Chapter 6 Traffic Regulations

Contents

6-1 General 6-1
6-2 Documentation 6-3
6-3 Regional Traffic Regulations 6-3
6-4 Headquarters Traffic Regulations 6-11
6-5 Other Traffic Restrictions 6-28
6-6 Rescinding Existing Traffic Regulations 6-28
6-7 Figures 6-29

6-1 General

Traffic regulations are designed to promote safe driving behaviors that reduce the likelihood of fatal and serious collisions. They also improve operational efficiency on state highways, county roads, and city streets by placing enforceable operating restrictions on the use of the public roadway. Traffic regulations are established in state law RCW 46.61, *Rules of the Road*, or are modified based on data obtained from an engineering and traffic investigations. These investigations evaluate roadway characteristics, adjacent land use and traffic conditions, including vehicle, freight, transit, pedestrian and bicyclist activity at the proposed location. Certain regulations require approval by the State Traffic Engineer or the Regional Traffic Engineer. This chapter provides guidance on specific traffic regulations and identifies the information needed to establish or modify them.

The *Rules of the Road* (RCW 46.61) govern fundamental 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 outside of the *Rules of the Road* may be implemented only through official action by the appropriate jurisdictional authority. For state highways, a proposed traffic regulation or modification is approved by either the Regional Traffic Engineer or the State Traffic Engineer, depending on the delegated authority, and are processed as a “Calendar Agenda Action Items”, see Figure 6-4.

When city streets are part of managed access state highways, cities or towns may regulate parking, stop control, and turn prohibitions through local ordinance or resolution. However, under RCW 47.24.020(11), if a city or town proposes regulations on a state highway that differs from state law, the department must approve those regulations before it becomes effective (RCW.46.61.415).

A. Regional Traffic Regulations - Approved by Regional Traffic Engineer

- 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.
- Emergency or construction closures.
- Midblock pedestrian crossings
- Raised Crosswalks

B. Headquarters Traffic Regulations - Approved by State Traffic Engineer

- Regulating speed limits outside construction and maintenance work zones, excluding rest areas, weigh stations, and ferry terminals.
- Bicycle restrictions.
- Truck restrictions including left lane and route restrictions and destinations.
- Hazardous material route restrictions.
- HOV lane designations.
- Part-Time Shoulder and Metered Shoulders.
- Angle parking on state highways.
- Parking restrictions for park and ride lots and rest areas.
- Regulation of sales within state parking facilities.
- Wheeled All-Terrain Vehicles (WATV) use on limited access State Highways

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

Traffic regulations or modifications are coordinated and administered by the Regional Traffic Engineer or the State Traffic Engineer as a Calendar Agenda Action Item (Figure 6-1 or Figure 6-2), for approval. Each regulation's approval or denial is recorded, providing the official documentation of the regulatory action. Speed limit changes approved by the State Traffic Engineer are entered into a statewide Speed Zone Management Application.

6-2 Documentation

As described in this chapter, a summary of the engineering and traffic investigation, along with supporting data must be retained in TRACTS. Record retention shall comply with the requirements of Chapter 11, *Records Management* of 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 distributed to the Washington State Patrol (WSP), appropriate local agency and the Transportation Data, GIS and Modeling Office (TDGMO).

6-3 Regional Traffic Regulations

Certain traffic regulations address localized traffic conditions and roadway geometric characteristics, without statewide implications. Authority to approve these regulations is delegated by the Secretary of Transportation to the Regional Traffic Engineers. These regulations include the following:

A. Traffic Signal Installation Permits – Traffic control signals are governed by Chapter 4 of the Manual of Uniform Traffic Control Devices (MUTCD), which discusses the advantages and disadvantages of signalization, potential alternatives, and the warrants under which signals are justified. Signal installation types that require a Traffic Signal Permit are identified in Chapter 1330 of the *Design Manual*, Traffic Signal.

Traffic signal permits are **not** required for the following devices:

- Object identification beacons that are not installed overhead at an intersection
- Speed limit sign beacons
- Stop sign beacons
- Rectangular Rapid Flashing Beacons (RRFBs) for pedestrian, school, and trail warning signing
- Lane assignment signals at toll facilities
- Portable Temporary Traffic Control Signals, as identified in *Standard Specification* 9-35.14.

When evaluating the need for a traffic signal, follow the process outlined in *Design Manual* Chapter 1330.

Once a traffic signal permit is approved, a Statewide Signal Permit Inventory Number must be obtained from Headquarters Transportation Operations Signal and Illumination Engineer. The permit number is recorded in Part “F” on the permit form (Forms Management -Form 242-014).

A copy of the completed permit must be forwarded to Headquarters for final documentation. Region Traffic Offices are responsible for maintaining all records related to the signal, while Headquarters Signal and Illumination Engineer maintains the statewide inventory of traffic signals.

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 Region Traffic Engineer may reduce speed limits in construction or maintenance work zones, in accordance with Chapter 5 of the *Traffic Manual*.

C. Regulatory Speeds in Rest Areas, Weigh Stations, and Ferry Terminals – The department is authorized (RCW 46.61.405) to establish speed limits on any part of the highway system including ferry terminals. Rest areas and weigh stations are included in the definition of a state highway (RCW 46.04.197). Further clarification of delegated items is provided in Figure 6-4.

Limitations on the use of rest areas are defined in RCW 47.38.020. Vehicles are limited to a maximum stay of eight hours within a 24-hour period. Commercial vehicles may park up to one hour beyond their federally mandated rest period. Rules governing the use and control of rest areas, historic sites, viewpoints, and similar facilities – including penalties are established in RCW 47.38.010 Appropriate speed limits at rest areas, weigh stations, and ferry terminals shall be determined through an engineering and traffic investigation that considers the following factors:

- Existing speed characteristics
- Pedestrian traffic patterns
- Geometric elements
- Congestion levels
- Operational conflicts

Field observation during periods of heavy use may be necessary to accurately assess these conditions. Under Rules of the Road (RCW 46.61.415), established speed limits on local roadways may not be lower than 20 MPH, except for a shared streets which is 10 MPH. Speed limits above or below typical values may be established when supported by engineering and traffic investigation.

Requests to establish or revise regulatory speed limits at these locations shall be submitted to the Region Traffic Engineer as a Calendar Agenda Action Item. Supporting documentation shall include:

- A site map showing state route and milepost location limits of the rest area, ferry terminal or weigh station.
- A description of the operational conditions, such as heavy pedestrian usage, demonstrating the need for a speed reduction, include speed studies if they are available.
- A review of the last three years collision history.
- Proposed mitigation measures to reduce speeds.
- Documentation of collaboration with Washington State Patrol (WSP).

D. Stop Control on State Highways – All state highways are classified as arterials. Traffic entering a state highway must stop when stop signs are posted in accordance with RCW 46.61.195. Most intersections between the state highway and a county road or city street are controlled by a stop sign on the local roadway approach.

Stop control can be installed on the state highway approaches when it will improve intersection operation and when the traffic volume on the local roadway is equal to or greater than those on the state highway.

The following statutory provisions apply to stop control on state highways:

- The department is responsible for STOP or YIELD signs on
  - county road approaches to state highways
  - Incorporated City street approaches in cities and towns under 32,500 population (RCW 47.24.020 (13)(17). ***Note:*** the population threshold increases to 35,000 in 2030.
- The department may designate a county road or city street as an arterial with preference over a state highway when doing so improves traffic operations. (RCW 46.61.195)
- An incorporated city or town may by ordinance and with written department approval, designate a city street as an arterial having preference over a state highway. In such cases, the city or town is 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 arterial roadways from all other public or private roads must stop before entering.

Respond to requests for stop control on state highways shall be addressed by conducting an engineering and traffic investigation to determine whether stop control is warranted at the proposed location. An all-way STOP should be considered when approach traffic volumes are approximately equal or when a collision analysis identifies collisions patterns that may be corrected by all-way stop control (i.e., angle collisions). Refer to MUTCD, Section 2B.05 Stop Sign and All Way Stop plaque.

The investigation shall be documented and the proposed regulation submitted to the Region Traffic Engineer as a Calendar Agenda Action Item. Documentation shall include the following:

- A site map showing state route and milepost location of the intersection, including total traffic volumes and approach distributions.
- A description of the existing operational conditions (such as sight distances limitations) that justify the need for stop control, including any previously implemented corrective measures.
- An analysis of collision history for the most recent three –year period, including identification of whether the location is designated as a Collision Analysis Location (CAL), Collision Analysis Corridor (CAC), or included in the most recent priority array.

