TECHNICAL MEMORANDUM #2

Date:	December 1, 2022	Project #: 23021.050
To:	Technical Advisory Committee and Project Management Team	
From:	Shayna Rehberg, Emma-Quin Smith, and Darci Rudzinski, MIG | APG	
Project:	Curry County Transportation System Plan Update	
Subject:	Technical Memorandum #2 – Policy Review (Task 3.2)	

OVERVIEW

This memorandum provides a review of local and state plans, policies, and regulations that affect transportation planning in Curry County. The review explains the relationship between these regulatory documents and this Transportation System Plan (TSP) update process, identifying issues that will factor into the process and potential conflicts that this process will need to reconcile. Of particular note are documents that have been adopted or updated since the adoption of the County's 2005 TSP. This memorandum is intended to guide selection of recommended transportation improvements as well as development of potential amendments to County regulatory documents – steps that will occur later in the TSP update process.

Some documents in this review establish transportation-related standards, targets, and guidelines with which the TSP update must coordinate and be consistent; others contain transportation improvements that will need to be factored into the future transportation demand forecasting and otherwise reflected in the updated TSP. County policies and development requirements described in this review, such as those in the County's Zoning and Land Division Ordinances, may be subject to amendments in order to implement the recommendations of the updated TSP. This memorandum helps set the stage for those potential amendments.

Key findings and conclusions from the reviews conducted for this memorandum are summarized in Table 1. The full reviews are included in this memorandum in Attachment A (State Plans and Policies) and Attachment B (Local Plans and Ordinances). Table 1 also provides at-a-glance indications of what type of content the reviewed documents contain – e.g., policies, standards, or projects – with some clarifying notes about this content.

Table 1. Key Conclusions from Plan Review

	Key Conclusions for TSP Update	Policies	Standards	Projects	Other
STATE					
Oregon Transportation Plan (2006)	Focus on maintaining and building upon existing investments and using system management and transportation options to maximize the existing state highway system and county roadway system in the updated TSP, consistent with the OTP.	✓			
Oregon Highway Plan (1999, Amended 2018)	Make TSP recommendations consistent with OHP policies and standards regarding roadway designations, access (spacing), road design, multimodal facilities, types and locations of improvements, and management (mobility) of state highways in the county, as well as potentially some county roadway networks. Confirm that the STA in Port Orford can accomplish its objectives even with a federal NN designation. Explore whether an STA designation would benefit the mixed-use zone in southern Port Orford. Give special aesthetic and safety design attention to TSP projects on or intersecting US 101 given the highway's Scenic Byway designation.	✓	✓		
Oregon Public Transportation Plan (2018)	Factor the OPTP's calls to address the "last mile" (how travelers get to and from a transit stop) and sidewalks and curb ramps that are accessible and comply with the Americans with Disabilities Act (ADA) into this TSP update process.	✓			
Oregon Bicycle and Pedestrian Plan (2016)	OBPP objectives reinforce TSP objectives related to bike/ped connectivity. The OBPP's technical element – Oregon Bicycle and Pedestrian Design Guide – is an appendix to the Highway Design Manual and provides best practices and design guidelines for bicycle and pedestrian facilities. Refer to the guide for bicycle and pedestrian projects in the TSP, particularly on or intersecting with state highways.	✓	✓ Best practices and guidelines		Implementation Strategies
Oregon Transportation Options Plan (2015)	Reflect OTOP policies in this TSP Update, including: safety improvements that increase the viability of all modes; transportation options as mitigation for congestion and alternatives to costly capacity expansion; and integration of transportation options into community resiliency planning.	✓			
Oregon Transportation Safety Action Plan (2021)	Consult local and near-term implementation actions that the TSAP recommends – particularly regarding safety "hot spots," collaborations, intersections, roadway departures, driving behavioral issues, and protecting vulnerable transportation users – in developing recommendations for this TSP Update.	✓			Implementation Strategies

	Key Conclusions for TSP Update	Policies	Standards	Projects	Other
Oregon Freight Plan (2017)	Because roadways and facilities in Curry County are not part of the statewide strategic freight network designated in the OFP, and the OFP does not make any improvement recommendations for the "Tier 3" Intermodal Connectors that link Port Orford and the Brookings-Harbor ports to US 101, this plan may have limited bearing on the TSP Update. However, account for the designation of all of US 101 in the county as a Reduction Review Route (RRR), per OHP Policy 1C, in the TSP Update; if ODOT identifies that an action (project) may result in a reduction of vehicle-carrying capacity, ODOT must convene a Stakeholder Forum to advise about the effect of the proposed action. The Freight Plan can also be important in terms of coordinating alternate routes, particularly in the case of natural disasters like landslides.	✓		✓	
Oregon Aviation Plan (2019)	The OAP recommends that the "category" designations for Brookings Airport (County-owned), Gold Beach Municipal Airport (Port-owned), and the Cape Blanco State Airport be upgraded. Track whether these changes are triggering any improvements to reflect in the TSP, particularly Cape Blanco for its role in disaster response. The OAP acknowledges Del Norte Airport in Crescent City, California, as an airport accessible to Curry County. County staff note it as an integral part of the county's air transport system. Consider multimodal access to the airports when determining needed transportation system improvements and prioritizing recommended projects for the updated TSP.	✓		✓ General rec's	
Access Management Rule (OAR 734-051)	This OAR and OHP Policy 3A set access spacing standards for driveways and approaches to the state highway system. Refer to OHP Policy 3A for spacing standards tables applicable to Curry County. If applicable, comply with, or move in the direction of compliance with, access management standards for state facilities in the updated TSP.	✓	✓		
Statewide Transportation Improvement Program 2021-2024	Include or otherwise account for the 9 projects identified in the STIP in Curry County (7 projects on US 101) in the TSP Update. Most of these are bridge projects or projects that address fire, slide, or rockfall recovery.			✓	
ODOT Highway Design Manual (2023)	The HDM provides design guidance for new construction, major reconstruction, resurfacing, restoration, rehabilitation projects that may be included in the TSP. Flexibility in the 2023 HDM supports the use of Performance-based Practical Design concepts and Context Sensitive Design practices (see BUD below). Use the volume-to-capacity (v/c) ratios in the HDM for project development and design purposes (vs. OHP v/c ratios for planning).		✓		

	Key Conclusions for TSP Update	Policies	Standards	Projects	Other
ODOT Blueprint for Urban Design (2020)	The BUD has been the primary design guidance for highways in urban locations; it has been integrated into ODOT's 2023 HDM. The BUD provides design guidance specific to six urban contexts, addressing all modes. The TSP process will identify contexts from BUD that apply to highways addressed in the TSP, potentially such as "Rural Community" contexts for unincorporated communities in the county.	✓ Six "contexts"	✓ Design guidance		
Transportation Planning Rule, OAR 660-012 (2022)	In addition to laying out what a TSP must include, the TPR requires that local land use regulations be adopted to implement TSP recommendations. Ensure alignment between TPR requirements – e.g., OAR 660-012-0045 (2) and (3) requirements for protection of transportation facility operation and bicycle and pedestrian access – and TSP Update objectives and recommendations (e.g., regarding congestion relief and bike/ped connectivity).	✓	✓		Land use/ development requirements
US 101 Corridor Plan: Chetco River Bridge to Oregon/California Border (2017)	Incorporate or otherwise account for the 13 projects recommended in the plan to improve safety for pedestrians, cyclists, and motorists in the Curry County segment of US 101. The plan also recommends access management actions, including three sets of specific access point improvements, which should be considered during the TSP update process.	✓		✓	
Oregon Coast Bike Route Plan (2022)	Acknowledge OCBR designations – generally US 101, with exceptions of parallel routes north of Gold Beach and in Harbor, in addition to an alternative route recommended in Brookings – in the updated TSP. In addition, as part of the TSP update, consider what the County's role could be in implementing (a) identified solutions for six sets of OCBR critical needs in the county and (b) recommended OCBR-supportive programs and services in partnership with other identified organizations.	✓	✓ Design guidance/ options	✓	Program and service rec's to support and promote OCBR
Oregon Coast Trail Action Plan (In Progress)	With Oregon State Parks (OSP) in the lead, the OCT Action Plan seeks to improve safety, access, and convenience for all trail users, with an emphasis on connecting existing trail gaps. Coordinate with OSP about strategies being considered for gaps in Curry County that may have a bearing on the County TSP.			✓	
LOCAL					
Curry County Comprehensive Plan (Updated through 2017)	Confer with County Planning about long-range land use for unincorporate communities, given the Comp Plan info about them may be outdated. Existing natural hazards and recreation policies are broad and either do not make connections or only very general connections to transportation; they are neutral to generally supportive of policies and projects developed for the TSP.	✓			

	Key Conclusions for TSP Update	Policies	Standards	Projects	Other
	Evaluate the seven general transportation policies and recommend amendments based on community needs and TSP recommendations during the TSP update process.				
Curry County Transportation System Plan (2005)	Review the goals, objectives, standards, and recommended projects from the 2005 TSP to determine what needs to be retained or changed in the updated TSP during the implementation phase of this planning process. Update recommended transportation improvement projects for all modes, based on existing and projected needs during the TSP update process.	✓	✓	✓	
Harbor Area Transportation System Refinement Plan (2009)	Review the master plan road network, road classifications, road standards and cross sections, intersection improvements and other project recommendation, improvement costs and phasing, and recommended County code and plan changes in this plan for potential updating and incorporation into the updated TSP.	✓	✓	✓	Plan and code amendment rec's (City and County)
Curry County Six-Year Road Capital Improvement Plan (2020-2026)	Reflect the construction projects, maintenance projects, and studies identified in this CIP in the updated TSP. Funding note: CIP expenses are expected to outstrip County Road Funds by approx. $2-3m over the life of the CIP. The Reserve Fund can absorb the overrun but is at risk of being drawn down unless other funding sources are secured.		✓	✓	Exiting conditions, transportation needs, cost guidelines evaluations, and financing
Curry County Transit Development Plan (In Progress)	Refer to or otherwise incorporate the transit service recommendations from the Draft and Final TDP (approx. Fall 2022-Spring 2023) into the updated TSP. Consider model transit-supportive policy and development ordinance language from the TDP during policy and ordinance work to be done for this planning process (in approx. Fall 2023).	✓		✓	Model policy and ordinance amendment language
Curry County Zoning Ordinance and Land Division Ordinance	Evaluate whether ordinance amendments related to transportation topics such as traffic impact analyses, pedestrian and bicycle access and connectivity, and transit access are needed to implement the updated TSP, ensure consistency between the ordinances and TSP, and strengthen compliance with the TPR.				
Brookings Transportation System Plan (2017)	Incorporate projects in the TSP's motorized and non-motorized plans (Tables 5-3 and 6-1 in the plan) that involve County facilities into the Curry County TSP update. Consider incorporating or referencing bicycle and pedestrian projects from the Brookings TSP that support the OCBR and bicycle/pedestrian connectivity in the updated Curry County TSP. Depending on what roads are identified as alternate routes to US 101 for resiliency purposes during this TSP update process, account for any	✓	✓	✓	

	Key Conclusions for TSP Update	Policies	Standards	Projects	Other
	projects recommended for those roads in the Brookings TSP in the Curry County TSP.				
City Land Use and Development Ordinances	Local city ordinances include roadway standards for city facilities. The cities within Curry County do not have authority over county facilities. Therefore, these ordinances do not have direct bearing on this planning process.	✓	✓		Development requirements

NEXT STEPS

The Project Management Team (PMT) has reviewed this memorandum, and revisions were made in response to their comments before sharing it with the Technical Advisory Committee (TAC). Following TAC review, further revisions were made and this final version of the memorandum was prepared.

