CITY OF ROSEBURG
TRANSPORTATION SYSTEM PLAN UPDATE

Technical Memorandum #2
(Task 4.2 – Transportation System Inventory)

Prepared for
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Roseburg, Oregon

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Overview
This memorandum updates the existing transportation system inventory provided in the City of Roseburg’s current 2006 Transportation System Plan (TSP). This memorandum provides an inventory. The information summarized in this memorandum is intended to provide a basis for informing and identifying opportunities and constraints of the current transportation system.

This inventory includes the following sections:

<table>
<thead>
<tr>
<th>Existing Land Use and Population Inventory</th>
<th>Existing Transportation System</th>
<th>Natural Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Land Use</td>
<td>• Roadway Network</td>
<td>• Environmental Resources</td>
</tr>
<tr>
<td>• Demographics</td>
<td>• Bicycle and Pedestrian</td>
<td>• Hazards</td>
</tr>
<tr>
<td></td>
<td>• Transit</td>
<td>• Historic Resources</td>
</tr>
<tr>
<td></td>
<td>• Air, Water, Rail and Pipeline</td>
<td></td>
</tr>
</tbody>
</table>

Existing Land Use and Population Inventory
This section provides a description of the existing land use patterns and zoning regulations that currently exist within the Urban Growth Boundary (UGB). Land use is a key factor in developing a functional transportation system; the amount of land planned for development, the types of land uses, and how they relate to each other have a direct relationship to the anticipated demands on the transportation system. Similarly, the makeup of the population influences the types of facilities and programs needed to move the residents and visitors within the community.

Existing Land Use
Land use regulations are implemented through the City’s Land Use and Development Ordinance (LUDO). The following is a summary of the existing land uses in the city and the associated requirements that govern development and redevelopment. This overview is intended to provide an indication of the type and intensity of land uses that can be expected within the planning horizon in order to determine future traffic generation.

Comprehensive Plan and Zoning Designations
The Comprehensive Plan provides a long-term guide for where and how future development will occur. Figure 1 shows the Comprehensive Plan land use designations. There are nine designations, including residential, industrial, commercial, and public and park space designations (see Figure 2).

Segregated, low-density land uses tend to limit transportation choices by separating trip origins and destinations and increasing average trip lengths. This makes walking and bicycling less convenient, which could in turn result in more single occupancy vehicles traveling the system and inefficiencies in freight movement. Alternatively, mixed-land uses at higher densities tend to bring a larger number of origins and destinations close together, thereby shortening average trip lengths and making walking, biking, and transit feasible for a larger number of trips.
Within the city limits, land uses adjacent to Arterials and Collectors are generally automobile-oriented in nature, and include mostly industrial and commercial uses. Beyond the commercial areas, the designated land uses change to residential. Since the residential areas are segregated from the commercial areas, walking and bicycling to these locations becomes less convenient. Encouraging a diversified and connected transportation system allows for more efficient travel through the system for all modes. If travelers do not have to use their personal vehicle to reach their destination, then the roadway network can more efficiently serve those that must use it.

Figure 3 provides the location of zoning districts within the city limits. The City has 19 zones, including several commercial, industrial, and residential zoning districts. The City’s UGB is larger than the city limits; there are large areas on the periphery of the current city limits that have Comprehensive Plan land use designations but that will not be zoned for urban uses until they are annexed. The City’s zoning is informed by the Comprehensive Plan designations and provides the allowed uses and associated development regulations consistent with the Comprehensive Plan. Zoning designations typically reflect existing land uses, but also reflect the types of uses the City would like to encourage in the future. Allowed uses and development regulations for each of the City’s zones are provided for in the LUDO.

Connecting residents and workers to services they use on a daily basis can be accomplished by well-considered land use planning. Listed below are activity centers where the transportation network should support multi-modal and accessible public transportation. Key community features, activity centers and destinations within the City include:

- Schools (Elementary, Junior and Senior)
- Umpqua Community College
- Public Parks (e.g. Sunshine, Stewart Park and Fir Grove Park)
- Mercy Medical Center
- USFS Office
- BLM Office
- VA Medical Center
- Douglas County Fairgrounds
- Douglas County Library *(closed June 1, 2017)*
- Roseburg Airport
- Courthouse
- City Hall
- Historic Downtown Roseburg
- Garden Valley Shopping Center
- Roseburg Valley Mall
- UCAN
- State DHS
- YMCA

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1 Land inside the UGB, but outside city limits, will be considered to be developable to the greatest extent allowed, pursuant to the LUDO zoning district that could be applied to the unincorporated area once annexed.
Figure 3
Comprehensive Plan

Legend
- Urban Growth Boundary
- City Limit
- AP (Airport District)
- C1 (Limited Commercial)
- C2 (Community Commercial)
- C3 (General Commercial)
- CBD (Central Business District)
- M1 (Light Industrial)
- M2 (Medium Industrial)
- M3 (Heavy Industrial)
- MR14 (Limited Multiple-Family Res.)
- MR18 (Medium Density Multiple-Family Res.)
- MR29 (Multiple-Family Res.)
- MR40 (High Density Multiple-Family Res.)
- MU (Mixed Use)
- PO (Professional Office)
- PR (Public Reserve)
- R6 (Single-Family Res. >6,000 sf)
- R7.5 (Single-Family Res. >7,500 sf)
- R10 (Low Density Res. >10,000 sf)
- RO (Residential Open Space)
- River
- Rail
- Freeway
- Street

NORTH 0 1 Miles
Overlays
Roseburg includes six different overlay districts that may apply to any portion of an existing zoning district. Overlay districts provide regulations that are in addition to, or that modify, the base zone. Similar to how the zoning districts are organized, development regulations for each of the City’s overlay districts are provided in the LUDO. A general description of Roseburg’s overlay districts are presented in Table 1.

<table>
<thead>
<tr>
<th>Overlay District</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Impact Overlay</td>
<td>Protects the public health, safety, and welfare by assuring the development within areas impacted by airport operations is appropriately planned to mitigate the impact of such operations.</td>
</tr>
<tr>
<td>Floodplain Overlay</td>
<td>Assures that development in areas subject to periodic inundations as identified by FEMA is appropriately planned for and impacts are mitigated.</td>
</tr>
<tr>
<td>Hillside Development Overlay</td>
<td>Assures that development in areas susceptible to landslides and areas with slopes greater than 12% are planned for and impacts are mitigated.</td>
</tr>
<tr>
<td>Historic Districts Overlay</td>
<td>Provides standards designed to preserve, protect, maintain, and enhance historic resources.</td>
</tr>
<tr>
<td>West Avenue Residential Overlay</td>
<td>Implements the West Avenue Redevelopment Plan.</td>
</tr>
<tr>
<td>Riparian Habitat Overlay</td>
<td>Provides riparian habitat setbacks to provide riparian habitat protection to lands adjacent to the South and North Umpqua Rivers, Newton Creek and Deer Creek.</td>
</tr>
</tbody>
</table>

Figure 4 shows the locations of the mapped overlays in the city. Most of the city is subject to either Floodplain Overlay or Hillside Development Overlay regulations on a case-by-case basis. If appropriate, overlays will be applied upon annexation. Transportation requirements are covered by the base zone regulations; specific transportation requirements within the Floodplain Overlay are limited to road elevation (in relation to mean sea level) and proper drainage for subdivisions, while the Hillside Development Overlay contains specific street design alternatives.

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2 There are, for example, areas within the UGB but currently outside city limits that will be subject to either Floodplain Overlay or Hillside Development Overlay due to environmental conditions. See Figure 21: FEMA Flood Zone, Figure 18: Wetlands, and Figure 22: Environmental Hazards.

3 Transportation-related regulations are found in the respective chapters of the LUDO: Floodplain Overlay (Section 2, Article 9) and Hillside Development Overlay (Section 2, Article 10).
Development Potential
As part of the TSP process, it is important to identify “buildable lands”, or areas for potential redevelopment. "Buildable lands" includes both vacant land and developed land likely to be redeveloped (ORS 197.295). A well-connected transportation network is integrated with surrounding land uses and provides safe, multimodal facilities between and within neighborhoods. Knowing where development is likely to occur can aide in planning a transportation network that adequately and efficiently serves the community.

Figure 5 shows areas within or near the Roseburg UGB that have development potential. There are no large concentrations of vacant parcels within city limits. There may be opportunities for potential for redevelopment in the central city, however there is most potential for development on both the east and western edges of the UGB. Most of the southern area of Roseburg is developed and is unlikely to see appreciable redevelopment within the TSP planning horizon.4

The Heart of Roseburg Marketing Plan 2015 reviewed marketing strategies for the Historic Downtown, the Mill Pine District, the Stephen’s Street Business Corridor, and the adjoining commercial and residential neighborhoods. The plan mentions the potential for second floor housing in Historic Downtown, but that the cost of redevelopment of some of the historic properties exceeded the potential returns.

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Demographics

Knowing where Roseburg’s population resides will help inform the projects and policies proposed in the TSP. Mapping the overall population density helps identify areas where targeted transportation system improvements would be most beneficial. For example, higher density areas would be desirable for transit, and areas with a high population of seniors and youth would benefit from improved multi-modal connectivity.

