



# Curry County Transportation System Plan

Technical Advisory Committee Meeting #4  
October 19, 2023



# Meeting Agenda



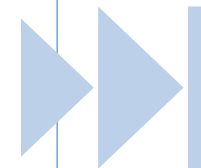
Project Update



Project Prospectus  
Sheets



Tech Memo #7:  
Preferred  
Alternatives



General Discussion  
& Next Steps

- Meeting Purpose:
  - Present information, collect feedback, and gain consensus on the preferred alternatives
  - Identify future considerations for implementing the preferred alternatives



# 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 - July
7 - Alternative Evaluation	July - October
8 - Draft Policies, Ordinances, and Financially Constrained Plan	October - January
9 - Draft TSP	January - March
10 - Final TSP	March - April

2022

2023

2024

We are here



# Meetings & Milestones

**Definition & Background**  
(November 2022)

- **TAC Meeting #1**

**Update Inventory / Current Operations**  
(March 2023)

- **TAC Meeting #2** / Virtual Public Meeting #1 / Public Meeting #1 / County Board Meeting #1

**Future Baseline / Alternative Evaluation**  
(July 2023)

- **TAC Meeting #3** / Planning Commission Meeting #1

**Preferred Alternative**  
(Today)

- **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**  
(January 2024)

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



# Tech Memo #7: Preferred Alternatives



# Tech Memo #7: Preferred Alternatives

## Background

- Conducted an inventory and identified gaps and deficiencies in the transportation system
- Evaluated existing traffic operations, safety, and connectivity and identified areas that need improvement
- Developed forecast traffic volumes and determined future needs to accommodate growth
- Created a list of potential alternatives to address the gaps, deficiencies, and future needs

*Documented the results of the inventory, existing and future conditions analysis, and alternatives analysis in a series of Tech Memos (#3-#7)*





# Tech Memo #7: Preferred Alternatives

*Presents preferred alternatives developed by project team to address transportation system needs*

- Roadway Network
- Traffic Safety
- Non-Motorized Transportation Network

*Preferred alternatives selected based on Evaluation Criteria that reflect TSP Goals and Objectives*

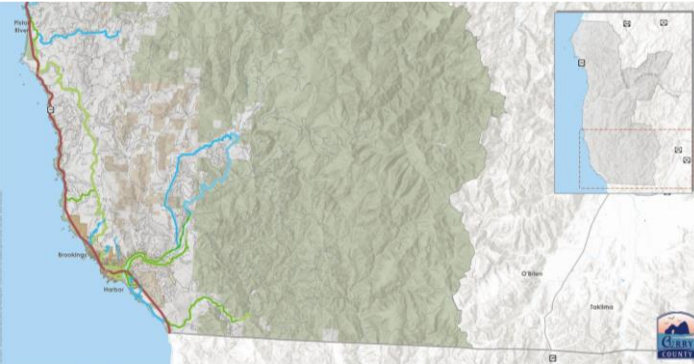
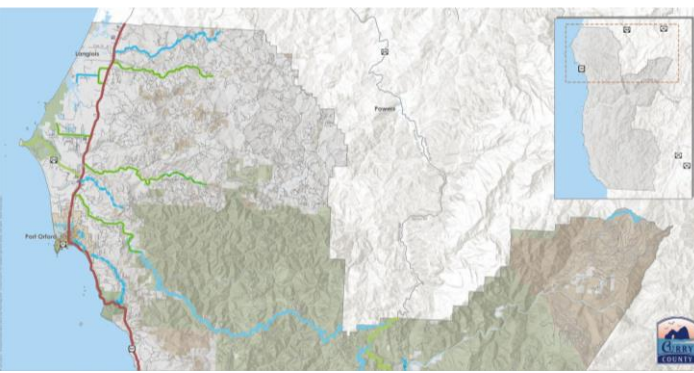




