

At their regular meeting of June 9, 2008, the City Council adopted Resolution No. 2008-11 which is the next step in addressing traffic concerns associated with the Highway 138 Corridor. The resolution follows. The complete Highway 138E Corridor Solutions Study can be viewed at www.oregon.gov/ODOT/HWY/REGION3/or138_index.shtml

RESOLUTION NO. 2008-11

A RESOLUTION ADOPTING THE CITY OF ROSEBURG HIGHWAY 138 POLICY

WHEREAS, the City of Roseburg is to provide and encourage a safe, convenient and economic transportation system; and

WHEREAS, the Roseburg City Council has adopted the City of Roseburg Transportation System Plan; and

WHEREAS, the Transportation System Plan identifies deficiencies on Oregon State Highway 138 between and through the Harvard Avenue interchange and Diamond Lake Boulevard in Roseburg, and

WHEREAS, future growth and redevelopment is anticipated near the Harvard Avenue interchange, downtown Roseburg and along Diamond Lake Boulevard;

IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROSEBURG, that the City of Roseburg Highway 138 Policy, as attached hereto and incorporated by this reference, is hereby approved.

APPROVED BY THE COUNCIL OF THE CITY OF ROSEBURG, OREGON, AT ITS REGULAR MEETING ON THE 9TH DAY OF JUNE, 2008

Sheila R. Cox, City Recorder

HIGHWAY 138E POLICY

BACKGROUND

A regional highway under the state highway classification system, Highway 138 is a vital link between the I-5 corridor and greater Roseburg to key destinations in central Oregon. However, the alignment of the State corridor through downtown Roseburg causes the following conditions:

1. Highway 138 experiences significant congestion both downtown and along Stephens Street which also serves as a major north-south commute route paralleling I-5.
2. East-west travel across the railroad tracks is effectively shut down when trains pass through the at-grade railroad crossings which impacts vehicular, freight, transit, and other non auto modes causing congestion as well as giving rise to safety issues and

potential delay for emergency vehicles. Four to six trains pass through the city during a typical 24-hour period.

3. Freight movement within the study area is impacted by some of the tight turning curb radii in downtown Roseburg causing some trucks to choose other roads, such as the congested Garden Valley Road corridor, as an alternative to access Highway 138.
4. Existing gaps in the bicycle and pedestrian transportation system result in a dysfunctional network that makes travel difficult and unsafe.

The role of the regional highway is to efficiently serve both freight and through travel. However, Highway 138 through Roseburg also functions as a main street, providing access to local businesses and residential neighborhoods. As the corridor has experienced continual increases in traffic volumes, these conflicting functions have led to inefficient travel for through traffic and congested and unsafe access for local businesses and pedestrians.

The City of Roseburg has teamed with Oregon Department of Transportation (ODOT) Region 3 to explore options to remedy problems occurring along the corridor. Hence, the Highway 138 Corridor Solutions Study was a vital step toward resolving pertinent planning issues involved that will enable a project proposal to ultimately become eligible for funding under the Statewide Transportation Improvement Program.

The next step following completion of the Highway 138 Corridor Solutions Study will be to initiate an Environmental Assessment (EA) following the National Environmental Policy Act (NEPA) process. An EA is required to allow the use of Federal Highway Administration (FHWA) funds for design and construction of any project that may be authorized at the completion of the NEPA process. The EA process will build on the information gathered in this study with a more detailed analysis of the natural, social, and engineering issues and opportunities within the study area. The FHWA will select a preferred alternative at the conclusion of the NEPA process.

CITY'S ROLE

The City of Roseburg, Douglas County, ODOT, Cow Creek Band of Umpqua Tribe of Indians, Umpqua Transit, Central Oregon and Pacific Railroad, the Roseburg Area Chamber of Commerce, neighborhood groups and interested individuals collaborated to form advisory groups for the Highway 138 Corridor Solutions Study. The groups recognized that a leader was needed to step forward after completion of the study to move the project forward.

The next step in the Highway 138 project is the NEPA process, and the City of Roseburg will take this lead. ODOT will fund the Environmental Assessment 100 percent, but the City will actively lead the effort to see it to completion. After the NEPA process is complete, which is anticipated to take 1-3 years, the City will continue to be a leader of the project.

THE POLICY

For the policies below, "Study Area" refers to Highway 138 between Interstate 5 Exit 124 (Harvard Ave) and Fulton Street.

1. The City of Roseburg supports the Highway 138 Corridor Solutions Study to move into the NEPA phase.
2. The City of Roseburg will lead the effort to improve the mobility, safety, connectivity, and multi-modal needs in the Study Area.
3. The City will cooperate to ensure a transportation system within the Study Area that is safe, efficient, convenient, economical and accessible.
4. The City will enhance the livability of Roseburg by ensuring that transportation facilities within the Study Area will be compatible with the characteristics of the built, social and natural environment.
5. The City will ensure that the movement of goods and services to, from, and within the Study Area are efficient, safe and competitive.
6. The City will implement project outcomes by working cooperatively with federal, state, regional and local governments, tribal entities, and residents.
7. The City will make no specific, predetermined outcome before processes are completed.
8. The City will continue to provide the opportunity for citizens to be involved in all phases of the planning process.