



SAC Meeting #3

Beltline Highway Facility Plan

April 2, 2014



Facility Plan

- Recommends advancing 3 concepts:
 - Improve existing concept
 - Auxiliary lane concept
 - Collector-distributor road concept
- All concepts include:
 - Similar River Road and Delta Highway interchange improvements
 - Additional lane over the Willamette River
- Improve existing and auxiliary lane concepts to include the local arterial bridge – key difference is the interchange at River Avenue/Division Avenue.



Key policies that will guide project development

- ODOT will work with the city of Eugene to maintain bike and pedestrian system connectivity
- Any bridge project could include new pedestrian and bike facilities depending on cost and priorities
- ODOT will consider how to maintain river access



Facility Plan-Level Costs

- Improve existing concept: \$200 and \$210 million
- Auxiliary lane concept: \$215 and \$225 million
- Collector-distributor road concept: \$260 and \$270 million

Costs do not include right-of-way and are in 2013 dollars.



Interchange Area Management Plans

- Required before ODOT makes substantial improvements to interchanges.
- Based on the no-build condition and will be updated once a project is identified and funded.
- Purpose is to define future expectations about performance and access, and ensure ODOT and city access management policies are consistent.



River Road: Safety

- Crash history at River Road/Silver Lane
- Rear end or turning crashes





River Road: Operations

- Left-out movement between River Avenue and Corliss does not meet city standards
- Queues on River Road can extend near the ramps and south of River Avenue/Silver Lane intersection
- Future queues could extend nearly the full length of River Road in the study area (peak hour)

