



# CURRY COUNTY TRANSPORTATION SYSTEM PLAN

VOLUME I: TRANSPORTATION SYSTEM PLAN

MARCH 2024

Curry County

# Draft Transportation System Plan

Prepared for:



Curry County

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# ACKNOWLEDGEMENTS

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## EXECUTIVE SUMMARY

- Study Area
- Goals and Objectives
- Project Priorities
- Implementation and Funding Plan

# EXECUTIVE SUMMARY

The Curry County Transportation System Plan (TSP) provides a 20-year plan for the County's transportation system through 2045. This plan is an update to the 2005 Curry County TSP. The purpose of this TSP is to guide the development, implementation, and maintenance of projects, programs, and strategies that build a safe and efficient transportation system. This plan balances the needs of all transportation users including people who walk, bike, role, ride transit, and drive personal and freight vehicles.

This executive summary provides an overview of Curry County's goals and objectives, recommended policies and ordinances, and implementation and funding options takeaways for its transportation system.

## Study Area

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Curry County is the most southern county on the Oregon coast, located between the California border to the south and Coos County to the north. Curry County is predominantly rural in nature, with three incorporated cities: Port Orford, Brookings, and the County seat – Gold Beach. The county has a population of over 23,600 where the vast majority lives along the coast in one of the three incorporated cities and relies on US 101 (Oregon Coast Highway) along the coastline as its primary route through the region.

The planning area for the TSP comprises rural Curry County and County facilities located within the three incorporated cities. Port Orford, Brookings, and Gold Beach prepare their own TSPs to meet their unique transportation needs. The Curry County TSP complies with ODOT facility plans for corridors in the study area that are adopted by the Oregon Transportation Commission (OTC). ODOT facility plans are adopted as part of the TSP by reference.

## Goals and Objectives

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The purpose of the Curry County TSP is to provide a safe, efficient, well-connected, multi-modal transportation network, based on the needs of existing and planned land uses. The community's desires and vision for the future transportation system are characterized by the following six goals:

- **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.
- **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.
- **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.

These goals also reflect those of the County’s Comprehensive Plan and are consistent with applicable statewide plans and policies, including the Transportation Planning Rule (TPR) and the Oregon Transportation Plan (OTP). These goals and their related objectives are discussed in more detail in Chapter 2.

## Priority Projects

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Funding for transportation improvement projects in Curry County is limited; therefore, the TSP identifies projects that are considered the greatest priority to the County. Although it is unlikely that the priority projects will all be constructed over the next 20 years, they have been selected for the County to focus their efforts through the life of the TSP as funding becomes available. The TSP also identifies projects that are considered “aspirational.” They are recognized by the community as important but if they were to be constructed, their implementation would likely take place after the TSP planning horizon.

The priority projects reflect County roadways that demonstrate the greatest need for enhancing vehicular traffic safety and increasing comfort for people walking and biking. These projects are presented in

Table 1 by travel mode with detailed descriptions and planning-level cost estimates. For planning purposes and the County's future considerations related to its Capital Improvement Plan (CIP), priority projects are categorized as near-, mid-, and long-term based on complexity, cost, community input, and the TSP goals and objectives:

- Near-term projects would be implemented within 0 to 5 years;
- Mid-term projects would be implemented within 5 to 10 years; and
- Long-term projects would be implemented within 10 to 20 years.

The County may advance projects as opportunities arise. These opportunities could include changes in policy or funding at the federal, state, or local level; changes in local development priorities; or public-private or public-public partnerships. Project priorities are intended to be flexible for allowing the County to make wise investments consistent with the overall vision contained in this TSP.

Priority projects are identified in



Table 1, including implementation plan details and estimated costs. Additional details on the priority projects are included in Project Prospectus Sheets contained in Volume 2, along with detailed cost estimate worksheets; these sheets include all estimation assumptions as well as any topographic, right-of-way, or other constraints. Project design details may change before construction commences as public input, available funding, and unique site conditions are taken into consideration.

Table 1. Priority Projects

Project Location	Project Description	Project Length (Miles)	Priority	Cost Estimate
<b>Roadway Segments</b>				
<b>Airport Road: US 101 to Cape Blanco State Airport</b>	Construct 4-foot paved shoulders (S7), wider edgeline striping, and advisory curve warning signs (TS2)	2.9	Long-Term	\$6.1M
<b>Sixes River Road: US 101 to County Limits</b>	Construct 4-foot paved shoulders (S8)	10.5	Long-Term	\$12.0M
<b>Elk River Road: US 101 to County Limits</b>	Construct 4-foot paved shoulders (S11), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS3)	7.6	Long-Term	\$9.0M
<b>Cedar Valley Drive: Ophir Road to N Bank Rogue River Road</b>	Construct 4-foot paved shoulders (S19), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS8)	8.1	Long-Term	\$13.8M
<b>Nesika Road: US 101 (South) to US 101 (North)</b>	Construct 4-foot paved shoulders from US 101 (south) to Gun Club Road (S20)	0.4	Near-Term	\$450K
	Construct a 10-foot paved sidepath from Gun Club Road to US 101 (north) on the west side (SP1)	0.8	Near-Term	\$1.8M
<b>Edson Creek Road: US 101 to N Bank Rogue River Road</b>	Construct 4-foot paved shoulders (S21)	2.3	Mid-Term	\$3.0M
<b>Wedderburn Loop: Old Coast Highway to US 101</b>	Construct 4-foot bike lanes or paved shoulders (S23)	1.3	Near-Term	\$1.0M
<b>N Bank Rogue River Road: US 101 to Lobster Creek Road</b>	Construct 7-foot buffered bike lanes or paved shoulders (S24), raised or recessed pavement markers, and wider edgeline striping (TS9) from US 101 to MP 0.8	0.8	Near-Term	\$2.3M
	Construct 4-foot paved shoulders (S25), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS9) from MP 0.8 to Lobster Creek Road	10.0	Long-Term	\$16.7M
<b>Jerry's Flat Road: US 101 to County Limits</b>	Construct 7-foot buffered shoulders (S26), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from US 101 to the Gold Beach UGB	4.5	Mid-Term	\$8.5M
	Construct 6-foot paved shoulders (S27), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from the Gold Beach UGB to Lobster Creek Road	5.0	Long-Term	\$15.4M
<b>Hunter Creek Road: US 101 (North) to County Limits</b>	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Gold Beach UGB (S30)	2.5	Long-Term	\$7.3M
	Construct 4-foot paved shoulders from the Gold Beach UGB to County Limits (S31)	3.6	Long-Term	\$3.8M
<b>Pistol River Loop: US 101 to Carpenterville Hwy</b>	Construct 4-foot paved shoulders (S34), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS15)	1.9	Mid-Term	\$3.9M
<b>Cape Ferrelo Road: US 101 to Carpenterville Hwy</b>	Construct 4-foot paved shoulders (S38)	2.6	Mid-Term	\$5.4M
<b>Parkview Drive: Vista Ridge Drive to Eastern Terminus</b>	4-foot bike lanes or paved shoulders (S42)	0.7	Mid-Term	\$1.1M

Project Location	Project Description	Project Length (Miles)	Priority	Cost Estimate
<b>N Bank Chetco River Road: MP 1.0 to County Limits</b>	Construct 7-foot buffered bike lanes or paved shoulders (S45), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevrons signs on rural horizontal curves (TS19) from MP 1.0 to the Brookings UGB	3.8	Mid-Term	\$10.0M
	Construct 4-foot paved shoulders (S46), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS19) from the Brookings UGB to MP 17.5	4.9	Long-Term	\$7.8M
<b>S Bank Chetco River Road: US 101 to County Limits</b>	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Brookings UGB (S48)	4.1	Long-Term	\$13.5M
	Construct 4-foot paved shoulders from the Brookings UGB to the County Limits (S49)	2.1	Long-Term	\$4.9M
<b>Lower Harbor Road: Benham Lane to US 101</b>	Construct 6-foot sidewalks or a paved sidepath on the west side, from Benham Lane to US 101 (P2), and high-friction surface treatment and advance warning flashers from Benham Lane to Boat Basin Road (TS1)	1.0	Near-Term	\$2.5M
<b>Shopping Center Avenue: W Hoffeldt Lane to Lower Harbor Road</b>	Construct 7-foot buffered bike lanes or a paved sidepath on the west side (B1)	0.6	Near-Term	\$670K
<b>W Hoffeldt Lane: South of Titus Lane to US 101</b>	Construct 6-foot bike lanes and 6-foot sidewalks (BP1)	0.4	Near-Term	\$1.9M
<b>Oceanview Drive: US 101 to Benham Lane</b>	Construct a 10-foot sidepath on the east side from US 101 to Cedar Lane (SP2)	2.2	Mid-Term	\$2.3M
	Construct 7-foot buffered bike lanes or paved shoulders from Cedar Lane to Benham Lane (S50)	1.3	Mid-Term	\$4.6M
<b>Winchuck River Road: US 101 to County Limits</b>	Construct 4-foot paved shoulders (S52)	7.5	Long-Term	\$9.5M
<b>Intersections</b>				
<b>US 101 / Nesika Road - Edson Creek Road</b>	Construct left-turn lanes on US 101 (north and south intersection approaches) and increase intersection sight distance (TS7)	N/A	Near-Term	\$960K
<b>US 101 / Del-Cur Supply Co-Op Site Access</b>	Convert the north Del-Cur Supply Co-Op site access on US 101 to right-in/right-out and improve the site access on Stateline Road to mitigate US 101 conflicts (TS22)	N/A	Near-Term	\$210K
<i>Near-Term Project Costs</i>				<b>\$11.8M</b>
<i>Mid-Term Project Costs</i>				<b>\$38.8M</b>
<i>Long-Term Project Costs</i>				<b>\$119.8M</b>
<b>Total Cost</b>				<b>\$170.4M</b>

Note project categories: S = Shoulder; SP = Side Path; TS = Traffic Safety; BP = Bike/Pedestrian; P = Pedestrian

## Implementation & Funding Plan

The anticipated cost of implementing the priority projects is approximately \$170.4 million. In comparing the County's roadway funding to the estimated costs of the priority projects, the County will need to identify additional funding sources to maintain its transportation system and implement future improvements. As such, the County will need to partner with other agencies, the private development community, and pursue alternative funding sources to address these 20-year priority projects.

Potential local, state, and federal funding sources that may be considered by the County are provided in Chapter 5. Those that are likely the most applicable for the County to consider in pursuit of the priority projects are grouped as "Countywide Funding Sources," which include

flexible funding streams that could be applied to various projects, and “Project Specific Funding Sources,” which would be applied on a project-by-project basis. Examples of Countywide Funding Sources includes street utility fees, road maintenance fees, transportation system development charges, and local fuel taxes while examples of Project-Specific Funding Sources includes the Statewide Transportation Improvement Program (STIP), All Road Transportation Safety Program (ARTS), Multi-modal Active Transportation Fund (MAT), and Oregon Community Paths (OCP). The County could choose to pursue one or more of the Countywide Funding Sources and develop an ongoing Capital Improvement Program (CIP) with the funds generated. In addition, the County may choose to apply for Project Specific Funding Sources to implement high priority projects.



# CHAPTER 1

## INTRODUCTION

- Purpose of the Transportation System Plan
- Planning Process
- Planning Area Context
- Community Involvement



# CHAPTER 1. INTRODUCTION

This Transportation System Plan (TSP) establishes a vision for the transportation system within Curry County for the next 20 years, including supporting projects, programs, and studies. The TSP serves as the transportation element of the County's Comprehensive Plan. The County's transportation system supports how people, goods, and services move to, through, and within the region to get to work and school, recreate, socialize, and gather basic needs. The community relies on freight to transport goods for purchase and to maintain economic vitality. Increasingly, people are relying on transportation facilities to achieve health objectives including robust walking and biking routes that promote physical and mental wellbeing. As technologies in transportation change, so too may the needs of the County's infrastructure.

The TSP is presented in two volumes. Volume 1 is the main document and includes the elements that will be of interest to the broadest audience. Volume 2 contains the technical memoranda, data, and related transportation plans that enhance and support Volume 1. Volume 1 is organized into the following chapters:

- **Chapter 1:** An overview of the planning context for the TSP, including the planning process, planning area, existing and future land use findings, and community involvement.
- **Chapter 2:** Goals and objectives that express the County's long-range vision for the transportation system.
- **Chapter 3:** Existing and future transportation needs identified for the roadway network, bridges and culverts, active transportation modes, other transportation facilities such as rail, air, water, and pipeline services, and environmental constraints.
- **Chapter 4:** Recommended projects, programs, and policies to support the County's transportation needs over the next 20 years.
- **Chapter 5:** An implementation plan for the projects, programs, and policies that are considered of highest priority to the County, which includes planning-level cost estimates, potential funding sources, and potential funding partnerships.

The List of Appendices in this document details the contents of Volume 2. While Volume 2 is not adopted as part of the TSP, all the documents provide useful information regarding the basis for the decisions presented in Volume 1.

## Purpose of the Transportation System Plan

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The Curry County TSP addresses the County's changing transportation needs and helps to guide future transportation investments in a way that supports users of all ages, abilities, and income levels over the next 20 years, through 2045. This plan updates and replaces the prior TSP adopted in 2005. The TSP covers all of Curry County, including County facilities in rural communities outside of incorporated areas and those within incorporated cities. Incorporated cities also maintain their own TSPs to address their unique transportation needs. The Curry County TSP provides a framework to implement, continue, and/or expand transportation projects, programs, and policies based on community priorities. It contains prioritized lists of forward-thinking investments to improve safety and accessibility for all modes including walking, rolling, biking, driving, riding transit, and freight delivery. The County can use its TSP as a coordination tool with regional and local agencies to implement transportation improvements.

## Planning Process

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The TSP planning process commenced in Summer of 2022 and completed in Winter of 2024. The TSP was developed through a series of technical analyses, combined with collaboration with the County and Oregon Department of Transportation (ODOT), guidance by a joint Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC), input from the Curry County Planning Commission and the Curry County Board of Commissioners, and inclusive engagement with the public. Additional details on community involvement for the TSP are described at the end of this chapter. Key findings from the technical analyses are summarized in Chapter 3. The following section provides context on the TSP planning area including unique characteristics of the study area, existing and future land uses, the county's future development potential, and population projections and demographics.

## Planning Area Context

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The TSP provides a flexible, adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Decisions about the County's transportation system will be guided by the goals and objectives contained in Chapter 2, but ultimately, the decisions will be made within the overall context of the County's land use plans and support for local and regional economic development. These guiding plans and principles provide a foundation for the TSP's goals, objectives, and potential actions.

Division 12 (Transportation Planning) of the Oregon Administrative Rules (OAR) coincides with Oregon Statewide Planning Goal 12 (Transportation) and requires that local agencies develop local transportation system plans. This TSP was specifically developed per the Transportation Planning Rule (TPR), or OAR 660-012-0105—Transportation System Updates. The TSP must be based on the County's Comprehensive Plan (2009) land uses and provide for a transportation system that accommodates the region's expected growth in population and employment. The TSP must also be consistent with existing local, regional, and state plans, policies, and documents, such as the Oregon Highway Plan (OHP) and the ODOT Transportation System Plan Guidelines. These rules help to implement the state's goals in achieving an efficient, safe transportation network.

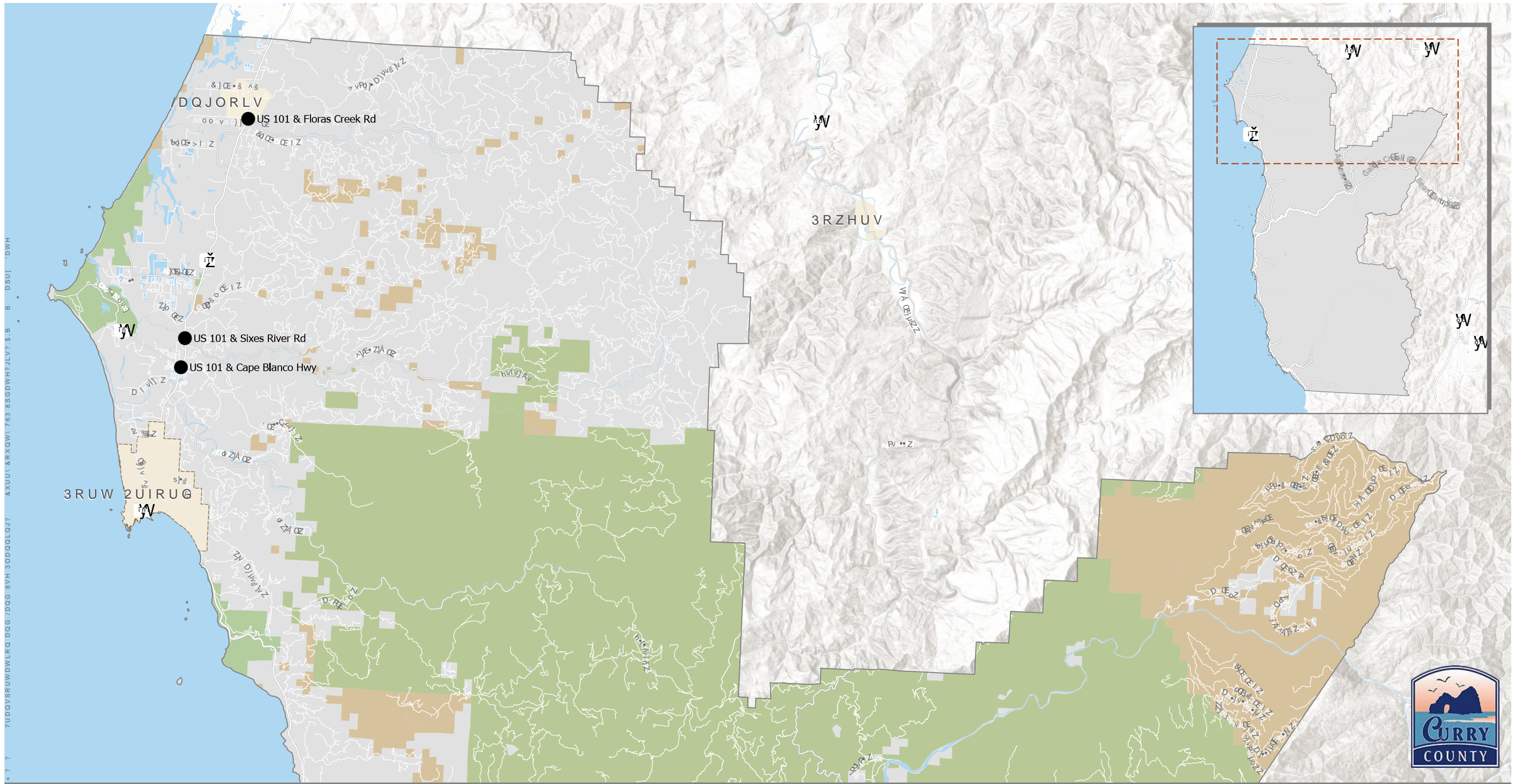
Per the TPR, this TSP identifies multimodal transportation needs and solutions for users of all ages, abilities, and income levels. It also incorporates land use and land division ordinance amendments needed to protect transportation facilities and provide facilities to connect people between residential, commercial, and employment/institutional areas.

### Study Area

Curry County is located at the southwest corner of the state of Oregon between the Pacific Ocean to the west, the state of California to the south, Coos County to the north, and the Cascade Mountains to the east. Figure 1 identifies the Transportation System Plan (TSP) planning area. The county covers 1,648 square miles and approximately three quarters of the land is Rogue River-Siskiyou National Forest.

Elevations in the county range from sea level to more than 5,000 feet in the peaks of the coastal range. Cape Blanco in northern Curry County juts into the Pacific and marks the second westernmost point in the contiguous United States.





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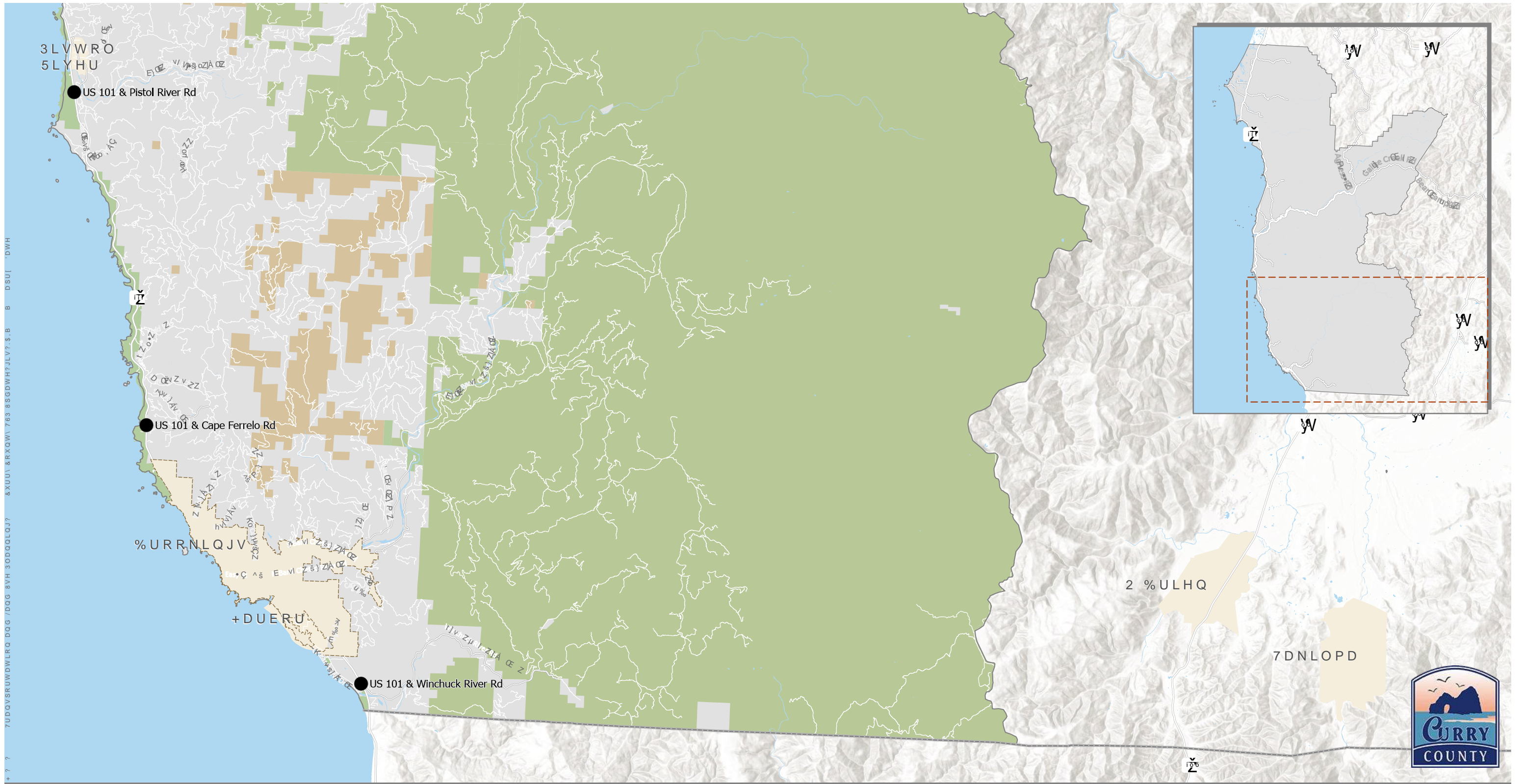
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Curry County is predominantly rural in nature, with three incorporated cities: Port Orford, Brookings, and the County seat—Gold Beach. US 101 (Oregon Coast Highway) is the primary route through the county, running north-south along the coast and connecting the incorporated cities. The county has a population of 23,897, where the majority lives along the coast in one of the three incorporated cities. Brookings, the largest city, holds over 28 percent of the total population. Known as the “banana belt” of the Oregon Coast, the climate between Gold Beach and Brookings is dominated by ocean currents that produce a microclimate that is significantly more mild than other areas of the south coast. As a result, a large contingent of retired citizens is attracted to the coastal communities.

