

KITTITAS COUNTY  
DEPARTMENT OF PUBLIC WORKS

**PUBLIC HEARING STAFF REPORT**

**HEARING DATE:** June 6th, 2017

**ACTION REQUESTED:** Conduct a Public Hearing discussing a potential speed limit reduction on No. 81 Road and Amending Section 10.08.020 of the Kittitas County Code

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**BACKGROUND:** The 2017 – 2022 Six Year Transportation Improvement Plan included a pedestrian improvement project along No. 81 Road from Clerf Road to Alpine Estates. Recently Public Works has found that the existing ditch and water conveyance along this portion of roadway can support a four to five foot shoulder widening with minimal impact. This is a low cost high benefit solution that will result in a sufficient width of pavement to accommodate a shared use pedestrian and bicycle facility.

Currently the posted speed limit along No. 81 Road from Clerf Road to Palmero Park is 25 MPH, at which it transitions to 35 MPH. With the City of Kittitas expressing increased pedestrian traffic along No. 81 Road from Alpine Estates to Palmero Park, and with the upcoming construction of the shared use path Public Works suggests the 25 MPH speed limit be extended approximately 1,500 feet from Palmero Park to the intersection of Alpine Drive (Alpine Estates) and No. 81 Road for public safety.

**INTERACTION:** Public Works

**RECOMMENDATION:** Reduce the speed limit along a portion of No. 81 Road to 25 MPH

**HANDLING:** Return one (1) signed Ordinance to Public Works

**ATTACHMENTS:** Engineer's Report; Ordinance

**LEAD STAFF:** Lucas Huck, County Engineer

**KITTITAS COUNTY  
DEPARTMENT OF PUBLIC WORKS**

**PUBLIC WORKS – BOARD OF COUNTY COMMISSIONERS  
ENGINEER’S REPORT – NO 81 RD SPEED LIMIT REDUCTION REQUEST**

**PUBLIC HEARING DATE : JUNE 6, 2017**

**ACTION REQUESTED : CONSIDER REDUCING THE POSTED  
SPEED FROM 35 MPH TO 25 MPH**

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LEAD STAFF: Lucas Huck, County Engineer

RECOMMENDATION:

Reduce the current posted speed of 35 MPH to 25 MPH.

BACKGROUND:

The 2017 – 2022 Six Year Transportation Improvement Plan included a pedestrian improvement project along No. 81 Road from Clerf Road to Alpine Estates. Recently Public Works has found that the existing ditch and water conveyance along this portion of roadway can support a four to five foot shoulder widening with minimal impact. This is a low cost high benefit solution that will result in a sufficient width of pavement to accommodate a shared use pedestrian and bicycle facility.

Currently the posted speed limit along No. 81 Road from Clerf Road to Palmero Park is 25 MPH, at which it transitions to 35 MPH. The City of Kittitas has noticed the County of increased pedestrian traffic along No. 81 Road from Alpine Estates to Palmero Park. The notice resulted in our placement of the proposed improvement project on our current annual 2017 construction program.

DISCUSSION:

A variety of factors must be considered when determining safe and reasonable speed limits. The prevailing speed is a major consideration in setting speed limits. Engineers recommend setting speed limits so that 85% of the freely flowing traffic travels at or below that speed (the 85<sup>th</sup> percentile). Guidance is provided in MUTCD 2B.13, recommending posted speed limits to be set “within 5 mph of the 85<sup>th</sup> percentile speed of free-flowing traffic.” Another consideration is the highest safe speed for which the road was designed. This takes into account road type, road geometry, and adjacent land use. Other factors include presence of non-vehicular road users, driver or vehicle characteristics, enforcement capability, and public attitudes.

The request to reduce the speed limit on No. 81 Road is driven by a concern for safety of non-vehicular road users; although lowering the posted speed limit below the 85<sup>th</sup> percentile may potentially make the road less safe for motorized travelers it has the potential to reduce the risk of conflicts with non-vehicular road users. Traffic studies

show that simply lowering posted speed limits typically has little effect on actual speeds without law enforcement presence. Lowering posted speeds usually only reduces the prevailing speeds by one to two miles per hour, but it can increase the difference in speeds, which is a common cause of vehicular crashes. In general, drivers choose their speed based on what they think is a safe and reasonable speed for the conditions present.

