

Jefferson County  
Board of Commissioners  
Agenda Request

**To:** Board of Commissioners  
Philip Morley, County Administrator

**From:** Frank Gifford, Public Works Director *FG*

**Agenda Date:** July 15, 2013

**Subject:** Resolution revising speed limits  
Conduct Public Hearing

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**Statement of Issue:**

Conduct a public hearing to revise Exhibit "A" Jefferson County Speed Limits of Ordinance 11-1214-98 Regulating Traffic on County Roads, codified as Jefferson County Code, Chapter 10.05 Model Traffic Ordinance.

**Analysis/Strategic Goals/Pro's & Con's:**

RCW 46.61.415 authorizes the Board to revise speed limits on County Roads based on engineering and traffic investigations that conform to criteria for establishing speed limits in the Manual on Uniform Traffic Control Devices. Public Works has conducted engineering and traffic investigations and recommends lowering the speed limit on Thomas Street from 35 MPH to 25 MPH and lowering the speed limit on S. Discovery Road from Mile Post 2.62 to Mile Post 3.62 (adjacent to the Discovery Bay Golf Course) from 40 MPH to 35 MPH. See attached Summary Report and Engineering and Traffic Investigation.

Public Works also recommends setting 25 MPH speed limits on the following residential streets in the Oak Bay area that were accepted as County Roads by Resolution 72-12: Jacobsen Drive, Goldenview Drive, Graceland Way, Kingfisher Place, and Sweet Home Road.

**Fiscal Impact/Cost Benefit Analysis:**

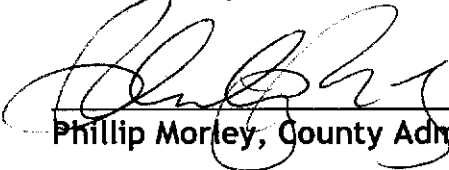
NA

**Recommendation:**

Approve resolution revising "Exhibit A" of Ordinance No. 11-1214-98.

**Department Contact:** Rick Montgomery, 385-9361

Reviewed By:

  
\_\_\_\_\_  
Phillip Morley, County Administrator

  
\_\_\_\_\_  
Date

**STATE OF WASHINGTON**  
**County of Jefferson**

In the Matter of Revising )  
Exhibit "A" Jefferson County Speed Limits )  
Of Ordinance #11-1214-98 ) RESOLUTION NO. \_\_\_\_\_  
Regulating Traffic Speeds on County Roads, )  
Codified as Jefferson County Code, Chapter 10.05 )

**WHEREAS**, the speed limits on County Roads are listed in Exhibit "A" Jefferson County Speed Limits of Ordinance #11-1214-98 Regulating Traffic on County Roads, codified as Jefferson County Code, Chapter 10.05; and

**WHEREAS**, the Revised Code of Washington (RCW) 46.61.415 authorizes local authorities to decrease or increase the maximum legal speed limit on County Roads on the basis of an engineering and traffic investigation finding that the appropriate maximum speed is greater or less than is currently listed in Exhibit "A"; and

**WHEREAS**, the County Engineer has conducted engineering and traffic investigations and has determined that the appropriate maximum speed limits on certain County Roads at certain locations are less than those that are currently listed in Exhibit "A"; and

**WHEREAS**, the County Engineer has presented the results of those engineering and traffic investigations to the Jefferson County Board of Commissioners for their consideration in a duly noticed public hearing; and

**WHEREAS**, certain residential streets accepted as County Roads and added to the Official County Road Log by Resolution 72-12 have been added to Exhibit "A" with appropriate speed limits for residential streets;

**NOW THEREFORE BE IT RESOLVED** that the maximum speed limits on County Roads shall be as listed in the revised Exhibit "A" dated May 10, 2013 of Ordinance #11-1214-98 Regulating Traffic Speeds on County Roads, Codified as Jefferson County Code, Chapter 10.05 and that all previous versions of said Exhibit "A" are hereby repealed.

