



Curry County Transportation System Plan

Technical Advisory Committee Meeting #2

March 15, 2023



Meeting Agenda



Introductions



Tech Memo #4:
Current Transportation
System Operations



Project Update



General Discussion



Tech Memo #3:
Update System
Inventory



Next Steps



Introductions



Project Update



Project Schedule

1 - Project Management	Throughout
2 - Public and Agency Involvement Plan	Throughout
3 - Definition and Background	August - November
4 - Update System Inventory	November - March
5 - Current Transportation System Operations	November - March
6 - Future Baseline (No Build)	March - May
7 - Alternative Evaluation	March - September
8 - Draft Policies, Ordinances, and Financially Constrained Plan	August - December
9 - Draft TSP	December - March
10 - Final TSP	March - April

2022

2023

2024



Meetings & Milestones

Definition & Background
(November 2022)

• **TAC Meeting #1**

Update Inventory / Current Operations
(Today)

• **TAC Meeting #2** / Virtual Public Meeting #1 / Public Meeting #1
• County Board Meeting #1 / Planning Commission Meeting #1

Future Baseline / Alternative Evaluation
(May 2023)

• **TAC Meeting #3**

Preferred Alternative
(August 2023)

• **TAC Meeting #4** / Virtual Public Meeting #2 / Public Meeting #2
• County Board Meeting #2 / Planning Commission Meeting #2

Draft Policies, Ordinances, and Financially Constrained Plan
(November 2023)

• **TAC Meeting #5**
• Joint County Board / Planning Commission Presentation



Major Tasks & Deliverables

Definition & Background

- TM #1: Goals & Objectives
- TM #2: Policy Review
- Financial Forecast
- Methodology & Assumptions

Update Inventory / Current Operations

- TM #3: Update System Inventory
- TM #4: Current Transportation System Operations

Future Baseline / Alternative Evaluation

- TM #5: Future Baseline (No Build)
- TM #6: Alternative Evaluation

Preferred Alternative

- TM #7: Preferred Alternative

Draft Policies, Ordinances, and Financially Constrained Plan

- Policy and Standards Memo
- Implementing Ordinances and Code Changes Memo
- Financially Constrained Project List Memo

