

### 6.1 General

Traffic regulations enhance safety and operating efficiency 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 warranted based on data from an engineering and traffic investigation of traffic conditions at the proposed location. 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 submitted for action to either the Regional Administrator or the State Traffic Engineer, depending on the delegation of authority, and is reviewed as a “Calendar Agenda” item on the Regional Administrator or State Traffic Engineer’s schedule.

Where city streets are part of managed access state highways, a city or town ordinance establishes speed limits, parking restrictions, stop control, and turn prohibitions. The department must approve any regulation that is not identical to state law before it becomes effective ([RCW 46.61.415](#) and [RCW 47.24.020\(11\)](#)).

#### 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.

#### **B. Headquarters Traffic Regulations Approved by State Traffic Engineer**

- Regulatory speeds (outside construction and maintenance work zones) including 20 mph school speed zones established under [RCW 46.61.440\(2\)](#).
- Bicycle prohibitions on limited access highways.
- Truck restrictions (including trucks hauling hazardous material).
- HOV lane designations.
- 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.

## **6.2 Documentation**

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

Each traffic regulation or modification is submitted by the Regional Traffic Engineer to either the Regional Administrator or the State Traffic Engineer on a Calendar Agenda Form ([Figures 6-1](#) and [6-2](#)). The regulation's approval or denial is recorded on the form, which provides the necessary official documentation of the regulatory action.

Additionally, as outlined in this chapter, retain a summary of the engineering and traffic investigation and other data to support and document the regulation.

Informational copies of completed calendar agenda actions are exchanged between the state and region Traffic Offices. Copies are also provided to the Washington State Patrol (WSP) and appropriate local agency.

Inventories of traffic regulations are maintained in the office of the designated approving authority.

### 6.3 Regional Traffic Regulations

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

- A. **Traffic Signal Installation Permits.** Traffic control signals are addressed in the *Manual of Uniform Traffic Control Devices* (MUTCD) M 24-01, Part 4. Discussion includes advantages and disadvantages of signals, possible alternatives to signals, and the warrants under which signals are justified.

**Signal permits are required** for the following signal types, prior to installation:

- conventional traffic signals
- emergency vehicle signals
- hazard identification beacons, when installed overhead at an intersection
- intersection control beacons
- lane control signals
- movable bridge signals
- ramp meter signals
- pedestrian signals
- temporary signals
- school crossing signals

Permits are **not** required for:

- hazard identification beacons that are not installed overhead at an intersection
- speed limit sign beacons
- stop sign beacons
- lane assignment signals at toll facilities
- portable signals

Complete an engineering and traffic investigation of the proposed signal location to determine if a traffic signal is warranted per the MUTCD. If a signal is warranted, submit a Calendar Agenda Form ([Figure 6-1](#)) with the documentation below to the Regional Administrator for approval. Include:

- A vicinity map showing SR/MP location of the proposed signal, and a 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 warrant analysis per MUTCD, Section 4C based on accurate traffic volumes, collision experience, and other traffic conditions.
- A capacity analysis and other justification if volume warrants are not met but a signal appears necessary to resolve operational problems.
- Collision data summary for the last three years and whether the proposed signal location is at a High Accident Location (HAL), High Accident Corridor (HAC), or Pedestrian Accident Location (PAL) or is scheduled for improvement in the latest priority array.
- 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.
- A Signal Application Checklist ([Figure 6-3](#)).

Once a signal is approved, a Statewide Signal Permit Inventory number is obtained from Headquarters and noted in part “F” on the permit form (Form 242-014). Send a copy of the completed permit to Headquarters for final documentation.

Where signal removal is being considered, refer to Section 6.6, Rescinding Existing Traffic Regulations.

**B. Reduced Regulatory Speed – Construction/Maintenance Zones.**

The Regional Administrator may reduce speed limits in construction or maintenance zones, following the complete guidelines given in Secretary’s [Executive Order E 1060.00](#) and *Traffic Manual*, Chapter 5, Appendix 5B. Some 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](#)).

Identify appropriate speed limits at these locations through an engineering and traffic investigation that considers:

- existing speed characteristics
- foot traffic patterns

- geometric elements
- congestion
- operational conflicts

Field observation during periods of heavy use is 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. Additionally, school zones are posted at 20 mph, recognizing the high volume of juvenile pedestrian traffic and inherent congestion and conflicts. This suggests that 20 mph is a good starting point when considering an appropriate speed limit. 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.