Given the diverse land characteristics and industries in the region, Curry County has developed in a dispersed settlement pattern along the coast. Therefore, the region’s natural and economic assets pose various challenges for transportation logistics and development. Lumber, agriculture, commercial and sport fishing, recreation, and tourism are the area’s most important industries. Curry County contains valuable standing timber and is one of the most prolific areas for producing Myrtlewood. The agriculture industry includes raising sheep and cattle, dairy operations, and growing cranberries, blueberries, and horticultural nursery stock. Ninety percent of all Easter lilies in the country are grown in southern Curry County and Del Norte County in California. The County has increasingly relied on recreational tourism to support its tax base over the years. Curry County is known for its spectacular coastal scenery in addition to its recreational attractions including but not limited to beachcombing, clamming and crabbing, fishing, boat trips, kayaking and other water sports on the nationally acclaimed Rogue River, hiking, and camping.

## Existing and Future Land Uses

Land use is a key factor in developing a functional transportation system. The amount of land planned for development, the types of land uses, and how they relate to each other have a direct relationship to the anticipated demands for the transportation system. The Curry County Comprehensive Plan, last updated in 2009, provides a long-term guide for where and how future development will occur. The Comprehensive Plan designations inform which zoning districts can be applied to the land. The plan designations include Timber, Forest Grazing, Agriculture, Residential, Commercial, Industrial, Special Use Lands (such as coastal conservation areas), and Open Space.

The following are key characteristics of the existing and future land uses in Curry County:

- The zoning designations and Comprehensive Plan designations follow similar patterns.
- A vast majority of land is designated for Timber (88.0%), and some is dedicated to Forest Grazing (8.8%). Some land outside of Urban Growth Boundaries (UGBs) is dedicated to residential development (1.5%).
- Most of the residential, commercial, and industrial land within Curry County is concentrated around existing communities along US 101.
- A majority of parcels that are vacant or are considered re-developable (55%) are zoned as forest or agriculture, which cannot be developed or redeveloped.
- Some parcels in the Port Orford (75) and Gold Beach (35) areas are re-developable.

Further details on these designations, including their acreage and which land is developable or can be redeveloped, are provided in Volume 2, as well as the County’s Comprehensive Plan.

## Population Projections and Demographic Profile

The Portland State University (PSU) Population Research Center (PRC) produces population forecasts for Oregon counties and their incorporated cities on a four-year cycle. These forecasts play an important role in understanding the potential for traffic volume growth in Curry County and determining the transportation facilities and services needed to support growth over the next 20 years. Table 2 summarizes PSU's population forecasts for Curry County and the cities of Brookings, Gold Beach, and Port Orford through 2045. The county's population is estimated to grow by approximately 0.24 percent per year; however, most of the growth is expected to occur within the UGBs of the incorporated cities. Outside of them, the county's population is projected to decrease over time.

**Table 2. Curry County Population Projections by PSU (2022-2045)**

Location	2022	2025	2030	2035	2040	2045	Average Annual Growth Rate
<b>Countywide</b>	<b>23,790</b>	<b>24,066</b>	<b>24,429</b>	<b>24,698</b>	<b>24,881</b>	<b>25,106</b>	<b>0.24%</b>
<b>Brookings UGB</b>	11,861	12,051	12,322	12,589	12,884	13,281	0.52%
<b>Gold Beach UGB</b>	3,361	3,382	3,403	3,436	3,501	3,624	0.34%
<b>Port Orford UGB</b>	1,811	1,803	1,782	1,770	1,777	1,816	0.01%
<b>Outside UGB's</b>	6,757	6,829	6,923	6,903	6,719	6,384	-0.24%

Understanding population growth is helpful in determining what transportation infrastructure is needed to support the traffic growth that comes with it. Understanding the demographic cross section of the county population helps to identify where that infrastructure should be prioritized. The county's demographic profile, developed in 2022, is based on census data at the Census Block Group level and could evolve over the TSP planning horizon. Key characteristics from that demographic profile include the following:

- Seventeen percent (17%) of Curry County's population is of a minority race or ethnicity (as compared to 28% of the state's overall population).
  - The highest percentage of minority groups are Hispanic or Latino (7.14%), followed by American Indian or Alaska Native (1.97%).
  - The highest concentration of minority groups is located within the Brookings UGB.
- Curry County has a higher proportion of senior population (34%) compared to the state as a whole (19%) while youth populations (15%) are generally lower than the overall portion of youth in the state.
  - The highest concentration of seniors is located south of Harbor where over 75% of the population is age 65 or older.
  - The highest concentration of youth populations is in Wedderburn, just north of Gold Beach, where approximately 20% of the population is age 17 and younger.
- Approximately 13% of the population in Curry County is in poverty (due to a ratio of income to poverty below 1), compared to approximately 12% for the overall state.
  - The Census Block Group in the northeast corner of the county and the Census Block Group southeast of Brookings have the highest percentage of households with a poverty ratio below 2, making them eligible for some assistance programs.



- Port Orford has the highest percentage of households with a poverty ratio below 2 out of the three incorporated cities in the county.

These populations were identified from the 2021 American Community Survey (ACS) 5-Year Estimates and 2020 Decennial Census. Meaningful participation by these groups was encouraged throughout the planning process to ensure that transportation solutions are equitable. Additional details on this demographic profile, including tables and maps that identify the percentages and locations of these populations, can be found in Volume 2.

## Community Involvement

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Community involvement is an integral component of the Curry County TSP. The County's transportation system connects people and commerce between US 101 and Interstate 5 (I-5), supports the daily needs of people who live and work in the region, links people to employment areas outside of the county, and allows visitors to access local amenities and attractions, such as outdoor recreational activities. Given these important local, regional, and state functions, the County has coordinated development of its TSP with community members and key agency partners to reflect the overall needs of the region and to help shape the goals, policies, and recommended transportation improvements across Curry County.

Several coordination and community engagement techniques were used to gather input throughout the planning process:

- A **project website** that provided project updates, all technical reports, meeting summaries, and links to engagement opportunities.
- Regular **Project Management Team (PMT) Meetings** attended by County and ODOT staff.
- A **joint Technical Advisory Committee (TAC) / Citizens Advisory Committee (CAC)** was established to provide guidance to the project team. There were five meetings in which the TAC and the CAC provided feedback on the TSP and its recommendations. Meetings were held both in person and virtually to provide greater opportunity to participate.
  - TAC members provided technical supervision of the TSP development and included County staff, ODOT representatives, transit agencies, city departments, and regional tribe representatives in Curry County. The TAC provided guidance on technical issues and direction regarding policy issues.
  - CAC members represented community interests, provided an on-the-ground perspective, and were a sounding board for identified transportation needs and improvements. They ranged from representatives of local businesses to schools, places of worship, and underserved communities in the county.
- **Two public meetings** were hosted at key project milestones during the planning process. Each meeting was conducted in an in-person setting in Gold Beach with a partner virtual open house component to broaden community reach. Comments were collected at these meetings and incorporated into the TSP. The project team used a variety of advertising methods, including:
  - Information sharing on the Curry County Board of Commissioners website, the County Planning and Building website, the bulletin boards at the Planning Department, and through the County's list of interested persons.

- Announcements posted to various places on the TSP project website.
- **Four work sessions** with the Curry County Planning Commission and Curry County Board of Commissioners were held to solicit their input through the planning process, which was also incorporated into the TSP.

Additional details on community involvement efforts for the TSP are provided in TSP Volume 2.



## CHAPTER 2 GOALS AND OBJECTIVES

- Goal 1: Safety and Resiliency
- Goal 2: Sustainability and Responsibility
- Goal 3: Efficiency and Vitality
- Goal 4: Transportation Options and Equity
- Goal 5: Coordination and Collaboration
- Goal 6: Transportation Funding

# CHAPTER 2: GOALS AND OBJECTIVES

The TSP goals are designed as broad statements that characterize the community's desires and vision for the future transportation system. They are aspirational in nature, so may not be fully attained within the 20-year planning horizon of this plan. The objectives are more specific and intended to support the goals and assist with future land use and transportation decision making by the community.

The TSP goals presented in this chapter focus on these priorities identified by the County:

- Resiliency and emergency preparedness
- Congestion relief (on US 101)
- Rural roadway safety
- Pedestrian and bicycle system connectivity
- Limited funding

They also carry forward themes from the County's 2005 TSP and adopted Comprehensive Plan. A summary of suggested changes to the County's adopted land use regulations that support implementation of the TSP is provided in Volume 2. The County will develop a specific list of implementation tasks upon TSP adoption.

## Goal 1: Safety and Resiliency

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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.

### Objectives

- 1.1 Prioritize projects, programs, and policies that seek to reduce crash frequency and severity, with a focus on improving hotspot and systemic safety issues.
- 1.2 Integrate safety improvements into maintenance and other projects.
- 1.3 Plan for alternate routes to US 101 to aid in response to and recovery from natural disasters (e.g., fires, earthquakes, landslides, and tsunamis) and in coordination with other agencies, such as local emergency service providers and the US Forest Service.
- 1.4 Support safer locations – e.g., outside tsunami zones – for transportation support facilities.
- 1.5 Improve the safety and multimodal capacity of existing routes parallel to US 101.

## Goal 2: Sustainability and Responsibility

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

### Objectives

- 2.1 Focus on transportation demand management (e.g., pedestrian and bicycle improvements) and system management as cost-effective ways to improve and maximize the County's transportation system.
- 2.2 Avoid impacts to the scenic, natural, and cultural resources and, where practical, develop transportation projects that showcase these resources in a respectful way.
- 2.3 As needed, consider alternative transportation facility designs to avoid impacts to natural resources.
- 2.4 Minimize environmental impacts (e.g., air, land, water, noise, and visual pollution), and seek a balance between transportation modes by supporting less polluting transportation options.

## Goal 3: Efficiency and Vitality

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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.

### Objectives

- 3.1 Improve local road and multimodal networks to reduce reliance and congestion on US 101.
- 3.2 Explore transportation system management (e.g., traffic signal timing, turn lanes) as a cost-effective way to reduce congestion on US 101.
- 3.3 Consider freight (truck) needs in transportation improvements, particularly in access to ports and airports.
- 3.4 Ensure that transportation system recommendations are coordinated with and support any improvements planned for airports and related facilities.
- 3.5 Identify key recreation destinations and ways to improve access to these areas in order to grow recreation-based tourism in the county.
- 3.6 Support multimodal access to recreation, including through implementing recommendations from the Oregon Coast Bike Route Plan.

## Goal 4: Transportation Options and Equity

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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.

### Objectives

- 4.1 Include accessibility (ADA-compliant) elements in transportation project design and implementation.
- 4.2 Avoid negative impacts and prioritize benefits of transportation projects on groups defined by the state and federal government as “protected” (e.g., people in poverty, seniors, people with disabilities, and minority residents).
- 4.3 Design transportation improvements to safely and efficiently accommodate multiple transportation modes, where practical, within public right-of-way.
- 4.4 Plan and implement a safe, attractive, efficient, and accessible system of bicycle and pedestrian improvements, including and consistent with recommendations from the Oregon Coast Bike Route Plan.
- 4.5 Promote the use of active transportation by both residents and visitors by continually maintaining and improving facilities and connecting bicyclists and pedestrians with key destinations.
- 4.6 Support multimodal transportation and improved local networks as a way to reduce reliance and congestion on US 101.

## Goal 5: Coordination and Collaboration

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

### Objectives

- 5.1 In addition to internal County departmental coordination, collaborate with agencies like Curry Public Transit, local emergency service providers, and US Forest Service to establish emergency and post-disaster transportation routes and services.
- 5.2 Ensure that transportation recommendations are consistent with adopted local and state plans.
- 5.3 As needed, update local land use and development requirements to reflect and implement recommendations from the transportation planning process.

## Goal 6: Transportation Funding

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

### Objectives

- 6.1 Develop transportation projects that can be implemented within the County's fiscal constraints.
- 6.2 Partner with ODOT and other agencies to develop a long-range financial strategy for transportation improvements and operational and maintenance needs in the county.
- 6.3 Prioritize transportation maintenance and improvement projects that will provide the greatest safety and resiliency benefits per dollar spent.

The goals and objectives described above were used to develop criteria to support the evaluation of transportation system alternatives, as well as the selection and prioritization of preferred alternatives. The projects contained in Chapter 4 (Transportation System Plan) reflect those that best meet the goals and objectives of the TSP through application of the evaluation criteria. Additional information on the goals, objectives, and evaluation criteria is provided in Volume 2.





## CHAPTER 3

# TRANSPORTATION NEEDS

- Roadway Network Findings
- Bridges and Culverts Findings
- Bicycle and Pedestrian Findings
- Public Transportation Findings
- Rail, Air, Water, and Pipeline Findings
- Environmental Constraint Findings

# CHAPTER 3: TRANSPORTATION NEEDS

The TSP goals, objectives, projects, and potential implementing actions are based on analysis by, and input received from, the community, County staff, partner agency staff, and policymakers. The analysis evaluated existing transportation conditions for all modes of travel; existing and future deficiencies in the transportation system based on forecast area growth in population and employment; and recommended changes to the transportation system that can:

1. Help balance the needs of all users (including those who may be transportation disadvantaged);
2. Support the movement of goods and services; and,
3. Achieve local and regional economic development priorities.

This chapter summarizes key findings from the existing and future needs analyses of Curry County’s transportation facilities and services as they exist today. This information provided a baseline understanding of gaps and deficiencies in the transportation system and helped shape the projects and programs contained in Chapter 4.

The TSP primarily addresses transportation needs for people walking, biking, taking transit, and driving within the regions of Curry County located outside the Brookings, Gold Beach, and Port Orford UGBs, but also identifies recommendations along State and high-order County roads within these UGBs. More information on the existing and future needs analyses can be found Volume 2.

## Roadway Network Findings

The roadway network in Curry County is vital to the transportation system. Motor vehicle, bicycle, pedestrian, transit, and freight transportation all rely on the roadway network to some extent. Beyond these modes, the roadway network also provides access to air transportation and water facilities within the county. An overview of current and future roadway networks findings is provided below.

Roadway Element	Key Findings and Needs
<b>Jurisdiction</b>	Roadways are owned by the County, ODOT, Oregon Department of Forestry (ODF), US Forest Service (USFS), Bureau of Land Management (BLM), and incorporated cities; 37% of roads are owned by USFS (most within the Rogue River-Siskiyou National Forest).
<b>Roadway Connectivity</b>	Curry County lacks major east-west roadway connections. USFS roads that could improve this connectivity include Hunter Creek Road, Agness Road, Galice Creek Road, Sawtooth Forest Road, and Elk River Road.
<b>Functional Classifications</b>	There are discrepancies in the Federal and County functional classifications of Sixes River Road, Grassy Knob Road, China Mountain Road, Old Coast Road, Grizzly Mountain Road, Elk River Road, Vista Drive, Cemetery Loop Road, Lobster Creek Road, Road 3680, Agness Road, Rainbow Rock Road, Parkview Drive, Old County Road, W Hoffeldt Lane, E Benham Lane, Pedrioli Drive, and N Bank Chetco River Road.

Roadway Element	Key Findings and Needs
<p><b>Freight Routes</b></p>	<ul style="list-style-type: none"> <li>• US 101, OR 250, and OR 255 have various freight restrictions, including weight restricted bridges.</li> <li>• None of the State highways are designated by the Oregon Highway Plan (OHP) as freight routes, but US 101 is designated as a Reduction Review Route. US 101 is a National Highway System (NHS) route but is not designated as a National Highway Freight Route or State freight route on the National Network, except for the portion north of Port Orford.</li> <li>• Alternative freight routes in the county are limited and may not be appropriate for moving freight in their current condition.</li> <li>• One low-priority freight pinch point on US 101 is located near Humbug Mountain State Park that would be costly to remove.</li> <li>• Lower Harbor Road in Brookings and Dock Road to Harbor Drive in Port Orford are intermodal connectors with identified needs for moving freight.</li> </ul>
<p><b>Design Standards</b></p>	<ul style="list-style-type: none"> <li>• The County's rural roadway improvement standards lack paved shoulders; in turn, much of the County's rural roadway network lacks paved shoulders and many roadways are substandard (96% of County roadways have paved shoulder widths of 2 feet or narrower).</li> <li>• Most of the County's arterial and collector network complies with its required access spacing, except in some instances mostly in the urban areas.</li> </ul>
<p><b>Roadway Conditions and Characteristics</b></p>	<ul style="list-style-type: none"> <li>• Most County roads and State highways have fair pavement condition or better except for some sections near the urban areas.</li> <li>• 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.</li> <li>• US 101 is generally 55 MPH, except through major urban areas. Most major County facilities are 45 to 55 MPH, but some sections of roadway are 40 MPH or slower.</li> <li>• Most public street intersections are stop-controlled. The only known signalized intersections are along US 101 in Brookings and north of Gold Beach.</li> </ul>
<p><b>Intersection Operations</b></p>	<ul style="list-style-type: none"> <li>• All TSP study intersections currently meet their applicable mobility targets during the evening peak hour and are expected to continue meeting their mobility targets through 2045 (the US 101 / Winchuck River Road-Ocean View Drive experiences the highest side-street delay).</li> <li>• All available vehicle storage is adequate to serve the current traffic volume queues and is expected to remain adequate through 2045.</li> <li>• Non-motorized pedestrian and bicycle movements are generally low at the study intersections and are expected to remain low through 2045.</li> <li>• Future traffic volumes along US 101 are expected to grow by approximately 5 to 13%, with the greatest growth between Brookings and Gold Beach.</li> </ul>
<p><b>Traffic Safety</b></p>	<ul style="list-style-type: none"> <li>• A total of 928 crashes were reported in Curry County over the five-year period from January 1, 2017, through December 31, 2021.</li> <li>• 59% of the 928 reported crashes resulted in some level of injury, including 59 serious injury crashes; 39% of all crashes were with a fixed or other object; 22 of the crashes included pedestrians and 8 included bicyclists (resulting in 5 fatal crashes)</li> <li>• US 101 / Floras Creek Road intersection crash rate – 0.23 – is approaching its critical crash rate threshold – 0.28.</li> <li>• 44 roadway segments have observed crash rates that exceed statewide averages.</li> <li>• Traffic safety is expected to worsen over time if vehicular, pedestrian, and bicycle volumes increase and if no changes are made to the transportation system.</li> </ul>

# Bridges and Culverts Findings

Bridges and culverts are critical elements in the transportation system for continuously conveying multimodal traffic across barriers in the road network, such as rivers, streams, ditches, etc. They are especially vital for freight movement and the overall economy and prosperity of Curry County, Southwest Oregon, and the state. Key findings from an evaluation of the bridges and culverts located in the county include the following:

Structure Type	Key Findings and Needs
<p style="text-align: center;"><b>Bridges</b></p>	<ul style="list-style-type: none"> <li>• The County maintains 36 of the 75 bridges in the county—of which, 32 are on the National Bridge Inventory System (NBIS).</li> <li>• No bridges are functionally obsolete or need review for Emergency Vehicle (EV) loads.</li> <li>• Six (6) bridges are structurally deficient.</li> <li>• Seven (7) bridges are weight restricted/load posted.</li> <li>• Twenty-five (25) bridges have sufficiency ratings below 50 (indicating they are eligible for repair and/or replacement).</li> <li>• Twenty-five (25) bridges need review for Special Haul Vehicle (SHV) loads.</li> <li>• Forty-Seven (47) bridges are scour critical, indicating potential integrity and stability needs.</li> </ul>
<p style="text-align: center;"><b>Culverts</b></p>	<ul style="list-style-type: none"> <li>• The County maintains 3,573 of the 3,600+ culverts.</li> <li>• Twenty-three (23) culverts are scour critical, indicating potential integrity and stability needs.</li> </ul>

# Bicycle and Pedestrian Findings

Bicycle and pedestrian facilities are the elements of the transportation system that enable people to bike, walk, and roll safely and efficiently between land uses. Within Curry County, bicycle and pedestrian facilities primarily serve short trips between major attractors within the urban areas, but cyclists can travel along nearly all of US 101 via paved shoulders.

In general, biking and walking can be viable travel options for Curry County residents when supported by facilities such as shoulder bikeways, bike lanes, sidewalks, shared-use paths, and trails, as well as secure bicycle parking, work-place showers, and bus-mounted bike racks, or when mixed-use developments give people the option to live near their place of employment. An overview of current and future bicycle and pedestrian connectivity findings is provided below.



Bicycle and Pedestrian Element	Key Findings and Needs
<b>Connections</b>	<ul style="list-style-type: none"> <li>County collectors and arterials lack walking and biking facilities in both the rural areas and within the UGBs, except for some sidewalks and bike lanes on select streets in Brookings and Gold Beach. Limited bike lane and sidewalk projects are previously identified in ODOT's Statewide Transportation Improvement Program (STIP) and the County's Capital Improvement Plan (CIP).</li> <li>The only walking and biking facilities available on the State highway system are four foot (or wider) paved shoulders along US 101 (this highway is a coastal bike route). Sidewalks and bike lanes are generally provided on US 101 within the UGBs.</li> <li>The Oregon Coast Bike Route (OCBR) is a popular bike route running the length of the Oregon coast for approximately 370 miles. The Wild Rivers Coast Scenic Bikeway is an Oregon Scenic Bikeway in the Port Orford area.</li> <li>The Oregon Coast Bike Route (OCBR) is a popular bike route running the length of the Oregon coast for approximately 370 miles. The Wild Rivers Coast Scenic Bikeway is an Oregon Scenic Bikeway in the Port Orford area.</li> </ul>
<b>Generators</b>	<ul style="list-style-type: none"> <li>Many of Curry County's primary activity centers that could generate biking and walking trips are located within the urban and unincorporated areas and appear to be accessible by bicycle or walking.</li> </ul>
<b>Network Performance</b>	<ul style="list-style-type: none"> <li>Most arterials and collectors, or sections of these roadways, score with a Bicycle Level of Traffic Stress (BLTS) 2 or 3, which indicates that people biking likely experience little to moderate stress on roadways based on available facilities and the roadway environment. Roadway BLTS scores generally decrease further from the urbanized areas of the county (lower traffic volumes) and increase in the urbanized areas (depending on traffic volume levels, posted speeds, and availability of dedicated biking facilities). BLTS is expected to worsen along short sections of S Bank Chetco River Road, N Bank Chetco River Road, and Sixes River Road through 2045.</li> <li>Most arterials and collectors result in "Poor" Pedestrian Qualitative Multimodal Assessment (QMA) ratings – except within and near the incorporated cities and unincorporated communities – based on the availability and quality of pedestrian facilities. US 101 is primarily rated as "Fair" near the incorporated cities and unincorporated communities and demonstrates some "Good" ratings in Port Orford and Brookings. Some sections of US 101 and the remaining State highways are rated as "Poor."</li> <li>US 101 throughout the county was identified as a high-risk corridor for cyclists, especially within the Brookings UGB, in terms of safe cycling.</li> <li>US 101 was identified as a high-risk corridor for pedestrians near Airport Road, within the city limits of Port Orford and Gold Beach (northern) and the Brookings UGB, and near the Cape Sebastian area north of Pistol River, in terms of safe walking.</li> <li>The performance of the bicycle and pedestrian network is expected to remain the same (or worsen) through 2045 if no changes are made to the transportation system.</li> </ul>

## Public Transportation Findings

Curry County is served by two public transit providers – Curry Public Transit (CPT), who is the primary transit service provider, and SouthWest POINT. Several specialized transportation providers also offer medical transportation within the county. CPT travels outside of the county so riders can connect to Redwood Coast Transit, Coos County Area Transit, and Pacific Crest Bus Lines to reach destinations in Coos Bay, Eugene, Medford, Northern California, and beyond. An overview of current and future public transportation findings is provided below.