Draft TSP

- Draft TSP
- Revised TSP

Final TSP

- Final TSP



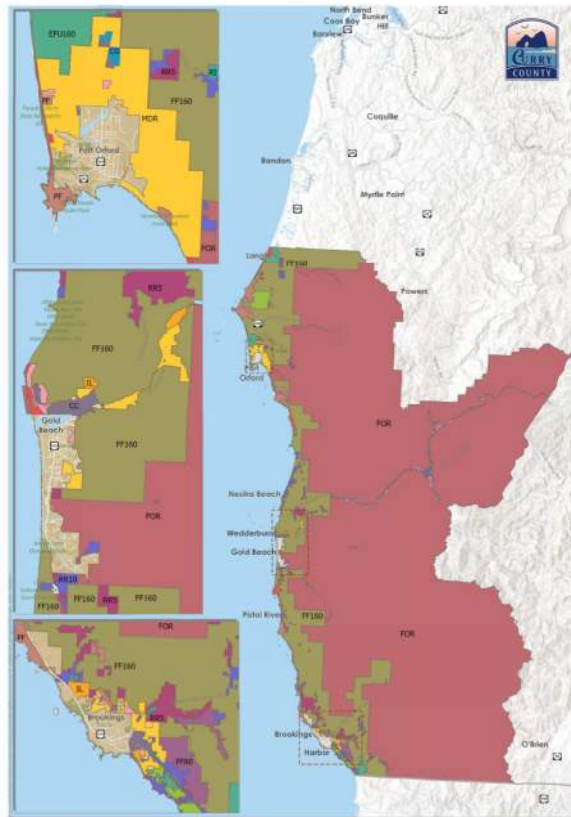
Tech Memo #3: Update System Inventory



Tech Memo #3: Update System Inventory

Land Use

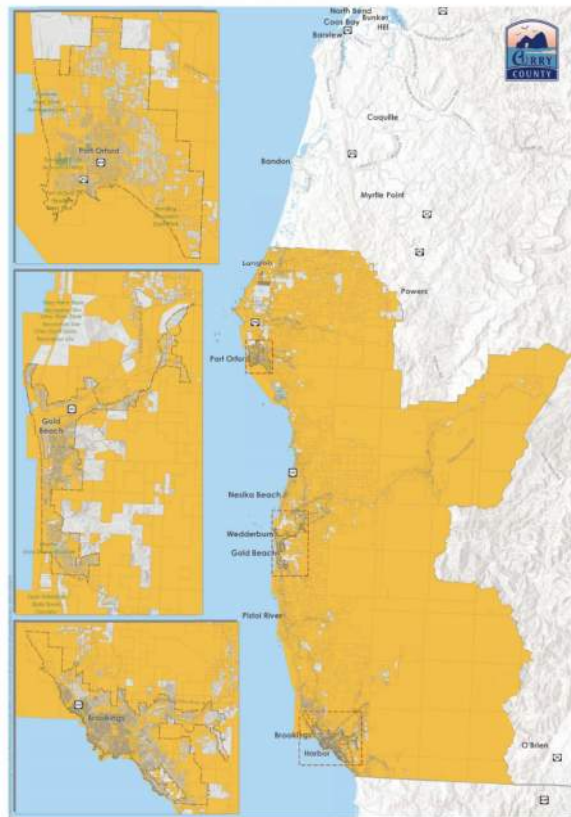
- Most land is designated for **Timber**.
- The second largest amount of land is designated for **Forest Grazing**.



Tech Memo #3: Update System Inventory

Land Use

- Most **vacant and re-developable land** is zoned for forest or agriculture – cannot be developed or redeveloped.
- Some **vacant and re-developable land** outside each UGB is designated for rural residential development.



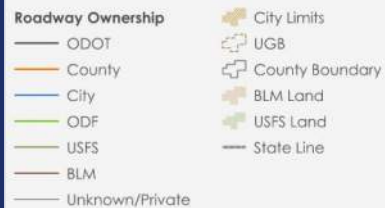
- UGBs
- County Boundary
- Unimproved Parcels



Tech Memo #3: Update System Inventory

Roadway Network: Jurisdiction

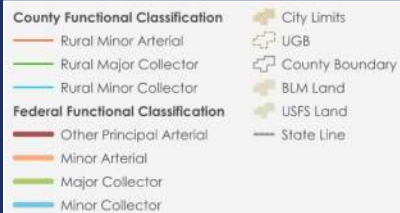
- The **County**, **ODOT**, **ODF**, **USFS**, **BLM**, and **incorporated cities** all own roadways.
- **USFS** owns 37% of roads (most within the Rogue River-Siskiyou National Forest).



Tech Memo #3: Update System Inventory

Roadway Network: Functional Classification

- Federal and County functional classifications have discrepancies for multiple County roads.
- The road network lacks major continuous east-west connections between the State highway system.
- Most County arterials and collectors comply with access spacing standards (with some exceptions).



Tech Memo #3: Update System Inventory

Roadway Network: Freight

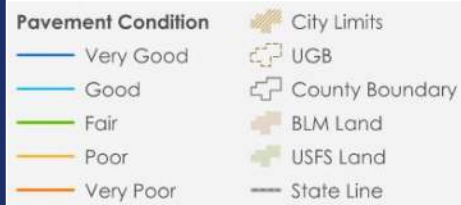
- **US 101 / OR 250 / OR 255** have freight length / width restrictions and are not authorized to move certain freight (e.g., triples combinations, mobile homes / modular building units).
- **US 101** includes 2 weight restricted bridges, is a Reduction Review Route, and is a National Highway System route (but is not a National Highway or National Network State freight route, except north of Port Orford).
- None of the **State highways** are OHP-designated freight routes.



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Roadway Network: Pavement Conditions

- Most County and State highways have **fair pavement condition** or better.
- Sections of Hensley Hill Road, OR 251, OR 255, US 101 (near Gold Beach and Brookings), and other roadways in Brookings, Gold Beach, and Port Orford have **poor or worse pavement conditions**.



