CLARK COUNTY
STAFF REPORT

DEPARTMENT: Public Works, Transportation Division

DATE: March 24, 2020

REQUESTED ACTION: Adopt an ordinance revising speed limits on five county road sections and officially setting speed limits on five county road sections.

____ Consent __X__ Hearing ____ County Manager

BACKGROUND

Public Works routinely evaluates speed limits on county roads based on comments from residents, requests from the Clark County Sheriff's Office and observations by county traffic engineers. As areas develop and road conditions change, speed limits are adjusted.

County traffic engineers have observed traffic conditions and collected data for ten county road sections. This information has been used to recommend revising, or officially setting, speed limits based on state law and established engineering principles. The primary motivation for making these recommendations is to improve traffic safety and operations.

The ten road sections are:

1. Northeast 63rd Street between Northeast 94th Avenue and Northeast Covington Road.
Northeast 63rd Street is classified as an urban collector. This section of Northeast 63rd Street consists of two travel lanes, parking, and some sidewalk. The corridor has residential homes and driveways fronting the corridor, similar to an urban residential neighborhood. Northeast 63rd Street currently is posted for 25 MPH, but there is no Clark County resolution or ordinance to support the posted speed limit. Pursuant to Clark County Resolution 7218, we recommend that the speed limit along this section of NE 63rd Street be set at 25 MPH. The recommended speed limit is shown in Exhibit A.

Recommendation: Set the speed limit for this road section at 25 MPH. This is a housekeeping item to codify the posted speed limit.

2. Northeast 299th Street from Northeast Kelly Road for 0.50 miles to the east.
Northeast 299th Street is classified as a rural local access road. Part of this section of roadway is basic rule and part of it is currently set at 35 MPH. Basic rule is defined by state law (RCW 46.61.400) as drive to conditions subject to a maximum speed of 50 MPH. The section that is 35 MPH was set by a resolution in 1966. The corridor does not fit the parameters for 35 MPH driving conditions.

Public Works recommends rescinding the resolution that set the speed limit to 35 MPH for part of this corridor in 1966 (Resolution 66-31), which will return the roadway to basic rule, as shown in Exhibit B.

Recommendation: Return this road to basic rule.

3. Northeast Covington Road between Northeast 107th Avenue and Vancouver city limits.
Northeast Covington Road is classified as an urban minor arterial. This section of Northeast Covington Road consists of two travel lanes, a center turn lane, right-turn lanes, bike lanes and sidewalks. A segment of the corridor is currently set as 25 MPH under resolution, and a portion of the subject corridor is officially basic rule speed. Basic rule is defined by state law (RCW 46.61.400) as drive to conditions subject to a maximum speed of 50 MPH.

The resolution that set a portion of the corridor to 25 MPH was established in the 1980s before the roadway was realigned. The entire corridor is posted at 40 MPH to the north and the south. Based on the land use environment, roadway characteristics and for consistency, Public Works recommends that the speed limit for Northeast Covington Road, between Northeast 107th Avenue and Vancouver city limits, be set at 40 MPH as shown in Exhibit C.

Recommendation: Change the speed limit for this road to 40 MPH.

4. Northeast 239th Street between Northwest 20th Avenue and Battle Ground city limits.
Northeast 239th Street is classified as an urban minor collector and currently falls under the basic speed rule. The City of Battle Ground recently revised the speed limit for the Northeast 239th Street corridor, within the city's jurisdiction, to 35 MPH. The county recently revised the segment of Northeast 239th Street, from Northeast 92nd Avenue to the Battle Ground city limits, to 35 MPH for consistency following the changes made by the City of Battle Ground. This leaves a short section of Northeast 239th Street to the east between Northwest 20th Avenue and the Battle Ground city limits that still fall under the basic speed rule. In order to provide a consistent speed on Northeast 239th Street, between Northeast 92nd Avenue and Northwest 20th Avenue, Public Works recommends that the speed limit for Northeast 239th Street, between Northwest 20th Avenue and Battle Ground city limits, be set at 35 MPH as shown in Exhibit D.

Recommendation: Set the speed limit for this road section at 35 MPH.

5. Northeast/Northwest Bassel Road from Northeast Hazel Dell Avenue to a point 0.43 miles to the north.
Northeast/Northwest Bassel Road is classified as urban local access and is posted at 25 MPH. However, the resolution from the 1980s set the speed to 35 MPH. Based on the land use and roadway characteristics and Clark County Resolution 7218 of setting residential speed limit at 25 MPH, Public Works recommends that the speed limit for Northeast/Northwest Bassel Road, from Northeast Hazel Dell Avenue to the end of the road, be set at 25 MPH as shown in Exhibit E.

Recommendation: Set the speed limit for this road at 25 MPH.

6. Northeast 139th Street between Northeast Tenney Road and Northeast 20th Avenue.
Northeast 139th Street is classified as an urban minor arterial. This section of Northeast 139th Street consists of two travel lanes in each direction, a center turn lane, bike lanes, and some sidewalk. Northeast 139th Street currently is posted as 35 MPH, but there is no Clark County resolution or ordinance to support the posted speed limit. Based on roadway classification, roadside environment, and consistency with other similar corridors, Public Works recommends setting the speed limit for this road at 35 MPH as shown in Exhibit F.

Recommendation: Set the speed limit for this road at 35 MPH. This is a housekeeping item to codify the posted speed limit.

7. Northwest 93rd Street between Northwest Lakeshore Avenue and Northwest 27th Avenue.

Northwest 93rd Street is classified as an urban major collector. This section of Northwest 93rd Street consists of two travel lanes, parking and some sidewalk. Northwest 93rd Street currently is posted as 25 MPH, but there is no Clark County resolution or ordinance to support the posted speed limit. Based on the land use, roadway characteristics, and Clark County Resolution 7218 of setting the residential speed limit at 25 MPH, Public Works recommends that the speed limit for Northwest 93rd Street, between Northwest Lakeshore Avenue and Northwest 27th Avenue, be set at 25 MPH as shown in Exhibit G.

Recommendation: Set the speed limit for the subject corridor at 25 MPH. This is a housekeeping item to codify the posted speed limit.

