



Parking Management and Speed Limits

Presentation to Clark County Council | March 8, 2017

Parking Management



Establishing Parking Restrictions

- Factors considered in establishing parking restrictions:
 - Traffic operations
 - Safety
 - Roadway classification
 - Roadway width
 - Roadway curvature
 - Land use

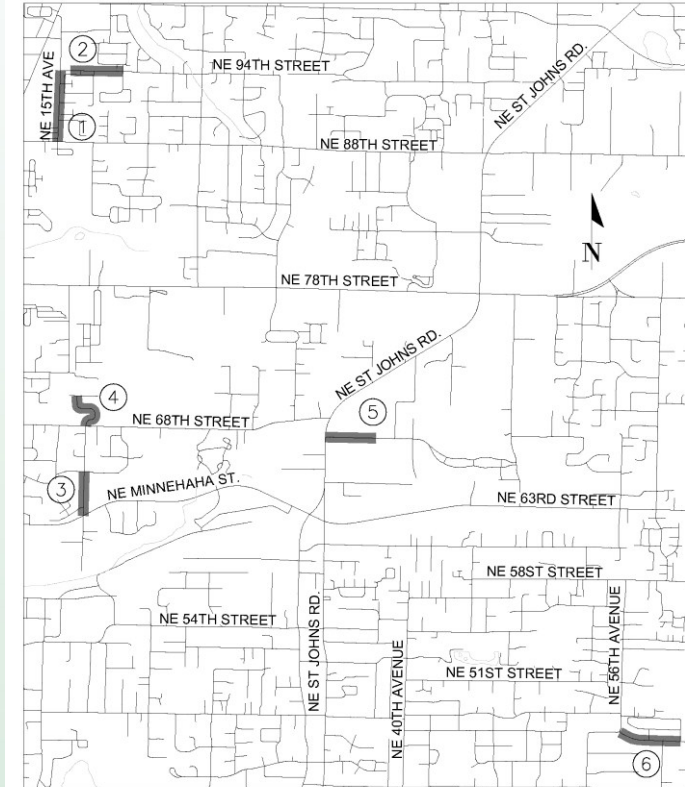
State & County Regulations

- WAC 308-330-265 (11)
 - No parking on either side of roadway when width \leq 20 feet
 - Parking on one side of the roadway when width is between 20 and 28 feet
- Clark County Code 10.02.022
 - Adopts WAC 308-330-265 with one amendment which increases traffic engineer's authority from 100 to 250 feet
 - Board approval is required for parking restrictions with lengths greater than 250 feet



Parking Management Locations

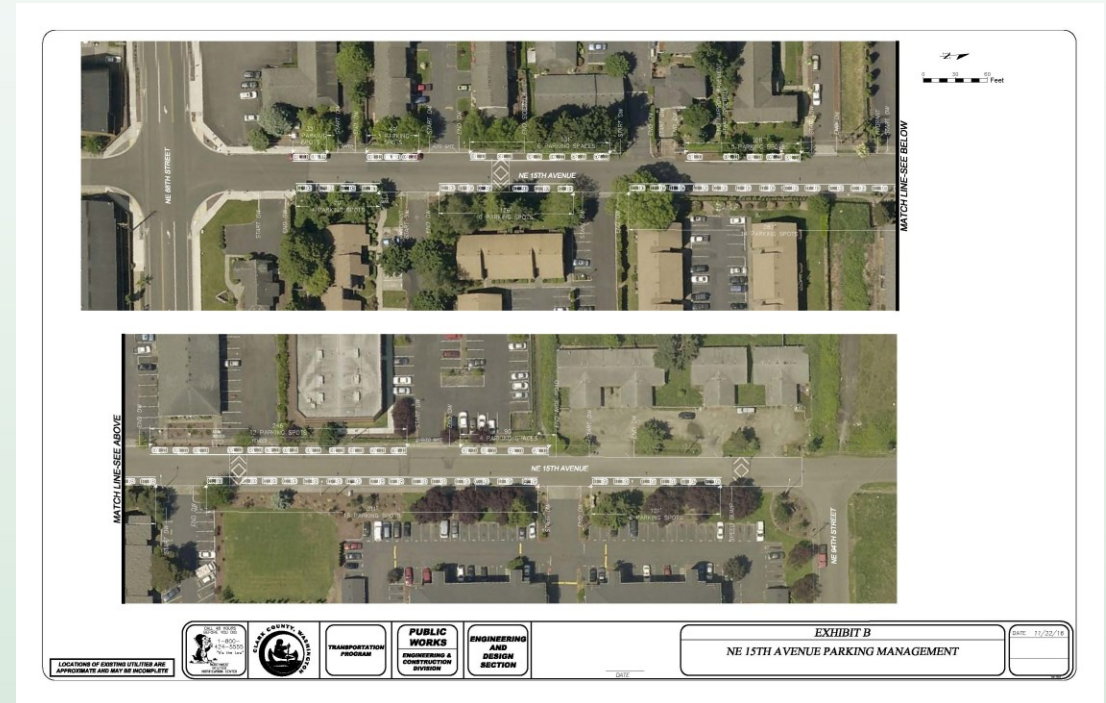
- 6 locations throughout the county are proposed for revised parking management



