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

Oregon Department of Transportation

THE CITY OF ROSEBURG

DAVID EVANS AND ASSOCIATES INC.

Welcome:
About the Project

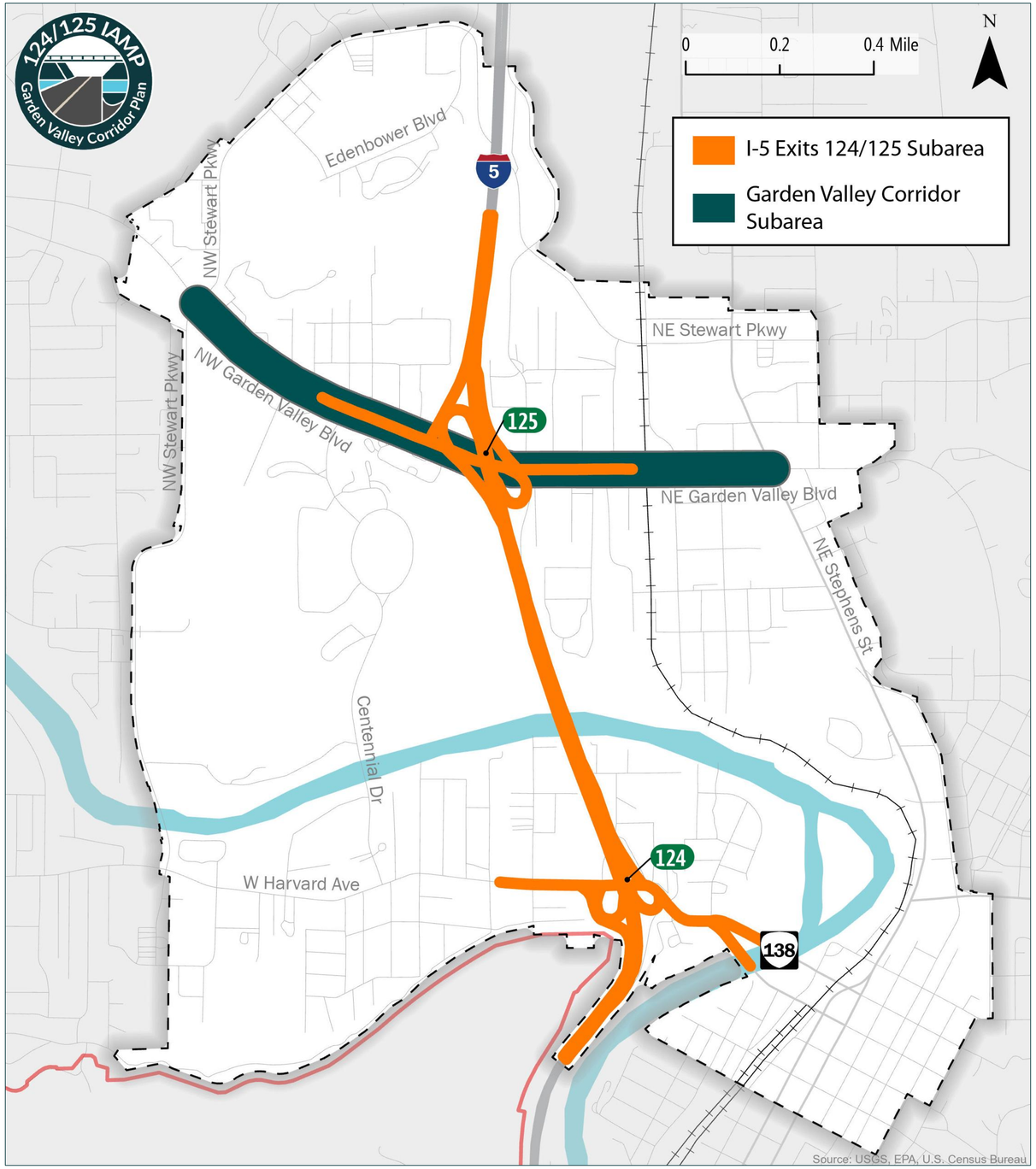
Welcome to the Open House!

