

WAC 478-276-120 Review of denials of public records requests. (1) The person who has been denied access to public records may submit to the public records officer a petition for prompt review of such decision. The written request shall specifically refer to the written statement by the public records officer or staff member which constituted or accompanied the denial.

(2) Immediately after receiving a written request for review of a decision denying a public record, the public records officer or other staff member denying the request shall refer it to the office of the president of the University of Washington. The petition shall be reviewed promptly and the action of the public records officer shall be approved or disapproved. Such approval or disapproval shall constitute final university action for purposes of judicial review. [Statutory Authority: RCW 28B.20.130(1). 81-20-049 (Order 81-2), § 478-276-120, filed 10/2/81; Order 73-5, § 478-276-120, filed 5/29/73.]

WAC 478-276-130 University records. In accordance with section 26, chapter 1, Laws of 1973, the university has issued a formal order stating why it would be unduly burdensome to comply with the requirement to maintain a current index providing identifying information as to all the university's records issued since June 30, 1972. Instead, the visitors' information center provides for public inspection and copying the indexing devices maintained for the university's use. [Statutory Authority: RCW 28B.20.130(1). 81-20-049 (Order 81-2), § 478-276-130, filed 10/2/81; Order 73-5, § 478-276-130, filed 5/29/73.]

WAC 478-276-140 Visitors' information center--Address. All requests for public records to the University of Washington shall be addressed as follows: University of Washington, c/o Public Records Officer, Visitors' Information Center, 4014 University Way N.E., HI-22, Seattle, Washington 98105. The telephone number of the Visitors' Information Center is 543-9198. [Statutory Authority: RCW 28B.20.130(1). 81-20-049 (Order 81-2), § 478-276-140, filed 10/2/81; Order 73-5, § 478-276-140, filed 5/29/73.]

Title 479 WAC

URBAN ARTERIAL BOARD

Chapters

- 479-16** Requirements for urban arterial project development.
479-20 Financial and payment requirements.

Chapter 479-16 WAC

REQUIREMENTS FOR URBAN ARTERIAL PROJECT DEVELOPMENT

- WAC
 479-16-060 Design standards for urban arterials.

- 479-16-070 Standards for functional classification of urban arterials.
 479-16-072 Standards for arterials in rural incorporated areas.
 479-16-080 Rates of development of functional classes of urban arterials.

WAC 479-16-060 Design standards for urban arterials. Cities and counties within federal urban areas shall, in preparing and implementing their urban arterial programs, follow the design standards for urban arterials in the state of Washington dated July 30, 1981.

Incorporated cities outside federal urban areas shall, in preparing and implementing their urban arterial programs, follow the design standard "collector arterial" found in the design standards for urban arterials in the state of Washington dated July 30, 1981.

A copy of these standards shall be available upon request to the office of the urban arterial board. These standards shall be used for all projects presented for approval of urban arterial trust funds on July 30, 1981, and thereafter. [Statutory Authority: Chapter 47.26 RCW. 81-16-066 (Order 81-03, Resolution 686), § 479-16-060, filed 8/4/81; Order 460, § 479-16-060, filed 9/16/77; Order 67, § 479-16-060, filed 9/10/68; Order 9, § 479-16-060, filed 9/12/67.]

WAC 479-16-070 Standards for functional classification of urban arterials. All roads and streets of each county and city lying within or having within its boundaries a federal urban area shall be divided by the county or city into arterial roads or streets and access roads or streets. Arterial roads or streets shall be established and subdivided into three functional classes to be known as principal arterials, minor arterials, and collector arterials in accordance with uniform standards established by the urban arterial board in compliance with the federal classification system. Incorporated cities lying outside federal designated urban areas are not required to divide their roads and streets by functional class.

All new roads or streets within federal urban areas that are under construction, have right of way acquired, or are definitely programmed for funding and construction shall be evaluated and functionally classified. New roads or streets planned for in regional comprehensive land use studies, and which represent the participation and joint planning efforts of all levels of government, shall be considered to approach a committed status and may be functionally classified. Projected routes to meet future transportation requirements may be designated and functionally classified when:

(1) Such routes are included in the transportation study relating to the comprehensive land use studies in regions where such plans exist;

(2) such routes are included in the comprehensive plan of the local agency of jurisdiction, have been reviewed by adjacent or other affected agencies, and are integrated with routes contained in the comprehensive plans of adjacent agencies.

All roads or streets within federal urban areas not classified as principal arterials, minor arterials, or collector arterials shall be identified as access roads or streets.