While analyzing this speed reduction proposal, it has been found that the potential prevention of vehicle versus non-vehicular accidents outweighs the potential increased risk of vehicular crashes caused by differential speeds. This is resulting in the recommendation to lower the speed limit without the support of roadway geometrics or 85<sup>th</sup> percentile speeds. This recommendation is based on the upcoming changes in the configuration of bicycle lanes, roadside development and environment, and pedestrian activity as discussed in Section 2B.13 of the 2009 MUTCD.

One factor to consider when determining a reasonable speed limit is driver expectations. Most of the other roads in the vicinity of No. 81 Road that are similar in character have a posted speed limit of 25 MPH within the City of Kittitas and outlying areas. The geographic location of this roadway segment suggests that the speed reduction has a higher likelihood of success due to the close proximity of the City of Kittitas and surrounding roads with low posted speeds.

There have been no recorded accidents on this segment of No. 81 Road in the past five years. The 85<sup>th</sup> percentile speed is 35.40 MPH with the current configuration not containing a widened shared use path and No. 81 Road does not have roadway geometry to justify a lower speed limit.

However with the increased use of non-vehicular traffic from an urban development trying to access the City of Kittitas and neighboring park, and the upcoming change in roadway configuration, the recommendation by Public Works is to reduce the current posted speed of 35 MPH to 25 MPH. This would result in the 25 MPH speed limit being extended approximately 1,500 feet from Palmero Park to the intersection of Alpine Drive (Alpine Estates) and No. 81 Road for public safety. This recommendation is heavily based on the potential risk reduction of accidents involving vehicular and non-vehicular traffic and the severity that may occur with higher posted speeds.

FISCAL IMPACTS:

The cost of re-posting No. 81 Road to 25 MPH is expected not to exceed \$1,000.00.

ATTACHMENTS:

- EXHIBIT 1 : NO 81 RD VICINITY MAP
- EXHIBIT 2 : 2016 TRAFFIC STUDY DATA – NO 81 RD
- EXHIBIT 3 : 2009 MUTCD, SECTION 2B.13

EXHIBIT 1: VICINITY MAP



EXHIBIT 2: 2016 TRAFFIC STUDY DATA – NO 81 ROAD

NO 81 ROAD TRAFFIC DATA

<i>Road Name</i>	<i>Requested Change</i>	<i>Speed Study Results</i>	<i>Petitioner</i>	<i>PWD Recommendation</i>
MP 0.095- MP 0.34 <b>No 81 Rd</b>  POSTED SPEED LIMIT 35 MPH		1546 ADT at MP 0.10 (3/2017) 322 trucks per day with Gross Annual Tons of 1,004,750. 35.40 mph average 85th percentile 10 approaches in 0.245 miles=average of 41 approaches per mile No accidents in the last 5 years 07 FFC (Rural Major Collector) BST, 24' width.		

## EXHIBIT 3: 2009 MUTCD, SECTION 2B.13

### Guidance:

09 A *Reduced Speed Limit Ahead* (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.

10 States and local agencies should conduct engineering studies to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.

11 No more than three speed limits should be displayed on any one Speed Limit sign or assembly.

12 When a speed limit within a speed zone is posted, it should be within 5 mph of the 85<sup>th</sup>-percentile speed of free-flowing traffic.

13 Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85<sup>th</sup>-percentile speed.

### Support:

14 Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

### Guidance:

15 An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.

### Option:

16 Other factors that may be considered when establishing or reevaluating speed limits are the following:

- A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
- B. The pace;
- C. Roadside development and environment;
- D. Parking practices and pedestrian activity; and
- E. Reported crash experience for at least a 12-month period.

17 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

18 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

19 A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

### Guidance:

20 If a changeable message sign displaying approach speeds is installed, the legend *YOUR SPEED XX MPH* or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.

### Support:

21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

### Section 2B.14 Truck Speed Limit Plaque (R2-2P)

#### Standard:

01 Where a special speed limit applies to trucks or other vehicles, the legend **TRUCKS XX** or such similar legend shall be displayed below the legend **Speed Limit XX** on the same sign or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.

