

Active Transportation Programs Design Guide

Session 1 – Guide Overview and Speed Management

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Active Transportation Programs Engineer

Month Day, 2024

Safe Routes to School and Pedestrian/Bicyclist Programs

- Aim to improve safety for pedestrians and bicyclists
- All roads
- All public agencies & Tribal governments are eligible
- Projects must:
 - Comply with funding requirements
 - No match is required



Training on Applications

- Overview Webinar
 - March 11 (recording available)
- Design Guide Trainings
 - **March 13**
 - March 20
 - March 27
- Application Process Workshop
 - April 15
- For more information about the funding programs, visit:
 - [Safe Routes to School Program](#)
 - [Pedestrian & Bicycle Program](#)



Pedestrian/Bicyclist Program**Safe Routes to School Program****Program purpose**

- Eliminate pedestrian and bicyclist fatal and serious injury traffic crashes.
- Increase the availability of connected pedestrian and bicyclist facilities that provide low traffic stress and serve all ages and abilities.
- Increase the number of people that choose to walk and bike for transportation.

- Enable and encourage children, including those with disabilities, to walk, roll, and bicycle to school.
- Make bicycling and walking to school a safer and more appealing form of transportation, encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Estimated available funding amount

\$23,190,000

\$25,575,000

Funding source

State

Federal and State

Applications due date

May 31, 2024

June 7, 2024

Project Ranking

Category	Max Category Points	Subcategory	Max Subcategory Points
Safety	40	Safety Treatments	24
		Safety Need	16
Equity	25	Highest Equity Need Census Tract	20
		Community Engagement	5
Mobility with Considerations for Equity	10		
Deliverability	10		
Value	10		
Geographic Diversity	5		
Total	100		

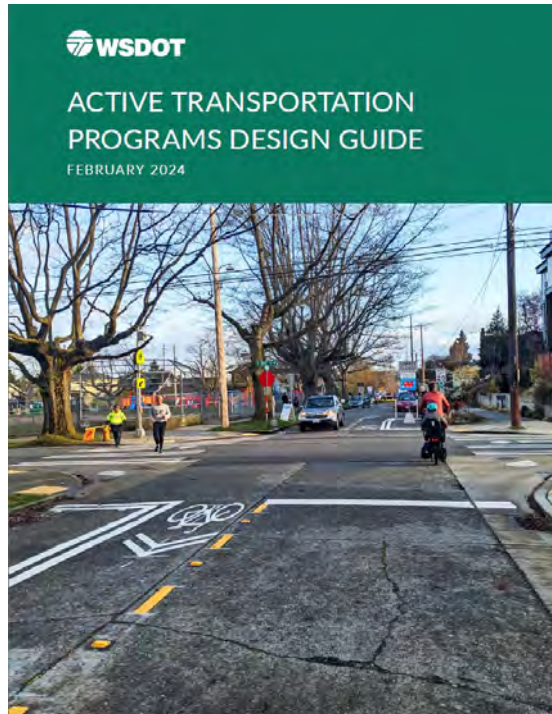
Linear Safety Treatments

- Do linear treatments and existing conditions meet WSDOT level of traffic stress (LTS) 2 or better for both pedestrians and bicyclists?
- If a project proposes volume or speed management to meet a certain LTS, will the proposed treatments likely achieve the needed reductions?

Intersection/Crossing Safety Treatments

- Crossing features for pedestrians and bicyclists should aim to:
 - Decrease pedestrian/bicyclist **exposure** to points of conflict with motor vehicle traffic
 - Decrease motor vehicle **operating speed**
 - Increase pedestrian/bicyclist user **conspicuity**
 - Increase the **predictability** of movements of different user groups through the intersection
 - Increase **separation in space** between motorists and pedestrians/bicyclists
 - Increase **separation in time** between motorists and pedestrians/bicyclists

The Design Guide



Purpose of the Design Guide

- Establishes common definitions of the treatments for these funding programs
- Expands on the prior list of treatments with design guidance
- Simplifies project development and application for funding
- Emphasizes “how” to design treatments

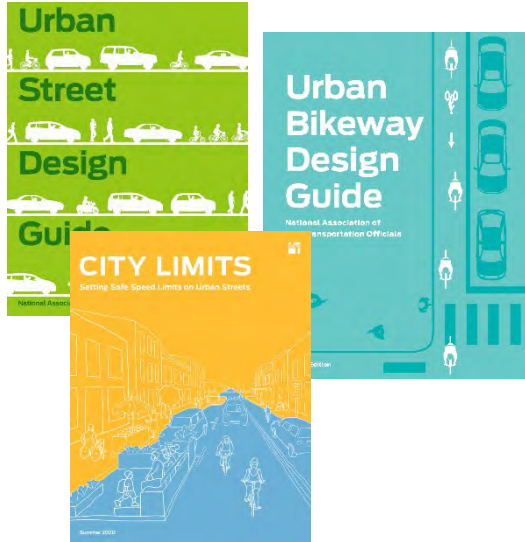


When Does the Guide Apply

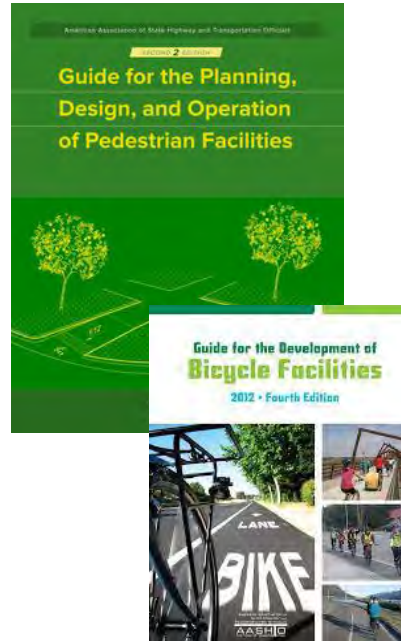
- SRTS and PBP applications on local or county roads
- On state routes, comply with WSDOT Design Manual and related agency standards



References Informing the Guide



NACTO



AASHTO



FHWA

Guide Outline

Today

- Part 1 – Guide overview
 - Introduction
 - How to use this guide
 - Additional guidance
- Part 2 – Treatment toolbox
 - Speed management treatments

2nd Training

- Crossing and intersection treatments
- Grade-separated treatments
- Illumination
- ADA improvements