As noted in the introduction, the reviews in this memorandum are intended to guide selection of transportation improvements and recommendations, as well as development of potential amendments to County regulatory documents. System alternatives and preferred alternative work will be done during Task 7 of this planning process, and will be subsequently incorporated into the Draft TSP. County regulatory document (policy and implementing ordinance) work will be done during Task 8 of this planning process.

ATTACHMENT A – STATE PLANS AND POLICIES

This attachment provides an overview of State plans and identifies aspects of each plan relevant to transportation planning in Curry County. The overview focuses on the policy-level guidance that the plans provide (e.g., goals, objectives, and policies) and the strategies or practices that they recommend.

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is the State's comprehensive transportation plan that addresses the State's future transportation needs through 2030. It considers all modes of transportation, including airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads.

The plan presents seven goals – including mobility, accessibility, safety, and security – and associated policies and strategies to address the core challenges and opportunities facing transportation in Oregon, as well as six key initiatives to reflect the plan's direction and frame the plan's implementation.

Consistent with the OTP, the TSP update will focus on maintaining and building upon existing investments and using system management and transportation options to maximize functionality of the existing state facilities and supporting transportation networks in the county.

Oregon Highway Plan (1999, Amended 2018)

The Oregon Highway Plan (OHP) is a modal plan of the OTP. It defines policies and investment strategies for Oregon's state highway system. The policy element contains a number of directives that apply to the highways and surrounding networks in the county, as outlined below.

OHP Goal 1, Policy 1A (State Highway Classification System)

- US 101, MP 286-363 (north county line to south county line) – Statewide Highway and National Highway System (NHS), other designations addressed below
- Cape Blanco Highway (OR 250), Port Orford Highway (OR 251), and Carpenterville Highway (OR 255) – District Highways
- These classifications guide management policies, such as mobility targets in Policy 1F.

OHP Goal 1, Policy 1B (Special Designations)

- Special Transportation Areas (STAs) are designated for concentrated development on a state highway within an urban growth boundary (UGB), where local access has priority over highway mobility.[1]

[1] The exception is on designated OHP Freight Routes where freight mobility is still prioritized. While there are no state Freight Route (FR) designations in Curry County, there is a federal National Network (NN) designation on US 101 from the north county line into Port Orford, and all of US 101

- US 101 MP 300.66-301.37 (Port Orford Commercial (4-C) zone but not mixed-use zone to the south) – STA
- US 101 MP 357.08 357.57 (Brookings General Commercial (C-3) zone from Pacific Avenue to Alder Street) – STA

OHP Goal 1, Policy 1C (State Highway Freight System)

- US 101, MP 286-363 (north county line to south county line) – Reduction Review Route (RRR). If ODOT identifies that an action may result in a reduction of vehicle-carrying capacity on an RRR, ODOT will convene a Stakeholder Forum to help advise ODOT regarding the effect of the proposed action on the ability to move motor vehicles through a section of highway.
- US 101 MP 286-301.48 (north county line to Port Orford) – National Network/Federally Designated Truck Route (NN). ODOT staff have advised that NN segments are generally to be treated like state freight routes.

OHP Goal 1, Policy 1D (Scenic Byways)

- US 101, MP 286-363 (north county line to south county line) – Scenic Byway/State and/or Federal Scenic Byway (SB).
- Projects on US 101 should receive special aesthetic and safety design attention given the highway's Scenic Byway designation.
- A guidance document for the area – "Scenic Byway Management Plan for the South Coos and Siskiyou Regions of the US 101 Corridor in Oregon" – was prepared in 1997.[2]

OHP Goal 1, Policy 1F (State Highway Mobility Targets)

- Statewide Highway (US 101) and District Highways in the county are outside a Metropolitan Planning Organization (MPO), and inside or outside UGBs. When outside UGBs, US 101 and the District Highways are located in unincorporated communities (Langlois, Carpenterville, Wedderburn, and Harbor) or on rural lands.
- The mobility targets below apply to each applicable geography.

Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STA[E]	MPO	Non-MPO Outside of STAs where non-freeway posted speed <= 35 mph, or a Designated UBA	Non-MPO outside of STAs where non-freeway speed > 35 mph but < 45 mph	Non-MPO where non-freeway speed limit >= 45 mph	Unincorporated Communities[F]	Rural Lands
Statewide (not a Freight Route)	0.95	0.90	0.90	0.85	0.80	0.75	0.70

in the county is designated a Reduction Review Route (RRR), both of which are addressed under OHP Policy 1C in this memorandum.

[2] Due to its age, the management and enhancement objectives and strategies in this guidance document may be of limited use.

District/Local Interest Roads	1.0	0.95	0.95	0.90	0.90	0.80	0.75

- Volume-to-capacity (v/c) ratios in the OHP mobility targets assist in the transportation planning phase to identify future system deficiencies. These differ from v/c ratios in the Highway Design Manual that are used in transportation project development and design.

OHP Goal 1, Policy 1G (Major Improvements Policy) – Maintaining highway performance and improving safety through system efficiency, management, and minor improvements are prioritized over constructing major improvements and adding capacity.

OHP Goal 2, Policy 2B (Off-System Improvements) – The State may invest in local system improvements if they will provide a cost-effective means of improving the operation of the state highway system.

OHP Goal 2, Policy 2F (Traffic Safety) – Improve the safety of all highway users through measures like the Safety Management System that identifies locations with the most significant safety issues where resources are to be targeted.

OHP Goal 3, Policy 3A (Classification and Spacing Standards)

- **OHP Appendix C (Access Management Standards)** – **Table 13**: Access Management Spacing Standards for Statewide Highways with Annual Average Daily Traffic (AADT) of 5,000 Vehicles or Less; **Table 14**: Access Management Spacing Standards for Statewide Highways with Annual Average Daily Traffic (AADT) of More Than 5,000 Vehicles; and **Table 16**: Access Management Spacing Standards for District Highways with Annual Average Daily Traffic (AADT) of More Than 5,000 Vehicles.

OHP Goal 4, Policy 4B (Alternative Passenger Modes) – Promote alternative modes in general and develop alternative mode facilities and services off the highway system to help preserve and improve the performance and function of the state highway system.

The OHP policies above regarding access, road design, multimodal facilities, types and locations of improvements, and management related to state highways in the county – as well as potentially some local networks – will inform the Curry County TSP recommendations.

Oregon Public Transportation Plan (2018)

The goals, policies, and strategies of the Oregon Public Transportation Plan (OPTP), a modal plan of the OTP, provide guidance to ODOT and transit agencies regarding the development of public transportation systems.

The OPTP establishes the State's interest in having a system that: provides appropriate service in each area of the state including urban, suburban, rural, and remote areas; allows people who do not drive to meet daily needs; and plays a vital role in improving livability and economic prosperity in Oregon communities.

Key themes in OPTP policies include: reliable and accessible transit service and transit information; enhanced coordination with other transit and transportation services; active transportation options for accessing transit, access to health-supporting destinations, and reduction of pollution; and greater coordination and collaboration with other public

agencies (e.g., for land use planning and permitting) and new partners who can help broaden and innovate transit's effectiveness.

Of particular relevance to the Curry County TSP process is OPTP's call to address the "last mile" (how travelers get to and from a transit station or stop from their origin or destination) and sidewalks and curb ramps that are accessible and comply with the Americans with Disabilities Act (ADA).

Oregon Bicycle and Pedestrian Plan (2016)

The Oregon Bicycle and Pedestrian Plan (OBPP) is the OTP modal plan that provides policies and implementation strategies intended to enhance access, mobility, and safety for cyclists and pedestrians. The OBPP vision is that people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well-connected biking and walking routes; and that people can enjoy Oregon's scenic beauty on walking and biking networks that are integral, interconnected elements of the transportation system.

The OBPP provides direction via 20 policies and associated strategies designed to support developing, sustaining, and improving walking and biking networks. The policies and strategies are grouped under eight goals: Safety; Accessibility and Connectivity; Mobility and Efficiency; Community and Economic Vitality; Equity; Health; Sustainability; and Strategic Investment.

The Oregon Bicycle and Pedestrian Design Guide is the technical element of the OBPP that guides the design and management of bicycle and pedestrian facilities on state-owned facilities. It is an appendix to the Highway Design Manual and provides best practices and design guidelines for bicycle and pedestrian facilities.

Oregon Transportation Options Plan (2015)

The Oregon Transportation Options Plan (OTOP), an OTP topic plan, establishes policies, strategies, and programs that promote efficient use of existing transportation system investments, thereby reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare.

Transportation options (TO) strategies and programs generally do not address capital infrastructure investments, but rather provide information and resources to support people in accessing a full range of TO including walking, biking and rolling, taking transit, driving, ridesharing, and telecommuting.

OTOP policies that are relevant to updating the TSP include direction for: incorporating safety considerations (including education and enforcement) into local plans to increase viability of all modes and TO; providing multimodal options (including information about them) for people to make local trips of all sorts; using and incentivizing TO as a mitigation for congestion and an alternative to roadway capacity expansion; relying on TO for helping to achieve environmental and public health goals; during transportation planning processes, gathering travel need information directly from communities in need and use multimodal and person movement metrics and tools; and integrating TO into community resiliency and health and safety goals related to disaster planning and response.

Oregon Transportation Safety Action Plan (2021)

The Oregon Transportation Safety Action Plan (TSAP) serves as the State of Oregon Strategic Highway Safety Plan, a document required by federal law. It presents a set of actions that Oregonians have identified as steps to a safer travel environment. The TSAP is a multi-purpose plan implemented by multiple agencies that includes both a 20-year policy plan and a 5-year federally compliant Strategic Highway Safety Plan.

The TSAP envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. Its long-term goals are to foster a safety culture, develop infrastructure for safety, support healthy communities, leverage technology, coordinate agencies and stakeholders to work together, and guide strategic safety investments.

Local recommended actions include: evaluate local spot-specific and systemic safety needs, and develop plans and programs to address needs; collaborate with the State and stakeholder partners to educate the public about transportation safety-related behavioral issues; integrate safety programming, planning, and policy into local planning; and collaborate with public safety and emergency service providers to identify and address community-specific needs.

Near-term implementation actions that the 2021 plan update added are organized into the following emphasis areas: infrastructure, risky behaviors, vulnerable users, and improved systems. Subcategories include intersections, roadway departures, impaired and distracted driving, speeding, pedestrians, bicyclists, motorcyclists, aging road users, and improved data.

Oregon Freight Plan (2017)

The Oregon Freight Plan (OFP) is a modal plan of the OTP that guides the movement of goods and commodities on the state highway system. Its purpose statement identifies the intent to "improve freight connections to local, Native American, state, regional, national and global markets in order to increase trade-related jobs and income for workers and businesses." The objectives of the plan include prioritizing and facilitating investments in freight facilities (including rail, marine, air, and pipeline infrastructure) and adopting strategies to maintain and improve the freight transportation system.

The plan defines a statewide strategic freight network; however, facilities in Curry County are not a part of this strategic network. Curry County is home to two smaller ports – the Port of Port Orford and the Port of Brookings-Harbor, which the OFP does not identify as part of the statewide strategic freight network. The 2017 Oregon Freight Intermodal Connector System Study (OFICS) designated the roads connecting these ports to US 101 as "Tier 3" Intermodal Connectors; these are minor intermodal connectors that serve more of a local or regional need, typically serving fewer than 50 trucks a day in each direction. Improvements are not identified for these connectors.