# Tech Memo #7: Preferred Alternatives

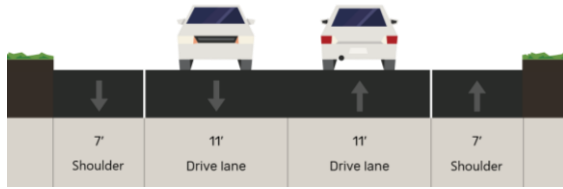
## Roadway Network

- Functional Classification Changes
  - Establish network of higher classification streets to enhance connectivity
  - Align County and Federal classifications
- Roadway Design Standard Modifications
  - Provide facilities that enhance multimodal safety and connectivity
  - Narrow travel lanes and provide paved shoulders on both sides of roadway
- Roadway Connectivity Enhancements
  - Increase redundancy and resiliency
  - Improve overall operations and safety

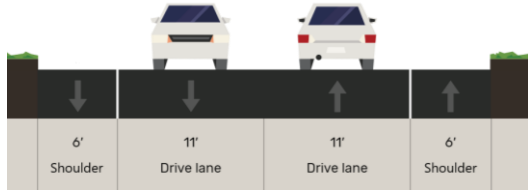


# Tech Memo #7: Preferred Alternatives

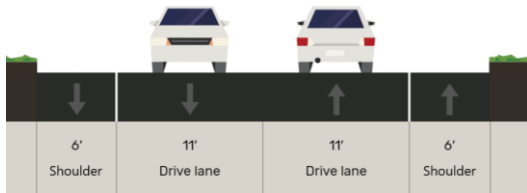
## Minor Arterial



## Major Collector



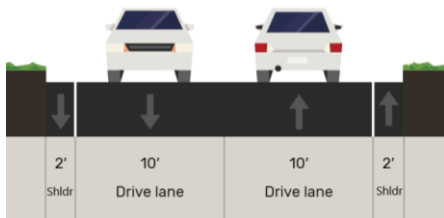
## Minor Collector



## Resource/Industrial/Commercial



## Local/Residential Streets



## Roadway Network

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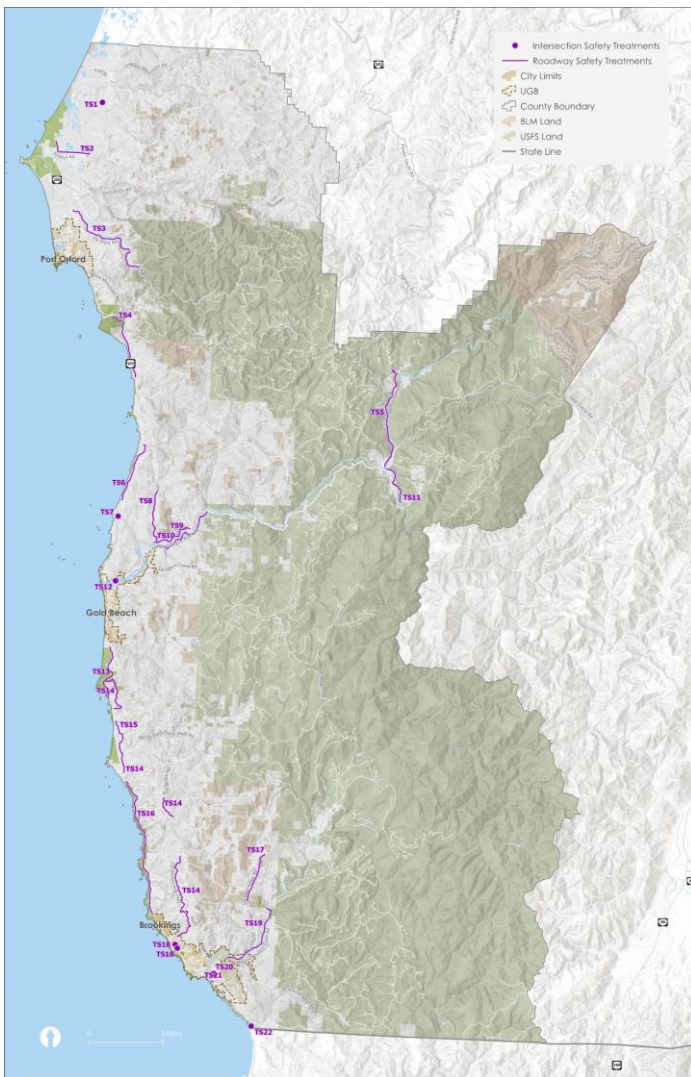