3rd Training

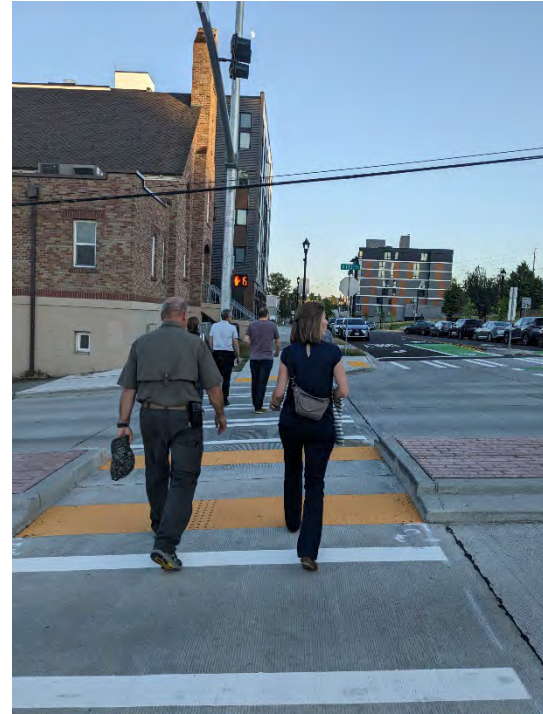
- Linear treatments designed for bicyclists
- Linear treatments designed for pedestrians
- Linear treatments designed for pedestrians and bicyclists

Part 1 – Guide Overview



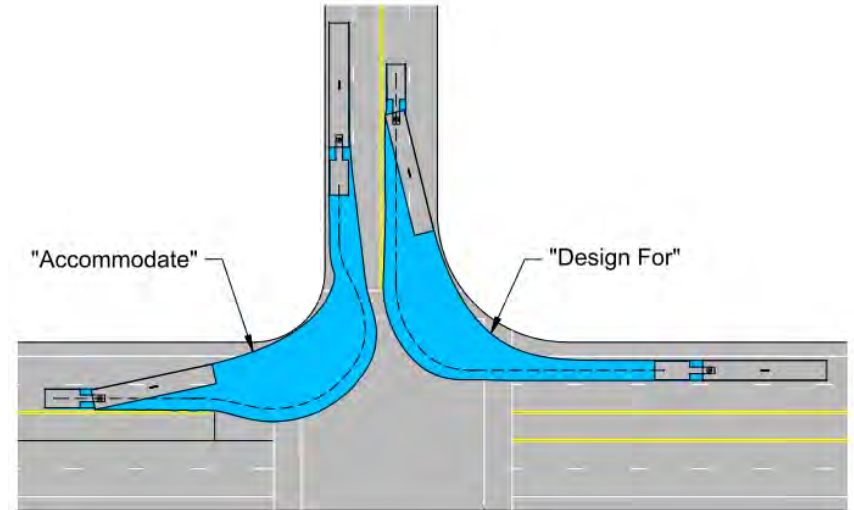
Part 1 – Guide Overview Continued

- Projects that align with or exceed the safety design features of the guide will tend to rank more favorably during the competitive application review
- Consider equity in planning, outreach, and design



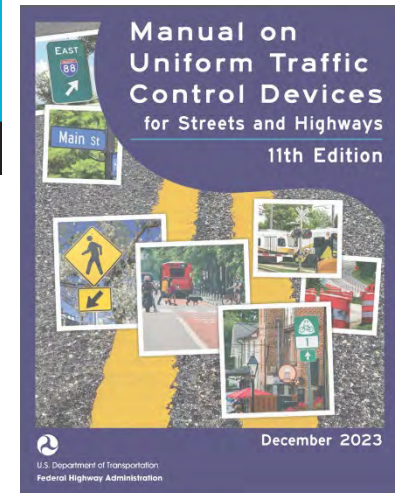
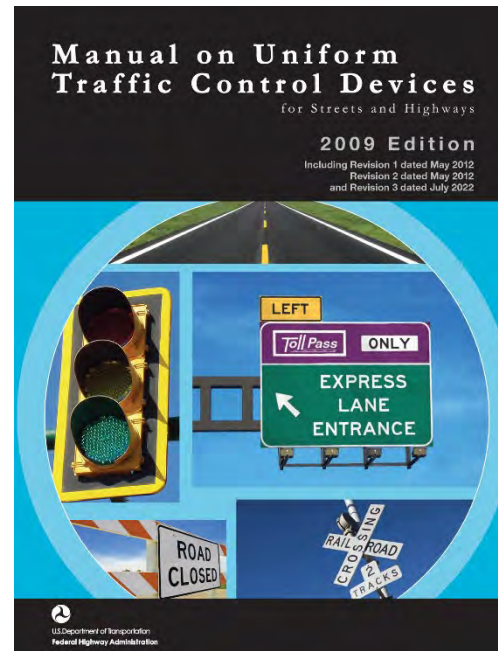
Part 1 – Guide Overview Cont.

- Special design considerations
 - Streets for children
 - Resiliency and green infrastructure
- Designing for and accommodating large vehicle turns



Part 1 – MUTCD

- Current standard is the **2009 MUTCD with Revisions 1, 2, and 3 incorporated as modified by WAC 468-95**
- Washington state has 2 years to adopt the 11th Edition MUTCD (released 12/2023)
- Interim approvals still apply for now either at the local level or through WSDOT's statewide approval for some devices
- [WSDOT MUTCD Webpage](#)



Part 1 – Level of Traffic Stress

- Projects will be evaluated on their ability to meet LTS 1 or 2 for both pedestrians and bicyclists
- LTS tables are contained within the WSDOT Design Manual Chapter 1510 and 1520
- Based on speed, number of lanes, volume, buffer, facility width
- More information in Session 3

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) in mixed traffic (no marked bicycle lane, with or without shoulder) (New Exhibit 2023)

PLTS in mixed traffic (no pedestrian facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 - 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Exhibit 1520-5 Bicycle Level of Traffic Stress in mixed traffic (no bicycle facility) (New Exhibit 2023)

