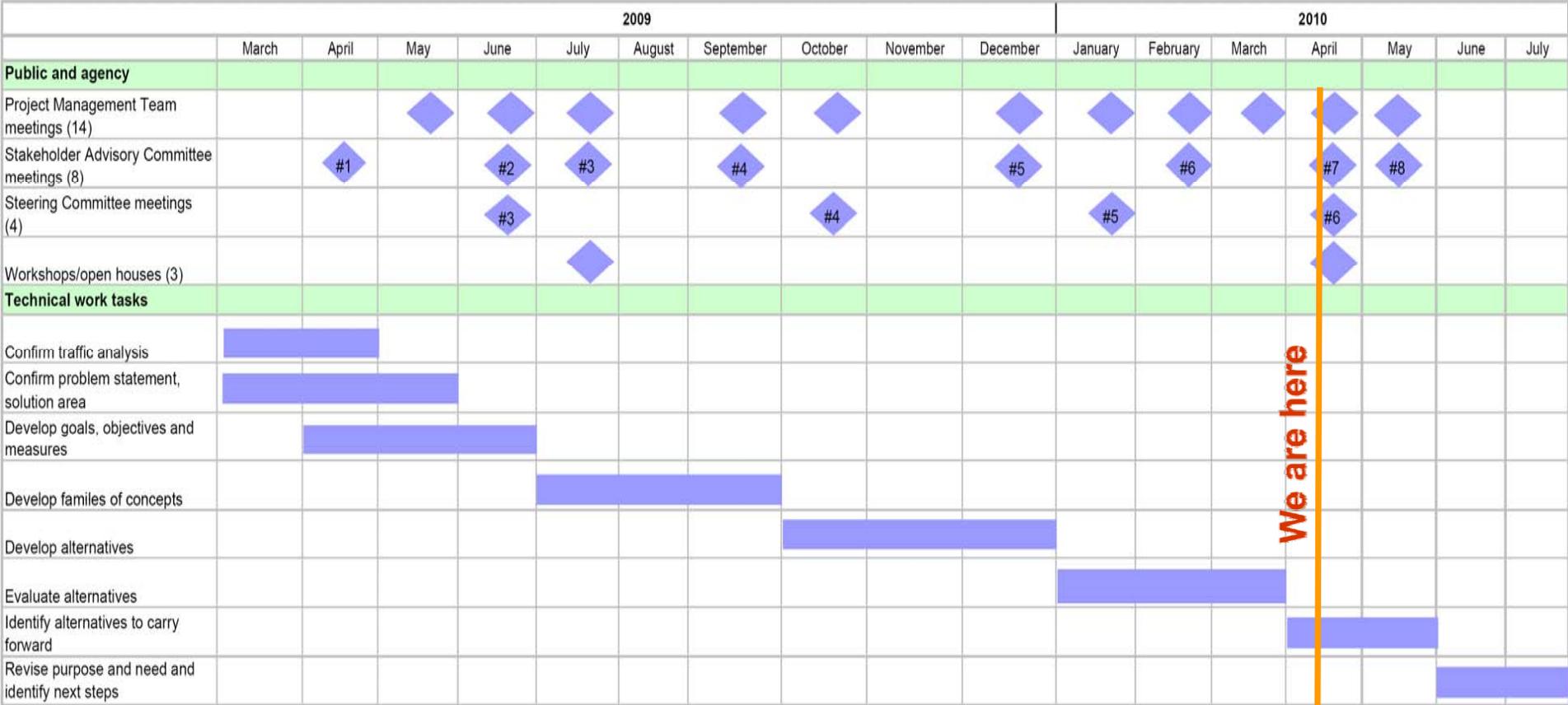

Welcome to Our Open House!