- Copies of city, town or county ordinance or resolution are required in accordance with RCW 47.24.020 (11).
- Copies of city, town, county, and/or citizen requests along with any other relevant documentation and correspondence.
- Documentation of collaboration with Washington State Patrol (WSP) and/or local law enforcement, if applicable.

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

Turn prohibitions that are already established in the *Rules of the Road* or are clearly defined by design elements in the MUTCD, Section 2B.18 do not need a separate traffic regulation. All other turn prohibitions require a formal traffic regulation.

An engineering and traffic investigation shall be conducted for the subject location. The investigation must be documented and the proposed regulation submitted to the Regional Traffic Engineer as a Calendar Agenda Action Item. Documentation shall include:

- A site map and intersection sketch showing the state route and milepost location, total traffic volumes, approach lane configurations and turning movement volumes.
- A description of operational conditions supporting the need for the regulation, such as pedestrian activity, large truck turning requirements, or insufficient traffic gaps.
- Identification of alternate routing intended to accommodate restricted turning movements. Alternate routes should be convenient and strategically located to reduce noncompliance.
- An analysis of collision history for the most recent three –year period, including identification of whether the location is designated as a Collision Analysis Location (CAL), Collision Analysis Corridor (CAC), or included in the most recent priority array.
- Copies of city, town or county ordinance or resolution is required in accordance with (RCW 47.24.020 (11)).
- Copies of city, town, county, and/or citizen requests along with any other relevant documentation and correspondence.
- Documentation of collaboration with Washington State Patrol (WSP) and/or local law enforcement, if applicable.

F. Pedestrian Prohibitions on Full, Partial or Modified Access Control Highways – Pedestrians are prohibited on highways 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 specifically designed for pedestrian use.

On partial and modified access control highways the department is authorized to prohibit non-motorized traffic, including pedestrians and bicyclists, under RCW 46.61.160. A specific traffic regulation is required to prohibit pedestrian traffic on these facilities.

Pedestrian prohibitions will be considered only when an engineering and traffic investigation determines that a reasonable alternate pedestrian route exists. It is not WSDOT policy to prohibit pedestrian access where no feasible alternate route is available.

Prohibitions may be appropriate on partial and modified access controlled highways in areas that functionally resemble full access control facilities, where parallel pedestrian routes are available, or where shoulder width, traffic speeds, volumes, or roadway complexity create unsafe conditions for pedestrian use.

The investigation shall be documented and the proposed regulation submitted to the Regional Traffic Engineer as a Calendar Agenda Action Item. Documentation shall include:

- A site map of the area showing proposed prohibition limits state route and milepost location together with and alternate pedestrian routes.
- Traffic volumes, shoulder widths, and posted speed limit.
- Collision history for the most recent three-year period, including pedestrian involved collisions.
- A summary statement detailing the need for prohibition. If coordination with local agencies is required, include documentation summarizing the coordination.
- Documentation of collaboration with WSP.

G. Roadside Parking Restrictions – Parking or standing is permitted except where parking is limited by date, time, or location and such restrictions have been approved by city or town ordinance or county resolution and the Regional Traffic Engineer in accordance with RCW 46.61.570 (2). The *Rules of the Road*, (RCW 46.61.560 through 46.61.590) establish parking restrictions that are effective at all times on public roadways.

When additional parking restrictions are proposed, the region shall conduct an engineering and traffic investigation to determine the need. The investigation shall be documented and the proposed regulation submitted to the Regional Traffic Engineer as a Calendar Agenda Action Item. Documentation shall include:

- A detailed site map of the area showing state route and milepost locations, intersecting streets, driveways, and available on-street or off-street parking alternatives.
- The type of parking restriction requested (i.e., time of day, mid-block to corner).
- An analysis of operational conditions supporting the restriction, such as narrow shoulders, limited sight distance, or safety concerns.
- Copies of city, town or county ordinance or resolution is required in accordance with (RCW 47.24.020 (11).
- Correspondence or comments from adjacent property and business owners regarding parking.
- Documentation of collaboration with Washington State Patrol (WSP) and/or local law enforcement, if applicable.

H. **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 Action Item to the Region Traffic Engineer together with copies of all correspondence associated with the request.

I. **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 stopping, standing or parking under RCW 46.61.575. "No Parking" restrictions are appropriate at locations where parked vehicles may obstruct sight distance or pose a safety hazard.

On a limited access facilities, stopping or parking within the right of way, including shoulders, is prohibited except where signing explicitly allows such activity, pursuant to RCW 47.52.120.

A "No Parking/Tow Away Zone" may be established on freeways where operational issues or collision history are associated with vehicles parked on the shoulders. These locations are typically identified in coordination with WSP.

Tow-away authority allows law enforcement to promptly remove unattended vehicles that obstruct traffic or endanger public safety under RCW 46.55.113 (2)(b). Establishing a formal "No Parking/Tow-Away Zone" provides clear notice to motorist and supports effective enforcement.

Submit the proposed regulation to the Regional Traffic Engineer as a Calendar Agenda Action Item. Documentation shall include:

- A detailed site map of the area showing state route and milepost locations, traffic direction, roadway approaches and interchanges.
- An analysis of operational conditions, posted speed limits, and collisions history related to shoulder parking, including issues such as narrow shoulders, or limited sight distance.
- Documentation of collaboration with Washington State Patrol (WSP) and/or local law enforcement, if applicable.

Parking restrictions within Rest Areas are approved by the State Traffic Engineer.

J. **Highway Restrictions or Closures – Emergency, Temporary, or Construction –** The Region Traffic Engineer has the authority to approve emergency, temporary, or construction-related restrictions or closures on state highways. These actions impose specific limitations on highway use to protect public safety and roadway infrastructure.

Types of Restrictions or Closures:

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

Temporary or Construction Restrictions or Closures: Under RCW 47.48.010, the department is authorized to close a highway or a segment of highway to all vehicles or to a specific class of vehicles, when such continued use would damage the roadway or create unsafe traffic conditions.

An investigation shall be conducted and documented to support the restriction or closure. Documentation must include:

- A description of the conditions necessitating the restriction or closure.
- Detour accessibility options and emergency response contingency plan.
- Internal WSDOT division correspondence, if applicable.
- Copies of public, local agency, or stakeholder correspondence.
- Documentation of collaboration with the Washington State Patrol (WSP) and/or local law enforcement, if applicable.

Submit the proposed regulation to the Region Traffic Engineer as a Calendar Agenda Action Item. The submittal shall include:

- A site map of the affected area showing state route and milepost limits.
- A discussion of roadway condition or situation that requires the restriction or closure.
- A Detour map, if available.
- Copies of coordination with WSP, emergency response and local law enforcement agencies.

Except under emergency conditions, notice of a highway restriction or closure must be provided in accordance with RCW 47.48.020 prior to implementation. Notice shall be given 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 location at each end of the affected highway or highway segment.

For non-emergency closures, a minimum *three-day advance* publication and posting period is required 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 roadway conditions, such as potential damage from freeze/thaw action.

Permanent weight restrictions may be imposed on a state route or structure when it is determined that facility cannot safely support maximum legal loads. Examples include bridge restrictions due to structural deterioration or design standards that are no longer adequate. The Bridge and Structures division (M 36-64 Chapter 5) is

responsible for initiating weight restrictions and coordinating with regional offices for signing and implementation.

Oversize Load Restrictions: Notices of any roadway restriction or closure must be distributed to the Commercial Vehicle Services Office. Regional maintenance shall identify the milepost limits, duration of the restriction, and install signing.

The Commercial Vehicle Services Office issues the oversize load permits and shall be notified of all state highway restrictions or closures. Certain restrictions may require pilot or escort vehicles to accompany these loads in accordance with WAC 468-38.

K. Midblock Pedestrian Crossings on State Highways – The Region Traffic Engineer shall approve all midblock pedestrian crossing installations on state highways.

Design guidance for midblock pedestrian crossings is available in Chapter 4 *Multimodal Planning, Design, and Operational Considerations* and Chapter 1510 of the *Design Manual*. Conditions that may increase the effectiveness of a midblock pedestrian crossing include:

- High pedestrian crossing demand.
- Long block lengths between controlled intersections.
- Opportunity to consolidate multiple pedestrian crossings to a single well-defined location.
- Good visibility of the crossing for both pedestrians and motorists.
- Support from local agency.
- Presence of nearby pedestrian generators, such as transit stop, commercial areas, schools, or high-density housing.