NO PARKING ZONE VICINITY MAP
EXHIBIT A

NE 15th Ave between NE 88th St and NE 94th St

- Neighborhood circulator
- 36 feet wide
- High density residential
- Rescinds the previous parking plan
- 1200 linear feet corridor impacted.
- Adds 65 parking spaces



NE 94th St between NE 15th Ave and NE 20th PI

- Neighborhood circulator
- 22-27 feet wide
- Partially improved
- Proposed no parking on entire north side
- Proposed no parking on part of south side based on traffic safety and operations
- 1400 linear feet corridor impacted.



NE 94TH STREET
EXHIBIT C

NE 17th Ave between NE 63rd St and NE 65th St

- Local access
- 26 feet wide (includes shoulder)
- Partially improved
- High density residential
- Shoulder on west side used by pedestrians (4.5 foot wide paved shoulder)
- Proposed no parking on entire west side
- Parking restriction length = 760 feet



NE 17TH AVENUE
EXHIBIT D

NE 17th Ave between NE 68th St and NE 70th St

- Local access
- 32 feet wide
- Curvilinear
- Residential
- Parking around curves restricts passage for service vehicles and obstructs line of sight
- Proposed no parking on inside of curves
- Parking restriction length = 470 feet



NE 17TH AVENUE
EXHIBIT E

NE 68th St east of St. John's Rd

- Industrial
- 36 feet wide
- Parking removed on north side for development, but never formalized through BOCC resolution
- Proposed no parking on north side
- Parking restriction length = 445 feet



NE 68TH STREET
EXHIBIT F

NE 47th St between NE 56th Ave and NE 60th Ave

- Neighborhood circulator
- 24-27 feet wide
- Residential
- Partially improved
- Closely spaced driveways
- Horizontal curve
- Proposed no parking on north side
- Parking restriction length = 1,000 feet



NE 47TH STREET
EXHIBIT G

Speed Limits



State Regulations

- RCW 46.61.400
 - The maximum speed limit on a County highway is 50 mph.
 - Under basic rule, drivers needs to drive according to conditions.
 - The majority of Clark County rural highways are basic rule. (unposted speed limit)
- RCW 46.61.415
 - Local authorities may increase or reduce regulatory speed limit in their respective jurisdictions determined on the basis of an engineering and traffic investigation.
- WAC 468-95-045
 - Speed Limit signs shall display the speed limit established by statute; or, by an ordinance or regulation adopted by the authorized agency, based on the engineering study or traffic investigation.