While you are here, please:

- Sign-in
- Review project information and talk to staff
- Complete a comment form

Beltline Phase 2 Schedule

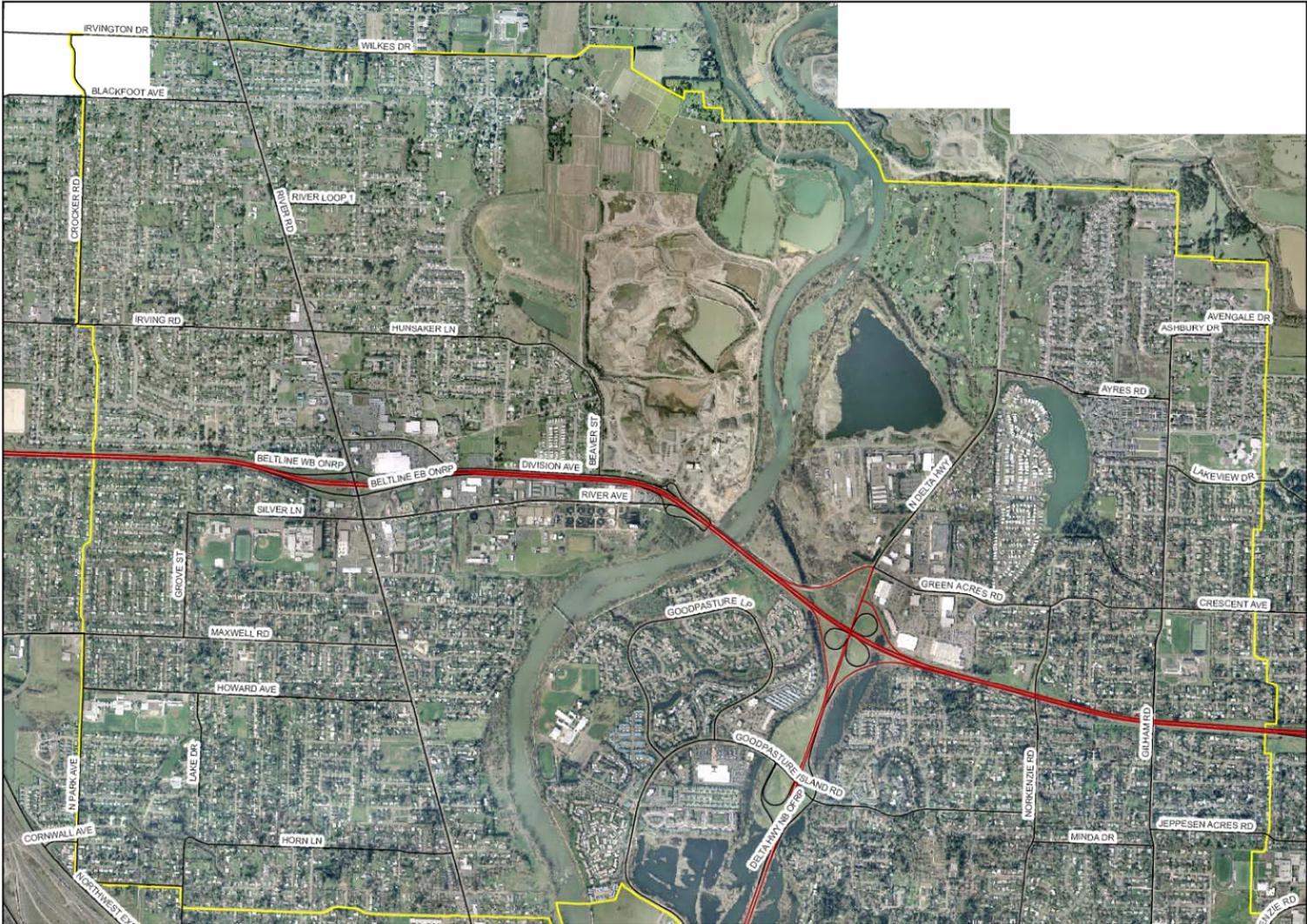


We are here

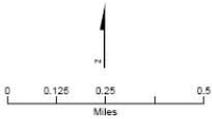
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Project Study Area