An engineering and traffic investigation shall be conducted for the proposed location; The investigation must be documented and submitted to the Regional Traffic Engineer as a Calendar Agenda Action Item. Documentation shall include:

- A site map showing the proposed crossing location, including state route and mileposts, and nearby pedestrian generators.
- Traffic volumes.
- Collision history for the most recent three-year including pedestrian- involved collisions.
- A summary statement detailing the need for the crossing.
- If coordination with local agencies is required, include documentation summarizing the coordination.

L. Raised Crosswalks – The Region Traffic Engineer shall approve all raised crosswalks installations. Proposed raised crosswalks shall be evaluated on a case-by-case basis. General design guidance for raised crosswalks is provided in Chapter 1510 of the *Design Manual*. Raised crosswalks are typically most appropriate under the following roadway conditions:

- Low traffic volumes.
- Posted speed limits of 35 MPH or less.
- Minimal use by heavy vehicles or long wheelbase vehicles (generally less than 5%)

An engineering and traffic investigation shall be conducted for the proposed location. The investigation must be documented and submitted to the Region Traffic Engineer as a Calendar Agenda Action Item. Documentation shall include:

- A site map showing the proposed crossing location, including state route and mileposts, and nearby pedestrian generators.
- Traffic volumes.
- Collision history for the most recent three-year including pedestrian- involved collisions.
- A summary statement detailing the need for the raised crossing.
- If coordination with local agencies is required, include documentation summarizing the coordination.

6-4 Headquarters Traffic Regulations

Certain traffic regulations address conditions with statewide implications. To ensure uniformity, these regulations require approval by the State Traffic Engineer.

A. Regulating Speed Limits

Speed limits are established at levels intended to minimize traffic fatalities and serious injuries while achieving compliance by the majority of drivers. In some cases, speed limits may be adjusted incrementally over time as physical roadway features and driver expectations are modified to influence operating speeds.

Speed limits help establish consistent expectations for drivers and other roadway users. Properly set speed limits should result in predictable, reasonable, and uniform operating speeds that consider the road and land use context, potential for different collision types, the impact forces that result, and the human body's tolerance to withstand those forces.

An engineering study should consider, roadway environment, roadway characteristics, geographic context, reported collision experience, speed distribution, and a review of past speed studies. There may be instances where a more in-depth study is required, including a corridor-level review of speed limits in population centers, particularly for roadways that pass through or are adjacent to residential and/or business districts.

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

Review and Approval of New Speed Zones:

Maximum speed limits for state highways, county roads, and city streets are referenced in RCW 46.61.400. The secretary may raise, or lower speed limits based on engineering and traffic investigations as outlined in RCW 46.61.405 and RCW 46.61.410. The Secretary of Transportation has delegated authority to the State Traffic Engineer to approve the establishment or modification of speed limits (Figure 6-4). Regional Traffic Offices are responsible for conducting the required engineering and traffic analyses, evaluating roadway conditions, characteristics, and geographic context as defined by the MUTCD. These investigations should determine the most appropriate operating speeds and

support the implementation of any approved speed limit changes.

Region Traffic Offices may receive speed limit increase or reduction requests from local agencies, tribal governments, citizen groups, developers, or law enforcement. Prior to initiating an investigation, staff should discuss the potential outcomes with the requestor to ensure they understand WSDOT's speed-setting process. This discussion should also establish the proposed milepost limits and consider whether additional roadway, operational, or context-based changes may better address the underlying concern.

Speed zoning is often perceived as a simple and low-cost solution; however, it is not always the most effective speed management strategy and should be evaluated alongside other potential measures.

1. **Engineering and Traffic Investigation:** RCW 46.61.410 and RCW 46.61.405 authorize the Secretary of 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. MUTCD 2B.21 provides guidance on the elements of an engineering study. WAC 468-95-045 modifies paragraph 13 of the MUTCD, section 2B.21. The engineering study shall consider the roadway context.

   Factors considered:

   a) **Roadway Environment** – Roadway environment is characterized by the activity occurring immediately adjacent to the road, including, but not limited to the following:

   - Access points: As the number and frequency of access points including driveways increase, so do conflict points and collision potential. Land use and roadside development, existing and proposed, should be reviewed.
   - Functional Classification: A road's functional classification defines its role and purpose within the transportation network. Current functional classifications can be found at: https://www.wsdot.wa.gov/data/tools/geoportal/?config=FunctionalClass
   - Public Transit Service: Transit service elements include number of stops, location, stop placement (in-lane or pullout), and service frequency. Higher frequency increases conflicts with other vehicles and signals more pedestrian activity.
   - Pedestrian and Bicycle Facilities and Activity: This element considers existing or planned pedestrian and bicycle facilities and activities. Low activity in developed areas may reflect unfavorable conditions, not a lack of demand.
   - Traffic Volumes: AADT, peak-hour volumes, and truck volumes.
   - Parking and other curbside activities: On-street parking, loading, and drop-off zones indicate activity levels and potential conflicts with other road users.

b) **Roadway Characteristics** – Roadway characteristics are the measurable physical, geometric, and operational features of the road, including, but not limited to the following:

- Roadway Section and Widths: Lane and shoulder widths, number of lanes per mode, sidewalks, and bike lanes influence motorist speeds and affect how easily users cross at uncontrolled intersections and driveways.
- Median Type and Width: Median type, if present, and width affect safety, traffic flow, and access. Raised medians improve safety but limit left turns, painted medians guide traffic with less protection, and two-way left-turn lanes aid turning and flow. Wider medians can provide pedestrian refuge and space for landscaping.
- Horizontal and Vertical Geometry: Horizontal curves in a roadway can limit the maximum speed at which drivers can safely travel, while vertical curves affect sight distance, which also influences safe speeds. A time over distance speed review may assist in determining appropriate limits.
- Grade and Topography: Steep grades and mountainous terrain can cause speed variations, limit speeds, and reduce sight distances due to curves and elevation changes.
- Traffic Control and Multimodal Facilities: The presence of traffic control devices, such as traffic signals, stop signs, and railroad crossings, can affect drivers' speed choices and help determine appropriate speed limits. Similarly, the presence of pedestrian facilities—like crosswalks with safety features such as rectangular rapid-flashing beacons or median islands—can signal higher pedestrian activity or areas where crossing may be more challenging. Likewise, bicycle lanes and transit stops indicate bicycle and transit activity, which can influence roadway operations and driver behavior.
- Route continuity**:** Ensure the proposed segment is consistent with adjacent or nearby speed zones; revise adjacent speed zones where appropriate.

c) **Geographic Context –** Geographic context encompasses the broader environment and development characteristics of the area surrounding a roadway, including regions not immediately adjacent to it. These characteristics help determine the expected intensity of travel and the types of road users likely to be present, based on the surrounding land uses. In particular, practitioners often focus on land uses that generate trips along or across the roadway by pedestrians and bicyclists. Examples include:

- Context classification: urban district, rural town center, non-urbanized rural area, or suburban area. Suggested target speed ranges based on land use context and type are available in Chapter 1103 of the *Design Manual*
- Nearby non-motorized traffic generators: schools, grocery stores and markets, medical offices and facilities, event venues
- Surrounding road network (connectivity for various users)

- Natural and environmental features: parks, greenways, bodies of water, mountains
- Population characteristics and attributes: low-income areas, zero-car households, school children, aging population

d) Speed Studies – Speed studies assess how drivers are currently operating along the roadway. Speed studies should be conducted during non-peak hours, away from intersections, curves and signalized locations, under non-inclement weather conditions, and at locations representative of free-flow traffic.

- A minimum of 100 free-flowing vehicles should be sampled where feasible.
- For roadways with a AADT below 1000, a minimum of 30 free-flowing vehicles should be sampled.
- Multiple study locations may be required for longer speed zone segments.