However, related to freight, the TSP Update should account for all of US 101 being designated as a Reduction Review Route (RRR). See OHP Policy 1C.

The Freight Plan can also be important to the TSP Update in terms of coordinating alternate routes, particularly in the case of natural disasters like landslides.[3]

Oregon Aviation Plan (2019)

The Oregon Aviation Plan (OAP) is a topic plan within the OTP. The latest version is a comprehensive document that covers a range of subjects, including: airport inventories and existing roles/classifications; special considerations including the airport system's role following a Cascadia/ tsunami event; and a recommended plan.

The Brookings Airport (County-owned) and Gold Beach Municipal Airport (Port-owned) have been classified as Category IV (Local General Aviation Airports), and the plan recommends that they be reclassified as Category III (Regional General Aviation). The Cape Blanco State Airport has been classified as Category V (Remote Access/ Emergency Service Airports), and the plan recommends that it be reclassified as Category IV.[4]

Evaluation sections of the plan identify improvements needed for the Gold Beach and Brookings airports including taxiway lighting, runway length, and runway pavement strength. Improvements are not identified for the Cape Blanco airport.

The plan's special considerations and recommendations sections focus on the role of these airports in resiliency and natural disaster response in the county. The Brookings and Cape Blanco airports are located outside "coastal hazard areas" (liquefaction and tsunami zones) and are included in the State's 2013 Resilience Plan. In this vein, the OAP specifically recommended that the Cape Blanco State Airport be included in the National Plan of Integrated Airport Systems (NPIAS) in order to improve geographic coverage of Oregon by NPIAS airports, particularly for resiliency.

While not in the County, the OAP identifies Del Norte Airport in Crescent City, California, as an out-of-state airport that those in populated parts of Curry County can reach within 120 minutes.[5] (Note: The OAP assesses system performance using a number of criteria, including airports accessible within 30 minutes and 120 minutes.)

Access Management Rule (OAR 734-051)

Oregon Administrative Rule (OAR) 734-051 defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public

[3] At Technical Advisory Committee (TAC) Meeting #1 (November 17, 2022), County Roads staff attested to this point given the experience with the US 101 Hooskenaden Slide.
[4] Category III (Regional General Aviation) airports support regional transportation needs within a large and often sparsely populated service area. These airports support most twin and single-engine aircraft and may accommodate occasional business jets. Performance criteria for these airports are provided in Table 4-4 of the OAP.
Category IV (Local General Aviation) airports support local air transportation needs and special-use aviation activities. They primarily support single-engine general aviation aircraft but are capable of accommodating smaller twin-engine general aviation aircraft. Performance criteria for these airports are provided in Table 4-5 of the OAP.
[5] County staff on the PMT noted that Del Norte Airport is an integral component of Curry County's air transport system. The Board of Commissioners is a member of the Airport Committee. The airport is not acknowledged in the air service section of the 2005 TSP.

investment. The most recent amendments presume that existing driveways with access to state highways have written permission from ODOT as required by ORS 734.

OHP Policy 3A and OAR 734-051 set access spacing standards for driveways and approaches to the state highway system. The standards are based on state highway classification and differ depending on posted speed and average daily traffic volume.

See OHP Policy 3A for references to spacing standards tables applicable to Curry County.

Statewide Transportation Improvement Program 2021-2024

The Statewide Transportation Improvement Program (STIP) is the four-year programming and funding document for transportation projects and programs on state and regional transportation systems, including federal land road systems, state and regional highways, bridges, and public transit. It includes state- and federally funded projects that have approved funding and are expected to be undertaken during the upcoming four-year period.

The STIP is updated every other year. Its projects are consistent with adopted transportation plans.

The Final and Active 2021-2024 STIP includes the following projects in Curry County:

1. US101/OR38: Variable Message Sign Upgrades, Key [Project] Number 20153
2. US101: Parkview Dr – Lucky Ln (Brookings), Key Number 20261; Construct a bike lane and a sidewalk along the east side of US101 and replace deficient sidewalk to improve pedestrian safety (programmed for 2021 construction)
3. US101: Garrison Slough – Cemetery Lp Rd (Port Orford), Key Number 21323; Remove existing pavement and replace with new to improve pavement conditions and extend service life; upgrade ADA ramps; add curb extensions, pedestrian signals, and sign and illumination upgrades to help improve pedestrian safety (programmed for 2021 construction)
4. US101: Anderson Rockfall, Key Number 21698; Install rock protection screening to help prevent rock falling on roadway (programmed for 2023 construction)
5. US101: Gold Beach (Rogue River) Bridge, Key Number 21769
6. US101: Floras Creek and Willow Creek Bridges, Key Number 21776
7. US101: Arizona Slide, Key Number 22336
8. Klondike Fire Rehab, Key Number 22374
9. Arizona Ranch Rd: Myrtle Creek Bridge, Key Number 22638; Design for a future construction project to replace the bridge with a modern bridge type of sufficient width to increase safety and improve access (programmed for 2023 preliminary engineering; construction not programmed yet)

ODOT Highway Design Manual (2023)

The Highway Design Manual (HDM) provides ODOT with uniform standards and procedures for planning studies and project development for the state highways.

It includes guidance for the design of new construction; major reconstruction (4R); resurfacing, restoration, and rehabilitation (3R); and resurfacing (1R) projects, with a Design Standards Selection Matrix to assist in identifying which ODOT or AASHTO standards should be applied.

The 2023 HDM generally agrees with AASHTO's current Policy on Geometric Design of Highways and Streets (2018) but anticipates that sound engineering judgment will continue to be a vital part of applying the design criteria to individual projects. The flexibility contained in the 2023 HDM supports the use of Performance-based Practical Design concepts and Context Sensitive Design practices, which reflect the integration of the Blueprint for Urban Design (see next review).

As noted under the OHP, v/c ratios in the OHP differ from v/c ratios in the HDM due to their different planning and project development/design purposes.

ODOT Blueprint for Urban Design (2020)

The Blueprint for Urban Design (BUD) has been the primary resource for planning, designing, constructing, and maintaining state highways in urban locations. The BUD has been integrated into ODOT's 2023 HDM.

The BUD provides flexibility, according to context and where warranted, to produce appropriate urban highway designs to accommodate all modes of transportation. The BUD presents the following six urban contexts intended to allow project teams to better align ODOT and local community needs: Traditional Downtown/CBD, Urban Mix, Commercial Corridor, Residential Corridor, Suburban Fringe, and Rural Community. The manual provides intersection and cross section design guidance and other design recommendations specific to context, addressing all modes.

The BUD applies to areas within cities and unincorporated/rural communities. The Curry County TSP process will identify any contexts from BUD that apply to highways addressed in the TSP, potentially such as "Rural Community" contexts for unincorporated communities in the county like Langlois. Guidance from the BUD specific to those contexts can then be used to inform planning, design, construction, and maintenance of any improvements needed on those roadways.

Transportation Planning Rule, OAR 660-012 (2022)

The Oregon Transportation Planning Rule (OAR 660-012 or "TPR") implements Statewide Planning Goal 12 and requires counties and cities to prepare local transportation system plans (TSPs) that are consistent with the OTP and its elements, including local land use regulations to implement the TSP.

Section -0045 of the TPR addresses implementation of the TSP through local land use regulations. Section -0045(2) focuses on regulations protecting transportation corridors.

Sections -0045(3) and -0045(4) requires that regulations be adopted to address pedestrian, bicycle, and transit access.

US 101 Corridor Plan: Chetco River Bridge to Oregon/California Border (2017)

The US 101 Corridor Plan (Corridor Plan) examines the section of highway between the unincorporated community of Harbor and the Oregon/California border and identifies strategies to preserve and improve safety, operations, and capacity.

The plan includes a section addressing barriers to transportation for Title VI populations, which was developed in coordination with the Curry County Health Department.

The goals of the Corridor Plan are to promote safety and efficiency for users of all modes of travel (motor vehicle, transit, biking, and walking), and to maximize the constructability of transportation improvements.

In terms of implementation:

- The plan includes 13 projects (project sheets) to improve safety for pedestrians, bicyclists, and motorists.
- For access management, the plan lays out development review actions, ODOT project delivery actions, ODOT Safety/ Operations Program actions, and three sets of specific access points for improvements (South Coast Center access, Oceanview Drive/Winchuck River Road intersections, and Del-Cur Supply Store access).
- Bicycle and pedestrian improvements are mainly addressed by 13 safety projects (outlined in Project Sheets 1 through 13 on pages 63-81 of the plan, and included in this memo as Attachment C). In addition, the plan identifies two sets of ADA needs related to existing sidewalk (on page 95, the north driveway of the South Coast Center and the end of sidewalk north of Hall Way on the east side of US 101), and refers to the Oregon Coast Bike Route Plan for recommendations.

Oregon Coast Bike Route Plan (2022)

The Oregon Coast Bike Route (OCBR) Plan identifies opportunities for improvements to the OCBR that will benefit all people who travel the route, including recreational and multi-day trip users as well as residents and those making short trips.

The OCBR through the county is generally routed on US 101, with the following exceptions shown in a 2017 OCBR map (this level of detail is not shown in the plan): north of Gold Beach, the route parallels US 101 on the Old Coast Highway, County Highway 575, and Wedderburn Loop; and in Harbor, the route parallels US 101 on Lower Harbor Road and Oceanview Drive.

In terms of OCBR route designation, the plan proposes one change in Curry County: on 5th/Railroad/Oak in Brookings, designate an alternate route that provides people biking with a lower traffic speed and volume alternative to the parallel section of US 101.

Six critical needs and corresponding short- and long-term solutions are identified in the county: #20 Humbug Mountain Area; #31 Patterson Bridge over the Rogue River; #32 Gold Beach; #33 Thomas Creek Bridge; #34 Brookings; and #35 Winchuck River Bridge.

- Only short-term solutions are laid out for Gold Beach and Brookings. Both sets of solutions call for reconfiguring roadway space to make room for bike lanes/biking and for further analysis, public input, and coordination with the cities to develop this project. For Brookings, rerouting the OCBR off of US 101 to use Railroad Street between Pacific Avenue and Oak Street is also recommended, avoiding a section of the highway without bike lanes.
- Text and a table in Chapter 3 provide descriptions of design options to address the critical needs. Appendix D provides detailed concept designs and recommendations; the last pages of Appendix D provide plan views and/or cross sections of conceptual designs for the Humbug Mountain Area, Gold Beach, and Brookings critical needs.

Programs and services to support and promote the OCBR include the following: route maintenance; camping and bike stations; wayfinding; route planning tools; bike parking; transit and shuttle connections; interpretive opportunities; and speed and safety enforcement and education (including ODOT's Safety Education Campaign). The plan recommends a variety of partnerships that could include ODOT, local jurisdictions, Oregon Parks and Recreation Department (OPRD), economic development organizations, and private businesses to implement these programs and services.

The plan outlines 14 potential funding sources for infrastructure, program, and services funding.

Oregon Coast Trail Action Plan (2022)

The Oregon Coast Trail (OCT) provides a hiking and backpacking route along the entire Oregon coastline. As stated by Oregon State Parks (OSP): "Most of the trail route is on the beach with sections of overland trail across headlands, forests, rivers, and through some of the coast's 28 cities. However, gaps exist along the trail. About 10 percent of the trail is disconnected, inconvenient, unsafe, or inaccessible – mainly where the current route requires people to hike on the shoulder of U.S. 101 or where it interacts with county roads and local streets."