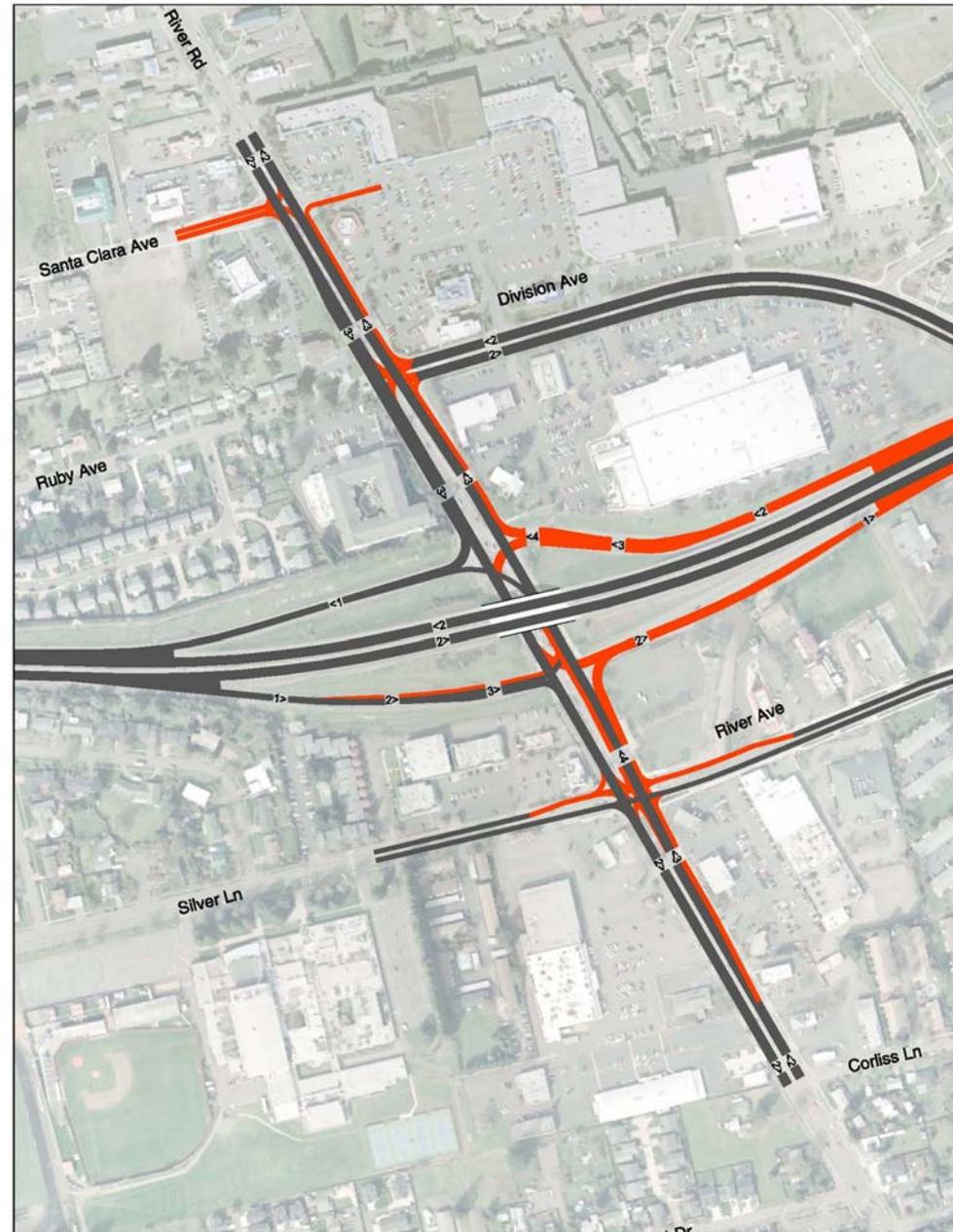


River Road: Alternate mobility standards

- On and off ramps operate within the mobility target (.90 v/c) now and in 2035
 - .71 v/c today
 - .82 v/c in the future
- Substantial queuing occurs now and in the future
- Alternative mobility standards will not be required in the future



River Road Interchange





River Avenue/Division Avenue: Safety

- 2 fatal crashes in 2010 (alcohol was a contributing factor in both)
- History of rear-end crashes on Beltline Highway in this area



River Avenue/Division Avenue : Operations

- Division Avenue/Beaver Street intersection will not meet county level-of-service standards in 2035
- Many accesses in the area fail to meet ODOT spacing standards, but the IAMP does not recommend changes at this time

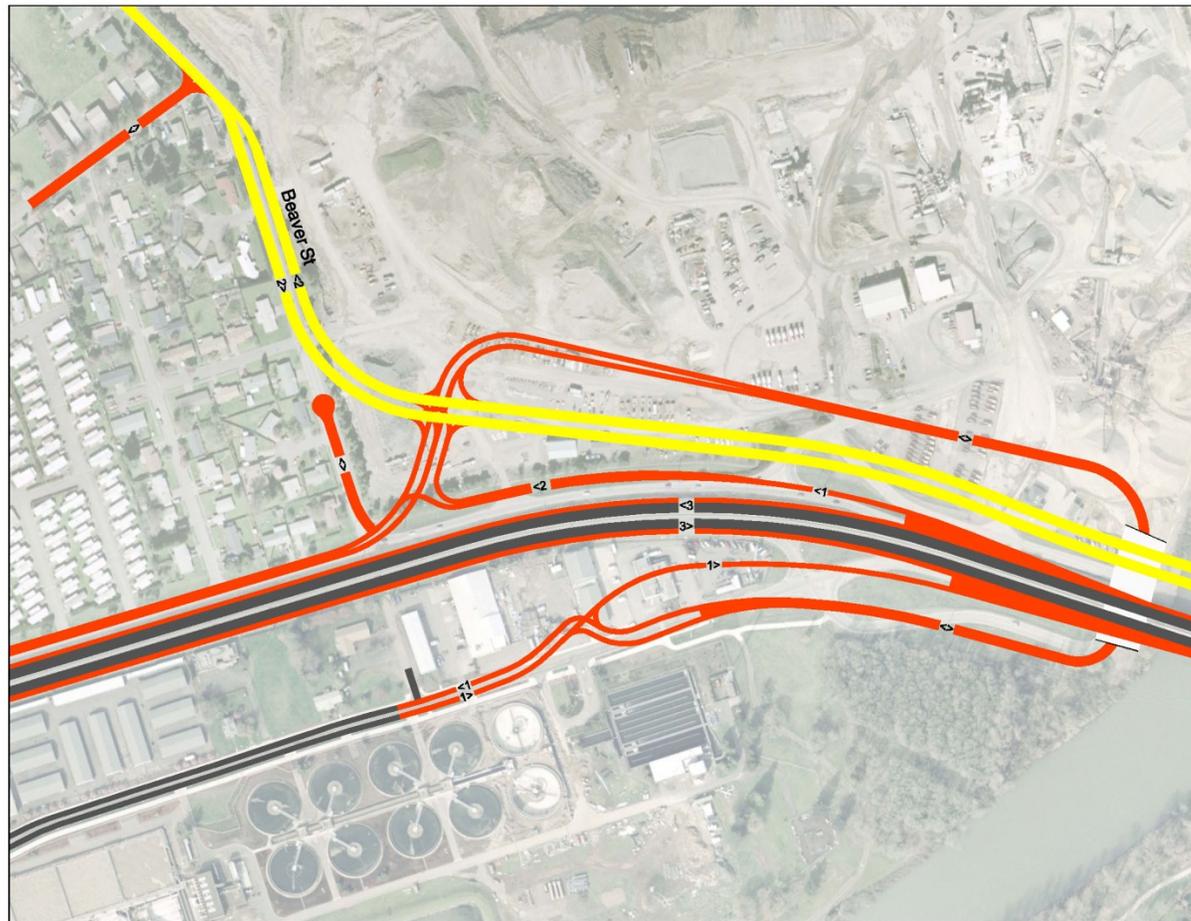


River Avenue/Division Avenue : Alternate mobility standards

- On and off ramps operate within the mobility target (.90 v/c) now and in 2035
 - Westbound: .28 v/c today and .46 in 2035
 - Eastbound: .31 v/c today and .49 v/c in 2035
- Alternative mobility standards will not be required in the future

