



TECHNICAL MEMORANDUM #7

Date: December 29, 2023 Project #: 23021.050
To: Project Management Team
From: Kittelson & Associates, Inc.
Project: Curry County Transportation System Plan Update
Subject: Final Tech Memo #7: Preferred Alternative

INTRODUCTION

This memorandum identifies a preferred alternative for Curry County's transportation system from the alternatives evaluation presented in Technical Memorandum #6. Based on the results from the evaluation matrix (described in Technical Memorandum #6 and revisited below) and input from the community, the project team has selected preferred alternatives for the following elements of the County's transportation network within the urban and rural areas:

- Roadway Network
 - Functional Classification Changes
 - Roadway Design Standard Modifications
 - Roadway Connectivity Enhancements
- Traffic Safety
 - Preferred Roadway Segment Alternatives
 - Preferred Intersection Alternatives
 - Preferred Non-Motorized Alternatives
- Non-Motorized Transportation Network
 - Preferred Pedestrian and Bicycle Alternatives in Rural Areas
 - Preferred Pedestrian and Bicycle Alternatives in Urban Areas
 - US 101 Preferred Alternatives

In cases where no alternatives are presented under other categories, for example, intersection capacity improvements, no needs were identified through technical analyses or public input.

A set of project prospectus sheets have been developed for roadways that have demonstrated the greatest need for multimodal and safety improvements. This memorandum identifies which preferred alternatives include accompanying project prospectus sheets.

Further, this memorandum catalogues projects within the study area that are included in various adopted plans or studies. Carrying these projects into the Curry County Transportation System Plan (TSP) Update promotes consistent planning as well as coordination between the various agencies that own roadways within the county.

The information provided in this memorandum will lay the groundwork for preparing the Draft Curry County TSP Update.

PREFERRED ALTERNATIVE EVALUATION

An evaluation matrix was developed to assist in the selection of a preferred alternative for each transportation deficiency identified through previous technical analyses and community input. The matrix includes several criteria that reflect the TSP goals and objectives identified in Technical Memorandum #1 (Goals, Objectives, and Evaluation Criteria), as well as discussions with County and ODOT staff. The criteria include mobility, cost, safety, land use, environmental impacts, and multimodal. Each criterion falls within one or more of the TSP goals. The criteria were designed to be qualitative and used to provide a quick comparison of the alternatives to select the one that best fits with the goals and objectives of the plan. Table 1 presents the alternatives evaluation matrix that was used to narrow down the preferred alternatives. Note that the matrix was used specifically to identify preferred capital improvements as opposed to assessing standards.

Table 1. Alternatives Evaluation Matrix

Objective	Evaluation Criteria	
Mobility		
Motor Vehicle	Will the project help relieve congestion or reduce v/c?	Yes / Unknown/ No
Freight	Will the project improve freight movement or intermodal connectivity?	Yes / Unknown/ No
Ped/Bike	Does the project help encourage active transportation (walk, bike, transit)?	Yes / Unknown/ No
Cost		
Cost Estimate	What is the Rough Order of Magnitude (ROM) cost estimate?	High / Med / Low
Existing Funding	Is there currently funding available to complete this project?	Yes / Unknown/ No
Potential Funding	Is it likely that the project will leverage alternate funding?	Yes / Unknown/ No
Safety		
Identified Need	Will the project address an existing safety issue?	Yes / Unknown/ No
Crash Reduction	Does the project have a Crash Modification Factor (CMF) of < 1.0?	Yes / Unknown/ No
Safety Conflicts	Does the project reduce conflict points between modes?	Yes / Unknown/ No
Land Use		
Economic Development	Does this project provide/improve access to an area identified for future growth?	Yes / Unknown/ No
Consistency	Is the project consistent with the comprehensive land use plan?	Yes / Unknown/ No
Compliance	Is the project supportive of County and/or State land use goals?	Yes / Unknown/ No
Environmental Impacts		
Environmental Impact	Will the project impact an environmentally sensitive area?	Yes / Unknown/ No
Neighborhood Impact	Will the project impact an area with high concentrations of Title VI or Environmental Justice (EJ) populations?	Yes / Unknown/ No
Mode Choice	Will the project improve mode choice in an area with high concentrations of Title VI or Environmental Justice (EJ) populations?	Yes / Unknown/ No
Multimodal		
Bicyclist Comfort	Will the project reduce Bicycle Level of Traffic Stress (BLTS)?	Yes / Unknown/ No
Pedestrian Comfort	Will the project improvement Pedestrian Qualitative Multimodal Assessment (QMA) ratings?	Yes / Unknown/ No

The results from assessing the alternatives in Technical Memorandum #6 (Alternative Evaluation) against the evaluation matrix above are presented in the following sections.

ROADWAY NETWORK

This section summarizes the preferred alternatives to address gaps, deficiencies, and needs in the roadway network as well as facilitate improvements to the non-motorized transportation network.

Functional Classification Changes

The County’s current functional classification plan includes designations for all County owned and maintained facilities, including those in the incorporated cities. Table 2 summarizes the changes to the Federal and County classifications of County roadways, which are shown in **bold**. Figure 1 illustrates the changes shown in Table 2.

Table 2. Functional Classification Changes

Road	From	To	Current Classification		Proposed Classification	
			County	Federal	County	Federal
Agness-Illahe Rd	920 Ft S. of Cougar Ln	End County Road	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Bowman St	Langlois Mountain Rd	1st Street	Residential/Local	Minor Collector	Residential/Local	Residential/Local
Cemetery Loop Rd	US 101 (South End)	Deady St (Port Orford)	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
China Mountain Rd	Noble Dr	Humbug Park Rd	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
E Benham Ln	US 101	Road Narrows #98295	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Elk River Rd	MP 5.58	USFS Boundary	Rural Major Collector	Minor Collector	Rural Major Collector	Major Collector
Grassy Knob Rd	US 101	End of Pavement	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Grizzly Mountain Rd	City Limits – Bear Mountain Rd	End County Road Sign	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Langlois Mountain Rd	Bethel Creek Rd	End of County Road	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Langlois Mountain Rd	US 101	Bowman St	Rural Minor Collector	None	Rural Minor Collector	Rural Minor Collector
N Bank Chetco River Rd	Don Cameron Bridge	USFS Boundary	Rural Minor Collector	Major Collector	Rural Major Collector	Major Collector
Old Coast Rd	Wedderburn Loop Rd	End County Rd / Gate	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Ophir Rd	US 101 (North End)	MP 0.38	Rural Minor Collector	Major Collector	Rural Minor Collector	Minor Collector
Paradise Point Rd	US 101	End of Pavement	Residential/Local	Minor Collector	Minor Collector	Minor Collector
Parkview Dr	130 Ft East of Vista Ridge Dr	Airport Parking Lot	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Pedrioli Dr	US 101	House #15500 / End of Road	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Rainbow Rock Rd	Carpenterville Rd (South End)	Carpenterville Rd (North End)	Rural Minor Collector	None	Rural Minor Collector	Minor Collector

Road	From	To	Current Classification		Proposed Classification	
			County	Federal	County	Federal
Second St	US 101	Bowman St	Residential/ Local	Minor Collector	Residential/ Local	Residential/ Local
Sixes River Rd	Milepost 7.0	End of Pavement	Rural Minor Collector	Major Collector	Rural Major Collector	Major Collector
Vista Dr	Old Mill Rd	End of Striping	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
W Hoffeldt Ln	US 101	End of County Road	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Wedderburn Loop Rd	US 101 (South Exit)	US 101 (North Off-Ramp)	Rural Minor Collector	None	Rural Minor Collector	Minor Collector
Zimmerman Ln	US 101	Shopping Center Ave	Rural Major Collector	None	Rural Major Collector	Major Collector

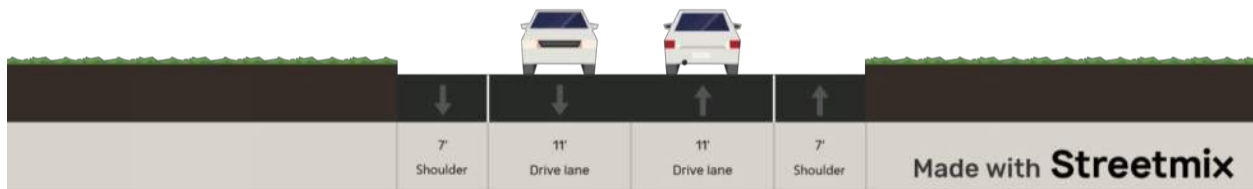
Changes to the County classifications will occur with adoption of the TSP Update while changes to the Federal classification will occur following adoption of the TSP Update and approval from the Oregon Department of Transportation (ODOT) and Federal Highway Administration (FHWA). Changes to the classifications will change the design standards that apply to the streets and the eligibility for federal funding.

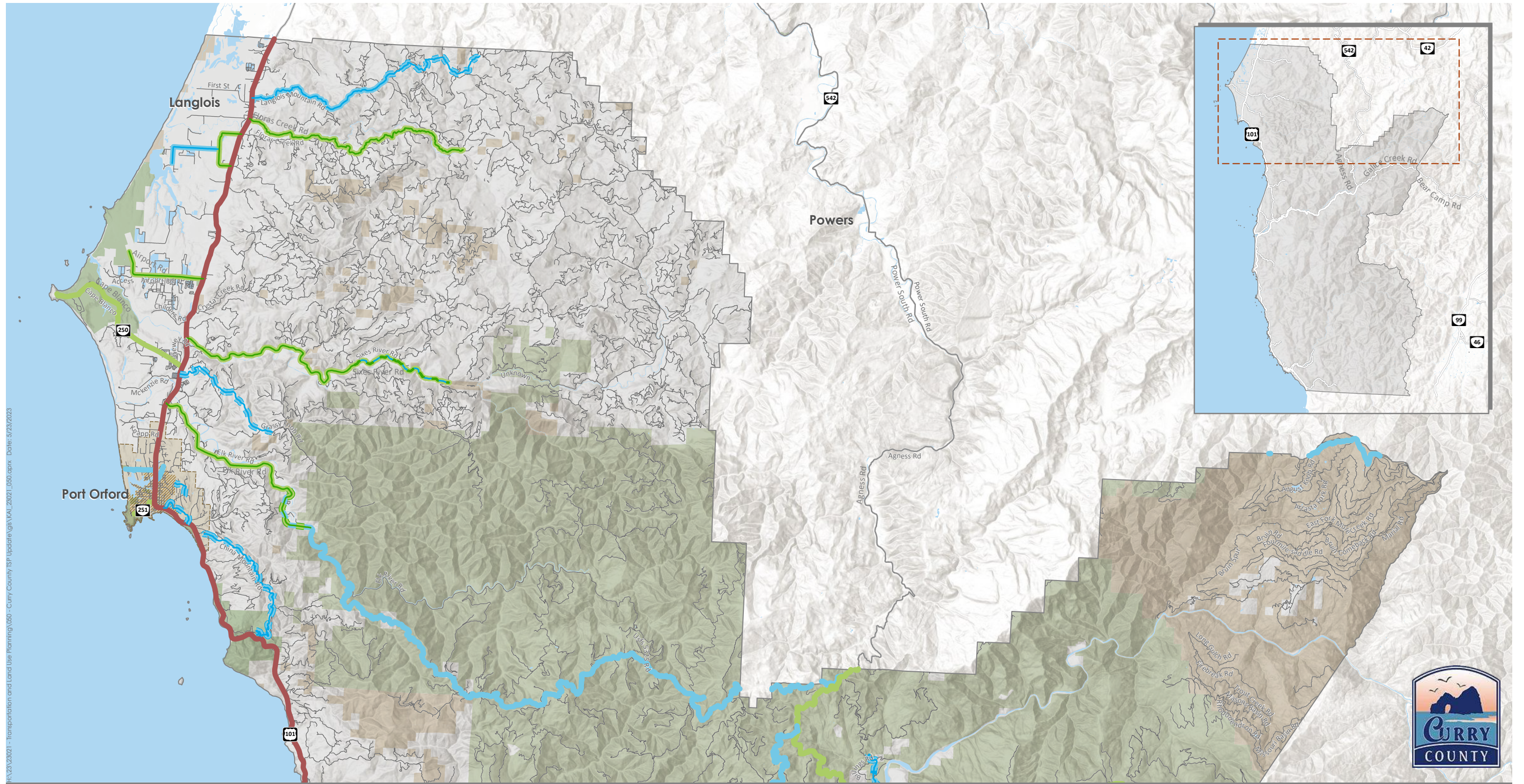
Roadway Design Standard Modifications

The County's current street design standards provide guidance for the development of rural county facilities, including those in the rural unincorporated communities (e.g., Langlois, Agness, Wedderburn, Carpenterville, and Harbor). The County's current standards do not specify a minimum width for paved shoulders; in turn, much of the County's rural roadway network lacks paved shoulders, contributing to the non-motorized and traffic safety conditions presented in previous technical analyses. The following cross sections present updated roadway design standards for County facilities in rural areas and unincorporated communities. For County facilities within the urban areas of Brookings, Gold Beach, and Port Orford, the County should defer to the standards of the respective incorporated city where feasible and unless specific roadway projects are not identified.

Minor Arterial

Minor arterials link cities or land uses that generate large numbers of trips. Travel speeds will be relatively high with minimum interference to through movements. Jerry's Flat Road is the only minor arterial within the County. The cross section shown below increases the minimum surface width of a minor arterial from 26 to 36-feet, which includes 7-foot paved shoulders on both sides.





