

OR 42 Expressway Management Plan Technical Advisory Committee (TAC)

Meeting #1

10:00 AM to 12:00 PM

November 30, 2011

ODOT Region 3 Offices
3500 NW Stewart Parkway
Roseburg, OR 97470

Draft Meeting Notes

Attendees: See Attached List

Introductions

Thomas Guevara opened the first Technical Advisory Committee (TAC) meeting with a round of introductions, where each person in attendance stated their name and community or agency they were representing. He introduced himself as the ODOT project manager and identified the consultant team.

Work Completed

Jennifer Danziger, the Consultant project manager, provided the group with a description of project, study area, planning process, and draft goals/objectives that will guide this study. These items were summarized in slides 3 through 6 and are presented in:

- Technical Memorandum #1 – Review of Plans and Policies
- Technical Memorandum #2 – Study Area Definition, Goals and Objectives

Joshan Rohani, the Consultant traffic engineer summarized the work that has been conducted thus far to evaluate existing and future baseline conditions. Slides 7 through 24 summarize the findings which are presented in:

- Technical Memorandum #3 – Existing Conditions
- Technical Memorandum #4 – Future Baseline (no-build) Conditions

Jennifer and Joshan summarized the list of deficiencies that have been identified through observations and analyses to date (slide 25).

The following comments/questions were received during the presentation:

- Although the “green” bridge has several identified deficiencies, the State has had a difficult time finding funds to replace it. Several improvements have taken place in recent years, including improvements to vertical clearance.
- There are a lot of pedestrian crossings between Emils Way and Carnes Road.

- The possibility of creating an economic development goal was discussed by the group.
Consensus on this goal was not reached.

Project Discussion

Jennifer and Joshan opened the floor up for comments, suggestions, and concerns regarding the deficiencies summarized. The intent was to gain perspective and ideas for the next phase of the corridor project: concept development.

The following comments/questions were received during the discussion:

- Should we consider an extension of Emils Way?
- We should consider an extension of Grange Road east to Roberts Creek Road.
- A second southbound left-turn lane may be warranted at OR 99.
- There was interest in evaluating a couple of improvement options (relocation or otherwise) at Lookingglass Road.
- Access control with right-in right-out options was discussed as a possible improvement at several sidestreet locations.
- Can we lower the speed limits in the corridor, or are there ways of redesigning the corridor to lower travel speeds?

Next Steps

DEA will take comments from the advisory committee meetings and open house and use them to develop improvement alternatives to address deficiencies for the next phase of the project. Analysis of the concepts will be conducted; concepts evaluation and presentation will occur during the next TAC and CAC meetings which are expected to occur in late February or early March of 2012. We will provide as much notice as possible about the schedule for those meetings.

Attachments:

Attendance Sheet

PowerPoint Presentation

Sign In Sheet

OR 42 Expressway Management Plan
 Technical Advisory Committee (TAC)
 November 30, 2011

Initials	Name	Agency	Phone No.	E-Mail
	Thomas Guevara Jr.	ODOT Project Manager	541-957-3692	Thomas.Guevara@odot.state.or.us
	Jennifer Danziger	DEA Project Manager	503-499-0381	Jed@deainc.com
	Joshua Rohani	DEA Traffic Engineer	503-499-0259	Jwr@deainc.com
	Ed Moore	DLCD	971-239-9454	ed.w.moore@state.or.us
	John Boyd	Douglas County Planning	541-440-4289	jboyd@co.douglas.or.us
	Mike Luttrell	Douglas County Public Works	541-440-4481	kmluttre@co.douglas.or.us
	Jennifer Sikes	City of Winston Public Works	541-679-6114	jennifer.sikes@winstoncity.org
	Rick Patton	City of Winston Public Works	541-679-6114	rick.patton@winstoncity.org
	Tonya Theiss-Skrip	Cow Creek Tribe of Indians	541-677-5537	ttheiss@cowcreek.com
	Scott Adams	ODOT Local Gov't Liaison	541-957-3636	Scott.Adams@odot.state.or.us
	Pete Castro	ODOT GeoTech	541-957-3603	Pete.T.Castro@odot.state.or.us
	Jim Collins	ODOT Environmental	541-957-3595	James.D.Collins@odot.state.or.us
	Leslie Elbon	ODOT Motor Carrier	541-776-6004	Leslie.A.Elbon@odot.state.or.us
	Bob Grubbs	ODOT Bridge	541-957-3579	Robert.E.Grubbs@odot.state.or.us
	Roxanne Hanneman	ODOT R/W	541-957-3556	Roxanne.M.Hanneman@odot.state.or.us
	Ronald Hughes	ODOT Access Management	541-957-3696	Ronald.H.Hughes@odot.state.or.us
	Robin Marshburn	ODOT Freight	503-986-3696	Robin.L.Marshburn@odot.state.or.us
	Michael Morris	ODOT Roadway	541-774-6370	Michael.L.Morris@odot.state.or.us
	John Oltman	ODOT Traffic Engineer	541-957-3539	John.W.Oltman@odot.state.or.us
	Jarvis Pennington	ODOT District 7	541-957-3666	Jarvis.G.Pennington@odot.state.or.us
	Bob Sechler	ODOT Traffic Investigator	541-957-3541	Robert.A.Sechler@odot.state.or.us
	Peter Schuytema	ODOT TPAU	503-986-4110	Peter.L.Schuytema@odot.state.or.us
	Joe Thomas	ODOT Survey	541-774-6357	Joseph.R.Thomas@odot.state.or.us