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Roadway Network: Paved Shoulders

- The County's roadway improvement standards do not specify minimum paved shoulder widths for rural roads.
- Much of the County's **rural roadway network lacks paved shoulders** and is substandard (96% has 2-foot paved shoulders or narrower).



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Roadway Network: Travel Lanes

- Most State and County facilities are **two-lane roadways, including US 101**, except in and around Brookings and Gold Beach.
- US 101 includes several stretches of passing lanes and pull-outs.



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Roadway Network: Other Characteristics

- **US 101 is generally 55 MPH**, except through major urban areas.
- **Most major County roads are 45-55 MPH** (sections of N Bank Rogue River Road, N Bank Chetco River Road, S Bank Chetco River Road, and Oceanview Drive are 40 MPH or slower).
- **Most public street intersections are stop-sign controlled** or uncontrolled, except for signalized intersections along US 101 in the Brookings and Gold Beach areas.



Tech Memo #3: Update System Inventory

Bridges & Culverts: Ownership

- The **County maintains 36** of the 75 bridges in the county (32 are on the National Bridge Inventory).
- The County maintains 3,573 of the 3,600 or more culverts.

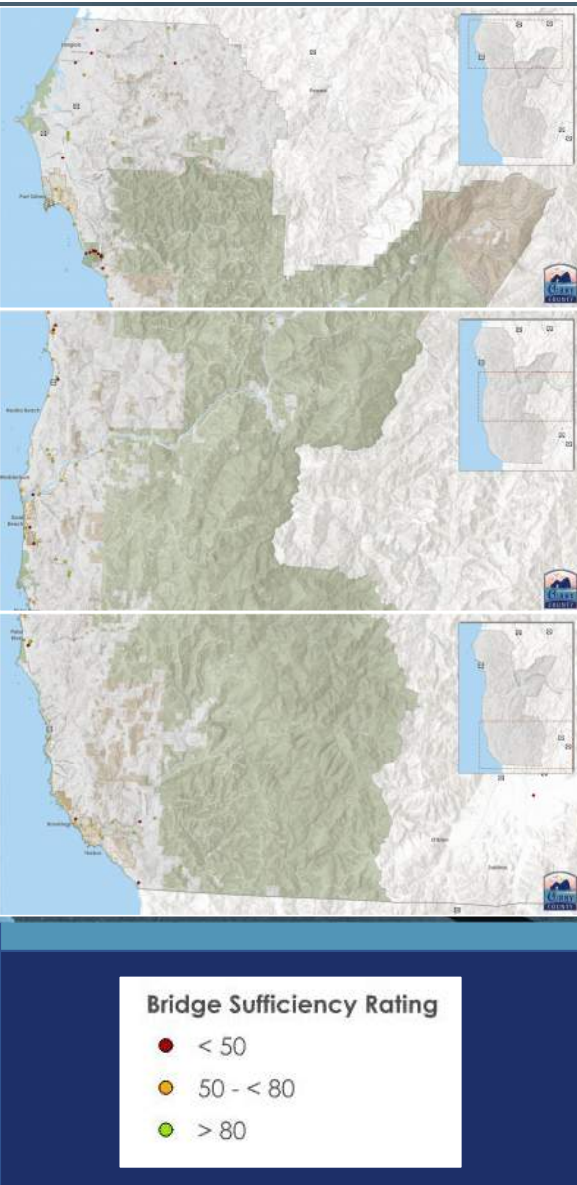
- 
- County Highway Bridge
 - State Highway Bridge
 - State Park Bridge



Tech Memo #3: Update System Inventory

Bridges & Culverts: Conditions

- No bridges are functionally obsolete, but 6 bridges are structurally deficient.
- **25 bridges have sufficiency ratings below 50.**
- 7 bridges are weight restricted / load posted.
- 47 bridges and 23 culverts are scour critical.



