

Project: OR 42 Expressway Management Plan
 Job #: ODOT00000743
 Subject: Open House Dec. 1, 2011

Reviewer	Company/Affiliation	Address	Phone	Email	Comment
Marvin Husen	Main St. RV Sales	5431 Grange Rd, Roseburg, OR	541-430-6778	marvinhusen@yahoo.com	I am in favor of improvements that bring us a safer highway-- these improvements should be cost effective and quick to implement. Two suggestions: 1. "Slow down" lane at Rolling Hills to allow traffic to get out of the way of high speed traffic behind them; both directions. 2. Same "right turn" "slow down" lane at Umpqua Bank.
Don Jenkins	Rising River RV Park	5579 Grange Rd	541-430-2718	risingrv@charter.net	Traffic light at Grange Rd.- Rolling Hill. 45 mph from I-5 to Winston
Janet Husen	Main St. RV Sales; Green Meadow Trailer Park	5461 Grange Rd. Roseburg OR 97471 / PO Box 2395, Winston, OR 97496	679-6187	mjb6187@charter.net	Lights needed at intersections- by Umpqua Bank, Landers Lane, and Rolling Hills to Grange Rd. In the fog it is nearly impossible to see the turn lanes. Signals needed at Rolling Hills and connector road to Grange Rd. Bike path needed on East side of Hwy 42 all the way to Kelly's corner (Roberts Creek Road) with access to cross to west side bike path under the bridges, as well as at the new Rolling Hills signal. All striping needs to be redone and more reflective. Speed limit needs lowered all the way from Winston to I-5. Speed limits need to be enforced.
Meredith Smith	Resident	115 Victoria Roseburg	430-2990	meredith005@yahoo.com	I'm concerned about the entrance to I-5 from 42. There is only one sign that tells you left lane to Roseburg, right lane to Medford. Most people have figured out and drive in the left lane well before Kelly's Corner (Chevron). However- those that don't know or choose to speed up in the right "empty" lane - then "smash" into the left lane about LOVE's. Put more signs up to direct traffic (before I-5).
Perry Barkalow	(blank)	104 Angelcrest Ct. Roseburg, OR 97471	541-784-9332	(blank)	Getting from Grange Rd. and crossing 42 to go west. Hwy 42 traffic is too fast and oh so crowded.
Tim Latham	Resident	123 Kiss Court Roseburg, OR 97471	541-679-1126	(blank)	1. Noise abatement from trucks, "jake" brake usage and overly loud truck exhaust (caused by oversized exhaust pipe). 2. Corridor Safety- too many accidents at access points.
Wayne Bates	Douglas County Planning Dept. & Roseburg/Douglas Planning Advisory Committee	374 SE Ella St. Roseburg, OR 97470	541-440-0111	gwbates@co.douglas.or.us	Green is an "urban unincorporated area" not a city. Grange entry (east) to Hwy 42 is difficult-- suggest higher priority (also Emil's Way, same).
Susan Jacints	(blank)	Beverly Ct. Green District	541-629-1368	(blank)	Thank you for asking us for our input. Please, please pay attention so to best benefit us.
Linda Miller	N/A	5178 Lance	643-2809	(blank)	I live off Grange Rd. My disabled grandson lives across Hwy 42 in a foster home on Landers Ave. I fear that he might decide to come see me and try crossing Hwy 42. Grange Rd by bank is just plain dangerous. If turning left I never go to that intersection. Instead I go to Rolling Hills. My suggestion is expensive-- a flyover from just east of Melody (Jackie) all the way to the bridge that goes over the RR tracks with freeway type entrance/exits near Carnes Rd. intersection.
BJ & Dixie Long	(blank)	2327 Jackie Ave	541-679-3587	bjlong@charter.net	concern for access if Jackie is closed. Roads around to Rolling Hills is narrow, gravel, and pot holes.
Dick Thornley	(blank)	5110 Grange Rd.	541-643-0037	djthorn1@msn.com	Off lane and on lane at Rolling Hills and Grange Rd. on and off at Hwy 42.
Dana & Molly Jacobsen	(blank)	120 Winston Sec Rd.	679-3218	mases@homeschoolin.com	1. Need dedicated turn lane turning off Hwy 42 going East onto Grange Rd. to get to Bank/Post Office/Subway/McDonald's so traffic doesn't backup and to increase safety. 2. Going onto I-5 from Hwy 42...need two full lanes that go onto Hwy 42 with an additional lane that allows one to immediately exit at the next exit to access south Roseburg without having to merge into a fast lane of traffic and then exit.