Urban Speed Limits by Classification

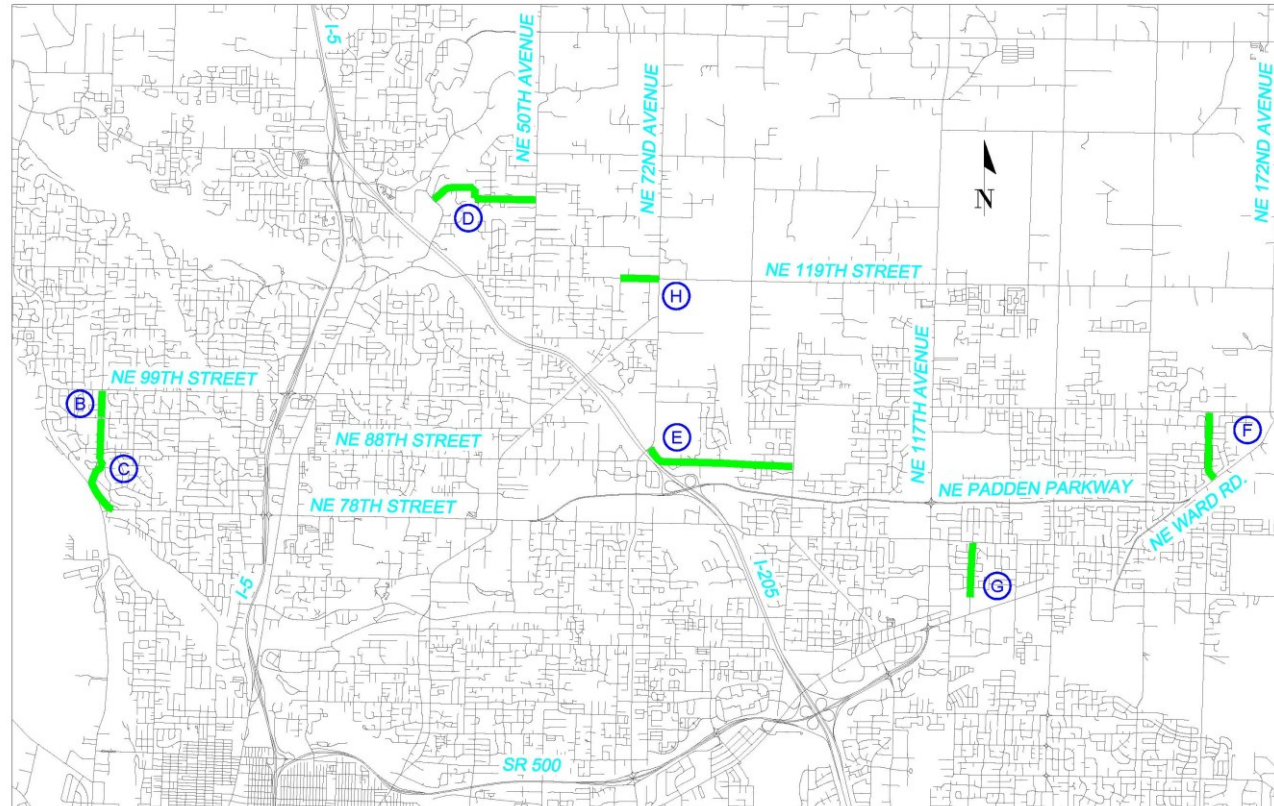
- Based on the elements considered for establishing regulatory speeds, the following are the recommended speed limits for each roadway classification:
 - Parkways – 50 mph
 - Principal arterials – 45 or 50 mph
 - Minor arterials – 35 or 40 mph
 - Collector streets – 30 or 35 mph
 - Circulator streets – 25 or 30 mph
 - Local access residential streets – 25 mph
- Clark County Resolution 7218 states that the speed limit for all residential streets is 25 mph.



