



TECHNICAL MEMORANDUM #4

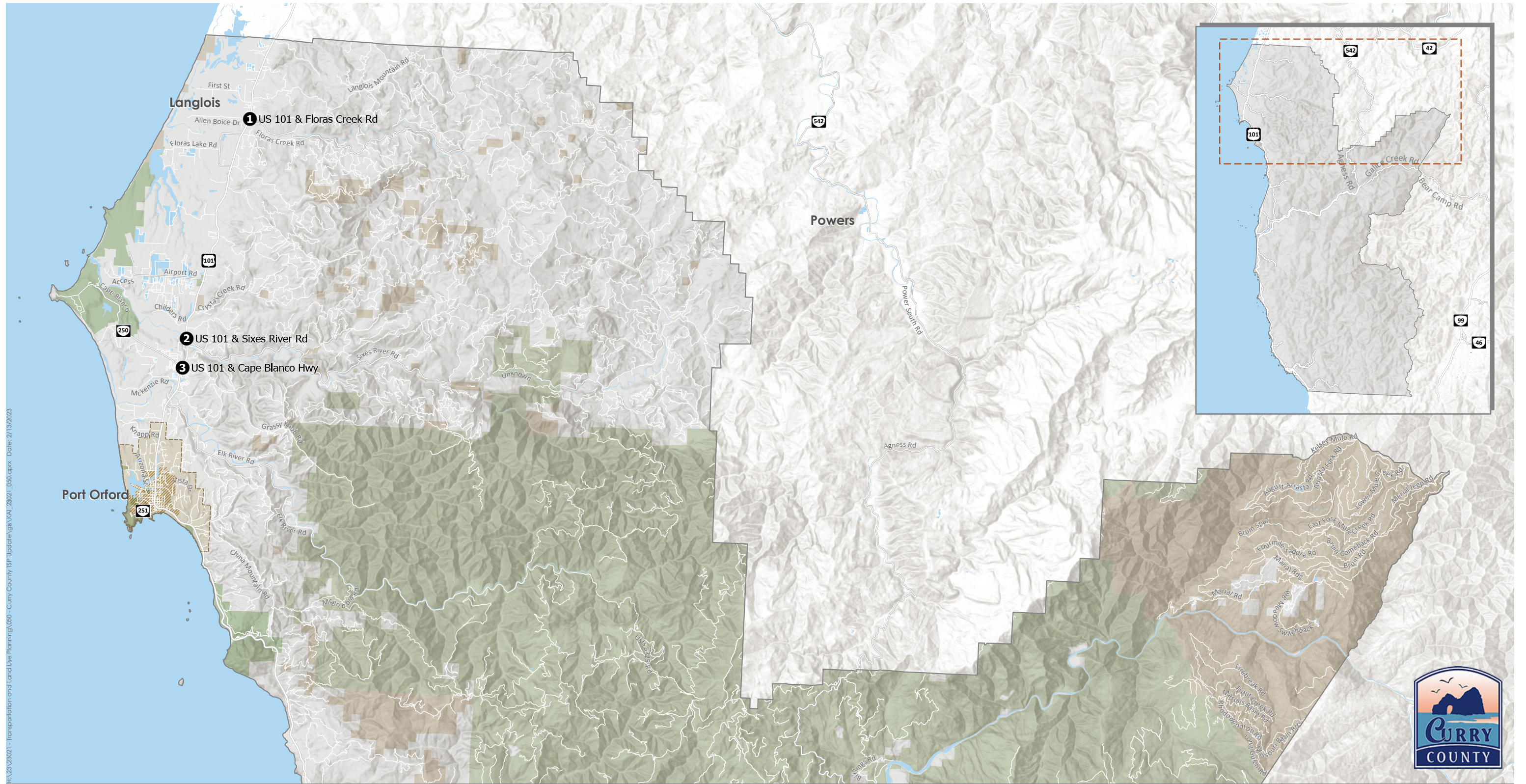
Date: May 9, 2023 Project #: 23021.050
To: Project Management Team
From: Kittelson & Associates, Inc.
Project: Curry County Transportation System Plan Update
Subject: Final Tech Memo #4: Current Transportation System Operations (Task 5.1)

INTRODUCTION

The current transportation system operations summarized in this memorandum reflect how Curry County's transportation system performs as it exists today in terms of intersection traffic operations, crash history, conflicts for freight, and multimodal conditions. The assessment summarized herein is based on information gathered and assembled from Geographic Information System (GIS) data and aerial imagery, measured traffic data, and historical crash rates provided or produced by the County and the Oregon Department of Transportation (ODOT). Much of the inventory and analysis results are presented in figures and tables and are supplemented with text.

This assessment identifies gaps and deficiencies in the existing transportation system that will be used to help inform the policies, projects, programs and/or studies recommended in the Curry County Transportation System Plan (TSP) Update. The TSP addresses transportation needs for people walking, rolling, taking transit, biking, and driving within Curry County, primarily in the rural areas, but also along County facilities within Urban Growth Boundaries (UGBs) of incorporated cities. The geographic extents of the TSP study area are shown in Figure 1.

The information provided in this memorandum addresses the requirements identified in Oregon Administrative Rule 660-012-020 (Elements of a Transportation System Plan) for providing a general assessment of existing transportation facilities and services.



FILE:2/23/2021 - Transportation and Land Use Planning/660 - Curry County TSP Update/ghk/va1_23021_060.oprx Date: 2/13/2023

- Study Intersections
- ▨ City Boundaries
- ▭ UGB
- Bureau of Land Management
- US Forest Service
- County Boundary
- State Border



Figure 1

Study Area
Curry County, Oregon

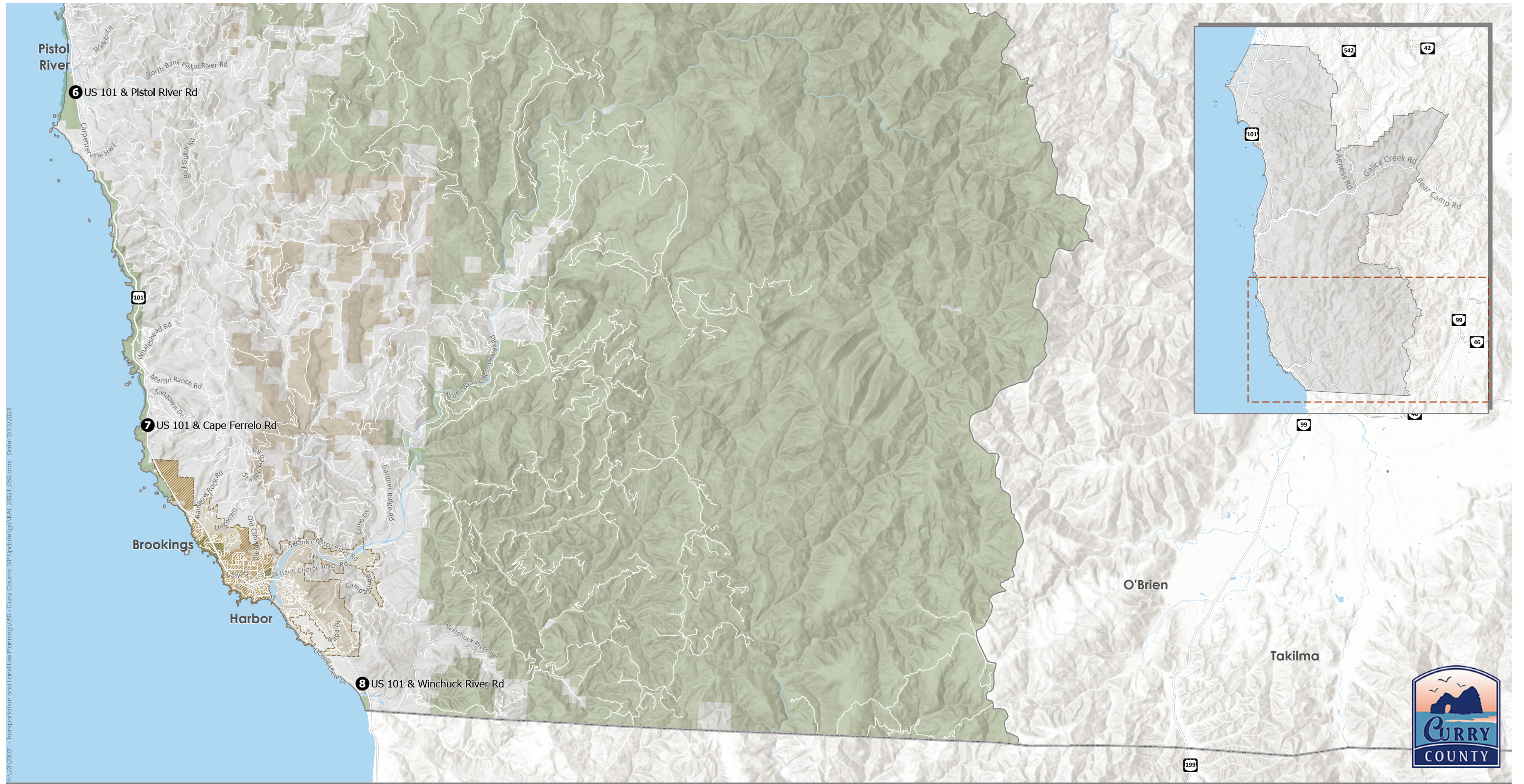


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Figure 1
Study Area
Curry County, Oregon





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- Study Intersections
- ▨ City Boundaries
- - - UGB
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Figure 1
Study Area
Curry County, Oregon

EXECUTIVE SUMMARY

Key findings from the current transportation system operations assessment presented within this memorandum are summarized below.

