for all user types including signalized intersections, controlled/uncontrolled pedestrian/bicycle crossings, speed feedback signs, special signing, etc.
 - Route continuity should be reviewed. Verify the proposed segment has similar characteristics as adjacent or near-by speed zones. Where applicable, review and potentially revise adjacent speed zones.

- Future changes in, or plans for, roadside development, private and public access points within the segment may influence driver behavior.
 - Pedestrian and bicycle activity and accessibility, existing and projected; school zone, transit, rail, parks, and urban development may influence driver behavior. Research nearby pedestrian and bicycle traffic generators. Multimodal paths, sidewalks, or trails may influence driver behavior. Please consider path location, path width, and demand of active transportation users. A multimodal LOS performance measurement may be useful in urban/suburban developed environments when required information is available.
- b) **Speed Studies** – Speed studies are used to evaluate how the drivers are currently operating along the roadway. Speed studies should be conducted during non-peak hours, away from intersections, signalized locations, non-increment weather, and outside of curves. When possible, a minimum of 100 free-flowing vehicles should be sampled. Roadways less than 1000 ADT, 30 free-flowing vehicles should be sampled. Depending on length of proposed speed zone segment, several locations may be used to conduct speed studies.

Most drivers will select a speed at which they believe is safe and reasonable based upon their perception of the roadway. In consideration of the actual speeds on a particular roadway, WSDOT considers two speed measures and they are:

- 85th percentile speed: the 85th percentile is the speed at or below 85 percent of vehicles travel under free-flowing conditions
- 10 mph pace: the 10-mph pace is the *range* of speed at which the majority of cars are traveling on a particular stretch of road

WSDOT places an emphasis on the pace speed over the 85th percentile speed when considering speed limit changes.

Where operating speeds are high, other speed management techniques may be necessary.

- c) **Crash History** – Crashes resulting in fatalities and serious injuries are the most important crash types to consider. Analyze crashes to determine potential causes or patterns. Evaluate if a reduced speed limit would change the number or the severity of crashes. The following information should be considered:
- Review the most recent three years of crash history.
 - If there are areas of concentrated crashes and the operating speed is consistent with the posted speed, verify a speed change is the preferred solution. The preferred solution may be independent of a speed limit change, or addition to.

Consider if other solutions besides speed limit changes are feasible to address crash history. Crashes involving tailgating, illegal passing, or other aggressive behaviors may be associated with speed differentials and may also be considered.

Communication and a field review with local law enforcement and the Washington State Patrol is beneficial.

Crash history may be used to determine system-wide changes to prevent crashes proactively in similar locations.

d) Traffic Conditions: The type and number of users along the roadway (includes passenger vehicles, trucks, busses, pedestrians, bicycles) all have an influence on driver speed selection. Drivers also adjust their speed for temporary conditions unrelated to volumes of all user types. These conditions may be point or segment occurrences (such as access points), and influence driver speeds for varying durations and distances. The recurrence of these conditions should be considered in determining the regulatory speed for the segment, particularly for segments that present difficulties in measuring free-flow speeds. The use of temporary advisory speeds may also be a suitable treatment. These influences may include:

- Roadside development. Increased levels of roadside development and access may lead to the potential for more traffic conflicts because of ingress and egress, turning movements, transit use, bicycle, and pedestrian activity.
- Locations where seasonal and other peak events occur that may impact traffic.
- Highways with limited locations for law enforcement to set up enforcement or pull a motorist over.
- Locations with increased pedestrian or bicycle presence.
- Increase or decrease in AM/PM Peak Travel Times.
- Increase or decrease in ADT's.
- Venues that generate increased traffic, both pedestrian and vehicular traffic. Also, ferry, rail and transit terminals may influence traffic.
- Truck volumes.

Preliminary Review and Consideration: Where speed zone changes are justified, submit a preliminary speed zone request to the Headquarters Traffic Office for *preliminary approval*. Include the following:

- Proposed SR and Milepost, existing speed limit and proposed speed limit.
- Include a summary as it relates to your engineering investigation and include:
 - Speed studies, crash history, recent or future construction projects.
 - Communication outreach.
 - Multimodal considerations.
 - Other contributing information supporting the change in speed limit.

- Proposed traffic calming mitigation, for example:
 - Driver feedback signing, no pass striping, geometric changes.
 - Other traffic calming or speed management measures.

