

# Speed Limit Changes

---

Presentation to Clark County Council

Public Works Traffic Engineering & Operations

March 11, 2020

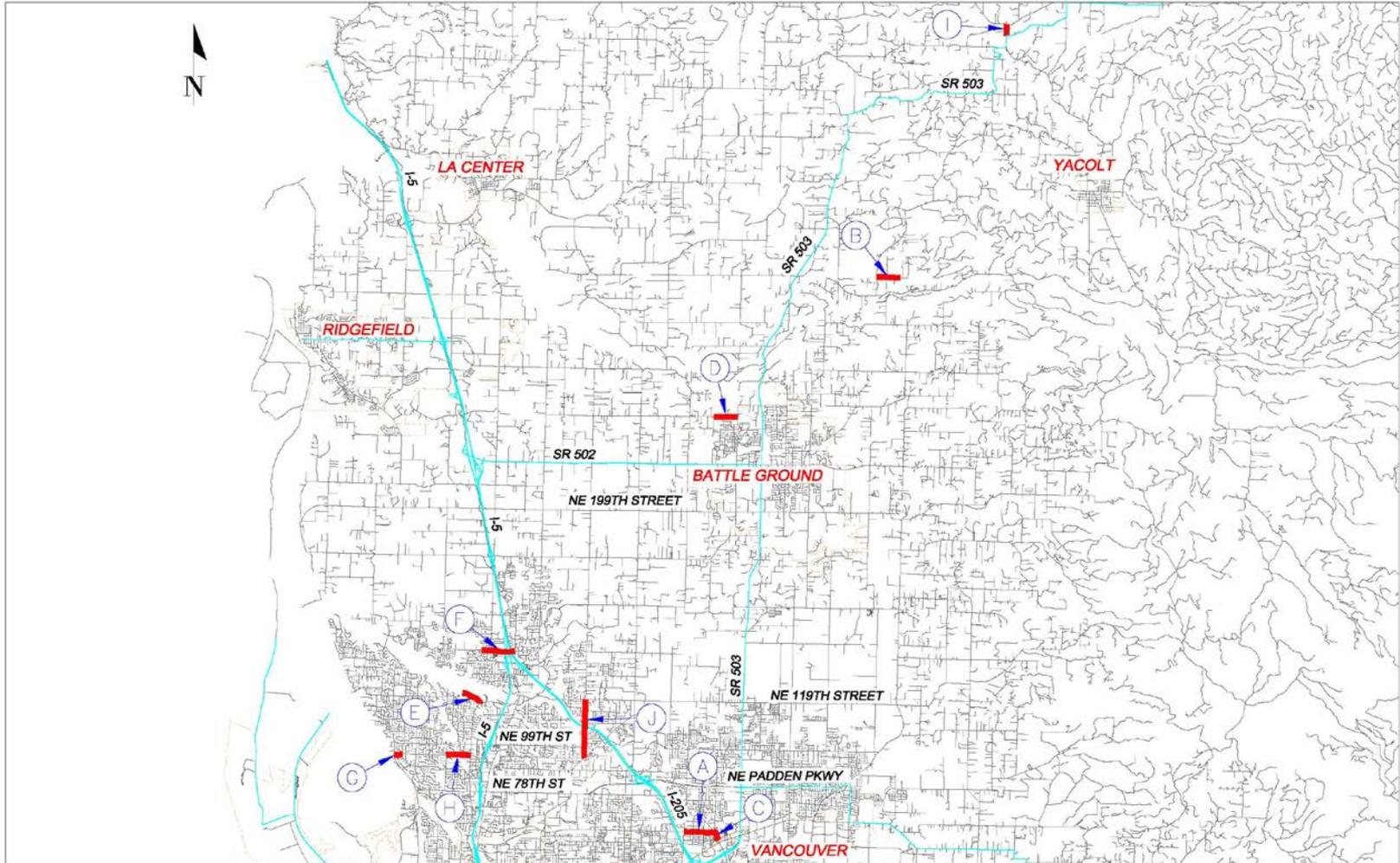


# Locations of Proposed Speed Limit Changes

Roadway Name	From	To
NE 63rd Street	NE 94th Avenue	NE Covington Road
NE 299th Street	NE Kelly Road	0.50 miles to the east
NE Covington Road	NE 107th Avenue	Vancouver City Limits
NE 239th Street	NW 20th Avenue	Battle Ground City Limits
NE/NW Bassel Road	NE Hazel Dell Avenue	0.43 miles to the north
NE 139th Street	NE Tenney Road	NE 20th Avenue
NW 93rd Street	NW Lakeshore Avenue	NW 27th Avenue
NE/NW 94th Street	NW 9th Avenue	NE Hazel Dell Avenue
NE 221st Avenue	NE Cedar Creek Road	SR 503
NE 50th Avenue	NE St John's Road	NE 119th Street



# Locations of Speed Limit Changes (10 total)



REGULATORY SPEED VICINITY MAP  
EXHIBIT A1



# State Regulations

---

- **RCW 46.61.400**

- The maximum permissible speed on a county highway is 50 MPH.
- Under state basic rule, drivers are required to drive according to conditions.