Transportation System Operations Findings

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

Crash Analysis Findings

- 928 crashes were reported in Curry County between 2017 and 2021.
- 39% of all reported crashes were with a fixed or other object, 19% were turning movement, and 15% were rear-end.
- 22 of all reported crashes included pedestrians and 8 included bicyclists.
- 59% of all reported crashes resulted in some level of injury, including 14 fatal crashes and 45 serious injury crashes (4 of the fatal crashes included pedestrians and one included a bicyclist).
- No crashes were reported at the US 101 / Cape Blanco Highway, US 101 / Pistol River Road, or US 101 / Cape Ferrelo Road intersections during the study period.
- No study intersection has an observed crash rate that exceeds the applicable 90th percentile crash rate or critical crash rate (the US 101 / Floras Creek Road intersection is approaching its critical crash rate threshold).
- No study intersection exhibits an excess proportion of any one crash type.
- 44 of the 125 study segments have observed crash rates that exceed the rural highway crash rates (many exhibited less than one crash per year).
- 6 segments, all along US 101, had more than ten total crashes, 4 of which are in Brookings (most the crashes were rear-end or turning movement and included 3 of the fatal crashes).
- There are no Safety Priority Index System (SPIS) sites in the top 10% within Curry County from the most recent SPIS list.

Freight Analysis Findings

- US 101, OR 250, and OR 255 have freight length and width restrictions and are not authorized to move triples combinations. US 101 includes 2 weight restricted bridges. OR 250 and OR 255 are not authorized to continuously move 14 feet wide mobile homes / modular building units.

- Alternative freight routes in the county are limited and may not be appropriate for moving freight in their current condition.
- One low-priority freight pinch point on US 101 is located near Humbug Mountain State Park that would be costly to remove. No other freight pinch points or delays are identified on the State highway system in the county.
- 29 bridges are identified as either being structurally deficient, weight restricted, or having sufficiency ratings below 50 (10 of these bridges are County owned). No seismic bridges are identified on the State highway system in the county.
- Lower Harbor Road in Brookings and Dock Road to Harbor Drive in Port Orford are intermodal connectors with identified needs for moving freight.

Multimodal Analysis Findings

- Most arterials and collectors, or sections of these roadways, score with a BLTS 2 or 3. Roadway BLTS scores generally lower further from the urbanized areas of the county, where traffic volumes are lower, and higher in the urbanized areas, depending on traffic volume levels, posted speeds, and availability of dedicated biking facilities.
- Most arterials and collectors result in “Poor” Pedestrian Qualitative Multimodal Assessment (QMA) ratings – except within and near the incorporated cities and unincorporated communities. 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.”
- Transit services and facilities in the county results in a Transit QMA rating of “Fair” primarily due to its frequency.
- Safety risks to bicyclists are relatively high along the US 101 corridor throughout the county but are highest within the Brookings UGB.
- The greatest safety risks to pedestrians are the highest on US 101 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.

CURRENT TRANSPORTATION SYSTEM OPERATIONS ANALYSIS

The current transportation system operations analysis identifies how the eight study intersections from Figure 1 operate during the weekday evening peak period, including non-motorized transportation movements. This section summarizes the resultant intersection operations and vehicle queuing. These results create a foundation for assessing possible solutions to any capacity deficiencies identified at the study intersections.

Traffic Counts

The study intersections for the Curry County TSP Update were determined by Curry County and ODOT prior to development of the scope of work. The eight study intersections identified in Figure 1 are all located along US 101 at major County roadways, and none are within UGBs of the incorporated cities. Traffic counts were conducted at the study intersections in September 2022 on a typical weekday over a 2-hour period (4:00 to 6:00 p.m.) while school was in session. All the counts include the total number of pedestrians, bicyclists, and motor vehicles that entered the intersections in 15-minute intervals throughout the study periods. *Attachment A contains the traffic count worksheets.*

Analysis Methodology and Mobility Targets

All traffic operations analyses described in the following sections are in conformance with State standard methodologies and guidelines. The study intersections were analyzed during the “30th highest hours,” which generally corresponds to the July PM peak hour. Applicable volume-to-capacity (V/C) ratio targets summarized in Table 1 were compared with the operational results described in the following section. *More details on the analysis methodology and assumptions, including development of intersection peak hours and seasonal adjustment factors, can be found in the Methodology & Assumptions Memorandum.*

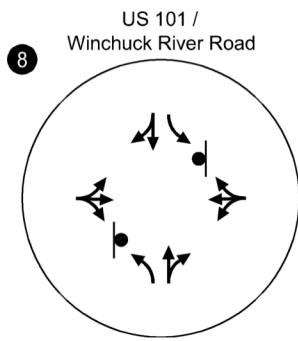
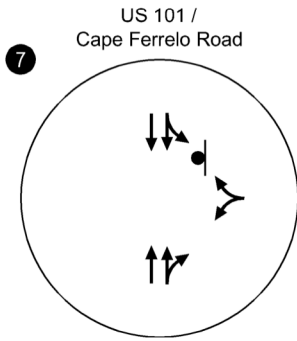
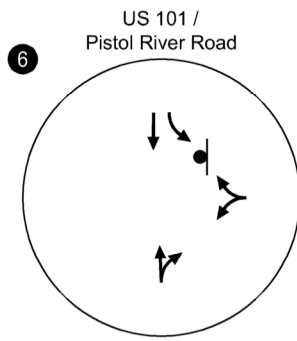
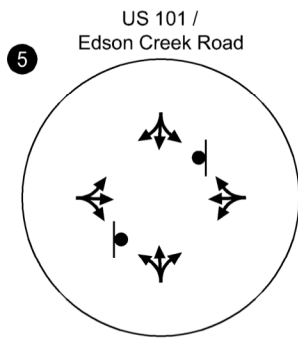
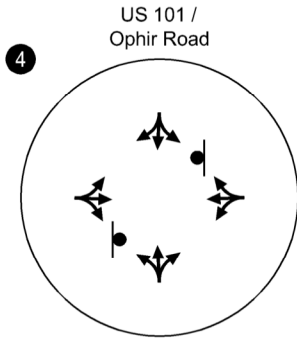
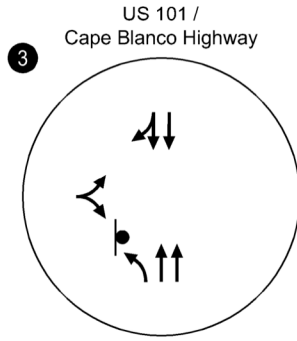
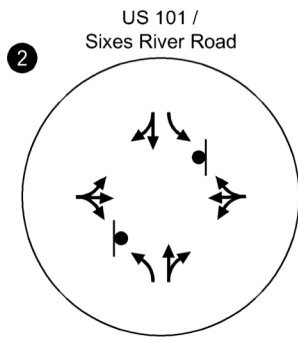
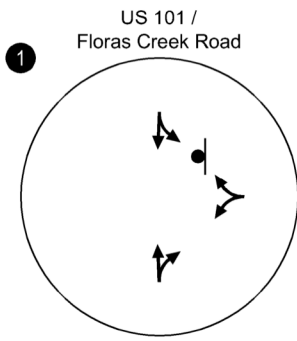
Table 1. ODOT V/C Ratio Targets

Map ID	Intersection	OHP Mobility Target ¹
1	US 101 / Floras Creek Rd	0.75 N-S / 0.80 E
2	US 101 / Sixes River Rd	0.70 N-S / 0.75 E
3	US 101 / Cape Blanco Hwy	0.70 N-S / 0.75 W
4	US 101 / Ophir Rd	0.70 N-S / 0.75 E
5	US 101 / Edson Creek Rd-Nesika Rd	0.70 N-S / 0.75 E-W
6	US 101 / Pistol River Rd	0.70 N-S / 0.75 E
7	US 101 / Cape Ferrelo Rd	0.70 N-S / 0.75 E
8	US 101 / Winchuck River Rd	0.75 N-S / 0.80 E-W

¹State Highway V/C Ratio / Side-Street V/C Ratio

Current Traffic Operations Analysis

The current traffic operations analysis helps to identify if study intersections exceed their V/C ratio targets today. The analysis used Vistro software and its Highway Capacity Manual (HCM – Reference 1) 7th Edition reports to summarize V/C ratios, Levels of Service (LOS), delay, and 95th percentile queues at the study intersections. Figure 2 illustrates the current traffic control devices and lane configurations at the study intersections.



Current Traffic Control Devices and Lane Configurations
Curry County, Oregon

Figure
2

Figure 3 shows the existing traffic volumes for the study intersections and their resultant traffic operations. Figure 3 identifies the V/C ratios, LOS, and delay at the study intersections and indicates if the applicable V/C ratio targets from Table 1 are met. The V/C ratios shown are reported for the critical movement at the intersections provided that they are all stop-controlled. Last, Table 2 summarizes the 95th percentile queues at the study intersections as compared to their available vehicle storage.