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Figure 1

**Proposed Functional Classification Changes
Curry County, Oregon**

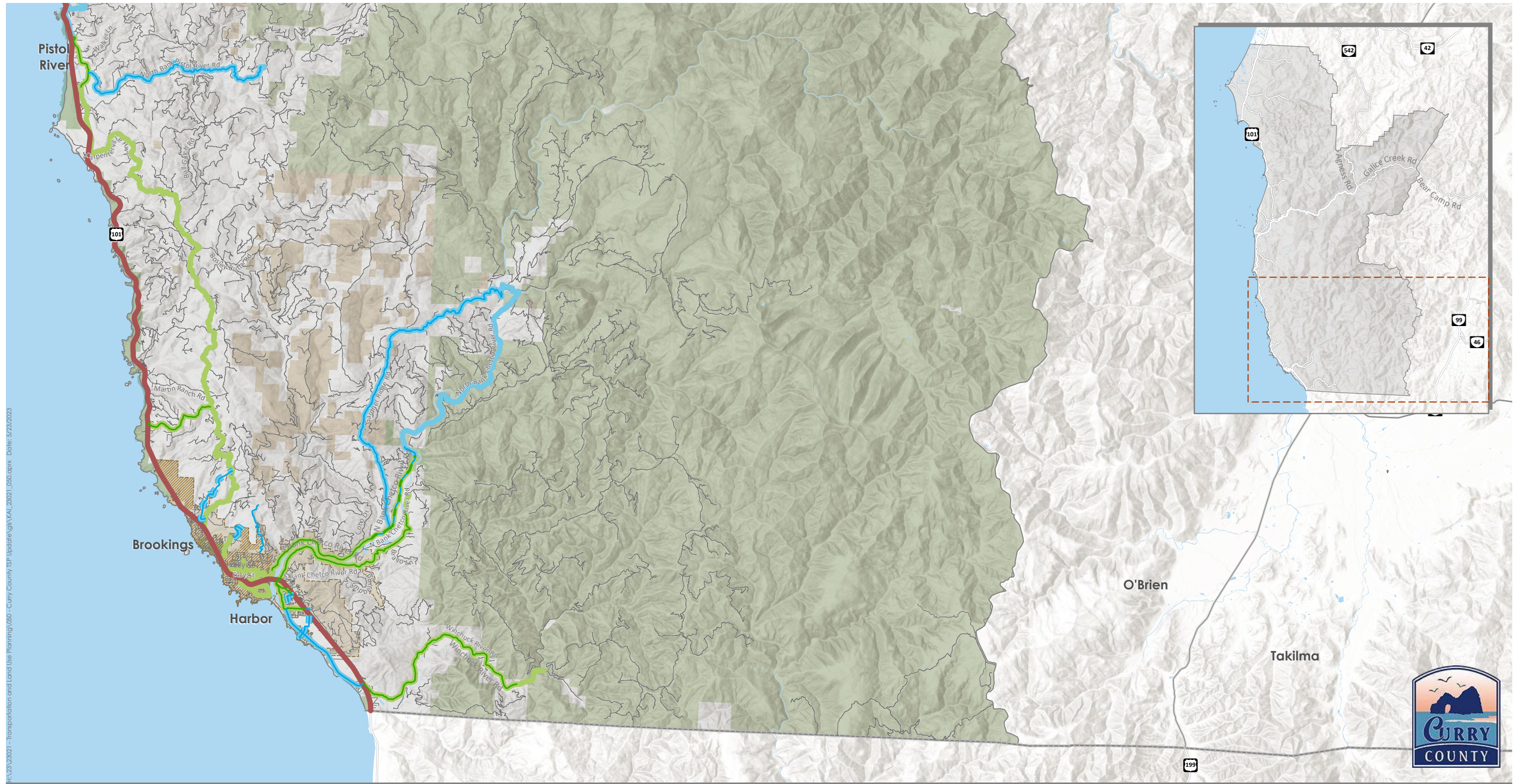


- | | | |
|--|---|---|
| Current Federal Functional Classification | Current County Functional Classification | Proposed Federal Functional Classification |
| Other Principal Arterial | Rural Minor Arterial | Minor Collector |
| Minor Arterial | Rural Major Collector | Major Collector |
| Major Collector | Rural Minor Collector | Proposed County Functional Classification |
| Minor Collector | | Rural Major Collector |
| No Designation | | |



Figure 1

**Proposed Functional Classification Changes
Curry County, Oregon**



- | | | |
|--|---|---|
| Current Federal Functional Classification | Current County Functional Classification | Proposed Federal Functional Classification |
| Other Principal Arterial | Rural Minor Arterial | Minor Collector |
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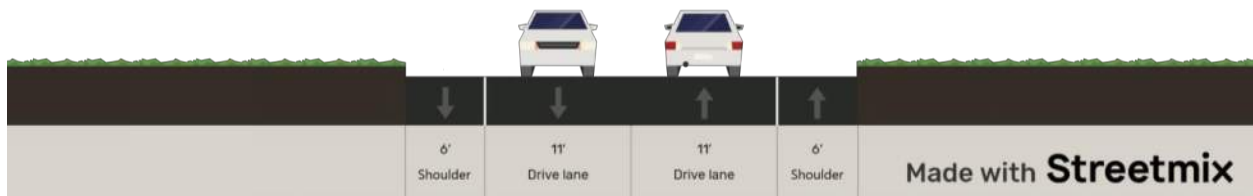
Figure 1

**Proposed Functional Classification Changes
Curry County, Oregon**

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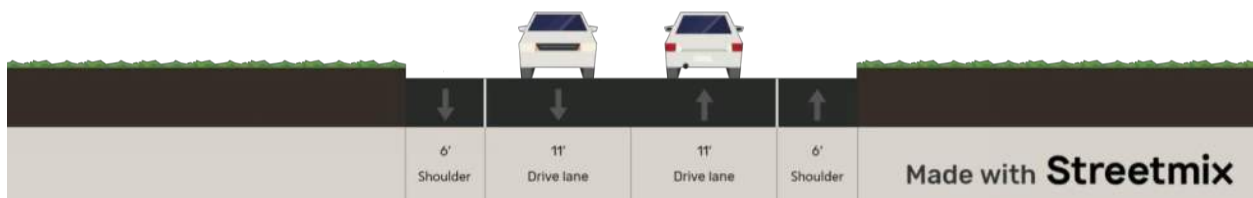
Major Collectors

Major collectors provide service to land uses that generate trips such as consolidated schools, shipping points, parks, mining, and agricultural areas. This type of road links minor collectors with streets of higher classification. County road examples include Airport Road, Cedar Valley Road, and North Bank Chetco River Road. The cross section shown below increases the minimum surface width of a major collector from 26 to 34-feet, which includes 6-foot paved shoulders on both sides.



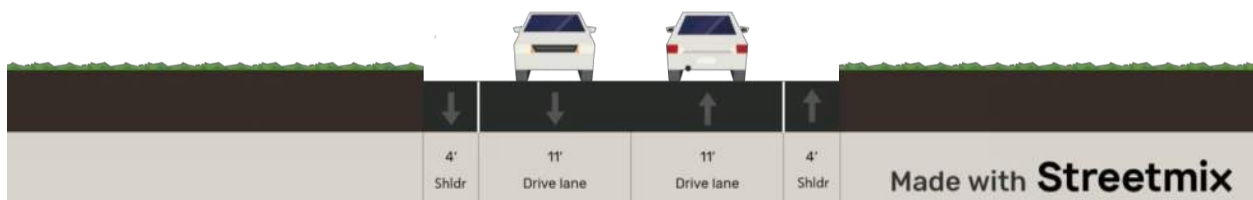
Minor Collectors

Minor collectors provide service to small communities. This type of road links locally important land uses that generate trips with rural destinations. County road examples include Floras Lake Road, Nesika Road, and Oceanview Drive. The cross section shown below increases the minimum surface width of a minor collector from 26 to 34-feet, which includes 6-foot paved shoulders on both sides.



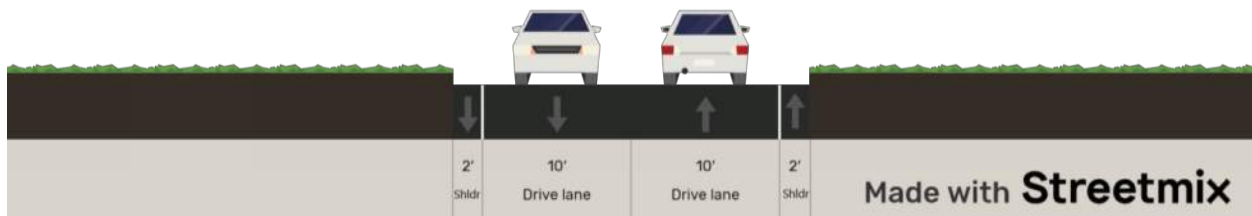
Resource/Industrial/Commercial

Resource/Industrial/Commercial streets primarily access adjacent land, carry significant volumes of timber, mining or agricultural products and/or provide service to a large industrial or commercial facility. County road examples include McKenzie Road, Nesika Beach Dump Road, Boat Basin Road. The cross section shown below increases the minimum surface width of a resource/industrial/commercial street from 24 to 30-feet, which includes 4-foot paved shoulders on both sides.



Local / Residential Streets

Local roads and residential streets are public roads that are not city streets, State highways, or federal roads that connect local uses with the collector system. Property access is the main priority and through traffic is discouraged. The cross section shown below increases the minimum surface width of a local /residential street (Residential 11+ dwelling units) from 20 to 24-feet, which includes 2-foot paved shoulders on both sides.



Roadway Connectivity Enhancements

Roadway connectivity can improve the overall operations and safety of a roadway network primarily by distributing traffic, but also by providing the community with alternative routes in case of emergencies (e.g., landslides, earthquakes, tsunamis, etc.). A primary priority of the County is to improve the redundancy and resiliency of its system and this goal could be advanced through increasing roadway network connectivity. The recommended functional classification changes described and illustrated in the previous section help to identify major routes throughout the county that could be improved for regular travel. Figure 2 identifies the following network of routes that should be considered as high priority for upgrades. Preferred alternatives for these facilities are included in the traffic safety and non-motorized transportation network sections below.

- Elk River Road
- China Mountain Road
- Euchre Creek Road
- Cedar Valley Road
- Edson Creek Road
- N Bank Rogue River Road
- Jerry's Flat Road
- Agness Road
- Bear Camp Road
- Galice Creek Road
- Pistol River Loop
- Carpenterville Highway (OR 255)
- Cape Ferello Road

In order to improve the connectivity between some of these County roads, coordination might be required with the United State Forest Service and Bureau of Land Management (BLM) as they have jurisdiction over some of the roadways that would complete alternative routes.

Coordination with neighboring counties might also be required, including Coos, Douglas, and Josephine, to transition improvements across county boundaries.



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- Roadway Connections
- City Limits
- UGB
- BLM Land
- USFS Land
- County Boundary
- State Line



Figure 2

**Roadway Connection Alternatives
Curry County, Oregon**



- Roadway Connections
- City Limits
- UGB
- BLM Land
- USFS Land
- County Boundary
- State Line



Figure 2

**Roadway Connection Alternatives
Curry County, Oregon**



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- Roadway Connections
- City Limits
- UGB
- BLM Land
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- County Boundary
- State Line



Figure 2

**Roadway Connection Alternatives
Curry County, Oregon**

TRAFFIC SAFETY

Traffic safety was identified as one of the top priorities for Curry County's transportation system based on an evaluation of its crash history and feedback from the community. This section presents the preferred traffic safety alternatives for key roadways and intersections in the county on a systemic level and at specific locations. Traffic safety alternatives can be unique to other capital improvements in that multiple treatments can be applied in one location. Therefore, a single safety alternative may not be identified for each location, rather, several treatments are offered that can be implemented individually or together depending on feasibility and crash reduction goals. The treatments selected were assessed with the evaluation matrix and more cost-prohibitive alternatives from Tech Memorandum #6 (Alternative Evaluation) were not advanced.

Preferred Roadway Segment Alternatives

As presented in Technical Memorandum #6 (Alternative Evaluation), over 75 percent of the reported crashes along roadway segments that had excessive crash rates were considered "roadway departure." A roadway departure crash occurs after a vehicle crosses an edge line or a center line, or otherwise leaves the traveled way, such as head-on collisions, sideswipes, and run-off-the-road crashes. Table 3 presents the preferred safety treatments from ODOT's Crash Reduction Factor (CRF) list to help reduce roadway departure crashes in the county.

Table 3. Roadway Departure Crash Systemic Treatments

Treatment	Crash Types	Crash Severities	Service Life	Area Type	CRF
Install Required Chevron Signs on Rural Horizontal Curves (Ballbanking and Revised Speed Riders Included)	Run Off the Road	All Injury (Except PDO)	10 Years	Rural	16%
Provide Static Combination Horizontal Alignment/Advisory Curve Warning Sign	All	All Injury (Except PDO)	10 Years	Rural or Urban	13%
Install Raised or Recessed Pavement Markers	Night	All	10 Years	Rural or Urban	15%
Install Edgeline Striping (Tangent and/or Curve)	Run Off the Road	All	10 Years	Rural	11%
Install Centerline Rumble Strips¹	All	All Injury (Except PDO)	10 Years	Rural	12%
	Head-On & Sideswipe				45%
Install Shoulder Rumble Strips^{1,2}	Run Off the Road	All	10 Years	Rural or Urban	22%
Widen Paved Shoulder by 3 Feet³	All	All	20 Years	Rural or Urban	18%
Upgrade Existing Markings to Wet-Reflective Pavement Markings	Wet Road	All	10 Years	Rural or Urban	14%
Install Wider Edgelines (4 in to 6 in)	All	All	10 Years	Rural	14%

¹Application in urban areas may need greater consideration due to noise for nearby residential developments.

²Requires a paved shoulder and should be bike friendly.

³ODOT provides other shoulder widening CRFs by 1 and 2 feet. However, many County roads do not include a paved shoulder so the alternative for consideration is the maximum widening to achieve a safer shoulder and move toward the cross-section standards from the previous memo section.

Certain treatments may or may not be appropriate in specific contexts depending on adjacent land uses and are identified as such in the Table 3. A greater reduction in crashes could be possible along a roadway segment by implementing more than one of these treatments, unless treatments are relatively similar (e.g., rumble strips and wider edge line striping).

Although the alternatives from Table 3 can be applied countywide, Table 4 and Figure 3 identify the roadways in the county that should be prioritized for treatment based on their crash rates. Table 4 also summarizes each roadway segment's roadway departure crash history to help further prioritize implementation.

Table 4. Priority Roadways Identified for Systemic Roadway Departure Treatments (2017-2021 Crashes)

ID	Roadway	Extents	Total Segment Crashes	Roadway Departure Crashes (%)
County Roads				
TS2	Airport Rd ¹	US 101 to the Cape Blanco State Airport	1	1 (100%)
TS3	Elk River Rd ¹	US 101 to Wagner Ln	3	3 (100%)
		Wagner Ln to Haiku Ln (MP 5.5)	2	2 (100%)
		Haiku Ln (MP 5.5) end of County ownership	1	1 (100%)
TS5	Agness-Illahe Rd	Cougar Ln to Agness Rd Fork	1	1 (100%)
		Agness Rd Fork to north of Billings Rd	3	3 (100%)
TS6	Ophir Rd	US 101 (south) to US 101 (north)	5	2 (40%)
TS8	Cedar Valley Rd ¹	N Bank Rogue River Rd to Sidney Way	5	3 (60%)
TS9	N Bank Rogue River Rd ¹	Cedar Valley Rd to Bluebird Ln	6	5 (83%)
TS10	Jerry's Flat Rd ¹	UGB (MP 75.5) to end of County ownership	7	6 (86%)
TS11	Oak Flat Rd	Agness Rd to campground road (MP 3.0)	2	2 (100%)
TS15	Pistol River Loop ¹	OR 255 (south) to OR 255 (north; Cape View Lp)	1	1 (100%)
TS17	Gardner Ridge Rd	Palmer Butte to Hazel Camp Rd	3	3 (100%)
TS19	N Bank Chetco River Rd ¹	Yellowbrick Rd to Brookings UGB (MP 5.0)	7	6 (86%)
		Brookings UGB (MP 5.0) to Gardner Ridge Rd	6	4 (67%)
		Gardner Ridge Rd to MP 8.5	6	4 (67%)
State Highways				
TS4/16	US 101	Cape Ferrelo Rd to Martin Ranch Rd	11	4 (36%)
		Pacific Highland Dr to China Mountain Rd	37	28 (76%)
TS14	OR 255	US 101 (north) to US 101 (south)	1	1 (100%)
		Pistol River Lp to Mark Arch Rd/US 101	2	1 (50%)
		Bull Gulch Rd to Bosley Butte Rd	1	1 (100%)
		Whaleshead Rd to Johns Pl	3	2 (67%)
		Johns Pl to Duley Creek Rd	9	9 (100%)
		Duley Creek Rd to Brookings UGB	6	5 (83%)

Note: TS = Traffic Safety

¹Project includes a Prospectus Sheet with memo.

Other crashes along these roadways, particularly US 101, appear to be related to driveways and roadway pull-outs and could benefit from increased signage (e.g., driveway warning signs). These locations are not identified in Figure 3.

Site Specific Treatments

In addition to the roadway departure crash treatments above, segments of US 101 and Lower Harbor Road may require site specific safety treatments to address unique crash characteristics and community concerns. Those segments and recommended safety treatments are presented below.

US 101

Key rural sections of US 101 were identified for safety treatments to address either wildlife crashes or driving conditions during inclement weather.

