

Highway 138 Corridor Solutions Study



Summary of Discussion

Technical Advisory Committee (TAC)

Kick-Off Meeting
10:00 A.M. to Noon
December 5, 2006

Attendees

Nikki Messenger, City of Roseburg Public Works (sitting in for Clay Baumgartner)
Mike Luttrell, Douglas County Public Works
Ray Lapke, Oregon Department of Transportation (ODOT) Traffic Operations Engineer
Chris Blevens, ODOT Roadway/Bridge Design
James Burford, ODOT Roadway/Bridge Design Manager
Bob Grubbs, ODOT Senior Bridge Designer
Tom Hawksworth, Central Oregon and Pacific Railroad (CORP)
John Raasch, ODOT Environmental Project Manager
Mike Baker, ODOT Project Manager
Thanh Nguyen, ODOT Transportation Analyst
Brian Davis, Roseburg City Planning
Jennifer Danziger, David Evans and Associates (DEA), Inc. Senior Project Manager
John Wiebke, DEA Project Manager

Introductions and Project Overview

Following introductions of those present, Mike Baker (ODOT) opened the meeting by providing a brief summary of the corridor study to the committee members. The study was proposed following a determination that the intersection of Stephens and Douglas could not be improved to accommodate future demand. He added that this is a more in-depth planning process than typical in that it will address some NEPA guidelines. This should streamline the EA process should it be deemed necessary.

John Wiebke (DEA) gave a PowerPoint presentation describing the existing conditions within the corridor study area, an initial study purpose and list of transportation system deficiencies that impact the corridor, study goals and objectives, summary of work tasks, public participation plan, and preliminary future meeting dates. He also displayed locations throughout the study area where peak three-hour turning movement counts (TMCs) were collected in May 2006 and where origin-destination license plate surveys were being conducted on the same day as the meeting.

The preliminary study goals were presented as follows:

1. *Maintain highway performance and improve safety by improving efficiency and management*
2. *Enhance through-traffic circulation and accessibility while mitigating impacts to downtown Roseburg and local neighborhoods*
3. *Improve access to the transportation system for other modes of travel including bicycles and pedestrians*

John Raasch (ODOT) informed that the first CETAS meeting, originally scheduled on February 7, 2007 has been rescheduled to February 20, 2007.

Project Discussion Items

John Raasch stressed the importance of the purpose and need statement in the NEPA process, stating that a purpose statement should be a single sentence broadly summing up what the study or project is striving to achieve while the needs statement individually describes the deficiencies addressed in the purpose statement. Serious consideration should be given toward adopting a strong purpose and need statement, because it cannot change during the planning process without going back and redoing previously accomplished work.

Using the study purpose presented by DEA as a springboard for discussion, an agreed upon purpose and need statement was established by the TAC at the conclusion of the meeting as follows:

Initial Purpose Statement

Document existing and forecast future system deficiencies and identify potential solutions

TAC Endorsed Purpose Statement

Address mobility, safety, connectivity, and multi-modal needs on Highway 138 between I-5 Exit 124 and Fulton Street while maintaining downtown accessibility

Five needs were identified as follows:

Mobility: Restricted freight movement downtown due to tight curb radii, railroad crossings that disrupt circulation, congestion along Stephens Street, and access management.

Safety: Bicycle and pedestrian amenities, railroad crossing queuing and stacking, and emergency response

Connectivity: Freight access, gaps in bicycle and pedestrian amenities, railroad crossings effectively divides city in two, Stephens Street to Highway 138, and community impact and livability.

Multi-Modal: Dysfunctional bicycle and pedestrian amenities and maintenance of transit

Downtown: Controversy over consideration of a by-pass, need for good connections, and addressing business interests.

Potential indirect impacts of the by-pass option were expressed that centered on the possibility that it may direct additional traffic onto I-5 for short distances between the Garden Valley and Harvard Avenue interchanges.

Finally, the TAC recommended the addition of a fourth goal centering on the environment.

Next Steps

The next meeting will be held on January 30, 2007 and will discuss the Task 4 data collection items as well as fine tune the purpose and need statement and goals and objectives.