Public Transportation Element	Key Findings and Needs
<b>Services</b>	<ul style="list-style-type: none"> <li>• CPT runs fixed-route service between Coos Bay/North Bend and Smith River and dial-a-ride service in Brookings and Gold Beach. SouthWest POINT operates intercity bus service between Klamath Falls and Brookings.</li> <li>• Transit services and facilities in the county have a "Fair" Transit QMA rating primarily due to frequency of service. The transit opportunities identified in the recently adopted CPT Transit Development Plan (TDP) could affect future transit operations.</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• CPT has 5 official bus stops in Port Orford, Gold Beach, Brookings, and Harbor and 2 flag stops in Langlois. Neither bus stop in Langlois has amenities. Bus stops in Port Orford, Gold Beach, and Brookings have covered shelters and benches, in addition to additional amenities by stop. Bus stop amenities range from no amenities to covered shelters, etc. Neither Harbor bus stop has amenities, and the Chevron Station is considered a temporary bus stop by CPT. Bus stops should be upgraded as needed to include at least a covered shelter, waiting area, and bench. Additional amenities can include trash receptacles, street lighting, and bike racks.</li> <li>• CPT does not have park and ride facilities or transit centers in its service area as parking in many areas is free and widely available. A larger, on- or off-street site may become necessary in Brookings to facilitate connections between intercity, local circulator, and dial-a-ride services. The closest potential transit center could be located at the VA Clinic/Safeway stop in North Bend, which is planned by Coos County Area Transit (CCAT) to be a "mobility hub" site, where multiple modes connect. CPT should consider adding park-and-ride services if parking shortages develop at a rider's destination, or if there is a substantial savings in travel cost or time by using transit.</li> </ul>
<b>Transportation Disadvantaged Populations</b>	<ul style="list-style-type: none"> <li>• 24% of Curry County's overall population lives with a disability, as compared to 14% of the State's population. The locations with the greatest density of these populations include Harbor (43%), Port Orford (40%), and Nesika Beach (37%). Only two areas fall below the County average—Gold Beach (23%) and Brookings (17%).</li> <li>• The CPT TDP has identified several transit needs, including service improvements to key destinations with a focus on Title VI populations; increased level of service for the Coastal Express; maintained and expanded/improved Dial-A-Ride service; expanded service to targeted areas; opportunities with healthcare organizations; regional connectivity (Crescent City, Grants Pass, Coos Bay); current/future development needs in Brookings/Harbor, Gold Beach, and Port Orford; and marketing, bus stop amenities, technology, and workforce hiring.</li> </ul>

## Rail, Air, Water, and Pipeline Findings

This section summarizes the key findings from an assessment of rail, air, water, and pipeline services within Curry County.

### Rail Transportation

No rail transportation is present within Curry County. The closest railroads are Central Oregon & Pacific Railroad (CORP) to the east and Coos Bay Rail Line (CBRL) to the north.

### Air and Water Transportation

An overview of the airports and water transportation facilities operating in Curry County is provided below.

Transportation Service	Key Findings
Air Transportation	<ul style="list-style-type: none"> <li>• Three general aviation public airports serve Curry County: the Brookings Airport, the Gold Beach Municipal Airport, and the Cape Blanco State Airport. Del Norte Airport in Crescent City, California also supports populations in the county.</li> <li>• The Brookings Airport and the Cape Blanco State Airport are classified as Tier 3 and Tier 1 airports, respectively, in the Oregon Aviation Plan (OAP). These tiers reflect their capabilities and for making future investments, based on the forecast needs of their surrounding population and their provision of economic and commercial restoration to the entire region after a disaster event. These airports are also classified as Tier 2 airports in the Oregon Resilience Plan (ORP), which is a tier that represents a larger network of airports (compared to a more limited number of Tier 1 airports) that provide access to most rural areas and will be needed to restore major commercial operations following a natural disaster.</li> <li>• The Brookings Airport and Cape Blanco State Airport have “severe” and “violent” Cascadia Event Hazard rankings, respectively, but both are located outside of known tsunami hazard areas. The Gold Beach Airport has a “violent” Cascadia Event Hazard ranking and is located inside known tsunami hazard areas.</li> </ul>
Water Facilities	<ul style="list-style-type: none"> <li>• Three ports are in Port Orford, Gold Beach, and Brookings that support recreational and commercial fishing and provide a variety of other services.</li> <li>• The ports are not defined as part of the statewide strategic freight network but should be considered for their role in the transportation network.</li> </ul>

## Pipeline Services

No known pipelines are present in Curry County.

## Environmental Constraint Findings

This section summarizes key findings from an evaluation of environmental constraints in Curry County as they relate to State planning Goal 5; Congestion Mitigation and Air Quality Improvement (CMAQ); Federal Emergency Management Agency (FEMA); the National Heritage Database; State Historic Preservation Office (SHPO); local historic societies; threatened and endangered species; Section 4(f) of the U.S. Department of Transportation Act; Section 6(f) of the Land and Water Conservation Act; wetland areas; wildlife areas; and tribal lands.

Environmental Constraint	Key Findings
Goal 5 Resources	Curry County is home to 152 National Register and 150 State Historic Preservation Office (SHPO) historic resources (105 are considered eligible / significant) and having large areas of undeveloped / public lands that support wildlife.
FEMA	There are several FEMA mapped floodways and floodplains.
Endangered Species	There are numerous federally listed endangered plant and animal species as well as critical habitat and state listed species, species of concern, and sensitive species.
Superfund Sites	There are no known superfund sites but there are hundreds of known contaminated sites and spills that have occurred.
Tribal Lands	Curry County is located on the ancestral lands of the Cayuse, Umatilla, and Walla Walla tribes; Tolowa Dee-ni'; Chit-dee-ni (Chetco); Coquille Indian Tribe; and the Confederated Tribes of the Siletz Indians.





## CHAPTER 4

# TRANSPORTATION SYSTEM PLAN

- Roadway Network & Motor Vehicle Plans
- Non-Motorized and Public Transportation Plans
- Freight Plan and Bridges and Culverts
- Intelligent Transportation System Infrastructure
- Rail, Marine, Aviation, and Pipeline Transportation

# CHAPTER 4: TRANSPORTATION SYSTEM PLAN

The TSP is a coordinated set of multimodal policies, programs, and projects that address the transportation needs within Curry County over the next 20 years. This chapter summarizes two primary elements of the transportation system plan:

1. Key regulatory and system features that are building blocks for shaping future changes to the County's roadway network, presented in Section 4.1; and,
2. Transportation investments that are intended to fulfill the goals and objectives (see Chapter 2) and serve the County in the future, presented in Sections 4.2 and 4.4.

The remainder of the chapter addresses modal plans for the various transportation modes that depend on the transportation system.

The transportation investments presented in this chapter are in response to the identified needs identified by the community (see Chapter 2) and established by technical analyses (see Chapter 3) throughout the planning process. Major needs in Curry County's transportation system center on traffic safety, connectivity for non-motorized users, and system redundancy and resiliency. Therefore, the enclosed recommendations are aimed at addressing such needs. Further, many of the identified projects help to support plans adopted by the County, ODOT, and other partner agencies.

**Inclusion of an improvement in the TSP does not represent a commitment by the County or ODOT to fund, allow, or construct the project. Projects on the state highway system that are contained in the TSP are not considered "planned" projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, projects proposed in the TSP that are located on the state highway system cannot be considered mitigated for future development or land use actions until they are programmed into an adopted STIP or ODOT provides a letter indicating that the project is "reasonably likely" to be funded in the STIP. State highway projects that are programmed to be constructed may have to be altered or cancelled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints.**

**As such, transportation investments recommended along the state highway system are identified for discussion and planning purposes and for determining a planning-level cost estimate, only. Design elements for any state facility are subject to change, will be determined through preliminary and final design processes, and are conditional to future ODOT approvals. As part of TSP implementation, the County will continue to coordinate with ODOT and other partner agencies regarding project prioritization, funding, and construction.**

## 4.1 Roadway Network Plan

A network of more "complete" roadways within Curry County creates a connected transportation system that benefits all users and provides a means for delivering goods and services and sustaining the region's local economy. Although motor vehicles will continue to be a primary mode of travel, and preserving and improving the existing roadway system remains important, expanding modal options for everyone can increase transportation choices, reduce reliance on motor vehicles for short trips, improve safety for all roadway users, and enhance transit service. The TSP, in partnership with the County's adopted land use plans and regulations,

can contribute to land use patterns and a transportation system that make walking, cycling, and riding transit convenient so that, on balance, people rely less on driving than they do today.

This section summarizes the following elements of the County's transportation network:

- Roadway Jurisdiction
- Functional Classification System
- Roadway Design Standards
- Access Spacing Standards
- Vehicle Performance Metrics
- Critical Infrastructure and Emergency Response

Classifications and standards are in alignment with the Oregon Transportation Plan, the Oregon Highway Plan, and the ODOT Highway Design Manual policies and standards. In particular, the ODOT Highway Design Manual provides further design guidance for new construction, major reconstruction, resurfacing, restoration, and rehabilitation projects that are provided with the recommendations in this section.

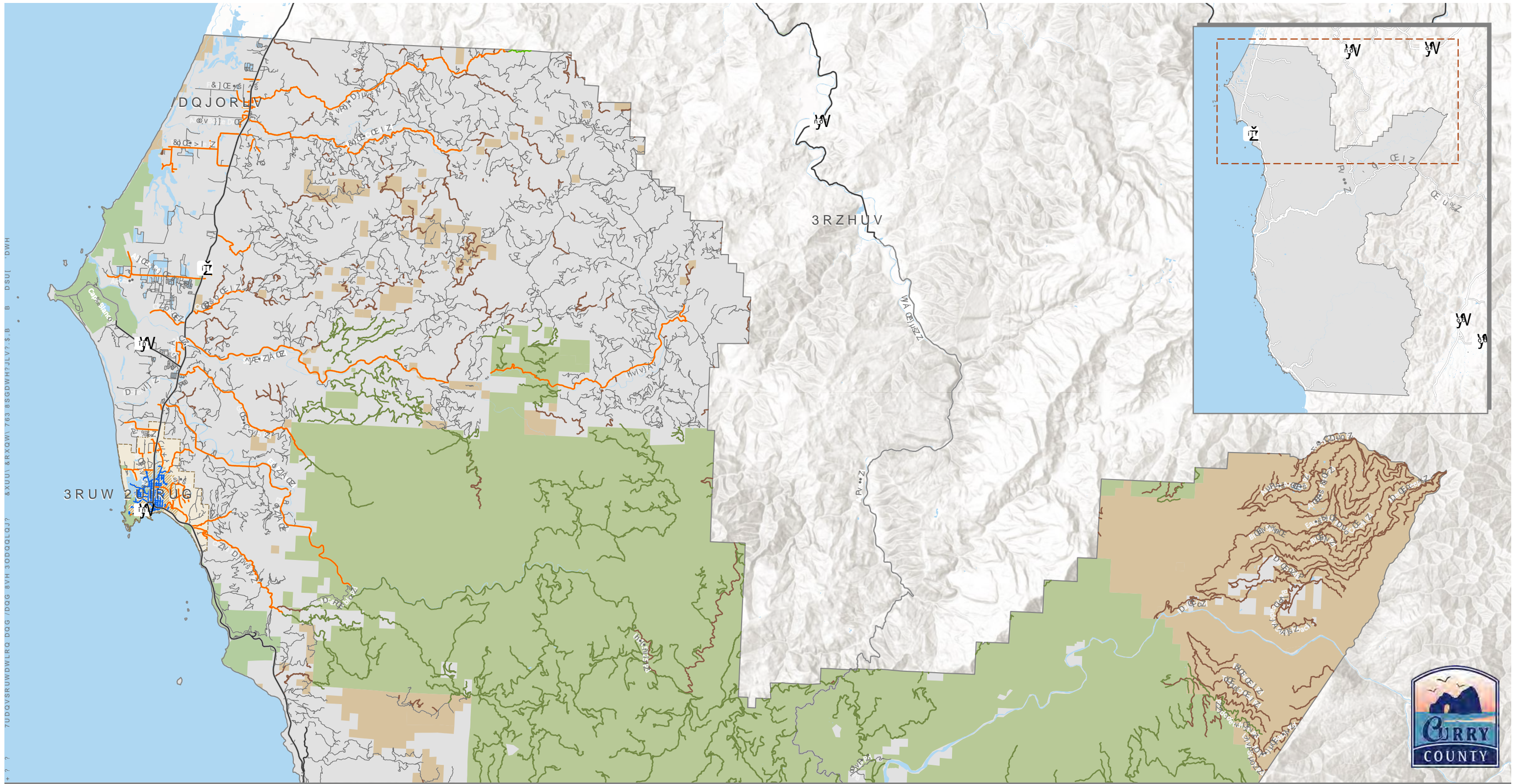
## Roadway Jurisdiction

Roads within Curry County are owned and maintained by multiple agencies including Curry County, ODOT, Oregon Department of Forestry (ODF), US Forest Service (USFS), Bureau of Land Management (BLM), and the cities of Brookings, Gold Beach, and Port Orford. The jurisdictional responsibility for these roadways is shown in Figure 2. Each jurisdiction is responsible for determining the roadway's functional classification, defining its major design and multimodal features, and approving construction and access permits. The County will continue operating and maintaining its roadways and coordinate with other jurisdictions on the facilities they own to cultivate an effective, safe, and efficient transportation network within the region.

## Functional Classification System

The County's functional classification system organizes the roadway network into a balanced hierarchy of mobility and access to, through, and between different types of land uses. Some factors that are considered in setting a roadway's functional classification are average daily traffic (ADT) volumes, roadway connectivity, spacing of roads, the mix and amount of different travel modes on a typical segment (e.g., bikes and motor vehicles), etc. The functional classification of roadways within Curry County are designated by the incorporated cities, Curry County, and ODOT, and depending on jurisdiction, the Federal Highway Administration (FHWA).





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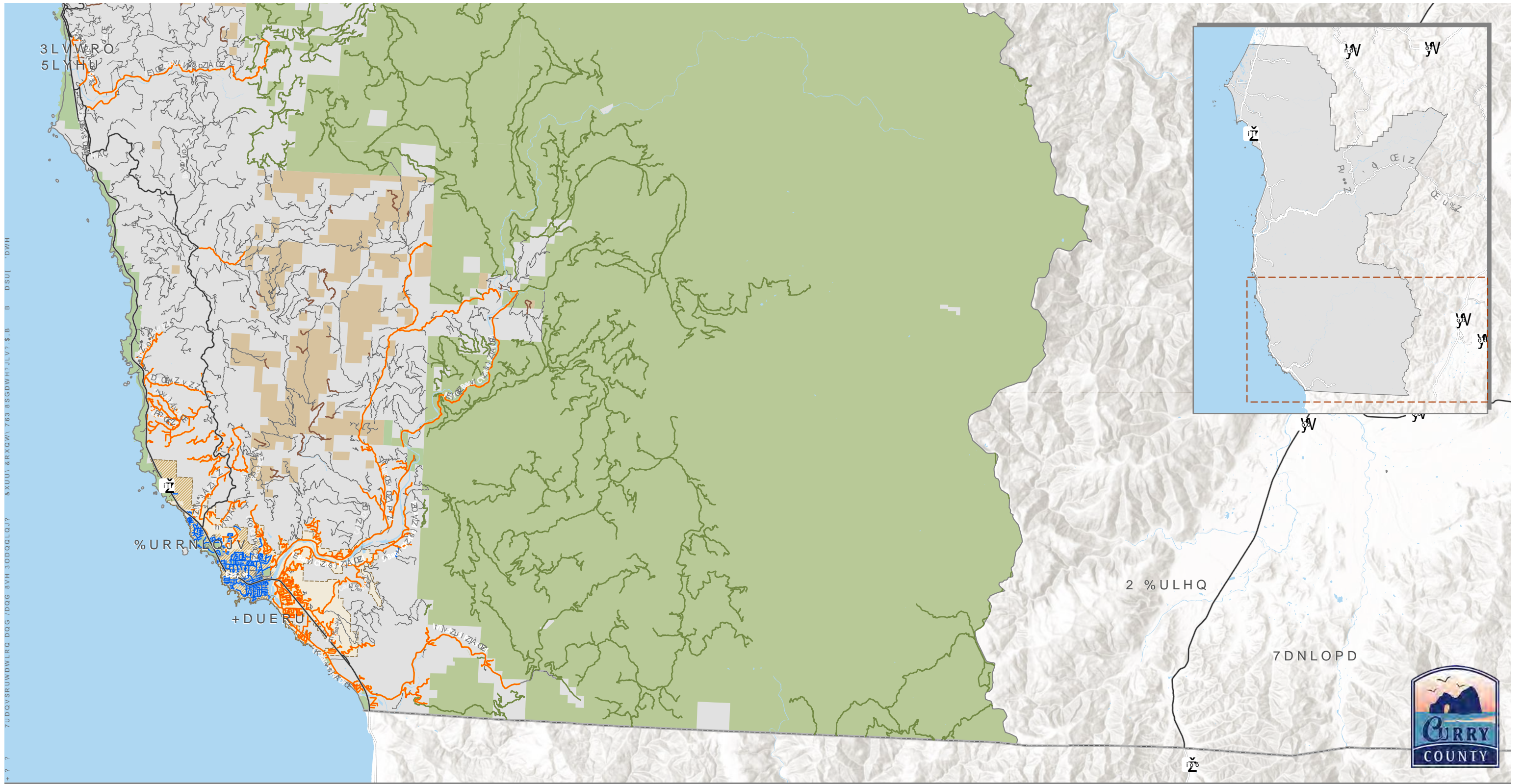
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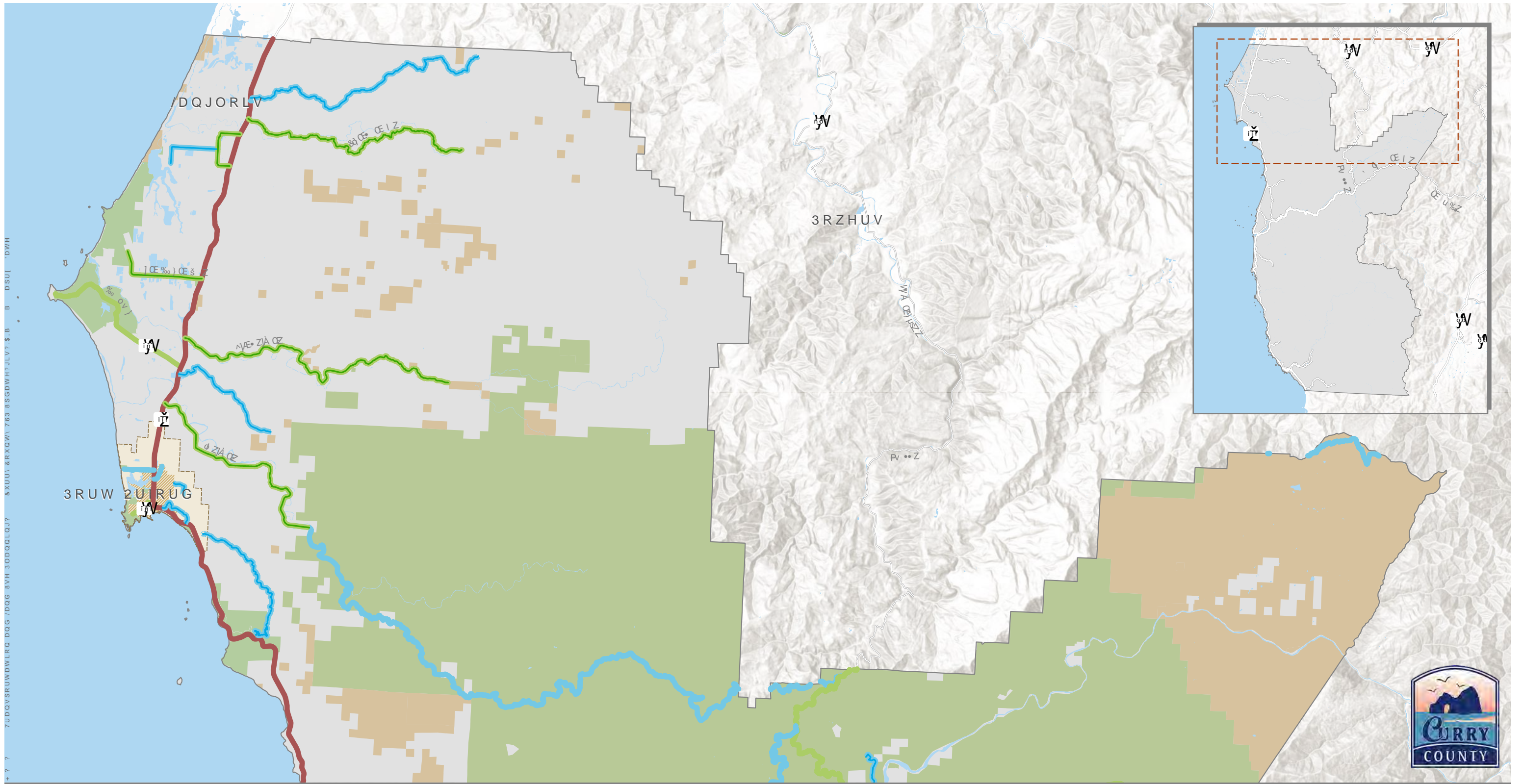
The functional classification system for the County's higher-order roadway network is identified in Figure 3 and the designations are defined below.

- **Principal Arterial** – A roadway with substantial interstate and statewide travel. Principal arterials serve both through traffic and trips of moderate length. Access is partially controlled with infrequent access to abutting properties.
- **Minor Arterial** – A roadway that links cities or land uses that generate large numbers of trips. Travel speeds will be relatively high with minimum interference to through movements.
- **Major Collector** – A roadway providing 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.
- **Minor Collector** – A roadway providing service to small communities. This type of road links locally important land uses that generate trips with rural destinations.
- **Resource/Industrial/Commercial Road** – A roadway primarily providing access to adjacent land, carry significant volumes of timber, mining or agricultural products and/or provide service to a large industrial or commercial facility.
- **Local / Residential Street** – A public road that is not a city street, State highway, or federal road. A road connecting the local uses with the collector system. Property access is the main priority; through traffic is not encouraged.

Following Figure 3, Table 3 identifies select County roadways with discrepancies between their local and federal designations. This table includes recommended changes to the federal classifications of these roadways so that local and federal designations are consistent. These recommended changes are reflected in Figure 3.

Over time, as the region evolves, the County will periodically revisit the functional classification of particular roadways to determine that they are still appropriate.





