

Bypass #8 - Coquille Reroute, OR 42, Coos Bay-Roseburg Highway, Highway 35 (MP 9.68–12.13)

Description: OR 42 is the dominant route of travel for commercial and private traffic from Coos County to Roseburg and I-5, but before the bypass was constructed it also served as the main street for the City of Coquille. The bypass project was a 1.5-mile long new alignment across the Cunningham Creek floodplain, providing four travel lanes with a paved median that would be wide enough to use as a left turn refuge. Bicycle traffic was accommodated on a wide shoulder except in the downtown area where bicycle lanes were provided. The design included sidewalks and on-street parking in the urban area and signalized intersections.

Final Environmental Impact Statement: 1989

Construction: 1994

Purpose and need:

- To reduce traffic congestion, particularly from heavy trucks, in downtown Coquille.
- To provide a more direct route through or around the city. Residents were concerned about traffic congestion and pedestrian safety in the downtown.
- To accommodate the expected increase in traffic volumes.
- To revitalize the downtown business community.

Land use: The bypass is partially within the city and UGB and partially on agricultural land and open space. The area inside the city is mainly commercial and industrial. Outside the city most of the alignment is within a floodplain.

Population: In 1986, the date of the Draft Environmental Impact Statement, the population of Coquille was 4,000, a drop from a population of 4,700 in 1960, but the city was projected to grow to 6,000 by 2000. Population at the time of construction in 1994 was 4,145; present population is 4,190.

Traffic volumes: Volumes on the old route ranged from 6,300-14,500 ADT. Since construction of the bypass in 1994, there has been no significant change in traffic volumes.

Crash rate: Between 1982-1986 the accident rate for Highway 42 within the city of Coquille was 3.2 accidents per million vehicle miles. The statewide average was higher at 4.1, but many of the accidents were indicative of a primary highway with many access points and few left turn lanes. The rate for 1998-2000 on the bypass was 0.9 per million vehicle miles traveled, lower than the statewide average for urban highways. The top types of collision were turning movement, fixed or other object and rear end.

Analysis: Since the bypass was constructed, traffic volumes have not changed significantly, but have been diverted to the bypass, lessening traffic congestion in downtown Coquille. Traffic safety has been improved. The number of accesses on the bypass has been reduced since construction.

Primary source: *Coquille Reroute, Coos Bay-Roseburg Highway (Highway 42), Final Environmental Impact Statement, January 1989*