



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Office of the Director, MS 11

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DATE: April 3, 2013
TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda F** – Review Expressways Overlay System and Amend the Oregon Highway Plan (OHP), Highway Classification by Milepoint

Requested Action:

Request approval to amend the Oregon Highway Plan (OHP) and adopt the recommended changes to the statewide system of expressways, as summarized in the table in Attachment A. The changes will be documented in Appendix D of the OHP, *Highway Classification by Milepoint*.

Background:

Passed in 2011, Senate Bill 264 (now ORS 374.328) required the Oregon Department of Transportation (ODOT) to review all highways that have been designated as expressways to ensure the classification overlay is still appropriate. During fall 2012, ODOT region staffs led a review process of all existing expressways, and evaluated whether new designations were warranted.

The recommended actions shown in Attachment A were developed in coordination with affected local governments that included cities, counties, Area Commissions on Transportation (ACTs), and Metropolitan Planning Organizations (MPOs). Based on review of local land use context and transportation system planning, the recommended action includes “remove” all or part of an existing expressway and “add” new expressways. The action requested of the Oregon Transportation Commission (OTC) is to adopt the proposed changes. Recommendations to retain the expressway designation do not need a formal action.

Based upon the public hearing held March 20, 2013, the OTC asked that the north portion of the Bend Parkway on U.S. 97 be taken out of the proposed action. Additionally, staff has added a note to the summary table with Attachment D, to reflect the desire of the OTC to have additional discussions and review about the expressway designation in this area.

On February 11, 2013, a 45-day notice of the proposed action was sent to the Department of Land Conservation and Development (DLCD), cities, counties and other stakeholders; the public comment period ended on April 3, 2013. Comments received are at Attachment C.



Attachments:

- Attachment A – Table of Recommended Actions on Expressway Designations
- Attachment B – Findings of Consistency with Applicable Statute and Rules
- Attachment C – Comments Received and Summary Table
- Attachment D – Reporting Forms from the Regions

Copies (w/attachments) to:

Jerri Bohard	Dale Hormann	Patrick Cooney	Lisa Martinez
Paul Mather	Erik Havig	Michael Rock	Region Managers
Amanda Pietz	Robert Maestre	Nancy Murphy	Planning Managers
Matt Crall, DLCD	Heather King	Dave Ringeisen	

Attachment A
OTC Expressway Action Items

Action	Route No.	Hwy No.	Highway Name	Begin MP	End MP	ODOT Region	General Description/Notes
Remove	US 30	92	Columbia River Hwy	9.98	18.37	1	Portland UGB at Miller Cr to Watson Rd./Multnomah County boundary. Remove complete segment in Multnomah Co.
Remove	US 26	47	Mt Hood Hwy	22.15	22.74	1	Remove portion from Orient Dr (MP 22.15) to SE 362nd Dr (MP 22.74).
Remove	OR 22	72	Salem Highway	6.20	7.92	2	From I-5 in Keizer through Downtown Salem to I-5. Remove portion between 12th St and Airport Rd.
Add	OR 42	35	Coos Bay-Roseburg	9.97	10.85	3	Adds portion that extends the Coos Bay-Roseburg Expressway from W. Central Avenue to the OR 42S intersection.
Remove	OR 42	35	Coos Bay-Roseburg	12.76	20.53	3	Remove OR 42 expressway designation between Dillard Rd - Coquille to Ash St - Myrtle Point.
Remove	OR 62	22	Crater Lake Hwy	6.00	9.20	3	Remove the OR 62 expressway classification in Jackson Co. from OR 140 to Nita Way within the White City Urban Incorporated Community (UUC) boundaries.
Add	US 97	4	Redmond Reroute	119.02	121.98	4	The newly constructed US 97 bypass of downtown Redmond.
Remove	US 97	4	US97 Terrebonne (North)	115.25	115.61	4	Lower Bridge Way to Central Avenue
Remove	US 97	4	US97 Terrebonne (South)	115.88	115.94	4	A Avenue to 11th Street
Remove	US 26	53	Warm Springs Highway	62.16	102.79	4	From Reg 1/Reg 4 Boundary, Wapinitia Pass at Mt. Hood, to Ben Road (Private Rd) in Jefferson County at Warm Springs. Remove all.
Remove	US 26	53	Warm Springs Highway	106.56	114.73	4	Warm Springs to NW Dogwood Lane north of Madras. Remove all.
Remove	OR 126	15	McKenzie Highway	109.65	110.65	4	Helmholtz Way/Redmond UGB to SW 27th Street. Remove all.
Remove	OR 126	41	Ochoco Highway	1.37	2.32	4	Veteran's Way to Redmond UGB. Remove all.
Remove	US 20	7	Central Oregon Highway	1.11	4.79	4	NE 11th St to Powell Butte Hwy in Bend and Deschutes County. Remove all.
Remove	US 20	16	Santiam Highway	90.85	99.95	4	Camp Sherman Rd to Barclay Dr in Sisters
Remove	OR 126	15	McKenzie Highway	93.07	93.38	4	US 20-OR 126 Jct to Sisters UGB (portion inside UGB) at Creekside Dr. Remove all.
Remove	US 20	17	McKenzie-Bend Hwy	0.00	0.37	4	US 20-OR 126 Jct to Sisters UGB (portion inside UGB). Remove all.
Remove	OR 58	18	Willamette Highway	64.34	86.45	4	ODOT Maintenance Station to US 97 in Klamath Co. Remove all.

Expressway Overlay System Review

Findings of Consistency with Applicable Statute and Rules

ODOT decisions related to land use must be made consistent with the law or rule requiring the action, Oregon Highway Plan policies that apply, and with the State Agency Coordination agreement. In addition, findings of compliance with applicable State Land Use Goals are required.

Consistency with Legislative Requirements

How this Action was Initiated

The statewide review of all existing expressways to determine whether the designations continue to be appropriate for their uses was initiated by legislation: Senate Bill 1024 (2009), addressing access management, was followed up with stakeholder committee work that developed recommendations for additional work to “codify, clarify and bring consistency to issuance of access permits based on objective standards.” Those recommendations were adopted into law in Senate Bill 264 and codified as ORS 374.328 in 2011. In brief:

SB-1024 – Did not address expressways specifically, but attention to when the existence of alternate access to a site should allow/require denial of direct access to a state highway lead to some unanswered questions taken up after its adoption.

SB-264 - Stakeholder work raised the question whether the OHP expressways designations were functioning the way they were intended to and left open the possibility that some were wrongly classified as expressways. To continually assure the business community that expressways statewide were correctly designated, SB 264 was incorporated into statute as follows:

ORS 374.328 Highway classification. The Oregon Transportation Commission shall periodically review, not less often than every six years, the classification of state highways, including the designation of highway segments as expressways, as a part of its comprehensive, long-range transportation plan developed pursuant to ORS 184.618 to ensure that the classifications for the highways and designations of expressways are appropriate to their uses. [2011 c.330 §20]

FINDINGS: The statewide expressway review and the recommendations to remove, retain or add to the statewide system of expressways implement 374.328 for expressways. Existing (and a few new proposed) expressways were assessed based upon the Oregon Highway Plan Policy 1A that describes characteristics of expressways as discussed below.

Consistency with Oregon Highway Plan

Goal 1: System Definition

Policy 1A: Classification: *It is the policy of the State of Oregon to develop and apply the state highway classification system to guide ODOT priorities for system investment and management.*

FINDINGS: Oregon state highways are classified as Statewide, Regional, District or Local Interest based upon their current and planned function. Expressways are defined as a subset of highway classifications that may be applied to Statewide, Regional or District highways. This assessment of expressways addresses system management and identifies highway segments where system management needs have changed.

Action 1A.2 Expressways: Describes the characteristics of expressways, excerpted here:

a. Definition:

- *Primary function is to provide for interurban travel and connections to ports and major recreation areas with minimal interruptions.*
- *A secondary function is to provide for long distance intra-urban travel in metropolitan areas.*
- *In urban areas, speeds are moderate to high. In rural areas, speeds are high.*
- *Usually there are no pedestrian facilities, and bikeways may be separated from the roadway.*

b. Classification.

- *Initiation of the process to classify Expressways will occur as a result of a corridor planning process, ODOT special study or action of the Transportation Commission.*
- *The Transportation Commission will classify new Expressways as a subset of National Highway System (Interstate and Statewide) highways in consultation with local governments.*
- *The Transportation Commission will classify new Expressways as a subset of Regional and District Highways with the agreement of directly affected local governments.*
- *Highways that are already limited access will be automatically classified as Expressways by the Transportation Commission. These are highways where ODOT owns the access rights and direct access is not allowed and where users enter or exit the roadway only at interchanges.*

c. Criteria for Expressway Classification; Highways with posted speeds 50 mph or greater with:

- *Importance as an NHS route with high volumes of traffic;*
- *Designation as a part of the State Highway Freight System;*
- *Designation as a safety corridor; or*
- *Function as an urban bypass.*

FINDINGS: This review and proposed action comprise a “special study” and an action of the Transportation Commission. Each expressway was assessed in

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terms of the subsection (c) criteria and a check list with comments on key issues for each expressway segment considered is part of the record of this action, so the revisions to expressways are consistent with Policy 1A.

Policy 1B – Land Use and Transportation: *This policy recognizes the role of both State and local governments related to the state highway system:*

FINDINGS: Each expressway assessment was done in consultation with the affected local governments. The types of land use and transportation designations specifically described in 1B are exclusive of expressway designation, so there is no need to consider those characteristics in this review. The proposed action is consistent with Policy 1B

Policy 1C – State Highway Freight System: *It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.*

FINDINGS: All but two of the expressways assessed are state designated Freight Routes. One of the two is a National Network truck route and one is a District highway with no freight designation. The Freight Route and National Network designations remain and will cause any future projects to consider freight needs in their design and public processes. The proposed action does not change the freight status of the affected roadways, so is consistent with this policy.

Policy 1D – Scenic Byways: *It is the policy of the State of Oregon to preserve and enhance designated Scenic Byways, and to consider aesthetic and design elements along with safety and performance considerations on designated Byways.*

FINDINGS: Four of the expressway segments also have Scenic Byway designations for all or part of the segment. Only one of them is recommended for change by removing the expressway designation. Consideration of scenic resources is in addition to safety and performance considerations and is primarily a concern when projects are developed. No conflict between the two types of designation has been identified, though most Scenic Byways are not also expressways. This action is not inconsistent with the Scenic Byways Policy 1D.

Policy 1E – Lifeline Routes: *It is the policy of the State of Oregon to provide a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.*

FINDINGS: Lifeline Routes are not designated in the highway plan. The notion of a “secure lifeline network” changes with our knowledge of vulnerabilities and mitigation technologies increases. Expressway designation is consistent with some characteristics of effective lifelines, such as the ability to move freight and personnel efficiently and ability to control access. The questions asked in the expressway assessment are similar to the route management questions applicable to lifeline management. This action is not inconsistent with the provision of a secure lifeline network.

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Policy 1F – Highway Mobility Standards: *It is the policy of the State of Oregon to use highway mobility standards to maintain acceptable and reliable levels of mobility on the state highway system.*

FINDINGS: Expressway designation is directly related to maintaining reliable levels of mobility. Where efficient through movements are a priority, an expressway may be appropriate. Where local traffic and connections are priorities, an expressway may not be appropriate. The assessment of Expressway designations included mobility needs as a criterion. This action is consistent with Policy 1F.

Policy 1G – Major Improvements: *It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.*

FINDINGS: While this action does not relate to any specific improvement project, it supports improving system efficiency and management, and is consistent with Policy 1G.

Policy 1H – Bypasses: *Bypasses are highways designed to maintain or increase statewide or regional mobility. Generally they relocate a highway alignment around a downtown, an urban or metropolitan area or an existing highway. The goal of bypass facilities is to effectively serve state and regional traffic trips. It is the policy of the State of Oregon to build bypasses to provide safe, efficient passage for through travelers and commerce.*

FINDINGS: Several of the existing expressways are designated Bypasses; none of these segments is proposed to remove the Expressway designation. One Bypass is proposed for Expressway designation which is consistent with characteristics of both designations. The proposed changes are consistent with this policy.

Goal 2: System Management

Policy 2A – Interjurisdictional Relations

Policy 2B - Off-System Improvements

Policy 2C – Interjurisdictional Transfers

Policy 2D – Public Involvement:

Policy 2E – Intelligent Transportation Systems:

Policy 2F – Traffic Safety:

Policy 2G – Rail and Highway Compatibility:

FINDINGS:

- The proposed action was developed in consultation with affected local governments, supporting Interjurisdictional Relations.

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- No Off-System Improvements or Interjurisdictional Transfers are proposed in this action.
- Public Involvement for this action included the consultation with local governments, 45-day notice by email to those entities, MPOs, DLCD and other stakeholders, and a public hearing before OTC and will include notice of the decision to DLCD, the MPOs, affected local governments and other stakeholders.
- Intelligent Transportation technology is not a part of this action.
- Traffic Safety is supported by Expressway designation where high numbers of through trips including freight vehicles need to be accommodated.
- No Rail and Highway Compatibility issues were raised in the expressway review process and not facility improvements are proposed as part of this action that might raise such compatibility issues.

The proposed action is consistent with System Management, Goal 2.

Goal 3 – Access Management

Policy 3A – Classification and Spacing Standards:

Policy 3B – Medians

Policy 3C – Interchange Access Management Areas

Policy 3D – Deviations

Policy 3E – Appeals

FINDINGS:

- Expressway designation is a “sub-Classification” directly related to access and Spacing Standards and a primary motivation for the expressway review and proposed changes is the understanding that there is a business need to increase access to the state highway in some areas of existing expressways. Where Expressway designations are retained or new expressways are created, direct access to the highway will continue to be limited. Where Expressway designation is removed, increased access to the highway may be allowed.
- Policy and standards related to Medians are not changed by this action.
- Interchange Access Management Areas are not directly addressed in this action. It is possible that some existing plans may need to be amended where a designation has changed, but that is an implementation matter and does not create a conflict between the subject action and this policy.
- Deviations and Appeals apply only to approach permitting and are not applicable here.

The proposed action is consistent with the Access Management, Goal 3.

Goal 4 – Travel Alternatives

Policy 4A – Efficiency of Freight Movement

Policy 4B – Alternative Passenger Modes

Policy 4C – High Occupancy Vehicle Facilities

Policy 4D – Transportation Demand Management

Policy 4E – Park and Ride Facilities

FINDINGS:

- One of the purposes of Expressway designation is to maintain efficiency of through freight movements.
- Expressway designation does not provide for local transit, bicycle or pedestrian travel on the expressway, but does support through travel of intercity transit or Express transit. It also diverts through trips from local facilities, increasing safety and operations potential for alternative modes on local streets and lower order highways.
- Expressway designation is consistent with the development of HOV facilities.
- While the subject action does not directly relate to conventional demand management approaches, in a broader sense it diverts the demand for through trips from local facilities. The subject action does not hinder the potential to implement TDM measures on a subject highway segment.
- An expressway can serve the same function as an Interstate in connecting regional trips to local transit facilities by way of Park and Ride facilities, but removing the Expressway designation does not by itself inhibit that function.

The proposed action is consistent with the Travel Alternatives Goal 4.

Goal 5 – Environmental and Scenic Resources

Policy 5A – Environmental Resources

Policy 5B – Scenic Resources

FINDINGS: No known conflicts have resulted from designating a highway both an Expressway and a Scenic Byway, though there are not many such dual designations. Access control on Scenic Byways could be beneficial, but most of them are not also expressways. Effects on specific resources emerge in the development of construction projects and no such projects are included in the proposed action.

The proposed action is consistent with the Environmental and Scenic Resources Goal 5.

State Agency Coordination Agreement

The Oregon Highway Plan (OHP) is "Modal Plan" that is part of the Oregon Transportation Plan (OTP) which is the state's transportation system plan. In order to adopt amendments to the OHP, either a plan text amendment or an implementing action like this one, the Oregon Transportation Commission (OTC) needs to follow the Coordination Procedures for Adopting a Final Modal System Plan in the SAC, OAR 731-015-0055. The findings below address the coordination procedure required to adopt amendments to the Highway Plan.