Table 2. 95th Percentile Queuing

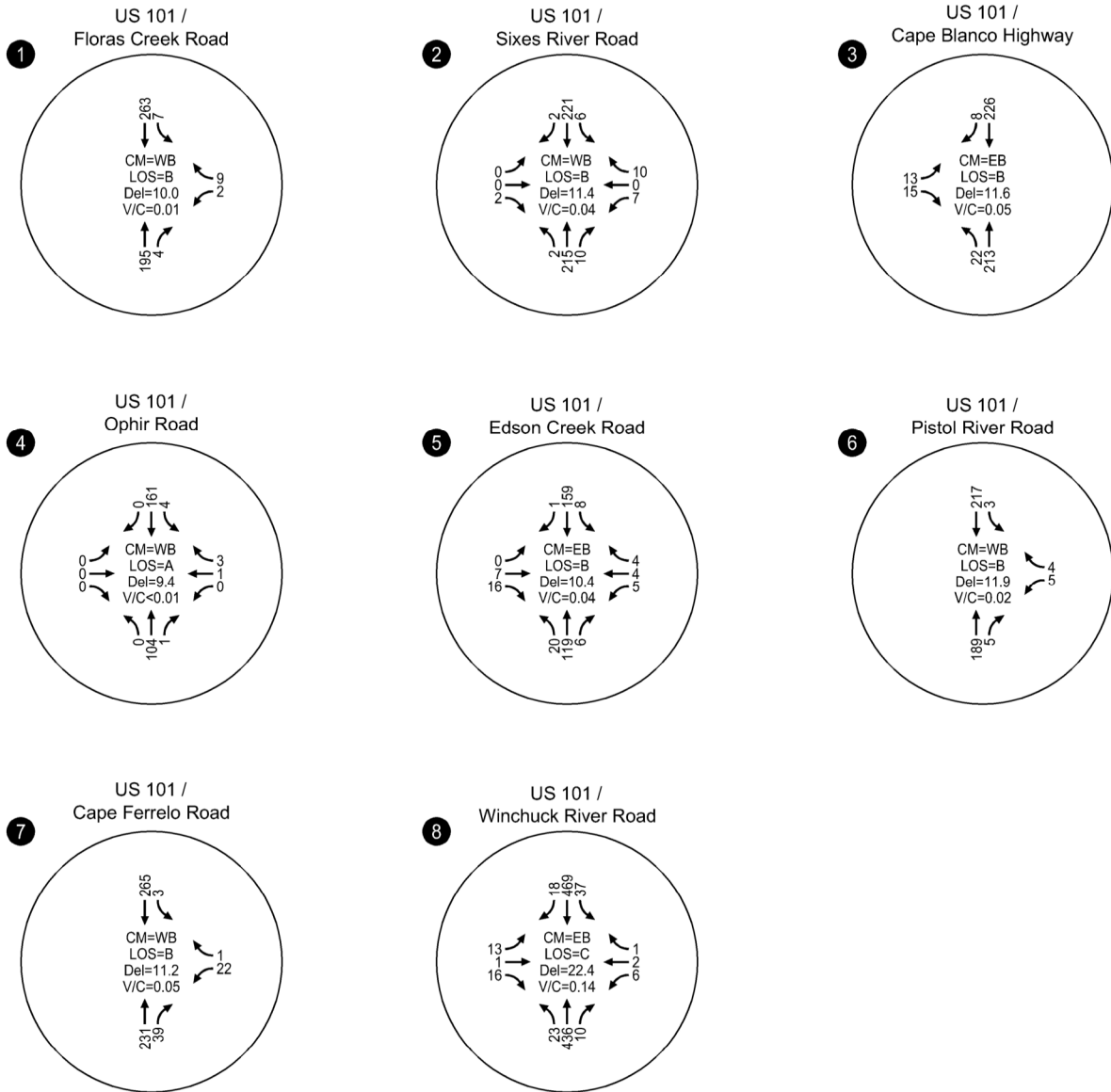
Map ID	Intersection	Movement ¹	Storage Length (Feet) ²	95 th Percentile Queue (Feet) ³	Adequate?
1	US 101 / Floras Creek Rd	SBLT	490	< 25	Yes
		WBLR	125	25	Yes
2	US 101 / Sixes River Rd	NBL	95	< 25	Yes
		SBL	100	< 25	Yes
		EBLTR	60	< 25	Yes
		WBLTR	600	25	Yes
3	US 101 / Cape Blanco Hwy	NBL	180	25	Yes
		EBLR	60	25	Yes
4	US 101 / Ophir Rd	SBL	750	< 25	Yes
		WBLR	420	< 25	Yes
5	US 101 / Edson Creek Rd-Nesika Rd	NBLTR	980	< 25	Yes
		SBLTR	3,400	< 25	Yes
		EBLTR	980	25	Yes
		WBLTR	260	25	Yes
6	US 101 / Pistol River Rd	SBL	155	< 25	Yes
		WBLR	940	25	Yes
7	US 101 / Cape Ferrelo Rd	SBLT	760	< 25	Yes
		WBLR	570	25	Yes
8	US 101 / Winchuck River Rd	NBL	185	25	Yes
		SBL	205	25	Yes
		EBLTR	70	25	Yes
		WBLTR	300	25	Yes

¹NB = northbound; SB = southbound; EB = eastbound; WB = westbound; L = left; T = through; R = right

²Storage lengths reflect striped storage for each turn-lane pocket at the intersections or available storage to the upstream driveway or intersection.

³Vehicle queues were rounded to the nearest 25 feet.

As shown, all study intersections currently meet their V/C ratio targets, and all available vehicle storage is adequate to serve the current traffic volume queues. *Attachment B contains the existing traffic operations worksheets.*



Current Study Intersection Traffic Conditions
Curry County, Oregon

Figure
3

Non-Motorized Transportation Analysis

Non-motorized transportation movements were evaluated at the study intersections during the PM peak hour and showed that non-motorized pedestrian and bicycle movements are generally low at the intersections today. The following intersections experienced some non-motorized pedestrian and bicycle movements:

- US 101 / Sixes River Road
 - West Leg: 1 pedestrian
- US 101 / Cape Blanco Highway (OR 250)
 - West Leg: 1 pedestrian
- US 101 / Pistol River Road
 - Northbound Through: 1 bicyclist
 - Southbound Through: 4 bicyclists
- US 101 / Cape Ferrelo Road
 - Northbound Through: 1 bicyclist
- US 101 / Winchuck River Road-Ocean View Drive
 - North Leg: 1 pedestrian
 - East Leg: 1 pedestrian

As indicated in Technical Memorandum #3 (Update System Inventory), there are several gaps and deficiencies in the existing pedestrian and bicycle networks that limit pedestrian and bicycle movements along roadways and at intersections, including several of the intersections shown above. The current multimodal analysis described in later sections of this memorandum provides additional information related to pedestrian and bicycle facilities throughout the county.

Transportation System Operations Findings

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

CRASH ANALYSIS

Curry County's crash history was reviewed to identify any potential safety focus locations to be considered as part of future alternatives analyses. This review evaluated potential crash patterns throughout the county (e.g., collision type, crash severity), analyzed crash rates and crashes in excess at the study intersections, crash rates for arterials and collectors, and identified any Safety Priority Index System (SPIS) sites. The analysis is based on the most recent available five

years of reported crash data (January 1, 2017 through December 31, 2021) obtained from ODOT's Crash Analysis and Reporting Unit.

Countywide Crash Characteristics

The following section provides an overview of crash characteristics throughout Curry County including the location, type, and severity of all crashes that occurred along City, County, and ODOT facilities within the county.

Severity and Location

A total of 928 crashes were reported within Curry County between 2017 and 2021. Table 3 and Figure 4 present the severities of these crashes by percentage of total crashes and according to where they occurred, respectively. Fourteen fatal crashes and 45 serious injury crashes were reported during the study period. Approximately 59 percent of all reported crashes resulted in some level of injury.

Table 3. Curry County Reported Crashes by Severity (2017-2021)

	Fatality	Serious Injury (A)	Moderate Injury (B)	Minor Injury (C)	Property Damage Only (PDO)	Total
Number of Reported Crashes	14	45	231	254	384	928
Percentage of Total Crashes	2%	5%	25%	27%	41%	100%

Of the fourteen reported fatal crashes, four were with pedestrians, one was with a bicyclist, five were fixed-object, two were overturned vehicles, one was a turning-movement collision, and one was head-on. Five occurred in the daylight and the rest occurred in darkness or dusk. The following list provides a summary of each fatal crash:

- **US 101 at MP 290.20 (north of Willow Creek Road):** An overturned vehicle crash occurred in December 2018 on a cloudy, wet day in the darkness. There was one vehicle involved with two passengers, one of whom sustained a serious injury and one of whom was killed. No speeding, drugs, or alcohol were reported as involved.
- **US 101 at MP 294.96 (north of Childers Road):** A fixed-object crash (with a tree) occurred in October 2020 on a clear, dry day in the darkness. The cause was cited as speed too fast for the limit and involved a fire or explosion. The crash was flagged as alcohol related. The driver of the vehicle was killed.
- **US 101 at MP 322.99 (north of N Chentrelle Lane):** A fixed-object crash (with a tree) occurred in February 2020 in the daylight. The cause was cited as improper driving and was flagged as alcohol related. The driver of the vehicle was killed.
- **US 101 at MP 339.26 (north of Carpenterville Highway):** A turning movement crash occurred in June 2021 in foggy, dry conditions in the daylight. The two vehicles involved were going in the same direction – one was turning, and one was going straight. The cause was cited as improper overtaking and driving in excess speed. There was one fatality and five uninjured people. No drugs or alcohol were reported as involved.