Evaluating Speed Limit

- Three basic elements in an engineering and traffic investigation:
 - **Highway** - Geometric and physical condition meaning lane width, horizontal and vertical curves, sight distance, etc.
 - **Traffic** - Predominant operating speed (speed study), vehicle mix, crash history, etc.
 - **Roadside Culture** - Roadway classification, access density, pedestrian environment, urban/rural, residential/commercial.

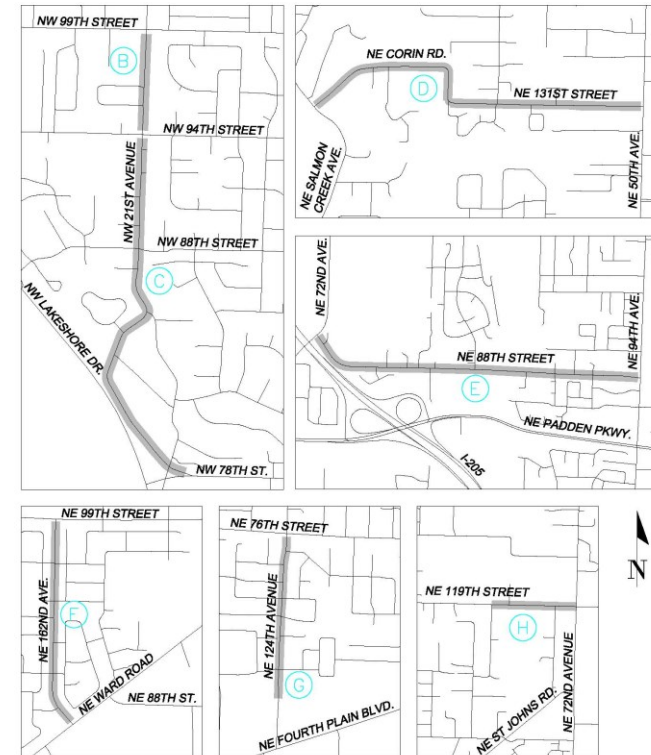
Speed Limit Locations



REGULATORY SPEED VICINITY MAP
EXHIBIT A1

Speed Limit Locations

- 7 locations throughout the county are proposed for establishing revised speed limits



REGULATORY SPEED VICINITY MAP
EXHIBIT A

NW 21st Ave between NW 94th St and NW 99th St

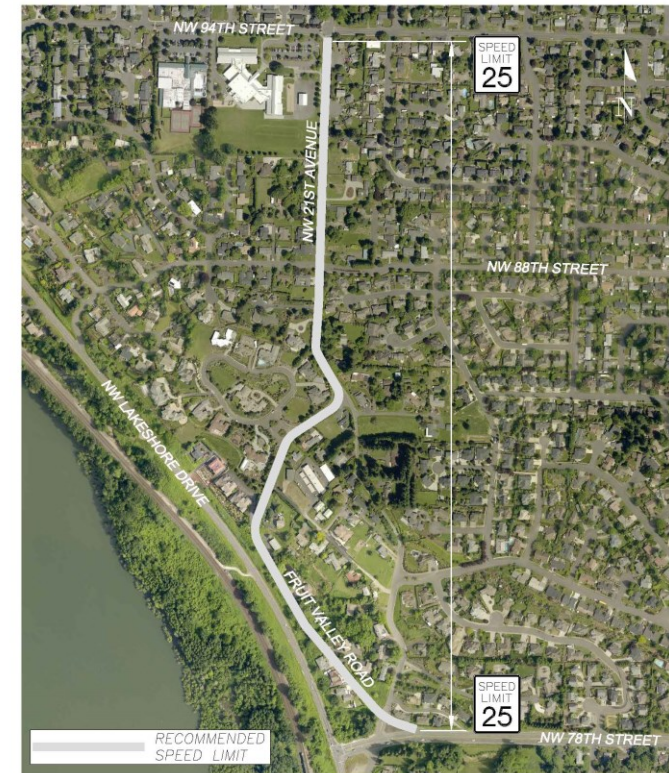
- Two-lane collector
- Residential
- Lake Shore Elementary School
- Bicycle/pedestrian activity
- Existing speed = 35 mph
- Recommended speed = 30 mph