Drivers generally will select a speed they perceive at which they believe is safe and reasonable based upon their perception of the roadway conditions. WSDOT considers the following speed measures:

- **10 MPH Pace (Pace Speed) and Average Percent in Pace:** The 10 MPH pace is the range of speed at which the majority of cars are traveling. Average percent in pace represents the average percentage of all vehicles that are traveling within that specific 10 MPH range.
- **Median (50th Percentile) Speed**: The median 50th percentile speed is the speed at which exactly half of the observed vehicles travel at or below that speed, and the other half travel at or above it.
- **85th percentile speed**: the 85th percentile is the speed at or below 85 percent of vehicles travel under free-flowing conditions

A review of past studies should be completed to identify any trends in operating speeds. If the 85th-percentile speed is significantly higher than the posted limit and a higher limit isn't appropriate for the roadway, engineers should consider design changes, enforcement, or other speed-reduction measures to improve compliance—especially if studies show the 85th-percentile speed is rising over time. On urban, suburban, and community main-street arterials, the 85th-percentile speed should not be used alone to set speed limits and must be weighed alongside other relevant factors. See section 2B.21 of the MUTCD for additional guidance.

e) Collision History – Collisions resulting in fatalities or serious injuries are the most critical collision types to consider. Collision analysis should identify patterns or contributing factors and assess whether a speed limit change would affect crash frequency or severity. Items should consider:

- Review at least the most recent three (3) complete years of collision data.
- If collisions are concentrated and operating speeds are consistent with posted limits, verify that a speed change is the preferred solution.

- Evaluate collisions involving aggressive behaviors such as tailgating or illegal passing, which may be associated with speed differentials.
- Consider collision types that the resulting forces and the human body's ability to tolerate those forces
- Safety considerations associated with the proposed speed zone.
- Coordination and or field reviews with local law enforcement and the Washington State Patrol are recommended.
- Collision history may also support systemwide or proactive safety improvements at similar locations.

f) **Collaboration with Washington State Patrol (WSP) and Local Agencies –** Early coordination with WSP and local agencies is recommended prior to the final speed zone. Discussions should include WSDOT's engineering analysis, speed studies, collision history and multimodal considerations. Refer to the submittal calendar agenda action for collaboration requirements.

g) **Preliminary Review** and **Consideration:** When speed zone modifications are proposed, Region Traffic Offices should consult with the Headquarters Traffic Office for preliminary review. Essential discussion items include:

- State route, milepost limits, existing speed limit, and proposed speed limit.
- Speed study results and collision history.
- Recent or planned construction projects
- Multimodal considerations.
- Stakeholder coordination
- Supporting documentation for the proposed change.
- Proposed speed management or traffic calming measures, such as:
  - Driver feedback signing,
  - No pass striping,
  - Geometric or operational improvements.

Early coordination with the Headquarters Regulations Specialist provides valuable support in preparing approval packages and identifying appropriate speed mitigation strategies.

2. **Submittal for Calendar Agenda Action:** Regional Traffic Offices shall submit a speed zone change request to the State Traffic Engineer through the Speed Zone Management Application as a Calendar Agenda Action item (Figure 6-2). All submittals shall be documented in TRACTS and include the following components:

   a) Memorandum from Regional Traffic Engineer, to the State Traffic Engineer. The memorandum shall summarize the engineering and traffic investigation and include:

- The reason for the proposed speed zone change and the entity that initiated the request.
- Pedestrian, bicyclist, transit and community interest and benefits, if applicable.
- State route number and existing, posted, and proposed begin and end mileposts for the speed zone.
- County name, and City or town name if the zone is located within the city or town limits or vicinity.
- Previously implemented speed reducing or corrective measures and their outcomes.
- When applicable, a description of roadway characteristics, geometrics, condition, grade, and sight distance, and other relevant features.

b) Site Map

Provide a clear, readable map (satellite imagery may be used) showing:

- State route,
- Milepost of existing and proposed speed limits,
- city limit or county boundaries (if applicable),
- speed study milepost locations and results; including:
  - 10 MPH Pace (Pace Speed) and Average Percent in Pace
  - Median (50th Percentile) Speed
  - 85th percentile speeds.
  - ***Note:*** Speed studies may be omitted when requesting a speed limit reduction of 5 MPH in a urban, suburban or rural town center and this request serves as a starting point in the overall revision process or for rough road conditions.
- Other relevant features or contributing factors, such as curve warning signing with advisory speeds, pedestrian crossings, school zones, or access points.
- Site maps may be optional if adopting an existing speed limit, requesting a reduction of 5 MPH, or reducing the speed limit due to rough road conditions unless it provides contextual evidence in supporting the documentation for the proposed change.

c) Speed Limit Inventory

- Include a current copy of the speed limit inventory from the Speed Zone Management Application.

d) Collision History

- Include a summary of collision data for at least the most recent three (3) complete years. Only the collision summary is required.

e) Collaboration

- **Washington State Patrol (WSP)** and Local Agencies
  - Speed zone modifications should include documentation on region collaboration with WSP. All correspondence shall be included in your submittal to Headquarters.
- **City or Town Coordination**
  - Speed zone modifications within incorporated city or town limits:
    - Provide a copy of the supporting city or town ordinance or resolution.
  - For highways that are fully controlled limited access facilities, a city ordinance or resolution is not required; however, coordination and collaboration with the local agency remain important.
- **Other Jurisdictional Coordination**

  Coordinate with other affected jurisdictions as applicable, including:
  - Counties
  - Tribal governments
  - National Parks
  - U.S. Customs and Border Protection
  - Bordering states
  - Include copies of all related correspondence in your submittal.

f) Speed Limit Checklist

- Complete the Speed Limit Checklist (Figure 6-3) and include a copy with the submittal.

g) Additional Documentation

- **SEPA Environmental Review:** Required if the proposed speed limit increase would raise the posted speed limit above 55 MPH.
- **Tribal Considerations:** When applicable, include narrative describing how tribal considerations were addressed, consistent with the environmental review process.

When the engineering and traffic investigation does not support a speed limit revision, Regions or agencies should implement alternative corrective measures, such as traffic calming, speed management strategies, warning signs, and public information campaigns. The results of these measures should be observe and documented prior to 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 establishes two provisions for reduced 20 MPH speed zones associated with schools and playgrounds. When implemented in accordance with RCW 46.61.440, as noted below, a Calendar Agenda Action is not required. However, if a proposed school or playground speed zone extends beyond 300 feet from the crosswalk or property boundary, approval by the State Traffic Engineer through a Calendar Agenda Action is required.

   Part 1- Marked School or Playground Crosswalks:

   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 or playground speed limit signing.

   School and playground crosswalk speed zones are governed by WAC 468-95-330 and WAC 468-95-340 and are discussed in Chapter 2 – Signing. School speed zone signing is illustrated in Chapter 2 – Appendix 2-12-1 and 2-12-2.

   To increase visibility and compliance, these signs may be supplemented with flashing beacons or flags.

   The 20 MPH speed zone shall extend 300 feet in each direction from the marked school or playground crosswalk, unless the roadway terminates within 300 feet. Speed zones established under this provision do not require a traffic regulation.

   In some cases, the speed zone may extend beyond 300 feet from the crosswalk. Any extension beyond 300 feet requires a traffic regulation supported by an engineering and traffic investigation and approved by the State Traffic Engineer.

   Where a school crosswalk serves 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 to encourage students to cross in groups (WAC 392-151-025)

   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)).

   Part 2 –Roadways Bordering Schools or Playgrounds:

   RCW 46.61.440 (2) allows a county or incorporated city or town to establish a 20 MPH speed zone on a roadway adjacent to and extending up to 300 feet beyond the border of a school or playground property. The speed zone may only include areas consistent with active school or playground use, as defined in WAC 468-95-330. A marked crosswalk is not required to establish a speed zone under this provision.

   As with Part 1, any extension of the 20 MPH speed zone beyond 300 feet from the school or playground boundary requires a traffic regulation supported by an engineering and traffic investigation and approved by the State Traffic Engineer.

For city streets that are also state highways, the department must approve any city ordinance extending a 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) recognizes the authority of tribal governments to establish speed limits on the portions of non-limited access state highways located within tribal reservation boundaries. Any speed limit establishment by a tribe must be supported by an engineering and traffic investigation and is not effective until approved by WSDOT and appropriate signing is installed.

   Approval is obtained by submitting a Calendar Agenda Action request to the State Traffic Engineer.

5. **Speed Limits on Ocean Beaches –** Ocean beaches fall under the jurisdiction of the Washington State Parks and Recreation Commission (RCW 79A.05.610). The Commission has established a maximum speed limit of 25 MPH on ocean beaches as specified in WAC 352- 37-130.

6. **Minimum Speed Limits –** While RCW 46.61.425 (2) authorizes the department to post a minimum speed limit on state highways, the Rules of the Road do not establish a statutory minimum speed limit for state highways. RCW 46.61.415 provides that minimum speed limits on local roadways may not be set lower than 20 MPH, except for roadways that are defined as Share Street (RCW 46.61.197).