Tech Memo #3: Update System Inventory

Bicycle & Pedestrian Network

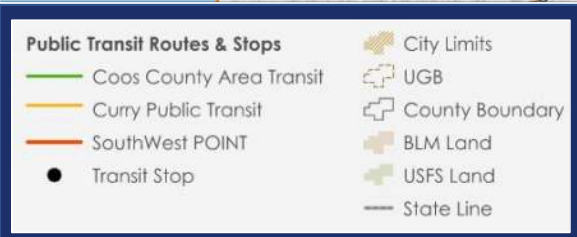
- County collectors / arterials generally lack walking / biking facilities countywide (**some sidewalks** / **bike lanes** are in Brookings and Gold Beach).
- State highway walking / biking facilities are limited to **4-foot (or wider) paved shoulders** along US 101:
 - US 101 is a coastal bike route.
 - **Sidewalks** / **bike lanes** are generally provided within the UGBs.
- Wild Rivers Coast Scenic Bikeway is in the Port Orford area.
- Most essential destinations are in the urban / unincorporated areas and appear to be biking /walking accessible.



Tech Memo #3: Update System Inventory

Public Transit Services & Facilities

- **Curry Public Transit (CPT)** and **SouthWest POINT** are primary providers.
 - **CPT** operates **fixed-route service** between Coos Bay / North Bend and Smith River and **dial-a-ride service** in Brookings / Gold Beach.
 - **SouthWest POINT** operates **intercity bus service** between Klamath Falls and Brookings.
- **CPT** has 5 formal bus stops (Port Orford, Gold Beach, Brookings, and Harbor) and 2 flag stops (Langlois). Bus stop amenities vary. No park and ride facilities or transit centers are in CPT's service area.
- **24% of Curry County's overall population lives with a disability** – many are concentrated around the incorporated cities / unincorporated rural communities.
- The ongoing **CPT Transit Development Plan** has identified several transit needs that will be considered throughout the TSP Update.



Tech Memo #3: Update System Inventory

Air Transportation

- The **Brookings Airport**, **Gold Beach Municipal Airport**, and **Cape Blanco State Airport** are general aviation airports in Curry County (the Del Norte Airport in Crescent City, CA is also important to the county).
- The Brookings and Cape Blanco State airports are Oregon Aviation Plan Tier 3 and Tier 1 airports and Oregon Resilience Plan Tier 2 airports, in terms of disaster relief.
- The Brookings and Cape Blanco State airports have “severe” and “violent” Cascadia Event Hazard rankings but are outside of known tsunami hazard areas. The Gold Beach Airport has a “violent” Cascadia Event Hazard ranking and is inside known tsunami hazard areas.



Tech Memo #3: Update System Inventory

Rail, Water, and Pipeline Transportation

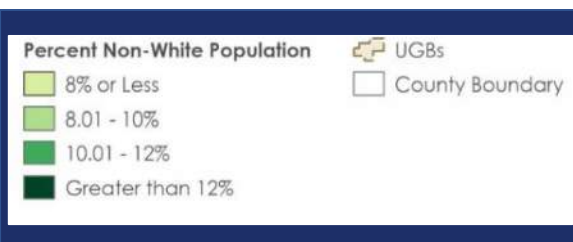
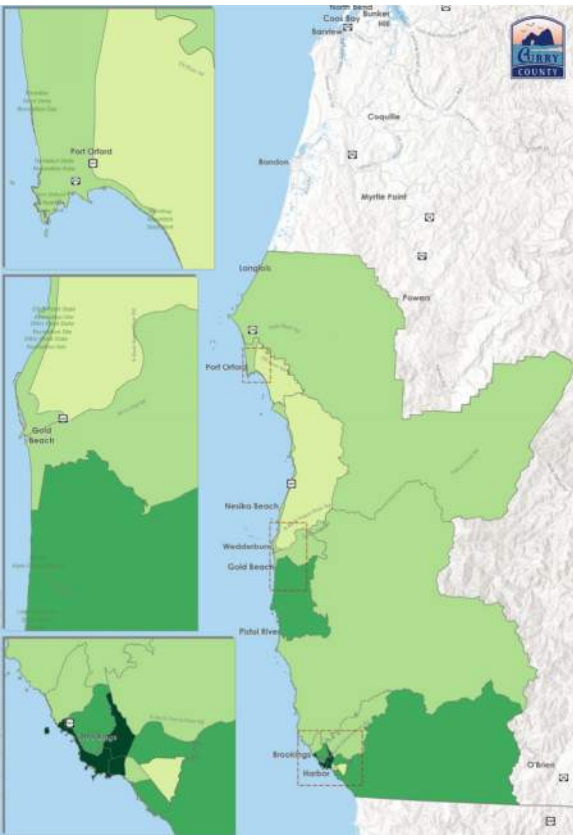
- **No rail transportation** is present within Curry County (the closest railroads are CORP to the east and CBRL to the north).
- **Ports in Port Orford, Gold Beach, and Brookings** support recreational / commercial fishing and offer other services. They are not part of the statewide strategic freight network but should be considered for their role in the transportation network.
- There are **no known pipelines** in Curry County.