### Section 2B.15 Night Speed Limit Plaque (R2-3P)

#### Standard:

01 Where different speed limits are prescribed for day and night, both limits shall be posted.

**BOARD OF COUNTY COMMISSIONERS  
COUNTY OF KITTITAS  
STATE OF WASHINGTON**

**ORDINANCE No. 2017-\_\_\_\_\_**

**ESTABLISHMENT OF A SPEED ZONE AND THE PLACEMENT OF SPEED LIMIT SIGNS  
ON NO. 81 ROAD AND AMENDING SECTION 10.08.010 AND 10.08.020 OF THE KITTITAS COUNTY  
CODE**

- WHEREAS:** Kittitas County manages roadway speed limits in County Code at Title 10; and
- WHEREAS:** Changing a speed limit on a County Roadway requires amending Sections 10.08.01 and 10.08.020; and
- WHEREAS:** Kittitas County has determined that 25 miles per hour is an appropriate speed limit for No. 81 Road from Mile Post 0.1 to the Intersection of Alpine Drive based on an engineering recommendation requesting the lowered speed limit due to the increased use of non-vehicular traffic and the change in roadway configuration caused by the future construction of a shared use path; and
- WHEREAS:** Kittitas County has determined that 25 mile per hour speed limit signs would improve safety at this location for non-vehicular traffic; and
- WHEREAS:** The Board of Kittitas County Commissioners did hold a public hearing on Tuesday, June 6<sup>th</sup>, 2017 to hear public testimony regarding the establishment of a speed zone and placement of speed limit signs on the above listed road.

**NOW, THEREFORE BE IT ORDAINED** That the Kittitas County Board of County Commissioners, after due deliberation and in the best interest of the public, does hereby establish a 25 mph speed limit on No. 81 Road from Mile Post 0.1 to the Intersection of Alpine Drive; and authorizes the placement of speed limit signs at the above stated locations and amending Kittitas County Code Section 10.08.010 and 10.08.020 as indicated in Exhibit A.

**BE IT FURTHER ORDAINED** That this ordinance will become effective upon the installation of the appropriate signs.

ADOPTED this 6th day of June, 2017.

BOARD OF COUNTY COMMISSIONERS  
KITTITAS COUNTY, WASHINGTON

\_\_\_\_\_  
Paul Jewell, Chairman

Attest:

Clerk of the Board- Julie Kjorsvik

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Laura Osiadacz, Vice-Chairman

Deputy Clerk of the Board- Mandy Buchholz

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Obie O'Brien, Commissioner

## EXHIBIT A

### Chapter 10.08

#### SPEED LIMITS ON COUNTY ROADS

##### Sections

10.08.010 Twenty-five miles per hour.

10.08.015 Thirty miles per hour.

10.08.020 Thirty-five miles per hour.

10.08.025 Forty miles per hour.

10.08.030 Fifty miles per hour.

10.08.040 School safety zones - Twenty miles per hour.

10.08.045 Twenty miles per hour.

10.08.050 Construction zones - Twenty five miles per hour.

##### **10.08.010 Twenty-five miles per hour.**

The following roads or portions thereof shall have a maximum speed limit of twenty-five miles per hour:

- 1st Street (Easton), entire road.
- 1st Street (Ronald), entire road.
- 1st Street (Thorp), entire road.
- 2nd Street (Easton), entire road.
- 2nd Street (Thorp), entire road.
- 3rd Street (Ronald), entire road.
- 3rd Street (Thorp), entire road.
- Alley Street (Ronald), entire road.
- All Seasons Drive, entire road
- Alliance Road, from MP 0.00 to MP 0.07
- Arctic Avenue (Ronald), entire road.
- Atlantic Avenue (Ronald), entire road.
- Bakers Road, entire road.
- Beech Road (airport), entire road.
- Boat Ramp Road (Vantage), entire road.
- Bowers Business Loop, entire road.
- Bowers Road (airport), from Airport Road to end of county road.
- Broadview Road, entire road.
- Brown Street (Vantage), entire road.
- Burke Road, entire road.
- Cabin Creek Road, from Railroad Street (Easton) to MP 0.51.
- Camas Lane, entire road.
- Carek Road, entire road.
- Cessna Road (airport), entire road.
- Chester Street (Thorp), entire road.
- Clearview Drive, entire road.
- Cohoe Road, entire road.
- Columbia Avenue (Vantage), entire road.
- Cooke Canyon Road, from Coleman Creek Road to end of county road.