7. **20 MPH Speed Limits within a City or Town –** Under RCW 46.61.415 (3)(a), local authorities may establish a speed limit of 20 MPH on a nonarterial highway or a maximum speed limit of 10 MPH on a shared street as defined in (RCW 46.61.197). However, any change to a speed limit on a state highway is not effective until approved by the Washington State Department of Transportation (WSDOT).

   RCW 46.61.405, authorizes the Secretary of Transportation to reduce speed limits based on an engineering and traffic investigation. Under RCW 46.61.405 (2) allows the secretary to establish a 20 MPH speed limit on a nonarterial state highway, or a portion of a nonarterial state highway without requiring an engineering and traffic investigation.

   When a city or town requests a 20 MPH speed limit and the surrounding land use context indicates this may result in safety benefits for pedestrians, bicyclists, and motorized vehicles, a regulatory 20 MPH speed limit should be considered. Typical characteristics that support a 20 MPH speed environment include:

   - High pedestrians and bicyclist activity.
   - Presence of schools, parks, or other potential pedestrian and bicyclist generators.
   - Short speed zone segment lengths.
   - One travel lane in each direction (road diets may be required)
   - Angle and or on-street parking.

- Narrow travel lanes
- Raised curbing
- No-passing roadway striping.
- High visibility pedestrian crossings such as bulb-outs, RRFB, bike lanes, and sidewalks
- Vegetation or other elements located within former clear zone areas.
- Existing speed limit is 25 MPH, where an integrative approach may be needed to achieve operating speeds of 20 MPH.

Speed zone segments before and after the 20 MPH zone shall have an operating speed no more than 35 MPH as a transition zone.

Once a determination has been made, a Calendar Agenda Action item request shall be submitted to the State Traffic Engineer for approval. The accompanying cover memorandum should document how the above criteria were evaluated and applied.

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. **Share Streets –** Under RCW 46.61.415 (3)(a), local authorities may establish a speed limit of 20 MPH on a nonarterial highway or a maximum speed limit of 10MPH on a shared street as defined in (RCW 46.61.197). However, any change to a speed limit on a state highway is not effective until approved by the Washington State Department of Transportation (WSDOT).

   RCW 46.61.197 authorizes local authorities to designate certain nonarterial streets as “Shared Streets”, provided the local authority has adopted a procedure for doing so. State highways may only be designated as shared streets if they serve as the primary road within a defined central business district defined by local ordinance, and only with approval from Washington State Department of Transportation.

   Once a determination has been made, a Calendar Agenda Action item request shall be submitted to the State Traffic Engineer for approval. The accompanying request shall include approval from the Active Transportation Program Manager and should document how the Share Street designation was evaluated and applied.

9. **Vehicle Specific Speed Limits, Trucks –** The maximum speed limit for trucks is 60 MPH as established in RCW 46.61.410. The department may establish lower maximum limits by vehicle class when necessary for safety in accordance with RCW 46.61.405 (1).

   For purposes of speed regulation, Trucks are defined as vehicles with a gross weight over 10,000 pounds and all vehicles in combination, except auto stages. RCW 46.04.130 defines a combination of vehicles as any combination of motor vehicle and another motor vehicle, trailer, or semi-trailer.

10. **Environmental Review Process –** SEPA requires an environmental review of any proposal to increase a highways speed limit above 55 MPH. The Regional Environmental Manager's Office should be contacted to determine applicable environmental review requirements and whether the proposed speed limit change area lies within an air quality maintenance (non-attainment) area for carbon monoxide or ozone.

    A completed review must be included in the traffic regulation request package. Additional guidance is available in the *Environmental Manual* M 31-11.

    One of the following review procedures applies:

    a) Areas Outside Air Quality Maintenance Areas

    If no portion of the proposed change area is within an air quality maintenance area, the reviewer must complete a *Non-Project Environmental Checklist* and a *Determination of Non-Significance*. A copy of these documents must be included in the traffic regulation package, and copies must also be provided to the Headquarters Environmental Services Office. No additional distribution is required, and SEPA does not require a public comment period.

    b) Areas Within Air Quality Maintenance Areas

    If any portion of the proposed speed limit change area is within an air quality maintenance area, the local Metropolitan Planning Organization (MPO) must conduct modeling to evaluate the impacts of the proposed speed limit increase.

    - If the modeling demonstrates that the carbon monoxide and ozone allowances will not be exceeded, follow the same procedures outlined for areas outside air quality maintenance areas.
    - If the modeling indicates that the carbon monoxide and ozone allowances will be exceeded, mitigation measures must be implemented before the speed limit may be increased.

11. **Rough Road Speed Limit Reductions –** Permanent speed limit reductions may be implemented based on deterioration of the roadway due to rough road conditions. Coordination between the Region Traffic Offices and Region Maintenance offices are needed to determine identified locations. Once a determination has been made, a Calendar Agenda Action item request shall be submitted to the State Traffic Engineer for approval from the Regional Traffic Offices. Rough road signing is discussed in Section 2-8.41 and Rough Road signing is illustrated in Appendix 2-29, through Appendix 2-32.

B. Other Regulations

1. **Bicycle Restrictions –** Bicycle restrictions may be implemented at specific locations due to speed differentials between bicyclists and motor vehicles, high traffic volumes, roadway geometrics, or other safety considerations. When bicycle restrictions are imposed, a suitable alternate bicycle route must be available.

Under RCW 46.61.160, the Washington State Department of Transportation (WSDOT), by order, and local authorities, by ordinance or resolution, may prohibit bicycle use on limited access highways under their respective jurisdictions.

When evaluating a location for bicycle restriction or prohibition, an engineering and traffic investigation shall be conducted. The process must involve the Regional Active Transportation Coordinator, Active Transportation Division State Coordinator, the bicycling community, and local agencies to ensure bicycle interests are considered and that key bicycle commute corridors are preserved.

Prior to submitting a Calendar Agenda Action Item, conduct a preliminary review with the Active Transportation Divisions State Coordinator. The investigation shall be documented and submitted to the State Traffic Engineer as a Calendar Agenda Action item and must include, at a minimum:

- A site map showing state route and mile post limits.
- Location and descriptions of available alternate bicycle routes.
- Copies of documents, correspondence, citizen requests, and Active Transportation Division review comments.
- A narrative describing how bicycle interests were addressed.
- Include a summary of collision data for at least the most recent three (3) complete years, including any bicycle involvements.
- Documentation of coordination with WSP and/or local law enforcement, if applicable

2. Description of operational constraints (e.g., limited shoulder width, interchange configurations) that justify the restriction. Bicycle restrictions may be considered on routes with ADT exceeding 100,000 vehicles, or on routes with ADT between 20,000 and 100,000 vehicles when one or more of the following condition exist:

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.

Once approved, Headquarters Traffic will notify the Active Transportation Division and they will update the statewide map on highways closed to bicycles (WSDOT Permanent Bike Restrictions).

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 Action item. Truck restrictions may include lane restrictions or route restrictions and designations.

Left-Lane Restrictions – As mandated by RCW 46.61.100 (3) and WAC 468-510-020, vehicles towing trailers and vehicles or vehicle combination exceeding 10,000 lbs. Are prohibited from using the left lane on limited access highways with three or more general purpose lanes in one direction.

Additional truck lane restrictions may be implemented on other highway sections through a State Traffic Engineer Calendar Action. Although uncommon, such restrictions may be necessary to improve traffic flow on facilities with two general-purpose lanes in one direction.

Truck Route Restrictions and Designations – Truck route restrictions and designations are typically implemented together to establish preferred truck corridors. These actions may be initiated by local agencies for city streets that are also designated as state highways.

An engineering and traffic investigation shall be conducted to determine the need for the restriction and route designation. The proposed regulation shall be documented and submitted to the State Traffic Engineer as a Calendar Agenda Action Item and must include:

- A site map showing state route and milepost limits for both the restricted route and designated truck route.
- A Description of operational characteristics supporting the restriction.
- Speed studies, traffic volume studies (including vehicle classification), and a three-year collision history.
- Copies of correspondence from citizen groups.
- A copy of the local agency ordinance, when applicable.
- Documentation of coordination with WSP and/or Washington Trucking Association.

Questions regarding WAC 468-510-020 should be directed to the State Traffic Regulations Specialist.