Therefore, OSP has undertaken the OCT Action Plan in partnership with the Federal Highway Administration (FHWA), Association of Oregon Counties (AOC), and Oregon Solutions in order to enhance safety, access, and convenience for all trail users, with an emphasis on connecting existing trail gaps along the OCT. As OSP states: "Fully implemented, the OCT Action Plan will complete the Oregon Coast Trail from Washington to California and provide a framework for long-term investments and trail management." As shown on maps linked on OSP's OCT website, OCT roadway sections and gaps in Curry County are found in solid purple or red.[6] These sections and gaps include roadway in Port Orford, roadway and US 101 segments between Port Orford and Gold Beach, US 101 segments between Gold Beach and Brookings, and roadway in Brookings and Harbor.

[6] See maps for Section 8: Bandon to Port Orford, Section 9: Port Orford to Cape Sebastian, and Section 10: Cape Sebastian to California on the OCT website (https://stateparks.oregon.gov/index.cfm?do=v.page&id=95).

ATTACHMENT B – LOCAL PLANS AND ORDINANCES

This section provides an overview of local long-range plans and identifies aspects of each plan relevant to transportation planning in Curry County. The overview focuses on the policy-level guidance that the plans provide (e.g., goals, objectives, and policies) and the strategies or practices that they recommend.

Curry County Comprehensive Plan (updated through 2017)

The Curry County Comprehensive Plan is a long-rage planning guide for unincorporated areas of the county. Its goals, policies, and implementation strategies provide direction on transportation system and land use decision-making in the county, consistent with Statewide Planning Goals. The latest update of the Comprehensive Plan was in 2017 when Chapter 12 was amended consistent with the US 101 Corridor Plan.

In terms of long-range land use, unincorporated communities in the county include Langlois, Ophir, Nesika Beach, Agness, Wedderburn, and Harbor. Other than Harbor, these are relatively small and low-growth communities. Information in the Comprehensive Plan about these communities may be outdated; therefore, more current and pertinent information about their existing and future conditions should be checked with County Planning as needed.

Policies regarding natural hazards and recreation are broad. Natural hazards policies do not make connections to transportation in terms of resiliency planning and lifeline routes in the case of natural disaster. Recreation policies make a very general reference to improving transportation access to recreational facilities and attractions. These policies should be neutral to and generally supportive of policies and projects developed for the TSP.

There are currently seven general transportation policies in the comprehensive plan, primarily regarding each transportation mode and populations to be served. The TSP update process will evaluate these policies and determine whether to modify them based on community needs and TSP recommendations.[7]

Curry County Transportation System Plan (2005)

The Curry County Transportation System Plan (TSP) constitutes the transportation element of the County's Comprehensive Plan. It was developed to be consistent with the TPR and to provide standards, projects, and programs that address local current and projected (20-year) transportation needs. It includes a set of goals and objectives that were used to make decisions about potential improvement projects considered during the development of the TSP.

The TSP update process will review the goals, objectives, standards, and recommended projects from the County's existing TSP to determine what needs to be retained or changed

[7] As noted during TAC Meeting #1 (November 17, 2022), County Planning staff want to focus TSP implementation measures more on policy (Comprehensive Plan) updates than Zoning Ordnance and Land Division Ordinance updates.

in the updated TSP. This planning process will update recommended transportation improvement projects for all modes, based on existing and projected needs.

Harbor Area Transportation System Refinement Plan (2009)

This plan outlines the transportation needs of the area of Curry County within the City of Brookings UGB south of the Chetco River. The objectives of this planning process were to develop roadway connections between Brookings and the plan area (Brookings UGB). Many elements of this plan, including portions of the proposed road network, have been implemented since 2009.

This plan identifies a master plan road network, road standards and cross sections, intersection improvements, and recommended code and plan changes. Improvement costs, phasing, and maintenance for the proposed projects are also included.

This plan recommends a network of collector roads for the plan area, reclassification of existing roads, and intersection improvements. Modelling determined that several intersections will not meet ODOT level of service standards in the near future.

The main projects recommended in the plan include the following:

- New Hillside Collector
- US 101 & Zimmerman Lane, Zimmerman Lane & Shopping Center Drive
- US 101 & Benham Lane
- US 101 & Museum Lane
- McVay Lane & McVay Creek Rd
- Pedrioli Drive

Curry County Six-Year Road Capital Improvement Plan (2020-2026)

Capital Improvement Plans (CIPs) program the funding and construction of significant capital projects. This plan is the County's road-specific CIP.

This plan provides a comprehensive view of existing road conditions, existing traffic conditions, transportation needs, design standards and cost guidelines evaluations, recommended capital improvement projects and ranking, financing, and the CIP itself, including six fiscal year schedules for construction projects, maintenance projects, heavy equipment replacement, and studies.

CIP expenses are summarized in comparison to total County Road Funds and the County's Reserve Fund, established by resolution of the Curry County Board of Commissioners in 1988. CIP expenses are expected to consistently outstrip County Road Funds by approximately $2-3 million over the six years of the plan. The Reserve Fund can absorb the overrun but is at risk of being drawn down unless other reliable funding sources are secured.

Curry County Transit Development Plan (In Progress)

The Curry County Transit Development Plan (TDP) is in progress. At this point, existing conditions, preliminary goals and objectives, unmet transportation needs, and future service opportunities work has been completed. A financial assessment and then Draft and Final TDP and Coordinated Plan documents are yet to be prepared, the timing of which will be roughly Fall 2022 to Spring 2023.

The Draft and Final TDP will include refined transit service recommendations that this TSP can refer to or otherwise incorporate. As noted by Curry Public Transit leadership at TAC Meeting #1, transportation and transit options are critically important in Curry County given the many older and disabled residents in the county who rely on transit services.

The Draft and Final TDP will also include model policy and development ordinance language related to and supportive of transit, which can be considered during policy and ordinance work to be done for this planning process (in roughly Fall 2023).

Curry County Zoning Ordinance and Land Division Ordinance

The Curry County Zoning Ordinance (ZO) and Land Division Ordinance (LDO) regulate development within unincorporated Curry County and implement the Curry County Comprehensive Plan.

The ZO and LDO contain requirements that address the relationship between land use development and transportation system development. Most of the transportation-related provisions are provided in Article IV of the ZO. Those requirements are discussed below and address access, connectivity, design standards, traffic impact reporting, and parking.

- Vehicular access and connectivity, including access spacing standards for driveways and streets, on-site circulation standards, and block size standards.
    - CCZO Section 4.050. Access Management
    - CCLDO Section 6.0210. Street and Road Specifications
        - 3) Accessways
- Bike/ped access and connectivity
    - CCLDO Section 6.0210. Street and Road Specifications
        - 4) Bicycle and Pedestrian Access Standards
- Street design standards, including minimum right-of-way and other street element (e.g., sidewalk, bike lane, travel lane) dimensions
    - CCZO Section 4.050. Access Management
        - Urban Standards: Tables 6A - 6C
        - Rural Standards: Table 8A
    - CCLDO Section 6.0210 Street and Road Specifications
        - 1) Street Design and Connectivity

        - 2) Road Construction Standards
- Minimum/maximum vehicle and bike parking space requirements, including design standards
    - CCZO Section 4.020 Off-Street Parking (space requirements)
    - CCZO Section 4.022 General Provisions - Off-Street Parking and Loading (design standards)
    - CCLDO 6.0210.4.b – Bicycle Parking
        - There are no bike parking requirements included in the CCZO.
- Traffic impact study or analysis requirements
    - CCZO Section 2.100.1.a (3)
    - CCZO Section .083 - Tentative Destination Resort Master Plan Application Requirements
- Mobility standards – Level of Service (LOS) or Volume-to-Capacity (v/c) ratio
    - No LOS or V/C requirements are included in the ZO or LDO.
- Review procedures for projects that impact transportation facilities
    - CCZO Section 2.050(a) – Pre-Application Conference
    - CCZO Section 2.060 Administrative and Discretionary Permit Application
        - CCZO Section 2.061 – Notice of Application
        - CCZO Section 2.070 – Noticing Requirements, Evidentiary Hearing
    - No explicit provisions regarding consolidated application review
- Transportation Planning Rule (TPR) Compliance Requirements
    - CCZO Section 4.083.3.e – Tentative Destination Resort Master Plan Application Requirements
    - CCZO Section 9.021.5.b – Standards for Zone Change
- Airport Related Areas Overlay Zone (AR)
    - CCZO Section 3.270

Brookings Transportation System Plan (2017)

The Brookings TSP guides the management and implementation of the transportation facilities, policies, and programs within the City of Brookings UGB over the next 20 years.

Incorporate projects in the TSP's motorized and non-motorized plans (Tables 5-3 and 6-1 in the plan) that involve County facilities into the Curry County TSP update. Conceptual designs are described and shown in drawings in prospectus sheets following the tables in the TSP.

Potentially reflect any bicycle/pedestrian projects in the Brookings TSP that support the OCBR and bicycle/pedestrian connectivity (e.g., Project N-3: US 101 from SWOCC to Harris Beach

State Park, Project N-5: US 101 from Arnold Lane to Parkview Drive, Project N-8: US 101 from 5th Street to Bridge Street, Project N-10: Lower Harbor Road and Oceanview Drive, and Project N-1: US 101 near Ransom Avenue) in the Curry County TSP.

Depending on what roads are identified as alternate routes to US 101 for resiliency and emergency preparedness during this TSP update process, account for any projects recommended for those roads in the Brookings TSP in the Curry County TSP.

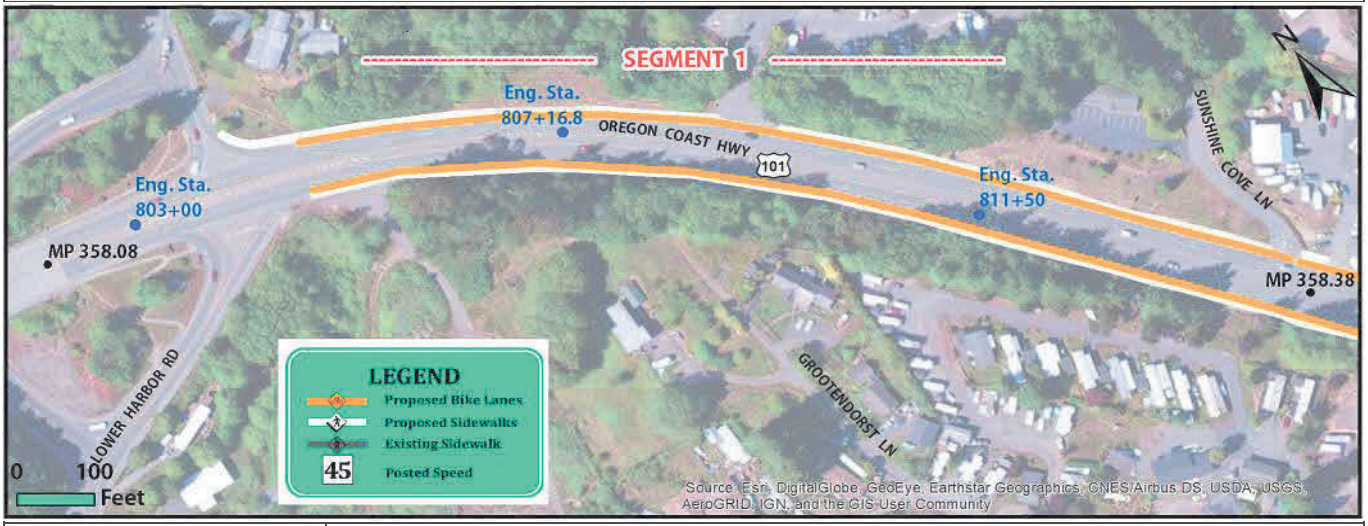
City Land Use and Development Ordinances

Brookings Land Development Code / Gold Beach Zoning Ordinance / Port Orford Zoning and Subdivision Ordinances

The City of Brookings Land Development Code (LDC) and City of Port Orford and Gold Beach Zoning Ordinances and Subdivision Ordinance regulate development within the respective cities and implement the local comprehensive plans. The cities within Curry County do not have authority over county facilities; local city ordinances include roadway standards for city facilities.