Each request that would change, add to or delete from the previously approved functionally classified arterial system shall be submitted to the district state aid engineer for processing through the department of transportation, planning division. The request shall also be accompanied by information indicating that the request has been reviewed and approved by the legislative body. A copy of the request shall be submitted to the urban arterial board for information purposes only.

All urban arterials within federal urban areas shall be functionally classified on the basis of type and volume of traffic accommodated by the road or street, hereafter referred to as street, and by the street's relative social and economic importance. Each street's traffic type is to be evaluated in terms of its local or through traffic carrying characteristics. The higher the proportion of through traffic carried by a given street, the higher it should normally be functionally classified.

To assist in identifying through traffic carrying characteristics of streets, aerial photographs should be evaluated to identify the hierarchy of traffic generators and traffic generating areas in each urban area. These traffic generators shall be considered to be the most important factor in determining the magnitude of through traffic and shall include, but shall not be limited to, business districts, industrial plants, shopping centers, schools, churches, parks and airports.

Transportation study data, traffic flow maps, master plans and other background data should also be considered, to the extent it is available, in identifying traffic generators.

Examples of other factors that may be considered in determining the proportion of through traffic carried by a street, in addition to actual field interviews, include street designation as "by-pass routes," "truck routes" or high proportions of vehicles bearing out-of-state license plates.

The composition of traffic should also be considered in evaluating the through traffic carrying characteristics of streets. Bus transit routes often follow important arterial streets with only the extreme outward ends of bus routes normally making use of nonarterial streets. Similarly, any street which carries a significant number of truck trips is apt to be performing some level of arterial function insofar as such trips reflect a nearby traffic generator of significant economic importance.

Average daily traffic volume on streets shall be evaluated to determine the use currently being given to the street. Traffic volumes, in conjunction with the analysis of through versus local traffic, may be considered to be one of the most important single criterion determining the functional class of urban arterials. However, traffic volumes on streets shall also be considered in relation to the principle of concentrating major traffic flows on a selected system of arterials rather than permitting through traffic to diffuse through many parallel streets designed to a lesser level with resulting increased congestion and accident hazards.

Counties and cities within federal urban areas shall develop urban arterial classification plans so as to integrate with important adjacent rural and state highways.

Each city or county preparing a functional classification plan shall coordinate its classifications with those of adjacent units of government to ensure smooth progression from one system to another regardless of trip length, purpose or other qualification. This necessary coordination may sometimes result in an urban arterial designation not otherwise justified.

Special consideration shall be given to streets connecting with freeway and expressway interchanges. Such interchanges should normally carry at least a collector arterial designation in recognition of the fact that:

(1) Land development comes quickly at interchange areas and traffic volumes tend to grow more rapidly than in other areas.

(2) providing adequate on and off ramp facilities makes better utilization of the limited access facility avoiding back-ups at more "popular" ramps.

Off-set arterial intersections shall be avoided to the maximum extent possible to alleviate the need for additional signing, traffic signals and difficult turning movements for drivers.

Frontage roads serving as an integral part of a limited access facility and which serve a number of large, abutting trip generators should normally be considered to be not more than a secondary arterial. Those frontage roads with medium to high traffic volumes without significant abutting land use service would have collector arterial status while low traffic frontage roads without significant abutting land use service would have no arterial status.

"Relief valve" arterials of several blocks duration, often providing a crude kind of downtown by-pass, should not be designated directly parallel to an actual arterial street which is severely congested. Such designation tends to perpetuate the congestion on the actual arterial street by discouraging improvements thereon. If there is no way of improving the congested arterial street, one way operation of the facility should be considered to create a properly planned and engineered couplet. The two streets comprising such a couplet would be considered a single functional route for classification purposes. Such couplets would normally be required only for principal or minor arterials and both streets comprising the couplet would be considered to be of the same functional class.

Streets considered to be arterial in nature when evaluated in accordance with the above standards and instructions shall be further evaluated to determine their appropriate functional classification. This evaluation shall consider the following standards and instructions for principal, minor and collector arterials.

PRINCIPAL ARTERIALS. TRAFFIC SERVICE PROVIDED. Principal arterials provide for movement across and between large subparts of an urban region and serve predominately "through" trips with minimum direct service to abutting land uses.

GROUPING OF TRAFFIC GENERATORS. Principal arterial service is required by medium-to-large central business districts, most municipal airports, large shopping centers, large colleges and universities, large industrial

plants, major governmental centers, large hospitals, important secondary business districts, major rail and sea-port terminals and similar land uses which comprise the top layer of the hierarchy of trip generators.