731-015-0055: Coordination Procedures for Adopting Modal Plans

(1) Except in the case of minor amendments, the Department shall involve DLCD, metropolitan planning organizations, and interested cities, counties, state and federal agencies, special districts and other parties in the development or amendment of a modal systems plan. This involvement may take the form of mailings, meeting, or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one public meeting on the plan prior to adoption.

(2) The Department shall evaluate and write draft findings of compliance with all applicable statewide planning goals.

(3) If the draft plan identifies new facilities which would affect identifiable geographic areas, the Department shall meet with the planning representatives of affected cities, counties and metropolitan planning organization to identify compatibility issues and the means of resolving them. These may include:

(a) Changing the draft plan to eliminate the conflicts;

(b) Working with the affected local governments to amend their comprehensive plans to eliminate the conflicts; or

(c) Identifying the new facilities as proposals which are contingent on the resolution of the conflicts prior to the completion of the transportation planning program for the proposed new facilities. The proposed plan amendments do not identify new facilities.

(4) The Department shall present to the Transportation Commission the draft plan, findings of compatibility for new facilities affecting identifiable geographic areas, and findings of compliance with all applicable statewide planning goals. The information required will be presented to the Transportation Commission at its July 2012 meeting.

(5) The Transportation Commission, when it adopts a final modal systems plan, shall adopt findings of compatibility for new facilities affecting identifiable geographic areas and findings of compliance with all statewide planning goals.

(6) The Department shall provide copies of the adopted final modal systems plan and findings to DLCD, the metropolitan planning organizations, and others who request to receive a copy.

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FINDINGS:

- The review of each expressway was coordinated directly with the affected local jurisdiction(s).
- Input on the relationship of a subject roadway to area land uses and the function of the roadway were assessed on an individual basis.
- 45-day email notice of the recommended actions that resulted from the statewide expressway assessment was sent to DLCD and the other listed parties and a public hearing before the OTC was held on March 20, 2013 at which time the commission received the proposed amendment and supporting materials demonstrating the review process and conclusions.
- This document comprises the findings of compliance with the statewide land use goals.
- The action does not identify any new facilities.
- The action does not create inconsistencies with local transportation plans that would require amendment to those plans because there is no change to the underlying functional classification of roadways.
- The packet for OTC consideration of adopting the proposed changes to Expressway designations statewide will include the complete proposal, these findings and a record of the public input in response to the notice.
- The requested action will be to adopt the amendment and these findings.
- Notice of the commission decision will be circulated as specified.

Findings of Compliance with Oregon's Statewide Planning Goals

The State of Oregon has established 19 statewide planning goals to guide state, regional and local land use planning. The goals express the State's policies on land use and related topics. The findings below are based on the applicability and content of the proposed amendments to the subject OHP implementing action. The findings satisfy the requirements in the SAC that all amendments to the OHP and the OTP be supported by findings showing compliance with the state wide planning goals.

(1) Citizen Involvement - The purpose of Goal 1 (660-015-0000(1)) is "*To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*"

FINDINGS: This particular "phase" of the planning process is implementation of Oregon Highway Plan Goal 1 related to state highway "System Definition," a policy adopted through an extensive statewide citizen involvement process. The subject review of earlier Expressway designations and a few potential new designations was initiated in response to legislation that was based on the work of an Access Management Steering Committee. The implementation of Policy 1A regarding Expressways is based on objective

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characteristics and requires only consultation with affected local governments prior to designating expressways; that process was followed. Notice of the recommendations that came out of the consultation process, the hearing and pending decision has been announced by notice to stakeholders statewide and the public hearing was held. This satisfies the public participation requirements for this type of decision.

(2) Land Use Planning – The purpose of Goal 2 (OAR 660-015-0000(2)) is “*To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*”

FINDINGS: The purpose of review of Expressway designations was intended to “ensure that the classifications for the highways and designations of expressways are appropriate to their uses.” This has been interpreted to cover both the use of the affected highway and the relationship to affected land uses. One of the review questions in the assessment of expressways was whether the “designation fit within the surrounding land use context,” and not fitting in with the surrounding land use context was one indicator that a change of classification was needed.

The “*land use planning process and policy framework*” basis for expressway designation is found in Action 1A.2 – Expressways and the definition, process and characteristics in that implementing action was the framework for the expressway review and the proposed changes.

The proposed action complies with Goal 2 – Land Use Planning.

(3) Agricultural Lands - The purpose of Goal 3 (OAR 660-015-0000(3)) is “*To preserve and maintain agricultural lands.*”

FINDINGS: Highway classifications do not by themselves have adverse impacts on agricultural land uses. No highway improvement projects that would take land out of production or otherwise directly impact farm uses are identified in the proposed action.

The proposed action is in compliance with Statewide Planning Goal 3, Agricultural Lands.

(4) Forest Lands – The purpose of Goal 4 (OAR 660-015-0000(4)) is “*To conserve forest lands by maintaining the forest land base and to protect the state’s forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.*”

FINDINGS: Highway classifications do not by themselves have adverse impacts on forest land uses. No highway improvement projects that would take land out of production or otherwise directly impact forest resource uses are identified in the proposed action.

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The proposed action is in compliance with Statewide Planning Goal 4, Forest Lands.

(5) Natural Resources, Scenic and Historic Areas, and Open Spaces - The purpose of Goal 5 (OAR 660-015-0000(5)) is *"To protect natural resources and conserve scenic and historic areas and open spaces."*

FINDINGS: Highway classifications do not by themselves have adverse impacts on Goal 5 resources. No highway improvement projects that would take land out of protected resource use or otherwise directly impact Goal 5 resources are identified in the proposed action.

(6) Air, Water and Land Resources Quality - The purpose of Goal 6 (OAR 660-015-0000(6)) is *"To maintain and improve the quality of the air, water and land resources of the state."*

FINDINGS: Expressways improve the efficiency of vehicle traffic by minimizing stop and start traffic with fewer intersections and conflict point, and consequently have a positive effect on vehicle emissions. The water and land resource impact are effectively neutral. No highway improvement projects that would take land out of protected resource use or otherwise directly impact land air and water resources are identified in the proposed action.

The proposed action is in compliance with and supportive of Statewide Planning Goal 6, Air, Water and Land Resources Quality.

(7) Areas Subject to Natural Hazards - *The purpose of Goal 7 (OAR 660-015-0000(7)) is "To protect people and property from natural hazards."*

FINDINGS: Highway classifications do not directly impact natural hazard readiness, except to the extent that access controlled roadways are easier to manage in the case of a natural disaster because the roadway is more easily controlled for incoming supplies and personnel or for a managed evacuation route. No highway improvement projects that would change the hazard response value of a particular roadway or region is identified in the proposed action.

The proposed action is in compliance with and supportive of Statewide Planning Goal 7, Areas Subject to Natural Hazards.

(8) Recreational Needs - The purpose of Goal 8 (OAR 660-015-0000(8)) is *"To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts."*

FINDINGS: Expressways, particularly when they are urban Byways, support through traffic in tourist destination areas such as the Oregon coast. Maintaining such roadways for through traffic improves the experience of visitors moving between recreational destinations. No highway improvement projects that would affect access to recreational destinations are identified in the proposed action.

The proposed action is in compliance with Statewide Planning Goal 8, Recreational Needs.

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(9) Economic Development - The purpose of Goal 9 (OAR 660-015-0000(9)) is *"To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens."*

FINDINGS: A primary motive for assessing expressways statewide and proposing changes in some cases was to be sure that the expressway system did not create unnecessary conflict with local government and private property interests in economic development.

The proposed action is in compliance with and supportive of Statewide Goal 9, Economic Development.

(10) Housing - The purpose of Goal 10 (OAR 660-015-0000(10)) is *"To provide for the housing needs of citizens of the state."*

FINDINGS: Highway classifications by themselves do not directly affect the ability of a local government to provide an appropriate mix of housing, though access to the roadway network is one issue that arises in siting decisions. In consulting with local governments on the expressway assessments, the need for access to the highway to serve housing needs would be part of determining whether an expressway fit into the land use context of an area, and would have been a strong indicator of whether the expressway designation was appropriate. No highway improvement projects that would take land out of production or otherwise directly impact housing choices are identified in the proposed action.

The proposed action is in compliance with and supportive of Statewide Goal 10, Housing.

(11) Public Facilities and Services - The purpose of Goal 11 (OAR 660-015-0000(11)) is *"To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development."*

FINDINGS: The purpose of Expressway designations is increased efficiency for through trips in both rural and urban settings, with one objective of more efficiently connecting markets on a statewide and regional basis. This review of existing expressways considered whether the original reasons for designation still held true. The proposed action maintains the expressway status for most of the previously designated routes, while making changes in some areas where local access to development sites is a higher priority than through travel.

The proposed action is in compliance with and supportive of Statewide Goal 11, Public Facilities and Services.

(12) Transportation - The purpose of Goal 12 (OAR 660-015-0000(12)) is *"To provide and encourage a safe, convenient and economic transportation system."*

FINDINGS: Goal 12 is implemented through the Transportation Planning Rule, OAR 660-0012. More detailed findings on the relationship of this action and transportation planning are made below in "Compliance with the Transportation Planning Rule."

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The proposed action is in compliance with Statewide Planning Goal 12, Transportation.

(13) Energy Conservation - The purpose of Goal 13 (OAR 660-015-0000(13)) is "To conserve energy." Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

FINDINGS: Expressways help reduce fuel consumption (and vehicle emissions) by reducing stops and starts of vehicles, particularly for those trips that start or end outside of the local area. Retaining Expressway designation or adding additional expressways to the system increase this outcome over time. Removing an Expressway designation may have adverse impacts on fuel consumption: those decisions were based on balancing through traffic efficiencies with local access needs and typically reflect current use of the facilities (e.g. land use context, transportation system context) rather than a decision to reduce efficiency relative to current conditions. Plus, without the Expressway designation, development of other modes along the route can be prioritized.

The proposed action is in compliance with Statewide Planning Goal 13, Energy Conservation.

(14) Urbanization – The purpose of Goal 14 (OAR 660-015-0000(14)) is "To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities."

FINDINGS: Expressways are often located to serve just this purpose. An expressway can efficiently move vehicles into, out of or around central cities and through fringe areas where local trips are supported by the local street network.

The proposed action is in compliance with Statewide Planning Goal 14, Urbanization.

(15) Willamette River Greenway - The purpose of Goal 15 (OAR 660-015-0005) is "To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway."

FINDINGS: The proposed action does not plan for or address specific uses on lands protected in the Willamette River Greenway. The amendments are in compliance with Statewide Planning Goal 15, Willamette River Greenway.

(16) Estuarine Resources - The purpose of Goal 16 (OAR 660-015-0010(1)) is "To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries."

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FINDINGS: The proposed action does not address or impact estuarine resources. The amendments are in compliance with Statewide Planning Goal 16, Estuarine Resources.

(17) Coastal Shorelands - The purpose of Goal 17 (OAR 660-015-0010(2)) is "To conserve, protect, develop, and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands."

FINDINGS: The proposed action does not propose any land uses that would impact coastal shoreland resources. The amendments are in compliance with Statewide Goal 17, Coastal Shorelands.

(18) Beaches and Dunes - The purpose of Goal 18 (OAR 660-015-0010(3)) is "To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas."

FINDINGS: The proposed action does not propose any land uses that would impact beach and dune resources. The amendments are in compliance with Statewide Planning Goal 18, Beaches and Dunes.

(19) Ocean Resources - The purpose of Goal 19 (OAR 660-015-0010(4)) is "To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations."

FINDINGS: The proposed action does not propose any land uses that would impact ocean resources. The amendments are in compliance with Statewide Planning Goal 19, Ocean Resources.

Compliance with the Transportation Planning Rule

OAR 660-012

Transportation Planning, OAR 660-012-0010

Section 0010 of the TPR describes the how transportation planning is divided into system planning and project development.

FINDINGS: Reviewing and in some cases changing Expressway designations is a system management decision process, considering whether expressways currently in place are still consistent with area transportation and land use needs. The proposed action does not include any project development activities. Highway Classification, including Expressway designation, identifies

Attachment B

the range of performance standards applicable that apply to individual highway segments. The proposed action affects only the systems management side of this section of the TPR and the process used is consistent with Section 0010 of the TPR.

Preparation and Coordination of Transportation System Plans, OAR 660-012-0015

Section 0015 of the TPR recognizes that ODOT's TSP includes the state transportation policy plan, modal systems plans and transportation facility plans. It comprises a number of elements as described in the Department's State Agency Coordination Program. The SAC states, "(1)(a) The state TSP shall include the state transportation policy plan, modal systems and transportation facility plans as set forth in OAR 731, Division 15." The OHP is a component of the state transportation system plan, along with the statewide policy plan (OTP), other modal/topic plans and facility plans.

FINDINGS: The proposed action implements the OHP, and does not change OHP policy or standards, but only affirms or changes how those policies and standards will apply to each highway segment reviewed. The process used to arrive at the proposed action is consistent with Section 0015 of the TPR.

Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas, OAR 660-012-0016

FINDINGS: The proposed action is based on consultation with local and regional transportation planning authorities, including metropolitan planning organizations. MPO's were consulted where applicable for concurrence with the Expressway designations. The process used to arrive at the proposed action is consistent with Section 0016 of the TPR.

Elements of Transportation System Plans, OAR 660-012-0020 Section 0020 of the TPR stipulates that a TSP "shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs and that the TSP will include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards..." Section 0020(2)(i) specifies that "within an urban growth boundary with a population greater than 1500 persons, a financing program must be included in the TSP".

FINDINGS: Not Applicable. Expressway designation is in addition to the functional classification of a roadway. Adding or removing an Expressway designation does not change that functional class of the roadway, so TSP amendments are not necessary in response to addition or removal of an Expressway designation.

Complying with the Goals in Preparing Transportation System Plans; Refinement Plans, OAR 660-012-0025

FINDINGS: Not Applicable. The proposed action implements an existing, adopted transportation (modal) plan at the state level, not the local TSP, so the action is not "preparing" or "refining" a local transportation plan. To clarify

Attachment B

regarding “refinement planning,” the proposed action applies policies and standards of an existing plan to consider the need for additional operational measures on particular segments of highway; it does not develop additional detail to a part of the plan as refinement planning typically does. The recommended action does not change the underlying, functional classification of the subject highways.

Determination of Transportation Needs, OAR 660-012-0030: Section 30 of the TPR requires that TSPs identify transportation needs relevant to the planning area and the scale of the transportation network being planned including state, regional and local transportation needs.

FINDINGS: Not Applicable. The proposed action addresses transportation needs at an operational level, but does not address the need for new facilities or other physical improvements.

Evaluation and Selection of Transportation System Alternatives, OAR 660-012-0035 TPR Section 0035 stipulates that TSPs shall be based upon evaluation of potential impacts of system alternatives.

FINDINGS: The proposed action does affect transportation options, but in many cases improves conditions for developing alternate modes on local streets. Expressways are intended to focus on through movements of vehicles without serving bikes, pedestrians or transit on the expressway facility. With Expressway designation, through trips are directed off of local roads, consequently improving local capacity to serve alternate modes. Without the Expressway designation, alternate modes may be developed on the mainline highway. The amendments are in compliance with Section 0035 of the TPR.

Transportation Financing Program, OAR 660-012-0040

Section 0040 of the TPR applies to a transportation financing program for urban areas over 2,500. Section 0040(3) requires the plan to include a discussion of the facility provider’s existing funding mechanisms and the ability to fund development of each transportation facility.

FINDINGS: Not applicable.

Implementation of the Transportation System Plan, OAR 660-012-0045

TPR Section 0045 addresses actions required by local governments to implement their TSPs.

FINDINGS: Not applicable - the action does not create inconsistencies with local transportation plans that would require changes to implementation of local transportation plans because there is no change to the underlying functional classification of roadways.

