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# Meeting Minutes

## I-5 Bottleneck Corridor Segment Plan (Roseburg)

### Kick-Off Meeting

June 19, 2018 – 11:00 AM to 1:00 PM

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**Meeting Organizer:** Matt Hughart, Consultant Project Manager & Tom Guevara, ODOT

**Meeting Attendees:** Melony Marsh; Stephanie Bentea, ODOT; Doug Sharp, ODOT; Logan Miles, ODOT; Peter Schuytema, ODOT; Jennifer Boardman, ODOT; Ron Hughes, ODOT; Mike Baker, ODOT; Stuart Cowie, City of Roseburg; Tracy Grauf, Roseburg Public Schools; Nikki Messenger, City of Roseburg; Jill Weber, Roseburg Public Schools; Glen Pederson, ODOT; Gary Garrisi, City of Roseburg; Joshua Shaklee, Douglas County; Darrin Neavoll, ODOT; Denny Austin, Roseburg Public Schools; Tom Guevara, ODOT; CJ Doxsee, Angelo Planning Group; Stan Petroff and Peter Pagter, OBEC Consulting; Matt Hughart and Bastian Schroeder, Kittelson & Associates, Inc.

**Meeting Purpose:** The purpose of the Kick-Off Meeting is to introduce the project, discuss the roles and responsibilities of the PMT, discuss the project goals and outcomes, and discuss a preliminary project schedule.

### Project Introduction

Tom Guevara:

- Highest traffic volumes on I-5 in Roseburg; freight traffic congestion on the corridor; recurring bottlenecks between Exits 125 and 123
- This project will study corridor between Exit 129 to Exit 119
- High rate of fatal and injury crashes
- Limited parallel local circulation that is constrained by geography
- Congestion worsening under future forecast conditions
  - Reaching critical 60k volume that causes congestion on 4 lane road
  - Have reduced speed limit in last fall to address safety (127 – 123). Initial speed studies show little change in speed

### Project Team Introductions/Roles

KAI

- Matt Hughart is the consultant team project manager

- Developing corridor analysis itself, including conducting analysis, examining alternatives, and preparing recommendations

ODOT, Tom Guevarra

- ODOT project manager
- Will be handling invoicing and verifying that the contract is met

OBEC

- Will be looking at physical improvements and analyze costs/impacts/mitigations

Angelo Planning Group

- Explain the policy and regulatory environment that the project is being developed in
- Identify policy/regulation red flags in the beginning of the project
- Existing conditions demographic portions, which helps the public involvement plan

Role of PMT

- Prepare for and participate in all PMT meetings.
- Begin discussing project concerns and formulate rough project goals/objectives.
- Provide technical assistance and guidance on the project.
- Will convene for at least three additional meetings to review and guide project.

Project Analysis Details

- ODOT has conducted traffic counts on the mainline. Team will be collecting safety data next.
- The 124/125 IAMPs couldn't fully address identified issues due to their limited scope. Hence, this project will look at broader corridor context
- Contingencies built in this project to look at streets beyond mainline if necessary and to integrate with TSP to the extent possible. TSP project outcomes will be "contingent on additional study and refinement."
- This project will use FREEVAL software for corridor analysis
- FREEVAL produces quick results that's easily modifiable
  - Consistent with HCM and ODOT analysis procedures
  - Analyzes aggregate cross sections (not lane by lane)
  - Improvements on getting on and off freeway will likely make it easier for people to get commercial destinations (issues beyond the terminals isn't within SOW)
  - Can take deeper dive into the modeling analysis using VISSIM tool

Goals and Outcomes Discussion

- This project will be looking primarily at the I-5 corridor. No plan to deviate analysis beyond I-5

- This project will coordinate and integrate with the TSP update (on-going) to the extent possible
- Seeking low cost improvements with minimal impact to adjacent land use but will also look at the potential for physical improvements to the freeway corridor, interchange ramps, bridges, etc.
- PMT Goals/Objectives Discussion:
  - Mike Baker, ODOT: opportunities for law enforcement improvements; shoulders for crash scene response
  - Ron Hughes, ODOT: same as Mike; minimize impacts to terminals and getting people to/from businesses
  - Jennifer Burnham: interested in looking at how transit can reduce car-demand
  - Peter Schuytema: concerns that Roseburg traffic is using I-5 as an extension of the local street network
  - Logan Miles: wants to be project resource when surveying is/may be needed
  - Doug Sharp: will be watching out for environmental issues (Note: planning level efforts may not get to that level of detail, but will acknowledge it)
  - Stephanie Bentea: wants to ensure projects have sufficient funding and project coordination is addressed amongst ODOT and partnering agencies
  - Tom Guevara: distinguishing between identifying projects that can be funded and constructed; identifying projects that are beyond funding but are needed/important; identifying projects that are entirely aspirational (if money is no object).
  - Gary Garrisi: interested in public safety and effects on service delivery models
  - Ray Lapke: the closeness of interchange ramps is a concern; access for law enforcement
  - Melony Marsh: economic development and impacts/access to businesses.
  - Tracey Grauf: ensure access to Roseburg High School is maintained/school can still function if improvements are considered
  - Stuart Cowie: concerns with gaps between this and TSP project and tying the projects together; recognize that this study relates to larger transportation network
  - Jill Weber: safety and efficiency at the high school between 7:00-7:30 because everyone converges at the same time (buses, parents, students); safety for getting people in/out if school shooting
  - Nikki Messenger: geometry problem (not just capacity) causing safety issues; not enough room for reader boards near fairgrounds; VA employees causing congestion (would like to get VA representatives involved);
  - Denny Austin: concerned about school buses and parent drop off coordination; politically challenging to replace/remove existing high school

- Darrin Neavoll: answers for economic development; able to maintain whatever gets built; safety for emergency response; look at ways to communicate to the public (reader boards, etc.)
- Joshua Shaklee: would like to see outcome of project feed into eventual Douglas County TSP update

### Discuss Preliminary Project Schedule

The project schedule is preliminary and subject to refinement. Tom expressed interest in organizing separate meetings with the PMT, not shown in the schedule below, to review and discuss individual tech memos as they are released. Tom also expressed interest in tightening schedule between now and PMT Meeting #1 by approximately one month.

- Methodology memo: 7/16
- Plans/policy memo: 8/20
- Lands/pop/inventory: 9/16
- Existing system operations: 10/29
- Future baseline operations: mid-Dec
- PMT #1: mid-Dec
- Public open house: mid-Dec