

Appendix B

Public Meeting Summaries and Comments

Summary of Public Comments and ODOT Responses

Public Open House #1 (January 30, 2007)

Public Open House #2 (April 11, 2007)

Public Open House #3 (June 13, 2007)

Introduction

Public meetings held on January 30th, April 11th, and June 13th of 2007 provided opportunities for the project team and general public to exchange information on the project and discuss the screening, analysis, and ultimately the selection of preferred alternatives. A subsequent open house meeting held on February 6, 2008 enabled the public to assess two additional design concepts that were forwarded for review and compared with the remaining alternatives selected from the prior review process.

The first meeting held at Roseburg City Hall introduced the study to the public through a formal presentation format followed by an open discussion session. Subsequent meetings were held at the Douglas County Library and were conducted using the “open house” format with emphasis placed on providing ample time devoted to individual one-on-one discussions between ODOT, City officials, Contractor staff and citizens who attended. Written public comments were accepted at each public meeting and over the course of the study.

From these comments, ODOT compiled a list of unique comments and organized them by topic. Because responding to individual comments without proper context may lead to confusion, ODOT has provided a single narrative response to each topic.

Open House 1: January 30, 2007

The first meeting, held on January 30, 2007 at Roseburg City Hall and attended by over 80 residents and interested parties (61 signed the attendance sheets), introduced the study to the public and involved a formal presentation followed by an open discussion session. In addition to oral comments fielded by the project team following the presentation, ODOT Region 3 received written comments following the conclusion of the session. A diverse range of questions and comments fielded from the audience were addressed by Mike Baker, ODOT Region 3. The questions and comment are summarized below and grouped together under six subject categories.

Alternatives

Some of the questions and comments centered around suggestions in draft Technical Memorandum #1 that a realignment such as a bridge bypass is indeed on the table for consideration. Some suggestions were forwarded for potential alternate routes for Highway 138 that utilized existing roadways. Others expressed support either for or against a new bridge between Harvard Avenue and Diamond Lake Boulevard. One comment suggested incorporating bike paths separated from traffic.

Listed below is a summary of alternative related comments received:

- References in Technical Memorandum #1 and the recent advertisement in the News-Review (local newspaper) that asks “How do we get there from here?” suggest that a new alignment indeed is on the table?

- Heavy emphasis on design and aesthetics should be placed on any alternative that involves the construction of significant new infrastructure. If such an alternative is chosen, then it should become a positive, signature landmark for the city.
- Based on aerials and maps of the study area, it's obvious that Harvard Avenue and Diamond Lake Boulevard line up and that Oak and Washington avenues are diversions.
- Those expressing support for the bridge from Harvard Avenue to Diamond Lake Boulevard cited the following:
 - Will enhance development potential along Diamond Lake Boulevard.
 - Increased services on city's east side.
 - Will enhance and support waterfront development by providing capacity.
 - Bridge would improve maneuverability downtown.
- Other alignment alternative suggested were the following:
 - Extend Portland Avenue (south of downtown) across the S. Umpqua River and over the railroad (a counterargument was made that a southern connection would impact the area with more congestion).
 - Realign Diamond Lake Boulevard north of Deer Creek at the Stephens Street intersection and create a Diamond Lake couplet.
 - Initiate dual left turns from Diamond Lake Boulevard onto southbound Stephens Street and eliminate left turn movements on Winchester/Jackson.
 - Re-route Highway 138 via Edenbower Boulevard to Stephens Street.
- Concerns were expressed regarding the height potential of a bridge directly connecting Harvard Avenue to Diamond Lake Boulevard given that, in addition to the river, the bridge will flyover the railroad and subsequently Stephens Street. The downward angle of the bridge may not be able to touch town at street level until well past the Winchester/Jackson intersection.
- What ever you do, please include a bike path separated from traffic!

In response to these comments, ODOT staff reiterated that at this stage in the study process, the only alternative currently under consideration is the No-Build. A wide range of alternatives will be developed based on public input and committee recommendations. Any alternative that adds traffic lanes or requires new alignments will include bike lanes and sidewalks. The specific designs of those features are looked at in the design phase for a construction project.

Operations

Audience members raised three primary issues/questions with regards to operations:

- Does Level of Service (LOS) measure level of quality for other modes of travel such as transit?

- One audience member noted the high rate of collisions at Pine/Oak in relation to the high volume of traffic recorded by the origin-destination license plate survey suggests high traffic from south Roseburg to Harvard Avenue via the Oak/Washington bridges.
- Any alternatives that are considered by the study should factor in the already high traffic volumes occurring along Harvard Avenue in the vicinity of Roseburg High School given its location in close proximity to interchange 124.

Level of Service (LOS) is a method of measuring delay associated with roadway use. The city, county, and state use a measurement tool (volume to capacity) which measures the capacity of a roadway as it relates to motor vehicle traffic. Transit has unique characteristics which do not fit well with traditional methods of benefit measurement. Impacts to transit will be evaluated for each alternative. The transit agency is a member of the citizen advisory committee.

The origin-destination survey indicated a significant volume of existing traffic utilizing the existing bridges traveling to or from southern Roseburg and downtown. Along with recent traffic counts, the origin-destination information will be important in developing future alternatives and will help calibrate the Roseburg Travel Demand Model. Although a separate project, this study is being done concurrently with the I-5 Interchange 124 Area Management Plan. Both studies will share information and analysis.

Railroad

Questions and comments were focused primarily on the topics of relocating the railroad switching yard and grade separated crossings.

- Is the mission of the study to avoid train crossings a primary or secondary consideration, and if it is not a top priority – why build a bridge?
- How would relocation of the switching yard impact traffic?
- A suggestion was made to vacate one track when the switchyard is relocated.
- Has the Central Oregon Pacific Railroad (CORP) determined that there is a need for a bridge/grade separated alternative and if so, have they presented a future project?

The primary focus of this study is to more efficiently move traffic between I-5 exit 124 and Diamond Lake Boulevard (OR-138). Avoiding train crossings is a goal of the study, but it is not the primary consideration. The intersection of Stephens and Diamond Lake Boulevard has long been recognized by the City and ODOT as a deficient intersection with high traffic demands, many geographic and environmental constraints and one whose operations affect many intersections some distance from its location. This study will attempt to address the deficiencies in this area by developing a wide range of alternatives, including some with various types of bridges.

The Central Oregon and Pacific Railroad (CORP) is a member of the technical advisory committee. CORP has stated that relocation of the downtown switchyard to the

Winchester/Wilbur area north of Roseburg will allow them to a) schedule trains south of the yard so as to not interfere with peak roadway travel times, b) allow for shorter unit trains (e.g. 50 cars as opposed to 100) and c) increase speed through town. CORP intends to retain the downtown yard as a “siding” for their operations in order to retain capacity.

For safety reasons, both CORP and ODOT prefer grade separated rail crossings and neither permit an increase in public at-grade crossings. The CORP has no current plans to grade separate crossings in the Roseburg area.

Growth Management

Audience members who spoke on this topic were in line with limiting growth within the region.

- Viewing potential build alternatives as non-starters, there are different ways to address traffic problems other than attempting to build our way out of them.
- The US President’s recent State of the Union address mentioned a goal to reduce gas consumption by 20%. ODOT should be striving to reduce traffic, not build more roads.
- Wouldn’t development impact fees be a viable option for managing growth?
- One comment expressed strong opposition to the "flyover" or any variation thereof, as a solution to the Diamond Lake Corridor traffic situation – claiming that it is clear from prior City Council meetings, ODOT memos and public statements that the purpose of this study is to justify, if possible, this flyover concept. The comment continues, stating that not only will the character of the city suffer from this proposal but downtown will be irreparably harmed. In light of the most recent reports on global warming, it is indefensible that ODOT is continuing to forward archaic solutions based on our continued unquestioned dependency on the automobile. It is time for ODOT to seek 21st century solutions to 21st century problems.
- Preserve and add to the viability of downtown and protect the Laurelwood neighborhood both from noise as well as keeping traffic no closer than it is presently.

A wide range of alternatives will be developed as part of the process and compared to the impacts resulting from a no-build scenario. All modes will be evaluated as a part of this process, and suggestions on how to best meet those needs are welcome from the public. In response to neighborhood impacts, noise and aesthetics have been identified by the committees as issues of concern to the Laurelwood neighborhood. Those concerns will be carried throughout the entire process as concepts are considered, and will be addressed in more detail during project development or in the environmental phase as part of an Environmental Assessment. ODOT acknowledges that as a wide range of alternatives are assessed; it is likely that some of them may create opposition due to various levels of impact.

Cost

Two primary questions focused around financial aspects of future alternatives.

- What portion of the total cost of the project is being financed by the City?
- What would be the funding sources to construction a bridge should it become the preferred alternative?

ODOT, at the request of the City of Roseburg is evaluating the Highway 138 corridor. The City has partnered with ODOT financially on this study by agreeing to take over jurisdiction and maintenance of Quarry Road. Once a preferred alternative is selected, it is likely the City will be requested to participate in some financial manner to construct the project. Whatever the preferred alternative, funding for design, right-of-way, and construction will likely come from a combination of federal, state, and local sources.

Study Area

A couple of questions and comments focused on the existing study area.

- Should the study area be expanded, and will a preferred solution resulting from the study be limited strictly to the designated study area?
- Could the improvement occur outside the geographic boundary?

A wide range of alternatives will be considered. Alternatives that are outside the boundary can be considered. The boundary was chosen based on intersections influenced by the Diamond Lake/Stephens intersection, topography, historical, and environmental considerations.

Study Process

Some questions were received on process.

- How could the project team enhance the opportunity for those wishing to participate further in the process?
- How long will the process take before a solution is recommended?
- One commenter felt ODOT did a tremendous disservice in the way it advertised this meeting, stating it was vague, confusing and poorly timed.

In order to obtain a wide range of input, the City and ODOT have requested individuals representing a range of interests to participate as members of a citizens advisory committee. Those interests include: downtown, land development, trucking, bicycle and pedestrian, Laurelwood/historic, transit, chamber of commerce, city Economic Development and Public Works commissions, and an at-large citizen.

A series of open houses is planned for this planning phase of the study. The planning phase is estimated to take up to 1 ½ years. Project information is made available on the ODOT web site (http://www.oregon.gov/ODOT/HWY/REGION3/or138_index.shtml). City and ODOT staffs are available to speak to a variety of local clubs, groups, and

individuals as requested and will continue to place prominent advertising for open houses in the daily newspaper.

Open House 2: April 11, 2007

The project team held the second Public Open House for the Highway 138 Corridor Solutions Study on April 11, 2007 at the Douglas County Library in downtown Roseburg. This open house gave the public the first opportunity to view all 16 design alternatives under consideration and identified those alternatives recommended for further study. The forum also enabled participating citizens to seek clarification and voice any concerns on various aspects of the study. Although 67 citizens filled in the sign-in sheet for this event, the actual number in attendance was estimated to be more than one-hundred.

Alternatives

Many attendees expressed support either for or against alternatives. Suggestions were made to place greater emphasis on increased public transit and pedestrian access. Others favored a direct bridge from Harvard Avenue to Diamond Lake Boulevard with grade separation over/below the railroad tracks. Of the written comments received, several expressed support for a specific design option while a few pinpointed specific options that should be eliminated.

Some of the comments expressing support for a particular design option acknowledged some of the trade-offs involved. For example, one visitor considered option 3(a) to be the most cost effective for moving traffic, although motorists would still be stopping at the railroad tracks. Likewise, support for option 3(d) was tempered by aesthetic issues of an elevated viaduct and projected costs. Another commenter suggested that truck traffic be routed to exit 125 (Garden Valley) then down Garden Valley, Stephens, and Winchester to Diamond Lake Boulevard.

Some comments expressing preferences or dislikes of presented alternatives accompanied with explanations are listed as follows:

- Design Option 2(a) was viewed as a reasonable compromise toward achieving the goal of increased access to Diamond Lake Boulevard while mitigating impacts to existing properties.
- Several who expressed support for Design Option 3(a) viewed it as beneficial for businesses by providing better access to I-5. The option was also viewed negatively, either for its lack of a grade separated railroad crossing or for the associated impacts and costs to the community.
- Design Option 3(d) was also frequently mentioned both favorably and unfavorably. Although the option resolves the railroad crossing issue, concerns were expressed regarding costs and impacts associated with aesthetics in addition to community and environmental impacts.
- One comment recommended revisiting a proposal to extend Stewart Parkway over the ridge to connect with Rifle Range Road. The option was preferred because it

would have less of an impact on the riverfront, historic districts, structures, and railroad.

- Several expressed concern over removing the Washington Street Bridge, preferring instead to convert it into a pedestrian/bicycle only bridge.
- Those expressing support for the No-Build option typically did not view congestion as a problem, doubted future forecasts, and considered the build options as too costly.
- A number of people commented or signed a petition that any type of “flyover” structure is too expensive and disruptive to the downtown.

Alternatives that were created and moved forward were required to meet the Purpose and Need statements identified for the project. More detailed analysis will be performed on forwarded alternatives and presented at a future open house.

Impacts

Concerns were expressed regarding the human, traffic, and environmental impacts associated with some of the alternatives under consideration. Comments expressed included:

- Two comments expressed concern over widening of Harvard in front of the high school and the safety of children crossing the road.
- Some questioned how a bridge across Elk Island would look from an aesthetic standpoint – especially from the city center riverfront.
- Several comments indicated that more direct access from I-5 would be beneficial for businesses.
- One commenter suggested that the city should place more emphasis on light and medium industrial development that pay better wages and benefits, over retail development on Diamond Lake Boulevard.
- A comment was made that if a project were built, downtown would become barren and people would drive unnecessarily and contribute to pollution and environmental degradation.
- Finally, safety impacts were expressed with regards to emergency vehicles forced to wait at railroad crossings when trains pass through.

ODOT recognizes that any changes to transportation in an urban environment will likely create impacts. It is the intent of this study to identify and avoid or minimize those impacts to the greatest extent possible. The Interchange 124 Area Management Plan (IAMP) has identified a future need to widen Harvard Avenue in the proximity of the interchange, validating the early findings in the city’s Transportation System Plan (TSP). Efforts are continuing on that project to identify an alternative that minimizes potential impacts.

