

## ATTACHMENT B

### 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**

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