NW 21ST AVENUE
EXHIBIT B

NW 21st Ave/NW Fruit Valley Rd between NW 94th St and NW Lakeshore Ave

- Local access
- Residential
- Lake Shore Elementary School
- Closely spaced driveways
- Curvilinear alignment
- Existing speed = 35 mph
- Recommended speed = 25 mph



NW 21ST AVENUE / NW FRUIT VALLEY ROAD
EXHIBIT C

NE Corbin Rd/NE 39th Ave/NE 131st St between NE Salmon Creek Ave and NE 50th Ave

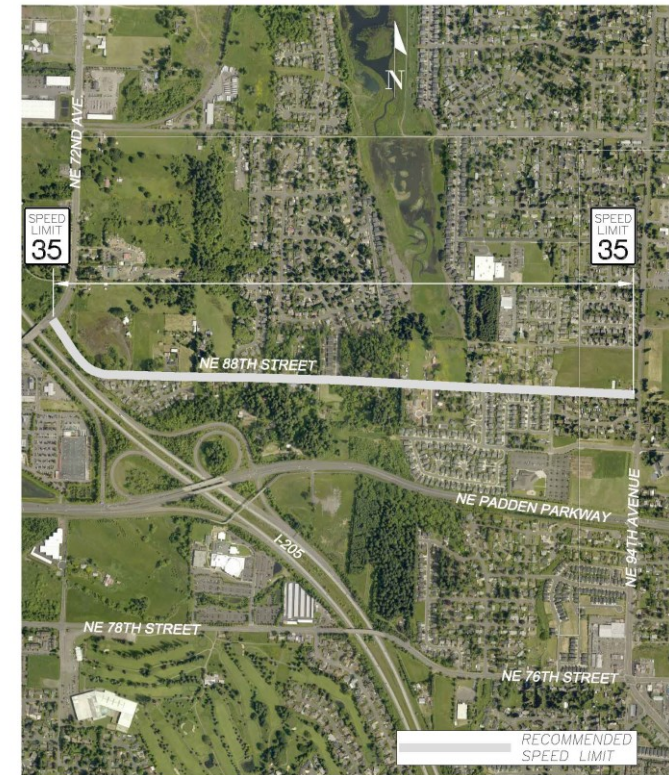
- Local access
- Mainly unimproved and narrow road
- Curvilinear alignment
- Improved in sections at developments
- Existing speed = 35 mph
- Recommended speed = 30 mph



NE CORBIN RD. / NE 39TH AVENUE / NE 131ST STREET
EXHIBIT D

NE 88th St between NE Andresen Rd and NE 94th Ave

- Collector
- Residential
- Driveway access
- Partially improved
- Existing speed = 40 mph
- Recommended speed = 35 mph



NE 88TH STREET
EXHIBIT E

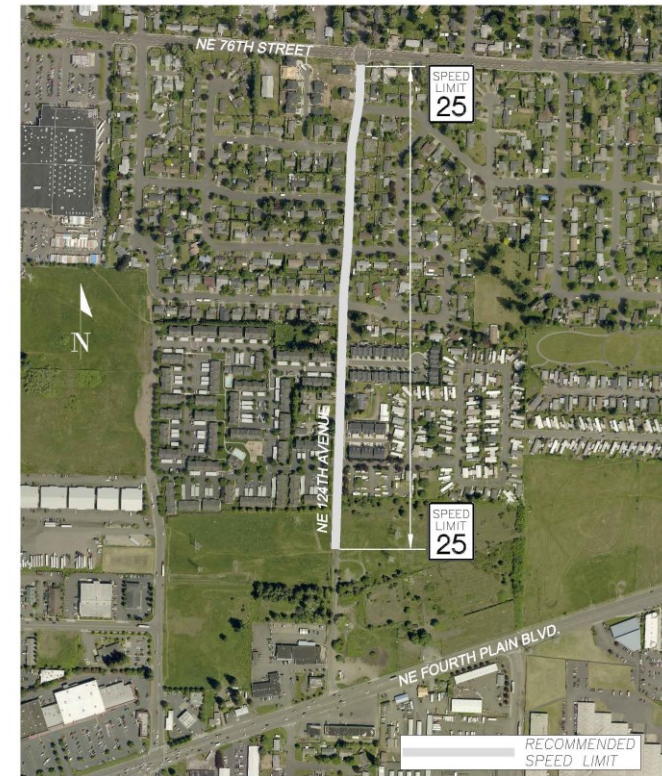
NE 162nd Ave between NE Ward Rd and NE 99th St