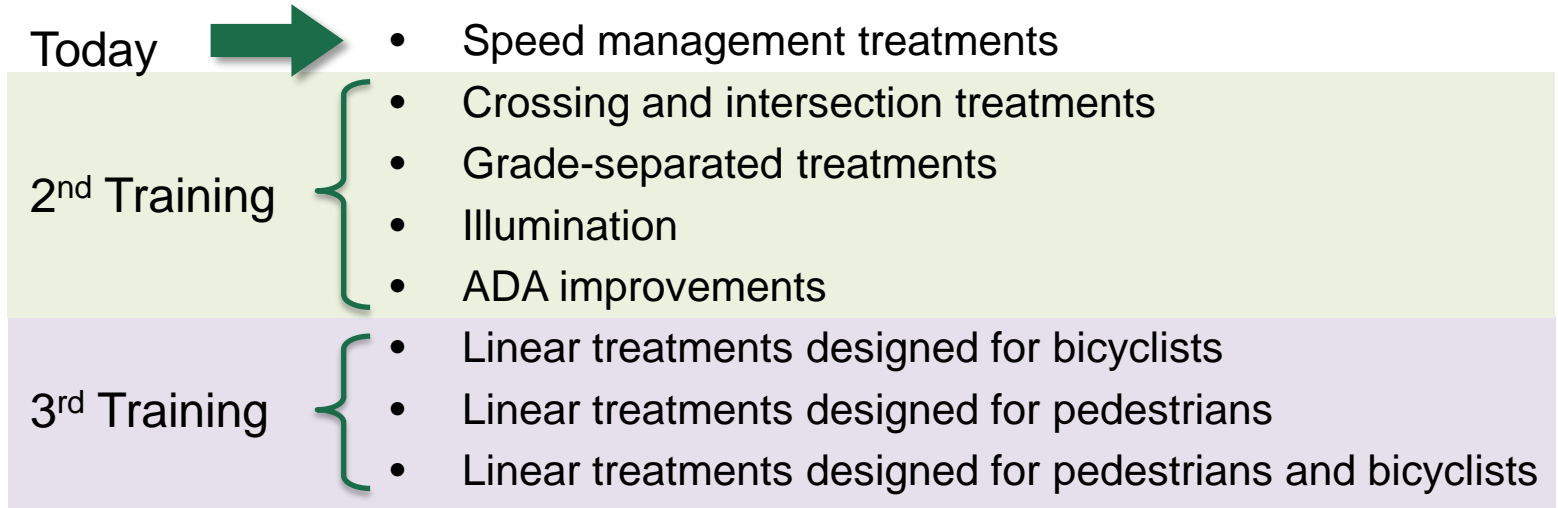
BLTS in mixed traffic (no bicycle facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 - 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Part 2 – Treatment Toolbox



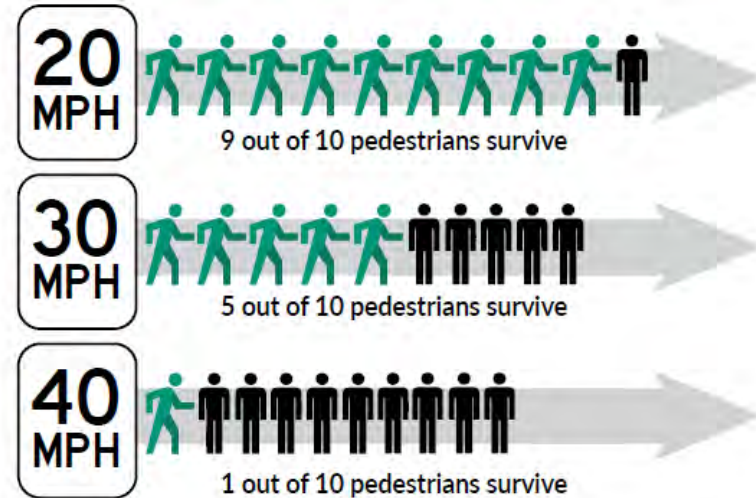
Source: Tom Haggarty, P.E., City of Medical Lake, City Engineer

Part 2 – Treatment Toolbox Continued



Part 2 – Speed Management

- Encourage all applicants to set injury minimization target speeds for projects
- Example:
 - 20 mph in residential and business districts
 - 25 mph for arterials or non-limited access roads in town centers
- [Washington State Injury Minimization and Speed Management Policy Elements and Implementation Recommendations](#)
- [NACTO City Limits Guide](#)



Part 2 – Speed Management Continued

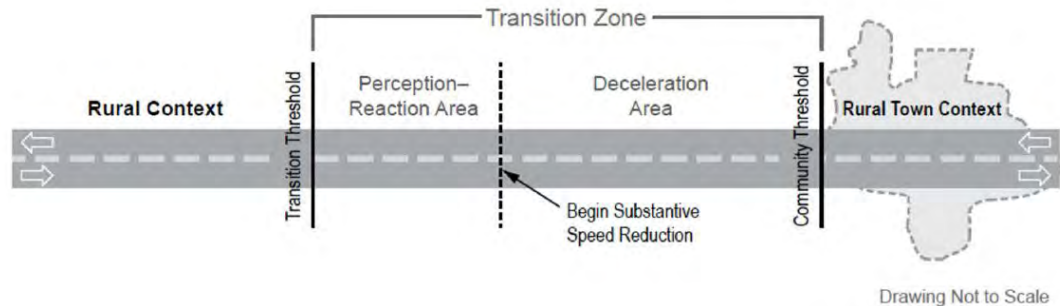
- Manual on Uniform Traffic Control Devices - Washington State Modifications, WAC 468-95-045
- **RCW 46.61.400** – 25 mph statutory speed limits for city and town streets
- **RCW 46.61.415** – can reduce to 20 mph on a nonarterial highway or part of a nonarterial highway
 - *Requirement to be within a residence or business district removed in 2022*
- Begin the local process to reduce speeds prior to applying. Coordinate with local emergency services and other partners.



Source: Rohit Ammanamanchi, City of Bellevue

Part 2 – Speed Transition Zones

- Transition higher speed roads to lower speed zone in a community
- Treatments may include:
 - Center islands
 - Raised medians
 - Roundabouts
 - Roadway narrowing
 - Lane-width reductions
 - Layered landscaping



Part 2 – Speed Management Treatments

1. Twenty-mph speed zone designation and signs
2. School or playground 20-mph speed zone with flashing beacons and signage
3. Speed feedback sign
4. Automated traffic safety camera
5. Lane width reduction
6. Road reconfiguration
7. Chicanes
8. Neighborhood traffic diverter
9. Median diverter for multi-stage crossing
10. Neighborhood traffic circle
11. Choker
12. Raised intersection
13. Speed hump or speed cushions
14. Speed table



Some treatments in other sections of the toolbox also can help manage speeds. This icon identifies these treatments.