- The majority of Clark County rural highways are basic rule. (unposted speed)

- **RCW 46.61.415**

- Local authorities may increase or reduce regulatory speeds in their respective jurisdictions based on engineering analysis 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 Road Classification

---

- The following are the general 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 subdivision streets shall be 25 MPH.



# Evaluating Speed Limit

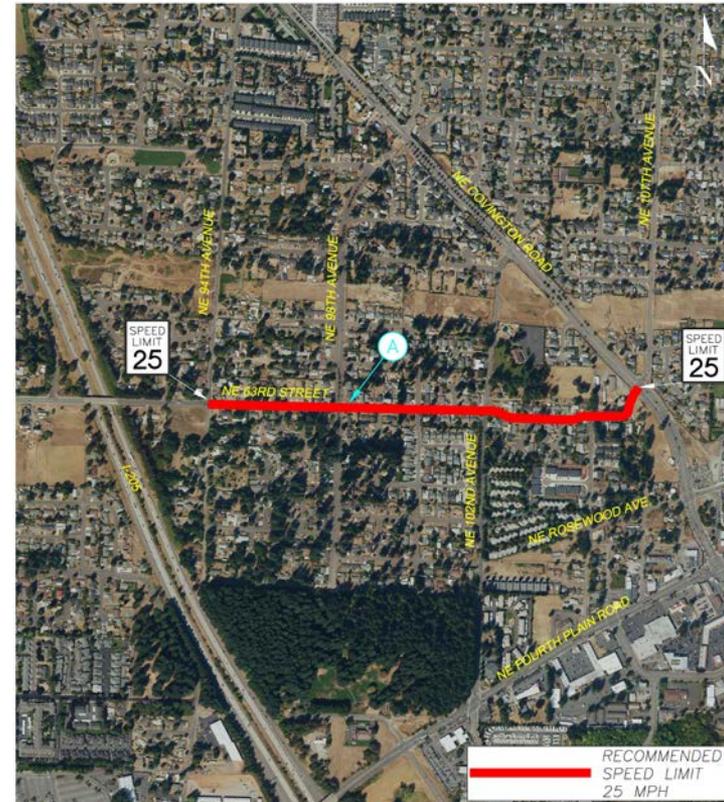
---

- Three basic elements are used in engineering analysis and traffic investigation for establishing regulatory speed:
  - **Highway** - Geometric and physical condition of the roadway, such as lane width, horizontal and vertical curves, sight distance, etc.
  - **Traffic** - Operating speed (speed study), vehicle mix, crash history, etc.
  - **Roadside Culture** - Roadway classification, access density, pedestrian environment, urban/rural, residential/commercial.