8. Northeast/Northwest 94th Street between Northwest 9th Avenue and Northeast Hazel Dell Avenue.

Northeast/Northwest 94th Street is classified as an urban major collector. This section of Northeast/Northwest 94th Street consists of two travel lanes, parking and some sidewalk. Northeast/Northwest 94th Street currently is posted as 25 MPH, but there is no Clark County resolution or ordinance to support the posted speed limit. Based on the land use and roadway characteristics, and Clark County Resolution 7218 of setting residential speed limit at 25 MPH, Public Works recommends that the speed limit for the corridor of Northeast/Northwest 94th Street, between Northwest 9th Avenue and Northeast Hazel Dell Avenue, be set at 25 MPH. The recommended speed limit is shown in Exhibit H.

Recommendation: Set the speed limit for this road at 25 MPH. This is a housekeeping item to codify the posted speed limit.

9. Northeast 221st Avenue between Northeast Cedar Creek Road and SR 503.

Northeast 221st Avenue is classified as a rural major collector and is posted at 25 MPH. The resolution from 2007 set the speed to 25 MPH, because the speed was already posted. However, the speed study supports revising the regulatory speed to 40 MPH. Based on the land use and roadway characteristics and the speed study, Public Works recommends that the speed limit for Northeast 221st Avenue, between Northeast Cedar Creek Road and SR 503, be set at 40 MPH as shown in Exhibit I.

Recommendation: Set the speed limit for this road at 40 MPH.

10. Northeast 50th Avenue between Northeast St Johns Road and Northeast 119th Street.

Northeast 50th Avenue is classified as an urban minor arterial and is posted at 40 MPH. The speed study supports revising the regulatory speed to 35 MPH. Based on the land use and roadway characteristics, Public Works recommends that the speed limit for Northeast 50th Avenue, between Northeast St Johns Road and Northeast 119th Street, be set at 35 MPH as shown in Exhibit J.

Recommendation: Set the speed limit for this road at 35 MPH.

COUNCIL POLICY IMPLICATIONS

None.

ADMINISTRATIVE POLICY IMPLICATIONS

None.

COMMUNITY OUTREACH

Public Works routinely communicates with residents, neighborhood associations and other community stakeholders about speed limits. In some cases, community members request the county to consider changing speeding limits. Public Works has issued a news release, has distributed information through social media, and provided information to leaders of nearby neighborhood associations.

BUDGET IMPLICATIONS

YES	NO	
X		Action falls within existing budget capacity.
	X	Action falls within existing budget capacity but requires a change of purpose within existing appropriation
	X	Additional budget capacity is necessary and will be requested at the next supplemental. If YES, please complete the budget impact statement. If YES, this action will be referred to the county council with a recommendation from the county manager.

BUDGET DETAILS

Local Fund Dollar Amount	N/A
Grant Fund Dollar Amount	N/A
Account	County Road Fund
Company Name	N/A

DISTRIBUTION:
Council staff will post all staff reports to the web. https://www.clark.wa.gov/council-meetings

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ATTACHMENTS: (1) Exhibits A1, and A-J; (2) Ordinance; (3) Notice of Public Hearing; (4) PowerPoint Exhibit

