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SECTION 100.00 – TRAFFIC STUDIES

ITD accomplishes safety improvements on the State highway system through the implementation of various traffic studies which are meant to enhance the safety and operation of the State highway system.

SECTION 101.00 – CRASH REPORTS

101.01 General. Crash data is one of the basic tools in the traffic engineering field. Crash reports furnish an important part of the basic information for budgeting, planning and design of highway improvements. They help indicate critical locations on the highway system and areas of operational difficulties and provide clues to needed highway improvements.

The constant surveillance of crash data on the State highway system and initiation of corrective measures to reduce and eliminate crash occurrence is one of the most important district traffic engineering functions. The districts are encouraged to direct increased attention to crash locations and corrective measures for their reduction on the State highway system. The districts also are encouraged to maintain effective communications with the Idaho State Police, county sheriffs, and city police relative to crash occurrence, enforcement, and planned improvements in their jurisdictions.

101.02 Crash Report. A report listing crashes at a particular location on the State highway system is available through the Office of Highway Operations and Safety (OHOS). If requested, this report will be sent for information and use in crash analysis. The crash report can also be obtained directly from the computerized crash records database, WebCars. The report should generally include three or more years of crashes for any specific location. The data should be carefully reviewed by the District Traffic Engineer, with locations or areas having numerous crashes noted for field review. A field review or a Road Safety Audit of the crash locations in relation to traffic operations, roadway features, and traffic control devices will generally point out where appropriate corrective measures are needed.

101.03 Accuracy of Crash Reporting. The credibility of the information obtained from crash records is dependent on the accuracy of the officers' crash reports. Therefore, it is important that the District Traffic Engineer work closely with the State Police and other local law enforcement personnel so they understand the necessity of accurately reporting crash locations and complete crash data.

Make a determined and continuing effort to get the best possible crash reporting from local city and law enforcement officials, particularly on the State highway system. Encourage and assist them in utilizing this information for selective enforcement, planning improvements, and evaluating design or operational changes.

101.04 High Accident Location (HAL) Study. The OHOS will develop and distribute to each District Traffic Engineer an annual list of high-crash locations (HAL), for purposes of analysis and possible corrective action. When OHOS schedules a field review the

districts will be asked to participate in the review of their listed locations together with OHOS personnel.

Field reviews scheduled by OHOS will include a report, prepared by OHOS, documenting the field review and recommendations for corrective action which should include the following:

- A description of the location, including photographs and other supporting documentation.
- A crash history showing the number and type of crashes for the preceding years (at least three years). The history should include the injury and fatality rates and the prevalent crash type and should point out specific crash problems.
- A crash analysis indicating the types of crashes and the driving conditions at the time of the crashes. The analysis should correlate with the documented need for recommended improvements.
- If it is determined that highway conditions were not a contributing factor to the crashes, or there are no feasible improvements that can be made, the report should indicate this.

The District Traffic Engineer should then use the information from the report to select corrective action. Corrective action could involve the use of State Forces or work by contract. The District Traffic Engineer should work with District personnel to accomplish improvements by State Forces. If improvements by contract are needed, the District Traffic Engineer should then prepare the following to be used in programming the project(s):

- Identify improvements to the roadway conditions, including suggested means of accomplishing the work, along with the identified improvements cost and the planned construction year to help evaluate the timeliness of the improvements.
- The District Traffic Engineer should prepare a benefit/cost analysis for the selected improvements.

Based upon the evaluation, the District should finalize the selected improvements and include them in the highway improvement program (STIP).

101.05 Fatal Crash Investigation. The Idaho Transportation Department cooperates with the National Highway Traffic Safety Administration (NHTSA) in collection of data relative to fatal highway crashes on all Idaho highways under the Fatal Accidents Reporting System (FARS). The data is used to analyze fatal crashes in Idaho and on a national level. The Law Enforcement Officer's report provides the necessary data, but the district may be contacted to supplement available information.

101.05.01 Office of Highway Operations and Safety Responsibilities.

- To forward the fatal crash reports to the district after receipt from law enforcement agencies.

- Review Idaho fatality data for recommended action to reduce causation factors.
- Manage Idaho Fatal Accident Reporting System for NHTSA with cooperation from other state agencies.