LEGEND
Study Area Boundary



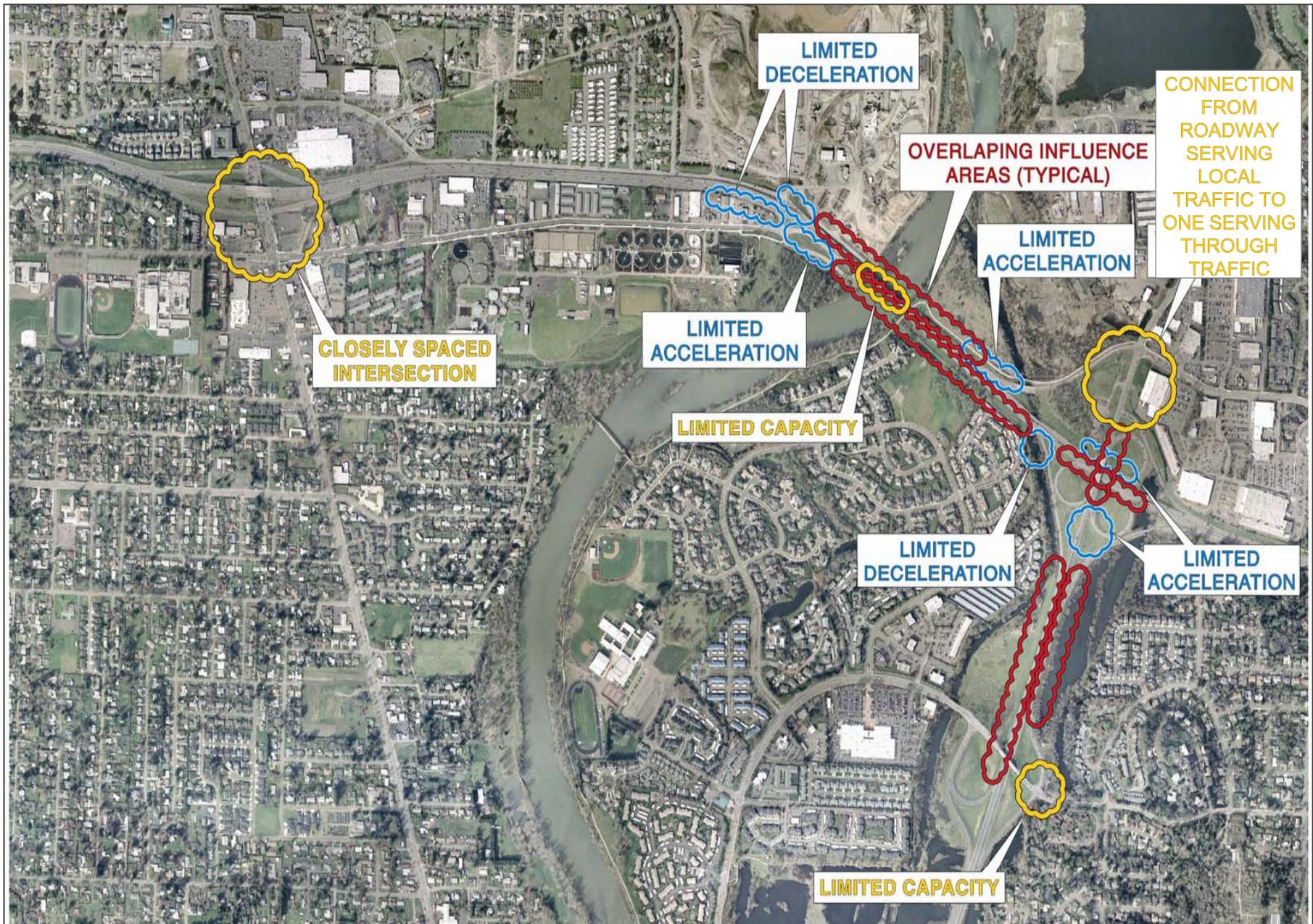
BELTLINE HIGHWAY: COBURG ROAD TO RIVER ROAD STUDY

What is a Facility Plan?

