



OPEN HOUSE #1 – SUMMARY

Date: December 11, 2024
To: Oregon Department of Transportation, Region 3
From: Christian Watchie, Cogito Partners
Subject: I-5 Exits 124/125 Interchange Area Management Plan & Garden Valley Corridor Plan

The following summary represents public input received from the 27 attendees at the in-person Open House on October 30, 2024 and the online open house live from October 21 to November 1, 2024. All comments are verbatim unless noted by parentheses.

QUESTION RESPONSES

Question 1: After reviewing the identified issues for each of the project areas, please share if there any additional ones based on your travel experience.

GARDEN VALLEY CORRIDOR

- Bike and pedestrian (improvements).
- Longer southbound on ramp.
- It needs a better-defined bike path.
- Traffic backed up westbound in the right lane from the railroad tracks to the freeway
- for people getting on the freeway.
- Bike lanes from Stephens St to Mullholland.
- Lower vehicle speeds to 30 MPH.
- Make more attractive.
- Reduce turning movements and number of driveways.
- No place for bikes over I-5 and east.
- Too many driveways.
- Car-centric.
- No “street edge.”
- Ugly.
- East Garden Valley heading west.
- Traffic tough by I-5 on ramp.
- Would like to see this corridor improved so it feels more friendly to other modes of transportation like walking and bicycling.

- There are several childcare centers, Boys and Girls Club off of this corridor that would benefit from slower traffic and more space for bike/ped.
- Lots of conflict points with cars turning onto Garden Valley.
- As a cyclist, I avoid Garden Valley at all costs. I avoid it as a driver too.
- Business I visit are: My Coffee, Two Shy, Starbucks, Fred Meyer, Michael's.
- I make sure I'm on Garden Valley as short as possible.
- If a small business opens on Garden Valley without a light, I won't go unless I do a right turn and right out.
- Landscaping. Trees to shade pedestrians. In general, the commercial areas in Roseburg are not attractive and that makes our city unappealing to those who visit. Aesthetics have to be considered in a project like this.
- Long expanses of concrete and asphalt are hot in the summer and sidewalk users are more likely to walk in shaded areas.
- I avoid the intersection of Garden Valley and Stewart Parkway. Also, where Stewart connects to Edenbower.
- Lane changes can be unnerving.
- I agree that the rush hour traffic difficult and somewhat dangerous around the I-5 exits at Garden Valley. However, it's not anything compared to larger cities such as Portland.

EXIT 124 (HARVARD INTERCHANGE)

- Bike/Ped (improvements).
- Commercial corridor on Harvard needs narrow lanes and bike lanes.
- From eastbound on Harvard to go north on I-5: the merging lane is too short and drivers won't move left due to the need to get off at the 125 Exit.
- Flashing beacon crosswalk at NB freeway on ramp from westbound Harvard just past the high school with activation by pedestrians and cyclists.
- Lower speed limit.
- Very dangerous for walking, waking east on W. Harvard is terrible since cars heading east do not have good vision on folks where they cross the southbound on ramp. The southbound exit is terrible when walking. The stop bar is up the interchange, but to turn right, cars need to pull forward at which point, drivers have to crane their necks to see on-coming traffic.
- Scary for bikes.
- Too complex.
- Bike lane ends just west of I-5 – not good!
- Southbound off ramp has been improved but still a fun curve.
- How can we improve the aesthetics, speed, safety in this area? This area receives a lot of pedestrian foot traffic from DHS and high school students. Lots of driveways and wide travel lanes are concerning.
- Speeds are not comfortable for walking and bicycling and often exceed 30/25 MPH.

- Wharton Drive: I would like to see it be right in, right out only with a median. I worry for students crossing there.
- So many driveways, roads, and blind corners.
- Wide lanes and fast drivers.
- I am more likely to bike here than Garden Valley, but I think I am an outlier.
- Is it possible to make Harrison a lighted (controlled) intersection?
- Cross walks at the ramps are scary for slow or inobservant walkers and bikers (kids).
- Don't replace landscaping with rocks like was done at the Garden Valley Interchange.
- Southbound from N. Roseburg to Hard is a scary trip!
- If something can be done that isn't too expensive, I see no reason that this can be implemented.