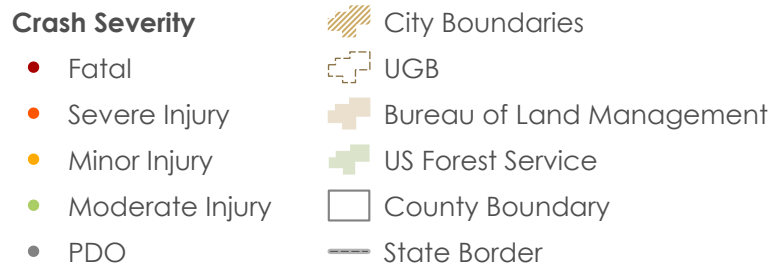
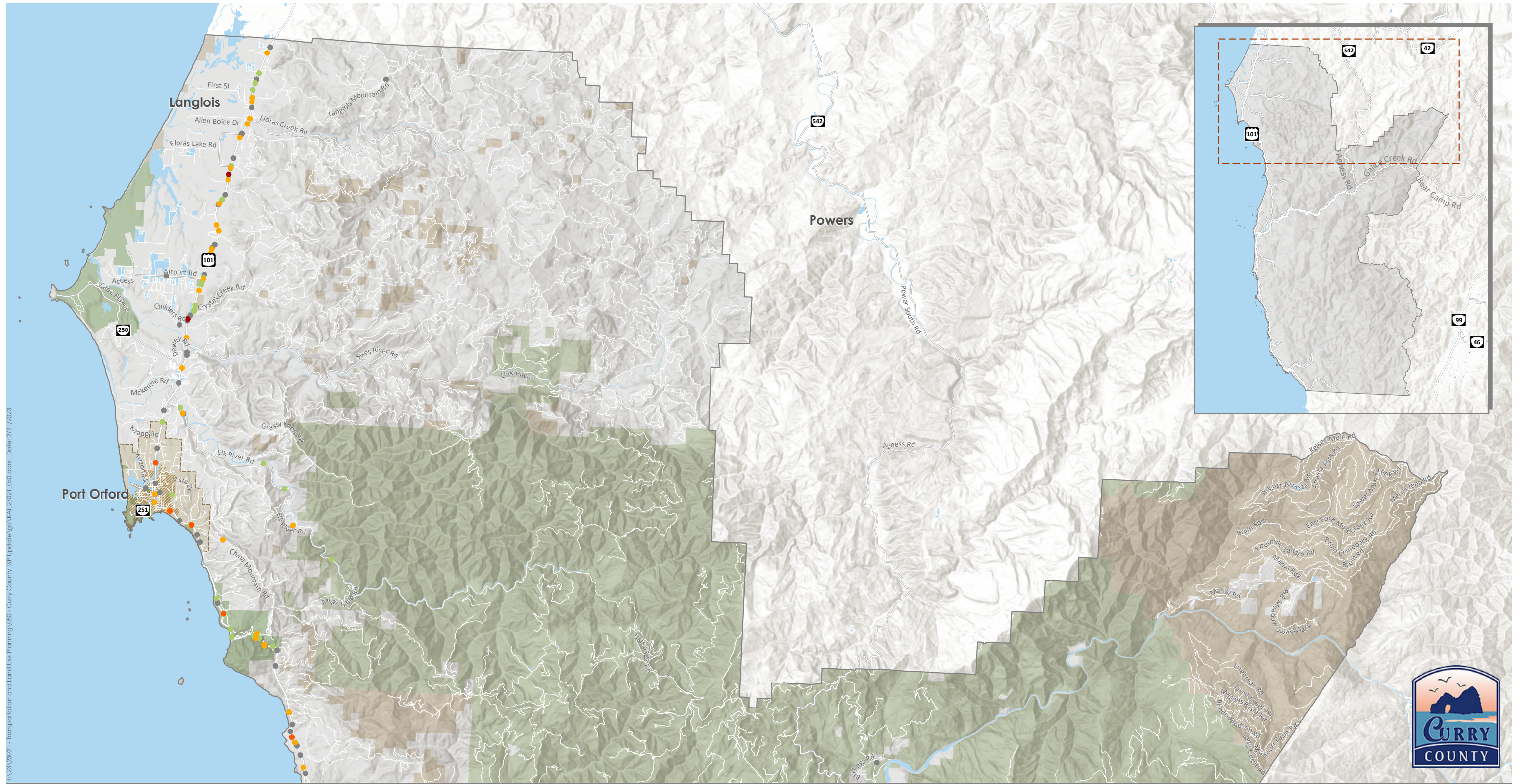
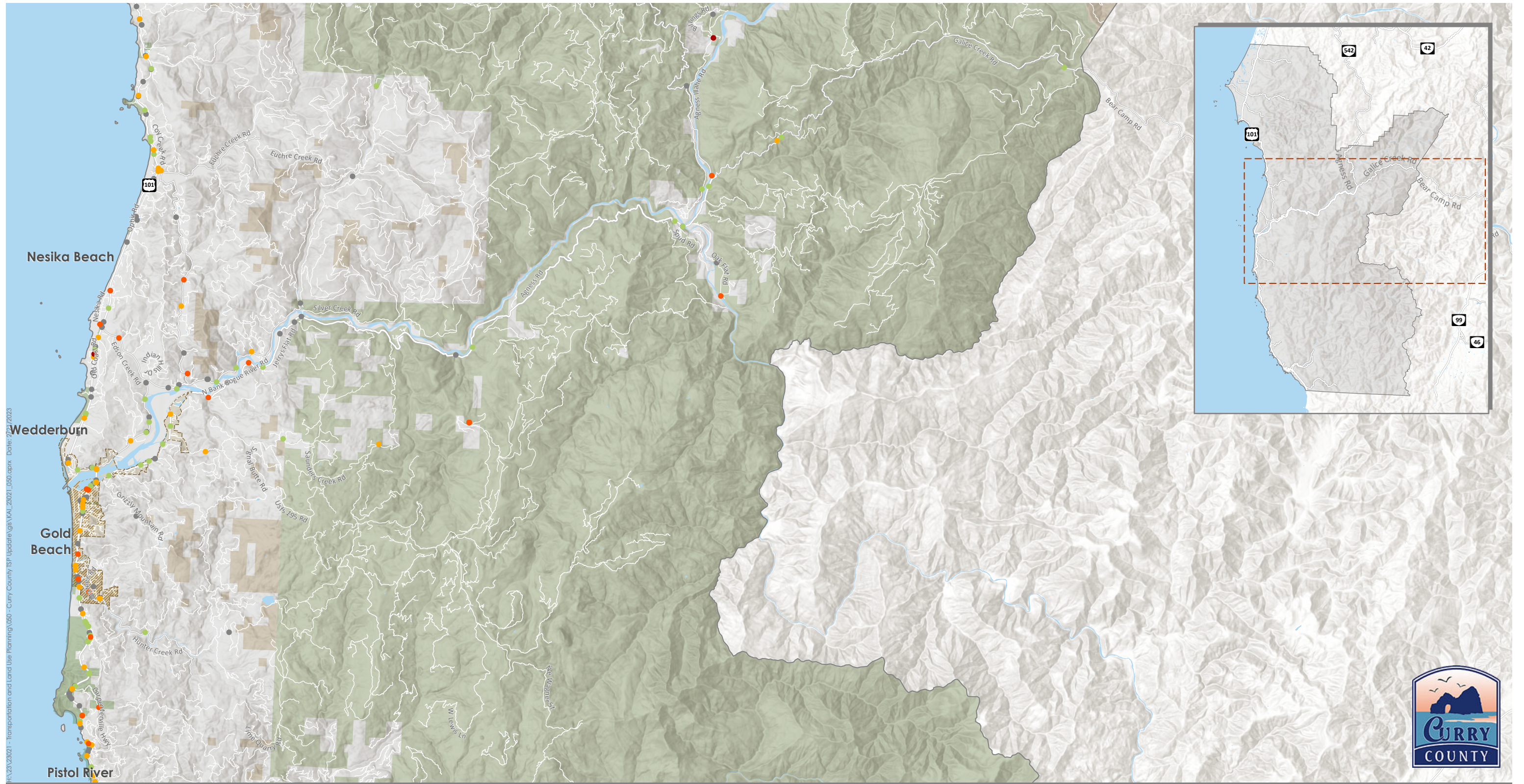


Figure 4
Crashes by Severity
Curry County, Oregon

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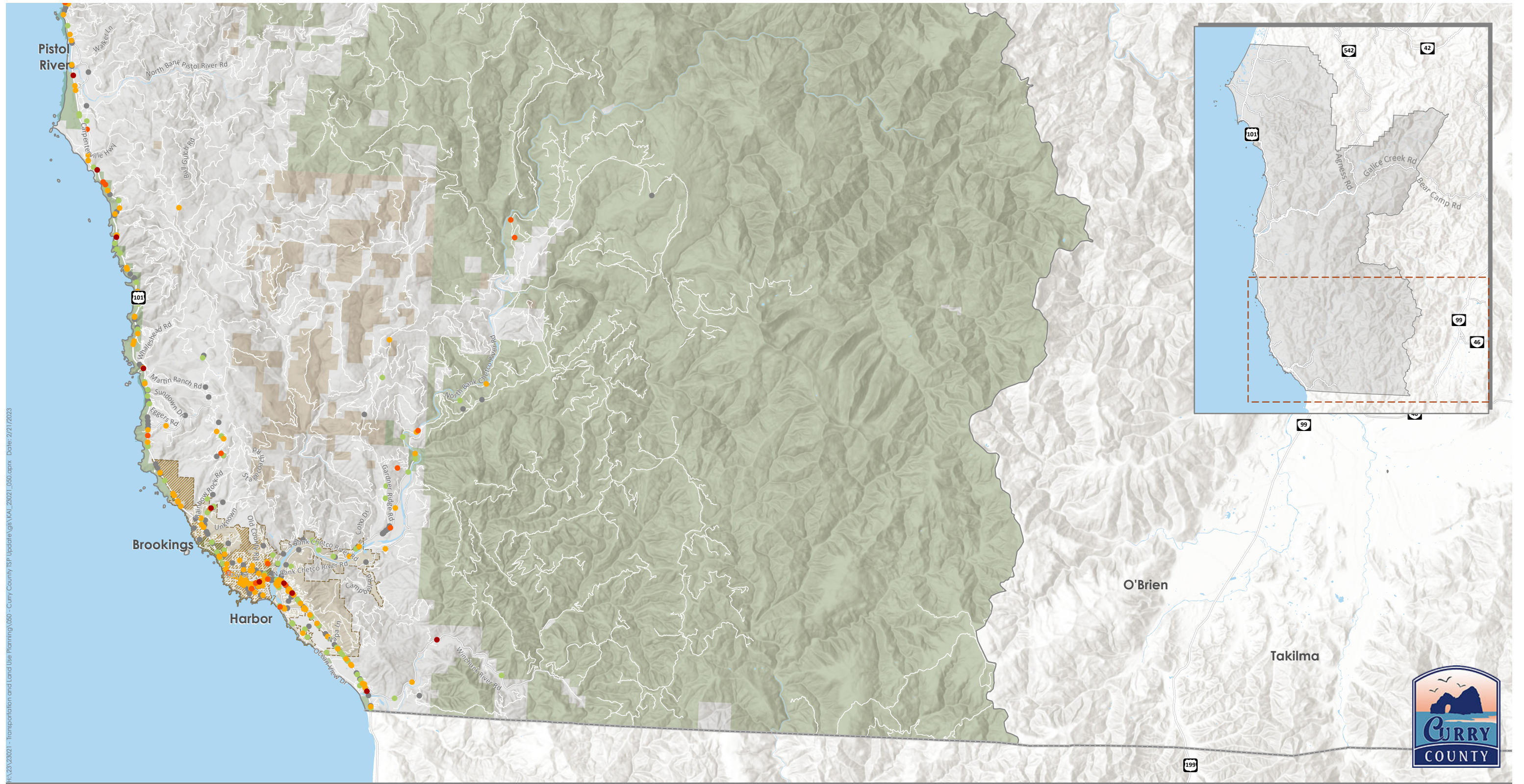