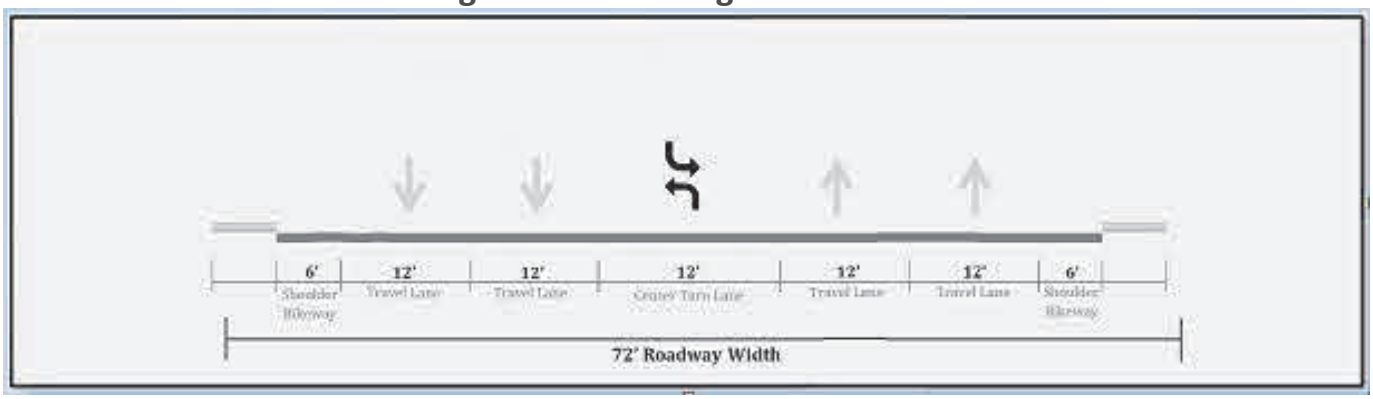
ATTACHMENT C – US 101 CORRIDOR PLAN PROJECTS

PROJECT 1: US 101 - CHETCO RIVER BRIDGE TO SUNSHINE COVE LANE - BROOKINGS HARBOR (TRANSITION & DESIGN CONSTRAINT SEGMENT)

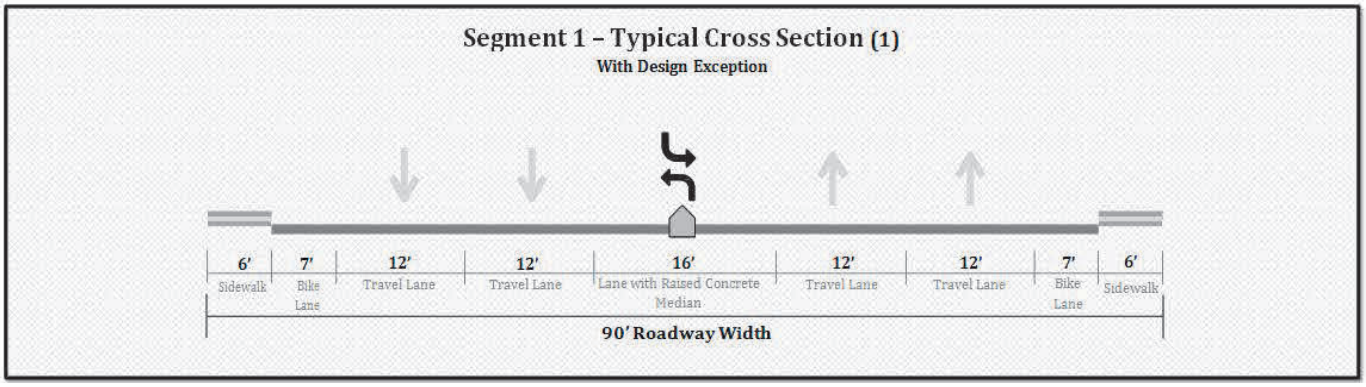


Purpose	Provide connectivity of bicycle facilities to support all transportation modes and make the highway safer.
Description	Add 7’ wide bike lanes between the Chetco River Bridge and Sunshine Cove Lane.
Mile Point	358.08 to 358.38
Roadway Characteristics	• US 101 is 4-lanes on the Chetco River Bridge and transitions to 5-lanes just south of the Lower Harbor Road/US 101/South Bank Chetco River Road intersection. • US 101 speed is 45 MPH. • US 101 transition segment has an existing raised concrete barrier between the Chetco River Bridge and just south of the Lower Harbor Road/US 101/South Bank Chetco River Road intersection. • US 101 design constraint segment has steep slopes on both sides of the highway between the end of the raised concrete median and end of the guardrail just south of the Seabird RV Park road approach.
Proposed Improvement Addresses Deficiencies	• Installing stripes and markings for designated 7’ wide bike lanes provides connectivity by filling the gaps within the existing bicycle network. • Sidewalks were added along the segment in Year 2015 and 2016.
Additional Considerations	• Upgrade ramps to ADA-compliant ramps. • A design exception is required for a 16’ wide center lane within the design constraint segment. • Remove existing on-street parking within designated bike lanes. • Coordinate Project 1 with Project 7.
Cost Option	$20,000
Implementation	Medium Term (5 to 10 years)

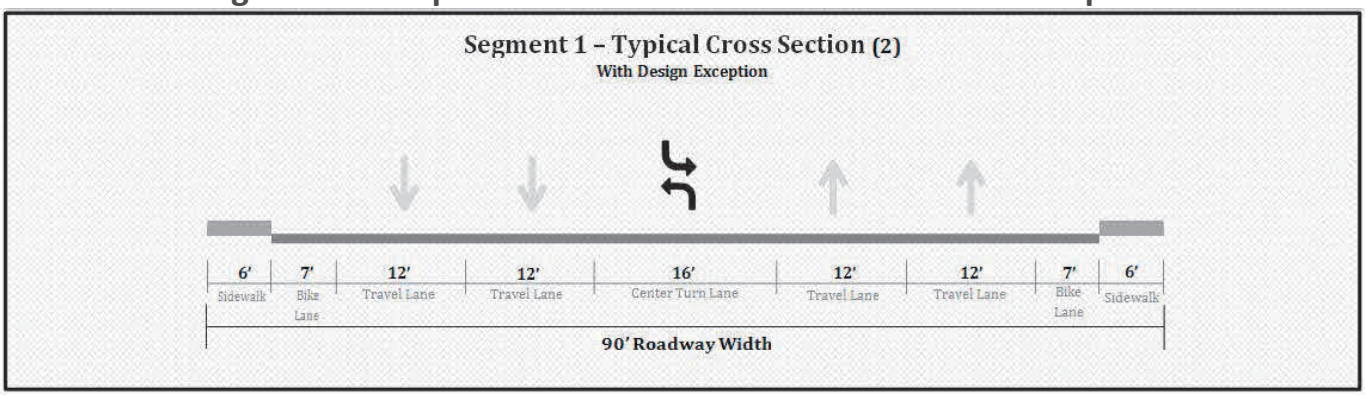
Segment 1 - Existing Cross Section



Segment 1- Proposed Cross Section - Raised Median Option



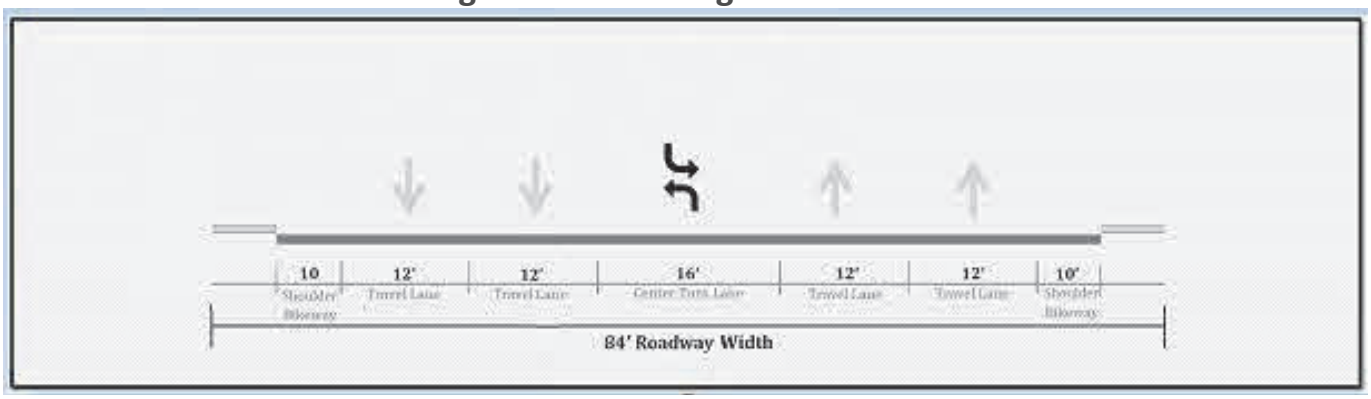
Segment 1- Proposed Cross Section - No Raised Median Option



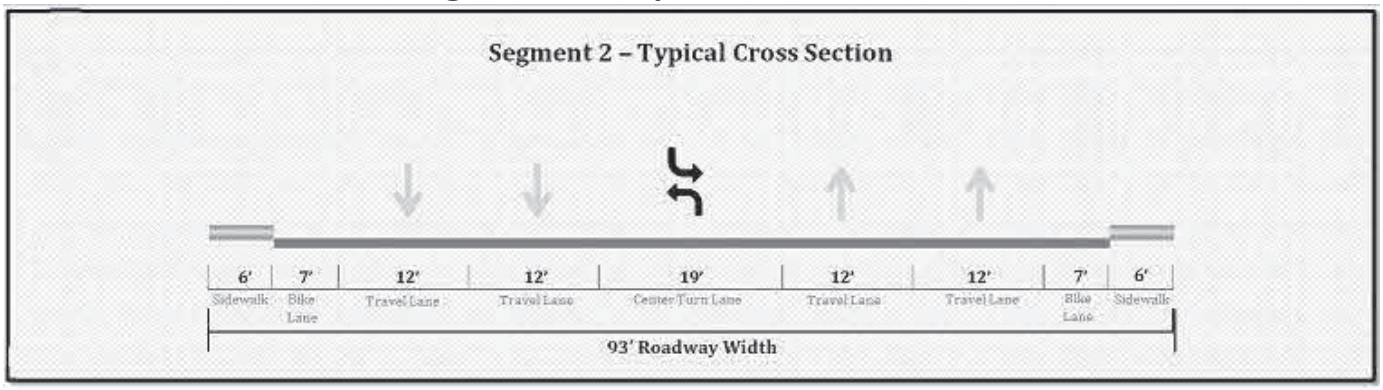
PROJECT 2: US 101 - SUNSHINE COVE LANE TO BENHAM LANE (BROOKINGS-HARBOR) BIKE LANE AND SIDEWALK IMPROVEMENTS