Transportation Project Development, OAR 660-012-0050

FINDINGS: Not Applicable

**Timing of Adoption and Update of Transportation System Plans;
Exemptions**, OAR 660-012-0055

Attachment B

Section 0055 of the TPR covers the adoption, update and exemptions of local TSPs.

FINDINGS: Not Applicable

Plans and Land Use Regulation Amendments, OAR 660-012-0060

Section 0060 of the TPR addresses the coordination and review that must occur when a local government considers an amendment to its comprehensive plan and/or land use regulations.

FINDINGS: Coordination for the review of expressways statewide included consideration of the land use context, which comprises both existing and planned land uses. The proposed action is consistent with Section 0060 of the TPR.

Transportation Improvements on Rural Lands, OAR 660-012-0065 and OAR 660-012-0070

TPR Sections 0065 and 0070 apply to transportation improvements on rural lands.

FINDINGS: The proposed action does include expressways on rural highways, but does not propose any new facilities or other physical improvements to those highways.

**SUMMARY OF COMMENTS ON OHP POLICY 1F PUBLIC REVIEW
DRAFT
AND PROPOSED ACTIONS**

Background

A statewide review of highways designated as expressways was conducted to implement legislation related to access management and its relationship to economic development.

On February 11, 2013 notification of the results of the regional collaborative process and the recommended changes to Expressways, including removal, partial removal or no change to existing expressway designations and addition of a few new ones, was sent to the ODOT Area Managers, Area Commissions on Transportation, Advisory Committee Chairs and other stakeholders. The notice included a request for comments with the comment period ending April 3, 2013. This table includes comments received to date on March 25, 2013..

Source Document	Comment Summary	Proposed Action
Email / Attachment City of Sandy Mayor William King, March 1, 2013	Strongly supports the proposal to eliminate the expressway designation for Highway 26 between Orient Drive.	No action required
Email / Attachment South Central Area Commission on Transportation (SOACT), Butch Hansen, SC Area Manager (ODOT), March 11, 2013	South Central Oregon ACT (SCOACT, Lake & Klamath counties reviewed Region 4 expressway information for: OR 58 Willamette Highway #18 & OR 140 Southside Expressway #424. ACT supported the change on OR 58 Willamette Highway. After a short discussion the ACT also agreed to the rationale for the need to keep the segment of OR 140 as an Expressway.	No action required
Email / Attachment City of Bend Mayor Jim Clinton, March 6, 2013	Requests that US20 within the UGB and US97 Nels Anderson Road, north to the UGB be removed from Expressway classification for purposes of local access, mobility and safety, and states the expressway designation is inconsistent with surrounding land use and transportation system.	The proposed action includes removing expressway designation from the easterly segment of US20 from 11 th St. to the UGB boundary. The other sections were recommended to remain expressways.

Attachment C

<p>Attorneys for Cascade Village Shopping Center, hand delivered at OTC public hearing, letter dated March 20, 2013</p>	<p>Requests removal of expressway designation from OR 26 and US 97 from their intersection north to the urban growth boundary. Summarizes comments from local working group regarding goals for EIS for future US 97 North Corridor project and attached letter from that group to Region 4, Bob Bryant and attaches their letter to Region 4.</p>	<p>The recommendation is “no change” for the subject designations. At the OTC public hearing on March 20, 2013, the Commission recommend that the US 97 north portion of the Bend Parkway, from Nels Anderson Road to the Bend UGB, be removed from the consideration list and that the OTC will take a formal action at later date after more details can be resolved through the current EIS process.</p>
<p>“</p>	<p>Requests “urban other” designation.</p>	<p>Urban other is not an actual designation, but the absence of any designation beyond the functional classification of the roadway within an urban area.</p>
<p>“</p>	<p>Concern that once the expressway review recommendations are adopted, it will be more difficult to change the designation in response to the “Trip 79” project recommendations.</p>	<p>The “no change” decisions will not be adopted, so there is no added weight to those designations.</p>
<p>Robert W. Bryant, ODT Region 4 Manager to City of Bend, March 6, 2013</p>	<p>Reaffirms ODOT’s belief that the expressway designation is appropriate for the subject highway segments in the City’s and Cascade Village letters (above).</p>	<p>No action required</p>



**CITY OF
SANDY**

39250 PIONEER BOULEVARD • SANDY, OR 97055

PHONE (503) 668-5533

FAX (503) 668-8714

Gateway to Mt. Hood

March 1, 2013

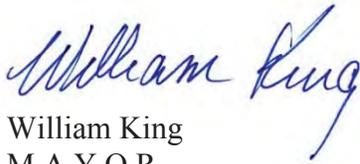
To: Oregon Transportation Commission

Re: Removal of Expressway Designation on US 26 within the Sandy UGB

The Sandy City Council strongly supports the proposal to eliminate the expressway designation for Highway 26 between Orient Drive (a signalized intersection) and 362nd Avenue (another signalized intersection). Portions of this segment are already within the city limits with existing commercial development, and all of it is within our city's urban growth boundary.

While we support ODOT's goal of limiting access to the highway within this segment, an expressway designation is not appropriate given the current and future intense development that is anticipated by our Comprehensive Plan.

Sincerely,

A handwritten signature in blue ink that reads "William King".

William King
MAYOR

From: HANSEN Norman C * Butch
Sent: Monday, March 11, 2013 8:27 AM
To: MURPHY Nancy E
Cc: BRYANT James R; HEARING Devin; FARNSWORTH Gary C
Subject: Expressway Designations & Changes

Attachments: 20130311075512952.pdf

Nancy, Eric Havig asked that I forward any comments to you from our ACT concerning the expressways.. South Central Oregon ACT (SCOACT, Lake & Klamath counties) met March 1st and reviewed Region 4 (highlighted in yellow) expressway information. The two in the SCOACT area are OR 58 Willamette Highway #18 & OR 140 Southside Expressway #424. ACT supported the change on OR 58 Willamette Highway. The only comment/concern - note the "Ernie" and arrow was one member of the ACT questioning the The South Side Expressway designation as an expressway. Very short discussion - ACT understood the interchange spacing and need to keep as an Expressway.

Let me know if you need any additional information. Thanks, Butch.

Butch Hansen
South Central Area Manager
2557 Altamont Dr.
Klamath Falls, OR 97603
Klamath Falls # 541 883-5778

63055 N. Highway 97, Bldg M
Bend OR 97701
Bend # 541 388-6309
Cell # 541 892-0805

RECEIVED

MAR 12 2013

ODOT
HEADQUARTERS



March 6, 2013

Pat Egan, Chair Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

RE: Expressway Classifications in City of Bend

Dear Chair Egan,

710 NW WALL STREET
PO BOX 431
BEND, OR 97701
[541] 388-5505 TEL
[541] 385-6676 FAX
BENDOREGON.GOV

Thank you for the opportunity to respond about the Highway Expressway Classification in the City of Bend. The City respectfully requests the Expressway classifications be removed on Highway 20 and on a segment of Highway 97 (Nels Anderson Road to North UGB) within the City Urban Growth Boundary (UGB). Attached please find a map that depicts the elimination of the Expressway classifications.

The primary reason the City would like the classifications removed is that the definition of the classification is inconsistent with the surrounding land uses and transportation system. The Expressway classification reduces safety, mobility and local access to regional land uses.

JIM CLINTON
Mayor

JODIE BARRAM
Mayor Pro Tem

VICTOR CHUDOWSKY
City Councilor

DOUG KNIGHT
City Councilor

SALLY RUSSELL
City Councilor

MARK CAPELL
City Councilor

SCOTT RAMSAY
City Councilor

Expressways should provide high speed, high volume travel with minimal interruptions according to the Oregon Highway Plan (OHP). The land uses adjacent to Highway 20 are predominately retail commercial and neighborhood with variable speed limits of 25mph to 45mph with an average daily traffic of 20,000.

The Highway 97 Expressway classification from Nels Anderson Road to the northern UGB limits is adjacent to a regional commercial center with a 45mph speed and an average daily traffic of 30,000. In addition, Highway 20 and 97 Expressway designations in Bend contain some of the highest Safety Priority Index System (SPIS) in Region 4. The Expressway classification that promotes higher speeds on these highways increases the potential of more frequent and severe crashes.

ERIC KING
City Manager

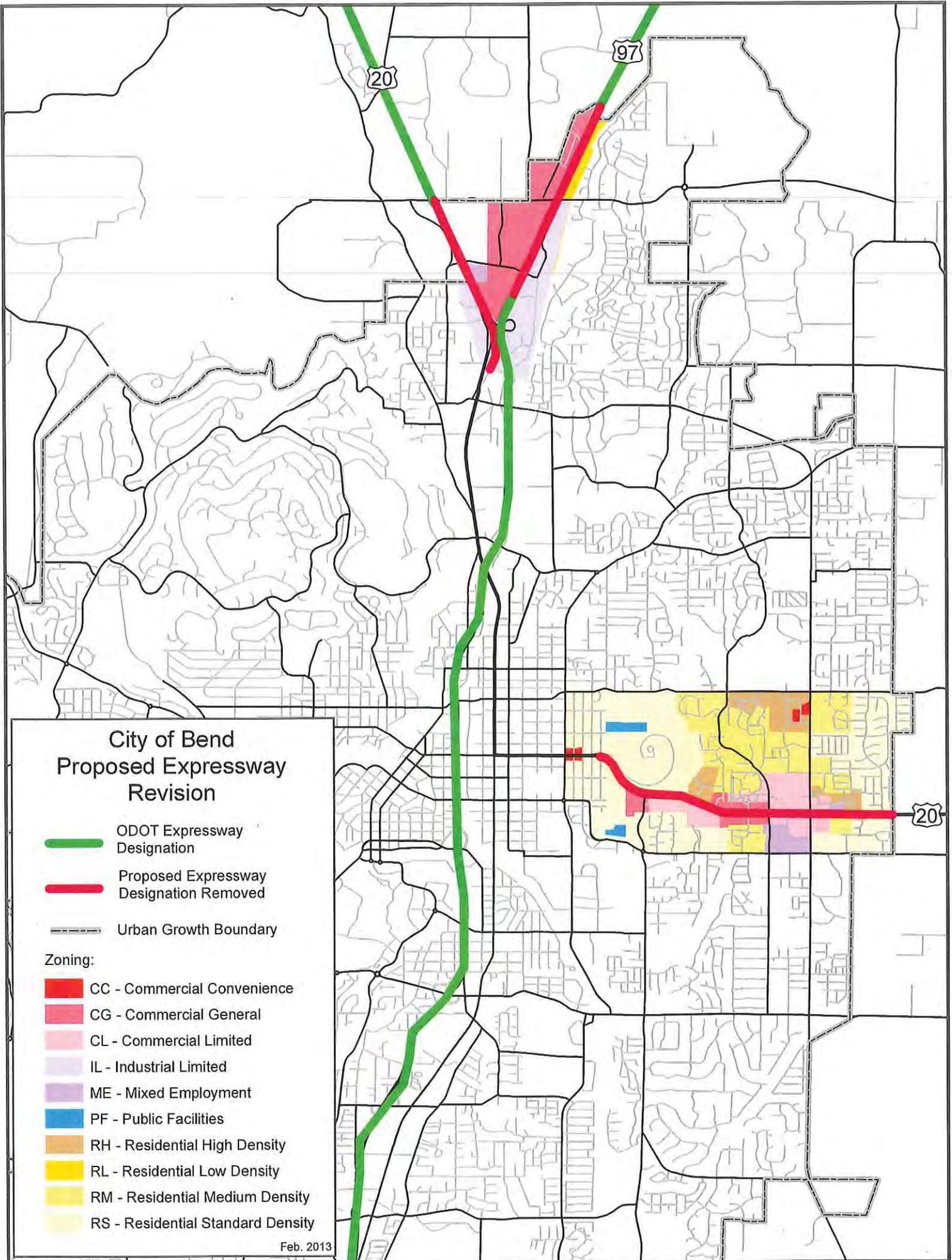
Please support the City request to remove the Expressway classification on Highway 20, and on Highway 97 from Nels Anderson Road to the North UGB.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Clinton".

Jim Clinton, Mayor
City of Bend

CC: Bend City Council





Neil R. Bryant
John A. Berge
Sharon R. Smith
John D. Sorlie
Mark G. Reinecke
Melissa P. Lande
Kitri C. Ford
Paul J. Taylor
Jeremy M. Green
Melinda Thomas
Melissa S. Cobb

591 S.W. Mill View Way
Bend, Oregon 97702
Phone: (541) 382-4331
Fax: (541) 389-3386

WWW.BLJLAWYERS.COM

March 20, 2013

Via: Hand Delivery and Email: OTCAdmin@odot.state.or.us

Oregon Transportation Commission
c/o Jacque Carlisle and Katherine Wentzel
355 Capitol Street NE, MS #11
Salem, Oregon 97301-3871

Oregon Transportation Commission:
Pat Egan David Lohman
Mary Olson Mark Frohnmayer
Tammy Baney

Re: Removal of Expressway Designation
US Highway 97 Bend Northern Corridor

Dear Commissioners:

This office represents CVSC, LLC, owners of Cascade Village Shopping Center ("Cascade Village"). Cascade Village is a large shopping center located on Hwy 97 and Hwy 20 in the northern part of Bend, Oregon. There are approximately 40 tenants at Cascade Village. These tenants employ between 600-700 employees.

Cascade Village strongly supports removing Hwy 97's "expressway" designation in the northern corridor. Deschutes County Commissioner Allen Unger also supports this position. On March 5, 2013, the Bend City Council voted 5-1 to remove the expressway designation. This section of the highway does not meet (and has never met) the standards for an expressway. The appropriate designation for this portion of the highway is "urban other."

On May 21, 2012, a working group composed of Deschutes County, City of Bend, Cascade Village, Bend Center Mall, Newman Development Corporation of Bend, LLC, Lowes IWH, Inc., and representatives of two local neighborhood associations (HUNS and BANA) sent a letter to ODOT Region 4 Manager Bob Bryant concerning the North US 97 Corridor Environmental Impact Statement ("EIS"). This letter expressed the following four common goals concerning the EIS:

1. Relieve capacity constraints at the Hwy 97/Cooley Road intersection to allow economic growth.
2. Maintain access and connectivity to and from critical regional employment and commercial facilities for the public benefit.
3. Propose an affordable project based solution.
4. Review the expressway designation for that portion of Hwy 97 located within the Urban Growth Boundary.

For your convenience, I have attached a copy of the working group's letter dated May 21, 2012.

The entire working group agreed that the expressway designation is inappropriate for Hwy 97's northern corridor. The reasons for the working group's position are as follows:

1. The northern corridor does not meet the standards of an expressway. It resembles something closer to an urban other designation.
2. Not all of Hwy 97 is designated expressway. As Hwy 97 goes through cities and towns, it is common that the designation is urban other.
3. The urban other designation provides more flexibility on spacing standards.
4. The distinction between the two designations is not merely semantics. On more than one occasion ODOT representatives have commented that the expressway designation places significant mobility and spacing restrictions on the northern corridor in comparison to the urban other designation.
5. City of Bend has its own standards. No one is suggesting that the northern corridor become something similar to south Hwy 97 in Redmond, Oregon.
6. The expressway designation will have a negative impact on the future development of Juniper Ridge and the remaining undeveloped commercial properties.
7. The Bend Parkway (i.e., Hwy 97 through Bend) is, and will continue to be, a major carrier of local traffic. This was recognized when the Bend Parkway was built and remains true today.

The "Trip 97" organization will make recommendations concerning access and mobility standards. But those recommendations will not be ready for at least another year. In the interim, the Oregon Transportation Commission ("OTC") and the legislature will receive the ODOT Designation Report and the Final EIS will be completed. Once the expressway designation is recorded in these documents, it will be more difficult to remove.

March 20, 2013

Page 3

In summary, Cascade Village (and the business community located in Bend's northern corridor) requests that the OTC remove the expressway designation from the northern corridor of Hwy 97 in Bend, Oregon. Among other things, this designation eliminates access by eliminating flexibility. Hwy 97 is more than a freight route for the northern corridor and City of Bend. It is a critical local transportation system. Cascade Village and other businesses depend on access to Hwy 97, not only to develop the remaining commercial property but also to attract and retain tenants.

