

cc: PW 11/20/18



**COUNTY OF JEFFERSON  
STATE OF WASHINGTON**

In the Matter of Revising }  
Exhibit "A" Jefferson County Speed Limits }  
Of Ordinance #11-1214-98 }  
Regulating Traffic Speeds on County Roads }  
Codified as Jefferson County Code, Chapter 10.05 }

RESOLUTION NO. 59-18

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

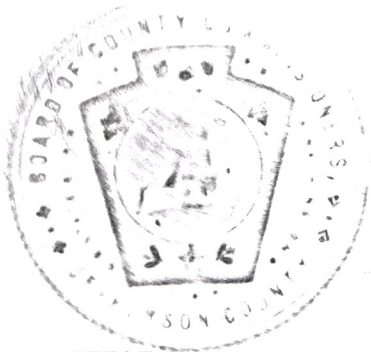
**WHEREAS**, the Revised Code of Washington (RCW) 46.61.415 authorizes local authorities to decrease or increase the maximum legal speed limit on County Roads on the basis of engineering and traffic investigation findings that the maximum speed is greater or less than is currently listed in Exhibit "A";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

**WHEREAS**, the County Engineer has presented the results of the engineering and traffic investigation, Shine Road Speed Limit and Traffic Study, dated October 2018, to the Jefferson County Board of Commissioners for their consideration in a duly noticed public hearing; and

**WHEREAS**, the County Engineer has recommended the reduction of Shine Road legal speed limit to 25 MPH based on findings consistent with Federal Highways Administration guidance and the Manual on Uniform Traffic Control Devices (MUTCD);


**IT IS HEREBY RESOLVED** that the maximum speed limits on County Roads shall be listed in the revised Exhibit "A" dated November 11, 2018 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Roads, Codified as Jefferson County Code, Chapter 10.05 and that all previous versions of said Exhibit "A" are hereby repealed.

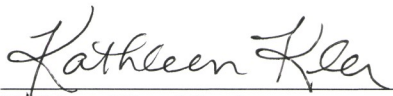
APPROVED and ADOPTED this 19<sup>th</sup> day of November 2018.



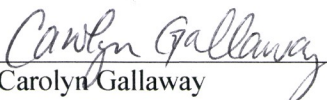
JEFFERSON COUNTY  
BOARD OF COMMISSIONERS

  
\_\_\_\_\_  
David Sullivan, Chair

  
\_\_\_\_\_  
Kate Dean, Member

  
\_\_\_\_\_  
Kathleen Kler, Member

ATTEST:

  
\_\_\_\_\_  
Carolyn Gallaway  
Deputy Clerk

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
1st St.	638209	0.00	0.19	25
2nd St.	638409	0.00	0.16	25
3rd Ave.	675509	0.00	0.15	20
3rd St.	639809	0.40	0.60	25
4th Ave.	672009	0.00	0.20	25
5th Ave.	669109	0.00	0.34	25
6th Ave.	667109	0.00	0.18	25
7th Ave.	665709	0.00	0.41	25
8th Ave.	674709	0.00	0.14	25
9th Ave.	663109	0.00	0.05	25
9th Ave.	674909	0.00	0.13	25
10th Ave.	663009	0.00	0.13	25
A St.	641409	0.00	0.06	25
Adelma Beach Rd.	602309	0.00	0.66	25
Adventurer Ln.	543709	0.00	0.09	25
Airport Rd.	683209	0.00	0.28	25
Alderview Ln.	566409	0.00	0.10	25
Aldrich Rd.	608709	0.00	0.17	20
Alley St.	646109	0.00	0.09	20
Alma St.	636009	0.00	0.06	15
Ames Ln.	512609	0.00	0.09	25
Anderson Lake Rd.	523408	0.00	2.77	50
Anderson Rd.	521509	0.00	0.05	20
Anderson St.	663209	0.00	0.12	25
Andy Cooper Rd.	505509	0.00	1.12	20
Ann Kivley Dr.	529109	0.00	0.27	25
Appaloosa Dr.	251909	0.00	0.62	25
Appaloosa Pl.	259209	0.00	0.06	25
Arabian Dr.	261509	0.00	0.46	25
Arcadia Dr.	624609	0.00	0.08	25
Argyle Ln.	508809	0.00	0.11	25
Aubrey Ave.	302109	0.00	0.03	25
Azalea Ln.	243209	0.00	0.09	25
B St.	641209	0.00	0.14	25
Bachelor Rd.	501609	0.00	0.71	25
Baldwin Ln.	544109	0.00	0.21	25
Baldwin Rd.	581709	0.00	0.20	20
Barque Ln.	511609	0.00	0.06	25
Bayshore Dr.	557409	0.00	0.57	25
Bayveiw Ct.	209109	0.00	0.06	25
BayView Ave.	208709	0.00	0.30	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Bayview Ln.	602709	0.00	0.15	25
Bayview St.	693219	0.00	0.136	25
Beach Dr.	580609	0.00	0.29	20
Beachcrest Ln.	564809	0.00	0.14	20
Beattie Ave.	678309	0.00	0.18	20
Beausite Lake Rd.	519009	0.00	0.71	20
Becker St.	608809	0.00	0.19	25
Beckett Point Rd.	617509	0.00	0.64	25
Beckett Point Rd.	617509	0.64	1.26	20
Bee Mill Rd.	273408	0.00	1.54	30
Bee Mill Rd.	273408	1.54	2.32	25
Belfrage Rd.	503409	0.00	0.43	20
Belgian Dr.	251709	0.00	0.14	25
Belle St.	630609	0.00	0.04	25
Beveridge Ln.	593509	0.00	0.07	20
Big Quilcene River Rd.	305709	0.00	1.91	20
Birch Ct.	200609	0.00	0.07	25
Black Point Ct.	210209	0.00	0.068	25
Black Point Rd.	242609	0.00	1.02	35
Black Point Rd.	242609	1.02	2.04	20
Blanche Ave.	531609	0.00	0.19	25
Blue Heron Rd.	595909	0.00	0.06	20
Blue Horizon Ct.	682809	0.00	0.22	25
Blue Mountain Rd.	510529	0.00	0.51	25
Bluejay Ln.	450309	0.00	0.26	25
Boardwalk Pl.	679309	0.00	0.12	25
Boulder Dr.	216609	0.00	0.15	25
Boulton Rd.	343309	0.00	1.27	25
Bowen St.	318809	0.00	0.24	25
Brighton Ave.	648909	0.00	0.27	25
Brinnon Cemetery Rd.	251409	0.00	0.04	25
Brinnon Ln.	245209	0.00	0.22	25
Broad Spit Rd.	332809	0.00	0.78	25
Brodgers Rd.	502709	0.00	0.06	25
Broshear Rd.	423809	0.00	0.09	20
Bruce Rd.	661809	0.00	0.13	20
Brush Plant Loop Rd.	327109	0.00	0.20	25
Buckhorn Rd.	279109	0.00	0.23	20
C St.	638109	0.00	0.08	25
Camano Ln.	511009	0.00	0.15	25
Camber Ln.	514409	0.00	0.43	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Cameron Dr.	508109	0.00	0.33	25
Camp Discovery Rd.	422009	0.00	0.86	20
Camp Harmony Rd.	414109	0.00	0.60	20
Canal Lane Ct.	208209	0.00	0.03	25
Canal Ln.	207709	0.00	0.24	25
Canal View St.	207909	0.00	0.44	25
Candace Rd.	533409	0.00	0.07	25
Cape George Rd.	622808	0.00	0.23	35
Cape George Rd.	622808	0.23	1.91	50
Cape George Rd.	622808	1.91	4.69	40
Cape George Rd.	622808	4.69	4.95	30
Cape George Rd.	622808	4.95	7.575	40
Cape George Wye	623709	0.00	0.23	25
Carey Ct.	552909	0.00	0.07	25
Carl Johnson Rd.	347509	0.00	1.29	20
Carroll Ave.	693719	0.00	0.18	20
Carter Ln.	212809	0.00	0.02	25
Cascade Ave.	678409	0.05	0.15	25
Cascade Ln.	510409	0.00	0.10	25
Cassellary Rd.	500309	0.00	0.32	25
Cedar Ave.	637109	0.00	0.63	25
Cedar Cove Rd.	243909	0.00	0.22	25
Cedar Ct.	635009	0.00	0.03	25
Cedar Ln.	655009	0.00	0.15	20
Cedar Pl.	203109	0.00	0.07	25
Cemetery Rd.	337009	0.00	0.51	25
Center Cemetery Rd.	503109	0.00	0.26	20
Center Rd.	931507	0.00	14.36	55
Center Rd.	931507	14.36	14.70	35
Center Rd.	931507	14.70	15.01	30
Charles St.	535009	0.00	0.05	20
Cherry Ave.	522309	0.00	0.25	25
Chimacum Creek Dr.	533209	0.00	0.25	25
Chimacum Park Rd.	522809	0.00	0.14	15
Chimacum Rd.	932507	0.00	0.43	25
Chimacum Rd.	932507	0.43	1.57	40
Chinook Dr.	206409	0.00	0.16	25
Christney Rd.	532909	0.00	0.28	25
Church Ln.	251109	0.00	0.52	25
Church Rd.	528209	0.00	0.06	25
Cirque Dr.	206709	0.00	0.29	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Clearwater Rd.	107509	0.00	2.73	40
Clearwater Rd.	107509	2.73	3.06	25
Clearwater Rd.	107509	3.06	3.74	40
Clearwater Rd.	107509	3.74	4.13	25
Clear View Pl.	515549	0.00	0.12	25
Cleveland St.	578309	0.00	0.49	25
Cliffline Ct.	224709	0.00	0.11	25
Clipper Ln.	511809	0.00	0.08	25
Colwell St.	630009	0.00	0.05	25
Combs Pl.	613909	0.00	0.07	25
Combs St.	610409	0.00	0.26	25
Commercial Ave.	501009	0.00	0.04	20
Condon Ln.	545109	0.00	0.21	25
Cook Ave. Ext.	629307	0.00	0.62	25
Cook St.	629019	0.00	0.13	20
Cora St.	635409	0.00	0.11	25
Corey Ln.	247809	0.00	0.16	25
Cottonwood Ct.	682509	0.00	0.17	25
Country Ridge Dr.	510559	0.00	0.28	25
County Landfill Rd.	626009	0.00	0.55	25
County Shop Rd.	241309	0.00	0.12	25
Cove Way	274009	0.00	0.08	25
Covington Way	523809	0.00	0.02	25
Coyle Rd.	403908	0.00	14.21	50
Coyle Rd.	403908	14.21	14.64	25
Coyle Rd.	403908	14.64	14.97	20
Craig Rd.	502809	0.00	0.17	25
Creek Ct.	214909	0.00	0.05	25
Creek Dr.	214709	0.00	0.14	25
Cressey Ln.	510209	0.00	0.10	25
Crestview Dr.	515509	0.00	0.31	25
Critter Ln.	625709	0.00	0.16	20
Crutcher Rd.	620809	0.00	0.44	25
Crystal Ct.	517309	0.00	0.14	25
Cul-de-Sac	642709	0.00	0.04	25
Curtiss St.	651309	0.00	0.26	25
Cutter Ln.	511109	0.00	0.03	25
D St.	658909	0.00	0.36	25
Dabob Post Office Rd.	425309	0.00	0.44	35
Dabob Post Office Rd.	425309	0.44	1.46	25
Dabob Post Office Rd.	425309	1.46	2.07	20