ASSISTANT DISTRICT MANAGER

CHARS HUNTER

Dillon Phone

OR 42 Expressway Management Plan (EMP)

Technical Advisory Committee
Meeting #1 – November 30, 2011



Presentation Topics

1. Project Overview
 - Purpose
 - Process
 - Goals & Objectives
2. Work Completed
 - Environmental and Land Use Reconnaissance
 - Existing Conditions Analysis
 - Future Analysis
 - Summary of Deficiencies
3. Next Steps

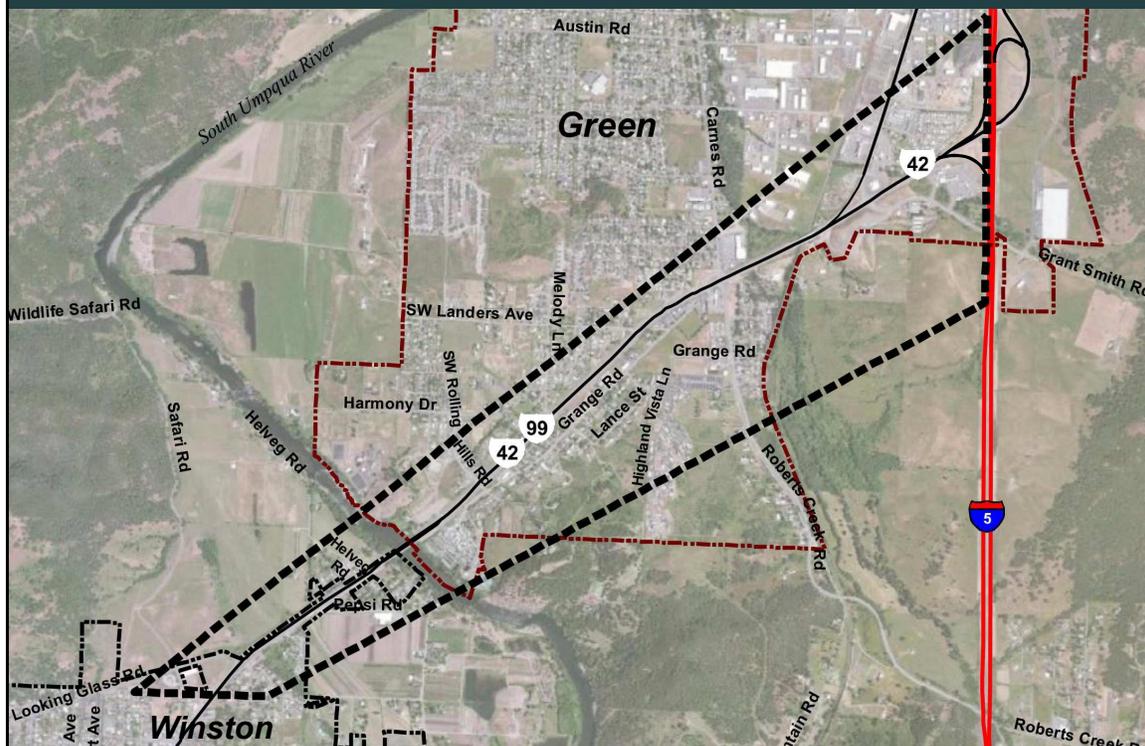


Project Purpose

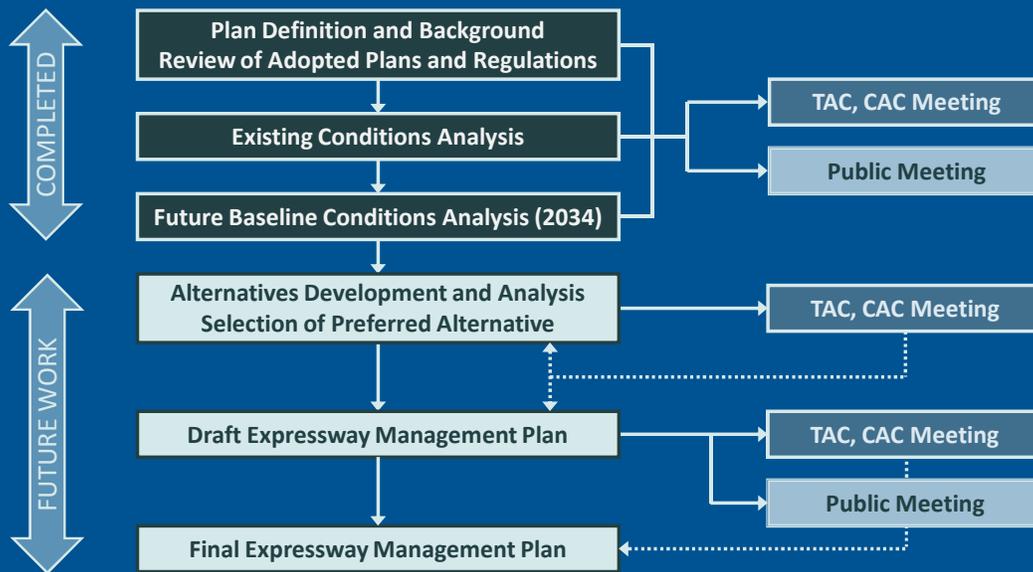
- Determine how the existing highway functions
 - Existing conditions – Year 2011
 - Future conditions – Year 2035
- Identify strategies/improvements to enhance safety and capacity within the corridor
 - Demand and System Management
 - Additional Infrastructure
- Build upon other transportation projects
 - Statewide Transportation Improvement Program
 - I-5 Exits 119/120 Interchange Area Management Plan
 - OR 42 Corridor Plan



Corridor Planning Area



EMP Planning Process



EMP Draft Goals

The goals of this EMP are to develop a plan for improvements that can be implemented over time to:

- Improve safety and operations of the expressway corridor for all modes of travel.
- Upgrade the corridor to meet Expressway standards.
- Facilitate freight travel by maintaining efficient through movement in the corridor.
- Provide better accessibility to Roseburg, Winston, and the Green Area consistent with the adopted local comprehensive land use and transportation plans