Population and Employment

The planning area includes all of the transportation facilities within the City’s UGB. As seen in Exhibit 1, the most recent (2016) population estimate for Roseburg within the City limits was 22,820. Within the larger UGB area, the 2015 population estimate was 29,870. This represents a modest increase from the 2010 census data for the population in both the city limits and UGB.

According to Portland State University’s population forecast for the area, Roseburg’s population is expected to grow to 39,239 by the year 2035, and to 46,805 by the year 2065. This represents an average annual growth rate of 1.4% over the next 20 years, and an average annual growth rate of 0.6% over the following 30 years. By comparison, the average annual growth rate for Douglas County is expected to be 0.9% (20-year rate) and 0.5% (30-year rate). Roseburg encompasses the County’s largest urban area and is expected to capture the largest share of total countywide population growth during the 20-year forecast period.5

5 Coordinated Population Forecast for Douglas County, its Urban Growth Boundaries (UGB), and Area Outside UGBs 2015-2065, Portland State University Population Research Center, June 2015


Employment
The Great Recession officially began in December of 2007, the year after the last TSP update. Douglas County’s employment peaked in 2006 and hit bottom in 2012. Since then, businesses started adding jobs (2011-2016) but Douglas County has experienced a more subdued recovery than the rest of the state.

See Exhibit 2 below for a summary of year 2016 employment estimates for Douglas County as determined by The State of Oregon Office of Economic Analysis.

EXHIBIT 2. DOUGLAS COUNTY 2016 EMPLOYMENT ESTIMATES

Commute Patterns
Roseburg has its own unique transportation identity, although it is important to recognize its connection to the region; many people live in one community and work in another. Table 2 summarizes the year 2014 employment destinations for people who lived within the City Limits of Roseburg; 2014 is the most recent year of available data. The majority of Roseburg workers actually live outside of the city, further emphasizing the dependence on the transportation network to get from home to work.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Living and employed in Roseburg UGB</td>
<td>4,706</td>
<td>28.5%</td>
</tr>
<tr>
<td>Commuting to Roseburg UGB from elsewhere</td>
<td>11,831</td>
<td>71.5%</td>
</tr>
</tbody>
</table>


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Transportation-Disadvantaged Population

A community’s transportation system should provide efficient and accessible transportation that serves the daily transportation needs of all its citizens. To achieve this goal, it is important to know where the transportation-disadvantaged communities are, and to accommodate these populations through improved multi-modal connectivity to community activity centers and key destinations.

Elderly and Youth Population

Age is a key factor in determining mode choice decisions. Roseburg’s oldest residents are less likely to drive. Similarly, most of Roseburg’s youngest population, those under 18 years old, are heavily dependent on active transportation modes such as walking, biking, and transit.

Like most areas in the state, Roseburg’s population is aging. Table 3 compares Roseburg’s age groups to Douglas County and Oregon. Approximately 19.1% of the City’s population is 65 years or older, which is similar to the County as a whole (21.0%). Roseburg has a relatively high proportion of people aged 65 and over compared to the rest of the state (13.9%). As shown in Figure 6, this population is generally dispersed throughout the City, with a few notable exceptions in western Roseburg near NW Garden Valley Boulevard, where a concentration is shown due to retirement and care facilities.

Approximately 21.7% of the City’s population is under the age of 18. The percent of population under the age of 18 is close to that of Douglas County (20.5%) and the state as a whole (22.6%). As shown in Figure 7, concentrations of areas with a high percentage of youth are spread throughout residential areas in the city.

Table 3: Summary of Age Groups

<table>
<thead>
<tr>
<th>Age</th>
<th>Roseburg</th>
<th>Douglas County</th>
<th>Oregon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>21,181</td>
<td>107,667</td>
<td>3,831,074</td>
</tr>
<tr>
<td>Under 18 Years</td>
<td>4,591</td>
<td>22,094</td>
<td>866,453</td>
</tr>
<tr>
<td>18 to 64 Years</td>
<td>12,541</td>
<td>63,003</td>
<td>2,431,088</td>
</tr>
<tr>
<td>65 Years and Over</td>
<td>4,049</td>
<td>22,570</td>
<td>533,533</td>
</tr>
<tr>
<td>Median Age (Years)</td>
<td>41.1</td>
<td>46.1</td>
<td>38.4</td>
</tr>
</tbody>
</table>

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7 Source: U.S. Census Bureau, 2010, 2010 Census Summary File 1, Tables P12, P13, and PCT12: Age Groups
8 Ibid.
9 Ibid.
Figure 6
Elderly Population

Legend
- Urban Growth Boundary
- City Limit
- 1 Dot = 1 Person Age 65 or Over
- River
- Rail
- Freeway
- Street

City of Roseburg
Transportation System Plan
Figure 7
Youth Population

Legend
- Urban Growth Boundary
- City Limit
- 1 Dot = 1 Person Age 17 or Under
- River
- Rail
- Freeway
- Street

NORTH
0 1 Miles

City of Roseburg
Transportation System Plan
**Minority Population**

Roseburg is slightly more diverse than the County, but less so compared to the state. Approximately 22.3% of the City's population is either non-white and non-Hispanic/Latino or Hispanic/Latino of any race.\(^\text{10}\) As shown in Table 4, the Hispanic/Latino population comprises the largest minority group, with approximately 5.5% of the population. The second largest minority population group, at 2.9% of the population, identifies as two or more races. Compared to the state, all minority groups are underrepresented in Roseburg, with the exception of American Indian and Alaskan Natives, which are slightly more represented as compared with the state as a whole.

**Table 4: Race and Ethnicity Population\(^\text{11}\)**

<table>
<thead>
<tr>
<th>Race and Ethnicity</th>
<th>Roseburg</th>
<th>Douglas County</th>
<th>Oregon</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total:</strong></td>
<td>21,181</td>
<td>107,667</td>
<td>3,831,074</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>1,155</td>
<td>5,055</td>
<td>450,062</td>
</tr>
<tr>
<td>Not Hispanic or Latino:</td>
<td>20,026</td>
<td>102,612</td>
<td>3,381,012</td>
</tr>
<tr>
<td>White alone</td>
<td>18,578</td>
<td>96,343</td>
<td>3,005,848</td>
</tr>
<tr>
<td>Black or African American alone</td>
<td>86</td>
<td>279</td>
<td>64,984</td>
</tr>
<tr>
<td>American Indian and Alaska Native alone</td>
<td>341</td>
<td>1,799</td>
<td>42,706</td>
</tr>
<tr>
<td>Asian alone</td>
<td>334</td>
<td>1,008</td>
<td>139,436</td>
</tr>
<tr>
<td>Native Hawaiian and Other Pacific Islander alone</td>
<td>46</td>
<td>110</td>
<td>12,697</td>
</tr>
<tr>
<td>Some Other Race alone</td>
<td>27</td>
<td>154</td>
<td>5,502</td>
</tr>
<tr>
<td>Two or More Races:</td>
<td>614</td>
<td>2,919</td>
<td>109,839</td>
</tr>
</tbody>
</table>

\(^{10}\) Source: U.S. Census Bureau, 2010, 2010 Census Summary File 1, P9: Hispanic or Latino, and Not Hispanic or Latino by Race.

\(^{11}\) Ibid.
Figure 8
Minority Populations

Legend
- Urban Growth Boundary
- City Limit
- 1 Dot = 1 Person Belonging to a Minority Group
- River
- Rail
- Freeway
- Street

City of Roseburg
Transportation System Plan
**Low-income Population**

Vehicle ownership has a strong impact on mode choice, and lower income residents are less likely to own one or more vehicles. A larger population of low-income residents is more likely to be reliant on non-automotive forms of transportation.

The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family’s total income is less than the family’s threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using the Consumer Price Index. According to the Census Bureau, an average family of four has a threshold of approximately $25,000.

Table 5 provides a comparison of low-income population within Roseburg. Approximately 21% of the City’s population is below the poverty level.\(^\text{12}\) Roseburg’s poverty rate is similar to Douglas County (20%), but has a higher rate of poverty compared to the state (17%). As shown in Figure 9, people below the poverty line are generally concentrated in two areas: one south of downtown and the other east of Stephens Street and between Joseph Lane Middle School and NE Newton Creek Road. Improved non-motorized connections, facilities and transit service may be more important to and within these areas.

**Table 5: Low-income Population**

<table>
<thead>
<tr>
<th></th>
<th>Roseburg</th>
<th></th>
<th>Douglas County</th>
<th></th>
<th>Oregon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimate</td>
<td>21,149</td>
<td>+/-230</td>
<td>105,767</td>
<td>+/-260</td>
<td>3,823,874</td>
</tr>
</tbody>
</table>

Source: Low-income population data: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, C17002: Ratio of Income to Poverty Level in the Past 12 Months

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\(^{12}\) Low-income population data: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, C17002: Ratio of Income to Poverty Level in the Past 12 Months
Existing Transportation System Inventory

The City maintains an inventory of the existing transportation system in Roseburg. This section documents the inventory of facilities and services that comprise the Roseburg transportation system, and summarizes their current use. This inventory includes the street, pedestrian, bikeway, public transportation, rail, air, water, and pipeline systems within the Roseburg City Limits and Urban Growth Boundary (UGB).

