



SAC meeting #1

Phase 3 Beltline Highway Facility
Plan



Phase 2 Charter



Concept Review



Phase 2 PMT and SAC Concept Recommendations

Specific alternatives

- Low build 3/Improve existing
- Auxiliary lane
- Collector-distributor (no local arterial bridge)
- Split diamond

Part of all alternatives

- TDM/TSM
- Local arterial bridge



TDM/TSM – included in all concepts

TDM techniques could include:

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

TSM techniques could include:

- Signal timing optimization
- Striping
- Signage and lighting
- Ramp metering
- Variable signage
- Traveler information

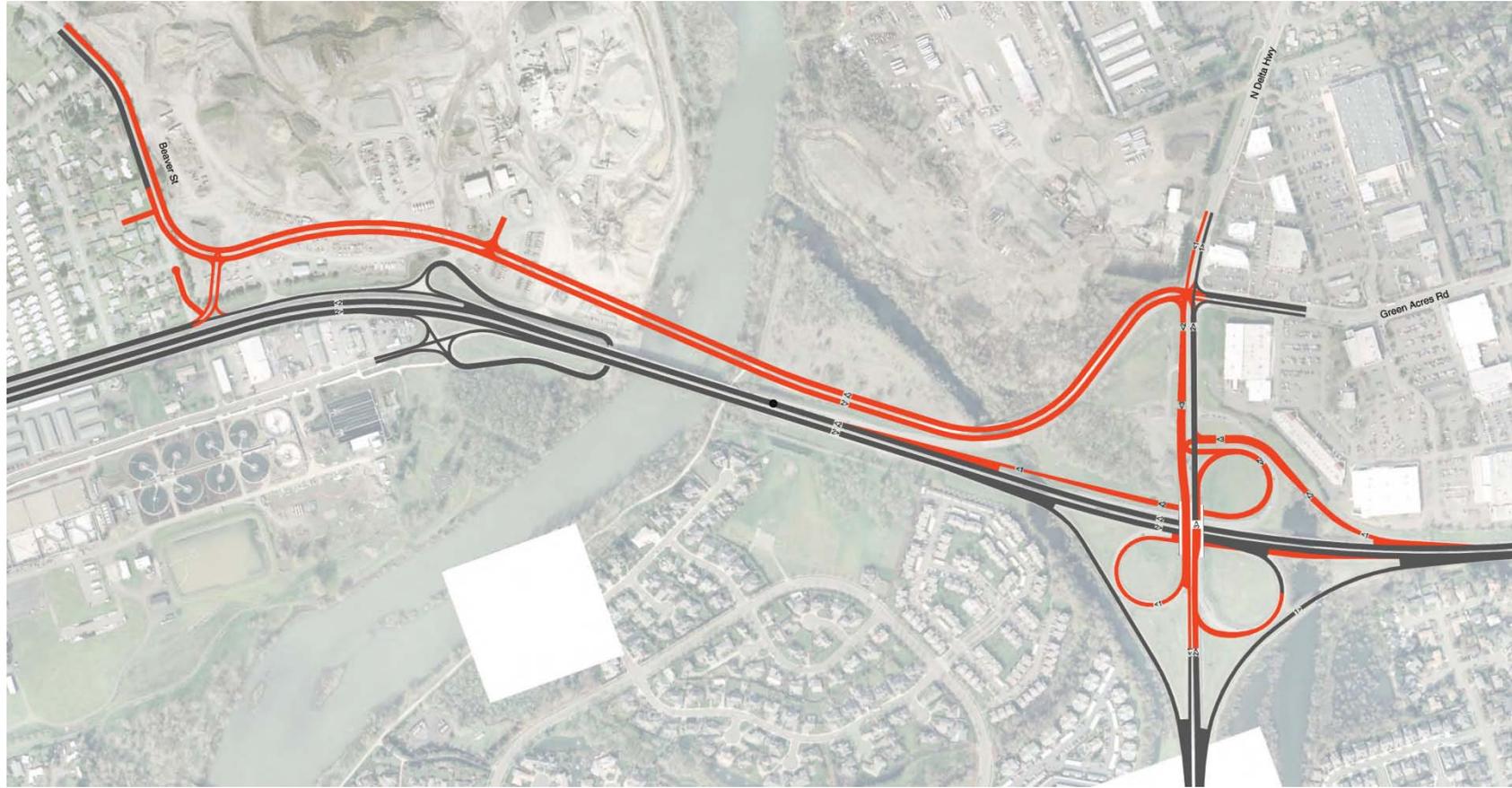


Local Arterial Bridge – included in all concepts except C-D

- North of Beltline – local connection option for traffic over the river
- 2 lanes in each direction
- Connects to Green Acres Road to the Beaver Street area
- Remove Green Acres Road connection to west bound Beltline Highway
- Added to all concepts