101.05.02 District Responsibilities.

The districts should review field location, crash history, and other pertinent data for each highway fatality on the State highway system.

101.06 Traffic Hazard Investigation. [Section 49-1315](#), Idaho Code, requires the Idaho Transportation Department to investigate physical traffic hazards involving the State highway system at the request of the investigating law enforcement officer or presiding judicial officer. Whenever any investigation or judicial action stemming from a traffic accident which resulted in death or injury to any person or damage to any property in an apparent extent of five hundred dollars (\$500) or more results in a finding that a physical traffic hazard caused or was responsible for the traffic accident, the investigating traffic enforcement officer or presiding judicial officer shall submit a written statement of his finding to the department and to the board of county commissioners of the county in which the accident occurred. Within sixty (60) days, the department shall examine and report on the alleged traffic hazard. Copies of the report shall be sent to the reporting traffic enforcement officer or presiding judicial officer who originated the action and the board of county commissioners of the county in which the accident occurred. The report by the department shall contain the engineer's explanation of the hazard and shall propose what can be done to alleviate the hazard or what has been done to alleviate the hazard, or information to fully explain why no action has been taken or is anticipated.

101.06.01 The Office of Highway Operations and Safety will:

- Immediately upon receipt, forward a written statement from the enforcement officer or presiding judicial officer to the district, with a copy of the crash reports and supplemental data.
- Assist the districts with preparation of a written report to the officials after completion of field analysis.

Distribute the written report to the reporting traffic enforcement officer or presiding judicial officer who originated the action and the board of county commissioners of the county in which the accident occurred.

101.06.02 The District will:

- Investigate the allegation upon receipt of the request for field analysis of the alleged traffic hazard from OHOS.
- Forward a written report on its investigation of the alleged traffic hazard no later than 30 days to OHOS.
- Maintain files and statistical records on traffic hazard investigations.

101.07 Project Improvement Evaluations. The District's corrective action should be reported to OHOS, upon project completion, for evaluation of the effectiveness of the project improvement. The report should include start and end dates for implementation of the project improvements so OHOS can perform an evaluation of project improvements.

101.08 Highway Safety Improvement Projects (HSIP). ITD accomplishes a variety of safety improvements on the State highway system with federal HSIP funds. Evaluation of the effectiveness of the safety improvement is a requirement of the HSIP reporting process.

OHOS will evaluate all HSIP projects after the work has been completed so that the safety benefits can be measured.

SECTION 102.00 – STOP AND YIELD SIGNS

102.01 General. All State highways, including the urban extensions, are designated as through roadways [[Section 40-310\(11\), Idaho Code](#)]. Stop signs shall be installed to face crossing traffic on arterials and major roadways except at intersections having warranted traffic signal installations and others whereupon the basis of a traffic and engineering investigation it is determined other control is safer, operationally better, and more desirable.

Where two State highways intersect, a traffic and engineering investigation should be made to determine the type of traffic control, i.e., stop, yield, or traffic signal, to be installed.

Stop signs on approaches to the State Highway System are installed and maintained by ITD. Stop signs may also be installed at other intersections with State highways; such as alleys or shopping centers, where it has been determined that the installation of such signs is in the best interest of safety and mobility on the State Highway System. Refer to [Section 155.01](#) for information on installation and maintenance of "Stop Ahead" signs on local road approaches to State highways.

Refer to [Section 851.02](#) for information on installation and maintenance of stop signs at railroad grade crossings.

102.02 Legal Authority. The following sections of the Idaho Code pertain to stop and yield sign installation:

- [40-310\(11\)](#) POWERS AND DUTIES -- STATE HIGHWAY SYSTEM. Designates main traveled State highways as through highways.
- [49-109\(5\)](#) DEFINITIONS -- H. "Highway"
- [49-110\(6\)](#) DEFINITIONS -- I. "Intersection"
- [49-202\(25\)](#) DUTIES OF DEPARTMENT. Railroad grade crossings

- 49-208 POWERS OF LOCAL AUTHORITIES
- 49-212 AUTHORITY FOR STOP SIGNS AND YIELD SIGNS
- 49-642 VEHICLE ENTERING HIGHWAY
- 49-651 EMERGING FROM ALLEY, DRIVEWAY, OR BUILDING
- 49-720 STOPPING -- TURN AND STOP SIGNALS. Bicyclists
- 49-807 STOP SIGNS AND YIELD SIGNS

SECTION 103.00 – SPEED ZONING

Speed zones, indicating the statutory speed limits, shall be established at entrances to the State, jurisdictional boundaries in urban areas, and other locations where deemed appropriate.