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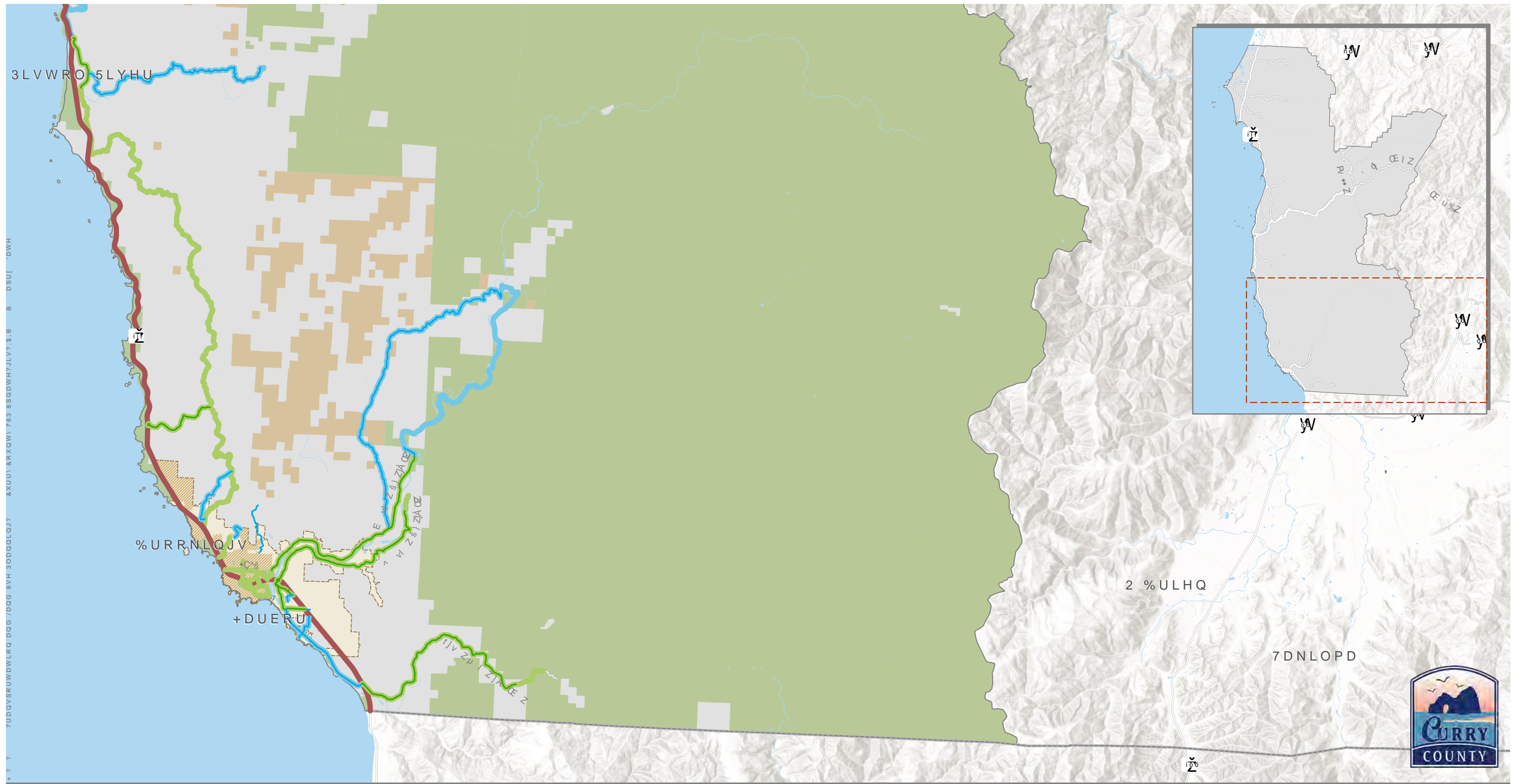
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**Table 3. Functional Classification Changes**

Road	From	To	Federal Classification	
			Current	Recommended
<b>Agness-Illahe Rd</b>	920 Ft S. of Cougar Ln	End County Road	None	Minor Collector
<b>Bowman St</b>	Langlois Mountain Rd	1st Street	Minor Collector	Residential/ Local
<b>Cemetery Loop Rd</b>	US 101 (South End)	Deady St (Port Orford)	None	Minor Collector
<b>China Mountain Rd</b>	Noble Dr	Humbug Park Rd	None	Minor Collector
<b>E Benham Ln</b>	US 101	Road Narrows #98295	None	Minor Collector
<b>Elk River Rd</b>	MP 5.58	USFS Boundary	Minor Collector	Major Collector
<b>Grassy Knob Rd</b>	US 101	End of Pavement	None	Minor Collector
<b>Grizzly Mountain Rd</b>	City Limits – Bear Mountain Rd	End County Road Sign	None	Minor Collector
<b>Langlois Mountain Rd</b>	Bethel Creek Rd	End of County Road	None	Minor Collector
<b>Langlois Mountain Rd</b>	US 101	Bowman St	None	Minor Collector
<b>Old Coast Rd</b>	Wedderburn Loop Rd	End County Rd / Gate	None	Minor Collector
<b>Ophir Rd</b>	US 101 (North End)	MP 0.38	Major Collector	Minor Collector
<b>Parkview Dr</b>	130 Ft East of Vista Ridge Dr	Airport Parking Lot	None	Minor Collector
<b>Pedrioli Dr</b>	US 101	House #15500 / End of Road	None	Minor Collector
<b>Rainbow Rock Rd</b>	Carpenterville Rd (South End)	Carpenterville Rd (North End)	None	Minor Collector
<b>Second St</b>	US 101	Bowman St	Minor Collector	Residential/ Local
<b>Vista Dr</b>	Old Mill Rd	End of Striping	None	Minor Collector
<b>W Hoffeldt Ln</b>	US 101	End of County Road	None	Minor Collector
<b>Wedderburn Loop Rd</b>	US 101 (South Exit)	US 101 (North Off-Ramp)	None	Minor Collector
<b>Zimmerman Ln</b>	US 101	Shopping Center Ave	None	Major Collector

Based on the needs analysis, the recommended function classification system includes changes to County designations of the following streets:

- **N Bank Chetco River Road** (Don Cameron Bridge to USFS boundary) was reclassified from a Minor Collector to a Major Collector to align with its federal designation.
- **Paradise Point Road** (US 101 to end of pavement) was reclassified from a Residential/Local Street to a Minor Collector to align with its federal designation.
- **Sixes River Road** (Milepost 7.0 to end of pavement) was reclassified from a Minor Collector to a Major Collector to align with its federal designation.

## Roadway Design Standards

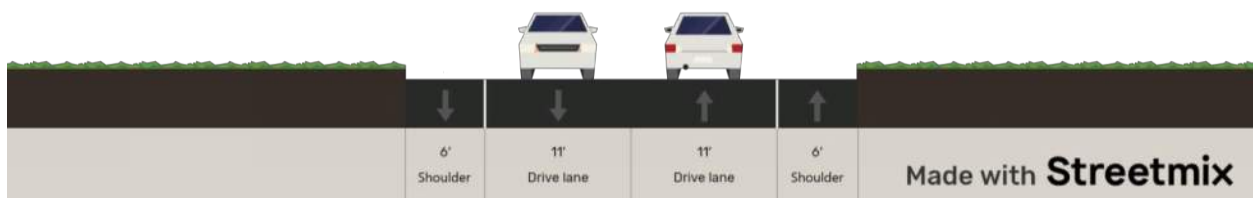
The County's roadway design standards provide guidance for designing and constructing new roadways as well as making changes to existing roads. Their standards focus on the development of rural County facilities, including those in rural unincorporated communities (e.g., Langlois, Agness, Wedderburn, Carpenterville, and Harbor). For County facilities within the urban areas of Brookings, Gold Beach, and Port Orford, the County will defer to the standards of the respective incorporated city where feasible and unless specific roadway projects are not identified.

The County's rural roadway design standards are organized according to functional classification and by land use types that the roadways serve (per the zoning designation). They include provisions for paved shoulders on higher-order roadways to separate motorists and non-motorized users and create recovery space should motorists leave the travel way. Much of the County's rural roadway network lacks paved shoulders, contributing to the non-motorized and traffic safety needs presented in Chapter 3.

The following roadway design standards exclude "Principal Arterial" as this is currently reserved for the state highway system. All future changes to the state highway system within Curry County will be coordinated with the guidance contained in ODOT's Highway Design Manual (HDM).

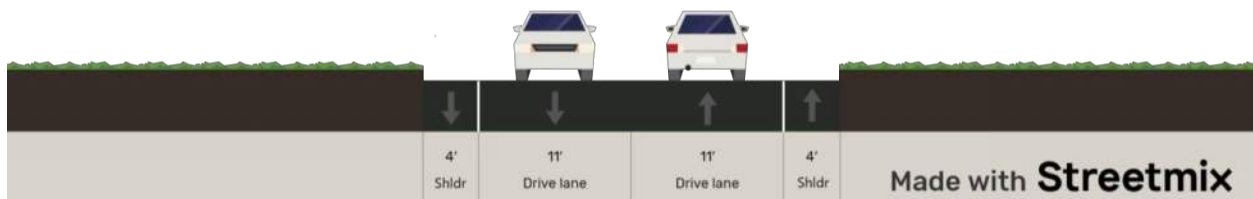
### Minor Arterial

The Minor Arterial cross section shown below calls for a 34-foot pavement width that includes 11-foot travel lanes and 6-foot paved shoulders on both sides.



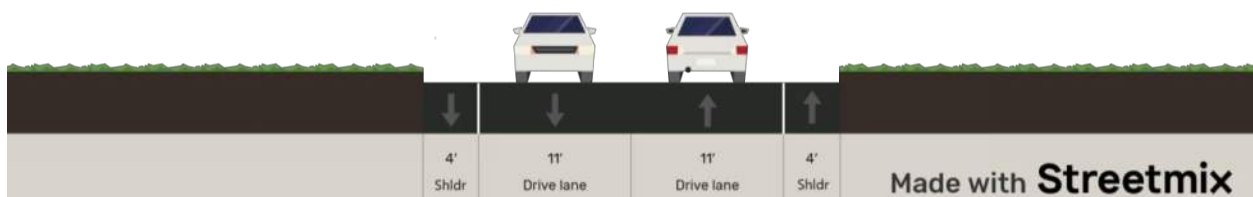
### Major Collector

The Major Collector cross section shown below calls for a 30-foot pavement width that includes 11-foot travel lanes and 4-foot paved shoulders on both sides.



### Minor Collector

The Minor Collector cross section shown below calls for a 30-foot pavement width that includes 11-foot travel lanes and 6-foot paved shoulders on both sides.



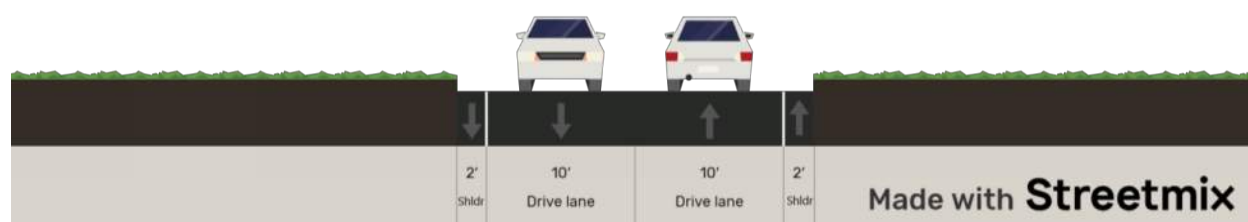
### Resource / Industrial / Commercial Road

The cross section shown below calls for a 26-foot pavement width that includes 11-foot travel lanes and 2-foot paved shoulders on both sides for facilities classified as resource, industrial, and/or commercial roads.



### Local / Residential Street

The cross section shown below calls for a 24-foot pavement width that includes 10-foot travel lanes and 2-foot paved shoulders on both sides for local and/or residential streets (Residential 11+ dwelling units).



Not all County roadways will be rebuilt to these standards over the next 20 years. Therefore, the County will periodically evaluate and implement changes to existing roadways to meet these standards through maintenance projects, capital improvement projects, and partnerships with private development. In locations where topographic conditions or the built environment prevent constructing roadways to the identified standard, the County may allow a modified cross section.

### Access Spacing Standards

The County's access spacing standards provide guidance for the spacing of roadways and intersections according to their functional classifications. Higher classified roads typically require longer access spacing to prioritize mobility and lower classified roads require shorter access spacing to prioritize local access. Curry County establishes spacing standards in its Road Standards, and those standards are summarized in Table 4. They measure between intersections and between intersections and driveways. The County's Road Standards should be the primary reference for its access spacing standards in case those in Table 4 undergo future modifications.

Access management spacing standards for the state highway system within Curry County are maintained in the OHP and Oregon Administrative Rule (OAR) 734-051-4020(8). As development and redevelopment occurs along state highways, ODOT and the County will work in collaboration to meet spacing standards including through consolidating existing and future accesses and encouraging crossover easements where feasible. Similar coordination will occur regarding facilities in the incorporated cities.



**Table 4. Curry County Access Spacing Standards**

Functional Classification	Public Road Type	Spacing <sup>1</sup>	Private Driveway Type	Spacing <sup>2</sup>
Arterial	At-Grade	¼ mile	Left/Right Turns	500 Feet
Collector	At-Grade	250 Feet	Left/Right Turns	100 Feet
Local Road	At-Grade	250 Feet	Left/Right Turns	Each Lot
Alley	At-Grade	250 Feet	Left/Right Turns	Each Lot

<sup>1</sup>Between roads

<sup>2</sup>Between driveways and intersections (measured from center to center)

## Vehicle Performance Metrics

The use of mobility targets for roadways and intersections identifies the maximum amount of congestion that an agency or community has deemed acceptable. Such standards are commonly used to assess the impacts of proposed land use actions on vehicular operating conditions and are one measure staff uses to determine transportation improvement needs for project planning. Mobility targets are typically defined by motor vehicle level of service (LOS), which is presented as grades “A” (free flow traffic conditions) to “F” (congested traffic conditions) and/or by a volume-to-capacity ratio (V/C), which represents the amount of measure traffic volumes that are utilizing the capacity of a roadway or intersection. As V/C approaches 1.0, traffic congestion increases.

ODOT uses mobility targets based on V/C to evaluate acceptable vehicle performance. The County uses mobility standards based on LOS. These targets and standards are used to:

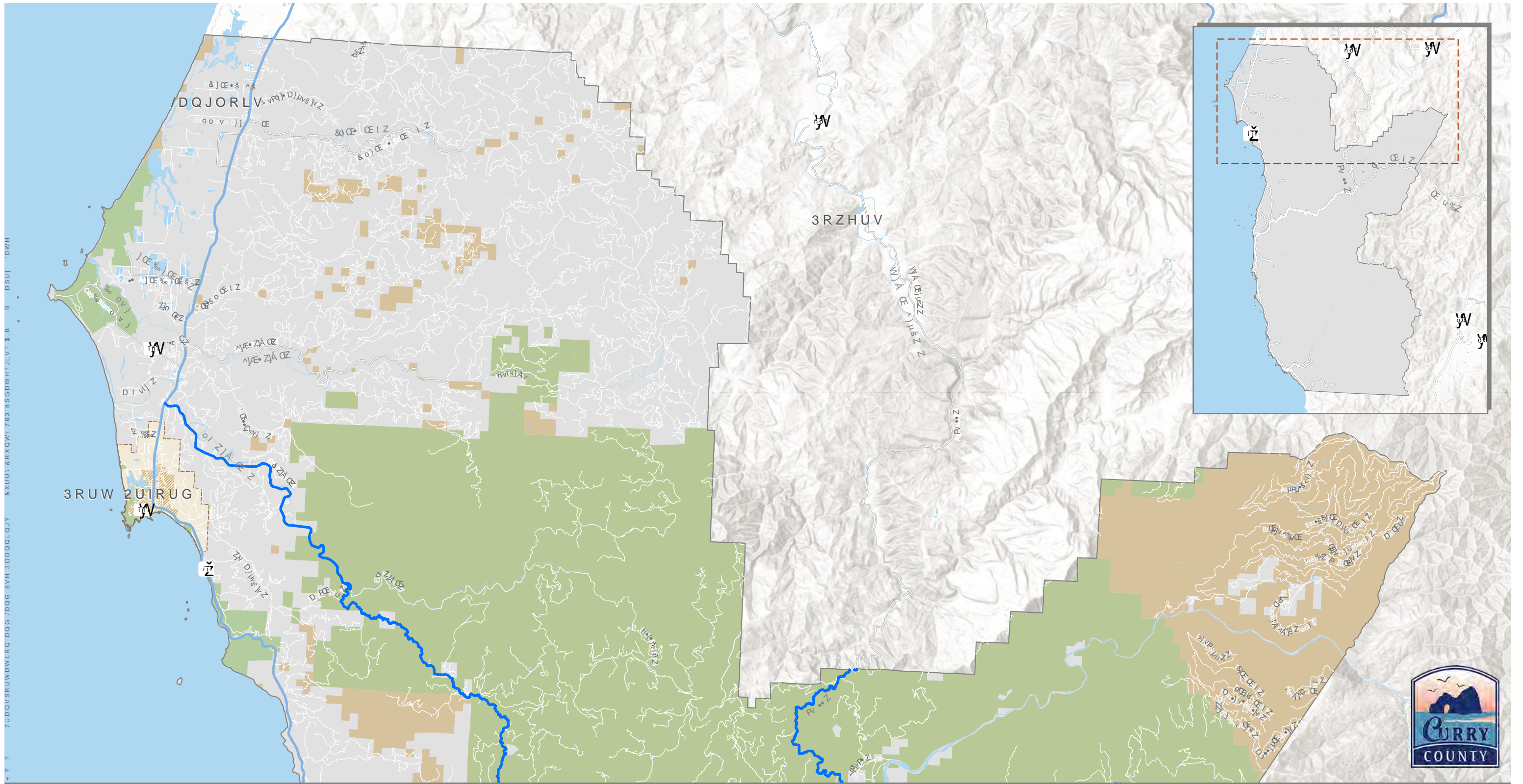
- Identify vehicular capacity deficiencies on the roadway system;
- Evaluated the effects of amendments to transportation plans, acknowledged comprehensive plans, and land use regulations pursuant to the TPR (OAR 660-12-0060) on County and state roadways; and,
- Evaluate the traffic impacts of development applications for consistency with the land use regulations.








The County defines an acceptable LOS target as “D” or better; ODOT mobility targets are established in the OHP.

## Critical Infrastructure and Emergency Response

Natural hazards such as landslides and wildfires occur regularly in Curry County. Such events have major impacts on communities, economies, and the environment, and predicting when they will occur or the extent of their severity can be difficult. Furthermore, there are several Federal Emergency Management Agency (FEMA) mapped floodways and floodplains in the region. 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 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 functional classification system presented in this chapter identifies major routes throughout the county that could be improved for regular travel. Figure 4 identifies a network of routes that should be considered as high priority for upgrades.



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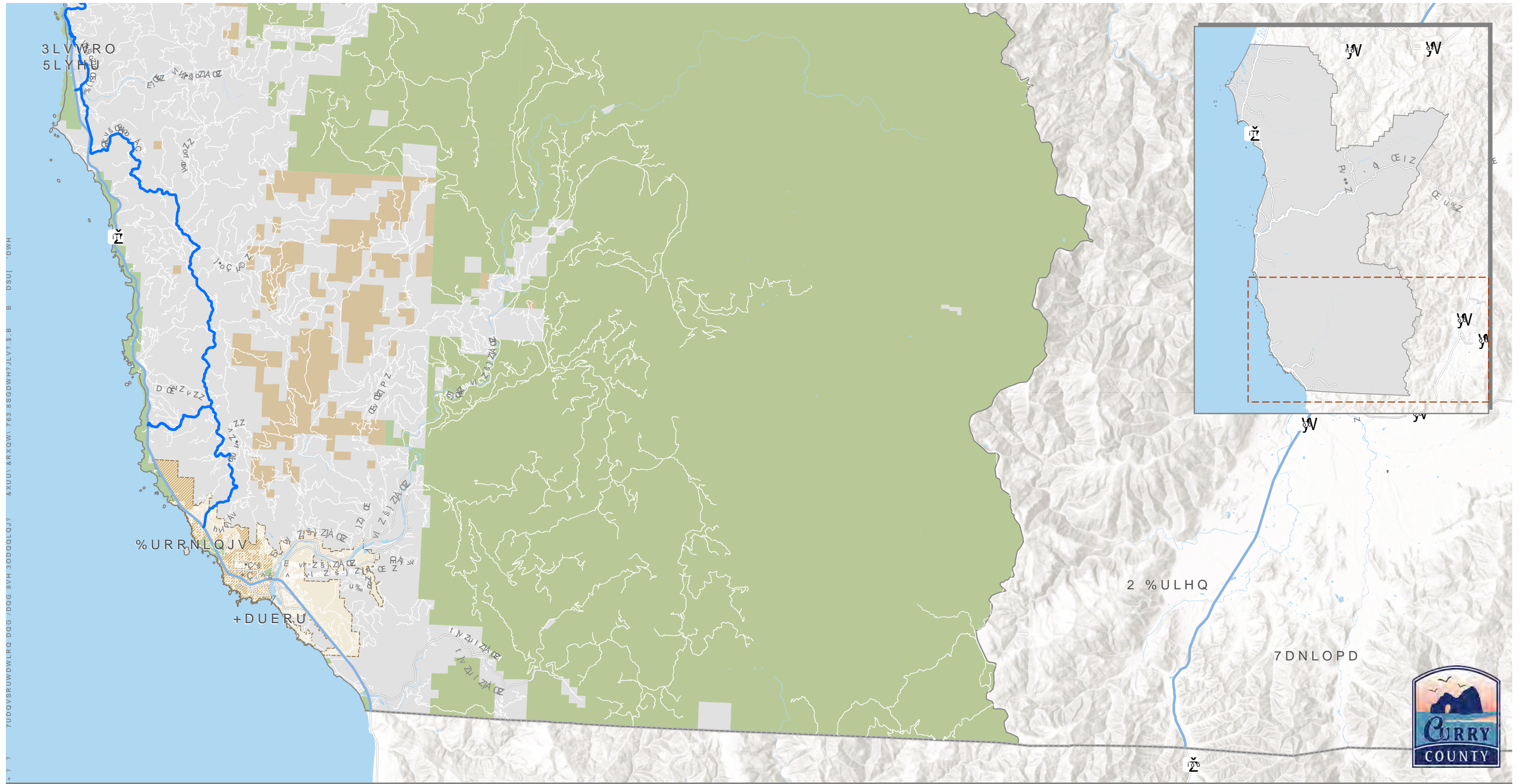


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Transportation solutions for the following facilities included in these routes are presented in the next sections of this chapter.

- 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 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. The County commits to operating and maintaining their road network to optimize emergency response to critical infrastructure.

## 4.2 Motor Vehicle Plan

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This section presents a prioritized list of transportation investments for motor vehicles that were developed based on feedback obtained from area residents and partner agency staff and by technical analyses of roadways and intersections. 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. Therefore, the investments developed for motor vehicle transportation focus on increasing traffic safety throughout the county. Traffic safety solutions are identified for key roadways and intersections in the county on a systemic level and at specific locations. These types of projects can be unique to other capital improvements in that multiple treatments can be applied in one location. Therefore, a single safety treatment 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.

### Roadway Safety Projects

Between 2017 and 2021, over 75 percent of the crashes reported along roadway segments incurring excessive crash rates were considered "roadway departure" crashes. 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 5 presents the safety treatments, taken from ODOT's Crash Reduction Factor (CRF) list, that are recommended to help reduce roadway departure crashes in the county. Certain treatments may or may not be appropriate in specific contexts depending on adjacent land uses. 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).



**Table 5. Roadway Departure Crash Systemic Treatments**

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

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

<sup>2</sup>Requires a paved shoulder and should be bike friendly.

<sup>3</sup>ODOT 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.

Although the treatments from Table 5 can be applied countywide, Table 6 summarizes the roadways in the county that should be prioritized for treatment based on their crash rates and crash history. These key facilities are also identified in Figure 5 at the end of this section (Motor Vehicle Plan), along with other traffic safety projects recommended in the following sections. 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 5.

### 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. The recommended safety treatments for these US 101 segments are summarized in Table 7.

Additional recommended treatments at specific locations on US 101 based on Curry County input include implementing and increasing caution signage, parking, shoulder widening, etc. through Samuel Boardman State Scenic Corridor through Boardman State Park to accommodate increased tourism and conflicts between people parking, crossing, and driving along US 101. *This location is identified in Figure 5 as TS16.*

**Table 6. Priority Roadways Identified for Systemic Roadway Departure Treatments**

ID	Roadway	Extents
<b>County Roads</b>		
<b>TS2</b>	Airport Rd	US 101 to the Cape Blanco State Airport
<b>TS3</b>	Elk River Rd	US 101 to end of County ownership
<b>TS5</b>	Agness-Illahe Rd	Cougar Ln to north of Billings Rd
<b>TS6</b>	Ophir Rd	US 101 (south) to US 101 (north)
<b>TS8</b>	Cedar Valley Rd	N Bank Rogue River Rd to Sidney Way
<b>TS9</b>	N Bank Rogue River Rd	Cedar Valley Rd to Bluebird Ln
<b>TS10</b>	Jerry's Flat Rd	UGB (MP 75.5) to end of County ownership
<b>TS11</b>	Oak Flat Rd	Agness Rd to campground road (MP 3.0)
<b>TS15</b>	Pistol River Loop	OR 255 (south) to OR 255 (north; Cape View Lp)
<b>TS17</b>	Gardner Ridge Rd	Palmer Butte to Hazel Camp Rd
<b>TS19</b>	N Bank Chetco River Rd	Yellowbrick Rd to MP 8.5
<b>State Highways</b>		
<b>TS4</b>	US 101	Cape Ferrelo Rd to Martin Ranch Rd
<b>T16</b>		Pacific Highland Dr to China Mountain Rd
<b>TS14</b>	OR 255	US 101 (north) to US 101 (south)
		Pistol River Lp to Mark Arch Rd/US 101
		Bull Gulch Rd to Bosley Butte Rd
		Whaleshead Rd to Johns Pl
		Johns Pl to Duley Creek Rd
		Duley Creek Rd to Brookings UGB

Note: TS = Traffic Safety

**Table 7. Site Specific Roadway Safety Treatments for Segments of US 101**

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

Note: TS = Traffic Safety

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

**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 8 summarizes the recommended roadway departure crash treatments for this curve. *This location is identified in Figure 5 as TS21.*

**Table 8. Urban Curve Crash Treatments**

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

## Intersection Safety Projects

The following intersections were identified for safety treatments through roadway crash history or community input. Their recommended treatments are summarized below.

