



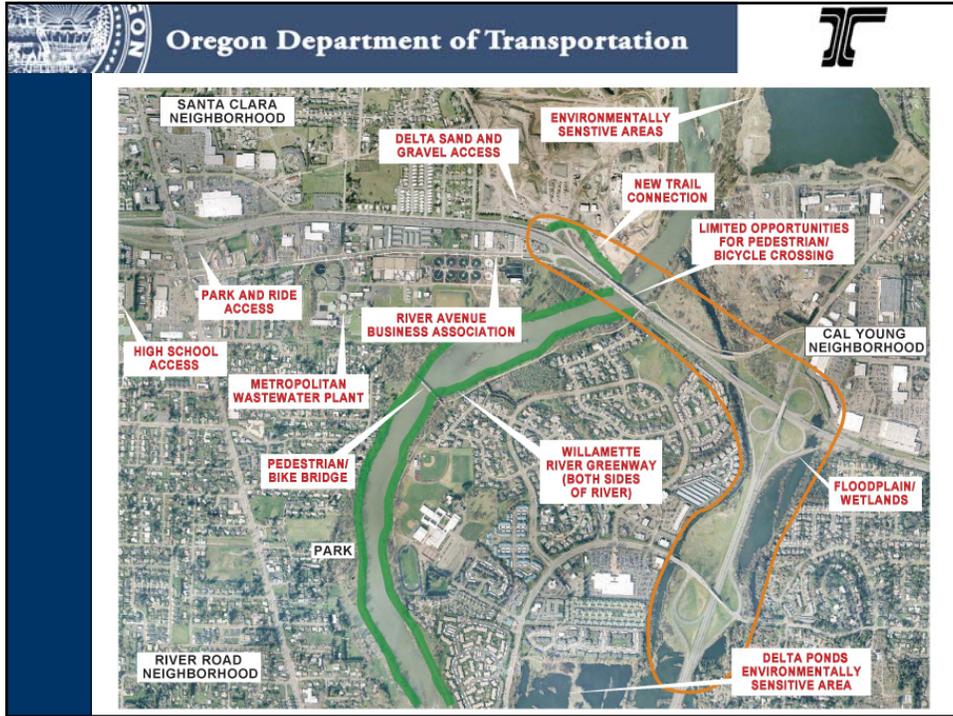
***Beltline Road:
River Road to Coburg Road***

***Stakeholder Advisory Committee
July 15, 2009***



What we will discuss today...

- Area opportunities and constraints
- Corridor-specific operational and physical considerations
- Families of Concepts
- Next steps



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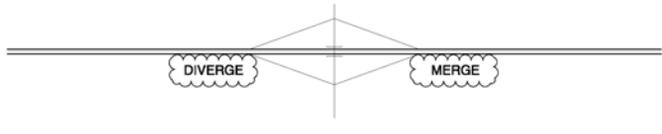
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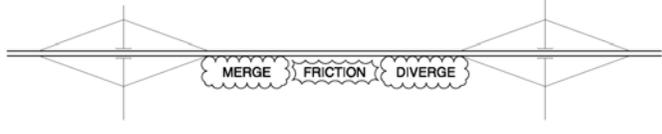