Tech Memo #3: Update System Inventory

Title VI and Environmental Justice

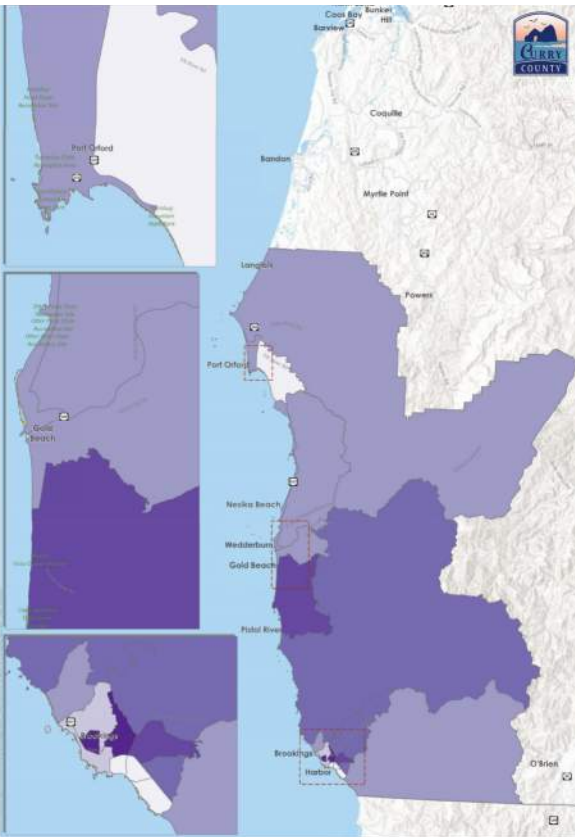
- 17% of the county's population are of a minority race / ethnicity.
- The highest concentration resides within Brookings UGB.
- The next highest concentrations are found south of Gold Beach and east of Brookings.



Tech Memo #3: Update System Inventory

Title VI and Environmental Justice

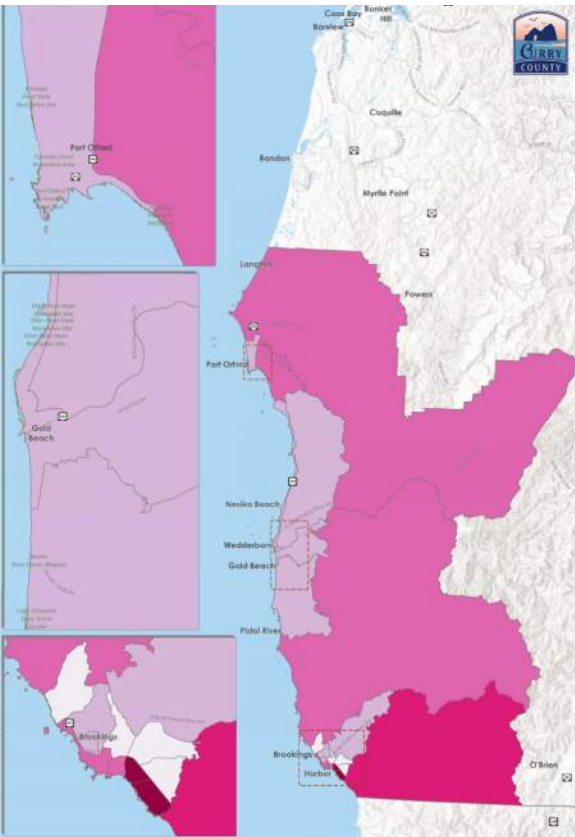
- 15% of the county's population are aged 17 or younger.
- The highest concentration are found in Wedderburn just north of Gold Beach.