# Tech Memo #7: Preferred Alternatives

## Traffic Safety

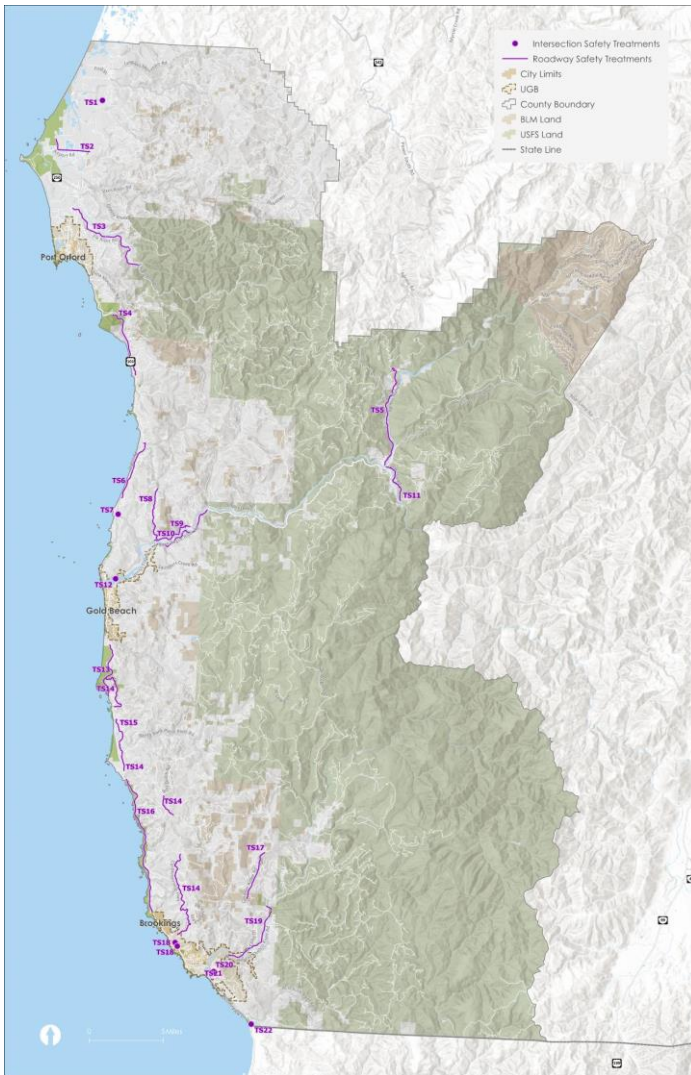
### Preferred Roadway Segment Alternatives

- Identifies systemic treatments to address roadway departure crashes
- Identifies priority roadway segments for treatment based on total crashes and % of departure crashes
- Identifies site specific treatments along US 101:
  - Cape Ferrelo Rd to Martin Ranch Rd
  - Pacific Highland Dr/Reinhart Creek Frontage Rd to China Mountain Rd
  - Cape Sebastian Scenic Corridor
  - Samuel Boardman State Scenic Corridor through Boardman State Park
- Identifies site-specific treatments along Lower Harbor Rd