- Creeksedge Way, entire road.
- Cross Street (Easton), entire road.
- Danko Road, entire road.
- Delta Street, entire road.
- Depot Street (Easton), entire road.
- Dodge Road, from Thrall Road to milepost 0.25.
- Elmview Road (airport), entire road.
- Emerick Road, entire road.
- Evergreen Valley Loop Road, entire road.
- Evergreen Way, entire road.
- Falcon Road (airport), entire road.
- Fanhouse Road (Ronald), entire road.
- Fieldstone Court, entire road.
- First Avenue (Grasslands), entire road.
- Fourth Avenue (Ronald), entire road.
- Fowler Creek Road, entire road.
- Frost Mountain Drive, entire road.
- Ginkgo Avenue (Vantage), entire road.
- Glover Road, entire road.
- Gobbler's Knob Road, entire road.
- Goodwin Road (Thorp), from Main Street to First Street.
- Grindrod Road, from milepost 0.46 to Venture Road.
- Groeschell Road, entire road.
- Hannah Road, entire road.
- Hidden Valley Road, from Emerick Road to end of road
- Holiday Avenue (Vantage), entire road.
- Hungry Junction Road, milepost 2.15 to milepost 2.33.
- Huntzinger Road, from milepost 4.88, 1000 feet North of Wanapum Dam access to milepost 5.14, 370 feet South of Wanapum Dam access
- Joyce Street (Vantage), entire road.
- Kachess Avenue (Easton), entire road.
- Kachess Dam Road, entire road.
- Kachess River Road, entire road.
- Kittitas Highway, from milepost 5.49, 800 feet West of Kittitas City Limits to Kittitas City Limits.
- Kittitas Street (Vantage), entire road.
- Lake Cabins Road, entire road.
- Lakeview Avenue (Vantage), entire road.
- Ley Road, from milepost 0.70 to end of road.
- Liberty Road, from milepost 1.48, east to end of road.
- Locust Street (Ellensburg), Kittitas County portion, Washington Avenue to Seattle Street.
- Lookout Mountain Drive (Grasslands), entire road.
- Main Street (Thorp), entire road.
- Martin Road (Roslyn), entire road.
- Matthews Road, entire road.
- McDonald Road, entire road.

- Meadow View Drive, entire road.
- Middlecrest Drive, entire road.
- Mill Creek Road, entire road.
- Morel Road, entire road.
- Mt. Baldy Lane, entire road.
- Mt. Daniels Drive (Grasslands), entire road.
- Mt. Stuart Avenue (Grasslands), entire road.
- Nelson Dairy Road, entire road.
- No. 245 Road (Roslyn), entire road.
- No. 81 Road, from Clerf Road to ~~milepost .10~~ Alpine Drive.
- Orchard Road, entire road.
- Pacific Avenue (Ronald), entire road.
- Pasco Road, entire road.
- Patrick Mine Road, entire road.
- Patrick's Park Drive, entire road.
- Peakview Drive, entire road.
- Pease Road, entire road.
- Pelton Avenue (Easton), entire road.
- Perry Road, entire road.
- Pfenning Road, from Oak Street to Vantage Highway.
- Pioneer Road, entire road.
- Piper Road (airport), entire road.
- Quartz Mountain Drive (Grasslands), entire road.
- Railroad Street (Easton), from milepost .83, Bridge #03112 to Cabin Creek Road.
- Ranch Road, entire road.
- Range View Road, entire road.
- Red Bridge Road, entire road.
- Red Cedar Drive, entire road.
- Red Mountain Drive (Grasslands), entire road.
- Riverbottom Road, from milepost 0.00 (Umptanum Road) to milepost 0.35.
- Seaton Road, entire road.
- Shaft Street, entire road.
- Silver Trail, entire road.
- Silverton Road, entire road.
- Sinclair Rod, entire road.
- Smith Drive, entire road.
- South Cle Elum Way, from Cle Elum city limits to South Cle Elum city limits.
- Stingley Road, entire road.
- Sunlight Drive, entire road.
- Table Mountain Drive (Grasslands), entire road.
- Third Avenue (Grasslands), entire road.
- Thorp Highway, from milepost 6.42 (First Street, Thorp) to milepost 6.90.
- Upper Green Canyon Road, entire road.
- Valley View Drive, entire road.
- Vantage Park Road (Vantage), entire road.
- Via Kachess Road, entire road.

