



# Curry County Transportation System Plan

Technical Advisory Committee Meeting #1  
November 17, 2022



# Meeting Agenda



Welcome &  
Introductions



Tech Memo #2:  
Plans & Policy  
Review



Project Overview



Financial Forecast  
Memo



Project Team



Methodology &  
Assumptions Memo



Tech Memo #1:  
Goals & Objectives



General Discussion  
& Next Steps



# Welcome & Introductions



# Project Overview





# What is a TSP?

A long-range planning document for Curry County, shaped by **community input** and adopted into the Comprehensive Plan, that describes the County's transportation system and details **projects, programs, and policies to meet transportation needs now and in the future**. This long-range planning document helps the County **improve and expand its transportation system** to support existing users and future growth.



# Project Schedule

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

2022

2023

2024



# Meetings & Milestones

**Definition & Background**  
(Today)

• **TAC Meeting #1**

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

• **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





# Project Team



# Project Management Team (PMT)

- Complete initial review of draft project materials
- Attend PMT / Technical Advisory Committee (TAC) meetings
- Consolidate comments from PMT, TAC and other County / ODOT staff
- Attend public meetings
- Attend Planning Commission / County Board meetings
- Attend joint County Board / Planning Commission presentation



# Technical Advisory Committee (TAC)

- Review draft project materials prior to TAC meetings
- Attend TAC meetings / provide comments
- Provide additional comments to County one week after meeting
- Attend public meetings (not required but encouraged)



# Consultant Team

- Consult with County / ODOT on technical analyses
- Provide draft project materials to PMT / TAC with adequate time for review
- Arrange / facilitate PMT, TAC, and public meetings
- Attend / present at Planning Commission / County Board meetings
- Provide draft / final memoranda and reports that incorporate TAC comments
- Attend joint County Board / Planning Commission presentation





# Tech Memo #1: Goals, Objectives, & Evaluation Criteria



# Tech Memo #1: Goals, Objectives, & Evaluation Criteria

## Goal 1: Safety and Resiliency

Provide a transportation system that is safe for all transportation modes and people of all ages and abilities, and that supports community recovery and resiliency post-disaster.

## Goal 2: Sustainability and Responsibility

Create a fiscally responsible and sustainable transportation system, minimizing environmental and resource impacts.



# Tech Memo #1: Goals, Objectives, & Evaluation Criteria

## Goal 3: Efficiency and Vitality

Provide a transportation system that fosters a vibrant economy and community through the efficient movement of goods and people and through easy access to economic and recreational opportunities.

## Goal 4: Transportation Options and Equity

Improve conditions and access for affordable transportation options – including walking, biking and other “rolling,” taking transit, and ridesharing – and minimize potential negative impacts of transportation projects on communities or groups.



# Tech Memo #1: Goals, Objectives, & Evaluation Criteria

## Goal 5: Coordination and Collaboration

Coordinate transportation projects and related land use and development policies with appropriate partner agencies and plans.

## Goal 6: Transportation Funding

Establish transportation improvement and maintenance projects that are feasible, are adequately funded, and provide positive returns on investment.





# Tech Memo #1: Goals, Objectives, & Evaluation Criteria

## Evaluation Criteria

- **Most Desirable (+2):** The concept addresses the criterion and/or makes substantial improvements in this criteria category.
- **Moderately Desirable (+1):** The concept partially addresses the criterion and/or makes some improvements in this criterion category.
- **No Effect (0):** The criterion does not apply to the concept, or the concept has no influence on the criterion.
- **Least Desirable (-1):** This concept does not support the intent of and/or negatively impacts the criterion category.



# Tech Memo #1: Goals, Objectives, & Evaluation Criteria

1. Do the goals align with your vision for the county? What would you change?
2. Do the objectives help meet the goals? What would you change?



# Tech Memo #2: Plans and Policy Review



# Tech Memo #2: Plans and Policy Review

## State Documents

- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Transportation Options Plan
- Oregon Transportation Safety Action Plan
- Oregon Freight Plan
- Oregon Aviation Plan
- Access Management Rule
- Statewide Transportation Improvement Program 2021-2024
- 2012 ODOT Highway Design Manual
- Transportation Planning Rule
- US 101 Corridor Plan
- Oregon Coast Bike Route Plan





# Tech Memo #2: Plans and Policy Review

## Local Documents

- Curry County Comprehensive Plan
- Curry County TSP
- Harbor Area Transportation System Refinement Plan
- Curry County Six-Year Road Capital Improvement Plan (2020-2026)
- Curry County Transit Development Plan
- Curry County Zoning and Land Division Ordinance
- Brookings TSP
- City Land Use and Development Ordinances



# Tech Memo #2: Plans and Policy Review

- Any key findings from these documents that we missed?
- Any other important documents to review?