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Dabob Rd.	348808	0.00	5.23	40
Daisey King Ln.	502309	0.00	0.11	20
Daisey King Rd.	502509	0.00	0.44	20
Deema Smakman Rd.	308509	0.00	0.14	25
Deer Hollow Circle	516309	0.00	0.22	25
Deer Hollow Rd.	508709	0.00	0.13	25
Dickey St.	440309	0.00	0.19	20
Disco. Bay Cemetery Rd.	500609	0.00	0.10	20
Discovery St.	606909	0.00	0.03	20
Dogwood Ln.	243009	0.00	0.15	25
Donald Rd.	401509	0.00	0.25	20
Dosewallips Rd.	250008	0.00	6.81	35
Dowans Creek Rd.	146809	0.00	2.49	20
Drew Ln.	509809	0.00	0.19	25
Driftwood Ct.	515309	0.00	0.07	25
Duckabush Rd.	227408	0.00	1.01	25
Duckabush Rd.	227408	1.01	2.35	35
Duckabush Rd.	227408	2.35	3.66	25
Dunbar Ct.	508309	0.00	0.03	25
Dunsmuir Rd.	508409	0.00	0.27	25
Duquesne Ave.	678509	0.00	0.28	25
Dutch Ln.	302209	0.00	0.09	25
E. Alder St.	506609	0.00	0.13	25
E. Arden St.	675609	0.00	0.41	25
E. Boat Dr.	507209	0.00	0.08	25
E. Cedar St.	505909	0.00	0.146	25
E. Columbia St.	324209	0.00	0.18	25
E. Eugene St.	671009	0.00	0.37	25
E. Fir St.	505709	0.00	0.06	25
E. Fitchburg Ave.	642409	0.00	0.13	25
E. Go-Onna Dr.	412609	0.00	0.48	25
E. Hemlock St.	506209	0.00	0.16	25
E. Horton St.	673809	0.00	0.28	25
E. Island View Ave.	689209	0.24	0.41	25
E. Kinkaid St.	674209	0.00	0.25	25
E. Maple St.	506909	0.00	0.10	25
E. Maude St.	668909	0.00	0.25	25
E. Middlepoint Rd.	628109	0.00	0.98	20
E. Moore St.	677709	0.00	0.56	25
E. Price St.	667009	0.00	0.32	20
E. Rose St.	301809	0.00	0.19	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
E. Spruce St.	506409	0.00	0.16	25
E. Uncas Rd. N.	500509	0.00	0.44	20
E. Uncas Rd. S.	500709	0.00	0.18	20
E. Wildwood Ln.	242709	0.00	0.08	25
Eagle Creek Rd.	502409	0.00	0.24	25
Eagle View Ln.	441309	0.00	0.21	25
Eaglemount Rd.	510508	0.00	5.34	50
East Beach Park Rd.	594009	0.00	0.04	15
East Beach Rd.	593809	0.00	0.27	25
East Marrowstone Rd.	593909	0.00	2.84	35
East Quilcene Rd.	327508	0.00	2.22	35
East Quilcene Rd.	327508	2.22	4.43	25
Easy St.	246509	0.00	0.16	25
Eaton Rd.	406509	0.00	0.14	20
Edgewood Dr.	515809	0.00	0.21	25
Egg & I Rd.	516009	0.00	3.27	35
Elk Ct. E.	218209	0.00	0.06	25
Elk Ct. W.	217209	0.00	0.065	25
Elk Dr.	218009	0.00	0.50	25
Elkins Rd.	527609	0.00	0.53	25
Ellie St.	616409	0.00	0.04	25
Elm St.	629119	0.00	0.07	20
Elston Ave.	679009	0.00	0.08	25
Embody Rd.	512809	0.00	0.39	20
Borgeson Rd.	403209	0.00	0.22	20
Evans Ln.	512109	0.00	0.10	25
Evergreen Ln.	634709	0.00	0.15	25
Explorer Ln.	542909	0.00	0.10	25
Fairmount Beach Rd.	506109	0.00	0.03	20
Fairmount Hill Rd.	504109	0.00	0.13	25
Fairmount Rd.	503209	0.00	0.60	35
Fairmount Rd.	503209	0.60	1.29	25
Fairwind Ct.	514909	0.00	0.06	25
Falcon Ln.	513309	0.00	0.08	25
Farnsworth Pl.	502609	0.00	0.22	25
Fern Way	522509	0.00	0.22	25
Fernridge Ln.	508509	0.00	0.09	25
Finch Ln.	442709	0.00	0.11	25
Fir Circle	642909	0.00	0.23	25
Fish Hatchery Rd.	302009	0.00	0.27	25
Flamingo Rd.	624309	0.00	0.31	20

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Fleet Dr.	540509	0.00	0.50	25
Florence St.	624009	0.00	0.10	20
Forest Dr.	204309	0.00	0.60	25
Forester Ln.	542709	0.00	0.04	25
Fort Gate Rd.	598409	0.00	0.72	25
Fortuna Dr.	622109	0.00	0.11	25
Foster Ln.	540909	0.00	0.09	25
Foster St.	634809	0.00	0.11	25
Four Corners Rd.	601208	0.00	1.29	40
Frank Beck Rd.	302409	0.00	0.41	25
Frayne St.	634409	0.00	0.17	25
Fredericks St.	693419	0.00	0.25	25
Fremont Ave.	301709	0.00	0.42	25
French Rd.	513109	0.00	0.28	20
Fuller Rd.	361109	0.00	0.74	20
Fullerton Rd.	129909	0.00	0.14	25
Gamble Ln.	509309	0.00	0.15	25
Garden Club Rd.	585809	0.00	0.34	25
Gardiner Beach Rd.	502009	0.00	0.97	25
Gardiner Beach Rd.	502009	0.97	2.23	35
Gardiner Cemetery Rd.	502209	0.00	0.14	25
Garten Rd	504409	0.00	0.08	20
Gary Ave.	678709	0.15	0.34	25
George St.	654309	0.00	0.18	25
Gibbs Lake Rd.	517509	0.00	0.74	25
Gibbs Lake Rd.	517509	0.74	2.05	20
Glen Ave.	522609	0.00	0.06	25
Glen Cove Rd.	693619	0.24	0.47	25
Glen Logie Rd.	300509	0.00	0.26	20
Godfrey St.	522209	0.00	0.12	25
Goldenview Dr.	573809	0.00	0.26	25
Goldfinch Ln.	513409	0.00	0.08	25
Goliah Ln.	510809	0.00	0.20	25
Gorge Ct.	218709	0.00	0.11	25
Goss Rd.	620009	0.00	0.38	20
Graceland Way	573609	0.00	0.51	25
Gran Rd.	229309	0.00	0.05	20
Griffith Point Rd.	592009	0.00	1.68	25
Grouse Ln.	512309	0.00	0.55	20
Grove Ct.	543309	0.00	0.03	25
Gun Club Rd.	640009	0.00	0.11	25



NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Gustavsen Rd.	327809	0.00	0.39	20
Hadlock Ave.	638309	0.00	0.23	25
Hadlock Bay Rd.	654109	0.00	0.34	25
Hadlock Bay Rd.	654109	0.34	0.47	20
Hadlock Bay Rd.	654109	0.47	0.58	25
Hamilton Ave.	300709	0.00	0.05	25
Harbor View Pl.	504609	0.00	0.13	25
Harms Ln.	541709	0.00	0.09	25
Harolds Hollow	556009	0.00	0.20	25
Hastings Ave. W.	691007	1.60	2.10	40
Hastings Ave. W.	691008	2.10	4.40	40
Hatchery-Penney Creek Rd.	302309	0.00	0.27	20
Hayden St.	641009	0.00	0.19	20
Hazel Point Rd.	408008	0.00	1.05	35
Hazel Point Rd.	408008	1.05	1.65	20
Helm Ln.	509709	0.00	0.09	25
Herbert St.	317209	0.00	0.21	25
Heritage Ln.	516409	0.00	0.10	25
Hiddendale Dr.	300309	0.00	0.34	25
Highland Dr.	507809	0.00	0.83	25
Hilda St.	526409	0.00	0.19	20
Hill St.	506009	0.00	0.07	25
Hillcrest Ave.	616009	0.00	0.12	25
Hiller Dr.	574309	0.00	0.20	20
Hilltop Ct.	219409	0.00	0.04	25
Hilton Ave.	678009	0.00	0.16	20
HJ Carroll Park Rd.	523209	0.00	0.11	15
Hjelvick Rd.	271109	0.00	0.48	25
Holland Dr.	501309	0.00	0.34	25
Honeymoon Ln.	501509	0.00	0.43	20
Hood Pl.	206609	0.00	0.03	25
Huckleberry Ln.	505009	0.00	0.26	20
Hummingbird Ct.	513809	0.00	0.04	25
Hunt Rd.	634509	0.00	0.23	20
Huntingford St.	610509	0.00	0.353	25
Indian Island Annex Rd.	578609	0.00	0.05	25
Indian Island Ferry Rd.	578509	0.00	0.08	25
Indian Island Ferry Rd.	578509	0.08	0.29	20
Indian Island Park Rd.	579009	0.00	0.26	15
Irondale Rd.	933507	0.00	1.79	35
Irondale Rd.	933507	1.79	1.93	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Irondale St.	530109	0.00	0.05	25
Island View Ave.	678209	0.00	0.12	25
Jackson Ln.	540709	0.00	0.15	25
Jacobsen Dr.	573509	0.00	0.336	25
Jakeway Rd.	335309	0.00	0.18	25
Jansen Rd.	588209	0.00	0.25	20
Jefferson Ave.	541309	0.00	0.58	20
Jefferson Pl.	533609	0.00	0.06	25
Joan St.	503809	0.00	0.13	25
Jonathan Pl.	533309	0.00	0.05	25
Jones Rd.	426909	0.00	0.32	20
Kala Point Dr.	679109	0.00	0.25	25
Keefe Ln.	541109	0.00	0.09	25
Keesling Rd.	360009	0.00	0.31	25
Keller Ln.	540109	0.00	0.10	25
Kelly Rd.	226509	0.00	0.36	25
Kem St.	634609	0.00	0.11	25
Kennedy Rd.	536609	0.00	0.56	25
Ketch Ln.	511709	0.00	0.03	25
Killapie Beach Rd.	504909	0.00	0.26	25
King Dr.	206209	0.00	0.17	25
Kingfisher Dr.	573709	0.00	0.255	25
Kruse St.	610209	0.00	0.226	25
Lake Leland Park Rd.	343809	0.00	0.29	15
Larson Lake Rd.	503008	0.00	4.06	40
Laurel St.	655409	0.00	0.178	25
Law Ave.	678909	0.00	0.21	25
Lawn St.	528809	0.00	0.04	25
Leadville Ave.	300809	0.00	0.19	25
Leighbrook Ln.	516809	0.00	0.06	25
Leland Cut-Off Rd.	351009	0.00	0.31	30
Leland Valley Rd. E.	343509	0.00	1.30	20
Leland Valley Rd. W.	343709	0.00	1.25	30
Leland Valley Rd. W.	343709	1.25	4.13	20
Lewis Ave.	678109	0.00	0.17	20
Libby Ct.	543109	0.00	0.03	25
Lilac Ln.	243509	0.00	0.05	25
Lillian St.	534009	0.00	0.16	20
Lilly Ln	678809	0.34	0.38	25
Lind Rd.	509409	0.00	0.92	20
Linda View Dr.	504709	0.00	0.22	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Lindsay Hill Rd.	330109	0.00	3.33	25
Lindsay Hill Rd.	330109	3.33	4.07	20
Linger Longer Rd.	301309	0.00	0.56	25
Linger Longer Rd.	301309	0.56	1.46	30
Linger Longer Rd.	301309	1.46	1.71	25
Loftus Rd.	621409	0.00	0.49	25
Lone Star Rd.	346509	0.00	0.45	20
Lopeman Rd.	528409	0.00	0.22	25
Lords Lake Loop Rd.	342309	0.00	3.43	30
Lords Lake Loop Rd.	342309	3.43	5.48	20
Lower Adelma Beach Rd.	604809	0.00	0.17	20
Lower Hadlock Rd.	652509	0.00	0.24	25
Lower Hadlock Rd.	652509	0.24	0.29	20
Lower Hoh Rd.	128809	0.00	1.90	30
Ludlow Bay Rd.	508209	0.00	1.18	25
Lylus Ln.	529309	0.00	0.18	25
Machias Loop Rd.	510309	0.00	0.36	25
Madrona Vista Pl.	504209	0.00	0.20	25
Magee Rd.	353909	0.00	0.25	25
Mainsail Ln.	511309	0.00	0.06	25
Mallard Ct.	223909	0.00	0.06	25
Manzanita Rd.	501209	0.00	0.14	20
Maple Ave.	201909	0.00	0.10	25
Maple Creek Rd.	135109	0.00	1.49	20
Maple Grove Rd.	300909	0.00	0.04	20
Maple Ln.	548409	0.00	0.27	20
Marianne Meadow	556309	0.00	0.11	25
Margaret St.	514209	0.00	0.12	25
Margaret Way	631609	0.00	0.04	20
Marilyn Ct.	682609	0.00	0.13	25
Mariner Pl.	514809	0.00	0.13	25
Market St.	656609	0.00	0.19	20
Marley Ln.	222209	0.00	0.05	25
Martingale Pl.	514709	0.00	0.12	25
Mason St.	637809	0.00	0.36	25
Masonic Hall Rd.	645109	0.00	0.37	25
Masonic Temple Rd.	301409	0.00	0.05	25
Matheson St.	647609	0.00	0.23	25
Mathews Ln.	249309	0.00	0.07	25
Mats Mats Beach Rd.	558009	0.00	0.46	30
May St.	635209	0.00	0.11	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
McArdle Ave.	301909	0.00	0.11	25
McCurdy Ln.	541509	0.00	0.11	25
McDonald Rd.	327609	0.00	0.19	25
McInnis Rd.	336109	0.00	0.66	20
McKeen Rd.	557709	0.00	0.12	25
McKenzie Ln.	516609	0.00	0.07	25
McMillan Rd.	503309	0.00	0.42	20
McMinn Rd.	626709	0.00	0.72	20
Meade Rd.	589609	0.00	0.50	25
Meade Rd.	589609	0.50	0.57	20
Meg's Way	634009	0.00	0.09	25
Merridith St.	503709	0.00	0.11	25
Middlepoint Rd.	627509	0.00	0.81	20
Mill Rd.	698619	0.00	0.77	25
Milo Curry Rd.	603509	0.00	0.29	20
Moa Hill Rd.	501809	0.00	0.27	20
Mockingbird Ln.	512909	0.00	0.10	25
Moen Rd.	583809	0.00	0.31	25
Montgomery Ct.	545509	0.00	0.21	25
Montgomery Ln.	542109	0.00	0.64	25
Montgomery St.	643209	0.00	0.13	25
Morgan Ln.	255209	0.00	0.18	25
Morocco Pl.	251609	0.00	0.11	25
Morrissey Ave.	528609	0.00	0.16	25
Mountain Trail	220509	0.00	1.04	25
Mountain Trail Ct.	220809	0.00	0.02	25
Mountain Vista	682009	0.00	0.17	25
Mt. Christie Ct.	517109	0.00	0.26	25
Mt. Constance Way	517009	0.00	0.67	25
Mt. Jupiter Rd.	242009	0.00	0.22	25
Mt Wilder Way	517209	0.00	0.36	25
Muir Ct.	507909	0.00	0.02	25
Mumby Rd.	596609	0.00	0.24	25
Mumby Rd.	596609	0.24	0.62	20
Muncie Ave.	301209	0.00	0.34	25
Munn Rd.	342509	0.00	0.36	25
Mustang Ln.	253009	0.00	0.14	25
Myrtle St.	612409	0.00	0.37	25
N. Bay Way	567509	0.00	0.50	25
N. Jacob Miller Rd.	625509	0.00	0.85	35
N. Lyter Ave.	680709	0.00	0.12	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
N. Maple St.	637909	0.00	0.15	25
N. Otto St.	689319	0.00	0.32	25
N. Sandy Shore Rd.	513209	0.00	0.56	20
N. Stromberg Ave.	681309	0.00	0.13	25
N. Victory Ave.	681509	0.00	0.13	25
N. Water St.	652809	0.00	0.30	20
Nansen Anderson Rd.	132709	0.00	0.11	20
Navigator Ln.	541909	0.00	0.06	25
Nelson's Landing Rd.	618709	0.00	0.40	25
Noble Ln.	635309	0.00	0.10	25
Nolton Rd.	596009	0.00	0.31	25
Oak Bay Rd.	569908	0.86	7.15	50
Oak Bay Rd.	569908	7.15	10.80	40
Oak Rd.	573409	0.00	0.10	25
Oil City Rd.	134309	0.00	5.05	30
Oil City Rd.	134309	5.05	10.98	20
Old Anderson Lake Rd.	522009	0.00	0.51	25
Old Beaver Valley Rd.	503509	0.00	0.21	20
Old Black Point Rd.	242809	0.00	0.04	25
Old Chimacum Creek Rd.	679409	0.00	0.71	20
Old Church Rd.	311009	0.00	0.07	25
Old Coyle Rd.	416709	0.00	0.86	20
Old Dosewallips Rd.	262009	0.00	0.21	25
Old Eaglemount Rd.	508009	0.00	1.95	25
Old Ferry Rd.	655309	0.00	0.33	25
Old Fort Townsend Rd.	685419	0.00	0.53	25
Old Gardiner Rd.	501109	0.00	1.78	35
Old Gardiner Rd.	501409	0.00	3.86	35
Old Hadlock Rd.	527109	0.00	0.58	25
Old Hadlock Rd.	527109	0.58	0.91	20
Old Lindsay Hill Rd.	333609	0.00	0.33	20
Old Nip Lee Rd.	525209	0.00	0.07	20
Old Oak Bay Rd.	568509	0.00	0.47	25
Old Owl Creek Rd.	136009	0.00	0.04	20
Old Point Whitney Rd	276409	0.00	0.17	25
Old Railroad Grade	301509	0.00	0.08	20
Old Schoolhouse Rd.	501909	0.00	0.45	25
Old State Highway	338309	0.00	0.14	25
Old Tarboo Rd.	357509	0.00	1.01	20
Ole Torkelson Rd.	521109	0.00	0.68	20
Olele Point Rd.	560209	0.00	0.57	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Olele Point Rd.	560209	0.57	1.085	20
Olympia St.	438009	0.00	0.05	20
Olympic Blvd.	602509	0.00	0.12	25
Olympic Ln.	510609	0.00	0.10	25
Olympus Blvd.	549309	0.00	0.68	35
Olympus Blvd.	549309	0.68	0.94	25
Orcas Dr.	500809	0.00	0.10	25
Oscar Peterson Rd.	144309	0.00	0.21	20
Osprey Ridge Dr.	510109	0.00	0.58	25
Otto St.	688319	0.00	0.69	25
Outlook Ln.	515509	0.00	0.09	25
Owl Creek Rd.	137909	0.00	1.59	20
Palomino Ln.	261409	0.00	0.23	25
Paradise Bay Rd.	503609	0.00	0.27	25
Paradise Bay Rd.	503609	0.27	2.79	40
Paradise Bay Rd.	503609	2.79	3.97	30
Paradise Bay Rd.	503609	3.97	6.00	50
Parkridge Dr.	681809	0.00	1.31	25
Pathfinder Ln.	543509	0.00	0.09	25
Patison St.	635609	0.00	0.31	25
Peabody Way	439509	0.00	0.31	20
Pear Ave.	522409	0.00	0.12	25
Pelican Pl.	624409	0.00	0.08	20
Pelton Ct.	517409	0.00	0.08	25
Penney Creek Rd.	303908	0.00	1.46	25
Penney Creek Rd.	303908	1.46	4.56	20
Pete Beck Rd.	308109	0.00	0.19	25
Peterson Rd.	507109	0.00	0.76	25
Pete's Spur	634209	0.00	0.11	25
Phillips Rd.	509209	0.00	0.32	20
Phinney Ln.	509509	0.00	0.09	25
Pine Ct.	635109	0.00	0.03	25
Pine St.	638509	0.00	0.05	25
Pine Way	507409	0.00	0.08	20
Pinto Ln.	256609	0.00	0.209	25
Pioneer Dr.	540009	0.00	0.87	25
Pleasant Harbor Rd.	244209	0.00	0.34	25
Pleasant Pl.	243109	0.00	0.04	25
Point View Ave.	209309	0.00	0.185	25
Point Whitney Rd.	275908	0.00	0.83	30
Pooh Alley	211409	0.00	0.04	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Pope Way	546009	0.00	0.14	25
Portage Way	575609	0.00	0.17	20
Portage Way	575609	0.17	0.39	15
Prospect Ave.	680609	0.00	1.03	40
Prospect Ave.	680609	1.03	1.38	25
Prospect St.	557909	0.00	0.09	25
Puget Loop	509909	0.00	0.35	25
Puget Loop Ct.	509609	0.00	0.02	25
Pulali Point Rd.	274709	0.00	0.44	20
Quail Ridge Ct.	682209	0.00	0.23	25
Quarry Rd.	554709	0.00	0.35	25
Quatsap Ct.	210809	0.00	0.06	25
Quatsap Dr.	213409	0.00	0.02	25
Queets River Rd.	101909	0.00	0.60	20
Quilcene Ave.	301609	0.00	0.12	25
Quilcene Park Rd.	308709	0.00	0.17	15
Quimper Ln.	533509	0.00	0.21	25
Quinault-South Shore Rd.	911607	0.00	4.11	25
Raeburn Ct.	508609	0.00	0.02	25
Rainbow Ln.	206509	0.00	0.03	25
Rainier Ct.	510709	0.00	0.03	25
Rainier Ln.	511409	0.00	1.23	25
Randolph St.	650109	0.00	0.23	25
Redeemer Way	527409	0.00	0.06	25
Reinier Rd.	584809	0.00	0.25	25
Resolute Ln.	510909	0.00	0.21	25
Resort Rd.	579709	0.00	0.01	20
Reuben Johnson Rd.	513909	0.00	0.23	20
Rhododendron Ln.	242909	0.00	0.43	30
Rhododendron Ln.	242909	0.43	0.88	25
Rhody Ct.	523609	0.00	0.17	20
Rice Lake Rd.	344009	0.00	0.58	20
Ricky Beach Dr.	504809	0.00	0.25	20
Ridge Ct.	222009	0.00	0.08	25
Ridge Rd.	222809	0.00	0.23	25
Ridgeview Dr.	682409	0.00	0.25	25
River Rd.	228209	0.00	0.24	20
Riverdale Ct.	300209	0.00	0.03	25
Riverdale Dr.	300109	0.00	0.20	25
Robbins Rd.	594209	0.00	0.90	35
Roberts St.	309509	0.00	0.07	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Robin Ln.	441809	0.00	0.24	25
Robinson Rd.	240009	0.00	0.14	25
Rocky Brook Rd.	251509	0.00	0.43	20
Rodgers St.	301109	0.00	0.33	25
Rondelay Rd.	501709	0.00	0.53	25
S. 2nd St.	624709	0.00	0.37	25
S. 4th Ave.	674009	0.00	0.03	25
S. 5th St.	690219	0.00	0.02	25
S. 6th St.	691319	0.00	0.46	25
S. 7th Ave.	635809	0.00	0.28	25
S. 7th St.	690019	0.00	0.05	25
S. 8th St.	695719	0.00	0.42	25
S. 8th St. Wye	697119	0.00	0.13	25
S. Bay Way	567909	0.00	0.40	25
S. Bayview Dr.	558909	0.00	0.26	25
S. Beach Dr.	444109	0.00	0.35	20
S. Jacob Miller Rd.	625309	0.00	2.00	35
S. Maple St.	638009	0.00	0.24	20
S. Old Flagler Rd.	578409	0.00	0.18	25
S. Discovery Rd.	601507	0.00	0.42	35
S. Discovery Rd.	601508	0.42	0.73	35
S. Discovery Rd.	601508	0.73	2.62	40
S. Discovery Rd.	601508	2.62	4.42	35
S. Water St.	653709	0.00	0.06	20
Salmon St.	212109	0.00	0.61	25
Sandy Shore Lake Rd.	428509	0.00	1.76	20
Sandy Shore Rd.	502909	0.00	0.53	25
Sandy Shore Rd.	502909	0.53	1.89	20
Sayward Ln.	512409	0.00	0.09	25
Schoolhouse Rd.	249109	0.00	0.34	25
Schooner Ln.	512009	0.00	0.12	25
Schwartz Rd.	595709	0.00	1.45	25
Scott Rd.	651509	0.00	0.05	25
Sea Breeze Ln.	515209	0.00	0.08	25
Sea Home Rd.	420509	0.00	0.46	20
Sea Vista Pl.	515409	0.00	0.15	25
Sea Vista Terrace	515709	0.00	0.15	25
Seafarer Ln.	542309	0.00	0.07	25
Seagull Way	527709	0.00	0.10	15
Seal Dr.	216009	0.00	0.17	25
Seal Rock Rd.	262909	0.00	0.74	25



