



SITE VISIT MEMORANDUM

Date: August 29, 2022 Project #: 23021.050
To: Project Management Team
From: Matt Bell and Miranda Barrus, PE, Kittelson & Associates, Inc.
Project: Curry County Transportation System Plan Update
Subject: Final Site Visit Memorandum (Task 2.8.2)

The consultant team conducted a site visit on the afternoon of Thursday, August 4th to familiarize with the study area and document the characteristics of key locations recommended by the Project Management Team (PMT). This memorandum summarizes findings from the site visit. Upcoming transportation inventory and technical analyses will incorporate these findings and carry them forward for consideration as part of project development for the Transportation System Plan (TSP) Update.

FINDINGS AT KEY LOCATIONS

The PMT recommended visiting the following key locations during the field review:

- The Nesika Road corridor at Nesika Beach
- The Lower Harbor Road corridor in Brookings Harbor
- The Oceanview Drive corridor, south of Brookings and parallel to US 101
- US 101 from the California State Line to Brookings, including the intersection of US 101 and Stateline Road near Crissey Field State Park

Nesika Road Corridor

Nesika Road is a 1.25-mile corridor that runs north-south through Nesika Beach (approximately nine miles north of Gold Beach) between the coastline and US 101. The primary north and south roadway termini intersect with US 101, which are two-way stop controlled. The roadway is a two-lane facility posted at 40 miles-per-hour (MPH) that lacks walking, rolling, and biking facilities, including roadway shoulders. However, community members were observed walking along the roadway edge. Its context is more rural on the south end and urban toward the north. Figure 1 illustrates the corridor location and shows photos captured during the site visit.



Figure 1: Nesika Road Corridor and Site Visit Photos

Lower Harbor Road Corridor

Lower Harbor Road is a 1.10-mile corridor that generally runs north-south through the Port of Brookings between the port and US 101. The north terminus intersects with US 101 at two-way stop-control intersections in a jughandle-style layout. The southern terminus transitions into Benham Lane, which intersects with US 101 at a traffic signal. The roadway is a two-lane facility posted at 30 MPH that has six-foot striped bike lanes but lacks walking and rolling facilities, except for an incomplete sidewalk network to the north between US 101 and Shopping Center Avenue. Its context is urban and serves restaurants, hotels, RV Camping, and beach access, in addition to the port. Figure 2 illustrates the corridor location.



Figure 2: Lower Harbor Road Corridor

Oceanview Drive Corridor

Oceanview Drive is a 3.50-mile corridor that generally runs north-south between the coastline and US 101, south of Brookings. The north terminus intersects with Benham Lane, which intersects with US 101 at a traffic signal, and the southern terminus intersects with US 101 at a two-way stop-control intersection. The only improved roadway connection from Oceanview Drive to US 101 between the termini is Pedrioli Drive. The roadway is a two-lane facility posted at 40 MPH that lacks walking, rolling, and biking facilities, except for six-foot striped bike lanes from east of Cedar Lane to US 101. Its context is residential on the north end and more rural on the southern end, serving residences, agriculture, and recreation, including the McVay Rock State Recreation Site. Figure 3 illustrates the corridor location and shows photos captured during the site visit.