Purpose	Provide connectivity of bicycle and pedestrian facilities to support all transportation modes and make the highway safer.
Description	Add 6’ wide sidewalks and add 7’ wide bike lanes to improve bike and pedestrian connectivity between Sunshine Cove Lane and Benham Lane.
Mile Point	358.38 to 359.32
Roadway Characteristics	• US 101 is 5-lanes within the Brookings-Harbor area. • US 101 speed is 45 MPH. • Roadway widths range from 92’ to 124’ along this segment.
Proposed Improvement Addresses Deficiencies	• Installing 6’ wide sidewalks with ADA-compliant ramps provides connectivity by filling in sidewalk gaps within the existing pedestrian network. • Installing stripes and markings for designated 7’ wide bike lanes and ADA-complaint curb ramps provides connectivity by filling in bike lane gaps within in the existing bicycle network.
Additional Considerations	• Access management should be considered to modify, consolidate, close and/or relocate existing approaches as part of delivery of a project. • Landscape buffers can be provided through an IGA between ODOT and City/County for landscape maintenance. • Street lighting must comply with ODOT lighting policy and be provided through an IGA between ODOT and City/County. • Remove existing vehicular parking within designated bike lanes. • Coordinate Project 2 with Projects 8, 9 and 10.
Cost Option	$385,000 for sidewalk and driveway improvements (excludes lighting and/or landscape maintenance)
Implementation	Medium Term (5 to 10 years)

Segment 2 - Existing Cross Section



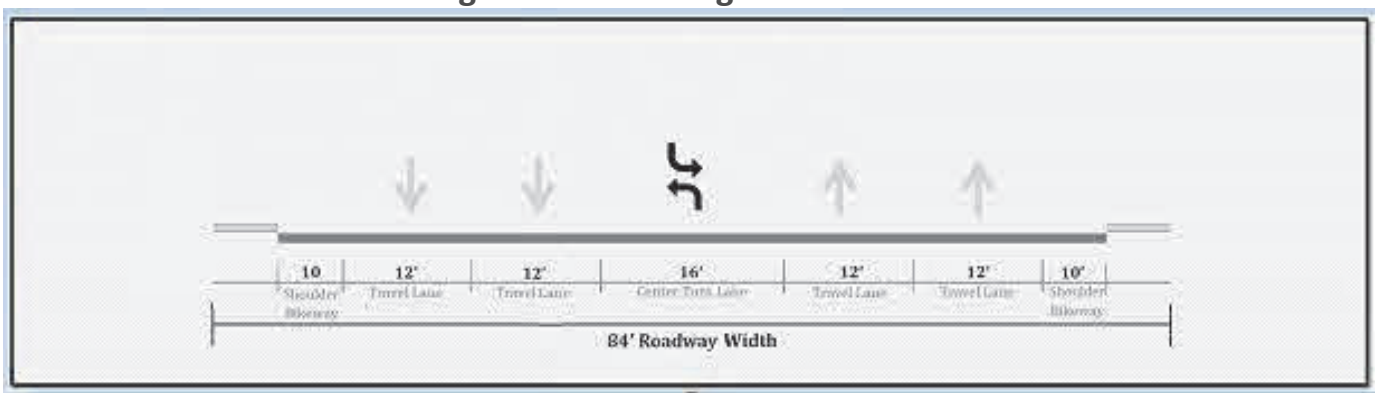
Segment 2 - Proposed Cross Section



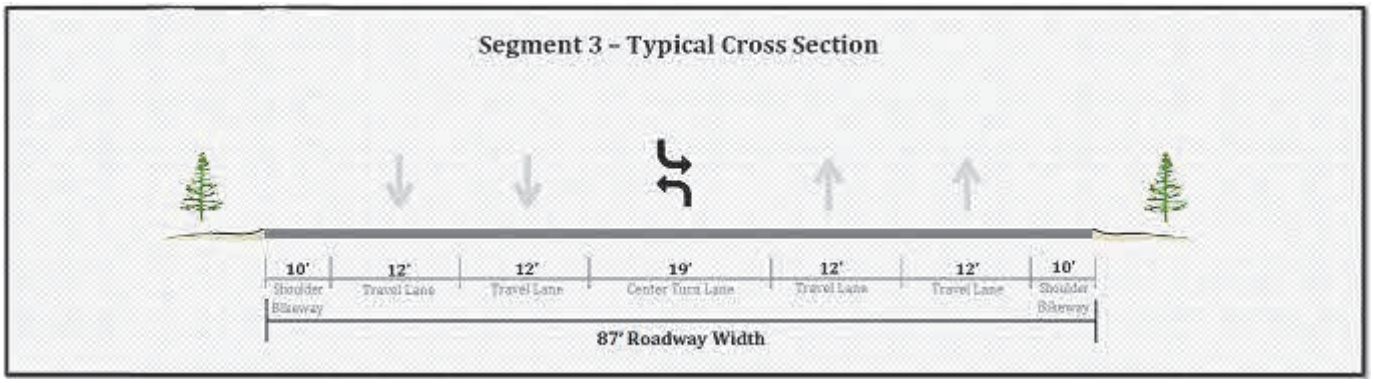
PROJECT 3: US 101 - BENHAM LANE TO NORTH MCVAY LANE (BROOKINGS UGB) CENTER TURN LANE AND SHOULDER IMPROVEMENTS

Purpose	Provide safe and accessible travel options for bicyclists, pedestrians, and vehicles to make the highway safer.
Description	Add a 19’ wide center lane between Raymond Lane and McVay Lane (North); and Upgrade and rebuild deficient shoulders to 10’ wide paved shoulder bikeway between Benham Lane and McVay Lane (North).
Mile Point	359.32 to 361.16
Roadway Characteristics	• US 101 is 5-lanes with paved shoulders. • US 101 speed is 55 MPH. • Roadway widths range from 74’ to 85’ along this segment.
Proposed Improvement Addresses Deficiencies	• Installing a 19’ wide center lane between Raymond Lane and McVay Lane (North) provides greater separation between the opposing traffic flows than the existing 16’ center turn lane with 4-foot wide painted median. • Upgrading and rebuilding deficient shoulders to 10’ wide paved shoulder bikeway provides adequate separation for pedestrian and bicycle facilities from travel lanes within a high speed rural area.
Additional Considerations	• Consider restriping US 101 to two (2) southbound lanes and one (1) northbound lane with a center lane as an interim fix; or • Consider restriping US 101 to five (5) lanes with shoulder rebuilds as an interim fix. • Access management should be considered to modify, consolidate, close and/or relocate existing approaches as part of delivery of a project. • Driver feedback signs could be placed in the northbound direction to reduce speeds and improve safety. • Coordinate Project 3 with Projects 10 and 11.
Cost Option	$3,800,000
Implementation	Long Term (10 to 20 years)

Segment 3 - Existing Cross Section



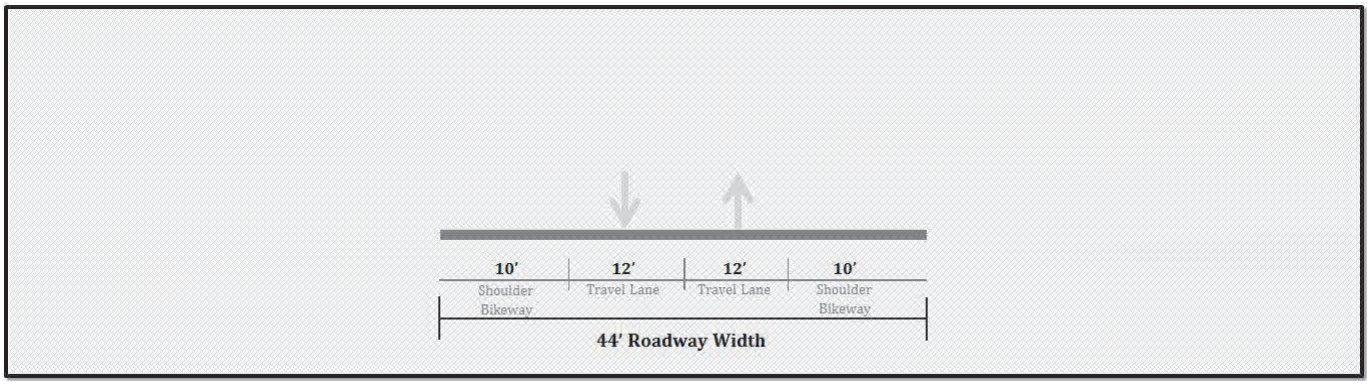
Segment 3 - Proposed Cross Section



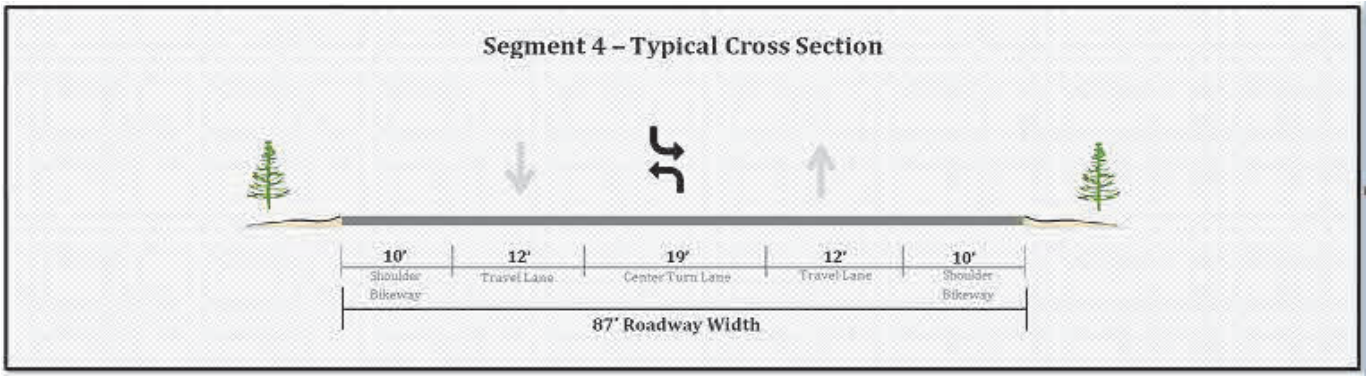
PROJECT 4: US 101 – NORTH MCVAY LANE TO APPLE HILL RV PARK (RURAL) CENTER TURN LANE AND SHOULDER IMPROVEMENTS

Purpose	Provide safe and accessible transportation facilities for vehicular, bicycle and pedestrian travel modes within a transition area to make the highway safer.
Description	Add a 19’ wide center lane; upgrade and rebuild deficient shoulders to 10’ wide paved shoulder bikeway; and add lane reduction pavement arrows to facilitate a transition area from 4-lanes to 2-lanes between McVay Lane (North) and the Apple Hill RV Park.
Mile Point	361.16 to 361.58
Roadway Characteristics	• US 101 transitions from 4-lanes to 2-lanes within this segment. • Southbound US 101 is 4-lanes, approximately 1,000 feet north of McVay Lane (North) intersection. • Southbound US 101 is 2-lanes at the Apple RV Park, just south of McVay Lane (South) intersection. • US 101 speed is 55 MPH. • Roadway widths range from 45’ to 54’ along this segment.
Proposed Improvement Addresses Deficiencies	• Installing a 19’ wide center lane provides greater separation from opposing traffic travel lane and provides a refuge for vehicles turning onto McVay Lane (South). • Upgrading and rebuilding deficient shoulders to 10’ wide paved shoulder bikeway provides adequate separation for pedestrian and bicycle facilities from travel lanes within a high speed rural area. • Installing lane reduction pavement arrows before left lane end signs warn drivers of narrowing roadway.
Additional Considerations	Evaluate effects on weigh station operations, and identify appropriate tapers for the transition area.
Cost Option	$1,500,000
Implementation	Long Term (15 to 20 years)