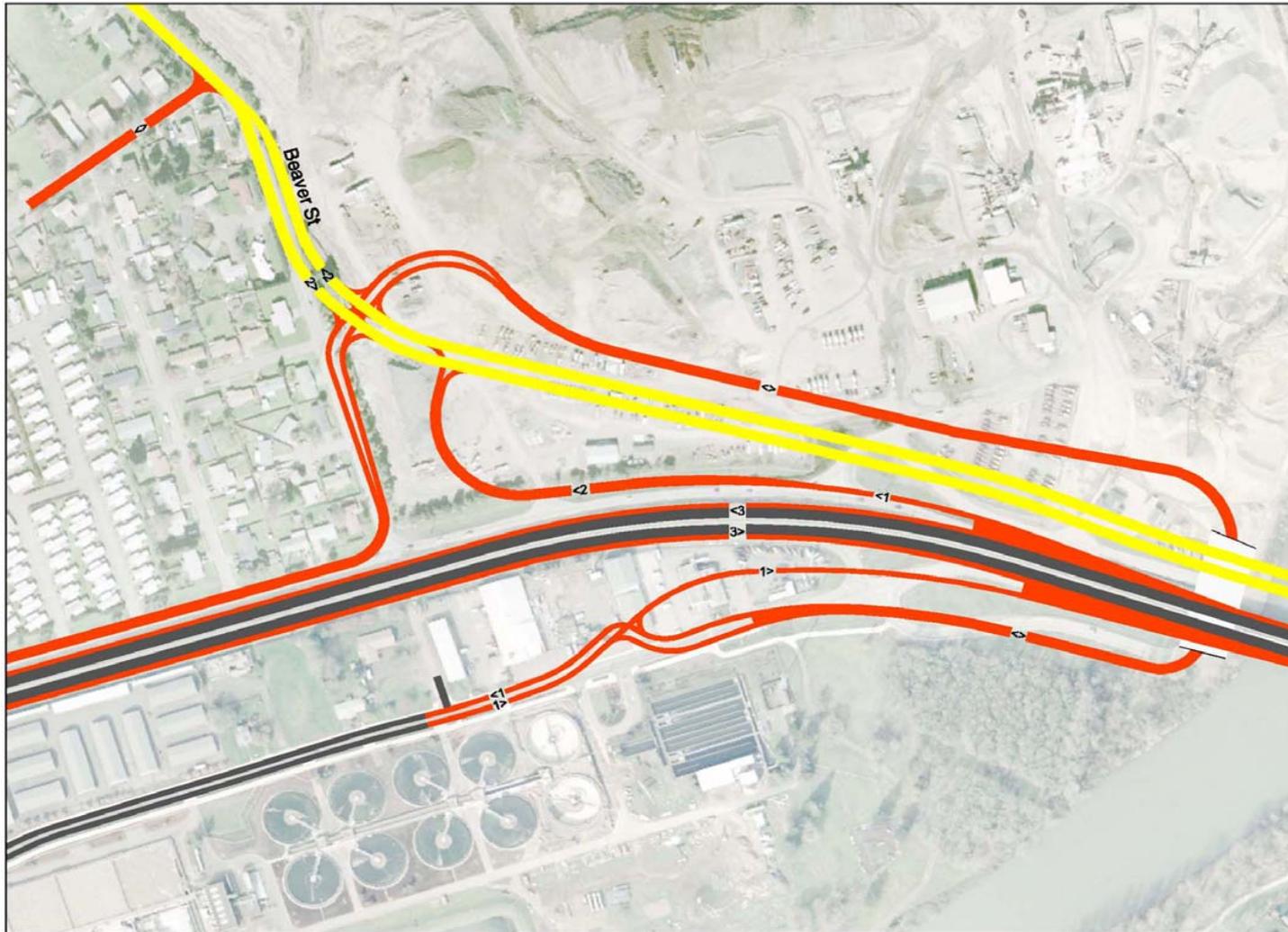


***River Avenue/Division Avenue Interchange:
Improve Existing Option 1***



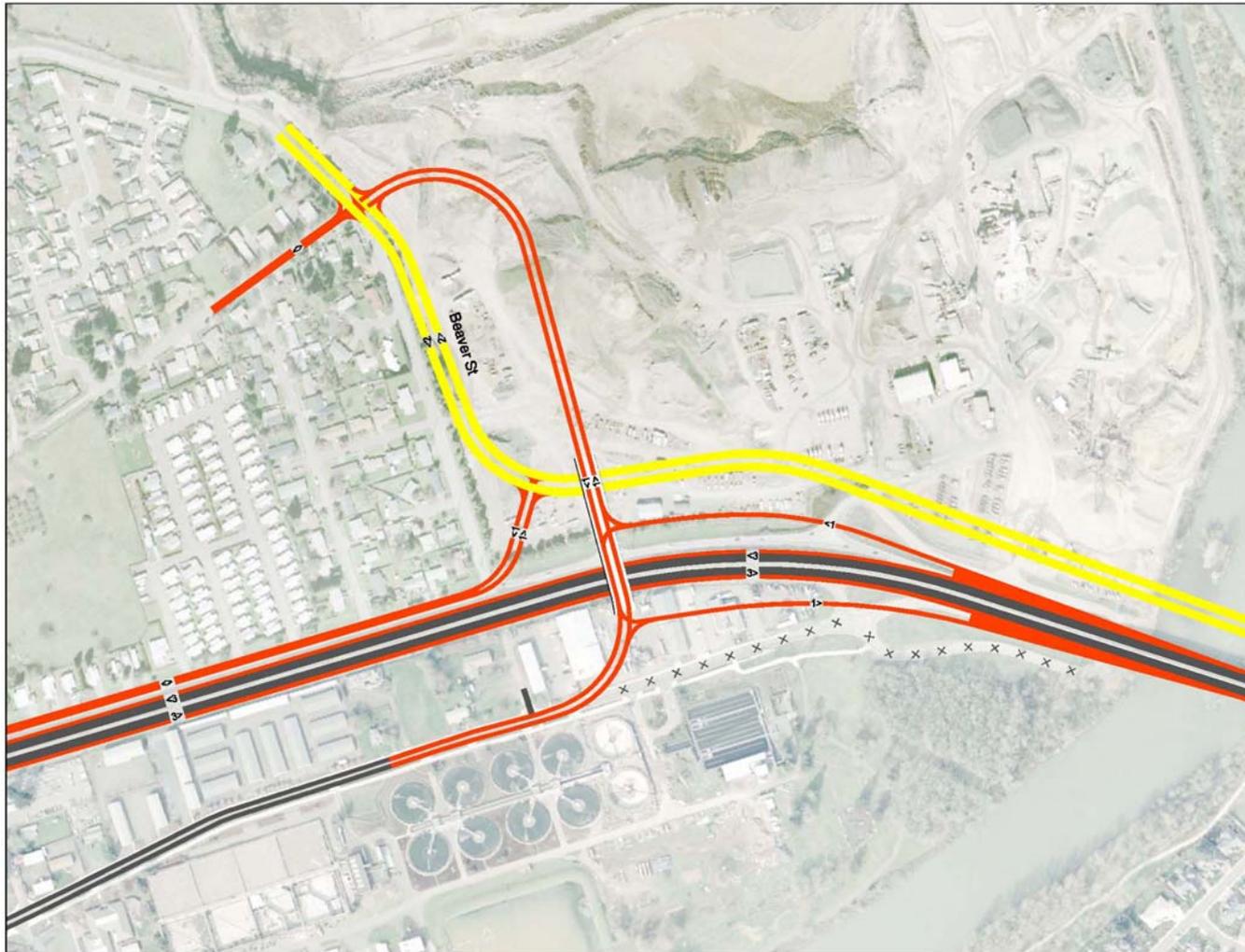


***River Avenue/Division Avenue Interchange:
Improve Existing Option 2***



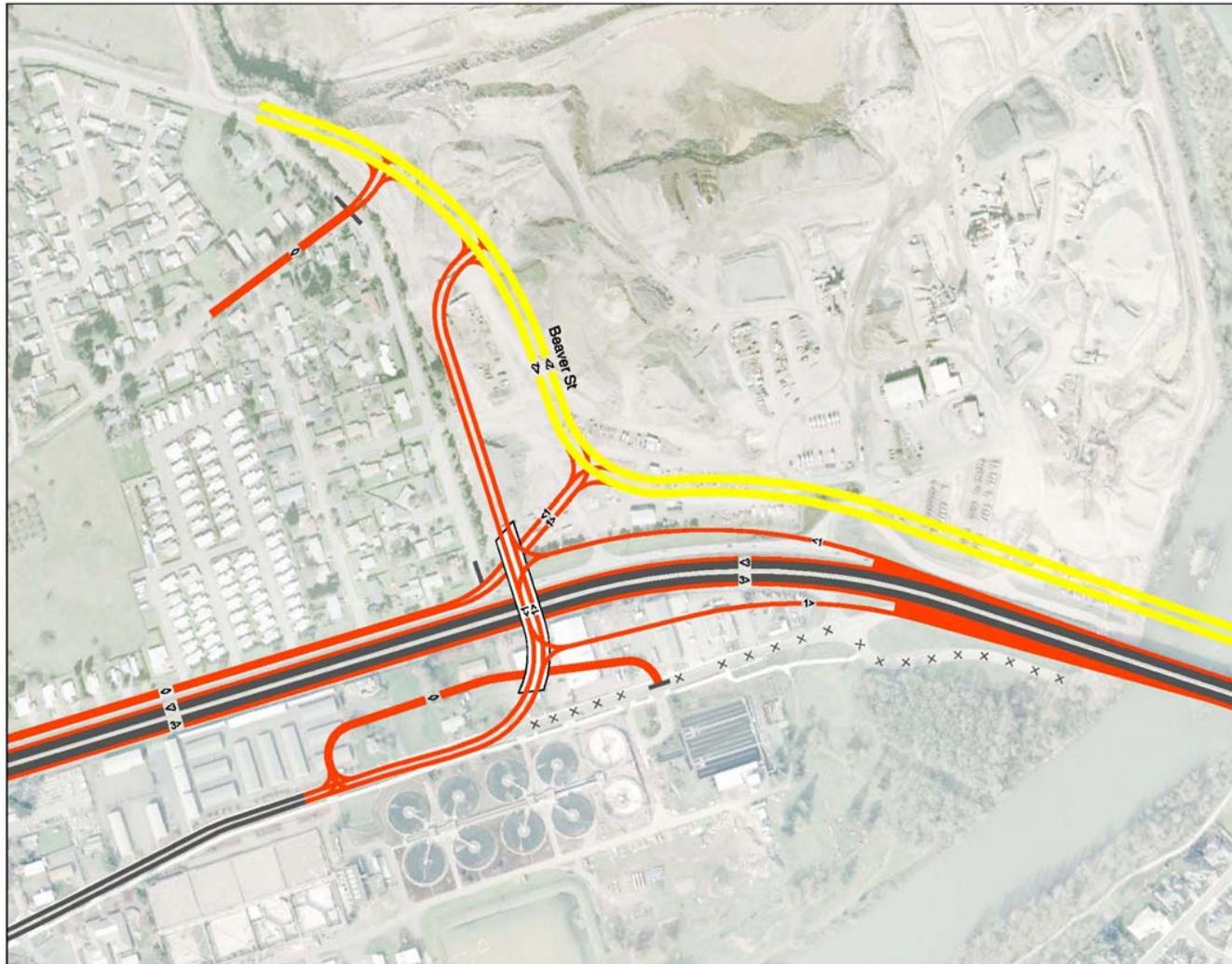