Existing Street and Highway System

There are two state highways (I-5 and OR 138) serving the City of Roseburg as well as a network of arterial and collector streets maintained by the City and/or Douglas County. This section describes the current system for vehicular travel within the project area. The inventory includes a summary of the available facilities, as well as jurisdiction, roadway characteristics, and important uses.

Street Jurisdiction

The street system within the Roseburg UGB includes roadways under three jurisdictions: State, County, and City. There are also numerous private streets within the city. A list of roadways and the corresponding jurisdiction is provided in Table 9 (page 27). A number of privately maintained roads can be found within the UGB as well. Figure 10 shows the location of roads by jurisdictional responsibility within the Roseburg UGB.
Functional Classification

Streets and highways are assigned a classification to indicate their purpose, design, and function. Functional classification describes how adjacent properties are accessed and how much mobility the street provides, as illustrated below in Exhibit 3. A combination of arterials, collectors, and minor collectors, along with local streets, can help a community create a balanced transportation system, one that facilitates mobility for all modes at acceptable levels of service, while providing sufficient access to adjacent land uses.

The functional classification system for the Roseburg street network is illustrated in Figure 11 (page 22).

The most recent TSP (year 2006) applies a Street Functional Classification system to reserve future rights of way, determine street design, and develop future street improvement projects. As described in the City of Roseburg’s Comprehensive Plan, this system is comprised of five specific designations: freeway, arterial street, collector street, local street, and cul-de-sac street.

Freeway – The highest form of roadway design. This type of facility is intended to provide for the expeditious movement of large volumes of traffic between, across, around, or through a city, region, or state. The freeway is a divided highway with full control of access. It is not intended to provide access to abutting land. Complete separation of conflicting traffic movements is provided.

Arterial Street – The primary function of an arterial street is to provide for the traffic movement between areas and across portions of a city or region, direct service to principal generators, and connect to the freeway-expressway system. A subordinate function is the provision of access to abutting land. Since the primary function of this type of street is movement of vehicles, people, and goods rather than access to abutting land or temporary storage of vehicles, arterial streets are subject to regulation and control of parking, turning movements, entrances, exits, and curb uses. Control of access is highly recommended and may be required.

Collector Street – A street that provides for traffic movement within neighborhoods and between activity centers, between arterial streets and local streets, and for direct access to abutting land. The City of Roseburg identifies Collectors and Minor Collectors but currently does not provide clear language to distinguish the two. Clarifying the functional classification descriptions will be an element of the TSP update.
**Local Street** – Provides access to abutting land and the collector and arterial network. These streets serve local traffic movements and are not intended to accommodate through traffic. Any street not designated as a freeway, arterial, or collector is considered a local street.

**Cul-de-sac Street** – Functions as a local street providing access to abutting land. A cul de sac is not a through street and contains a turnaround.

**Pathways** – Functions for use by non-motorized vehicles.

Different transportation authorities in Oregon have different functional classification systems. There is not necessarily a correlation between functional classifications among jurisdictions. It is important that City-designated arterials and collectors are consistent with the designations assigned by the Oregon Department of Transportation (ODOT), due to their regional significance. All of the local transportation system planning efforts are required to be consistent with federal guidelines regarding functional classification. Table 9 (page 27) summarizes the functional classifications assigned by the various jurisdictions.
Figure 11
Street Functional Classification

Legend
- Urban Growth Boundary
- City Limit
- River
- Rail

Functional Classification
- Freeway
- Arterial
- Collector
- Minor Collector
- Local

0 1 Miles
NORTH

Inset Map of City of Roseburg Transportation System Plan.
**Access Management**

Access management can be an important tool for protecting the function of roadway. As part of a TSP, access management describes property access conditions that may influence travel along major local transportation corridors. The TSP must also be consistent with designated access management categories in the Oregon Highway Plan (OHP).

There is a common understanding for the need of property owners to maintain roadway access to their businesses and residences. However, a proliferation of driveways and minor street intersections multiplies the number of conflicts along a roadway segment, thus reducing the capacity of intersections, increasing the probability of crashes, and generally degrading service for all system users. Hence, access management must balance the competing needs of compatible land uses, private access, and the function of the transportation system.

Both ODOT and the City of Roseburg have access management standards that apply within Roseburg city limits. Douglas County access spacing standards were not available at the time of publication. The access management standards applicable to this project are summarized Table 6 and Table 7.

**Table 6. Existing Roseburg Access Spacing Guidelines**

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Access Spacing Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>500 feet</td>
</tr>
<tr>
<td>Collector</td>
<td>200 feet</td>
</tr>
</tbody>
</table>

1. City of Roseburg Land Use and Development Ordinance.

**Table 7. Existing ODOT Access Spacing Standards**

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Posted Speed</th>
<th>Access Spacing Standard (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Highway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Applicable to OR 138)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 mph &amp; lower</td>
<td>250’</td>
<td></td>
</tr>
<tr>
<td>30 mph &amp; 35 mph</td>
<td>350’</td>
<td></td>
</tr>
<tr>
<td>40 mph &amp; 45 mph</td>
<td>500 feet’</td>
<td></td>
</tr>
<tr>
<td>50 mph</td>
<td>830 feet’</td>
<td></td>
</tr>
<tr>
<td>55 mph or higher</td>
<td>990 feet’</td>
<td></td>
</tr>
</tbody>
</table>

**ODOT – Interchange Ramp Terminals - Fully Developed Urban**

<table>
<thead>
<tr>
<th>Distance from off-ramp to first approach on the right, right-turn movements only</th>
<th>750 feet&lt;sup&gt;3,4&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>990 ft&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td>Distance from off-ramp to first intersection where left turns are allowed</td>
<td>1320 feet&lt;sup&gt;3,4&lt;/sup&gt;</td>
</tr>
<tr>
<td>Distance from last approach road to the start of the taper for the on-ramp</td>
<td>1320 feet&lt;sup&gt;3,4&lt;/sup&gt;</td>
</tr>
<tr>
<td>Distance from last right in/right out approach road to the start of the taper for the on-ramp</td>
<td>990 feet&lt;sup&gt;3,4&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

Notes:
1. Table 15 in the revised OHP: Effective January 1, 2012 Amended May 3, 2012: Access Management Spacing Standards for Regional Highways with Annual Average Daily Traffic (AADT) of More Than 5,000 Vehicles
2. Fully Developed Urban Interchange Management Area: Occurs when 85% or more of the parcels along the developable frontage area are developed at urban densities and many have driveways connecting to the crossroad. See definition in the Oregon Highway Plan.
3. Table 17 in the revised OHP: Access Management Spacing Standards for Freeway Interchanges with Two-Lane Crossroads
4. Table 18 in the revised OHP: Minimum Spacing Standards Applicable to Freeway Interchanges with Multi-Lane Crossroads
An access inventory for roadways within the UGB was not available for inclusion in the report; however, Harvard Avenue, Stewart Parkway, Garden Valley, Diamond Lake Boulevard and Stephens Street all serve commercial businesses and have sections with closely spaced accesses or driveways.

Roadway Characteristics

State Facilities
Roseburg is bisected by Interstate 5 (I-5), which runs in a north-south direction through the city. Five I-5 interchanges serve Roseburg UGB:

- Exit 123 – Portland Avenue
- Exit 124 – Harvard Avenue
- Exit 125 – Garden Valley Boulevard
- Exit 127 – Edenbower Boulevard
- Exit 129 – Winchester/Wilbur

OR 138 is classified as a regional highway by the OHP. It runs from Exit 124 – Harvard Avenue to Oak Avenue/Washington Avenue, Stephens Street, where it then runs east through town as Diamond Lake Boulevard and exits the UGB in the east.

National Highway System Facilities
The National Highway System (NHS) is a network of nationally significant roads. There are a few NHS routes in the study area:

- I-5 Mainline and Ramp Terminals
- OR 138
- Garden Valley Boulevard from I-5 to Stephens Street
- Stephens Street (south of Hooker Road)
- Pine Street (south of SE Washington)

Freight Routes
I-5 is designated as a Freight Route in the Oregon Highway Plan (OHP). Consistent with the State designation, Roseburg’s TSP classifies I-5 as a freight route, along with other State and local roads within the UGB. The major freight routes designated by Roseburg’s TSP within the UGB are shown in Figure 12 and include:

- I-5
- OR 138 (Diamond Lake Boulevard)
- OR 99 (Stephens Street/Old Highway 99)
- Garden Valley Boulevard
- Edenbower Boulevard (between I-5 and OR 99)\(^\text{13}\)

\(^{13}\) 2006 Roseburg TSP
Design and Geometric Roadway Data

There are various inventories that describe the design and various features along the street system in Roseburg. A description and accompanying table or figure are provided in this section.

**Speed Limits** – Table 9 provides a listing of speed limits for Arterials and Collectors in the City of Roseburg. In Roseburg, speeds on Local Streets generally range from 15 to 25 mph, although a few exceptions of 35 mph are found. Minor Collector and Collector streets can range from 15 to 45 mph and Arterial streets can range from 25 to 55 mph.