Robert D. Klug, PE
Transportation Division Manager

Ahmad Qayoumi, PE
Public Works Director/County Engineer

for Cherie Sabug
Interim Finance Division Manager

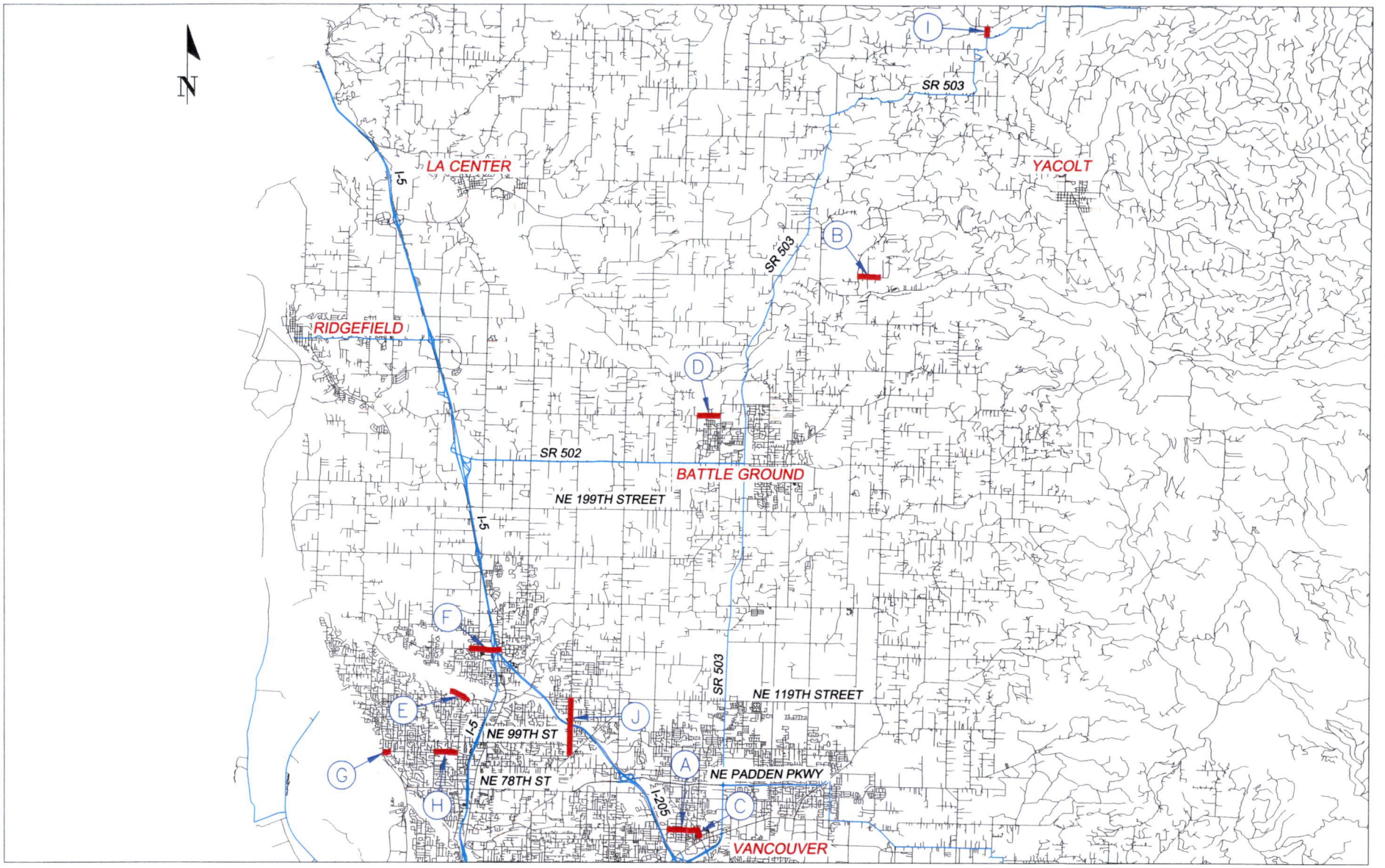
Primary Staff: Matt Griswold, Ext. 4372

APPROVED:
CLARK COUNTY, WASHINGTON
CLARK COUNTY COUNCIL

DATE: March 24, 2020

SR# —

CLARK COUNTY, WASHINGTON 1844



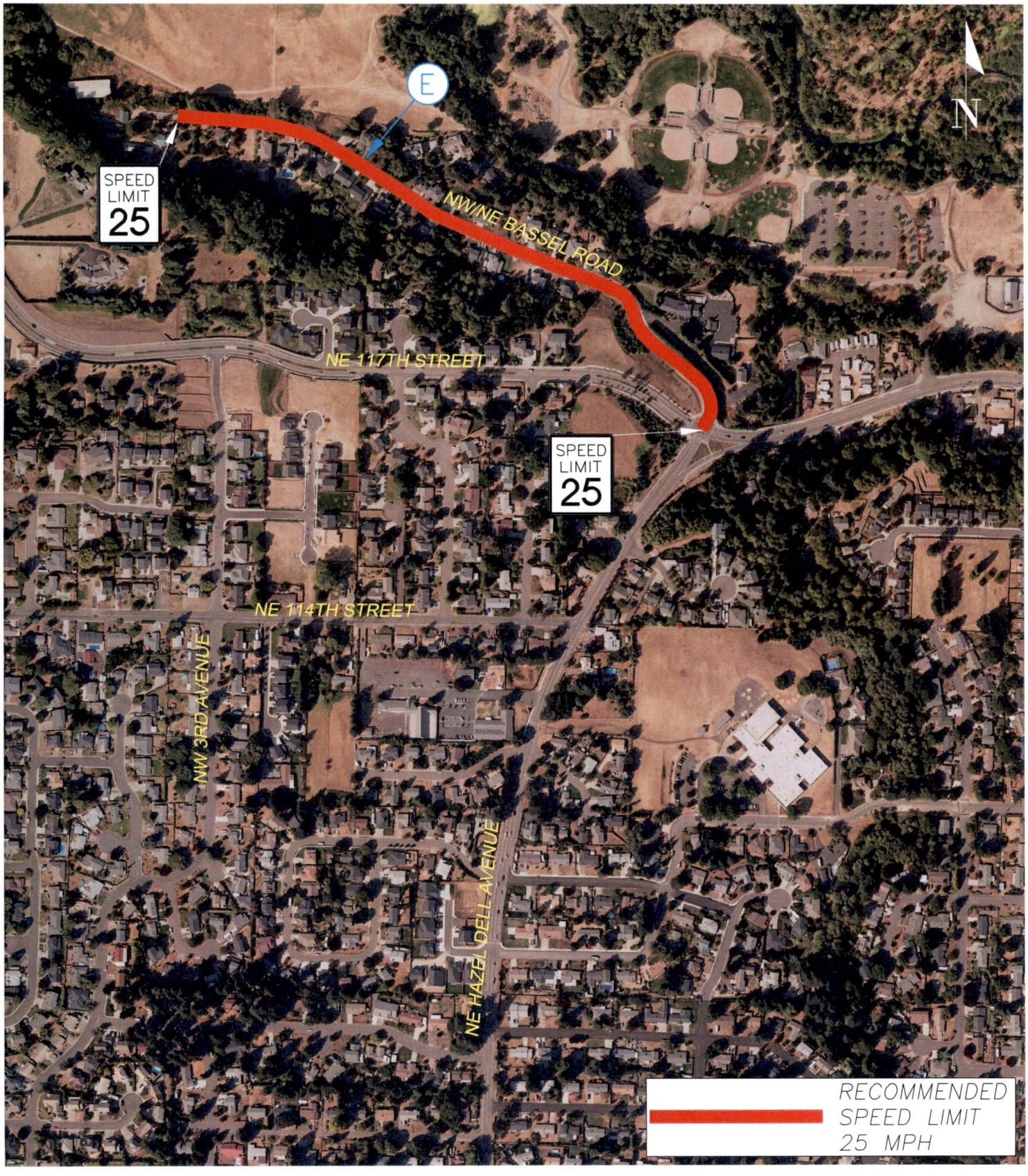
REGULATORY SPEED VICINITY MAP
EXHIBIT A1