Your attention to this matter is appreciated. I am happy to answer any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeremy M. Green', is written over the typed name and email address.

Jeremy M. Green
green@bjlawyers.com
Enclosure

North US 97 Public-Private Working Group
c/o Liz Dickson
Hurley Re PC
747 Mill View Way
Bend, OR 97702

Members:

City of Bend (City Manager Eric King
and Transportation Engineering Manager Nick Arnis)
Deschutes County (County Commissioner Alan Unger
and Road Department Director Chris Doty)
Cascade Village Shopping Center (Neil Bryant
of Bryant, Lovlien & Jarvis, PC, Legal Counsel)
Bend Center Mall (Liz Dickson of Hurley Re, PC, Legal Counsel)
Newman Development of Bend, LLC (George Akel, Managing Member
and Liz Fancher, Legal Counsel)
Lowe's HIW, Inc. (Mark Stoner, Director of Real Estate Acquisitions)

DELIVERED BY HAND by Erik King and Chris Doty
May 21, 2012

Bob Bryant
Region 4 Manager
Oregon Department of Transportation
63055 N Hwy 97
Bend OR 97701

Re: North US 97 Corridor Environmental Impact Statement ("EIS")
Informed Decision Making Process
Working Group Refinements

Dear Bob:

The Draft Environmental Impact Statement process synthesized the diligent and excellent work of many interested people. That work confirmed a need for changes at the intersection of North US 97 and Cooley Road in Bend's north end. It also illuminated the need to scale back those recommendations to make them affordable. We are all operating in a strained economic environment, requiring us to rethink plans and projects to better balance multiple objectives.

We are very encouraged by your discussions with the City and County about creating a project approach to the current EIS alternatives and support this direction. A project-based action, such as the one being discussed, will preserve flexibility to accommodate the findings of the "Trip 97" effort (see below) and will also meet the Draft EIS's purpose and need by improving safety and mobility, relieving congestion at the US97 / Cooley Road intersection, and supporting economic development consistent with local agency plans while minimizing impacts to the existing and planned economic base. A project that does not preclude other actions that emerge as part of a longer term vision for the corridor is a creative and feasible method for moving forward with the EIS. We are also supportive of your idea to pursue shorter term projects as the end product of the current EIS process, and deferring longer term option decisions, like DS-1 and DS-2 options, to a later date with current information. We believe that it is prudent to step back

Working Group Letter to Bob Bryant of ODOT
Page 2

and let the results of "Trip 97" determine the alternatives, if any, that might arise from the collaborative efforts of the region's cities, counties and businesses with respect to the US 97 corridor as it exists between Madras and La Pine.

Public and private interests share common goals for this project. To that end, we have worked together to narrow and refine our common objectives in the interest of presenting them to you for consideration and, hopefully, to be of assistance as we improve the EIS collectively. This Working Group is comprised of:

- Deschutes County
- City of Bend
- Cascade Village Shopping Center
- Bend Center Mall
- Newman Development Group of Bend, LLC
- Lowe's HIW, Inc.
- Representatives of the HUNS and BANA have also attended some meetings

The Working Group acknowledges that long term solutions for the region's transportation corridor will be necessary. Interim, project-based solutions need and should not preclude those longer term solutions. Otherwise, public dollars will be wasted. With that foundation in mind, we have met several times and have distilled our common goals for the project into these criteria:

1. Relieve Capacity Constraint at US 97 – Cooley Intersection to Allow Economic Growth
 - a. Immediate demands require change to accommodate needed growth
2. Maintain Access and Connectivity to and from Critical Regional Employment and Commercial Area Facilities for Public Benefit
 - a. Access – recognize that access restriction and elimination of existing points of access to major centers of development will funnel additional traffic to congested intersections.
 - b. Facilities – emergency services on Hwy 20 and three shopping areas
 - c. Connectivity – promotes and enhances the development of key areas for economic development
3. Propose an Affordable Project-based Solution
 - a. Limited funding dictates strategic improvements and right of way acquisitions
 - b. Project development should begin on a proposed small scale project
 - c. Development of a longer term solution should begin with a discrete project
 - d. Measure the costs of all proposed changes against the benefits achieved
4. Review the "Expressway" designation for that portion of US 97 that is within the Urban Growth Boundary
 - a. Recognize that functionality is of primary importance and should not be restricted by facility classification

We will support ODOT's efforts as a unified group to achieve these goals.

The local government effort commonly referenced as "TRIP 97" offers new ways to address the challenges of this project as well. The flexible mobility standards reflected in this concept are intended to address precisely the purpose and need that the EIS was intended to address. We hope that TRIP 97 will address the functionality of the US 97 facility in a way that will allow ODOT to consider more outcomes and options for improvements to address highway congestion based on design techniques without the

restrictions created by the Expressway designation. TRIP 97's collective vision for the Central Oregon corridor will reflect true collaboration of cities, counties, and small businesses in the region all working together to promote healthy, growing communities for the region, to our mutual benefit. A corridor solution is likely coming from this effort. We encourage ODOT to respect that process and plan in concert with those results as they are completed.

Our Working Group encourages reliance on traffic flow measurements that reflect volumes as they exist today, as contrasted with the traffic patterns and volumes that existed in 2006 or 2008 or even 2010. It is our belief that the best results will come from using today's volumes as a starting point to project future levels and patterns, utilizing updated analyses throughout this process. Multiple catalysts are in play that already have changed and that will continue to change the current traffic levels significantly:

- State and regional efforts are underway to bring job creators to the region and if successful, will significantly change traffic patterns in the area.
- Deschutes County's Transportation System Plan is undergoing significant revisions, currently in the final public hearing phase, and will change traffic patterns.
- City of Bend's UGB expansion process, currently under appeal, will be completed in 2-3 years and will significantly impact Bend's north end.

We collectively support a project-based approach that will have an immediate positive impact for the capacity, safety and operations of the corridor. We believe that financially feasible, phased solutions can significantly reduce congestion while allowing access to key commercial and industrial facilities, and will reopen Bend for business.

We look forward to working with you and your staff on these ideas and proposals to finish the EIS process.

Sincerely,
North US 97 Public-Private Working Group

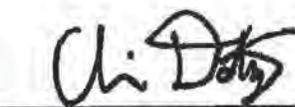
City of Bend


City Manager Eric King

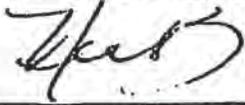

Transportation Engineering Manager Nick Arnis

Deschutes County


County Commissioner Alan Unger

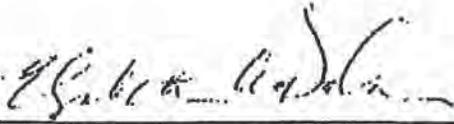

Road Department Director Chris Doty

Cascade Village Shopping Center



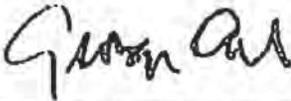
Neil Bryant of Bryant, Lovlien & Jarvis, PC,
Legal Counsel

Bend Center Mall



Liz Dickson of Hurley Re, PC, Legal Counsel

Newman Development Group of Bend, LLC



George Akel, Managing Member

Lowes HIW, Inc.

/s/ Mark Stoner

Mark Stoner, Director of Real Estate Acquisitions

DRAFT
EAST DS2 MODIFIED
 (SIGNALIZED N. INTERSECTION)
 OCTOBER 2012

FORT THOMPSON LN

HARRIS WY

BUZANNE LN

BOWERY LN

ROGERS RD

ROBINELL RD

MOBILE HOME PARK

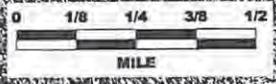
97

DRAFT SUBJECT TO CHANGE

GRANDVIEW DR

CEMETERY

MOBILE HOME PARK



20

COOLEY RD

ROBAL RD

SISTERS LOOP RAMP

R/I/RO

RO

R/I/RO

R/I/RO

EMPIRE AVE

WB Auxiliary Lane

BUTLER MARKET RD

97

- LEGEND:**
- New or Improved Roadway
 - New or Improved Roadway w/Sidewalks
 - Existing US Highway 97
 - Traffic Signals (New and Existing)
 - Access Closure
 - Existing Road to Be Removed
 - E-R/I/RO** Emergency Only Right-In/Right-out
 - R/I/RO** Right-In/Right-out
 - RO** Right-out



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Robert W. Bryant, PE

Region 4 Manager

63055 N. Hwy 97, Bldg K

Bend, OR 97701

(541) 388-6184

FAX: (541) 388-6231

FILE CODE:

March 6, 2013

Jim Clinton, Mayor City of Bend
710 NW Wall St., PO Box 431
Bend, OR 97701

RE: Expressway Classifications in City of Bend

Dear Mayor Clinton,

Thank you for the opportunity to share ODOT's perspective on the expressway designations. We continue to believe that the expressway designation is appropriate on US 97, and on US 20 in the northern part of the city. We have, of course, consented to the city's request for removal of the expressway designation on US 20/Greenwood and have recommended its removal to the Oregon Transportation Commission (OTC).

The City of Bend and ODOT have long shared a common vision for US 97 and have over the years agreed on the singular importance of US 97 to the City of Bend and to Central Oregon. This mutually acknowledged value of US 97 has resulted in our ability to work together to ensure that US 97 continues to operate as the backbone of Bend's transportation system even as it also functions as the strategically critical north-south link through Central Oregon from the Columbia Gorge to the California border.

Our shared investment in US 97 is a testament to what can be accomplished when our vision and objectives align. The Parkway is perhaps the most obvious example of what results from that partnership, but our shared ability to obtain scarce transportation dollars for US 97 include the JTA funding for the US 97 @ Murphy Road improvements, the funding of the environmental impact statement for the North Corridor project, and our ability to come to agreement on the transportation improvements and cost sharing to facilitate the development of Juniper Ridge.

In light of our past commitments to US 97, it is unclear why the city would want to recommend an action that could potentially degrade US 97 at the very location that is experiencing a level of congestion that the city identified as the largest impediment to future employment development at Juniper Ridge. The city approached ODOT for a solution to the congestion at Cooley Road which resulted in the North Corridor project. While the North Corridor project is not yet completed, it would be many years, at best, before funding could be identified for construction. In the interim, we have agreed that it would be prudent to maximize the operation and management of the existing US 97 to the extent possible, and work to protect any residual operational capacity for larger scale economic development and industrial growth opportunities on the north end of Bend.

Rather than remove the expressway designation, I would recommend to you that we engage in a discussion to better understand what it is that the city wants to accomplish along this northern segment of US 97. We would then be in a better position to determine if the removal of the expressway designation is key to getting that goal accomplished. If, for example, the city is primarily interested in access to the future planned corridor for US 97, which has been developed through an environmental study process, that discussion can occur in the future irrespective of the current expressway designation.

The review of expressway designations under consideration by the OTC is for the existing system not a future project. The expressway designation on US 97 north of the Parkway has no affect on interchange spacing or mobility standards. The expressway designation does have more stringent access management standards which reflects the goal of managing the system to a higher level for the purpose of mobility rather than for access to abutting property. In this case, that goal has been further accomplished by the purchase of access rights by ODOT to assure the long-term function of the highway.

The net practical result of removing the expressway designation on this 1.5 mile segment of US 97 would be to send a message that the city of Bend's vision for US 97 no longer aligns with ODOT's. Severing that shared vision may exacerbate today's challenges for securing necessary funding to address long term needs for this segment of US 97. Heretofore US 97 has been acknowledged as occupying the pinnacle of importance above all other transportation facilities in Bend and Central Oregon and that shared value has carried weight in the funding discussions at all levels – federal, state and local, including federal and state elected officials, the OTC and ODOT management.

I would encourage you to continue to value the public's investment in US 97 through Bend for the economic and traffic benefits it provides to the city and to the Central Oregon region, and to reflect that by supporting ODOT's recommendation for maintaining the expressway designation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert W. Bryant". The signature is stylized and cursive.

Robert W. Bryant, PE
Region 4 Manager, ODOT

**OHP Expressway System Review
OTC Action Items**

Action	Route No.	Hwy No.	Highway Name	Begin MP	End MP	ODOT Region	General Description/Notes
Remove	US 30	92	Columbia River Hwy	9.98	18.37	1	Portland UGB at Miller Cr to Watson Rd./Multnomah County boundary. Remove complete segment in Multnomah Co.
No Change	US 26	47	Mt Hood Hwy	14.18	22.15	1	Retain expressway designation
Remove	US 26	47	Mt Hood Hwy	22.15	22.74	1	Remove portion from Orient Dr (MP 22.15) to SE 362nd Dr (MP 22.74).
No Change	OR 224	171	Milwaukie Expressway	0.11	4.36	1	Milwaukie, Clackamas County
No Change	OR 213	160	Cascade Highway S.	0.00	3.59	1	Oregon City to Molalla, Clackamas County
No Change	OR 217	144	Beaverton-Tigard	0.00	7.52	1	I-5 to US 26, Washington County
No Change	US 26	47	Sunset Highway	53.51	73.81	1	From Tillamook Hwy. (OR 6) west of North Plains to I-405 in Portland
No Change	OR 22	72	Salem Hwy	0.00	3.16	2	Salem Parkway in north Salem
Remove	OR 22	72	Salem Highway	6.20	7.92	2	From I-5 in Keizer through Downtown Salem to I-5. Remove portion between 12th St and Airport Rd.
No Change	OR 22	72	Salem Highway	7.92	8.48	2	From I-5 in Keizer through Downtown Salem to I-5. Retain expressway designation on segment MP 7.92 to 8.48.
No Change	OR 22	162	North Santiam Highway	1.21	20.51	2	From I-5 east to Old Mahama Rd.
No Change	OR 569	69	Randy Pape Beltline Hwy	3.10	12.76	2	North Eugene
No Change	US 20	33	Corvallis-Newport Hwy	54.03	56.15	2	US 20/OR 34, Corvallis
No Change	OR 34	210	Corvallis-Lebanon Hwy	0.34	10.14	2	Linn County
No Change	US 20	33	Corvallis-Newport, Corvallis Bypass Section	55.67	56.80	2	Linn County
No Change	OR 18	39	Salmon River	18.78	52.65	2	Polk and Yamhill Counties, McMinnville, Dayton
No Change	OR 22	30	Willamina-Salem	12.72	26.14	2	Salem, Polk County
No Change	OR 126	15	Eugene-Springfield Hwy	3.49	9.97	2	Springfield
Add	OR 42	35	Coos Bay-Roseburg	9.97	10.85	3	Adds portion that extends the Coos Bay-Roseburg Expressway from W. Central Avenue to the OR 42S intersection.
Remove	OR 42	35	Coos Bay-Roseburg	12.76	20.53	3	Remove OR 42 expressway designation between Dillard Rd - Coquille to Ash St - Myrtle Point.
No Change	OR 42	35	Coos Bay-Roseburg	73.88	77.17	3	Lookingglass Rd to I-5 Exit 119 in Douglas County
Remove	OR 62	22	Crater Lake Hwy	6.00	9.20	3	Remove the OR 62 expressway classification in Jackson Co. from OR 140 to Nita Way within the White City Urban Incorporated Community (UUC) boundaries.
No Change	OR 62	22	Crater Lake Hwy	9.20	10.06	3	Retain portion of OR 62 designation within City of Eagle Point UGB.
No Change	OR 62	22	Crater Lake Hwy	1.59	6.00	3	OR 62 from Delta Waters Rd to OR 140: No change at this time. When OR 62 Bypass Project is complete, Expressway designation will move off of this segment onto the bypass.
No Change	US 101	9	Oregon Coast Hwy	239.89	244.27	3	1st Street - Bunker Hill to OR 42 - Coos County
No Change	US 199	9	Redwood Hwy	Y - 0.69	6.92	3	I-5 Exit 55 to Applegate Creek Bridge in Josephine County, Grants Pass.