There are several benefits in conducting preliminary discussions with the Headquarters Traffic office. The Headquarters Regulations Specialist can assist regions with package preparation and provide guidance and recommendations on speed mitigation.

2. **Full Package Submittal Calendar Agenda Action:** Regional Traffic offices will submit a full package speed zone request to the State Traffic Engineer as a Calendar Agenda Action item (Figure 6-2). The submittal shall include:
 - a) Cover Memo from Regional Traffic Engineer or Regional Administrator, to the State Traffic Engineer:
 - Summarize the traffic investigation to include reasons for the change and who initiated the request. Include decisions from preliminary Headquarters review.
 - Include pedestrian, bicycle, transit and community interest and benefits, if applicable.
 - Include state route, *existing* begin and end speed zone mileposts, and posted speed limit and *proposed* begin and end mileposts and proposed speed limit.
 - If the zone is located within the city/town limits or vicinity, include city/town name.
 - Include previously tried corrective speed reducing measures and results. When applicable, include the roadway characteristics, geometrics, condition, grade, and sight distance, etc.
 - b) **Vicinity Map Showing**
 - State route, mileposts, city limit boundary (if applicable), speed study milepost locations and results; including 10 MPH Pace and 85th percentile speeds.
 - Show existing speed zone boundary, adjacent speed zones, and proposed speed zone.
 - Identify roadway, context and user characteristics that are used for justification. For example, include trail crossings.
 - The map should be readable and may include satellite imagery.
 - c) **Crash History**
 - Include three (3) years of the most current crash history. Include only the crash summary.

d) **Local Agency Concurrence**

- A copy of the local agency ordinance or resolution is required for changes to speed limits within incorporated cities or towns.
- Highways that are fully controlled limited access do not require a city ordinance, however, it is important to include documentation of local agency communication and understanding.
- The Washington State Patrol concurrence at the Lieutenant level or higher.
- Speed Limit Request Checklist ([Figure 6-4](#)).

e) **Other Documentation**

- An environmental review of the State Environmental Policy Act (SEPA) if the proposed speed limit is being raised to above 55 MPH.
- If applicable, a narrative on how tribal considerations is addressed, see environmental review process.

When the engineering and traffic investigation does not support a speed limit revision; implement other potential corrective measures, such as traffic calming/speed management revisions, warning signs, and public information campaigns. Observe and document the results of these measures before submitting a speed zone proposal.

- The State Traffic Regulations Specialist maintains a statewide speed limit inventory.

3. **Speed Limits for Schools and Playgrounds** – State law includes two parts to address reduced 20 mph speed zones for schools or playgrounds. A Calendar Agenda Action is not required to approve school speed zones when following the criteria in [RCW 46.61.440](#) as noted below. If the proposed school speed zone segment extends beyond the 300 feet, a Calendar Agenda Action approval by the State Traffic Engineer is required.

PART 1: [RCW 46.61.440\(1\)](#) establishes a 20 mph speed zone **at a marked school or playground crosswalk** when the marked crosswalk is posted with standard school speed limit or playground speed limit signing.

PART 2: [RCW 46.61.440\(2\)](#) allows a county or incorporated city or town to establish a 20 mph speed zone on a roadway **bordering a marked school or playground**. The speed zone may only include area consistent with active school or playground use.

Part 1 establishes a 20 mph speed zone at a marked school or playground crosswalk, when the crosswalk is posted with standard school or playground signs. School or playground crosswalk speed zones are addressed in [WAC 468-95-330](#) and [WAC 468-95-340](#) and discussed in [Chapter 2](#) – Signing. School speed zone signing is shown in [Chapter 2](#). School Speed Limit assembly shall consist of a top plaque SCHOOL legend, a Speed Limit sign, and a bottom plaque may indicate; specific time periods of the day and/or days of the week, or the term *When Flashing*, is used to notify motorist when the school speed limit is in effect.

To increase visibility, these signs may be supplemented with a flashing beacon or flags to increase compliance with the speed zone may be considered.

The 20 mph speed zone shall extend a full 300 feet in either direction from the marked school or playground crosswalk unless there is less than 300 feet to the terminus of the roadway. School or playground speed zones established under this law do not require a traffic regulation.

There may be locations where the 20 mph speed zone may extend more than 300 feet from the crosswalk, however, the distance beyond 300 feet requires a traffic regulation based on an engineering and traffic investigation. This regulation is approved by the State Traffic Engineer.