Interchange Influence Areas

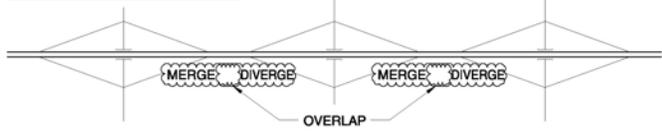
SINGLE INTERCHANGE



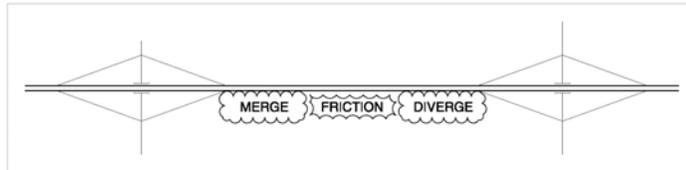
MULTIPLE INTERCHANGES



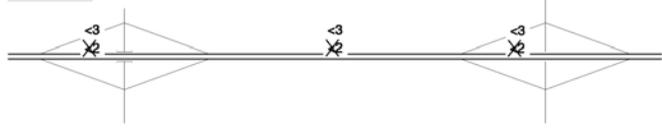
CLOSELY SPACED INTERCHANGES



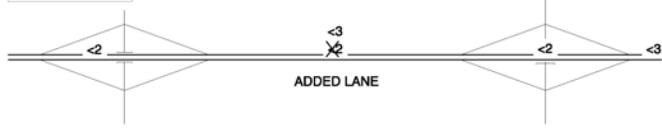
Options for Multiple Interchanges



ADD LANES

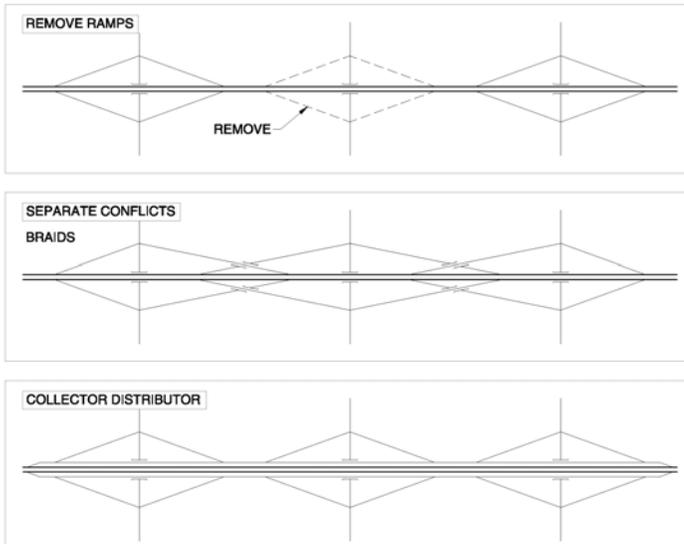


AUXILIARY LANES





Options for Closely Spaced Interchanges



Ramp Braid and CD Road: Examples



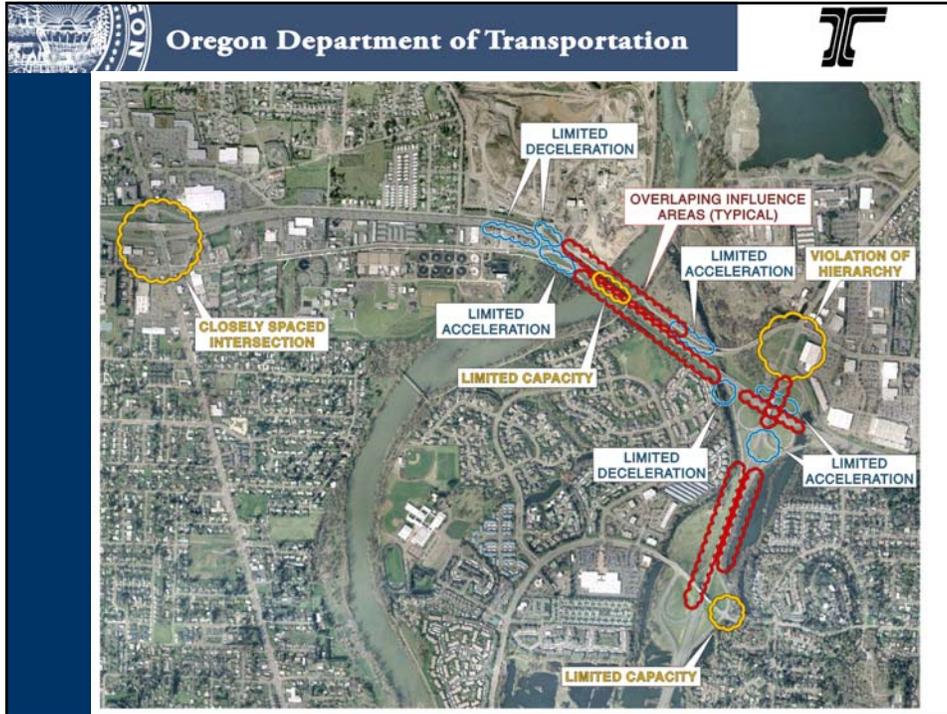


Let's apply these considerations to the Beltline corridor...

- Operational
- Influence Areas
- Capacity







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Families of Concepts

- System Considerations
- Beltline Highway Capacity
- Interchange Capacity



System Considerations

Investigating ways
to off load Beltline...





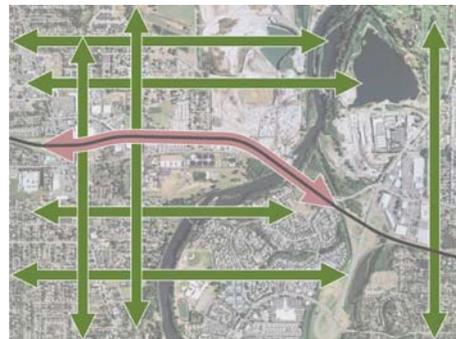
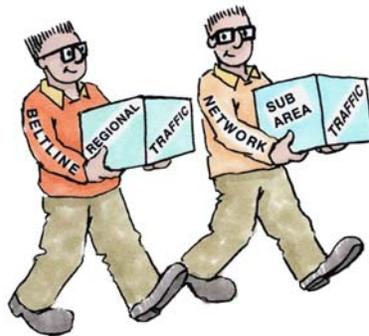
System Considerations

- Transportation System and Demand Management (TSM and TDM)
 - ITS treatments (i.e. ramp meters, variable message signs)
 - Bus rapid transit / carpool program / HOV
- Network improvements
 - Beaver Street Extension
 - NW Expressway
- River Crossings
 - North of Beltline Hwy.
 - South of Beltline Hwy.
 - North and south of Beltline Hwy.
- Others



System Considerations

Network improvements may help carry the load...





Beltline Highway Capacity

- 2 lanes in each direction
- 3 lanes in each direction
- Apply Auxiliary Lanes
- Consider Collector-Distributor (CD) Roads



Beltline Highway Capacity



River Road to River/Division Avenue

**Examples:
Auxiliary lanes
between
interchanges**



Northbound Delta Highway



Interchange Capacity

- Upgrade All Existing Locations
- Remove Select Interchanges or Ramps
- Add a Partial Interchange



Upgrade All Existing Locations

- River Road
 - Diamond Forms
- River/Division Avenues
 - “Diamond” Forms*
- Delta Highway
 - System Forms with Service Connections*
 - Consider Good Pasture Island Road

