

FINAL BILL REPORT

HB 1045

C 264 L 13
Synopsis as Enacted

Brief Description: Authorizing certain local authorities to establish maximum speed limits on certain nonarterial highways.

Sponsors: Representatives Ryu, Angel, Moscoso, Clibborn, Upthegrove, Fitzgibbon, Liias, Pedersen, Stanford, Farrell, Morrell, Pollet, Bergquist and Fey.

House Committee on Transportation
Senate Committee on Transportation

Background:

State law establishes speed limits on all roads in the state. These limits depend upon the type of road being limited—city streets, county roads, or state highways. On city streets, the limit is set at 25 miles per hour. On county roads, the limit is set at 50 miles per hour. Finally, on state highways, the limit is set at 60 miles per hour.

Cities or towns may either increase or decrease these limits; however, a city or town must undertake an engineering and traffic investigation before making such a change. Generally, this investigation will consider factors such as the speed of the 85th percentile of drivers on the road, road characteristics, parking practices, pedestrian activity, roadside development and environment, a history of crashes, and other factors.

An altered speed limit is effective when the appropriate signs are erected; however, any alteration on a state highway must be approved by the Secretary of the Department of Transportation before going into effect.

Summary:

A city or town is not required to conduct an engineering and traffic investigation if the city or town reduces the speed limit on a nonarterial highway within a residence or business district to 20 miles per hour. This waiver applies, however, only if the city or town has developed procedures for establishing such lower speed limits. The requirement is also waived if the city or town seeks to cancel a lower speed limit that had been established through these procedures. In that case, the cancellation must occur within one year of the initial establishment of the 20-mile-per-hour limit. Finally, cities and towns must consult the

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manual on uniform traffic control devices when establishing speed limits pursuant to these procedures.

Votes on Final Passage:

House	86	10
Senate	45	2

Effective: July 28, 2013