# Financial Forecast Memo \$



# Financial Forecast Memo

## Historical Funding Sources

Resources	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22
<b>Total Revenues</b>	<b>\$3,161,368</b>	<b>\$3,426,437</b>	<b>\$4,437,588</b>	<b>\$3,611,558</b>	<b>\$3,913,500</b>
Federal Forest (SRS)	\$1,232,218	\$1,176,908	\$1,133,399	\$972,376	\$1,185,000
Fuel Tax	\$1,194,088	\$2,249,529	\$2,156,338	\$2,367,961	\$2,456,000
Fund Exchange	\$5,062	-	\$1,147,851	\$271,221	\$272,500
<b>Total Expenditures</b>	<b>\$4,094,866</b>	<b>\$4,396,088</b>	<b>\$5,576,709</b>	<b>\$6,900,159</b>	<b>\$5,353,637</b>
<b>Net Difference</b>	<b>(\$933,498)</b>	<b>(\$969,651)</b>	<b>(\$1,139,121)</b>	<b>(\$3,288,601)</b>	<b>(\$1,440,137)</b>

*Net difference is offset by Reserve Fund, which is expected to be depleted by 2026*





# Financial Forecast Memo

## Historical Funding Sources

### Federal Forest (SRS)

- Secure Rural Schools Act provides funds to rural counties nationwide that had traditionally relied on timber sales from national forests for revenue.
- Historically, Curry County has used 75 percent on roads / 25 percent on schools.
- Spending levels on this program are decreasing.
- Curry County currently receives an annual average of approximately \$1,140,000 in SRS revenue.



# Financial Forecast Memo

## Historical Funding Sources

### State Fuel Tax

- Generated from state gas tax, taxes on heavy trucks, and vehicle licensing and registration fees.
- Must be spent within highway right-of-way, which includes roads, bike facilities, and walkways.
- ODOT distributes the state fuel tax revenues to cities and counties statewide based on population formulas.
- Curry County currently receives an annual average of approximately \$2,100,000 in state fuel tax revenue.



# Financial Forecast Memo

## Historical Funding Sources

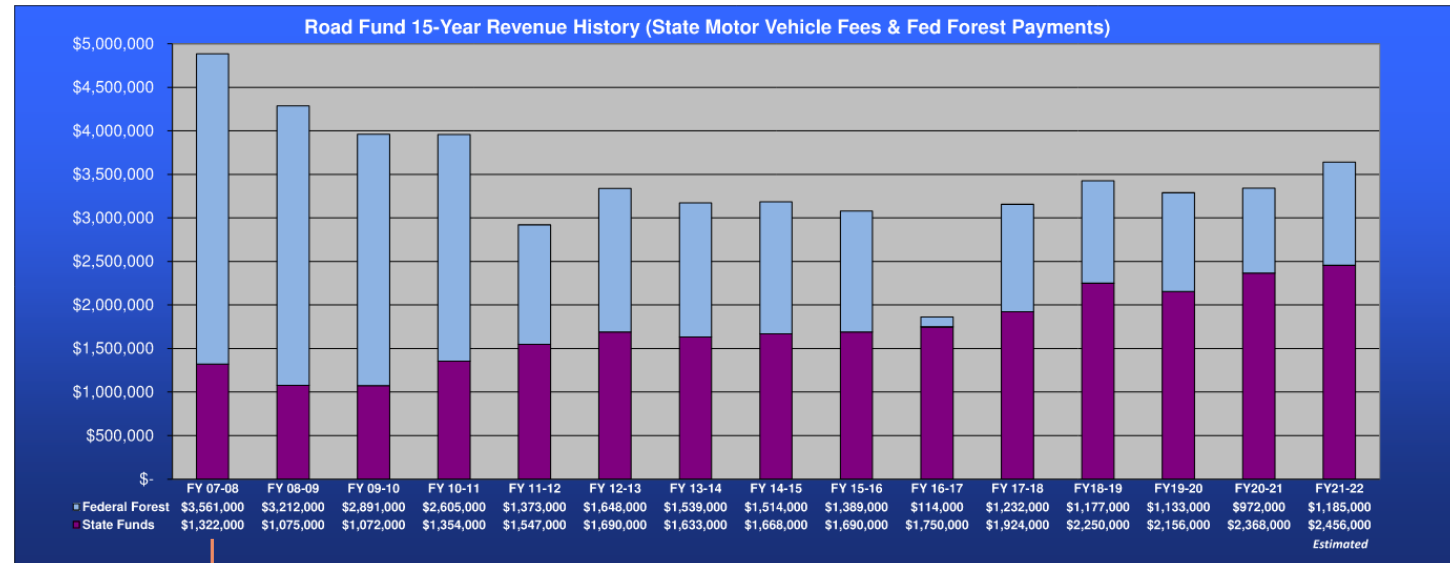
### Fund Exchange (Surface Transportation Block Grant)