**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 25,000 population.
- 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.
- 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 a multi-way STOP if approach volumes are approximately equal or if a collision analysis shows collisions which are correctable by multi-way stops (i.e., angle collisions). See MUTCD, Section 2B.07.

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 problems (such as limited sight distances) which identify the need for stop control, including any history of previously tried corrective measures.
- A study of the last three years' collision history, including whether the location is a High Accident Location (HAL), High Accident Corridor (HAC), or Pedestrian Accident Location (PAL) or is scheduled for improvement in the latest priority array.
- A city or town ordinance, as 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 regulation to reduce potential conflicts or improve the operational characteristics of an intersection or business access.

Turn prohibitions or restrictions which are established in the Rules of the Road or clearly defined by design elements (MUTCD, Section 2B.19, Option) do not need a traffic regulation. All other turn prohibitions or restrictions 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 problems 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 High Accident Location (HAL), High Accident Corridor (HAC), or Pedestrian Accident Location (PAL) or is scheduled for improvement 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 as required for city streets which are part of state highways.
- Copies of WSP and/or local police agency concurrences.
- Photos or video, if available.

**F. Pedestrian Prohibitions on Partial or Modified Access Control**

**Highways.** The department is authorized to prohibit non-motorized traffic (e.g., pedestrians) on any limited access highway ([RCW 46.61.160](#) and [47.52.025](#)). Pedestrians are prohibited only on highways with full access control ([WAC 468-58-050](#)). 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 and safer 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, locations on a Pedestrian Accident Location (PAL) list, and other areas where pedestrians on the shoulder create a potential hazard to themselves or vehicular traffic.

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.
- Traffic volumes.
- Collision history for the past three years including any pedestrian involvements.
- Summary statement detailing need for prohibition.
- Photos or video, if available.

- G. **Roadside Parking Restrictions.** 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 problems, 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 requirements and their concurrence with the regulation.
- Copies of WSP and/or local police agency concurrences.

- H. **No Parking/Tow-Away Zones Along Freeways.** 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 Washington State Patrol (WSP) typically identifies suggested locations.

Officers may 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. Documentation should include:

- A detailed strip map of the area showing SR/MP and interchanges.
- An analysis of operational problems, including collisions associated with vehicles parked on the shoulder, narrow shoulders, or limited sight distances.
- Copies of WSP and/or local police agency request and concurrence.

For freeway shoulders without any parking/tow-away zone, [RCW 47.52.120\(1\)](#) notes that vehicles experiencing equipment failure or other emergency may park within the right of way of limited access facilities.

- I. **Prohibitions of Fishing or Jumping from Bridges.** Prohibitions of fishing or jumping from bridges are intended to alleviate potentially hazardous situations. 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 discussion of the potentially hazardous condition 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 (see Section 6.6).

- 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:

1. **Emergency Closures or Restrictions.** Emergency closures or restrictions may be implemented immediately, without prior notice or posting, in accordance with the procedures in the [Maintenance Manual](#), M 51-01. The [Maintenance Manual](#) provides signing guidelines for emergency and non-emergency closures and restrictions.
2. **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:

- The need for the restriction or regulation.
- 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
- Copies of WSP 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.

The highway or highway section may be closed no sooner than three days after the newspaper notice and highway posting first appear.

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.

3. **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 such as a restriction on a road segment not built to WSDOT standards but acquired as a state highway.

4. **Oversize Load Restrictions.** Notices of any roadway restriction or closure must be distributed to the regional Permit Office and signs must be installed which identify the milepost limits and the duration of the restriction. The regional Commercial Vehicle Services Administrator issues the oversize load permits, and needs to know of any restrictions or closures along a proposed route. Because they may require pilot cars to accompany these loads ([WAC 468-38](#)), signs are installed at locations that provide pilot car operators safe on/off access to the highway without conflicting with other traffic.

## 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. Regulatory Speed Limits – Outside Construction and Maintenance Zones.** Maximum speed limits for state highways, county roads, and city streets are mandated in the Rules of the Road ([RCW 46.61.400](#)). 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](#)). The MUTCD, Section 2B.13 also addresses establishing speed limits.

Regions may initiate speed limit revision requests for many reasons including roadway realignment, urban growth, strip development, or other changes in roadway environment. Requests to change a speed limit may also come from a city, a tribal government, law enforcement, or citizens' group.