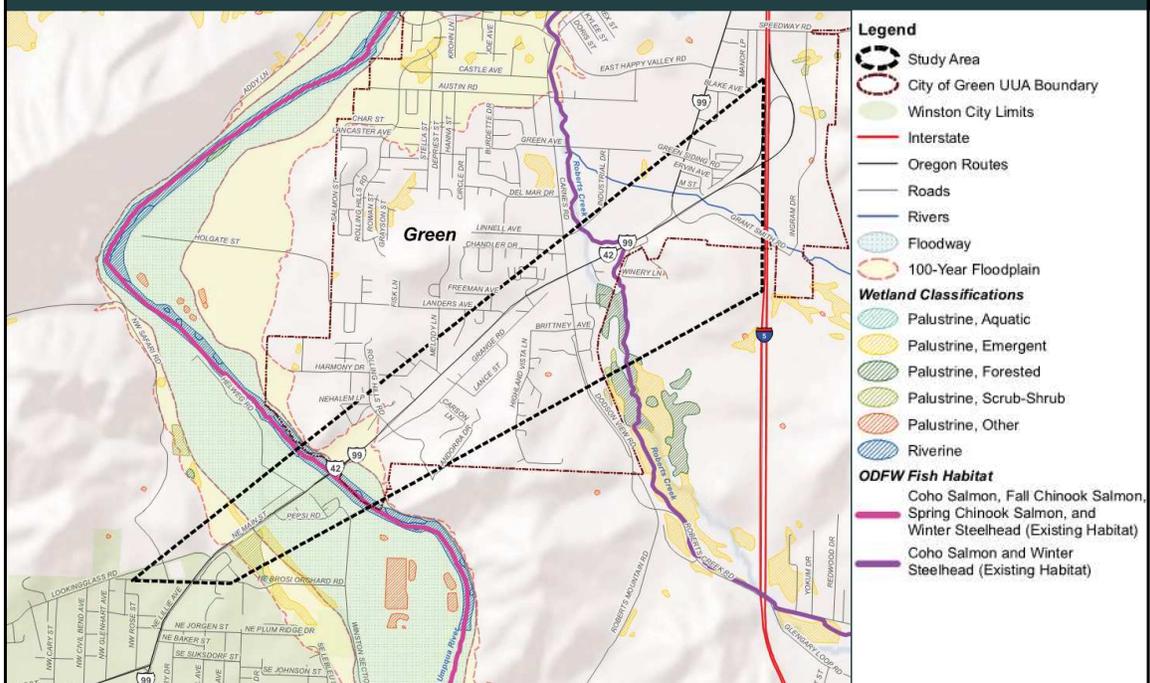
Environmental and Land Use Reconnaissance

Reconnaissance was performed to understand existing environmental and land use issues and to help inform the process of developing conceptual alternatives.

- Environmental Reconnaissance
 - Natural resources such as riparian corridors, wetlands, wildlife habitat, and recreation trails
 - Wildlife crossings and threatened and endangered species
 - Floodplains and floodways



Natural Features



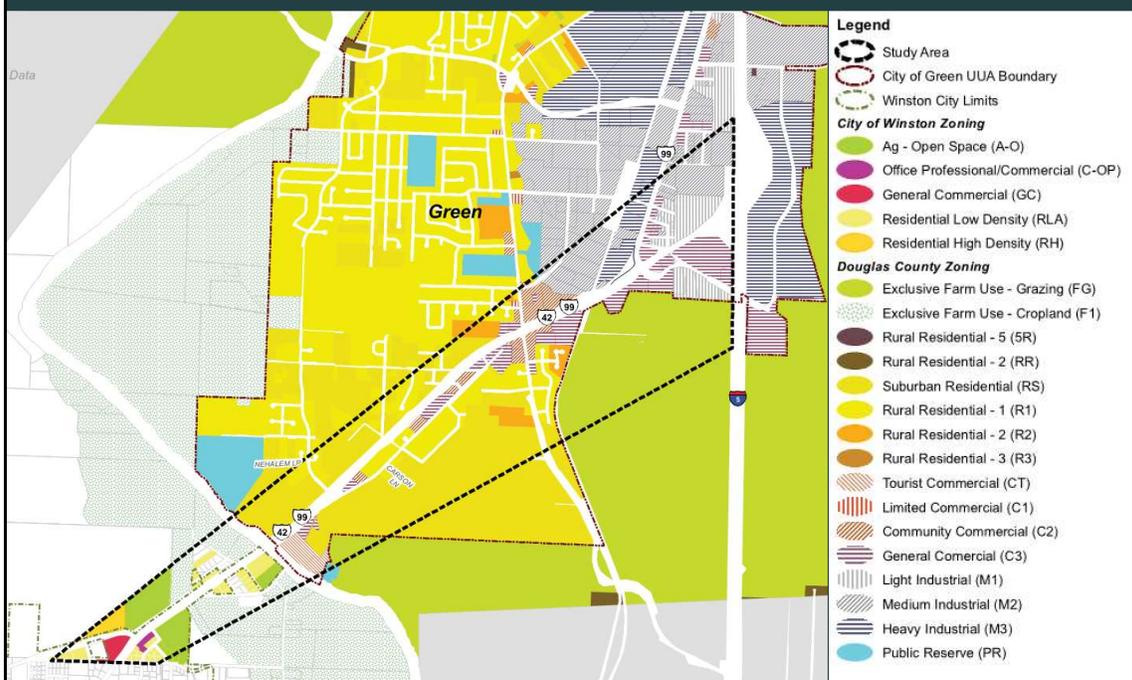
Environmental and Land Use Reconnaissance (continued)

