

Bypass #13 - Beltline Highway, Highway 69 (MP 3.10-12.76)

Description: Beltline is a four-lane Expressway that extends from its intersection with West 11th Avenue in western Eugene to the interchange with I-5. It serves through traffic as well as major business and residential areas in Eugene. Beltline Highway was added to the state highway system in 1978 as a result of a jurisdictional transfer. The bypass lies within the City of Eugene urban growth boundary, but not entirely within the city limits. Portions outside the city limits are urban. Beltline is a Statewide Highway on the National Highway System.

The project design included widening of Beltline to a four-lane freeway from West 11th Avenue to the Highway 99 interchange with additional northbound and southbound auxiliary lanes between Barger Avenue and Highway 99. A diamond interchange was to be constructed at Barger Avenue and a partial cloverleaf interchange with the planned West Eugene Parkway, with Beltline passing over both of these cross streets. Beltline Highway was to pass over Royal Avenue and under Roosevelt Boulevard, which was planned to extend west of Beltline. The project was planned for construction in three phases with the first phase planned for 1995 and involving the segment from Highway 99 to some point south of the Barger Avenue interchange. The design would facilitate easy crossing of Beltline by pedestrians and bicyclists.

Revised Environmental Assessment: West 11th Avenue to north city limits (City of Eugene), 1995

Construction: Projects were completed in 1997 and 2001 involving MP 3.94-6.49.

Purpose and need:

- Increase capacity to address future needs. Local trips, combined with regional through traffic, result in traffic volumes approaching the capacity of the existing facility. Projected traffic for the design year (2017) will require a freeway facility.
- Provide adequate safety for all users.
- Provide a facility that conforms to design standards.
- Provide a facility that conforms with state, regional, and local planning frameworks and minimizes adverse environmental impacts (especially noise).

The Environmental Assessment project goals included a goal to provide a freeway that serves as a regional transportation facility, accommodates through traffic, allows for reasonable access for area residents and businesses, and minimizes conflicts between local and through traffic.

Land use: Land uses in the early 1990s included residential, industrial, commercial, agricultural and public uses and vacant lands (about 17% of the project area). Planned uses included residential, commercial and industrial. The area contained the largest amount of undeveloped industrial and commercial lands in Eugene. Now a cluster of high tech industries is located at the south terminus of the bypass.

Traffic volumes: Traffic volumes vary considerably on Beltline. At MP 9.85, in 1978 volumes were 42,600. At the same area, volumes for 2000 were 83,700.

Crash rates: At the time of the Environmental Assessment in 1992, the crash rate was similar to the statewide average for urban facilities. The average crash rate for 1998-2000 was 0.89 per million vehicle miles traveled, lower than the state average for urban highways. The dominant types of collisions were rear end, turning movement and fixed object.

Analysis: The bypass is carrying out the purposes listed in the Environmental Assessment. Development has occurred near the bypass because the area is the largest undeveloped land in Eugene's urban growth boundary and Eugene has been expanding. There have been no new accesses/connections.

Primary sources:

- *Beltline Highway, West 11th Avenue to North City Limits, Revised Environmental Assessment, June 1995*
- *Beltline Highway, West 11th Avenue to North City Limits, Environmental Assessment, December 1992*