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

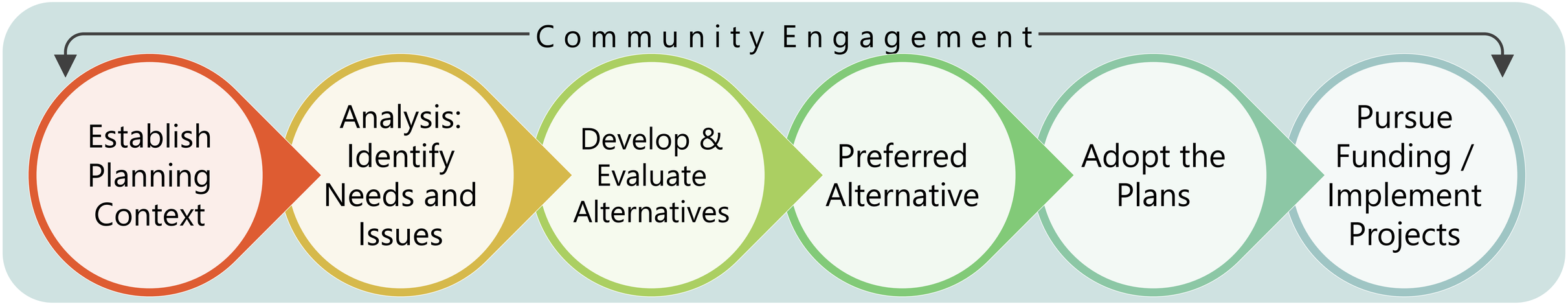
Purpose: Establish a set of transportation solutions and land use/policy actions needed to balance and manage transportation and land use challenges over time. It will result in two separate, but coordinated, plans:

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				◆ Open House #1: Gather input on existing issues/concerns.		◆ **We are here** Open House #2: Gather input on draft concepts				◆ Open House #3: Review draft Plans (IAMP & GVCP)		
Establish Planning Context	■	■										
Analysis		■	■	■								
Alternatives Development & Evaluation				■	■	■	■	■				
Access Management Plan								■	■	■		
Prepare and Finalize Plans								■	■	■	■	■

◆ – Public Meeting

Project Goals

Goal 1: Safety, Mobility and Accessibility

Create and maintain a safe and efficient transportation corridor.

Goal 2: Vibrant Community

Create an integrated multimodal transportation system that enhances community livability and prioritizes safety.

Goal 3: Transportation Options

Consider the importance of serving a variety of users and choices, allowing people to bike, walk, scoot, take transit, drive, and share rides.

Goal 4. Economic Vitality

Provide a transportation system that improves economic vitality and facilitates the local and regional movement of people, goods, and services.

Goal 5. Implementation

Provide a sustainable transportation system through responsible stewardship of financial and environmental resources.

Public Feedback from October Open House

EXIT 124 (HARVARD INTERCHANGE)

- Frustration that bike lane ends west of I-5.
- Desire to make it more comfortable/ safe for the community, students and Department of Human Services foot traffic.
- Visibility concerns driving along Harvard Avenue.
- Safety concerns for people walking, especially at the free-flowing on-ramps.

EXIT 124 (GARDEN VALLEY INTERCHANGE) & GARDEN VALLEY CORRIDOR

- "There are too many accesses along Garden Valley Boulevard."
- "I avoid Garden Valley at all costs."
- "Ugly."
- Desire for a friendlier corridor to walk, bike and drive through.
- "The whole area is busy and congested."
- Safety concerns for people walking, especially at the free-flowing on-ramps.
- "Lengthen the on-ramp to I-5 southbound."
- Positive feedback about recent changes to the northbound ramp terminal.

Summary of Area Constraints

ACCESS

ODOT and the City have access spacing standards, which are rules that say how far apart driveways and roads must be to keep traffic safe and flowing smoothly.

- Garden Valley Boulevard and Harvard Avenue do not meet ODOT's access spacing standards.
- Roads and driveways are too close to the I-5 ramps.

CONNECTIVITY

- Lack of safe/comfortable bicycle facilities crossing I-5.
- Lack of pedestrian crossings on Garden Valley Boulevard.

CONGESTION

ODOT and the City have set standards for how much congestion is acceptable during peak commute times.

- The Garden Valley interchange is not expected to meet adopted traffic operational standards by 2045.
- Traffic backs up along Garden Valley Boulevard and Harvard Avenue during peak commute times.

SAFETY

- Safety conditions are influenced by closely spaced driveways, limited walking and biking options and ongoing traffic congestion.
- Most crashes happened when drivers didn't yield, followed too closely or couldn't avoid other vehicles in time.

Why Isn’t There an Easy Fix?