### US 101 / Floras Lake Loop Road

The community raised the southern intersection as a 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 5 as TS1.*

### US 101 / Nesika Road-Edson Creek Road

Community members expressed concern about driver behavior at this 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 crash history study period. The recommended safety treatments for this intersection are summarized in Table 9.

**Table 9. US 101 / Nesika Road-Edson Creek Road Intersection Treatments**

Treatment	Crash Types	Crash Severities	Service Life	Area Type	CRF
<b>Left Turn Lane on Both Major Road Approaches: Rural, Unsignalized Intersection (4-leg)</b>	All	All	20 Years	Rural	48%
<b>Increase Triangle Sight Distance</b>	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 5 as TS7.*

### US 101 / Carpenterville Highway

The community raised this intersection as a safety concern, along with the southern mill access approximately 1,500 feet to the south, 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 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 5 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 5 as TS12.*

### Shopping Center Avenue / Zimmerman Lane

The recommended safety treatments for this intersection based on its crash history are summarized in Table 10.

**Table 10. Shopping Center Avenue / Zimmerman Lane Intersection Treatments**

Treatment	Crash Types	Crash Severities	Service Life	Area Type	CRF
<b>Convert to All-Way Stop Control (From Urban 2-Way or Yield Control)</b>	Angle	All	10 Years	Urban	75%
<b>Increase Triangle Sight Distance</b>	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 observe similar conditions at this intersection, they may consider investigating a roundabout as a long-term solution (82 percent CRF). *This location is identified in Figure 5 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) 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. These recommendations require further study and coordination with the property owners. *This location is identified in Figure 5 as TS22.*

### **US 101 / 3<sup>rd</sup> Street**

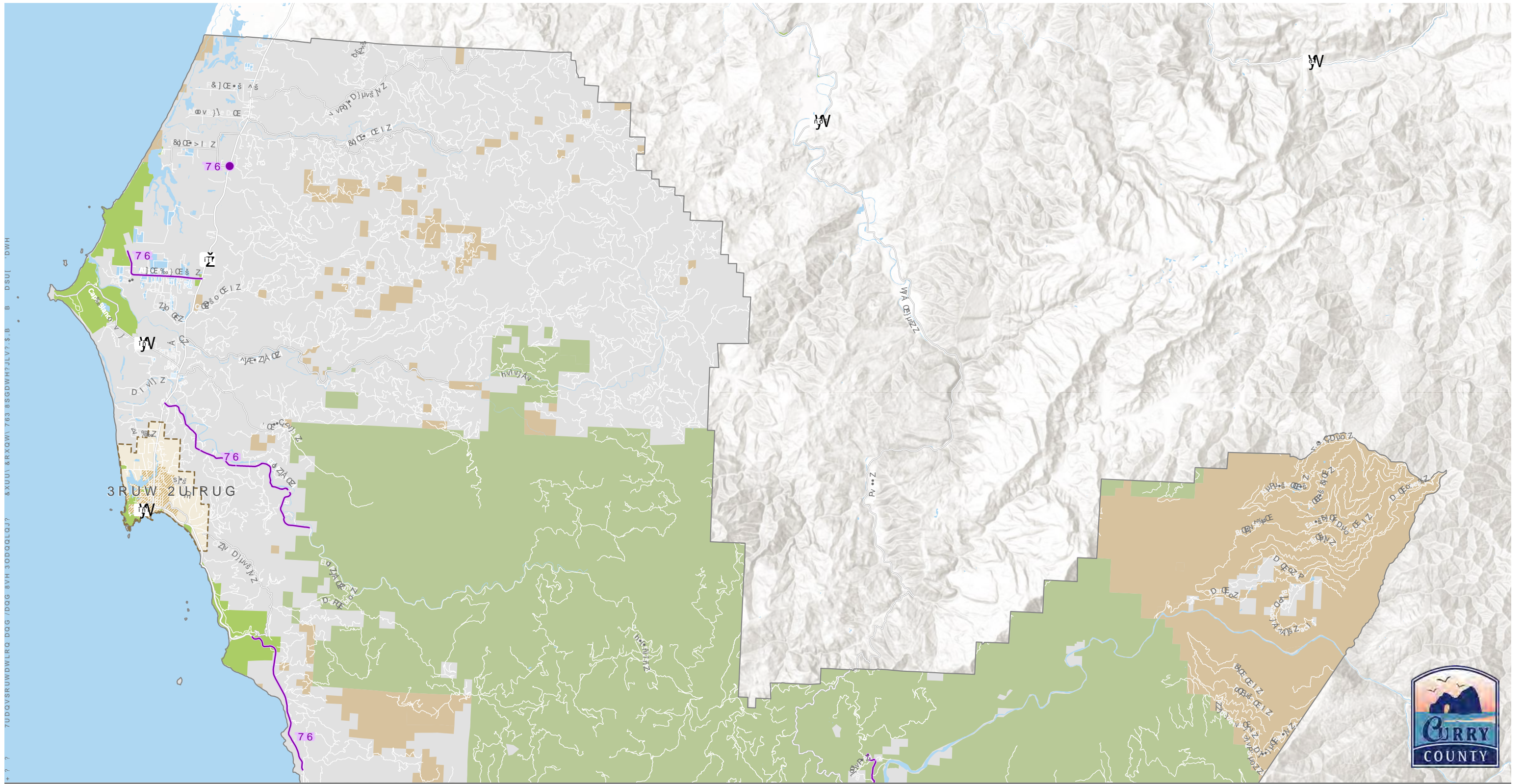
The community identified this intersection in Gold Beach as a safety concern due to the conflicts between side-street vehicular traffic on 3<sup>rd</sup> Street and at both McKay's Market driveways and the enhanced pedestrian crossing on the south leg of the intersection that's located between the driveways. 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 5 as TS23.*

## **4.3 Roadway Operations & Preservation Program**

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The County strives to operate and maintain its transportation system in a "state of good repair." To accomplish this, the County will seek regular funding sources to identify and perform necessary activities such as pavement and right-of-way maintenance on the existing roadway system and bridges, reconstructing roads with failed pavement conditions, and debris cleanup. As necessary, the County will seek grants, agency partnerships, or other opportunities to obtain or leverage resources to complete operations or preservation needs.





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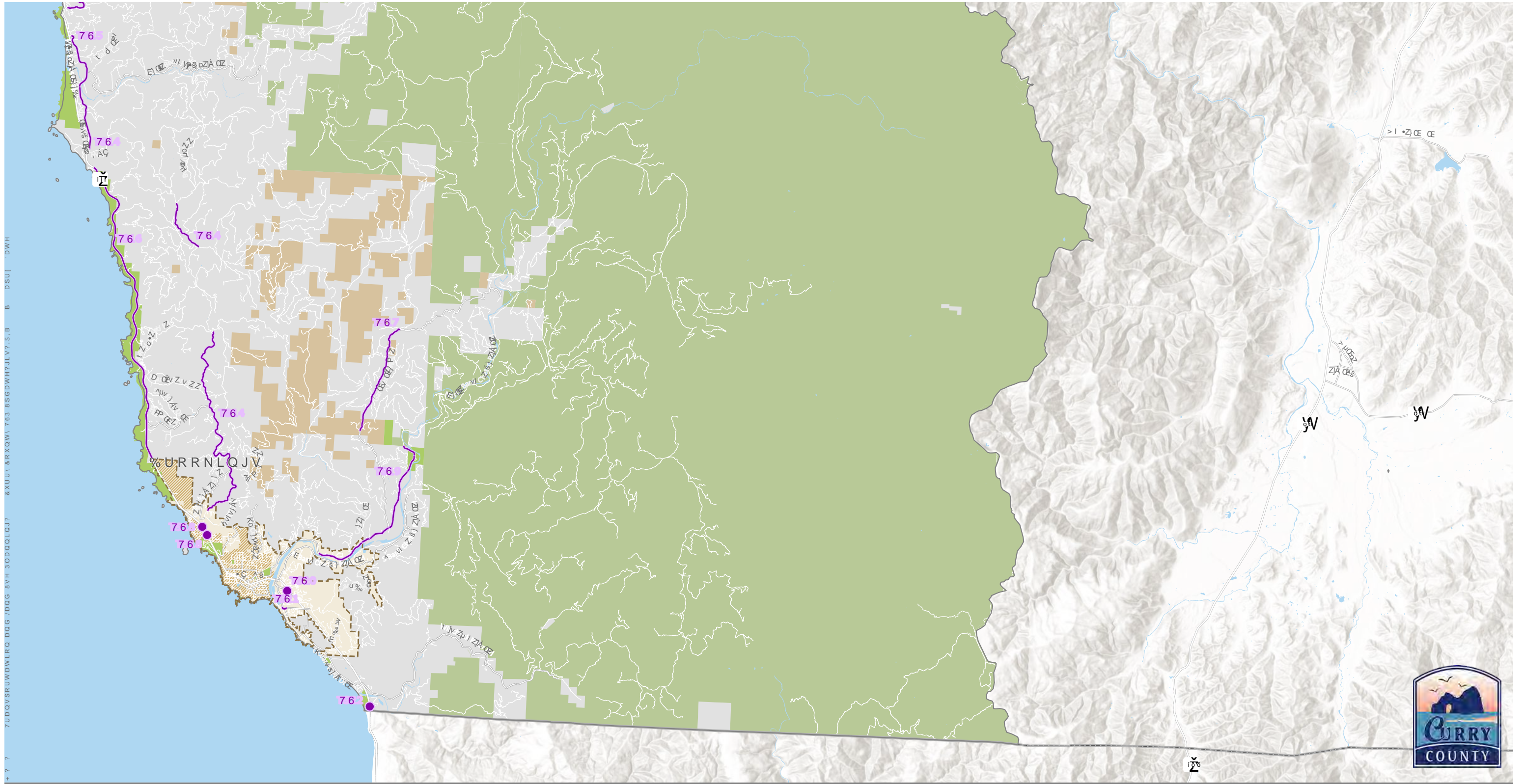


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## 4.4 Non-Motorized Plan

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Curry County's non-motorized transportation network was also identified as a top priority based on the condition of its facilities at the time of evaluation and the associated stress that pedestrians and bicyclists might experience while using roadways. Further, the Oregon Coast Bike Route (OCBR) is a popular 370-mile bike route running the length of the Oregon Coast. Maintaining and adding facilities for people to walk and bike within Curry County can help safely and efficiently transport people who are unable or choose not to drive. People should feel safe and comfortable while walking, rolling, and biking, and have convenient access to their desired destinations. These modes help promote a healthy community, have a lower environmental impact, and allow people to move independently throughout the county without motorized vehicles.

The following sections present the non-motorized network projects that can increase safety and comfort on key roadways for people walking, rolling, and biking in rural and urban areas of Curry County. The Oregon Bicycle and Pedestrian Plan provides policies, best practices, and design standard guidelines for bicycle and pedestrian facilities. Curry County practitioners should refer to the guide for the projects listed below, especially if the project will intersect with state highways.

### Rural Non-Motorized Network Projects

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. Most 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 summarizes the recommended non-motorized network projects for rural roadways in the county. These key facilities are also identified in Figure 6 at the end of this section (Non-Motorized User Plan), along with non-motorized network projects recommended for urban roadways in the following sections.

Note that in locations where constructing four-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. The County may also consider focusing on increasing shoulder width in challenging areas, such as narrow segments and curves.

### Urban Non-Motorized Network Projects

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 from 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 summarizes the recommended non-motorized network projects for urban roadways in the county. These key facilities are also identified in Figure 6. In addition to the projects in Table 12, enhanced crossings should be implemented at major intersections or crossing locations.



**Table 11. Non-Motorized Network Projects for Rural Roadways**

ID	Roadway	Extents	Preferred Alternatives
<b>County Roads</b>			
<b>S2</b>	Langlois Mountain Rd	US 101 to Bethel Creek Rd	Add 4' paved shoulders
<b>S3</b>	Floras Creek Rd	US 101 to S Fork Flores Creek Rd	Add 4' paved shoulders
<b>S4</b>	Floras Lake Rd	Floras Lake Loop Rd to lakes End Dr	Add 4' paved shoulders
<b>S5</b>	Floras Lake Loop Rd	US 101 S to US 101 N	Add 4' paved shoulders
<b>S7</b>	Airport Rd <sup>1</sup>	US 101 to the airport	Add 4' paved shoulders
<b>S8</b>	Sixes River Rd <sup>1</sup>	US 101 to NF-4600	Add 4' paved shoulders
<b>S10</b>	Grassy Knob Rd	US 101 to Eastern Terminus	Add 4' paved shoulders
<b>S11</b>	Elk River Rd <sup>1</sup>	US 101 to County Boundary	Add 4' paved shoulders
<b>S15</b>	China Mountain Rd	UGB to US 101	Add 4' paved shoulders
<b>S17</b>	Euchre Creek Rd	Ophir Rd to MP 3	Add 4' paved shoulders
<b>S18</b>	Ophir Rd	US 101 Euchre Creek Rd	Add 4' paved shoulders
<b>S19</b>	Cedar Valley Rd <sup>1</sup>	N Bank Rogue River Rd to Ophir Rd	Add 4' paved shoulders
<b>S20</b>	Nesika Beach Rd <sup>1</sup>	US 101 (south) to Gun Club Rd	Add 4' paved shoulders
<b>S21</b>	Edson Creek Rd <sup>1</sup>	N Bank Rogue River Rd to US 101	Add 4' paved shoulders
<b>S22</b>	Old Coast Highway	Wedderburn Loop to US 101	Add 4' paved shoulders
<b>S25</b>	N Bank Rogue River Rd <sup>1</sup>	MP 0.8 to Lobster Creek Rd	Add 4' paved shoulders
<b>S27</b>	Jerry's Flat Rd <sup>1</sup>	UGB to Eastern Terminus	Add 6' paved shoulders
<b>S28</b>	Oak Flat Rd	Agness Rd to Campground Rd	Add 4' paved shoulders
<b>S29</b>	Grizzly Mountain Rd	UGB to Eastern Terminus	Add 4' paved shoulders
<b>S31</b>	Hunter Creek Rd <sup>1</sup>	UGB to Eastern Terminus	Add 4' paved shoulders
<b>S34</b>	Pistol River Loop <sup>1</sup>	Hwy 255 to Cape View Loop	Add 4' paved shoulders
<b>S35</b>	N Bank Pistol River Rd	Pistol River Loop to MP 8	Add 4' paved shoulders
<b>S38</b>	Cape Ferrelo Rd <sup>1</sup>	US 101 to Hwy 255	Add 4' paved shoulders
<b>S41</b>	Rainbow Rock Rd	Aqua Vista Ln to Carpenterville Hwy	Add 4' paved shoulders
<b>S44</b>	Old County Rd	UGB to Eastern Terminus	Add 4' paved shoulders
<b>S46</b>	N Bank Chetco River Rd <sup>1</sup>	UGB to MP 17.5	Add 4' paved shoulders
<b>S47</b>	Gardener Ridge Rd	N Bank Chetco River Rd to MP 17.0	Add 4' paved shoulders
<b>S49</b>	S Bank Chetco River Rd <sup>1</sup>	UGB to Eastern Terminus	Add 4' paved shoulders
<b>S51</b>	Pedrioli Dr	Ocean View Dr to US 101	Add 4' paved shoulders
<b>S52</b>	Winchuck River Rd	US 101 to Wheeler Creek Rd	Add 4' paved shoulders
<b>SP1</b>	Nesika Rd <sup>1</sup>	Gun Club Rd to US 101 (north)	Add 10' sidepath to roadway west side
<b>SP2</b>	Oceanview Dr <sup>1</sup>	US 101 to Cedar Ln	Add 10' sidepath to roadway east side
<b>S53</b>	Agness Rd <sup>2</sup>	Lobster Creek Rd to Galice Creek Rd	Add 6' paved shoulders
<b>S54</b>	Galice Creek Rd <sup>2</sup>	Agness Rd to County Boundary	Add 6' paved shoulders
<b>State Highways</b>			
<b>S9</b>	OR 250 (Cape Blanco Hwy)	US 101 to Western Terminus	Add 6' paved shoulders
<b>S37</b>	OR 255 (Carpenterville Hwy)	Brookings UGB to US 101 N	Add 6' paved shoulders

Note: S = Shoulder; SP = Side Path

<sup>1</sup>Project includes a Prospectus Sheet.

<sup>2</sup>Not under County jurisdiction. Requires coordination with USFS and BLM.

**Table 12. Non-Motorized Network Projects for Urban Roadways**

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

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

<sup>1</sup>Project includes a Prospectus Sheet with memo.

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

<sup>3</sup>Sidewalk 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.

<sup>4</sup>Consider a 10' sidepath on one side where feasible.

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

## US 101 Non-Motorized Projects

The 2022 Oregon Coast Bike Route Plan has both general and specific 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 the improvements summarized in Table 13 can support and/or enhance them. These projects are also identified in Figure 6.

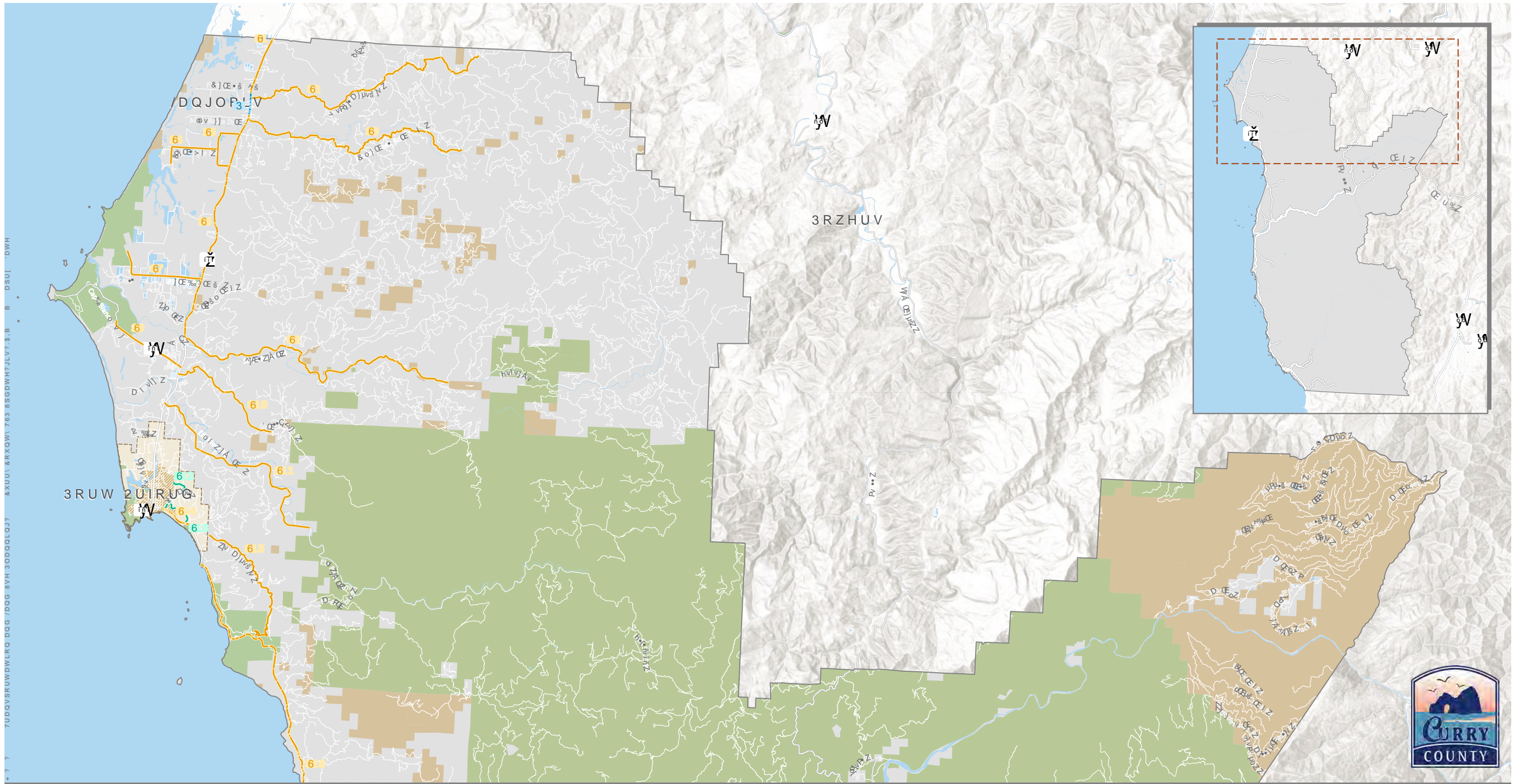
**Table 13. Non-Motorized Network Projects for Key Segments of US 101**

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

Note: S = Shoulder and P = Pedestrian

<sup>1</sup>Sidewalk 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.