NE 63RD STREET
(NE 94TH AVENUE TO NE COVINGTON ROAD)
EXHIBIT A

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

NE COVINGTON ROAD
(NE 107TH AVENUE TO VANCOUVER CITY LIMITS) EXHIBIT C

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

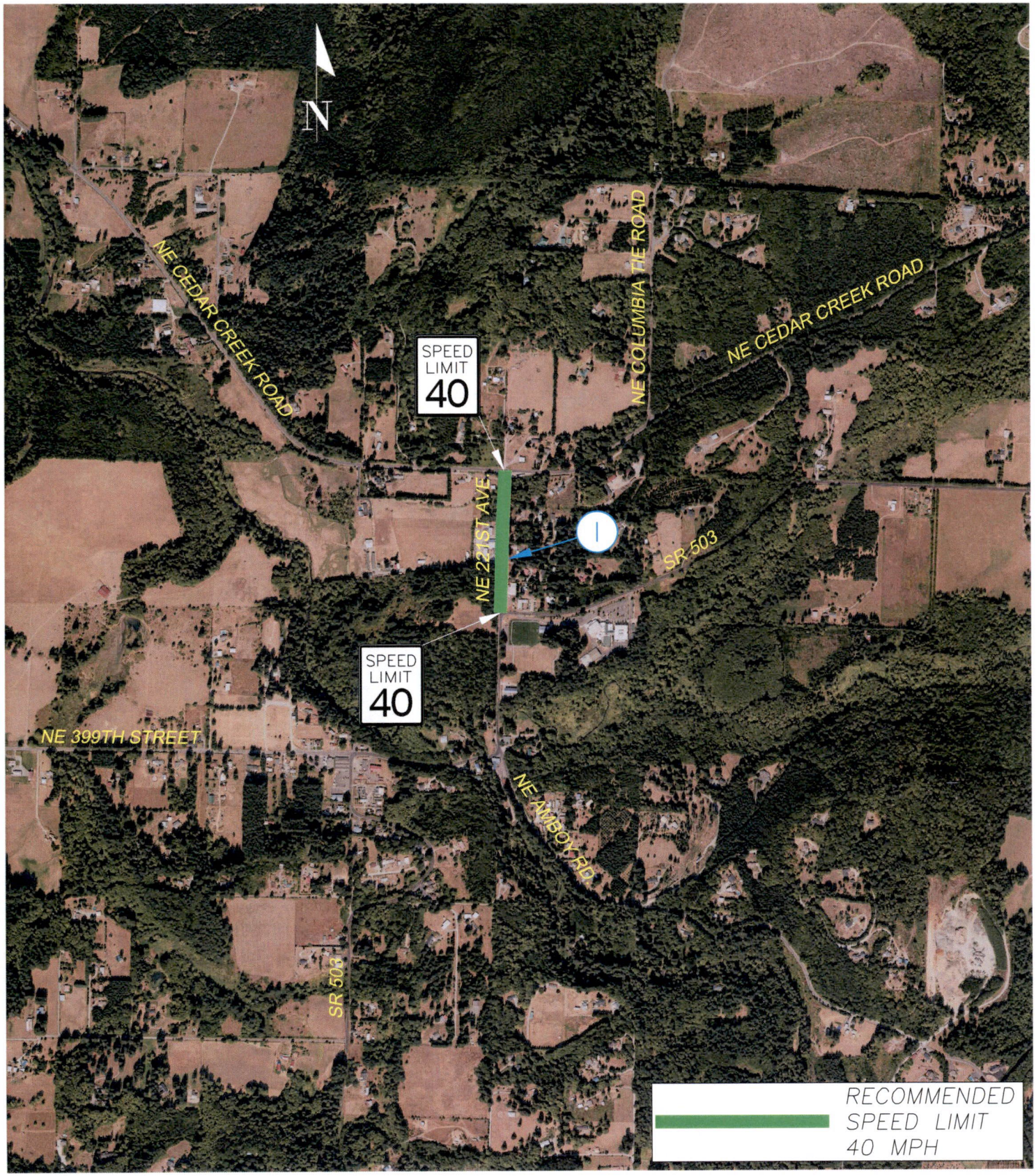


NW/NE BASSEL ROAD
(NE HAZEL DELL AVENUE TO END OF ROAD)
EXHIBIT E

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

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

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



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

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

ORDINANCE NO. 2020-03-12

An ordinance to establish speed limits upon certain road sections in Clark County.

WHEREAS, RCW 46.61.415 grants local jurisdictions the authority to establish speed limits based on engineering studies and traffic investigations; and

WHEREAS, the Clark County Department of Public Works conducted studies and investigations of the following sections of road in Clark County:

1. NE 63rd Street between NE 94th Avenue and NE Covington Road;
2. NE Covington Road between NE 107th Avenue and Vancouver City Limits;
3. NE 239th Street between NW 20th Avenue and Battle Ground City Limits;
4. NE/NW Bassel Road from NE Hazel Dell Avenue to a point 0.43 miles north;
5. NE 139th Street between NE Tenney Road and NE 20th Avenue;
6. NW 93rd Street between NW Lakeshore Avenue and NW 27th Avenue;
7. NE/NW 94th Street between NW 9th Avenue and NE Hazel Dell Avenue;
8. NE 221st Avenue between NE Cedar Creek Road and SR 503; and
9. NE 50th Avenue between NE St Johns Road and NE 119th Street.

WHEREAS, Clark County Traffic engineers determined, through the studies and investigations noted above, along with research of legislative resolutions, that safety and operability of the road sections specified above would improve by setting speed limits on the above stated road sections as follows:

1. 25 mph;
2. 40 mph;
3. 35 mph;
4. 25 mph;
5. 35 mph;
6. 25 mph;
7. 25 mph;
8. 40 mph; and,
9. 35 mph;

WHEREAS, County engineers recommend changing the speed limits accordingly;

WHEREAS, Clark County Resolution No. 66-31 established a speed limit of 35 mph on NE 299th Street (F.K.A. Nordeen Road) from NE Kelly Road for approximately half a mile; and a portion of section 5 of Clark County Resolution No. 1983-04-42 established a speed limit of 25 mph on NE Covington Road between NE 107th Avenue and NE 109th Avenue; and a portion of Clark County Resolution No. 1982-10-01 established a speed limit of 35 mph on NE/NW Bassel Road from NE Hazel Dell Avenue to the end; and a portion of Clark County Resolution No. 2007-04-07 established a speed limit of 25 mph on NE 221st Street from SR 503 to NE Cedar Creek Road; and a portion of section 3 of Clark County Resolution No. 1982-12-65 established a speed limit of 40 mph on NE 50th Avenue between NE 119th Street and NE St. Johns Rd; and

WHEREAS, the County Council finds it necessary to rescind Clark County Resolution No. 66-31; and that portion of section 5 of Clark County Resolution No. 1983-04-42 that sets a speed limit of 25 mph on NE Covington Road between NE 107th Avenue and NE 109th Avenue; and that portion of Clark County Resolution No. 1982-10-01 that sets a speed limit of 35 mph on NE/NW Bassel

Road from NE Hazel Dell Avenue to the end; and the portion of Clark County Resolution No. 2007-04-07 that sets a speed limit of 25 mph on NE 221st Street from SR 503 to NE Cedar Creek Road; and that portion of section 3 of Clark County Resolution No. 1982-12-65 that sets a speed limit of 40 mph on NE 50th Avenue between NE 119th Street and NE St Johns Rd, to give effect to the speed limits proposed by Clark County Traffic engineers above; and