The City of Roseburg has zoned most of Diamond Lake Boulevard with a Mixed Use (MU) zone that allows both light industrial and commercial uses. Commercial uses

typically generate significantly higher volumes of traffic than industrial ones and are therefore used to plan future highway needs.

Maintaining the economic viability of downtown was a key goal of this study. For this reason, a downtown business owner was selected to participate on the citizen advisory committee. This committee is working tirelessly to develop solutions that minimize impacts to the community and environment, realizing that some impacts are unavoidable.

Railroad

Crossing the railroad was cited as important by many respondents. Still others commented that the cost and aesthetics of such a large structure were too much and would detract from the downtown. Comments expressed include:

- One commenter was worried about getting past the railroad to the hospital in an emergency.
- Another suggested that 3A was the best, most efficient way to move traffic. However, the railroad track would still stop traffic. However, with 3D, an attractive railroad bridge would be difficult to design.

The project team and committees have been exploring options that could effectively remedy the issue of east-west travel being effectively shut down when trains pass through the at-grade railroad crossings. Not only does this condition impact vehicular, freight, transit, and other non-auto modes, it is also a safety issue causing delay of movement for emergency vehicles. However, due to topographic and infrastructure constraints, all options under consideration are expensive and/or pose substantial and perhaps unacceptable impacts to the community and circulation into and out of downtown and surrounding neighborhoods. If it is ultimately determined to not be feasible at this location, implementation of a grade separated railroad crossing should continue to be a top priority for the Roseburg TSP and appropriate locations should be actively explored that have fewer constraints than those posed along the Highway 138 corridor.

Study Process

Some comments received were critical of the open house format, mainly that a formal overview presentation should have preceded the event. Others questioned the reliability of the projections and lack of specific cost estimates for each proposal.

The 2030 analysis is based on the Roseburg travel demand model. The model includes factors such as population, authorized land uses and economic forecasts (developed and approved by the City of Roseburg). Traffic growth does not specifically correlate to population growth, particularly in regional centers like Roseburg. The population growth rate for Roseburg is established by the county as described in ORS 195.025 and .036. Land use is a prime element used in travel demand model projections.

In order to provide an accessible forum for all with room for the displays, it was decided to hold the public open houses at the library, in a format that allowed citizens to view displays and ask questions of staff without being intimidated.

As alternatives are further refined, estimated costs will be developed and made available at the next open house. Symbols representing a magnitude of cost (1 to 5 symbols) were provided at this meeting to give the public an idea of how the alternatives compared in cost.

Open House 3: June 13, 2007

The third meeting held on June 13, 2007 had approximately 100 attendees (52 signed the attendance sheets). Information on the six previously forwarded build alternatives and no-build scenario were positioned throughout the conference room for visitors to review. The information displayed the imprint that the build alternative would have on the surroundings and projected traffic operations in the year 2030. The latest three build alternatives advanced by the Steering Committee were identified. In addition, a simulation of how the selected alternatives could potentially function in 2030 was presented.

Alternatives

The project team received many comments, expressing preference for a different solution to the problems along the corridor than what was presented.

- One commenter suggested that a dam be built and that the river be deepened for a marina.
- Another person stated that a supermarket on Diamond Lake would solve traffic by not requiring people to drive through all of the busy intersections.
- A suggestion was made for a split interchange at 124 with half north and the other half south of the South Umpqua River.
- A few comments recommended that other modes (bicycle, pedestrian, and transit) be looked at before road improvements for vehicles are considered.
- One comment indicated that the Portland Avenue Bridge alternative should not have been dismissed.
- Winchester Street southbound at the Diamond Lake Boulevard intersection was identified by one person as a problem due to the lack of a right turn lane for traffic turning right destined for Stephens Street.

The bridge alternatives received many positive and negative comments.

- Several comments expressed support for bridge option 3(a) as a means of providing better access to east Roseburg.
- Many others supported bridge option 3(a) for economic growth on Diamond Lake Boulevard and relieving downtown congestion.
- Some suggested that bridge option 3(a) was too costly in comparison to the benefits it provides.

- One individual urged artistic design considerations if 3(a) is the chosen alternative.
- Another person wrote that bridge option 3(d) was the best option, but should only go over the new bridge and not other arterials.
- Others commented that the bridge alternatives were unnecessary, expensive and disruptive to the community.

A few comments were received on other alternatives presented.

- A handful of comments expressed support for alternative 1(a) as the most cost efficient choice and one that respects the city, its business, and traffic concerns.
- Others supported 1(a) because traffic would continue to flow past tribal property, the visitor center, and library that are important to the character of the city.
- One person thought alternative 2(a) provided for smoother traffic flow.

Other comments included the suggestion that the community wait to observe what impact other existing and pending projects will have on the transportation system. These projects include the relocation of the railroad switching yard, traffic control improvements on Pine and Stephens to the south, and construction of a new Public Safety facility. A few commented that the no-build option had less impact and should be selected.

The project teams considered a wide range of alternatives, including the split diamond interchange concept. Although it was never brought forward, it was immediately dismissed because of obvious 4(f) (park) impacts. The project teams worked to develop alternatives that avoided or minimized impacts to historical and park properties, and environmentally sensitive areas, while at the same time resolving congestion and safety problems.

All alternatives were required to meet the Purpose and Need statements to advance. In addition, screening and evaluation criteria were applied for more detailed analysis. Those alternatives best meeting these criteria were forwarded by the project teams. The criteria specifically included mobility, traffic flow, signalization, bridges, queuing, grade separation, bicycles, pedestrian, transit, environmental resources, flood plains, threatened and endangered species, archaeological sites, wetlands, hazmat sites, parks and recreation, community features, environmental justice, air quality, land use, noise impacts and visual resources.

Impacts

Concerns were expressed regarding the human, traffic, and environmental impacts associated with some of the alternatives under consideration. Comments expressed included:

- One person was concerned about impacts to historical properties on SE Stephens if 1(a) was selected and Stephens Street widened.

- Another was concerned that these alternatives conflicted with ideas to connect downtown and the waterfront and would damage business in downtown.
- Many comments expressed concern over the future livability of the city and that emphasis is being placed upon vehicle traffic over other travel modes (transit, bicycle, pedestrian). Livability comments centered on the preservation of downtown and area neighborhoods.
- One person was concerned with impacts to the health center and the Laurelwood neighborhood.

All of the alternatives, including the no-build scenario will have an impact on the community. The project teams are working to identify one with the least impact on identified concerns but still address the purpose of the project. All traffic modes will continue to be addressed and represented as the study continues. Any build option is required to address all modes. Although impacts appear to be minimal to Laurelwood and the Health Department, they have not been specifically determined in this study. More detailed analysis will occur in the environmental phase.

Railroad

Crossing the railroad was cited as important by many respondents. Comments expressed include:

- A few comments suggested that if the rail isn't crossed with a grade separation, than it is not worth doing anything.
- Another person commented that if we can't afford to do it now, we make some improvements now that would still allow it to happen in the future.
- Safety reasons were the most common cited reason for those supporting grade separation of the railroad.
- One person explained that relocation of the railroad switch yard north will likely alleviate many of the rail issues seen today.

Study Process

Finally, two comments centered on the open house notification process, primarily that not enough advanced notice was given and lack of a phone number or email address on the ad if someone had a conflict and was unable to attend.

Open House 4: February 6, 2008

A fourth meeting was held on February 6, 2008 to present two new build alternatives that were forwarded by a member of the citizen advisory committee. These concepts were allowed into the process at a late date because they did not require the widening of the Stephens Street and Diamond Lake Boulevard structures as in all other alternatives. They also appeared to have far less cost and seemed to include substantial improvements for all travel modes. Prior to the open house, both concepts went through a full screening and

evaluation process as had previously forwarded alternatives. Of note, alternative 6(a) was found to be the only alternative meeting all ODOT standards. The project teams forwarded these alternatives for further consideration. The Steering Committee also folded the downtown intersection changes in alternative 1(a) into the remaining alternatives.

Because these concepts had not appeared in previous open houses, a mailer was developed that identified and explained these alternatives and invited the community to the open house. The mailer was sent to 1,800 addresses generally between Deer Creek and Beulah Drive and between Stephens and Lake Street.

Along with the two new alternatives, the previous build alternatives and no-build scenario (less alternative 1(a)) were presented in an open house style format at the Douglas County library. It is estimated that over two hundred people were in attendance.

Alternatives

The project team received a few comments, expressing preference for alternatives that were not considered or previously dismissed.

- One person suggested that a new route be constructed from I-5 MP 118 to Roberts Creek Road.
- Another person wanted to see a high level left turn off the Oak Street Bridge that would go over the rail, Stephens Street, and Deer Creek along with a similar westbound ramp from Stephens to Washington.
- A couple of comments inquired about building a bridge further south near the fairgrounds (Portland Avenue).

A number of people commented that they liked alternative 6(a).

- A few commented that alternative 6(a) should be built because it had the least amount of impact and cost the least.
- Some felt 6(a) was a reasonable alternative because it opened up the eastside to development, an area that they felt had been neglected.
- Still others commented that alternative 6(a) would make travel more circuitous to the downtown or disrupt the Benson area neighborhood.
- Others were concerned about creating traffic flow or safety problems in the neighborhoods north of Odell.

Comments were also received expressing support for the no-build scenario.

- Some wrote that the problem is the trains, and since none of the alternatives resolve that problem, none should be selected.
- Others commented that the alternatives didn't provide good access to the library or didn't like one-way streets.
- Others didn't believe the traffic projections or felt the costs of the projects were either under or over estimated.

The project teams considered a wide range of alternatives, including ramp concepts from the bridges. Due to problems affecting historical properties and traffic circulation, they were not pursued further. Although not the purpose of the project, the teams recognized early on that a grade separated crossing was highly desirable. To that end, a number of alternatives were developed to achieve that goal. Due to topographic and infrastructure constraints, all options under consideration are expensive and/or pose substantial and perhaps unacceptable impacts to the community and circulation into and out of downtown and surrounding neighborhoods. If it is ultimately determined to not be feasible at this location, implementation of a grade separated railroad crossing should continue to be a top priority for the Roseburg TSP and appropriate locations should be actively explored that have fewer constraints than those posed along the Highway 138 corridor.

Impacts

Concerns were expressed regarding the human, traffic, and environmental impacts associated with some of the alternatives under consideration. Comments expressed included:

- A couple of comments questioned where parking would occur off of Odell if parking was eliminated from the road.
- One person felt that alternative 6(a) would just be a repeat of "Pine Street's urban blight."
- Some expressed concern that the library might be difficult to access with alternative 6(a).
- A couple of residents from Laurelwood did not want to see any alternatives that directed traffic through it.
- Some comments indicated that they believed alternative 6(a) provided clear traffic relief with the least impact physically and financially to the city.
- Others were questioned what would be done with a spring that runs on Winchester Street.

Specific impacts for each affected property are identified during the environmental and design phases of the project. The project teams worked to avoid or minimize impacts to the greatest extent possible.

Railroad

Crossing the railroad was cited by many people as something strongly desired.

Comments included:

- Some wrote that since the original purpose of the project was to get over the railroad, and none of the alternatives solve this problem, then nothing should be done.
- One person commented that the roadway should be elevated over the rail so traffic could flow even when a train passes through.

The original purpose of the project was to address traffic flow through the Stephens/Diamond Lake Boulevard and Winchester/Diamond Lake Boulevard intersections. The official purpose statement developed at the beginning of the project was: “The purpose of the Highway 138 Corridor Solutions Study is to address mobility, safety, connectivity, and multi-modal needs on Highway 138 between Interstate 5 Exit 124 and Fulton Street.”

The project teams developed a number of alternatives with roads built over the rail, and one with the rail over the road system. These were subsequently rejected upon further evaluation and analysis.

Highway 138 Corridor Solutions Study



Summary of Discussion

Public Open House

1st Meeting

6:00 to 8:00 P.M.

January 30, 2007

Attendees

See attached sign-in sheets

Introductions and Project Overview

Following introductions by City Manager Eric Swanson, Mike Baker (ODOT) opened the meeting by clarifying that the project is strictly a study of the Highway 138 corridor and, contrary to what has recently been circulated, no alternatives are under consideration at this time other than doing nothing at all (i.e. No-Build Alternative). Mike Baker, Jennifer Danziger (DEA) and John Wiebke (DEA) then proceeded with a PowerPoint presentation describing the Purpose, Need and Goal statements that evolved from the three December committee meetings and that are outlined in Technical Memo #1. The contents of Technical Memo #2 were summarized, beginning with a review of documents pertinent to the Study such as the City and County TSPs, Oregon Highway Plan, Roseburg Comprehensive Plan and City Ordinance, OR 138E Access Management Plan, Oregon Rail Plan, Downtown Master Plan and Waterfront Concept Plan. Next, a summary of the environmental reconnaissance and existing land uses was presented that included Goal 5 resources, FEMA floodplain information, historic and archaeological resources, air quality, socioeconomic and environmental justice, hazardous materials, wetlands, existing land uses, and Section 4(f) resources was presented. The presentation then shifted to traffic analysis and a discussion of the results of traffic counts and origin-

destination license plate surveys, collision data collected, and existing deficiencies in the transportation system.

The presentation concluded with a brief summary of the next task, which will entail analyzing future conditions based on the no-build scenario. The consultant team will conduct the 20 year forecast from 2005 to 2025 and then extrapolate the projections out to 2030.

Discussion Items and Questions

A diverse range of questions and comments fielded from the audience were addressed by Mike Baker. The questions and comment are summarized below and grouped together under six subject categories:

Alternatives

Some of the questions and comments centered around suggestions in Technical Memorandum #1 that a realignment such as a bridge bypass is indeed on the table for consideration. Some suggestions were forwarded for potential alternate routes for Highway 138 that utilized existing roadways. Others expressed support either for or against a new bridge between Harvard Avenue and Diamond Lake Boulevard.