4. **Hazardous Material Route Restriction –** Certain highways may be restricted for specific classes of vehicles, such as those carrying hazardous materials, due to operational or geometric constraints (WAC 468-38-095).

   An engineering and traffic investigation shall be conducted to document conditions warranting the restriction. The proposed restriction shall be submitted to the State Traffic Engineer as a Calendar Agenda Action Item and include:

   - A site map showing the state route and milepost limits of the restriction.
   - A summary describing operational characteristics (e.g., tunnels, traffic volumes) supporting the restriction.
   - Copies of public or local agency correspondence.
   - Documentation of collaboration with WSP and/or local law enforcement, if applicable.

5. **HOV Lane Designation –** High Occupancy Vehicle (HOV) lanes, as defined under RCW 46.61.165, are restricted lanes designated for public transportation vehicles, private vehicles meeting occupancy requirements, motorcycles, and emergency vehicles (RCW 47.52.025; WAC 468-510-010).

The Revised Code of Washington authorizes WSDOT to designate lanes or ramps for HOV use when doing so improves highway efficient or supports energy conservation. The HOV system is intended to maximize the people-carrying capacity, encourage the use of transit, vanpools, and carpools, accommodate future travel demand, and reduce transportation-related emissions and reliance on fossil fuels.

HOV lanes are established through regulation approved by the State Traffic Engineer. An engineering and traffic investigation shall be conducted and documented, and the following information shall be submitted as a Calendar Agenda Action Item:

- A site map identifying the state route and milepost limits, including ramp locations.
- Proposed minimum vehicle occupancy and supporting engineering justification.
- Projected occupancy rates for the HOV lane and adjacent general- purpose lanes.
- Proposed hours of HOV operation.
- Relevant design documentation.
- For shoulder HOV lanes, include pavement depth and structural capacity information demonstrating the shoulder can support HOV lane traffic.
- On highways where bicycles use is permitted on the shoulder, include a narrative describing how bicycle traffic will be accommodated if a shoulder HOV lane is approved.

6. **Part-Time Shoulder and Metered Shoulder**

Part-Time Shoulder

Chapter 1430 of the *Design Manual* provides design guidance for part-time shoulders. Part-time shoulders are managed lanes that allow vehicles to use the inside or outside shoulder as a travel lane during specified periods. These facilities are intended to reduce delay and increase overall person throughput on the roadway.

Metered Shoulder

Chapter 1440 of the *Design Manual* includes design guidance for metered shoulders. A metered shoulder utilizes a shoulder approaching a ramp meter as a temporary additional lane for vehicle storage and metered throughput during ramp meter operations.

For both part-time and metered shoulder proposals, conduct an engineering and traffic investigation of the subject location. Document the findings and submit the proposed regulation to the State Traffic Engineer as a Calendar Agenda Action Item. Include the following supporting documentation:

- A site map showing the state route and milepost limits of the restriction.
- Traffic volume data.
- Proposed hours of operation.
- Copies of design data.
- Collision history for the past three years
- Documentation of coordination with WSP and/or local law enforcement if applicable.

- For proposed part-time or metered shoulder, include pavement depth and structural capacity information demonstrating the shoulder can support traffic loading.
- On highways where bicycles use is permitted on the shoulder, include a narrative describing how bicycle traffic will be accommodated if a shoulder lane is approved.

7. **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 Action Item to the State Traffic Engineer with the following supporting documentation:

   - Site map showing the state route and milepost of the proposed parking regulation.
   - Narrative describing the need for angle parking, including posted speed limit and traffic volumes.
   - Collision data for the most recent three-year period.
   - Copy of the city or town ordinance establishing angle parking.
   - Parking plan layouts.
   - A demonstration that parking maneuver can be completed without interfering with traffic flow, using passenger vehicle turning templates (e.g., AutoTURN).
   - Review and documentation of bicycle lanes in the vicinity.
   - Documentation of coordination with WSP and/or local law enforcement, if applicable.

   Where removal of existing angle parking is necessary, partner with local agencies (for city streets that are also state highways) and, when applicable, the business community to establish a mutually acceptable timeline. In many locations, angle parking may be the only parking available to business patrons; therefore, any removal effort should include a comprehensive approach to providing alternative parking. Refer to the procedures for Rescinding Traffic Regulations.

8. **Park and Ride Lots and Rest Area Parking Restrictions Park and Ride Lots**

   Parking within WSDOT Park and Ride facilities is limited to a maximum of 48 hours when posted with signs (R7-10813). The State Traffic Engineer established this restriction through an official Calendar Agenda Action Item (RCW 46.61.577). Local law enforcement may enforce parking regulations in WSDOT Park and Ride lots if the city or town has adopted an ordinance consistent to the department's 48-hour parking limitation.

   When considering changes to Park and Ride facilities, coordinate closely with regional transit agencies, Public Transportation and Regional Planning offices. Refer to

WSDOT's statewide Park and Ride location listings.

If modifications to the 48-hour parking restriction are proposed, submit a Calendar Agenda Action Item to the State Traffic Engineer with the following supporting documentation:

- Site map showing state route and milepost of the Park and Ride Facility.
- Narrative describing the need for the parking restriction.
- Local Agency ordinance, if located outside a limited access highway.
- Documentation related to coordination with Regional Planning, Public Transportation, local transit agency, law enforcement, regional maintenance, and local agency.

9. **Rest Area Parking:**

   Rest Area parking is authorized under RCW 47.38.020. Rest area parking is limited to eight hours within a twenty-four-hour period. Camping, including maintaining a camp, tent, or other sleeping accommodation is prohibited within the right-of-way of interstate highways, state highways, or other designated other areas (RCW 47.12.250).

   The department may designate zones within a Rest Area with shorter parking time limits to improve efficiency and safety.

   Commercial Vehicles may park up to an hour beyond the federally mandated rest period (typically eleven hours).

   Appropriate signage consistent with RCW 46.55.070 (1) shall be posted at all Rest Areas to inform users of parking time limits.

   If modifications beyond what is authorized by statute are proposed, submit as a Calendar Agenda Action Item to the State Traffic Engineer with the following documentation:

   - Site map showing the state route and milepost limits of the proposed parking regulation.
   - Narrative describing the need for parking restriction.
   - Documentation of coordination with WSP
   - Parking plan layouts.

10. **Regulation of Sales within State Parking Facilities –** The use of state parking facilities for sales of vehicles or other merchandise is prohibited. Supporting enforcement statutes include:

    - RCW 46.55.070 - Posting requirements for public parking facilities.
    - RCW 46.55.010 (14) - Definition of an unauthorized vehicle and impoundment time requirements.
    - RCW 46.55.080 - Authority for law enforcement to direct impoundment of unauthorized vehicles.
    - RCW 47.32.120 - Prohibition against "merchandising" within state highway right of way.
    - RCW 46.55.240 (1)(a) - Authority for local agencies to adopt RCW 46.55 by ordinance

or resolution.

- WAC 308-330-436 - 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 on state routes or structures that cannot safely support the maximum legal loads. Examples include bridges affected by deterioration or constructed under an outdated standards. The Bridge and Structures Division (M 36-64 Chapter 5) is responsible for initiating the restrictions, and works with the local regions for posting. Weight restrictions are signed with the appropriate R12 series signs illustrated in the *Sign Fabrication Manual* M 55-05.

12. ***WATV Use on State Highways (Excluding Limited Access) -*** WATVs may be permitted on state highways listed in RCW 47.17, if all of the following conditions are met:

    - The posted speed limit is 35 MPH or less, provided the roadway has not been restricted by local ordinance
    - The highway segment is within the limits of a city, town or county with an approved local ordinance
    - Consultation with WSDOT

    WATV Use on Limited Access Highways - WATVs may be permitted on limited access state highways listed in RCW 47.17 , if all of the following conditions are met:

    - The posted speed limit is 35 MPH or less, provided the roadway has not been restricted by local ordinance
    - The highway segment is within the limits of a city, town or county with an approved local ordinance
    - WSDOT has authorized their use.

    Regulations adopted by the city, town or county are subject to WSDOT's approval (RCW 47.52.090 (1)).

    Any regulation that differs from state law must be approved by the department before becoming effective. Regions shall submit a Calendar Agenda Action Item to the State Traffic Engineer for WATV use on limited access highways that include:

    - Memorandum confirming the local agency proposal is consistent with RCW 46.09.455
    - Site Map with state routes, begin and end mileposts, posted speed limits, adjacent speed limits, and agency boundaries.
    - Agency Ordinance
    - Agency WATV map
    - Documentation of coordination with Local Programs, WSP and/or local law enforcement, if applicable.