# Tech Memo #7: Preferred Alternatives

## Traffic Safety (Cont.)



ID	Location	Safety Treatment	
TS2	Airport Road	Wider edgelines; advisory curve warning signs	
TS3	Elk River Road		
TS4	US 101: Cape Ferrelo Rd to Martin Ranch Rd	Centerline/shoulder rumble strips; curve warning signs and chevron	
TS5	Agnless-Illahe Rd	Widened paved shoulders	
TS6	Ophir Rd	Widened paved shoulders; wider edgelines	
TS8	Cedar Valley Rd		
TS9	N Bank Rogue River Rd	Raised/recessed pavement markers; wider edgelines; curve warning signs and chevrons	
TS10	Jerry's Flat Rd	US 101 to UGB UGB to County Limits	Centerline/shoulder rumble strips; curve warning signs and chevrons
TS11	Oak Flat Rd	Wider edgelines; curve warning signs and chevrons	
TS13	US 101 Cape Sebastian Corridor	Variable speed limit signs; icy curve warning system	
TS14	OR 255 (Carpenterville Hwy)	Centerline/shoulder rumble strips; curve warning signs and chevron	
TS15	Pistol River Loop	Raised/recessed pavement markers; wider edgelines; curve warning signs and chevrons	
TS16	US 101: Pacific Highland Dr to China Mountain Rd	Centerline/shoulder rumble strips; curve warning signs and chevron	
TS17	Gardner Ridge Rd		
TS19	N Bank Chetco River Rd	MP 1 to UGB UGB to County Limits	Raised/recessed pavement markers; wider edgelines; curve warning signs and chevrons Centerline/shoulder rumble strips; curve warning signs and chevron
TS21	Lower Harbor Rd: horizontal curve	High friction surface treatment; curve warning flashers	

# Tech Memo #7: Preferred Alternatives

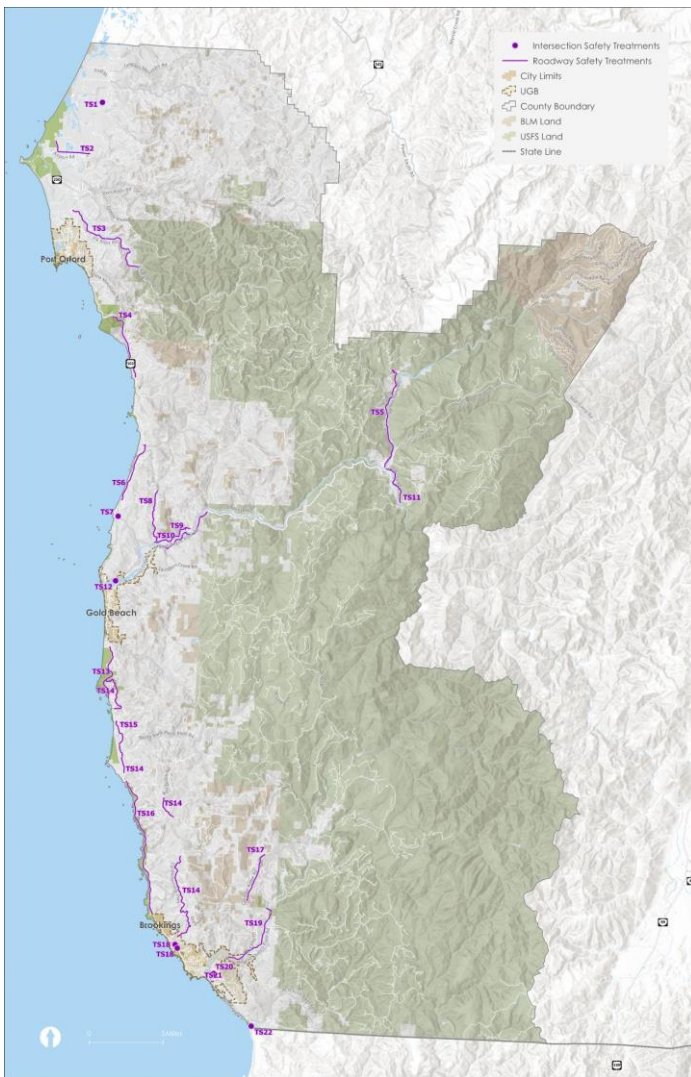
## Traffic Safety (Cont.)