River Avenue/Division Avenue Interchange: Auxiliary Lane Concept Option 1



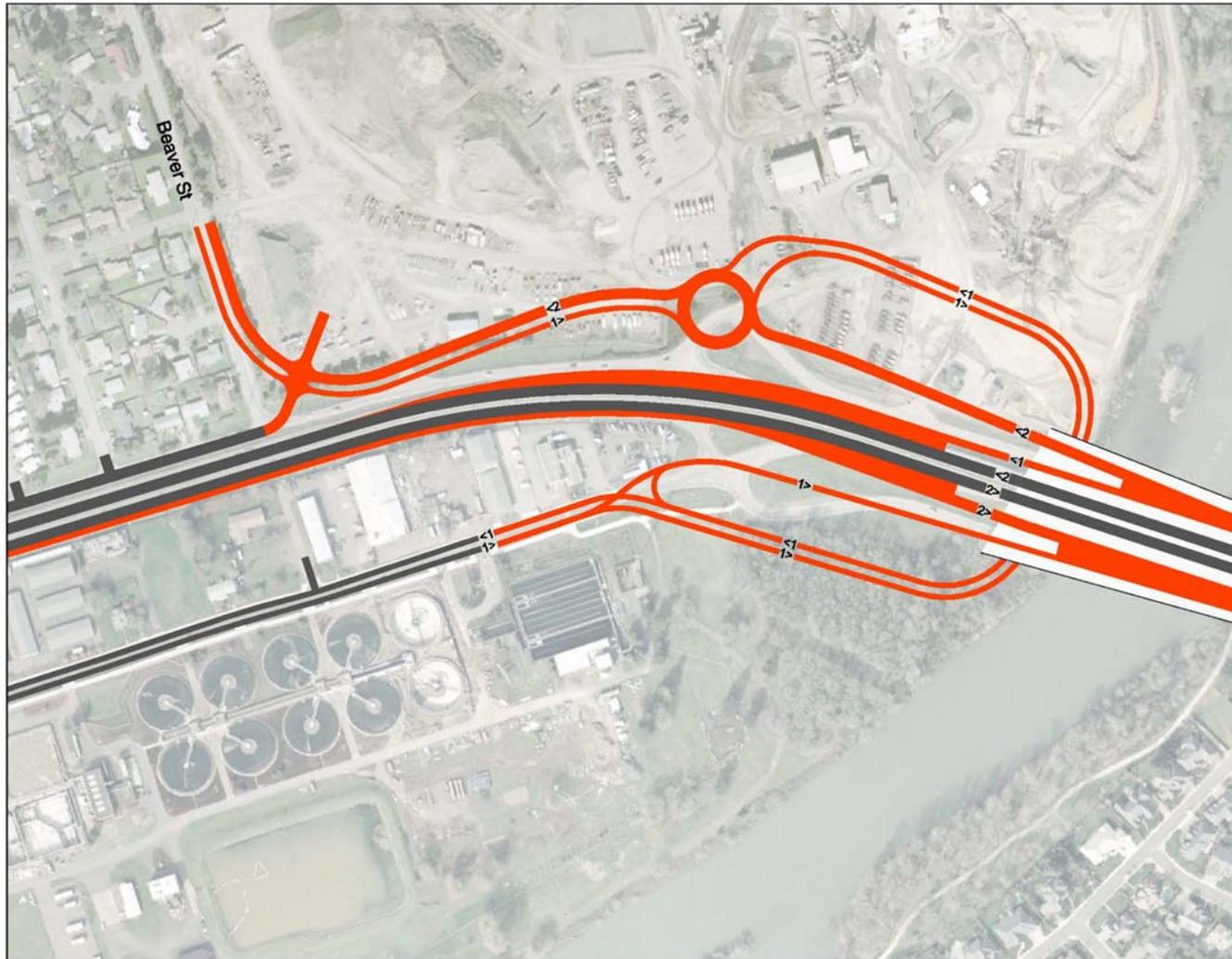


***River Avenue/Division Avenue Interchange:
Auxiliary Lane Concept Option 2***



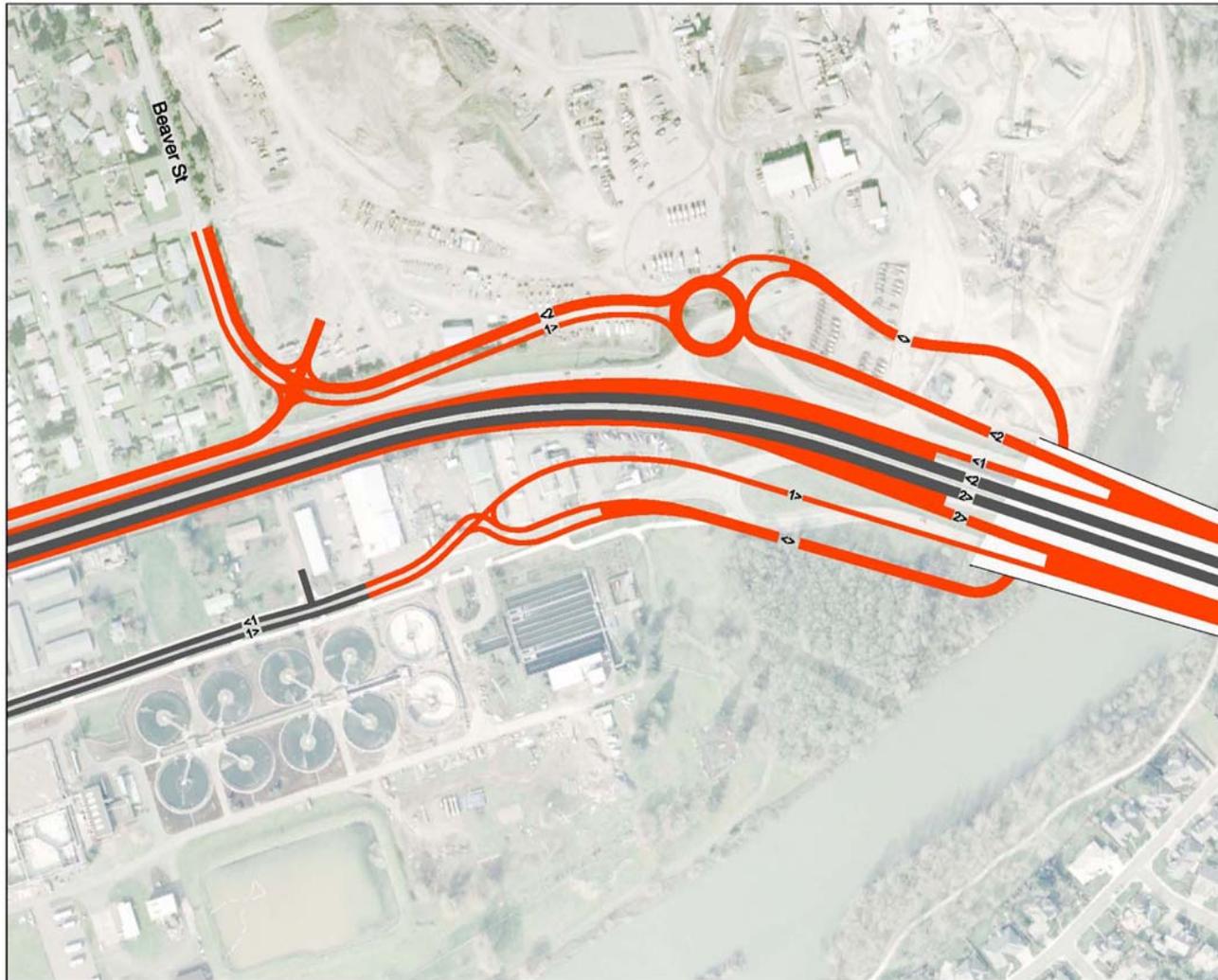


River Avenue/Division Avenue Interchange: Collector-Distributor Option 1