WHEREAS, the County Council is considering this matter at a duly-advertised public hearing and finds and concludes that adoption of this Ordinance will further the public health, safety and welfare; now, therefore,

IT IS HEREBY ORDERED by the Clark County Council as follows:

Section 1. Rescission. Clark County Resolution No. 66-31 is hereby rescinded

Section 2. Rescission. The portion of section 5 of Clark County Resolution No. 1983-04-42 that sets a speed limit of 25 mph on NE Covington Road between NE 107th Avenue and NE 109th Avenue is hereby rescinded. The portion of Clark County Resolution No. 1982-10-01 that sets a speed limit of 35 mph on NE/NW Bassel Road from NE Hazel Dell Avenue to the end is hereby rescinded. The portion of Clark County Resolution No. 2007-04-07 that sets a speed limit of 25 mph on NE 221st Street from SR 503 to NE Cedar Creek Road is hereby rescinded. The portion of section 3 of Clark County Resolution No. 1982-12-65 that sets a speed limit of 40 mph on NE 50th Avenue between NE 119th Street and NE St Johns Rd is hereby rescinded.

Section 3. Amendatory. Sec. 2 of Ord. 2017-04-02, most recently amended by Sec. 3 of Ord. 2019-03-01, codified as CCC 10.03.020 is hereby amended to read:

10.30.020 County roads with twenty-five (25) mph speed limits based on engineering study. Engineering studies, performed by or under the direction of county engineer, warrant the setting of a twenty-five (25) mph speed limit for the following county roads:

(1) NW 21st Avenue/NW Fruit Valley Road between NW 94th Street and NW Lakeshore Avenue;

(2) NE 124th Avenue between NE 76th Street and the Vancouver city limit;

(3) NE 114th Street between NE 124th Avenue and NE 132nd Avenue;

(4) NE 132nd Avenue between NE 114th Street and NE 119th Street; and,

(5) NE 312th Avenue between NE Ireland Road and NE 41st Circle; and,

(6) NE Highway 99 between NE 20th Avenue and NE 134th Street ((.)); and,

(7) NE 63rd Street between NE 94th Avenue and NE Covington Road; and,

(8) NE/NW Bassel Road from NE Hazel Dell Avenue to a point 0.43 miles north; and,

(9) NW 93rd Street between NW Lakeshore Avenue and NW 27th Avenue; and,

(10) NE/NW 94th Street between NW 9th Avenue and NE Hazel Dell Avenue.

Section 5. Amendatory. Sec. 4 of Ord. 2017-04-02, most recently amended by Sec. 5 of Ord.

2019-03-01, codified as CCC 10.03.040 is hereby amended to read:

10.03.040 County roads with thirty-five (35) mph speed limit based on engineering study. Engineering studies, performed by or under the direction of county engineer, warrant the setting of a thirty-five (35) mph speed limit for the following county roads:

(1) NE 88th Street between NE Andresen Road and NE 94th Avenue;

(2) NE 119th Street between NE 72nd Avenue and one-half (1/2) miles west of NE 72nd Avenue upon substantial completion of Capital Improvement Project No. 333122: NE 119th Street Vicinity of NE 50th Avenue to West of NE 72nd Avenue; and,

(3) NE 262nd Avenue from NE Bradford Road to a point 0.63 miles north; and,

(4) NE 259th Street between NE 82nd Avenue and NE Manley Road upon substantial completion of Capital Improvement Project No. 322012; and,

(5) NE Manley Road between NE 259th Street and NE 92nd Avenue upon substantial completion of Capital Improvement Project No. 322012; and,

(6) NE 92nd Avenue between NE Manley Road and NE 239th Street upon substantial completion of Capital Improvement Project No. 322012; and

(7) NE 239th Street between NE 92nd Avenue and Battle Ground City Limits; and

(8) NE Tenney Road between NE 10th Avenue and NE 12th Avenue; and

(9) NE 134th Street between NE 12th Avenue and NE Salmon Creek Avenue; and

(10) NE 47th Avenue between NE Minnehaha Street and NE 78th Street ((.)); and,

(11) NE 239th Street between NW 20th Avenue and Battle Ground City Limits; and,

(12) NE 139th Street between NE Tenney Road and NE 20th Avenue; and,

(13) NE 50th Avenue between NE St Johns Road and NE 119th Street.

Section 6. Amendatory. Sec. 6 of Ord. 2018-10-08, most recently amended by Sec. 6 of Ord. 2019-03-01, codified as CCC 10.03.050 is hereby amended to read:

10.03.050 County roads with forty (40) mph speed limit based on engineering study. Engineering studies, performed by or under the direction of county engineer, warrant the setting of a forty (40) mph speed limit for the following county roads:

(1) NE 164th Street between NE 182nd Avenue and NE 205th Avenue; and,

(2) NE 202nd Avenue from NE 164th Street for 500 feet to the south; and,

(3) NE 20th Avenue between NE Highway 99 and NE 134th Street ((.)); and,

(4) NE Covington Road between NE 107th Avenue and Vancouver City Limits; and,

(5) NE 221st Avenue between NE Cedar Creek Road and SR 503.

Section 7. Enforcement. The Washington State Patrol is requested to enforce the provisions of this ordinance. The Sheriff of Clark County is directed to enforce the provisions of this Ordinance. The Director of Public Works is directed to erect and maintain the necessary signs in accordance with the Uniform Standards adopted by the Washington State Secretary of Transportation.

Section 8. Effective Date. All sections of this ordinance shall be effective on the 10th day following adoption.

Section 9. Instructions to Clerk. The Clerk of the Council shall:

(1) Record a copy of this Ordinance with the Clark County Auditor; and
(2) Cause notice of adoption of this Ordinance to be published forthwith, pursuant to Clark County Charter Article 8, Section 8.2.
(3) Provide a copy of this Ordinance to Code Publishing with instructions to publish.

Section 10. Direction to Code Reviser. Sections 1, 2, and 7-11 are not subject to codification.

Section 11. Roll Call Vote. The following persons voted in favor of adopting the above ordinance, Temple Lentz, Julie Olson, John Blom, Gary Medvidy, + Eileen Quiring.