In general, the maximum speed limits applicable to rural and urban roads are established:

- A. Statutorily in Idaho Code; or
- B. As altered speed zones – based on engineering studies.

For speed limits on the State highway system within city jurisdictions, follow the procedures contained in [Administrative Policy A-12-07](#), “Speed Limits On the State Highway System Within City Jurisdictions.”

103.01 Legal Authority. Authority for speed zoning is covered in the Idaho Code as follows:

- 49-201(4) DUTIES OF BOARD. Establishment of Speed Limits on the State Highway System.
- 49-202(21) DUTIES OF DEPARTMENT. Special Bridge Speed Limit
- 49-202(22) DUTIES OF DEPARTMENT. Minimum Speed Limit
- 49-207(2)(3)(4) MUNICIPAL REGISTRATION PROHIBITED -- POWER TO ENACT REGULATORY ORDINANCES NOT ABOLISHED. Speed Limits by Local Authorities
- 49-208 POWERS OF LOCAL AUTHORITIES. Speed Limits by Local Authorities
- 49-654 BASIC RULE AND MAXIMUM SPEED LIMITS
- 49-657 CONSTRUCTION DANGER ZONE SPEED LIMITS
- 49-1005 SPECIAL REGULATIONS AND NOTICE Breakup Speed Limits

103.02 Speed Minute Entry. Approval of permanent speed zones and speed zones within bridge limits by the Idaho Transportation Department are documented by Traffic Minute Entries ([Administrative Policy A-12-03](#)). Speed Minute Entries are Traffic Minute Entries for speed zones. Speed Minute Entries are prepared by the appropriate District and submitted through the HOSE. The signed “MINUTE ENTRY FOR SPEED CONTROL ZONES” form is recognized as an official entry in the department records for Speed Minute Entries. The minute entry attests that a traffic and engineering

investigation has been conducted and documented, and the speed zones are reasonable and set forth the authorized maximum speed limits that apply on a specific section of highway, except where the duly elected officials of an incorporated city acting in the capacity as a local authority establish maximum speed limits on portions of state highways, excluding controlled access and interstate highways. See Idaho Code 49-208.

Speed minute entries are the basis for speed zone enforcement and court testimony. They are not effective until the speed is posted in conformance with an approved speed minute entry or approved construction contract documents. Temporary speed limits for construction, maintenance, or emergencies must be approved by the District Engineer in a letter that sets the temporary speeds and the terms under which they are to be applied. The District Engineer's letter is the official Speed Minute Entry for the temporary speed limit and should include the speed limit and the period of time until a new permanent speed limit is established by a traffic and engineering investigation or the original speed limit is reinstated. A new permanent speed zoning minute entry is required when replacing an existing speed limit due to changes in roadway characteristics.

Speed minute entries shall include references such as geographical and topographical locations, county lines, and street names in the location description. Do not use descriptions that refer to City Limits or other short lived references that change over time and invalidate the speed minute entry.

Speed minute entries are prepared and recorded by effective date, consecutive route and milepost order, in a statewide speed zone database which is maintained indicating the current approved speeds on all highway routes.

It is important that speed minute entries be updated promptly to reflect any revisions to the existing speed zoning.

103.03 Speed Zoning Concepts. Speed zoning is a traffic engineering tool that has been employed for many years to try to influence motorist behavior.

On new highway alignments or major highway reconstruction projects, it is important that the speed study be done as soon as possible after the work has been completed and the traffic has become familiar enough with the project changes to drive at speeds that they feel are safe and reasonable.