- Flexible federal dollars that can be used for County projects to preserve and improve the conditions of any Federal-aid highway, bridge, or tunnel on any public road, pedestrian and bicycle infrastructure, and transit capital projects.
- Curry County currently receives an annual average of approximately \$254,000 in STBG funds.
- ***This funding source is expected to change or expire.***



# Financial Forecast Memo

## Historical Funding Sources



73% Federal Forest  
27% State Funds

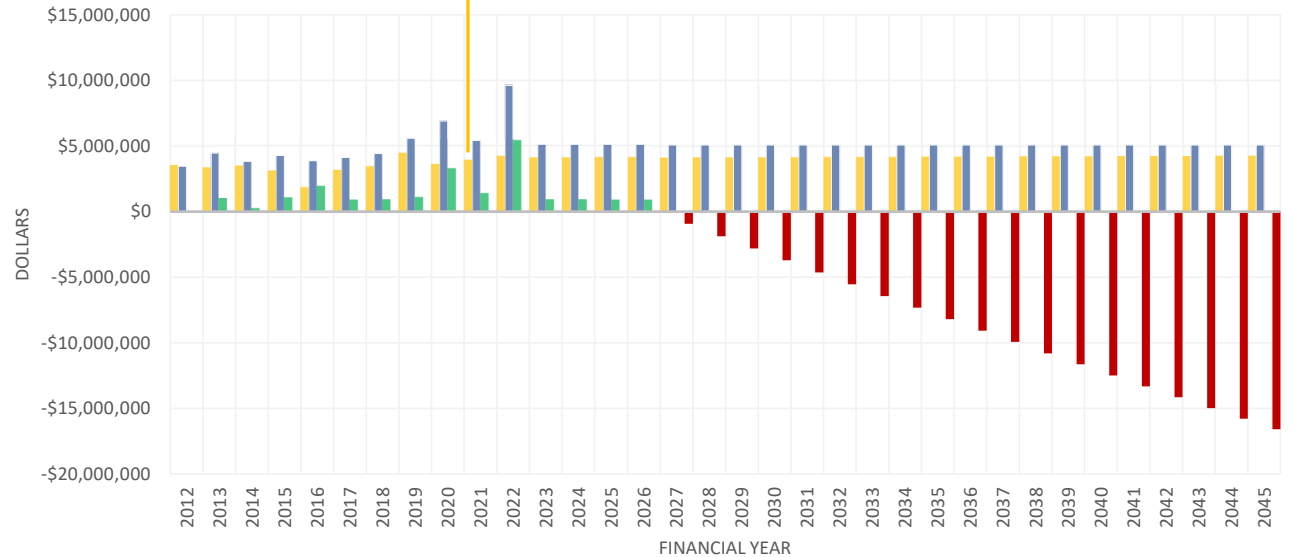




# Financial Forecast Memo

## Funding Forecast

30% Federal Forest  
63% State Fuel Tax  
7% Fund Exchange



Total Revenues   Total Expenditures   Reserve Spent   Deficit



# Financial Forecast Memo

## Local Funding Mechanisms

- Street Utility Fees/Road Maintenance Fees
- Transportation Systems Development Charge (SDC)
- Stormwater SDCs, Grants, and Loans
- Local Fuel tax
- Incentives
- Public/Private Partnerships
- Tax Increment Financing (TIF)
- Streets District
- Revenue and General Obligation Bonds
- Economic Improvement Districts (EIDs)
- Local Improvement Districts (LIDs)
- Street Fund Serial Levy
- Vehicle Registration Fee
- Urban Growth Management Agreement
- Hotel/Motel Taxes
- Dedicated Property Taxes
- Reimbursement Districts



# Financial Forecast Memo

## State Funding Mechanisms

- Statewide Transportation Improvement Program (STIP)
  - Transportation and Growth Management (TGM) Grants
  - All Roads Transportation Safety Program (ARTS)
  - Immediate Opportunity Fund (IOF)
  - Connect Oregon
  - Oregon Parks and Recreation Local Grants
  - Oregon Transportation Infrastructure Bank (OTIB)
  - State Highway Fuel Tax Increase or
- User Fee
- Multi-modal Active Transportation Fund
  - Safe Routes to School
  - Oregon Community Paths (OCP)
  - ODOT Bridge Program
  - ODOT Emergency Operations Program Funding
  - Transportation Options
  - State Transit Improvement Fund (STIF) and Public Transportation Funds
  - State Highway Trust Fund/Bicycle Bill
  - Sidewalk Improvement Program (SWIP)