# NE 63rd St (NE 94th Ave to NE Covington Rd)

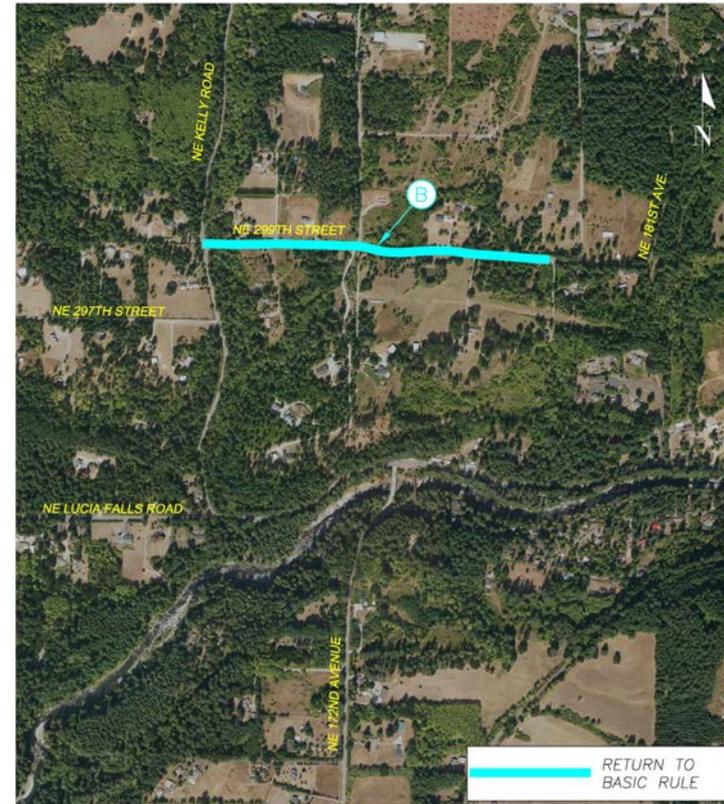
- Urban collector
- Existing speed limit = Posted as 25 MPH but no resolution to support it
- Residential access road in nature
- Recommended speed limit = 25 MPH (Housekeeping)



NE 63RD STREET  
(NE 94TH AVE. TO NE COVINGTON RD.)  
EXHIBIT A

# NE 229th St (NE Kelly Rd for 0.5 miles east)

- Rural local access
- Inconsistent speed limits
- First half a mile is 35 MPH, then switches to basic rule
- 35 MPH regulatory speed doesn't fit rural highway driving conditions
- Existing speed limit = 35 MPH
- Recommended speed limit = Drive to conditions (Unposted basic)



NE 299TH STREET  
(NE KELLY ROAD FOR 0.50 MILES TO THE EAST)  
EXHIBIT B



# NE 239th St (NE 20th Ave to Battle Ground City Limits)

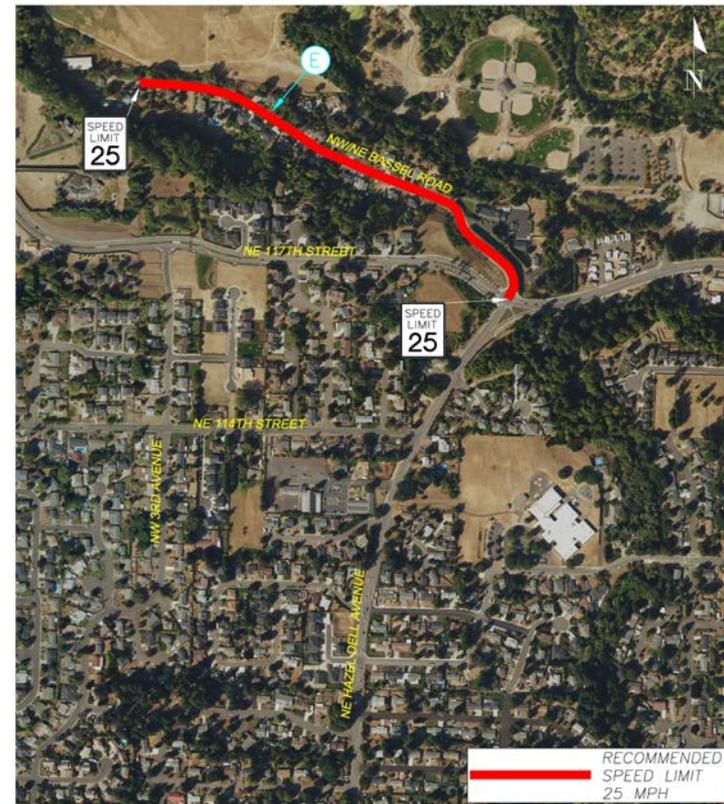
- Urban collector
- City of Battle Ground recently revised regulatory speed on NE 239th Street within their jurisdiction
- The county recently revised the segment of NE 239th Street from NE 92nd Avenue to the Battle Ground City Limits for consistency
- This leaves a short section that still falls under basic speed rule
- Existing speed limit = Unposted basic
- Recommended speed limit = 35 MPH