Segment 4 - Existing Cross Section



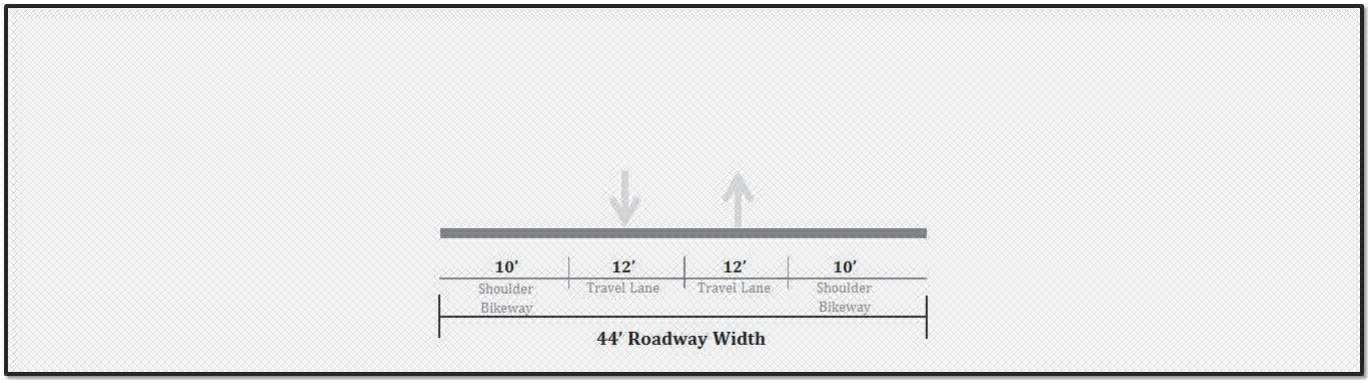
Segment 4 - Proposed Cross Section



PROJECT 5: US 101 - APPLE HILL RV PARK TO STATELINE ROAD (RURAL) NO IMPROVEMENTS

Purpose	Provide safe and accessible bicycle and pedestrian facilities within a high speed rural area to make the highway safer.
Description	Maintain the existing 2-lane rural cross section with 12'wide travel lanes and 10' wide paved shoulder bikeway between the Apple Hill RV Park and Stateline Road.
Mile Point	361.58 to 362.95
Roadway Characteristics	• US 101 is 2-lanes with paved shoulders. • US 101 speed is 55 MPH • Roadway widths range from 45' to 64' along this segment.
Proposed Improvement Addresses Deficiencies	• Maintain safe and accessible bicycle and pedestrian facilities within a high speed rural area.
Additional Considerations	• Need to address the bicycle and pedestrian facilities on the Winchuck Bridge. The existing bridge surface does not have 10' wide paved shoulders bikeways. • Future bridge work will need to match the corridor plan's 2-lane rural cross section for this segment. • Coordinate Project 5 with Project 12.
Cost Option	$2,800,000
Implementation	Long Term (10 to 20 years)

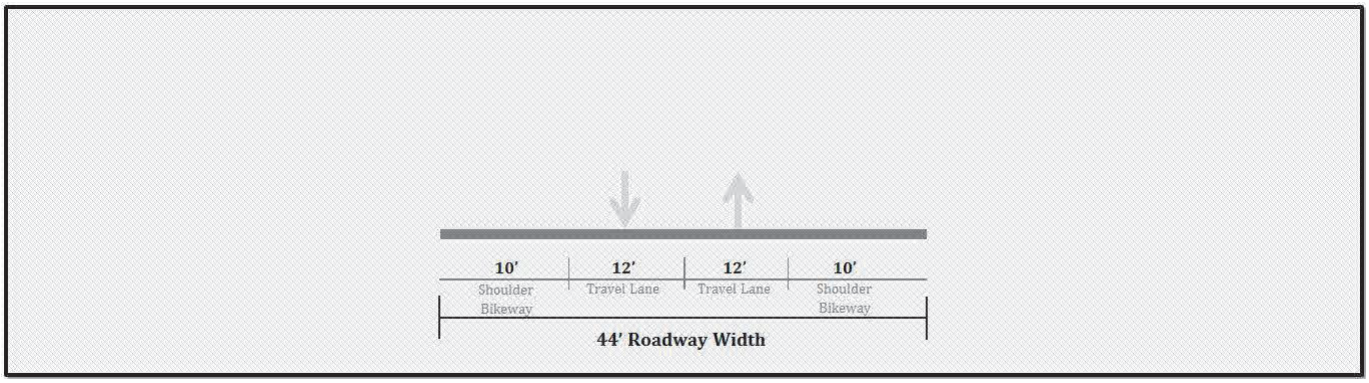
Segment 5 - Existing Cross Section



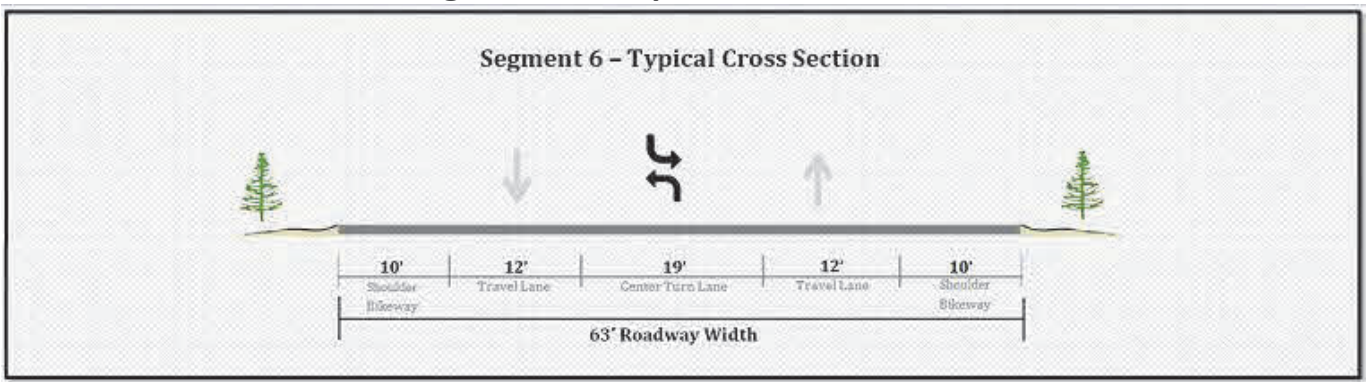
PROJECT 6: US 101 - STATELINE ROAD TO OREGON-CALIFORNIA BORDER – RURAL CENTER TURN LANE AND SHOULDER IMPROVEMENTS

Purpose	Provide safe and accessible transportation facilities for vehicular, bicycle and pedestrian travel modes within a highway speed rural area to make the highway safer.
Description	Add a 19’ wide center lane; and upgrade and rebuild deficient shoulders to 10’ wide paved shoulder bikeway between Stateline Road and the Oregon/California border.
Mile Point	362.95 to 363.11
Roadway Characteristics	• US 101 is 2-Lanes with paved shoulders. • US 101 speed is 55 MPH. • Roadway width ranges from 52’ to 61’ along this segment.
Proposed Improvement Addresses Deficiencies	• Installing 19’ wide center lane provides greater separation from opposing traffic travel lane. Matches future 3-lane cross section for US 101 in California. • Upgrading and rebuilding deficient shoulders to 10’ wide paved shoulder bikeway provides adequate separation of pedestrian and bicycle facilities from travel lanes in high speed rural areas.
Additional Considerations	• Access management improvements for the Del Cur Supply store. • Sight distance restriction caused by guardrail limits vehicles on the Crissey Field State Park access road to see approaching traffic on northbound US 101. • Coordinate Project 6 with Project 13 and Caltrans.
Cost Option	$650,000
Implementation	Long Term (10 to 20 years)

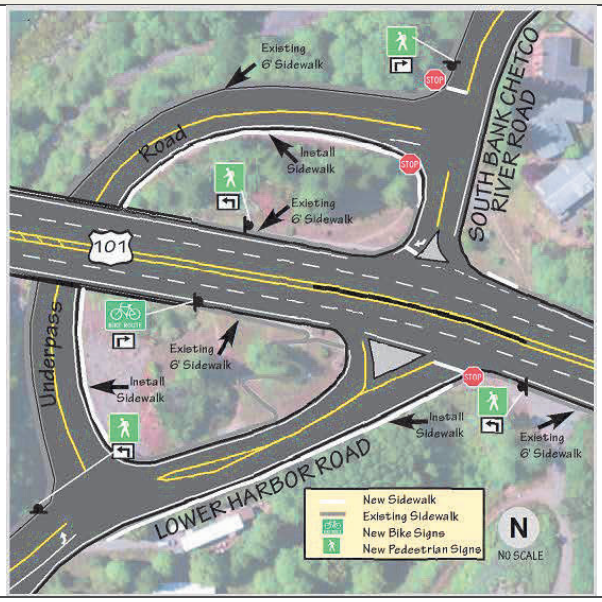
Segment 6 - Existing Cross Section



Segment 6 - Proposed Cross Section

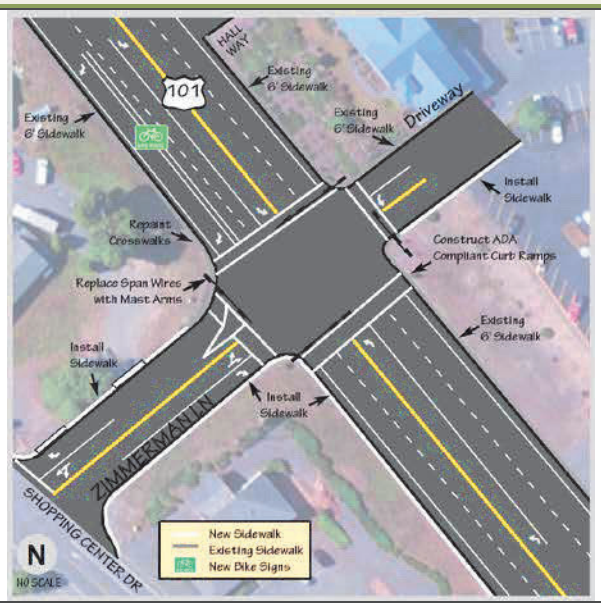


PROJECT 7: LOWER HARBOR RD/US 101/S. BANK CHETCO RIVER RD INTERSECTION SIDEWALK IMPROVEMENTS



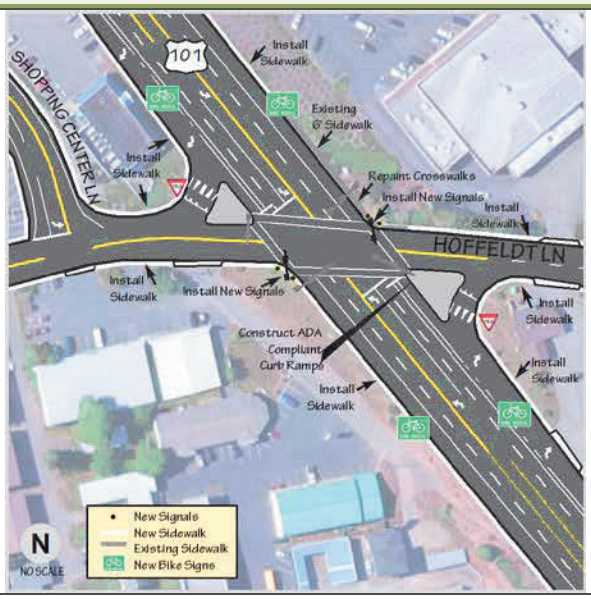
Purpose	Provide safe and accessible bicycle and pedestrian facilities crossing US 101 to make the highway safer.
Description	• Add 6' wide sidewalks on the southside of Underpass Road and Lower Harbor Road to provide connectivity to existing sidewalks on US 101.
Mile Point	358.14
Proposed Improvement Addresses Deficiencies	• Installing 6' wide sidewalks on the southside of Underpass Road and Lower Harbor Road to fill in sidewalk gaps and connect to existing sidewalks on US 101.
Additional Considerations	• There are two (2) driveways near this intersection. One driveway is just south of the Lower Harbor Road intersection, and the other is at Seabird RV Park. • Landscape buffers can be provided through an IGA between ODOT and City/County for landscape maintenance. Street lighting must comply with ODOT lighting policy and be provided through an IGA between ODOT and City/County. • Coordinate Project 7 with Project 1.
Cost Option	$25,000
Implementation	Long Term (10 to 20 years)

