

---

HOUSE BILL 1782

---

State of Washington                      53rd Legislature                      1993 Regular Session

By Representatives Chandler and Hansen

Read first time 02/08/93. Referred to Committee on Transportation.

1            AN ACT Relating to criteria for making additions, deletions, or  
2 other changes to the state highway system; and amending RCW 47.17.001.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4            **Sec. 1.** RCW 47.17.001 and 1990 c 233 s 1 are each amended to read  
5 as follows:

6            In considering whether to make additions, deletions, or other  
7 changes to the state highway system, the legislature shall be guided by  
8 the following criteria as contained in the Road Jurisdiction Committee  
9 Phase I report to the legislature dated January 1987:

10            (1) A rural highway route should be designated as a state highway  
11 if it meets any of the following criteria:

12            (a) Is designated as part of the national system of interstate and  
13 defense highways (popularly called the interstate system); or

14            (b) Is designated as part of the system of numbered United States  
15 routes; or

16            (c) Contains an international border crossing that is open twelve  
17 or more hours each day.

18            (2) A rural highway route may be designated as a state highway if  
19 it is part of an integrated system of roads and:

1 (a) Carries in excess of three hundred thousand tons annually and  
2 provides primary access to a rural port or intermodal freight terminal;  
3 (b) Provides a major cross-connection between existing state  
4 highways; ((or))  
5 (c) Connects places exhibiting one or more of the following  
6 characteristics:  
7 (i) A population center of one thousand or greater;  
8 (ii) An area or aggregation of areas having a population  
9 equivalency of one thousand or more, such as, but not limited to,  
10 recreation areas, military installations, and so forth;  
11 (iii) A county seat;  
12 (iv) A major commercial-industrial terminal in a rural area with a  
13 population equivalency of one thousand or greater; or  
14 (d) Is designated as a scenic and recreational highway.  
15 (3) An urban highway route that meets any of the following criteria  
16 should be designated as part of the state highway system:  
17 (a) Is designated as part of the interstate system;  
18 (b) Is designated as part of the system of numbered United States  
19 routes;  
20 (c) Is an urban extension of a rural state highway into or through  
21 an urban area and is necessary to form an integrated system of state  
22 highways;  
23 (d) Is a principal arterial that is a connecting link between two  
24 state highways and serves regionally oriented through traffic in  
25 urbanized areas with a population of fifty thousand or greater, or is  
26 a spur that serves regionally oriented traffic in urbanized areas.  
27 (4) The following guidelines are intended to be used as a basis for  
28 interpreting and applying the criteria to specific routes:  
29 (a) For any route wholly within one or more contiguous  
30 jurisdictions which would be proposed for transfer to the state highway  
31 system under these criteria, if local officials prefer, responsibility  
32 will remain at the local level.  
33 (b) State highway routes maintain continuity of the system by being  
34 composed of routes that join other state routes at both ends or to  
35 arterial routes in the states of Oregon and Idaho and the Province of  
36 British Columbia.  
37 (c) Public facilities may be considered to be served if they are  
38 within approximately two miles of a state highway.  
39 (d) Exceptions may be made to include:

1 (i) Rural spurs as state highways if they meet the criteria  
2 relative to serving population centers of one thousand or greater  
3 population or activity centers with population equivalencies or an  
4 aggregated population of one thousand or greater;

5 (ii) Urban spurs as state highways that provide needed access to  
6 Washington state ferry terminals, state parks, major seaports, and  
7 trunk airports; and

8 (iii) Urban connecting links as state highways that function as  
9 needed bypass routing of regionally oriented through traffic and  
10 benefit truck routing, capacity alternative, business congestion, and  
11 geometric deficiencies.

12 (e) In urban and urbanized areas:

13 (i) Unless they are significant regional traffic generators, public  
14 facilities such as state hospitals, state correction centers, state  
15 universities, ferry terminals, and military bases do not constitute a  
16 criteria for establishment of a state highway; and

17 (ii) There may be no more than one parallel nonaccess controlled  
18 facility in the same corridor as a freeway or limited access facility  
19 as designated by the metropolitan planning organization.

20 (f) When there is a choice of two or more routes between population  
21 centers, the state route designation shall normally be based on the  
22 following considerations:

23 (i) The ability to handle higher traffic volumes;

24 (ii) The higher ability to accommodate further development or  
25 expansion along the existing alignment;

26 (iii) The most direct route and the lowest travel time;

27 (iv) The route that serves traffic with the most interstate, state-  
28 wide, and interregional significance;

29 (v) The route that provides the optimal spacing between other state  
30 routes; and

31 (vi) The route that best serves the comprehensive plan for  
32 community development in those areas where such a plan has been  
33 developed and adopted.

34 (g) A route designated in chapter 47.39 RCW as a scenic and  
35 recreational highway may be designated as a state highway in addition  
36 to a parallel state highway route.

--- END ---