River Avenue/Division Avenue Interchange: Collector-Distributor Option 2





Delta Highway: Safety

- Beltline Highway at the interchange and near the Green Acres on-ramp is identified as a SPIS site
- Crashes are reported for the eastbound to southbound Beltline Highway off-ramp, and leading to the westbound off-ramp



Delta Highway: Operations

- In the future, commercial accesses at Delta Oaks and Delta Highway/Green Acres Road intersection will fail to meet county and city operation standards
- Traffic queues extend along Green Acres Road from the Delta Highway signal blocking commercial accesses and the signal to Home Depot

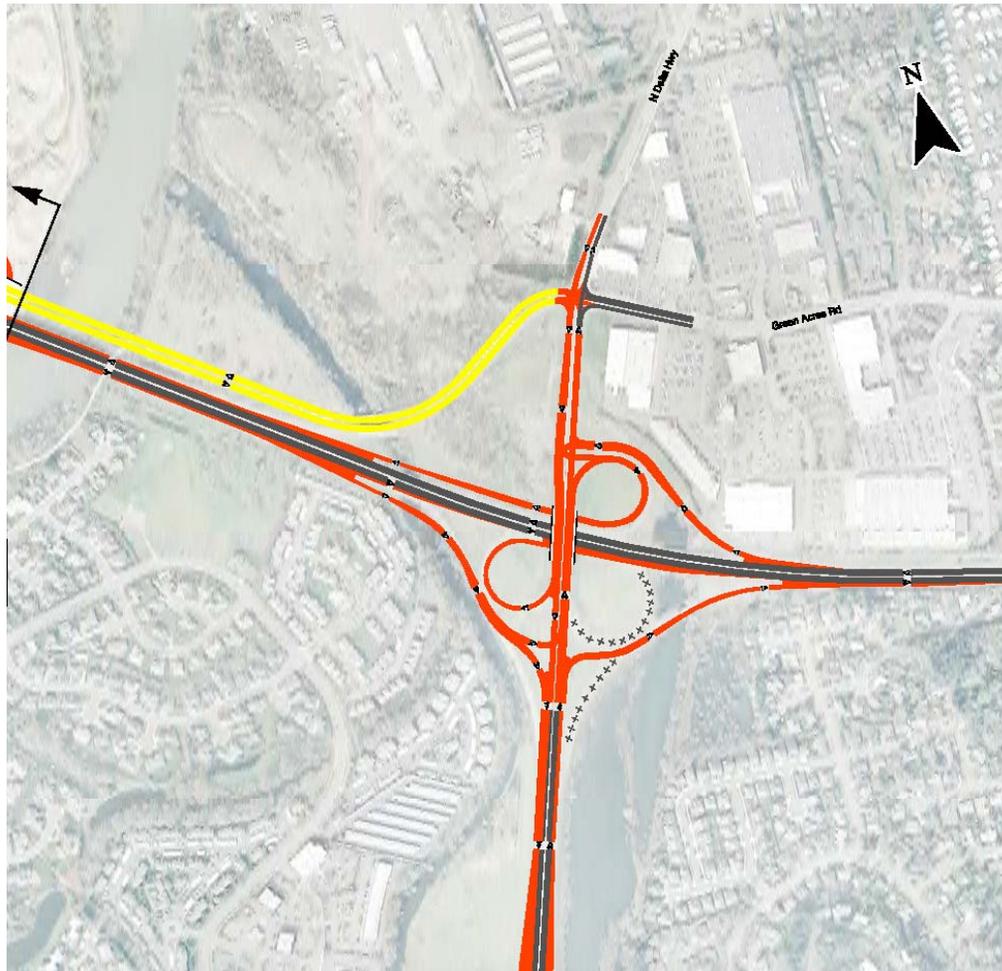


Delta Highway: Alternate mobility standards

- Westbound on-ramp operates within the mobility target (.90 v/c) today, but exceeds the target in the future
- Westbound off-ramp operates within Lane County standard (.85 v/c) now and in the future