**Stop Controls Devices** – Stop control devices in Roseburg include signalized intersections and stop signs. Their use is intended to increase safety for all users by regulating the flow of traffic. There are numerous signalized and stop controlled intersections in Roseburg. Figure 13 shows the locations of control devices within city limits.¹⁴

**Bridges, Culverts and Rail Crossings** – An important aspect of a community’s transportation system is recognizing the critical role that some transportation facilities, particularly bridges, play in emergency response and evacuation. Figure 14 (page 32) summarizes the locations of bridges and culverts in the study area, as well as public and private rail crossings of railroad facilities. There are 45 bridges identified within the Roseburg UGB. Though none of the bridges have been identified as structurally deficient, seven bridges are listed as functionally obsolete:¹⁵

1. North Umpqua River, Hwy 234 (Old Winchester) – Bridge ID 00839: Serves Highway 234/Old Highway 99; Constructed in 1923
2. Garden Valley Road over Hwy 1 [I-5] – Bridge ID 07667: Serves Garden Valley Road; Constructed in 1955
4. Stewart Parkway (Airport Rd) over Hwy 1 – Bridge ID 18990: Serves Stewart Parkway; Constructed in 2002
5. Highway 1 [I-5] over Portland Ave (Fairgrounds Interchange) – Bridge ID 07670A: Serves I-5; Constructed in 1954
6. South Umpqua River, Stewart Park Rd – Bridge ID 26T05: Serves Stewart Park Road; Constructed in 1946
7. Deer Creek, Douglas Ave – Bridge ID 26T03: Serves Douglas Avenue; Constructed in 1950

**Pavement Condition** – The City prepared the *Five Year Pavement Maintenance Plan* (2016) to determine street pavement conditions and create a refined project list for addressing paving needs. The plan uses the following rating system for Pavement Condition Index (PCI):

- 70-100 PCI: Very Good
- 50-70 PCI: Good
- 25-20 PCI: Poor
- 0-25 PCI: Very Poor

¹⁴ Data for signalized intersections from 2006 Roseburg TSP
A summary of the City’s pavement conditions are listed in Table 8 below. A full list is provided in Appendix A.

**TABLE 8. CITY OF ROSEBURG PAVEMENT RATING SUMMARY**

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Total Center Lane Miles</th>
<th>Total Lane Miles</th>
<th>PCI¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>14.55</td>
<td>56.06</td>
<td>73</td>
</tr>
<tr>
<td>Collector</td>
<td>16.99</td>
<td>35.89</td>
<td>76</td>
</tr>
<tr>
<td>Residential/Local</td>
<td>79.07</td>
<td>155.01</td>
<td>71</td>
</tr>
<tr>
<td>Gravel</td>
<td>0.06</td>
<td>0.06</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>110.67</strong></td>
<td><strong>247.02</strong></td>
<td><strong>Overall Network: 72²</strong></td>
</tr>
</tbody>
</table>

Notes:
1. Pavement Condition Index (PCI) is measured as a rating between 0 and 100
2. Overall Network PCI as of 9/2/2015

**Medians/Islands/Curb** – There are roadways within the UGB that have center islands, medians or curb within the right-of-way for various purposes. Appendix B summarizes the locations of these roadway features on City facilities.

**On Street Parking** – On street parking is available at various locations within the City of Roseburg and is generally concentrated near commercial areas and on residential streets. A complete inventory of on street parking locations on City roadways was not conducted as part of this memorandum. There is no on street parking allowed on ODOT roadways within the Roseburg UGB.
<table>
<thead>
<tr>
<th>Roadway/Highway Name</th>
<th>Jurisdiction</th>
<th>Federal Functional Classification</th>
<th>ODOT Functional Classification</th>
<th>City Functional Classification</th>
<th>Posted Speed (mph)</th>
<th>No. of Lanes</th>
<th>Pavement Width</th>
<th>Lane Width</th>
<th>Shoulder Width</th>
<th>Medians?</th>
<th>On-Street Parking?</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5 (Pacific Highway No. 1)</td>
<td>ODOT</td>
<td>Urban Interstate</td>
<td>Interstate Hwy, NHS, FR, TR¹</td>
<td>-</td>
<td>65</td>
<td>4</td>
<td>76 ft.</td>
<td>12-15 ft.</td>
<td>6-10 ft.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>I-5 Northbound &amp; Southbound Ramps</td>
<td>ODOT</td>
<td>Urban Interstate</td>
<td>Interstate Hwy, NHS, FR, TR¹</td>
<td>-</td>
<td>-</td>
<td>1-2</td>
<td>26-40 ft.</td>
<td>12-16 ft.</td>
<td>6-10 ft.</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Diamond Lake Boulevard¹</td>
<td>ODOT</td>
<td>Urban Principal Arterial</td>
<td>Principal Arterial, NHS</td>
<td>Arterial</td>
<td>35/45/ 55</td>
<td>4</td>
<td>26-82 ft.</td>
<td>12-13 ft.</td>
<td>10 ft.</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Edenbower Blvd²</td>
<td>ODOT/City</td>
<td>Urban Minor Arterial</td>
<td>Minor Arterial</td>
<td>Arterial²</td>
<td>40³</td>
<td>2-3</td>
<td>42-50 ft.</td>
<td>12-14 ft.</td>
<td>2-6 ft.</td>
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<tr>
<td>Garden Valley Blvd (West of Stephens St)²</td>
<td>ODOT/City</td>
<td>Urban Principal Arterial/ Urban Minor Arterial</td>
<td>Principal Arterial/ Minor Arterial</td>
<td>Arterial</td>
<td>25/30/ 35/45</td>
<td>4</td>
<td>60-80 ft.</td>
<td>10-12 ft.</td>
<td>-</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Harvard Ave¹</td>
<td>ODOT/City</td>
<td>Principal Arterial/ Urban Minor Arterial</td>
<td>Principal Arterial/ Minor Arterial/ Major Collector</td>
<td>Arterial</td>
<td>30/35</td>
<td>2-4</td>
<td>60-72 ft.</td>
<td>10-12 ft.</td>
<td>0-4 ft.</td>
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<tr>
<td>Oak Ave¹</td>
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<td>Principal Arterial</td>
<td>Principal Arterial/ Local</td>
<td>Arterial</td>
<td>25/30</td>
<td>2-3</td>
<td>36-40 ft.</td>
<td>10-12 ft.</td>
<td>-</td>
<td>No</td>
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<td>Pine St</td>
<td>City</td>
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<td>Principal Arterial</td>
<td>Arterial</td>
<td>25/35</td>
<td>2</td>
<td></td>
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<td></td>
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<td>Stephens St (Old Highway 99)</td>
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<td>Urban Principal Arterial</td>
<td>Principal Arterial</td>
<td>Arterial</td>
<td>25/30/ 35/45</td>
<td>2-4</td>
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<tr>
<td>Stewart Pkwy</td>
<td>City</td>
<td>Urban Minor Arterial</td>
<td>Principal Arterial/ Minor Arterial</td>
<td>Arterial</td>
<td>35/40</td>
<td>2-4</td>
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<tr>
<td>Washington Ave</td>
<td>City</td>
<td>Principal Arterial</td>
<td>Principal Arterial/ Local</td>
<td>Arterial</td>
<td>25/30</td>
<td>2-3</td>
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<td>Alameda Ave</td>
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<td>1-2</td>
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<td>Aviation Dr</td>
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<td>Douglas Ave</td>
<td>City/County</td>
<td>Urban Collector</td>
<td>Major Collector</td>
<td>Collector</td>
<td>20/25/ 35</td>
<td>2</td>
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<tr>
<td>Garden Valley Blvd (east of Stephens St)</td>
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<td>Major Collector</td>
<td>Collector</td>
<td>25</td>
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<td>Kane St</td>
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<td>Unclassified</td>
<td>Collector</td>
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<td>Minor Arterial</td>
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<td>Ramp St</td>
<td>City/County</td>
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<td>Local</td>
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<td>25</td>
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</tbody>
</table>

Data not for City Facilities not collected as part of this inventory
<table>
<thead>
<tr>
<th>Roadway/Highway Name</th>
<th>Jurisdiction</th>
<th>Federal Functional Classification</th>
<th>ODOT Functional Classification</th>
<th>City Functional Classification</th>
<th>Posted Speed (mph)</th>
<th>No. of Lanes</th>
<th>Pavement Width</th>
<th>Lane Width</th>
<th>Shoulder Width</th>
<th>Medians?</th>
<th>On-Street Parking?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Troost St</td>
<td>City</td>
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<td>Major Collector</td>
<td>Collector</td>
<td>35</td>
<td>2-3</td>
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<td>Airport Rd</td>
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<td>Bellows St</td>
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<td>Minor Collector</td>
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<td>2</td>
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<td>Calkins Rd</td>
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<td>25</td>
<td>2</td>
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</tr>
<tr>
<td>Cedar St (north of Chestnut Ave)</td>
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<td>Minor Collector</td>
<td>20</td>
<td>2</td>
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<td>Douglas Ave (east of Lombardy Dr)</td>
<td>City/County</td>
<td>Urban Collector</td>
<td>Major Collector</td>
<td>Minor Collector</td>
<td>--</td>
<td>2</td>
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</tr>
<tr>
<td>Edenbower Blvd (between Renann St and Stewart Pkwy)</td>
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<td>Urban Collector</td>
<td>Major Collector</td>
<td>Minor Collector</td>
<td>25</td>
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<td>Harvey Ave</td>
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<td>Local</td>
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<td>Hughwood Dr</td>
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<td>Minor Collector</td>
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<td>2</td>
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<tr>
<td>Jackson St (between Mosher Ave and Douglas Ave)</td>
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<td>Local</td>
<td>Minor Collector</td>
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<td>Keasey St</td>
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<td>Minor Collector</td>
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<td>Kline St</td>
<td>City</td>
<td>Urban Collector</td>
<td>Major Collector</td>
<td>Minor Collector</td>
<td>25</td>
<td>2</td>
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</tr>
</tbody>
</table>