A wide variety of regulations and methods have been used to establish speed limits; however, there is not a universally adopted procedure. Based on years of experience and observation, the following fundamental concepts have been used as guidelines in establishing realistic and reasonable speed zones:

- The majority of motorists drive at a speed they consider reasonable, convenient, and safe for existing conditions. Posted limits which are set higher or lower than dictated by roadway and traffic conditions are ignored by the majority of motorists.
- A speed limit should be set so that the majority of motorists observe it voluntarily and enforcement can be directed to the minority. That speed is considered the 85th percentile speed.

- Any speed limit is reasonable only for the roadway and traffic conditions for which it was set. Limits based on prevailing speeds of free-flowing vehicles obtained during good weather will be unreasonably high for extreme weather and traffic conditions.
- Crash severity increases with increasing speeds because, in a collision, the amount of kinetic energy dissipated is proportionate to the square of the velocity. The number of crashes, however, appears to depend less on speed and more on the variation in speeds. The lowest crash involvement rate occurs when vehicles are traveling one standard deviation above the mean speed, which is approximately equivalent to the 85th percentile speed or slightly above.

It is very important that like conditions are treated equally on a statewide basis so that speed zones are consistent with the roadway conditions and enforcement can be reasonable and realistic for the motorist. If this is not done, it is often difficult to support and defend speed zoning to local officials, the courts, or the public when revisions or changes are requested.

It shall be speed zoning practice on the State highway system in Idaho to use guidelines contained in the [MUTCD](#).

Speed zones established on the basis of the above-listed concepts using a realistic traffic engineering analysis have the following benefits:

- Provide a factual, scientific basis for determining limits.
- Invite public compliance by conforming to the behavior of the majority of motorists.
- Give enforcement officials a good guide as to what is a reasonable and prudent speed.
- Assist traffic courts by providing a list of established speed limits.
- Ensure that speed zones satisfy the requirements and intent of State and/or local laws and ordinances.
- Encourage motorists to drive at or near the same speed, resulting in smoother flow and a reduction in crash risk.

The benefits of using the 85th percentile speeds in establishing maximum speed limits are as follows:

- Widespread use and acceptance of the method by traffic professionals.
- The probability of crash occurrence is lowest for vehicles traveling at or slightly above the 85th percentile speed.
- The 85th percentile speed reflects a safe speed for existing conditions as perceived by the majority of motorists and is largely self-enforcing.
- When using the method, other factors such as crash rates, geometric features, etc., do not have to be considered separately or in combination with other data since

the factors are reflected in the driver's choice of speed, which is altered to adjust for these conditions.

- Speed samples are easy to obtain and analyze for most roadways.

The 85th percentile speed is the speed at or below which 85 percent of the vehicles are moving. On most roadways, the 85th percentile speed is one standard deviation, or approximately 6 to 8 mph above the average speed.

The pace speed is the 10-mile-per-hour speed range that contains the largest percentage of vehicles. A normal speed distribution contains approximately 70 percent of the vehicles within the pace, with approximately 15 percent of the vehicles below and 15 percent above the limits of the pace speed. The upper limit of the pace speed has been used as a criterion for establishing the maximum speed limit. However, the upper limit of the pace speed may vary from the 85th percentile speed, depending on the distribution curve of the vehicle speeds.

It is necessary that the speed distribution curve be studied and variations between the pace speed and 85th percentile speed be analyzed carefully when using the pace speed to establish maximum speed limits. The top of the pace speed is used when there is a high percentage of vehicles within the pace speed and the 85th percentile speed appears inappropriately high.

The roadway design speed is selected to establish roadway design criteria such as width, alignment, and profile. The roadway design speed has been cited by some transportation professionals as a basis for limiting the maximum speed limit. The determination of design and operating speeds are two separate and distinct activities that should not be combined to establish speed limits that are unreasonable to motorists. Once the roadway is constructed, the driver operates at a speed they feel is reasonably safe and prudent, usually represented by the 85th percentile speed. The traffic and engineering investigation studies the operating conditions on the highway, reviewing the roadway characteristics and the operating speeds that motorists consider reasonable.

It is not usually necessary to reduce the speed zoning for restrictive geometric features, even if they are not readily perceived by motorists. Drivers are more observant of warning devices than speed regulation signs. It is more appropriate to install warning devices to improve driver perception of the restricted operating conditions, and to complete spot improvements if practical, while maintaining a maximum speed limit generally applicable to a longer roadway segment. Frequent revisions of speed zoning are usually not effective in influencing driver speed reduction.

