ROSEBURG TRANSPORTATION
SYSTEM PLAN UPDATE

TECH MEMO 5
SYSTEM CONCEPTS

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Nikki Messenger – Public Works Director
Tom Guevara – ODOT
Angela Rogge – DEA

Wednesday
January 30, 2019
1:00-3:00pm
700 SE Douglas Ave
Umpqua Room
Tech Memo 5 – System Concepts

• The Focus of the PAC review:
  • Multimodal project concepts
  • Support / Opposition to projects
  • Funding feasibility

• Where are we?
Tools in the Toolbox

Transportation System Management (TSM)
   Getting more use out of our existing infrastructure
Traffic Calming
   - Increasing safety through design
Access Management
   - Driveway spacing, Turn lanes, medians, turn restriction
Intelligent Transportation Systems
   - Signal timing, variable speed limits
Transportation Demand Management (TDM)
Strategies to change travel behavior
   - Ride sharing
   - Employer-based incentives
   - Investing in ped/bike facilities
   - Transit improvements
Multimodal System Concepts

Where do these come from?

• 2006 TSP Projects
• Public Feedback and identified deficiencies
• System and Demand Management Strategies
• Does not include IAMP 124/125 intersections
  • Recommend IAMP update in future
Multimodal Concepts

- BP1 – East Roseburg Bike Facilities and Sidewalks
  - Option A: Douglas Avenue Sharrows and Sidewalk – $3.35 Million
    - Option A would provide sharrows along Douglas Avenue without affecting on-street parking and construct sidewalks from Deer Creek to the eastern city limit.
  - Option B: Douglas Avenue Bike Lanes and Sidewalk - $3.35 Million
    - Option B would provide striped 6-foot bike lanes along Douglas Avenue and construct sidewalks from Deer Creek to the eastern city limit. This concept would require removal of on-street parking on both sides to fit a bike lane in each direction.
Multimodal Concepts

- BP2 – Roseburg Bicycle Route Wayfinding
  - Network of multi-use paths, striped bicycle lanes, and sharrows
  - Alternative, parallel routes to major destinations like schools, crosswalks, parks, and public buildings.
Multimodal Concepts

• BP3 – Garden Valley Boulevard Bike Facility
  • Option A: Bike lanes –
    • Option A would require center/turn lane removal to fit bike lanes in each direction given
      the current roadway width.
  • Option B: Widen sidewalks – $1.5 Million
    • Option B The roadway is constrained and instead of repurposing travel lanes for bike
      lanes, a widened sidewalk would provide a better facility for bicyclists and pedestrians.
      Adding an additional five feet to the existing sidewalk would provide a ten-foot wide
      facility on both sides of the street.
Multimodal Concepts

• BP4 – Stephens Street Bike Facility – $400,000
  • This concept would add bike lanes on Stephens Street from Garden Valley Boulevard to Diamond Lake Boulevard. To provide bike lanes within the current width of the roadway, some space would have to be repurposed from vehicles to bicycles, likely by narrowing the lane widths.
Multimodal Concepts

• **BP5 – West Harvard Avenue Bike Facilities**
  - **Option A**: Bike lanes. Would provide bike lanes along Harvard Avenue between Lookingglass Road and Umpqua Street. This facility would require center/turn lane removal to fit bike lanes in each direction given the current roadway width. - $TBD
  - **Option B**: Widen sidewalk. Create a 10 foot wide sidewalk. This provides a direct connection to the two facilities on the north side of Harvard Avenue that provide north-south access. Additional wayfinding signage would be here to guide people to these connections, complimenting the current wayfinding signage project. - $1.1 Million
Multimodal Concepts

- BP6 – Stephens at Winchester Intersection Bike/Ped Crossings
- Consolidate crossing to a single location on Winchester Street just east of where the road splits. The crossing could be made more visible through signage and pavement markings. - $TBD
Multimodal Concepts