Exit 125 (Garden Valley Interchange)

- Longer southbound on ramp.
- It needs a better traffic regulation to help the flow of traffic (perhaps an extra lane?).
- I like the new improved 3rd lane. It has helped the intersection tremendously!
- Lower speed limit on Garden Valley.
- Safety for bikes.
- Southbound on ramp always a race.
- Aesthetics. I was appalled to see the landscaping at the Garden Valley interchange.
- We need to bring the VA and BLM to the table. They've overloads the interchange, which is impeding development in our community. Please speed this up. This interchange is slowing and in cases stopping economic growth and development in our community.
- Too busy with access to BLM, USFS and stores by Grocery Outlet and those gas stations.
- Turns (in and out) for Fred Meyer.
- Again, lots of reason to avoid this area.
- It's not just "rush hour" anymore.
- Overall, I don't think it's an issue that's needed to be addressed at this time.

GENERAL COMMENTS

- Seems like you have covered all the areas. Safety and an easy flow of traffic are important. Thank you for providing this information.
- Overall would like to see long term goals to help our city grow economically verses just addressing traffic flow with what we have.
- How can we make the city better and open for growth?
- Appreciate all of the need that were well captures and documented.

Question 2: Please rank the five project goals with what is most important to you with “1” as least important and “5” as most.

Project Goals	1	2	3	4	5
Safety, Mobility, and Accessibility Create and maintain a safe and efficient transportation corridor.	<input type="checkbox"/>				
Vibrant Community Create an integrated multimodal transportation system that enhances community livability and prioritizes safety	<input type="checkbox"/>				
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.	<input type="checkbox"/>				
Economic Vitality Provide a transportation system that improves economic vitality and facilitates the local and regional movement of people, goods, and services.	<input type="checkbox"/>				
Implementation Provide a sustainable transportation system through responsible stewardship of financial and environmental resources.	<input type="checkbox"/>				

The summary of the responses to Question 2 are summarized in the table on the following page.

SUMMARY OF IN-PERSON AND ONLINE GOAL INPUT:

Safety, Mobility, and Accessibility	Vibrant Community	Transportation Options	Economic Vitality	Implementation
1	2	3	4	5
1	3	1	1	1
1	3	4	5	2
5	4	4	3	2
1	3	2	3	4
1	5	3	4	2
5	4	3	3	3
5	2	5	4	4
5	5	5	3	3
4	3	5	1	2
3	1	2	5	4
1	3	1	4	2
3	5	4	2	1
5	3	2	4	1
5	5	2	3	4
5	5	5	3	3
1	4	5	2	3
5	4	3	1	2
4	5		4	4
5	5	5	3	3
1	2	3	5	4
5	4	2	4	3
Total 62	Total 60	Total 52	Total 51	Total 46

ONLINE COMMENTS

Do you have any additional questions, comments or considerations we need to know about as we continue to develop these two plans?

From what I can tell the city is not owning up to their part in finding solutions and becomes defensive. Would like to see some real engagement from them instead of pushback and denial. It appears that they feel they will be on the hook for funding the improvements which hinders any progress.

To me the most important consideration is to make these corridors safer, slower, more friendly for pedestrians, and bicyclists. Do we really need four lanes? In many other cities the traffic still functions well with 2 lanes, plus bike facilities.

I have a consideration for this project. I live in Riddle and have used this section many time in the past 45 years. Both as a private vehicle driver and as a commercial truck driver. Most of the "close calls" I experienced were during the time frame associated around a passenger vehicles entering I-5 south bound and there need to merge into traffic. The passenger vehicle has some culpability in that he is trying in inter at a slower speed than the I-5 traffic do to the shortness of the on-ramp , particularty Harvard exit #124, South bound. It is my reasoning that some of these drivers are simply not attempting to get up to full speed because they are only attempting to use I-5 to get form one side of Roseburg to the other and consequently see no need to move a long with the current traffic speed. The 'Big' trucks also have some fault as well. Over the years I have observed many truck drivers that flatly refuse to give consideration to the auto driver and will not move into the left lane or slow down to allot the merge to happen. If defense of the truck driver it is some times imposable to move to the left because the lane of traffic is occupied with another vehicle.