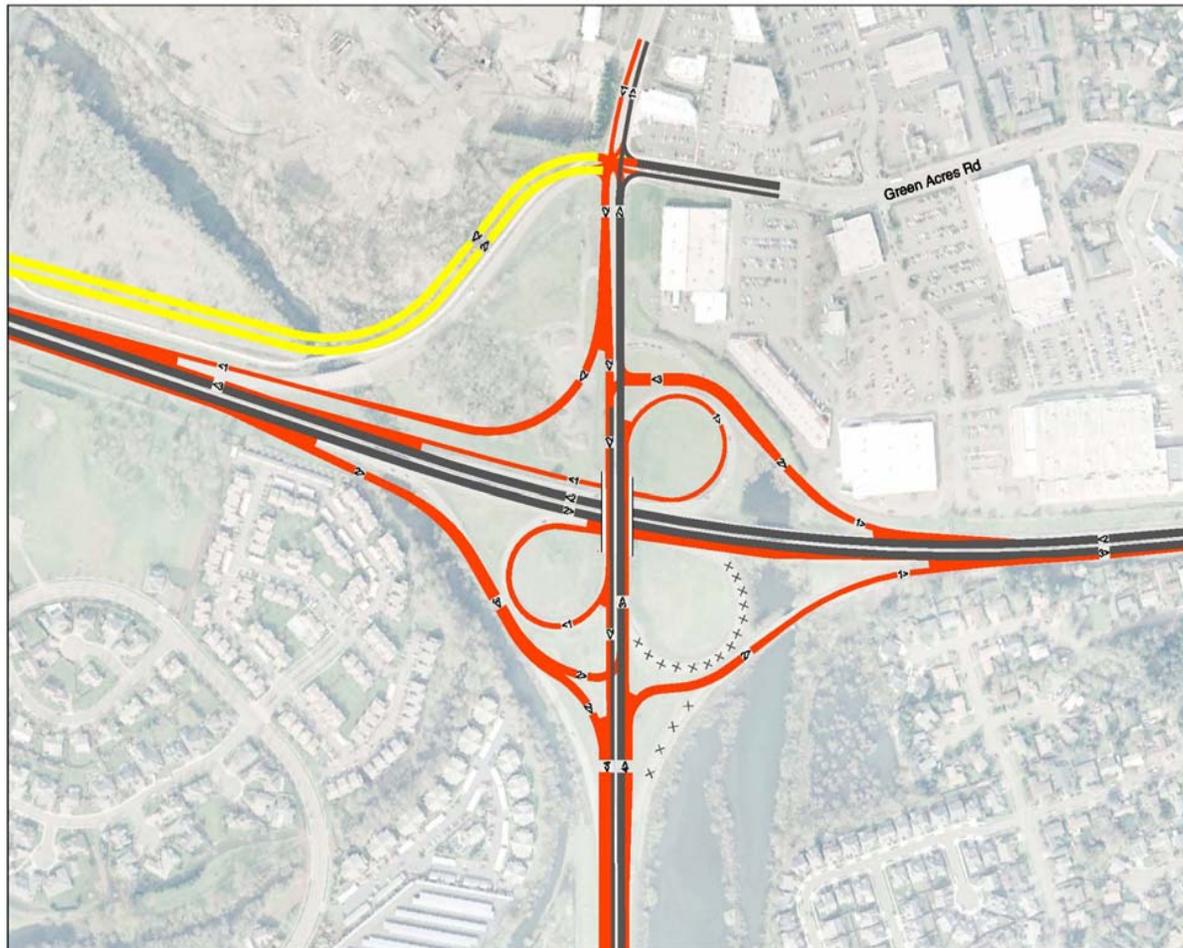


Delta Highway Interchange: Improve Existing Concept





Delta Highway Interchange: Auxiliary Lane Concept





Delta Highway Interchange: Collector-Distributor Concept





Moving Forward

- ODOT has \$5 million in funding for NEPA and design, but does not have any construction funding.
- Before NEPA can begin, the facility plan must be adopted by the City of Eugene.
 - Likely as part of the TSP update
 - Timing is uncertain
- NEPA will take at least 2 years to complete depending on the type of documentation required.