**OHP Expressway System Review
OTC Action Items**

Action	Route No.	Hwy No.	Highway Name	Begin MP	End MP	ODOT Region	General Description/Notes
Add	US 97	4	Redmond Reroute	119.02	121.98	4	The newly constructed US 97 bypass of downtown Redmond.
Remove	US 97	4	US97 Terrebonne (North)	115.25	115.61	4	Lower Bridge Way to Central Avenue
Remove	US 97	4	US97 Terrebonne (South)	115.88	115.94	4	A Avenue to 11th Street
Remove	US 26	53	Warm Springs Highway	62.16	102.79	4	From Reg 1/Reg 4 Boundary, Wapinitia Pass at Mt. Hood, to Ben Road (Private Rd) in Jefferson County at Warm Springs. Remove all.
Remove	US 26	53	Warm Springs Highway	106.56	114.73	4	Warm Springs to NW Dogwood Lane north of Madras. Remove all.
Remove	OR 126	15	McKenzie Highway	109.65	110.65	4	Helmholtz Way/Redmond UGB to SW 27th Street. Remove all.
Remove	OR 126	41	Ochoco Highway	1.37	2.32	4	Veteran's Way to Redmond UGB. Remove all.
Remove	US 20	7	Central Oregon Highway	1.11	4.79	4	NE 11th St to Powell Butte Hwy in Bend and Deschutes County. Remove all.
Remove	US 20	16	Santiam Highway	90.85	99.95	4	Camp Sherman Rd to Barclay Dr in Sisters
Remove	OR 126	15	McKenzie Highway	93.07	93.38	4	US 20-OR 126 Jct to Sisters UGB (portion inside UGB) at Creekside Dr. Remove all.
Remove	US 20	17	McKenzie-Bend Hwy	0.00	0.37	4	US 20-OR 126 Jct to Sisters UGB (portion inside UGB). Remove all.
Remove	OR 58	18	Willamette Highway	64.34	86.45	4	ODOT Maintenance Station to US 97 in Klamath Co. Remove all.
No Change	US 97	4	The Dalles-Calif. Hwy	89.65	91.00	4	Cherry Ln to Madras UGB.
No Change	US 97	4	The Dalles-Calif. Hwy	97.29	115.25	4	Madras UGB to Lower Bridge Way in Terrebonne.
No Change	US 97	4	The Dalles-Calif. Hwy	115.94	119.02	4	11th St Terrebonne to Redmond UGB.
No Change	US 97	4	The Dalles-Calif. Hwy	123.60	167.50	4	Yew Ave Redmond to 1St La Pine. ¹
No Change	US 97	4	The Dalles-Calif. Hwy	168.04	185.12	4	Finley Butte Rd Lapine to Potter St in Crescent.
No Change	US 97	4	The Dalles-Calif. Hwy	185.77	202.79	4	S. Crescent to N Chemult.
No Change	US 97	4	The Dalles-Calif. Hwy	203.57	291.73	4	Chemult to California.
No Change	OR 126	15	McKenzie Highway	93.38	109.65	4	Creekside Ct, Sisters to Helmholtz Way, Redmond.
No Change	US 20	17	McKenzie Bend Hwy	0.37	18.51	4	Sisters UGB to US 97 Bend.
No Change	OR 126	41	Ochoco Highway	2.32	17.92	4	Redmond UGB near Sherman Rd to Crooked River, Prineville.
No Change	OR140	424	Southside Expressway	0.00	5.97	4	US 97 to OR 39
No Change	OR 201	455	Olds Ferry-Ontario Hwy	25.17	31.81	5	US 20/26 at Cairo Ln to N Ontario interchange with I-84.

¹ At the OTC public hearing on March 20, 2013, the Commission recommended that the US 97 north portion of the Bend Parkway, from Nels Anderson Road to the Bend UGB, be removed from the consideration list and that the OTC will take a formal action at later date after more details can be resolved through the current EIS process.

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: Milwaukie Expressway -- SR 224(Highway # 171)

Milepost Start: 0.11 **Milepost End:** 4.36

Jurisdiction(s): Milwaukie, Clackamas County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This segment is designated a statewide highway, a National Highway System route, an Oregon Highway Plan freight route, and a major roadway route, the highest-tier freight designation in the Metro Regional Transportation Plan - all designations that would appear to support the current expressway classification. ODOT and Metro considered the regional road network, and this segment's role therein, when applying these designations.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: There are no driveway connections to this segment. All roadway connections are via widely spaced signalized intersections.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: Of high strategic importance. The designations listed above are indicative of, and consistent with, this highway's important freight function for the state and region, linking the central city to the Clackamas County industrial area and major employers. These factors support the current expressway designation.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation:

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: This segment is a major link between the central city and major employers in Clackamas County's industrial area, and is a high-speed, high-volume, limited-access facility with access control.

Jurisdiction Consultation

Name: Karen Beurig
 Title: Transportation Planning Manager
 Jurisdiction: Clackamas County
 Date: 11/27/2012

Name: Stephan Butler
 Title: Planner
 Jurisdiction: Milwaukie
 Date: 11/27/2012

Form Completed By

Name: Ross Kevlin Title: Planner 3 Department: Date: 11/27/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: SR 213 (Highway # 160)

Milepost Start: 0.00 **Milepost End:** 3.59

Jurisdiction(s): Oregon City, Clackamas County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This segment is designated a district highway, a National Highway System route, and a road connector (connecting freight generation areas with main roadway routes) in the Metro Regional Transportation Plan – all designations that would appear to support the current expressway classification. ODOT and Metro considered the regional road network, and this segment's role therein, when applying these designations.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: There are no driveway connections to this segment. All roadway connections are via widely spaced signalized intersections.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: Of relatively high strategic importance. The designations listed above are indicative of, and consistent with, this highway's important freight function for the state and region, providing a link through Oregon City to Metro Portland's freeway system and major employers. These factors support the current expressway designation.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: No (but I can't un-check the yes-box)

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation: This segment is a link through Oregon City to Metro Portland's freeway system, and is a high-speed, high-volume, limited-access facility with access control.

Jurisdiction Consultation

Name: Karen Beurig
 Title: Transportation Planning Manager
 Jurisdiction: Clackamas County
 Date: 11/27/2012

Name: John Lewis
 Title: Planner
 Jurisdiction: Oregon City
 Date: 11/27/2012

Form Completed By

Name: Ross Kevlin Title: Planner 3 Department: Date: 11/27/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: SR 217 (Highway # 149)

Milepost Start: 0.00 **Milepost End:** 7.52

Jurisdiction(s): Washington County, Beaverton, Tigard

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This segment is designated a statewide highway, a National Highway System route, an Oregon Highway Plan freight route, and a major roadway route, the highest-tier freight designation in the Metro Regional Transportation Plan – all designations that would appear to support the current expressway classification. ODOT and Metro considered the regional road network, and this segment's role therein, when applying these designations.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: There are no driveway connections to this segment. All roadway connections are via grade-separated interchanges.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: Of high strategic importance. The designations listed above are indicative of, and consistent with, this highway's important freight function for the state and region, serving eastern Washington County suburbs and linking I-5 and the Sunset Highway. These factors support the current expressway designation.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Yes, adjacent to the Beaverton and Tigard Town Centers and Washington Square Regional Center.

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: This segment is a link through Oregon City to Metro Portland's freeway system, and is a high-speed, high-volume, limited-access facility with access control.

Jurisdiction Consultation

Name/Title/Jurisdiction: Judith Gray, Transportation Planner, Tigard
 Name/Title/Jurisdiction: Andy Back, Sr. Planner, Washington County
 Name/Title/Jurisdiction: Margaret Middleton, Transportation Planning Manager, Beaverton
 Date: 11/27/2012

Form Completed By

Name: Ross Kevlin Title: Planner 3 Department: Date: 11/27/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 26 (Sunset Highway, Highway # 47)

Milepost Start: 53.51 **Milepost End:** 73.81

Jurisdiction(s): Portland, Washington County, Beaverton, Hillsboro, North Plains

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This segment is designated a statewide highway, a National Highway System route, an Oregon Highway Plan freight route, and a major roadway route, the highest-tier freight designation in the Metro Regional Transportation Plan – all designations that would appear to support the current expressway classification. ODOT and Metro considered the regional road network, and this segment's role therein, when applying these designations.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: There are no driveway connections to this segment. All roadway connections are via grade-separated interchanges.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: Of high strategic importance. The designations listed above are indicative of, and consistent with, this highway's important freight function for the state and region as a link from downtown to Washington County suburbs and major employers and manufacturers, and support the current expressway designation.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation:

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: This segment is a major link between downtown Portland and suburban Washington County, is a high-speed, high-volume facility that serves a major manufacturing center and links two major employment areas, and is already built as an expressway.

Jurisdiction Consultation

Name/Title/Jurisdiction:	Courtney Duke, Sr. Planner, Portland	Name/Title/Jurisdiction:	
	Andy Back, Sr. Planner, Washington County		
Name/Title/Jurisdiction:	Margaret Middleton, Transportation Planning Manager, Beaverton		
Name/Title/Jurisdiction:	Don Odermott, Transportation Planning Manager, Hillsboro		
Name/Title/Jurisdiction:	Martha DeBry, City Manager, North Plains		

Date:

Form Completed By

Name: Ross Kevlin	Title: Planner 3	Department:	Date: 11.27/2012
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Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 30 (Columbia River Highway, Highway # 92)

Milepost Start: 9.98 **Milepost End:** 18.37

Jurisdiction(s): Multnomah County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This segment is designated a statewide highway, a National Highway System route, and an Oregon Highway Plan freight route – all designations that would appear to support the current expressway classification. ODOT considered the regional road network, and this segment's role therein, when applying these designations.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: There are few driveway connections to this segment, and little access or development potential, as the area within Region 1 is outside of any urban growth boundary.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: Of moderate strategic importance. The designations listed above are indicative of, and consistent with, this highway’s freight function for the state and region as a link between Metro Portland and Columbia County. This is a high-speed, medium-volume facility, with the lowest average daily traffic (ADT) of any currently designated expressways in Region 1.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation:

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: Compared to other expressway portals to Portland, this segment carries the lowest ADT, and due to circumstances in the corridor and northward of the expressway segment, relatively little growth in trip demand is anticipated.

Jurisdiction Consultation

Name: Joanna Valencia
 Title: Planner
 Jurisdiction: Multnomah County
 Date: 11/27/2012

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Ross Kevlin Title: Planner 3 Department: Date: 11/27/2012

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: US 26 (Mt. Hood Highway)

Milepost Start: 14.18 (Gresham @ Burnside) **Milepost End:** 22.74 (Sandy @ 362nd)

Jurisdiction(s): Gresham, Multnomah and Clackamas Counties, Sandy

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This segment is designated a statewide highway, a National Highway System route, an Oregon Highway Plan freight route, and a major roadway route, the highest-tier freight designation in the Metro Regional Transportation Plan – all designations that would appear to support the current expressway classification. ODOT and Metro considered the regional road network, and this segment's role therein, when applying these designations.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Yes, in Gresham and unincorporated Multnomah and Clackamas Counties. There are few driveway connections to this segment, either in or outside the urban growth boundaries. The adopted Springwater Interchange Area Management Plan calls for a grade-separated interchange at some future date to provide access to Gresham's Springwater Industrial Area. There is little access or development potential outside of UGBs. In the City of Sandy, adjacent commercial and industrial development is less consistent with the expressway classification.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: Of high strategic importance. The designations listed above are indicative of, and consistent with, this highway's important freight function for the state and region as a portal to Portland from Central Oregon, and support the current expressway designation.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation:

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other: No reclassification is needed between Burnside (MP 14:18) and Orient Drive (MP 22.15). Expressway classification should be removed in and adjacent to the City of Sandy between Orient Drive (MP 22.15) and SE 362nd Drive (MP 22.74). Retain designation for most of the segment, but de-designate easternmost portion.

Explanation: The Burnside-to-Orient segment is currently a major freight portal to Portland from Central Oregon, is a high-speed, high-volume facility, and also serves an adjacent industrial area in Gresham. The Orient-to-362nd segment of approximately 0.6 miles is a transition zone to the city's downtown where the roadside character changes. Region 1 expects City code and policy to support the highway's function in this transitional area.

Jurisdiction Consultation

Name: Joanna Valencia
Title: Planner
Jurisdiction: Multnomah County
Date: 11/27/2012

Name: Title:
Jurisdiction:
Date:

Form Completed By

Name: Ross Kevlin Title: Planner 3 Department: Date: 11/27/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR569: Randy Papé Beltline Highway

Milepost Start: 3.10 **Milepost End:** 12.76

Jurisdiction(s): Eugene

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This is a high speed (55+ mph), limited access facility that provides connectivity between Interstate 5 and nearby regional and statewide highways.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This four lane highway fits within the land use context by providing high speed, interurban travel, between regional destinations such as commercial centers in Eugene, access to Interstate 5, and the regional hospital in Springfield to the east.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: This segment is a designated Freight Route and is on the National Highway System. This is a critical route for freight traveling east/west and north/south to other areas of the region.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Adjacent lands are already developed as urban centers for majority of the facility, where interchanges provide access to these areas.

5. Does the expressway segment have access control?

yes no

Explanation: Majority of the facility is access controlled, with interchanges/at-grade intersections providing access to the highway.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Rob Inerfeld
 Title: Transportation Planning Manager
 Jurisdiction: Eugene
 Date: 11/19/2012

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Savannah Crawford Title: Department: Oregon Department of Transportation
 Date: 11/19/2012

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: US-20/OR-34 Corvallis-Newport Highway

Milepost Start: 54.03

Milepost End: 56.15

Jurisdiction(s): City of Corvallis

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: Yes, as long as the City can cooperate with ODOT to consider adding possible future pedestrian or bicycle facilities in the Right of Way of the Expressway.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Yes, the Expressway corridor consists of housing and institutional uses, including School District, Oregon State University and other public facilities.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: Traffic includes a significant amount of freight use, including log trucks.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Adjacent lands in the corridor are not an urban center and consist of a variety of institutional, residential and open space uses.

5. Does the expressway segment have access control?

yes no

Explanation: Access Control in this highway section is managed by ODOT. The City noted that they are satisfied with the current access permitting process.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation: The City does not see any impacts leaving this as an "Expressway" designation. The City also suggests that ODOT consider public outreach to nearby property owners on the designation/access requirements and seeking input from them. Several forms of public outreach regarding the expressway and related transportation systems will occur in the near future, including: (1) The US20/US 34 Segment Plan, and (2) the Corvallis Transportation System Plan update.

Jurisdiction Consultation

Name: Greg Gescher
 Title: City Engineer
 Jurisdiction: City of Corvallis
 Date: 10/8/2012

Name: Robyn Bassett
 Title: Transportation & Buildings Division Manager
 Jurisdiction: City of Corvallis
 Date: 10/8/2012

Form Completed By

Name: Valerie Grigg Devis Title: Sr. Transp. Planner Department: ODOT Date: 10/12/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: Corvallis-Lebanon Highway, OR-34, State Highway 210

Milepost Start: 0.34 **Milepost End:** 10.14

Jurisdiction(s): Linn County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation:

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: An expressway plan is needed to resolve how county roads and properties with access to the highway, and other properties dependent upon the highway will be connected to the expressway.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The route is vital for regional freight movements.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The Linn County section of the expressway is not within a UGB.

5. Does the expressway segment have access control?

yes no

Explanation: Full control on US-20 section; partial access control on OR-34 section.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other: An expressway management plan needs to be prepared

Explanation: The Plan should include evaluation of OR-34 east of I-5, to Lebanon.

Jurisdiction Consultation

Name: Roger Nyquist, John Lindsey, Will Tucker
 Title: Board of Commissioners
 Jurisdiction: Linn County
 Date: 10/24/2012

Name: Darrin Lane
 Title: Linn County Road Department Manager
 Jurisdiction: Linn County
 Date: 10/24/2012

Name: Chuck Knoll
 Title: Linn County Engineer
 Jurisdiction: Linn County
 Date: 10/24/2012

Form Completed By

Name: John deTar Title: Sr. Region Planner Department: Region 2 Planning
 Date: 10/24/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US-20 Corvallis-Newport, Corvallis Bypass Section, State Highway 33

Milepost Start: 55.67

Milepost End: 56.80

Jurisdiction(s): Linn County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation:

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: An expressway plan is needed to resolve how county roads and properties with access to the highway, and other properties dependent upon highway, will be connected to the expressway.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The route is vital to regional freight movements.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The Linn County section is not inside any UGB.