For city streets that are also state highways, the department must approve the city ordinance that extends the school or playground speed limit ([RCW 47.24.020\(11\)](#) and [RCW 46.61.415\(5\)](#)).

Where school crosswalks serve an elementary school, the engineering and traffic investigation should consider the school's Walk Route Plan. The Superintendent of Public Instruction limits the number of school crossings and allows only one entrance-exit from each block to and from the school.

Part 2 allows a county or incorporated city or town to establish a 20 mph speed zone adjacent to and extending up to 300 feet beyond the border of a school or playground property. The zone may only include the area consistent with active school or playground use ([WAC 468-95-330](#)). A marked crosswalk is not necessary to establish a 20 mph speed zone under [RCW 46.61.440\(2\)](#).

There may be locations where the 20 mph speed zone may extend more than 300 feet from the border of a school or playground property, however, the distance beyond 300 feet requires a traffic regulation based on an engineering and traffic investigation. This regulation is approved by the State Traffic Engineer.

For city streets that are also state highways, the department must approve the city ordinance that extends the school or playground speed limit ([RCW 47.24.020\(11\)](#) and [RCW 46.61.415\(5\)](#)).

4. **Speed Limits on State Highways Within Tribal Reservation Boundaries** – Beginning in 2009, state law ([RCW 46.61.480](#)) affirms that tribal authorities may determine the speed limit on the portions of non-limited access state highways that pass within tribal reservation boundaries. The speed limit must be based on an engineering and traffic investigation and is not effective until approved by WSDOT, and appropriate signing is posted.

Submit a Calendar Agenda Action request to the State Traffic Engineer for approval.

5. **Speed Limits on Ocean Beaches** – Ocean beaches are under the jurisdiction of the Washington State Parks and Recreation Commission ([RCW 79A.05.610](#)). The Commission has set the maximum speed limit on beaches at 25 mph ([WAC 352-37-130](#)).

6. **Minimum Speed Limit** – Although [RCW 46.61.425\(2\)](#) authorizes the department to post a minimum speed limit on a highway segment, the Rules of the Road do not mandate a statutory minimum speed limit for state highways. [RCW 46.61.415](#) states in part that minimum speed limits on local roadways may not be set lower than 20 mph. Further, [RCW 46.61.440](#) sets 20 mph as the speed limit at marked school or playground crosswalks. For consistency with these statutes, it is suggested that 20 mph be the lowest speed limit that the department will consider.
7. **20 MPH Speed Limits within a City or Town** – When approached by a town or city, and the land use context indicates significant interaction of people walking, biking, and using motorized vehicles, a regulatory 20 MPH speed limit should be considered using the following guidance:
 - The State Highway functional classification shall be a *nonarterial* highway. These highways typically provide both land access and traffic circulation within residential neighborhoods, commercial and industrial areas and differ from the arterial system.
 - The proposed speed zone is within incorporated city/town limits and is supported by the city/town. An ordinance is required for all non-limited access highways.
 - The existing posted speed limit is 25 MPH.
 - The roadway should have common characteristics to effectively constrain speed.
 - The Washington State Patrol and local agency law enforcement are in support of the reduction.
 - Reference the *Guidance for Setting Speed Limit 20 MPHs* (2019), outside of school zones.

Once a determination has been made, submit your Calendar Agenda Action item to the State Traffic Engineer for approval. In your cover memorandum, include information regarding the above criteria used in your determination.

In addition to towns and cities, a lower speed limit may be considered in unique situations such as weigh stations, ferry terminals or rest areas.

8. **Vehicle Specific Speed Limits, Trucks** – The maximum speed limit for trucks is 60 mph ([RCW 46.61.410](#)). The department may set lower maximum limits by vehicle class if determined necessary for safety reasons ([RCW 46.61.405\(2\)](#)).

Trucks are defined as vehicles over 10,000 pounds gross weight and all vehicles in combination (except auto stages). [RCW 46.04.130](#) defines a combination of vehicles as every combination of motor vehicle and motor vehicle, motor vehicle and trailer, or motor vehicle and semi-trailer.

9. **Environmental Review Process** – SEPA requires an environmental review of any proposal to raise the speed limit on a highway to above 55 mph. Contact the Regional Environmental Manager's Office for information on the environmental review process and to determine if the proposed speed limit change area falls within an air quality maintenance area (non-attainment area) for carbon monoxide or ozone. A completed review must accompany the traffic regulation request package. For further information, consult the [Environmental Manual](#) M 31-11.

