

Wheeled All-Terrain Vehicles (WATV's) Use on State Highways and Limited Access State Highways

OVERVIEW:

The purpose of this document is to provide guidance and information to effectively work with cities on identifying highway segments that are located within WSDOT's **limited access** that may be accessible to WATVs.

Wheeled All-Terrain Vehicles (WATVs) are permitted to travel on roadways that are posted 35 MPH, as long as the city has passed an ordinance authorizing their use. WSDOT has several locations within city limits where the posted speed is 35 MPH and WATVs are permitted. However, we do have some highway segments located within city limits that are located within WSDOT's **limited access**. This document will provide guidance on how WSDOT considers the use of WATVs on **limited access** highways.

WATV use on **limited access** state highways:

WATVs are permitted on **limited access** state highways listed in RCW 47.17, as long as the highways are posted 35 MPH, located within city limits, there is an approved city ordinance, and WSDOT has authorized their use. Regulations adopted by the city are subject to WSDOT's approval (RCW 47.52.090(1)).

The department must approve any regulation not identical to state law before it becomes effective. Regions shall submit a Calendar Action agenda item to the State Traffic Engineer and include the following:

- Memorandum confirming local agency proposal is consistent with RCW 46.09.455.
- Strip Map with SR, begin and end MP's, posted speed limits and adjacent speed limits, city boundaries,
- City ordinance
- Include city WATV map

WATV's use on state highways outside of **limited access**:

- WATVs are permitted on state highways listed in RCW 47.17, as long as the highways are posted 35 MPH, located within city limits, and the city has passed an ordinance authorizing WATVs.
- WATVs may cross a state highway, not less than 35 MPH and not more than 60 MPH. See additional guidance on *WATV Crossings*.

**Wheeled All-Terrain Vehicles (WATV)
Advance Signing Guidance
(October 2019)**

OVERVIEW:

The purpose of this document to provide guidance and information to effectively work with counties on identifying intersections that may benefit from WATV signing. In general, WSDOT uses several different warning signs based on roadway conditions. They call to attention an unexpected condition that may not be readily apparent to road users such as; signal ahead, stop ahead, left turns, intersection warning, pedestrian, bicycle, curve warning, and congestion ahead, etc.. These signs can be used in advance of intersections where the focus is to bring attention to the motorist. WATV signing is another sign to be considered.

Recent legislation established a Multi-Use Roadway Safety Account (RCW 46.09.540) within the motor vehicle fund. A portion of these funds are used for WSDOT to administer grants to counties and local governments to perform safety engineering analysis of mixed use vehicles on roads within counties, determine WATV signing needs to alert motorists of WATV presence, and defray law enforcement costs associated with WATV enforcement and crash investigations.

Headquarters Local Programs office administers the grant program, where two categories of signage are eligible for funding under the Multi-Use Safety Account grants program – warning signs and route markers.
<https://www.wsdot.wa.gov/LocalPrograms/Environment/CallForProjects.htm>. For the purpose of this guidance, we are referring to warning signs.

Counties will make application with Local Programs requesting WATV crossing warning signs on WSDOT right of way. Local Programs will forward the applications to region Traffic for review and consideration.

In an effort to maintain statewide consistency, below is guidance on the application and installation of advance Wheeled All-Terrain Vehicles (WATV) signing at authorized crossings:

INSTALLATION OF WATV SIGNS:

When counties and towns are considering WATV routes that cross state highways, it is their responsibility to ensure the proposed WATV crossing meets the requirements set forth in RCW 46.09.455. (We are working with Local Programs to have language included in the application to ensure compliance.)

If the WATV crossing criteria is applicable, regions should consider WATV signing, upon request, based on engineering judgment, sign spacing and the MUTCD guidelines.

Considerations:

- Stopping Sight Distance - does sight distance warrant WATV crossing signs?
 - Use MUTCD Table 2C-4 Guidelines for Advance Placement of Warning Signs
- In an effort to avoid diminishing the effectiveness of existing warning signs, WATV signing should only be considered at intersections with no more than one advance warning sign.
 - When determining the number of existing signs, only signs on the right side of the roadway are to be included in the count, signs on the left of the roadway would not be included.
- Overall sign congestion at these locations may impact the ability to allow WATV signing.