- Cape Ferrelo Road to Martin Ranch Road
 - 4 out of the 11 reported crashes in this corridor were with wildlife.
- Pacific Highland Drive/Reinhart Creek Frontage Road to China Mountain Road
 - The crash types with the second highest frequency were with wildlife.
 - The community identified this corridor as exhibiting unsafe driving conditions during inclement weather.
- Cape Sebastian Scenic Corridor
 - The community identified this corridor as exhibiting unsafe driving conditions during inclement weather.

The recommended safety treatments for these US 101 segments are summarized in Table 5.

Table 5. Site Specific Roadway Safety Treatments for Segments of US 101

ID	Roadway	Safety Treatment	Crash Types	Crash Severities	Area Type	CRF
TS4	Pacific Highland Dr/ Reinhart Creek Frontage Rd to China Mountain Rd	Install Wildlife Detection System	Wildlife	All	Rural	87%
		Install Variable Speed Limit Signs ¹	All (Winter Only)	All Injury (Except PDO)	Rural	32%
		Install Icy Curve Warning System ¹	All	All	Rural	18%
TS13	Cape Sebastian Scenic Corridor	Install Variable Speed Limit Signs ¹	All (Winter Only)	All Injury (Except PDO)	Rural	32%
		Install Icy Curve Warning System ¹	All	All	Rural	18%
TS16	Cape Ferrelo Rd to Martin Ranch Rd	Install Wildlife Detection System	Wildlife	All	Rural	87%

¹Countermeasure from the Federal Highway Administration's (FHWA's) Crash Modification Factors (CMF) Clearinghouse

Additional recommended treatments at specific locations on US 101 based on Curry County input include the following:

- **Samuel Boardman State Scenic Corridor through Boardman State Park:** implement / increase caution signage, parking, shoulder widening, etc. to accommodate increased tourism and conflicts between people parking, crossing, and driving along US 101. *This location is identified in Figure 3 as TS16.* The segment located adjacent to Secret Beach has been raised by the County as a safety concern.

Lower Harbor Road

Within Brookings, the section of Lower Harbor Road between Oceanview Drive and Boat Basin Road is a horizontal curve on a grade and half of its reported crashes were roadway departure. Table 6 summarizes the recommended roadway departure crash treatments for this curve. *This location is identified in Figure 3 as TS21.*

Table 6. Urban Curve Crash Treatments

Treatment	Crash Types	Crash Severities	Service Life	Area Type	CRF
Increase Pavement Friction by Installing High Friction Surface Treatment	Run Off the Road	All	10 Years	Urban or Rural	72%
Install Advance Curve Warning Flashers (Curve Warning Signs Exist)	Curve	All	10 Years	Urban or Rural	10%

If the County continues to see crashes occurring in this curve, they may also consider implementing advance curve warning signs that are oversized, doubled up, and/or have fluorescent yellow sheeting (20 percent CRF).

Preferred Intersection Alternatives

Although none of the study intersections for the TSP Update had observed crash rates that exceeded statewide averages or their critical crash rates, other intersections in Curry County were either identified for safety treatments through the roadway segment crash analysis or from community input. Those intersections and their recommended treatments are summarized below.

US 101 / Floras Lake Loop Road

The community raised the southern intersection as safety concern due to the presence of a northbound passing lane that begins approximately 1,000 feet south of the intersection. The County should coordinate with ODOT on evaluating the current location of the passing lane and whether it should both begin and terminate between both US 101 / Floras Lake Loop Road intersections to improve their safety. *This location is identified in Figure 3 as TS1.*

US 101 / Nesika Road-Edson Creek Road

This rural two-way stop-controlled intersection north of Gold Beach serves as one of two primary accesses to the Nesika Beach community, is located within a 55 mile-per-hour zone, and it experienced one (1) angle crash, one (1) rear-end crash, and one (1) turning movement crash. Community members expressed concern about driver behavior at the intersection when drivers attempt to turn onto Nesika Road or Edson Creek Road from US 101 as well as the near-miss incidents they frequently witness. The community referenced known fatal crashes that have occurred in the past, seemingly prior to the study period. The recommended safety treatments for this intersection are summarized in Table 7.

Table 7. US 101 / Nesika Road-Edson Creek Road Intersection Treatments

Treatment	Crash Types	Crash Severities	Service Life	Area Type	CRF
Left Turn Lane on Both Major Road Approaches: Rural, Unsignalized Intersection (4-leg)	All	All	20 Years	Rural	48%
Increase Triangle Sight Distance	All	All Injury (Excludes PDO)	10 Years	Urban or Rural	48%

If the County continues to observe similar conditions at this intersection, they may consider implementing low-cost treatments in addition to the recommendations above that could increase driver awareness of the intersection, including:

- Providing flashing beacons as advance warning (13 percent CRF)
- Improving intersection warning for the stop-controlled approaches (CRF depends on how many treatments are implemented)
- Increasing retroreflectivity of stop signs (7 percent CRF)
- Providing actuated flashing beacons triggered by approaching vehicles (27 percent CRF)

This location is identified in Figure 3 as TS7.

US 101 / Carpenterville Highway

The community raised this intersection along with the southern mill access approximately 1,500 feet to the south as safety concerns due to the mill truck traffic and observed insufficient turning radii for the trucks, particularly when turning onto the highway. The County should coordinate with both ODOT and the City of Brookings to evaluate how to better accommodate truck traffic entering the highway, such as with left-turn acceleration lanes. *This location is identified in Figure 3 as TS18.*

US 101 / N Bank Rogue River Road-Old Coast Road

The community raised this intersection both as a safety concern and as needing improved wayfinding:

- Safety: this location has poor sight lines along the highway, particularly from the minor street stop-controlled approaches.
- Wayfinding: fishing in the mouth of the Rogue River is a popular recreation in Gold Beach and tourists are able to observe the fishing from Wedderburn Loop and N Bank Rogue River Road but wayfinding is lacking.

The County should coordinate with ODOT and the City of Gold Beach to evaluate how to improve sight lines at the intersection and wayfinding to observe fishing in the river.

An evaluation should consider the following:

- Modifying the geometry for the side street approaches, including realigning Wedderburn Loop to create a perpendicular intersection and removing the channelization of the eastbound and westbound right-turn lanes.
- Assessing the feasibility of a roundabout, which would improve safety and sight lines and create a gateway into Gold Beach (and could be coordinated with fishing wayfinding).
- Providing recreation wayfinding signs (brown in color) on US 101 and on the Isaac Lee Patterson Bridge in advance of Wedderburn Loop and N Bank Rogue River Road for guiding tourists off the highway to observe fishing.

This location is identified in Figure 3 as TS12.

Shopping Center Avenue / Zimmerman Lane

This urban two-way stop-controlled intersection in Brookings experienced three (3) angle crashes and two (2) turning movement crashes. The crash data indicated that most of these crashes were drivers entering the intersection from the Brookings Harbor Shopping Center driveway. The recommended safety treatments for this intersection are summarized in Table 8.

Table 8. Shopping Center Avenue / Zimmerman Lane Intersection Treatments

Treatment	Crash Types	Crash Severities	Service Life	Area Type	CRF
Convert to All-Way Stop Control (From Urban 2-Way or Yield Control)	Angle	All	10 Years	Urban	75%
Increase Triangle Sight Distance	All	All Injury (Except PDO)	10 Years	Urban or Rural	48%

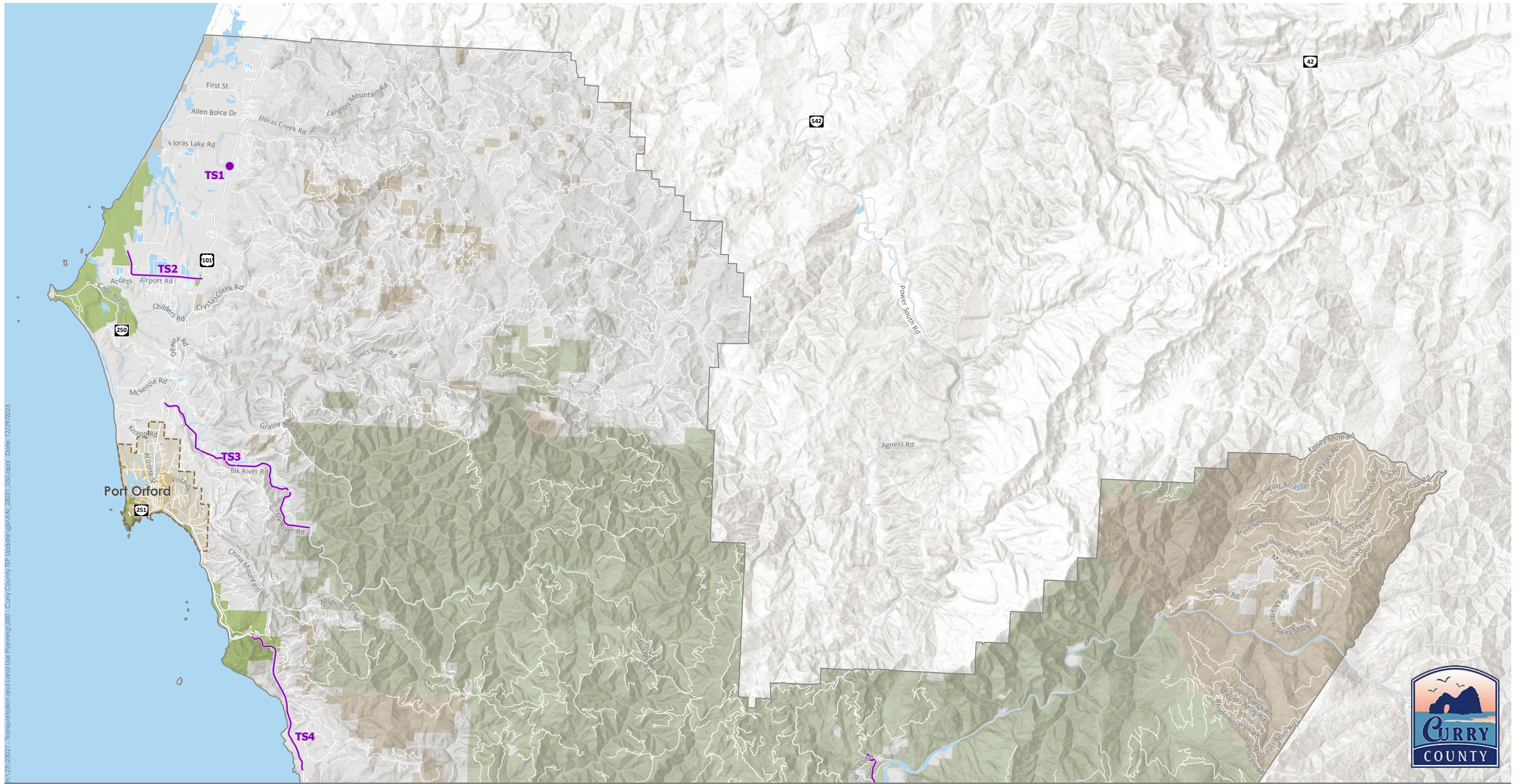
Increasing triangle sight distance can include relocating signage, temporary fixtures, utility poles, etc., or realigning and elevating skewed approaches on a grade, such as the Brookings Harbor Shopping Center driveway. If the County continues to see turning movement and angle crashes at this intersection, they may consider investigating a roundabout as a long-term solution (82 percent CRF). *This location is identified in Figure 3 as TS20.*

US 101 / Del-Cur Supply Co-Op Site Access

The Del-Cur Supply Co-Op adjacent to US 101 and directly south of State Line Road has access onto the highway and the proximity between the intersection and site access causes conflicts for drivers maneuvering between the two facilities. This location has been raised by the County as a safety concern. The 2017 US 101 Corridor Plan (Chetco River Bridge to Oregon/California Border), which is described in more detail later in this memorandum, has recommended converting the north Del-Cury Supply Co-Op site access on US 101 to right-in/right-out and improving the site access on Stateline Road to mitigate conflicts. *This location is identified in Figure 3 as TS22.*

US 101 / 3rd Street

During public outreach, the community identified the US 101 / 3rd Street intersection in Gold Beach as a safety concern due to the conflicts between side-street vehicular traffic on 3rd Street and at both McKay's Market driveways and the enhanced pedestrian crossing on the south leg of the intersection that's located between the driveways. The County should coordinate with ODOT and the City of Gold Beach in future US 101 planning efforts through Gold Beach to evaluate how to minimize conflicts at this intersection. *This location is identified in Figure 3 as TS23.*



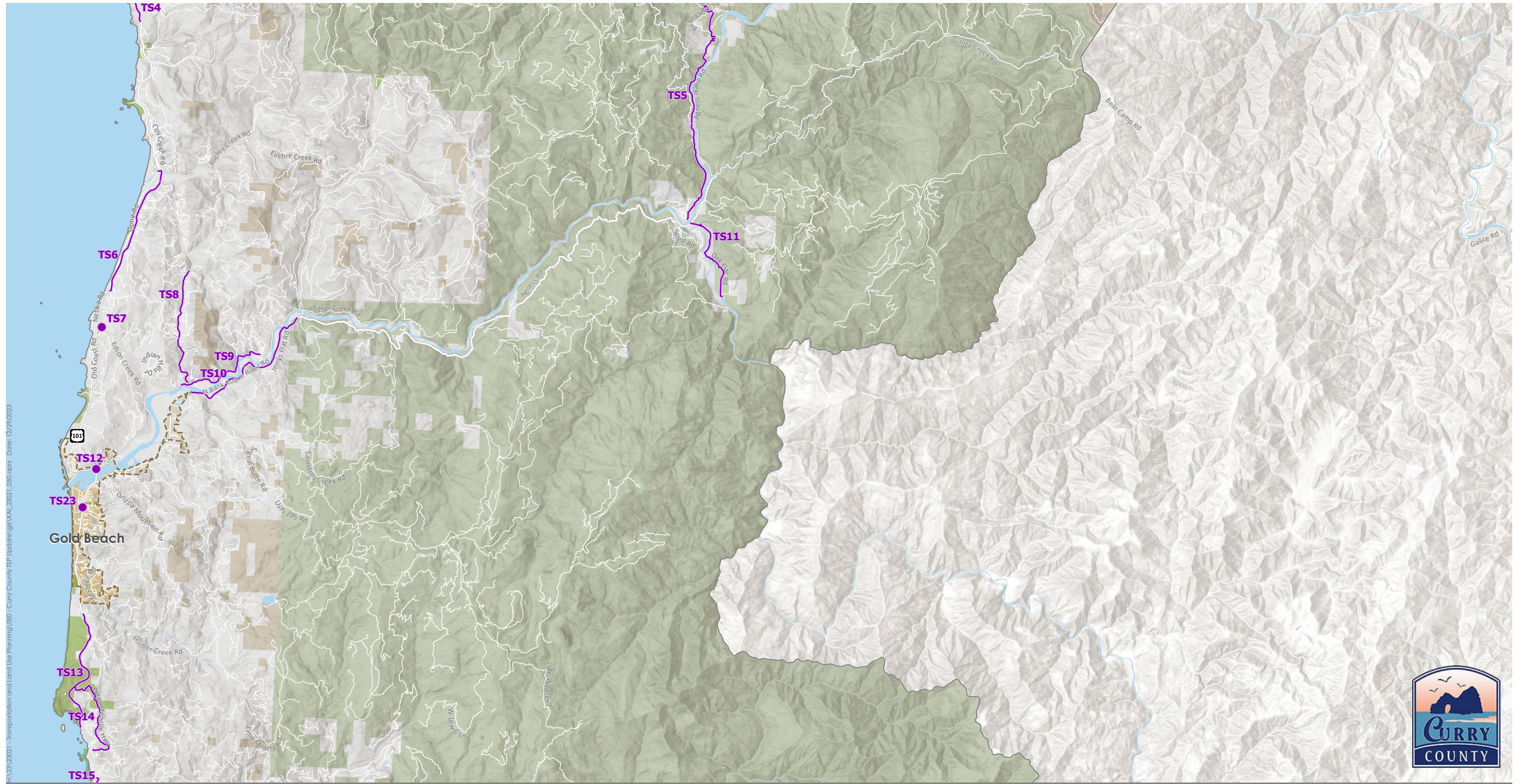
- Intersection Safety Treatments
- Roadway Safety Treatments
- ▨ City Limits
- ▨ UGB
- ▭ County Boundary
- ▨ BLM Land
- ▨ USFS Land
- State Line