NE 239TH STREET  
(NW 20TH AVENUE TO BATTLE GROUND CITY LIMITS)  
EXHIBIT D

# NE/NW Bassel Rd (NE Hazel Dell Ave for 0.43 miles north)

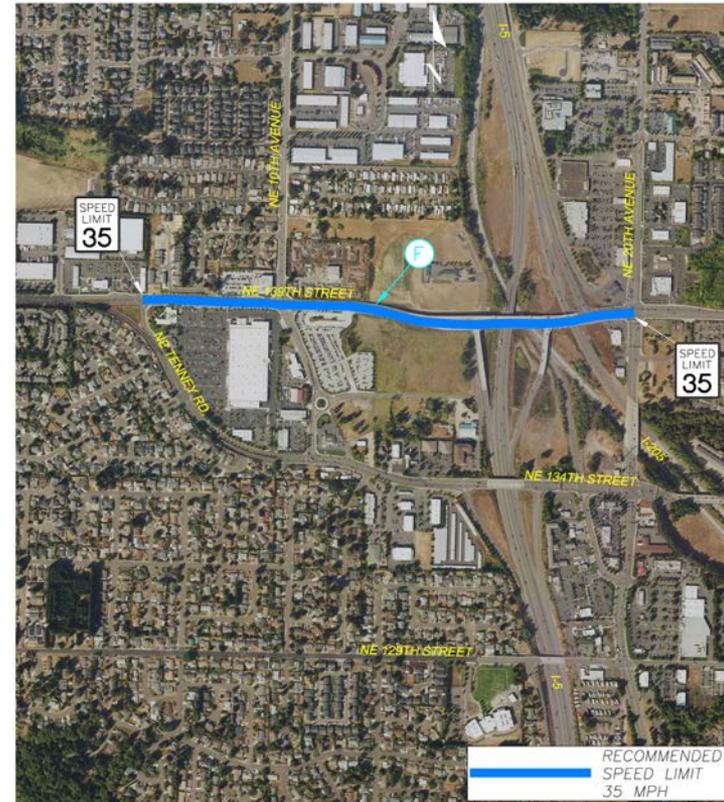
- Urban local access
- Existing speed limit = Posted as 25 MPH (resolution set to 35 MPH in the 1980's)
- Recommended speed limit = 25 MPH



NW/NE BASSEL ROAD  
(NE HAZEL DELL AVENUE TO END OF ROAD)  
EXHIBIT E

# NE 139th St (NE Tenney Rd to NE 20th Ave)

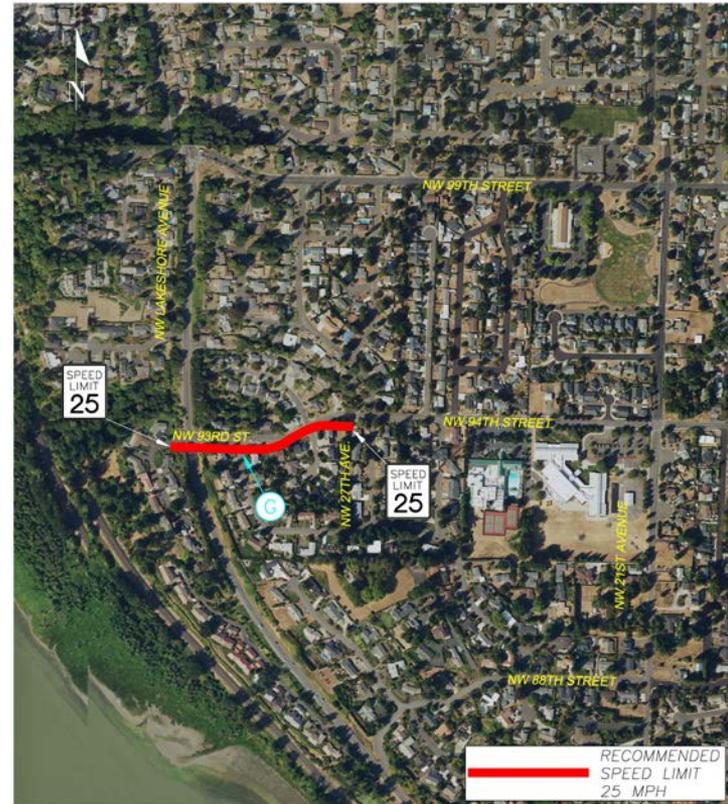
- Urban minor arterial
- Existing speed limit = Posted as 25 MPH but no resolution to support it
- Recommended speed limit = 35 MPH to match roadway functional classification (Housekeeping)