22. High-visibility crosswalk

DESCRIPTION

In Washington, legal crosswalks exist at all intersections whether marked or not unless specifically prohibited by appropriate signage,⁹³ and Washington state law requires drivers to stop for pedestrians and bicyclists crossing the roadway in a marked or unmarked crosswalk.⁹⁴ Marking crosswalks can raise awareness for drivers that pedestrians or bicyclists may cross the street at that location. High-visibility crosswalk markings make it easier for drivers to see the crosswalk, not just the pedestrian, and emphasizes that pedestrians have the right of way. Crosswalk visibility enhancements can reduce crashes by 23-48 percent.⁹⁵



FIGURE 27. HIGH-VISIBILITY CROSSWALK IN UNIVERSITY PLACE, WA. SOURCE: PEDBIKE IMAGES/CARL SUNDSTROM.

For marked crosswalks, the MUTCD minimum requirement is two transverse lines; however, this marked crosswalk treatment doesn't meet the standards for high-visibility crosswalk marking. Standard high-visibility crosswalk markings include bar pairs, continental, and ladder type markings. Some jurisdictions may also use zebra markings, or enhanced crosswalks that include painted or thermoplastic patterns, or colored and/or patterned pavement, in conjunction with the MUTCD transverse lines. These crosswalk treatments may require additional review to determine if they meet the intent of high-visibility markings.

DESIGN GUIDANCE

Provide a crosswalk with changes in level of no greater than 1/4 inch or with the appropriate beveled edges per the Public Right-of-Way Accessibility Guidelines.

At high-visibility crosswalks include:

- At least 10-foot-wide high visibility crosswalk markings such as ladder style or continental markings.⁹⁶
- Striped or physical barrier to restrict parking at least 20 feet from the crossing.

In addition:

- At signalized crossings, place a [stop line at a controlled crosswalk](#) a minimum of 4 feet in advance of the crosswalk.
- At stop-controlled crossings, consider placing a [stop line at a controlled crosswalk](#) a minimum of 4 feet in advance of the crosswalk.
- At uncontrolled crossings, place W11-2 signs or a [rectangular rapid flashing beacon](#) adjacent to the marked crosswalk. Consider an advance-stop line and "stop for pedestrians" signs adjacent to each other and within 20-50 feet of the crosswalk.⁹⁷

⁹³ RCW 46.04.160

⁹⁴ RCW 46.61.235

⁹⁵ FHWA. 2018. "Crosswalk Visibility Enhancements." *Safe Transportation for Every Pedestrian*.

⁹⁶ WSDOT. 2018. *Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations*

⁹⁷ WAC 468-95-220

- In Washington State drivers must come to a full stop for pedestrians in crosswalks.⁹⁸ For this reason, don't use yield pavement markings or signs ahead of crosswalks (this guidance doesn't preclude yield pavement markings or signs when located with the intent for drivers to yield to crossing vehicular traffic).

Pedestrians will prefer to not make three crossings when only trying to cross one leg of an intersection. As a result, at signalized intersections, consider marking crosswalks on all approaches unless the pedestrians are prohibited from accessing a section of the intersection.⁹⁹

All crosswalks should also include sufficient [pedestrian lighting](#) to meet the guidance provided in [pedestrian and bicyclist illumination at a crossing or intersection](#).

DESIGN APPLICABILITY

- Consider high visibility crosswalk markings for all marked crosswalks.
- All signalized or stop controlled pedestrian crossings.
- All existing uncontrolled crossing locations or new uncontrolled crossing location with appropriate treatments per Table 1 of FHWA Guide for Improving Pedestrian Safety at Unsignalized Locations.

COMPLEMENTARY TREATMENTS

- [Curb extension](#)
- [Physical barrier to restrict parking near crosswalk](#)
- [Stop line at a controlled crosswalk](#)
- [Stop line at an uncontrolled crosswalk](#)
- [In-street stop for pedestrian sign](#)
- [Rectangular rapid flashing beacon](#)
- [Pedestrian hybrid beacon](#)
- [Half signal for pedestrians and bicyclists](#)
- [Full traffic signal](#)
- [Pedestrian refuge island](#)
- [Raised crosswalk](#)
- [Linear treatments designed for pedestrians \(all\)](#)

MORE INFORMATION

- [MUTCD Section 3B.18 – Crosswalk Markings](#)
- [FHWA Crosswalk Marking Selection Guide](#)
- [NCHRP 926 Guidance to Improve Pedestrian and Bicyclist Safety at Intersections](#)
- [WSDOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations](#)
- [FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#)

PLAN SHEET DETAILS

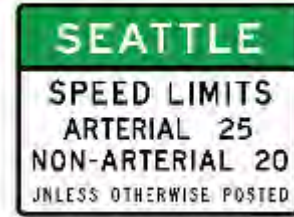
- [22 - High-visibility Crosswalk Markings](#)

⁹⁸ RCW 46.61.235

⁹⁹ NACTO. 2013. "Crosswalks and Crossings." *Urban Street Design Guide*.