Either of two review procedures will be required:

- a) If none of the proposed change area is located within an air quality maintenance area, the reviewer completes the Non- project Environmental Checklist and the *Determination of Non-Significance*. Include a copy in the traffic regulation package and provide copies to the Headquarters Environmental Services Office. It is not necessary to provide a copy to any other jurisdiction, nor does SEPA require a comment period.
- b) If any part of the proposed change area is located within an air quality maintenance area, the local Metropolitan Planning Organization (MPO) must model impacts from the proposed speed limit increase. If the modeling shows that the carbon monoxide and ozone allowances are not exceeded, follow the same procedures outlined for areas outside air quality maintenance areas. If the modeling shows that the carbon monoxide and ozone allowances will be exceeded, the impacts must be mitigated before the speed limit may be increased.

Washington State Laws in Setting Speed Limits:

Maximum speed limits for state highways, county roads, and city streets are mandated in the Rules of the Road ([RCW 46.61.400](#)). Statutory speed limits are:

- a) Twenty-five miles per hour on city and town streets;
- b) Fifty miles per hour on county roads;
- c) Sixty miles per hour on state highways

The department may raise or lower state highway speed limits based on an engineering and traffic investigation ([RCW 46.61.405](#) and [46.61.410](#)).

[WAC 468-95-045](#) modifies the MUTCD section 2B.13 to give guidance that the 85th percentile speed is a consideration along with other factors in setting speed limits.

These factors include:

- Road characteristics, shoulder condition, grade, alignment, and sight distance.
- The pace speeds.
- Roadside development and environment.
- Parking practices and pedestrian activity.
- Reported crash experience for at least a 12-month period (WSDOT looks at three years); and
- Other factors, such as route development or comprehensive plans

[RCW 47.24.020](#) establishes jurisdictional control with respect to state highways that are also considered city streets. Cities have the authority to regulate speed limits, however, speed limits not identical to state law must be approved the Secretary of Transportation.

[RCW 46.61.415](#) Local authorities may establish or alter speed limits in their respective jurisdictions based on an engineering and traffic investigation. Speed limit increases are limited to sixty miles per hour and decreases are limited to twenty miles per hour.

Cities and towns within their jurisdiction may establish a maximum speed limit of twenty miles per hour on a nonarterial highway, or part of a nonarterial highway, that is within a residence district or business district.

A city or town may establish a twenty mile per hour speed limit without an engineering and traffic investigation if the city or town has developed procedures regarding establishing a maximum speed limit under [RCW 46.61.415\(3\)](#). Any speed limit established under this subsection may be canceled within one year of its establishment, and the previous speed limit reestablished, and may be done without an engineering and traffic investigation. Twenty mile per hour posted speed limits on state highways will likely be posted on collector routes in small rural towns.

Changes to the speed limit on state highways within an incorporated city or town must be approved the Washington State Department of Transportation.

B. Other Regulations

1. **Bicycle Restrictions** – Bicycle restrictions may be implemented at specific locations due to speed differentials between bicyclists and other traffic, extremely high traffic volumes, roadway geometrics, or other safety considerations. Where bicycle restrictions are necessary, alternate routing suitable for bicycles must be available.
2. **Restrictions on Limited Access Highways to Bicycles, [RCW 46.61.160](#)** – The department of transportation may by order, and local authorities may by ordinance or resolution, with respect to any limited access highway under their respective jurisdictions prohibit the use of bicycles.

When considering an area for bicycle restriction or prohibition, conduct an engineering and traffic investigation and involve the regional active transportation bicycle coordinator, the bicycling community, and local agencies. Their input assures that bicycling interests are considered and that bicycle commute corridors remain intact.

Prior to submitting your calendar action, conduct a preliminary review of your submittal with the Active Transportation Divisions State Bicycle and Pedestrian Coordinator. Document the investigation and submit the proposed regulation to the State Traffic Engineer as a calendar agenda item. Include:

- A vicinity map and strip map showing SR/MP of the area.
- Location and descriptions of available alternate routes.
- Copies of documents, correspondence, citizen requests, and Active Transportation Division review comments.