Tech Memo #3: Update System Inventory

Title VI and Environmental Justice

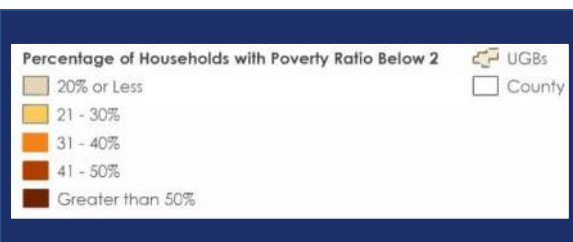
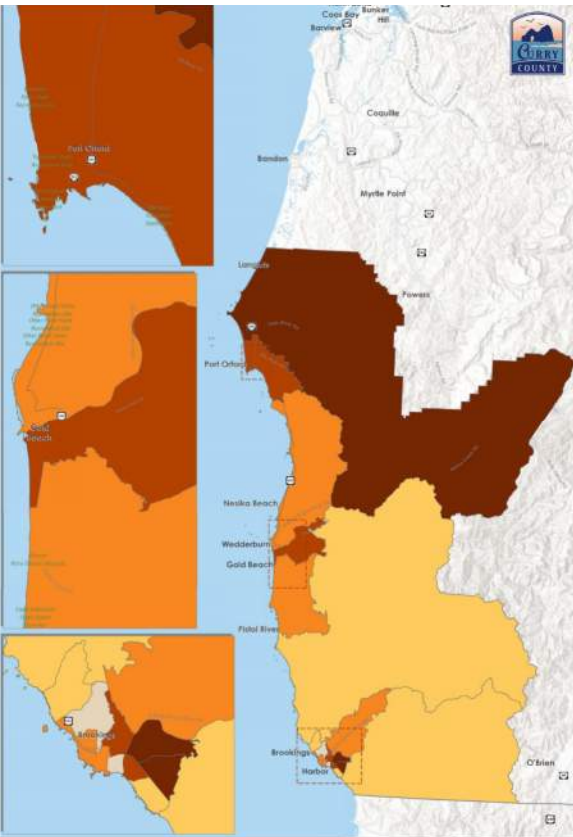
- **34% of the county's population are aged 65+.**
- The highest concentrations are south of Harbor (75%) and east of Brookings/Harbor (up to 65%).



Tech Memo #3: Update System Inventory

Title VI and Environmental Justice

- **13% of the county's population are in poverty.**
- The highest concentrations are found in the north/northeast as well as east of Brookings (more than 50%).



Tech Memo #3: Update System Inventory

Environmental Constraints

- Curry County is located on the **ancestral lands of several Tribes**.
- **Numerous FEMA floodways / floodplains and Goal 5 resources** are mapped for the county.
- Curry County has large areas of undeveloped / public lands that support wildlife. Numerous federally listed and state listed species and habitats are found in the county.
- The county is home to **152 National Register and 150 SHPO historic resources** (105 are considered eligible / significant).
- There are **no known superfund sites** in the county but there are hundreds of known contaminated sites and spills.



Tech Memo #3: Update System Inventory

Guiding Questions

1. Are there other transportation facilities and/or services that should be inventoried and documented in the TSP?
2. Are there other gaps or deficiencies in the transportation system that should be identified and addressed in the TSP?
3. What else would you like us to know about the existing transportation system?



Tech Memo #4: Current Transportation System Operations



Tech Memo #4: Current Transportation System Operations

Transportation System Operations

- All study intersections **meet mobility targets** during PM peak hour.
- US 101 / Winchuck River Road-Ocean View Drive experiences highest side-street delay.
- All available vehicle storage is adequate to serve current traffic volume queues.
- Non-motorized pedestrian and bicycle movements are generally low at study intersections.



Tech Memo #4: Current Transportation System Operations

Crash Analysis: Countywide

- 928 crashes reported in Curry County (2017-2021).
- 39% of crashes were fixed-object, 19% were turning movement, and 15% were rear-end.
- 59% of crashes resulted in injury, including **14 fatal crashes / 45 serious injury crashes**.
- No top 10% SPIS sites reported within county.