- BP7 – South Umpqua River Multi-Use Path
  - This multi-use path would continue south from the existing path that ends at Oak Avenue.
Multimodal Concepts

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This multi-use path would continue south from the existing path that ends at Oak Avenue.
Multimodal Concepts

• BP8: Fulton Street Sidewalks and Bike Facility – $750,000
  • Upgrade the street to minor collector standards and provide important bicycle and pedestrian facilities on both sides of Fulton Street from Diamond Lake Boulevard north to the end of the public street
Multimodal Concepts

• BP9 – Ramp Road to Terrace Drive Multi-Use Path and Ramp Road
  • Add sidewalks on the west side of Ramp Road and a multi-use path connection through the undeveloped area west of Ramp Road to connect to Terrace Drive - $560,000
Multimodal Concepts

- BP10 – Pine Street Sidewalks
  - Adds sidewalk to the east side of Pine Street south of existing sidewalks to the city limit provide access south of Rice Street.
Multimodal Concepts

• BP11 – Main Street Sidewalks and Bike Facility
  • Add bicycle facilities on Main Street. New sidewalk would be added on the east side of Main Street from Rice Avenue to Marsters Avenue, and on the west side from Hamilton Street to Marsters Avenue.
  • Option A: Sharrows and Sidewalk
    • Sharrows along Main Street from Douglas Street to Lane Street. This facility would be implementable given the current striping. Sidewalk added on the east side of Main Street from Rice Avenue to Marsters Avenue and on the west side from Hamilton Street to Marsters Avenue.
  • Option B: Bike Lanes and Sidewalk
    • Bike lanes along Main Street. Would require parking removal to fit a bike lane in each direction given the current roadway width. Sidewalk would be added on the east side of Main Street from Rice Avenue to Marsters Avenue, and on the west side from Hamilton Street to Marsters Avenue.
Multimodal Concepts

• BP12 – Mosher Avenue Bike Facility
  • Option A: Sharrows
    • Option A would provide sharrows and signage near the railroad crossing to provide guidance to bicyclists and motorists to share the road. - $10,000
  • Option B: Bike Lanes
    • Option B would provide bike lanes from Main Street to the South Umpqua River. This would require parking removal on one side of the street. - $400,000
Multimodal Concepts

• **BP13 - Burke Street/Roberts Avenue Sharrows**
  - Sharrows on Burke Street and Roberts Avenue. This would provide an east-west connection to the southbound bicycle lane that already exists on Pine Street and links residences west of the couplet with commercial businesses on Stephens Street and the school east of the couplet on Roberts Avenue. - $270,000 (includes ramp upgrades)
Multimodal Concepts

• **BP14: Jackson Street Bike Facility**
  - **Option A - Sharrows**
    - from Diamond Lake Boulevard to Douglas Avenue. This facility would be implementable given the current striping, since sharrows do not provide a separate facility for bicyclists. South of Douglas Avenue to Mosher Avenue, sharrows would be added to the roadway. - $54,200 (includes ramp upgrades)
  - **Option B: Bike Lanes**
    - From Diamond Lake Blvd to Douglas Ave. Would require parking and/or turn lane removal to fit a bike lane in each direction given the current roadway width. South of Douglas Avenue to Mosher Avenue, sharrows would be added to the roadway. - $63,000 (includes ramp upgrades)
Multimodal Concepts

• BP15: Stewart Parkway Multi-Use Path
  - Create a multi-use path on the east side of Stewart Parkway between Harvard Avenue and Stewart Park Drive. This would include a cantilevered structure along the existing bridge and striping of sharrows on Stewart Park Drive to connect the facility on Stewart Parkway to the existing trail system within Stewart Park. - Cost Opinion: $1.4 million
Multimodal Concepts

