

# Highway 138 Corridor Solutions Study



## Summary of Discussion

### Steering Committee (SC)

6<sup>th</sup> Meeting

1:30 to 3:30 P.M.

September 5, 2007

#### **Attendees**

Tim Freeman, Roseburg City Council

Robb Paul, Douglas County

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

John Raasch, ODOT Environmental Project Manager

James Burford, Roadway/Bridge Design Manager, ODOT

Jennifer Danziger, David Evans and Associates (DEA), Inc. Senior Project Manager

John Wiebke, DEA Project Manager

#### **Introductions and Project Overview**

Jennifer Danziger and John Wiebke opened with a PowerPoint presentation that reviewed the corridor study process, including the purpose, need and goal statements, agency coordination and public process, existing operations, projected future (2030) no-build operations, concept development and screening process, and build alternative evaluation and operations. A summary of Open House #3 written comments was also provided.

#### **Project Discussion Items**

Final recommendations were presented and discussed as outlined in Section 6 of the draft Final Report that included a summary of strengths and weaknesses for each build alternative and why the alternative was recommended or not recommended for further

analysis in a future study. Build Alternatives 1(a) and 3(a) were recommended for further study. Back and forth discussion followed and covered the following topics:

- In conjunction with Build Alternative 3(a), Oak Avenue could potentially go under the railroad tracks and resurface at-grade in vicinity of Stephens Street. The option would likely require that Pine Street be vacated.
- Another grade separated railroad crossing to explore could be at Steward Parkway.

### **Next Steps**

The project team is scheduled to present the Final Report before a joint session of the City Council and Planning Commission on September 24, 2007. Therefore, comments on the draft report should be submitted no later than September 11, 2007.

Following completion of the final report, the next logical step would be to initiate an Environmental Assessment (EA) that would be fully funded by ODOT. EAs generally have a 3 to 5 year life span where beyond that period the process must start over again. Therefore, before pursuing such an effort (an approximate 2-year process), ODOT would first need to gauge the degree of local commitment to the project and the extent of established funding sources – particularly at the local, county and state level.

<b>Table 1</b>	<b>CAC</b>			<b>TAC</b>			<b>SC</b>		
	<b>Yes</b>	<b>No</b>	<b>Advances</b>	<b>Yes</b>	<b>No</b>	<b>Advances</b>	<b>Yes</b>	<b>No</b>	<b>Advances</b>
<b>Alternative 1(a)</b> Existing Alignment Improvements	7	1	<u>YES</u>	4	6	NO	4	0	<u>YES</u>
<b>Alternative 2(a)</b> Wash.-Stephens-DLB Align.	5	3	<u>YES</u>	0	10	NO	0	4	NO
<b>Alternative 2(c)</b> Wash.-Rose-DLB Align.	0	8	NO	0	10	NO	0	4	NO
<b>Alternative 3(a)</b> Harvard-DLB Bridge Connection (At-Grade)	5	3	<u>YES</u>	6	4	<u>YES</u>	4	0	<u>YES</u>
<b>Alternative 3(d)</b> Harvard-DLB Bridge Connection (R/R above grade)	0	8	NO	0	10	NO	0	4	NO
<b>Alternative 4(a)</b> Northern Alignment (flyover)	1	7	NO	10	0	YES	0	4	NO

<b>Table 2</b>	<b>Yes</b>	<b>No</b>
<b>1(a)</b>	<ul style="list-style-type: none"> <li>Alternative is fine so long as the improvements are not immediately torn out later with a future long term project</li> </ul>	
<b>2(a)</b>		<ul style="list-style-type: none"> <li>Too disruptive to downtown circulation</li> </ul>
<b>2(c)</b>		<ul style="list-style-type: none"> <li>Impact to planned Public Safety Building</li> <li>Too disruptive to downtown circulation</li> </ul>
<b>3(a)</b>	<ul style="list-style-type: none"> <li>Moves through traffic north of downtown</li> </ul>	
<b>3(d)</b>		<ul style="list-style-type: none"> <li>Projected costs are too high</li> <li>Visual impact</li> </ul>
<b>4(a)</b>		<ul style="list-style-type: none"> <li>Not a feasible option given priorities elsewhere throughout the region</li> <li>Too many disturbances to access downtown</li> </ul>