Figure 2

**Aspirational Traffic Safety Projects
Curry County, Oregon**

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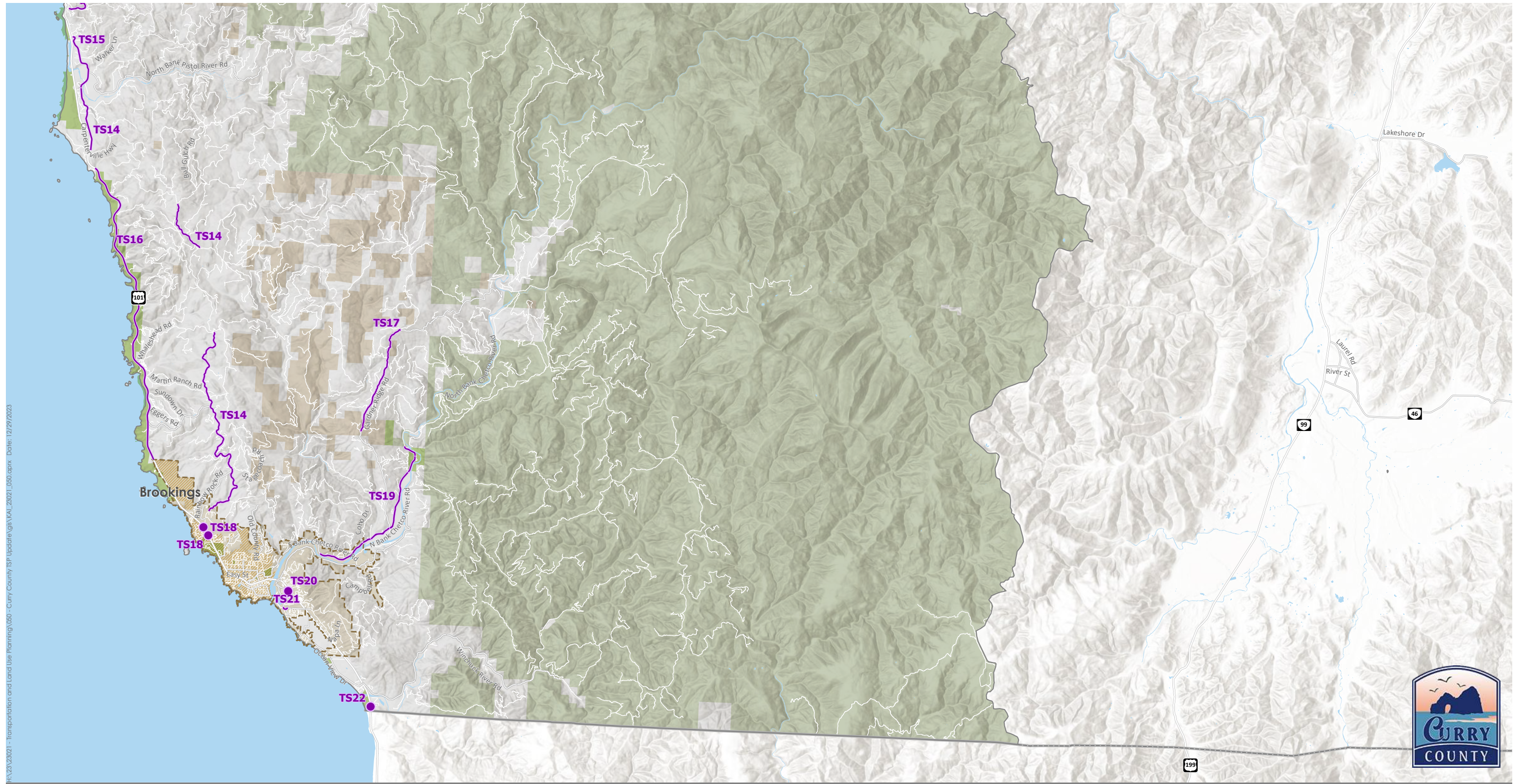
- Intersection Safety Treatments
- Roadway Safety Treatments
- ▨ City Limits
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Figure 2

**Aspirational Traffic Safety Projects
Curry County, Oregon**

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- Intersection Safety Treatments
- Roadway Safety Treatments
- ▨ City Limits
- ▤ UGB
- County Boundary
- BLM Land
- USFS Land
- State Line



Figure 2

**Aspirational Traffic Safety Projects
Curry County, Oregon**

Preferred Non-Motorized Alternatives

As identified in previous analyses and technical memoranda, the majority of pedestrian and bicyclist crashes reported in Curry County primarily centered around the Brookings urban area on its city streets or on US 101. The remaining crashes occurred on US 101 in the rural areas between incorporated cities. No pedestrian or bicyclist crashes were reported on County roadways. The following sections present the preferred pedestrian and bicycle alternatives to increase safety for non-motorized modes.

Preferred Pedestrian Alternatives

Table 9 summarizes the preferred pedestrian alternatives for the County's transportation network in the rural and urban areas. The County should consider implementing these preferred treatments along its urban and rural facilities to promote safer pedestrian travel. Note that shoulder widening treatments are specifically identified for priority roadways later in this memorandum under the Non-Motorized Transportation Network.

The treatments in Table 9 are also emphasized for US 101 based on its crash history. The 2022 Oregon Coast Bike Route Plan has both general and specific bicycle recommendations for US 101 through Curry County that would benefit pedestrians in the rural areas. Recommendations in the Oregon Coast Bike Route Plan govern, but treatments from Table 9 may support the plan or be supplemental.

The County should coordinate with ODOT and State Parks to evaluate the potential of implementing crossing treatments on US 101 in locations where tourists and visitors park adjacent to the highway (where allowed) to access recreation on the other side. Locations may include beach access sites, trailheads, campgrounds, etc.

Table 9. Preferred Pedestrian Safety Alternatives

Treatment	Crash Types	Crash Severities	Service Life	Area Type	CRF
Install Pedestrian Refuge Island	Pedestrian	All	20	Urban or Rural	31%
Install Rectangular Rapid Flashing Beacon (2-Lane Road)	Pedestrian	All	20	Urban or Rural	10%
Install Widen Paved Shoulder by 3 ft.	All	All	10	Urban or Rural	18%

Preferred Bicycle Alternatives

Table 10 summarizes the preferred bicycle alternatives in the rural and urban areas of Curry County. The County should consider implementing these preferred treatments along its urban and rural facilities to promote safer bicycle travel. Note that specific treatments are identified for priority roadways later in this memorandum under the Non-Motorized Transportation Network.

As stated above, the treatments in Table 10 are also emphasized for US 101 where the 2022 Oregon Coast Bike Route Plan recommendations will govern, but the treatments below may support the plan or be supplemental.

Table 10. Preferred Bicycle Safety Alternatives

Treatment	Crash Types	Crash Severities	Service Life	Area Type	CRF
Install Bike Lanes	Bicycle	All	20	Urban or Rural	36%
Install Buffered Bike Lanes	Bicycle	All	20	Urban	47%
Install Urban Green Bike Lanes at Conflict Points	Bicycle	All	10	Urban	39%
Install Widen Paved Shoulder by 3 ft.	All	All	10	Urban or Rural	18%

NON-MOTORIZED TRANSPORTATION NETWORK

Curry County's non-motorized transportation network was also identified as a top priority based on an evaluation of its current facilities and the stress that pedestrians and bicyclists might experience while using roadways. This section presents the preferred pedestrian and bicycle alternatives for key urban and rural roadways in the county. The alternatives selected were assessed with the evaluation matrix and the least preferred or potentially more cost-prohibitive alternatives from Tech Memorandum #6 (Alternative Evaluation) were not advanced.

Preferred Pedestrian and Bicycle Alternatives in Rural Areas

Within rural areas and unincorporated communities, low volumes, low density, and constrained right-of-way conditions generally lend themselves to providing paved shoulders or shared roadways for people walking and biking. The majority of county-owned rural roadway segments have a projected average daily traffic (ADT) below 400 and up to 1,500. Many of these roadways do not provide any walking or biking facilities. While low vehicular volumes make biking fairly comfortable on rural roads, people walking or rolling would need a paved shoulder. Table 11 and Figure 4 present the preferred pedestrian and bicycle alternatives for rural roadways in the county exhibiting higher stress conditions for people walking and biking.

Table 11. Preferred Pedestrian and Bicycle Alternatives for Rural Roadways

ID	Roadway	Extents	Preferred Alternatives
County Roads			
S2	Langlois Mountain Rd	US 101 to Bethel Creek Rd	Add 6' paved shoulders
S3	Floras Creek Rd	US 101 to S Fork Flores Creek Rd	Add 6' paved shoulders
S4	Floras Lake Rd	Floras Lake Loop Rd to lakes End Dr	Add 6' paved shoulders
S5	Floras Lake Loop Rd	US 101 S to US 101 N	Add 6' paved shoulders
S7	Airport Rd ¹	US 101 to the airport	Add 6' paved shoulders
S8	Sixes River Rd ¹	US 101 to NF-4600	Add 6' paved shoulders
S10	Grassy Knob Rd	US 101 to Eastern Terminus	Add 6' paved shoulders
S11	Elk River Rd ¹	US 101 to County Boundary	Add 6' paved shoulders
S15	China Mountain Rd	UGB to US 101	Add 6' paved shoulders
S17	Euchre Creek Rd	Ophir Rd to MP 3	Add 6' paved shoulders
S18	Ophir Rd	US 101 Euchre Creek Rd	Add 6' paved shoulders
S19	Cedar Valley Rd ¹	N Bank Rogue River Rd to Ophir Rd	Add 6' paved shoulders

ID	Roadway	Extents	Preferred Alternatives
S20	Nesika Beach Rd ¹	US 101 (south) to Gun Club Rd	Add 6' paved shoulders
S21	Edson Creek Rd ¹	N Bank Rogue River Rd to US 101	Add 6' paved shoulders
S22	Old Coast Highway	Wedderburn Loop to US 101	Add 6' paved shoulders
S25	N Bank Rogue River Rd ¹	MP 0.8 to Lobster Creek Rd	Add 6' paved shoulders
S27	Jerry's Flat Rd ¹	UGB to Eastern Terminus	Add 7' paved shoulders
S28	Oak Flat Rd	Agness Rd to Campground Rd	Add 6' paved shoulders
S29	Grizzly Mountain Rd	UGB to Eastern Terminus	Add 6' paved shoulders
S31	Hunter Creek Rd ¹	UGB to Eastern Terminus	Add 6' paved shoulders
S34	Pistol River Loop ¹	Hwy 255 to Cape View Loop	Add 6' paved shoulders
S35	N Bank Pistol River Rd	Pistol River Loop to MP 8	Add 6' paved shoulders
S38	Cape Ferrelo Rd ¹	US 101 to Hwy 255	Add 6' paved shoulders
S41	Rainbow Rock Rd	Aqua Vista Ln to Carpenterville Hwy	Add 6' paved shoulders
S44	Old County Rd	UGB to Eastern Terminus	Add 6' paved shoulders
S46	N Bank Chetco River Rd ¹	UGB to MP 17.5	Add 6' paved shoulders
S47	Gardener Ridge Rd	N Bank Chetco River Rd to MP 17.0	Add 6' paved shoulders
S49	S Bank Chetco River Rd ¹	UGB to Eastern Terminus	Add 6' paved shoulders
S51	Pedrioli Dr	Ocean View Dr to US 101	Add 6' paved shoulders
S52	Winchuck River Rd	US 101 to Wheeler Creek Rd	Add 6' paved shoulders
SP1	Nesika Beach Rd ¹	Gun Club Rd to US 101 (north)	Add 10' sidepath to roadway west side
SP2	Oceanview Dr ¹	US 101 to Cedar Ln	Add 10' sidepath to roadway east side
S53	Agness Rd ²	Lobster Creek Rd to Galice Creek Rd	Add 6' paved shoulders
S54	Galice Creek Rd ²	Agness Rd to County Boundary	Add 6' paved shoulders
State Highways			
S9	OR 250 (Cape Blanco Hwy)	US 101 to Western Terminus	Add 6' paved shoulders
S37	OR 255 (Carpenterville Hwy)	Brookings UGB to US 101 N	Add 6' paved shoulders

Note: S = Shoulder; SP = Side Path

¹Project includes a Prospectus Sheet with memo.

²Not under County jurisdiction. Requires coordination with USFS and BLM.

Note that in locations where constructing six-foot shoulders is not feasible due to topographic or environmental constraints, the County should consider implementing bicycle passing lanes. Bicycle passing lanes are intermittent sections of paved shoulders prioritized for specific locations such as those with uphill grades.

Preferred Pedestrian and Bicycle Alternatives in Urban Areas

Within urban areas, buffered bicycle lanes and sidewalks are generally needed to provide comfortable facilities for people walking and biking. The County's urban roadway network has ADT that ranges from below 400 to over 3,000 and posted speeds that range between 25 to 55 MPH. Many of these roadways lack walking or biking facilities, but they are required to increase comfort for non-motorized modes.

Table 12 present the preferred pedestrian and bicycle alternatives for urban roadways in the county exhibiting higher stress conditions for people walking and biking. These alternatives are also identified in Figure 4.

Table 12. Preferred Pedestrian and Bicycle Alternatives for Urban Roadways

ID	Roadway	Extents	Preferred Alternatives
S12	Vista Dr	Gold Run Rd to Old Mill Rd	Add 6' paved bike lanes/shoulders
S13	Cemetery Loop Rd	US 101 to US 101	Add 6' paved bike lanes/shoulders
S23	Wedderburn Loop	Doyle Point Rd to Old Coast Hwy	Add 6' paved bike lanes/shoulders
S24	N Bank Rogue River Rd ¹	US 101 to MP 0.8	Add 7' buffered bike lanes/shoulders ⁴
S26	Jerry's Flat Rd ^{1,2}	US 101 to UGB	Add 7' buffered bike lanes/shoulders ⁴
S30	Hunter Creek Rd ¹	US 101 to UGB	Add 7' buffered bike lanes/shoulders ⁴
S42	Parkview Dr	Vista Ridge Dr to Eastern Terminus	Add 6' paved bike lanes/shoulders
S43	Old County Rd	Pacific Terrace Loop to UGB	Add 7' buffered bike lanes/shoulders ⁴
S45	N Bank Chetco River Rd ¹	MP 1 to UGB	Add 7' buffered bike lanes/shoulders ⁴
S48	S Bank Chetco River Rd ¹	US 101 to UGB	Add 7' buffered bike lanes/shoulders ⁴
S50	Oceanview Drive ¹	Benham Ln to Cedar Ln	Add 7' buffered bike lanes/shoulders ⁴
S40	Rainbow Rock Rd ²	Carpenterville Hwy to Aqua Vista Ln	Add 7' buffered bike lanes/shoulders ⁴
BP1	W Hoffeldt Ln	South of Titus Ln to US 101	Add 6' bike lanes and 6' sidewalks ³
BP2	Pedrioli Dr	Western Terminus to Ocean View Dr	Add 6' bike lanes and 6' sidewalks
B1	Shopping Center Ave ¹	W Hoffeldt Ln to Lower Harbor Rd	Increase existing bike lanes to 7' buffered bike lanes or add a sidepath ⁵
P2	Lower Harbor Rd ¹	Benham Ln to US 101	Add 6' sidewalks or a sidepath ⁵

Note: S = Shoulder, BP = Bike/Pedestrian, B = Bike, and P = Pedestrian

¹Project includes a Prospectus Sheet with memo.