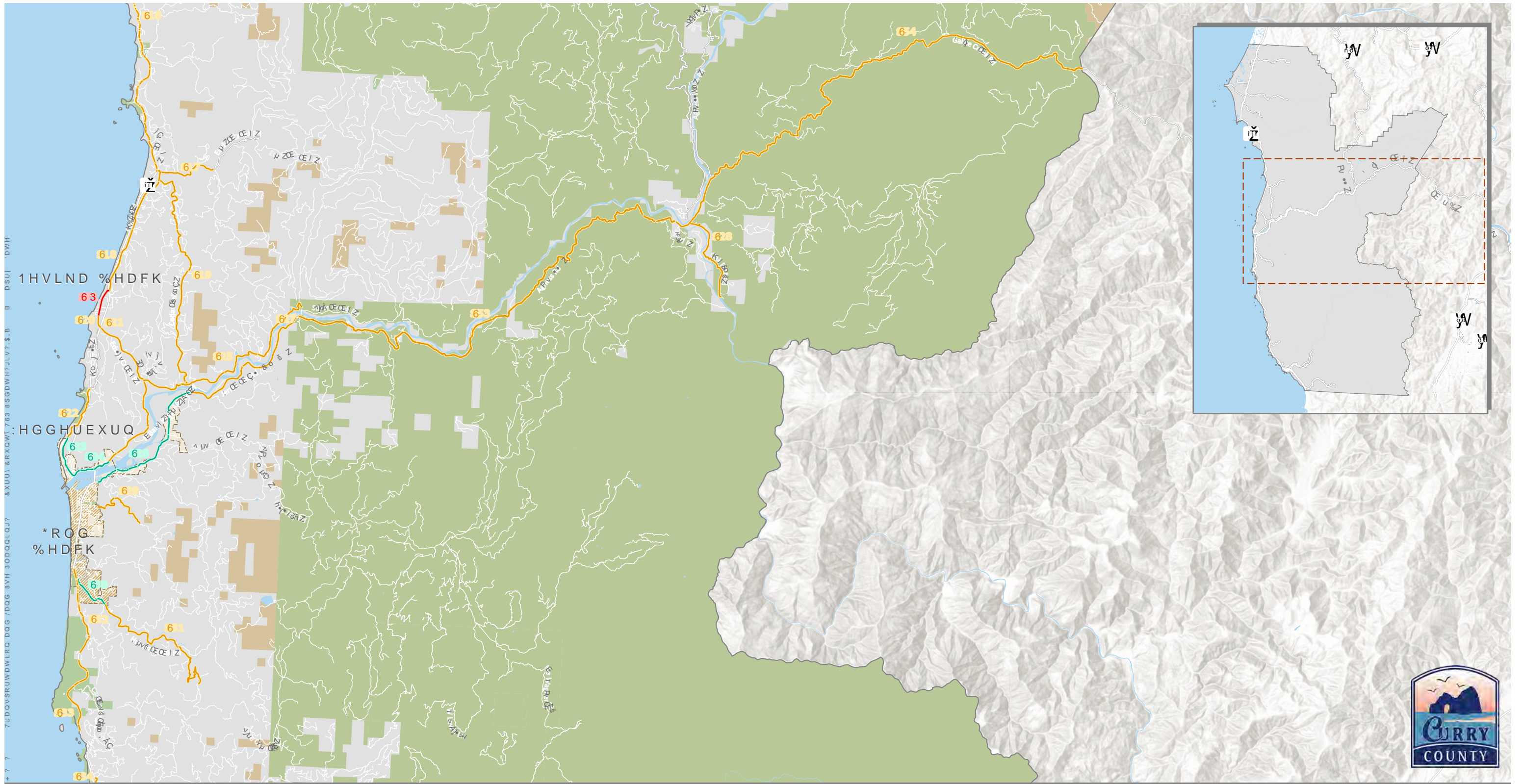
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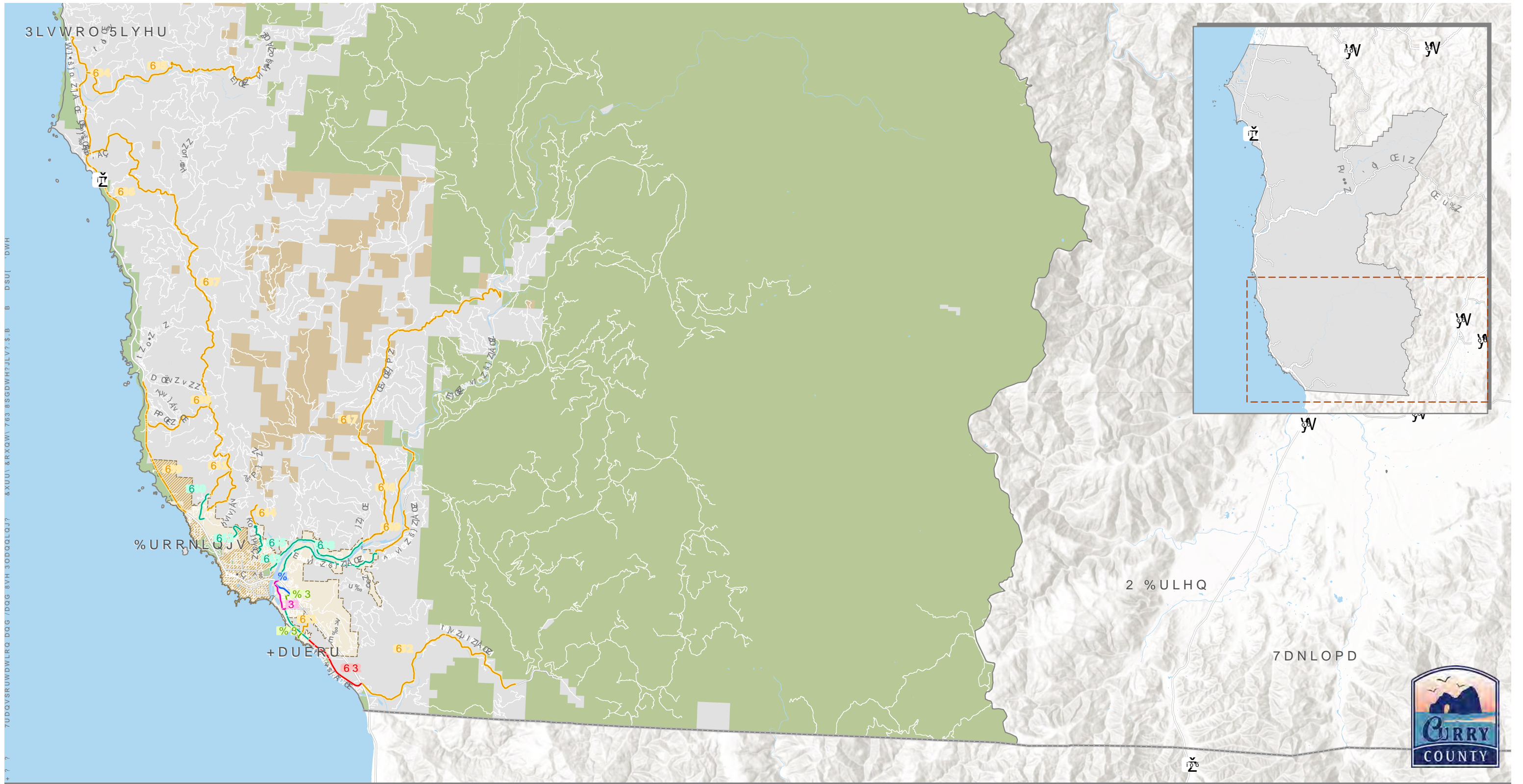


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## Oregon Coast Trail Action Plan

The Oregon Coast Trail Action Plan identifies various improvements for the Oregon Coast Trail over the next 20 years. Projects that are relevant to this plan are summarized in Table 14.

**Table 14. Oregon Coast Trail Action Plan Projects in Curry County**

Location	Description
Rocky Point	<b>Primary:</b> 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.
Humbug Mountain (North)	<b>Primary:</b> 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.
Nesika	<b>Primary:</b> 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.
Gold Beach	<b>Primary:</b> Existing roads and U.S. 101 Wedderburn Bridge (existing route). New wayfinding signs.
Crook Point	<b>Primary:</b> Follow U.S. 101 (existing route). New wayfinding signs. Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101.
Thomas Creek	<b>Primary:</b> Follow U.S. 101 over Thomas Creek Bridge (existing route). New wayfinding signs. Warning signs along U.S. 101.
Shy Creek	<b>Primary:</b> Follow U.S. 101 (existing route). New wayfinding signs. Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101.
Chetco River (North)	<b>Primary:</b> 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.
Chetco River (South)	<b>Primary:</b> Follow Oceanview Drive to McVay Rock State Park, beach to Crissey Field. Tidal gap signs. New wayfinding signs. Warning signs along Oceanview Drive. <b>Alternate:</b> 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.

## 4.5 Public Transportation Plan

The TSP promotes providing high quality, available, and reliable public transportation service that can support the environment, economic development, and equity for all travelers. Public transportation service in Curry County is provided by Curry Public Transit (CPT) and the SouthWest POINT. CPT, who coordinates public transportation service and facility needs in Curry County, adopted its Transit Development Plan (TDP) in 2022 that includes recommendations that are adopted by reference in this plan. Table 15 and Table 16 summarize the recommended service enhancements and bus stop improvements within the county.

**Table 15. CPT Service Recommendations**

Timeline	Recommendation	Description	Notes
<b>Short-Term (2025)</b>	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
<b>Mid-Term (2030)</b>	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
<b>Long-Term (2035)</b>	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



**Table 16. CPT Bus Stop Recommendations**

Stop	Short-term Improvements	Medium- and Long- term Improvements
<b>Langlois Public Library</b>	<ul style="list-style-type: none"> <li>-Provide CPT bus stop sign to indicate bus stop location</li> <li>-Install bus stop shelter</li> <li>-Provide trash cans near the stop</li> <li>-Provide at least one bike rack</li> </ul>	<ul style="list-style-type: none"> <li>-Provide sidewalks and bike lanes along US-101 and Waller Lane to provide easy access to the stop for pedestrians and bicyclists</li> <li>-Install street lighting at the bus stop</li> </ul>
<b>Langlois Store</b>	<ul style="list-style-type: none"> <li>-Install bench/waiting area</li> <li>-Provide trash cans near the stop</li> <li>-Provide at least one bike rack</li> </ul>	<ul style="list-style-type: none"> <li>-Provide sidewalks and bike lanes (northbound) along US-101 to provide easy access to the stop for pedestrians and bicyclists</li> <li>-Install street lighting at the bus stop</li> </ul>
<b>Ray's Food Place, Port Orford</b>	<ul style="list-style-type: none"> <li>-Provide CPT bus stop sign to indicate bus stop location</li> <li>-Provide at least one bike rack at the bus stop</li> </ul>	<ul style="list-style-type: none"> <li>-Provide sidewalks and bike lanes along 15th Street to improve pedestrian and bicycle connectivity</li> <li>-Improve ADA ramps condition</li> <li>-Provide crossing opportunities across US-101</li> </ul>
<b>Ray's Food Place, Gold Beach</b>	<ul style="list-style-type: none"> <li>-Provide trash cans near the stop</li> <li>-Provide at least one bike rack</li> </ul>	<ul style="list-style-type: none"> <li>-Provide bike lanes along US-101, 6th Street and nearby streets to improve bicycle connectivity to the stop</li> <li>-Improve ADA ramps conditions</li> </ul>
<b>5th Street/Bankus Park, Brookings</b>	<ul style="list-style-type: none"> <li>-Provide trash cans in parking lot near the stop</li> <li>-Provide at least one bike rack</li> </ul>	<ul style="list-style-type: none"> <li>-Provide bike lanes along 5th Street to provide access to bicyclist to the bus stop</li> <li>-Install street lighting at the bus stop</li> </ul>
<b>Chevron Station, Harbor</b>	<ul style="list-style-type: none"> <li>-Provide CPT bus stop sign to indicate bus stop location</li> <li>-Install bus stop shelter with benches if ridership warrants</li> <li>-Provide trash cans near the stop</li> <li>-Provide at least one bike rack</li> </ul>	<ul style="list-style-type: none"> <li>-Provide bike lanes along Hoffeldt Lane and Zimmerman Lane to improve bicycle connectivity</li> <li>-Improve sidewalk connectivity along Hoffeldt Lane and Zimmerman Lane</li> </ul>
<b>McKay's Market, Harbor</b>	<ul style="list-style-type: none"> <li>-Provide CPT bus stop sign to indicate bus stop location</li> <li>-Install bus stop shelter with benches if warranted</li> <li>-Provide trash cans near the stop</li> <li>-Provide at least one bike rack</li> </ul>	<ul style="list-style-type: none"> <li>-Provide bike lanes along Hoffeldt Lane and Zimmerman Lane to improve bicycle connectivity</li> <li>-Improve sidewalk connectivity along Hoffeldt Lane and Zimmerman Lane</li> <li>-Improve ADA ramps condition</li> </ul>
<b>Rancheria, Smith River</b>	<ul style="list-style-type: none"> <li>-Provide CPT bus stop sign to indicate bus stop location</li> <li>-Coordinate with Redwood Coast Transit and the Tolowa Tribe on need for a bus stop shelter</li> <li>-Provide at least one bike rack</li> </ul>	<ul style="list-style-type: none"> <li>-Provide bike lanes along N Indian Road</li> <li>-Improve ADA ramps condition</li> <li>-Provide crossing opportunities across US-101</li> </ul>

## 4.6 Freight Plan

Although Curry County includes a network of state highways – US 101, OR 250 (Cape Blanco Highway), OR 251 (Port Orford Highway), and OR 255 (Carpenterville Highway) – the OHP does not designate any of them as freight routes, including US 101, which is the major route through Curry County for regional freight movement. The OHP does designate US 101 as a Reduction Review Route, which requires that ODOT consider load restriction and oversize-dimension load needs as part of planning, project development, development review, and maintenance. The Oregon Transportation Commission may not permanently reduce the vehicle-carrying capacity of these routes when altering, relocating, changing, or realigning them unless safety or access considerations require the reduction.

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility, including the Interstate Highway System, Other Principal Arterials, highways that are part of the Strategic Highway Network (STRAHNET), Major Strategic Highway Network Connectors, and Intermodal Connectors. Although US 101 is an NHS route in Curry

County, it is not designated as a National Highway Freight Route or State freight route on the National Network, except for the portion north of Port Orford.

US 101, OR 250, and OR 255 include various freight length and width restrictions and/or weight restricted bridges. One low-priority freight pinch point on US 101 is located near Humbug Mountain State Park that would be costly to remove, per the Oregon Freight Plan. Lower Harbor Road in Brookings and Dock Road to Harbor Drive in Port Orford are intermodal connectors with identified needs for moving freight.

Alternative freight routes to US 101 in the county are limited and may not be appropriate for moving freight in their current condition, including other state highways. While the local system is used periodically by freight, no local freight routes are designated. Over time, the County will coordinate with ODOT to determine if any new freight route designations are needed to support regional and local movement of goods and services.

## 4.7 Bridges and Culverts

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Curry County's transportation system includes 75 bridges and 3,600+ culverts. The County maintains 36 of the bridges, 32 of which are on the National Bridge Inventory System (NBIS), and 3,573 of the culverts. Bridges are also owned and maintained by ODOT and Oregon State Parks. None of the County-maintained bridges are functionally obsolete or in need of review for emergency vehicle (EV) loads, but seven bridges are weight restricted and 25 bridges need review for Special Haul Vehicle (SHV) loads (e.g., dump trucks, construction vehicles, etc.). Last, 47 bridges and 23 culverts are scour critical.

The locations of bridges in the county are shown in Figure 7. ODOT bridge inspectors periodically evaluate all bridges in the county and assign "Sufficiency Ratings" to them based on structural integrity, functionality, serviceability, importance for public use, and other criteria. The resultant ratings of bridges in the county at the time this plan was updated are also shown in Figure 7. Twenty-five bridges have sufficiency ratings below 50, indicating eligibility for replacement, and six bridges are structurally deficient. ODOT bridge ratings help to inform potential changes to vehicle weight restrictions and/or the priority of rehabilitation or replacement projects.

## 4.9 Intelligent Transportation System Infrastructure

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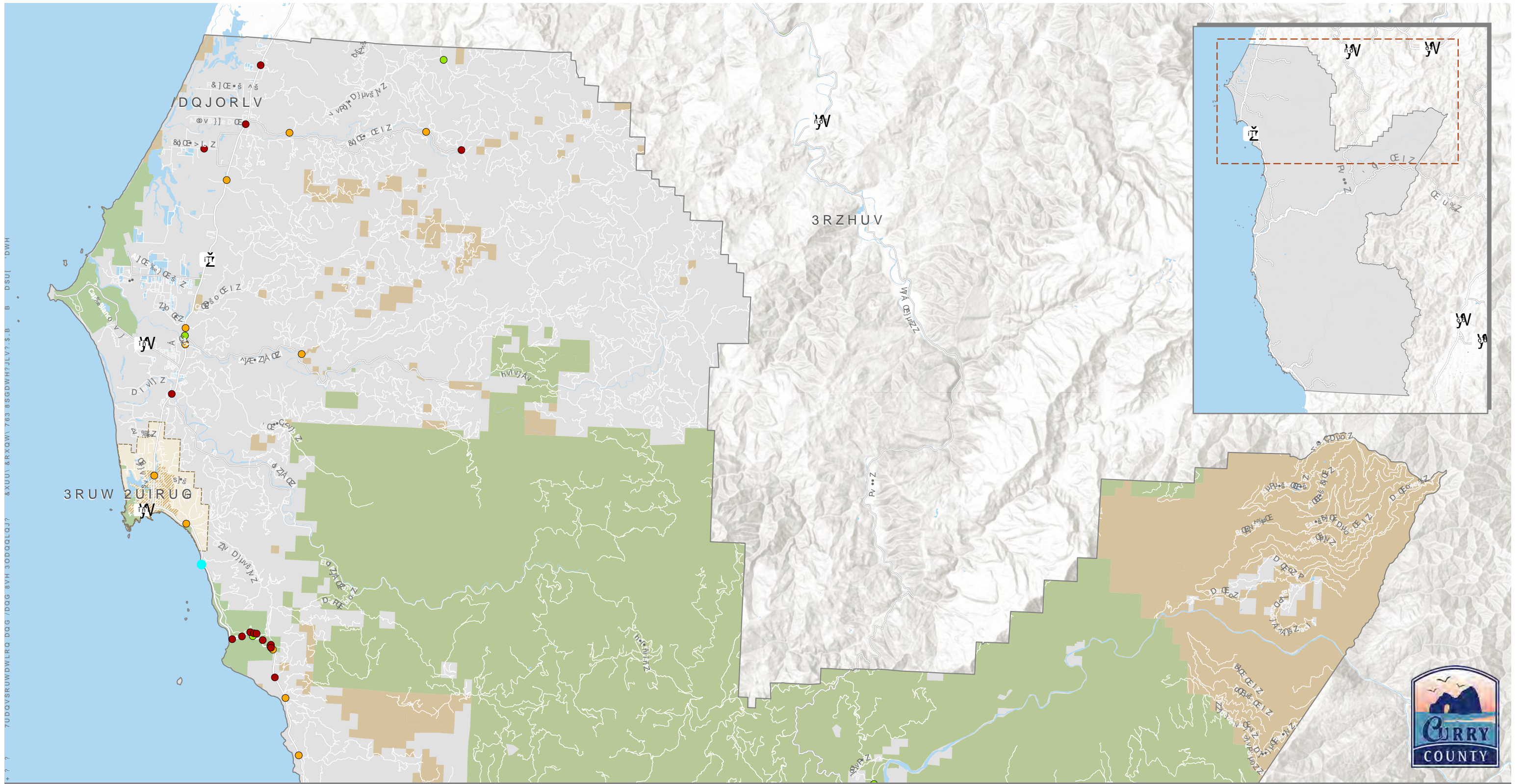
Intelligent transportation system (ITS) technologies advance transportation safety and mobility by combining advanced communication systems with transportation infrastructure. Examples of ITS infrastructure are the wildlife detection and icy curve warning systems and variable speed limit signs recommended in Section 4.2 of this plan. Outside of those recommendations, no additional ITS solutions are identified in the TSP, although the County will seek opportunities to implement such solutions on all countywide projects.

## 4.10 Rail Transportation

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Curry County does not have rail service.





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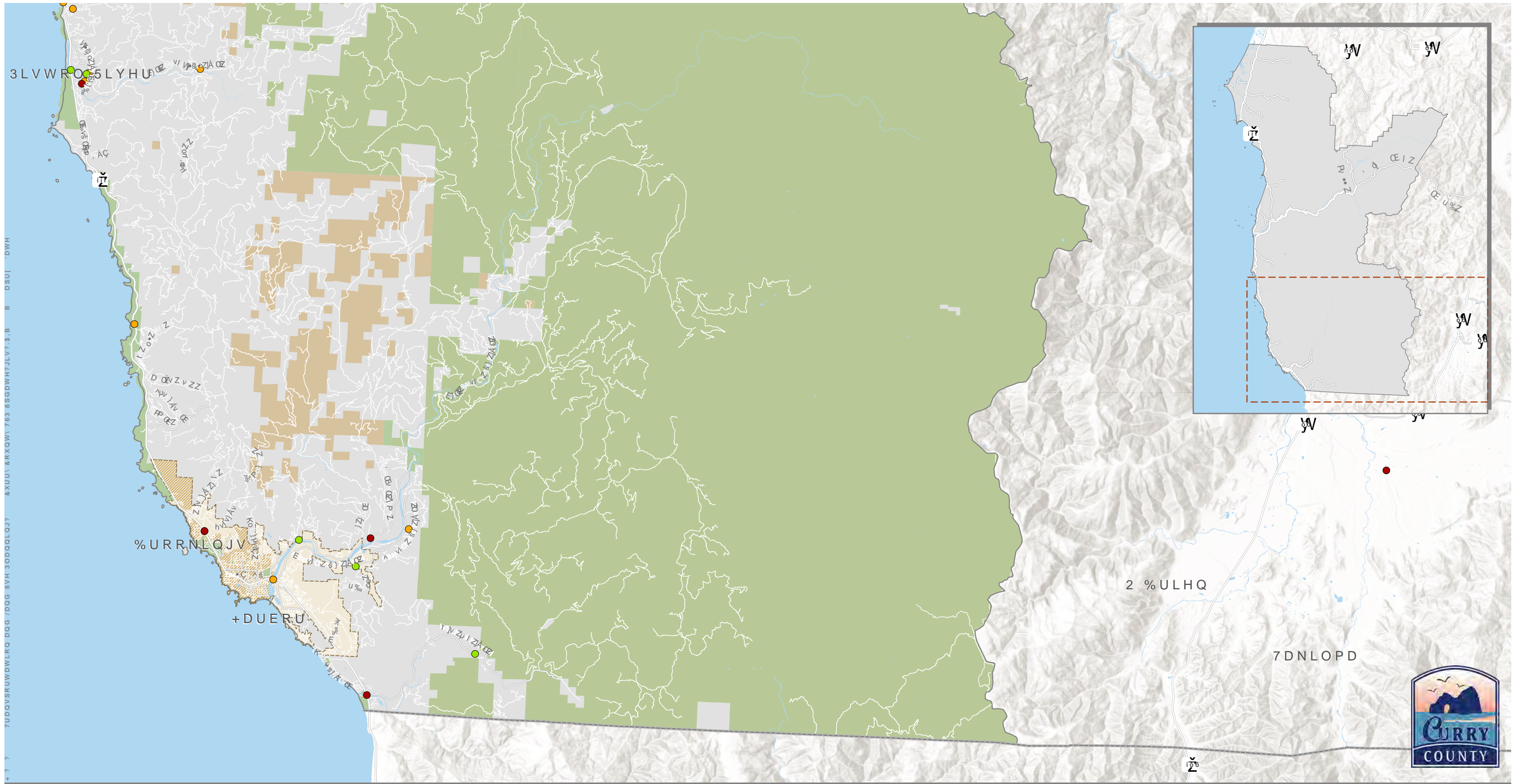
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## 4.11 Marine Transportation

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The Rogue River and Chetco River are the only navigable waterways within Curry County, according to the Oregon Department of State Lands' Waterways and Wetlands. The Rogue River runs from east to west from its headwaters near Crater Lake to the river's mouth on the Oregon Coast in Gold Beach. The Chetco River runs from east to west from its headwaters near Chetco Peak in Curry County to the river's mouth on the Oregon Coast in Brookings and Harbor. Other significant waterways within Curry County include the Winchuck River, Hunter Creek, and Pistol River. These rivers are not used for transportation, but for recreational purposes.

Three ports are located in Port Orford, Gold Beach, and Brookings. All three ports support recreational and commercial fishing and other activities such as diving, kayaking, and jet boat excursions. The Port of Brookings Harbor is the busiest recreational port on the Oregon Coast. These ports also offer a variety of services and amenities including RV, boat, and trailer storage, marine fuel, forklift operations, launch ramps, recreation docks, and commercial docks. These ports are not defined as part of the statewide strategic freight network but should be considered for their role in the transportation network due to their contribution to local economy, the significant impacts they may experience from a natural disaster (e.g., tsunami), and being potential alternate modes and "routes" following a natural disaster (e.g., landslides, etc.).

## 4.12 Aviation

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Three general aviation public airports serve Curry County: the Brookings Airport, the Gold Beach Municipal Airport, and the Cape Blanco State Airport. These airports are located in Brookings, Gold Beach, and north of Port Orford. The Oregon Aviation Plan (OAP) also acknowledges Del Norte Airport in Crescent City, California, as an airport accessible to Curry County and the County considers it an integral part of its air transport system.

The Brookings Airport and Gold Beach Municipal Airport are classified as Category IV, Local General Aviation Airports, which primarily support single-engine, general aviation aircraft, but can accommodate smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special use aviation activities. The OAP recommends that the Brookings Airport be reclassified to Category III (Regional General Aviation Airport). The Cape Blanco State Airport is classified as Category V, Remote Access/Emergency Service (RAES) Airport, which primarily supports single-engine, general aviation aircraft, special use aviation activities, and access to remote areas or provide emergency services access. The OAP recommends that the Cape Blanco State Airport be reclassified to Category IV (Local General Aviation Airport). No commercial airline service is provided at these airports, and at the time this TSP was written, the closest available commercial service is in North Bend (Coos County).

Out of three tiers, the Brookings Airport and the Cape Blanco State Airport are classified as Tier 3 and Tier 1 airports, respectively, in the OAP. These tiers reflect their capabilities and their priority for making future investments, based on the forecast needs of their surrounding population and their provision of economic and commercial restoration to the entire region after a disaster event. These two airports are also classified as Tier 2 airports in the Oregon Resilience Plan (ORP), which is a tier that represents a larger network of airports (compared to a more limited number of Tier 1 airports) that provide access to most rural areas and will be needed to restore major commercial operations following a natural disaster. The Gold Beach Airport does not fall within the three tiers of the OAP or the ORP.