- References in Technical Memorandum #1 and the recent advertisement in the New-Review (local newspaper) that asks “How do we get there from here?” suggest that a new alignment indeed is on the table?
- Why build a new bridge if a grade separated railroad crossing is not the top priority?
- Heavy emphasis on design and aesthetics should be placed on any alternative that involves the construction of significant new infrastructure. If it a chosen alternative, then it should become a signature positive landmark for the city.
- Based on aerials and maps of the study area, it’s obvious that Harvard Avenue and Diamond Lake Boulevard line up and that Oak and Washington avenues are diversions.
- Those expressing support for the bridge from Harvard Avenue to Diamond Lake Boulevard cited the following:
 - Will enhance development potential along Diamond Lake Boulevard.
 - Increased services on city’s east side.
 - Will enhance and support waterfront development by providing capacity.
 - Bridge would improve maneuverability downtown.
- Other alignment alternative suggested were the following:
 - Extend Portland Avenue (south of downtown) across the S. Umpqua River and over the railroad (a counterargument was made that a southern connection would impact the area with more congestion).
 - Realign Diamond Lake Boulevard north of Deer Creek at the Stephens Street intersection and create a Diamond Lake couplet.

- Initiate dual left turns from Diamond Lake Boulevard onto southbound Stephens Street and eliminate left turn movements on Winchester/Jackson.
- Re-route Highway 138 via Edenbower Boulevard to Stephens Street.

Existing Operations

Audience members raised three primary issues/questions with regards to operations:

- Does Level of Service (LOS) measure level of quality for other modes of travel such as transit?
- One audience member noted the high rate of collisions at Pine/Oak in relation to the high volume of traffic recorded by the origin-destination license plate survey suggests high traffic from south Roseburg to Harvard Avenue via the Oak/Washington bridges.
- Any alternatives that are considered by the study should factor in the already high traffic volumes occurring along Harvard Avenue in the vicinity of Roseburg High School given its location in close proximity to interchange 124.

Railroad

Questions and comments were focused primarily on the topics of relocating the railroad switching yard and grade separated crossings.

- How would relocation of the switching yard impact traffic?
- Is the mission of the study to avoid train crossings a primary or secondary consideration, and if it is not a top priority – why build a bridge?
- A suggestion was made to vacate one track when the switchyard is relocated.
- Has the Central Oregon Pacific Railroad (CORP) determined that there is a need for a bridge/grade separated alternative and if so, have they presented a future project?

Growth Management

Audience members who spoke on this topic were clearly in line with limiting growth within the region, particularly along Diamond Lake Boulevard.

- Viewing potential build alternatives as non-starters, there are different ways to address traffic problems other than attempting to build our way out of them.
- The US President's recent State of the Union address mentioned a goal to reduce gas consumption by 20%. ODOT should be striving to reduce traffic, not build more roads.
- Wouldn't development impact fees be a viable option for managing growth?

Study Area

Questions and comments focused on the existing study area regarded whether it should be expanded and whether a preferred solution resulting from the study would be strictly limited to the designated study area, or could the improvement occur outside the geographic boundary?

Study Process and Financing

Two primary questions focused around money and participation arose from audience members.

- What portion of the total cost of the project is being financed by the City?
- What would be the funding sources to construction a bridge should it become the preferred alternative?
- How could the project team enhance the opportunity for those wishing to participate further in the process?
- How long will the process take before a solution is recommended?
- Who owns Elk Island?

Post Discussion

After the public question and answer session concluded, the project team fielded one-on-one discussions at various stations where display boards were posted. Highlights of issues and concerns raised by the public are summarized below.

- Concerns were expressed regarding the height potential of a bridge directly connecting Harvard Avenue to Diamond Lake Boulevard given that, in addition to the river, the bridge will flyover the railroad and subsequently Stephens Street. The downward angle of the bridge may not be able to touch town at street level until well past the Winchester/Jackson intersection.
- Instead of the Harvard to Diamond Lake crossing, the project team should give serious consideration of a new bridge crossing at the southern end of the city that would align with Portland Avenue.

Highway 138 Corridor Solutions Study

PROJECT OVERVIEW

Public Open House #1
January 30, 2007

Meeting Notice

NEWS RELEASE

Public Invited to Highway 138 Corridor Solutions open house

Open house broadcast live on cable channel 19

ROSEBURG Highway 138 East meeting Tuesday

SW Oregon Public Affairs
 Gail Gray, Douglas Jackson and
 Jeannette Chastain

For more information:
JAMES CASTLE
 Public Information Officer
 Phone: (503) 627-3000
 Email: jcastle@odot.gov

BOB BAKER
 Project Manager
 Phone: (503) 627-3050
 Email: rbaker@odot.gov or
 rbaker@transportation.or.gov

January 25, 2007
 07-04-03

Public Invited to Highway 138 Corridor Solutions open house
 Open house broadcast live on cable channel 19
 ROSBURG, OREGON — The public is invited to an open house about the Highway 138 Corridor Solutions study. The open house will be held Tuesday, January 30 from 8 p.m. at the Roseburg City Council chambers, 600 2nd Street, Roseburg, Ore. and will be broadcast live on local cable channel 19. The study looks at transportation solutions from Interstate 5 along Main Street to Diamond Lake Boulevard, which is roughly twice as long as Oregon Highway 138. The \$20,000 study is being conducted jointly by the City of Roseburg and the Oregon Department of Transportation. Both agencies participated in funding the study.

A 30-minute advisory committee began meeting late last year. In addition to members of the citizen advisory committee, representatives from ODOT and the City of Roseburg will attend the open house.

For more information about the planning study, contact ODOT Project Manager Bob Baker at (503) 627-3050 or ODOT Public Information Officer James Castle at (503) 627-3000.

SWDOT/af

Study Area Boundary

Study Area Boundary

Highway 138 Corridor

Purpose Statement

Purpose

The purpose of the Highway 138 Corridor Solutions Study is to address mobility, safety, connectivity, and multi-modal needs on Highway 138 between Interstate 5 Exit 124 and Fulton Street.

Need Statements

Need

Highway 138 experiences significant congestion both downtown and along Stephens Street which also serves as a major north-south commute route paralleling I-5.

	Need Statements
	<p><u>Need</u></p> <p><i>East-west travel across the railroad tracks is effectively shut down when trains pass through the at-grade railroad crossings which impacts vehicular, freight, transit, and other non-auto modes causing congestion as well as giving rise to safety issues and potential delay for emergency vehicles. Four to six trains pass through the city during a typical 24-hour period.</i></p>

	Need Statements
	<p><u>Need</u></p> <p><i>Freight movement within the study area is impacted by some of the tight turning curb radii in downtown Roseburg causing some trucks to choose other roads, such as the congested Garden Valley Boulevard corridor, as an alternative to access Highway 138.</i></p>

	Need Statements
	<p><u>Need</u></p> <p><i>Existing gaps in the bicycle and pedestrian transportation system result in a dysfunctional network that makes travel difficult and unsafe.</i></p>

	Study Goals
	<ul style="list-style-type: none"> ■ Address deficiencies in the existing transportation system to improve circulation and more efficiently move traffic between I-5 and Diamond Lake Boulevard. ■ Mitigate conflicts between rail and vehicular traffic and improve freight travel routes. ■ Provide transportation improvements that avoid where possible then minimize and effectively mitigate adverse impacts to natural and cultural resources.

	Study Goals
	<ul style="list-style-type: none"> ■ Develop a solution that preserves downtown accessibility and supports local efforts to expand economic development. ■ Minimize community impacts and maintain livability of surrounding neighborhoods.

	Study Process
	<ul style="list-style-type: none"> ■ 2006 Existing Condition ■ 2030 No Build Condition ■ Concept Development and Screening ■ Alternatives Evaluation ■ Alternative(s) Recommendation

	Agency Coordination & Public Process
	<ul style="list-style-type: none"> ■ Technical Advisory Committee ■ Citizen Advisory Committee ■ Steering Committee ■ Public Open Houses ■ City Council/Planning Commission ■ Collaborative Environmental and Transportation Agreement for Streamlining (CETAS)

	Citizen Advisory Committee (CAC)
	<ul style="list-style-type: none"> ■ Provide stakeholder input during Study ■ Allow community representatives (prop./business owners, interested citizens) to learn about the project and key issues ■ Offer comments and recommendations to the TAC ■ Share information and receive input from interested parties in the community ■ Six meetings planned

	Technical Advisory Committee (TAC)
	<ul style="list-style-type: none"> ■ Provide technical and policy guidance during preparation of Study ■ Serves as primary body making recommendations about project ■ Members include City/County public works officials, ODOT representatives, and railroad interests. ■ Six meetings planned

	Steering Committee
	<ul style="list-style-type: none"> ■ Provide policy guidance as the Study progresses ■ Will make decisions based upon recommendations from the TAC ■ Composition includes members from the County Board of Commissioners, Roseburg City Council, Cow Creek Band of Umpqua Tribe of Indians, plus staff from ODOT and FHWA ■ Six meetings planned

	Public Open House
	<ul style="list-style-type: none"> ■ Intended for the public, especially for those interested in the project but who do not want to make long-term or on-going commitments. ■ Provide for informational exchanges with part of the time devoted to presentation and the rest to individual discussion ■ Three meetings planned <ol style="list-style-type: none"> 1. Kick-Off (January 30) 2. First Round Screening (Tentatively April 3) 3. Final Screening (Tentatively May 14)

	City Council/ Planning Commission
	<ul style="list-style-type: none"> ■ Meetings are intended for the members to become informed about the project prior to their formal action. ■ Two meetings planned <ol style="list-style-type: none"> 1. December 4 (held) 2. July 2007

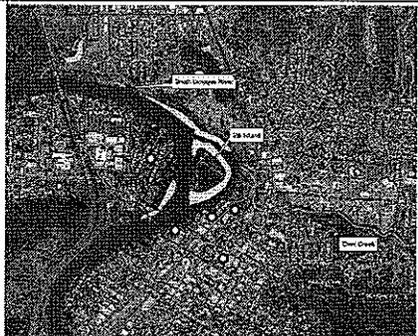
	Collaborative Environmental and Transportation Agreement for Streamlining (CETAS)
	<ul style="list-style-type: none"> ■ Formed to improve decision-making and develop an integrated land use/transportation planning process ■ One presentation planned when alternative(s) are recommended

	Analysis of Existing Conditions
	<ul style="list-style-type: none"> ■ Review Existing Plans ■ Conduct Land Use and Environmental Reconnaissance ■ Inventory Existing Facilities ■ Record Traffic Volumes ■ Analyze Existing Traffic Operations

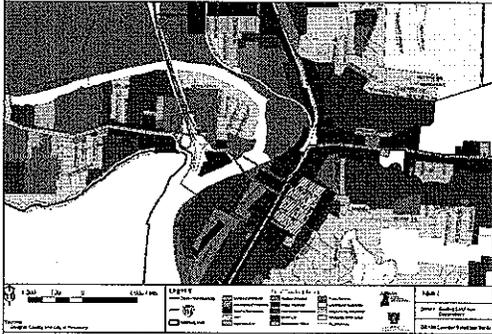
	Review of Existing Plans
	<ul style="list-style-type: none"> ■ Oregon Highway Plan ■ Highway Design Manual ■ Transportation Planning Rule ■ Douglas County Transportation System Plan ■ Roseburg Transportation System Plan

	Review of Existing Plans
	<ul style="list-style-type: none"> ■ Roseburg Comprehensive Plan ■ Roseburg Zoning Ordinance ■ OR 138E Access Management Plan ■ Oregon Rail Plan ■ Roseburg Downtown Master Plan

	Environmental Reconnaissance
	<ul style="list-style-type: none"> ■ Goal 5 Resources (<i>Natural Resources</i>) ■ FEMA Floodplain/Floodway ■ Threatened and Endangered Species ■ Historic and Archaeological Resources ■ Air Quality ■ Socioeconomic and Environmental Justice ■ Hazardous Materials ■ Wetlands

	Environmental Resources
	 <div style="float: right; border-left: 1px solid black; padding-left: 5px; margin-left: 10px;"> <ul style="list-style-type: none"> Study Area Boundary — Creek/Streams □ Riparian Wetland □ Palustrine Wetland ○ Historic Resource  </div>

	<h2>Existing Land Use Summary</h2>
	<ul style="list-style-type: none"> ■ Section 4(f) Resources <ul style="list-style-type: none"> – Public Parks – Recreation Lands – Wildlife and Waterfowl Refuges – Public or Private Historic Sites ■ Existing Land Uses

	<h2>Existing Land Uses</h2>
	

	<h2>Existing Transportation Analysis</h2>
	<ul style="list-style-type: none"> ■ Existing Traffic Conditions ■ Collisions ■ Railroad Crossings ■ Freight Mobility ■ Bicycle/Pedestrian Amenities ■ Transit Service

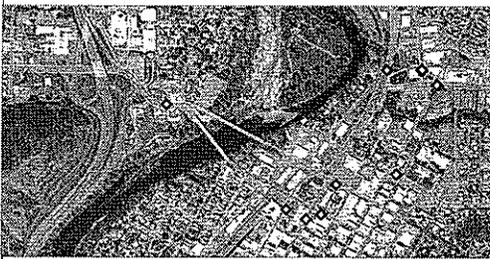
	<h2>Traffic Counts: Turning Movement Counts</h2>
	

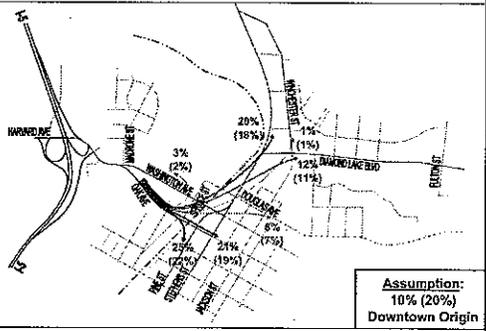
	<h2>Existing Traffic Conditions</h2>
	<p>Design Hourly Traffic Volumes (PM Peak during Summer)</p> <ul style="list-style-type: none"> ■ Oak Avenue Bridge ~ 1,200 ■ Washington Avenue Bridge ~ 1,400 ■ Stephens Street south of Diamond Lake Boulevard ~ 2,450 ■ Diamond Lake Boulevard east of Stephens Street ~1,400 ■ Diamond Lake Boulevard east of Winchester Street ~1,900

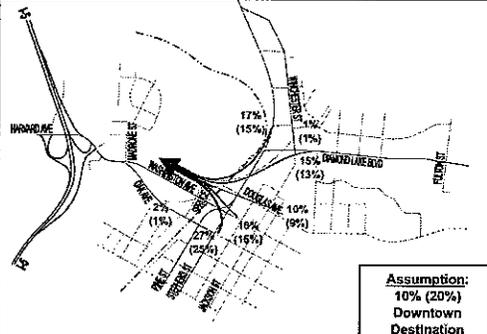
	<h2>Traffic Operations Criteria</h2>
	<p>Volume/Capacity Ratio (Volume = Traffic Demand) Level of Service A through F based on delay</p> <p>ODOT Standard V/C ratio 0.85 Roseburg Standard V/C ratio = 0.85 LOS D for Signalized Intersections LOS E for Unsignalized Intersections</p>