²Consider reducing posted speed on this segment to below 40 MPH to increase bicycle and or pedestrian comfort.

³Sidewalk recommended in the Curry County Transit Development Plan (TDP) to provide easier access to the Coastal Express bus stop at McKay's Market in Harbor.

⁴Consider a 10' sidepath on one side where feasible.

⁵Topography may prevent sidewalk or wider bike lane construction on both sides of the road.

In addition to the preferred alternatives presented in Table 12, enhanced crossings should be implemented at major intersections or crossing locations.

US 101 Preferred Alternatives

Table 13 summarizes the preferred pedestrian and bicycle alternatives for specific segments of US 101 in order to increase bicyclist and pedestrian comfort. These alternatives are also identified in Figure 4. As stated previously, the 2022 Oregon Coast Bike Route Plan has both general and specific bicycle recommendations for US 101 through the county that would benefit both bicyclists and pedestrians in the rural areas. Recommendations in that plan will govern, but treatments from Table 13 may support the plan or be supplemental. Further details on Oregon Coast Bike Route Plan projects are provided in the next section of this memorandum.

Table 13. Preferred Pedestrian and Bicycle Alternatives for Key Segments of US 101

ID	Segment of US 101	Preferred Alternatives
S1	500' north of Langlois Mountain Rd to County Boundary	Increase paved shoulder to 6'
S6	Sixes River Rd to Kerber Ln	Increase paved shoulder to 6'
S14	Fir Rd to N Cemetery Loop Rd	Increase paved shoulder to 6'
S16	Ophir Rd to Rocky Point Bridge	Increase paved shoulder to 6'
S32	1.5 mi N of Wilderness Rd to OR 255	Increase paved shoulder to 6'
S33	N of Meyers Creek to Herman Ln	Increase paved shoulder to 6'
S36	Bellview Ln to Kissing Rock Rd	Increase paved shoulder to 6'
S39	Longacre Lp to McDonald Rd	Increase paved shoulder to 6'
P1	Kerber Ln to 500' north of Langlois Mountain Rd	Keep existing paved shoulder; add sidewalk ¹

Note: S = Shoulder and P = Pedestrian

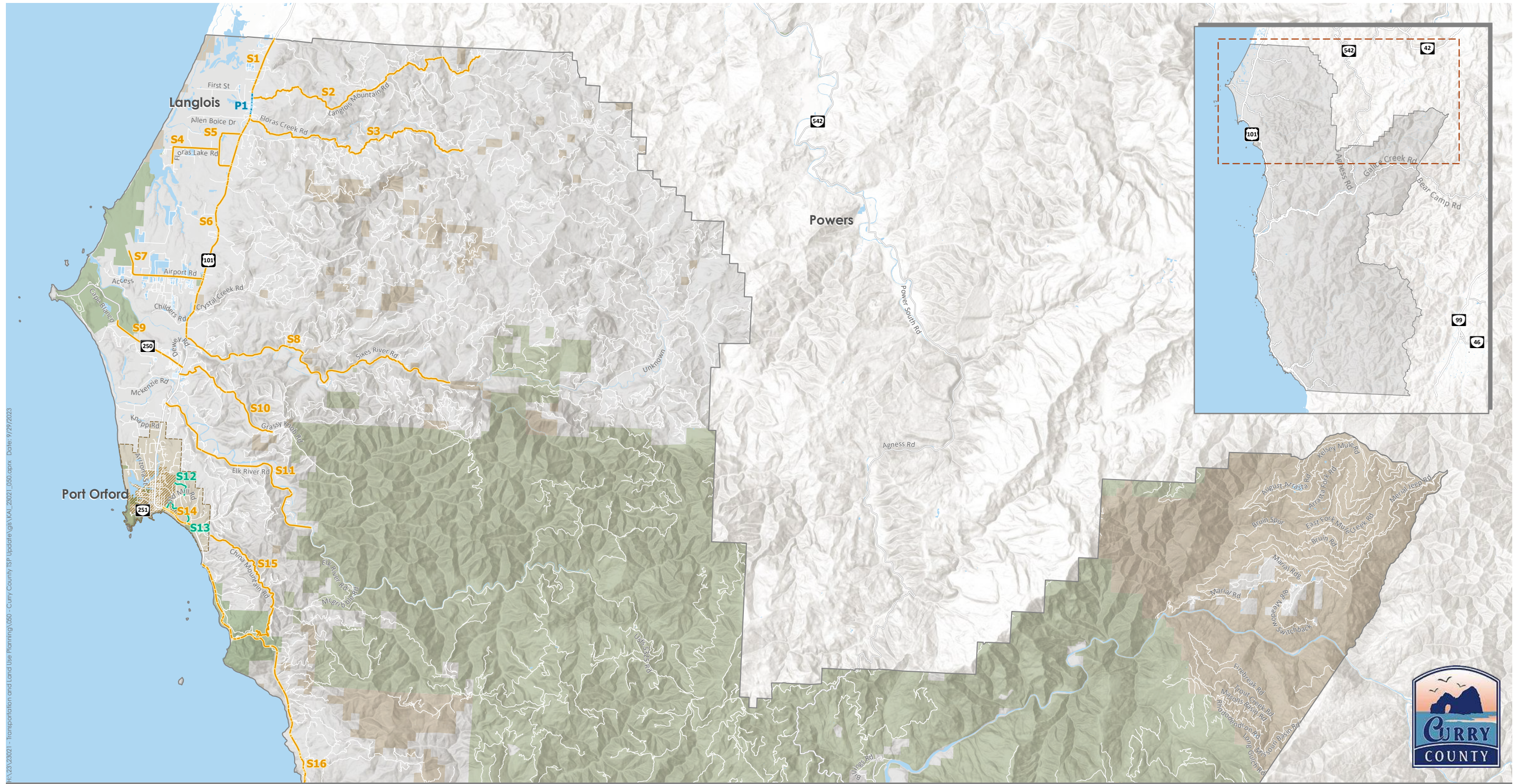
¹Sidewalk provided as per the Curry County Transit Development Plan (TDP) to provide easier access to the Coastal Express bus stop at the Langlois Public Library and Langlois Store.

PROJECT PROSPECTUS SHEETS

Project prospectus sheets were developed for key projects from the preferred alternatives identified above. These sheets provide additional details on the projects, including considerations for implementation and costs (costs will be developed in the next memorandum in the TSP Update). They can also serve as supporting documentation for if and when the County pursues funding options to implement the alternatives, such as grants. The projects that were selected reflect County's roadways that demonstrate the greatest need for enhancing vehicular traffic safety and increasing comfort for people walking and biking. The project prospectus sheets include the following roadways and intersections:

- Airport Road
- Sixes River Road
- Elk River Road
- Cedar Valley Road
- Nesika Road
- Edson Creek Road
- Wedderburn Loop
- N Bank Rogue River Road
- Jerry's Flat Road
- Hunter Creek Road
- Pistol River Road
- Cape Ferrelo Road
- Parkview Drive
- N Bank Chetco River Road
- S Bank Chetco River Road
- Lower Harbor Road
- Shopping Center Avenue
- W Hoffeldt Lane
- Oceanview Drive
- Winchuck River Road
- US 101 / Nesika Road-Edson Creek Road
- US 101 / Del-Cur Co-Op Site Access

These locations are identified in Figure 5.



County Facilities

- Shoulder Widening
- Bike Lanes/Shoulder Widening
- Bike Lanes and Sidewalks
- Buffered Bike Lanes or Sidepath
- Sidewalks or Sidepath
- Sidepath

ODOT/Others Facilities

- Shoulder Widening
- New Sidewalks

- City Limits
- UGB
- BLM Land
- USFS Land
- County Boundary
- State Line



Figure 4

**Preferred Pedestrian and Bicycle Alternatives
Curry County, Oregon**

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County Facilities

- Shoulder Widening
- Bike Lanes/Shoulder Widening
- Bike Lanes and Sidewalks
- Buffered Bike Lanes or Sidepath
- Sidewalks or Sidepath
- Sidepath

ODOT/Others Facilities

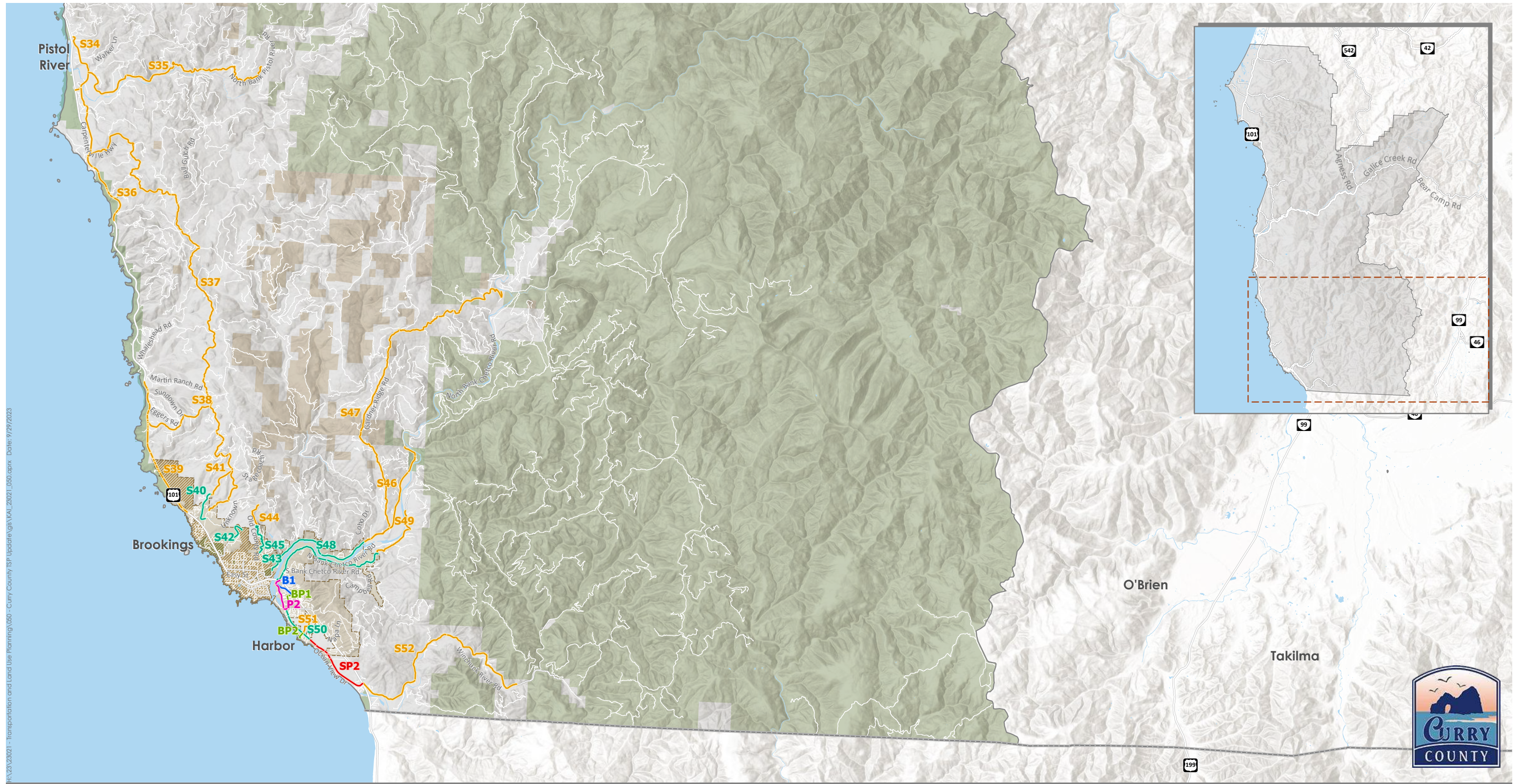
- Shoulder Widening
- New Sidewalks

- City Limits
- UGB
- BLM Land
- USFS Land
- County Boundary
- State Line



Figure 4

**Preferred Pedestrian and Bicycle Alternatives
Curry County, Oregon**



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County Facilities

- Shoulder Widening
- Bike Lanes/Shoulder Widening
- Bike Lanes and Sidewalks
- Buffered Bike Lanes or Sidepath
- Sidewalks or Sidepath
- Sidepath

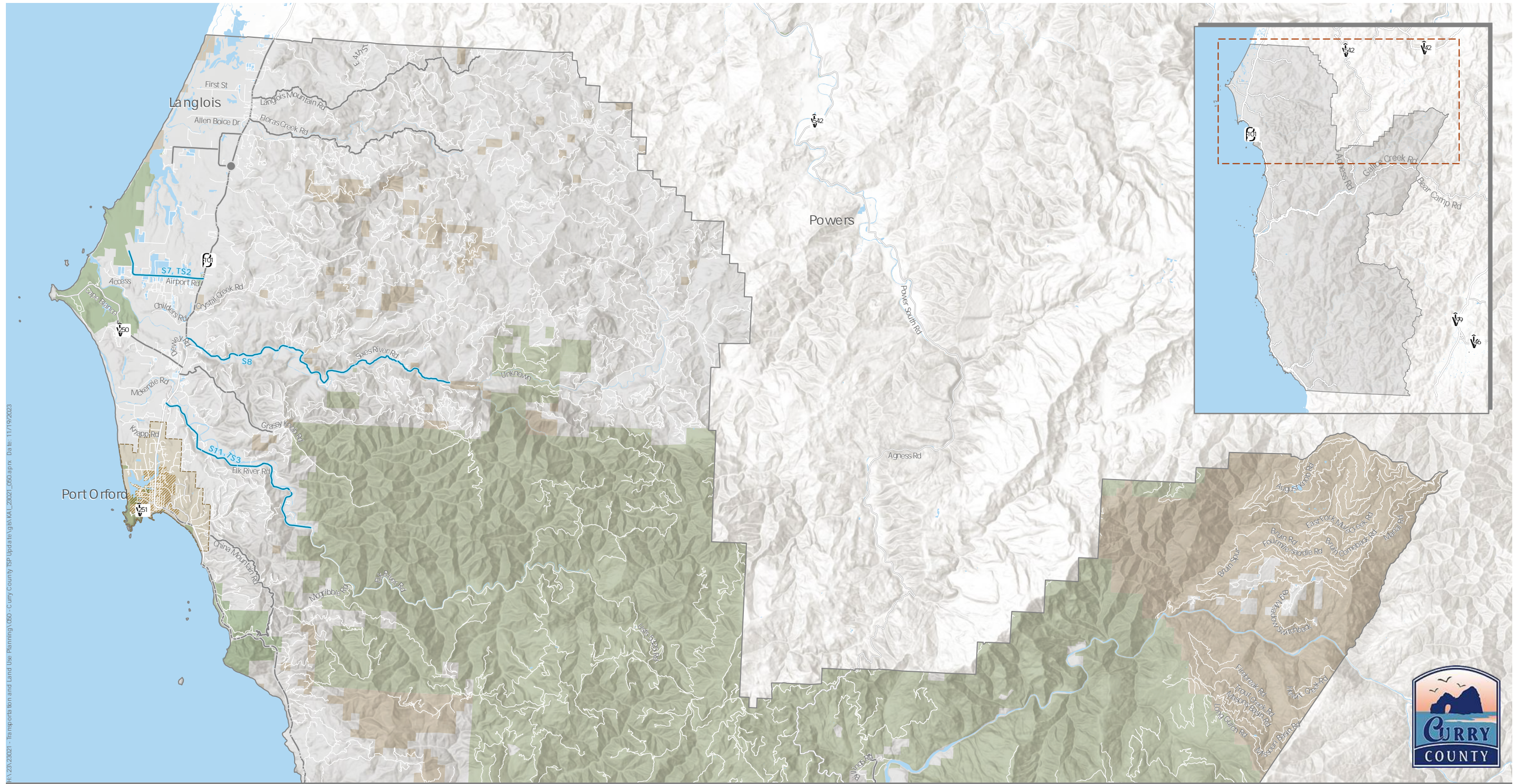
ODOT/Others Facilities

- Shoulder Widening
- New Sidewalks

- City Limits
- UGB
- BLM Land
- USFS Land
- County Boundary
- State Line



Figure 4
**Preferred Pedestrian and Bicycle Alternatives
 Curry County, Oregon**



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- Priority Intersection Project
- Long-Term Intersection Project
- Priority Roadway Project
- Long-Term Roadway Project



