

# Highway 138 Corridor Solutions Study



## Summary of Discussion

### Citizen Advisory Committee (CAC)

2<sup>nd</sup> Meeting

6:00 to 8:00 P.M.

January 29, 2007

#### **Attendees**

Georgia Stiles, Property Developer

Brett White, Downtown Small Business

Seth Buechley, Laurelwood Neighborhood

John Kennedy, Public Works Commission

Art Adams, Nordic Veneer

Neal Hadley, At-large Citizen

Gary Crowe, Chamber of Commerce

Chad Ambrose, Bike-Pedestrian Advocate

Mike Baker, Project Manager, Oregon Department of Transportation (ODOT)

John Raasch, ODOT Environmental Project Manager

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 December 5<sup>th</sup> CAC kick-off meeting. Afterward, Jennifer Danziger (DEA) and John Wiebke (DEA) gave a PowerPoint presentation describing the Purpose, Need and Goal statements that evolved from the three December committee meetings and that are outlined in Technical Memo #1. The contents of Technical Memo #2 were summarized, beginning with a review of documents pertinent to the Study such as the City and County TSPs, Oregon Highway Plan, Roseburg Comprehensive Plan and City Ordinance, OR 138E Access Management Plan, Oregon Rail Plan, Downtown Master Plan and Waterfront Concept Plan. Next, a summary of the environmental reconnaissance and existing land uses was presented that included Goal 5 resources, FEMA floodplain information, historic and archaeological resources, air quality, socioeconomic and environmental justice, hazardous materials, wetlands, existing land uses, and Section 4(f) resources was presented. The presentation then shifted to traffic analysis and a discussion of the results of traffic counts and origin-destination license plate surveys, collision data collected, and existing deficiencies in the transportation system.

The presentation concluded with a brief summary of the next task, which will entail analyzing future conditions based on the no-build scenario. The consultant team will conduct the 20 year forecast from 2005 to 2025 and then extrapolate the projections out to 2030.

## **Project Discussion Items**

Committee members addressed the following questions, comments and concerns:

- No mention is made within the four Need statements presented on transit issues, particularly the need for bus pull-outs.
- How will the relocation of the train switching station impact the traffic operations presented?
- A number of additional historic resources not presented are located along Stephens Street
- An historic and archaeological expert from Salem will be assessing the area within the next few weeks.
- Do the crash rate data take into account the age of the drivers involved? It would be interesting to see the results presented in this format given the location of the high school within the study area.
- The Diamond Lake/Winchester intersection did not have a protected left turn lane during the time period of the recorded crash data.

- Bicycle access from downtown Roseburg to Diamond Lake Blvd and points east needs improvement given that the only streets feeding onto Diamond Lake Blvd are Winchester and Rifle Range Streets.
- Will the 2030 projections be confined to the urban growth boundary?
- Approximately 120-130 additional acres within will be transferring to the City's Mixed-Use Zoning District.
- Will population projections take into account aging baby boomers?
- Development along Stewart Parkway was cited as an example for how the Diamond Lake Blvd. corridor could develop.
- How do we differentiate freight movement to and from Central Oregon from local traffic movements?

### **Next Steps**

The next meeting will be held on February 26, 2007 and will discuss the Task 5 future condition (2030) no build analysis.