Oregon Department of Transportation

Beltline Highway:
Coburg Road to River Road Plan

Thanks for coming to the Open House!

Use this booklet to learn about the concepts and write down any notes or questions that you have about the project.

Please fill out a comment form to tell us what you think about these concepts.

Graphics of each concept are available on the project website (www.beltlineplan.com).
A brief description of each of the concepts is provided here.

No Build

This assumes that no changes are made on Beltline Highway. This concept is used as a “baseline” to compare impacts of the potential build concepts.

The No Build assumes:

- No changes or improvements to the Beltline Highway; it would remain two through lanes in each direction with the current interchanges.
- Some planned road improvements, outside of the study area, are included.

Notes

Transportation Demand Management and Transportation System Management (TDM/TSM) Measures

TDM/TSM measures can reduce demand by offering better alternatives to driving alone and do not require infrastructure improvements on the highway. For the Beltline Highway, TDM/TSM measures alone would not reduce vehicle demand enough to significantly reduce congestion. TDM/TSM measures can be incorporated into any long-term strategy because they help to ensure that we're using existing infrastructure as efficiently as possible.

The following TDM and TSM techniques could be implemented on the Beltline Highway.

TDM techniques could include:

- Increased transit service
- Bicycling and pedestrian facility improvements
- Park and rides
- Ridesharing
- Teleworking programs

TSM techniques could include:

- Signal timing improvements
- Striping
- Signage and lighting
- Ramp metering
- Variable speed limits or traveler information signs

Low Build Concepts

There are three Low Build Concepts under consideration that would address some of the biggest problems on the Beltline Highway without making major changes to the highway or interchanges. Each concept builds on the previous concepts.

Low Build Concept 1 (shown in red) would:

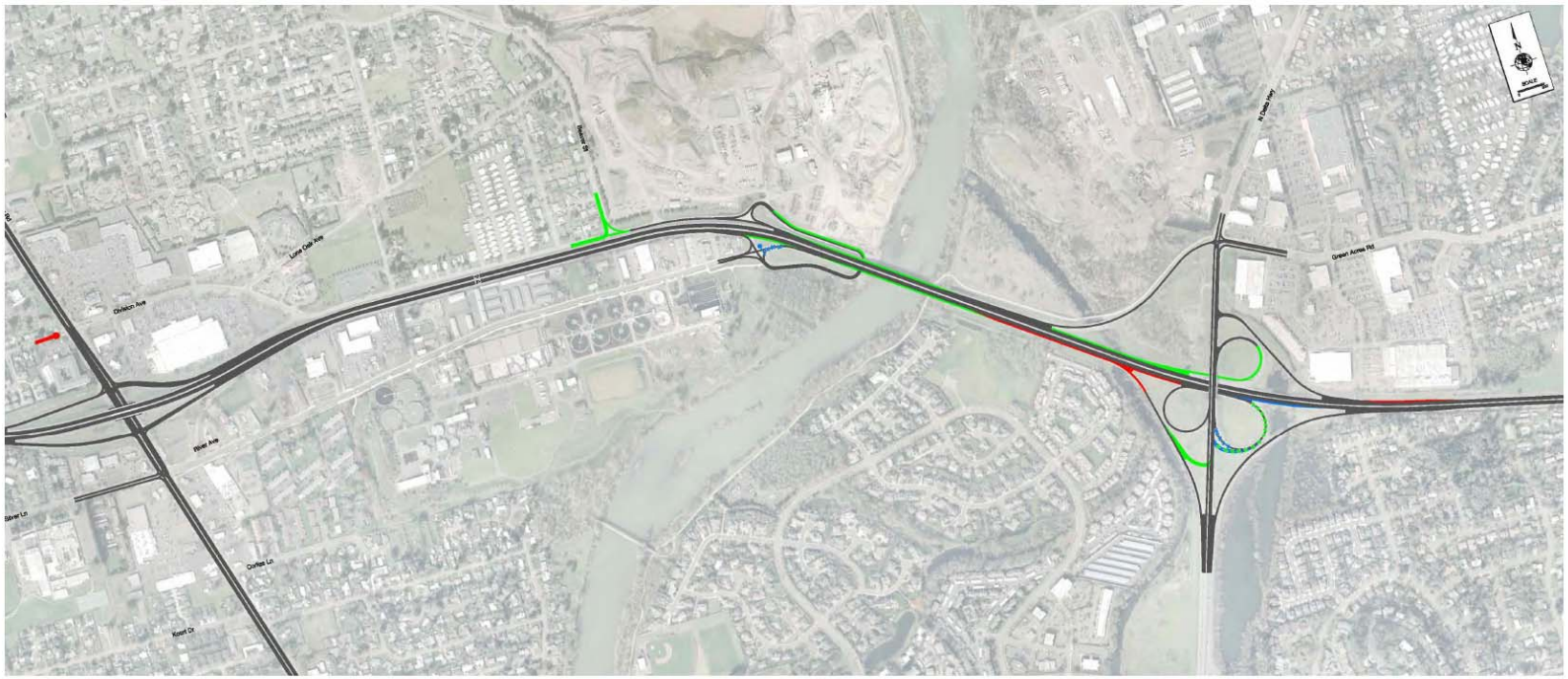
- Lengthen the eastbound and westbound off-ramps to the Delta Highway to provide more space for merging and weaving on two of the most congested areas of the Beltline Highway.
- Create a cul-de-sac on Ruby Avenue before it meets River Road to reduce congestion on River Road.