Figure 5

Priority Roadways and Intersections Identified for Project Prospectus Sheets
Curry County, Oregon

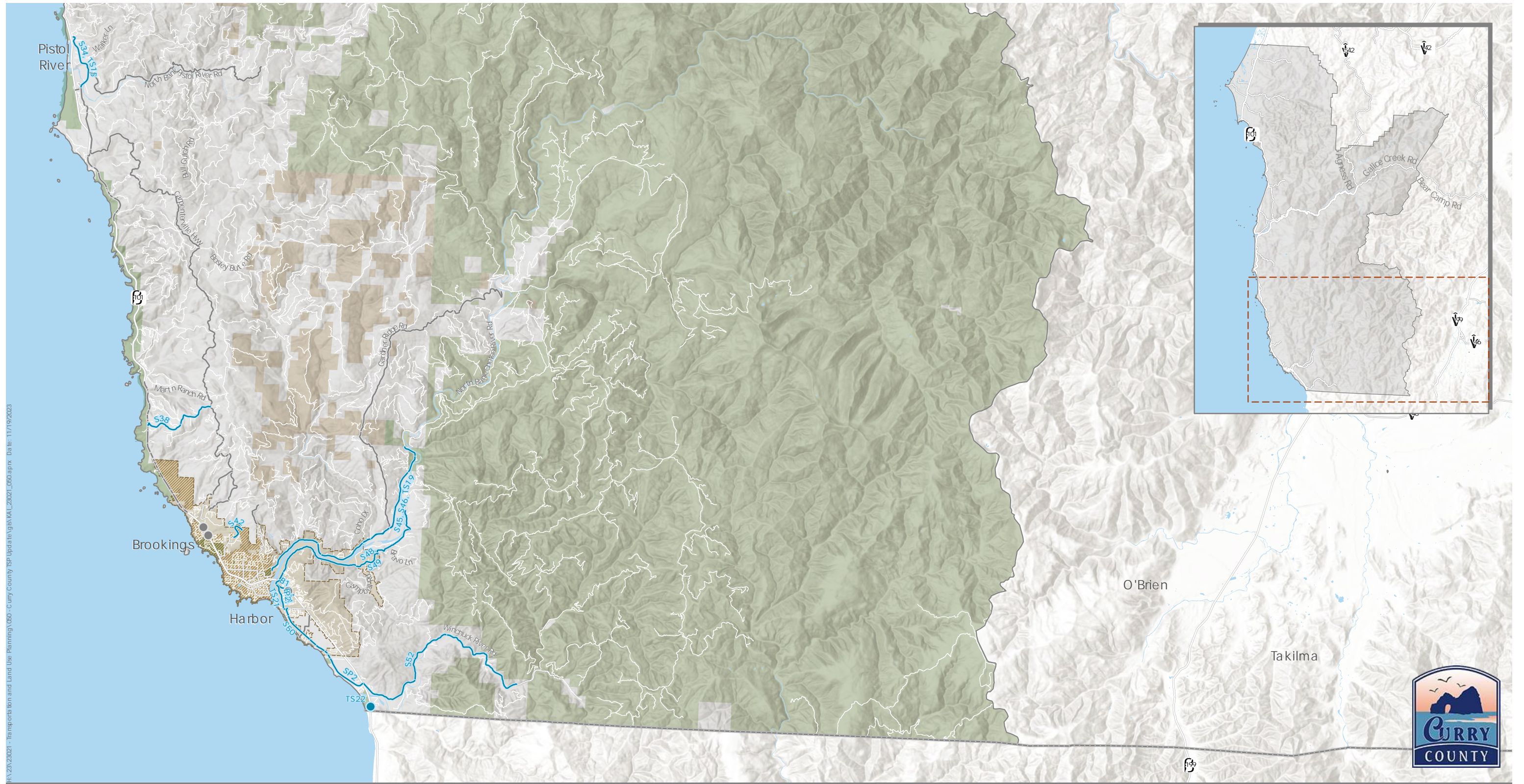


- Priority Intersection Project
- Long-Term Intersection Project
- Priority Roadway Project
- Long-Term Roadway Project



Figure 5

Priority Roadways and Intersections Identified for Project Prospectus Sheets
Curry County, Oregon



- Priority Intersection Project
- Long-Term Intersection Project
- Priority Roadway Project
- Long-Term Roadway Project



Figure 5

Priority Roadways and Intersections Identified for Project Prospectus Sheets
Curry County, Oregon

PROJECTS IN OTHER PLANS

PROJECTS IN OTHER PLANS

The following sections identify projects in the following adopted plans that pertain to the County and its TSP Update.

- 2005 Curry County TSP
- 2020 Curry County Strategic Plan
- 2021-2027 Curry County CIP
- 2023 Curry County Transit Development Plan
- Harbor Area Transportation System Refinement Plan
- 2017 Brookings TSP
- 2017 US 101 Corridor Plan (Chetco River Bridge to Oregon/California Border)
- 2022 Oregon Coast Bike Route Plan
- 2023 Southcoast Slide Study
- ODOT STIP (2021-2027)
- 2023 Oregon Coast Trail Action Plan

2005 Curry County TSP

The 2005 Curry County TSP recommends general and specific transportation projects throughout Curry County under its modal plans. Table 14 summarizes the modal plan activities from the 2005 TSP that have yet to be implemented and how they should be carried forward into the TSP Update if still relevant.

Table 14. Remaining 2005 Curry County TSP Modal Plan Activities

Modal Plans	Status	Recommendation
Roadway System Plan		
Implement County’s Capital Improvement Plan (CIP)	Ongoing	Projects that will be identified in the TSP Update should inform the County’s CIP.
Statewide Transportation Improvement Program (STIP) Projects		
Support STIP project implementation	Ongoing	The County should coordinate with ODOT during each STIP cycle regarding future recommended improvements to the state highway system.
Oregon Coast Highway Corridor Master Plan (1995)		
Reclaim and retain the rural character of the highway corridor by developing a signage program.	Ongoing	Carry forward into TSP Update.
Implement a consistent guardrail treatment.	Ongoing	Carry forward into TSP Update.
Develop turn lanes and deceleration lanes as warranted to recreational access points such as the Sixes and Elk River Roads, Floras Lake, and Cedar Forest State Wayside.	Ongoing	Carry forward into TSP Update.
Construct a longer passing lane as warranted northbound at the Coos/Curry County lines. Coordinate these improvements with upgrading the substandard vertical alignment. Extend existing passing lane at New Lake northbound.	Ongoing	Carry forward into TSP Update.
Provide a uniform rural highway cross section with shoulders and bikeways, preserving the scenic and natural quality of the travel corridor.	Ongoing	Carry forward into TSP Update.

Modal Plans	Status	Recommendation
Develop an access management plan.	Ongoing	Carry forward into TSP Update.
Develop wayside improvements for safer access by all users at Sixes River, Elk River, Pistol River, Buena Vista, and Rainbow Rock.	Ongoing	Carry forward into TSP Update.
Identify opportunities for passing lanes at Sixes River to five miles north of Sixes River.	Ongoing	Carry forward into TSP Update.
Seek ways to reduce speed limits in the rural communities of Langlois and Laurel Grove.	Ongoing	Posted speed on US 101 through Langlois is 40 MPH. Carry forward into TSP Update should the County desire this posted speed be lower.
Identify locations for viewpoints at Floras Creek and the Sixes and Elk Rivers.	Ongoing	Carry forward into TSP Update.
Stabilize the roadbed using geotechnical methods that blend with the natural environments (STIP project).	Ongoing	Geotechnical methods are details determined through project development and do not need to be identified in the TSP Update.
Identify locations where geometric and passing lane improvements are feasible and appropriate, including shoulders and bikeways, for safe, non-motorized use of the highway.	Ongoing	Carry forward into TSP Update.
Redesign turnouts to preclude use for passing, particularly for the area north of Humbug and at Rogue Hills.	Ongoing	Carry forward into TSP Update.
Provide left-turn lanes and deceleration lanes at Otter Point State Wayside, Geisel Monument Wayside (STIP project), the Ophir Rest Area, Pistol River, Boardman, Harris Beach, and Cape Sebastian State Park. Develop these sites for safe access by all users.	Ongoing	Carry forward into TSP Update.
Refine engineering reconnaissance completed in the Arizona Beach area (Arizona Slide).	Ongoing	Engineering reconnaissance is done through project development and does not need to be identified in the TSP Update.
Improve the turnouts at Devil's Back Bone, north of Sisters Rocks, south of Humbug Mountain (MP 303), Pistol River area, S.H. Boardman State Park area, Arch Rock, Whalehead Island, and Cape Ferrelo.	Ongoing	Carry forward into TSP Update.
Improve the Humbug Mountain site for safer access by all users through signage, pavement markings, and minimal shoulder improvements.	Ongoing	Carry forward into TSP Update.
Identify location for a passing lane north of Nesika Beach.	Ongoing	Carry forward into TSP Update.
Designate the segment of US 101 between Brookings and Port Orford as a natural corridor where slow traffic conditions can be expected due to scenic features and traffic associated with those features. Provide information signing at both ends to inform drivers of speed limits, distance to next passing lane, and that they are entering a scenic area.	Ongoing	Carry forward into TSP Update.
Identify a process for developing an emergency route plan.	Ongoing	Carry forward into TSP Update.
Improve signing to scenic destinations.	Ongoing	Carry forward into TSP Update.
Improve access to and parking for the beach north of Miner Creek and at Rainbow Rock.	Ongoing	Carry forward into TSP Update.

Modal Plans	Status	Recommendation
Identify and study potential east-west route to the I-5 corridor.	Ongoing	Carry forward into TSP Update.
Develop the McVay Rock Wayside, including access for all users. Coordinate with State Parks for the Crissy Field Project.	Ongoing	Carry forward into TSP Update.
Work with the State Parks Department to manage vegetation at Cape Sebastian State Park.	Ongoing	Carry forward into TSP Update.
Establish a gateway treatment for the southern access to the Oregon Coast.	Ongoing	Carry forward into TSP Update.
Bridges		
Repair or replace bridges in the next 20 years that have deficiencies or are approaching a deficient level.	Ongoing	Carry forward into TSP Update with latest data. The County should continue coordinating with ODOT during its bridge inspection cycles to identify bridge replacement or repair needs.
Pedestrian and Bicycle System Plans		
In rural areas, accommodate pedestrians and bicyclists on roadway shoulders. Where pedestrians and bicyclists cannot be safely accommodated, widen shoulders to meet standards as County roads and State highways are paved, repaved, or reconstructed. New roads should be constructed with adequate shoulders. Consider multi-use paths where they provide a viable alternative to a busy highway.	Ongoing	Carry forward into TSP Update and identify the priority roadways previously summarized under the Non-Motorized Transportation Network section of this memo.
Bike facilities on the urban sections of Curry County's roads are addressed in the city TSPs for those sections.	Ongoing	Carry forward into TSP Update but specify the priority roadways previously summarized under the Non-Motorized Transportation Network section of this memo that have been identified for projects.
Transportation Demand Management (TDM) Plan		
Successful techniques that could be initiated to help alleviate some traffic congestion include carpooling and vanpooling (especially for commuting between cities), alternative work schedules, bicycle and pedestrian facilities, and programs focused on high density employment areas.	Ongoing	Carry forward into TSP Update.
TDM strategies are not practical in most cases for locations in the county where traffic volumes are low and the population and employment is small.	Ongoing	Carry forward into TSP Update.
Consider creating a rideshare program to further boost carpooling ridership.	Ongoing	Carry forward into TSP Update.
Public Transportation Plan		
Expand local intercity bus service to include two or three round-trips a day between Curry and Coos counties.	Addressed in 2023 TDP	The Curry Public Transit TDP has the latest information on planned transit improvements in the county. The TSP Update will summarize these plans and adopt the TDP by reference.
Widely market expanded service and schedule including partnerships with local businesses to advertise both bus service and business services.	Addressed in 2023 TDP	See recommendation above.

Modal Plans	Status	Recommendation
Provide consistent, reliable service.	Addressed in 2023 TDP	See recommendation above.
Install 20 bus shelters on the entire route along US 101. Place them near a public use (e.g., shop, restaurant, church, etc.) and have available parking.	Addressed in 2023 TDP	See recommendation above.
Rail Service Plan		
Curry County has no rail service.	N/A	Carry forward into TSP Update.
Air Service Plan		
Curry County will rely on the incorporated cities and Oregon Aviation Department to plan, coordinate, and implement identified improvements at the Cape Blanco, Brookings, and Gold Beach airports and will participate as appropriate.	Ongoing	Carry forward into TSP Update.
Pipeline Service Plan		
There are currently no pipelines serving Curry County.	N/A	Carry forward into TSP Update.
Water Transportation Plan		
Port of Brookings-Harbor <ul style="list-style-type: none"> - Basin II Facility Rehabilitation - Basin I Replacement - Service and Repair Dock Port of Gold Beach <ul style="list-style-type: none"> - Launch Ramp Renovation - ADA Accessible Public Fishing Pier - Interpretive Signing Along Waterfront Areas - Jetty Improvement - Huntley Park Boat Launch Ramp - Paved Parking by Boat Launch - Construct Additional Docks and Other Moorage Facilities - Dredge Funding or Buy Suitable Dredge for Dredging Needs - Parking and Vehicle Circulation Plan 	Ongoing	Carry forward into TSP Update.

2020 Curry County Strategic Plan

Curry County's 2020 Strategic Plan establishes strategic goals that support the County's vision, mission, and values. The Strategic Plan includes five goals with the fifth goal focused on infrastructure. The County's infrastructure goal is summarized below.

Goal 5: Infrastructure

Improve service delivery and employee safety by investing in County infrastructure, including buildings, equipment, roads, and technology.

Develop a comprehensive Capital Improvement Program and Plan (CIP) for the County.

- Develop a comprehensive Capital Improvement Program (CIP) for the County.
 - Inventory capital needs for the County. Priority infrastructure projects may include the County Courthouse, Jail, and communication towers.
 - Integrate and align with Roads, Parks, IT, and other department-specific operating and capital plans.
 - Develop a CIP funding strategy that involves establishing capital reserve funding. Funding options may include general funds, grants, and bonds and levies.

