

Highway 138 Corridor Solutions Study



Summary of Discussion

Steering Committee (SC)

Kick-Off Meeting

2:00 to 4:00 P.M.

December 5, 2006

Attendees

Dan Van Slyke, Commissioner, Douglas County Board of Commissioners

Tim Freeman, Council President, Roseburg City Council

Eric Swanson, City Manager, City of Roseburg

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

John Raasch, ODOT Environmental Project Manager

Chris Blevins (sitting in for James Buford), ODOT Roadway/Bridge Design Manager

Lisa Cortes, ODOT 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) gave an overview to committee members of the planning process. Afterward, 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*

Project Discussion Items

Questions and comments were fielded during and after the presentation and are summarized below:

- What will be achieved with the Study? Will it assume that a project will happen or will it go through the justification process?
- Roseburg has a limited number of options for expansion, particularly because of topography. Many of the areas to the north and west are fairly developed already; Diamond Lake Boulevard is one of the last available flat areas.
- A project will advance from the study but the timing will be an unknown factor.
- What will be the function of the committees?
- An issue that may impact downtown is the relocation of a switching yard from downtown to a new location north of the city.
- The Highway 138 corridor (Diamond Lake Boulevard) is one of the last places that can be developed. However, expansion (particularly big box retail) is limited due to the existing transportation system.
- Roseburg is the central shopping area for Douglas County. Therefore, businesses are typically undersized, attracting more traffic than typical for the size needed. Development along Diamond Lake Boulevard is awaiting a solution to the corridor.
- Missing from the presentation and notes for TAC is expansion of economic growth along Diamond Lake Boulevard, including tourism gateway to Crater Lake, seasonal travel, and Roberts Creek Enterprise Zone.

- The South Umpqua riverfront will be a factor in the study. Much of the land is under tribal ownership and a potential bridge alignment will necessitate taking of floodplain property. The challenge will be to develop a plan that will accommodate both the bridge (if it's the chosen alternative) and development.

Purpose and Need

Presented with the purpose statement developed by the TAC during the earlier meeting, the SC discussed and modified the statement as follows:

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

SC Endorsed Purpose Statement

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

The primary change was the deletion of the reference to downtown accessibility, which the SC recommends as a stated goal.

The five needs listed by the TAC were reduced to four by the SC and modified as follows:

Mobility: Restricted freight movement downtown due to tight curb radii, railroad crossings that disrupt circulation, congestion along Stephens Street, and access management. NO CHANGE

Safety: Bicycle and pedestrian amenities, railroad crossing queuing and stacking, and emergency response. NO CHANGE

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. ADDED LONG DISTANCE, TOURISM, AND RECREATIONAL TRAFFIC ON HWY 138

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. DELETED AND ADDED AS A GOAL STATEMENT

Goals and Objectives

The committee recommended that the goal statement cover the following topics:

- Address deficiencies

- Economic development
 - Development along Diamond Lake Boulevard
 - Urban Growth Boundary expansion
 - Tourism gateway
 - Riverfront development
- Downtown access
- Environmental
 - Minimize wetland impacts, etc.

Committee members were particularly interested in economic development that ties Diamond Lake Boulevard to downtown, enhances tourism, and coordinates with tribal members on development along the riverfront.

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.