**APPROVED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

**JEFFERSON COUNTY**  
**BOARD OF COMMISSIONERS**

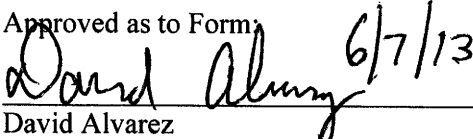
\_\_\_\_\_  
John Austin, Chair

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Phil Johnson, Member

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David W. Sullivan, Member

ATTEST:

\_\_\_\_\_  
Carolyn Avery  
Deputy Clerk of the Board

Approved as to Form: 6/7/13  
  
\_\_\_\_\_  
David Alvarez  
Deputy Prosecuting Attorney

## SUMMARY REPORT FOR REVISING EXHIBIT "A" OF THE COUNTY TRAFFIC ORDINANCE

This Report discusses recommended additions and revisions to Exhibit "A" Speed Limits on County Roads of Ordinance #11-1214-98 adopting the Washington Model Traffic Ordinance and other traffic statutes regulating traffic speeds on County Roads.

### Additions to Exhibit "A"

The following roads were added to the County Road system by Resolution 72-12 since the last update to Exhibit "A". They are all residential streets. Most residential streets in the County have 25 MPH speed limits. These recommended additions are included in the revised Exhibit "A"

ROAD NAME	ROAD NUMBER	FROM/TO MP	RECOMMENDED SPEED
Jacobsen Dr.	573509	0.000 - 0.336	25
Graceland Dr.	573609	0.000 - 0.510	25
Kingfisher Pl	573709	0.000 - 0.255	25
Goldenview Dr	573809	0.000 - 0.260	25
Sweet Home Rd	576709	0.000 - 0.140	25

### Revisions to Exhibit "A"

The following revisions to Exhibit "A" are recommended based on the engineering and traffic investigations described in this Summary Report.

#### Engineering and Traffic Investigations

1) Based on the attached engineering and traffic investigation, Public Works recommends lowering the speed limit on the segment of S. Discovery Road listed below from the current 40 MPH to 35 MPH.

ROAD NAME	ROAD NUMBER	FROM/TO MP	CURRENT EXHIBIT "A"	RECOMMENDED SPEED
South Discovery Road	601508	2.620 - 3.620	40	35

2) Based on an engineering and traffic investigation, Public Works recommends lowering the speed limit on the segment of Thomas Street listed below from 35 MPH to 25 MPH. Public Works considered the roadway width, the vertical alignment, and the adjacent land use and consistency with the 25 MPH speed limits on Mill Road to the south and on the City of Port Townsend segment of Thomas Street to the north.

ROAD NAME	ROAD NUMBER	FROM/TO MP	CURRENT EXHIBIT "A"	RECOMMENDED SPEED / CURRENT POSTING
Thomas Street	699519	0.000 - 0.290	35	25