*Data not for City Facilities not collected as part of this inventory*
Table 9. Inventory of Arterial and Collector Roadways

<table>
<thead>
<tr>
<th>Roadway/Highway Name</th>
<th>Jurisdiction</th>
<th>Federal Functional Classification</th>
<th>ODOT Functional Classification</th>
<th>City Functional Classification</th>
<th>Posted Speed (mph)</th>
<th>No. of Lanes</th>
<th>Pavement Width</th>
<th>Lane Width</th>
<th>Shoulder Width</th>
<th>Medians?</th>
<th>On-Street Parking?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lane Ave (east of Stephens St)</td>
<td>City</td>
<td>Urban Collector</td>
<td>Major Collector</td>
<td>Minor Collector</td>
<td>25</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Lincoln St</td>
<td>City</td>
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<td>Major Collector</td>
<td>Minor Collector</td>
<td>25</td>
<td>2</td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Main St (between Lane Ave and Douglas Ave)</td>
<td>City</td>
<td>Urban Collector</td>
<td>Major Collector/Local</td>
<td>Minor Collector</td>
<td>20</td>
<td>2</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Mosher Ave</td>
<td>City</td>
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<td>Major Collector</td>
<td>Minor Collector</td>
<td>25</td>
<td>2</td>
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</tr>
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<td>Renann St</td>
<td>City</td>
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<td>Major Collector</td>
<td>Minor Collector</td>
<td>25</td>
<td>2</td>
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</tr>
<tr>
<td>Rifle Range St</td>
<td>City</td>
<td>Urban Collector</td>
<td>Major Collector/Local</td>
<td>Minor Collector</td>
<td>25</td>
<td>2</td>
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</tr>
<tr>
<td>Valley View Dr (between Kline St and Stewart Pkwy)</td>
<td>City</td>
<td>Urban Collector</td>
<td>Major Collector</td>
<td>Minor Collector</td>
<td>25</td>
<td>2</td>
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</tr>
<tr>
<td>Walnut St (north of Chestnut Ave)</td>
<td>City</td>
<td>Urban Collector</td>
<td>Major Collector</td>
<td>Minor Collector</td>
<td>25</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Data not for City Facilities not collected as part of this inventory

Source: City of Roseburg COR_Centerline.shp

1. Inventory was collected as part of the OR 138E study.
2. Roadways are ODOT jurisdiction within the interchange influence area but are built to City standards.
Figure 13
Traffic Control Devices

Legend
- Urban Growth Boundary
- City Limit
- Existing Traffic Signals
- Stop Sign
- River
- Rail
- Freeway
- Street

Legend
- 0 Miles

NORTH
Figure 14
Bridges and Rail Crossings

Legend
- Urban Growth Boundary
- City Limit
- Bridge/Structure
- Rail Crossing
- Culvert
- NHS Route
- Rail

0 1 Miles
Existing Pedestrian and Bicycle Network

Provisions of a comprehensive pedestrian and bicycle facilities can enable people to walk and bike safely and efficiently between land uses. In addition, bicycling and walking are more environmentally friendly alternatives to driving. Improving the non-motorized elements of the transportation system can provide more choices for the traveling public and can have the added benefit of reducing vehicle congestion, carbon emissions and improving health through physical activity.

This section provides a basic inventory of the current pedestrian and bicycle network within the Roseburg UGB. For additional details, see Roseburg’s Bicycle and Pedestrian Plan (2009); the plan provides background and definitions of typical facilities, types of users, and barriers to travel.

Critical Routes

The Bicycle and Pedestrian Plan (2009) identified critical routes for bicycle and pedestrians that connect important and desirable destinations. The list below summarizes the known routes; in some cases, the route is not formalized.

<table>
<thead>
<tr>
<th>Critical Route</th>
<th>Route Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW Calkins Avenue</td>
<td>Troost Street to NW Keasey Street</td>
</tr>
<tr>
<td>W Harvard Avenue</td>
<td>I-5 to Lookinglass Road</td>
</tr>
<tr>
<td>NW Garden Valley Boulevard</td>
<td>Entire length</td>
</tr>
<tr>
<td>NW Highland Street/NW Fairmount Street</td>
<td>Stewart Parkway to Gaddis Park</td>
</tr>
<tr>
<td>Washington/Oak Bridges</td>
<td>Washington and Oak Avenue</td>
</tr>
<tr>
<td>NE Douglas Avenue</td>
<td>Spruce Street to Hwy 138 to Sunshine Park</td>
</tr>
<tr>
<td>Duck Pond Path</td>
<td>I-5 to the Duck Pond</td>
</tr>
<tr>
<td>Hwy 99 Trail</td>
<td>Edenbower to North Umpqua River</td>
</tr>
<tr>
<td>NE Vine Street</td>
<td>Alameda Avenue to Meadows Avenue</td>
</tr>
<tr>
<td>NE Stephens Street/ NE Winchester Street</td>
<td>Garden Valley Boulevard to Diamond Lake Blvd</td>
</tr>
</tbody>
</table>

Pedestrian Network

Walking is the most affordable and accessible of all transportation modes. It is also clean, low-impact on the City’s infrastructure, healthy for the individual, and integral to community livability. A walkable environment integrated with other modes of transportation is essential to creating a multi-modal transportation system. It is also a key component to reducing reliance on automobiles. Whether an entire trip is on foot or with a mobility device, people must walk for at least part of every trip, even when the trip takes place on transit, in an automobile, or on a bicycle.

Based on a pedestrian facility inventory, Figure 15 shows locations within the city where sidewalks are missing on one or both sides of the street. Streets for which sidewalks are shown as missing are primarily limited to Arterials and Collectors, not Local Streets. However, several Local Streets within the city currently lack sidewalks. In addition, the figure shows the location of existing multi-use paths. These multi-use paths are shared with bicyclists and are concentrated in the parks and golf course near the South Umpqua River.

---

16 Source: 2006 Roseburg TSP
A summary of sidewalks along ODOT facilities is summarized in the Appendix.

**ADA Transition Plan**
The City is currently updating its American Disabilities Act (ADA) Transition Plan for improvement needs within the public rights-of-way (ROW). Figure 15 reflects the most recent inventory update of missing pedestrian ramps at intersections (with marked and unmarked crosswalks).

**Bicycle Network**
Bicycling is a low-cost and effective means of transportation that is non-polluting, energy efficient, versatile, and promotes good health. Cycling offers low-cost mobility to the non-driving public, including the youth population.

Currently, the City has roadway bicycle facilities. Improvements have been made since the adoption of the previous TSP, but there are opportunities to create continuous north-south and east-west connections across the City. Figure 16 shows existing bike lanes within the UGB.17 As seen in the figure, many bicycle facilities share the roadway with motor vehicles. These routes are designated by signing, striping, and other visual markings. Roseburg also includes several separated bicycles facilities for joint use of bicyclists and pedestrians. These facilities are concentrated in the parks and near the South Umpqua River.

**Multi-Use Paths**
The City of Roseburg offers several multi-use paths throughout its jurisdiction, though they are generally concentrated in parks and near the river. One multi-use path follows the northern edge of the South Umpqua River through Stewart Park, passing under I-5 and then following the river around Elk Island. This multi-use path terminates at Douglas Avenue. The Freeway Bike Trail runs along the eastern side of I-5 from the bridge at the South Umpqua River, then south to the Fairgrounds. There is also a multi-use path through Gaddis Park. In addition, one off-street bicycle path exists along Newton Creek between Rennan Street and Stewart Parkway.18 A detailed inventory of multi-use paths along ODOT facilities is located in the Appendix.

---

17 Source: City of Roseburg
18 Source: City of Roseburg TSP, 2006.
Figure 16
Existing Bicycle Inventory

Legend
- Multi-Use Path/Trail
- Separated Bicycle Facility
- Bicycle Lane
- Urban Growth Boundary
- City Limit
- River
- Rail

City of Roseburg
Transportation System Plan
## Existing Public Transit Services

Public transit can provide intra- and inter-city transportation alternatives for those who cannot or choose not to drive motor vehicles. Public transportation in Roseburg is provided by UTrans, operated by United Community Action Network (UCAN) through a contract with Douglas County. UTrans provides fixed-route and paratransit for the greater Roseburg area, with commuter services to nearby cities. Six transit lines provide service in Roseburg. The route names and description are included in Table 10. Figure 17 shows the routes for five of the six routes.\(^\text{19}\) Potential planned public transportation facilities and service were not available.