- Land Use Summary
 - Zoning and Comprehensive Plan designations
 - Community features
 - Parks and recreation areas
 - Historical and Archaeological Resources
 - Section 4(f) and 6(f) resources
 - Right-of-way
 - Canals and Culverts
- Socioeconomic and Environmental Justice

Tech Memo #3 includes an Environmental and Land Use “Red Flag” Summary



Zoning Map Designations



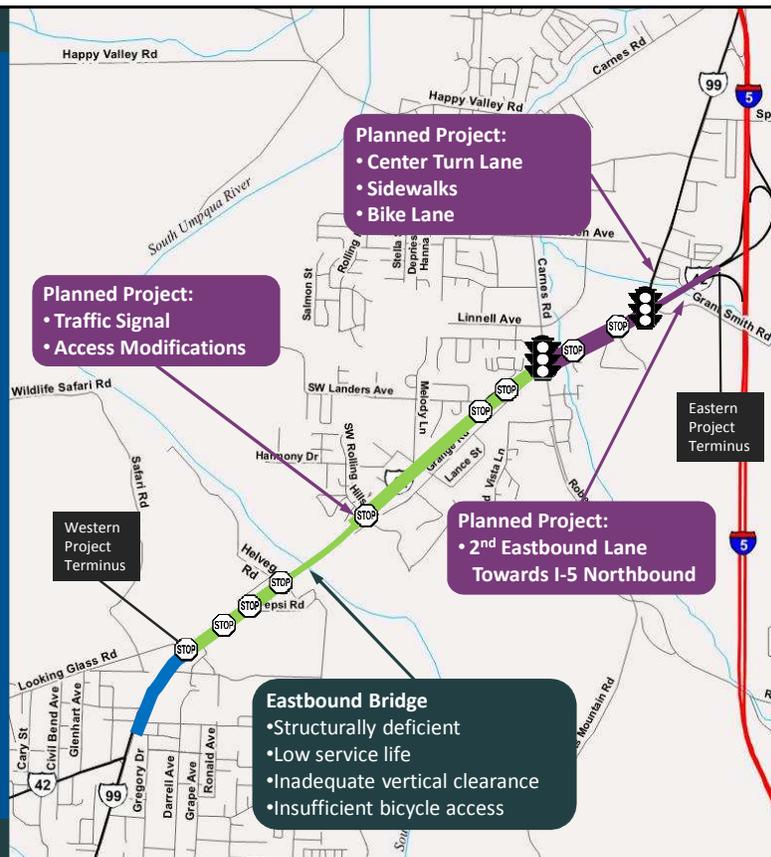
Existing Condition Analysis

- Transportation System Inventory
 - Roadways
 - Pedestrian and Bicycle Facilities
 - Transit
 - Freight
 - Rail
- Traffic Conditions
 - Design Hourly Volumes - 2011
 - Traffic Operations – 11 intersections
 - Crash History – 2005 through 2009

OR 42 Corridor Inventory

LEGEND

- 6 lanes
- 5 lanes
- 4 lanes
- 55 mph
- 50 mph
- 45 mph
- Traffic Signal
- Stop Sign



Pedestrian and Bicycle Facilities

- Sidewalks Present
 - West of the study area (on the south side), until the expressway begins.
 - Only two marked crosswalks (at Carnes Road and OR 99/Grant Smith)
- Bike Lanes Present
 - West of the study area (on the south side), until the expressway
- Multi-use Pathway Present
 - From Lookingglass Road to OR 99/Grant Smith Road along the north side of the expressway
 - Limited crossing opportunities



Other Facilities

- Transit Facilities
 - Two Fixed-Route Services: South County Route 99, and Winston Commuter Route
 - Runs along OR 42 between I-5 and Winston
 - Only one stop in study area (Carnes Road)
 - Paratransit (Dial-a-Ride)
 - Five days per week
 - For those with disabilities who cannot use fixed-routes
- Rail
 - Central Oregon and Pacific Railroad (CORP)
 - No passenger rail service