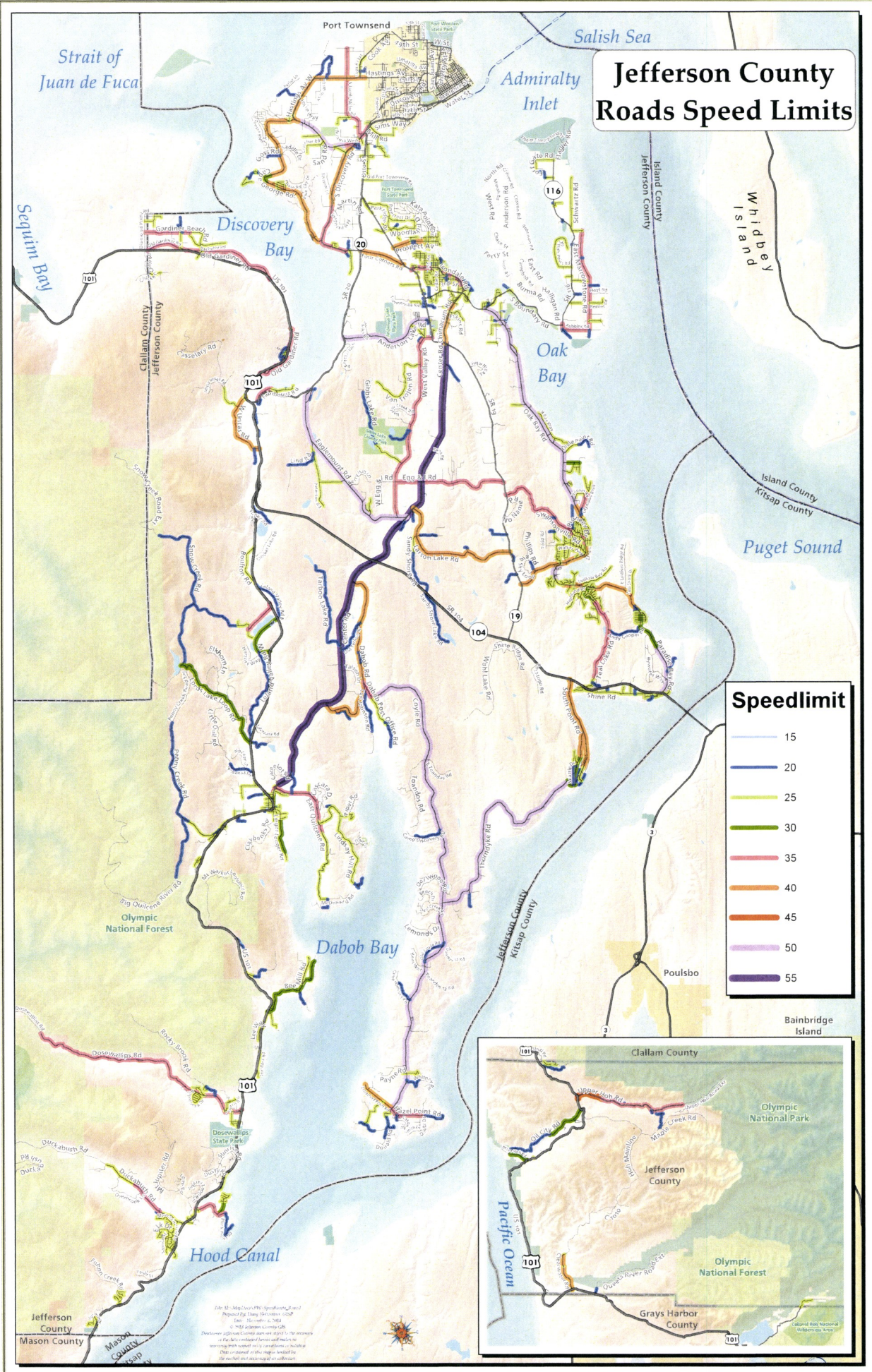
NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Seamount Dr.	206909	0.00	0.91	25
Seattle Dr.	436309	0.00	0.64	20
Seaway Pl.	515609	0.00	0.20	25
Sentinel Firs Rd.	567009	0.00	0.42	25
Seton Rd.	686019	0.00	0.11	25
Seven Sisters Rd.	505209	0.00	0.48	20
Shady Ln.	337509	0.00	0.38	25
Sherman Rd.	504509	0.00	0.13	20
Shetland Ln.	261609	0.00	0.05	25
Shine Rd.	505409	0.00	2.34	25
Shore Dr.	506709	0.00	0.30	25
Shorewood Rd.	225709	0.00	0.12	25
Shotwell Rd.	533109	0.00	0.16	20
Simms St.	534609	0.00	0.04	20
Simpokes Rd.	555609	0.00	0.075	25
Skiff Ln.	514309	0.00	0.14	25
Sloop Ln.	511509	0.00	0.03	25
Smith Rd.	591809	0.00	0.16	25
Smith St.	322809	0.00	0.07	25
Snow Creek Rd.	352909	0.00	1.00	35
Snow Creek Rd.	352909	1.00	1.44	25
Snow Creek Rd.	352909	1.44	5.89	20
Sommerville Rd.	534309	0.00	0.25	25
Sound View Cemetery Rd.	593009	0.00	0.05	20
South Bay Ln.	508909	0.00	0.40	25
South Point Rd.	447608	0.00	1.56	40
South Point Rd.	447609	1.56	2.63	40
South Point Rd.	447609	2.63	3.07	25
Sparrow Ct.	513509	0.00	0.11	25
Sparrow Ln.	442309	0.00	0.07	25
Spencer Creek Rd.	277709	0.00	0.27	25
Spencer Creek Rd.	277709	0.27	0.74	20
Springwood Dr.	516109	0.00	0.04	25
Spruce Ln.	634909	0.00	0.07	25
St. James Pl.	679509	0.00	0.19	25
Stadium Ln.	527509	0.00	0.14	15
Stark Rd.	504309	0.00	0.24	25
Station Prarie Rd.	681909	0.00	0.49	20
Steven St.	643009	0.00	0.03	25
Stevens Ave.	690119	0.00	0.09	25
Store Rd.	500409	0.00	0.17	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Strawberry Ln.	587009	0.00	0.17	20
Sunshine Dr.	502109	0.00	0.23	25
Swanson Ave.	612709	0.00	0.16	25
Swansonville Rd.	514009	0.00	3.21	35
Sweet Home Rd.	576709	0.00	0.14	25
Sycamore St.	642809	0.00	0.22	25
Tahlequah Ln.	685819	0.00	0.06	25
Tala Shore Dr.	509109	0.00	0.76	25
Talbot Wy.	512509	0.00	0.47	25
Tarboo Lake Rd.	355709	0.00	2.90	20
Teal Lake Rd.	505309	0.00	0.53	30
Teal Lake Rd.	505309	0.53	2.93	35
Teal Lake Rd.	505309	2.93	3.46	25
Termination Point Rd.	505109	0.00	0.20	25
Terrace Ln.	206809	0.00	0.07	25
Theatre Rd.	684509	0.00	0.44	25
Thomas Dr.	635909	0.00	0.16	25
Thomas St.	699519	0.00	0.29	25
Thoren Rd.	512709	0.00	0.12	20
Thorndyke Rd.	418708	0.00	0.70	40
Thorndyke Rd.	418708	0.70	2.00	30
Thorndyke Rd.	418708	2.00	8.52	50
Thousand Trails Rd.	409109	0.00	0.98	25
Timber Heights Dr.	516909	0.00	0.13	25
Timber Meadow Dr.	516709	0.00	0.10	25
Timber Ridge Dr.	516509	0.00	0.12	25
Timberton Dr.	515909	0.00	0.41	25
Tog Rd.	263909	0.00	0.39	25
Topsail Ln.	511209	0.00	0.04	25
Topside Ct.	515009	0.00	0.08	25
Trader Ln.	542509	0.00	0.04	25
Trailwood Dr.	221209	0.00	0.44	25
Trout Ln.	208409	0.00	0.05	25
Tskutsko Point Rd.	403409	0.00	0.53	20
Twinsview Ct.	515109	0.00	0.11	25
Tyee Ln.	512209	0.00	0.08	25
Undie Rd.	150009	0.00	1.45	25
Upland Ct.	533709	0.00	0.03	25
Upper Hoh Rd.	914207	0.00	2.86	45
Upper Hoh Rd.	914207	2.86	5.56	35
Upper Hoh Rd.	914207	5.56	5.83	25

NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
Upper Hoh Rd.	914207	5.83	12.04	35
Upper Oak Bay Park Rd.	578009	0.00	0.22	15
Van Trojan Rd.	520009	0.00	2.27	25
Vancouver Dr.	602609	0.00	0.12	25
Verner Ave.	550909	0.00	0.60	25
W. Alder St.	506809	0.00	0.17	25
W. Boat Dr.	507309	0.00	0.14	25
W. Cedar St.	505809	0.00	0.23	25
W. Columbia St.	324409	0.00	0.33	20
W. Egg & I Rd.	516209	0.00	0.40	25
W. Eugene St.	663409	0.00	0.12	25
W. Fir St.	505609	0.00	0.12	25
W. Fitchburg Ave.	642609	0.00	0.22	25
W. Foster St.	537009	0.00	0.04	25
W. Fredricks St.	693509	0.00	0.13	25
W. Go-Onna Dr.	411009	0.00	0.12	25
W. Hayden St.	642509	0.00	0.06	25
W. Hemlock St.	506309	0.00	0.15	25
W. Kinkaid St.	674609	0.00	0.29	25
W. Ludlow Point Rd.	509009	0.00	0.11	25
W. Maple St.	507009	0.00	0.17	25
W. Market St.	637209	0.00	0.10	25
W. Maude St.	670009	0.00	0.31	25
W. Melissa St.	674809	0.00	0.12	25
W. Nolton Rd.	596209	0.00	0.03	20
W. Patison St.	629809	0.00	0.08	25
W. Price St.	667209	0.00	0.07	25
W. Rose St.	315809	0.00	0.32	25
W. Spruce St.	506509	0.00	0.17	25
W. Swaney St.	665809	0.00	0.33	25
W. Uncas Rd.	500209	0.00	2.025	40
W. Wildwood Ln.	243409	0.00	0.10	25
Wa Wa Point Rd.	269509	0.00	0.60	25
Wades Loop Rd.	521809	0.00	0.305	20
Walker St.	325709	0.00	0.08	25
Walker Way	510009	0.00	0.92	25
Warbler Ln.	513009	0.00	0.11	25
Washington Ln.	576409	0.00	0.27	20
Washington St.	321309	0.00	0.38	25
Welsch Ln.	261709	0.00	0.06	25
Werner Rd.	513709	0.00	0.68	25

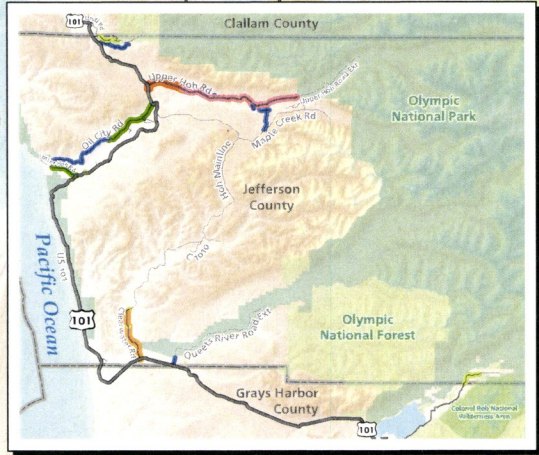
NAME	NUMBER	FROM MILEPOST	TO MILEPOST	SPEED LIMIT
West Valley Rd.	514109	0.00	5.51	35
Whale Ct.	209909	0.00	0.04	25
Whale Rd.	208909	0.00	0.29	25
Whatney Ct.	504009	0.00	0.02	20
Whatney Ln.	503909	0.00	0.12	20
Wheeler Ln.	540309	0.00	0.13	25
Whitney Rd.	412009	0.00	0.59	20
Wildwood Rd.	340409	0.00	0.54	20
Williams Ct.	205709	0.00	0.06	25
Willow St.	507609	0.00	0.02	20
Windrose Dr.	514609	0.00	0.20	25
Wm. R. Hicks Park Rd.	500009	0.00	0.06	15
Wood Dr.	215309	0.00	0.06	25
Woodland Dr.	682109	0.00	1.88	25
Woodridge Dr	516159	0.00	0.53	25
Workman St.	699019	0.00	0.09	25
Wren Ct.	513609	0.00	0.09	25
Wycoff Rd.	500109	0.00	0.36	20
Yarr Rd.	571609	0.00	0.08	25
Yawl Ln.	511909	0.00	0.040	25
Yew St.	507509	0.00	0.03	20
Zelatched Point Rd.	409009	0.00	1.04	40
"Construction Zones" RCW 46.61.527	N/A	When posted		25

# Jefferson County Roads Speed Limits

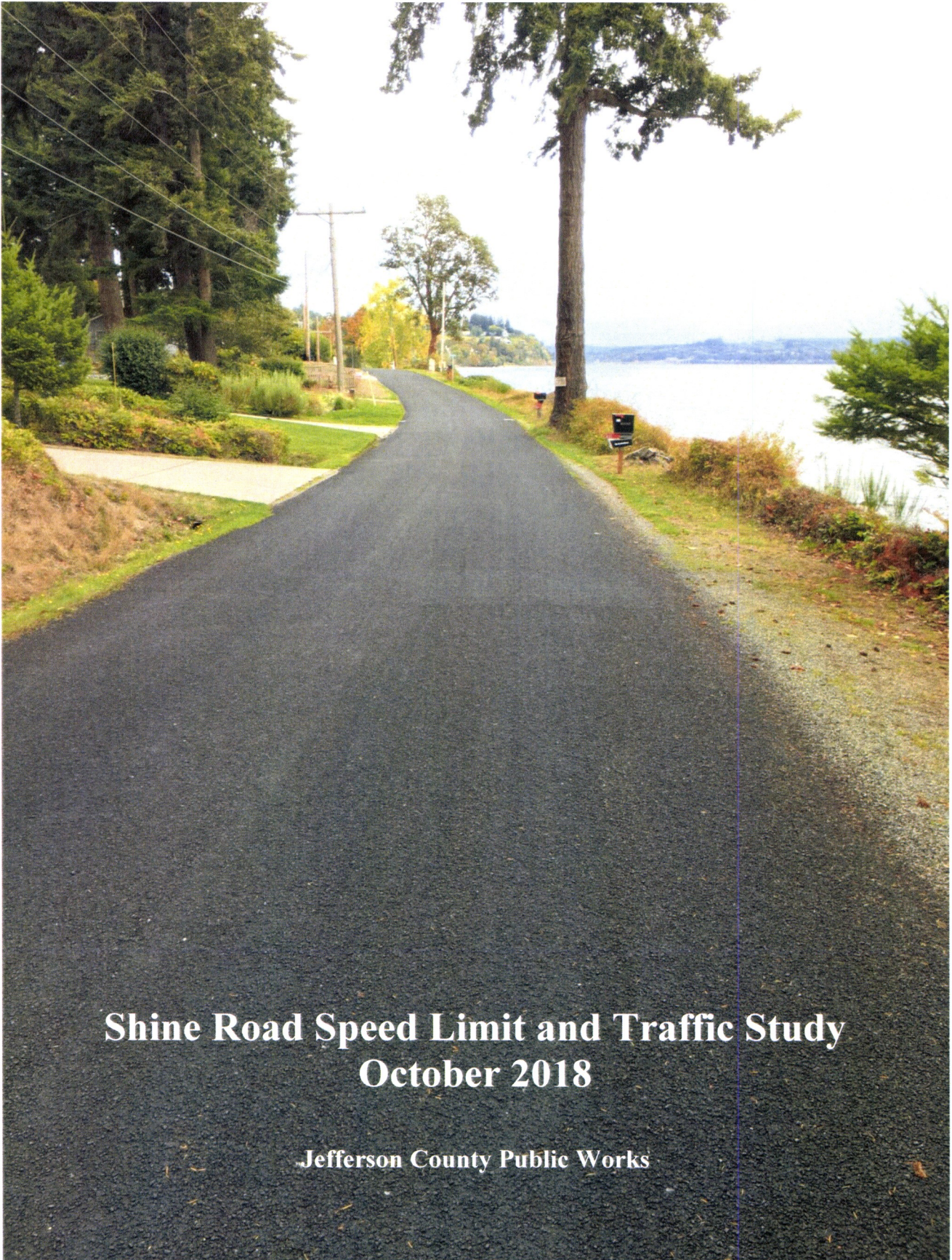


**Speedlimit**

Light Blue	15
Blue	20
Light Green	25
Green	30
Red	35
Orange	40
Dark Orange	45
Pink	50
Purple	55



File: 10 - MapData\MapData\SpeedLimit\_01.mxd  
 Prepared by: Cheryl DeWitt  
 Date: November 2, 2011  
 © 2011 Jefferson County  
 Jefferson County is not responsible for the accuracy of the data contained herein and does not warrant the accuracy of the data. The user assumes all liability for any use of the data. The user is advised to verify the accuracy of the data before using it for any purpose.