103.04 Traffic And Engineering Investigation. Idaho statutes require that speed zones shall be determined on the basis of a traffic and engineering investigation. The traffic and engineering investigation shall be based on a study of vehicle speeds and field investigation of the roadway-user characteristics. This investigation is the collection of traffic data as indicated below, with an engineering analysis of the data to determine a reasonable and prudent speed limit. Speed zoning revisions may be necessary because of

highway improvements, route and milepost changes, jurisdictional boundary revisions, roadside development, traffic operational changes, or requests.

The District Traffic Engineer should promptly acknowledge all requests for speed zone changes from outside the Department and advise the person or group making the request that a traffic and engineering investigation will be made. Complete the investigation in the field, with due consideration given to all pertinent factors involved. After the investigation is completed, contact the person or group from whom the original request was received and advise them of the results of the traffic study and the Department's recommendations.

The traffic and engineering analysis should address the following factors and characteristics:

- a. Road surface characteristics, shoulder condition, grade, alignment, and sight distance
- b. Roadside development, culture, and friction
- c. Safe speed for curves or hazardous locations within the speed zone
- d. Parking practices and pedestrian and bicycle activity
- e. Reported crash experience for a minimum three-year, preferable five-year, period indicating number and type of crashes by location or crash rate compared to statewide average rates
- f. The 85th percentile speed supplemented by analysis of the pace speed and speed distribution data.

The 85th percentile shall usually be accepted as representing a maximum speed that is reasonable and realistic to the motorist. The recommended maximum speed limit may be decreased below the 85th percentile speed based on analysis of factors and characteristics noted above and justified in a traffic and engineering investigation.

Recommended speeds must be in 5 mph increments.

The traffic and engineering investigation shall contain a summary of the purpose for the investigation, location, recommendation, a summary of the analysis, safety evaluation, and crash data. If speed transition zones are required due to a speed zone established by a local jurisdiction, an analysis referencing Traffic Manual transition zone requirements (see [Section 156.03](#)) will suffice for the investigation requirements. Note that there is existing PC software that can be used in place of the [ITD-1625](#) form that will compile the speed data, make necessary calculations, and provide a tabular summary and a speed distribution graph for analysis and the investigation report. The investigation shall recommend a maximum speed limit. The recommended speed limit shall be supported by data contained in the traffic and engineering investigation. The investigation documents shall include a cover sheet with a brief description of the traffic and engineering investigation and be bound with signature and seal affixed. Speed zoning worksheets should also be included with the document..

103.05 Speed Studies. Speed studies are used to determine the 85th percentile speeds.

The order of preference for speed studies shall be as follows:

1. Compilation of a speed distribution curve, using radar equipment or speed-distance observations.
2. Use of existing average speed data, with mathematical estimation of the 85th percentile speed.
3. Car-following speed observations driving through the study area, logging the free-flow speed of other vehicles. Vehicle speeds and sample size shall be indicated in the study.

It is recognized that many rural speed zoning determinations will be constrained by the existing maximum speed limits, i.e., 55 mph and 65 mph. In these cases, it is acceptable to use the car-following field observation method to support that vehicles are traveling at or near the maximum speed limit. Special attention should be directed to suburban areas, community approaches, or roadside development areas where a reduced speed zone should be considered.

The District Traffic Engineer shall prepare a graph of the site, recommendations for speed zone changes on a “Speed Distribution Chart (ITD-1625) or approved equal, and a “Speed Zoning Worksheet (ITD-1791). All documents shall be submitted to the HOSE together with the signed and sealed supporting traffic and engineering investigation report. A completed speed minute entry typically designates each direction of travel with the same speed limit. Districts should verify sign locations at the time of the speed study and prior to setting the speed zone boundaries because speed limit signs, by law, must be placed within 50 ft of locations shown on the speed minute entry.

103.06 MINIMUM SPEED LIMITS. Idaho Code establishes provisions for setting minimum speed limits on the State highway system although these provisions normally have not been used as a means of raising the speed of slower vehicles. If minimum speeds are considered, the engineering study should take into account the 15th percentile speed or lower limit of the pace speed in selecting the minimum speed limit. A full traffic and engineering investigation as outlined in [Sections 103.04](#) and [103.05](#) should be prepared to substantiate a minimum speed recommendation.