Low Build Concept 2 (shown in blue) would include the elements described in Low Build Concept 1 above. It would also:

- Add eastbound and westbound lanes to the Beltline Highway around the Delta Highway to give traffic entering the highway in both directions more time to get up to speed.
- Improve the existing loop ramp at the Delta Highway (southeast quadrant) to provide for better sight distance.
- Close the eastbound on-ramp at River Avenue at rush hour.

Low Build Concept 3 (shown in green) would include the elements described in Low Build Concepts 1 and 2 above. It would also:

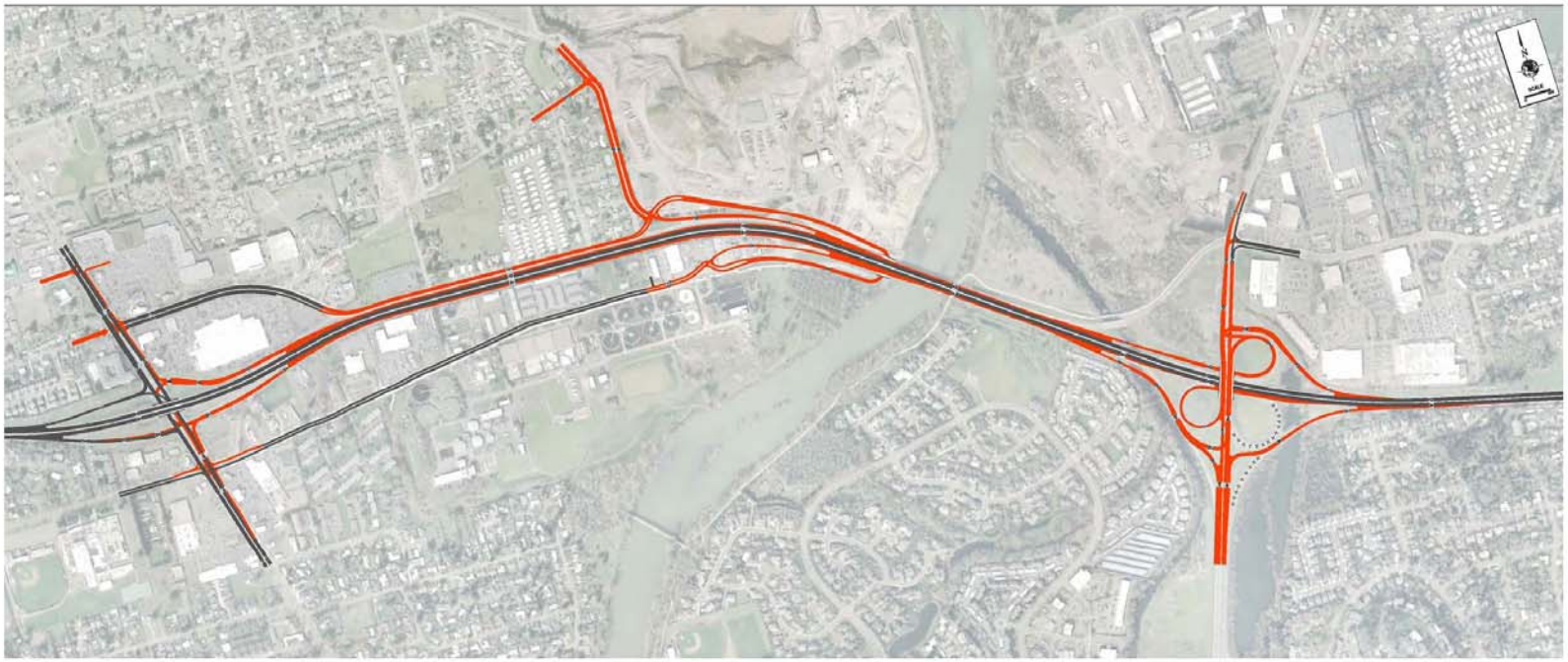
- Remove one loop ramp and instead provide a left turn for cars travelling west on the Beltline Highway that want to go north on the Delta Highway.
- Improve the existing loop ramp at the Delta Highway (northeast quadrant) to provide for more space for cars to get up to speed.
- Add a new lane in each direction between the Delta Highway and the River Avenue/Division Avenue across the river. This would require replacing the bridge.
- Improve the intersection of Beaver Street and Division Avenue.