OREGON 138	Traffic Operations Results
	<p>Signalized Intersections</p> <ul style="list-style-type: none"> ■ Washington @ Pine – 0.72/B ■ I-5 NB Ramps @ Harvard – 0.72/B ■ Stephens @ Diamond Lake – 0.66/C ■ Diamond Lake @ Winchester – 0.65/D ■ Douglas @ Stephens – 0.60/B ■ Harvard @ Madrone – 0.58/B ■ Oak @ Pine – 0.56/B ■ Washington @ Stephens – 0.50/A ■ Oak @ Stephens – 0.48/B

OREGON 138	Traffic Operations Results
	<p>Unsignalized Intersections</p> <ul style="list-style-type: none"> ■ Washington @ Spruce (NB) – 0.82/C ■ Douglas @ Jackson – 0.45/A ■ Diamond Lake @ Fulton (NB) – 0.38/A ■ Washington @ Jackson – 0.25/A ■ Oak @ Jackson – 0.25/A ■ Oak @ Spruce (NB) – 0.14/B

OREGON 138	Traffic Counts: License Plate Surveys
	

OREGON 138	Oak Avenue Distribution PM Peak Period
	 <p style="text-align: right; font-size: small;">Assumption: 10% (20%) Downtown Origin</p>

OREGON 138	Washington Avenue Distribution PM Peak Period
	 <p style="text-align: right; font-size: small;">Assumption: 10% (20%) Downtown Destination</p>

OREGON 138	Collisions
	<p>Highest Crash Locations identified in 5-year Crash Analysis</p> <ul style="list-style-type: none"> ■ Oak & Pine – 57 Collisions ■ Oak & Stephens – 32 Collisions ■ Harvard & I-5 SB – 27 Collisions ■ Douglas & Stephens – 26 Collisions ■ Diamond Lake & Winchester – 25 Collisions

	Railroad Crossings
	<ul style="list-style-type: none"> ■ No arterial/collector grade separated crossings ■ City is effectively cut in half when trains pass through ■ Significant traffic queuing ■ Potential safety issue when fire trucks and other EMS providers are unable to respond

	Freight Mobility
	<ul style="list-style-type: none"> ■ Need for better connectivity to intermodal facilities and inter-regional routes (I-5 and OR 138)

	Bicycle Facilities
	<ul style="list-style-type: none"> ■ Bicycle Lanes <ul style="list-style-type: none"> – Harvard (Bellows to Madrone) – Oak (Madrone to Stephens) – Washington (Madrone to Spruce) – Winchester (Diamond Lake to Stephens)

	Pedestrian Facilities
	<ul style="list-style-type: none"> ■ Sidewalks present on all roadways within the study area ■ Sidewalks on Diamond Lake have limited functionality with utility poles and other objects located in the pedestrian pathway

	Transit Service
	<ul style="list-style-type: none"> ■ Two Routes in Area <ul style="list-style-type: none"> – <u>Roseburg Route</u>: runs along Winchester, Diamond Lake, Fowler, Washington, and Harvard in study area – <u>Commuter Route</u>: from Sutherlin to Winston using Roseburg Route in city

	Questions?

Highway 138 Corridor Solutions Study



Summary of Written Comments

Public Open House

2nd Meeting
6:00 to 8:00 P.M.
April 11, 2007

Attendees

See attached sign-in sheets

Setting

Displays of various concepts and design options were positioned throughout the conference room at the Douglas County Library for visitors to review. Project team members were available to answer questions and forms were made available for those in attendance desiring to provide written comments.

Summary of Written Comments

The project team received 26 completed comment forms for review that are transcribed and attached as Appendix A. Several expressed support for a specific design option while a few pinpointed specific options that should be eliminated. The following is a summary of specific design options that received up or down votes:

Design Option 1(a)	Two in support
Design Option 2(a)	One in support
Design Option 2(c)	Two in support
Design Option 3(a)	Six in support (one against)

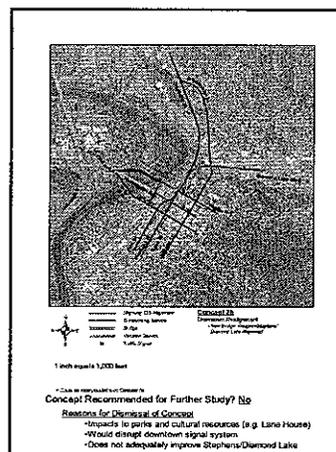
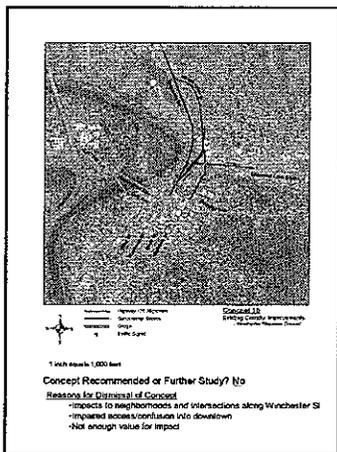
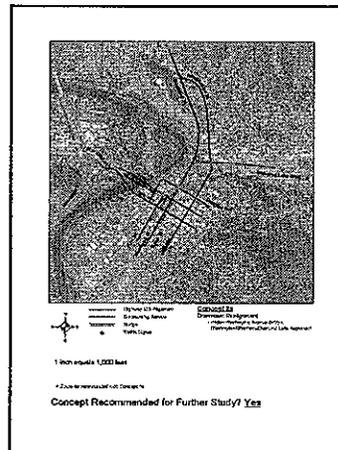
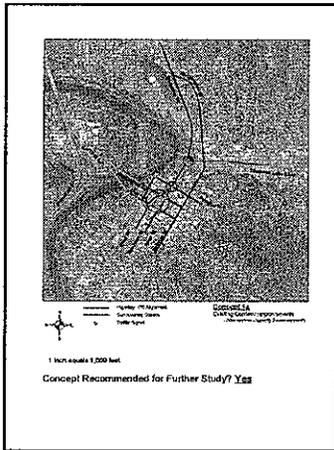
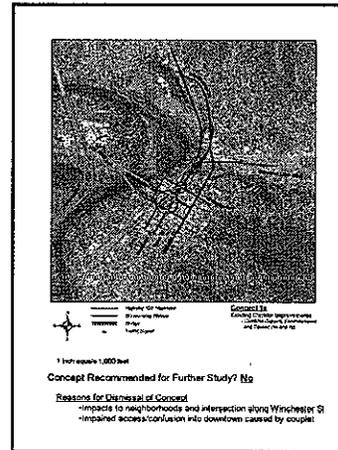
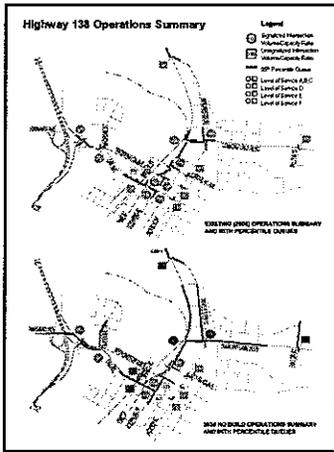
Design Option 3(b)	One in support
Design Option 3(d)	Seven in support (one against)
Design Option 4(b)	One in support
Concept 5	One in support

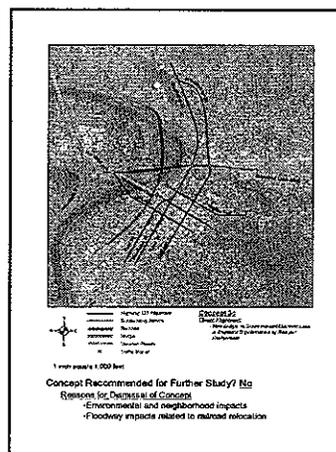
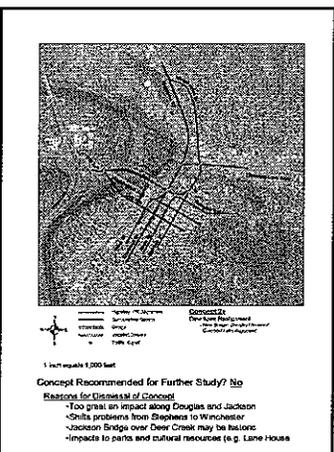
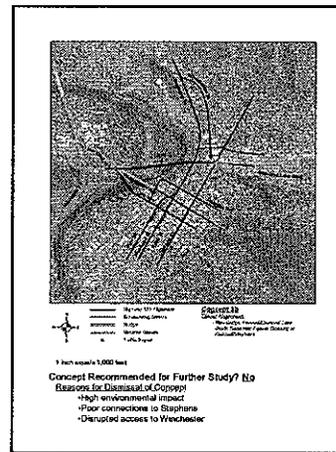
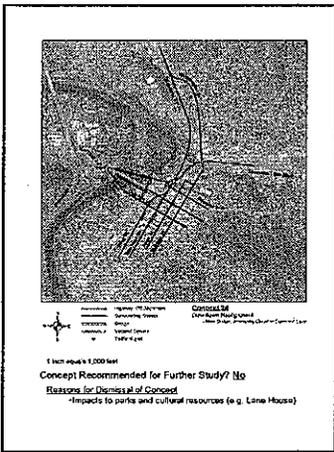
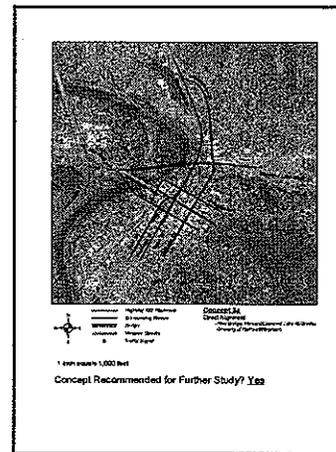
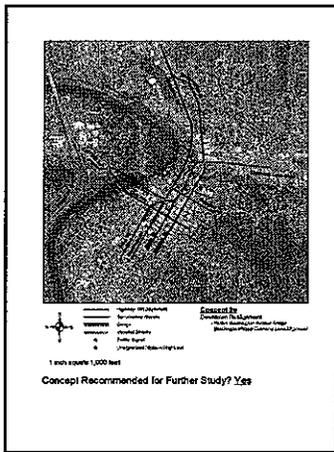
In addition, three returned forms expressed support for a direct new bridge to Diamond Lake Boulevard without identifying a specific design option: one expressed support of a new bridge directly linking to Diamond Lake Boulevard (at-grade or grade-separated railroad crossing not specified); while two specifically expressed support for a new bridge that spans both the railroad as well as the river.

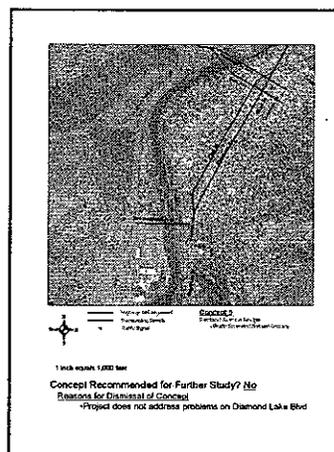
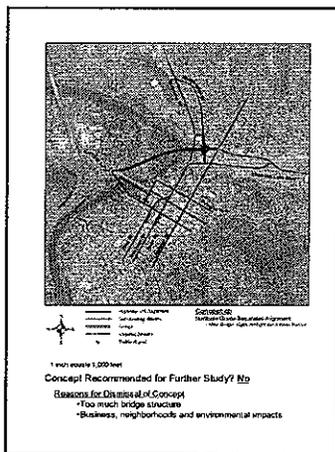
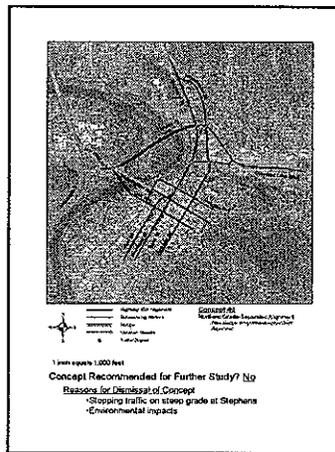
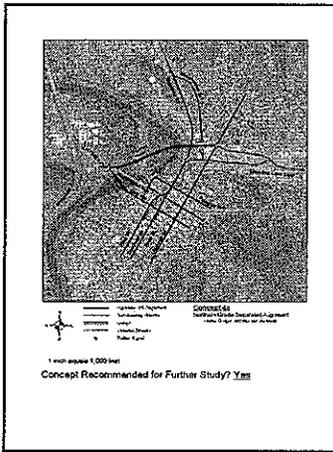
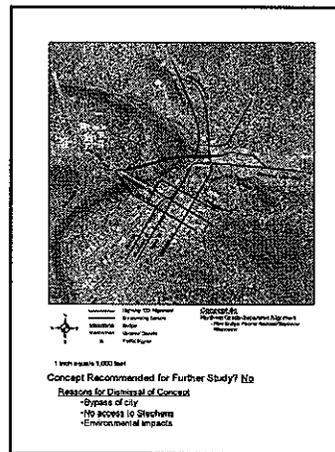
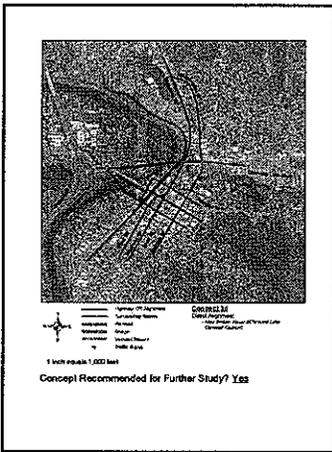
Some of the comments expressing support for a particular design option acknowledged some of the trade-offs involved. For example, one visitor considered option 3(a) to be the most cost effective for moving traffic, although motorists would still be stopping at the railroad tracks. Likewise, some of the support for option 3(d) was tempered by aesthetic issues of an elevated viaduct and projected costs.