- Village Drive (Grasslands), entire road.
- Wayne Street (Vantage), entire road.
- Westside Road, from Golf Course Road to Nelson Siding Road.
- White Pine Drive, entire road.
- White Road, entire road.
- Willis Road, East, entire road.
- Yellowstone Road, entire road.

(Ord. 2015-006, 2015; Ord. 2014-016, 2014; Ord. 2014-003, 2014; Ord. 2014-002, 2014; Ord. 2014-001, 2014; Ord. 2011-008, 2011; Ord. 2009-14, 2009; Ord. 2009-08, 2009; Ord. 2008-10, 2008; Ord. 2007-31, 2007; Ord. 2006-62, 2006; Ord. 2006-52, 2006; Ord. 2006-51, 2006; Ord. 2006-50, 2006; Ord. 2006-45, 2006; Ord. 2006-43, 2006; Ord. 2006-24, 2006; Ord. 2006-08, 2006; Ord. 2004-37, 2004; Ord. 2004-34, 2004; Ord. 2004-06, 2004; Ord. 2003-20, 2003; Ord. 2002-21, 2002; Ord. 98-05, 1998; Ord. 97-06, 1997; Ord. 95-12 (part), 1995; Ord. 94-37 (part), 1994; Ord. 94-31, 1994; Ord. 94-20 (part), 1994; Ord. 93-13, 1993; Ord. 93-11 (part), 1993; Ord. 92-19 (part), 1992; Ord. 92-15 (part), 1992; Ord. 91-5, 1991; Ord. 91-1, 1991; Ord. 90-4A, 1990; Ord. 87-6, 1987; Ord. 85-3 § 3 (part), 1985; Ord. 83-6-A, 1983; Ord. 83-6 (part), 1983; Ord. 83-4 (part), 1983; Ord. 82-11 (part), 1982; Ord. 82-9 (part), 1982; Res. DPW-80-81, 1981; Res. DPW-78-81, 1981; Res. DPW-66-81, 1981; Res. RD-68-79, 1979; Res. RD-39-79 (part), 1979; Res. RD-59-78, 1978; Res. RD-82-77, 1977; Res. RD-39-75, 1975; Res. RD-32-75, 1975; Res. RD-68-74, 1974; Res. RD-20-74, 1974; Res. RD-71-73 (part), 1973; Res. RD-46-71 (part), 1971.)

#### **10.08.015 Thirty miles per hour.**

The following roads or portions thereof shall have a maximum speed limit of thirty miles per hour:

- Buffalo Lane, entire road.
- Strande Road, from milepost 1.47 to milepost 3.61.

(Ord. 2014-016, 2014;)

#### **10.08.020 Thirty-five miles per hour.**

The following roads or portions thereof shall have a maximum speed limit of thirty-five miles per hour:

- Airport Road (Cle Elum), entire road.
- Airport Road (Ellensburg), from Ellensburg city limits to Bowers Road.
- Anderson Road, from Umptanum Road to Ellensburg city limits.
- Ballard Hill Road, entire road.
- Bender Road, from Reecer Creek Road to Ellensburg city limits.
- Bettas Road, entire road.
- Bowers Road, from Reecer Creek Road to Airport Road.
- Brick Mill Road, from Naneum Road to Fairview Road.
- Brick Road, from milepost 0.624 to Sanders Rd.
- Brown Road, Hanson Road to Barnes Road intersection.
- Bull Road, from Ellensburg city limits south to cul de sac.
- Bullfrog Road, milepost 0.0, I-90 to milepost .72.
- Cabin Creek Road, from Hiline Canal to end of Kittitas County portion, milepost 2.92.
- Caribou Road, entire road.
- Cassasa Road, entire road.
- Chandler Road, entire road.
- Clarke Road, from US 97 to Lower Green Canyon Road.
- Cove Road, from Thorp Highway to Robinson Canyon Road.