- Crash Severity**
- Fatal
 - Severe Injury
 - Minor Injury
 - Moderate Injury
 - PDO
- City Boundaries**
- ▨ City Boundaries
 - ▤ UGB
 - Bureau of Land Management
 - US Forest Service
 - County Boundary
 - State Border



Figure 4

**Crashes by Severity
Curry County, Oregon**



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- | | |
|-----------------------|---------------------------|
| Crash Severity | City Boundaries |
| Fatal | UGB |
| Severe Injury | Bureau of Land Management |
| Minor Injury | US Forest Service |
| Moderate Injury | County Boundary |
| PDO | State Border |



Figure 4
**Crashes by Severity
 Curry County, Oregon**

- **US 101 at MP 342.40 (south of Mack Arch Road):** A head-on crash occurred in May 2021 in clear, dry conditions in the daylight. The cause was cited as the driver driving on left of center on a two-way road, straddling the centerline, and colliding head-on with a vehicle from the opposing direction. The driver was killed, and in the other vehicle, one person sustained a possible injury (C), and one person was uninjured. No speeding, drugs, or alcohol were reported as involved.
- **US 101 at MP 344.81 (north of Wilderness Road):** A fixed-object crash (with a tree) occurred in February 2019 on a cloudy, wet day in the darkness. The driver was drowsy, and the crash was flagged as drugs related. The driver was killed.
- **US 101 at MP 349.37 (south of Whaleshead Road):** An angle crash occurred between a vehicle and a cyclist in February 2018 on a clear, dry day in the daylight. The cyclist did not yield the right-of-way and was struck and killed by the driver. This crash was flagged as drugs and marijuana related.
- **US 101 at MP 357.49 (south of Crystal Creek Road):** A pedestrian crash occurred in October 2020 in the darkness. The cause was cited as the pedestrian disregarding the traffic signal and was flagged as drugs involved. The pedestrian was struck by the driver and killed, and the driver was uninjured.
- **US 101 at MP 358.27 (north of Sunshine Cove Lane):** A pedestrian crash occurred in January 2021 on a cloudy, wet day in the darkness. The cause was cited as the pedestrian not having right-of-way, inattention, and not wearing reflective clothing. The pedestrian was struck by the driver and killed, and the driver was uninjured. No speeding, drugs, or alcohol were reported as involved.
- **US 101 at MP 358.69 (north of Hoffeldt Lane):** A pedestrian crash occurred in October 2020 on a foggy, wet day in the darkness. The cause was cited as the driver not yielding the right-of-way and was flagged as drugs involved. The pedestrian was struck by the driver and killed, and the driver was uninjured.
- **US 101 at MP 362.45 (south of Itzen Drive):** A pedestrian crash occurred in March 2019 on a clear, dry day in the darkness. The pedestrian was illegally in the roadway and was struck by a vehicle; the driver of the vehicle was uninjured. No speeding, drugs, or alcohol were reported as involved.
- **Winchuck River Road at MP 4.52 (east of Winriver Road):** A fixed-object crash (with a tree) occurred in March 2019 on a clear, dry day at dusk. An occupant was ejected from the car and improper driving was cited as the cause. This crash was flagged as alcohol and drugs related and resulted in one fatality and one minor injury for the two people in the vehicle.
- **Agness Illahe Road at MP 3.26 (south of Billings Road):** A fixed-object crash (with a cut slope/ditch embankment) occurred in August 2019 on a clear, dry day in daylight. The vehicle drove too fast for the conditions and was overturned. This crash was flagged as both alcohol and drugs involved and resulted in the driver of the vehicle being killed.
- **Carpenterville Highway at MP 361.63 (east of Demoss Road):** An overturned crash occurred in December 2019 in the darkness. The vehicle drove too fast for the conditions and was overturned on a ditch slope or embankment. The driver was killed. No drugs or alcohol were reported as involved.

Collision Types

Table 4 illustrates the number and percentage of reported crashes by crash type. As shown, almost 40% of all crashes are fixed-object, representing the largest share by far of crashes. Types of fixed-objects included cut slopes or embankments, trees, guard rails, and poles. 19% of crashes were turning movement and 15% were rear-end. There were eight crashes with bicycles, of which four were categorized as turning movement, two as angle, and two as sideswipe (meeting).

Table 4. Curry County Reported Crashes by Type (2017-2021)

Collision Type	Number of Reported Crashes	Percent of Total Crashes
Angle	37	4%
Backing	12	1%
Fixed-Object or Other-Object	360	39%
Miscellaneous ¹	88	9%
Non-Collision ²	31	3%
Head-On	9	1%
Parking Maneuver	6	1%
Pedestrian	22	2%
Bicyclist	8	1%
Rear-End	136	15%
Sideswipe (Meeting)	22	2%
Sideswipe (Overtaking)	25	3%
Turning Movement	172	19%
Total	928	100%

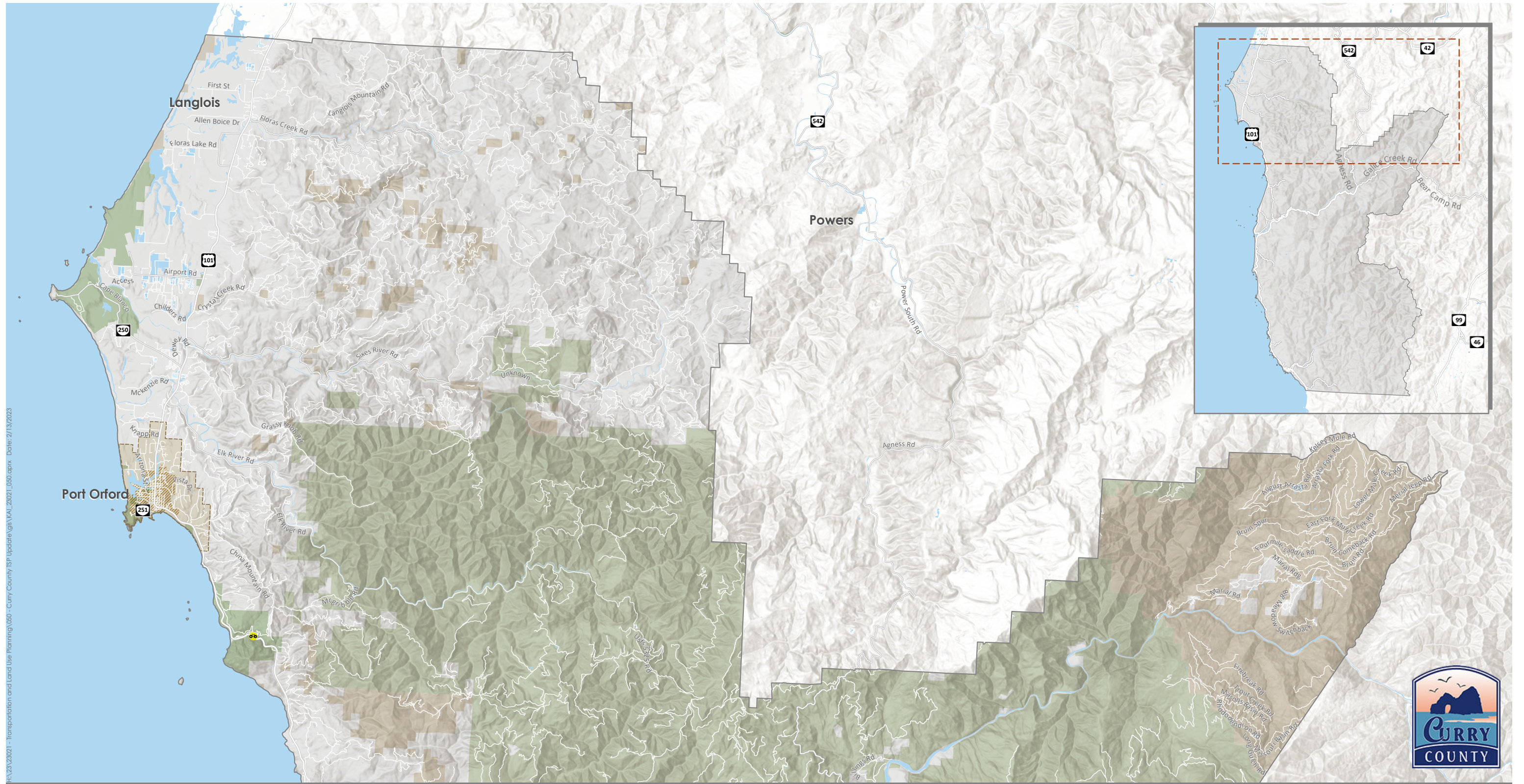
¹Typically crashes with wildlife

²Typically overturned vehicles

Pedestrian and Bicycle Crashes

Figure 5 presents a map of pedestrian and bicycle crashes. Of the 22 pedestrian collisions, there were four crashes that resulted in a fatality (described above), four that resulted in a serious injury, and fourteen other crashes that resulted in a minor or possible injury. The serious injury crashes are detailed below:

- **US 101 at MP 356.44 (north of Arnold Lane):** A pedestrian crash occurred in June 2018 in cloudy, dry conditions in the daylight. The pedestrian was crossing between intersections and the driver failed to yield right-of-way to the pedestrian. The driver struck and seriously injured the pedestrian, and the driver was uninjured. No speeding, drugs, or alcohol were reported as involved.
- **US 101 at MP 357.37 (east of Fern Avenue):** A pedestrian crash occurred in November 2021 in rainy, wet conditions in the daylight. The pedestrian did not yield the right-of-way and was struck by the driver and seriously injured. The driver was uninjured. No speeding, drugs, or alcohol were reported as involved.
- **US 101 at MP 358.35 (north of Sunshine Cove Ln):** A pedestrian crash occurred in July 2018 in cloudy, wet conditions in the darkness. The pedestrian was illegally in the roadway and did not yield the right-of-way, and was reported as drinking alcohol. The driver struck and seriously injured the pedestrian, and the driver was uninjured.



