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**SUBSTITUTE HOUSE BILL 2023**

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**State of Washington                      53rd Legislature                      1993 Regular Session**

**By** House Committee on Transportation (originally sponsored by Representative R. Meyers)

Read first time 03/05/93.

1            AN ACT Relating to jurisdiction over certain roads and highways;  
2 amending RCW 47.17.001, 47.17.305, and 47.17.577; adding new sections  
3 to chapter 47.17 RCW; and repealing RCW 47.17.565.

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

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

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

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

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

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

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

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

3 (a) Carries in excess of three hundred thousand tons annually and  
4 provides primary access to a rural port or intermodal freight terminal;

5 (b) Provides a major cross-connection between existing state  
6 highways; (~~or~~)

7 (c) Connects places exhibiting one or more of the following  
8 characteristics:

9 (i) A population center of one thousand or greater;

10 (ii) An area or aggregation of areas having a population  
11 equivalency of one thousand or more, such as, but not limited to,  
12 recreation areas, military installations, and so forth;

13 (iii) A county seat;

14 (iv) A major commercial-industrial terminal in a rural area with a  
15 population equivalency of one thousand or greater; or

16 (d) Is designated as a scenic and recreational highway.

17 (3) An urban highway route that meets any of the following criteria  
18 should be designated as part of the state highway system:

19 (a) Is designated as part of the interstate system;

20 (b) Is designated as part of the system of numbered United States  
21 routes;

22 (c) Is an urban extension of a rural state highway into or through  
23 an urban area and is necessary to form an integrated system of state  
24 highways;

25 (d) Is a principal arterial that is a connecting link between two  
26 state highways and serves regionally oriented through traffic in  
27 urbanized areas with a population of fifty thousand or greater, or is  
28 a spur that serves regionally oriented traffic in urbanized areas.

29 (4) The following guidelines are intended to be used as a basis for  
30 interpreting and applying the criteria to specific routes:

31 (a) For any route wholly within one or more contiguous  
32 jurisdictions which would be proposed for transfer to the state highway  
33 system under these criteria, if local officials prefer, responsibility  
34 will remain at the local level.

35 (b) State highway routes maintain continuity of the system by being  
36 composed of routes that join other state routes at both ends or to  
37 arterial routes in the states of Oregon and Idaho and the Province of  
38 British Columbia.

1 (c) Public facilities may be considered to be served if they are  
2 within approximately two miles of a state highway.

3 (d) Exceptions may be made to include:

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

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

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

15 (e) In urban and urbanized areas:

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

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

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

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

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

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

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

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

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

37 (g) A route designated in chapter 47.39 RCW as a scenic and  
38 recreational highway may be designated as a state highway in addition  
39 to a parallel state highway route.

1       **Sec. 2.** RCW 47.17.305 and 1970 ex.s. c 51 s 62 are each amended to  
2 read as follows:

3       A state highway to be known as state route number 160 is  
4 established as follows:

5       Beginning at a junction with state route number 16 in the vicinity  
6 ((west)) south of Port Orchard, thence ((northeasterly by way of Port  
7 Orchard to Harper and)) easterly on Sedgwick Road to the Washington  
8 state ferry dock at Point Southworth.

9       NEW SECTION. **Sec. 3.** A new section is added to chapter 47.17 RCW  
10 to read as follows:

11       A state highway to be known as state route number 166 is  
12 established as follows:

13       Beginning at a junction with state route number 16 in the vicinity  
14 west of Port Orchard, thence northeasterly to the eastern Port Orchard  
15 city limits.

16       NEW SECTION. **Sec. 4.** A new section is added to chapter 47.17 RCW  
17 to read as follows:

18       A state highway to be known as state route number 304 is  
19 established as follows:

20       Beginning at a junction with state route number 3 in Bremerton,  
21 thence easterly to the ferry terminal in Bremerton.

22       **Sec. 5.** RCW 47.17.577 and 1991 c 342 s 31 are each amended to read  
23 as follows:

24       A state highway to be known as state route number 397 is  
25 established as follows:

26       Beginning at ((Game Farm)) Pierrt Road in the vicinity southeast of  
27 Finely, thence northwesterly and northerly across the Columbia River,  
28 thence easterly and northerly to a junction with state route number 395  
29 in Pasco.

30       NEW SECTION. **Sec. 6.** RCW 47.17.565 and 1970 ex.s. c 51 s 114 are  
31 each repealed.

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