



Online Open House 1 Survey and Comment Summary

The Diamond Lake Boulevard Design Concept Plan Online Open House introduced the Project and collected community feedback on goals and objectives, current uses of the Diamond Lake Boulevard corridor, and needs and opportunities for the corridor’s future. This document summarizes feedback that the project team received during the online open house from nearly 40 respondents between October 19 to December 1, 2023.

Traveling on Diamond Lake Boulevard Today

- Most respondents (**58%**) travel on the corridor at least five times per week, including (**45%**) percent of total respondents who use it daily, suggesting the corridor plays an important role in respondents’ lives. The remaining (**42%**) respondents travel the corridor 1-2 times per week or less.
- A majority of respondents (**51%**) expect to travel more frequently on the corridor in the coming years, with **about a third (32%)** of respondents not expecting to increase their travel on OR 138E and the remaining respondents (**16%**) were unsure or did not respond.
- Most respondents (**84%**) primarily **drive** on the corridor. However, (**11%**) of respondents typically **bike** the corridor and (**5%**) typically **walk** or **roll**.
- A majority of respondents (**58%**) live, work or own a business on or near the corridor.
- Respondents rate the corridor an average of **5.8/10** in terms of its ability to serve their travel needs today.

Project Goals

- Respondents ranked **Goal 5: Safety and Security (26%)** as their most important project goal, followed closely by **Goal 1: Mobility and Accessibility (22%)** and **Goal 2: Vibrant Community (20%)**.
- The remaining goals received fewer votes, with **Goal 4: Economic Vitality** and **Goal 3: Transportation Options** each receiving (**16%**) of total votes.

Key Feedback Themes and Focus Areas

Respondents identified needs and opportunities generally and at specific locations along the corridor, summarized below.

Key Theme	Description	Focus areas (if applicable)
Enhance lighting along the corridor	Several comments suggested more streetlights along OR 138E are needed for safer travel at night, especially given new housing along the corridor.	Eastern end of the corridor past the 2500 block.
Beautify the corridor	Trees and other natural elements were suggested to enhance the aesthetics of the corridor and welcome people to Roseburg.	
Reduce vehicle travel speed	Many comments urged reduced travel speeds for drivers on OR 138E to address safety concerns, while noting that enforcement would be a challenge and would require traffic calming measures, such as medians and flexible bollards. One comment suggested increasing the travel speed, though most urged it be decreased.	Corridor-wide, but especially near the eastern edge of the corridor where speeds are highest.
Improve safety and comfort for	Many comments suggested sidewalk and bicycle lane improvements and other	<ul style="list-style-type: none"> • A new bridge across Deer Creek to connect Douglas Avenue to OR 138E



<p>people who walk, bike and roll</p>	<p>pedestrian connections to address safety, comfort and accessibility. Suggested improvements include widening, pavement repair and removal of utility poles from sidewalks. Comments also emphasized the importance of ADA accessibility throughout the corridor, including at crossings and intersections.</p>	<p>and Rifle Range Road was suggested by several respondents, including one who suggested an ADA-accessible viewing platform at Deer Creek.</p> <ul style="list-style-type: none"> • Many reports of near-misses near schools and neighborhoods along the corridor, including the Eastwood School. • More connections between OR 138E and Douglas Ave, which has better conditions for bicyclists. • There is a 1-mile stretch of OR 138E between Douglas Ave and Buckhorn Road where cyclists, runners, and pedestrians lack an alternative to OR 138E. A multi-use path on OR 138E between Buckhorn and Douglas was suggested. • The areas where Fowler Road and Rifle Range Road intersect with OR 138E were highlighted as safety concerns. • Bicycle lanes were suggested from Stewart Parkway to Stephens Street and on Harvard Street from Stewart Street to Looking Glass. • Better access to the river park areas and Pine Street Waterfront Overlay along the railroad tracks from Deer Creek to Douglas Avenue.
<p>Improve visibility for drivers and reduce unsafe turns when exiting and entering OR 138E</p>	<p>Drivers experience challenges when turning on or off Diamond Lake Boulevard, including limited visibility, narrow or nonexistent shoulders and narrow driveways along the corridor. Drivers describe difficulty making turns into short driveways while having to travel at the corridor’s high travel speeds.</p>	<ul style="list-style-type: none"> • Eastwood School ingress and egress via Rifle Range Road. • Turning east/west from Casper Street. • Maintain ease of access to NE Stephens Street without hindering through flow. • Widening driveways, especially for areas east of the Roseburg Public Library.
<p>Explore new signalized intersections and other crossing improvements to address safety and convenience</p>	<p>Improved safety features at existing intersections and crossings, as well as new signalized intersections, are suggested. Some comments asked about whether the left-turn lanes are necessary or could be repurposed for medians or other strategies. Comments suggested improvements such as rapid flashing beacons, and concrete pedestrian islands in center lanes.</p>	<ul style="list-style-type: none"> • Suggestion for Douglas Avenue to be signalized to improve safety for people who walk and bike. • Crossing improvements to Douglas Ave/OR 138E and Buckhorn and OR 138E (on the southwest side of Douglas and northwest side of Buckhorn) were suggested. • A left-hand turn signal at Diamond Lake Boulevard and Rifle Range Road was suggested to address safety concerns. • An additional signalized intersection at NE Patterson St and OR 138E was suggested. • Recent improvements to the intersection at Oak and Stephens were considered inadequate.
<p>Protect natural and historic resources</p>	<p>Comments urged the corridor’s future growth to protect Roseburg’s historic and natural resources, such as protecting historic buildings and creating wildlife crossings to reduce collisions.</p>	



Self-Identification for Historically Marginalized or Underserved Groups

Respondents were asked to voluntarily self-identify if they are part of one or more historically marginalized or underserved groups. **Approximately (71%)** of respondents identified with **one or more underrepresented groups**.

Identity	Respondents
Black and African-American people	1
Indigenous people (including Tribes, American Indian/Alaska Native and Hawaii Native)	3
People of Color (including but not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity populations)	6
Immigrants, including undocumented immigrants and refugees	2
People with limited English proficiency	1
People with disabilities	5
People experiencing homelessness	1
Low-income and low-wealth community members	4
Low- and moderate-income renters and homeowners	9
Single parents	1
Lesbian, gay, bisexual, transgender, queer, intersex, asexual, or two-spirit community members	1
Youth and seniors	11
Prefer not to answer	3
Other	6