Lone Oak Ave
Division Ave
River Ave
Silver Ln
Coffee Ln
Kent Dr
Green Acres Rd
N Dixie Hwy
N
SCALE

Notes

Medium Build Concept - Improved Existing

This concept maintains a similar design to what is on the ground today, but addresses problem areas on the Beltline Highway to improve safety and mobility.



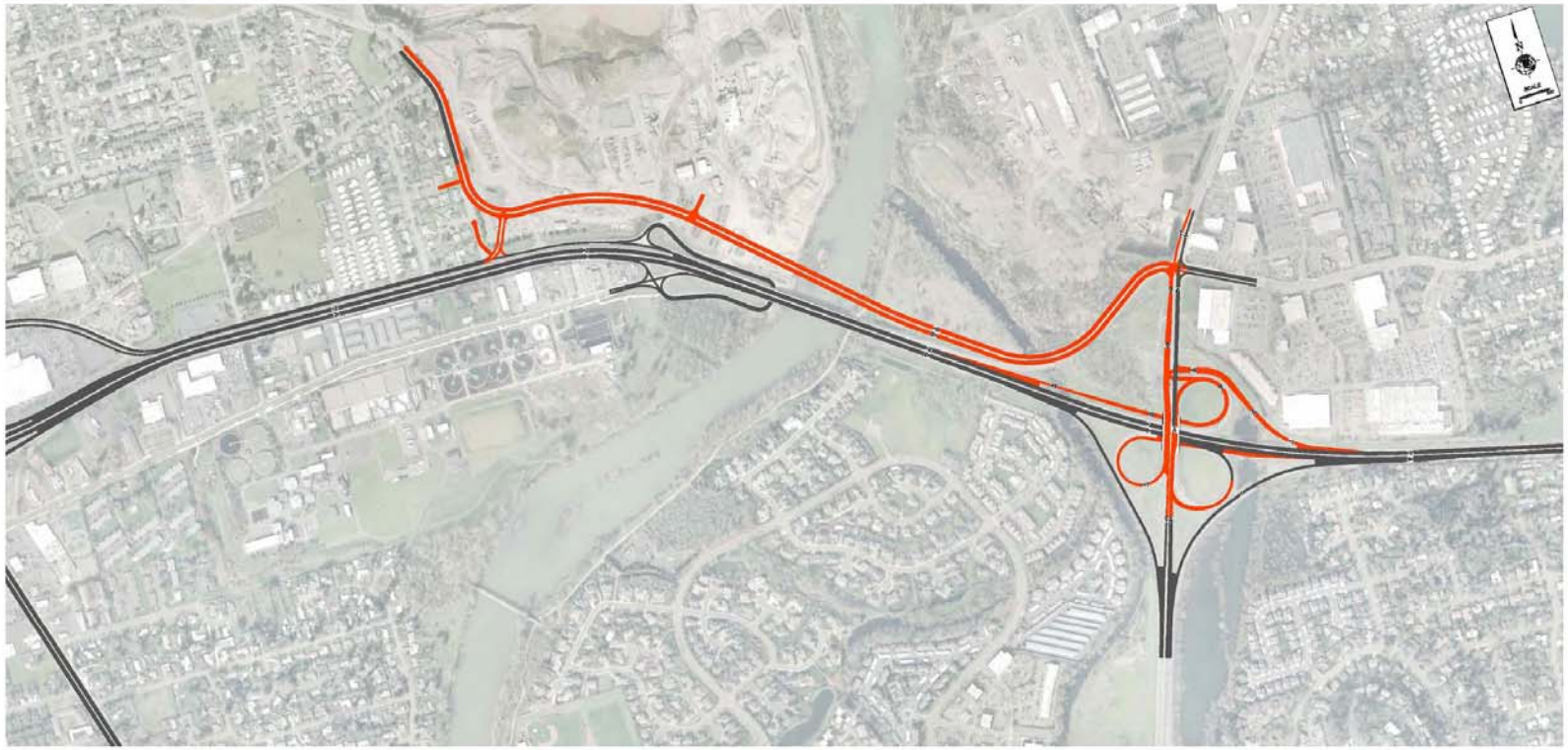
The Improved Existing Concept would:

- Change the Delta Highway interchange to only have two loop ramps in opposing quadrants or sides of the interchange – this is a more conventional design that creates more space for cars entering and exiting the highway.
- Add a new lane in each direction between the Delta Highway and the River Avenue/Division Avenue across the river. This would require replacing the bridges.
- Remove the on-ramp from Green Acres Road. Traffic using the Green Acres on-ramp today would instead make a left turn onto the existing eastbound loop ramp.
- Modify the River/Division interchange and on-ramps, but keep the major elements in place including the underpass.
- Modify and improve other ramps in their current configuration and location.

Notes

Medium Build Concept - Local Arterial

This concept would include upgrades the Delta Highway interchange by rebuilding the existing ramps. It would also include a new local bridge with space for cars, trucks, bikes, and pedestrians from Green Acres Road to Division Avenue.



The Local Arterial concept would:

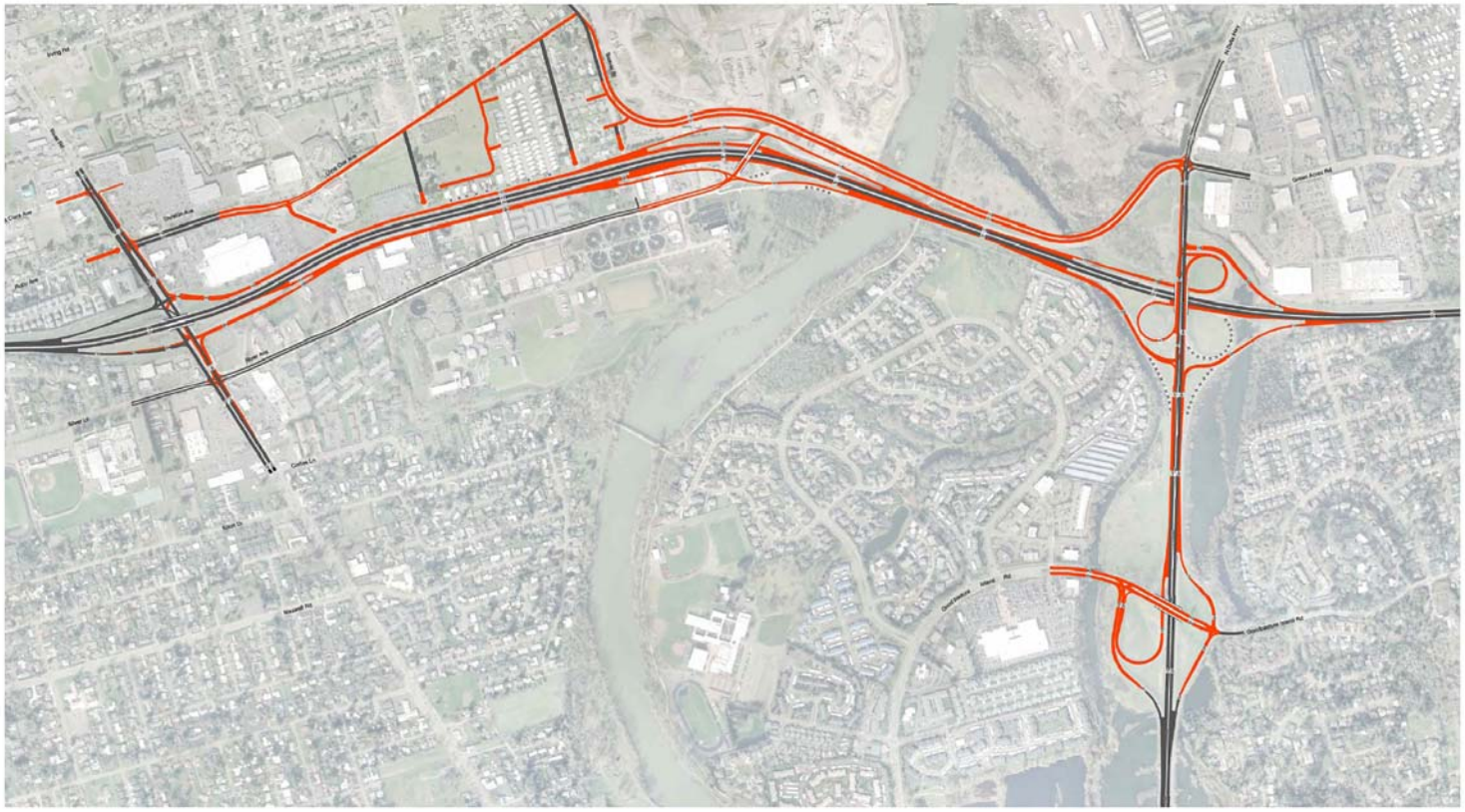
- Add an arterial bridge to the north of the Beltline Highway, providing a local connection for traffic. The local arterial bridge would have two lanes in each direction, connecting Green Acres Road across the river from the Delta Highway Interchange area to the Beaver Street area west of the River Avenue/Division Avenue interchange on Beltline Highway.
- There would be some upgrades to the Delta Highway interchange to provide a connection to the new arterial bridge including removing the Green Acres Road connection to westbound Beltline Highway. The movement would be served via a southbound left turn to the reconstructed loop ramp in the northeast quadrant.