5. Does the expressway segment have access control?

yes no

Explanation: Full control for the US-20 section; partial control for the OR-34 section.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other: An expressway management plan needs to be prepared.

Explanation: The plan should include evaluation of OR-34 east of I-5, to Lebanon.

Jurisdiction Consultation

Name: Roger Nyquist; John Lindsey, Will Tucker
 Title: Board of Commissioners
 Jurisdiction: Linn County
 Date: 10/24/2012

Name: Darrin Lane
 Title: Linn County Road Department Manager
 Jurisdiction: Linn County
 Date: 10/24/2012

Name: Chuck Knoll
 Title: Linn County Engineer
 Jurisdiction: Linn County
 Date: 10/24/2012

Form Completed By

Name: John deTar Title: Sr. Region Planner Department: Region 2 Planning Date: 10/24/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 22, Salem Highway/North Santiam Highway

Milepost Start: 1.21 **Milepost End:** 20.51

Jurisdiction(s): Salem, Marion County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: Between 12th Street and Hawthorne, the Salem TSP designates the highway as a Parkway. It provides connections to a system of major and minor arterials and collector streets which serve land uses in this area of southeast Salem. East of Hawthorne, the TSP designates the highway as a Freeway.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Between 12th and 25th Streets, OR 22 serves through traffic, but also has a significant number of public and private accesses. Land uses are a mix of commercial, office, and residential. The expressway designation does not fit well in this portion of the highway as it relates to land use context. East of 25th Street to the UGB (with the exception of the north side between 25th and Airport Road) the highway is access controlled and the only accesses are at signalized public streets and interchanges with I-5 and Lancaster Drive.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: OR 22 is designated as a freight route in the Oregon Highway Plan. It is also the major surface transportation route between the mid-Willamette Valley and central Oregon for both freight and general purpose traffic.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: There are no plans for create a high density urban center in this portion of the city.

5. Does the expressway segment have access control?

yes no

Explanation: East of 25th Street the highway is access controlled with the exception of the north side between 25th and Airport Road which is currently vacant but was occupied by several car dealerships which have recently relocated. West of 25th Street, there is no access control.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other: Remove the expressway designation on Salem Highway (Hwy. 072) between 12th Street and Airport Road (MP 6.20 to MP 7.29), keeping the expressway as currently designated for the remainder.

Explanation: West of Airport Road, the highway is generally an urban arterial with limited access control, extensive public and private access points, and traffic signals at four intersections.

Jurisdiction Consultation

Name/Title/Jurisdiction: Julie Warncke, Transportation Planning Manager, City of Salem
 Name/Title/Jurisdiction: Kevin Hottmann, City Traffic Engineer, City of Salem
 Name/Title/Jurisdiction: Ray Jackson, Senior Planner, Salem-Keizer Area Transportation Study (SKATS - Salem-Keizer MPO)

Date: 9/26/2012

Form Completed By

Name: Dan Fricke Title: Senior Transportation Planner Department: ODOT Region 2
Date: 10/9/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR126: Eugene-Springfield Highway

Milepost Start: 3.49 **Milepost End:** 9.97

Jurisdiction(s): Springfield

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This is a high speed (55+ mph), limited access facility that provides connectivity between Interstate 5 and nearby regional and statewide highways.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This four lane highway fits within the land use context by providing high speed, interurban travel, between regional destinations such as commercial centers in Springfield, access to Interstate 5, and connects to Interstate-105 in Eugene to the west.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: This segment is a designated Freight Route, Truck Route, and is on the National Highway System. This is a critical route for freight traveling east to west to other areas of the region.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Adjacent lands are already developed as urban centers for majority of the facility, where interchanges provide access to these areas. Future growth is anticipated to expand these areas, which will be served by this expressway.

5. Does the expressway segment have access control?

yes no

Explanation: Majority of the facility is access controlled, with interchanges/at-grade intersections providing access to the highway.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation:

Jurisdiction Consultation

Name: David Reesor
 Title: Transportation Planner
 Jurisdiction: Springfield
 Date: 11/19/2012

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Savannah Crawford Title: Department: Oregon Department of Transportation
 Date: 11/19/2012

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: Salmon River (OR 18/Hwy 39)

Milepost Start: 18.78 **Milepost End:** 52.65

Jurisdiction(s): Polk County, Yamhill County, McMinnville, Dayton

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The highway is part of system that provides the primary connection between the Portland metro and Yamhill County communities with the central Oregon Coast. It also provides a regional bypass function around the city of McMinnville.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: With the exception of the area within the city of McMinnville and the communities of Fort Hill and Grand Ronde, the land use in the corridor is rural. Land use in the urban areas is oriented to the highway.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The highway is a freight route that provides access to the central Oregon Coast from Yamhill County and the Portland metro area. It also provides direct access to two Native American casinos, one of which (Spirit Mountain in Grand Ronde) is the #1 tourist attraction in the state.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: No high scale urban densities area planned within the McMinnville UGB. The comprehensive plan designates property adjacent to the highway for a combination of commercial and industrial uses.

5. Does the expressway segment have access control?

yes no

Explanation: The highway between the OR 99W junction (McDougall Corner) and the OR 22 junction (Wallace Bridge) is access controlled. The remainder is not.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Austin McGuigan
 Title: Community Development Director
 Jurisdiction: Polk County
 Date: 11/14/2012

Name: Bill Gille
 Title: County Engineer
 Jurisdiction: Yamhill County
 Date: 12/1/2012

Form Completed By

Name: Dan Fricke Title: Senior Transportation Planner Department: Region 2
 Date: 12/6/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: Willamina-Salem (OR 22/Hwy 30)

Milepost Start: 12.72

Milepost End: 26.14

Jurisdiction(s): Salem, Polk County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The expressway serves as the principal connection between Polk County communities and the Salem metropolitan area. It is also part of a freight route which is the primary connection between the mid-Willamette Valley and the central Oregon Coast.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The highway serves urban uses in west Salem and the Eola unincorporated community which generally highway oriented uses. West of the OR 51 intersection, adjacent land uses are rural.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: OR-22 is a freight route and the primary connection between Polk County communities and the I-5 corridor. It is also the primary freight route and connection between the mid-Willamette Valley and the central Oregon Coast.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The area of the highway within a UGB is not designated for, or expected to develop at high urban scale densities.

5. Does the expressway segment have access control?

yes no

Explanation: There areas of the expressway that are access controlled, but the most part, no access control has been purchased.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation:

Jurisdiction Consultation

Name: Julie Warncke
 Title: Transportation Planning Manager
 Jurisdiction: City of Salem Public Works
 Date: 11/14/2012

Name: Austin McGuigan
 Title: Community Development Director
 Jurisdiction: Polk County
 Date: 11/14/2012

Form Completed By

Name: Dan Fricke Title: Senior Transportation Planner Department: Region 2
 Date: 12/6/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: North Santiam (OR 22/Hwy 162)

Milepost Start: 1.21

Milepost End: 20.51

Jurisdiction(s): Salem, Marion County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: OR 22 is the major highway connecting the mid-Willamette Valley with central Oregon.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: With the exception of short sections within the Salem UGB and the city of Sublimity, the expressway is entirely rural.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The highway is designated as a statewide facility and freight route by the OHP. It is also the primary route (and only freight route) connecting the mid-Willamette Valley to central Oregon.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: No high urban density land use designations occur adjacent to the highway in the cities that it passes through (and none are anticipated).

5. Does the expressway segment have access control?

yes no

Explanation: The expressway is access controlled for its entire length.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation:

Jurisdiction Consultation

Name: Julie Warncke
 Title: Transportation Planning Manager
 Jurisdiction: City of Salem Public Works
 Date: 11/14/2012

Name: Karen Odenthal
 Title: Transportation Planner
 Jurisdiction: Marion County Public Works
 Date: 11/14/2012

Form Completed By

Name: Dan Fricke Title: Senior Transportation Planner Department: Region 2
 Date: 12/6/2012

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: Salem Highway (Hwy 072)

Milepost Start: 0.00 **Milepost End:** 3.16

Jurisdiction(s): Salem, Keizer

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The highway is designated by the OHP as "Regional." The Salem TSP designates the facility as a "Parkway" which is the city's highest level facility. Salem Highway provides a direct connection to the I-5 corridor and is a limited access/access controlled facility for the entire length of the highway that is designated Expressway.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The highway traverses a variety of land use types that have grown up around it since its construction. As there is no private property access to the expressway, it fits with the surrounding land use.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The expressway provides a direct connection from I-5 to downtown Salem and the OR 22 freight route which passes through Salem and provides access to central Oregon and the central Oregon coast.st

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: No urban centers are planned or high urban densities are planned adjacent to the expressway.

5. Does the expressway segment have access control?

yes no

Explanation: The expressway is access controlled for its entire length.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Julie Warncke
 Title: Transportation Planning Manager
 Jurisdiction: City of Salem
 Date: 11/14/2012

Name: Ray Jackson
 Title: Senior Planner
 Jurisdiction: Salem-Keizer Area Transportation Study
 Date: 12/1/2012

Form Completed By

Name: Dan Fricke Title: Senior Transportation Planner Department: Region 2
 Date: 12/6/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: Corvallis-Lebanon Highway, OR-34, State Highway 210

Milepost Start: 0.34 **Milepost End:** 10.14

Jurisdiction(s): City of Tangent (MP 6.53 to MP 8.60)

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The City's TSP identifies OR-34 as a truck route. The City has concerns about the distance between Looney Lane and the OR-99E WB on-ramp.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: A large amount of Tangent is zoned EFU and outside the UGB. Retaining farm access to the highway is of critical importance to farm operations.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: OR-34 is of critical importance to regional shipping and shipping to/from Tangent.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Large areas of Tangent are outside the UGB. Developable land is zoned for commercial use, but not for high density development.

5. Does the expressway segment have access control?

yes no

Explanation: Partial access control exists through Tangent. The route is on a new alignment constructed after 1990. Access is via streets connected to the highway, farm access roads and two uses without other access.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other: A multi-use path should be constructed on highway ROW. The Tangent TSP calls for one between Central Valley Junior Academy and McFarland Road due to high vehicle speeds. Access from the highway to farm fields is critical.

Explanation:

Jurisdiction Consultation

Name/ Title/Jurisdiction: Seaton McLennan, Mayor, City of Tangent
 Name/ Title/Jurisdiction: Ryan Quigley, City Engineer, City of Tangent
 Name/ Title/Jurisdiction: Georgia Edwards, City Administrator, City of Tangent
 Date: 10/23/2012

Form Completed By

Name: John deTar Title: Senior Planner Department: ODOT R2 Date: 10/23/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 30 (Columbia County segment)

Milepost Start: 18.37 **Milepost End:** 18.37

Jurisdiction(s): Columbia County (Scappoose was also consulted in this review)

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: Refer to Region 1's assessment of this corridor. (Not within Region 2.)

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Refer to Region 1's assessment.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: Refer to Region 1's assessment.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The expressway is not within Scappoose's UGB.

5. Does the expressway segment have access control?

yes no

Explanation: The expressway does not extend into Columbia County.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other: Refer to Region 1's assessment of the US 30 expressway classification.

Explanation: The expressway does not extend into Columbia County (Region 2).

Jurisdiction Consultation

Name: Lonnie Welter
 Title: Transportation Planner
 Jurisdiction: Columbia County
 Date: 9/5/2012

Name: Brian Varricchione, P.E.
 Title: City Planner & Assistant City Engineer
 Jurisdiction: City of Scappoose
 Date: 9/5/2012

Form Completed By

Name: Bill Johnston Title: Planner Department: ODOT Region 2, Area 1
 (Astoria) Date: 12/6/2012

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: OR 42 (Highway 35: Coos Bay-Roseburg)
(Filter Plant/Dillard Road [Coquille] -Ash Street [Myrtle Point])

Milepost Start: 12.76

Milepost End: 20.53

Jurisdiction(s): Coos County, City of Coquille and City of Myrtle Point

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Coos Bay-Roseburg Expressway is a multi-lane subset segment of the OR 42 state highway designation and freight route classification. It provides inter-urban high speed, high volume travel and freight movements between the City of Coquille and City of Myrtle Point.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Coos Bay-Roseburg Expressway is bordered by Exclusive Farm Use, Industrial, Forest, Rural Residential 2, Rural Residential 5 and Commercial.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The Coos Bay-Roseburg Expressway primary function is providing inter-urban high speed, high volume travel and freight movements between the City of Coquille and the City of Myrtle Point. However, its function is limited because it does not provide for connections to Coos County rural communities, ports or major recreation areas.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: A portion of the Coos Bay-Roseburg Expressway is located within the City of Coquille UGB and City of Myrtle Point UGB.

5. Does the expressway segment have access control?

yes no

Explanation: The Coos Bay-Roseburg Expressway is access controlled between the City of Coquille and City of Myrtle Point.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation: Region 3 recommends removing the Coos Bay-Roseburg Expressway classification on OR 42 between the City of Coquille and City of Myrtle Point to minimize access management conflicts with future urban development. The expressway's function is limited because it does not provide for connections to Coos County rural communities, ports or major recreation areas.

Jurisdiction Consultation

Name/Title/Jurisdictions: Kevin Urban, Public Works/Planning Director, City of Coquille, 10/10/12

Name/Title/Jurisdictions: Randy Whobrey, Interim City Manager, City of Myrtle Point, 10/5/12

Name/Title/Jurisdictions: Jill Rolfe, Interim Planning Director, Coos County, 9/6/12

Form Completed By

Name: Thomas Guevara Jr. Title: Senior Transportation Planner Department: Region 3
 Planning Date: 10/9/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 42 (Highway 35: Coos Bay-Roseburg)
(From Junction 42 to W. Central Avenue [Coquille])

Milepost Start: 0.00 **Milepost End:** 9.97

Jurisdiction(s): Coos County and City of Coquille

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Coos Bay-Roseburg Expressway is a multi-lane subset segment of the OR 42 state highway designation and freight route classification. It provides inter-urban high speed, high volume travel and freight movements between the OR 42 Junction and City of Coquille. It also provides connectivity to the Oregon Coast Expressway.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Coos Bay-Roseburg Expressway is bordered by Forest, Exclusive Farm Use, Rural Residential-2 Acre, Rural Residential 5 Acre, Commercial, and Industrial uses.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The Coos Bay-Roseburg Expressway provides long distance inter-urban high speed, high volume travel and freight movement between the OR 42 Junction and City of Coquille. It also provides efficient travel movement with minimal interruptions between Coos County coastal communities and ports to the Oregon Coast Expressway.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The southeast segment of the Coos Bay-Roseburg Expressway is located within the City of Coquille UGB at W. Central Avenue (MP 9.97).

5. Does the expressway segment have access control?

yes no

Explanation: The Coos Bay-Roseburg Expressway is access controlled between the Oregon Coast Expressway and the City of Coquille.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation: Region 3 recommends extending the Coos Bay-Roseburg Expressway from W. Central Avenue (MP 9.97) to the OR 42S (Highway 244) intersection (MP 1 0.85). This extension will continue the inter-urban high speed, high volume travel and freight movements to OR 42S and provide connections to Coos County rural communities, ports and major recreation areas between the City of Coquille and City of Bandon. (**Note:** The proposed Expressway extension between the Cunningham Creek to the OR 42S intersection is not located within the City of Coquille UGB).