The Brookings Airport and Cape Blanco State Airport have “severe” and “violent” Cascadia Event Hazard rankings, respectively, but both are located outside of known tsunami hazard areas. The Gold Beach Airport has a “violent” Cascadia Event Hazard ranking and is located inside known tsunami hazard areas.

Future planning at these airports is subject to their individual airport master plans. Curry County supports future efforts by these entities to continue serving the local and regional air needs. A coordinated effort between the County and these airports should track whether future airport changes trigger any needed transportation infrastructure that the TSP should reflect, particularly Cape Blanco for its role in disaster response. The TSP policies consider multimodal access to the airports when determining needed transportation system improvements, and prioritizing projects in this TSP.

## **4.13 Pipelines**

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Curry County does not contain any gas transmission or hazardous liquid pipelines.



## CHAPTER 5

# IMPLEMENTATION AND FUNDING PLAN

- Implementation Plan for Priority Projects
- Roadway Funding
- Project Costs and Funding Gap
- Potential Funding Sources
- Priority Project Funding Program

# CHAPTER 5: IMPLEMENTATION AND FUNDING PLAN

Today's fiscal environment for funding transportation projects is uncertain. Therefore, this chapter includes an implementation and funding plan for the projects from Chapter 4 that are considered the greatest priority to the County. Although it is unlikely that the priority projects will all be constructed over the next 20 years, they have been selected for the County to focus their efforts through the life of the TSP as funding becomes available. The priority projects are primarily under the jurisdiction of Curry County, with the exception of a few that are under ODOT jurisdiction, and some may occur with private development activities. All other projects from Chapter 4 that are not included in the implementation plan presented below are considered "aspirational." They are recognized by the community as important but if they were to be constructed, their implementation would likely take place after the TSP planning horizon.

This chapter presents an implementation plan for the TSP priority projects, the County's current funding sources and revenue, a summary of the overall cost of the priority projects, and possible new funding mechanisms that could help implement projects during the life of the TSP. Each project may be funded through a different combination of Federal, State, City, County, or private sources. Although available, these possible new funding mechanisms do not guarantee that every project that is contained in the TSP will be constructed over the next 20 years.

## Implementation Plan for Priority Projects

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The priority projects reflect County roadways that demonstrate the greatest need for enhancing vehicular traffic safety and increasing comfort for people walking and biking. These projects are presented by travel mode with detailed descriptions and planning-level cost estimates. Many recommended improvements likely need to be constructed in phases, therefore, certain cost estimates are broken out where applicable (e.g., when the width of a shoulder widening project changes through a corridor). Shoulder widening projects assume that additional roadway widening is provided when existing travel lane widths do not meet those recommended in Section 4.1 of this plan. On the contrary, if the existing overall pavement width of a roadway exceeds the recommendation, cost estimates may reflect less shoulder widening to reach the recommended minimum paved shoulder width.

For planning purposes and the County's future considerations related to its Capital Improvement Plan (CIP), priority projects are categorized as near-, mid-, and long-term based on complexity, cost, community input, and the TSP goals and objectives:

- Near-term projects would be implemented within 0 to 5 years;
- Mid-term projects would be implemented within 5 to 10 years; and
- Long-term projects would be implemented within 10 to 20 years.

The County's goals and objectives seek to improve the convenience and safety for people driving, walking, biking, and taking transit, as well as continued support for the region's economic health and prosperity. Therefore, the highest priority projects for strategic investments are those that (1) protect the existing system and (2) improve the efficiency and safety of existing motor vehicle facilities. These projects should be implemented first unless a lower priority

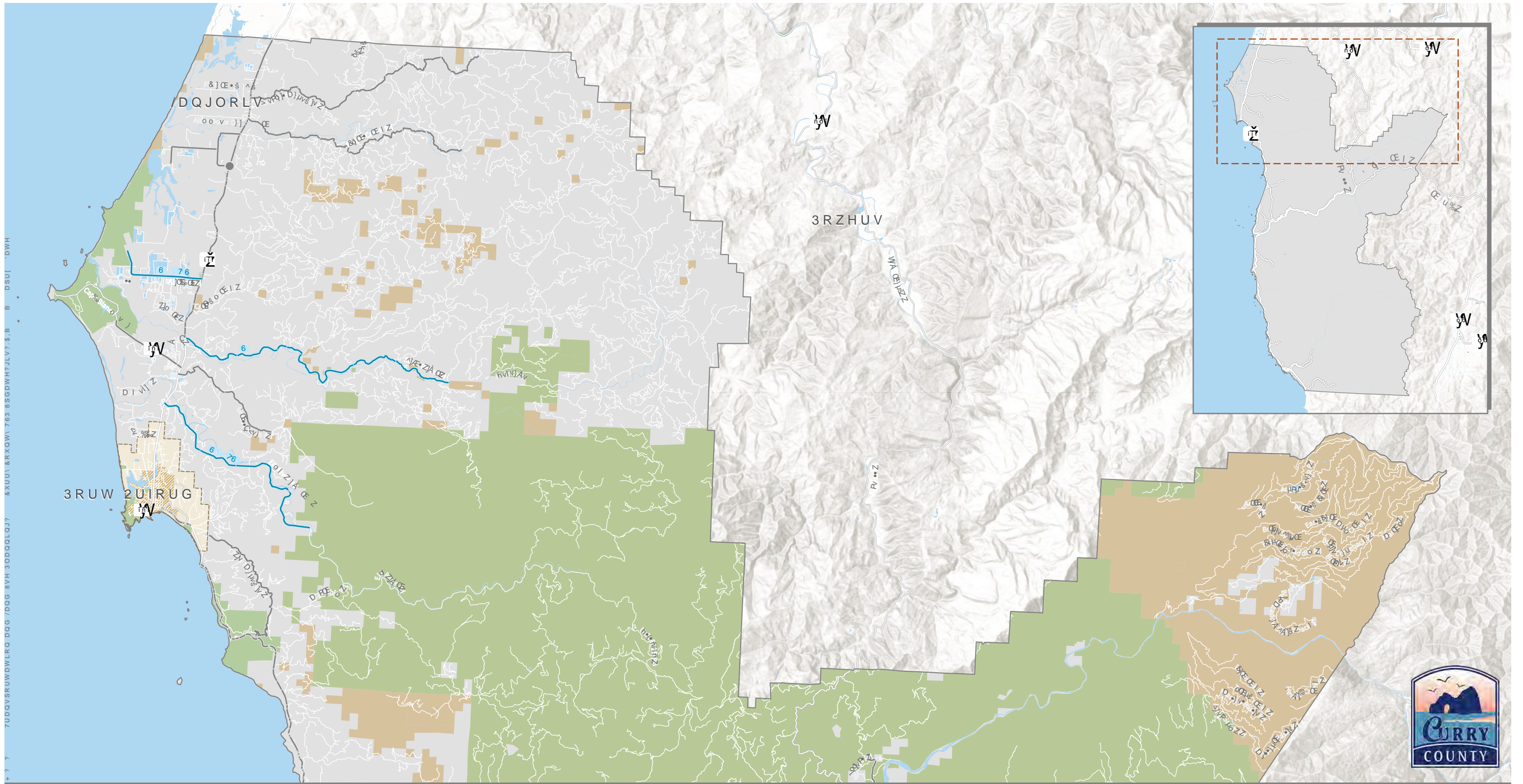


measure is demonstrated to be more cost effective or is one that better supports safety, growth management, or other livability and economic considerations.

The County may advance projects as opportunities arise. These opportunities could include changes in policy or funding at the federal, state, or local level; changes in local development priorities; or public-private or public-public partnerships. Project priorities are intended to be flexible for allowing the County to make wise investments consistent with the overall vision contained in this TSP.

Each recommended transportation investment has an associated cost estimate that is order-of-magnitude (e.g., planning-level) and accounts for design engineering and construction and generally include a 30-percent contingency factor. Costs do not account for right-of-way acquisitions as the County's 50-foot right-of-way standard is inclusive of all the roadway widening projects. They also do not account for major slope stabilization methods where it may be necessary. These details should be identified through project development and cost estimates be adjusted accordingly. The costs were calculated for each project using the methodology and procedures recommended by the American Association of Cost Engineers (Class 5 estimates). All costs are rounded to the nearest \$100,000 and provided in 2023 dollars.

Priority projects are identified in Figure 8 and summarized in Table 17, including implementation plan details and estimated costs. Additional details on the priority projects are included in Project Prospectus Sheets contained in Volume 2, along with detailed cost estimate worksheets; these sheets include all estimation assumptions as well as any topographic, right-of-way, or other constraints. Project design details may change before construction commences as public input, available funding, and unique site conditions are taken into consideration.



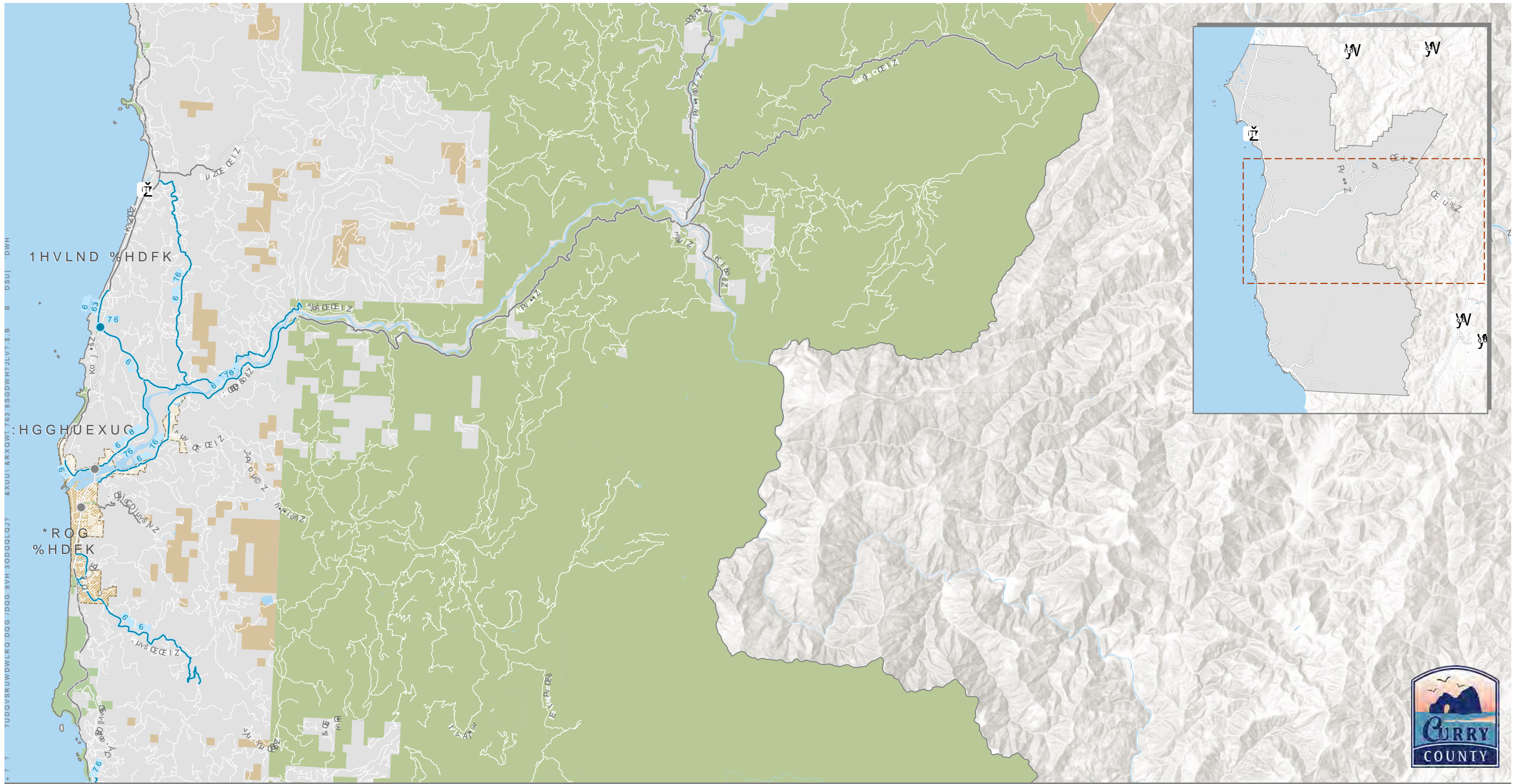
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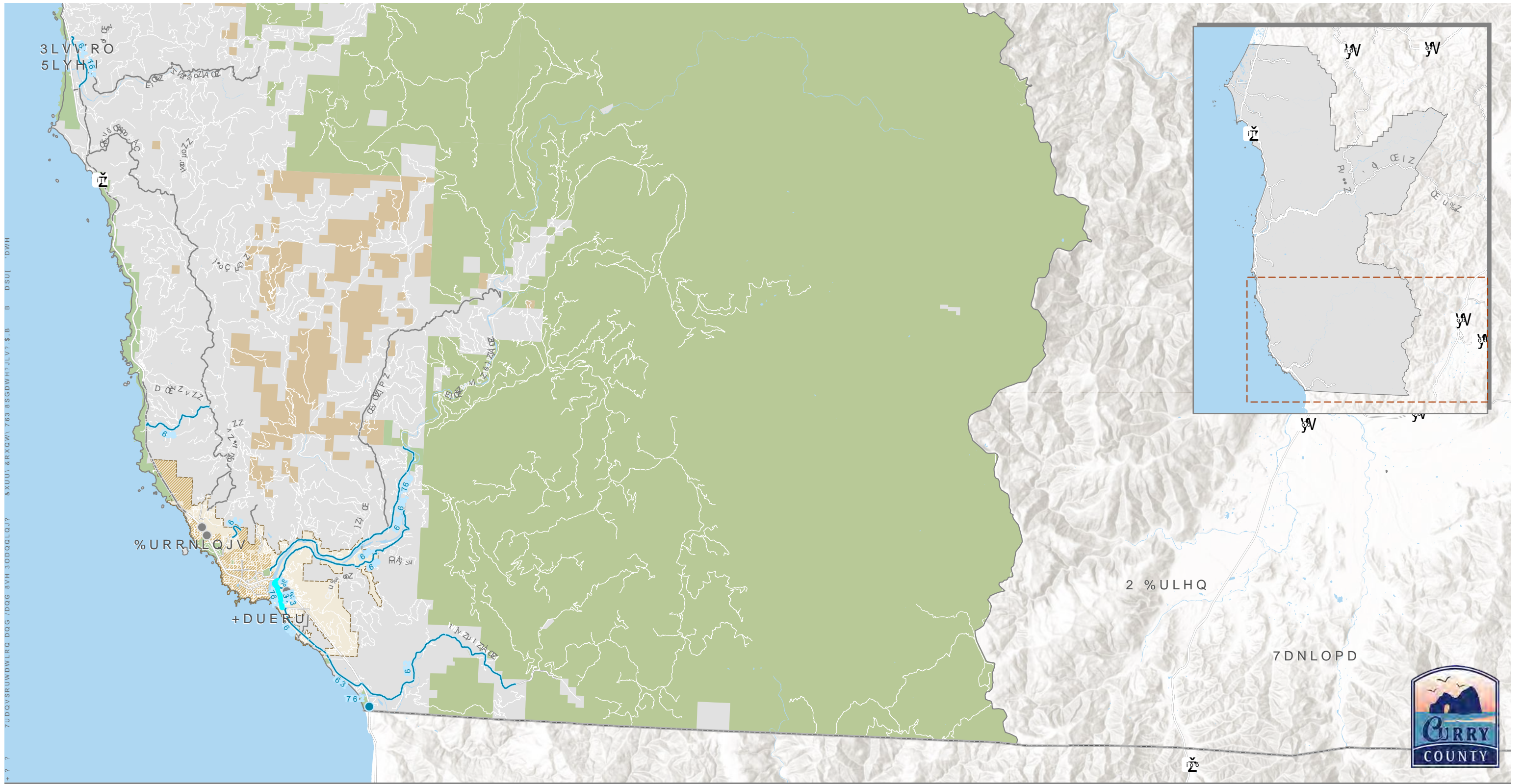
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Table 17. Implementation Plan for Priority Projects

Project Location	Project Description	Project Length (Miles)	Priority	Cost Estimate
<b>Roadway Segments</b>				
<b>Airport Road: US 101 to Cape Blanco State Airport</b>	Construct 4-foot paved shoulders (S7), wider edgeline striping, and advisory curve warning signs (TS2)	2.9	Long-Term	\$6.1M
<b>Sixes River Road: US 101 to County Limits</b>	Construct 4-foot paved shoulders (S8)	10.5	Long-Term	\$12.0M
<b>Elk River Road: US 101 to County Limits</b>	Construct 4-foot paved shoulders (S11), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS3)	7.6	Long-Term	\$9.0M
<b>Cedar Valley Drive: Ophir Road to N Bank Rogue River Road</b>	Construct 4-foot paved shoulders (S19), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS8)	8.1	Long-Term	\$13.8M
<b>Nesika Road: US 101 (South) to US 101 (North)</b>	Construct 4-foot paved shoulders from US 101 (south) to Gun Club Road (S20)	0.4	Near-Term	\$450K
	Construct a 10-foot paved sidepath from Gun Club Road to US 101 (north) on the west side (SP1)	0.8	Near-Term	\$1.8M
<b>Edson Creek Road: US 101 to N Bank Rogue River Road</b>	Construct 4-foot paved shoulders (S21)	2.3	Mid-Term	\$3.0M
<b>Wedderburn Loop: Old Coast Highway to US 101</b>	Construct 4-foot bike lanes or paved shoulders (S23)	1.3	Near-Term	\$1.0M
<b>N Bank Rogue River Road: US 101 to Lobster Creek Road</b>	Construct 7-foot buffered bike lanes or paved shoulders (S24), raised or recessed pavement markers, and wider edgeline striping (TS9) from US 101 to MP 0.8	0.8	Near-Term	\$2.3M
	Construct 4-foot paved shoulders (S25), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS9) from MP 0.8 to Lobster Creek Road	10.0	Long-Term	\$16.7M
<b>Jerry's Flat Road: US 101 to County Limits</b>	Construct 7-foot buffered shoulders (S26), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from US 101 to the Gold Beach UGB	4.5	Mid-Term	\$8.5M
	Construct 6-foot paved shoulders (S27), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from the Gold Beach UGB to Lobster Creek Road	5.0	Long-Term	\$15.4M
<b>Hunter Creek Road: US 101 (North) to County Limits</b>	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Gold Beach UGB (S30)	2.5	Long-Term	\$7.3M
	Construct 4-foot paved shoulders from the Gold Beach UGB to County Limits (S31)	3.6	Long-Term	\$3.8M
<b>Pistol River Loop: US 101 to Carpenterville Hwy</b>	Construct 4-foot paved shoulders (S34), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS15)	1.9	Mid-Term	\$3.9M
<b>Cape Ferrelo Road: US 101 to Carpenterville Hwy</b>	Construct 4-foot paved shoulders (S38)	2.6	Mid-Term	\$5.4M
<b>Parkview Drive: Vista Ridge Drive to Eastern Terminus</b>	4-foot bike lanes or paved shoulders (S42)	0.7	Mid-Term	\$1.1M

Project Location	Project Description	Project Length (Miles)	Priority	Cost Estimate
<b>N Bank Chetco River Road: MP 1.0 to County Limits</b>	Construct 7-foot buffered bike lanes or paved shoulders (S45), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevrons signs on rural horizontal curves (TS19) from MP 1.0 to the Brookings UGB	3.8	Mid-Term	\$10.0M
	Construct 4-foot paved shoulders (S46), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS19) from the Brookings UGB to MP 17.5	4.9	Long-Term	\$7.8M
<b>S Bank Chetco River Road: US 101 to County Limits</b>	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Brookings UGB (S48)	4.1	Long-Term	\$13.5M
	Construct 4-foot paved shoulders from the Brookings UGB to the County Limits (S49)	2.1	Long-Term	\$4.9M
<b>Lower Harbor Road: Benham Lane to US 101</b>	Construct 6-foot sidewalks or a paved sidepath on the west side, from Benham Lane to US 101 (P2), and high-friction surface treatment and advance warning flashers from Benham Lane to Boat Basin Road (TS1)	1.0	Near-Term	\$2.5M
<b>Shopping Center Avenue: W Hoffeldt Lane to Lower Harbor Road</b>	Construct 7-foot buffered bike lanes or a paved sidepath on the west side (B1)	0.6	Near-Term	\$670K
<b>W Hoffeldt Lane: South of Titus Lane to US 101</b>	Construct 6-foot bike lanes and 6-foot sidewalks (BP1)	0.4	Near-Term	\$1.9M
<b>Oceanview Drive: US 101 to Benham Lane</b>	Construct a 10-foot sidepath on the east side from US 101 to Cedar Lane (SP2)	2.2	Mid-Term	\$2.3M
	Construct 7-foot buffered bike lanes or paved shoulders from Cedar Lane to Benham Lane (S50)	1.3	Mid-Term	\$4.6M
<b>Winchuck River Road: US 101 to County Limits</b>	Construct 4-foot paved shoulders (S52)	7.5	Long-Term	\$9.5M
<b>Intersections</b>				
<b>US 101 / Nesika Road - Edson Creek Road</b>	Construct left-turn lanes on US 101 (north and south intersection approaches) and increase intersection sight distance (TS7)	N/A	Near-Term	\$960K
<b>US 101 / Del-Cur Supply Co-Op Site Access</b>	Convert the north Del-Cur Supply Co-Op site access on US 101 to right-in/right-out and improve the site access on Stateline Road to mitigate US 101 conflicts (TS22)	N/A	Near-Term	\$210K
<i>Near-Term Project Costs</i>				<b>\$11.8M</b>
<i>Mid-Term Project Costs</i>				<b>\$38.8M</b>
<i>Long-Term Project Costs</i>				<b>\$119.8M</b>
<b>Total Cost</b>				<b>\$170.4M</b>

Note project categories: S = Shoulder; SP = Side Path; TS = Traffic Safety; BP = Bike/Pedestrian; P = Pedestrian

## Roadway Funding

The County's roadway fund resources and expenditures shown in Table 18 are the basis for extrapolating estimated revenues that might be available for transportation projects over the next 20 years. As presented, the County's limited funds historically have not been sufficient to support their expenditure needs, which have mostly covered maintenance and operations of its system. This has required the County to draw from its reserve fund to cover the net difference, which is expected to be depleted by 2026 at its current spending rate. Because the County has not been able to keep pace with its maintenance needs, additional revenue sources will be necessary in the future to merely maintain their system.



**Table 18. Curry County Road Fund Revenue and Expenditures (2017-2022)**

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

## Project Costs and Funding Gap

Due to the County typically having limited to no revenue for capital improvements, based on available resources and ongoing regular maintenance needs, new projects identified in this TSP are not considered financially constrained. Table 19 provides a summary of the priority TSP projects, by project type and implementation timeframe, which are provided in 2023 dollars and rounded to the nearest \$100,000.

In comparing the County's roadway funding to the estimated costs of recommended priority transportation projects, the County will need to identify additional funding sources to maintain its transportation system and implement future improvements. As such, the County will need to partner with other agencies, the private development community, and pursue alternative funding sources to address these 20-year priority transportation projects.

**Table 19. Estimated Costs of Recommended Priority Projects**

Project Type	Estimated Cost (\$2023)			
	Near-Term	Mid-Term	Long-Term	Total
Paved Shoulders / Traffic Control Devices	\$450K	\$20.8M	\$99.0M	<b>\$120.3M</b>
Bike Lanes	\$4.0M	\$15.7M	\$20.8M	<b>\$40.5M</b>
Sidepaths	\$1.8M	\$2.3M	-	<b>\$4.1M</b>
Sidewalks	\$4.4M	-	-	<b>\$4.4M</b>
Intersection Improvements	\$1.2M	-	-	<b>\$1.2M</b>
<b>Total</b>	<b>\$11.8M</b>	<b>\$38.8M</b>	<b>\$119.8M</b>	<b>\$170.4M</b>

## Potential Funding Sources

Given the funding gap expressed in the previous section, the County will need to develop a strategy to fund the improvements identified in this TSP. Potential elements of this strategy are outlined in the following sections. In addition to the transportation specific funds described below, the County may also seek state and federal grant opportunities where transportation facilities are a secondary focus of the funds. For example, the Statewide Transportation Improvement Fund (STIF) is intended for improvements to transit services, facilities, operations, etc., but improvements to transportation facilities that provide access to transit – such as sidewalks and bike lanes near bus stops – could also be eligible for funds.