The following persons voted in opposition to the adoption of the above ordinance,

ADOPTED on this 24th day of March, 2020.

Attest:

Clerk to the Council

CLARK COUNTY COUNCIL
CLARK COUNTY, WASHINGTON

Eileen Quiring, Chair

Approved as to Form Only:
ANTHONY GOLIK
Prosecuting Attorney

By: Bill Richardson
Deputy Prosecuting Attorney

Temple Lentz, Councilor

Julie Olson, Councilor

John Blom, Councilor

Gary Medvigy, Councilor

CLARK COUNTY, WASHINGTON 1844

NOTICE OF PUBLIC HEARING

The Clark County Council will hold a public hearing at 6 p.m. on **Tuesday, the 24th of March, 2020** in the Council Hearing Room, Sixth Floor, Public Service Center, 1300 Franklin Street, Vancouver, Washington to consider:

Changing speed limits along the following corridors:

1. NE 63rd Street between NE 94th Avenue and NE Covington Road
2. NE 299th Street from NE Kelly Road for 0.50 miles to the east
3. NE Covington Road between NE 107th Avenue and Vancouver City Limits
4. NE 239th Street between NW 20th Avenue and Battle Ground City Limits
5. NE/NW Bassel Road from NE Hazel Dell Avenue to a point 0.43 miles to the north
6. NE 139th Street between NE Tenney Road and NE 20th Avenue
7. NW 93rd Street between NW Lakeshore Avenue and NW 27th Avenue
8. NE/NW 94th Street between NW 9th Avenue and NE Hazel Dell Avenue
9. NE 221st Avenue between NE Cedar Creek Road and SR 503
10. NE 50th Avenue between NE St Johns Road and NE 119th Street

More information may be obtained by contacting Matt Griswold, P.E., Traffic Engineering & Operations Section Supervisor at Clark County Public Works, 564-397- 6118 extension 4372, or by going to http://www.clark.wa.gov/public-works.

Any person wishing to give testimony regarding this matter should appear at the time, date, and place stated above.

CLARK COUNTY COUNCIL

_____
Clerk of the Council

Approved as to Form Only
ANTHONY F. GOLIK
Prosecuting Attorney

By_____
Deputy Prosecuting Attorney

PLEASE PUBLISH: _____

For other formats contact the Clark County ADA Program:
Voice (360) 397-2322; **Relay** 711 or (800) 833-6388
Fax (360) 397-6165; **Email** ADA@clark.wa.gov

Speed Limit Changes

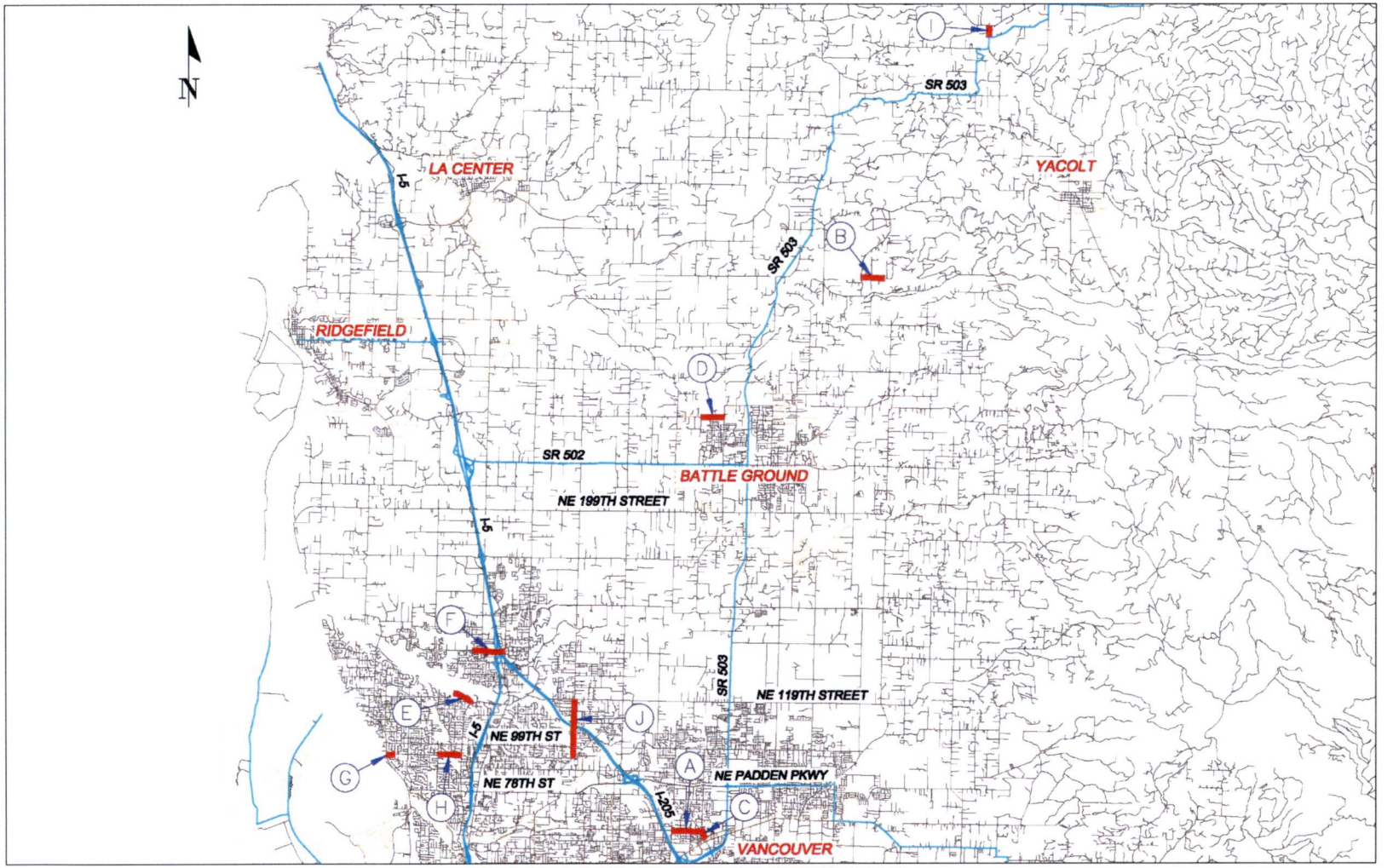
Public Works Traffic Engineering & Operations