**Shine Road Speed Limit and Traffic Study  
October 2018**

**Jefferson County Public Works**

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

ROAD NAME and NUMBER: Shine Road, County Road No. 505409  
TERMINI: Mile Post (M.P.) 0.00 to M.P. 2.34  
EXISTING MAXIMUM SPEED LIMIT: 35 Miles per Hour (MPH)  
PROPOSED MAXIMUM SPEED LIMIT: 25 MPH  
DATE OF STUDY: October, 2018

This engineering and traffic investigation that considers lowering the speed limit on Shine Road is in response to numerous requests received from property owners living along this roadway for a lower speed limit. This culminated in a petition submitted to the Board of County Commissioners on August 6, 2018, which included signatures from 100 citizens (See Appendix "A"). The petition is also represented in a map (See Appendix "B"). Several of the citizens submitted letters or emails or made phone calls to discuss the specific concerns behind the request. Generally, the concerns can be summarized as follows:

- Speed is too fast for the road width which is less than a full two lanes for much of its length
- People speed down the middle of the road
- It is barely wide enough to accommodate two vehicles coming from opposite directions
- Traffic has increased and some drivers are using it to get around bridge related backups on SR-104
- The road should be restricted to "local traffic"
- The road has adverse alignment in certain sections and "blind spots"
- There are steep drop-offs to the beach on the south side without much road shoulder because of erosion
- There is very little road shoulder on the north side where deep drainage ditches are present
- The road is used by residents for walking and there are no shoulders so they cannot get off the road
- Drivers do not obey the speed limit anyway
- There have been accidents
- A "speed monitor" sign should be installed (digital speed "feedback" sign)

RCW 46.61.400, Basic Rule and Maximum Limits, specifies the maximum speed limit on county roads to be fifty (50) miles per hour. This is the statutory speed limit for Jefferson County roadways unless otherwise posted. The basic speed rule also allows for enforcement and citation for driving too fast for the prevailing conditions, and so the absence of a sign does not necessarily mean one can travel at 50 mph. This section also states that the maximum speed limits set forth in this section may be altered as authorized in RCW 46.61.405, 46.61.410 and 46.61.415. RCW 46.61.415 covers when local authorities may alter maximum limits and allows local authorities to increase the limit but to not more than sixty (60) miles per hour or decrease the speed limit to lower than twenty (20) miles per hour. Local authorities in their respective jurisdictions shall determine by an engineering and traffic investigation the appropriate speed for all roadways. Speed limits are contained in Jefferson County code section 10.05.040.

There is a vast amount of engineering literature related to driver behavior and establishing speed limits. This study primarily relies on information found in:

- *The Manual on Uniform Traffic Control Devices (MUTCD)* - a federal document adopted by all 50 states
- *Methods and Practices for Setting Speed Limits*, FHWA-SA-12-004, April 2012

For the purposes of this report, it would not be practical to repeat all of the information contained in these (and other) engineering documents related to setting speed limits; however, some important points that form the basis for speed limit setting are summarized below:



- The primary purpose of the speed limit is to advise drivers of the maximum reasonable and safe operating speed under favorable conditions. It provides a basis for enforcement and ought to be fair in the context of traffic law.
- The normally careful and competent actions of a reasonable person should be considered legal.
- Laws cannot be effectively enforced without the consent and voluntary compliance of the public majority.
- The majority of drivers respond in a safe and reasonable manner as demonstrated by their consistently favorable driving records.

Using these fundamentals, which are rooted deeply in government and law, has resulted in the commonly accepted practice in the United States (and elsewhere) of relying heavily on the 85<sup>th</sup> percentile speed as the basis for setting an appropriate speed limit. Numerous studies over decades of practice have shown that the speed at which 85% of the drivers travel at or below is typically a reasonable speed limit. This method is referred to as the Operating Speed Method and relies on the collective judgement of the traveling public to determine what a reasonable and safe speed is for the road *under favorable conditions*. The MUTCD states that the speed limit should be set within 5 mph of the 85<sup>th</sup> percentile speed of free-flowing traffic. Many agencies will adjust the speed limit downwards by 5 mph and typically no more than 10 mph from this speed to account for hazards or conditions that a driver, even one acting responsibly, may not be aware of. These conditions can include:

- Narrow pavement widths of less than 20 feet
- Horizontal and vertical curves that may limit sight distance
- Driveways with restricted sight distance or other developments
- High driveway density resulting in higher potential for conflict
- High pedestrian and bicycle traffic in developed areas
- Narrow shoulder widths
- High crash rates when compared to system averages

There is no published methodology that recommends setting the speed limit below the 50<sup>th</sup> percentile speed.

The Operating Speed Method is appropriate for collector and arterial roadways where mobility of traffic is a prime consideration. The usefulness of this method tends to decline when considering residential streets of short length where mobility of through traffic (as expressed by trip time) is less of a priority than managing the roadway environment for the benefit/safety of adjacent properties and roadside users (pedestrians/bicyclists). As a result, many cities set statutory speed limits of 25 mph (for example) on all residential streets which has the benefit of creating a consistent expectation for drivers and also reduces the amount of signage required to post various speed limits.

Finally, it should be noted that:

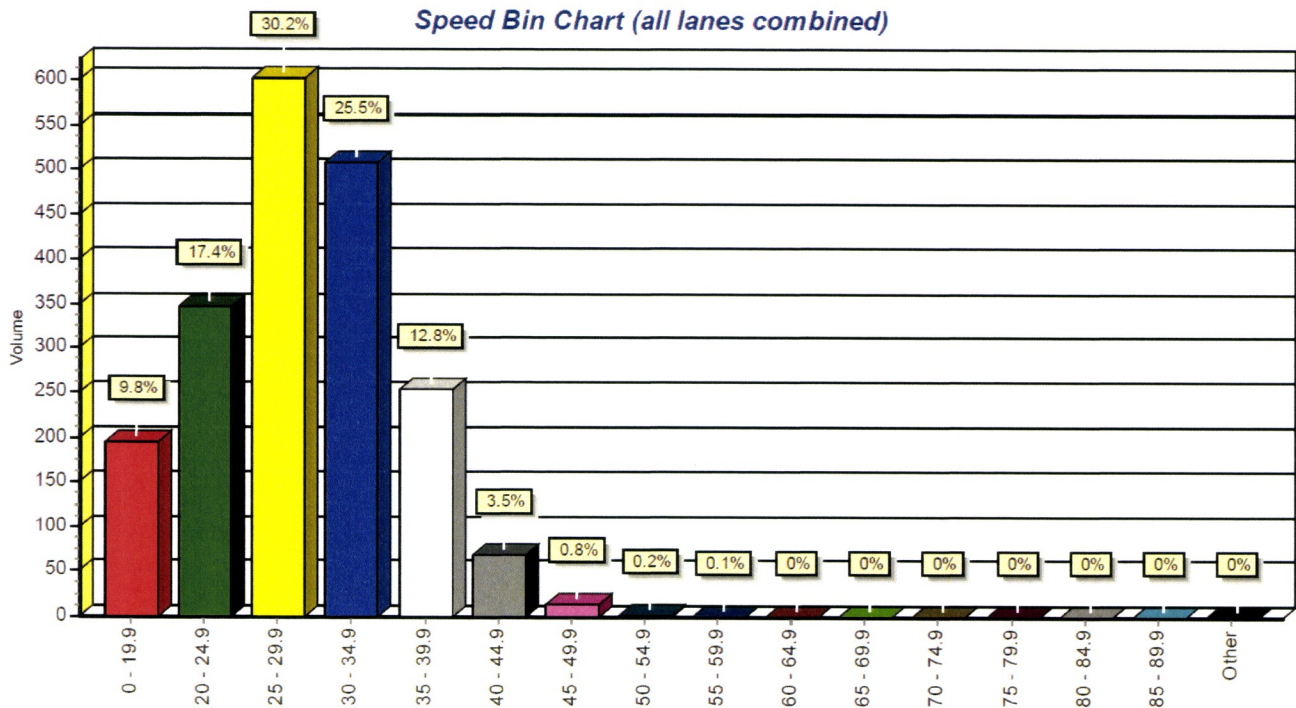
- Speed limits are not set to account for the worst condition that exists along a road segment. Short sections with adverse conditions, such as curves, can/should be posted with advisory speeds. These are signs with black text on yellow backgrounds which are not regulatory in nature.
- Setting speed limits too far below the 85<sup>th</sup> percentile speed encourages drivers to ignore speed limits, does not encourage compliance with the posted speed limit, and can be difficult to enforce.
- Setting unrealistically low speed limits can create its own hazard due to differential speeds between drivers attempting to obey the low speed limit and those ignoring it. Differential operating speeds lead to unsafe passing and tailgating.

SPEED AND TRAFFIC STUDY

Jefferson County Public Works routinely performs speed studies on county roads to aid in enforcement and to respond to inquiries regarding the speed limit. A speed study was conducted on Shine Road in June and July of 2018. The study consisted of placing equipment on the road at MP 0.62 and MP 1.30 over the period of time typically lasting for a week and covering at least one weekend. The speed data from MP 1.86 is from an earlier study conducted in 2005. Data was downloaded into software that performed the analysis and reported the results in table and graphical formats. This data is available in Appendix “C”. A summary of the study is shown in the table below.

Shine Road Speed Study Results			
Milepost	0.62	1.30	1.86
85th Percentile Speed (mph)	37	36	44
50th Percentile Speed (mph)	29	29	38
10 mph Pace Speed (mph)	25-35	25-35	35-45
Year 2018 ADT (Daily Trips)	239	285	N/A
Year 2005 ADT (Daily Trips)	211	N/A	303

The graph below shows a typical output from the traffic study software. This is data from Shine Road MP 1.30 collected over one week in July, 2018. From this chart one is able to quickly see that more than 70% of the traffic is currently traveling over 25 mph. Approximately 17% is traveling over 35 mph. The 85<sup>th</sup> percentile speed is 36 mph at this location.



The average daily traffic counts are as follows:

<b>Shine Road Average Daily Traffic Counts</b>			
	MP 0.62	MP 1.30	MP 1.86
2005	211	-	303
2010	220	-	377
2016	234	-	320
2018	239	285	-

These counts are the sum of the trips in both lanes, and generally the counts are evenly distributed in each direction. So for example at MP 0.62 the total traffic on any given day would average 118 in one direction and 121 in the other direction for a total of 239. Traffic counts taken over the last decade have shown little increase in road use which corresponds to a relatively slow pace of development in this area. Nationally, roads with an ADT of less than 400, such as Shine Road, are considered to be “very low volume roads”.