- Narrative on how bicycle interests are addressed.
- Crash data involving bicycles.
- Copies of WSP and/or local police agency concurrences.
- Description of operational complexities (e.g., restricted shoulder width, interchange configurations) which identify the need for the regulation, as they relate to the following guidelines:
 1. Routes over 100,000 motor vehicles per day (ADT), or
 2. One or more of these criteria:

20,000 to 100,000 ADT	
Criteria	Condition and/or Consideration
Shoulder Width	Less than 4 feet when ADT between 20,000 and 60,000 or 8 feet when ADT exceeds 60,000 ADT.
Double On/Off Ramps	Consider forced exit and return.
Interchange Spacing	Less than 2 miles with ramp volume greater than 10,000 ADT, use forced exit and return.
Tunnels/Bridges	Consider restriction when alternate routes are available.

The State Traffic Engineer will coordinate with the department's State Bicycle and Pedestrian Coordinator to arrange for a review of the proposed restriction. Once approved, Headquarters Traffic will notify the [Active Transportation Division](#) and they will update the statewide map on highways closed to bicycles ([State Highways Closed to Bicycles](#)).

3. **Truck Restrictions** – Truck restrictions may be imposed by statutory mandate (RCW or WAC), or by approval by the State Traffic Engineer through a Calendar Agenda item. Truck restrictions are either as lane restrictions, or route restrictions and designations.

Left-Lane Restrictions – As mandated by [RCW 46.61.100\(3\)](#) and [WAC 468-510-020](#), no vehicle towing a trailer or no vehicle or vehicle combination over 10,000 lbs. may use the left lane of limited access highways having three or more general purpose lanes in one direction.

Lane restrictions for trucks may also be imposed on other highway sections through a State Traffic Engineer Calendar Action. Although rare, these restrictions may be necessary to improve traffic flow on facilities having two general purpose lanes in one direction.

Truck route restrictions and designations – These restrictions are normally implemented together to establish a preferred truck route through a corridor. Route restrictions and designations may be initiated by a local agency for city streets that are also state highways.

An engineering and traffic investigation is conducted to determine the need for the restriction and route designation.

Document the investigation and submit the proposed regulation to the State Traffic Engineer as a calendar agenda item. Include:

- A vicinity map and strip map showing SR/MP of the area defining restricted route and truck route.
- Description of operational characteristics which identify the need for the restriction.
- Copies of speed studies, volume studies including vehicle classification, and a three-year crash history.
- Copies of documents or correspondence from citizen groups.
- A copy of the local agency ordinance if the restriction is for a city street that is also a state highway.
- Copies of WSP and/or Washington Trucking Association concurrences.

Refer questions concerning [WAC 468-510-020](#) to the State Traffic Regulations Specialist.

4. **Hazardous Material Route Restriction** – Some highways, due to operational characteristics, may be restricted for certain classes of vehicles, such as those carrying hazardous materials.

Conduct an engineering and traffic investigation and document the condition warranting a restriction. Submit as a calendar agenda item to the State Traffic Engineer with the following supporting information:

- A vicinity map showing the SR/MP of the restriction.
- Summary document detailing operational characteristics (tunnels, high traffic volumes) of the highway warranting the restriction.
- Copies of WSP and/or local agency concurrences.

5. **HOV Lane Designation** – High Occupancy Vehicle (HOV) [RCW 46.61.165](#) lanes are exclusive traffic lanes limited to carrying public transportation vehicles, private motor vehicles with the number of occupants specified on posted signs, motorcycles, and emergency vehicles [RCW 47.52.025](#) ([WAC 468-510-010](#)). The Revised Codes of Washington give WSDOT the right to designate any lane or ramp for HOV if it will increase the efficient utilization of the highway or will aid in the conservation of energy resources. The goal of the system is to maximize the people-carrying capacity of the freeway system, by providing incentives to use buses, vanpools, and carpools. In addition to provide capacity for future travel growth and reduce transportation-related pollution and dependency on fossil fuels.

Designated HOV lanes are established through a regulation approved by the State Traffic Engineer. Conduct an engineering and traffic investigation, document the condition, and submit the following information as a Calendar Agenda item:

- A vicinity map and strip identifying the SR and milepost limits and showing the locations of ramps within the proposed section.
- The proposed minimum number of occupants per vehicle, and engineering documentation to support that minimum.
- Projected lane occupancy rates for both the HOV lane and the adjacent general-purpose lanes.
- Proposed hours of HOV operation.
- Copies of design data.
- For proposed shoulder HOV lanes, include the pavement depth information that the shoulder has adequate structural strength to support the HOV lane traffic.
- On highways where bicycles are allowed on the shoulder, a narrative on how bicycle traffic will be accommodated if the shoulder HOV lane is approved.