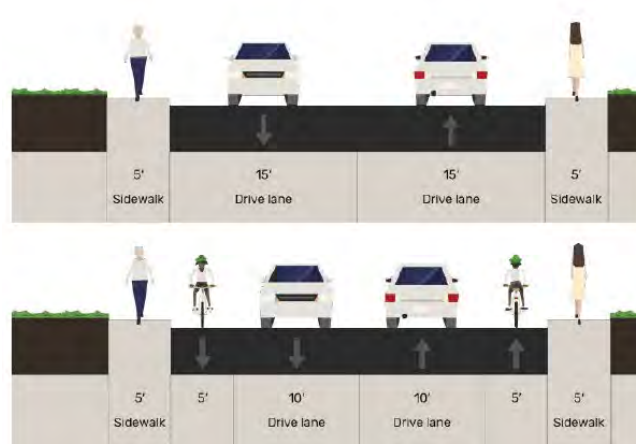
Speed Zones

1. 20-mph speed zone designation and signs
2. School or playground 20-mph speed zone with flashing beacons and signage
3. Speed feedback sign
4. Automated traffic safety camera



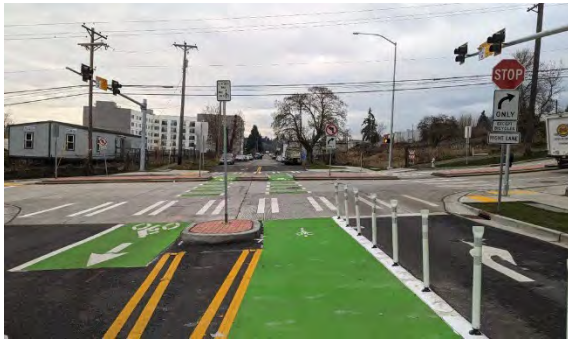
Road Reconfiguration

- 5. Lane width reduction
- 6. Road reconfiguration



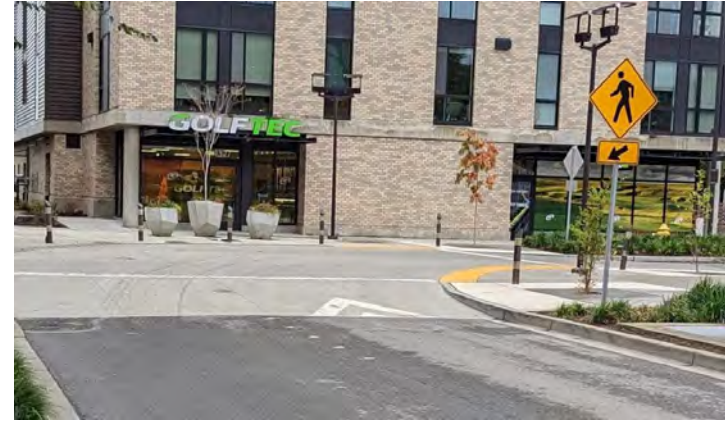
Horizontal Deflection

7. Chicanes
8. Neighborhood traffic diverter
9. Median diverter for multi-stage crossing
10. Neighborhood traffic circle
11. Choker



Vertical Deflection

- 12. Raised intersection
- 13. Speed hump or speed cushions
- 14. Speed table
- 15. Raised crosswalk (crossing treatment)



Recommended Vertical Deflection Characteristics

Desired motorist speed	Maximum hump height	Appropriate locations	Appropriate ramp profiles	Approximate ramp target slope
≤ 20 mph	4 inches (3-inch minimum)	Local streets	All	1:12
≤ 25 mph	3.5 inches (3-inch minimum)	All streets without designated emergency response, truck or frequent transit routes	Sinusoidal or straight	1:18
≤ 30 mph	3 inches	Arterial or collector streets without designated emergency response, truck or frequent transit routes	Sinusoidal or straight	1:24
≤ 35 mph	3 inches	Arterial streets with designated emergency response, truck or frequent transit routes	Straight	1:24

Implementation

- Can use a suite of speed management treatments and simultaneously lower speeds along a corridor
- Candidate locations especially along school walk routes, near playgrounds, or in population centers

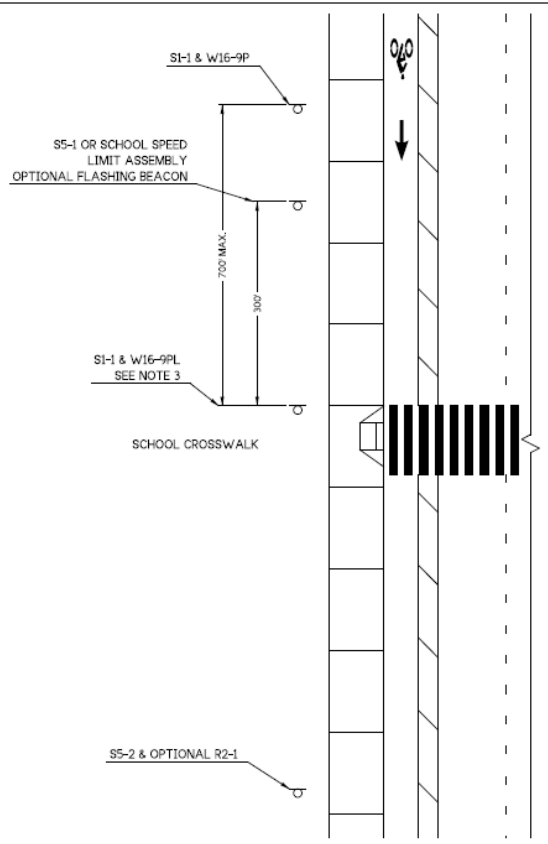


Plan Sheet Details



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- NOTES
1. INSTALL SIGNAGE ON BOTH ROADWAY APPROACHES.
 2. SCHOOL CROSSINGS MAY BE ESTABLISHED EITHER ADJACENT TO THE SCHOOL OR AS PART OF A SCHOOL PEDESTRIAN ROUTE.
 3. THE S1-1 SIGN MAY BE INSTALLED AT A CROSSING CONTROLLED BY A TRAFFIC SIGNAL, BUT NOT AT AN INTERSECTION CROSSING CONTROLLED BY A STOP OR YIELD SIGN.
 4. PER WAC 468-95-330, APPLICABLE TO STATE HIGHWAYS, COUNTY ROADS, OR CITY STREETS, THE REDUCED SCHOOL OR PLAYGROUND SPEED ZONE SHALL EXTEND FOR 300 FEET IN EITHER DIRECTION FROM THE MARKED CROSSWALK WHEN THE MARKED CROSSWALK IS FULLY POSTED WITH STANDARD SCHOOL SPEED LIMIT SIGNS OR STANDARD PLAYGROUND SPEED LIMIT SIGNS.
 5. PER WAC 468-95-330, NO SCHOOL OR PLAYGROUND SPEED ZONE MAY EXTEND LESS THAN 300 FEET FROM A MARKED SCHOOL OR PLAYGROUND CROSSWALK, BUT MAY EXTEND BY TRAFFIC REGULATION BEYOND 300 FEET BASED ON A TRAFFIC AND ENGINEERING INVESTIGATION.