- Develop annual processes to assess comprehensive capital improvement needs, prioritize projects, and identify funding.
- Ensure CIP information is available to the public.

Develop a Road Facilities Strategic Plan for the County.

Establish a County asset inventory system.

- Establish a County asset inventory system to identify potential opportunities to pool or share resources (including IT, tools, vehicles, etc.).
- Develop methods, staff resources, and procedures to ID, track, introduce, and retire equipment.
- Procure an assess inventory technology system to simplify ongoing tracking, monitoring, and replacement of assets.

Explore options to construct a new, code-compliant County Courthouse building.

- Explore options to fund and construct a new County Courthouse building that is code-compliant, tsunami safe, and more energy efficient.

Performance Indicators for Infrastructure

- Road, bridge, and culvert condition ratings
- County building condition ratings
- Unfunded capital improvement needs

Milestone Measures for Infrastructure

- Capital Improvement Plan complete
- Road Facilities Strategic Plan complete
- County asset inventory system complete

Curry County 2021-2027 Capital Improvement Plan

The County’s 2021-2027 Capital Improvement Plan (CIP) includes several projects for its roadways and bridges. These projects are summarized in Table 15 and Table 16.

Table 15. 2021-2027 CIP Roadway Projects for Curry County Arterials and Collectors with Identified Needs

Project Name	Location (MP)	Description
Gardner Ridge Road	8.1	Retaining wall system to repair slide (outside travel lane)
Langlois Mountain Road	0 – 9.53	Road maintenance (isolated reconstruction areas / roadway chip sealing)
Old County Road	0.88 – 2.92	Chip seal / repair isolated areas / examine subbase for possible replacement
Old Coast Road	0.74 – 2.55	MP 0.737 to 1.734: pothole repair (ditch maintenance where necessary) MP 1.734 to 2.554: chip seal (isolated repair areas prior)
	4.35 – 4.59	Chip seal, road reconstruction at both project limits, and ditch installation on east side
Floras Creek Road	2.9	20-foot roadway widening (to the south), gabion style retaining wall, drainage improvements, and geotechnical investigation / environmental permitting
	3.31	Curve straightening and roadway widening to County standards and drainage improvements
	3.96	Gabion style retaining wall, roadway widening to County standards, roadway realignment, fog line striping, drainage improvements, and geotechnical investigation / environmental permitting

Project Name	Location (MP)	Description
	2.61 – 5.18	Chip sealing, isolated areas of reconstruction, and fog line striping
Grizzly Mountain Road	0.39 – 1.34	Asphalt spot repairs, 2-inch overlay, drainage improvements, and fog line striping
Lower Harbor Road	0.17 – 0.96	5-foot-wide sidewalks, curb installation/relocation, retaining walls, ADA ramps, driveway approaches, drainage improvements, and utility relocation
Agness-Illahe Road	6.61 – 7.55	Chip seal and repair turnout at Illahe Lodge / other isolated areas prior to chip seal
Lower Harbor / Shopping Center	0.68	80-foot roundabout, sidewalks, and possible right-of-way acquisition
Lower Harbor / Commercial	0.12	80-foot roundabout, sidewalks, and possible right-of-way/structure acquisition

Table 16. 2021-2027 CIP Projects for Curry County Bridges with Identified Needs

Project Name	ODOT Bridge ID	Carries	Crosses	Description
Morrill Bridge	15C26	Floras Creek Rd	Floras Creek (N Fork)	Replacement
Edson Creek "A" Bridge	15C004	Sixes River Rd	Edson Creek	Girder strengthening
Myrtle Creek Bridge	15C15	Arizona Ranch Rd (Co. Road 500)	Myrtle Creek	Replacement
Willow Creek Bridge	15C12	Co. Road 136	Willow Creek (EB)	Replacement
Don Cameron Bridge	15C14	N Bank Chetco River Rd	N Fork Chetco River	Maintenance / Repair
Hunter Creek Bridge	15C010	Hunter Creek Rd	Hunter Creek	Improvements or abandonment
Lower Hunter Creek Bridge	15C24	Hunter Creek Rd	Hunters Creek	Maintenance / Repair
Upper Crook Creek Bridge	15C32	North Bank Pistol River Rd	Upper Crook Creek	Elevating / Lengthening
Pistol River Overpass	15C28	Pistol River Road	Private Road	Rotted members replacement or abandon
Pistol River Bridge	15C33	Pistol River Loop Rd (Co. Rd 693)	Pistol River	Improvements or abandonment
Gregg's Creek Bridge	15C27	Ophir Rd	Greggs Creek	Railing replacement, additional approach guardrail, and safety upgrades; footing beams and erosion monitoring
Euchre Creek Bridge	15C31	Ophir Rd (Co. Road 510)	Euchre Creek	Replacement

2023 Curry County Transit Development Plan (TDP)

Curry Public Transit, the regional transit agency serving Curry County, adopted a Transit Development Plan (TDP) this year (2023) that identifies key service and capital recommendations in the short-, medium-, and long-term within the county. A summary of the service recommendations is provided in Table 17. The TSP Update will adopt these recommendations by reference.

Table 17. CPT Service Recommendations

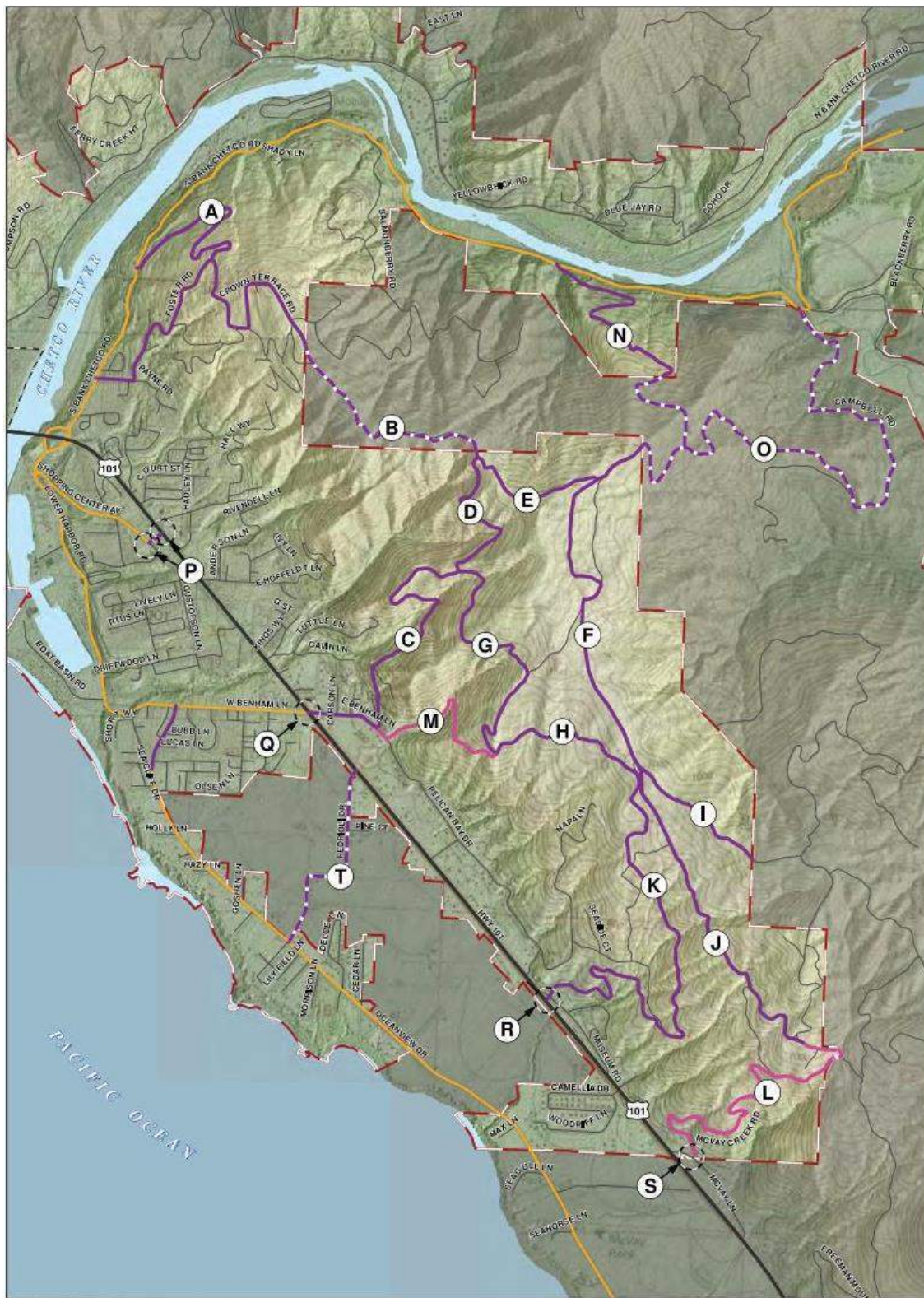
Timeline	Recommendation	Description	Notes
Short-Term (2025)	Port Orford Dial-A-Ride	New Dial-A-Ride service in Port Orford (9 hours/day)	N/A
	Coordination of Dial-A-Ride with Coastal Express	Coordinate Dial-A-Ride services with Coastal Express arrivals in Brookings, Gold Beach, and Port Orford	This recommendation would not incur additional costs; connections to/from the Coastal Express would be prioritized at certain times of the day
	Inter-County Service Coordination	Coordinate with other providers to improve efficiency by reducing transfer times and distances, while coordination with cities and Coos County can improve rider access to bus stops.	Coordination is part of normal administrative costs. However, if schedule changes are needed to improve coordination that require increasing service hours, costs would increase.
	Langlois Library Stop	Make the Langlois Public Library, which is currently a flag stop, a formal stop on the Coastal Express route. A flag stop is a location where riders can 'flag' down a bus, although there is no formal stop	-Provide CPT bus stop sign -Install bus stop shelter -Provide trash cans near the stop -Provide at least one bike rack
	Staff Capacity and Transition	Increase the number of staff employed by CPT, including bus operators and administrative staff. Develop a transition plan for the current manager of CPT.	Fill vacant positions that are already budgeted; staff costs for new or expanded service are part of the operating cost assumption for those services.
	Marketing & Advertising	Improve marketing and advertising by providing maps and/or brochures	Uses existing marketing budget
	Service to Crescent City	Coordinate with RCTA to provide service	Uses existing administration budget
Mid-Term (2030)	Brookings Circulator	A local route that would serve the commercial and residential land uses in Brookings and Harbor (13 hours/day).	N/A
	Increased Service Hours of Coastal Express and Dial-A-Ride	Adding an additional run (morning) to the Coastal Express will help to increase frequency and meet unmet needs. Providing more services increases the number of trip types that transit can serve and helps address identified local and regional transit gaps.	N/A
	Bus Stop Improvements including Weather-Resistant Bus Shelters	Improve shelters at stops in Curry County (Port Orford, Gold Beach, Brookings, and both stops in Harbor).	N/A
	Marketing & Advertising	Continue marketing activities.	Uses existing marketing budget
Long-Term (2035)	Gold Beach Circulator	A local route that would serve the commercial and residential land uses within Gold Beach (13 hours/day) and/or provide additional service between Gold Beach and Brookings/Harbor between Coastal Express trips.	N/A
	Add Stop at Southwestern Oregon Community College (SWOCC)	Provide services to SWOCC by adding a transit stop at or near the campus.	Topographic constraints make it difficult to provide pullouts and shelters on US 101; campus access road and parking lot configuration make it difficult to provide an on-campus stop.
	Marketing & Advertising	Continue to improve marketing and advertising in the long run.	Uses existing marketing budget

2009 Harbor Area Transportation System Refinement Plan

The 2009 Harbor Area Transportation System Refinement Plan focuses on roadways within and outside of the Brookings UGB, where many projects may be considered under Curry County jurisdiction. The plan includes new collector roadways and intersection improvements. The projects are summarized in Table 18 (and identified in the map that follows).

Table 18. 2009 Harbor Area Transportation System Refinement Plan

Project ID	Description/Location	Details
A	New Hillside Collector (4500 ft)	Two lane collector roadway with shoulder and path Enclosed drainage on both sides of Roadway Improvement B may require a goal exception
B	New Hillside Collector (4500 ft)	
C	New Hillside Collector (5500 ft)	
D	New Hillside Collector (3000 ft)	
E	New Hillside Collector (2500 ft)	
F	New Hillside Collector (6400 ft)	
G	New Hillside Collector (5200 ft)	
H	New Hillside Collector (3200 ft)	
I	New Hillside Collector (2500 ft)	
J	New Hillside Collector (600 ft)	
K	New Hillside Collector (9500 ft)	
L	New Hillside Local Road (7000ft)	Two lane local street with mountable curb and sidewalk on one side
M	New Hillside Local Road (3200ft)	Enclosed drainage on curb side
N	New Hillside Collector (6500 ft)	Two lane collector roadway with shoulder and path
O	New Hillside Collector (13,000 ft)	Enclosed drainage on both sides of roadway Goal exception required
P	US 101 & Zimmerman Lane Zimmerman Lane & Shopping Center Drive	Add 2nd eastbound left turn lane from Zimmerman to US 101 Add southwest left turn lane on Zimmerman
Q	US 101 & Benham Lane	Realign Benham Lane approaches to intersect more perpendicular to US 101 Separate eastbound left, thru and right lane approaches Add westbound & southbound right turn lane
R	US 101 & Museum Lane (north)	Realign Museum Lane approach to intersect perpendicular to US 101 Provide separate westbound left and right lane
S	McVay Lane and McVay Creek Road	Future weigh station location, design of connection with McVay Creek Road will require coordination and additional analysis and will be right out only.
T	Pedrioli Drive	Improve intersection to collector status. Goal exception required to classify as a collector and improvement to intersection with US 101 required.



Date: 07/28/19 File: Bookings_ProposedPopoulum

- Proposed Roadway Project
- Proposed Intersection Improvements
- Proposed Collector Within UGB
- Proposed Secondary Access Within UGB
- Proposed Collector Outside of UGB
- Proposed Secondary Access Outside of UGB

- Existing Collector - Existing Roadway
- Highway
- Local Road
- Urban Growth Boundary
- City Limits

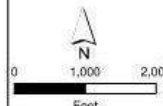


Figure 7
Proposed Roadway Projects
 Harbor Area Transportation System Refinement Plan
 Curry County, Oregon

Note: Classified roads located outside of urban growth boundary are not included in the TSP roadway network until approved goal exception obtained.

2017 Brookings TSP

The 2017 Brookings TSP identifies multimodal improvements to the transportation network within the Brookings UGB over the next 20 years. Projects that are relevant to the Curry County TSP update are identified in Table 19 and the maps that follow.