NE 139TH STREET  
(NE TENNEY ROAD TO NE 20TH AVENUE)  
EXHIBIT F

# NW 93rd St (NW Lakeshore Ave to NW 27th Ave)

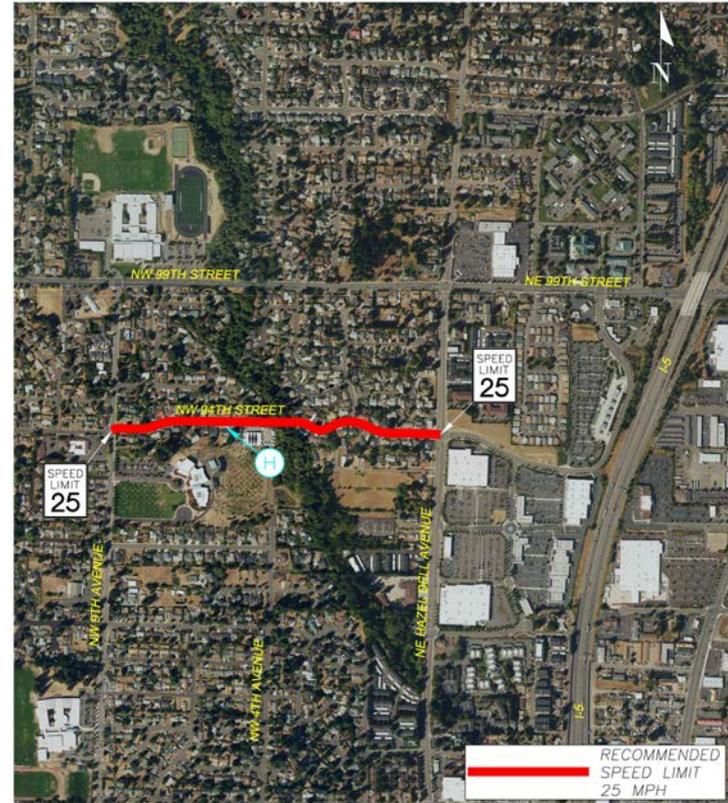
- Urban collector
- Corridor is residential in nature
- Existing speed limit = Posted as 25 MPH but no resolution to support it
- Recommended speed limit = 25 MPH (Housekeeping)