103.07 Advisory Speed Limits. Advisory speed limits are posted with warning signs to provide drivers an advisory safe speed in negotiating a highway segment. Advisory safe speeds are one, but not the only, consideration in establishing maximum speed limits. The procedure for determining advisory safe speeds is outlined in [Section 165.03](#).

103.08 School Zones. Idaho does not have statutory speed limits for school zones and, accordingly, any local ordinances are not applicable to urban extensions of the State highway system. A Traffic and Engineering Investigation is required to change a school zone speed limit. School zone speed limits should be set at a reasonable speed to balance

increased school zone safety without unduly sacrificing mobility for the motorist and will make it necessary to work closely with local officials and school representatives in establishing a reasonable speed limit. The investigation should pay special attention to parental and public concerns about school zone safety which may be different than those issues addressed in a normal speed zone.

A follow-up speed study may be necessary to document the reasonableness of school zone speed limits.

103.09 Differential Speed Limits. Idaho Code contains provisions for setting speed limits for various classes and types of vehicles

Pursuant to [Idaho Code Section 49-654](#), differential speed limits on interstate highways restrict vehicles with five (5) or more axles operating at a gross weight of more than 26,000 pounds to a maximum speed of 65 mph.

103.10 Work Zone Speeds. Often it is necessary to adjust the posted speed through construction or maintenance work zones. However, a reduced speed limit should be based on good judgment, experience, evaluation of geometrics, and guidance from the Work Zone Safety and Mobility Program. Reduced work zone speed limits will not absolve the State or contractor of any responsibility in case of crashes, but appropriately reduced speed limits should improve safety in the work zone.

Prior to establishing reduced speed limits through construction or maintenance projects, some important considerations should be evaluated:

- Is the project in compliance with the Work Zone Safety and Mobility program?
- Is there a feasible, and possibly better, alternative to reducing the speed limit? Generally, fewer crashes are likely to occur if traffic can be safely accommodated without a speed reduction.
- If a reduction in speed is justified, the reduction should not normally exceed 10 mph less than the posted speed prior to construction?
- Have roadway geometrics been considered in regard to any speed reductions?
- Does the ball bank indicator measurement support the posted speed for horizontal curves within the work zone?
- Can a reduced speed limit be reasonably enforced?

Temporarily reduced speed limits may be justified due to roadway or lane constructions, temporary surfaces, alignment revisions or construction activity interference. [Rule 39.03.65](#) gives the District Engineer the authority to establish special speed limits in construction and maintenance zones on the State highway system. Special speed limits shall be established by a letter signed by the District Engineer and directed to the District Lieutenant of the Idaho State Police and local law enforcement agencies, stating the special work zone speed limit, the location, the date the speed limit will become effective, and any special application (e.g., during working hours only, etc.). Copies of the letter shall be furnished to the Resident Engineer, district files, District Traffic Section, and the project contractor. The work zone speed limit is not applicable until the

letter has been signed and speed limits posted in conformance with the letter. When the speed zone is removed, a follow-up letter from the District Engineer should be sent to the law enforcement agencies, with copies to the Resident Engineer, district files, District Traffic Section, and the project contractor, informing them of the reversion to the previously approved speed limit or to the speed limit established in the contract plans.

Establishment of reduced construction speed zones on locally sponsored projects not on the State highway system shall be accomplished with approval of the appropriate governing body.

If driver compliance is not obtained, there should be selective enforcement, additional project warning devices, or a change in the work zone speed limit. The limits of a reduced speed zone should be placed only where and when the actual work interferes with through traffic or where roadway conditions have changed from the pre-construction conditions. If speed zones are structured to fit the roadway conditions, the zones will be more acceptable to drivers and will result in better driver compliance where reduced speeds are necessary.

Setting speed restrictions in work zones when there are no work interferences or changes in roadway conditions that justify the speed reduction is an undesirable practice.