• BP16: Trail Wayfinding and Connections
  • Option A: Duck Pond Street
    • Connection between Garden Valley Boulevard to the multi-use path through Stewart Park. The path on the west side of the parking would be formalized with signage to establish the area as a multi-use path.
  • Option B: Gaddis Park
    • To provide facility along Chestnut Ave and Highland Street to the existing trail south of the parking lot, the left-turn lane on Chestnut Avenue and one side of on street parking would need to be removed.
  • Option C: Pine Street
    • links Deer Creek Park along Pine Street, Douglas Avenue, and Spruce Street to the existing one-way bike lane along Stephens Street. The multi-use path would continue on the north side of Pine Street, and then a bike lane along Douglas Avenue to connect to the existing multi-use path along the South Umpqua River.
  • $1.6 million (includes path construction and lighting)
Multimodal Concepts

BP16: Trail Wayfinding and Connections
Multimodal Concepts

• **BP17: Garden Valley Boulevard and Stephens Street Transit Stops**
  • This concept would involve a code change to require developers to provide transit stop amenities and an update to include in-lane far-side transit stops at least 30 feet from intersection to avoid bus interference with side street traffic flow. - $80,000 each
Multimodal Concepts

• BP18: Calkins Avenue Sharrows
  • Sharrows on Calkins Avenue between Grove Lane and Keasey Street. This road is also an ideal candidate for a bicycle boulevard, which would likely benefit from traffic calming measures to slow traffic speeds and direct bicyclists to nearby bicycle facilities. $200,000 (includes ramp upgrades)
Multimodal Concepts

• BP19: Garden Valley Boulevard Midblock Crossing
  • Installing a signalized midblock crossing near Garden Valley Boulevard at Fairmount Avenue/HIGHLAND Street. It would also install sharrows on Fairmount Avenue and Highland Street to formalize a bicycle route. - $200,000 (includes ramp upgrades)
## Multimodal Concepts

### Transit Concepts

<table>
<thead>
<tr>
<th>Capital Improvements</th>
<th>UTrans</th>
<th>Roseburg</th>
<th>Nature of City Support</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T1: Purchase of Additional Buses</strong></td>
<td>Lead</td>
<td>N/A</td>
<td>None.</td>
</tr>
<tr>
<td><strong>T2: New Transit Center</strong></td>
<td>Lead</td>
<td>Support</td>
<td>Potential planning and financing partnership (e.g., through Tax increment financing (TIF)), assistance securing needed land and ROW</td>
</tr>
<tr>
<td><strong>T3: New Maintenance Facility</strong></td>
<td>Lead</td>
<td>Support</td>
<td>Potential planning and financing partnership (e.g., through TIF), assistance securing needed land and ROW</td>
</tr>
<tr>
<td><strong>T4: Stop Amenities and Accessibility</strong></td>
<td>Support</td>
<td>Support</td>
<td>Assistance securing needed ROW, City implementation of bike and pedestrian improvements</td>
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</tbody>
</table>

### Operations and Service Improvements

<table>
<thead>
<tr>
<th></th>
<th>UTrans</th>
<th>Roseburg</th>
<th>Nature of City Support</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T5: Increased Frequencies</strong></td>
<td>Lead</td>
<td>N/A</td>
<td>None.</td>
</tr>
<tr>
<td><strong>T6: New Routes</strong></td>
<td>Lead</td>
<td>N/A</td>
<td>None.</td>
</tr>
<tr>
<td><strong>T7: Transit ITS</strong></td>
<td>Support</td>
<td>Support</td>
<td>Coordination of City/ODOT operated traffic controls</td>
</tr>
</tbody>
</table>
Multimodal Concepts

Roadway Concepts

• R1: Aviation Drive/ Stewart Parkway
  • Option A - Dedicated southeast right-turn lane from Stewart Parkway to Mulholland Drive. Does not address the safety concern.
  • Option B - Dedicated southeast right-turn lane and flashing yellow left-turn arrows
  • Option C - Dedicated southeast right-turn lane and realign intersection