Tech Memo #4: Current Transportation System Operations

Crash Analysis: Pedestrian & Bicycle

- 22 crashes included pedestrians (4 were fatal).
- 8 crashes included bicyclists (1 was fatal).
- Most are concentrated in Brookings/Harbor area.



Tech Memo #4: Current Transportation System Operations

Crash Analysis: Study Intersections

- No crashes reported at US 101 / Cape Blanco Highway, US 101 / Pistol River Road, or US 101 / Cape Ferrelo Road (2017-2021).
- All study intersections have **observed crash rates below 90th percentile crash rate** / critical crash rate (US 101 / Floras Creek Road crash rate is approaching critical crash rate threshold).
- No study intersection exhibits an excess proportion of any one crash type.



Tech Memo #4: Current Transportation System Operations

Crash Analysis: Roadway Segments

- 44 of 125 study segments have **observed crash rates that exceed rural highway crash rates** (many exhibited less than 1 crash / year).
- **6 segments (all US 101)** had more than 10 total crashes; **4 are in Brookings** (most crashes were rear-end or turning movement and included 3 fatal crashes).



Tech Memo #4: Current Transportation System Operations

Freight Analysis

- Alternative freight routes in Curry County are limited / may not be appropriate in their current state.
- One low-priority freight pinch point on US 101 is near Humbug Mountain State Park that would be costly to remove.
- No other freight pinch points / delays are identified on State highway system in the county.



Tech Memo #4: Current Transportation System Operations

Freight Analysis

- No seismic bridges are identified on State highway system in the county.
- Lower Harbor Road (Brookings) / Dock Road to Harbor Drive (Port Orford) are intermodal connectors with identified needs for moving freight.



Tech Memo #4: Current Transportation System Operations

Multimodal Analysis: Bicycle Facilities

- Many arterials / collectors have **BLTS scores of 2 or lower**.
- This means a facility is more comfortable for a person riding a bike.
- Generally due to low traffic volumes, and in some cases, lower post speeds, even if bicyclists must share the road with motorists.



Tech Memo #4: Current Transportation System Operations

Multimodal Analysis: Pedestrian Facilities

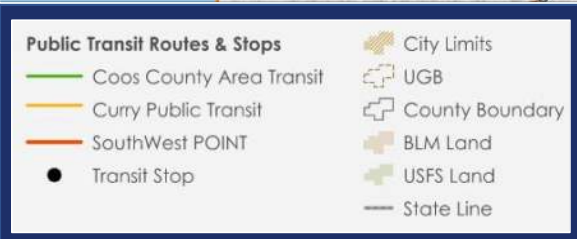
- Most arterials / collectors result in **“Poor” Pedestrian QMA ratings** (except in/near incorporated cities / unincorporated communities).
- **US 101 is primarily rated as “Fair”** near incorporated cities / unincorporated communities; **some “Good” ratings** in Port Orford / Brookings
- Some sections of US 101 / remaining State highways are **rated as “Poor.”**



Tech Memo #4: Current Transportation System Operations

Multimodal Analysis: Transit Services & Facilities

- Transit services / facilities in the county result in a Transit QMA rating of “Fair,” primarily due to frequency.



Tech Memo #4: Current Transportation System Operations

Multimodal Analysis: Bicycle Safety Risk

- Safety risks to bicyclists **relatively high along US 101** throughout Curry County.
- **Highest within the Brookings UGB.**



Tech Memo #4: Current Transportation System Operations

Multimodal Analysis: Pedestrian Safety Risk

- **Locations of greatest safety risks to pedestrians** include:

- On US 101 near Airport Road
- Within Port Orford / Gold Beach (northern) city limits and Brookings UGB
- Near Cape Sebastian area north of Pistol River



Tech Memo #4: Current Transportation System Operations

Guiding Questions

1. Are there other operational or safety issues that should be identified and address in the TSP?
2. What else would you like us to know about how the existing transportation system operates?



General Discussion



Next Steps ▶▶



Next Steps

1. TAC to provide comments on tech memos to County by Friday, March 24
2. Project team to host first Public Meeting here tonight from 5:30 to 7:30 PM (and online through end of March).
3. Project team to finalize tech memos and begin work on future conditions analysis and developing potential transportation solutions
4. Next TAC Meeting planned for May 2023