There are several reasons why the identified problems don't have easy solutions. Some of these include:

- Limited right-of-way
- Limited funding
- Some structures cannot be retrofitted (must be replaced entirely)
- Existing geographic constraints
- Improvements need to meet current Federal, State and Local standards

Tools available to address issues

Tool	Benefits (Pros)	Impacts (Cons)
Access Management 	▪Improves traffic flow by managing how and where roads are accessed ▪Improves safety by reducing the number of places cars, bicycles and pedestrians may cross paths	▪May affect how users access local businesses ▪May require changes to local street network to limit out-of-direction travel
New Local Connections 	▪Reduces congestion on main roads by providing an alternate route ▪Improves multimodal connectivity by providing an alternate route on a less stressful road	▪Requires right-of-way that may not be immediately available
Replace Interchange 	▪Could address identified concerns with safety, access and mobility ▪Addresses fundamental design limitations of the existing structure (e.g. outdated geometry, sight distance and capacity)	▪Costly ▪Impacts traffic during construction ▪Right-of-way and property impacts to existing development
Multimodal Improvements 	▪Improves safe routes to school by adding dedicated bicycle and pedestrian facilities ▪Improves access to businesses and neighborhoods ▪Provides for alternate modes to safely travel ▪Improves connectivity to transit	▪Requires right-of-way that may not be available

Alternatives Development Process

Preliminary Concepts

- Address existing and anticipated constraints
- Address community concerns

Screen Concepts

- Do they meet goals and objectives?
- Are they feasible (meet standards)?
- Fit context of Roseburg?

Draft Alternatives

- How well do they meet goals and objectives?
- Gather feedback from public

WE ARE HERE

Refine Alternatives

- Detailed evaluation of impacts/constraints
- Identify land use/code amendments
- Understand access control

Draft Plans

- Present draft plans to public
- Revise plans according to project advisory committees and public feedback

Alternatives are grouped into two categories:

- **Interim improvements:** Projects and strategies that have potential to be implemented without reconstructing an interchange.
- **Long-term improvements:** Project or strategy best implemented by reconstructing an interchange.

Draft Alternatives for Exit 124 (Harvard Avenue)

INTERIM IMPROVEMENTS

Alternative 124-A

Improved bicycle and pedestrian connectivity:

- Option 1: Provide bicycle lanes on Harvard Avenue west of the interchange
- Option 2: Improve visibility for pedestrians crossing the ramps at the interchange and Roseburg High School entrance

Alternative 124-C

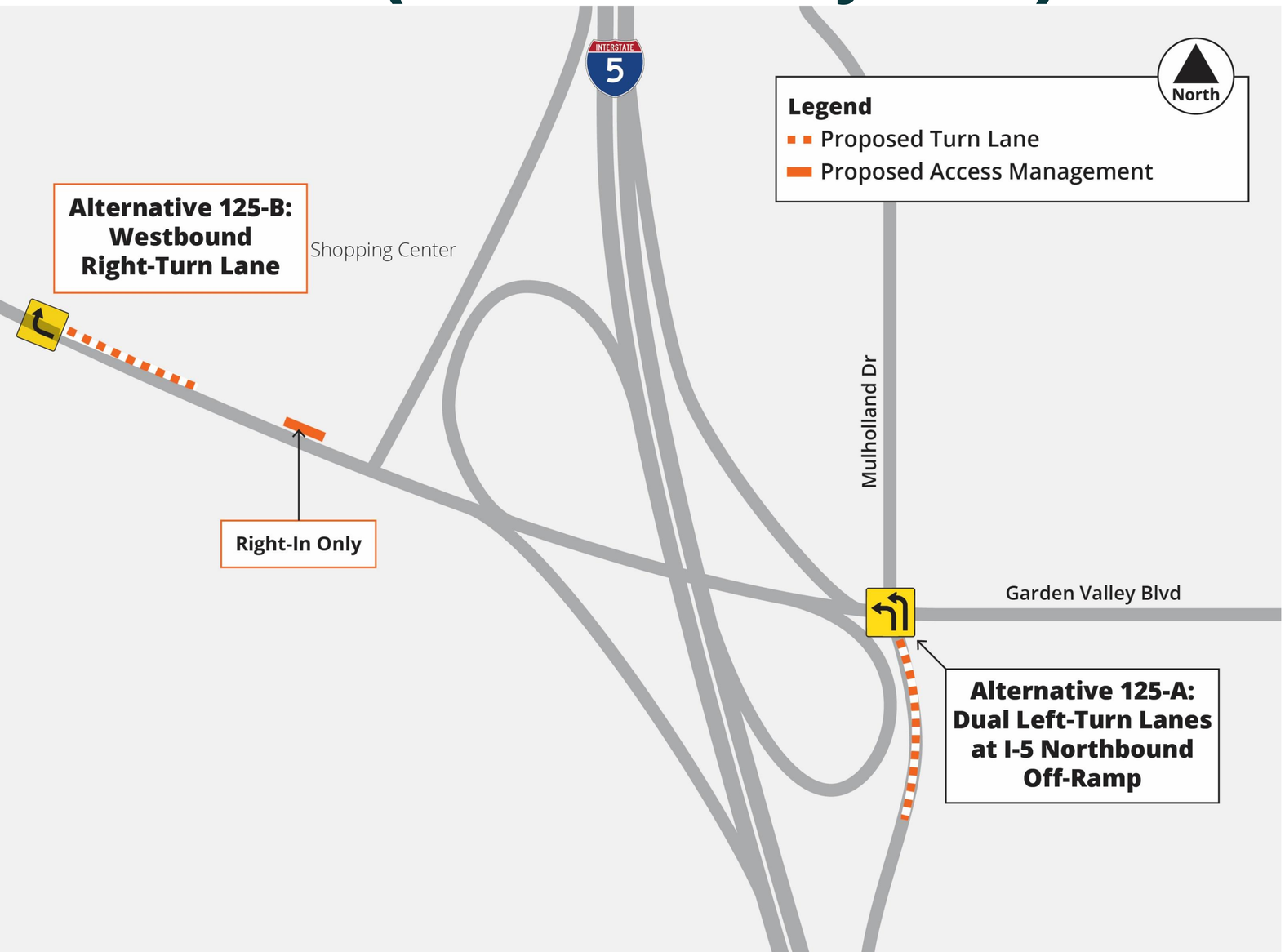
Provide local street connection between Bellows Street and Umpqua Street:

- Option 1: Construct local street connection north of Department of Human Services
- Option 2: Extend Princeton Avenue east under I-5

Alternative 124-E

Extend southbound deceleration lane at Exit 124 and improve signing and striping.

Draft Alternatives for Exit 125 (Garden Valley Blvd)



INTERIM IMPROVEMENTS

Alternative 125-A

Provide two northbound left-turn lanes at intersection of northbound off-ramp at Garden Valley Boulevard.

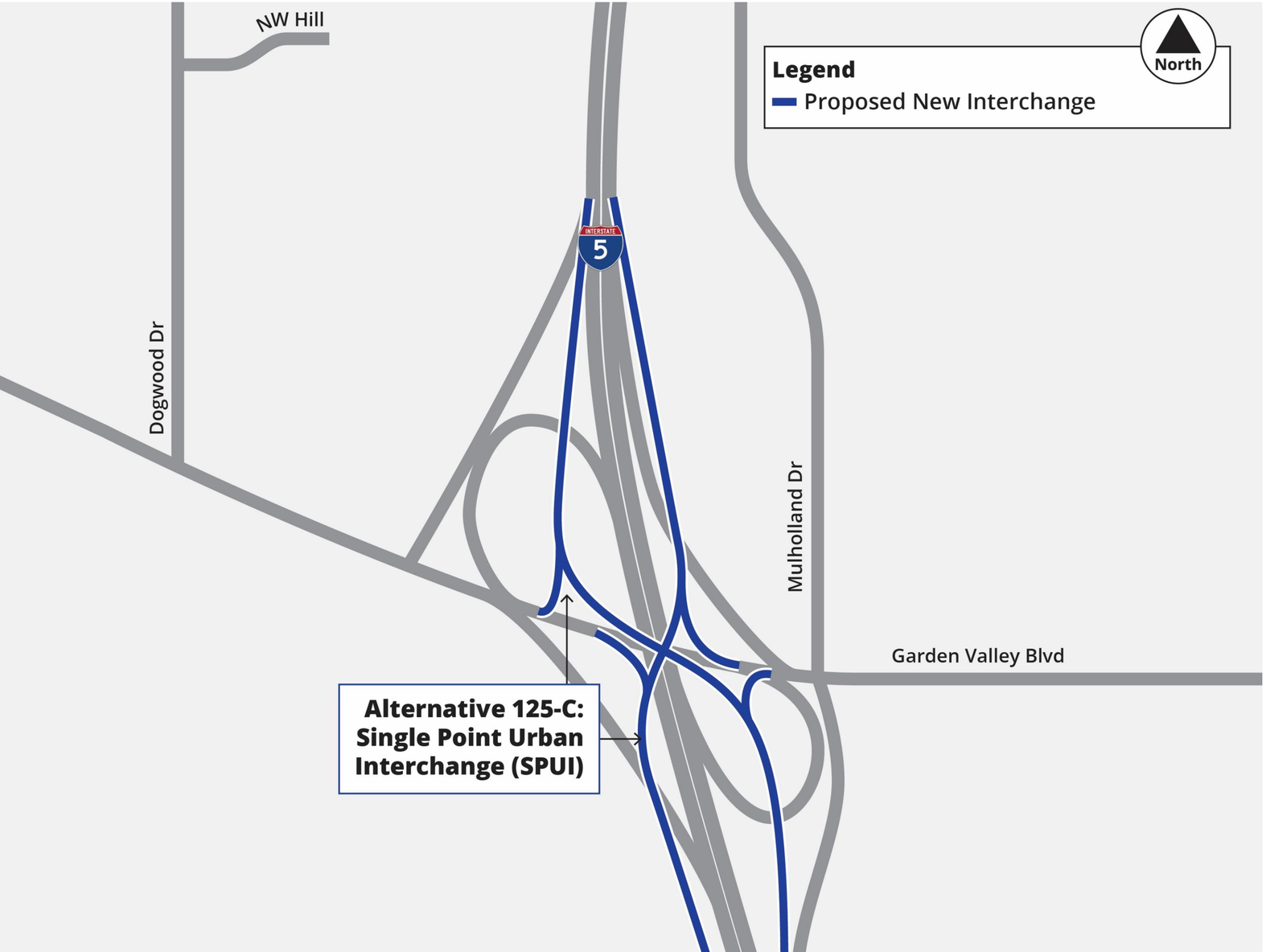
Alternative 125-B

Provide a dedicated right-turn lane at Estelle Street and modify east Garden Valley Shopping entrance to a right-in only turn.

Alternative 125-E

Provide local street connection over I-5 between Mulholland Drive and NW Hill Avenue.

Draft Alternatives for Exit 125 (Garden Valley Blvd)



LONG-TERM IMPROVEMENTS

Alternative 125-C

Reconstruct interchange as a Single Point Urban Interchange (SPUI). A SPUI is a type of interchange design where all turning traffic moves through one single signalized intersection instead of two separate intersections.

SPUIs are often chosen when there is a need to balance high turning movements, capacity, safety and space constraints.

Draft Alternatives for I-5 Mainline

LONG-TERM IMPROVEMENTS

Alternative ML-1

Add southbound auxiliary lane from Exit 125 to Exit 124.

Alternative ML-2

Construct a two-lane exit at northbound off-ramp to Garden Valley Boulevard.

Garden Valley Corridor
INTERIM IMPROVEMENTS

Alternative X-2: Reopen existing under-crossing of Garden Valley Blvd to connect Stewart Park Natural Area to the north side of the street.