Other comments centered more or less on the following themes:

- Investigate human and environmental impacts
- Encourage increased increase public transit and pedestrian access before enhancing roadways for vehicle needs
- View traffic problems as a whole and incorporate ideas into a city wide plan
- Direct access to I-5 would benefit businesses
- Would have been helpful to display cost estimates beside each option
- All the options appear to require widening of Harvard Avenue, which would be disastrous (two comments receive centered on this theme)
- Railroad crossing is a public safety issue (emergency access to the hospital)
- Keep bridges open or at the very least convert for bicycle and pedestrian access
- Avoid historic landmarks
- Negotiate with the railroad to operate longer trains at night
- Encourage development with downtown as a destination instead of a pass through
- Rebuild Champion rail spur and extend to Glide while discouraging high school and truck traffic on Diamond Lake Boulevard by making it a two-lane parkway with 25 MPH speed limit
- Encourage less driving
- Protect Elk Island







Highway 138 Corridor Solutions Study



Summary of Written Comments

Public Open House

3rd Meeting
6:00 to 8:00 P.M.
June 13, 2007

Attendees

See attached sign-in sheets

Setting

Information on the six build alternatives and one no-build alternative were positioned throughout the conference room at the Douglas County Library for visitors to review. The information displayed the imprint that the build alternative would have on the surroundings and projected traffic operations in the year 2030. The two build alternatives advanced by the Steering Committee – 1(a) and 3(a) – were identified. In addition, a Synchro SimTraffic demonstration of how the two selected alternatives could potentially function in 2030 was presented. Project team members were available to answer questions and forms were made available for those in attendance desiring to provide written comments.

Summary of Written Comments

The project team received 58 comments that are transcribed and attached. Although Build Alternative 3(a) received the most votes as the preferred option, the concept also received the highest number of negative comments. Based on the comments received, a large portion of the reviewers prefer a different solution to the problems along the corridor than

what was presented as evident by the combined support for either the No Build option (10) or other improvement options (15). Preferences are summarized as follows:

Build Alternative 1(a)	5 in support (3 against)
Build Alternative 3(a)	20 in support (8 against)
No-Build	10 in support
Different Solution	15 in support
<i>Railroad Flyover</i>	4
<i>Enhance Livability</i>	4
<i>Reduce Trips w/ Grocery Store Downtown</i>	2
<i>Option 2(a)</i>	1
<i>Option 3(d)</i>	1
<i>Tunnel the Railroad</i>	1
<i>Portland Avenue Bridge</i>	2
<i>New Route for Hwy 138</i>	2
Other Comments	6

Other comments included two suggesting that the community wait to observe what impact other existing and pending projects will have on the transportation system. Projects mentioned include relocation of the railroad switching yard, traffic control improvements on Pine and Stephens to the south, and construction of new Public Safety facility. One comment was regarding traffic queuing occurring on Winchester Street southbound at the Diamond Lake Boulevard intersection due to lack of a right turn lane for traffic turning right destined for Stephens Street. One individual urged artistic design considerations if 3(a) is the chosen alternative. Finally, two comments centered on the open house notification process, primarily that not enough advanced notice was given and lack of a phone number or email address if someone had a conflict and was unable to attend.

Many comments expressed concern over the future livability of the city and that emphasis is being placed upon vehicle traffic over other travel modes (transit, bicycle, pedestrian). Livability comments centered on the preservation of downtown and area neighborhoods.

Positive comments regarding Build Alternative 1(a) included the following:

- Most cost efficient option
- Least disruptive

Negative comments regarding Build Alternative 1(a) included the following:

- Does not resolve truck traffic circulating downtown

- Impact would harm economic development
- Option would be confusing to motorists from outside the area

Positive comments regarding Build Alternative 3(a) included the following:

- Prefer a straighter alignment
- One comment recommended consideration of a Portland Avenue Bridge along with 3(a)
- Improve traffic flow and reduced congestion
- Enhanced development potential along Diamond Lake Blvd.
- Mitigate truck traffic downtown

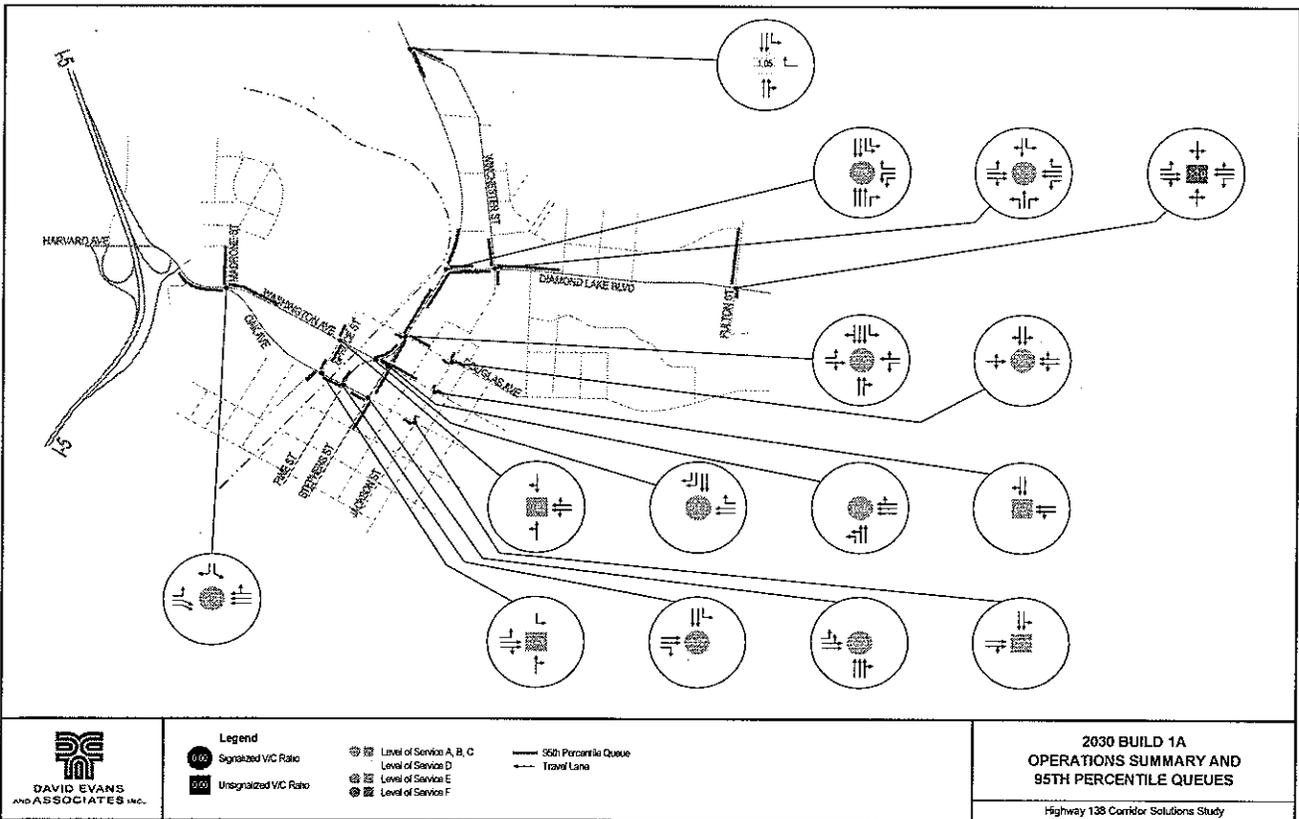
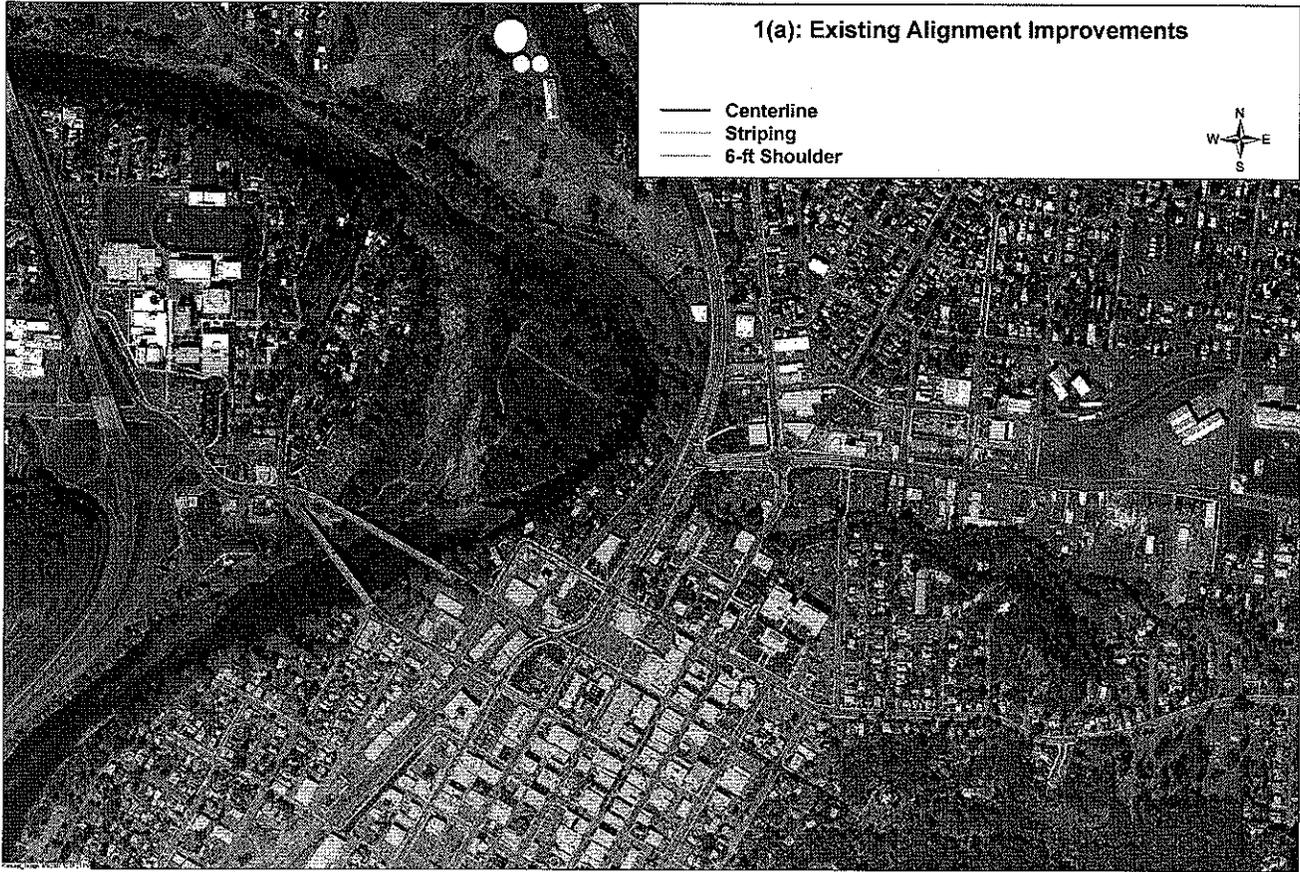
Negative comments regarding Build Alternative 3(a) included the following:

- Impact to the Laurelwood neighborhood
- At grade crossing would not resolved conflicts with the railroad
- Intended solely to spur development along Diamond Lake Blvd.
- Visual impact
- Fosters increased automobile use
- Too many lanes (9) along Diamond Lake Blvd.
- Harmful to economic development downtown
- Would require destruction of Washington Ave. Bridge

Comments advocating the No-Build

- Impacts to historic property located at 236 SE Stephens Street
- Current conditions do not justify projected financial outlay
- 2030 vehicle estimates are based on high population growth estimates that may be inflated
- Small study area does not allow analysis of all possible solutions
- ODOT's sole concern appears to be moving cars around
- All options presented will tear up Roseburg
- Data gathered has demonstrated that the project is not needed since more traffic went south or stayed downtown