SPACING. Principal arterials will seldom be closer than one mile apart in even the most densely developed urban regions. In practice, it is expected that for most federal urban areas in Washington, spacing of principal arterials will be wider. Moreover, spacing will vary within any given federal urban area with principal arterials being closest together in the vicinity of the central business district and becoming increasingly farther apart toward the suburban, rural boundary.

ROUTE CONTINUITY. Principal arterials shall form a closed, interconnected system linking together major traffic generators in federal urban areas. Stub end arterials are not normally classified as principal arterials.

MINOR ARTERIALS. TRAFFIC SERVICE PROVIDED. Minor arterials provide for movement within the large subparts prescribed by principal arterials. Minor arterials may also serve "through traffic" but provide very much more direct service to abutting land uses than do principal arterials.

GROUPING OF TRAFFIC GENERATORS. Minor arterial service is required by small central business districts and traffic generators as listed above for principal arterials except that such generators will be smaller, plus high schools and some grade schools, strip commercial development, parks, and low-use intensity recreational areas, warehousing areas, and similar land uses which comprise the middle layer of the trip generator hierarchy.

SPACING. Minor arterial streets will seldom be closer than one-half mile from another minor, or principal, arterial street. In practice, it is expected that for most federal urban areas in the state of Washington, the spacing of arterial streets will be wider. Moreover, spacing will vary within any given federal urban area with minor arterials being closest together in the vicinity of the central business district and becoming increasingly farther apart toward the suburban, rural boundary.

ROUTE CONTINUITY. Minor arterials shall, wherever possible, be long, continuous streets with direct rather than meandering alignments.

COLLECTOR ARTERIALS. TRAFFIC SERVICE PROVIDED. Collector arterials provide for movement within the smaller areas, which are often definable neighborhoods, and may be bounded by higher class arterials. Collector arterials serve very little "through" traffic, but serve a high proportion of local traffic requiring direct access to abutting land uses.

GROUPING OF TRAFFIC GENERATORS. Collector arterial service is required for the majority of the nonresidential land uses which generate measurably important traffic volumes and which are not served by principal or minor arterials.

SPACING. Collector arterials will seldom be closer than one-fourth mile from any other arterial street. In practice, it is expected that for most federal urban areas in the state of Washington, the spacing of arterial streets will be wider. Moreover, spacing will vary within any given federal urban area with collector arterials being

closest together in the vicinity of the central business district and becoming increasingly farther apart toward the suburban, rural boundary.

ROUTE CONTINUITY. Collector arterials need not be particularly long or continuous since this would tend to attract through trips in unduly high proportions.

When the classification is complete, arterials classified and designated and local streets identified, it is recommended that each city or county tabulate its street mileage by functional class. These tabulations should be compared with the following recommended tabulations for street mileage by system and vehicle miles traveled by system to serve as a general internal review procedure.

TEST FACTOR	FEDERAL URBAN AREA POPULATION		
	Under 50,000	50,000 to 500,000	Over 500,000
Street Mileage by System			
Principal Streets	12- 15%	10- 12%	8- 10%
Minor Streets	10- 12	8- 10	7- 9
Collector Streets	10- 12	8- 10	7- 9
Local Streets	68- 61	74- 68	78- 72
Total	100-100%	100-100%	100-100%
Vehicle Miles Traveled by System			
Principal Streets	30- 40%	40- 50%	50- 60%
Minor Streets	10- 15	10- 15	10- 15
Collector Streets	5- 10	5- 10	5- 10
Local Streets	55- 35	45- 25	35- 15
Total	100-100%	100-100%	100-100%

Upon receipt of the classification plans from the cities and counties, the urban arterial board will tabulate total street mileage by system and vehicle miles traveled by system for all of the cities and counties. This information will be used by the board as a guide in its approval of arterial classifications and mileages. [Statutory Authority: Chapter 47.26 RCW. 81-04-015 (Order 81-01, Resolution 666, 667 and 668), § 479-16-070, filed 1/29/81; Order 457, § 479-16-070, filed 9/16/77; Order 249, § 479-16-070, filed 5/31/72; Order 52, § 479-16-070, filed 7/2/68.]

WAC 479-16-072 Standards for arterials in rural incorporated areas. Incorporated areas outside federally designated urban areas shall be required to identify their streets as either arterials or local access. An arterial shall be defined by at least one of the following standards:

- (1) Serve as the logical extension of a county arterial into the corporate boundary; or
- (2) Serve as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial centers, or industrial sites within the corporate boundary; or
- (3) Act as a by-pass or truck route to relieve the central core area.

Streets failing to qualify under these standards for arterials will not be considered to be eligible for UATF participation. [Statutory Authority: Chapter 47.26 RCW. 81-04-016 (Order 81-02, Resolution 669), § 479-16-072, filed 1/29/81.]