Alternative X-3: Improve visibility for pedestrians crossing the ramps at the interchange with signs, striping and street lighting.

Alternative X-4: Provide midblock crossing of Garden Valley Blvd at Fairmount Ave/Highland St.

Alternative X-5: Provide signs to help guide bicyclists along Garden Valley Blvd.

Alternative X-6: Provide street lighting and landscaping enhancements along Garden Valley Blvd.

Garden Valley Corridor

LONG-TERM IMPROVEMENTS

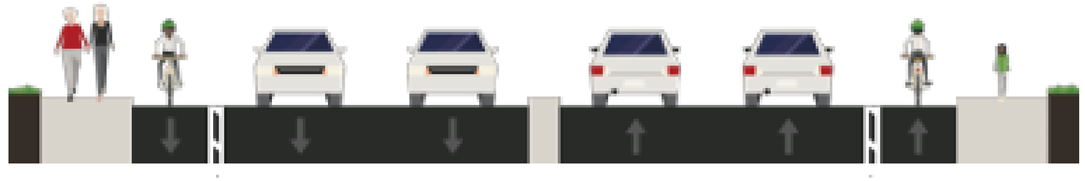
Existing

West-1: Protected Bike Lanes

East-3: Widen sidewalks into SUP on both sides

West-5: South Side SUP - Separated path on south side of the street

East-5: Access Management with Bike Lanes



Alternative West-1: Add protected bike lanes to Garden Valley Blvd between Stewart Pkwy and I-5.

Alternative West-5: Provide a widened 12-foot sidewalk on the south side of Garden Valley Blvd between Stewart Pkwy and I-5.

Alternative East-3: Reduce travel lanes and provide widened 10-foot sidewalks along Garden Valley Blvd between I-5 and Stephens St

Alternative East-5: Remove center turn-lane and install a two-foot raised median to limit left turns in and out of driveways, reduce travel lanes and add bike lanes between I-5 and Stephens St.

Next Steps – Stay Involved

Project Next Steps

Refine alternatives based on feedback from Advisory Committee, Interested Parties and the Public.

→

- Preferred Alternative
- Access Management Plan
- Draft the Plans

Public Meeting #3

Spring 2025
Topic: Draft Plans

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