Recently, the County has received reports from residents living along Shine Road indicating that drivers from SR-104 are using Shine Road to cut ahead in line when the Hood Canal Bridge is closed for a span opening for marine traffic. Some have stated that map applications on cell phones are directing drivers to use Shine Road as an alternate route especially when SR-104 is backed up. Reportedly, Washington State Patrol is also present during military bridge closures (Bangor traffic), and WSP clears Shine and Paradise Bay Roads first before releasing SR-104 traffic. Some drivers may have become aware of this practice.

Traffic counters used for this 2018 study were in place during several bridge closures. None of the known closures corresponded to typical peak traffic times, and the counters did not show an increase in traffic on Shine Road (Note: Military closures are not posted so we could not determine when these occurred. Only non-military closures are posted). A significant increase in traffic was noted eastbound on Sunday afternoon June 24<sup>th</sup> between 2 p.m. and 3 p.m. For this one hour period, traffic counts of 54 vehicles were recorded in this lane versus 5 during the same time period the day before (Saturday) and 9 the day after (Monday). It is likely that some type of delay was occurring on SR-104 at this time either from a military closure, accident, or just peak weekend traffic leaving the Peninsula. This data corroborates the reports from citizens living on Shine Road.

Some residents have requested “Local Traffic Only” signage be installed to address this issue. Further discussion of this is contained later in this report.

## ROADWAY CHARACTERISTICS

Shine Road characteristics are summarized in the table below which is for a driver proceeding from west to east (MP 0.00 towards MP 2.34).

SHINE ROAD CONDITIONS					
BEGIN MP	END MP	DESCRIPTION	WIDTH OF PAVEMENT (FT)	L. GRASS SHOULDER (FT)	R. GRASS SHOULDER (FT)
0.00	0.10	90 degree curve left	18.5	1	3
0.10	0.30	Gentle left curve to tangent	18.5	1	3
0.30	0.40	Tangent -begin drop off to beach right side	18.0	0	3
0.40	0.65	Crest vertical curve restricts sight distance at MP 0.40	17.0	1	2
0.65	0.80	Very severe drop off to beach a few feet off pavement	17.0	0	0
0.80	0.90	Concrete barriers; no shoulder; crest curve restricts sight	17.0	0	0
0.90	1.10	Horizontal/Vertical curves; Advisory speed 25 mph	16.5	1	1
1.10	1.30	Drop off to beach on rt. side ends; crest curve restricts sight at MP 1.30	16.5	1	1
1.30	1.60	Tangent	16.5	1	1
1.60	1.80	Steep hill; crest curve restricts sight at MP 1.7 to MP 1.8	16.5	1	1
1.80	2.10	Begin 2-lane road	21.0	1	2
2.10	2.34	Curves right and left w/ 30 mph advisory; crest curve at 2.1 restricts sight	21.0	1	3
		Both reported accidents occurred in these curves			

Shine Road is a chip sealed road that is 2.34 miles in length. Mile post 0.00 begins at the west end with its intersection at SR-104. There is no centerline stripe from MP 0.00 to MP 1.80 because the paved width is generally 18 feet or less and thus too narrow to support one. In 2018 the road was chip sealed and fog sealed. White edge lines were added for the first time from MP 0.00 to MP 1.80 to provide for additional safety by making the road edge more visible and also to emphasize that the road is not really a full two lanes wide. This may have the added benefit of reducing traffic speeds, at least for some drivers, by reminding them that they are on a very narrow road.



Shine Road after the addition of white edge lines in October, 2018

Road shoulders are grass with a usable width typically ranging from zero (0) to three (3) feet. The section between mile post 0.65 and mile post 1.30 is characterized by steep to vertical drop offs to the beach just beyond the road shoulder. The zone between the pavement and drop off is so narrow that in many places it would not be feasible to even install guardrail if it were warranted. At mile post 1.8, there are concrete barriers on the edge of the road due to bank erosion that has encroached into the road shoulder. In many areas, there is very little road shoulder between the pavement and drainage ditches on the left side of the road. The drainage ditches are important to route water away from the road base and bluff on the other side, but unfortunately through this half mile section the road is extremely constrained between the ditches and the bluff edge.

Between mile post 1.00 and 1.10 the road exhibits adverse horizontal and vertical alignment which restricts sight distance. Combined with the narrow width, this section has a higher than average potential for traffic conflicts and is therefore posted with an advisory speed of 25 mph. This should be lowered to 20 mph.

Advisory speeds of 25 mph to 30 mph are located on sections with adverse horizontal and vertical alignment and account for approximately 20 percent of the overall road length currently. If the speed limit is lowered, there will be no warrant for posting advisory speeds; however, the section between MP 1.00 and MP 1.10 should continue to display an advisory speed sign.

Shine Road has five crest vertical curves that restrict sight distance for drivers to varying degrees. It was beyond the scope of this study to evaluate sight distance at each of these to determine whether they meet minimums

at the current speed limit of 35 mph. If the speed limit is reduced to 25 mph, sight distance will be less of a concern at these locations.



Shine Road at MP 1.10



Concrete barriers MP 0.82

### ROADWAY WIDTH

As discussed above, Shine Road is very narrow for much of its length and operationally is not a two-lane road. It is too narrow to support a centerline stripe for much of its length. For these sections, white edge lines were added for safety and also to emphasize that the road is very narrow and not a full two lanes. The American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highways and Streets* (the Green Book), 2004 edition, Exhibit 5-5 lists the minimum width for a rural local access road as 18 feet with 2-foot graded shoulders (effectively a 22-foot road) for roads with an ADT of less than 400 trips per day and speeds under 40 mph. Shine Road does not meet this width standard and as such this information could be used to support a speed limit reduction.

### ROADSIDE DEVELOPMENT

Roadside development is residential in nature along this segment of road. There are no commercial developments. There is one small County park at MP 1.09 (R) consisting of a small boat ramp. There are 52 driveways intersecting Shine road. In addition, there are 10 county road intersections connecting to Shine Road. Many of the driveways and most of the intersecting county roads serve multiple addresses. The equivalent intersection density is 27 per mile; however, considering there are very few intersections past MP 1.73, the road is typically characterized by an intersection density approaching 34 per mile, which is relatively high for a county road. Given that a mile of road (5,280 feet) has two edges, there are 10,560 feet of road edge per mile. Dividing this by 34 yields an average driveway spacing of 310 feet; however, since Shine Road is less than two full lanes, the average access spacing is effectively 155 feet.

Further discussion related to the effects of access spacing and the impact of increased access density on accident rates can be found in the *Traffic Engineering Handbook* published by the Institute of Transportation Engineers. In general, the ITE recommends that for optimum roadway function and safety (reflected by a lower crash rate), minimum driveway spacing should be greater than the stopping sight distance which is 250 feet for a 35 mph roadway and 155 feet for a 25 mph roadway (Exhibit 3-1 from the *Geometric Design of Highways and Streets*, 2004 AASHTO). This information could be used to support a speed limit reduction to 25 mph for Shine Road.

## CRASH HISTORY

SHINE ROAD CRASH HISTORY									
MP	DATE	CRASH TYPE	SEVERITY	SURFACE	LIGHT	TIME	ALCOHOL	CITATION	
2.28	3/3/2005	Crossed centerline/left roadway/over embankment	PDO	DRY	DAY	14:25	Yes	Yes	
2.096	1/15/2016	Curve /B/onto WB shoulder/left roadway into ditch	PDO	WET	DARK	23:50	Unknown	Unknown	

The crash history shows a very low accident rate of 0.63 per million vehicle miles traveled versus the 1.22 average for Jefferson County and 2.20 for the average of county roads nationally. Both reported crashes occurred in the curves at the easterly end of the road where the road actually has a full two lanes marked by a centerline stripe and usable grass shoulders.

Typically the recorded crashes under-report the actual incident occurrence since some drivers may be able to extricate their vehicle before it is ever reported to law enforcement. For example, residents provided a photo of a pickup/trailer in a ditch recently which does not show up in the accident record since it was never reported. There is also no way to record near misses and “close calls” which road users and neighbors often cite as a reason for concern. This is not unique to Shine Road.

## PEDESTRIAN USE

Property owners living along Shine Road indicated in comments supporting the speed limit reduction that the road is heavily used by pedestrians. Although Public Works has conducted no actual pedestrian counts, it is not unusual to see pedestrians using this stretch of roadway. For example, during a 30 minute site visit performed to collect information for this study, several groups of pedestrians were observed walking their dogs on the road. It is obvious that pedestrians are using this road. By its nature, many property owners living on the north side of the road must walk down and across the road to access stairways to the beach on the south side and Hicks Park which is located centrally to the neighborhood. Also as is typical, mail is delivered in one direction only and so all of the mail boxes are on one side of the road only (south side) requiring many property owners to cross the road to retrieve their mail. Road shoulders for much of Shine Road are virtually non-existent to the point of being unusable for pedestrians. As such, walkers use the traveled way of the road as reported.

Several comments were received regarding the danger of walking on the road during hours of darkness. Jefferson County cannot recommend that pedestrians walk in the traveled way of any county road when it is dark. It is not safe to walk on Shine Road in the dark. Filling in drainage ditches to provide a wider pedestrian shoulder is not feasible in most areas. Even ditches that do not carry water much of the year will carry water during very large storms. Ditches should not be designed for the average condition but for “design” storms.

## DISCUSSION

### Speed Limit

The Operating Speed Method of setting speed limits described earlier in this report would suggest that the existing speed limit of 35 mph is acceptable. The reported accident rate is very low and the 85<sup>th</sup> percentile speed is 36 to 37 mph. It is commonly accepted practice however to reduce speed limits below the 85<sup>th</sup> percentile speed to account for hazards or conditions that a driver might not be aware of. Shine Road exhibits nearly all of these conditions including its narrow width that is less than a full two lanes; the lack of usable road shoulder and drop offs just beyond what shoulder there is; high driveway density; and pedestrian use. The only reason that this road is not exhibiting a larger problem, as would be reflected in a higher accident rate, is due to its very low traffic

numbers. Most drivers are probably using the middle of the road, shying away from the edges, and then slowing down considerably when encountering an oncoming vehicle.