Existing Traffic Volumes

- 11 Intersections along OR 42
- Common peak hour between 3:45 and 4:45 PM
- Converted to design hourly volumes (DHV) = 30th highest hour
- Traffic count data primarily collected in 2011



Intersection Operations Evaluation

- Performance Measures
 - Volume/Capacity Ratio
 - *Volume = Traffic Demand*
 - *Capacity = Maximum Throughput*
 - Level of Service A through F based on delay
 - 95th Percentile Queues
- Performance Standards
 - ODOT Standards
 - V/C ratio of 0.70 everywhere along OR 42



2011 Existing Intersection Operations

Intersection	Critical Movement	2011 PM Peak Hour			Operational Standards
		V/C Ratio	LOS	Delay (sec.)	
OR 42 @ Lookingglass Road	SB L	0.37	C	29	0.70
OR 42 @ Umpqua Safari RV Park	NB L/R	0.03	B	9	0.70
OR 42 @ Pepsi Road	WB L	0.09	B	5	0.70
OR 42 @ Helweg Road / Winston Section Road	SB L/R	0.02	C	14	0.70
OR 42 @ Rolling Hills Road / Andorra Drive	NB L/T/R	0.17	C	13	0.70
OR 42 @ Landers Avenue	SB L	0.20	C	36	0.70
OR 42 @ Emils Way / SW Grange Road	NB L/T/R	0.56	E	20	0.70
OR 42 @ Carnes Road/Roberts Creek Road (Signalized)	Overall	0.77	C	30	0.70
OR 42 @ Art Mill Lane	NB L/R	0.02	A	20	0.70
OR 42 @ Winery Lane	WB L	0.01	B	23	0.70
OR 42 @ OR 99/Grant Smith Road (Signalized)	Overall	0.78	C	24	0.70



Safety Summary

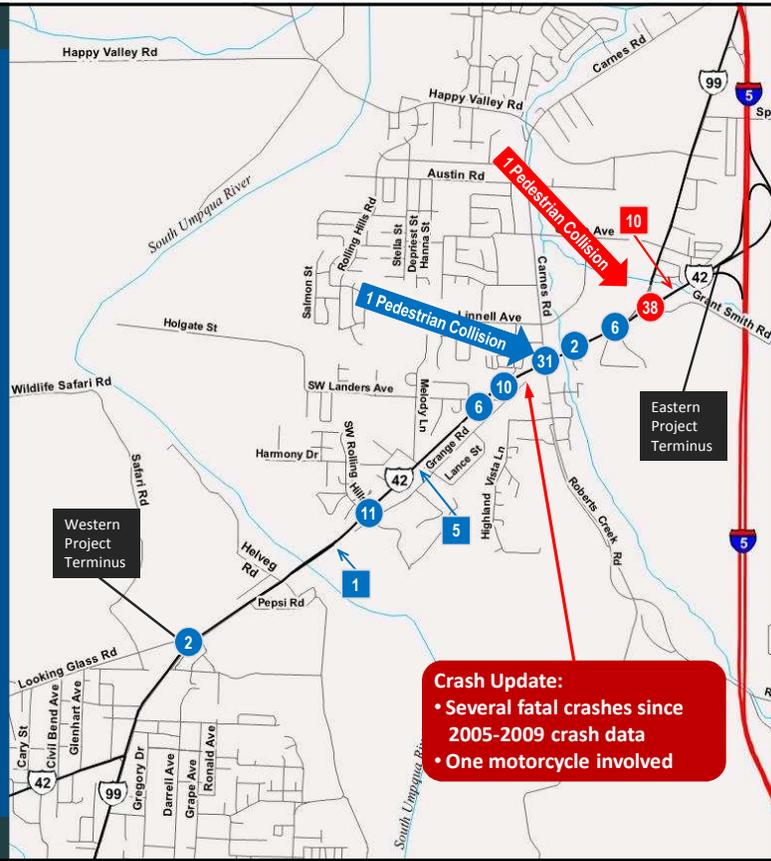
- 122 crashes over 5 years (2005 through 2009)
- 2 crashes resulted in fatalities or severe injuries
- Highest crash intersections:
 - Carnes Road/Roberts Creek Road (31 crashes)
 - OR 99/Grant Smith Road (38 crashes)
 - Several recent fatal crashes near Grange Road since 2005-2009 Crash Data
- Highest crash segment:
 - From Rolling Hills Road/Andorra Drive to Emils Way/Grange Road (32 crashes, including intersections)
- Top 10% Safety Priority Index System (SPIS) Site
 - Surrounding Carnes Road/Roberts Creek Road



