

I-5 Exits 124/125 IAMP & Garden Valley Corridor Plan

Public Open House

Library – Ford Room

October 30, 2024



Welcome: About the Project



Welcome to the Open House!

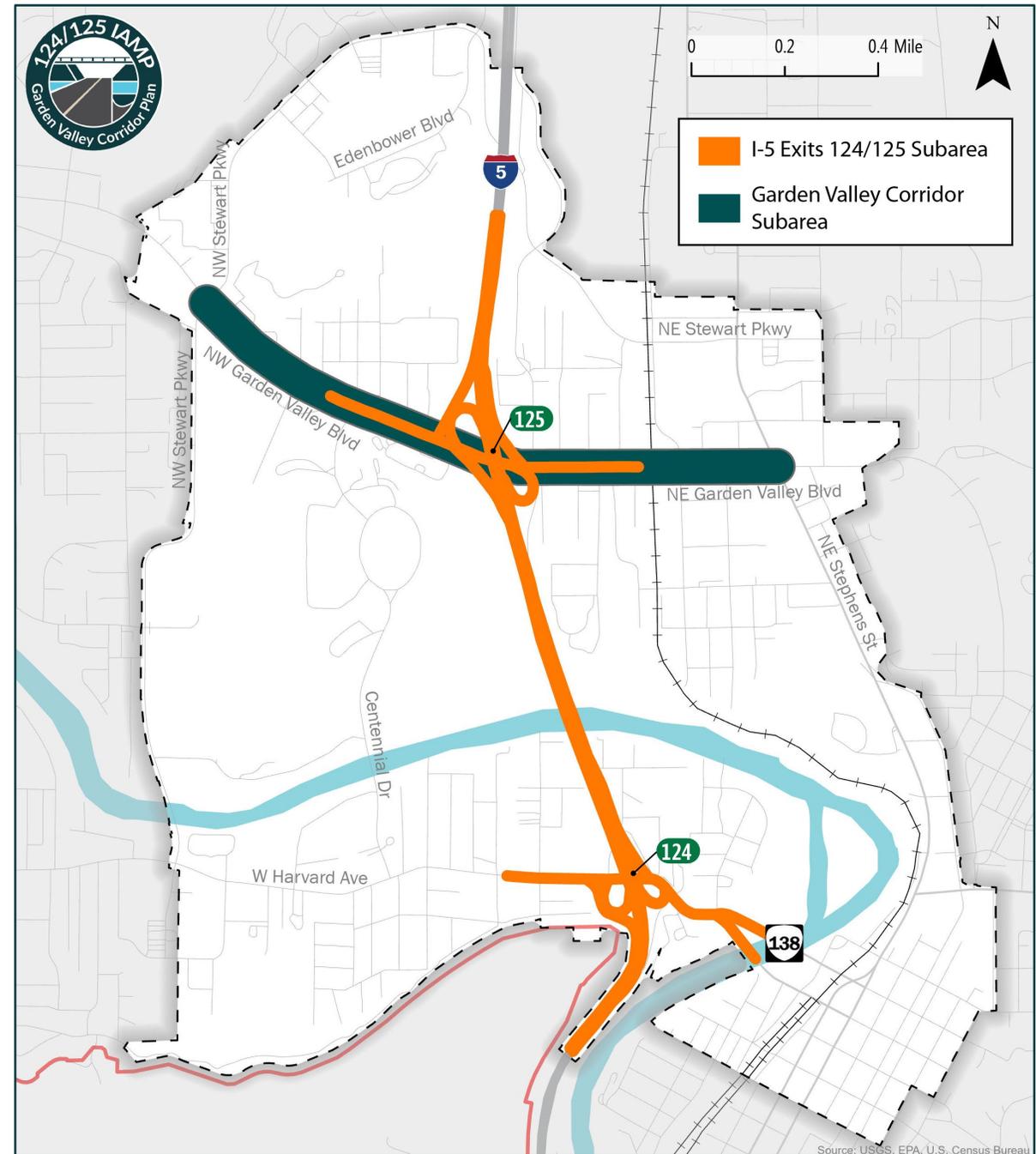
Here you can find information about the project, review known traffic and safety issues and **provide input and thoughts** on the information presented here.