It is unusual to post a speed limit below the 50<sup>th</sup> percentile speed. Doing so means that over half the road users currently would be breaking the law. The 50<sup>th</sup> percentile speed on Shine Road is 29 mph which would suggest that 30 mph could be an appropriate speed limit for this roadway. On the other hand, as mentioned earlier in this report, many agencies statutorily set 25 mph speed limits on roads that are considered “residential”. This is not the case in Jefferson County but in practice many of the County’s residential streets have been posted this way. There is no official definition of what constitutes a “residential” street although it would be hard to argue that Shine Road does not have many of the features that would make it one. By way of comparison, the residential loop formed by Woodland Drive and Parkridge Drive was set at 25 mph when it was constructed as is appropriate for a residential area. This 1.5 mile road has very low intersection density nowhere close to the 34 per mile of Shine Road. Woodland and Parkridge are two-lane roads 22 feet in width with generous gravel shoulders and no roadside hazards. Having a road system with these characteristics posted at 25 mph while Shine Road is posted at 35 mph is inconsistent and does not make sense.

When conducting speed limit studies, Jefferson County Public Works typically uses the computer program USLIMITS2 made available by the Federal Highway Administration. This program tries to bring objectivity to this process using an “expert” method that considers the 85<sup>th</sup> percentile and 50<sup>th</sup> percentile speeds and factors in the many variables that can also affect speed limits. This program yields a recommended speed limit of 30 mph for Shine Road; however the program may be of limited usefulness on Shine Road because it is intended to be used for a two lane road. If Shine Road were actually a full two lanes, then 30 mph would undoubtedly be a reasonable speed limit for this road, but Shine road is not a full two lane road except from mile post 1.80 to mile post 2.34 and even most of that section is characterized by continuous curves. USLIMITS2 could be interpreted to support a 25 mph speed limit since the result it produces for a two lane road should be further reduced by 5 mph due to the narrowness of Shine Road. Output from USLIMITS2 can be found in Appendix “D”.

As a final check, the road was driven by Public Works staff multiple times in both directions to determine whether the proposed speed limit of 25 mph is appropriate. Driving at 25 mph felt appropriate for the residential nature of this neighborhood, especially given the constraints of the narrow roadway. When encountering traffic coming from the opposite direction, it was necessary to slow down below 25 mph and in some places to actually pull over and come to a stop to allow oncoming traffic to pass.

While the two-lane section at MP 1.80 to MP 2.34 could be posted at 30 mph, it is recommended that the entire road have a single speed limit to avoid confusion. Since the two-lane section is almost entirely characterized by curves this is not an unreasonable speed limit for this section either.

The difference in travel time for a driver traversing the entire 2.34 mile length of Shine Road at 25 mph versus 35 mph is 96 seconds.

#### Speed Enforcement

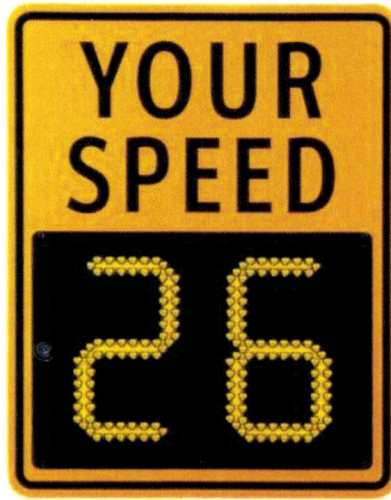
As part of this investigation, Public Works reached out to the Jefferson County Sheriff’s Office (JCSO) to get an opinion as to the appropriate speed limit for this road. JCSO has responded to multiple requests for speed enforcement on this road; however, with the current speed limit of 35 mph is unable to make much of an impact on reducing speeds. JCSO has indicated that a 25 mph speed limit is appropriate for this section of road and will give them the ability to perform enforcement targeted at changing driver behavior at this location.

#### Fines

Fines for speeding in Washington State currently range from \$125 for 5 mph over to \$423 for 35 mph over in zones posted with a speed limit of less than 40 mph. If the speed limit is lowered to 25 mph on Shine Road, a driver could be fined \$136 for driving at 35 mph.

#### Signage and Education

Residents along Shine Road have requested more enforcement and suggested the use of activated speed feedback signs such as the one shown below.



Studies have shown that these signs can be effective; however, they are expensive and the number of requests for these signs would make them cost-prohibitive to own/operate/maintain for the County. The JCSO has purchased two of these signs with a grant and partnered with Public Works to install them on a rotating basis at various locations throughout the County. They are typically left in place for 6 to 8 weeks. Vandalism has been a problem and the effort to install them is significant. There is some evidence that the signs are more effective on a system-wide basis when moved around so drivers do not become accustomed or immune to them in the same place. JCSO also has a trailer with one of these signs which was purchased by Public Works to help with speed education and enforcement. Use of permanently installed speed feedback signs should be prioritized and reserved for high traffic areas with significant pedestrian use such as school zones in order to justify their expense. Shine Road is a very low volume road and would not be a high priority location for permanent installation. Use of the temporary signs and/or trailer would be appropriate after the speed limit is changed. JCSO has intentionally held off on using these signs prior to a speed limit change to avoid educating drivers to the current higher speed limit of 35 mph.

Speed limit signage consisting of aluminum signs on steel posts should be permanently mounted at either end of Shine Road sufficiently far from the intersection with SR-104 that drivers can clearly see them. They should not be installed too close to the intersection where they would be missed by a driver concentrating on completing the movement from SR-104 onto Shine Road. In addition, speed limit signage should be posted in both directions near the center of the 2.34 mile long segment. Curve warning signage will no longer be required with a 25 mph speed limit; however it is recommended that advisory warning signs with a 20 mph advisory speed be retained at the section of adverse alignment located at MP 1.00 to MP 1.10.

#### Local Traffic Only

The citizen petition identified as a problem the use of Shine Road as an alternate route by drivers when SR-104 is backed up. The petition stated that this is creating increasingly hazardous conditions. Several commenters suggested that the road should be posted for "Local Traffic Only" presumably to make it illegal to use for cut through traffic.

The County does not have the legislative authority to close roads to certain members of the public based upon their intended destination. RCW 47.48.010 allows the Board to close roads to certain classes of vehicles usually for weight or size such as for seasonal restrictions or bridge weight restrictions. Roads can be closed temporarily for construction or permanently due to hazards or the impracticality of repairing them. Closed roads may sometimes be posted with advisory signage designed to encourage "local traffic only" to proceed beyond the closure point in order to reduce traffic in construction areas or because there is no turnaround available. Such signage is unenforceable and only advisory in nature. There is no legal definition of what "local" traffic is, and it is



not possible for law enforcement to pull over a driver based upon their suspected destination. There are reports of some cities attempting to post "local access only" or "no thru traffic" signage without much success for the reasons listed above. Furthermore, installing this type of signage establishes a poor precedent for an agency since it will soon be flooded with requests for similar signs on many other roads.

Traffic from SR-104 should not be using Shine Road to access the Hood Canal Bridge. Public Works has reached out to the Washington State Department of Transportation (WSDOT) and suggested that advisory signage could be placed on SR-104 with a clear message such as "Bridge Traffic – Do Not Use Shine Road". Public Works would be willing to install this sign at County expense. There is precedent for similar advisory signage on the other side of the Bridge which reads "Do Not Block Driveways" installed at MP 59 on SR-3. Public Works will continue to work with WSDOT and Washington State Patrol on this concept.

#### Speed Bumps and Speed Tables

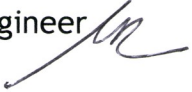
Several suggestions were received to install speed bumps or speed tables on Shine Road to address driver speed. There is an abundance of literature on the effectiveness and appropriateness of speed bumps/tables which will not be repeated in this report. The short answer is that Jefferson County, like almost all other counties, will not install these devices on county roads with the possible exception of at high priority sites such as school crossings. The biggest issue with them is that everyone wants one on their street but not on any other street they use. Once you start installing them, you cannot stop installing them. They are expensive, they can be dangerous, they are noisy, they impede emergency response time, they are only effective over very short distances (drivers speed up between them), and they are just uncomfortable. Since it would be very unusual to encounter one in a rural environment, significant signage and pavement markings would be required at each one to attempt to make them safe. The arguments against speed bumps/tables will never adequately satisfy some citizens who are adamant that they are the answer for their street; however, Jefferson County has no plans to change its position on these devices.

#### RECOMMENDATION

- It is recommended that the maximum speed limit be lowered to 25 MPH for the entire length of Shine Road (MP 0.00 to MP 2.34) based on the roadway characteristics and operating characteristics described in this report. This may be accomplished by holding a public hearing to update "Exhibit A" which is part of Jefferson County Code 10.05.040.
- Temporary speed feedback signs/trailer should be used for 6 to 8 weeks after the speed limit is changed. JCSO should then perform some targeted speed enforcement.
- Public Works should continue to work with WSDOT to install signage discouraging Hood Canal Bridge cut through traffic.

Jefferson County Board of Commissioners  
Agenda Request

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

**From:** Monte Reinders, PE, Public Works Director/County Engineer 

**Agenda Date:** November 19, 2018

**Subject:** Public Hearing to Reduce Shine Road Legal Speed Limit,  
MP 0.00 to MP 2.34

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**Statement of Issue:**

Conduct a public hearing for the purpose of receiving public testimony concerning revisions to the Jefferson County Code, Chapter 10.05, Model Traffic Ordinance to reduce the entire length of Shine Road's legal speed limit to 25 MPH.

**Analysis / Strategic Goals / Pros & Cons:**

RCW 46.61.415 permits local authorities to decrease or increase the maximum legal speed limits on county roads based upon an engineering and traffic investigation that conforms to criteria for establishing speed limits in the Manual on Uniform Traffic Control Devices (MUTCD). Public Works has completed the Shine Road traffic study and investigation of road characteristics as herein attached, dated October 2018. The County Engineer recommendation is to reduce the speed limit to 25 MPH and to modify Exhibit A to be consistent with this revision of Ordinance 11-1214-98 (Jefferson County Code 10.05), Regulating Traffic Speeds on County Roads.

**Fiscal Impact / Cost-Benefit Analysis:**

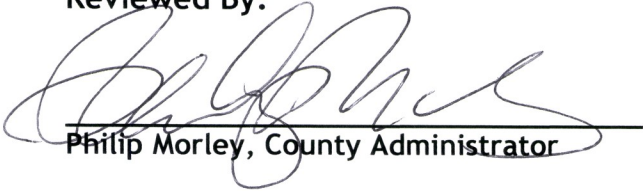
The cost of replacing existing signs is estimated to be nominal or less than \$1,000.00.

**Recommendation:**

After considering public testimony, approve by Resolution the proposed Shine Road legal speed limit reduction, revising Exhibit A of Ordinance No. 11-1214-98 and direct Public Works to make the appropriate field changes.

**Department Contact:** Wendy Clark-Getzin, PE, Transportation Planner, 360-385-9162

**Reviewed By:**

  
Philip Morley, County Administrator

11/15/18  
Date