Local Arterial Bridge





Low build 3 and Improve Existing

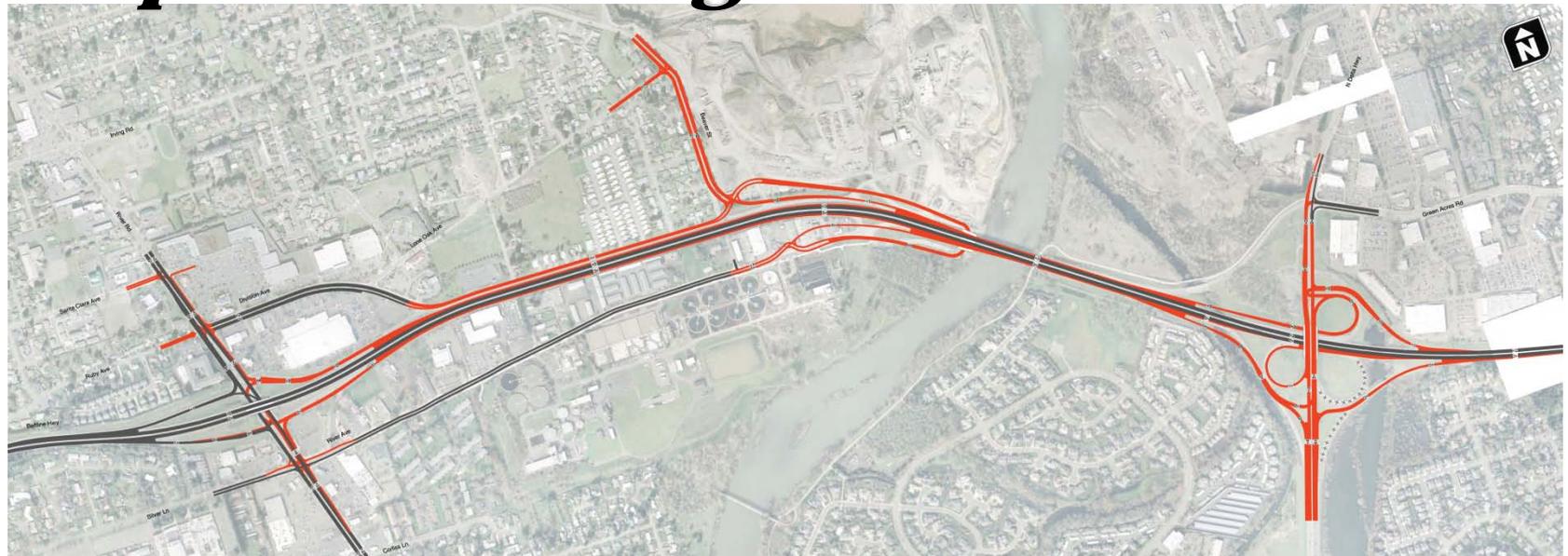
- Low Build 3 as an early phase of improve existing
- Ramp extensions, auxiliary and acceleration lane changes, sight distance changes, local intersection modifications
- Delta Highway/Goodpasture Island modifications
- Local Arterial Bridge and TDM/TSM



Low Build 3



Improve Existing





Auxiliary Lane Concept

- Local connection between Beaver Street and Green Acres Road
- Interchange upgrades:
 - River Avenue/Division Avenue
 - Delta Highway/Goodpasture Island Road
- Intersection upgrades:
 - Santa Clara Avenue/River Road
 - River Avenue/River Road
- Local Arterial Bridge and TDM/TSM



Auxiliary Lane Concept





Collector-Distributor Roadway Concept

- Separate roadway parallel to Beltline from River Avenue/Division Avenue to east of the Delta Highway
- Collects traffic from all interchanges in the study area to merge at consolidated points on Beltline
- Goodpasture Island Road and Delta Highway improvements
- River Road on and off ramp upgrades
- TDM/TSM



Collector-Distributor Roadway Concept





Split Diamond Concept

- Local street improvements
 - Beaver Street
 - Lone Oak Avenue
 - Santa Clara area connectors
- Division Avenue access management
- Upgrade interchanges
 - River Avenue/Division Avenue
 - River Road
- Local Arterial Bridge and TDM/TSM



Transit compatibility

- Four major possible service types:
 - BRT on highway with stop on River Road ramps
 - BRT in middle of highway with stop at River Road
 - Service using the local arterial bridge with a stop on River Road
 - Service that leaves the Beltline Highway at the River/Division interchange and uses River Avenue to access River Road
- All are compatible with all concepts



Transit Compatibility: Highway Running BRT

BRT with stops on the on and off-ramps at River Road.