WAC 479-16-080 Rates of development of functional classes of urban arterials. Urban arterial trust funds apportioned to the five regions of the state within the federal urban areas shall be divided between functional classes of urban arterials on a percentage basis as set forth below: *Provided*, That the distribution of funds within each region shall be administered so as to permit complete urban arterial projects in each arterial classification to be authorized and funded:

(1) Funds obligated prior to July 1, 1981, Puget Sound Region, major arterials 65%, secondary arterials 17%, collector arterials 18%; Northwest Region, major arterials 43%, secondary arterials 36%, collector arterials 21%; Northeast Region, major arterials 62%, secondary arterials 23%, collector arterials 15%; Southeast Region, major arterials 49%, secondary arterials 33%, collector arterials 18%; Southwest Region, major arterials 30%, secondary arterials 35%, collector arterials 35%.

(2) Funds obligated subsequent to July 1, 1981, Puget Sound Region, principal arterials 50%, minor arterials 30%, collector arterials 20%; Northwest Region, principal arterials 40%, minor arterials 30%, collector arterials 30%; Northeast Region, principal arterials 59%, minor arterials 24%, collector arterials 17%; Southeast Region, principal arterials 56%, minor arterials 27%, collector arterials 17%; Southwest Region, principal arterials 37%, minor arterials 37%, collector arterials 26%.

Urban arterial trust funds apportioned to the five regions of the state outside the federal urban areas (incorporated cities) shall not be divided by functional class of arterial. [Statutory Authority: Chapter 47.26 RCW. 81-04-015 (Order 81-01, Resolution 666, 667 and 668), § 479-16-080, filed 1/29/81; Order 457, § 479-16-080, filed 9/16/77; Order 189, § 479-16-080, filed 7/13/71; Order 75, § 479-16-080, filed 10/10/68.]

Chapter 479-20 WAC

FINANCIAL AND PAYMENT REQUIREMENTS

WAC
479-20-033 Procedure for requesting an increase in authorized amount of urban arterial trust funds.

WAC 479-20-033 Procedure for requesting an increase in authorized amount of urban arterial trust funds. Participation of urban arterial trust funds in urban arterial projects may be approved by the urban arterial board in amounts requested in the current separate section of the local government's six year construction program.

These amounts may be modified only as set forth in WAC 479-20-036.

An updated cost estimate on the project shall be submitted to the urban arterial board at the following stages of project development:

(1) At the time the project prospectus for preliminary engineering (phase 1) is submitted further defining the work to be accomplished which was outlined in the six year construction program;

(2) At any time during the preliminary engineering or right of way phase of the project when estimated total project cost is determined to exceed the amount authorized by the urban arterial board more than twenty-five percent, or \$75,000, whichever is the lesser;

(3) At the time the engineer's final estimates become available and the construction prospectus is submitted to the urban arterial board for approval;

(4) At the time contract bids are considered but prior to award of contract;

(5) At the time of contract completion but prior to final settlement on the project between the local government and the urban arterial board.

The submitting local government may request increased participation by urban arterial trust funds above the amount submitted in the agency's current six year construction program or the amount originally authorized by the board, as applicable, at the first, third and fifth stages in the project's development. All such requests shall be evaluated by the board in accordance with board rules. [Statutory Authority: Chapter 47.26 RCW. 81-04-015 (Order 81-01, Resolution 666, 667 and 668), § 479-20-033, filed 1/29/81; 79-08-139 (Order 79-01, Resolution 596, 597, 598), § 479-20-033, filed 8/1/79; Order 461, § 479-20-033, filed 9/16/77; Order 217, § 479-20-033, filed 1/19/72; Order 98, § 479-20-033, filed 7/15/69.]

Title 480 WAC

UTILITIES AND TRANSPORTATION COMMISSION

Chapters

480-04	Public access to information and records.
480-12	Motor carriers.
480-30	Auto transportation companies.
480-62	Railroad companies--Operations.
480-70	Garbage and/or refuse collection companies.
480-80	Utilities general--Tariffs.
480-90	Gas companies--Operations.
480-100	Electric companies.
480-105	Electric companies--Interconnection with electric cogeneration and small power production facilities.
480-130	Storage warehouse companies.
480-149	Tariff circular No. 6.

Chapter 480-04 WAC

PUBLIC ACCESS TO INFORMATION AND RECORDS

WAC	
480-04-030	Description of central and field organization of Washington utilities and transportation commission.
480-04-100	Copying costs.

WAC 480-04-030 Description of central and field organization of Washington utilities and transportation