SECTION 104.00 – PARKING

104.01 General. Signs shall be installed which prohibit or restrict the stopping, standing, or parking of vehicles where the Department determines that such actions would be dangerous to those using the highway or where such actions unduly interfere with the free movement of traffic. [See [Idaho Code Sections 49-202\(28\), 49-660 and 49-661.](#)]

All parking restrictions on the State Highway System shall be documented using Traffic Minute Entries. Traffic Minute Entries are kept in the Office of Highway Operations and Safety and summarized in a database available to Districts.

104.02 Parking And No Parking Minute Entries. A Traffic Minute Entry is required on State highways to prohibit parking, standing and stopping at locations outside city limit boundaries. Parking restrictions will not be enforceable without a valid Traffic Minute Entry. The minute entry must be approved before signs are erected, in accordance with [Section 49-202\(28\), Idaho Code](#). Parking prohibition within the corporate limits of a community should be covered by a local ordinance and does not require a Department Traffic Minute Entry, except for angle parking which is addressed in section 104.03.

Districts should submit a completed Traffic Minute Entry form along with their supporting data to the HOSE for approval and processing.

Any modification to the parking or no parking zones will require that the district submit notification of the changes along with an updated Traffic Minute Entry form and supporting data, to the HOSE so that the changes can be approved and processed.

104.03 Angle Parking Minute Entries. All angle parking should be discouraged because of the hazardous backing maneuver and interference with traffic movement; however angle parking is permissible on the State highway system at approved locations. The allowance of angle parking requires that the roadway be of sufficient width to permit the angle parking without interfering with the free movement of traffic. [See [Idaho Code Section 49-661\(3\)](#).]

Generally, angle parking has been eliminated. Any efforts by community officials to reestablish angle parking should be thoroughly analyzed relative to the movement of traffic and highway safety. If angle parking is removed from the State highway system, the minute entry permitting the angle parking should be promptly updated.

Any modification to angle parking will require that the District submit notification of the changes along with an updated Traffic Minute Entry form and supporting data, to the HOSE so that the changes can be approved and processed.

104.04 Parking Studies. The allowance, modification or prohibition of parking on the State Highway System requires good documentation. District recommendations for the allowance of parking, parking revisions or parking prohibitions should be fully documented, with data supporting the recommendations.

Supporting documentation for the recommendation of parking approval, revision or deletion should include a complete study of parking characteristics, crash statistics, capacity evaluation, and observation of street operational problems.

A number of parking studies can be conducted to analyze parking characteristics. Typical studies include parking inventories, space usage, parking demand, vehicle accumulation, crash analysis, street operational studies, and parking revenue data.

Review the Manual of Traffic Engineering Studies for study methods and procedures before any data is collected. Complete and well-documented recommendations on parking are of prime importance in discussions with affected businesses or local officials.

Parking Regulations for Urban Extensions of the State Highway System, below, are provided as a guide to determine possible parking approval.

**PARKING REGULATIONS FOR URBAN EXTENSIONS
OF THE STATE HIGHWAY SYSTEM**

WIDTH ft	ADT	NO. LANES	TYPE PARKING
LESS THAN 32	—	2	NONE
32 – 40	—	2	PARALLEL-ONE SIDE
40 – 60	8,000 OR LESS	2	PARALLEL-BOTH SIDES
40 – 60	OVER 8,000	4	NONE
60 – 80	2,000 OR LESS	2	ANGLE
60 – 80	2,000 - 20,000	4	PARALLEL
60 – 80	OVER 20,000	4	NONE
80 OR GREATER	8,000 OR LESS	4	ANGLE
80 OR GREATER	8,000 - 20,000	4	PARALLEL
80 OR GREATER	OVER 20,000	4	NONE
80 OR GREATER	OVER 20,000	6	NONE

SECTION 105.00 - TRANSPORTATION IMPACT STUDY

105.01 General. New land developments and expansions of existing developments can have a significant impact on the transportation system, particularly if there is not adequate planning and consideration of system improvements that may be needed. In accordance with ITD [Policies A-12-01](#), “STATE HIGHWAY ACCESS CONTROL” and [B-12-06](#), “Transportation Impact Study,” a Transportation Impact Study (TIS) that analyzes relevant impact issues may be required to accommodate a proposed change in access. See Department document “Transportation Impact Study Requirements”.