**SCHOOL SPEED ZONE SIGNING
AT A SCHOOL CROSSWALK**

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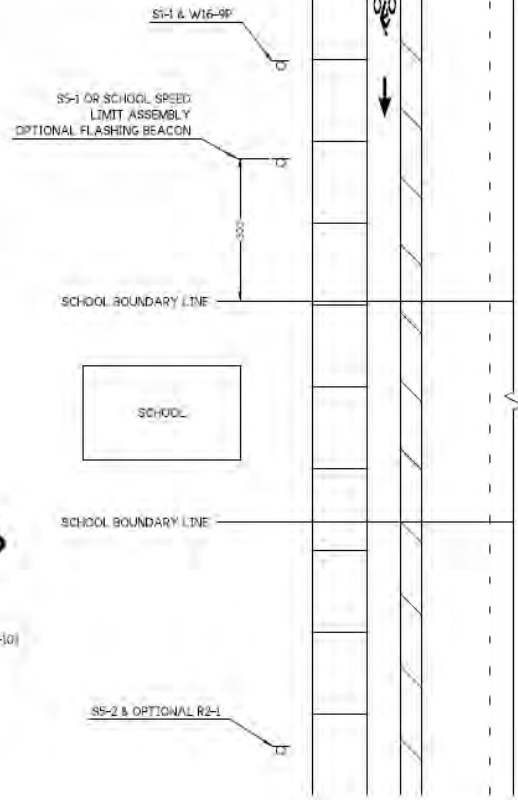
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NOTES

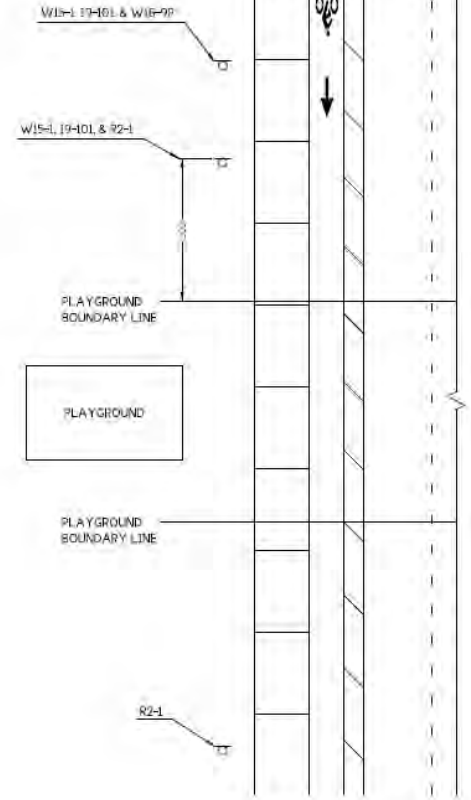
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2. PER WAC 458-95-330, APPLICABLE TO COUNTY ROADS OR CITY STREETS, THE SCHOOL OR PLAYGROUND SPEED ZONE MAY EXTEND UP TO 300 FEET FROM THE BORDER OF THE SCHOOL OR PLAYGROUND PROPERTY WHEN FULLY POSTED WITH STANDARD SCHOOL SPEED LIMIT SIGNS OR STANDARD PLAYGROUND SPEED LIMIT SIGNS.



PLAYGROUND SPEED ZONE SIGN ASSEMBLIES



SCHOOL SPEED ZONE SIGNING



PLAYGROUND SPEED ZONE SIGNING

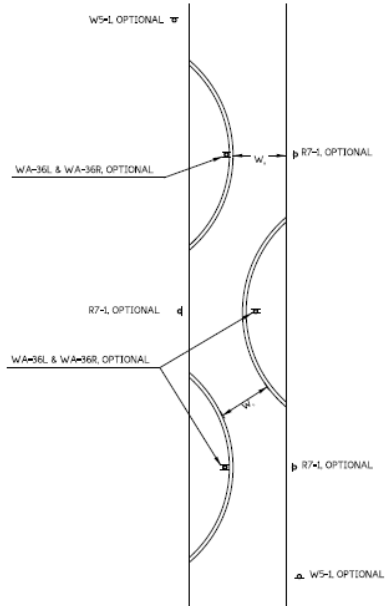
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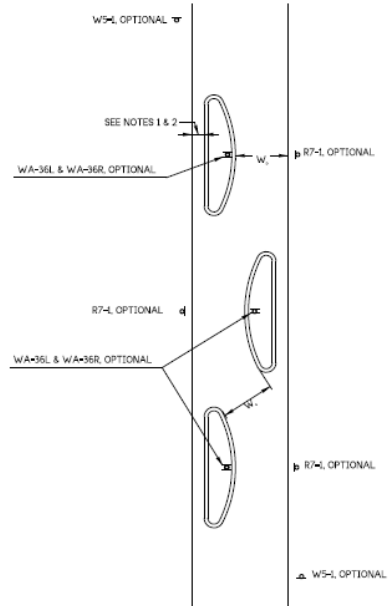
WSDOT Active Transportation Programs
 Design Guide
 Plan Sheet Details
 2 - 20-mph Speed Zone
 Designation and Signs

WSDOT
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5C
(12-1)





CURBLIN EXTENSION CHICANES



DETACHED CHICANES WITH DRAINAGE CHANNEL

NOTES

1. ALONG ROADS WITH BIKE LANES, CONTINUE BIKE LANES BETWEEN THE CHICANE AND THE CURB OR EDGE OF ROADWAY. PROVIDE 6 FT. MIN. CLEAR FROM THE EDGE OF THE GUTTER TO THE FACE OF THE CHICANE CURB. PAINT CHICANE CURB WHITE TO ENSURE VISIBILITY.
2. MAINTAIN A DRAINAGE CHANNEL FOR DETACHED CHICANES.
3. THE TRAVEL PATH THROUGH THE CHICANE CAN BE ONE LANE OR TWO LANES AS NOTED.
4. PLACE ANY LANDSCAPING IN CHICANES TO NOT OBSCURE DRIVERS VIEW.