March 24, 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 thei 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

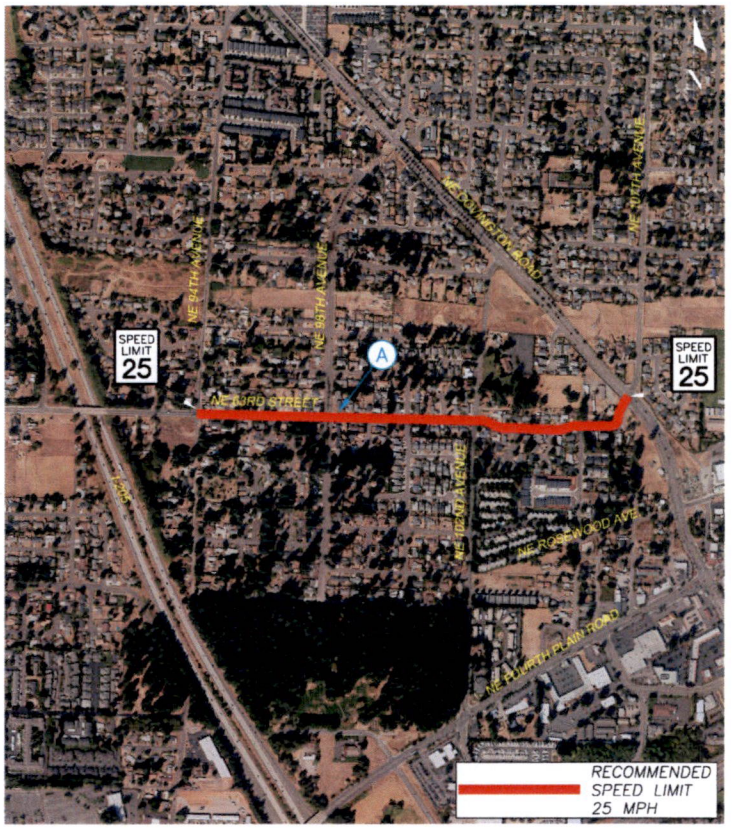
- The following are the general recommended speed limits for each roadway classification:
  - Parkways – 50 MPH
  - Principal arterials – 45 or 50 MPH
  - Minor arterials – 35 or 40 MPH
  - Collector streets – 30 or 35 MPH
  - Circulator streets – 25 or 30 MPH
  - Local access residential streets – 25 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
- Residential access road in nature
- Approximately 0.65 miles in length
- Existing speed limit = Posted as 25 MPH but no resolution to support it
- Recommended speed limit = 25 MPH (Housekeeping)



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

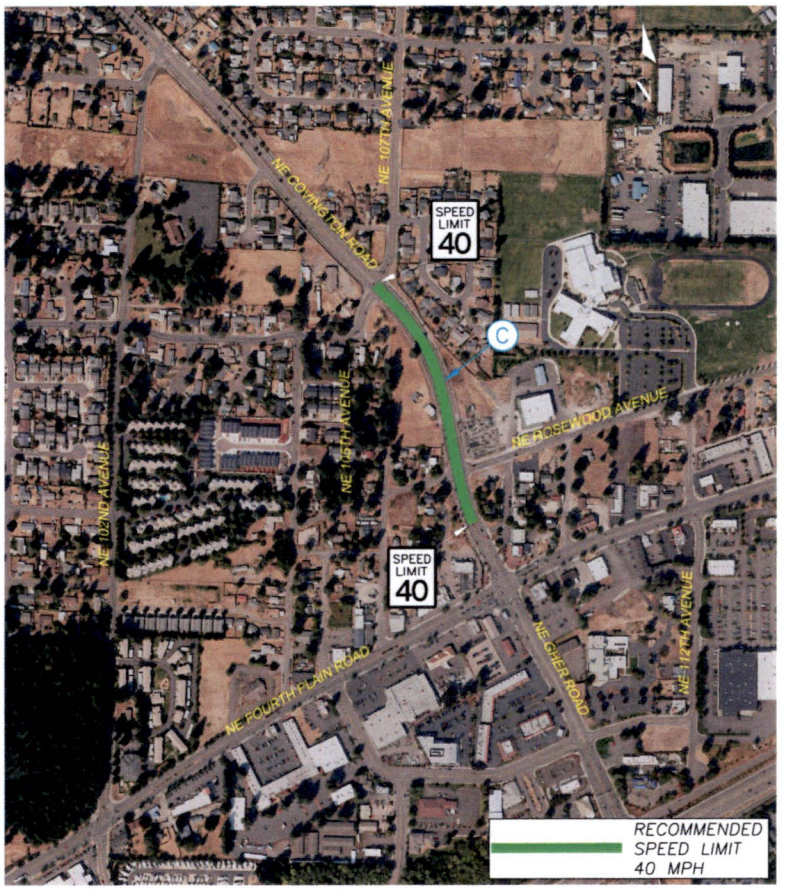
NE 299th St (NE Kelly Rd for 0.5 miles east)

- 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 Covington Rd
(NE 107th Ave to Vancouver City Limits)

- Urban minor arterial
- Inconsistent speed limits within the corridor.
- Currently a mix of 25 MPH and basic rule
- Speed was set before realignment project 40 years ago
- Speed to the north and south are posted as 40 MPH
- Approximately 0.23 miles in length
- Existing speed limit = Posted as 35 MPH but the resolution says 25 MPH/unposted
- Recommended speed limit = 40 MPH