Conduct an engineering and traffic investigation to determine the appropriate speed limit. If a change is warranted, submit to the State Traffic Engineer as a calendar agenda item ([Figure 6-2](#)) and include the following supporting information:

- A memo outlining the reasons for the proposal, and any previously tried corrective measures and results.
- A description of the roadway characteristics including geometrics, lane and shoulder width and condition, grade and sight distance, etc.
- A map showing SR/MP, speed study locations and results, including 85th percentile speeds. Show pedestrian walkways, schools, accesses, significant traffic generators, newly developed areas, etc. Show locations of existing and proposed speed limit signs and curve or turn warning signs and applicable speed advisories. The map may be CADD generated, hand drawn, or ortho-photo based.
- Collision history for the past three years together with the critical collision rate. Note if the highway section is a High Accident Location (HAL), High Accident Corridor (HAC), or Pedestrian Accident Location (PAL).
- Description of changes in geometrics, sight distances, lane widths, and shoulders, if the proposal is based primarily on realignment.
- A copy of any local agency ordinance required for a managed access highway segment within an incorporated city or town.
- Copies of any citizen petitions or other letters regarding the proposed speed zone.

- Narrative on how any tribal considerations are addressed (see Section 2 below).
- Copies of WSP and/or local police agency concurrences.
- Speed Limit Request Checklist ([Figure 6-4](#)).
- An environmental review of the State Environmental Policy Act (SEPA) if the proposed speed limit is being raised to above 55 mph (see Section 6 below).
- A copy of the project results, if the “US Limits” speed zoning software is used.

When the engineering and traffic investigation does not support a speed limit revision, implement other potential corrective measures such as traffic calming revisions, warning signs, and public information campaigns. Observe and document the results of these measures before submitting a speed zone proposal. In most cases, the State Traffic Engineer will consider speed limit revisions that are within 5 mph of the 85th percentile speed, and that comply with MUTCD, Section 2B.13.

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

1. **Speed Limits for Schools and Playgrounds.** State law includes two parts to address reduced 20 mph speed zones for schools or playgrounds.
  - [RCW 46.61.440\(1\)](#) establishes a 20 mph speed zone **at a marked school or playground crosswalk** when the crosswalk is posted with standard school or playground speed limit signing.
  - [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**.

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 [468-95-340](#) and discussed in Chapter 2, Part 2.09(3). Signing is shown in Appendix 2-12. Uses of supplemental flashing beacons or flags to increase compliance with the speed zone are also discussed.

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.

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. 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\(2\)](#). For city streets that are also state highways, the department must approve the city ordinance that creates the school or playground speed limit ([RCW 47.24.020\(11\)](#) and [RCW 46.61.415\(5\)](#)).

The regions may also receive requests for reduced speed limits at intersections without a marked crosswalk. Conduct an engineering and traffic investigation for the speed zone request. If study results warrant establishing the speed zone, submit a request to the State Traffic Engineer as required for regulatory speed limit changes. If the engineering and traffic investigation results do not support the request, consider other solutions such as adult crossing guards, focused law enforcement, playground fencing, and warning signs. Establishment of a crosswalk may also be considered.

2. **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 nonlimited 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.
3. **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](#)).
4. **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. Lower speed limits may be considered in unique situations such as weigh stations, ferry terminals or rest areas (see Section 6.3, C). Consult with the State Traffic Engineer's Office for guidance.

5. **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](#)). 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.
6. **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 Procedures Manual* M 31-11.

Either of two review procedures will be required:

- 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 of each 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.
- 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.

**B. Bicycle Restrictions.** Bicycles are defined as vehicles under state law ([RCW 46.04.670](#)) and treated and addressed as part of highway traffic. 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.

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

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, and citizen requests.
- Narrative on how bicycle interests are addressed.
- Collision 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 approved by the Bicycle and Pedestrian Advisory Committee (BPAC):
  1. Routes over 100,000 motor vehicles per day (ADT), or
  2. One or more of these criteria:

<b>20,000 to 100,000 ADT</b>	
<b>Criteria</b>	<b>Condition and/or Consideration</b>
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 Bicycle and Pedestrian Program Manager to arrange for review of the restriction with the BPAC. Comments from the BPAC will be included in the regulation review.

- C. **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.
1. **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 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.
- Description of operational characteristics which identify the need for the restriction.
- Copies of speed studies, volume studies including vehicle classification, and a three year collision 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.

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

- D. **HOV Lane Designation.** High Occupancy Vehicle (HOV) 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 ([WAC 468-510-010](#)). HOV lanes are typically a characteristic of urban freeways, but may also be designated on expressways, urban arterials, and highways serving major transportation hubs such as airports. The HOV lane objectives are:

- Increase the people-carrying capacity of highway corridors.
- Reduce total travel time.
- Improve the efficiency and economy of public transit operations.
- Reduce fuel consumption.
- Improve air quality.