	TWO LANES	ONE LANE
W	23'	15'
W'	20' MIN	12' MIN

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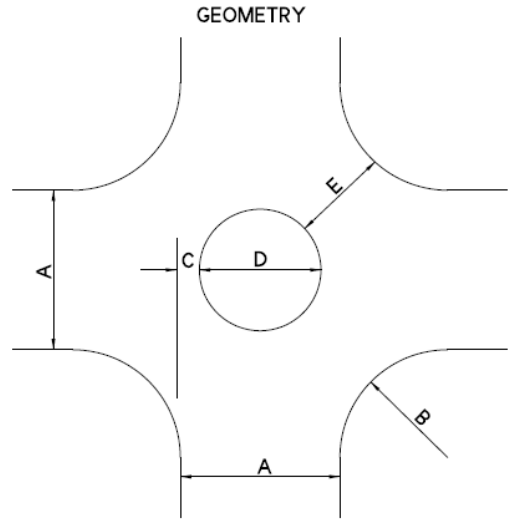
PRELIMINARY PLAN

DATE	DATE
P.L. #1 AMP BOOK 4 (SEE SHEET C13 FOR RESOLUTION)	P.L. #1 AMP BOOK 4 (SEE SHEET C13 FOR RESOLUTION)

WSDOT Active Transportation Programs
Design Guide
Plan Sheet Details

7 - Chicanes

PLAN SHEET NO.
SHEET 5 OF 52 SHEET 11



NOTES

1. USE DIMENSION SCHEDULE AS A DESIGN GUIDE. FINAL DIMENSIONS TO BE DETERMINED BY THE ENGINEER.
2. OPTIONAL USE OF ADVANCE WARNING SIGNS, W2-6 AND W16-12P, PLACED 75' TO 100' BACK FROM TRAFFIC CIRCLE ON EACH APPROACH. OPTIONAL USE OF OBJECT MARKERS PLACED IN CENTER OF TRAFFIC CIRCLE FOR EACH APPROACH.

OPTIMUM CRITERIA

OFFSET DISTANCE (C)	OPENING WIDTH (E)
5.5' MAX.	16' MIN.
5.0'	17' +
4.5'	18' +
4.0'	19' +
3.5' OR LESS	20' +

DIMENSIONS

A STREET WIDTH	B CURB RETURN RADIUS	C OFFSET DISTANCE	D CIRCLE DIAMETER	E OPENING WIDTH
20'	<15'	RECONSTRUCT CURBS		16'+ 17* 18- 19*
	15'	5.5'	9'	
	18'	5.0'	10'	
	20'	4.5'	11'	
	25'	4.0'	12'	
24'	<12'	RECONSTRUCT CURBS		16' 17- 18+ 20-
	12'	5.5'	13'	
	15'	5.0'	14'	
	20'	4.5'	15'	
	25'	3.5'	17'	
25'	<12'	RECONSTRUCT CURBS		16* 17- 18- 18+ 20-
	12'	5.5'	14'	
	15'	5.0'	15'	
	18'	4.5'	16'	
	20'	4.5'	16'	
30'	10'	5.5'	19'	16+ 17- 17+ 18+ 19+ 20'
	12'	5.0'	20'	
	15'	5.0'	20'	
	18'	4.5'	21'	
	20'	4.0'	22'	
32'	10'	5.5'	21'	16+ 17- 18- 19- 19+ 20'
	12'	5.0'	22'	
	15'	4.5'	23'	
	18'	4.0'	24'	
	20'	4.0'	24'	
36'	10'	5.0'	26'	17- 17* 18- 19+ 20- 20'
	12'	5.0'	26'	
	15'	4.5'	27'	
	18'	4.0'	28'	
	20'	3.5'	29'	
40'	10'	5.0'	30'	17* 18+ 19- 20- 20' 20'
	12'	4.5'	31'	
	15'	4.0'	32'	
	18'	3.5'	33'	
	20'	3.0'	34'	
25'	1.0'	38'	20'	

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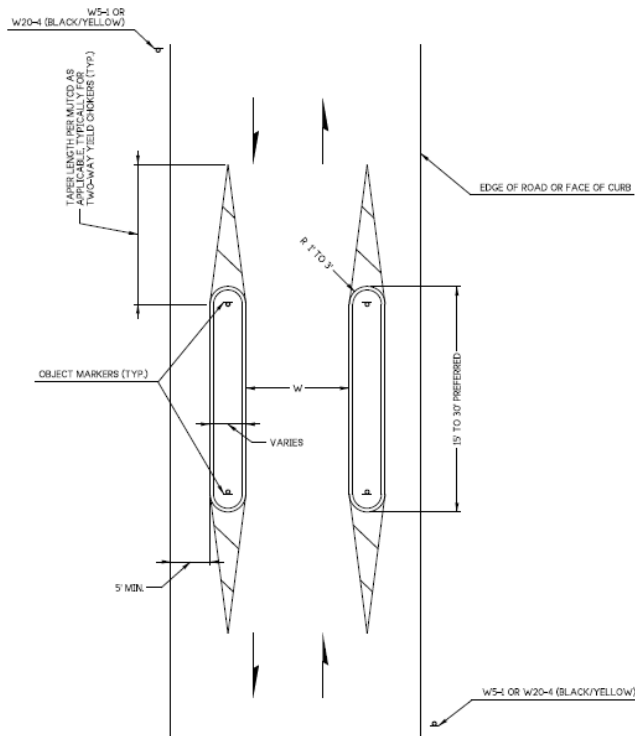
PRELIMINARY PLAN

WSDOT Active Transportation Programs
Design Guide
Plan Sheet Details

10 - Neighborhood Traffic Circle

PLAN SHEET NO.	
SHEET	11
OF	52
SHEETS	6





CHOKER WITH BIKE PASS-THROUGH

NOTES

1. EXTEND THE FACE OF CURB OR MAINTAIN A DRAINAGE CHANNEL BETWEEN THE CURB OR EDGE OF ROADWAY AND THE CHOKER.
2. ALONG ROADS WITH BICYCLE BOULEVARDS OR BIKE LANES, PROVIDE 5' MINIMUM PASS-THROUGH BETWEEN THE FACE OF CURB OR EDGE OF ROADWAY AND THE CHOKER.

TWO-WAY NON-YIELD	TWO-WAY YIELD
W 20' MIN.	12' MIN.