6. Angle Parking on State Highways

Statutory Requirements – Angle parking may be requested by a city or a town, for a city street that is also a state highway ([RCW 46.61.575\(3\)](#)). Local authorities, by ordinance or resolution, may permit angle parking on such a street, if the department has determined that the roadway is of sufficient width to permit angle parking without interfering with the free movement of traffic.

Conduct an engineering and traffic investigation of the location. If angle parking is determined appropriate, submit a Calendar Agenda item to the State Traffic Engineer with the following supporting documentation:

- Vicinity and strip map showing the SR/MP of the proposed parking regulation.
- Narrative describing the need for angle parking, including speed limit and traffic volumes.
- Crash data for the past three years.
- Copy of the city or town ordinance establishing angle parking.
- Parking plan layouts.
- A demonstration (using a passenger vehicle for design purposes) that the parking maneuver can be accomplished without interfering with the free movement of traffic. Use turning movements to demonstrate ability.
- Review and document bicycle lanes in the vicinity.

Where it is necessary to initiate removing angle parking, it is important to partner with local agencies (for city streets that are also state highways) and/or the business community to establish a mutually acceptable time frame. In many locations, angle parking may be the only parking available to business patrons. In these cases, a comprehensive approach to providing other parking must be part of any effort to remove angle parking. Refer to the procedures for Rescinding Traffic Regulations below.

7. Park and Ride Lots and Rest Area Parking Restrictions

Park and Ride Lots: Within the department's park and ride facilities, parking is limited to a maximum of 48 hours, when posted with signs (R8-1201). The State Traffic Engineer established this restriction through an official Calendar Agenda action on January 8, 1982. ([RCW 46.61.577](#)) Local agency police can enforce parking regulations in WSDOT Park and Ride lots if the city or town has adopted an ordinance similar to the department's 48 hour parking maximum.

Work closely with regional transit agencies, Public Transportation and Regional Planning offices when considering changes to Park and Ride facilities. Included is a link to WSDOT's Park and Ride locations statewide; [Park and Ride](#).

If modifications are necessary to the 48-hour ruling, submit a Calendar Agenda item to the State Traffic Engineer with the following supporting documentation:

- Vicinity map showing SR/MP of Park and Ride Location.
- Narrative describing the need for the parking restriction.
- Local Agency ordinance if located outside the boundary of a limited access highway.
- Documentation related to communication with Regional Planning Division, Public Transportation, local transit agency, law enforcement, regional maintenance, and local agency.

8. Rest Area Parking: Rest Area parking is permitted by law [RCW 47.38.020](#).

Rest Area parking is limited to eight hours within a twenty-four-hour period. No person shall camp maintain a camp, tent, or other sleeping accommodation in a Rest Area within the limits of the right-of-way of interstate highways or other state highways or in other areas of state or interstate highways as designated in [RCW 47.12.250](#).

The department may designate zones within a Rest Area with shorter parking time limits for the purposes of maximum efficiency and safety.

Commercial Vehicles can park up to an hour beyond the federally mandated rest period. In most cases this is eleven hours.

The department shall post the appropriate signage consistent with [RCW 46.55.070\(1\)](#) at all Rest Areas regarding the parking time limits in this section.

If modifications are necessary outside of what is authorized, submit as a Calendar Agenda item to the State Traffic Engineer with the following supporting information:

- Vicinity and strip map showing the SR/MP of the proposed parking regulation.
- Narrative describing the need for parking restriction.
- WSP concurrence.
- Parking plan layouts.

