

## ATTACHMENT A

Excerpt from the Oregon Highway Plan under Policy 3A, starting around page 120: [http://www.oregon.gov/ODOT/TD/TP/docs/OHP/1999\\_OHP.pdf](http://www.oregon.gov/ODOT/TD/TP/docs/OHP/1999_OHP.pdf)

### 2. Statewide Highways (NHS)

(Examples: Oregon Route 58, Oregon Route 42, US Route 30, US Route 97, and US Route 20)

#### a. Rural Expressways on Statewide Highways

- Expressways are to be designated by action of the Oregon Transportation Commission in consultation with affected local governments. (See Action 1A.2.)
- Expressways are existing two lane and multi-lane highways or planned highways that provide for safe and efficient **high speed** and high volume traffic movements.
- Private access is discouraged. The long-range plan for improving the function of Expressways is to eliminate, as possible, existing approach roads as opportunities occur or alternate access becomes available.
- Access rights will be purchased and a local road network may be developed consistent with the function of the roadway.
- Public road connections are highly controlled and must be spaced appropriately. Future grade separations (interchanges) may be an option. Compatible land use actions may be necessary and shall be included in local comprehensive plans.
- **Traffic signals are discouraged.**
- Nontraversable medians are the typical median treatment to be constructed in the modernization of multi-lane Expressways with traversable medians.
- Parking is prohibited.
- The primary function of Expressways is to provide connections to larger urban areas, ports and major recreation areas with minimal interruptions.

#### b. Other Rural Statewide Highways<sup>21</sup>

- Statewide Rural Highways provide for high speed, continuous flow and through traffic movement.
- On Statewide Highways multiple direct accesses to the abutting property is discouraged where other alternatives exist.
- The function of the highway is consistent with purchasing access rights. As the opportunity arises, access rights should be purchased. Preference is to purchase access rights in full.
- The primary function of these highways is to provide connections to larger urban areas, ports and major recreation areas of the state not served by Freeways or Expressways.

#### c. Urban Expressways (Not inconsistent with, but supplemental to Statewide Rural Expressways.)

- **Traffic signals are discouraged.** Where signals are allowed, their impact on through traffic must be minimized by ensuring that efficient progression of traffic is achieved.
- Median treatments are considered in accordance with Action 3B.3.

### 3. Regional Highways

(Examples: Oregon Route 99E, Oregon Route 138, Oregon Route 31, and Oregon Route 207)

#### a. Rural Expressways (Not inconsistent with, but supplemental to Statewide Rural Expressways.)

- The primary function of these highways is to provide connections and links to regions within the state, and between small urbanized areas and larger population centers.

#### b. Other Rural Highways

- Regional Rural Highways provide for efficient and safe medium to high speed and medium to high volume traffic movements.
- These highways serve as routes passing through areas which have moderate dependence on the highway to serve land access.
- The function of the highway supports selected acquisition of access rights. Purchase of access rights should be considered where beneficial such as, but not limited to, ensuring safe and efficient operation between connecting highways in interchange areas, protecting resource lands, preserving highway

capacity on land adjacent to an urban growth boundary, or ensuring safety on segments with sharp curves, steep grades or restricted sight distance, or those with a history of accidents.

**Action 3A.4**

In general, **traffic signals should not be installed on rural high-speed highways** because they are inconsistent with the function of these highways to provide for safe and efficient high-speed travel. Although a rural traffic signal may be warranted in a particular instance to control traffic due to existing conditions, ODOT and local governments must avoid creating conditions that would make future traffic signal installations necessary in rural areas. Amendments to local comprehensive plans or land use ordinances that would require a traffic signal on rural highways are inconsistent with the function of the highway.<sup>24</sup>