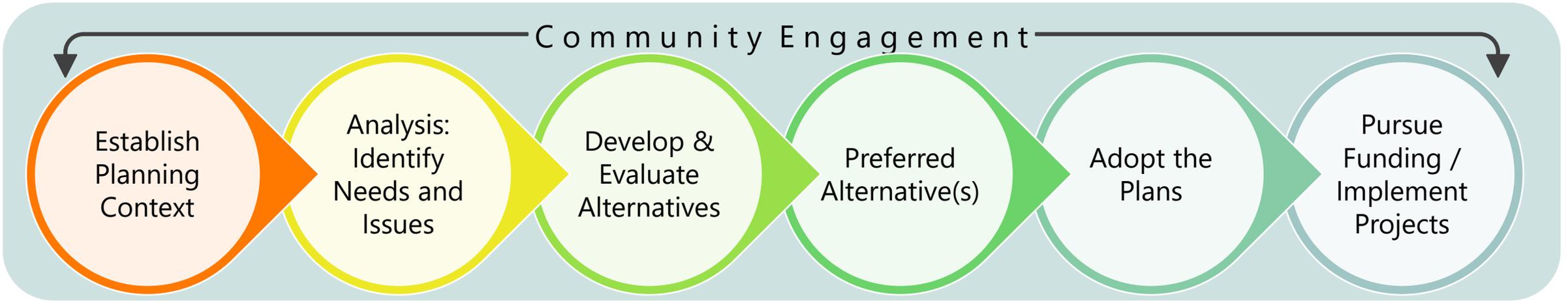
Purpose: Establish a set of transportation solutions and land use/policy actions needed to balance and manage transportation and land use challenges over time. It will result in two separate, but coordinated, plans:

**ODOT
Interchange Area
Management Plan (IAMP)**

**City of Roseburg
Garden Valley
Corridor Plan (GVCP)**



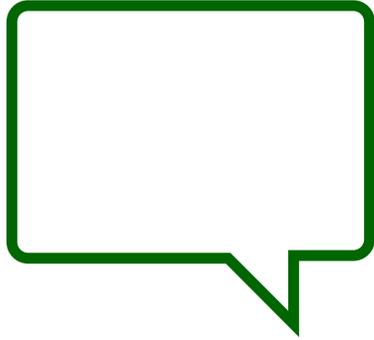
Process/Schedule



	2024				2025				2026			
	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL
Online/In-Person Open Houses				◆			◆				◆	
Establish Planning Context	█		We are here Open House #1: Gather input on existing issues/concerns.		Open House #2: Gather input on draft concepts				Open House #3: Review draft Plans (IAMP & GVCP)			
Analysis		█										
Alternatives Development & Evaluation				█								
Access Management Plan								█				
Prepare and Finalize Plans								█				

◆ – Public Meeting

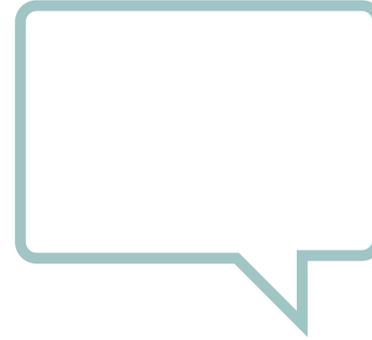
Project Goals – What’s important to you?