9. **Other Parking restrictions; Ferry Terminals, and Chain-Up Areas**, conduct an engineering and traffic investigation of the location and document the condition. Submit the proposed restriction as a Calendar Agenda item to the Regional Administrator together with copies of all correspondence associated with the request.
10. **Regulation of Sales within State Parking Facilities** – The use of state parking facilities for sales of vehicles or other merchandise is not allowed and the supporting enforcement statutes are as follows:
 - [RCW 46.55.070](#) specifies the posting requirements for public parking facilities.
 - [RCW 46.55.010\(14\)](#) defines an unauthorized vehicle and the required period of time prior to impoundment for posted public parking facilities.
 - [RCW 46.55.080](#) authorizes that police officers may direct the impoundment of unauthorized vehicles.
 - [RCW 47.32.120](#) makes it unlawful to “merchandise” in a manner that requires the use of any portion of state highway right of way.
 - [RCW 46.55.240\(1\)\(a\)](#) provides a city, town, or county the authority to adopt the provisions of [RCW 46.55](#) by ordinance or resolution.
 - [WAC 308-330-436](#) of the Model Traffic Ordinance (MTO) may be used by local agencies who have adopted the MTO, for park and ride lots located within their jurisdiction.
11. **Permanent Weight Restrictions** – Permanent weight restrictions may be imposed if the structure is deemed insufficient to support the maximum legal load. An example, a bridge restriction could be due to the deterioration of the structure over time or they were built to an old standard or code. [Bridge and Structures](#) division will normally initiate bridge weight restrictions.

Investigate and document the need for the restriction and submit a Calendar Agenda Action request to the State Traffic Engineer. Include:

- A strip map to include SR and MP.
- A narrative describing the road or bridge condition leading to the restriction.
- The appropriate maximum weight limit for a restricted section of roadway, as determined by the department’s Materials Laboratory.
- A determination of the appropriate bridge weight limit as set by the Bridge and Structures office.
- Citizen or local agency correspondence.
- Alternate routing, if available.
- Detour plan, if necessary.
- A copy of WSP concurrence.

Weight restrictions are signed with the appropriate R12 series signs illustrated in the [Sign Fabrication Manual](#) M 55-05.

6-5 Other Traffic Restrictions

Compression Brake Prohibition – The department does not regulate compression brake use; compression brake regulations are enacted by local agencies and may be signed on state highways as described in the [Chapter 2](#).

6-6 Rescinding Existing Traffic Regulations

Occasionally changes to the highway or roadside environment create the need to rescind a traffic regulation. The Regional Administrator or State Traffic Engineer accomplishes this through a Calendar Action Agenda item. **Removing the signs or posted notices of the regulation does not rescind the regulation.**

A. Regional Traffic Regulations – Use the following guidance when rescinding regional traffic regulations:

1. When **removing a traffic signal**, complete Section E, Report of Change, on the regional copy of the Traffic Signal Permit. Part of Section E provides documentation for the date of removal, together with the engineer's name, title, and reporting date. A copy of that permit is then sent to the Headquarters Traffic Regulations Specialist for retention in the signal permit file.
2. Reduced regulatory speeds in construction or maintenance areas may be implemented under certain conditions specified within Secretary's Executive Order E 1060 and *Traffic Manual* Appendix 5.B. The guidance states that when the warranting conditions no longer exist, the reduced regulatory speed limit is no longer justified. Generally, this is at the end of the project and is noted in the Work Zone Speed Reduction Request. The permanent speed limit signs are then reinstalled, uncovered, or turned toward traffic.

The Regional Administrator, using the regional Calendar Agenda process, has the authority to rescind the following regulations if they are no longer necessary:

- Stop Control on state highways.
- Turn prohibitions.
- Pedestrian prohibitions on partial or modified access controlled highways.
- Roadside parking restrictions (except for angle parking, and restrictions for park and ride lots and other parking facilities).
- Tow-away zones.
- Prohibitions of fishing or jumping from bridges.
- Weight or closure restrictions.

Conduct an engineering and traffic investigation and document the condition requiring the rescinding of the regulation. Removing the regulatory signs does not rescind the traffic regulation, but renders it unenforceable under [RCW 46.61.050\(2\)](#).

- B. Headquarters Traffic Regulations** – The State Traffic Engineer, using the Calendar Agenda Action process, rescinds the following regulations if they are no longer needed:
- Bicycle prohibitions.
 - Truck restrictions.
 - HOV lane designations.
 - Angle parking on state highways.
 - Parking or sales restrictions for park and ride lots and other parking facilities.


Permanent regulatory speed limits may only be amended with a proposed speed zone revision submitted through a Calendar Agenda Action item.

Provide documentation to support rescinding the traffic regulation to the State Traffic Engineer's office. As with the regional traffic regulations noted above, removing signs does not rescind the traffic regulation, but renders it unenforceable under [RCW 46.61.050\(2\)](#).