Notes

Highway Corridor Concepts - Split Diamond

The Highway Corridor Concepts have larger footprints than the Medium Build Concepts and require more construction and changes to the existing highway and reconstruction of the study area interchanges.

The Split Diamond concept would combine the River Avenue/Division Avenue interchange with the River Road interchange. All on and off-ramps would remain, but some connections would be made on roadways parallel to the highway.



The Split Diamond Concept would:

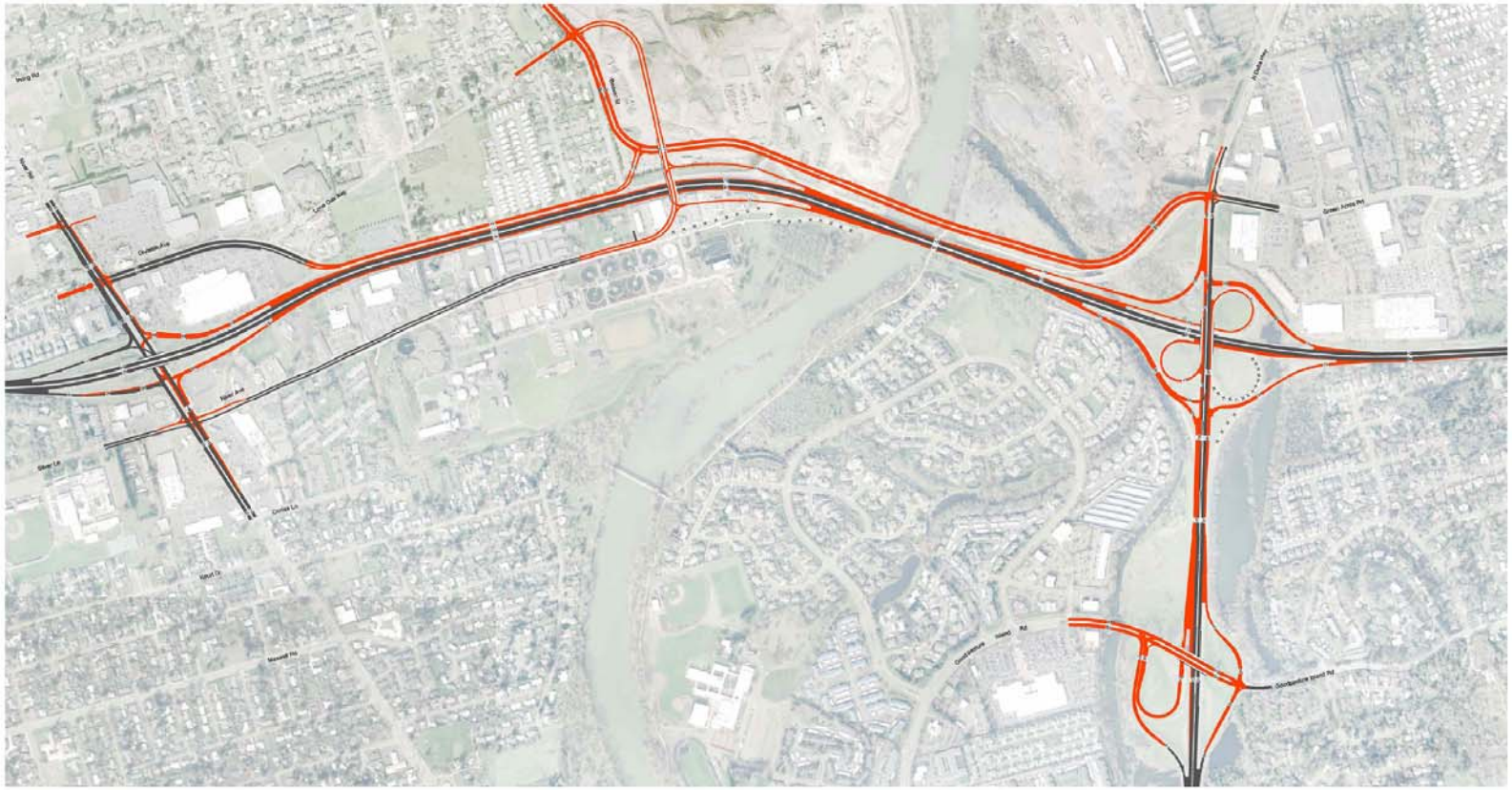
- Include the local bridge described in the Local Arterial Bridge Concept.
- Create a new overcrossing of Beltline Highway for River Avenue/Division Avenue, creating the “split diamond” style access with River Road, particularly in the westbound direction where traffic entering from River Road would travel on a new parallel roadway on what is Division Avenue today before entering the Beltline Highway at Division Avenue.
- Change the Delta Highway interchange to only have two loop ramps in opposing quadrants or sides of the interchange – this is a more conventional design that creates more space for cars entering and exiting the highway.

Notes

Highway Corridor Concepts - Auxiliary Lane

The Highway Corridor Concepts have larger footprints than the Medium Build Concepts and require more construction and changes to the existing highway and reconstruction of the study area interchanges.

The Auxiliary Lane Concept adds a new lane to the Beltline Highway between River Road and Delta Highway.



The Auxiliary Lane Concept would:

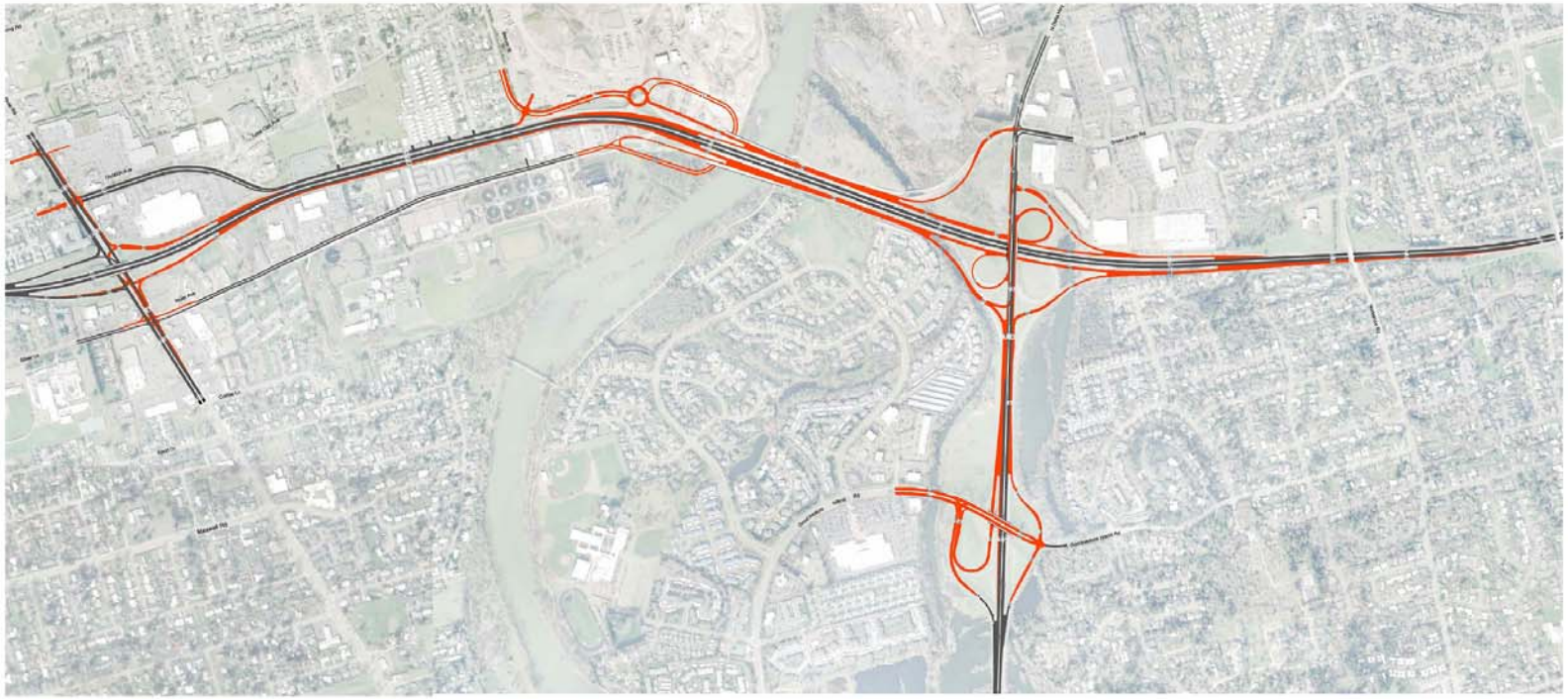
- Include the local bridge described in the Local Arterial Bridge Concept.
- Change the Delta Highway interchange to only have two loop ramps in opposing quadrants or sides of the interchange – this is a more conventional design that creates more space for cars entering and exiting the highway.
- Reconstruct the River Avenue/Division Avenue interchange to provide an overcrossing of the Beltline Highway instead of the existing undercrossing.

Notes

Highway Corridor Concepts - Collector-Distributor Concept

The Highway Corridor Concepts have larger footprints than the Medium Build Concepts and require more construction and changes to the existing highway and reconstruction of the study area interchanges.

The Collector-Distributor Roadway Concept would include a new roadway parallel to the Beltline Highway from the River Avenue/Division Avenue interchange to the Delta Highway. Collector-Distributor (C-D) roadways provide a roadway for entering and existing traffic separate from through-traffic, which reduces conflicts and increases capacity on the highway.



The Collector-Distributor Concept would:

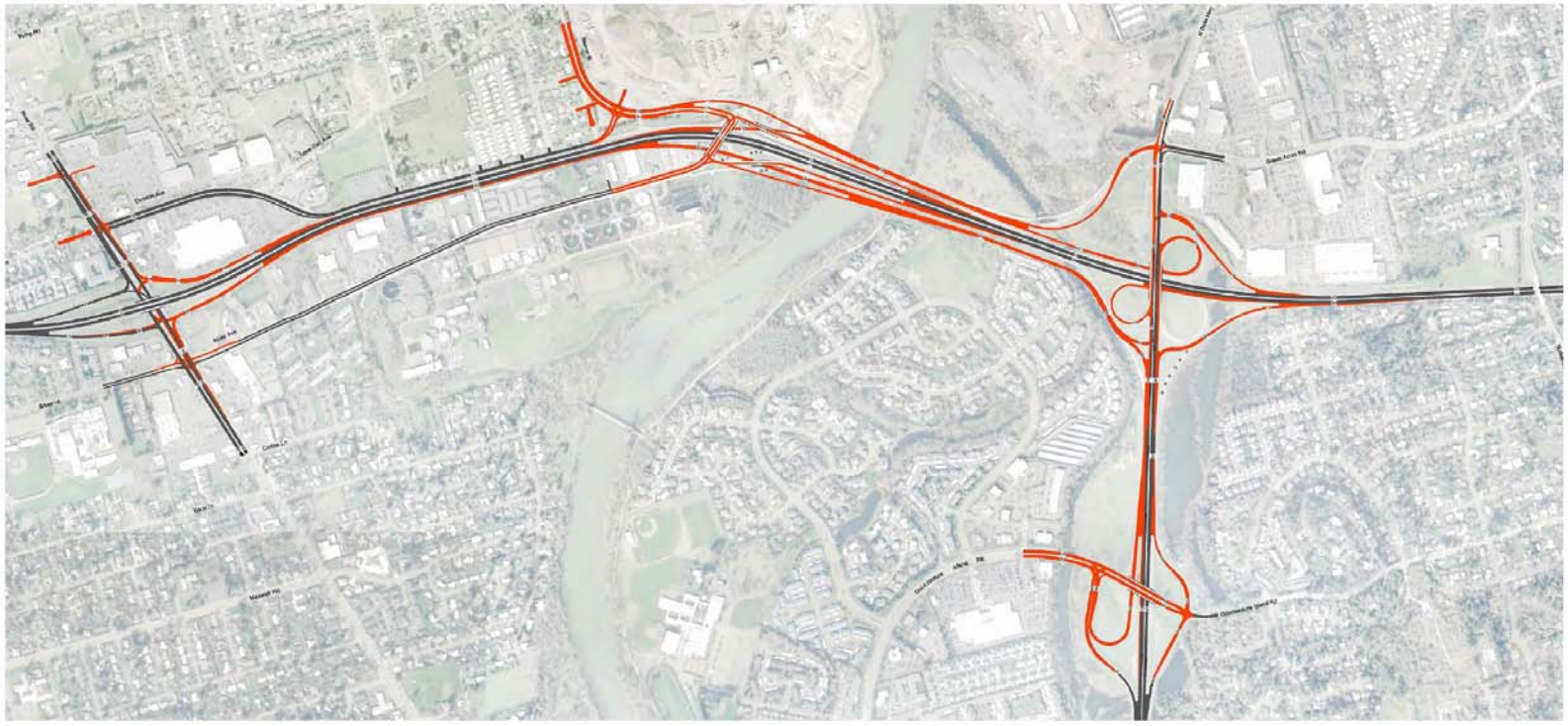
- Create a “collector-distributor” (C-D) roadway parallel to Beltline Highway from River/Division avenues east of Delta Highway. Traffic entering and exiting the highway in this segment would use the C-D roadway rather than the existing highway.
- Change the Delta Highway interchange to only have two loop ramps in opposing quadrants or sides of the interchange – this is a more conventional design that creates more space for cars entering and exiting the highway.
- Reconstruct the ramps at River Avenue/Division Avenue and River Road.

Notes

Highway Corridor Concepts - Ramp Braid

The Highway Corridor Concepts have larger footprints than the Medium Build Concepts and require more construction and changes to the existing highway and reconstruction of the study area interchanges.

The Ramp Braid Concept would construct grade-separated ramps at the Delta Highway and River Avenue/Division Avenue interchanges. This means that the ramps would pass over or under one another, physically separating the entering and exiting traffic.



The Ramp Braid Concept would:

- Construct new ramps at the Delta Highway and River/Division avenues interchanges that are physically separated (one ramp would pass over the other) removing conflicts between traffic entering and exiting the highway.
- Change the Delta Highway interchange to only have two loop ramps in opposing quadrants or sides of the interchange – this is a more conventional design that creates more space for cars entering and exiting the highway.

Notes

Other Notes

Other Notes

The Oregon Department of Transportation (ODOT) is working to develop a long-term plan for improvements to the Beltline Highway between River Road and Coburg Road. The project began in summer 2008. The planning process is expected to be complete in spring 2010.

The project team developed a range of concepts with input from the public, staff from local jurisdictions, the Stakeholder Advisory Committee (SAC), and the Project Steering Committee (PSC). This range of concepts was evaluated to determine how well each alternative concept addresses the project goals. This evaluation was reviewed by the SAC and PSC in February and March.

For more information, visit www.beltlineplan.com