1(a): Existing Alignment Improvements



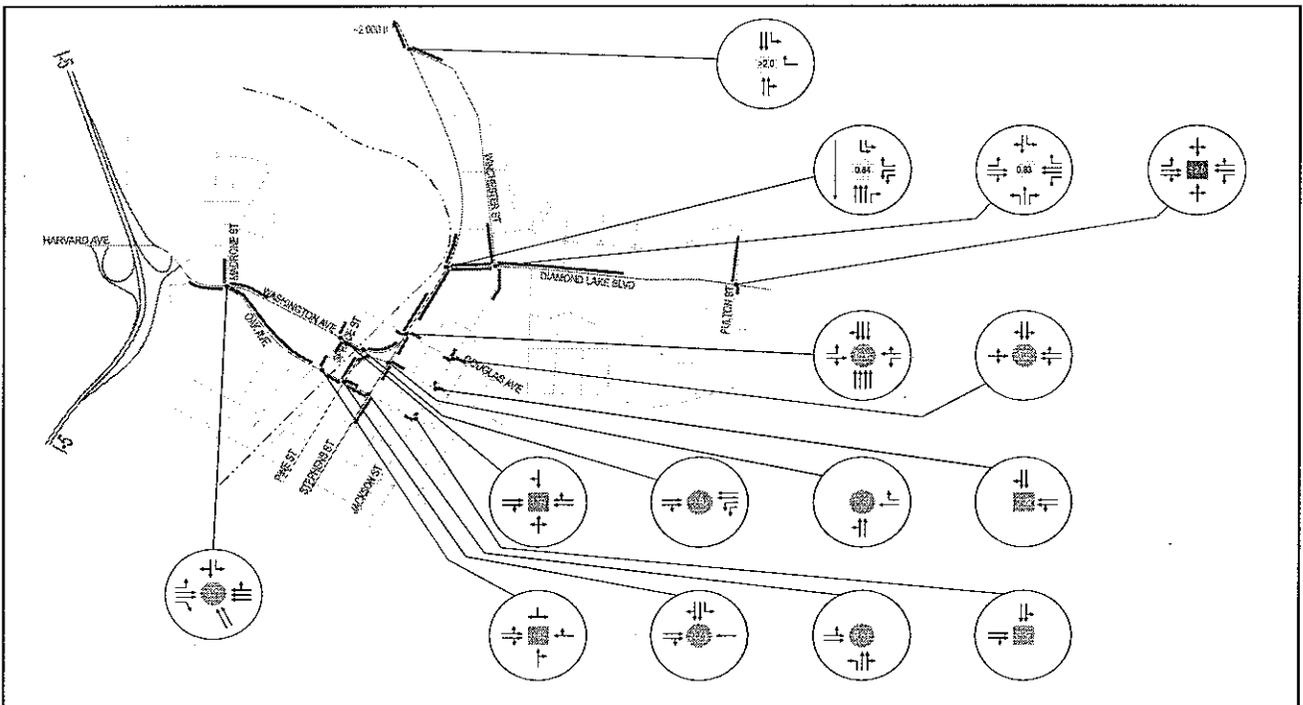
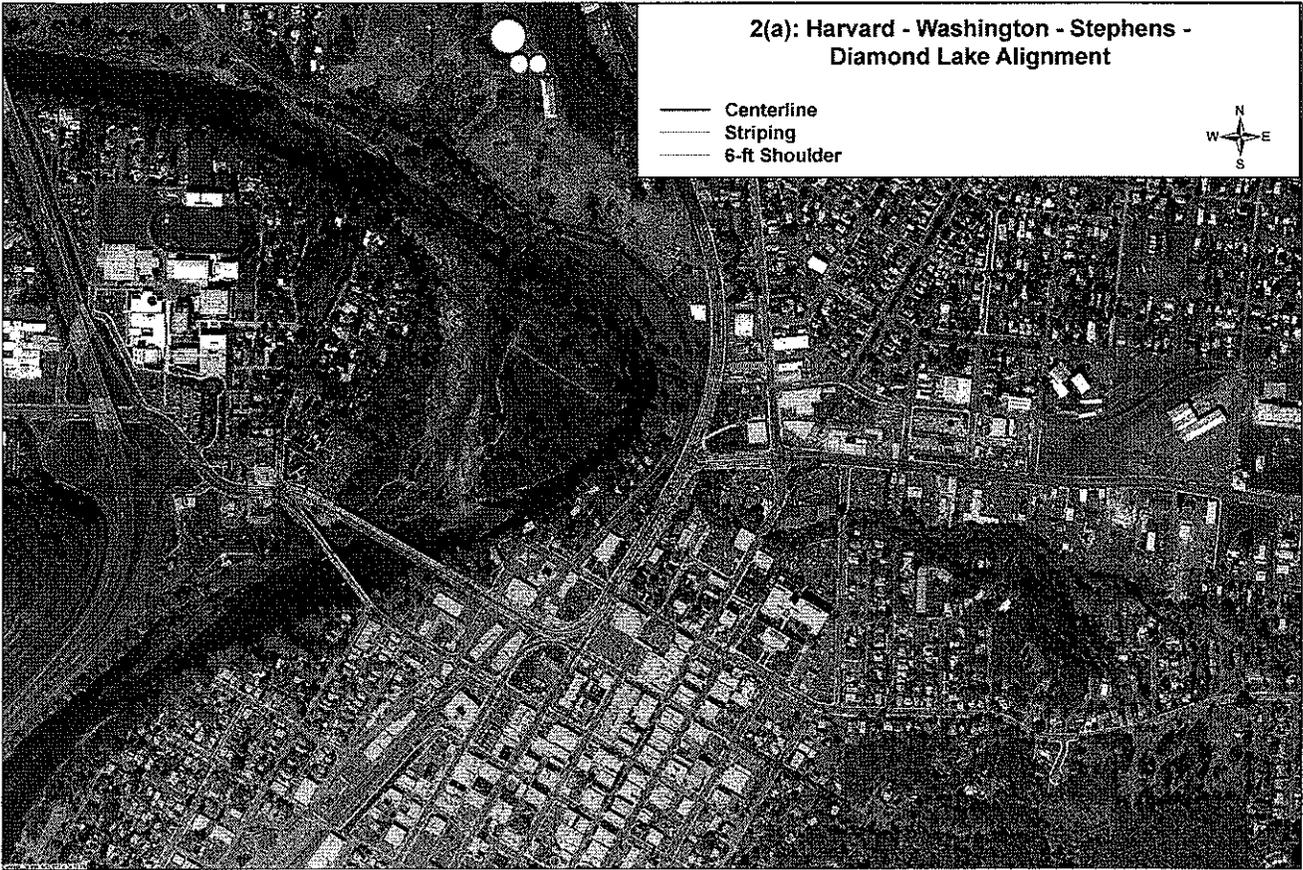
- Legend**
- Signalized VC Ratio
 - Unsignalized VC Ratio
 - Level of Service A, B, C
 - Level of Service D
 - Level of Service E
 - Level of Service F
 - 95th Percentile Queue
 - Travel Lane

**2030 BUILD 1A
OPERATIONS SUMMARY AND
95TH PERCENTILE QUEUES**

Highway 138 Corridor Solutions Study

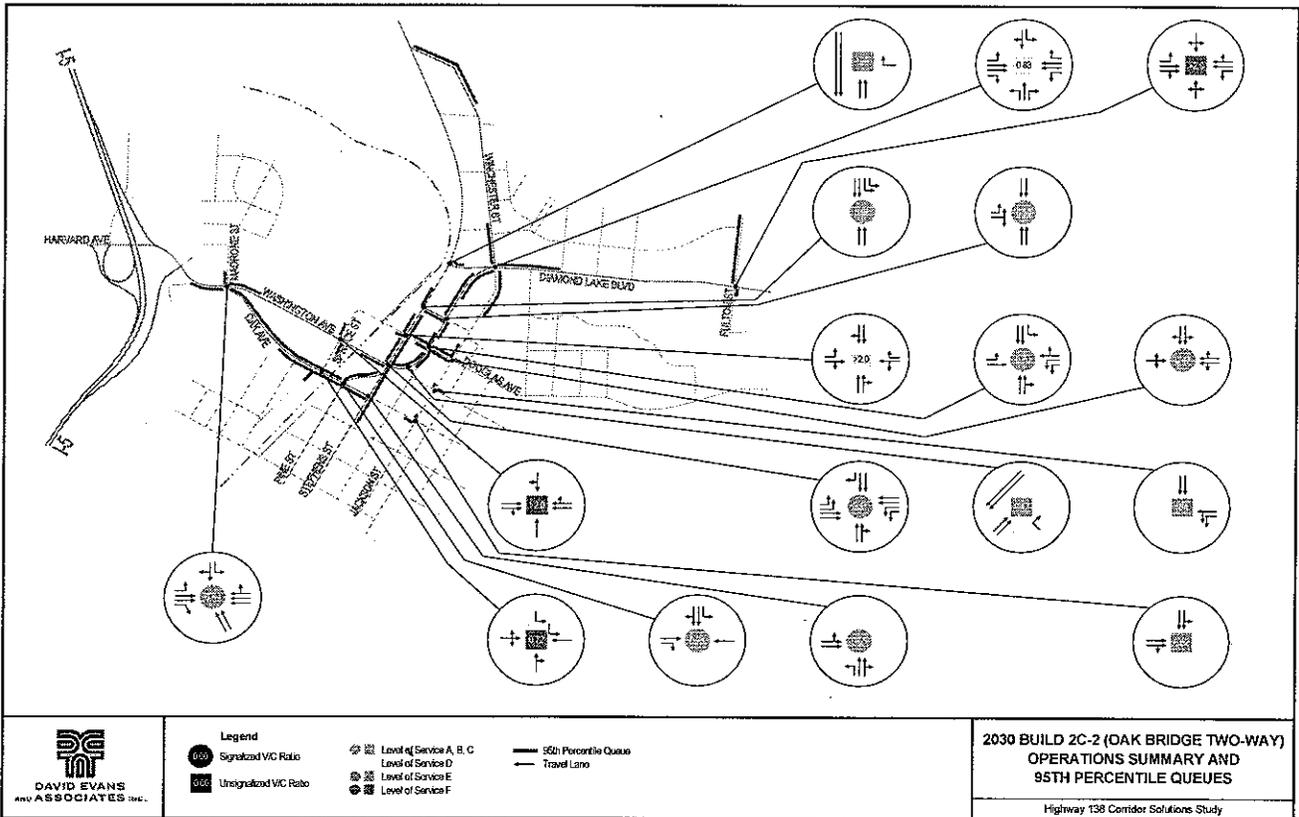
2(a): Harvard - Washington - Stephens -
Diamond Lake Alignment

- Centerline
- Striping
- 6-ft Shoulder



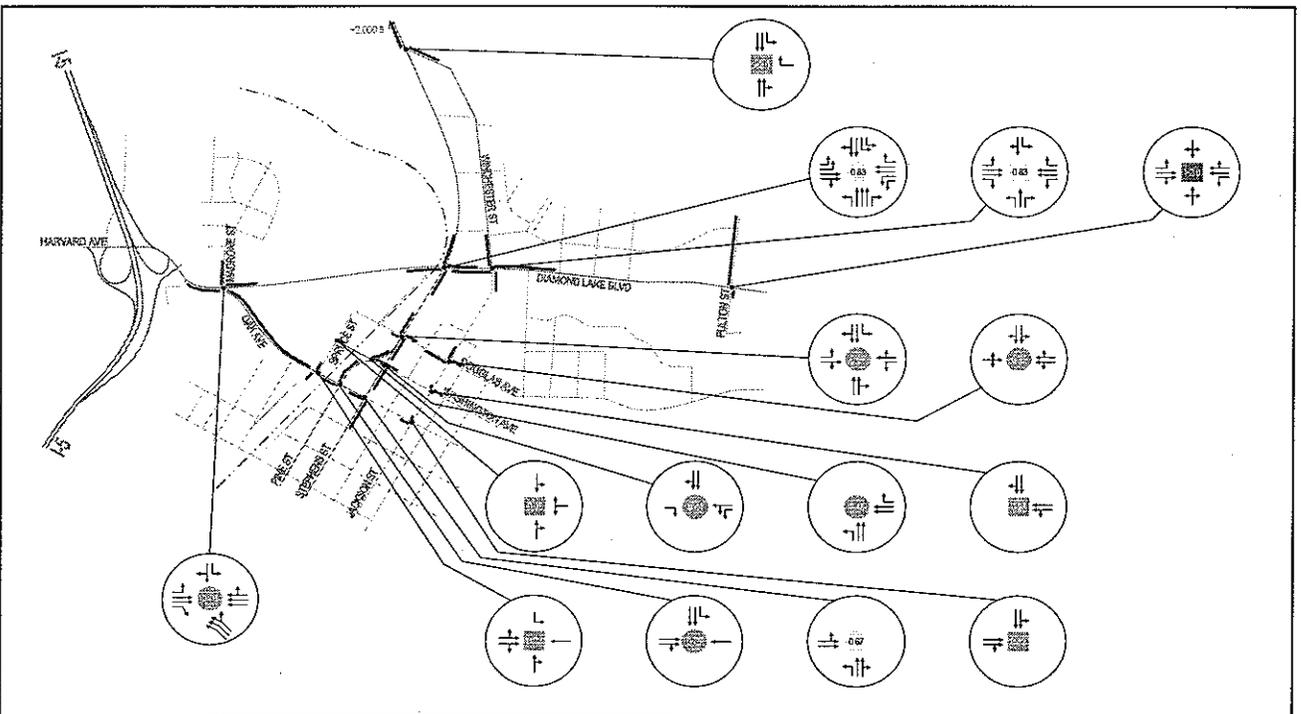
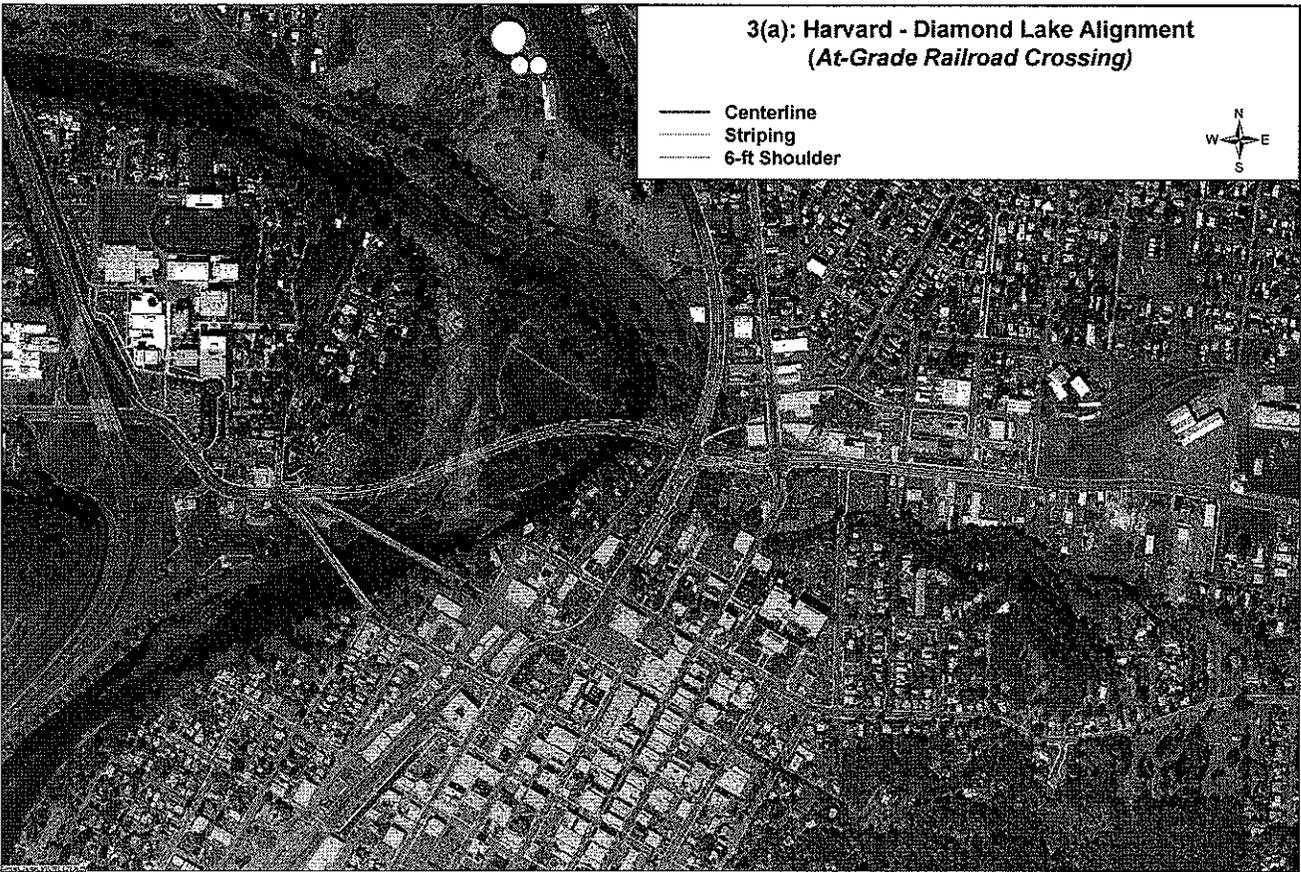
- Legend**
- Signalized V/C Ratio
 - Unsignalized V/C Ratio
 - Level of Service A, B, C
 - Level of Service D
 - Level of Service E
 - Level of Service F
 - 95th Percentile Queue
 - Travel Lane