6-7 Figures

- [Figure 6-1](#) Regional Agenda Calendar Action
- [Figure 6-2](#) State Traffic Engineer Calendar Agenda
- [Figure 6-3](#) Signal Application Checklist
- [Figure 6-4](#) Speed Limit Check List

Figure 6-1 Regional Agenda Calendar Action



Washington State
Department of Transportation

Memorandum

DATE

TO: Regional Administrator or Designee

THRU:

FROM: Regional Traffic Engineer

SUBJECT: Approval of Traffic Regulations

Attached is (are) the above-reference item(s) for inclusion on your calendar for approval and/or execution at calendar meeting to be held (place calendar agenda date here).

A. Traffic Signal Permits:


1. SR 404
Milepost 16.50
Permit Number 3,013

Submitted by the Regional Traffic Engineer, based on Warrant 1, Eight-Hour Vehicular Volume, and Warrant 6, Coordinated Signal System. The State Patrol and the Articulating Transit Authority concur with the proposal.

B. Turn Prohibitions:

C. Pedestrian Prohibitions:

Figure 6-2 State Traffic Engineer Calendar Agenda



Washington State
Department of Transportation

Memorandum

DATE

TO: State Traffic Engineer

THRU:

FROM: Regional Traffic Engineer or Regional Administrator

SUBJECT: Approval of Traffic Regulations

Attached is (are) the above-reference item(s) for inclusion on your calendar for approval and/or execution at calendar meeting to be held (place calendar agenda date here).

- A. Speed Limits:
 - 1. SR 404
 - City or Vicinity of proposed speed zone change
 - Milepost 16.50 to MP 27.00
 - Posted: 45 MPH
 - Proposed: 35 MPH
 - 35 mph for all vehicles in both directions from MP 16.50 to MP 27.00, for a total distance of 10.50 miles.
 - Submitted by the East-West region based on an engineering study. If the zone is within incorporated city limits, include city ordinance number.
 - The State Patrol concurs with the proposal.
- B. Angle Parking:
- C. Bicycle Prohibitions:
- D. Truck Restrictions:
- E. HOV and Hard shoulder running:
- F. Parking restrictions in Rest Areas and Park and Ride Lots:
- G. Permanent weight restrictions:

Figure 6-3 Signal Application Checklist (page 1 or 2)

Date: _____

Submitted By: _____

Pennit No.: _____

Location: SR No. _____ MP _____ Minor Rd. _____

Vicinity Map: Include a general vicinity map of area showing intersecting roads, and any other features such as nearby signals and interconnected systems that may be of importance for analysis of application.

ADTS: Include an AOTS for all approaches entering the intersection.

ADT: Mainline _____ N ___ S ___ E ___ W ___ Mainline _____ N ___ S ___ E ___ W ___

ADT: Minor St. _____ N ___ S ___ E ___ W ___ Minor St. _____ N ___ S ___ E ___ W ___

No. of lanes: Mainline Thru _____ Minor St. Thru _____

Number of Tum lanes: Mainline _____ Priority Array _____

Signed Speed limits: SSL on Mainline _____ 85th % _____

SSL on Side Street _____ Priority Array _____

Estimated Start Date: _____ Estimated Cost: _____

Estimated Completion Date: _____

Figure 6-4 Speed Limit Check List

Location: SR: _____ BEGIN MP: _____ END MP: _____

Vicinity Map: Include a general vicinity map of area showing city limit boundaries and adjacent speed zones, and any other features of importance for analysis of the speed zone request.

Strip Map: Include a strip map showing 10 MPH Pace and 85th percentile speeds within the proposed area to be considered, noting the appropriate mileposts. If there are other contributing factors, such as, curve warning signs with advisory speeds, and pedestrian crossings, include them.

Speed Limits (Include a current copy of the Speed Zone inventory.):

Existing	Proposed
_____ MPH, MP _____ to MP _____	_____ MPH, MP _____ to MP _____
_____ MPH, MP _____ to MP _____	_____ MPH, MP _____ to MP _____
_____ MPH, MP _____ to MP _____	_____ MPH, MP _____ to MP _____

Lane Width: _____ Shoulder Width: _____

Collision Data: Include the latest three (3) years collision data together with yearly collision rate, yearly critical rate, and yearly statewide average for the area to be considered.

Correspondence: Include all appropriate correspondence, including citizen petitions and local ordinance.

Concurrences:

Washington State Patrol: _____ City: _____ County: _____

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