### Table 10: Transit Service Summary

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Service Frequency</th>
<th>Service Times</th>
<th>Route</th>
<th>Key Stops</th>
</tr>
</thead>
</table>
| UTrans Greenline           | Hourly service          | 6:35 am – 6:36 pm | Provides service along W. Harvard Ave., OR 138, Stephens St. and portions of Steward Pkwy. | • Umpqua Community College  
• Mercy Hospital  
• Roseburg Municipal Airport  
• Downtown |
| UTrans Orangeline (Northbound & Southbound) | Peak service (AM, midday, and PM) | 7:47 am – 7:28 pm | Service between downtown and Umpqua Community College | • Umpqua Community College  
• Downtown |
| UTrans Redline             | Hourly service          | 6:60 am – 6:40 pm | Service along W. Harvard Ave., through downtown, Stephens St. and NW Steward Pkwy. | • Umpqua Community College  
• Roseburg Valley Mall  
• Roseburg Municipal Airport  
• Downtown |
| UTrans Route 99 (Northbound & Southbound) | Peak service (AM, midday, and PM) | 4:50 am – 8:00 pm | Service along OR 99 between Seven Feathers Casino, Winston, and Roseburg | • Seven Feathers Casino  
• Winston  
• Downtown |
| UTrans Sutherlin Blueline (Northbound & Southbound) | Peak service (AM, midday, and PM) | 6:20 am – 6:52 pm | Sutherlin commuter route | • Sutherlin  
• Umpqua Community College |
| UTrans Winston Greyline    | Peak service (AM, midday, and PM) | 5:45 am – 6:34 pm | Winston commuter route | • Winston  
• Greyhound Bus Station |

\(^{19}\) The sixth route, Route 99, is not shown on the UTrans website, but has bus stops in downtown Roseburg and at Umpqua Community College.
Figure 17
Public Transit Service

Legend
- Transit Stop
- Blue Line
- Green Line
- Grey Line
- Orange Line
- Red Line
- River
- Rail
- Freeway
- Street
- Urban Growth Boundary
- City Limit

NORTH
0 1 Miles

City of Roseburg
Transportation System Plan
Existing Air, Water, Rail, and Pipeline Inventories

While the movement of goods and commodities into, out of, and through the Roseburg area is heavily dependent on the highway system (see the discussion of the Freight Routes in the Existing Street Network section above), freight movement also occurs via rail and pipeline modes. This section describes air, water, rail, and pipeline facilities in Roseburg.

Air Facilities
The Roseburg Regional Airport is located on the north side of Roseburg near I-5. Owned and operated by the City of Roseburg, the Roseburg Regional Airport does not have commercial flights. The nearest airports for commercial flight are North Bend, Eugene, or Medford. A transient-parking fee is charged per day and can be paid on-site.

There are regular freight flights into and out of Roseburg Regional Airport. Generally, three departing flights leave Roseburg, one for Medford in the morning, and two for Portland scheduled during the evening. Approximately seven flights arrive from Portland in a typical morning. Flight lessons are offered to pilots of all ages and experience levels.

Classified by the Oregon Aviation Plan (OAP 2007) as a Category III airport, Roseburg is a “Regional General Aviation Airport” and supports most twin and single engine aircraft. It may accommodate occasional business jets, and supports regional transportation needs. As a Category III, the site is designed to handle less than 30,000 yearly operations, and is more than 90 minutes from a commercial airfield. Especially during the summer months, Roseburg Regional Airport accommodates seasonal fire response activity for surrounding areas.

The airport is set to update their Master Plan this year (2017).

Water Facilities
The South Umpqua River meets the North Umpqua River approximately eight miles northwest of downtown Roseburg. This confluence becomes the Umpqua River. The South Umpqua River is used primarily for fishing and recreational boating; north of the Stewart Parkway Bridge the river is considered non-navigable. The North Umpqua River is considered non-navigable above the Winchester Dam. Only the Umpqua River near Reedsport, Oregon, is used for limited shipments of raw timber.\(^{20}\)

Rail Facilities
One railroad line passes through Roseburg. The Central Oregon and Pacific (CORP) Railroad is a short line railroad. Currently, the railroad line is exclusively for freight, with 90 percent of their delivery consisting of forest products.

CORP, headquartered in Roseburg, Oregon, has 389 miles of track between Eugene, Oregon and Black Butte, California. CORP tracks are maintained to Federal Railroad Administration (FRA) Class 1 (47 miles) and Class 2 (200 miles) conditions, which limits maximum speeds to 10 mph for Class 1 or 25 mph for Class 2. Current service includes one northbound and one southbound train five days a week on eight routes:

\(^{20}\) Source: 2006 Roseburg TSP
• Eugene and Roseburg
• Glendale and Medford
• Roseburg and Dillard
• Dillard and Riddle

• Dillard and Glendale
• Springfield and Cottage Grove
• Sutherlin and Roseburg
• White City and Medford

No passenger rail service is available in the study area; the closest available is AMTRAK located in Eugene, Oregon.

**Pipeline Facilities**

There is one major natural gas pipeline transportation system in the Roseburg UGB and numerous secondary natural gas distribution lines that spur off the mainline to provide gas to residences and businesses. The major pipeline is part of a system operated by Northwest Pipeline LLC and travels north-south along the western edge of Roseburg.\(^1\)

\(^{21}\) *National Pipeline Mapping System Public Map Viewer, Pipeline and Hazardous Materials Safety Administration. 2017*
Natural Resources and Environmental Barriers
The following summarizes the existing natural resources and environmental features found in Roseburg. The following sections illustrate and describe areas that may pose barriers to providing transportation access or improvements. The inventory is based on available Geographic Information System (GIS) maps, previous reports, and known resource sites. Further resources may exist in the study area that are not yet documented or are not visually apparent.

Natural Resources
Statewide Planning Goal 5 requires local jurisdictions to inventory natural resources such as riparian corridors, wetlands, wildlife habitat, and recreation trails.

Wetlands
Wetlands, including swamps, bogs, fens, marshes, and estuaries, perform important natural functions, such as controlling floodwater and cleaning and storing water. Wetlands also play a crucial role in a healthy ecosystem by providing essential habitat for waterfowl, fish, amphibians, and many other animal and plant species. The State defines a wetland as an area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions (Oregon Administrative Rule (OAR) 660-023-0100).

The City of Roseburg has not conducted a Local Wetlands Inventory (LWI). As such, wetland information for the TSP was gathered from the National Wetland Inventory (NWI) developed by the U.S. Fish and Wildlife Service. The NWI relies on high-altitude aerial photos, supplemented with limited field work.

There are several types of wetlands found in Roseburg; these are listed in Table 11. Most wetland areas in Roseburg are classified as freshwater emergent wetlands. Emergent wetland vegetation is described as being present for most of the growing season in most years and are wetlands usually dominated by perennial plants. Figure 18 illustrates the extent, approximate location, and type wetlands and deepwater habitats in the Roseburg area. As shown in the figure, there are several wetland areas of various sizes spread throughout the Roseburg UGB.

<table>
<thead>
<tr>
<th>Wetland Type</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freshwater Emergent Wetland</td>
<td>477</td>
</tr>
<tr>
<td>Freshwater Forested/Shrub Wetland</td>
<td>74</td>
</tr>
<tr>
<td>Freshwater Pond</td>
<td>43</td>
</tr>
<tr>
<td>Lake</td>
<td>51</td>
</tr>
<tr>
<td>Riverine</td>
<td>279</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>923</strong></td>
</tr>
</tbody>
</table>

City of Roseburg
Transportation System Plan

USFWS National Wetlands Inventory, 2017 (mapped using 1982 imagery)
**Wildlife Habitats**

Wildlife habitats are areas that wild animals depend on to meet their requirements for food, water, shelter, and reproduction. Roseburg is in a unique geographic location where parts of the City and the surrounding areas can accommodate a wide range of wildlife. Parts of the City, such as Stewart Park and portions of the South Umpqua River incorporate wildlife habitat.

Roseburg completed an inventory of wildlife as part of their 1984 Comprehensive Plan. However, wildlife habitats were not mapped at that time.

**Fish Habitat** – Fish habitat constitutes an important part of Roseburg’s wildlife population. Two major rivers, the North Umpqua River and the South Umpqua River, contain migration, rearing, and spawning habitat to a variety of native fish species.

Figure 19 illustrates the known or probable presence of all wild, natural, and/or hatchery fish populations within rivers where fish, such as salmon may migrate to. Areas labeled Fish Habitat (ODFW and StreamNet) have been identified by the State of Oregon and other sources as fish-bearing rivers and streams. The maps show the approximate location of the inventoried streams. However, they do not necessarily denote the size of geographic boundaries of the resources. Fish species include Summer Steelhead, Pacific Lamprey, Coho, and Spring and Fall Chinook.

**Wildlife Linkages** – Wildlife linkages are key movement areas for wildlife, with an emphasis on areas that cross paved roads. Linkage areas are inclusive of a variety of species, including big game mammals, small mammals, amphibians, and reptiles. Areas within Roseburg will need additional surveys or on-site assessment to assess the appropriate level of remedial action needed to improve habitat connectivity and wildlife passages across State highways.

Figure 20 shows areas that are prioritized, based on a combination of various data and qualities, including ODOT’s Wildlife Collision Hotspots, areas in close proximity to public lands; areas with the several species present; and more. A higher priority indicates that the area is critical for providing safe wildlife crossings. I-5 in Southern Oregon experiences more deer/vehicle collisions than anywhere else in Oregon. In Roseburg, this generally coincides with high priority areas where I-5 and major rivers cross. The area with highest priority also overlaps, to some extent, with River Front Park. Improvements to transportation facilities in these areas should consider, and mitigate to the extent feasible, impacts to nearby wildlife.