- | | | |
|-----------------------------------|--------------------------------|---------------------------|
| Pedestrian Related Crashes | Bicycle Related Crashes | City Boundaries |
| Fatal | Fatal | UGB |
| Severe Injury | Severe Injury | Bureau of Land Management |
| Minor Injury | Minor Injury | US Forest Service |
| Moderate Injury | Moderate Injury | County Boundary |
| | | State Border |



Figure 5
**Pedestrian and Bicycle Related Crashes
 Curry County, Oregon**

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Figure 5

**Pedestrian and Bicycle Related Crashes
Curry County, Oregon**



- | | | |
|-----------------------------------|--------------------------------|---------------------------|
| Pedestrian Related Crashes | Bicycle Related Crashes | City Boundaries |
| Fatal | Fatal | UGB |
| Severe Injury | Severe Injury | Bureau of Land Management |
| Minor Injury | Minor Injury | US Forest Service |
| Moderate Injury | Moderate Injury | County Boundary |
| | | State Border |



Figure 5

**Pedestrian and Bicycle Related Crashes
Curry County, Oregon**

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- **Memory Lane at Railroad Street:** A pedestrian crash occurred in December 2018 in clear, dry conditions in the daylight. The driver failed to yield right-of-way to the pedestrian. The driver struck and seriously injured the pedestrian, and the driver was uninjured. No speeding, drugs, or alcohol were reported as involved.

Of the eight bicycle crashes, there was one crash the resulted in a fatality (described above), one that resulted in a serious injury, and six other non-fatal injury crashes. The serious injury crash is detailed below:

- **US 101 at MP 336.96 (south of Myers Creek Road):** A bicycle-related turning movement crash occurred in August 2019 in clear, dry conditions in the daylight. The cause was cited as the bicyclist making an improper left turn and riding in the travel lane. The bicyclist was struck and seriously injured by the vehicle. The driver of the vehicle sustained a suspected minor injury. No speeding, drugs, or alcohol were reported as involved.

Intersection Crash Analysis

The state has identified several safety performance standards in assessing intersection safety. The intersection safety analysis evaluated the observed crash rates at the study intersections against 90th percentile and critical crash rate thresholds, per ODOT’s Analysis Procedures Manual (APM – Reference 2), as well as crashes that may be occurring in excess at the study intersections. *Attachment C contains the crash data worksheets as well as the intersection crash analysis worksheets.*

90th Percentile Crash Rate

The 90th percentile crash rate performance standard is used to identify intersections exhibiting more crashes than expected based on traffic volume. Intersection crash rates are compared to the statewide 90th percentile crash rates for similar intersection types. Statewide 90th percentile crash rates were developed from a study of 500 intersections in Oregon and are organized by land type and traffic control. Table 5 compares the study intersection crash rates (calculated according to ODOT APM Chapter 4) with applicable statewide 90th percentile crash rates by intersection type.

Table 5. 90th Percentile Crash Rate Comparison

Map ID	Intersection	Total Crashes	Intersection Crash Rate ¹	90 th Percentile Crash Rate ¹	Intersection rate > 90 th Rate?
1	US 101 / Floras Creek Rd	2	0.23	0.48	No
2	US 101 / Sixes River Rd	1	0.12	1.08	No
3	US 101 / Cape Blanco Hwy	0	0.00	0.48	No
4	US 101 / Ophir Rd	1	0.20	0.48	No
5	US 101 / Edson Creek Rd-Nesika Rd	3	0.47	1.08	No
6	US 101 / Pistol River Rd	0	0.00	0.48	No
7	US 101 / Cape Ferrelo Rd	0	0.00	0.48	No
8	US 101 / Winchuck River d	1	0.05	1.08	No

¹ODOT APM Intersection Crash Rate per MEV equations; AADT determined using identified intersection peak hours

²ODOT APM Exhibit 4-1 for urban and rural intersections; rural rates were used for all intersections

As shown, no crashes were reported at the intersections of US 101 / Cape Blanco Highway, US 101 / Pistol River Road, and US 101 / Cape Ferrelo Road during the study period. Further, no study intersection crash rate exceeds the applicable 90th percentile crash rate.

Critical Crash Rate

Critical crash rates are also calculated for the intersections based on their type and volume but require that there are sufficient reference population sites in terms of the intersection types within the group of intersections being evaluated. This method is only applicable where at least five to ten reference population sites are available for screening. Otherwise, the critical crash rate defaults to the 90th percentile crash rates from Table 5. The study intersections include three four-leg stop-controlled and five three-leg stop-controlled intersections, therefore, a critical crash rate can be calculated for the five three-leg stop-controlled intersections and compared to their observed crash rates, as shown in Table 6. Given that there are only three four-leg stop-controlled intersections, the observed crash rates at these intersections are compared with the 90th percentile crash rates from Table 5. As shown, all study intersections have observed crash rates below their critical crash rates, but the US 101 / Floras Creek Road intersection is approaching its critical crash rate threshold.

Table 6. Critical Crash Rate Comparison

Map ID	Intersection	Total Crashes	Intersection Crash Rate ¹	Critical Crash Rate ¹	Intersection Rate > Critical Rate?
1	US 101 / Floras Creek Rd	2	0.23	0.28	No
2	US 101 / Sixes River Rd	1	0.12	1.08	No
3	US 101 / Cape Blanco Hwy	0	0.00	0.28	No
4	US 101 / Ophir Rd	1	0.20	0.37	No
5	US 101 / Edson Creek Rd-Nesika Rd	3	0.47	1.08	No
6	US 101 / Pistol River Rd	0	0.00	0.30	No
7	US 101 / Cape Ferrelo Rd	0	0.00	0.26	No
8	US 101 / Winchuck River d	1	0.05	1.08	No

¹ODOT APM Intersection Crash Rate per MEV equations; AADT determine using identified intersection peak hours

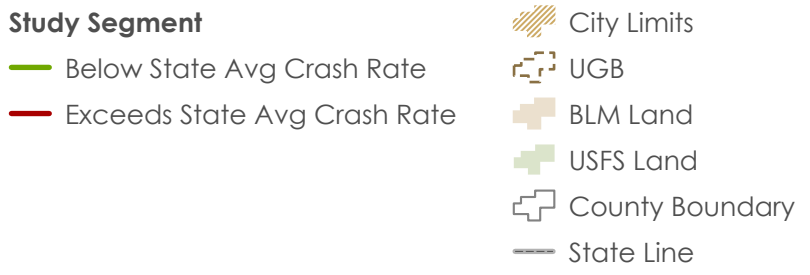
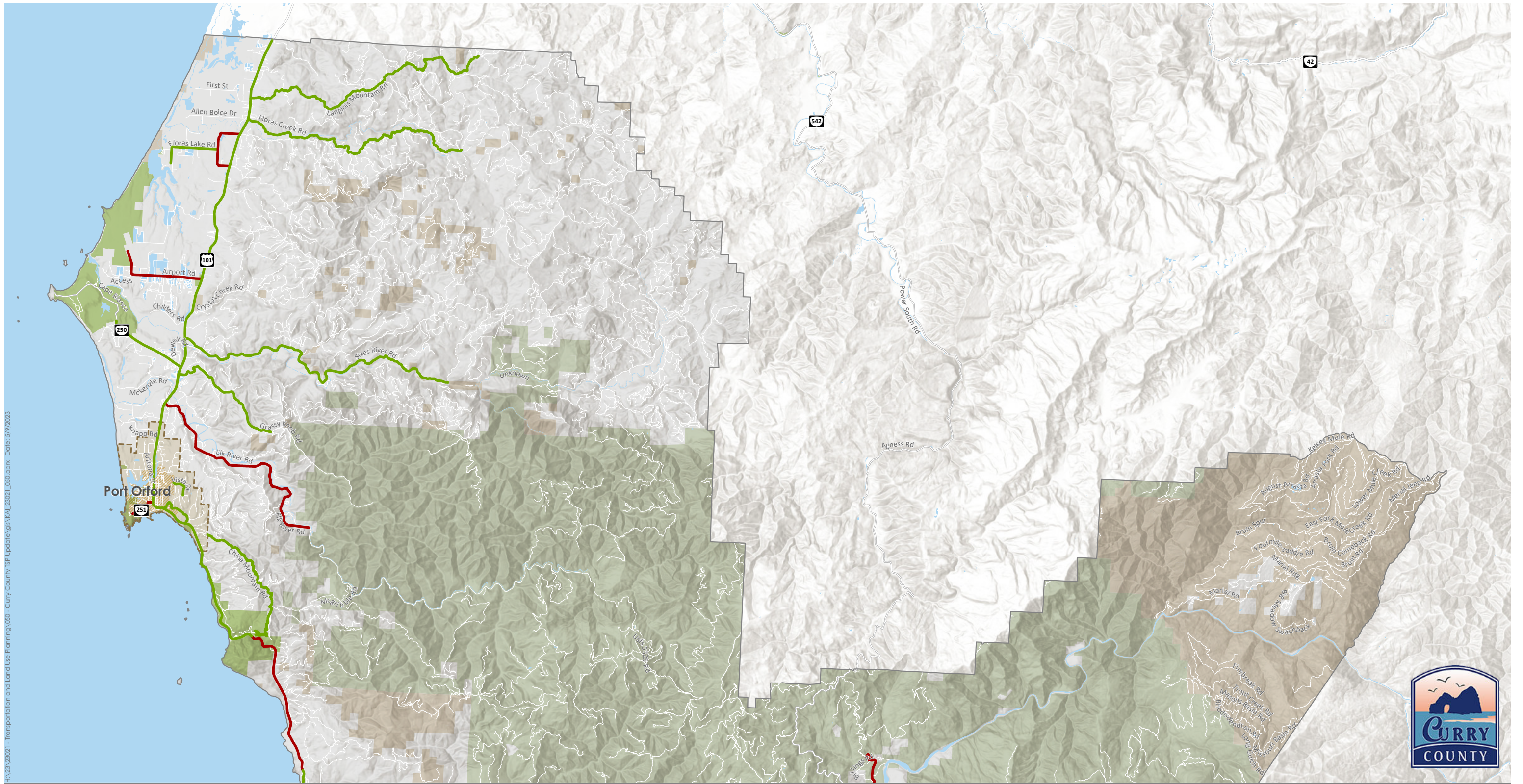
²ODOT APM Exhibit 4-1 for urban and rural intersections; rural rates were used for all intersections

Excess Proportion

ODOT's Excess Proportions Calculator tool was used to identify study intersections exhibiting an excess proportion of specific crash types to identify if specific changes are needed at any of the study intersections to reduce these specific crash types. The analysis showed that no intersection exhibits an excess proportion of any one crash type and the probability is low that the proportion of certain future crash types will be greater than the long-term expected proportion for the types of intersections.