### Preferred Intersection Alternatives

- Identifies intersection enhancements along US 101 at:
  - Floras Lake Loop Road
  - Nesika Road-Edson Creek Road
  - Carpenterville Highway
  - N Bank Rogue River Road-Old Coast Road
  - Del-Cur Supply Co-Op Site Access
- Identifies intersection enhancements at Shopping Center Ave / Zimmerman Ln

### Preferred Non-Motorized Alternatives

- Identifies preferred pedestrian and bicycle safety alternatives along roadways and at crossings

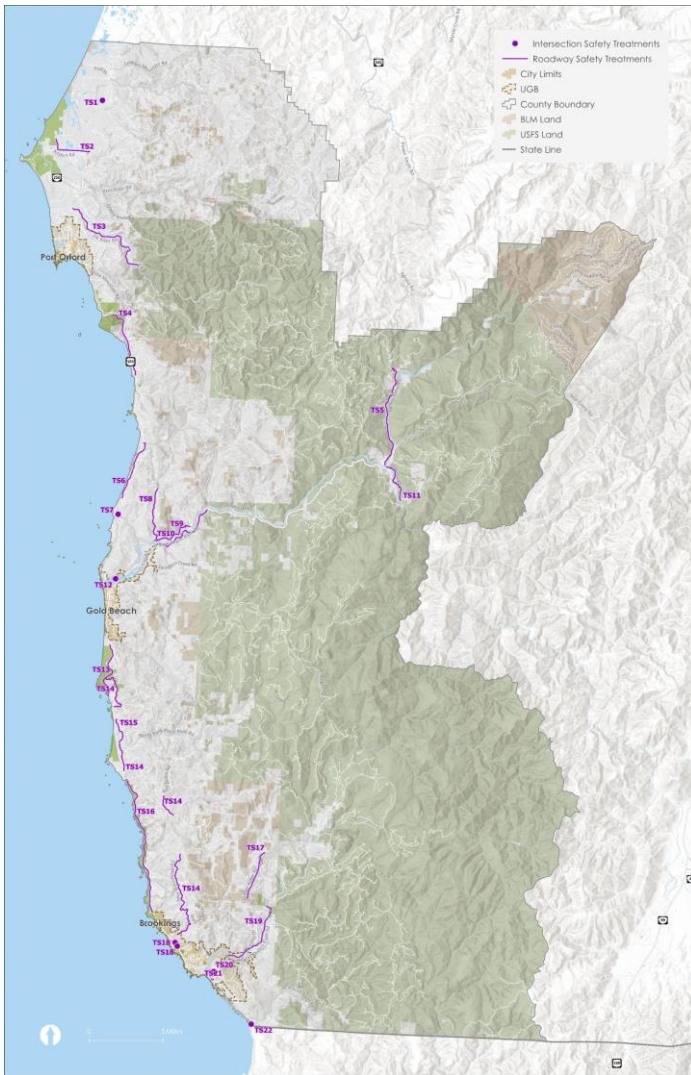




# Tech Memo #7: Preferred Alternatives

## Traffic Safety (Cont.)

### Preferred Intersection Alternatives



ID	Location	Safety Treatment
TS1	US 101 / Floras Lake Loop Road	Passing lane location evaluation
TS7	US 101 / Nesika Rd-Edson Creek Rd	Right- and left-turn lanes on US 101; increased sight distance
TS12	US 101 / N Bank Rogue River Rd-Old Coast Rd	Intersection sight distance / fishing wayfinding evaluation
TS18	US 101 / Carpenterville Hwy	Truck turn movement evaluation
TS20	Shopping Center Ave / Zimmerman Ln	All-way stop control; increased sight distance
TS22	US 101 / Del-Cur Supply Co-Op Site Access	Right-in/right-out at US 101 access; improved site access on Stateline Road



# Tech Memo #7: Preferred Alternatives

## Non-Motorized Transportation Network

### Pedestrian and Bicycle Alternatives

- Identifies preferred alternatives in rural areas
  - Primarily consist of paved shoulders consistent with revised design standards
- Identifies preferred alternatives in urban areas
  - Primarily consist of paved bike lanes/shoulders, buffered bike lanes/shoulders, and bike lanes with sidewalks or side paths
- Identifies preferred alternatives along US 101
  - Alternatives primarily consist of paved shoulders consistent with state design standards