FILE NAME	11 - Choker.dgn
TIME	3:57:06 PM
DATE	12/01/2023
PLOTTED BY	Wspg8
DESIGNED BY	
ENTRICKED BY	
CHECKED BY	
PROJ. ENGR.	
REGIONAL ADM.	
REVISION	DATE BY

SECTION	DATE	FED. AID PROJ. NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	

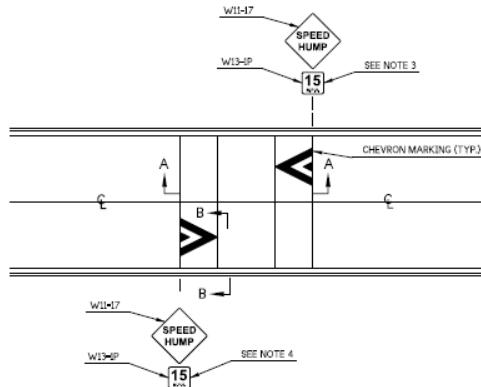


DATE	DATE
P.L. BY: AMY.BOOKER	P.L. BY: AMY.BOOKER

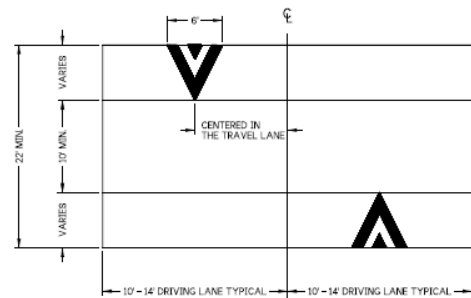
WSDOT Active Transportation Programs
Design Guide
Plan Sheet Details

11 - Choker

PLAN SHEET NO.
SHEET 13 OF 52 INSET 12



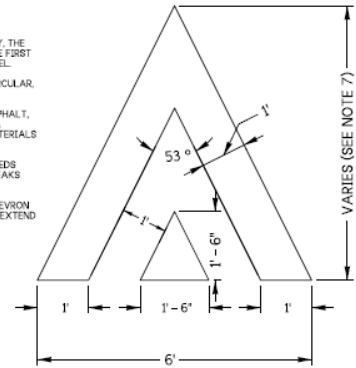
SPEED TABLE MARKING AND SIGNING



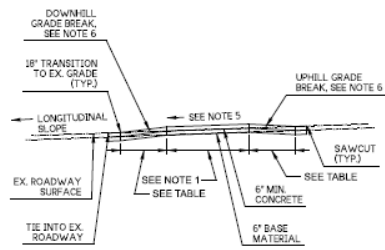
MARKING DETAIL

NOTES

- SAWCUT OR FEATHER GRIND TO KEY IN SPEED HUMP. SEE SECTION A-A.
- SIGN LOCATIONS TO BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION.
- FOR A SERIES OF SPEED HUMPS OR TABLES IN CLOSE PROXIMITY, THE ADVISORY SPEED PLAQUE MAY BE ELIMINATED ON ALL BUT THE FIRST SPEED BUMP SIGN IN THE SERIES FOR EACH DIRECTION OF TRAVEL.
- SPEED TABLE MAY ALSO BE DESIGNED WITH A SINUSOIDAL, CIRCULAR, OR STRAIGHT PROFILE.
- MODEIFY EXISTING STREET PAVING, PLANING AND OVERLAY ASPHALT, OR RECONSTRUCTION OF PAVING AS NECESSARY TO RESTORE A SMOOTH TRANSITION AND STREET CROWN, MATCH PAVING MATERIALS AND THICKNESS.
- DETERMINE GRADE BREAKS BASED ON EXISTING ROADWAY SPEEDS AND DESIRED SPEED REDUCTION, GENERALLY HIGHER GRADE BREAKS CORRESPOND TO HIGHER SPEED REDUCTION.
- WHERE APPROACH RAMP LENGTHS ARE LESS THAN 6' LONG, INSTALL CHEVRON MARKING ONTO THE APPROACH ROADWAY.

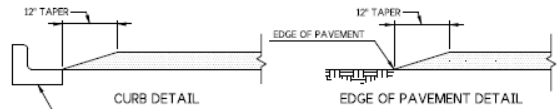


CHEVRON DETAIL



SECTION A-A

ROADWAY LONGITUDINAL SLOPE	APPROACH RAMP LENGTH			
	5-6% GRADE BREAK		8-10% GRADE BREAK	
	UPHILL	DOWNHILL	UPHILL	DOWNHILL
0%	5.0-5.5 (3.0-4.0)	5.0-5.5 (3.0-4.0)	3.0-3.5 (2.0-2.5)	3.0-3.5 (2.0-2.5)
2%	5.0-5.5 (3.0-4.0)	5.0-5.5 (3.0-4.0)	3.0-3.5 (2.0-2.5)	3.0-3.5 (2.0-2.5)
4%	5.0-5.5 (3.0-4.0)	8.0-10.0 (6.5-7.5)	3.0-3.5 (2.0-2.5)	5.0-6.0 (4.0-5.0)
6%	5.0-5.5 (3.0-4.0)	11.0-13.5 (9.5-11.5)	3.0-3.5 (2.0-2.5)	6.5-8.5 (5.5-7.0)



SECTION B-B

FILE NAME	14 - Speed Table.dgn	REVISION		DATE	BY	PROJECT NO.	14	STATE	WASH	FED. AID PROJ. NO.	
TIME	3:57:16 PM										
DATE	12/11/2023										
DESIGNED BY	Whegab										
ENTERED BY											
CHECKED BY											
PROJ. ENGR.											
REGIONAL ADM.											

WSDOT
PRELIMINARY PLAN

DATE		DATE	
P.L. STAMP 0004	WSDOT	P.L. STAMP 0004	WSDOT

WSDOT Active Transportation Programs
Design Guide
Plan Sheet Details
14 - Speed Table

PLAN SHEET NO.	
SHEET	16 OF 52
DATE	12/11/23

- Programs aim to improve safety for pedestrians and bicyclists
- Projects evaluated based on ability to provide low stress connections and crossings for pedestrians and bicyclists
- Review design guide for selected treatments
- Consider injury minimization speeds and treatments to achieve these speeds
- Plan sheet details can support project development and implementation

Future Training Sessions

- Session 1 – Today
- Session 2 – March 20
- Session 3 – March 27
- All are virtual and will be recorded and posted to the [LTAP website](#) and the funding program webpages

Questions, Additional Training, and Project Photos



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