Table 19. 2017 Brookings TSP

Project ID	Location	Description
M-13	Parkview Drive/Airport Road near Brookings County Airport	Rebuild Airport Road as a cut-and-cover tunnel to avoid the Runway Protection Zone (RPZ) of Brookings County Airport
M-14	US 101 and Hoffeldt Lane	Motorized Project M-14 was developed as part of the US 101 Corridor Plan (ODOT 2016).
M-15	US 101 and Zimmerman Lane	Motorized Project M-15 was developed as part of the US 101 Corridor Plan (ODOT 2016).
M-16	US 101 and Benham Lane	Motorized Project M-16 was developed as part of the US 101 Corridor Plan (ODOT 2016).
N-10	Lower Harbor Road and Oceanview Drive	<p><u>Lower Harbor Road</u> Install conventional bike lanes and sidewalks on both sides, where feasible.</p> <p><u>Oceanview Drive</u> Install conventional bike lanes where right-of-way is available, and bike route where right-of-way is not available.</p> <p><u>Intersection of Lower Harbor Road and Shopping Center Avenue</u> Install pedestrian and bicycle crossing improvements.</p>

Motorized Improvement Projects



Non-Motorized Improvement Projects



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

The 2017 US 101 Corridor Plan identifies multimodal solutions roadway deficiencies along US 101 from the Oregon/California Border to the Chetco River Bridge in Brookings. The corridor plan recommendations are summarized in Table 20. The TSP Update will adopt these recommendations by reference.

Table 20. Remaining 2017 US 101 Corridor Plan Recommendations

#	Location	Description	Status
1	Chetco River Bridge to Sunshine Cove Lane (Brookings-Harbor); MP 358.08 to 358.38	Install 7-foot bike lanes	Partially Complete (Medium Term: 5-10 years)
2	Sunshine Cove Lane to Benham Lane (Brookings-Harbor); MP 358.38 to 359.32	Install 6-foot sidewalks, ADA-compliant ramps, and 7-foot bike lanes	Partially Complete (Medium Term: 5-10 years)
3	Benham Lane to North McVay Lane (Brookings UGB); MP 359.32 to 361.16	Install 19-foot center lane between Raymond Lane and McVay Lane (north); upgrade and rebuild deficient shoulders to 10-foot paved shoulder bikeway between Benham Lane and McVay Lane (north)	Not Complete (Long Term: 10-20 years)
4	North McVay Lane to Apple Hill RV Park (Rural); MP 361.16 to 361.58	Install 19-foot center lane; upgrade and rebuild deficient shoulders to 10-foot paved shoulder bikeway; add lane reduction pavement arrows to facilitate a transition area from 4 lanes to 2 lanes	Not Complete (Long Term: 15-20 years)
5	Apple Hill RV Park to Stateline Road (Rural); MP 361.58 to 362.95	No improvements; maintain existing cross section.	N/A
6	Stateline Road to Oregon/California Border (Rural); MP 362.95 to 363.11	Install 19-foot center lane; upgrade and rebuild deficient shoulders to 10-foot paved shoulder bikeway	Not Complete (Long Term: 10-20 years)
7	Lower Harbor Road / US 101 / S Bank Chetco River Road	Install 6-foot sidewalks on south side of Underpass Road and Lower Harbor Road	Not Complete (Long Term; 10-20 years)
8	US 101 / Zimmerman Lane	Install southbound right-turn lane on US 101, additional sidewalk on Zimmerman Lane and US 101, ADA-compliant curb ramps on all intersection approaches / pedestrian facilities; continue US 101 bike lanes through intersection	Not Complete (Short Term: 1-5 years)
9	US 101 / Hoffeldt Lane	Install new signals on mast arms with heads closer to stop bar (for Hoffeldt Lane); install new sidewalks on US 101 south of intersection and ADA-compliant curb ramps on all intersection approaches; continue US 101 bike lanes through intersection; update US 101 right-turn channelization to current design standard and ADA standard	Not Complete (Medium Term: 5-10 years)
10	US 101 / Benham Lane	Install new signals on mast arms with heads closer to stop bar (for Benham Lane); install new sidewalks on US 101 and Benham Lane, ADA-compliant curb ramps on all intersection approaches, and southbound right-turn lane on US 101; continue US 101 bike lanes through intersection; update US 101 right-turn channelization to current design standard and ADA standard	Not Complete (Long Term: 10-20 years)
11	US 101 / Pedrioli Drive	Relocate north driveway on east side of US 101 further north to serve commercial development; install southbound right-turn lane on US 101	Not Complete (Long Term: 10-20 years)
12	US 101 / Oceanview Drive-Winchuck River Road	Close northbound leg of Winchuck River Road	Not Complete (Long Term: 15-20 years)
13	US 101 / Stateline Road	Make north access at Del-Cur Supply Co-Op right-in/right-out and improve site access on Stateline Road; relocate guardrail on southwest corner of intersection further from highway.	Not Complete (Short Term: 1-5 years)

2022 Oregon Coast Bike Route Plan

The 2022 Oregon Coast Bike Route Plan identifies recommendations for bicycle facilities along US 101 through Curry County. General recommendations for urban areas include:

- Reconfiguring roadways by reallocating roadway lane spacing (reducing number of travel lanes, narrowing travel lanes, removing parking, etc.) to provide room for pedestrian and bicycle facilities;
- Building off-road, shared use paths; and
- Providing alternate routes for segments of US 101 that do not have enough space for comfortable bicycle facilities.

General recommendations for rural areas include:

- Widening roadways where right of way is available to expand shoulders or add bike lanes;
- Implementing rest area pullouts to provide places for people biking to stop and rest, especially on steep sections of roadway; and
- Improving signage, increasing signage consistency, and standardizing the use of flashing beacons to alert people driving to people biking.

Within Curry County, specific recommendations are summarized in Table 21.

Table 21. Oregon Coast Bike Route Plan Recommendations within Curry County

Project Area	Short Term Solutions	Long Term Solutions
Humbug Mountain Area	<ul style="list-style-type: none"> - Provide signs leading to the segment that remind people to share the road with people biking. - Provide flashing beacon lights to indicate when people are biking or walking in the area. - Provide signs indicating "Bikes May Use Full Lane" or equivalent. Prioritize the narrowest stretch first. 	<ul style="list-style-type: none"> - Construct a parallel shared use path to bypass the narrow, windy, and steep segment.
Gold Beach	<ul style="list-style-type: none"> - Reconfigure the road space on US 101 through Gold Beach to allow six-foot wide bike lanes. - For this concept to advance, it must have further analysis and public input, and be coordinated with the city. 	<ul style="list-style-type: none"> - None recommended
Brookings	<ul style="list-style-type: none"> - Reconfigure roadway space to make space for people biking. - Reroute the Oregon Coast Bike Route off US 101 to use Railroad Street between Pacific Avenue and Oak Street. - For this concept to advance, it must have further analysis and public input, and be coordinated with the city. 	<ul style="list-style-type: none"> - None recommended
Patterson (Rogue River), Thomas Creek, and Winchuck River Bridges	<ul style="list-style-type: none"> - Provide signs leading to the bridge that remind people to share the road with people biking. - Provide flashing beacon lights to indicate when people are biking on the bridge. - Consider advisory speed signs when the flashing beacons are activated. 	<ul style="list-style-type: none"> - None recommended

2023 South Coast Slide Study

The 2023 South Coast Slide Study investigates sustainable, practical, and cost-effective solutions and strategies to reduce the travel impact of 13 priority slide sites along US 101 between Port Orford and Brookings. Part of the study identified preferred roadway improvement mitigations.

Mitigations are focused on OR 255 (Carpenterville Highway) from Brookings to Pistol River and include:

- **Destination and directional signage** along the route: these increase driver comfort and reduce temporary traffic control signage during an event.
- **Enhanced existing pullouts with additional gravel and advance signage** along route: allows vehicles to pull out of traffic flows and facilitates detour operations.

STIP (2021-2027)

The Statewide Transportation Improvement Program (STIP) is ODOT's four-year funding program for transportation improvement projects on state and regional transportation systems. An expected outcome of the TSP Update process is proposing that the STIP be amended to include projects in the plan. The STIP projects will most likely involve improvements that are eligible for funding through the ODOT Enhance program, which awards funding through a competitive application process. A list of relevant projects identified in the current STIP (2021-2024) are shown in Table 22, along with ODOT's 2024-2027 STIP projects (available but awaiting approval following federal review).

Table 22. 2021-2024 and 2024-2027 STIP Projects for Curry County

Project Name	Description	Type	Total Project Cost	2023 Status
2021 - 2024 Projects				
US 101/OR 38: Variable Message Sign Upgrades	Replace existing hazard warning system with LED-based variable message (VMS) system to increase visibility to the traveling public	Preliminary Engineering, Construction	\$2,022,871	Construction Complete
US 101: Parkview Dr - Lucky Ln (Brookings) ¹	Construct a bike lane and a sidewalk along the east side of US101 and replace deficient sidewalk, add a short segment of sidewalk on Ransom St, add flashing lights at Ransom Ave and Arnold Ave, and convert a 4-lane section to 3-lane from Heather Ln to Arnold Ln to improve pedestrian safety.	Preliminary Engineering, Right of Way, Utility Relocation, Construction	\$4,962,000	Construction Scheduled for 2024
US 101: Garrison Slough - Cemetery Loop Rd (Port Orford)	Remove existing pavement and replace with new; upgrade ADA ramps; add curb extensions, pedestrian signals, and sign and illumination upgrades	Preliminary Engineering, Right of Way, Construction, Other	\$6,975,668	Under Construction
US 101: Gold Beach (Rogue River) Bridge ¹	Replace the existing cathodic protection system, a technique used to control the corrosion of a metal surface, to preserve the bridge structure.	Preliminary Engineering, Right of Way, Utility Relocation, Construction	\$25,141,000	Construction Scheduled for 2024
US 101: Floras Creek and Willow Creek Bridges ¹	Replace the bridge rails on Floras Creek and Willow Creek structures to meet current safety standards. Replace the driving surfaces and joints on each bridge. Remove asphalt from the Willow Creek bridge and adjust the substructure of the roadway to match.	Preliminary Engineering, Right of Way, Utility Relocation, Construction	\$5,107,000	Construction Scheduled for 2024
US 101: Arizona Slide	Geological investigation for historical data collection, drilling, drain inspections, and recommendations to provide guidance for a future project.	Planning	\$512,313	Planning Complete
Klondike Fire Rehab	Restore approximately 45-miles of trails impacted by the Taylor and Klondike Fires	Other	\$119,746	Complete

Project Name	Description	Type	Total Project Cost	2023 Status
Arizona Ranch Rd: Myrtle Creek Bridge	Design for a future construction project to replace the bridge with a modern bridge type of sufficient width to increase safety and improve access.	Preliminary Engineering	\$514,800	Project Funded Through Final Plans
Southwest Oregon 2024-2027 ADA Curb Ramp Design, Phase 1	Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	Preliminary Engineering	\$5,500,000	Project Funded Through Final Plans
2024-2027 Projects				
US 101: Washington to California	Install National Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US 101 between Washington and California.	Planning, Preliminary Engineering, Construction	\$6,281,000	Construction Scheduled for 2025
Southwest Oregon Rural Intersection Safety Improvements	Install signs to provide a safer roadway to the traveling public in ODOT Region 3.	Preliminary Engineering, Construction	\$3,119,988	Construction Scheduled for 2025
Southwest Oregon 2024-2027 ADA Curb Ramp Design, Phase 2	Design for future construction of curb ramps to meet compliance ADA standards.	Preliminary Engineering	\$8,316,400	Project Funded Through Final Plans
Highway Barrier Upgrades (Coos/ Curry)	Replace the barrier on highways in Coos and Curry counties to improve safety on the roadway for the traveling public.	Preliminary Engineering, Construction	\$3,578,485	Construction Scheduled for 2026
SW Oregon Safety Program Funding Reserve (FFY25-27)	Funding reserved for federal fiscal year 2024-2027 for the Region 3 ARTS program.	Construction	\$1,195,529	Bucket of Funds
SW Oregon Preservation Program Funding Reserve (FFY25-27)	Funding reserved for future preservation projects in the 2024-2027 STIP cycle.	Construction	\$1,163,235	Bucket of Funds
SW Oregon HB2017 Safety Program Funding Reserve (FFY25-27)	Funding reserved for federal fiscal year 2024-2027 for the Region 3 HB2017 safety program.	Construction	\$143,554	Bucket of Funds
US101: Anderson Rockfall	Install rock protection screening to help prevent rock falling on roadway.	Preliminary Engineering, Construction	\$2,008,219	Construction Scheduled for 2024
Arizona Ranch Rd: Myrtle Creek Bridge	Replace the bridge with a wider and modern bridge to increase safety and improve access.	Preliminary Engineering, Right of Way, Utility Relocation, Construction	\$2,616,500	Construction Scheduled for 2026
US 101: Woodroof Creek Slide	Drainage improvements and pavement resurfacing to provide a safer roadway to the traveling public.	Preliminary Engineering, Right of Way, Construction	\$2,824,884	Construction Scheduled for 2027
US 101: Robin Lane to California State Line	Design project to remove existing pavement and replace with new asphalt to extend pavement service life. Safety upgrades to install barrier. Repair culverts and replace bridge driving surfaces to improve safety for traveling public.	Preliminary Engineering	\$655,815	Project Funded Through Final Plans

Project Name	Description	Type	Total Project Cost	2023 Status
Edson Creek "A" Bridge Rehab	Strengthen the existing bridge girders as needed to maintain the integrity of the bridge.	Preliminary Engineering, Construction	\$989,300	Construction Scheduled for 2026

¹Project also identified in 2024-2027 STIP

Oregon Coast Trail Action Plan

The ongoing Oregon Coast Trail Action Plan identifies various improvements for the Oregon Coast Trail over the next 20 years. Projects that are relevant to the Curry County TSP Update are identified in Table 23 (and the map that follows).

Table 23. Oregon Coast Trail Action Plan Projects in Curry County

Project ID	Location	Description
9-2	Rocky Point	Primary: Rounds Rocky Point on U.S. 101. New wayfinding signs. Warning signs along U.S. 101. Improve shoulders where feasible along U.S. 101. Improve crossing at Old Highway 101 / Humbug Mountain Frontage Road.
9-3	Humbug Mountain (North)	Primary: Follows a combination of U.S. 101, other existing roads, existing trails, beach, and new trails. New trails are (1) west of U.S. 101 between approximate mile points 311.1 and 311.9, (2) east of Sisters Rock, and (3) from Coy Creek Road to the beach. Improve U.S. 101 crossings at four locations: (1) Humbug Mountain State Park day use area (mile point 307.8), (2) Pacific Highlands Drive (mile point 311.9), (3) Sisters Rock (mile point 314.6), and (4) at new trail from Coy Creek Road (mile point 316.3). Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101. New wayfinding signs.
9-5	Nesika	Primary: Follow Nesika Road and Old Coast Road. Improve U.S. 101 crossings at Geisel Monument Heritage Site and Old Coast Road (mile points 322.5 and 324.1). New wayfinding signs.
9-6	Gold Beach	Primary: Existing roads and U.S. 101 Wedderburn Bridge (existing route). New wayfinding signs.
10-1	Crook Point	Primary: Follow U.S. 101 (existing route). New wayfinding signs. Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101.
10-2	Thomas Creek	Primary: Follow U.S. 101 over Thomas Creek Bridge (existing route). New wayfinding signs. Warning signs along U.S. 101.
10-3	Shy Creek	Primary: Follow U.S. 101 (existing route). New wayfinding signs. Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101.
10-4	Chetco River (North)	Primary: Follow U.S. 101 and Railroad Street. New wayfinding signs. Warning signs along portions of U.S. 101 lacking sidewalks. Implement shoulder improvements where feasible along portions of U.S. 101 lacking sidewalks.
10-5	Chetco River (South)	Primary: Follow Oceanview Drive to McVay Rock State Park, beach to Crissey Field. Tidal gap signs. New wayfinding signs. Warning signs along Oceanview Drive. Alternate: Follow Oceanview Drive to U.S. 101, cross the Winchuck River, follow existing (but currently informal) trail through Crissey Field State Recreation Site. New wayfinding signs. Warning signs along Oceanview Drive and U.S. 101.