Segment Crash Analysis

All State highways and County roadways, where traffic volumes were available, were chosen for the segment crash analysis, resulting in 125 segments. Segment crash rates were calculated for each corridor according to ODOT's APM and compared to ODOT's 2022 rural highway system crash rates found in ODOT's crash rate tables (Table II). Per the APM, segment crash rates depend on the total number of crashes along the segments, segment lengths, and traffic volumes. The total number of crashes along the segments and the segment lengths were obtained from GIS data. Traffic volume data for State highways were collected from ODOT's TransGIS site, and traffic volume data for County roadways were provided by the County. Figure 6 presents the results of the analysis and Table 7 summarizes the corridors with segment crash rates that exceeded the rural highway crash rates. *Attachment D contains the segment crash analysis worksheet.*



**Segment Crash Rates Exceeding the Statewide Average Crash Rates
Curry County, Oregon**

Figure 6

FILE: 2/23/2021 - Transportation and Land Use Planning/660 - Curry County TSP Update/660_VA_23021_060.aprx Date: 5/17/2023



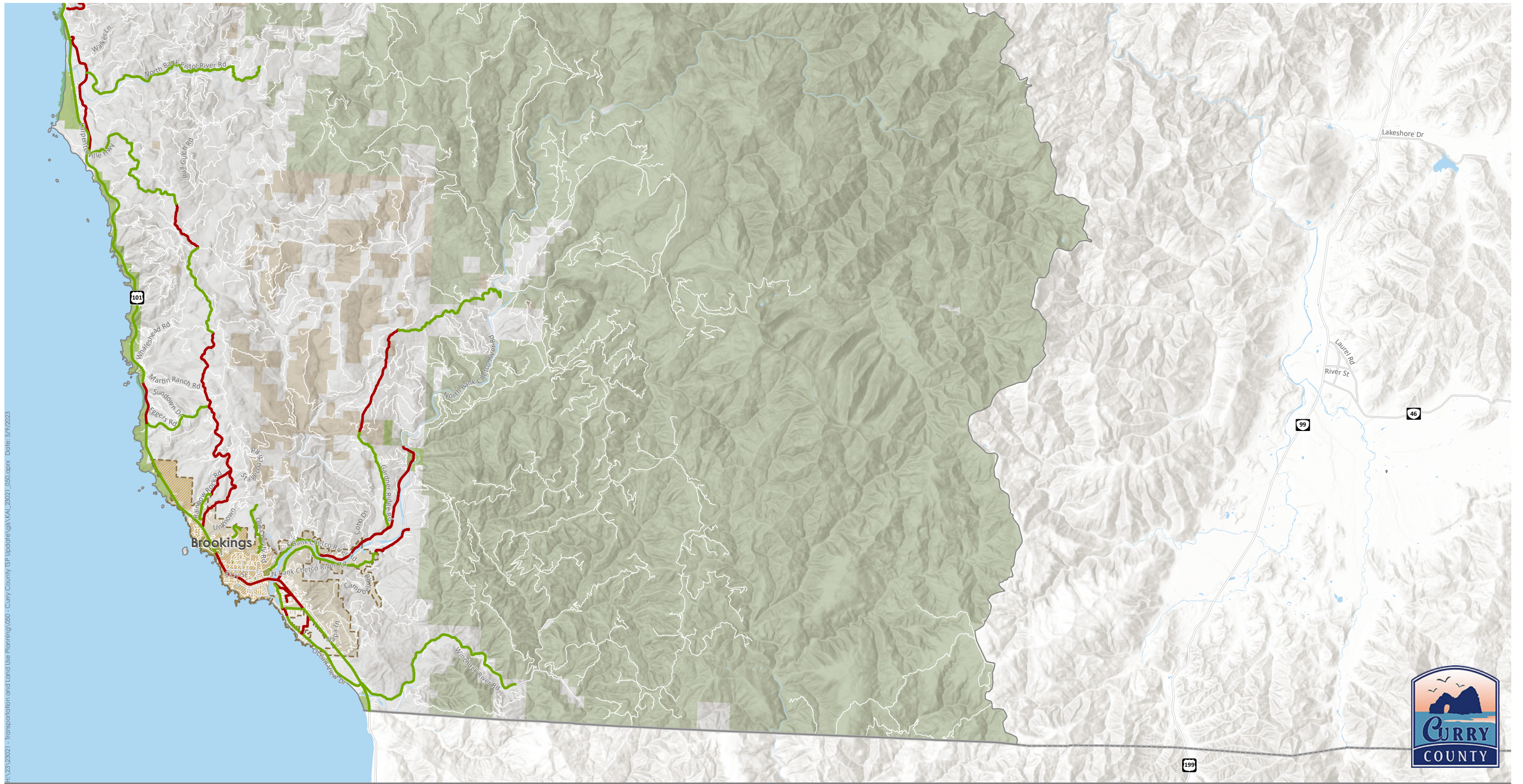
- Study Segment**
- Below State Avg Crash Rate
 - Exceeds State Avg Crash Rate
- City Limits
 - UGB
 - BLM Land
 - USFS Land
 - County Boundary
 - State Line



**Segment Crash Rates Exceeding the Statewide Average Crash Rates
Curry County, Oregon**

Figure 6

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- Study Segment**
- Below State Avg Crash Rate
 - Exceeds State Avg Crash Rate
- City Limits
 - UGB
 - BLM Land
 - USFS Land
 - County Boundary
 - State Line



Figure 6
**Segment Crash Rates Exceeding the Statewide Average Crash Rates
 Curry County, Oregon**

Table 7. Segments with Observed Crash Rates Exceeding ODOT Rural Highway System Crash Rates

Street	From	To	Crashes	Rural Highway System Crash Rate	Observed Crash Rate
Oceanview Dr	Wenbourne Ln	W Benham Ln	1	3.74	9.16
Benham Ln	Oceanview Dr	Lower Harbor Rd	4	1.45	6.14
S Bank Chetco River Rd	US 101	Harbor View Creek	2	1.44	1.88
S Bank Chetco River Rd	UGB (MP 4.0)	Eastern Terminus	1	1.44	2.90
Shopping Center Ave	W Hoffeldt Ln	Lower Harbor Rd	9	1.45	4.17
N Bank Chetco River Rd	Yellowbrick Rd	UGB (MP 5)	7	1.44	1.92
N Bank Chetco River Rd	UGB (MP 5)	Gardner Ridge Rd	6	1.44	4.91
N Bank Chetco River Rd	Gardner Ridge Rd	MP 8.5	5	1.85	3.12
Gardner Ridge Rd	Palmer Butte	Hazel Camp Road	3	1.85	5.80
Pistol River Loop	HWY 255	Hwy 255 (Cape View Loop)	1	1.44	1.76
Jerrys Flat Rd	UGB (MP 75.5)	Eastern Terminus	6	1.22	2.31
Agness Rd	Couger Ln	Agness Rd Fork	1	1.85	2.36
Agness Rd	Agness Rd Fork	N of Billings Rd	3	1.85	6.84
Oak Flat Rd	Agness Rd	campground road (MP 3)	2	1.85	6.38
N Bank Rogue River Rd	Cedar Valley Rd	Bluebird Ln	4	1.44	1.60
Cedar Valley Rd	N Bank Rogue River Rd	Sidney Way	4	1.44	2.95
Edson Creek Rd	N Bank Rogue River Rd	US 101	2	1.44	1.52
Nesika Beach Rd	US 101	Edson Creek Rd	3	1.85	18.00
Ophir Rd	US 101	US 101	5	1.85	3.92
Elk River Rd	US 101	Wagner Ln	3	1.44	1.69
Elk River Rd	Wagner Ln	Haiku Ln (MP 5.5)	2	1.44	1.50
Elk River Rd/NF 5325	Haiku Ln (MP 5.5)	County Boundary (Coos)	1	1.44	2.33
Airport Rd	US 101	The Airport	2	1.44	4.21
Floras Lake Loop Rd	US 101 S	Us 101 N	5	1.44	3.41
Pedrioli Dr	US 101	Western Terminus	5	3.74	5.72
W Hoffeldt Ln	South of Titus Ln	US 101	9	3.74	12.53
Rainbow Rock Rd	Aqua Vista Ln	Carpenterville Hwy	1	1.85	4.01
Old Coast Hwy	Wedderburn Loop	US 101	2	1.85	13.50

Street	From	To	Crashes	Rural Highway System Crash Rate	Observed Crash Rate
US 101	Benham Ln	S Bank Chetco River Road	46	1.06	1.17
US 101	S Bank Chetco River Road	Oak St	40	1.06	1.91
US 101	Oak St	5th St	60	1.06	3.33
US 101	5th St	Harris Park	48	1.06	1.97
US 101	Cape Ferrelo Rd	Martin Ranch Rd	12	1.22	1.26
US 101	Gold Beach UGB	Hunter Creek Rd	2	1.06	1.10
US 101	Jerry's Flat Rd	N Bank Rogue River Rd	6	1.06	1.23
US 101	Pacific Highland Dr	China Mountain Rd	37	1.22	1.68
OR 251	US 101	Western Terminus	1	1.22	2.05
OR 255	US 101 N	US 101 S	3	1.22	5.31
OR 255	Pistol River Loop	Mack Arch Rd/ US 101	2	1.22	6.99
OR 255	Bull Gulch Rd	Bosley Butte Rd	1	1.22	4.67
OR 255	Whaleshead Rd	Johns Pl	3	1.22	11.00
OR 255	Johns Pl	Duley Creek Rd	9	1.22	7.18
OR 255	Duley Creek Rd	Brookings UGB	6	1.22	5.00
OR 255	Brookings UGB	US 101	8	1.06	4.15

As shown, 44 of the 125 segments analyzed had observed crash rates that exceeded the rural highway crash rates. Many of these segments exhibited one to less than one crash per year. Six segments had more than 10 total crashes over the study period, all along US 101, four of which are located in Brookings. A summary of the crash characteristics for these segments is provided in Table 8. As evinced, the majority of crashes were rear-end or turning movement, with the exception of Pacific Highland Drive to China Mountain Road; there, the vast majority of crashes were fixed-object. There were three fatal crashes along these segments (covered previously).

