



# Beltline Highway: Coburg Road to River Road Plan

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## About the Project



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.

## Current Status

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 will be reviewed by the SAC and PSC in February and March. A public open house will be held in March to provide additional opportunity to review the evaluation and provide input about which concepts should be studied further.

Plan to join us at our next project open house:  
5:30-7:30 p.m. Tuesday, March 16  
Irving Grange  
1011 Irvington Drive, Eugene

More information about the project and open house are available at [www.beltlineplan.com](http://www.beltlineplan.com).

## Alternatives Evaluated

Graphics of each concept are available on the project website ([www.beltlineplan.com](http://www.beltlineplan.com)). A brief description of each of the concepts is provided here. Each concept will be evaluated through a range of project goals that include community livability and economic vitality, safety and mobility, environmental impacts, and project costs.

### **No Build Concept**

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

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

These measures would optimize the existing network of streets and Beltline Highway in particular without any infrastructure improvements on the highway. TDM and TSM measures could be implemented with any of the following measures, but are also evaluated on their own. TDM techniques could include increased transit service, bicycle and pedestrian facility improvements, park and rides, ridesharing and teleworking programs. TSM techniques could include signal timing optimization, striping, signage and lighting, ramp metering, variable signage and travel time notification.

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### ***Low Build Concepts***

These concepts attempt to address issues on the Beltline Highway through minimal infrastructure improvements. The low-build concepts could be implemented as early phases of larger projects or as stand-alone projects. These concepts range for adding space for merging and weaving around the Delta Highway on and off-ramps to reconstructing ramps and adding a travel lane across the river.

### ***Medium Build Concepts***

Medium build concepts have larger footprints than the low build concepts and require more construction and changes to the existing highway interchanges. The medium build concepts include:

- An “improve existing concept” that would improve the highway in its existing configuration by rebuilding the interchanges and some of the highway to move toward contemporary highway design.
- A “local arterial concept” that would include a new local roadway crossing of the Willamette River just north of the existing Beltline Highway. This option would improve the highway by shifting some traffic from the highway to the new local roadway.

### ***Highway Corridor Concepts***

These concepts require significant reconstruction and investment in the corridor. In addition to the overall changes described here, each concept includes some changes to the interchanges on both the Beltline and Delta highways. The corridor concepts include:

- A “split diamond concept” that 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.
  - An “auxiliary lane concept” that would add a new lane to the Beltline Highway between River Road and the Delta Highway in both directions.
  - A “collector-distributor roadway concept” that would include a new roadway parallel to the Beltline Highway from the River Avenue/Division Avenue interchange to the Delta Highway. Collector-distributor roadways provide a roadway for entering and existing traffic separate from through-traffic reducing conflicts and increasing capacity on the highway.
  - A “ramp braid concept” that 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.
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