**Threatened and Endangered listed species** – A detailed list of the Threatened and Endangered (T&E) species within the UGB was not available. A comprehensive list of T&E species for the state of Oregon is available through ODFW.

---

21 Source: Oregon Department of Fish and Wildlife (ODFW) Fish Habitat Distribution Data and StreamNet Generalized Fish Distribution, All Species Combined. StreamNet is a cooperative information management project focuses on fisheries and aquatic related data for the Pacific Northwest.

24 Source: Oregon Department of Fish and Wildlife (ODFW) Wildlife Linkages Datasets

25 Source: [http://www.dfw.state.or.us/wildlife/diversity/species/threatened_endangered_candidate_list.asp](http://www.dfw.state.or.us/wildlife/diversity/species/threatened_endangered_candidate_list.asp)
Figure 19
Fish Habitat

- Fish Habitat (ODFW)
- Fish Ladder
- Urban Growth Boundary
- City Limit
- River
- Rail
- Freeway
- Street

City of Roseburg
Transportation System Plan
Figure 20
Wildlife Linkages

Legend

Oregon Priority Wildlife Linkages

- Green: 0-2
- Light Green: 3-4
- Yellow: 5-6
- Orange: 7-8
- Red: 9-10

- Urban Growth Boundary
- City Limit
- River
- Rail
- Freeway
- Street

City of Roseburg
Transportation System Plan
Flood Hazards
Congress enacted the National Flood Insurance Program to encourage local governments to adopt sound floodplain management programs and to provide subsidized flood insurance in flood hazard areas. Flood hazard areas are identified in the Flood Insurance Rate Map (FIRM) and can be considered high-risk areas. There is a 1% chance in any given year that a flood can occur in these areas.

There are two large rivers and two creeks in Roseburg that contribute to potential flood zones. The large rivers include the North Umpqua River and the South Umpqua River. The contributing creeks include Newton Creek and Deer Creek, each connecting to the South Umpqua River.

Figure 21 illustrates the flood hazard areas that have been identified and mapped by FEMA. The 100-year flood is the area that has 1% chance of being equaled or exceeded in any single year. The 500-year flood is the area that has 0.2% chance of being equaled or exceeded in any single year.

Environmental Hazards
The Oregon Department of Environmental Quality (DEQ) databases for Environmental Cleanup Site Information (ESCI) and Leaking Underground Storage Tank (LUST) cleanup sites were used to show the general location of hazardous material locations within Roseburg (see Figure 22). These figures identify all existing locations (per current DEQ databases) that are current hazardous waste site/generators, have leaking underground storage tanks (where cleanup has not been completed), and are/were environmental cleanup sites. An assessment of each permit would be necessary to determine future impacts on transportation project development; such a review would indicate if an identified hazard location is in good standing, has completed cleanups where an issue was previously identified, is in the process of completing a cleanup, or if no further action is required to address the noted issue. The majority of hazardous sites are located near NW Garden Valley Boulevard, NE Stephens Street and around the downtown area.

---

26 Source: Oregon Department of Environmental Quality (DEQ) Environmental Cleanup Site Information (ESCI) Database; Oregon DEQ Leaking Underground Storage Tank (LUST) Cleanup Database
Figure 21
FEMA Flood Zone

Legend

FEMA Flood Zone
- 100-year flood (AE - 1% annual chance)
- 500-year flood (0.2% annual chance)
- Urban Growth Boundary
- City Limit
- River
- Rail
- Freeway
- Street

City of Roseburg
Transportation System Plan
Figure 22
Environmental Hazards

Legend
- Leaking Underground Storage Tank
- Hazardous Waste Site/Generator
- Environmental Cleanup Site
- River
- Rail
- Freeway
- Street
- Urban Growth Boundary
- City Limit

NORTH
0 1 Miles

City of Roseburg
Transportation System Plan
Historic Resources and Archaeological Resources

Under Section 106 of the National Historic Preservation Act of 1966, federal agencies, and the state and local agencies to which the federal agency has delegated responsibility, are directed to avoid undertakings that adversely affect properties that are included in or are eligible for inclusion in the National Register of Historic Places (NRHP). The NRHP identifies and documents (in partnership with state, federal, and tribal preservation programs) districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. This section summarizes NRHP resources in the study area as well as other historic, prehistoric, and cultural resources.

The State Historic Preservation Office (SHPO) database was consulted to identify any historical resources located within the interchange study area. There are four registered historic districts:

- Laurelwood Historic District – a residential neighborhood located east of Roseburg High School
- Roseburg Downtown Historic District – downtown commercial historic district listed in 2003
- Mill-Pine Neighborhood Historic District – a residential neighborhood located south of the Roseburg Downtown Historic District
- Roseburg Veterans Administration Historic District

Data for archaeological resources was not available for the update of this TSP.

Section 4(f) and 6(f) Resources

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established a formal requirement that certain land uses be carefully considered and protected during the planning and construction of federally funded transportation improvement projects. Section 4(f) resources typically fall into the following categories:

- Recreational areas and parks (publicly owned and open to the public) of national, state, or local significance
- Wildlife and waterfowl refuges (publicly owned) of national, state, or local significance
- Historic sites (in public or private ownership) of national, state, or local significance

Under these definitions, potential 4(f) resources within Roseburg include:

- All historic resource sites listed in the Laurelwood Historic District, Roseburg Downtown Historic District, Mill-Pine Neighborhood Historic District, and the Roseburg Veterans Administration Historic District.
- Riverside Park
- Stewart Park
- Riverfront Park
- Gaddis Park
- Deer Creek Park
- Templin Beach Park
- Roseburg Municipal Golf Course
In 1965, the Land and Water Conservation Fund Act was formed to assist local, state, and federal agencies in meeting the demand for outdoor recreation sites. Section 6(f) of this act states that once a city, county, or agency has used funds for this purpose, either the land or the park cannot be eliminated or acquired without coordination with the National Park Service (NPS) and mitigation that replaces the eliminated items. There are no known lands created through this funding act within Roseburg.

**National Heritage Database**

Data was not available to review within the Roseburg UGB.
Appendix A: City Pavement Conditions
<table>
<thead>
<tr>
<th></th>
<th>Total Sections</th>
<th>Total Center Miles</th>
<th>Total Lane Miles</th>
<th>PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>51</td>
<td>14.55</td>
<td>56.06</td>
<td>73</td>
</tr>
<tr>
<td>Collector</td>
<td>94</td>
<td>16.99</td>
<td>35.89</td>
<td>76</td>
</tr>
<tr>
<td>Residential/Local</td>
<td>726</td>
<td>79.07</td>
<td>155.01</td>
<td>71</td>
</tr>
<tr>
<td>** Combined</td>
<td>1</td>
<td>0.06</td>
<td>0.06</td>
<td>N/A</td>
</tr>
<tr>
<td>Gravel</td>
<td>1</td>
<td>0.06</td>
<td>0.06</td>
<td>N/A</td>
</tr>
<tr>
<td>** Total</td>
<td>872</td>
<td>110.67</td>
<td>247.02</td>
<td></td>
</tr>
</tbody>
</table>

Overall Network PCI as of 9/2/2015: 72

** Combined Sections are those without a PCI Date - they have not been inspected or had a Treatment applied.
### Criteria:

- **Street ID**
- **Section ID**
- **Street Name**
- **From**
- **To**
- **Length**
- **Width**
- **Area**
- **Functional Class**
- **Surface Type**
- **Current PCI**
- **Remaining Life**
- **Printed: 09/02/2015**