2030 BUILD 2A
OPERATIONS SUMMARY AND
95TH PERCENTILE QUEUES



3(a): Harvard - Diamond Lake Alignment (At-Grade Railroad Crossing)

- Centerline
- Striping
- 6-ft Shoulder

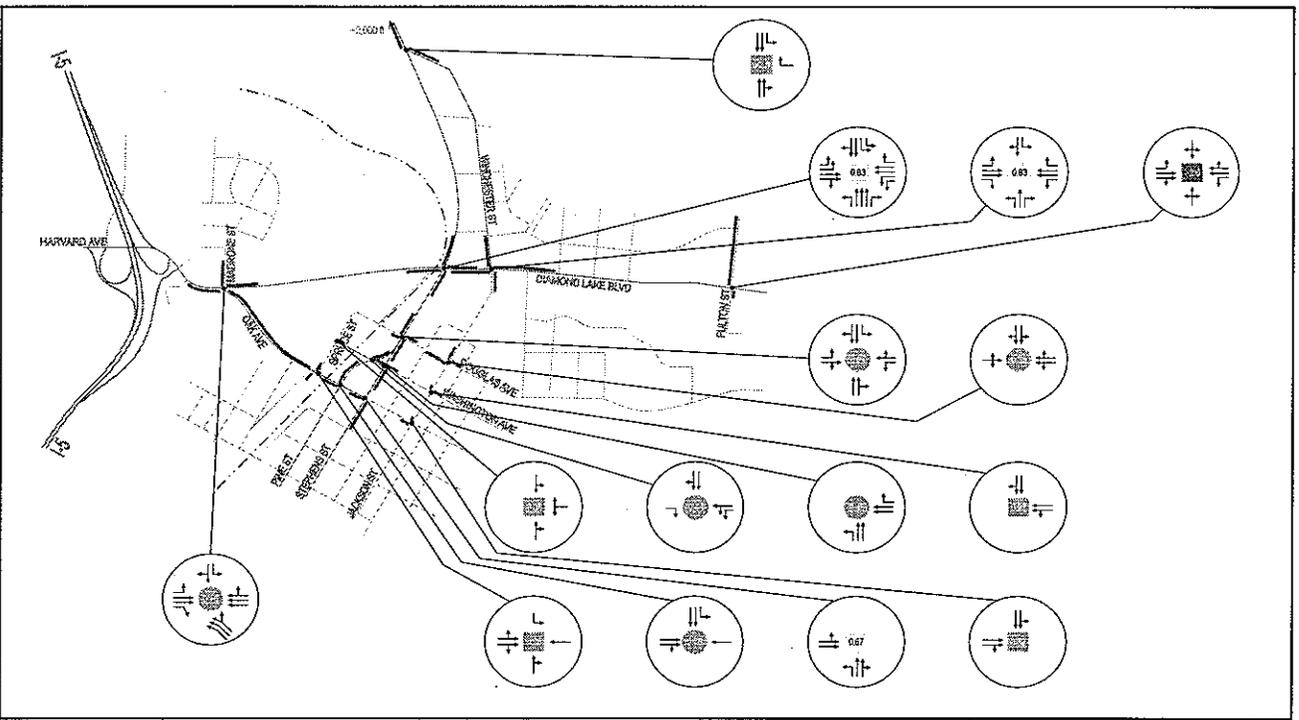


- Legend**
- Signalized V/C Ratio
 - Unsignalized V/C Ratio
 - Level of Service A, B, C
 - Level of Service D
 - Level of Service E
 - Level of Service F
 - 95th Percentile Queue
 - Travel Lane

2030 BUILD 3A&D (OAK BRIDGE TWO-WAY)
OPERATIONS SUMMARY AND
95TH PERCENTILE QUEUES

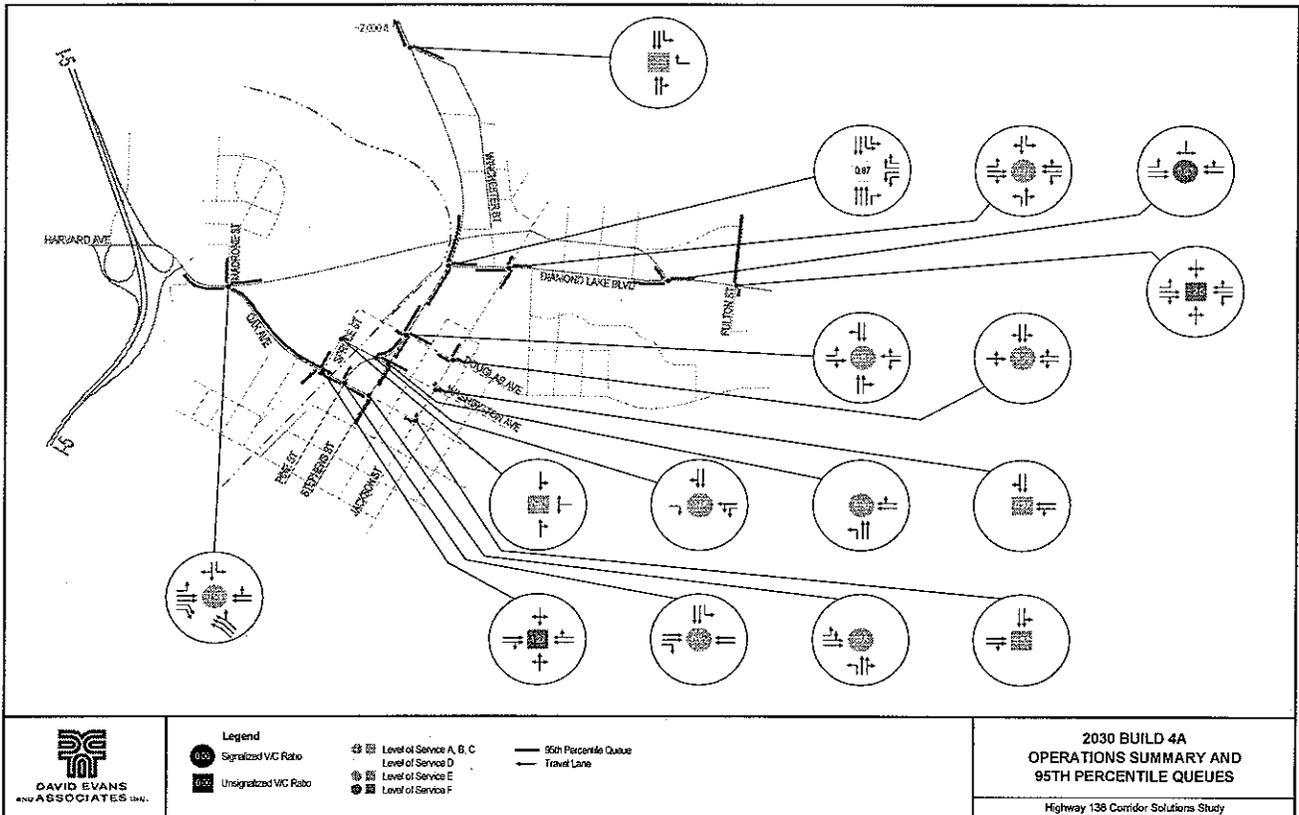
3(d): Harvard - Diamond Lake Alignment
(Below Grade Railroad Crossing)

- Centerline
- Striping
- 6-ft Shoulder
- Railroad



- Legend**
- Signalized VC Ratio
 - Unsignalized VC Ratio
 - Level of Service A, B, C
 - Level of Service D
 - Level of Service E
 - Level of Service F
 - 95th Percentile Queue
 - Travel Lane

2030 BUILD 3A&D (OAK BRIDGE TWO-WAY)
OPERATIONS SUMMARY AND
95TH PERCENTILE QUEUES
Highway 138 Corridor Solutions Study





Highway 138 Corridor Solutions Study

Final Alternatives

1(a): Existing Alignment Improvements

This design option would focus on the primary intersections within the downtown. Improvements would increase existing turning radii at the Washington/Oak and Stephens/Pine couplets and at Stephens/Diamond Lake. Intersection improvements at Stephens Street and Diamond Lake Boulevard would include widening Stephens Street to accommodate dual southbound left turn lanes to Diamond Lake. Widening of Stephens will also need to occur to accommodate a third northbound thru lane on Stephens, from Douglas Avenue to north of the Diamond Lake intersection.

2(a): Washington-Stephens-Diamond Lake Alignment

This design option widens Washington Avenue to four travel lanes. Past the bridge, the route veers north along the Stephens Street alignment to Diamond Lake Boulevard. Signalized intersections would be positioned at Pine Street, Douglas Street, Diamond Lake Boulevard, and Winchester Street. The northbound couplet portion of Stephens Street south of Washington Street would merge onto the reconfigured corridor. Stephens Street would be widened to accommodate four north bound thru lanes from south of Douglas to Diamond Lake Boulevard. Washington Avenue east of Stephens Street could either remain a westbound one-way street or convert to two-way traffic. West of Stephens Street, however, the alignment would be restricted to a one-way eastbound loop south onto Pine street. Intersection improvements at Stephens Street and Diamond Lake Boulevard would include widening Stephens Street to accommodate dual southbound left turn lanes to Diamond Lake.

2(c): Washington-Rose-Diamond Lake Alignment

This design option widens Washington Avenue to four travel lanes. However, this time, Highway 138 crosses Stephens Street and veers north onto the Rose Street alignment toward Diamond Lake Boulevard. The reconfiguration would require signalized intersections through downtown at three locations: Washington Avenue/Stephens Street; Rose Street/Douglas Avenue; and Diamond Lake Boulevard/Winchester Street. The segment of Rose Street south of Washington Avenue would connect with the Highway 138 corridor via a right-in/right-out intersection at the corner where Washington Avenue turns north onto the section of the Rose Street alignment that connects with Diamond Lake Boulevard. The north end of the Stephens/Pine couplet would shift south. Another change under this design option would be the Diamond Lake Boulevard approach to Stephens Street. Although several potential new configurations are possible, most would likely entail the connection to be limited to westbound travel from Diamond Lake Boulevard merging northbound onto Stephens Street.



Highway 138 Corridor Solutions Study

Final Alternatives

3(a): Harvard-Diamond Lake Bridge Connection (At-Grade)

In this design option, the east end of the bridge would cross the existing railroad line at-grade and connect with Stephens Street at a signalized crossing before proceeding eastward along the existing Diamond Lake Boulevard alignment. The existing two lane configuration of the Oak Avenue Bridge may be allow for two-way travel to and from downtown and points south under this option. Intersection improvements at Stephens Street and Diamond Lake Boulevard would include widening Stephens Street to accommodate dual southbound left turn lanes to Diamond Lake.

3(d): Harvard-Diamond Lake Bridge Connection (RR Above-Grade)

This design option is similar to 3A, however, it would gradually elevate the existing railroad bed starting from the south in the vicinity of Mosher Avenue to a point where the line goes over Oak, Washington, and Douglas Avenues as an overpass and then continues north and over the realigned Highway 138 at Diamond Lake Boulevard, before descending north of the Diamond Lake Boulevard corridor to its existing grade. Intersection improvements at Stephens Street and Diamond Lake Boulevard would include widening Stephens Street to accommodate dual southbound left turn lanes to Diamond Lake.

4(a): Northern Alignment (Flyover)

Under this design option, the eastern terminus of the bridge aligns with Rowe/Odell Avenues, descending to the signalized intersection at Jackson Street north of Diamond Lake Boulevard. The limited bridge clearance at Winchester Street would require the need to vacate existing north-south through access.