PROJECT 8: US 101/ZIMMERMAN LANE INTERSECTION TURN LANE, BIKE LANE AND SIDEWALK IMPROVEMENTS



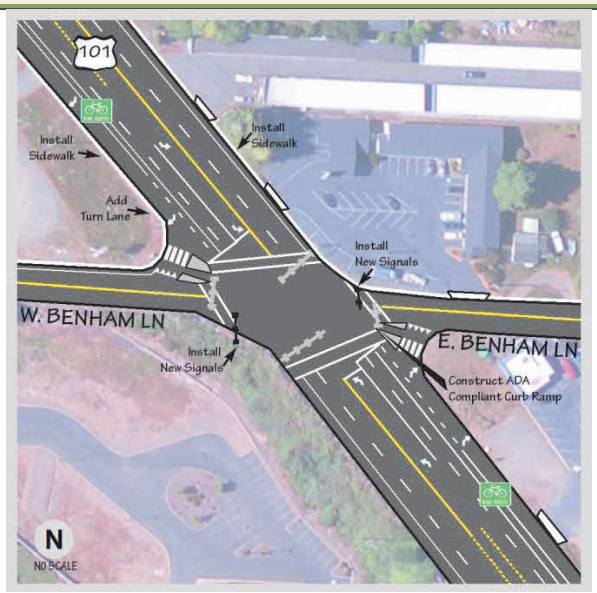
Purpose	Provide safe and accessible transportation facilities for vehicular, bicycle and pedestrian travel modes.
Description	• Install southbound right turn lane on US 101. • Install additional sidewalk on Zimmerman Lane and US 101. • Install ADA-compliant curb ramps on all intersection approaches and pedestrian facilities. • Continue US 101 bike lanes through the intersection
Mile Point	358.57
Proposed Improvement Addresses Deficiencies	• Right turn vehicles use existing shoulder on US 101 to turn onto Zimmerman Lane.
Additional Considerations	• Consider installing LED signal heads, placing reflective tape around the border of the signal back-plates and replacing signal head span wires with mast arms. • Consider signal modification to advance pedestrian interval, and installing a left turn lane on Zimmerman Lane with protected phasing to protect pedestrians crossing the intersection. • Consider shortening the NB left turn lane and extending the center turn lane at the north entrance to the South Coast Center to reduce turning conflicts and improve safety. • Consider making the north entrance to the South Coast Center a Right In/Right Out to reduce turning conflicts and improve safety. • Landscape buffers can be provided through an IGA between ODOT and City/County for landscape maintenance. Street lighting must comply with ODOT lighting policy and be provided through an IGA between ODOT and City/County. • Coordinate Project 8 with Project 2.
Cost Option	$650,000
Implementation	Short Term (1-5 years)

PROJECT 9: US 101/HOFFELDT LANE INTERSECTION SIGNAL, BIKE LANE AND SIDEWALK IMPROVEMENTS



Purpose	Offer safe and accessible travel options for bicyclists, vehicles and pedestrians near intersection.
Description	• Make improvements to Hoffeldt Lane to signal drivers of upcoming intersection including a new signal on mast arms with heads closer to the stop bar • Install new sidewalk south of the intersection on both sides of US 101. • Install ADA-compliant curb ramps on all approaches to the intersection. • Continue US 101 bike lanes through the intersection. • Update right turn channelization to current design standard and ADA standard.
Mile Point	358.76
Proposed Improvement Addresses Deficiencies	Improve entrances to intersection to help drivers identify crossings sooner.
Additional Considerations	• Consider installing LED signal heads and placing reflective tape around the border of the signal back-plates. • Landscape buffers can be provided through an IGA between ODOT and City/County for landscape maintenance. Street lighting must comply with ODOT lighting policy and be provided through an IGA between ODOT and City/County. • Coordinate Project 9 with Project 2.
Cost Option	$750,000
Implementation	Medium Term (5-10 years)

PROJECT 10: W. BENHAM LANE/US 101/E. BENHAM LANE INTERSECTION SIGNAL, TURN LANE, BIKE LANE AND SIDEWALK IMPROVEMENTS

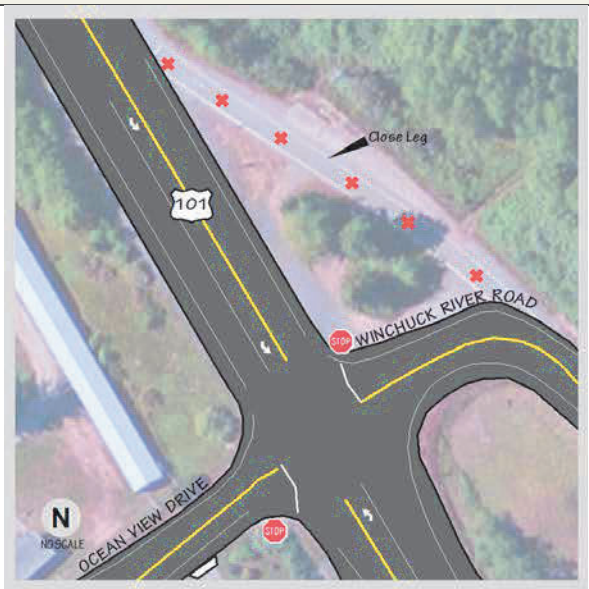


Purpose	Provide safe and accessible transportation facilities for vehicular, bicycle and pedestrian travel modes.
Description	• Make improvements to Benham Lane to signal drivers of upcoming intersection including a new signal on mast arms with heads closer to the stop bar. • Install new sidewalk on US 101 and Benham Lane. • Install ADA-compliant ramps on all approaches to the intersection. • Install southbound right-turn lane on US 101 at intersection. • Update right turn channelization to current design standard and ADA standard. • Continue US 101 bike lanes through the intersection.
Mile Point	359.32
Proposed Improvement Addresses Deficiencies	• Helps driver identify “pork chop” islands on NW and SW corners of intersection. • The skew angle problem would be partially addressed with the installation of a new signal closer to the stop bar. • The southbound right-turn lane at the intersection improves mobility. • Sidewalks and bike lanes improve bicycle and pedestrian accessibility. • Landscape buffers can be provided through an IGA between ODOT and City/County for landscape maintenance. Street lighting must comply with ODOT lighting policy and be provided through an IGA between ODOT and City/County.
Additional Considerations	• Coordinate Project 10 with Project 3. • Coordinate Project 10 with Development Review mitigation.
Cost Option	$700,000
Implementation	Long Term (10 to 20 years)

PROJECT 11: US 101/PEDRIOLI DRIVE INTERSECTION ACCESS AND TURN LANE IMPROVEMENTS

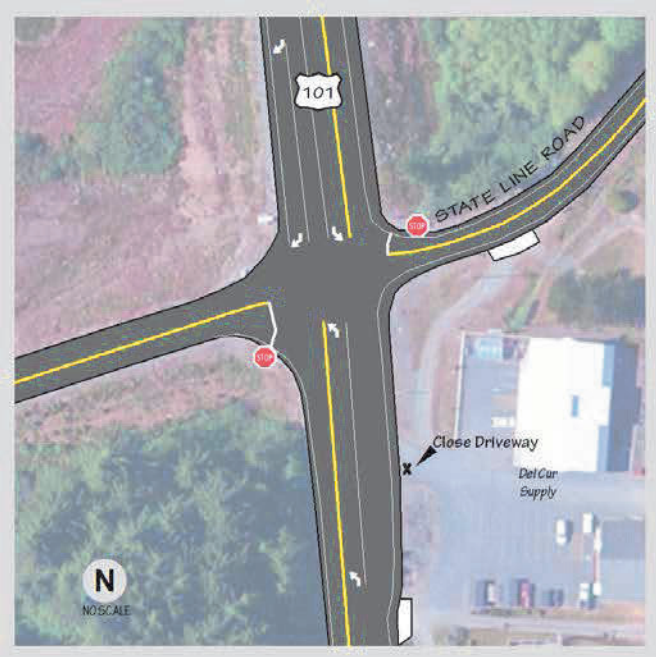
Purpose	Provide safe and accessible transportation operations.
Description	• Relocate the north driveway on the eastside of US 101 further north to serve future commercial development. • Install a southbound right turn lane to improve traffic operations and safety.
Mile Point	359.57
Proposed Improvement Addresses Deficiencies	• Relocating the north access improves traffic safety to better serve future commercial development on the property. • The turn lane provides storage for vehicles turning right onto Pedrioli Drive.
Additional Considerations	• Access management considerations to close, consolidate and/or relocate existing driveways within the turn lane design standard. • Coordinate Project 11 with Project 3.
Cost Option	$235,000
Implementation	Long Term (10 to 20 years)

PROJECT 12: OCEANVIEW DR./US 101/WINCHUCK RIVER RD. INTERSECTION ACCESS IMPROVEMENTS



Purpose	Provide safe and accessible transportation facilities.
Description	Close the northbound leg of Winchuck River Road.
Mile Point	362.22
Proposed Improvement Addresses Deficiencies	• Close the northbound leg of the US 101/Winchuck River Road intersection because all traffic movements to/from Winchuck River Road can be served via the Oceanview Drive/Winchuck River Road intersection. • Existing right turns from Winchuck River Road onto US 101 would be routed through the Oceanview Drive/Winchuck River Road intersection, improving traffic operations and the safety of right-turn movements.
Additional Considerations	• Coordinate Project 12 with Project 5.
Cost Option	$25,000
Implementation	Long Term (15 to 20 years)

PROJECT 13: US 101/STATELINE ROAD INTERSECTION ACCESS AND GUARDRAIL IMPROVEMENTS



Purpose	Provide safe and accessible transportation facilities for vehicular and bicycle travel modes.
Description	• Make the north access on the Del-Cur Supply property Right In/Right Out and improve site access to Stateline Road. • Relocate guardrail on the southwest corner of intersection further away from the highway.
Mile Point	362.95
Proposed Improvement Addresses Deficiencies	• Restricting the driveway closest to the intersection to Right In/Right Out reduces turning conflicts and improves safety at the intersection. • Relocating the guardrail improves sight distance for vehicles on Crissey Field State Park access road to see approaching traffic on northbound US 101.
Additional Considerations	• Consider turning impacts at northbound left turn lane and 2nd driveway to Del Cur Supply • Coordinate Project 13 with Project 6.
Cost Option	$250,000
Implementation	Short Term (1 to 5 years)