OR 42 Crash Summary (2005-2009)

LEGEND

- # Intersection Crashes
- # Segment Crashes
- Fatal or Severe Injuries Occurred
- Other Injuries or Property Damage Only



Crash Update:

- Several fatal crashes since 2005-2009 crash data
- One motorcycle involved

Future Baseline Condition Analysis

- Future Traffic Volumes
 - 2035 – Analysis year, using Roseburg Model to forecast traffic volumes
 - Peak Hour Volumes at Intersections
 - Average Daily Volumes on Segments
- Operational Analysis
 - Intersections (V/C, LOS, Queues)

Future Traffic – 2034 Baseline

- Two forecast scenarios developed:
 - 2034 Future Baseline Scenario
 - Based on current 2010 traffic volumes
 - Applies forecast growth from regional travel demand model
 - 2034 Future Baseline Sensitivity Scenario
 - Applies 15% growth to all forecasts from the 2034 Future Baseline Scenario



Traffic Volume Summary

LEGEND

TEV = Total Entering Vehicles
(at an intersection in 1 hour)

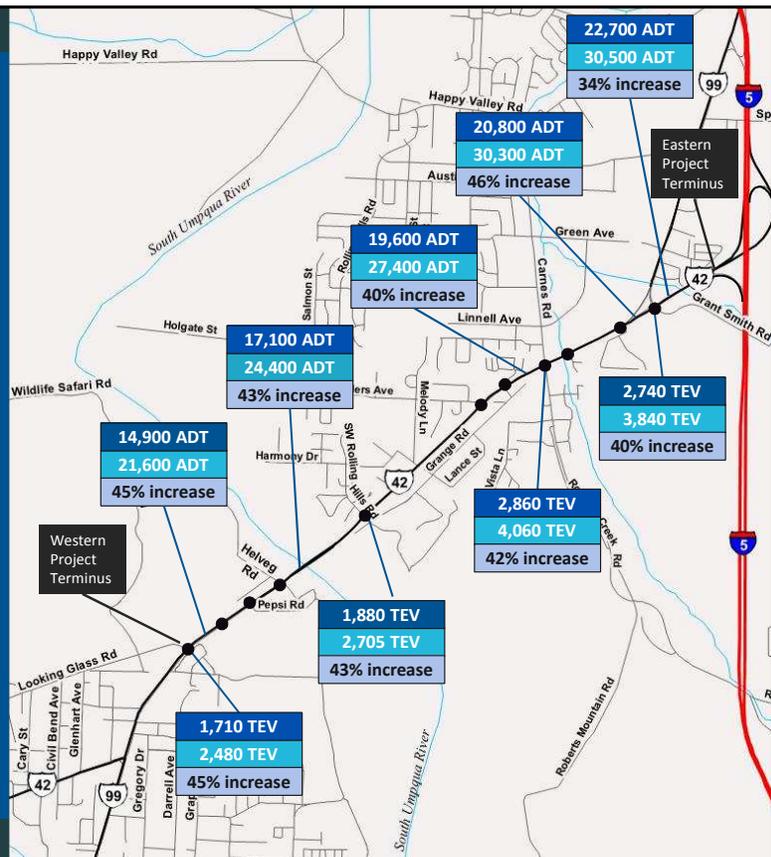
ADT = Average Daily Traffic
(on a roadway segment)

2011 Volume

2035 Volume

% Increase

Note: Future ADT volumes are based on peak hour volume growth.