- Collector
- Residential
- Very few driveways
- High percentage of drivers violate posted speed limit
- Existing speed = 25 mph
- Recommended speed = 30 mph



NE 124th Ave between NE 76th St and Vancouver City Limits

- Local access
- Residential
- Closely spaced driveways
- Existing speed = 30 mph
- Recommended speed = 25 mph



NE 124TH AVENUE
EXHIBIT G

NE 119th St between NE 72nd Ave and 0.5 miles west

- Minor arterial
- Residential
- Consistency with NE 119th Street: NE 50th Avenue to NE 72nd Avenue capital project
- 35 mph to the west and 45 mph to the east
- Existing speed = 40 mph
- Recommended speed = 35 mph



NE 119TH STREET
EXHIBIT H

Rural Roadway Speeds

- The Basic Rule is typical and appropriate for the rural environment where the traffic volumes are typically lower
- Many of these roadways have existed for decades and began as farm to market roadways
- Rural roads are evaluated for geometric conditions and appropriate warning signs including advisory speed signs are installed

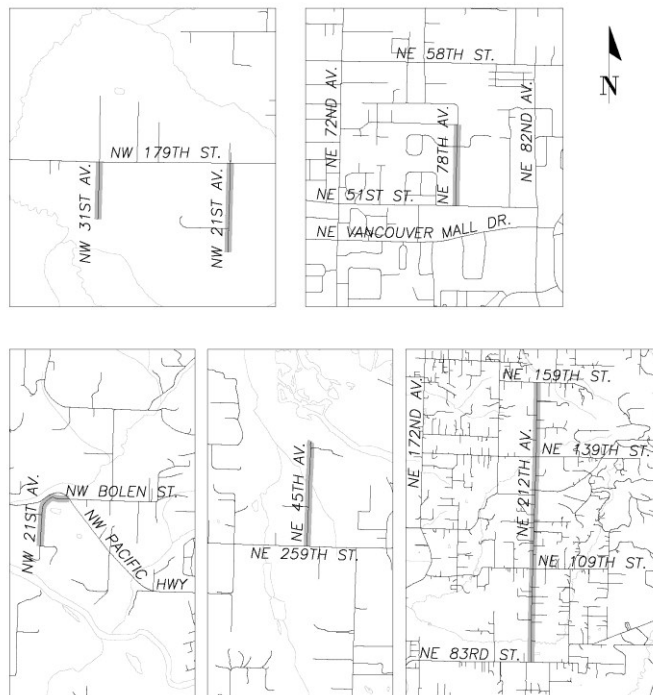


Rescinding Previous Resolutions

- In addition to the locations previously mentioned, the following roadway segments need to have existing resolutions rescinded related to speed limits:
 - NW 21st Ave south of NW 179th St
 - NE 45th Ave north of NE 259th St
 - NE 78th Ave between NE 51st Street and NE 55th St
 - NE 212th Ave between NE 83rd Street and NE 159th St
 - NW Bolen St west of Pacific Highway
 - NW 31st Ave south of NW 179th St



Speed Limit Locations to be Rescinded



SPEED LIMIT LOCATIONS
TO BE RESCINDED
EXHIBIT A2