- Compatible with all concepts
- Could require additional right-of-way to provide bus pullouts
- Would require additional coordination with ODOT

BRT with a stop in the middle at River Road and transit access ramps.

- Compatible with all concepts
- Consider interchange design at River Road (larger interchange footprint)
- Would require additional coordination with ODOT



Transit Compatibility

Local Bridge Route with a stop on River Road for EmX.

- Compatible with Split Diamond, Local Arterial Bridge/Improve Existing and Auxiliary Lane concepts

BRT leaves the Highway at River/ Division (River Avenue to access River Road).

- Most compatible with Auxiliary Lanes or Split Diamond
- Mostly compatible with Improve Existing or Collector-Distributor Road but eastbound route requires some out of direction travel



Changes to Phase 2 Recommendation

- Remove the Split Diamond Concept
 - Concerns with wide footprint (especially with the local arterial bridge)
 - High business and residential impacts
- Remove Collector - Distributor Concept
 - Does not include the local arterial bridge
 - May require four new bridges over the Willamette in addition to the two mainline
 - Does not address bicycle and pedestrian needs

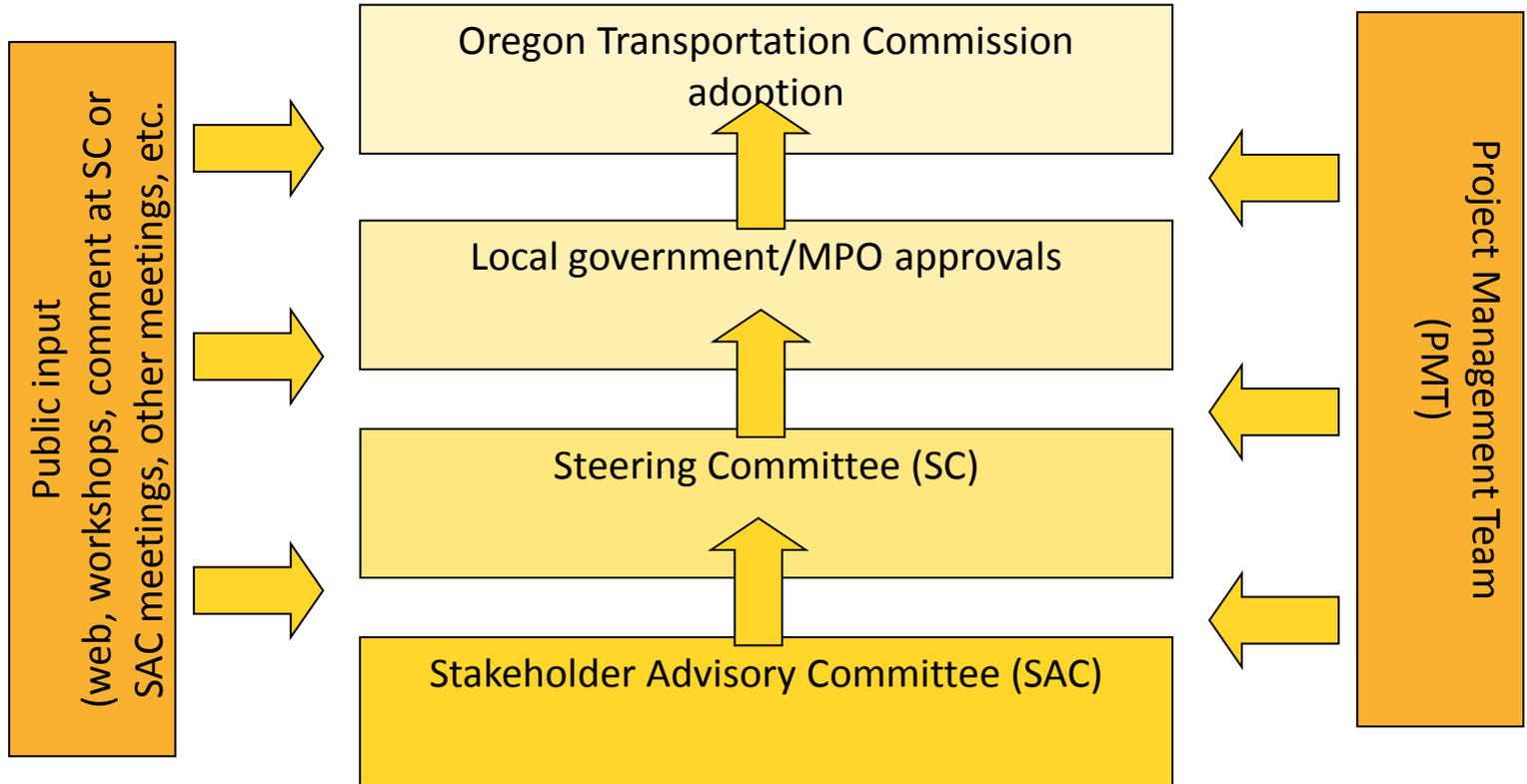


Phase 3 purpose

- Refine concepts and test for compatibility with future EmX
- Update future conditions to match TSP
- Develop access management strategies and prepare IAMPs