# Project Prospectus Sheets





# Project Prospectus Sheets

*Project prospectus sheets were developed for key roadway and intersection alternatives*

- Provide additional details on the projects, including considerations for implementation and costs
- Can serve as supporting documentation when pursuing funding options, such as grants
- Reflect roadways that demonstrate the greatest need for enhancing traffic safety and increasing comfort for people walking and biking



# Project Prospectus Sheets



AIRPORT ROAD: US 101 TO CAPE BLANCO STATE AIRPORT	
<p><b>PROJECT PURPOSE:</b> ADD PAVED SHOULDERS AND INSTALL ROADWAY DEPARTURE SAFETY TREATMENTS TO INCREASE MULTIMODAL SAFETY AND COMFORT AND STRENGTHEN ROADWAY NETWORK RESILIENCY</p>	
<p><b>PROJECT INFORMATION</b></p>	
<p><b>Description</b></p>	<p>Airport Road is a Rural Major Collector that provides a key connection between US 101 and the Cape Blanco State Airport. It primarily serves visitors to the airport and recreation at the Floras Lake State Natural Area. Today, this roadway has one vehicular travel lane per direction and no paved shoulders. This corridor has limited physical barriers, mainly constrained by trees and residential driveways.</p> <p>This project would construct 6-foot paved shoulders, wider edgelines, and advisory curve warning signs from US 101 to Cape Blanco State Airport (projects S7 and TS2).</p>
<p><b>Existing Roadway Characteristics</b></p>	<ul style="list-style-type: none"> <li>• Jurisdiction: Curry County</li> <li>• Functional Classification: Rural Major Collector</li> <li>• Posted Speed: Unknown</li> <li>• Existing (2022) ADT: 20 - 170</li> <li>• Forecast (2042): 25 - 180</li> <li>• Travel Lanes: Two 11-foot</li> <li>• Pavement Width: 22 feet</li> <li>• Shoulders/Bike Lanes: None</li> <li>• On-Street Parking: None</li> <li>• Curb and Gutter: None</li> <li>• Sidewalks: None</li> <li>• No bus stops</li> <li>• Reported Crashes (2017-2021): 2 (50% roadway departure); serious injuries</li> </ul>
<p><b>Benefits</b></p>	<ul style="list-style-type: none"> <li>• Creates a walking/biking connection from US 101 to Floras Lake State Natural Area</li> <li>• Increases vehicular safety by providing pull-out areas and space for drivers to recover and key treatments including wider edgelines and curve warning signs</li> <li>• Improves section of east-west connection between US 101 and the airport</li> </ul>
<p><b>Constraints</b></p>	<ul style="list-style-type: none"> <li>• Funding</li> <li>• Right-of-Way</li> <li>• Environmental</li> </ul>
<p><b>Planning-Level Cost Estimate</b></p>	<ul style="list-style-type: none"> <li>• To Be Determined</li> </ul>
<p><b>Potential Funding Sources</b></p>	<ul style="list-style-type: none"> <li>• To Be Determined</li> </ul>
<p><b>Additional Considerations</b></p>	<p>County will coordinate with Airport on surface transportation needs to support aviation.</p>
<p>Curry County Transportation System Plan</p>	

**Project Location and Purpose** (e.g., roadway name and project limits, shoulder widening, etc.)

**Project Description** (e.g., roadway classifications and context, etc.)

**Existing Roadway Characteristics** (e.g., traffic volumes, pavement width, crash history, etc.)

**Project Benefits, Constraints, Planning-Level Cost Estimate, Funding Sources, and Additional Considerations** (e.g., safety enhancements, topography, etc.)



# Discussion & Next Steps ▶▶





# Discussion & Next Steps

1. Incorporate feedback and finalize Tech Memo #7 and Project Prospectus Sheets
2. Develop final set of Tech Memos
  - a. Policy and Standards
  - b. Implementing Ordinances and Code Changes
  - c. Financially Constrained Project List
3. Next/final TAC Meeting in January 2024