NE COVINGTON ROAD
(NE 107 AVENUE TO VANCOUVER CITY LIMITS)
EXHIBIT C

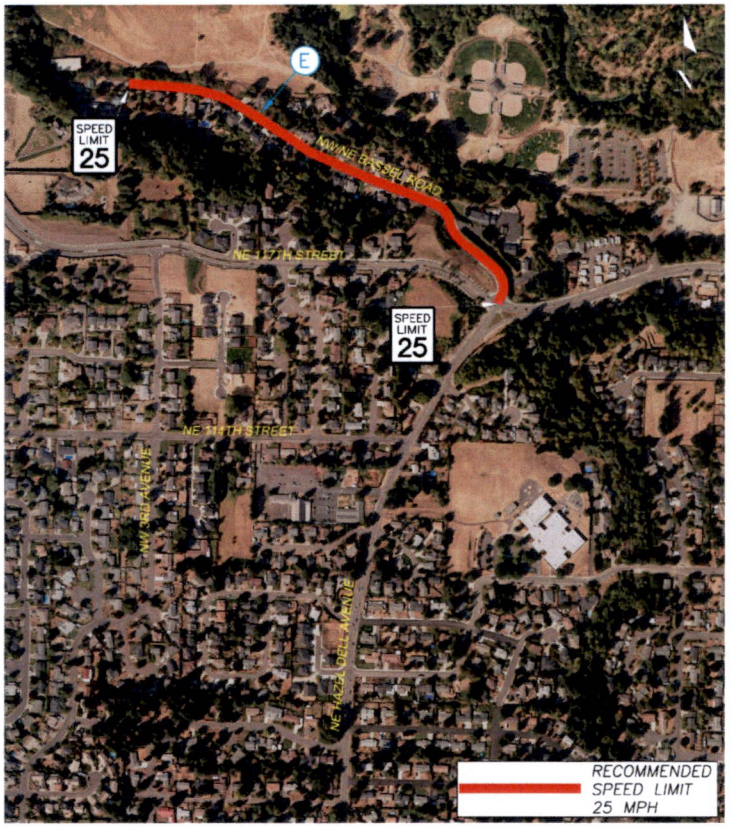
NE 239th St
(NE 20th Ave to Battle Ground City Limits)

- 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
- Approximately 0.50 miles in length
- 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
- Approximately 0.79 miles in length
- 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
- Approximately 0.18 miles in length
- 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

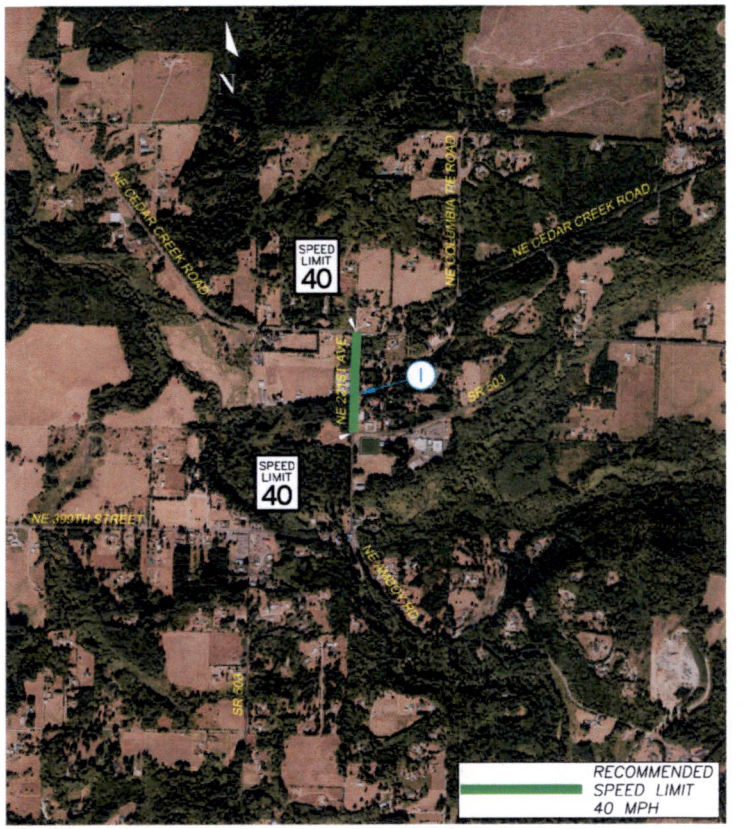
NE/NW 94th St (NW 9th Ave to NE Hazel Dell Ave)

- Urban collector
- Corridor is residential in nature
- Approximately 0.51 miles in length
- 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)

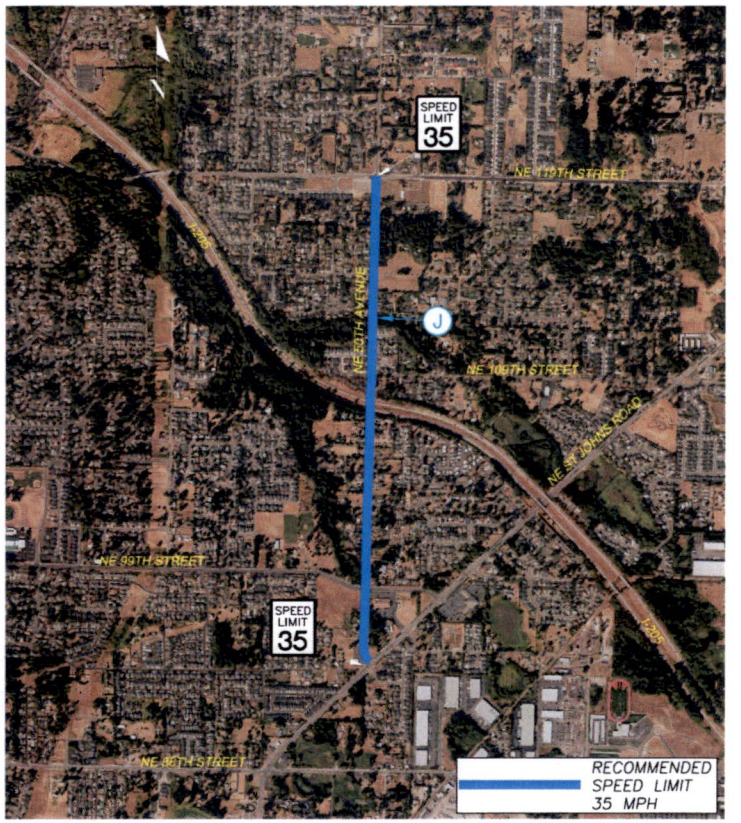
- Rural major collector
- Provides connection to state route
- Speed study supports revising the regulatory speed to 40 MPH
- Approximately 0.25 miles in length
- Existing speed limit = 25 MPH
- Recommended speed limit = 40 MPH



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
- Approximately 1.23 miles in length
- 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

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