6-5 Other Traffic Restrictions

Compression Brake Prohibition – The department does not regulate compression brake use as it is established by local agencies and may be signed on state highways in accordance with Chapter 2.

6-6 Rescinding Existing Traffic Regulations

Changes to highway or roadside conditions may require an existing traffic regulation to be rescinded. Rescission is accomplished by the Region Traffic Engineer or State Traffic Engineer through a Calendar Agenda Action Item.

Removal of signs or posted notices does not rescind a regulation; it only renders the regulation unenforceable.

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 Transportation Operation Signal and Illumination Engineer for updating the statewide inventory.

2. Reduced regulatory speeds in construction or maintenance areas may be implemented under certain conditions specified within Chapter 5 of the *Traffic Manual*. 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.

3. The Region Traffic Engineer, using the regional Calendar Agenda Action Item process, has the authority to rescind the following regulations if they are no longer necessary:
   - Stop Control on state highways.
   - Turn prohibitions and restrictions.
   - Pedestrian prohibitions on partial or modified access controlled highways.
   - Roadside parking restrictions (except for angle parking).
   - Tow-away zones.

4. Regulatory speeds in rest areas, weigh stations, and ferry terminals **may** only be amended with a proposed speed zone revision submitted through a Calendar Agenda Action item.

   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 Item process, rescinds the following regulations if they are no longer needed:

- Bicycle restrictions.
- Truck restrictions – left lane and route restrictions and destinations.
- Hazardous Material Route Restrictions
- HOV lane designations.
- Part-time and metered shoulders
- Angle parking on state highways.
- Parking restrictions for Park and Ride lots and Rest Areas
- Sales restrictions for park and ride lots and other parking facilities.
- WATV use on limited access highways

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. 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

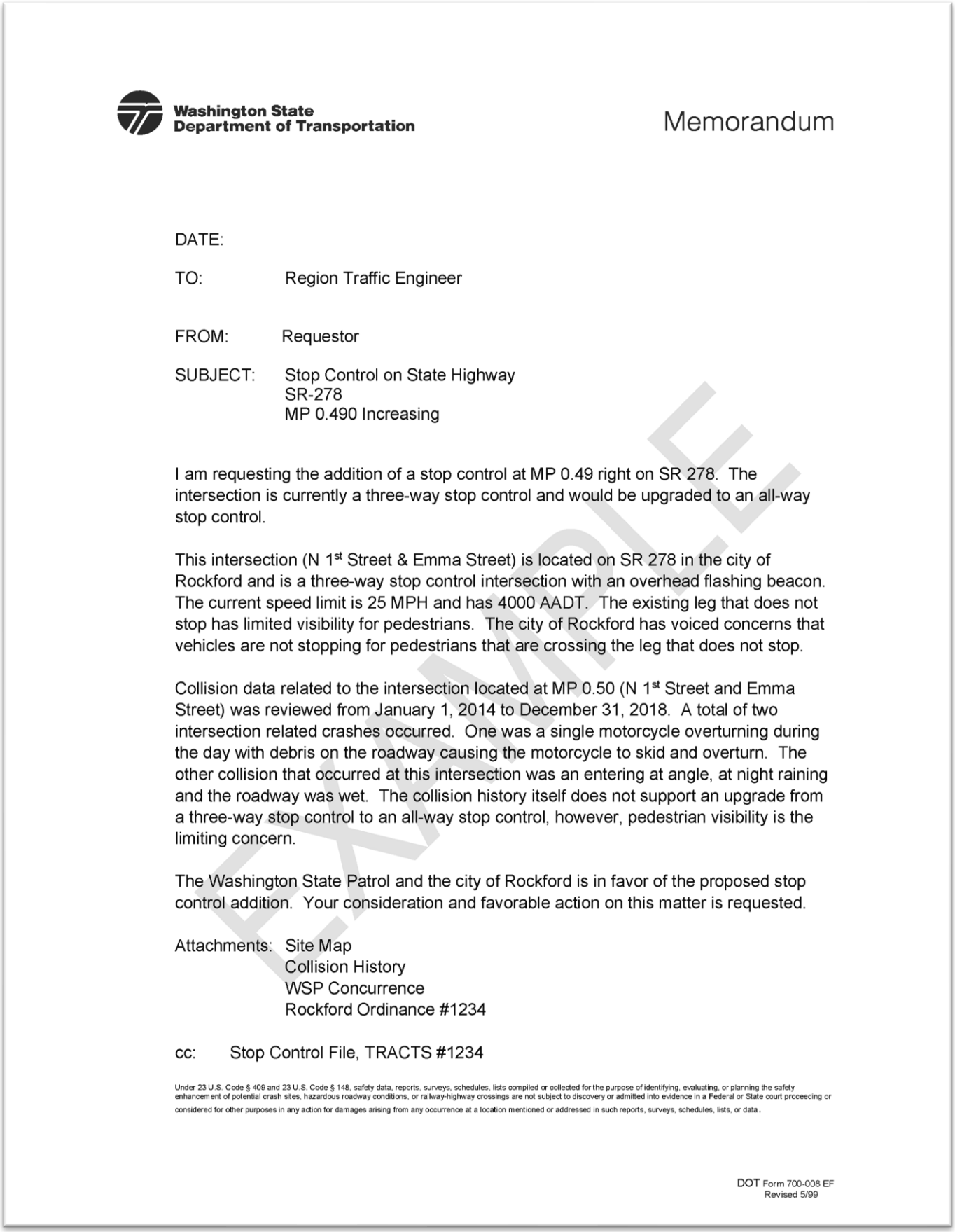
Figure 6-1 Regional Calendar Agenda Action Item

Figure 6-2 State Traffic Engineer Calendar Agenda Action Item

Figure 6-3 Speed Limit Checklist

Figure 6-4 Transportation Operations Delegation of Authority for Regulations and Other Items

Figure 6-1 Regional Calendar Agenda Action Item



Washington State Department of Transportation

Memorandum

DATE:

TO: Region Traffic Engineer

FROM: Requestor

SUBJECT: Stop Control on State Highway
SR-278
MP 0.490 Increasing

I am requesting the addition of a stop control at MP 0.49 right on SR 278. The intersection is currently a three-way stop control and would be upgraded to an all-way stop control.

This intersection (N 1st Street & Emma Street) is located on SR 278 in the city of Rockford and is a three-way stop control intersection with an overhead flashing beacon. The current speed limit is 25 MPH and has 4000 AADT. The existing leg that does not stop has limited visibility for pedestrians. The city of Rockford has voiced concerns that vehicles are not stopping for pedestrians that are crossing the leg that does not stop.

Collision data related to the intersection located at MP 0.50 (N 1st Street and Emma Street) was reviewed from January 1, 2014 to December 31, 2018. A total of two intersection related crashes occurred. One was a single motorcycle overturning during the day with debris on the roadway causing the motorcycle to skid and overturn. The other collision that occurred at this intersection was an entering at angle, at night raining and the roadway was wet. The collision history itself does not support an upgrade from a three-way stop control to an all-way stop control, however, pedestrian visibility is the limiting concern.

The Washington State Patrol and the city of Rockford is in favor of the proposed stop control addition. Your consideration and favorable action on this matter is requested.

Attachments: Site Map
Collision History
WSP Concurrence
Rockford Ordinance #1234

cc: Stop Control File, TRACTS #1234

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

DOT Form 700-008 EF
Revised 5/99

EXAMPLE

Figure 6-2 State Traffic Engineer Calendar Agenda Action Item

Washington State Department of Transportation

Memorandum

DATE:

TO:
State Traffic Engineer

FROM:
Region Traffic Engineer

SUBJECT: Speed Zone Revision for All Vehicles
SR-21
MP 191.21 to MP 191.34

The Eastern Region Traffic Office respectfully requests the approval of a transitional 25 MPH speed zone change on SR-21 in the vicinity of the Danville Border Crossing. By adding this transition, it would remove the existing 20 MPH posted zone and provide consistency with all border crossing in the Eastern Region. At this time, we are requesting a change from 35 MPH at MP 190.52 to MP 191.34 to adding a 25 MPH transition from MP 191.21 to MP 191.34.

This section of SR-21 is a two-lane rural section, with 10' lanes and 2' shoulders. The average daily traffic is 340. The proposed revision would add a 25 MPH zone from MP 191.21 to MP 191.34 for a total distance of 0.13 miles.