- A strategy to improve the Beltline Highway (from Coburg Road to River Road). It will:
 - Identify long-term improvements
 - Identify short-term projects to improve safety and reduce congestion

Future Traffic Analysis - 2031

- Of all trips on the Beltline Highway:
 - **50%** are Regional Trips (medium-length trips that start or end in the study area)
 - **30%** are Through Trips (longer trips that start and end outside of the study area)
 - **20%** are Local Trips (short trips start and end within the study area)



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Evaluation Criteria

- Mobility, reliability, and connectivity
- Safety
- Community livability and economic vitality
- Environmental impacts
- Cost effectiveness

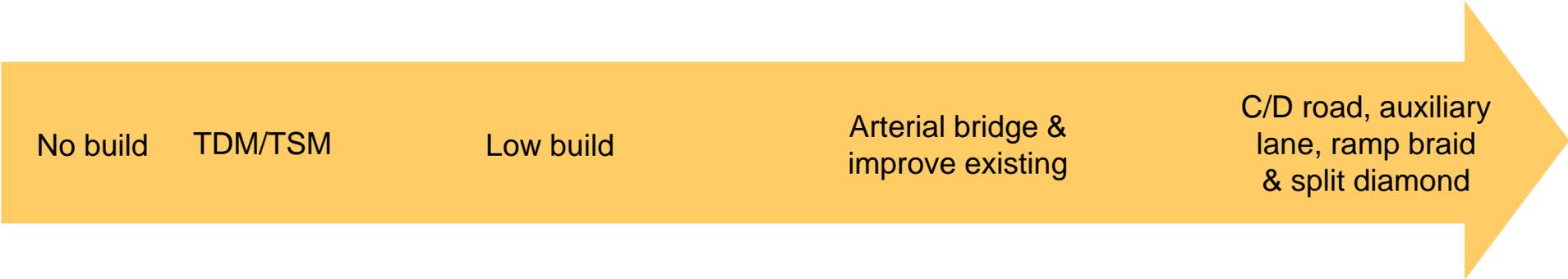
Concept Range

Lower costs

\$

Higher costs

\$\$\$



No change in footprint

Larger footprint

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No Build Concept

The No Build 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

Transportation Demand and System Management (TDM/TSM)

TDM/TSM techniques on the Beltline Highway:

- Will not reduce demand enough to significantly reduce congestion
- Could be combined with any other long-term strategy or implemented in the short-term
- When implemented with other improvements, TDM/TSM could ensure that existing infrastructure is used as efficiently as possible

TDM techniques may include:

- Increased transit service and facilities
- Bike and pedestrian facility improvements
- Ridesharing
- Teleworking programs

TSM techniques may include:

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

Low Build Concepts

Evaluation highlights

- Concepts 1 and 2 make safety and capacity improvements at key bottlenecks, but do not significantly improve traffic; there are no major community or environmental impacts.
- Concept 3 will improve safety and capacity across the river, but have natural resource impacts near the river crossing.

Three low build concepts aim to improve safety and mobility on Beltline:

- **Concept 1:** Lengthens ramps to the Delta Highway
- **Concept 2:** Adds a lane at the Delta Highway on-ramps to give entering traffic more time to get up to speed and improves the loop ramps at the Delta Highway
- **Concept 3:** Adds a new lane between the Delta Highway and River/Division avenues and improves the Delta Highway interchange

Improve Existing Concept

Evaluation highlights

- Provide some improvements to safety and mobility
- Have fewer impacts than the higher build options

This concept maintains a similar design to today, but upgrades problem areas, it includes:

- A redesigned Delta Highway interchange to include two loop ramps
- A new lane in both directions across the river
- Removing the on-ramp from Green Acres Road
- Modifying ramps at their current configuration and location

Arterial Bridge Concept

Evaluation highlights

- Provide new connectivity into Santa Clara neighborhood
- Provide a new route for bikes, pedestrians and transit
- Have some community and environmental impacts

This concept constructs a new arterial bridge from Green Acres Road to Division Avenue:

- The arterial bridge provides a local connection for traffic and an alternative route over the Willamette River.
- Upgrades to the Delta Highway interchange would provide a connection to the arterial bridge (would remove the Green Acres Road connection to westbound Beltline Highway).