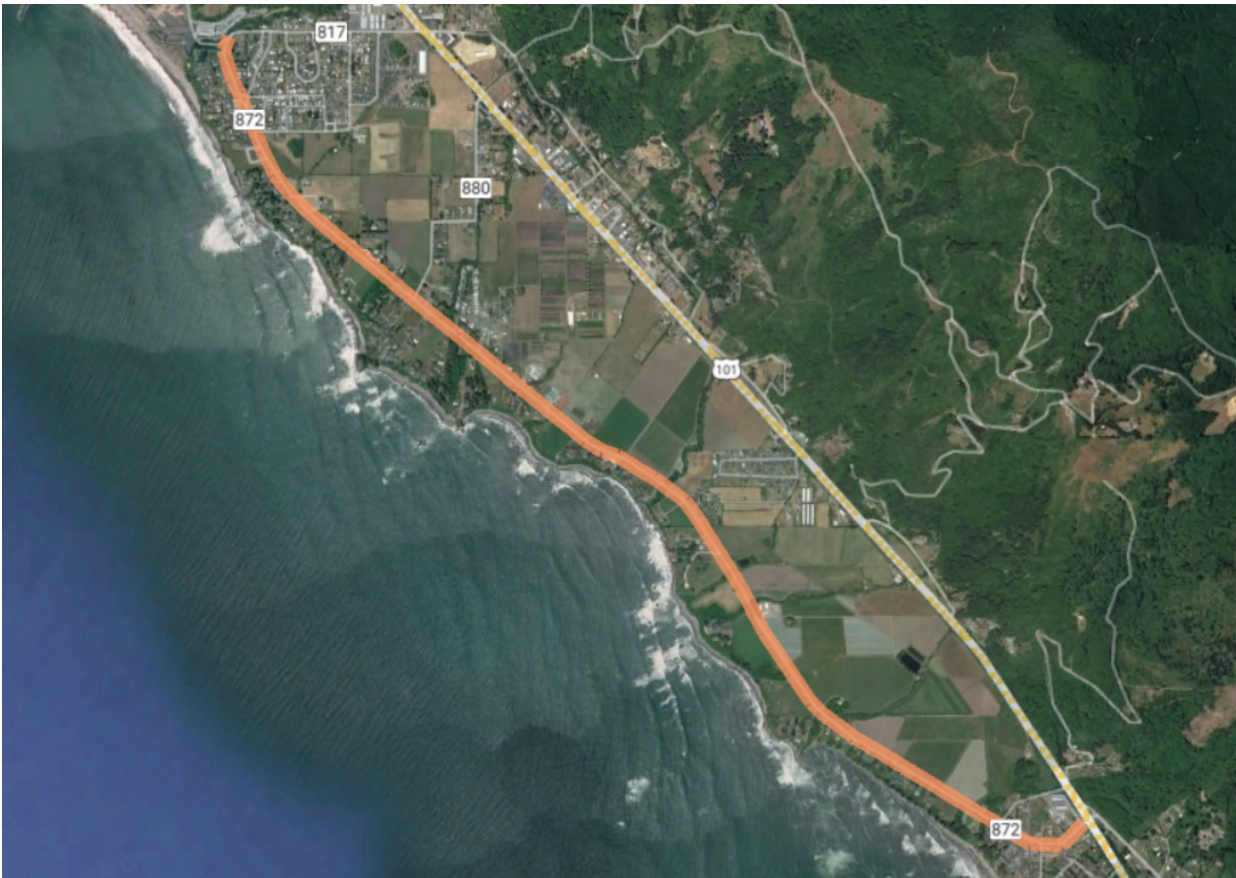


Figure 3: Oceanview Drive Corridor and Site Visit Photos

US 101 Corridor from California State Line to Brookings

The section of US 101 from the California State Line to Brookings is a 2.10-mile corridor that generally runs north-south, east of the coastline. The roadway is a two-lane facility posted at 55 MPH with periodic striped medians and turn lanes at major intersections. The roadway includes 10-foot paved shoulders that could serve people walking, rolling, and biking. Its context is primarily rural but does serve some businesses and residences, as well as Crissey Field State Park. A key location identified within this corridor by the PMT is the intersection with Stateline Road, which provides access to the state park and a Co-Op. The new intersection configuration has created conflicts for southbound drivers attempting to access the Co-Op on the east side of the highway. Figure 4 illustrates the corridor location and the subject intersection.

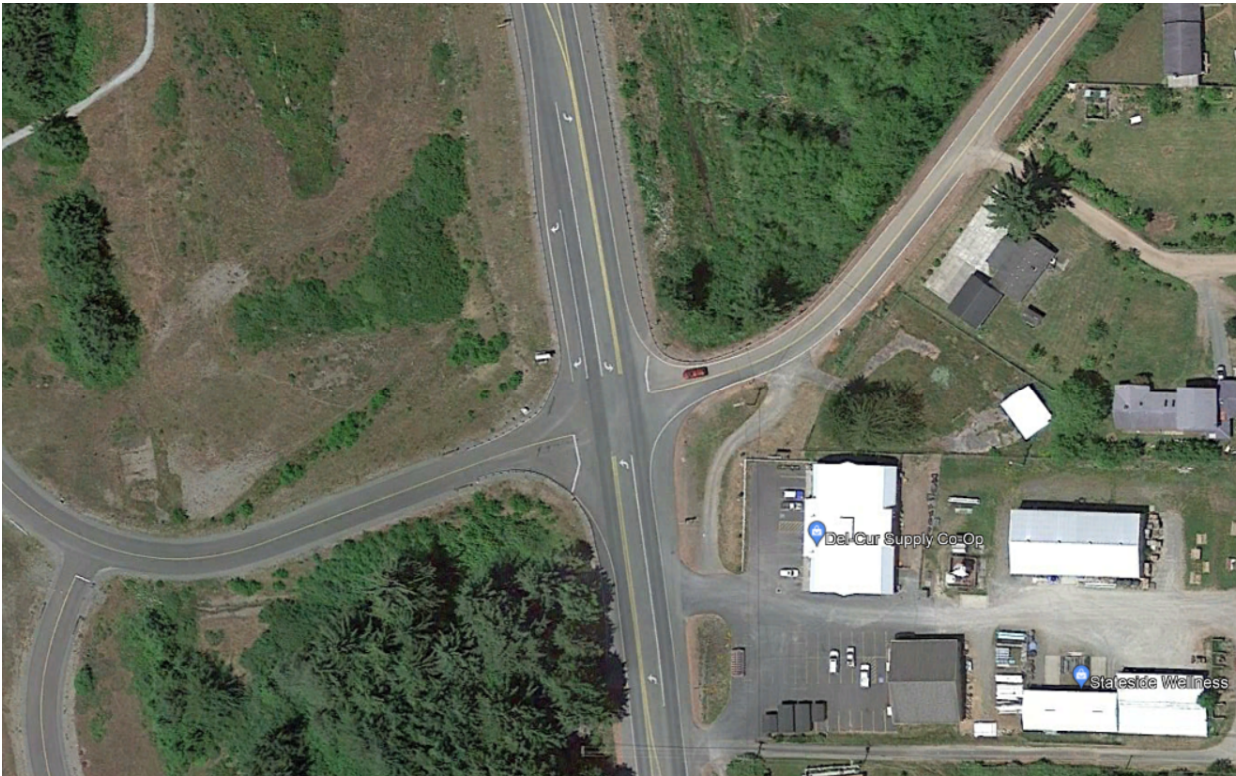


Figure 4: US 101 Corridor from California State Line to Brookings and US 101 / Stateline Road Intersection

OTHER NOTABLE FINDINGS

In addition to those presented above, other notable findings include the following:

- The Isaac Patterson Bridge over the Rogue River (via US 101) in Gold Beach has a tight cross section with 12-foot travel lanes, no shoulders, and narrow sidewalks. During the site visit, cyclists were observed utilizing the sidewalk given that US 101 is the Oregon Coast Bike Route (see Figure 5).
- Long sections of passing lanes are provided frequently along US 101 between Brookings and Nesika Beach.
- Gravel roadway pull-outs are provided periodically along the west side of US 101 for recreation and beach access between Brookings and Nesika Beach. Freight trucks were observed using these.



Figure 5: Bicyclist on Isaac Patterson Bridge over the Rogue River