Goal 1: Safety, Mobility
and Accessibility



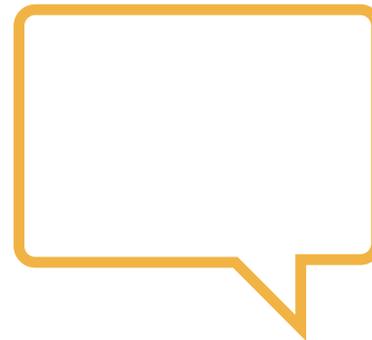
Goal 2: Vibrant
Community



Goal 3: Transportation
Options



Goal 4. Economic
Vitality



Goal 5. Implementation

Land Use and Urban Design Context

The existing and desired land use and transportation network provide context for the design of future improvements.

Harvard Avenue / OR 138 and the Exit 124 Interchange

- **Commercial Corridor: Harrison St to Bellows St (Harvard Ave)**
 - Commercial land uses with off-street parking lots
- **Urban Mix: Bellows St to Madrone St (OR 138)**
 - Commercial fronting with nearby residential/school and shallow building setbacks.

Garden Valley Corridor and the Exit 125 Interchange

- **Commercial Corridor**
 - Commercial and industrial land uses with off-street parking lots and large block size (particularly west of I-5).

Design Guidance based on Context:

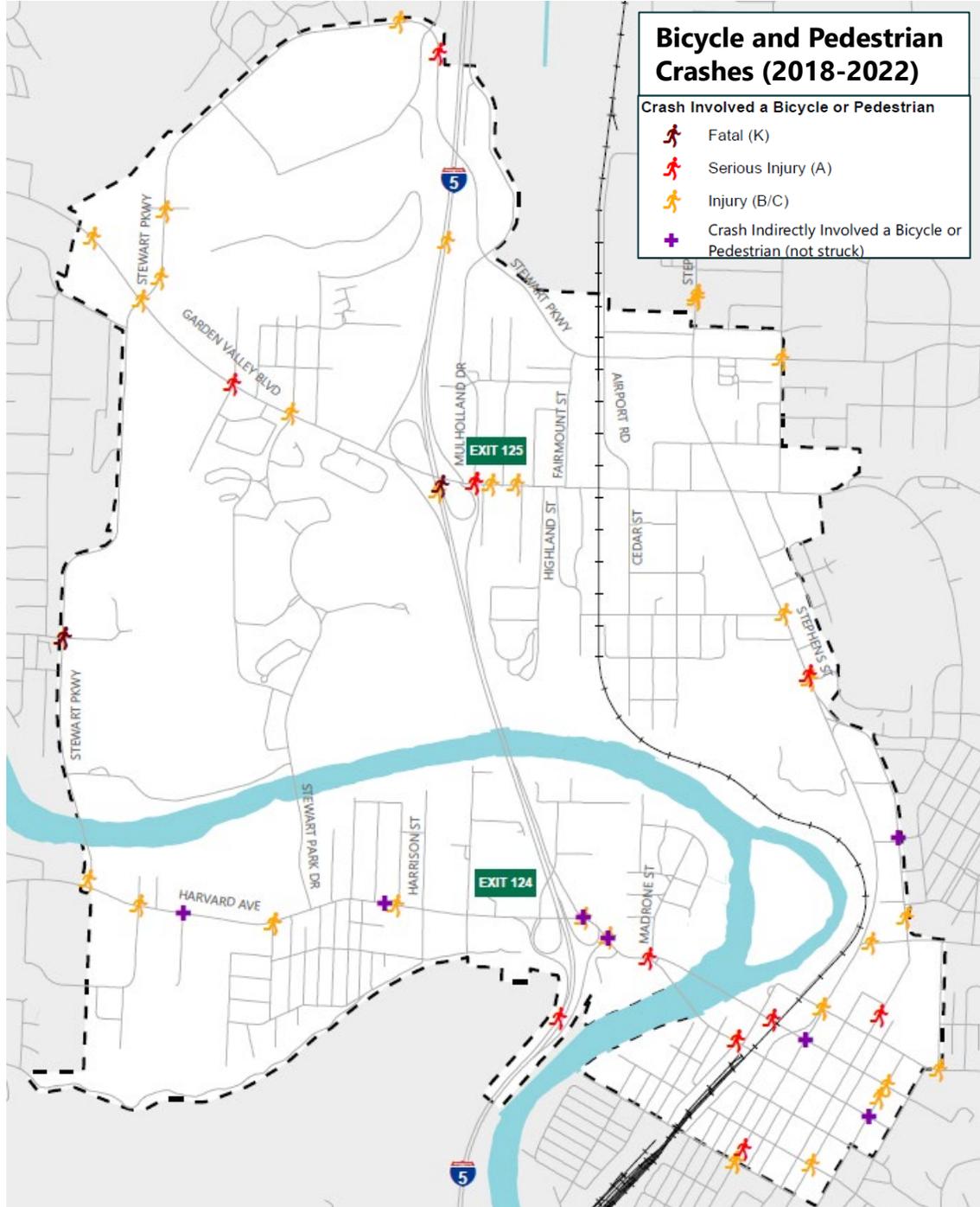
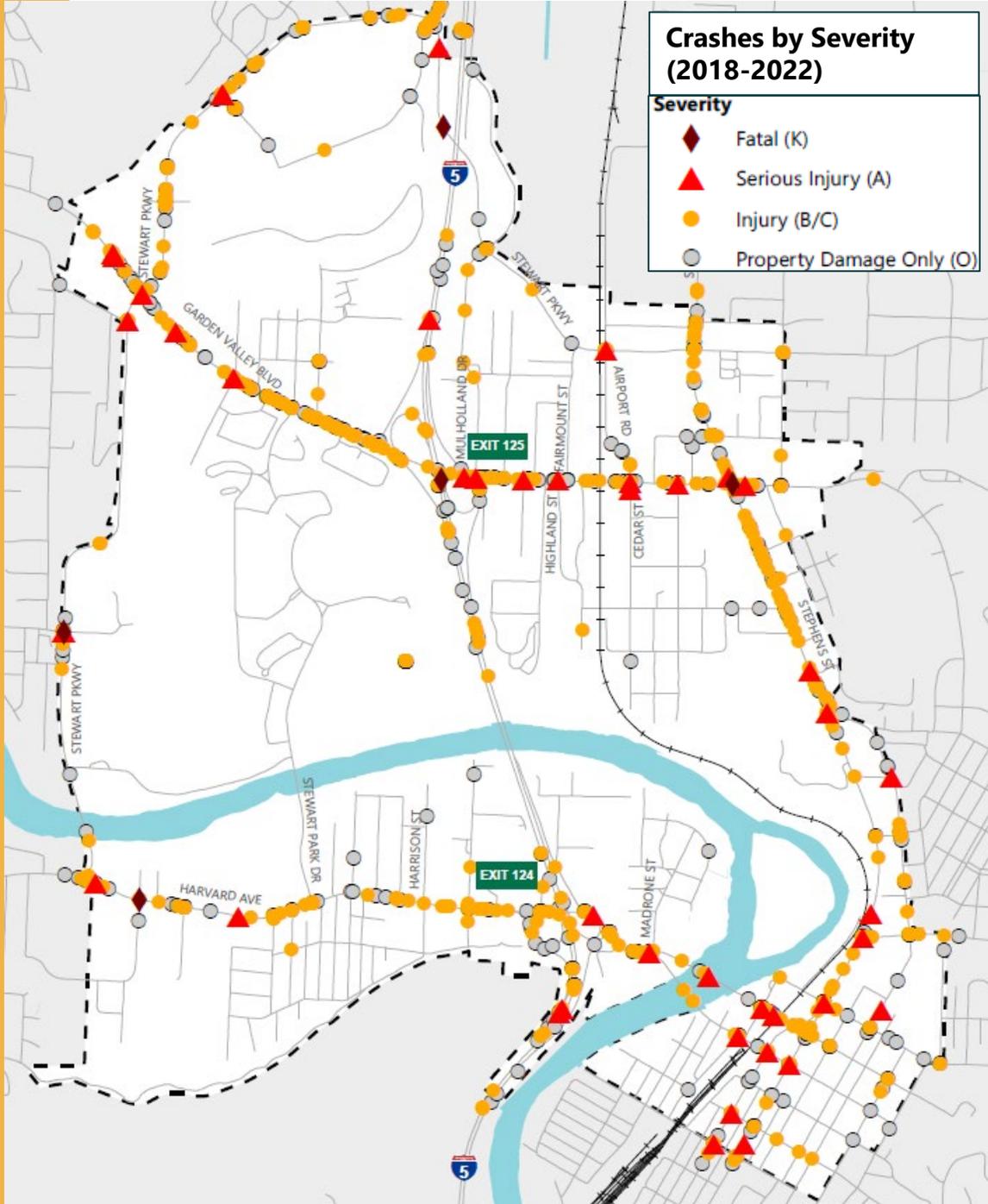
LAND USE CONTEXT	MOTORIST	FREIGHT	TRANSIT	BICYCLIST	PEDESTRIAN
Urban Mix	Medium	Low	High	High	High
Commercial Corridor	High	High	High	Medium	Medium