2035 Future Intersection Operations

Intersection	Critical Movement	2035 PM Peak Hour			Operational Standards
		V/C Ratio	LOS	Delay (sec.)	
OR 42 @ Lookingglass Road	SB L	0.72	E	168	0.70
OR 42 @ Umpqua Safari RV Park	NB L/R	0.04	C	19	0.70
OR 42 @ Pepsi Road	WB L	0.13	B	13	0.70
OR 42 @ Helweg Road / Winston Section Road	SB L/R	0.03	D	37	0.70
OR 42 @ Rolling Hills Road / Andorra Drive (Signalized)	Overall	0.64	A	10	0.70
OR 42 @ Landers Avenue	SB L	0.49	E	93	0.70
OR 42 @ Emils Way / SW Grange Road	NB L/T/R	>2.0	F	>300	0.70
OR 42 @ Carnes Road/Roberts Creek Road (Signalized)	Overall	0.98	D	46	0.70
OR 42 @ Art Mill Lane	NB L/R	0.02	C	20	0.70
OR 42 @ Winery Lane	WB L	0.01	B	23	0.70
OR 42 @ OR 99/Grant Smith Road (Signalized)	Overall	0.90	C	43	0.70



2034 Future Queuing Concerns

OR 42 @ Lookingglass Road

- Southbound right-turn queues occasionally extend beyond storage

OR 42 @ Pepsi Road

- Northbound right-turn queues occasionally extend beyond storage

OR 42 @ Rolling Hills Road/Andorra Drive (Signalized)

- Northbound queues occasionally extend beyond next public access
- Southbound queues occasionally extend beyond next public access

OR 42 @ Emils Way

- Northbound queues occasionally extend beyond next public access

OR 42 @ Carnes Road/Roberts Creek Road (Signalized)

- Queues occasionally extend beyond storage on all approaches

OR 42 @ OR 99/Grant Smith Road (Signalized)

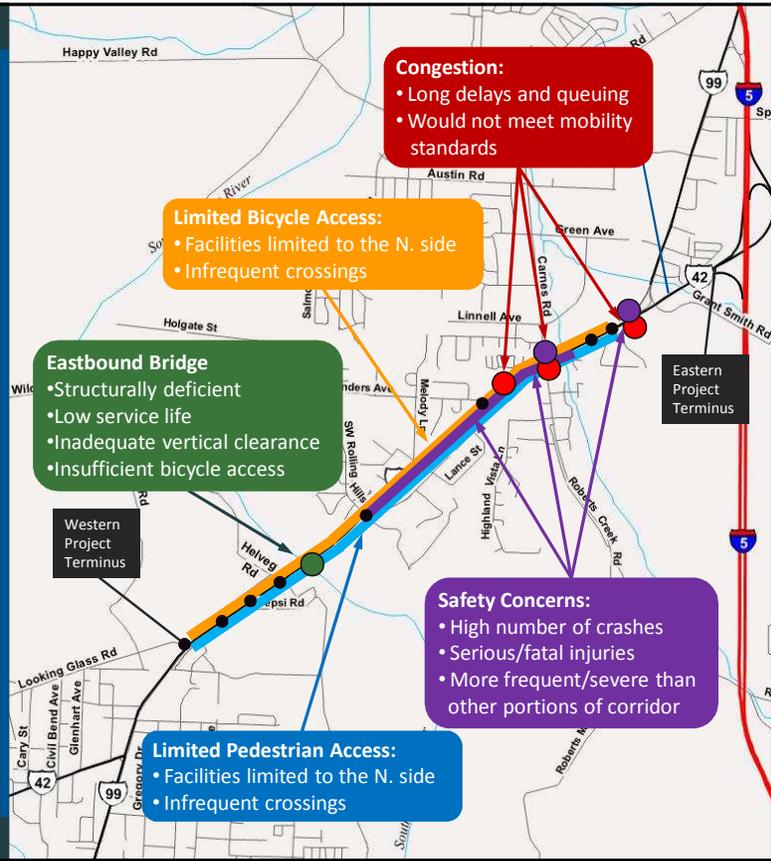
- Eastbound left-turn and southbound left-turn queues occasionally extend beyond storage
- Westbound right-turn queues regularly extend beyond storage



Identified Issues

LEGEND

- Spot Issue
- Segment Issue
- Safety
- Operational
- Pedestrian
- Bicycle
- Bridge



Next Steps

- Concept Analysis and Evaluation
- Selection of Preferred Concepts
- Upcoming Meeting Dates
 - Next TAC and CAC Meetings
 - January or February 2012