# Financial Forecast Memo

## Federal Funding Mechanisms

- Infrastructure Investment and Jobs Act (IIJA)
- Infrastructure for Rebuilding America (INFRA)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- National Highway Performance Program (NHPP)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives (TA)
- Federal Lands Access Program (FLAP)
- Congressionally Directed or Discretionary Funds
- National Highway Freight Program (NHFP)





# Methodology & Assumptions Memo



# Methodology & Assumptions Memo

## Study Intersections

1. US 101 / Floras Creek Road
2. US 101 / Sixes River Road
3. US 101 / Cape Blanco Highway (OR 250)
4. US 101 / Ophir Road (to Euchre Creek Rd)
5. US 101 / Edson Creek Road-Nesika Road
6. US 101 / Pistol River Road (connection to Carpenterville Highway (OR 255))
7. US 101 / Cape Ferrelo Road
8. US 101 / Winchuck River Road

## Study Segment

1. Jerry's Flat Rd-Agness Rd



# Methodology & Assumptions Memo

## Traffic Counts

- Traffic Counts collected **Wednesday, September 28, 2022**
  - Intersection counts conducted for 2-hour period (4:00 to 6:00 p.m.)
  - Tube counts conducted for 48-hour period
- Systemwide Intersection Peak Hour: **4:00 to 5:00 PM**

Map ID	Intersection	PM Peak Hour			% Difference Between Individual and System Peak Hour TEV
		Individual Peak Hour	TEV during Individual Peak Hour	TEV during System Peak Hour (4:00 to 5:00 PM)	
1	US 101 / Floras Creek Rd	4:05 to 5:05 PM	414	407	-1.7%
2	US 101 / Sixes River Rd	4:10 to 5:10 PM	410	406	-1.0%
3	US 101 / Cape Blanco Hwy	4:00 to 5:00 PM	427	427	0.0%
4	US 101 / Ophir Rd	4:15 to 5:15 PM	239	231	-3.4%
5	US 101 / Edson Creek Rd-Nesika Rd	4:20 to 5:20 PM	324	306	-5.7%
6	US 101 / Pistol River Rd	4:00 to 5:00 PM	358	358	0.0%
7	US 101 / Cape Ferrelo Rd	4:00 to 5:00 PM	482	482	0.0%
8	US 101 / Winchuck River Rd	4:00 to 5:00 PM	922	922	0.0%

TEV = Total Entering Volume





# Methodology & Assumptions Memo

## Seasonal Adjustment

- Traffic counts seasonally adjusted to reflect thirtieth hour volumes
- Automatic Traffic Recorders (ATRs)
  - Positioned in select locations throughout state highway system
  - Collect traffic data 24 hours/day, 365 days/year
- Two ATRs on US 101 within Curry County
  - Winchuck ATR (#08-005) south of Brookings
  - Port Orford ATR (#08-009) south of Port Orford
- Recommended that these are used to adjust traffic counts at all study intersections → **results in average seasonal adjustment factor of 1.19**





# Methodology & Assumptions Memo

## Forecast Travel Volumes

- **Statewide Integrated Model (SWIM):** provides base and forecast year traffic volume projections that reflect anticipated land use changes and planned transportation improvements
- **ODOT Future Volume Tables (FVTs):** used for study intersections located outside the Brookings SWIM model boundaries, or where traffic volume projections are not reasonable



# Methodology & Assumptions Memo

## Traffic Analysis Parameters

Arterial Intersection Parameters	Existing Conditions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrian per Hour	From traffic counts (as available)
Area Type	Not a Central Business District
Ideal Saturation Flow Rate (All Movements)	1,750 passenger cars per hour per lane
Lane Width	12 (feet unless field observations suggest otherwise)
Percent Heavy Vehicles (All Movements)	From traffic counts (as available)
Percent Grade	Estimated based on field observations
95 <sup>th</sup> -Percentile & Average Vehicle Queues	Vistro summary output



# Methodology & Assumptions Memo

## Crash Analysis

- Based on most recent 5 years of reported crash data
- Intersection crash rates will be compared with statewide crash rates / critical crash rates
- Intersections will be evaluated for reported crashes in excess of specific crash types
- ODOT's top 10% ODOT Safety Priority Index System sites for the last three years will be reviewed

## Multimodal Analysis

- Bicycle Level of Traffic Stress (BLTS) analysis
- Pedestrian and Transit Qualitative Multimodal Assessment (QMA)
- Evaluation of pedestrian and bicyclist safety risk along state highways



# Discussion & Next Steps ▶▶





# Discussion & Next Steps

1. TAC to provide comments on tech memos to County by Wednesday, November 30th
2. Project team to finalize tech memos mid-December and begin work on transportation system inventory update and traffic operations analyses
3. Next TAC Meeting and first Public Meeting planned for February 2023