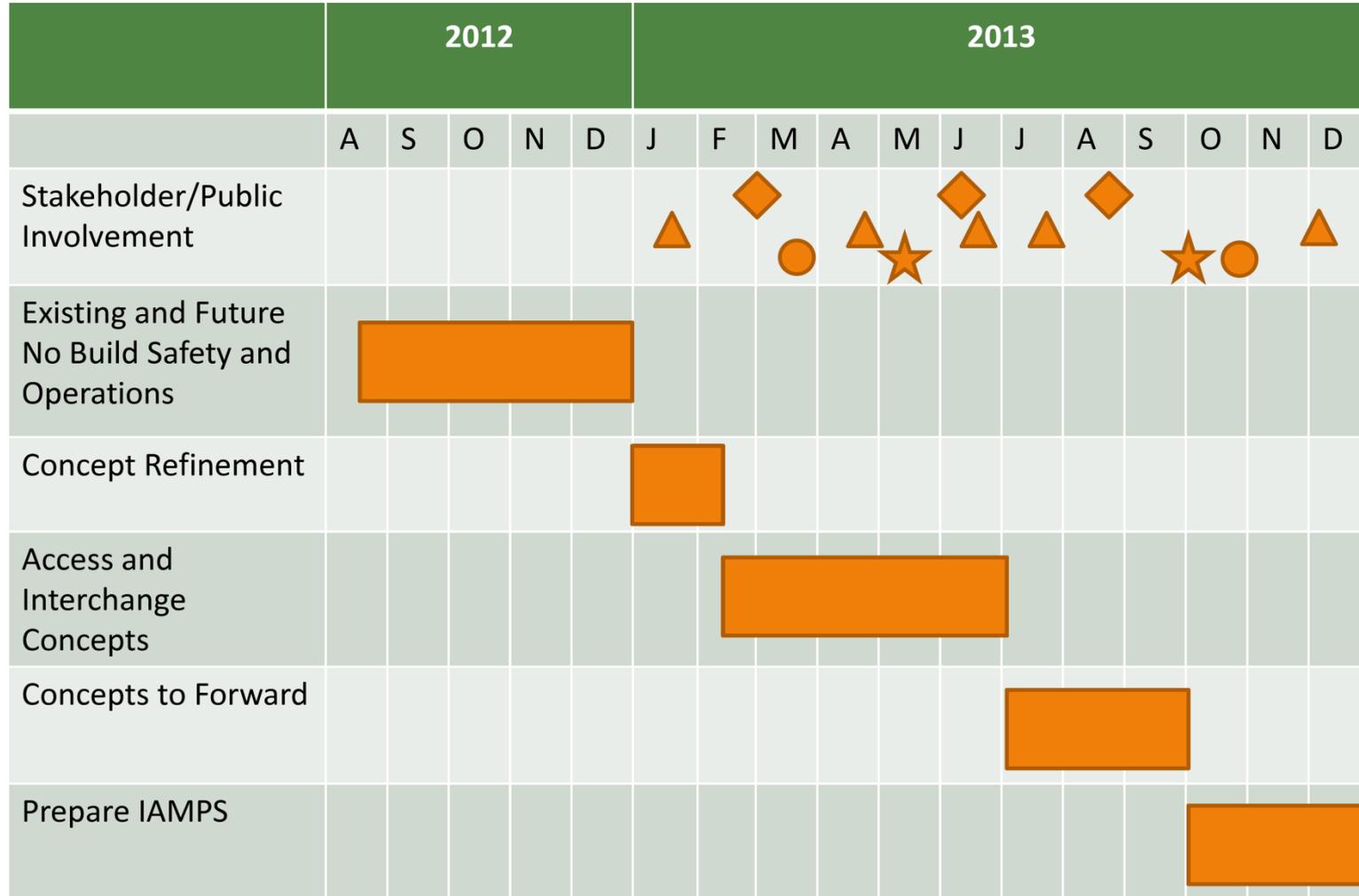


Project decision making process





Schedule overview



As of February 2013 ◆ SAC Meetings ▲ PMT Meetings ★ Open House ● Steering Committee Meetings



Major tasks

- Update Existing and Future no-build Safety and Operations analysis
- Refine concepts
- Access and interchange concepts
- Future build operations analysis
- Concepts to forward
- Purpose and Need Statement
- Prepare Interchange Area Management Plans (IAMPs)