Jurisdiction Consultation

Name: Kevin Urban
 Title: Public Works/Planning Director
 Jurisdiction: City of Coquille
 Date: 10/10/12

Name: Jill Rolfe
 Title: Interim Planning Director
 Jurisdiction: Coos County
 Date: 9/6/12

Form Completed By

Name: Thomas Guevara Jr. Title: Senior Transportation Planner Department: Region 3
Planning Date: 10/9/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 42 (Highway 35: Coos Bay-Roseburg)
(From Lookingglass Road to Interstate 5 Exit 119)

Milepost Start: 73.88 **Milepost End:** 77.17

Jurisdiction(s): Douglas County and City of Winston

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Coos Bay-Roseburg Expressway is a multi-lane subset segment of the OR 42 state highway designation and freight route classification. It provides inter-urban high speed, high volume travel and freight movements between the City of Winston and Interstate 5 Exit 119.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Coos Bay-Roseburg Expressway is bordered by Industrial, Light Industrial, General Commercial, Exclusive Farm Use, Exclusive Farm Use- Cropland, Rural Residential, Tourist Commercial, and Office Professional/Commercial uses.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The Coos Bay-Roseburg Expressway provides inter-urban high speed, high volume travel and freight movements between the City of Winston and Interstate 5 Exit 119. It also provides connections between Douglas County rural communities and major recreation areas to the Interstate 5 corridor.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The west portion of the Coos Bay-Roseburg Expressway is located within the City of Winston UGB.

5. Does the expressway segment have access control?

yes no

Explanation: The Coos Bay-Roseburg Expressway is access controlled between the City of Winston and Interstate 5 Exit 119.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation: The Coos Bay-Roseburg Expressway provides for safe and efficient inter-urban high speed, high volume traffic and freight movements with minimal interruptions from the City of Winston to Interstate 5 Exit 119. It also provides connections to Douglas County rural communities and major recreation areas to the Interstate 5 corridor.

Jurisdiction Consultation

Name: K. Mike Luttrell
 Title: Engineering/Construction Division Manager
 Jurisdiction: Douglas County
 Date: 11/20/12

Name: Jennifer Sikes
 Title: Public Works Superintendent
 Jurisdiction: City of Winston
 Date: 11/20/12

Form Completed By

Name: Thomas Guevara Jr. Title: Senior Transportation Planner Department:
 Region 3 Planning Date: 11/20/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 62 (Highway 22: Crater Lake)
(From OR 140 [White City] to Linn Road [Eagle Point])

Milepost Start: 6.00 **Milepost End:** 10.06

Jurisdiction(s): City of Eagle Point and Jackson County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Crater Lake Expressway (Regional) is a multi-lane subset segment of the OR 62 regional highway designation. It provides inter-urban high speed, high volume travel and freight movements between the City of Eagle Point and OR 140. It also provides connectivity for Jackson County rural communities and major recreation areas to the Crater Lake Expressway (Statewide) from OR 140 to Interstate 5 Exit 30.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Crater Lake Expressway (Regional) is bordered by Commercial and Business Park zoning along the west-side and Commercial and Multi-Family Residential along the east-side.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The Crater Lake Expressway (Regional) provides for long distance intra-urban travel within the Rogue Valley Metropolitan Planning Area. It supports efficient travel movement with minimal interruptions between Jackson County rural communities and major recreation areas to OR 140. It also provides connectivity for Jackson County rural communities and major recreation areas with minimal interruptions to the Crater Lake Expressway (Statewide) between OR 140 and the Interstate 5 corridor.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The northeast portion of the Crater Lake Expressway (Regional) is located within the City of Eagle Point UGB.

5. Does the expressway segment have access control?

yes no

Explanation: The Crater Lake Expressway (Regional) is predominantly access controlled between OR 140 and Linn Road.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other: OR 62 By-Pass Project

Explanation: The existing Expressway classification is correct. As part of the OR 62 Bypass Project Unit 3 (Full Corridor Improvement), Region 3 will remove the Crater Lake Expressway (Regional) designation on OR 62 between OR 140 and the bypass's northern terminus. Region 3 consulted the City of Eagle Point and Jackson County in reclassifying the OR 62 Expressway (Regional) boundaries. The City of Eagle Point supports keeping the expressway classification within its UGB boundaries from Nita Way (MP 9.20) to Linn Road (MP 10.06) to preserve access management and efficient travel on OR 62. Jackson County supports removing the OR 62 expressway classification from OR 140 (MP 6.0) to Nita Way (MP 9.20) to reduce access management conflicts within the White City Urban Incorporated Community (UUC) boundaries.

Jurisdiction Consultation

Name: Mike Upston Title:
Principal Planner
Jurisdiction: City of Eagle Point
Date: 10/23/12

Name: John Vial
Title: Roads & Parks Director
Jurisdiction: Jackson County
Date: 10/30/12

Form Completed By

Name: Thomas Guevara Jr.
Region 3 Planning

Title: Senior Transportation Planner
Date: 10/30/12

Department:

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 62 (Highway 22: Crater Lake)
(From OR 140 [White City] to Linn Road [Eagle Point])

Milepost Start: 6.00 **Milepost End:** 10.06

Jurisdiction(s): City of Eagle Point and Jackson County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Crater Lake Expressway (Regional) is a multi-lane subset segment of the OR 62 regional highway designation. It provides inter-urban high speed, high volume travel and freight movements between the City of Eagle Point and OR 140. It also provides connectivity for Jackson County rural communities and major recreation areas to the Crater Lake Expressway (Statewide) from OR 140 to Interstate 5 Exit 30.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Crater Lake Expressway (Regional) is bordered by Commercial and Business Park zoning along the west-side and Commercial and Multi-Family Residential along the east-side.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The Crater Lake Expressway (Regional) provides for long distance intra-urban travel within the Rogue Valley Metropolitan Planning Area. It supports efficient travel movement with minimal interruptions between Jackson County rural communities and major recreation areas to OR 140. It also provides connectivity for Jackson County rural communities and major recreation areas with minimal interruptions to the Crater Lake Expressway (Statewide) between OR 140 and the Interstate 5 corridor.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The northeast portion of the Crater Lake Expressway (Regional) is located within the City of Eagle Point UGB.

5. Does the expressway segment have access control?

yes no

Explanation: The Crater Lake Expressway (Regional) is predominantly access controlled between OR 140 and Linn Road.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: Region 3 consulted the City of Eagle Point and Jackson County in reclassifying the OR 62 Expressway (Regional) boundaries. The City of Eagle Point supports keeping the expressway classification within its UGB boundaries from Nita Way (MP 9.20) to Linn Road (MP 10.06) to preserve access management and efficient travel on OR 62. Jackson County supports removing the OR 62 expressway classification from OR 140 (MP 6.0) to Nita Way (MP 9.20) to reduce access management conflicts within the White City Urban Incorporated Community (UUC) boundaries.

Jurisdiction Consultation

Name: Mike Upston Title: Principal Planner
 Jurisdiction: City of Eagle Point
 Date: 10/23/12

Name: John Vial
 Title: Roads & Parks Director
 Jurisdiction: Jackson County
 Date: 10/30/12

Form Completed By

Name: Thomas Guevara Jr.
Region 3 Planning

Title: Senior Transportation Planner
Date: 10/30/12

Department:

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is provide for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 62 (Highway 22: Crater Lake)
(From Delta Waters Road to OR 140)

Milepost Start: 1.59 **Milepost End:** 6.00

Jurisdiction(s): City of Medford & Jackson County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Crater Lake Expressway (Statewide) is a multi-lane subset segment of the OR 62 state highway designation and freight route classification. It provides inter-urban high speed, high volume travel and freight movements from OR 140 to Interstate 5 Exit 30. It also provides connectivity for Jackson County rural communities and major recreation areas to the Crater Lake Expressway (Regional) from OR 140 to the City of Eagle Point.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Crater Lake Expressway (Statewide) is bordered by Regional Commercial, Service/Professional Commercial, Industrial, Light Industrial and Multi-Family Residential.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The Crater Lake Expressway (Statewide) provides for long distance intra-urban travel in the Rogue Valley Metropolitan Planning Area. It also provides efficient travel and freight movements with minimal interruptions for Jackson County rural communities and major recreation areas to the Interstate 5 corridor.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The Crater Lake Expressway (Statewide) is located within the City of Medford UGB.

5. Does the expressway segment have access control?

yes no

Explanation: The Crater Lake Expressway (Statewide) is predominantly access controlled between Delta Waters Road and OR 140.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other: OR 62 By-Pass Project

Explanation: The existing Expressway classification is correct. As part of the OR 62 Bypass Project, Region 3 will remove the Crater Lake Expressway (Statewide) designation on OR 62 from Delta Waters Road (MP 1.59) to OR 140 (MP 6.0). Region 3 will then designate the OR 62 Bypass as an Expressway from Poplar Drive (MP 0.89) to its northern terminus, and extend it from the bypass northern terminus to OR 140 (MP 6.0).

Jurisdiction Consultation

Name: Alex Georgevitch
 Title: Transportation Manager
 Jurisdiction: City of Medford
 Date: 10/25/12

Name: John Vial
 Title: Roads & Parks Director
 Jurisdiction: Jackson County
 Date: 10/30/12

Form Completed By

Name: Thomas Guevara Jr. Title: Senior Transportation Planner Department:
 Region 3 Planning Date: 10/30/12



Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 101- (Highway 9- Oregon Coast)
(From 1st Street [Bunker Hill] to Junction OR 42)

Milepost Start: 239.89

Milepost End: 244.27

Jurisdiction(s): Coos County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Oregon Coast Expressway is a multi-lane subset segment of the US 101 state highway designation and freight route classification. It provides inter-urban high speed, high volume travel and freight movements between the City of Coos Bay and the OR 42 Junction. It also provides connectivity to the Coos Bay-Roseburg Expressway.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Oregon Coast Expressway is bordered by Commercial, Industrial, Urban Residential 2 Urban Residential Multi Family, Rural Residential 2 and Exclusive Farm Use.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The Oregon Coast Expressway provides long distance inter-urban high speed, high volume travel and freight movement between Coos Bay and the OR 42 Junction. It also provides efficient travel movement with minimal interruptions between Coos County coastal communities and ports to the Coos Bay-Roseburg Expressway.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The Oregon Coast Expressway is not located within a UGB.

5. Does the expressway segment have access control?

yes no

Explanation: The Oregon Coast Expressway is predominantly access controlled between the Coal Bank Slough Bridge and the OR 42 Junction.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: The Oregon Coast Expressway classification is correct. It provides for safe and efficient high speed, high volume traffic and freight movements for inter-urban travel between Coos Bay and the OR 42 Junction. It also provides connectivity to the Coos Bay-Roseburg Expressway.

Jurisdiction Consultation

Name: Jill Rolfe
 Title: Interim Planning Director
 Jurisdiction: Coos County
 Date: 9/6/12

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Thomas Guevara Jr. Title: Senior Transportation Planner Department:
 Region 3 Planning Date: 10/30/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 199 (Highway 9: Redwood)
(From I-5 Exit 55 to the Applegate Creek Bridge)

Milepost Start: Y -0.69 **Milepost End:** 6.92

Jurisdiction(s): Josephine County and the City of Grants Pass

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Redwood Expressway is a multi-lane subset segment of the US 199 state highway, freight route and safety corridor classifications. It provides inter-urban travel and freight movements between Interstate 5 Exit 55 and the City of Grants Pass. It also provides connectivity for Josephine County rural communities and major recreation areas with minimal interruptions to the Interstate 5 corridor.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Redwood Expressway is bordered by General Commercial, Low Density Residential, Moderate Density Residential, Industrial and Business Park.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The Redwood Expressway provides safe and efficient inter-urban travel and connections between Interstate 5 Exit 55 and the City of Grants Pass. It also provides connectivity for Josephine County rural communities and major recreation areas with minimal interruptions to the Interstate 5 corridor.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: A portion of the Redwood Expressway is located within the City of Grants Pass UGB.

5. Does the expressway segment have access control?

yes no

Explanation: The Redwood Expressway is sporadically access controlled on roadway segments that overlap the former CORP Railroad right-of-way between the City of Grants Pass and Interstate 5 Exit 55.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation: The Redwood Expressway existing classification is correct. It provides for safe and efficient inter-urban travel and freight movements between Interstate 5 Exit 55 and the City of Grants Pass. It also provides connectivity for Josephine County rural communities and major recreation areas with minimal interruptions to the Interstate 5 corridor.

Jurisdiction Consultation

Name: Rob Brandes
 Title: Public Works Director
 Jurisdiction: Josephine County
 Date: 11/20/12

Name: Aaron Cubic Title:
 City Manager
 Jurisdiction: City of Grants Pass
 Date: 11/21/12

Form Completed By

Name: Thomas Guevara Jr. Title: Senior Transportation Planner Department:
 Region 3 Planning Date: 11/21/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 97 Hwy 4 Jefferson County

Milepost Start: 89.65 **Milepost End:** 91.00

Jurisdiction(s): Jefferson County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This portion of US 97 is the primary facility to move people and goods between Central Oregon and the Lower John Day area and provides the link to I-84.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of US 97 passes through rural agricultural lands.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: This segment of US 97 is a statewide highway and freight route and is a critical link to I-84

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: N/A Rural

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Rich Black
 Title: Public Works Director
 Jurisdiction: Jefferson County
 Date: 10/14/2012

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
 Date: 1/14/2013

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 126 Highway 41 Redmond (East)

Milepost Start: 1.37 **Milepost End:** 2.32

Jurisdiction(s): City of Redmond

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: OR 126 is a statewide highway and freight route linking Redmond to Prineville and to Sisters. OR 126 is not a critical strategic facility.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This section of OR 126 traverses the active industrial areas on the eastern side of Redmond inside the UGB.

Questions Continued

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: OR 126 Highway 41 Redmond (West)

Milepost Start: 109.65 **Milepost End:** 110.65

Jurisdiction(s): City of Redmond

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: OR 126 links Sisters to Redmond as two-lane rural highway. The expressway designation extends into the Redmond urban area with a developed street grid system and increased crossing activity from both pedestrians and vehicle traffic.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment is in the UGB and has transitioned to an urban environment.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: OR 126 is of minor strategic importance between Sisters and Redmond.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Not an urban center but is targeted for mixed-use development--employment, commercial and residential, higher densities

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: Remove the expressway designation inside the UGB.

Jurisdiction Consultation

Name: George Endicott
 Title: Mayor
 Jurisdiction: City of Redmond
 Date: 12/6/12

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant Title: Region 4 Interim Planning Manager Department:
 Date: 12/13/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 126 - Hwy 15 East Sisters

Milepost Start: 93.07 **Milepost End:** 93.38

Jurisdiction(s): Sisters

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This segment of OR 126 is on the eastern edge of Sisters in a transitional speed zone from 55 mph outside the UGB to 20 mph in Sisters.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Entering/exiting the Sisters downtown at low rates of speed.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: OR 126 Hwy 15 Sisters to Redmond

Milepost Start: 93.38 **Milepost End:** 109.65

Jurisdiction(s): Deschutes County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The McKenzie Highway connects US 97 and US 20 between Sisters and Bend.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of US 20 traverses rural lands between Redmond and Sisters.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: OR 126 is a statewide highway and freight route but is not a strategically important facility

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: N/A

5. Does the expressway segment have access control?

yes no

Explanation: No – it is located in primarily rural, agricultural lands dotted w/rural residential.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Chris Doty
 Title: Public Works Director
 Jurisdiction: Deschutes County
 Date: 9/28/2012

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
 Date: 12/5/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 126 Hwy 41 Redmond to Prineville

Milepost Start: 2.32 **Milepost End:** 17.92

Jurisdiction(s): City of Prineville and Deschutes and Crook Counties

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Ochoco Highway connects US 97 and US 26 between Redmond and Prineville.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of OR 126 traverses rural lands between Redmond and Prineville and extends into the western portion of the City of Prineville.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: OR 126 is a statewide highway and freight route but is not a strategically important facility.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The western portion of Prineville UGB is an industrial area.