High: Highest level facility should be considered and prioritized with other modal treatments.

Medium: Design elements should be considered; trade-offs may exist based on desired outcomes and user needs.

Low: Incorporate design elements as space permits.

Crash History



Harvard Interchange (Exit 124)

- High pedestrian activity near Roseburg High School (RHS)
- Lack of bicycle connectivity west of I-5
- Drivers trying to turn left onto Harvard Ave from Harrison St experience long delays
- Traffic backs up during the beginning and end of the school day around RHS.
- Geometry:
 - Limited acceleration and merging distances on the northbound loop on-ramp.
 - Limited sight distance & acceleration distance along southbound on-ramp.
 - Ramp terminals connect across from public streets (Bellows and RHS)
 - Bike/Ped crossing of free-flowing on-ramp
 - Closely spaced accesses/driveways within interchange influence area (26 private and 9 public access points)

Garden Valley Interchange (Exit 125)

- Lack of bicycle facilities over I-5.
 - Bike/Ped crossing of free-flowing on-ramps.
 - Closely spaced accesses/driveways within interchange influence area (24 private and 12 public access points).
 - Traffic backs up at northbound ramp terminal, which is also a top 10% statewide crash site.
- Geometry:
 - Limited acceleration and merging distances on I-5 on the northbound loop on-ramp.
 - Limited sight distance and acceleration distance along the southbound on-ramp.
 - Ramp terminal connects directly across from public street (Mulholland Dr).

Garden Valley Corridor

- Limited crossing opportunities for pedestrians, particularly east of I-5.
- Uncomfortable environment for bicycles and pedestrians.
- Long queues in westbound outer lane during evening commute.
- Provides access to important community destinations (commercial, government and medical).
- Prevalence of driveways/access points creates congestion and conflict points between vehicles, bicycles and pedestrians
- Congested “gateway” intersections with Stewart Pkwy and Stephens St
- History of top 5% and top 10% statewide crash sites.
- RR crossing can cause long delays and block accesses when a train passes through.
- Limited right-of-way east of I-5.

Next Steps – Stay Involved

Project Next Steps

Over the next 6-8 months, the project team will consider the feedback given at this open house in combination with project analyses to develop potential strategies to address known deficiencies.

Public Meeting #2

May 2025 (Tentative)
Time/location to be determined

Topic: Review Draft
Concepts

Stay Involved

To stay informed on how the planning process is progressing, sign up for email updates via the project website, access by the following link:

<https://direc.to/kPhU>

or by scanning the QR code