* Ramp braids or CD roads may be needed

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River Road

DIAMOND FORMS

RAMP BRAIDS OR C-D ROADS

UPGRADED

HIGH CAPACITY

TIGHT

SINGLE POINT

OTHER

ROUNDBOUNT

SPLIT

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River/Division Avenue

RAMP BRAIDS OR C-D ROADS

DIAMOND FORMS

RAMP BRAIDS OR C-D ROADS

MODIFY EXISTING

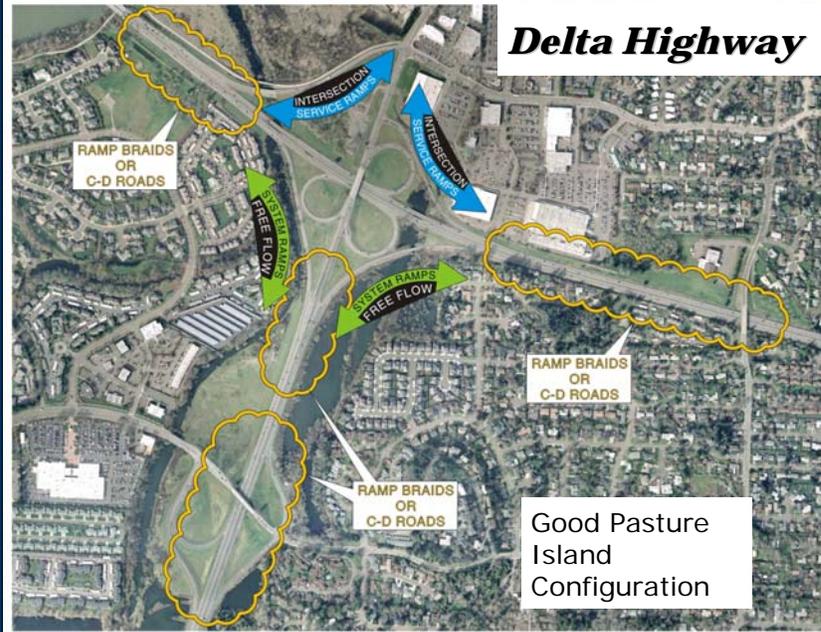
TRUE DIAMOND

SPLIT DIAMOND WITH RIVER

- Remove Ramps?
- All
- Some
- Relocate



Delta Highway



System-Service Interchange--Examples





Interchange Capacity

- Upgrade All Existing Locations
- Remove Select Interchanges or Ramps
- Add a Partial Interchange



Remove Select Interchanges or Ramps

- River/Division Avenue*
 - Remove All Ramps
 - Remove Select Ramps
 - Shift Select Ramps



*River/Division Avenue in its present form has the least network connectivity



Interchange Capacity

- Upgrade All Existing Locations
- Remove Select Interchanges or Ramps
- Add a Partial Interchange

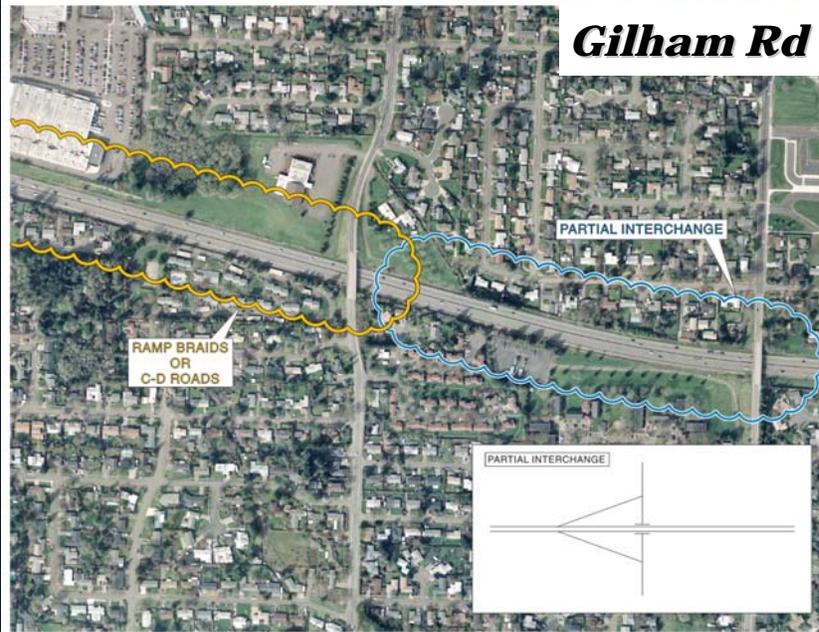


Add Partial Interchange

- Must have network benefit
- Gilham Rd has the most network connectivity
- Proximity to Coburg Rd limits ramps to the east
- Generally undesirable spacing for a new access to Beltline Hwy
- Inconsistent with ODOT interchange spacing policy



Gilham Rd



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Concept development process