ALTERNATIVES EVALUATION

Highway 138 Corridor Solutions Study

Evaluation Criteria	Alternatives					
	1(a) Existing Alignment Improvements	2(a) Washington-Stephens-Diamond Lake Alignment	2(c) Washington-Rose-Diamond Lake Alignment	3(a) Harvard-Diamond Lake Bridge Connection (At-Grade)	3(d) Harvard-Diamond Lake Bridge Connection (RR Above Grade)	4(a) Northern Alignment (Flyover)
Traffic Operations						
Mobility Standards	<ul style="list-style-type: none"> All signalized intersections would meet state and city mobility standards 	<ul style="list-style-type: none"> All signalized intersections would meet state and city mobility standards 	<ul style="list-style-type: none"> All signalized intersections would meet state and city mobility standards 	<ul style="list-style-type: none"> All signalized intersections would meet state and city mobility standards 	<ul style="list-style-type: none"> All signalized intersections would meet state and city mobility standards 	<ul style="list-style-type: none"> Two signalized intersections would not meet state and city mobility standards
Signalized Intersections	<ul style="list-style-type: none"> Seven eastbound and five westbound signals along OR 138 between Madrone and Fulton No changes in signal phasing required New signal at Douglas & Jackson 	<ul style="list-style-type: none"> Five signals for both directions along OR 138 between Madrone and Fulton Changes in traffic flow would require more complex signal phasing downtown New signal at Douglas & Jackson 	<ul style="list-style-type: none"> Six signals for both directions along OR 138 between Madrone and Fulton Changes in traffic flow would require more complex signal phasing downtown New signal at Douglas & Jackson 	<ul style="list-style-type: none"> Three signals in both directions along OR 138 between Madrone and Fulton New signal at Douglas & Jackson 	<ul style="list-style-type: none"> Three signals in both directions along OR 138 between Madrone and Fulton New signal at Douglas & Jackson 	<ul style="list-style-type: none"> Two signals in both directions along OR 138 between Madrone and Fulton New signal at Douglas & Jackson
Traffic Flow	<ul style="list-style-type: none"> Traffic patterns would remain the same as existing 	<ul style="list-style-type: none"> Southbound traffic flow on Stephens/Pine would require left-turn at Washington/Pine intersection Washington Ave would not continue through at Pine St 	<ul style="list-style-type: none"> North-south traffic flow would be split over Stephens and Rose St Washington Ave would not continue through at Stephens St New connection between Stephens and Rose needed for southbound traffic destined for Diamond Lake Blvd 	<ul style="list-style-type: none"> New direct connection from Harvard Ave to Diamond Lake Blvd Washington Avenue would be closed at Spruce St 	<ul style="list-style-type: none"> New direct connection from Harvard Ave to Diamond Lake Blvd Washington Avenue would be closed at Spruce St 	<ul style="list-style-type: none"> New direct connection from Harvard Ave to Diamond Lake Blvd but no direct connection to Stephens Winchester closed at new bridge with no through movement Washington Avenue would be closed at Spruce St
Bridges	<ul style="list-style-type: none"> Existing Oak and Washington Ave bridges would continue to serve as OR 138 Stephens and Diamond Lake bridges over Deer Creek would be widened 	<ul style="list-style-type: none"> Oak Ave bridge would serve most of downtown and traffic to/from south Washington Ave bridge widened to four lanes and would serve traffic to/from north and Diamond Lake Blvd Stephens and Diamond Lake bridges over Deer Creek would need to be either widened or replaced 	<ul style="list-style-type: none"> Oak Ave bridge could be one-way or two-way and mostly serve downtown and to/from south Washington Ave bridge widened to four lanes and would serve traffic to/from north and Diamond Lake Blvd with added traffic demand from south if Oak Ave bridge remains one-way New bridge over Deer Creek aligned with Rose Street 	<ul style="list-style-type: none"> New bridge would serve traffic to/from north and Diamond Lake Blvd with added demand from south if Oak Ave bridge is one-way Oak Ave bridge could be one-way or two-way and mostly serve downtown and to/from south Washington Ave bridge would be closed Stephens and Diamond Lake bridges over Deer Creek would be widened 	<ul style="list-style-type: none"> New bridge would serve traffic to/from north and Diamond Lake Blvd with added demand from south if Oak Ave bridge is one-way Oak Ave bridge could be one-way or two-way and mostly serve downtown and to/from south Washington Ave bridge would be closed Stephens and Diamond Lake bridges over Deer Creek would be widened 	<ul style="list-style-type: none"> New bridge would serve some traffic to/from Diamond Lake Blvd and potentially some traffic to/from north Oak Ave bridge would be widened to four lanes and would serve most traffic except to/from Diamond Lake Washington Ave bridge would be closed Stephens bridges over Deer Creek would be widened
Queuing	<ul style="list-style-type: none"> Additional travel lanes at existing intersections would generally reduce queues 	<ul style="list-style-type: none"> Westbound traffic along Oak Ave bridge would queue across river Long queues would develop on Diamond Lake at Winchester intersection without additional lane improvements 	<ul style="list-style-type: none"> Westbound traffic along Oak Ave bridge would queue across river to Spruce with two-way travel Many downtown blocks require widening to accommodate two-way travel and queues would be present from one intersection to the next 	<ul style="list-style-type: none"> Moderate queuing at Stephens/Diamond Lake intersection Westbound traffic along Oak Ave bridge would queue across river to Spruce with two-way travel Long queues on Diamond Lake at Winchester intersection without additional lane improvements 	<ul style="list-style-type: none"> Moderate queuing at Stephens/Diamond Lake intersection Westbound traffic along Oak Ave bridge would queue across river to Spruce with two-way travel Long queues on Diamond Lake at Winchester intersection without additional lane improvements 	<ul style="list-style-type: none"> Westbound traffic along Oak Ave bridge would queue across river to Spruce
Grade Separation between OR 138 and Railroad	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Four crossings: Oak Avenue, Washington Avenue, Douglas Avenue, Diamond Lake Boulevard 	<ul style="list-style-type: none"> One crossing: Diamond Lake Boulevard
Bicycle and Pedestrian Facilities	<ul style="list-style-type: none"> Some facilities may be added with improvements to Stephens/ Diamond Lake intersection 	<ul style="list-style-type: none"> Some facilities may be added with roadway improvements Bike lanes may be extended across Washington Ave bridge with widening or addition of second structure Complex and wide intersections would make bike/ped travel more difficult 	<ul style="list-style-type: none"> Some facilities may be added with roadway improvements Bike lanes may be extended across Washington Ave bridge with widening or addition of second structure Complex and wide intersections would make bike/ped travel more difficult 	<ul style="list-style-type: none"> New facilities added with bridge directly to Diamond Lake Blvd Large intersections could disrupt bike/ped traffic flow (may explore below grade crossing) 	<ul style="list-style-type: none"> Railroad viaduct may disrupt pedestrian crossing except at grade-separated crossings Large intersections could disrupt bike/ped traffic flow (may explore below grade crossing) Disruption along Mosher Avenue due to elevated at-grade crossing New facilities added with bridge directly to Diamond Lake Blvd 	<ul style="list-style-type: none"> New facilities added with new bridge Closure of Winchester St to accommodate new bridge would also interrupt pedestrian and bicycle travel

ALTERNATIVES EVALUATION

Highway 138 Corridor Solutions Study

Evaluation Criteria	Alternatives					
	1(a) Existing Alignment Improvements	2(a) Washington-Stephens-Diamond Lake Alignment	2(c) Washington-Rose-Diamond Lake Alignment	3(a) Harvard-Diamond Lake Bridge Connection (At-Grade)	3(d) Harvard-Diamond Lake Bridge Connection (RR Above Grade)	4(a) Northern Alignment (Flyover)
Potential Wetlands/ Riparian Corridor and Jurisdictional Area of South Umpqua River and Deer Creek	<ul style="list-style-type: none"> See impacts under Goal 5 Resources category 	<ul style="list-style-type: none"> See impacts under Goal 5 Resources category 	<ul style="list-style-type: none"> See impacts under Goal 5 Resources category. 	<ul style="list-style-type: none"> See impacts under Goal 5 Resources category. Additionally, palustrine areas surrounding the South Umpqua River/Deer Creek confluence significantly impacted. 	<ul style="list-style-type: none"> See impacts under Goal 5 Resources category. Additionally, palustrine areas surrounding the South Umpqua River/Deer Creek confluence significantly impacted. 	<ul style="list-style-type: none"> See impacts under Goal 5 Resources category. Additionally, palustrine areas surrounding the South Umpqua River/Deer Creek confluence significantly impacted.
Parks and Recreation, Section 4(f) and 6(f) Resources	<ul style="list-style-type: none"> See impacts under Historic Resources category No to minimal impact to parks or bike paths 	<ul style="list-style-type: none"> See impacts under Historic Resources category Existing bike path on Washington Avenue bridge impacted due to widening and reconstruction Some potential impact to Riverside Park due to widening the Washington bridge 	<ul style="list-style-type: none"> See impacts under Historic Resources category Existing bike path on Washington Avenue bridge impacted due to widening and reconstruction Some potential impact to Riverside Park due to widening the Washington bridge 	<ul style="list-style-type: none"> See impacts under Historic Resources category Existing South Umpqua River bike path impacted by construction and placement of new at-grade five lane roadway connecting Harvard Avenue to DLB No to minimal impact to parks 	<ul style="list-style-type: none"> See impacts under Historic Resources category Significant impact to Deer Creek Park Significant impact to South Umpqua River bike path 	<ul style="list-style-type: none"> See impacts under Historic Resources category Significant construction impact to Deer Creek Park and bike path Completed bridge project would be above park and bike path, thus minimal impact other than visual and noise
Community Features	<ul style="list-style-type: none"> No to minimal impact to community features 	<ul style="list-style-type: none"> Construction phase impacts expected at Douglas County Health Department. 	<ul style="list-style-type: none"> Construction phase impacts expected at Douglas County Health Department Impacts proposed Public Safety Building site 	<ul style="list-style-type: none"> Significant impacts at Douglas County Health Department due to new bridge structure encroaching on parking area 	<ul style="list-style-type: none"> Significant impacts at Douglas County Health Department due to new bridge structure encroaching on parking area 	<ul style="list-style-type: none"> Significant impacts at Douglas County Health Department due to new bridge structure encroaching on parking area
Socioeconomic and Environmental Justice	<ul style="list-style-type: none"> Minimal impacts expected to Cow Creek tribal properties held in trust. 	<ul style="list-style-type: none"> Significant impact to Cow Creek tribal properties held in trust due to construction and widening of Washington Avenue Bridge 	<ul style="list-style-type: none"> Significant impact to Cow Creek tribal properties held in trust due to construction and widening of Washington Avenue Bridge 	<ul style="list-style-type: none"> Minimal impact to tribal properties held in trust (unless the Oak Avenue Bridge requires widening) 	<ul style="list-style-type: none"> Substantial impact to Cow Creek tribal properties held in trust due to raised railroad viaduct alongside parcels 	<ul style="list-style-type: none"> Significant impact to Cow Creek tribal properties held in trust due to construction and widening of Oak Avenue Bridge
Air Quality	<ul style="list-style-type: none"> No conflict anticipated 	<ul style="list-style-type: none"> No conflict anticipated 	<ul style="list-style-type: none"> No conflict anticipated 	<ul style="list-style-type: none"> No conflict anticipated 	<ul style="list-style-type: none"> No conflict anticipated 	<ul style="list-style-type: none"> No conflict anticipated
Existing Land Uses	<ul style="list-style-type: none"> Potential disruption to downtown businesses if downtown turning radii are widened along the designated Hwy 138 route Disruption expected in vicinity of DLB and Stephens Moderate short term economic development stimulus Minimal potential long term economic development stimulus 	<ul style="list-style-type: none"> Properties between Douglas and Washington impacted between Rose Street and Railroad Disruption expected in vicinity of DLB and Stephens Significant short term economic development stimulus Moderate potential long term economic development stimulus 	<ul style="list-style-type: none"> Properties between Washington and Oak impacted between Pine and Stephens Properties between Douglas and Washington impacted between Rose and Stephens Planned future public safety center impacted Significant short term economic development stimulus Moderate potential long term economic development stimulus 	<ul style="list-style-type: none"> See Community Features, Historic Resources and Parks and Recreation Properties around Stephens/Diamond Lake intersection would be impacted by widening and realignment to north Significant short term economic development stimulus Significant potential long term economic development stimulus 	<ul style="list-style-type: none"> See Community Features, Historic Resources and Parks and Recreation Properties around Stephens/Diamond Lake intersection would be impacted by widening and realignment to north Raising railroad would impact adjacent properties Significant short term economic development stimulus Moderate potential long term economic development stimulus 	<ul style="list-style-type: none"> See Community Features, Historic Resources and Parks and Recreation Businesses along DLB in vicinity of Stephens/Winchester impacted Downtown businesses impacted due to widening of Oak Avenue Bridge Significant short term economic development stimulus Moderate potential long term economic development stimulus
Applicable Land Use Plans, Policies, Studies and Reports	<ul style="list-style-type: none"> In keeping with applicable plans 	<ul style="list-style-type: none"> Alternative not proposed in Roseburg Comprehensive Plan (TSP) 	<ul style="list-style-type: none"> Alternative not proposed in Roseburg Comprehensive Plan (TSP) 	<ul style="list-style-type: none"> Alternative is listed in the Roseburg Comprehensive Plan (TSP) 	<ul style="list-style-type: none"> Alternative not proposed in Roseburg Comprehensive Plan (TSP) 	<ul style="list-style-type: none"> Alternative not proposed in Roseburg Comprehensive Plan (TSP)
Land Use Goal Exceptions	<ul style="list-style-type: none"> No goal exception requirement anticipated 	<ul style="list-style-type: none"> No goal exception requirement anticipated 	<ul style="list-style-type: none"> No goal exception requirement anticipated 	<ul style="list-style-type: none"> No goal exception requirement anticipated 	<ul style="list-style-type: none"> No goal exception requirement anticipated 	<ul style="list-style-type: none"> No goal exception requirement anticipated
Visual Resources	<ul style="list-style-type: none"> No to minimal impacts expected 	<ul style="list-style-type: none"> Vantage point from Riverside Park would be altered due to widened Washington Avenue Bridge 	<ul style="list-style-type: none"> Vantage point from Riverside Park would be altered due to widened Washington Avenue Bridge 	<ul style="list-style-type: none"> Visual impact of new bridge spanning across Elk Island. 	<ul style="list-style-type: none"> Visual impact of new bridge spanning across Elk Island Visual impact of railroad viaduct on surrounding historic neighborhood and structures 	<ul style="list-style-type: none"> Visual impact of new bridge spanning across Elk Island. Visual impact of new bridge spanning above Stephens Street and Winchester Street

ALTERNATIVES EVALUATION

Highway 138 Corridor Solutions Study

Evaluation Criteria	Alternatives					
	1(a) Existing Alignment Improvements	2(a) Washington-Stephens-Diamond Lake Alignment	2(c) Washington-Rose-Diamond Lake Alignment	3(a) Harvard-Diamond Lake Bridge Connection (At-Grade)	3(d) Harvard-Diamond Lake Bridge Connection (RR Above Grade)	4(a) Northern Alignment (Flyover)
Noise Impacts	<ul style="list-style-type: none"> No diversion of traffic and noise to other routes. 	<ul style="list-style-type: none"> Noise levels would be slightly higher along Washington Avenue due to wider bridge and higher volumes. 	<ul style="list-style-type: none"> New traffic route along Rose Street would increase noise in this corridor Noise levels would be slightly higher along Washington Avenue due to wider bridge and higher volumes 	<ul style="list-style-type: none"> New bridge directly to Diamond Lake Blvd will move traffic noise further north and closer to the Laurelwood neighborhood 	<ul style="list-style-type: none"> Noise generated from the railroad viaduct through downtown would travel further due to elevation above streets and many buildings New bridge directly to Diamond Lake Blvd will move traffic noise north and closer to the Laurelwood neighborhood 	<ul style="list-style-type: none"> New bridge to Diamond Lake Blvd will move traffic noise further north and closer to the Laurelwood neighborhood
Cost Opinions (2007 Dollars)						
	• \$9 million	• \$20 million	• \$21 million	• \$74 million	• \$350 million	• \$95 million