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Jenny Jones	Widow of deceased 9/24/10	913 Willis Creek rd. Winston	679-9756	(blank)	<ol style="list-style-type: none"> 1. Have copies of all charts/data for public to take home for personal study. 2. I have asked to serve on committee due to my husband's death 9/24/10 at Grange Rd and Hwy 42. 3. Why can't speed from 1-5 to Winston be lowered to 45 mph now while other long term changes be considered? 4. I would like the speed reduced to 45 mph and traffic light where my husband, George Jones, was killed. A stop light there with no left turn except on green arrow, could have saved him!
Gary Eads	McDonald's	536 Winchester St. F Roseburg, OR Business Adress: 4779 Grange Rd. Roseburg	541-372-8105	gary.eads@partners.mcd.com	<p>Lighting along Corridge; new signal needs timed or co-ordinated to create break in traffic. If access is to change at Grange Rd to McDonald's and other business creat access from Roberts Creek Rd. Right turn lanes to allow cars turning to get out of flow of traffic. Foot bridge over Hwy 42. Thank you for taking input-- was expecting to see plan that was almost complete that would have been presented (complete).</p>
Frank Jacinto	Douglas Co. Traffic Safety Commission	149 Beverly Court, Roseburg 97471	541-679-1368	frja.pr@gmail.com	<p>One particular area of concern is the intersection of Lookingglass and Hwy 42. The westbound speed limit is 45. Entry to 42 from Lookingglass is very hazardous. Traffic entry to wildlife safari is heavy at times and Hwy 42 speed limit is 45 mph- seldom observed. I believe it would be prudent to move both the 45 mph sign and the 30 mph sign east of lookingglass to attempt to get traffic to slow on 42 prior to reaching lookingglass/ an attempt to synchronize the lights at Carnes Road and the 99 northbound light would assist in traffic flow from the Green District to I-5.</p>
(blank)	(blank)	(blank)	(blank)	(blank)	<ol style="list-style-type: none"> 1. Rolling Hills/42/99 Intersection needs signal - many "close calls" and several accidents. 2. Hwy 42- southbound I-5 on ramp the nice banked curve becomes flattened prior to becoming straight-- creating a bad situation because the vehicles lose the support of the banked curve at a high speed-- this has caused accidents. 3. Complete Rolling Hill to cut traffic at school.

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Joyce Thompson		312 S. Savoy Court Roseburg, OR 97471		joycejtson@gmail.com	<p>Thank you for the opportunity to provide feedback on potential work on Hwy 42 in the Green area. I was unable to attend the public meeting you held. I live in the area and have had a concern over the traffic on Hwy 42 since I moved here. One of the people that was killed at Kelly's Corner this last year was from my neighborhood.</p> <p>I read in a publication that, if Green was incorporated, it would be the second largest town in Douglas Co. There's a lot of traffic on Hwy 42 here. Yet, the speed limit through this area is 50 MPH. Knowing human psychology and also knowing that the police frequently do not stop someone unless they are going at least 10 MPH over the speed limit means that drivers are actually driving 60 MPH in the area frequently. I've witnessed it many times. I've also witnessed not only cars but commercial trucks speeding up to make the light. I'm very cautious on entering the intersection or Carnes and Hwy 42 because of that. One simple improvement would be to lower the speed limit and have law enforcement target the area for awhile. I know that people living in Winston would disagree but I feel safety should be the top priority.</p> <p>Another frustration of mine happens every morning on the way to work in Roseburg. Drivers who feel they are more important than anyone else on the road get into the right lane to speed past everyone else and will frequently get back into the right lane at the last minute. This behaviour slows down the traffic for more courteous drivers plus is high risk for an accident. One potential improvement would be to make the right lane an exit only lane from approximately the intersection with Hwy 99. That would at least get more people in the left lane to Roseburg quicker.</p> <p>I'm glad to hear your looking at access to residences and businesses in the area. Because of the heavy traffic in the area, drivers do weird things to be able to cross traffic. I've been in the turn lane for Grange Rd. before and had traffic coming from the opposite direction headed straight at me at a high rate of speed wanting access to the street opposite. I have no potential solutions to this problem other than better access to the residences and businesses. This may mean more stop lights.</p>
Larry Arthur			541-733-9433		OR 42/Carnes Rd. (Kelly's Corner) - Connect Rolling Hills to Happy Valley Rd. would alleviate traffic congestion at the Kelly's corner intersection.
John Westwang			541-643-6807		<p>EB OR 42 merging into left lane just before Kelly's Corner, WB OR 42 turning left into Grange Rd. This is a problem area.</p> <p>Wants something done with the left turn lane on OR 42 at the Grange Rd./Emils Ways intersection. Recommends businesses take access off Roberts Creek Rd. to access Grange Rd.</p> <p>EB OR 42 at Grants Smith Rd. vehicles speed up to merge into left lane to go NB on I-5. This is a problem area.</p>
Kathy Smith					<p>In the News Review on Tues. there is an article on plans for improving Hwy 42. Part of what is in the article is that ODOT plans " Two streets and private driveways emptying onto the highway will be closed as part of that project to improve safety."</p> <p>As my main concern is with access, I am writing you to request information on these planned closures. I do know sometimes the information in the news paper is different than what is the actual case, but, I saw nothing at the public meeting or at the CAC meeting about closing roads.</p> <p>I did speak with Mike Lettrell at the County and told him we are very concerned that ODOT does not eliminate left turns onto Grange Rd at the Emils Way end. Mike also told me he did not think the access to the light behind Shirtcliff's would work as it would not have enough room for stacking traffic.</p> <p>These are John and my main concerns now. I did speak with a tenant the other day and he is most concerned with the speed on Hwy 42.</p> <p>Thank you for your time and for allowing my input.</p>

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Tim			(541) 679-6771		I received a telephone message from a citizen that lives in Green expressing concerns of the vertical curve westbound from I-5 to Kelly's corner. Driver expectation is to look up for a signal, but the vertical curve and high speed does not prepare a driver for a traffic signal. The traffic signal at Kelly's corner seems to be located in a hole.
John Oltman	ODOT				At the Hwy 42 EMP open house last night, a question came up from the general public asking why there were not more signs heading east bound beyond Kellys Corner showing the right hand drop lane to SB I-5. They were concerned about the traffic imbalance and the people who would come up on the right side then try to cut in to head north. They understood the local's behavior but they were concerned the lack of signing did not give "out of towners" enough warning of the drop lane. This question will probably come up in the comment cards given to the consultant. I do not have a direct way to answer the inquirer so our response will have to be routed back thru the planning consultant.