• Options A and B - $600,000
Multimodal Concepts
Roadway Concepts

• R2: Garden Valley Boulevard at Stewart Pkwy
  • Dual eastbound and westbound left-turn lanes and dual southbound right-turn lanes
  • This level of improvement would allow the intersection to operate within the City’s mobility target. $$ To be determined.
Multimodal Concepts

Roadway Concepts

• R3: Stewart Parkway at Valley View Drive
  • Prohibit eastbound left-turns off Valley View Drive
  • To improve safety and reduce delay at the intersection, this concept proposes restricting the eastbound left-turns from Valley View Drive to Stewart Parkway; all other movements would still be permitted. - $40,000
Multimodal Concepts

Roadway Concepts

- R4: Stewart Parkway at Stephens Street
  - Option A: Dual northbound left-turn lanes
  - Option B: Dedicated westbound and southbound right-turn lanes
  - $1.7 million
Multimodal Concepts
Roadway Concepts

• R5: Garden Valley Boulevard at Stephens Street
  • Dual eastbound left-turn lanes, dedicated southbound and northbound right-turn lanes - $2 million
Multimodal Concepts
Roadway Concepts

• R6 Harvard Avenue at W Broccoli Street
  • Option A: Traffic Signal - $400,000
    • Although ODOT’s preliminary signal warrants were not met, future conditions may warrant signalization.
  • Option B: Roundabout - $TBD
    • Option B provides an alternative to signalization by installing a roundabout.
Multimodal Concepts

Roadway Concepts

• R7 Harvard Avenue at Centennial Drive/Stewart Park Drive
  • Concept R7 – Restripe southbound right-turn lane to a shared southbound left/right-turn lane
  • Restripe the north leg of the intersection to allow for dual southbound left-turns. Centennial Drive/Stewart Park would be striped as a southbound left and southbound left/right-turn lane. - $50,000
Multimodal Concepts
Roadway Concepts

• R8 Diamond Lake Boulevard at Stephens Street
• Dual southbound left-turn lanes - $1.2 million
Multimodal Concepts
Roadway Concepts

• R9 Washington Avenue at Spruce Street
  • Option A: Traffic Signal
    • ODOT’s preliminary signal warrants were not met, future conditions may warrant signalization.
  • Option B: Access management
    • This option would attempt to combat the cut-through drivers attempting to avoid the traffic signals. - $TBD.
Multimodal Concepts
Roadway Concepts

• R10 Harvard Ave: Stewart Parkway to Lookingglass Road
  • Restripe Harvard Avenue as three lanes from Stewart Parkway to Lookingglass Road in order to provide bicycle lanes on Harvard Avenue
  • A three-lane cross-section of Harvard Avenue, Lookingglass would need to be a roundabout with two circulatory lanes on the north side to accommodate the anticipated westbound traffic. Broccoli Street would need to be signalized, similar to concept R6. - $TBD.
Multimodal Concepts
Roadway Concepts

• R11 Stephens Street at Winchester Street
  • Option A: Directional signage to Downtown Roseburg and formalized turn lanes on Stephens Street between Winchester and Diamond Lake Boulevard
  • Option B: Realign intersection to a T-intersection
  • Option C: Signalize, realign and provide dual WBR
    • Preliminary signal warrants are met at this intersection.
Multimodal Concepts
Roadway Concepts

• R12 Fulton Street at Diamond Lake Boulevard
  • Install a traffic signal - $600,000
    • To provide a protected pedestrian crossing of Diamond Lake Blvd and anticipate future development. Although the preliminary signal warrants are not met at this location, future traffic demand may warrant a change in traffic control.
Multimodal Concepts

Roadway Concepts

• R13 Harvard Avenue at Lookingglass Road
  • Option A: Install a traffic signal
    • To address the northbound left-turn operations. Preliminary signal warrants are not met at this location and it is unlikely that future traffic demand may warrant a signal.
  • Option B: Install a roundabout with a westbound bypass lane - $$ TBD
Any Questions?

Comments from PAC or Public
jlazur@cityofroseburg.org

• Comments Due next Friday