**IRONDALE ACRE TRACTS (OAK HILLS) COUNTY ROADS**

**PROPOSED SPEED LIMIT FOR ALL ROADS  
IN THIS TRACT - 25 MPH**

GOLDENVIEW DR

KINGFISHER PL

GRACELAND WAY

JACOBSEN DR

OAK BAY RD

© 2013 Google

Imagery Date: 8/25/2011 48°01'01.05" N 122°44'18.48" W el



**PROPOSED EXTENSION OF THE EXISTING  
35 MPH ZONE FROM MP 2.620 TO MP 3.620**

**EXISTING  
35 MPH  
ZONE**

**TRAIL CROSSING MP 2.874**

**3.620**

Image U.S. Geological Survey Trail  
© 2013 Google

Imagery Date: 8/25/2011 48°03'44.48" N 122°50'34.82" W el



**PROPOSED SPEED LIMIT CHANGE FOR  
THOMAS ST FROM 35 MPH TO 25 MPH**

**MILL ROAD  
EXISTING 25 MPH**

**CITY BOUNDARY**

**EXISTING 25 MPH  
INSIDE CITY LIMITS**

**FROM MP 0.00**

**TO MP 0.290**

**Thomas St**

**Larry Scott Trail**

**Mill Rd**

**1st St**

**2nd St**

**3rd St**

© 2013 Google

Imagery Date: 8/25/2011 48°06'00.08" N 122°48'00.29" W

# REPORT OF ENGINEERING and TRAFFIC INVESTIGATION and PROPOSED SPEED LIMIT CHANGE

**ROAD NAME and NUMBER:** S. Discovery Road, County Road No. 601508  
**TERMINI:** From Mile Post (MP) 2.620 to MP 3.620  
**EXISTING MAXIMUM SPEED LIMIT:** 40 Miles per Hour (MPH)  
**PROPOSED MAXIMUM SPEED LIMIT:** 35 MPH  
**DATE OF STUDY:** November - 2012 – April - 2013

The County Engineer requested the preparation of this engineering and traffic investigation to consider lowering the speed limit on S. Discovery Road because of the following factors:

- New Larry Scott Trail Crossing at MP 2.874: North and southbound traffic on S. Discovery Road is traveling at speeds that create a hazard for pedestrians, bicyclists, and equestrians crossing S. Discovery Road.
- Sharp horizontal and vertical curves at MP 3.300 are associated with an accident rate that exceeds other segments of S. Discovery Road and the average for all County Roads.

RCW 46.61.400 Basic Rule and Maximum Limits states that the maximum speed limit on county roads shall be 50 MPH. It also states that the maximum speed limits may be altered as authorized in RCW 46.61.405, 46.61.410 and 46.61.415.

RCW 46.61.415 When Local Authorities May Alter Maximum Limits allows local authorities to:

- Decrease the limit at intersections.
- Increase the limit, but not to more than 60 MPH.
- Decrease the speed limit to no lower than 20 miles per hour.

Local authorities in their respective jurisdictions shall determine by an engineering and traffic investigation the appropriate speed for all roadways.

The Manual on Uniform Traffic Control Devices (MUTCD) recognizes the importance of the 85<sup>th</sup> Percentile speed of free flowing traffic when establishing speed limits. Consideration should also be given to roadway characteristics, roadside development, safe speed on curves, and reported accident history for a recent 12-month period. The following analysis has been completed for this roadway segment.

## ANALYSIS

### 85<sup>th</sup> PERCENTILE SPEED

The 85<sup>th</sup> percentile speed is as follows:

#### North of Trail Crossing Before Crossing Installation 11/14/12 to 11/22/12

MP	Northbound	Southbound	Combined	Note: Southbound enters Crosswalk
2.758	47.5 MPH	48.7 MPH	48.2 MPH	



**At Trail Crossing  
Before Crossing Installation 11/14/12 to 11/22/12**

MP	Northbound	Southbound	Combined
2.870	49.0 MPH	50.3 MPH	49.6 MPH

**South of Trail Crossing  
Before Crossing Installation 11/14/12 to 11/22/12**

MP	Northbound	Southbound	Combined	Note: Northbound enters Crosswalk
2.980	48.0 MPH	48.0 MPH	48.0 MPH	

**At Trail Crossing  
After Crossing Installation 12/7/12 to 12/14/12**

MP	Northbound	Southbound	Combined
2.870	46.5 MPH	48.9 MPH	48.1 MPH

**ROADWAY CHARACTERISTICS**

The road segment starting at MP 2.62 begins with a 1,530' tangent section followed by slight horizontal and vertical curves at mile post 3.0, a 700' tangent section, sharp horizontal and vertical curves, and a 1,520' tangent section that ends at MP 3.62 at the southerly Cape George Road intersection. At this point the speed limit is 35 MPH.

This segment has two intersecting private road, Douglas Way and Snagstead Way serving twenty four residents at the north end, the Larry Scott Trail Crossing, and three residential driveways. The Average Annual Daily Traffic (AADT) is 1,193 vehicles per day. Douglas Way has an estimated 100 ADT and Snagstead Way an estimated 180 ADT. The pavement width is 20 feet with 2' gravel shoulders.