Auxiliary Lane Concept

Evaluation highlights

- Provide improved traffic flow on the highway and a new arterial connection
- Add a lane for merging and diverging movements
- Have some environmental and community impacts

This concept adds a new lane to the Beltline Highway between River Road and Delta Highway. It includes:

- New local bridge (Local Arterial Bridge Concept)
- A redesigned Delta Highway interchange with two loop ramps
- A redesigned River/Division Avenue interchange to provide an overcrossing of the Beltline Highway instead of the existing undercrossing

Split Diamond Concept

Evaluation highlights

- Provide improved traffic flow on the highway and a new arterial connection
- Convert Division Avenue to a highway facility for westbound traffic entering at River Road and shifting all local traffic to Lone Oak
- Have some environmental and community impacts

Combines the River/Division and the River Road interchanges. It includes:

- The local bridge described in the Local Arterial Bridge Concept
- A redesigned Delta Highway interchange to include two loop ramps in opposite quadrants of the interchange
- Reconstructs the River/Division interchange to create the “split diamond” access with River Rive, particularly from the westbound direction

Collector-Distributor Concept

Evaluation highlights

- Provide improved traffic flow and safety by shifting all merging and weaving to a parallel roadway
- Have some community and environmental impacts

This concept includes:

- A “collector-distributor” (C-D) roadway parallel to Beltline Highway from River-Division Avenue east of Delta Highway. Traffic entering and exiting the highway in this segment would use the C-D roadway rather than the existing highway.
- A redesigned Delta Highway interchange to include two loop ramps in opposite quadrants of the interchange.
- Reconstructed ramps at River/Division Avenue and River Road.

Ramp Braid Concept

Evaluation highlights

- Provide improved traffic flow and safety by eliminating merging and weaving with the grade-separated ramps
- Have some community and environmental impacts
- Be expensive and difficult to construct in phases

This concept would build ramps over or under one another, physically separating the entering and exiting traffic. The concept includes:

- A redesigned Delta Highway interchange to include two loop ramps in opposite quadrants of the interchange.
- Reconstruction of the study area interchanges, especially the River Avenue/ Division Avenue interchange

Mobility, reliability and connectivity	TDM/TSM Measures	Low build 1	Low build 2	Low build 3	Improve existing	Local arterial	Auxiliary lane	Split diamond	C-d Road	Ramp braid
Demand to capacity ratio										
Operations on ramps and interchanges										
Trip length and travel time										
Connectivity for all modes										

- Addresses criterion best
- Does not make any change relative to the criterion
- Partially addresses the criterion
- Negatively impacts criterion

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Safety	TDM/TSM Measures	Low build 1	Low build 2	Low build 3	Improve existing	Local arterial	Auxiliary lane	Split diamond	C-d Road	Ramp braid
Engineering best practices										
Conflict points between motorists										
System redundancy/mobility for emergency response										

- Addresses criterion best
- Partially addresses the criterion
- Does not make any change relative to the criterion
- Negatively impacts criterion

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Community livability and economic vitality	TDM/TSM Measures	Low build 1	Low build 2	Low build 3	Improve existing	Local arterial	Auxiliary lane	Split diamond	C-d Road	Ramp braid
Residential impacts										
Business impacts										
Consistency with community goals										
New or improved multimodal facilities										
Safe and convenient access to interchange area businesses										

- Addresses criterion best
- Does not make any change relative to the criterion
- Partially addresses the criterion
- Negatively impacts criterion

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Environmental impacts	TDM/TSM Measures	Low build 1	Low build 2	Low build 3	Improve existing	Local arterial	Auxiliary lane	Split diamond	C-d Road	Ramp braid
GHG changes (VMT)										
GHG changes (vehicle delay)										
Impacts to sensitive habitats										

- Addresses criterion best
- Partially addresses the criterion
- Does not make any change relative to the criterion
- Negatively impacts criterion

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Cost effectiveness	TDM/TSM Measures	Low build 1	Low build 2	Low build 3	Improve existing	Local arterial	Auxiliary lane	Split diamond	C-d Road	Ramp braid
Ability to phase										
Construction costs	L	L	L	M	M	M	H	H	H	H

- Addresses criterion best
- Does not make any change relative to the criterion
- Partially addresses the criterion
- Negatively impacts criterion

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Dot exercise

Please place a dot under the three concepts that you would most like to see studied further.

No Build	TDM/TSM Measures only	Low build 1	Low build 2	Low build 3	Improved Existing	Local Arterial	Split Diamond	Auxiliary Lane	Collector-Distributor	Ramp Braid

Next Steps

- Narrow the range of concepts to study further
- Develop short term system concepts to address the immediate safety and congestion issues on the Beltline Highway
- Document project and confirm purpose and need statement