## Local Funding Mechanisms

Potential local-level funding sources summarized in Table 20 may be considered by the County Board of Commissioners to adopt as new funding sources. Including this table in the TSP does not create new funding sources but rather presents the various funding sources that local governments throughout Oregon have utilized. In general, local funding sources are more flexible than funding obtained from state or federal grant sources.

**Table 20. Potential Local Funding Mechanisms**

Funding Source	Description	Potential Application
<b>Street Utility Fees / Road Maintenance Fees</b>	A fee based on the number of automobile trips a particular land use generates; usually collected through a regular utility bill. Fees can also be tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance of the street system.	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths.
<b>Transportation Systems Development Charge (SDC)</b>	SDCs are fees assessed to development for the capacity demand it creates on public infrastructure systems. SDCs may be an improvement fee, a reimbursement fee, or a combination thereof. Reimbursement fee revenues are dedicated to capital projects that increase capacity to meet the needs of growth. SDC credits are provided to developers for public improvements they construct which add capacity to the system beyond that required to serve their development. SDC credits may also be given for development provisions that reduce vehicular capacity demand on the transportation system, such as providing end-of-trip bike facilities within the new development.	SDCs may only be used for the portion of transportation improvements that generate additional capacity demand related to growth.
<b>Stormwater SDCs, Grants, and Loans</b>	SDCs, grants, loans, and stormwater improvement fees can be obtained for improving stormwater management facilities constructed as part of transportation system improvements.	SDCs may only be used for the portion of transportation improvements that generate additional capacity demand related to growth.
<b>Local Fuel Tax</b>	A local tax can be assessed on the purchase of fuel within the County. This tax is added to the cost of fuel at the pump, along with the state and federal gas taxes. Several cities and counties throughout Oregon have a local fuel tax, including the City of Reedsport, which applies the tax during the peak summery months (May – October).	System-wide transportation facilities including streets, sidewalks, and bike lanes.
<b>Incentives</b>	The County could provide enticements such as bonus densities and flexibility in design in exchange for a public benefit. Examples might include providing additional bicycle parking in exchange for bonus densities. Incentives may be used with SDC methods to reduce transportation impacts from new development.	System-wide transportation facilities including streets, sidewalks, bike lanes, shared use paths, and transit.
<b>Public/Private Partnerships</b>	Public/private partnerships have been used around the country to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities. These partnerships could be used to provide services such as vehicle charging stations, public parking lots, bicycle lockers, or car share facilities.	System-wide transportation facilities including streets, sidewalks, bike lanes, shared use paths, and transit.

Funding Source	Description	Potential Application
<b>Tax Increment Financing (TIF)</b>	TIF is a tool that cities and counties may use to create special districts (tax increment areas) where public improvements are made to generate private-sector development. During a defined period, the County freezes the tax base at the pre-development level. Property taxes for that period can be waived or paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development can go into a special fund created to retire bonds issued to originate the development or leverage future improvements. A number of small-to-medium sized communities in Oregon have implemented, or are considering implementing, urban renewal districts that will result in a TIF revenue stream.	System-wide transportation facilities including streets, sidewalks, bike lanes, shared use paths, and transit.
<b>Streets District</b>	Oregon state law (Oregon Revised Statute [ORS] 371) allows for the formation of special streets taxing districts for purposes of constructing and maintaining streets within the taxing district boundaries. A Streets District would be a separate entity from the County, with its own property tax levy rate and an elected board of commissioners. Those within the potential district boundaries must vote on the creation of a Streets District.	Roadway improvement projects.
<b>Revenue and General Obligation Bonds</b>	Bonding allows municipal and county government to finance construction projects by borrowing money and paying it back over time, with interest. Financing requires smaller regular payments over time compared to paying the full cost at once, but financing increases the total cost of the project by adding interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote. These bonds add the cost of the improvement to property taxes over time.	Construction of major capital improvement projects within the county, street maintenance and incidental improvements.
<b>Economic Improvement Districts (EIDs)</b>	EIDs pool funds from area businesses to make improvements in the business district.	Transportation facilities including streets, sidewalks, bikeways, and transit located within the EID area.
<b>Local Improvement Districts (LIDs)</b>	LIDs pool funds from property owner to make local transportation improvements.	Transportation facilities including streets, sidewalks, bikeways, and transit located within the LID area.
<b>Street Fund Serial Levy</b>	This levy is a voter-approved property tax levied in addition to the permanent tax rate.	Operations or capital programs.
<b>Vehicle Registration Fee</b>	An extra fee on all registered motor vehicles in the County. Requires County-wide approval and implementation.	Operations or capital programs.
<b>Urban Growth Management Agreement (UGMA)</b>	UGMAs are intergovernmental agreements that outline how facilities are managed in the areas outside City limits, but inside City Urban Growth Boundaries (UGB).	Transportation facilities including streets, sidewalks, and bikeways within UGBs.
<b>Hotel/Motel Taxes</b>	Under state law, 70% of revenues from such taxes must fund programs boosting tourism. Many jurisdictions have hotel/motel taxes and could use a portion of the revenue for transportation investments.	Tourism, economic development, and sidewalk improvement programs.



Funding Source	Description	Potential Application
<b>Dedicated Property Taxes</b>	Washington County has a dedicated property tax to fund its Major Streets Transportation Improvement Program. Since 1986, the Program has funded \$900 million of new roads, sidewalks, bridges, and bikeways. Voters approved the funding source multiple times. Today, the program raises an average of \$44 million per year. Washington County also has property tax to support its Urban Road Maintenance District, levying 25 cents per \$1,000 assessed value; the program raises about \$4.4 million/year for local roadway maintenance.	System-wide transportation facilities.
<b>Reimbursement Districts</b>	Also called Zones of Benefit or Advance Financed Districts, a county determines the boundary of the district. Property owners of new development or large redevelopment permits pay a fee for the installation of public improvements. They then recover some portion of the cost over a period of years (often 15).	Construction of major capital improvement projects within the county.

### State and Federal Grants

In addition to local funding sources, the County can seek opportunities to leverage funding from grants at the state and federal levels for specific projects. Table 21 outlines such sources and their potential applications. State and federal sources change regularly as new transportation legislation is passed or existing legislation is modified and are limited and competitive. Any future improvements that rely on state funding may require County and regional consensus that they are more important than needs elsewhere in the region and the state. Combining multiple funding sources to pay for a single improvement project (e.g., combining state and County funds for new shoulders, bike lanes, sidewalks, and sidepaths) will likely be necessary.

At the federal level, many new grant opportunities are available through the Infrastructure Investment and Jobs Act (IIJA), which expires in Fiscal Year 2026. The County and partner agencies should continue to monitor available funding opportunities through this program and similar programs that may follow.

Table 21. Potential State and Federal Funding Mechanisms

Funding Source	Description	Potential Application
<b>State Funding Mechanisms</b>		
<b>Statewide Transportation Improvement Program (STIP)</b>	STIP is the State of Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle.	Projects on any facility that meet the benefit categories of the STIP.
<b>Transportation and Growth Management (TGM) Grants</b>	TGM grants are planning grants administered by ODOT and awarded on an annual basis. They are generally awarded to projects that will lead to more livable, economically vital, transportation efficient, sustainable, and pedestrian-friendly communities. The grants are awarded in two categories: transportation system planning and integrated land use/transportation planning.	Transportation system plans and planning efforts that integrate land use and transportation.
<b>All Roads Transportation Safety Program (ARTS)</b>	The federal Highway Safety Improvement Program (HSIP) is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Areas of safety concerns within the county, consistent with Oregon's Transportation Safety Action Plan.
<b>Immediate Opportunity Fund (IOF)</b>	The IOF is discretionary and provides funding for transportation projects essential for supporting site-specific economic development projects. These funds are distributed on a case-by-case basis in cooperation with the Oregon Economic and Community Development Department. These funds can only be used when other sources of financial support are insufficient or unavailable. These funds are reserved for projects where a documented transportation problem exists or where private firm location decisions hinge on the immediate commitment of road construction. A minimum of 50 percent match is required from project applications.	Any identified projects that would improve economic development in the county and where there are documented transportation problems.
<b>Connect Oregon</b>	Lottery-backed bonds distributed to air, marine, and rail projects statewide. No less than 10 percent of Connect Oregon funds must be distributed to each of the five regions of the state, if there are qualified projects in the region. The objective is to improve the connections between the highway system and other modes of transportation.	System-wide transportation facilities.
<b>Oregon Parks and Recreation Local Grants</b>	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. Local match is required.	Trails and other recreational facility development or rehabilitation.
<b>Oregon Transportation Infrastructure Bank (OTIB)</b>	A statewide revolving loan fund is available to local governments for many transportation infrastructure improvements, including highway, transit, and non-motorized projects. Most funds made available through this program are federal; streets must be functionally classified as a major collector or higher to be eligible for loan funding.	Infrastructure improvements to major collectors or higher classified roads for vehicle, transit, and non-motorized travel.

Funding Source	Description	Potential Application
<b>State Highway Fuel Tax Increase or User Fee</b>	ODOT is currently researching a state user fee for drivers to address steady or declining state gas tax revenues. An increase in the state gas tax or a user fee would need to pass through state legislation and would increase the state's transportation funds.	System-wide transportation facilities including streets, sidewalks, bikeways, and transit.
<b>Multi-modal Active Transportation Fund</b>	This fund invests in multimodal transportation infrastructure improvements across Oregon.	Pedestrian and bicycle-related projects.
<b>Safe Routes to School (SRTS)</b>	SRTS, administered by ODOT, focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school.	Pedestrian and bicycle-related projects within the vicinity of local schools.
<b>Oregon Community Paths (OCP)</b>	This State of Oregon program combines funds from the Multimodal Active Transportation Fund, Oregon Bicycle Excise Tax, and federal Transportation Alternatives Program to help communities create and maintain connections with primarily off-street pedestrian and bicycle facilities.	Off-street pedestrian and bicycle facilities (primarily).
<b>ODOT Bridge Program</b>	ODOTs Bridge Section coordinates selection and funding of Federal Highway Bridge Program bridges through the Local Agency Bridge Selection Committee, a committee of city, county, and state representatives. Local agency bridges are prioritized using a Technical Ranking System and selected in categories of Large (30,000+ square feet of deck area), Small On-System, and Small Off-System.	Bridges.
<b>ODOT Emergency Operations Program Funding</b>	A federal program that provides emergency funding for repair or reconstruction of highways and roads damaged during natural disasters or catastrophic failures. ODOT's Maintenance and Operations Branch administers the Emergency Operations Program and can help local agencies navigate the Emergency Repair process.	Highway and bridge repair from natural disasters or catastrophic failures.
<b>Transportation Options</b>	The TO program focuses on implementation of the Oregon Transportation Options Plan, including: managing demand across the transportation system; educating students and the public on travel options and how to safely use them; connecting veterans, low income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more.	Projects supporting implementation of the Oregon Transportation Options Plan.
<b>Statewide Transportation Improvement Fund (STIF) and Public Transportation Funds</b>	STIF is a newer dedicated source of funding under Section 122 of the House Bill (HB) 2017 Transportation Funding Package for improving or expanding public transportation service in Oregon.	Pedestrian and bicycle improvements that provide connections to transit.



Funding Source	Description	Potential Application
<b>State Highway Trust Fund/ Bicycle Bill</b>	When roads are constructed or reconstructed, Oregon law requires walkways and bikeways to be provided. Additionally, all agencies receiving State Highway Funds are required to spend at least 1% of those funds on bicycle and/or pedestrian infrastructure improvements (ORS 366.514). Currently, cities and counties receive 20% and 30% of the state's highway trust funds, respectively, which can be used for walking and biking projects along roads.	Bicycle and pedestrian projects.
<b>Sidewalk Improvement Program (SWIP)</b>	ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system.	Bicycle and pedestrian projects.
<b>Various Public or Private Grant Programs</b>	Many public and private grant programs exist, such as People for Bikes, that offer funding support for transportation infrastructure. New such grant programs are formed often and should be regularly tracked by the County.	Various depending on the grant program.
<b>Federal Funding Mechanisms</b>		
<b>Infrastructure Investment and Jobs Act (IIJA)</b>	The IIJA (aka "Bipartisan Infrastructure Law," BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs (resilience, carbon reduction, bridges, electric vehicle charging infrastructure, wildlife crossings, and reconnecting communities) and increased funding. Oregon will receive over \$4.5 billion over the next five years.	Projects around the state that will benefit drivers, transit riders, cyclists, and pedestrians, and that help maintain roads and bridges, and address climate change.
<b>Infrastructure for Rebuilding America (INFRA)</b>	INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.	Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
<b>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</b>	The RAISE Discretionary Grant program invests in road, rail, transit, and port projects that promise to achieve national objectives. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).	Road, rail, transit, and port projects aimed toward national objectives with significant local or regional impact.
<b>National Highway Performance Program (NHPP)</b>	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	NHS roads and bridges (and non-NHS bridges so long as bridge condition provision requirements are satisfied).

Funding Source	Description	Potential Application
<b>Highway Safety Improvement Program (HSIP)</b>	The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	Safety projects.
<b>Bridge Investment Program (BIP)</b>	The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.	Existing bridge projects.
<b>Transportation Alternatives (TA)</b>	The BIL continues the TA set-aside from the STBG program. Eligible uses of the set-aside funds include all projects and activities that were eligible under the previously spending bill. This encompasses a variety of smaller-scale transportation projects.	Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
<b>Federal Lands Access Program (FLAP)</b>	The Federal Lands Access Program (Access Program) was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.	Projects accessing high-use Federal recreation sites or Federal economic generators.
<b>Congressionally Directed or Discretionary Funds</b>	Congressionally Directed funds may be received through either highway program authorization or annual appropriation processes. These funds are generally described as “demonstration” or “earmark” funds.	Highway freight projects on the National Highway Freight Network, NHS highway/bridge projects/project in National Scenic Areas, freight rail/intermodal/port projects, rail-highway grade crossings or grade separation projects.
<b>National Highway Freight Program (NHFP)</b>	The NHFP was created by the FAST Act to invest in freight projects on the National Highway Freight Network. This program is apportioned to States by formula and a State must have had a freight plan in place beginning FY 2018 in order to receive formula funding.	Construction, operational improvements, freight planning, and performance measures.

In consideration of the aspirational projects presented in Chapter 4 and the coordination they will likely require among multiple jurisdictions in Curry County, the County may also consider investigating other grant programs through the Federal Emergency Management Agency (FEMA; e.g., Emergency Management Performance Grant, National Earthquake Hazards Reduction Program's State Assistance Program, etc.), U.S. Forest Service, and Bureau of Land Management, if available and applicable.

## Priority Project Funding Program

Of the funding sources summarized in the previous section, Table 22 identifies those that are likely the most applicable for the County to consider in pursuit of the priority projects presented in Chapter 4. Funding sources are grouped as “Countywide Funding Sources,” which include flexible funding streams that could be applied to various projects, and “Project Specific Funding Sources,” which would be applied on a project-by-project basis. The County could choose to pursue one or more of the Countywide Funding Sources and develop an ongoing Capital Improvement Program (CIP) with the funds generated. In addition, the County may choose to apply for Project Specific Funding Sources to implement high priority projects.

**Table 22. Likely Funding Sources for Curry County TSP Implementation**

Funding Type	Funding Source
<b>Countywide Funding Sources</b>	<ul style="list-style-type: none"> <li>• Street Utility Fees / Road Maintenance Fees</li> <li>• Transportation Systems Development Charge (SDC)</li> <li>• Stormwater SDCs, Grants, and Loans</li> <li>• General Obligation Bond</li> <li>• Local Fuel Tax</li> <li>• Urban Growth Management Agreement (UGMA)</li> <li>• Hotel/Motel Taxes</li> </ul>
<b>Project Specific Funding Sources</b>	<ul style="list-style-type: none"> <li>• Statewide Transportation Improvement Program (STIP)</li> <li>• All Roads Transportation Safety Program (ARTS)</li> <li>• Multi-modal Active Transportation Fund (MAT)</li> <li>• Oregon Community Paths (OCP)</li> <li>• Sidewalk Improvement Program (SWIP)</li> <li>• Infrastructure for Rebuilding America (INFRA)</li> <li>• Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</li> <li>• Federal Lands Access Program (FLAP)</li> <li>• Rural Surface Transportation Grant Program (Rural Surface)</li> </ul>

Table 23 represents the priority projects presented in Chapter 4 but also identifies Project Specific Funding Sources and potential funding partners that are applicable to each project.



**Table 23. Funding Program for Priority Projects**

Project Location	Project Description	Potential Funding Partners	Potential Funding Sources
<b>Roadway Segments</b>			
<b>Airport Road: US 101 to Cape Blanco State Airport</b>	Construct 4-foot paved shoulders (S7), wider edgeline striping, and advisory curve warning signs (TS2)	<ul style="list-style-type: none"> <li>• Cape Blanco State Airport</li> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> </ul>
<b>Sixes River Road: US 101 to County Limits</b>	Construct 4-foot paved shoulders (S8)	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Private Partners</li> <li>• USFS/BLM</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• FLAP</li> </ul>
<b>Elk River Road: US 101 to County Limits</b>	Construct 4-foot paved shoulders (S11), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS3)	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Private Partners</li> <li>• USFS/BLM</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• ARTS</li> <li>• FLAP</li> </ul>
<b>Cedar Valley Drive: Ophir Road to N Bank Rogue River Road</b>	Construct 4-foot paved shoulders (S19), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS8)	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• ARTS</li> </ul>
<b>Nesika Road: US 101 (South) to US 101 (North)</b>	Construct 4-foot paved shoulders from US 101 (south) to Gun Club Road (S20)	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• OCP</li> </ul>
	Construct a 10-foot paved sidepath from Gun Club Road to US 101 (north) on the west side (SP1)		
<b>Edson Creek Road: US 101 to N Bank Rogue River Road</b>	Construct 4-foot paved shoulders (S21)	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> </ul>
<b>Wedderburn Loop: Old Coast Highway to US 101</b>	Construct 4-foot bike lanes or paved shoulders (S23)	<ul style="list-style-type: none"> <li>• City of Gold Beach</li> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• MAT</li> </ul>
<b>N Bank Rogue River Road: US 101 to Lobster Creek Road</b>	Construct 7-foot buffered bike lanes or paved shoulders (S24), raised or recessed pavement markers, and wider edgeline striping (TS9) from US 101 to MP 0.8	<ul style="list-style-type: none"> <li>• City of Gold Beach</li> <li>• ODOT</li> <li>• Private Partners</li> <li>• USFS/BLM</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• ARTS</li> <li>• MAT</li> <li>• FLAP</li> </ul>
	Construct 4-foot paved shoulders (S25), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS9) from MP 0.8 to Lobster Creek Road		
<b>Jerry's Flat Road: US 101 to County Limits</b>	Construct 7-foot buffered shoulders (S26), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from US 101 to the Gold Beach UGB	<ul style="list-style-type: none"> <li>• City of Gold Beach</li> <li>• ODOT</li> <li>• Private Partners</li> <li>• USFS/BLM</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• ARTS</li> <li>• MAT</li> <li>• FLAP</li> </ul>
	Constructed 6-foot paved shoulders (S27), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS10) from the Gold Beach UGB to Lobster Creek Road		
<b>Hunter Creek Road: US 101 (North) to County Limits</b>	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Gold Beach UGB (S30)	<ul style="list-style-type: none"> <li>• City of Gold Beach</li> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• MAT</li> <li>• FLAP</li> </ul>
	Construct 4-foot paved shoulders from the Gold Beach UGB to County Limits (S31)		
<b>Pistol River Loop: US 101 to Carpenterville Hwy</b>	Construct 4-foot paved shoulders (S34), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS15)	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> </ul>
<b>Cape Ferrelo Road: US 101 to Carpenterville Hwy</b>	Construct 4-foot paved shoulders (S38)	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> </ul>
<b>Parkview Drive: Vista Ridge Drive to Eastern Terminus</b>	Construct 4-foot bike lanes or paved shoulders (S42)	<ul style="list-style-type: none"> <li>• Brookings Airport</li> <li>• City of Brookings</li> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• MAT</li> </ul>

Project Location	Project Description	Potential Funding Partners	Potential Funding Sources
<b>N Bank Chetco River Road: MP 1.0 to County Limits</b>	Construct 7-foot buffered bike lanes or paved shoulders (S45), raised or recessed pavement markers, wider edgeline striping, advisory curve warning signs, and required chevrons signs on rural horizontal curves (TS19) from MP 1.0 to the Brookings UGB	<ul style="list-style-type: none"> <li>• City of Brookings</li> <li>• ODOT</li> <li>• Private Partners</li> <li>• USFS/BLM</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• ARTS</li> <li>• MAT</li> <li>• FLAP</li> </ul>
	Construct 4-foot paved shoulders (S46), centerline and shoulder rumble strips, advisory curve warning signs, and required chevron signs on rural horizontal curves (TS19) from the Brookings UGB to MP 17.5		
<b>S Bank Chetco River Road: US 101 to County Limits</b>	Construct 7-foot buffered bike lanes or paved shoulders from US 101 to the Brookings UGB (S48)	<ul style="list-style-type: none"> <li>• City of Brookings</li> <li>• ODOT</li> <li>• Private Partners</li> <li>• USFS/BLM</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• ARTS</li> <li>• MAT</li> <li>• FLAP</li> </ul>
	Construct 4-foot paved shoulders from the Brookings UGB to the County Limits (S49)		
<b>Lower Harbor Road: Benham Lane to US 101</b>	Construct 6-foot sidewalks or a paved sidepath on the west side, from Benham Lane to US 101 (P2), and high-friction surface treatment and advance warning flashers from Benham Lane to Boat Basin Road (TS1)	<ul style="list-style-type: none"> <li>• City of Brookings</li> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• OCP</li> <li>• SWIP</li> </ul>
<b>Shopping Center Avenue: W Hoffeldt Lane to Lower Harbor Road</b>	Construct 7-foot buffered bike lanes or a paved sidepath on the west side (B1)	<ul style="list-style-type: none"> <li>• City of Brookings</li> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• ARTS</li> <li>• OCP</li> </ul>
<b>W Hoffeldt Lane: South of Titus Lane to US 101</b>	Construct 6-foot bike lanes and 6-foot sidewalks (BP1)	<ul style="list-style-type: none"> <li>• City of Brookings</li> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• MAT</li> <li>• SWIP</li> </ul>
<b>Oceanview Drive: US 101 to Benham Lane</b>	Construct a 10-foot sidepath on the east side from US 101 to Cedar Lane (SP2)	<ul style="list-style-type: none"> <li>• City of Brookings</li> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• OCP</li> </ul>
	Construct 7-foot buffered bike lanes or paved shoulders from Cedar Lane to Benham Lane (S50)		
<b>Winchuck River Road: US 101 to County Limits</b>	Construct 4-foot paved shoulders (S52)	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Private Partners</li> <li>• USFS/BLM</li> </ul>	<ul style="list-style-type: none"> <li>• RAISE</li> <li>• Rural Surface</li> <li>• FLAP</li> </ul>
<b>Intersections</b>			
<b>US 101 / Nesika Road - Edson Creek Road</b>	Construct left-turn lanes on US 101 (north and south intersection approaches) and increase intersection sight distance (TS7)	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• STIP</li> <li>• Rural Surface</li> </ul>
<b>US 101 / Del-Cur Supply Co-Op Site Access</b>	Convert the north Del-Cur Supply Co-Op site access on US 101 to right-in/right-out and improve the site access on Stateline Road to mitigate US 101 conflicts (TS22)	<ul style="list-style-type: none"> <li>• Del-Cur Supply Co-Op</li> <li>• ODOT</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• STIP</li> <li>• Rural Surface</li> </ul>