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 map identifying the SR/MP 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 Design Office concurrence that the shoulder has adequate structural strength to support the HOV lane.

- On highways where bicycles are allowed on the shoulder, a narrative on how bicycle traffic will be accommodated if a shoulder HOV lane is approved.

#### E. Angle Parking on State Highways

1. **Statutory Requirements.** Angle parking may be requested by a city or 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 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 regulation.
  - Narrative describing the need for angle parking, including speed limit and traffic volumes.
  - Collision 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 video or pictures.
2. **Pre-existing Angle Parking.** Angle parking was installed along some state highways prior to approval through the traffic regulation process, or before it was designated as a state highway. Further, these locations may not allow for the angle parking maneuver to be performed without interfering with the free movement of traffic, as required by law.

To address unapproved angle parking, the region may establish an inventory of the locations and then undertake a “housecleaning” project. The project can be region wide, or can encompass a specific area such as a state route or a county. The purpose is to bring unapproved locations into compliance with the law through a traffic regulation, or work toward removing those that cannot comply.

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.

- F. **Parking Restrictions for Park and Ride Lots and Other Parking Facilities.** 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. 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.

For other parking restriction requests, such as at ferry terminals or 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 State Traffic Engineer, together with copies of all correspondence associated with the request.

- G. **Regulation of Sales within State Parking Facilities.** The use of state parking facilities for sales of vehicles or other merchandise is not allowed.

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.

- H. **Permanent Weight Restrictions.** Permanent weight restrictions may be imposed where the pavement and base structure of a given section of roadway or a bridge structure will not support the maximum legal load. An example is a weight restriction on a road segment not built to WSDOT standards but acquired as a state highway. The State Bridge Condition Office will normally initiate bridge weight restrictions.

Investigate and document the need for the restriction and submit it to the State Traffic Engineer. Include:

- 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 department's Bridge Condition office.
- Citizen or local agency correspondence.
- 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 *Traffic Manual*, 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. **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 1060.00](#) and *Traffic Manual*, Chapter 5, 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, as applicable.

3. The Regional Administrator, using the regional calendar agenda process, rescinds all of the following regulations if they are no longer needed:
  - 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 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.

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\(2\)](#).



**Washington State  
Department of Transportation**  
**Paula J. Hammond, P.E.**  
Secretary of Transportation

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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](http://www.wsdot.wa.gov)

DATE:

TO: Regional Administrator (or Designee)

FROM:

ITEM: 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:

**Region Calendar Agenda**  
*Figure 6-1*



**Washington State  
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Paula J. Hammond, P.E.  
Secretary of Transportation

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360-705-7000  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

DATE:

TO: State Traffic Engineer

FROM:

ITEM: 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

Milepost 16.50 to Milepost 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. The State Patrol concurs with the proposal.

B. Angle Parking:

C. Bicycle Prohibitions:

**State Traffic Engineer Calendar Agenda**  
*Figure 6-2*

**Date:** \_\_\_\_\_

**Submitted By:** \_\_\_\_\_

**Permit 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 all ADTS 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 Turn Lanes:** Mainline \_\_\_\_\_ Minor St. \_\_\_\_\_

**Signed Speed Limits:** SSL on Mainline \_\_\_\_\_ 85th % \_\_\_\_\_

SSL on Side Street \_\_\_\_\_ Priority Array \_\_\_\_\_

**Estimated Start Date:** \_\_\_\_\_ **Estimated Cost:** \_\_\_\_\_

**Estimated Completion Date:** \_\_\_\_\_

**Signal Application Checklist**

*Figure 6-3 (page 1 of 2)*



**Date:** \_\_\_\_\_

**Location:** SR No. \_\_\_\_\_ MP \_\_\_\_\_ to MP \_\_\_\_\_

**Submitted By:** \_\_\_\_\_

**Vicinity Map:** Include a general vicinity map of area showing intersecting roads, and any other features of importance for analysis of the speed zone request.

**Strip Map:** Include a strip map showing 85th percentile speeds within the proposed area to be considered, noting the appropriate mileposts, curve warning signs with advisory speeds, and pedestrian crossings.

**Speed Limits:**

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 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 \_\_\_\_\_ County \_\_\_\_\_ City \_\_\_\_\_

**Speed Limit Request**  
*Figure 6-4*