NW 93RD STREET  
(NW LAKESHORE AVENUE TO NW 27TH AVENUE)  
EXHIBIT G

# NE/NW 94th St (NW 9th Ave to NE Hazel Dell Ave)

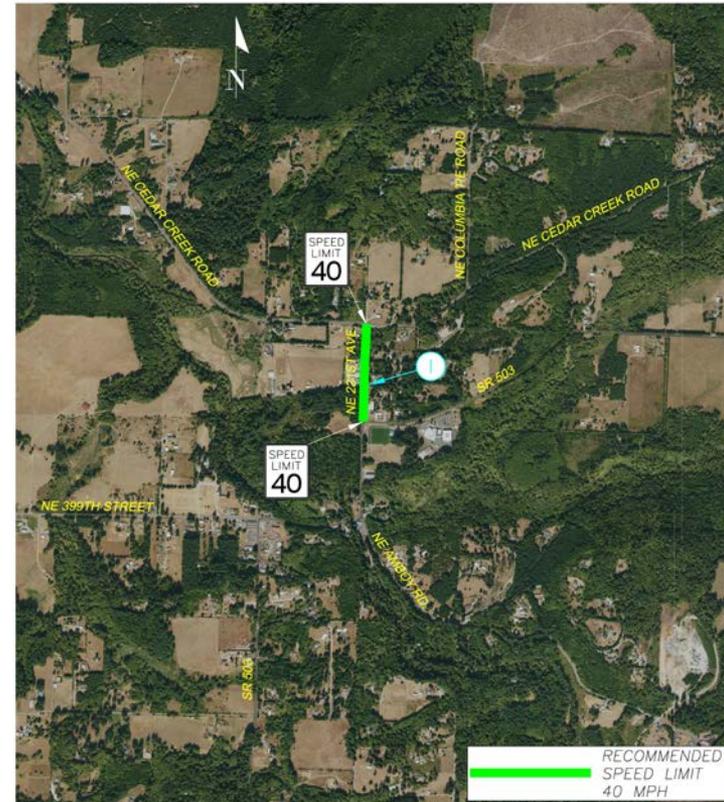
- Urban collector
- Corridor is residential in nature
- Existing speed limit = Posted as 25 MPH but no resolution to support it
- Recommended speed limit = 25 MPH (Housekeeping)



NW/NE 94TH STREET  
(NW 9TH AVENUE TO NE HAZEL DELL AVENUE)  
EXHIBIT H

# NE 221st Ave (NE Cedar Creek Rd to SR 503)

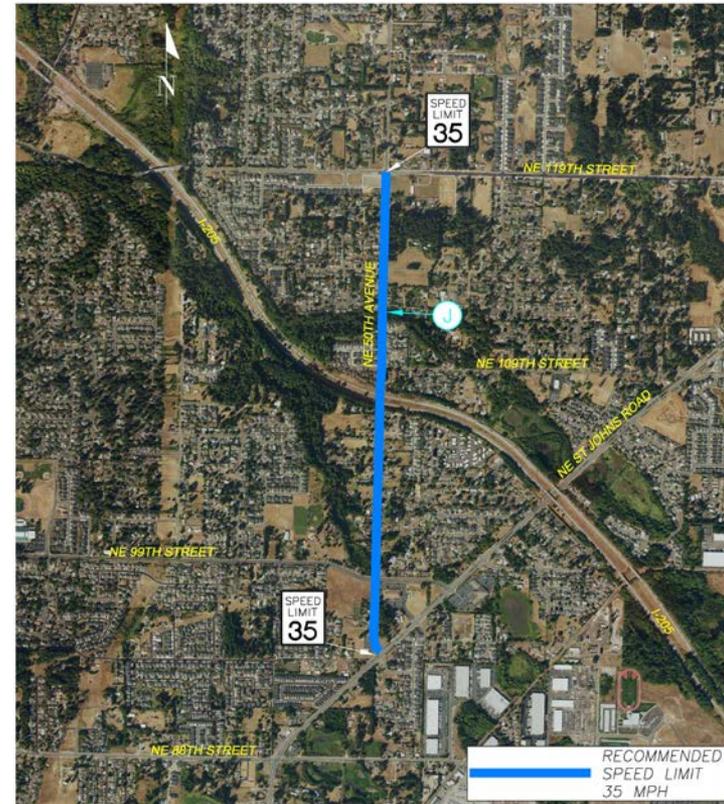
- Rural major collector
- Provides connection to state route
- Speed study supports revising the regulatory speed to 40 MPH
- Existing speed limit = 25 MPH
- Recommended speed limit = 40 MPH



NE 221ST AVENUE  
(NE CEDAR CREEK ROAD TO SR 503)  
EXHIBIT I

# NE 50th Ave (NE St Johns Rd to NE 119th St)

- Urban minor arterial
- Speed study supports revising the regulatory speed to 35 MPH
- Existing speed limit = 40 MPH
- Recommended speed limit = 35 MPH



NE 50TH AVENUE  
(NE ST. JOHNS ROAD TO NE 119TH STREET)  
EXHIBIT J

---

# Thank you!

## Comments and questions

Clark County Public Service Center

1300 Franklin Street • PO Box 5000

Vancouver, WA 98666-5000