- Durr Road, entire road.
- Dry Creek Road, from Ellensburg city limits to SR 97.
- Faust Road, from MP 0.00 to Bridge #88212.
- Game Farm Road, from Brick Road to Wilson Creek Road.
- Gladmar Road, entire road.
- Golf Course Road, entire road.
- Goodwin Road, First Street to end of road.
- Hanson Road, from Cove Road, west to end of county road.
- Hidden Valley Road, from SR 970 to Emerick Road.
- Horlick Road, entire road.
- Horvatt Road, from SR 903 to Roslyn city limits.
- Hundley Road, entire road.
- Hungry Junction Road from milepost 1.15 to milepost 1.70.
- Judge Ronald Road, entire road.
- Kachess Lake Road, entire road.
- Kittitas Highway, 450 feet west of Fairview Road, milepost 5.30, to 800 feet west of Kittitas City Limits, milepost 5.49.
- Kittitas Highway, from milepost 1.03 to milepost 1.34.
- Klocke Road, entire road.
- Lake Cle Elum Dam Road, entire road.
- Lambert Road, entire road.
- Ley Road, Swauk Prairie Road to milepost 0.70.
- Liberty Road, from SR 97 to milepost 1.48.
- Lower Peoh Point Road, entire road.
- Main Street (Vantage), from I-90 Interchange to Recreation Drive.
- Manastash Road from Cove Road at milepost 3.56 to end of road.
- Markovich Road, entire road.
- Masterson Road, entire road.
- McCullough Road, entire road.
- McManamy Cut-off, entire road.
- McManamy Road, entire road.
- Mohar Road, entire road.
- Naneum Road, from Vantage Highway to Watson Road.
- Nelson Siding Road, entire road.
- No. 81 Road, from ~~milepost .10~~ Alpine Dr to Vantage Highway.
- O'Neil Road, entire road.
- Pays Road, entire road.
- Pfenning Road, from Vantage Highway to Game Farm Road.
- Railroad Street, from Cabin Creek Road, east to end of road.
- Railroad Street, from west I90 overpass east to Bridge #03112 milepost .83 (Easton).
- Recreation Drive (Vantage), entire road.
- Reecer Creek Road, from University Way to Bowers Road.
- Ringer Loop, entire road.
- Riverbottom Road, from milepost 0.35 to milepost 3.06 (Umptanum Road).
- Salmon La Sac Road, from SR 903 to end.
- Sanders Road, entire road.

- Sisters Road, entire road.
- Sparks Road, entire road.
- Storie Lane, entire road.
- Strande Road, from Barnes Road to Manastash Road.
- Susan Road, entire road.
- Swauk Prairie Road, entire road.
- Talmadge Road, entire road.
- Taneum Road, East, from Thorp Highway to milepost 1.00.
- Taneum Road, West, entire road.
- Thorp Highway, from milepost 5.16, 950 feet south of I-90, to milepost 6.42 (First Street, Thorp).
- Thorp Highway, milepost 6.90 to Taneum Road, East, milepost 7.69.
- Umptanum Road, from Ellensburg City Limits to milepost 0.75.
- Umptanum Road, from milepost 2.68 to milepost 9.03.
- Upper Peoh Point Road, entire road.
- Vantage Highway, from the Ellensburg city limits to 0.10 east of Pfenning Road.
- Watson Cutoff Road, entire road.
- West Sparks Road, entire road.
- Westside Road, from South Cle Elum City Limits to Golf Course Road.
- Wilson Creek Road, from Vantage Highway to Game Farm Road.
- Woodhouse Loop, entire road.
- Woods & Steele Road, entire road.
- Zrebiec Road, entire road.