The three-year collision data from January 1, 2021, to December 31, 2023, from MP 191.21 to MP 191.34 indicated zero collisions.

SR 21 – Ferry County

MP 191.21 to MP 191.34
Legal Speed: 35 MPH
Posted: 35/20 MPH
Proposed: 25 MPH

The U.S. Customs & Border Protection and Washington State Patrol is in favor of the proposed speed zone change. Your consideration and favorable action on this matter is requested.

Attachments: Site Map – Existing Speed Zones
Site Map – Proposed Speed Zones
Speed Limit Checklist
Speed Zone Inventory
Collision Data
WSP Concurrence
U.S. Customs and Border Protection Concurrence

cc: SR 21 Speed File: TRACTS Inquiry # 1234

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

DOT Form 700-008 EF
Revised 5/99

EXAMPLE

Figure 6-3 Speed Limit Checklist

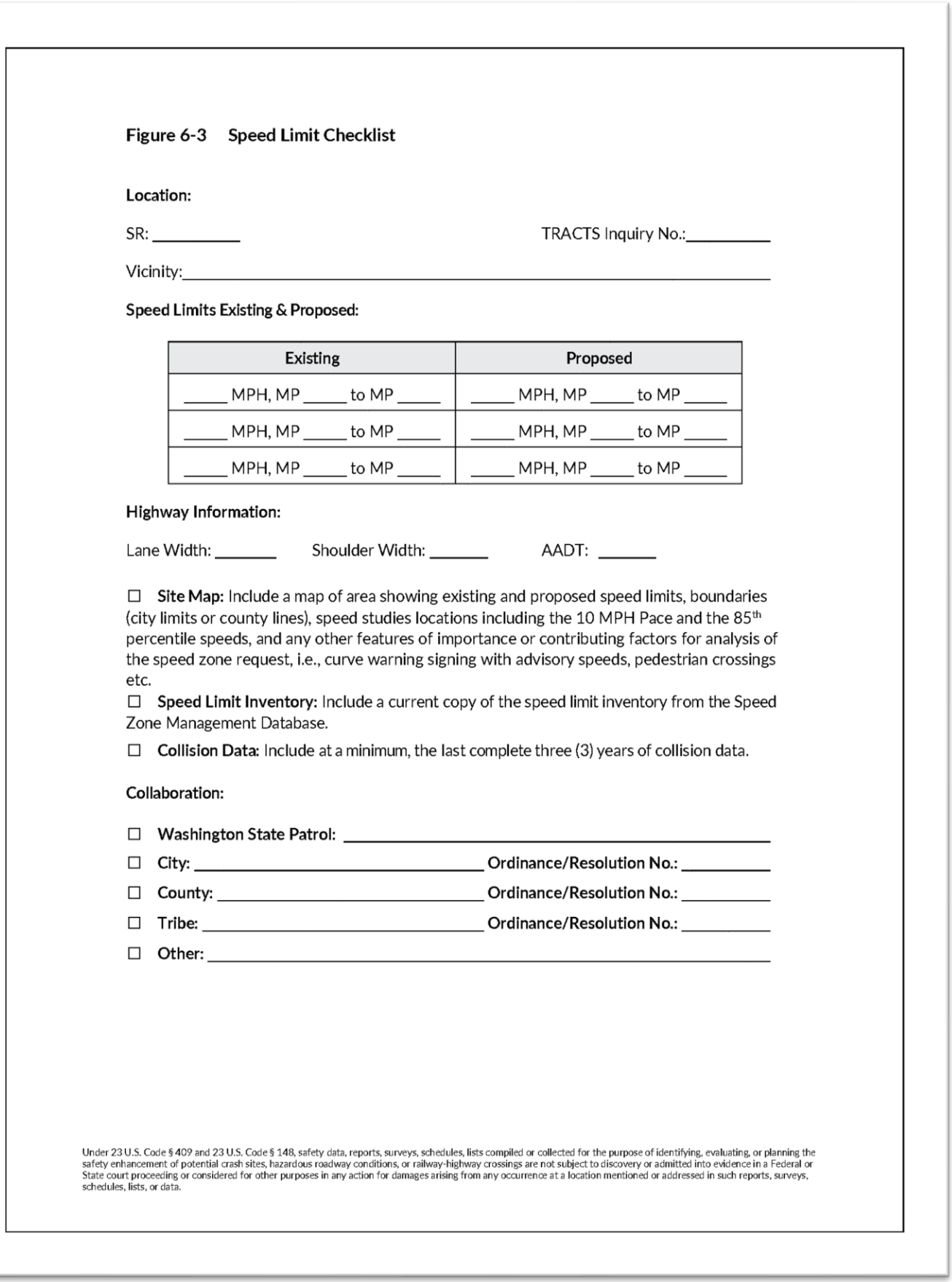


Figure 6-3 Speed Limit Checklist

Location:

SR: _____ TRACTS Inquiry No.:_____

Vicinity:_____

Speed Limits Existing & Proposed:

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 _____

Highway Information:

Lane Width: _____ Shoulder Width: _____ AADT: _____

☐ **Site Map:** Include a map of area showing existing and proposed speed limits, boundaries (city limits or county lines), speed studies locations including the 10 MPH Pace and the 85th percentile speeds, and any other features of importance or contributing factors for analysis of the speed zone request, i.e., curve warning signing with advisory speeds, pedestrian crossings etc.

☐ **Speed Limit Inventory:** Include a current copy of the speed limit inventory from the Speed Zone Management Database.

☐ **Collision Data:** Include at a minimum, the last complete three (3) years of collision data.

Collaboration:

☐ **Washington State Patrol:** _____

☐ **City:** _____ **Ordinance/Resolution No.:** _____

☐ **County:** _____ **Ordinance/Resolution No.:** _____

☐ **Tribe:** _____ **Ordinance/Resolution No.:** _____

☐ **Other:** _____

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Figure 6-4 Delegation of Authority for Regulations and Other Items

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

Transportation Operations Delegation of Authority for Regulations and Other Items

Pursuant to RCW 47.01.101, the State Traffic Engineer and the Region Traffic Engineers are delegated the authority to act under the following statutes, rules and regulations: :

The State Traffic Engineer

- Regulating Speed Limits outside of construction or maintenance areas (RCW 46.61.405, 46.61.410, 46.61.415, 46.61.425, 46.61.430, 46.61.450 and 46.61.480)
- Bicycle Restrictions (RCW 46.61.160)
- Truck Restrictions – Left Lane Restrictions (RCW 46.61.100 & WAC 468-510-020); Truck Route restrictions and destinations (RCW 46.44.080)
- Hazardous Material Route Restrictions (WAC 468-38-095)
- High Occupancy Vehicle Lane Designations (RCW 46.61.165)
- Part-Time Shoulder & Metered Shoulder (Design Manual Chapter 1430 and Chapter 1440)
- Angle Parking on State Highways (RCW 46.61.575)
- Parking restrictions for Park and Ride Lot and other facilities (RCW 46.61.577)
- Reduced speed limits in construction or maintenance zones as applicable (RCW 46.61.527 and Executive Order E1060)
- Documents authorizing adoption, modification, policy changes, rule intent, and regulatory features of the Federal Highway Administration Manual on Uniform Traffic Control Devices as provided in WAC 468-95-010, WAC 468-10-530, additionally Traffic Control Devices in RCW 47.36.030.

Region Traffic Engineers

- Traffic signal installation permits on state highways (RCW 47.36.020)
- Reduced speed limits in construction or maintenance zones as applicable (RCW 46.61.527 and Executive Order E1060)
- Regulate speeds in rest areas, weight stations, and ferry terminals (RCW 46.61.405)
- Stop control on state highways (RCW 46.61.195 & RCW 46.61.200)
- Turn prohibitions and restrictions (RCW 47.36.030, and RCW 46.61.055)
- Nonmotorized traffic prohibitions on limited access highways (WAC 468-58-050)
- Roadside parking restrictions (except for angle parking) (RCW 46.61.570)
- Tow-away zones along freeways (RCW 46.55.113)
- Emergency or construction closures (RCW 47.48.010)
- Midblock Crossings (Design Manual Chapter 1510)
- Raised Crosswalks (Design Manual Chapter 1510)

Roger Millar, PE, FAICP, Dist. M. ASCE
Secretary of Transportation

10/28/2024
Date

1 of 1