**SITE DISTANCES**

Site distances on S. Discovery Road at the Larry Scott Trail Crossing at MP 2.870 were measured in the field and are compared with AASHTO requirements below:

**Stopping Site Distance**

AASHTO (minimum) 425' @ 50mph	S/B S. Discovery Road 740' (actual)
AASHTO (minimum) 425' @ 50mph	N/B S. Discovery Road 940' (actual)

**ROADSIDE DEVELOPMENT**

Roadside development consists of residential development, agricultural uses, and a public golf course

## CRASH HISTORY

The five year crash history (2007 through 2012) is as follows:

MP	CRASH		SEVERITY	SURFACE		LIGHT		ALCOHOL	
	DATE	CRASH TYPE		CONDITION	CONDITION	TIME	RELATED	CITATION	
3.088	01/29/13	DEER / LEFT ROADWAY S/B / IMPACTED TREE AND MAILBOX	PDO	WET	DARK	19:05	NO	NO	
3.308	04/26/12	CURVE SB / HIGH RATE / LEFT ROADWAY / ROLLED OVER / 3 TIMES	INJURY	WET	DAYLIGHT	12:08	NO	YES	
3.314	10/12/12	CURVE SB / MOTORCYCLE / LEFT ROADWAY / IMPACTED DITCH	INJURY	DRY	DAYLIGHT	06:40	YES	YES	
3.320	11/26/11	CURVE SB / ONTO SHOULDER / LOST CONTROL / CROSSED CLINE / IMP. TREE	PDO	DRY	DARK	01:00	NO	YES	
3.600	03/18/11	SCHOOL BUS / INATTENTION ADJ. HEATER / LEFT ROADWAY / RE-ENTERED	PDO	DRY	DAYLIGHT	8:04	NO	NO	

The history shows a cluster of crashes that indicates a some drivers have difficulty negotiating with the roadway at the horizontal and vertical curve at MP 3.30. The crash rate for this road segment is 2.30 crashes per million miles per year compared to an average of 1.26 crashes for Jefferson County Roads and an average of 2.20 crashes for county roads nationally. Of the five crashes listed two involved injuries. Three of the crashes (driving under the influence, high speed, and negligent driving) were located at the horizontal and vertical curve at MP 3.30. Inattention was a contributing factor in the remaining crash located at the south end of the segment.

## TRAVEL IMPACTS

Reduction of the speed from 40 to 35 mph on this segment will increase travel times by 12 seconds.

## CONCLUSIONS

The 85<sup>th</sup> percentile, 48 MPH, for this road segment is above the posted speed limit, 40 MPH. Other factors that must be taken into account include the lane width, shoulder width, AADT, horizontal and vertical alignment, the number of road approaches, the addition of the Larry Scott Trail crossing, the horizontal sight distance on the inside of curves, and roadside development that affects the motorists ability to be prepared for possible conflicts. These are all factors that cumulatively affect the decision to lower the speed limit. Comparison of speed limits on other roads with similar characteristics and the speed limits of connecting road segments may also be helpful in determining a course of action.

## OPTIONS

- Install Rumble Strips for both north and southbound traffic approaching the Larry Scott Trail crossing and eliminate the passing lanes adjacent to the Trail crossing.
- Lower the speed limit from MP 2.620 to MP 3.620 from the current 40 MPH to 35 MPH and request enforcement from the Sheriff's Department for compliance with this change.
- Do nothing at this time. Continue to monitor site for speed, conflicts, and accidents.

## RECOMMENDATION

It is recommended that the speed limit be lowered to 35 MPH. Roadway geometry, accident history, and the addition of the Larry Scott Trail crossing are compelling factors that support speed limit reduction. This section ties into a 35 MPH segment on the south so there would not be a speed trap. Rumble strips will be installed on both sides of the Larry Scott Trail crossing as part of the Run Off Road and Intersection Improvement project.