<table>
<thead>
<tr>
<th>Street ID</th>
<th>Section ID</th>
<th>Street Name</th>
<th>From</th>
<th>To</th>
<th>Length</th>
<th>Width</th>
<th>Area</th>
<th>Functional Class</th>
<th>Surface Type</th>
<th>Current PCI</th>
<th>Remaining Life</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGEEST</td>
<td>010</td>
<td>AGEE ST W</td>
<td>W HARVARD AVE</td>
<td>W BRADFORD AVE</td>
<td>876</td>
<td>27</td>
<td>23,652</td>
<td>R - Residential/Local</td>
<td>A - AC</td>
<td>85</td>
<td>29.24</td>
</tr>
<tr>
<td>AIRPOR</td>
<td>010</td>
<td>AIRPORT RD NE</td>
<td>NE GARDEN VALLEY BLVD</td>
<td>LOT #1528/90 DEGREE CORNER</td>
<td>646</td>
<td>37</td>
<td>23,902</td>
<td>C - Collector</td>
<td>O - AC/AC</td>
<td>91</td>
<td>35.38</td>
</tr>
<tr>
<td>AIRPOR</td>
<td>020</td>
<td>AIRPORT RD NE</td>
<td>LOT #1528/90 DEGREE CORNER</td>
<td>NE STEWART PKWY</td>
<td>821</td>
<td>37</td>
<td>30,377</td>
<td>C - Collector</td>
<td>O - AC/AC</td>
<td>91</td>
<td>35.38</td>
</tr>
<tr>
<td>AIRPOR</td>
<td>030</td>
<td>AIRPORT RD NE</td>
<td>NE STEWART PKWY</td>
<td>NE CHANNON AVE</td>
<td>266</td>
<td>38</td>
<td>10,108</td>
<td>C - Collector</td>
<td>O - AC/AC</td>
<td>91</td>
<td>35.38</td>
</tr>
<tr>
<td>AIRPOR</td>
<td>040</td>
<td>AIRPORT RD NE</td>
<td>NE CHANNON AVE</td>
<td>NE EXCHANGE AVE</td>
<td>1,913</td>
<td>37</td>
<td>70,781</td>
<td>C - Collector</td>
<td>A - AC</td>
<td>68</td>
<td>11.63</td>
</tr>
<tr>
<td>ALAMED</td>
<td>010</td>
<td>ALAMEDA AVE NE</td>
<td>NE STEPHENS ST</td>
<td>NE VINE ST</td>
<td>933</td>
<td>32</td>
<td>29,856</td>
<td>C - Collector</td>
<td>A - AC</td>
<td>91</td>
<td>21.19</td>
</tr>
<tr>
<td>ALAMED</td>
<td>020</td>
<td>ALAMEDA AVE NE</td>
<td>NE VINE ST</td>
<td>NE SUNSET ST</td>
<td>923</td>
<td>32</td>
<td>29,536</td>
<td>C - Collector</td>
<td>A - AC</td>
<td>62</td>
<td>8.54</td>
</tr>
<tr>
<td>ALAMED</td>
<td>030</td>
<td>ALAMEDA AVE NE</td>
<td>NE SUNSET ST</td>
<td>NE TODD ST</td>
<td>936</td>
<td>32</td>
<td>29,952</td>
<td>C - Collector</td>
<td>O - AC/AC</td>
<td>75</td>
<td>20.44</td>
</tr>
<tr>
<td>ALAMED</td>
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## City of Roseburg

### Section PCI/RSL Listing

Printed: 09/02/2015

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**Criteria:**
- **Street ID:** Identification number for each street.
- **Section ID:** Identification number for each section.
- **Street Name:** Name of the street.
- **From:** Starting point of the street.
- **To:** Ending point of the street.
- **Length:** Length of the street in feet.
- **Width:** Width of the street in feet.
- **Area:** Area of the street in square feet.
- **Functional Class:** Classification of the street.
- **Surface Type:** Type of surface on the street.
- **Current PCI:** Current Pavement Condition Index.
- **Remaining Life:** Remaining life of the street in years.
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Criteria:  
\( R \) - Residential/Local  
\( C \) - Collector  
MTC StreetSaver  
Printed: 09/02/2015
## Section PCI/RSL Listing

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SS1030

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## City of Roseburg

### Section PCI/RSL Listing

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### City of Roseburg

#### Section PCI/RSL Listing

**Street ID** | **Section ID** | **Street Name** | **From** | **To** | **Length** | **Width** | **Area** | **Functional Class** | **Surface Type** | **Current PCI** | **Remaining Life**
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LAUREL | 010 | LAURELWOOD CT W | DEAD END WEST | W MADRONE ST | 288 | 20 | 5,760 | R - Residential/Local | P - PCC | 56 | 22.32
LEMANS | 010 | LE MANS ST NW | CUL DE SAC/GATE | NW VALLEY VIEW DR | 886 | 32 | 28,352 | R - Residential/Local | O - AC/AC | 68 | 20.37
LELAND | 010 | LELAND ST SE | 120 FT S. OF BYRD CT | BYRD CT | 120 | 10 | 1,200 | R - Residential/Local | P - PCC | 11 | 0
LELAND | 020 | LELAND ST SE | SE BYRD CT | SE DOUGLAS AVE | 978 | 18 | 17,604 | R - Residential/Local | O - AC/AC | 74 | 23.07
LESTER | 010 | LESTER ST NW | NW MARTIN AVE | NW CALKINS AVE | 670 | 32 | 21,440 | R - Residential/Local | A - AC | 70 | 21.57
LILAAV | 010 | LILA AVE NW | NW AVERY ST | CUL DE SAC EAST | 566 | 27 | 15,282 | R - Residential/Local | A - AC | 69 | 19.54
LILBUR | 010 | LILBURN AVE W | W DEAD END | W MADRONE ST | 286 | 20 | 5,720 | R - Residential/Local | P - PCC | 45 | 12.88
LILBUR | 020 | LILBURN AVE W | W MADRONE ST | W RIVERSIDE DR | 307 | 24 | 7,368 | R - Residential/Local | C - AC/PCC | 83 | 31.56
LINCOL | 010 | LINCOLN ST NE | NE JUNKER AVE/NE GARDEN VALL | 100 FT W. OF STEELE CT | 603 | 38 | 22,914 | C - Collector | A - AC | 69 | 12.08
LINCOL | 020 | LINCOLN ST NE | 100 FT W. OF STEELE CT | NW BEULAH DR | 1,571 | 37 | 58,127 | C - Collector | A - AC | 70 | 12.46
LINCOL | 030 | LINCOLN ST NE | NE BEULAH DR | NE MALHEUR AVE | 290 | 37 | 10,730 | C - Collector | A - AC | 73 | 13.92
LINCOL | 040 | LINCOLN ST NE | NE MALHEUR AVE | NE KLMATH AVE | 388 | 27 | 10,476 | C - Collector | A - AC | 75 | 14.99
LINCOL | 050 | LINCOLN ST NE | NE KLAMATH AVE | NE WRIGHT AVE | 774 | 26 | 20,124 | C - Collector | A - AC | 67 | 11.13
LINDEL | 010 | LINDELL AVE NW | NW LUTH ST | NW KLINE ST | 415 | 32 | 13,280 | R - Residential/Local | A - AC | 45 | 7.45
LITTLE | 010 | LITTLEWOOD CT NW | NW HARVEY AVE | CUL DE SAC | 141 | 32 | 4,512 | R - Residential/Local | A - AC | 87 | 30.44
LOISST | 010 | LOIS ST SE | SE SHARON AVE | SE RAMP ST | 1,257 | 32 | 40,224 | R - Residential/Local | O - AC/AC | 85 | 37.69
LOMAVI | 010 | LOMA VISTA DR NW | NW TROOST ST | HOUSE #2620 | 740 | 32 | 23,680 | R - Residential/Local | A - AC | 71 | 22.95
LOMAVI | 020 | LOMA VISTA DR NW | HOUSE #2620 | 100 FT N. OF CHAMBERS ST | 551 | 32 | 17,632 | R - Residential/Local | A - AC | 81 | 29.89
LOMAVI | 030 | LOMA VISTA DR NW | 100 FT N. OF CHAMBERS ST | 100 FT N. OF PARKDALE ST | 230 | 32 | 7,360 | R - Residential/Local | A - AC | 74 | 22.28
LOMAVI | 040 | LOMA VISTA DR NW | 100 FT N. OF PARKDALE ST | 100 FT W. OF VALLEJO ST | 787 | 32 | 25,184 | R - Residential/Local | A - AC | 76 | 26.41
LOMAVI | 050 | LOMA VISTA DR NW | 100 FT W. OF VALLEJO ST | NW GROVE ST | 774 | 32 | 24,768 | R - Residential/Local | A - AC | 77 | 26.54
LOMBAR | 010 | LOMBARDY DR NE | NE DOUGLAS AVE | NE PATTERSON ST | 1,029 | 23 | 23,667 | R - Residential/Local | A - AC | 47 | 7.79
LOOKIN | 005 | LOOKINGGLASS RD W | WOODSIDE AVE | ROSEMARY AVE | 723 | 38 | 27,474 | C - Collector | O - AC/AC | 79 | 22.52
LOOKIN | 010 | LOOKINGGLASS RD W | CITY LIMITS 400 FT. S/O GOEDEC | W LORRAINE AVE | 1,383 | 41 | 56,703 | C - Collector | O - AC/AC | 84 | 27.76
LOOKIN | 020 | LOOKINGGLASS RD W | W LORRAINE AVE | W HARVARD AVE | 1,441 | 43 | 61,963 | C - Collector | O - AC/AC | 75 | 20.32
LORRAI | 010 | LORRAINE AVE W | W HICKORY ST | LOOKINGGLASS RD | 1,099 | 32 | 35,168 | R - Residential/Local | O - AC/AC | 72 | 24.49
LORRAI | 020 | LORRAINE AVE W | W LOOKING GLASS DR | W HARRIS HILLS DR | 645 | 37 | 23,865 | R - Residential/Local | O - AC/AC | 76 | 27.99
LORRAI | 030 | LORRAINE AVE W | W HARRIS HILLS DR | W BROCCOLI ST | 788 | 32 | 25,216 | R - Residential/Local | O - AC/AC | 72 | 23.62
LORRAI | 040 | LORRAINE AVE W | W BROCCOLI ST | W INDIANOLA ST | 374 | 32 | 11,968 | R - Residential/Local | A - AC | 75 | 25.14

**Criteria:**

**Printed:** 09/02/2015

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Total Section Length: 584,046
Total Section Area: 19,019,120

Criteria:

Printed: 09/02/2015
Appendix B: Median Locations on City Roadways
Appendix C: ODOT Sidewalk and Multi-Use Path Inventories
## Bike-Ped Preservation Program

### Sidewalk Ownership Survey

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