5. Does the expressway segment have access control?

yes no

Explanation: OR 126 is access controlled inside the UGB.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Bill Zelinka
 Title: Planning Director
 Jurisdiction: Crook County
 Date: 10/25/2012

Name: Scott Edelman
 Title: Planning Director
 Jurisdiction: City of Prineville
 Date: 10/25/2012

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
 Date: 12/5/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 58 Hwy 18 Klamath County

Milepost Start: 64.34 **Milepost End:** 86.45

Jurisdiction(s): Klamath County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: Primarily traverses rural, forested lands

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Rural, forest/recreational land

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 140 Hwy 424 Southside Expressway

Milepost Start: 0.00 **Milepost End:** 5.97

Jurisdiction(s): Klamath County and City of Klamath Falls

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Southside Expressway extends 6 miles from US 97 to OR 39 providing an important east-west link in the south portion of Klamath Falls.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Southside Expressway passes through a mix of uses both urban and rural including residential, industrial agricultural and the Klamath Falls airport. Access to adjacent properties is provided via local roads and streets.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: The Southside Expressway provides an important regional and local connection to US 97 and is a freight route.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The urban segments of the Southside Expressway are developed as single-family neighborhoods. The airport is also in the UGB.

5. Does the expressway segment have access control?

yes no

Explanation: Access control has been acquired with reservations as necessary to ensure access to properties.

Action

Existing classification is correct, no re-classification needed

Remove Expressway designation/re-classify

Further discussion/research needed

Other:

Explanation:

Jurisdiction Consultation

Name: Stan Strickland
Title: Public Works Director
Jurisdiction: Klamath County
Date: 10/17/2012

Name: Mark Willrett
Title: Public Works Director
Jurisdiction: City of Klamath Falls
Date: 10/17/2012

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
Date: 12/5/2012

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 20 - Highway 16 - County Line to Barclay

Milepost Start: 90.85 **Milepost End:** 99.95

Jurisdiction(s): Sisters/Deschutes County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This segment of US 20 is an important state facility and classified as a statewide highway and freight route but is a two-lane facility with passing lanes and does not carry a high volume of traffic -- 5,500 ADT at the Region 4 border increasing to 9,000 ADT in Sisters.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of US 20 is rural and largely through National Forest lands.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 20 is an important link to Salem and is a freight route but traffic volumes are moderate.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: This corridor passes through rural, forest land except as it reaches Sisters.

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: Remove the expressway designation and continue to manage as a statewide highway and freight route.

Jurisdiction Consultation

Name: Chris Doty
 Title: Public Works Director
 Jurisdiction: Deschutes County
 Date: 9/4/12

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant
 Title: Region 4 Interim Planning Manager
 Department:
 Date: 12/13/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 20 Hwy 17 McKenzie Bend

Milepost Start: 0.37 **Milepost End:** 18.51

Jurisdiction(s): Deschutes County and City of Bend

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The McKenzie-Bend Highway connects US 97 and US 20 and provides a critical statewide connection between the Central Valley and Central Oregon.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of US 20 primarily traverses rural lands between Bend and Sisters.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 20 is an important east-west freight route connecting I-5, US 97 and I-84.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: This is a rural highway with a small segment inside the Bend UGB.

5. Does the expressway segment have access control?

yes no

Explanation: Not primarily through rural, agricultural lands dotted w/rural residential.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Chris Doty
 Title: Public Works Director
 Jurisdiction: Deschutes County
 Date: 9/28/2012

Name: Nick Arnis
 Title: Transportation Manaager
 Jurisdiction: City of Bend
 Date: 10/17/2012

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
 Date: 1/14/2013

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: US 20 - Hwy 17 East Sisters

Milepost Start: 0.00 **Milepost End:** 0.37

Jurisdiction(s): Sisters

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This segment of US 20 is on the eastern edge of Sisters with reduced travel speeds <= to 35 MPH

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Entering/exiting the Sisters downtown at low rates of speed and significant pedestrian activity.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 20 is a statewide highway and freight route.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The expressway designation is applied to US 20 on the eastern edge of Sisters downtown.

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: Remove the expressway designation inside the UGB.

Jurisdiction Consultation

Name: Pauline Hardie/Paul Bertagna
 Title: Planning Director/Public Works Director
 Jurisdiction: City of Sisters
 Date: 9/26/12

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant Title: Region 4 Interim Planning Manager Department:
 Date: 12/13/12

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: US 20 - Hwy 7 Bend

Milepost Start: 1.11 **Milepost End:** 4.79

Jurisdiction(s): City of Bend; Deschutes County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This portion of US 20 extends from inside the Bend UGB to 1.75 miles east. US 20 provides an important link to eastern Oregon and points east but the through volumes are quite low -- 2500 ADT east of town.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Within the UGB, the adjacent properties are commercial with large box retailers. East of town the land uses are urban fringe/agricultural.

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: Warm Springs Highway 53 (US 26) Region Boundary to Warm Springs

Milepost Start: 62.16 **Milepost End:** 102.79

Jurisdiction(s): Wasco and Jefferson Counties, and the Consolidated Tribes of Warm Springs

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: Rural lands, primarily undivided two-lane highway with at-grade intersections/driveways

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Primarily rural development

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: While US 26 is a strategically important facility linking Central Oregon and the Greater Portland area, there is no need for the more stringent access management standards associated with the expressway designation.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: N/A

5. Does the expressway segment have access control?

yes no

Explanation: This 40-mile segment of US 26 is not access controlled.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: Statewide Freight Route

Jurisdiction Consultation

Name: Rich Black/ lks
 Title: Public Works Director
 Jurisdiction: Confederated Tribes of Warm Springs
 Date: 12/4/12

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant Title: Region 4 Interim Planning Manager Department:
 Date: 12/4/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: Warm Springs Highway 53 (US 26) Region Boundary to Warm Springs

Milepost Start: 106.56

Milepost End: 114.73

Jurisdiction(s): Jefferson County and the Consolidated Tribes of Warm Springs

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: Rural lands, primarily undivided two -lane highway with at-grade intersections/driveways

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: Primarily rural development

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: While US 26 is a strategically important facility linking Central Oregon and the Greater Portland area, there is no need for the more stringent access management standards associated with the expressway designation.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: N/A

5. Does the expressway segment have access control?

yes no

Explanation: This segment of US 26 is not access controlled.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: Statewide highway and Freight Route

Jurisdiction Consultation

Name: Rich Black
 Title: Public Works Director
 Jurisdiction: Jefferson County
 Date: 12/4/12

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant Title: Region 4 Interim Planning Manager Department:
 Date: 12/13/12

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: US 97 Redmond Reroute

Milepost Start: 119.02

Milepost End: 121.98

Jurisdiction(s): City of Redmond

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: The Redmond Reroute is a four-lane, divided, limited access facility constructed in 2007 to expressway design standards.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The Reroute was constructed to remove the highway and truck traffic from downtown Redmond. The selected alignment is east of the downtown adjacent to industrial lands.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 97 is a statewide highway and freight route and is the most strategically important facility in Central Oregon.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: The properties adjacent to the Reroute are primarily industrial.

5. Does the expressway segment have access control?

yes no

Explanation: Access control was purchased as part of the Reroute project.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other: Add the expressway designation

Explanation: Apply the expressway designation to the Redmond Reroute.

Jurisdiction Consultation

Name: George Endicott
 Title: Mayor
 Jurisdiction: City of Redmond
 Date: 12/6/12

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant Title: Region 4 Interim Planning Manager Department:
 Date: 12/13/12

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: US 97 Terrebonne (North)

Milepost Start: 115.25

Milepost End: 115.61

Jurisdiction(s): Deschutes County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: US 97 is a the most strategically important transportation facility in Central Oregon but the expressway designation was not applied through most of Terrebonne. This proposal extends the expressway gap through Terrebonne to match the community boundaries.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: US 97 through Terrebonne has reduced speeds and school crossings.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 20 is a statewide highway and freight route.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Terrebonne is a rural community.

5. Does the expressway segment have access control?

yes no

Explanation: Terrebonne has a street grid pattern and properties with direct access to the highway.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other: Add the expressway designation

Explanation: Minimal reduction in the expressway designation on US 97 through Terrebonne.

Jurisdiction Consultation

Name: Chris Doty
 Title: Public Works Director
 Jurisdiction: Deschutes County
 Date: 9/4/12

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant Title: Region 4 Interim Planning Manager Department:
 Date: 12/13/12

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 97 Terrebonne (South)

Milepost Start: 115.88

Milepost End: 115.94

Jurisdiction(s): Deschutes County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: US 97 is the most strategically important transportation facility in Central Oregon but the expressway designation was not applied through most of Terrebonne. This proposal extends the expressway gap through Terrebonne to match the community boundaries.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: US 97 through Terrebonne has reduced speeds and school crossings.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 20 is a statewide highway and freight route.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Terrebonne is a rural community.

5. Does the expressway segment have access control?

yes no

Explanation: Terrebonne has a street grid pattern and properties with direct access to the highway.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other: Add the expressway designation

Explanation: Minimal reduction in the expressway designation on US 97 through Terrebonne.

Jurisdiction Consultation

Name: Chris Doty
 Title: Public Works Director
 Jurisdiction: Deschutes County
 Date: 9/4/12

Name: Title:
 Jurisdiction:
 Date:

Form Completed By

Name: Jim Bryant Title: Region 4 Interim Planning Manager Department:
 Date: 12/13/12

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: US 97 Hwy 4 Chemult to California

Milepost Start: 203.57

Milepost End: 291.73

Jurisdiction(s): Klamath County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: US 97 is the primary north-south facility through Central Oregon.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This roughly 90-mile segment of US 97 passes through rural, forested and agricultural lands, rural low density residential, and through the urban area of the City of Klamath Falls. Through most of the urban area of Klamath Falls, US 97 is a bypass.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 97 is a statewide highway and freight route and is the critical north-south link in Central Oregon. US 97 serves as an important alternative freight route to I-5.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: US 97 bounds the western portion of Klamath Falls as bypass. The urban core is not directly accessed from US 97.

5. Does the expressway segment have access control?

yes no

Explanation: Through the urban and suburban areas there is access control.

Action

- Existing classification is correct, no re-classification needed
 Remove Expressway designation/re-classify
 Further discussion/research needed
 Other:

Explanation:

Jurisdiction Consultation

Name: Mark Willet
 Title: Public Works Director
 Jurisdiction: City of Klamath Falls
 Date: 10/17/2012

Name: Stan Strickland
 Title: Public Works Director
 Jurisdiction: Klamath County
 Date: 10/17/2012

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
 Date: 1/14/2013

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 97 Hwy 4 Crescent to Chemult

Milepost Start: 185.77

Milepost End: 202.79

Jurisdiction(s): Klamath County

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: US 97 is the primary north-south facility through Central Oregon.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of US 97 passes through rural, forested lands.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 97 is a statewide highway and freight route and is the critical north-south link in Central Oregon.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: N/A

5. Does the expressway segment have access control?

yes no

Explanation: Most of the segment passes through forested lands.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Title:
Jurisdiction:
Date:

Name: Stan Strickland
Title: Public Works Director
Jurisdiction: Klamath County
Date: 10/17/2012

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
Date: 1/14/2013

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name: US 97 Hwy 4 La Pine to Crescent

Milepost Start: 168.04

Milepost End: 185.12

Jurisdiction(s): City of La Pine and Deschutes and Klamath Counties

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: US 97 is the primary north-south facility through Central Oregon.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of US 97 passes through the southern portion of the City of La Pine and through rural, forested lands.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 97 is a statewide highway and freight route and is the critical north-south link in Central Oregon.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Only a small portion of this US 97 segment is within the La Pine UGB and La Pine is a small city of 1500 people.

5. Does the expressway segment have access control?

yes no

Explanation: Most of the segment passes through forested lands.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Steve Hasson
 Title: City Manager
 Jurisdiction: City of La Pine
 Date: 10/25/2012

Name: Stan Strickland
 Title: Public Works Director
 Jurisdiction: Klamath County
 Date: 10/17/2012

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
 Date: 1/14/2013

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 97 Hwy 4 Madras to Terrebonne

Milepost Start: 97.29 **Milepost End:** 115.25

Jurisdiction(s): Jefferson and Deschutes Counties

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:

(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This portion of US 97 is the primary facility to move people and goods between Central Oregon and the Lower John Day area and I-84 as well as linking to US 26 and Portland.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of US 97 passes through rural agricultural lands.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: This segment of US 97 is a statewide highway and freight route and is a critical link to US 26 and I-84

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: N/A Rural

5. Does the expressway segment have access control?

yes no

Explanation:

Action

Existing classification is correct, no re-classification needed

Remove Expressway designation/re-classify

Further discussion/research needed

Other:

Explanation:

Jurisdiction Consultation

Name: Rich Black
Title: Public Works Director
Jurisdiction: Jefferson County
Date: 11/6/2012

Name: Chris Doty
Title: Public Works Director
Jurisdiction: Deschutes County
Date: 9/4/2012

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
Date: 1/14/2013

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 97 Hwy 4 Redmond to La Pine

Milepost Start: 123.60

Milepost End: 167.50

Jurisdiction(s): Deschutes Counties

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: US 97 is the primary north-south facility through Central Oregon and this 40 mile segment carries the highest volumes of traffic in Region 4 reaching to over 40,000 ADT.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of US 97 passes through Bend and its surrounding environs including rural lands. US 97 traverses Bend mostly as the Bend Parkway Bypass and through the rural areas largely as a divided four lane highway

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: US 97 is a statewide highway and freight route and is a critical link to US 20.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Bend is the largest urban area in Region 4. The highest densities will be near the downtown core which is adjacent to the Bend Parkway.

5. Does the expressway segment have access control?

yes no

Explanation: This portion of US 97 has access control over most of its length. Only some of the rural lands to the south may not be access controlled.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Nick Arnis
 Title: Transportation Manager
 Jurisdiction: City of Bend
 Date: 9/28/2012

Name: Chris Doty
 Title: Public Works Director
 Jurisdiction: Deschutes County
 Date: 9/4/2012

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
 Date: 1/14/2013

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: US 97 Hwy 4 Terrebonne to Redmond

Milepost Start: 115.94

Milepost End: 119.02

Jurisdiction(s): Deschutes Counties

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: US 97 is the primary north-south facility through Central Oregon.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: This segment of US 97 passes through rural agricultural lands.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: This segment of US 97 is a statewide highway and freight route and is a critical link to US 26 and I-8 to the north and US 20 to the south.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: N/A Rural

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name: Title:

Jurisdiction:

Date:

Name: Chris Doty
 Title: Public Works Director
 Jurisdiction: Deschutes County
 Date: 9/4/2012

Form Completed By

Name: Jim Bryant Title: Interim Planning Manager Department: ODOT
 Date: 1/14/2013

Expressway Function Review

Definition: *Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is providing for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)*

Basic Information

Expressway Name: OR 201

Milepost Start: 25.17 **Milepost End:** 31.81

Jurisdiction(s): State

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation: This section of OR 201 connects US 20 / US 26, major east/west routes, to I-84 at the North Ontario Interchange and functions as an urban bypass.

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation: The expressway designation fits with the surrounding industrial and agricultural lands.

Questions Continued

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation: This section of OR 201 serves as a primary link from rural farming communities in Malheur County to processing facilities in Ontario as well as providing a limited access connection to I-84.

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation: Adjacent land within the UGB is primarily zoned industrial. It is not expected to develop to high urban scale densities.

5. Does the expressway segment have access control?

yes no

Explanation: OR 201 Corridor Refinement Plan and North Ontario IAMP provide a comprehensive circulation and access plan for the expressway segment.

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation: Corridor is important to both City and State. With development there may be challenges that require the ability go back and revisit the circulation and access plan.

Jurisdiction Consultation

Name:	Jay Henry	Alan Daniels
Title:	City Manager	Economic Development
Jurisdiction:	City of Ontario	City of Ontario
Date:	11/26/12	11/26/12

ODOT Representative

Name:	Dan Joyce	Name:	Monte Grove
Title:	County Judge	Title:	Region 5 Manager
Jurisdiction:	Malheur County	Department:	ODOT
Date:	11/26/12	Date:	11/26/12

Form Completed By

Name: Teresa Penninger Title: R5 Planning Manager Department: ODOT Date: 11/26/2012