So, Hear is what I propose----- post signage on I-5 , both North and South bound to the effect that "big" trucks can use the 2 lanes of traffic legally. This would apply to South bound starting at the Edenbower over pass and end at the Douglas County Fair Grounds. North bound the same would take place from the D. C. Fair Grounds until passing the N.E. Garden Valley overpass. Posted speed limits would remain the same.

This could be a limited or permanent solution depending on it's success or failure. Or it could be applied during the study period pending those results. The expense to implement this approach would be minimal compared to major freeway construction as that signage and the posting of it would be the cost.

Thank you for allowing my "2 cents worth".

ONLINE ANALYTICS

Historical overview and comparison

Period
10/21/2024 - 11/8/2024

Compare to No Align weekdays

Visits
70

No trend data ⓘ

Page views
79

No trend data ⓘ

Unique visitors
50

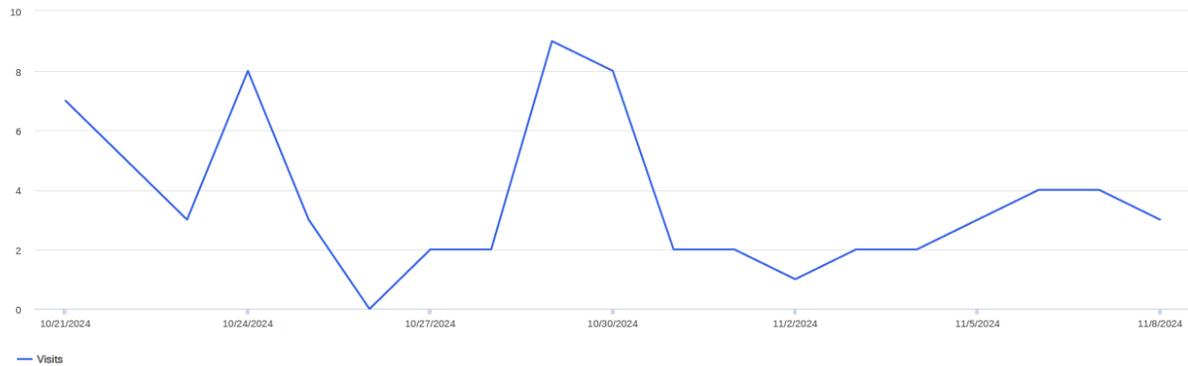
No trend data ⓘ

Returning visitors
25

No trend data ⓘ

Bounce rate
50.00%

No trend data ⓘ



KEY FINDINGS

Overall feedback from the Open House was positive:

- Participants appreciate the opportunity to provide input and express a strong interest in long-term, sustainable improvements.
- Key concerns include safety, accessibility, and the ability to balance transportation needs with community aesthetics and economic vitality.

There were specific trends for each subarea:

Exit 124 (Harvard Interchange):

- **Safety Concerns:** Crosswalks, ramps, and lanes perceived as unsafe for pedestrians and cyclists; improvements like flashing beacons suggested.
- **Traffic & Access Issues:** Challenges with merging, fast speeds, and complex interchange design need attention. Calls for fewer driveways and simplified access points
- **Aesthetic Improvements:** Desire for landscaping and a more attractive corridor to enhance community appeal.

Exit 125 (Garden Valley Interchange):

- **Traffic & Access Issues:** Backup at ramps, especially southbound; suggestions for longer ramps and improved traffic flow. Congestion seen as a barrier to economic growth; collaboration with local agencies recommended.
- **Aesthetic Improvements:** Criticism of current landscaping with suggestions for beautification.

Garden Valley Corridor:

- **Bike & Pedestrian Needs:** High demand for safer, better-defined bike paths and pedestrian infrastructure, with calls for shaded sidewalks and slower vehicle speeds.
- **Traffic & Access Issues:** Congestion, high speeds and too many driveways.
- **Aesthetic Improvements:** Desire for landscaping and a more attractive corridor to enhance community appeal.