Safety Priority Index System

The Safety Priority Index System (SPIS) is a methodology developed by ODOT to identify sites along State and local roads where potential safety issues warrant further investigation. The SPIS compares the number of crashes on the entire roadway, including city streets, County roads, and State highways and generates a list of sites with calculated SPIS scores. The scores are based on crash frequency, crash rate, and crash severity. SPIS sites with scores in the top 10 percent were reviewed for this crash analysis. Per the most recent SPIS list, there are no sites within the top 10 percent of crash sites. However, there are SPIS sites that are in the top 15 percent of the recent SPIS list: Carpenterville Highway at MP 358.93 and US 101 at MP 358.73. It is worth noting that there have been previous SPIS sites with scores within the top 10 percent, including US 101 from MP 317.5 to 317.45, south of Ophir Road, and from MP 356.86 to 356.65, at 5th Street in Brookings.

Table 8. Crash Characteristics of Selected Segments

Segment	Collision Type								Severity			Total
	Angle	Fixed-Object	Non-collision /Miscellaneous	Pedestrian	Rear-End	Sideswipe-overtaking	Sideswipe-meeting	Turning Movement	Fatal	Non-Fatal Injury	PDO	
US 101 from Benham Ln to S Bank Chetco River Road	1	3	-	8	10	4	1	19	2	31	13	46
US 101 from S Bank Chetco River Road to Oak St	-	2	1	3	15	1	-	18	1	22	17	40
US 101 from Oak St to 5 th St	7	3	2	3	21	7	-	17	0	37	23	60
US 101 from 5 th St to Harris Park	1	5	2	1	18	1	1	19	0	29	19	48
US 101 from Cape Ferrelo Rd to Martin Ranch Rd	-	1	5	-	3	-	2	1	0	5	7	12
US 101 from Pacific Highland Dr to China Mountain Rd	-	26	8	-	-	-	-	3	0	15	22	37

Crash Analysis Findings

- 928 crashes were reported in Curry County between 2017 and 2021.
 - 59% of all reported crashes resulted in some level of injury, including 14 fatal crashes and 45 serious injury crashes (4 of the fatal crashes included pedestrians and included a bicyclist).
 - 39% of all reported crashes were with a fixed or other object, 19% were turning movement, and 15% were rear-end.
 - 22 of the reported crashes included pedestrians and 8 included bicyclists.
- No crashes were reported at the US 101 / Cape Blanco Highway, US 101 / Pistol River Road, or US 101 / Cape Ferrelo Road intersections during the study period.
- No study intersection has an observed crash rate that exceeds the applicable 90th percentile crash rate or critical crash rate (the US 101 / Floras Creek Road intersection is approaching its critical crash rate threshold).
- No study intersection exhibits an excess proportion of any one crash type.
- 44 of the 125 study segments have observed crash rates that exceed the rural highway crash rates (many exhibited less than one crash per year).
- 6 segments, all along US 101, had more than ten total crashes, 4 of which are in Brookings (most the crashes were rear-end or turning movement and included 3 of the fatal crashes).
- There are no SPIS sites in the top 10% within Curry County from the most recent SPIS list.

FREIGHT ANALYSIS

The freight analysis presented in this section identifies potential issues with current freight movements within Curry County, including freight route restrictions, over-dimensional load pinch points, bridges, and other mobility issues and freight needs identified in the Oregon Freight Plan (OFP – Reference 3). As described in Technical Memorandum #3 (Update System Inventory), the Oregon Highway Plan (OHP – Reference 4) does not designate any of the State highways in Curry County as freight routes, including US 101, but the OHP does designate US 101 as a Reduction Review Route. Although no State highway in the county is designated as a freight route, the freight analysis focuses on the State highway system as it generally experiences the highest percentage of heavy vehicle traffic within the county, and therefore, needs to be able to accommodate efficient freight truck movements.

Freight Route Restrictions

From Technical Memorandum #3 (Update System Inventory), ODOT's Motor Carrier Transportation Division (MCTD) identifies State highway freight restrictions, in terms of over-dimensional loads, on various State route maps. All MCTD maps were reviewed to determine potential issues with freight truck movements in Curry County.

Relevant State highway freight restrictions include:

- US 101
 - Maximum Allowable Length: Truck-Tractor and Semitrailer – 60 feet overall (53-foot trailer)
 - Overall Length Limit: Pickup Truck and Trailer – 70 feet overall (53-foot trailer)
 - Triples Combinations: Not Authorized
 - Weight Restricted Bridges: Reinhart Creek (MP 311.40) south of Port Orford and Connector Road (MP 326.47) in Gold Beach
- OR 250 (Cape Blanco Highway) and OR 255 (Carpenterville Highway)
 - Maximum Allowable Length: Truck-Tractor and Semitrailer – 60 feet overall (40-foot trailer)
 - Vehicle Widths Exceeding 12 Feet: Not Approved for Continuous Operation
 - Triples Combinations: Not Authorized
 - Continuous Movement of 14 Feet Wide Mobile Homes / Modular Building Units: Not Authorized
 - Loads not Wider than 14 Feet (if gross weight does not exceed 98,000 pounds): Not Authorized

Alternative Routes

In cases where freight need to access and/or travel through Curry County along other routes than the primary arterials, US 101, US 199 (via California), or OR 42 (via Coos County), potential alternative routes are limited to the following:

- US 101 Alternative Routes (North-South)
 - Cedar Valley Road
 - Edson Creek Road
 - N Bank Rogue River Road
 - OR 255 (Carpenterville Highway)
 - Pistol River Loop Road
 - Ocean View Drive
- US 199 and OR 42 Alternative Routes (East-West)
 - N Bank Rogue River Road
 - Jerry's Flat Road
 - Agness Road
 - Galice Creek Road

In their current state, these roadways may not be appropriate for moving freight, but could be considered for local freight route designations.

Freight Pinch Points and Bottlenecks

ODOT produced a Highway Over-Dimensional Load Pinch Points study in 2016 that identifies highway pinch points restricting movement of over-dimensional loads. The study is intended to help implement OFP strategies that can improve the efficiency of these movements. Over-dimensional load pinch points are caused by height, width, weight, or length constraints (as indicated in the previous section), and can include low overpasses, narrow roadways or intersections, sharp curves, weight-restricted bridges, bridges with low overhead clearance, sign bridges, tunnels, and other characteristics.

The study resulted in 381 pinch points across the state and classified 92 of them as high-priority based on the degree to which resolving a pinch point would open up an entire corridor for over-dimensional loads. Based on Appendix H of the OFP, no State highway in Curry County has any high-priority pinch points. However, a low-priority pinch point was identified on US 101 south of Port Orford. ODOT provides the following details on this pinch point:

- Region 3, District 7 Pinch Point #29 (Wide Load)
- Location: US 101 near Humbug Mountain State Park from MP 306.23 to 308.03 (approximately 1.8 miles), in both travel directions
- Approximate number of Over-Dimensional Loads/month: 33
- Description: Roadway has sharp curves and narrow shoulders that winds around the state park / large rock faces. Pinch point removal would involve significant environmental constraints and major earthwork and construction.

The OFP also identifies the top 200 miles of freight bottlenecks across the state, which are typically caused by traffic congestion and result in stop-and-go traffic flow and long backups. They can also result from nonrecurring congestion such as construction work zones, traffic incidents (e.g., crashes and breakdowns), extreme weather conditions (e.g., landslides), and substandard traffic control. The top 200 miles of bottlenecks in the state are mostly concentrated around the Portland Metro area, therefore, no bottlenecks are identified on the State highway system in Curry County.

Lastly, the OFP also identifies high-priority seismic landslide locations, specific freight impacts on State highways, and freight highway delay areas, but none are located on the State highway system in Curry County.

Bridges

From Technical Memorandum #3 (Update System Inventory), 29 bridges in the county are either identified as structurally deficient, weight restricted, or having a sufficiency rating below 50. These bridges are summarized in Table 9.

- **Structurally deficient (SD) bridges** have a deck, superstructure, or substructure, that is rated as being in poor or worse condition.
- **Weight restricted (WR) bridges or bridges posted for load (LP)** may not have the capacity to safely carry certain loads / load combinations, requiring some freight use alternate routes, if available.
- **Sufficiency Ratings (SR)** represent a bridge's sufficiency to remain in service, based on several factors, and range from zero (entirely insufficient) to 100 (entirely sufficient). A sufficiency rating below 50 makes a bridge eligible for replacement.

Table 9. Structurally Deficient or Weight Restricted Bridges or Bridges with Sufficiency Ratings Below 50

Name	ID	Owner	Carries	Crosses	MP	SD	WR/LP	SR
Mill Creek	15C23	County	S Bank Chetco River Rd	Mill Creek	5.70		✓	N/A
Pistol River	15C33	County	Pistol River Loop Rd (Co. Rd 693)	Pistol River	0.30	✓		30.1
Hunters Creek	15C24	County	Hunter Creek Rd	Hunters Creek	0.90			44.3
Hunter Creek	15C010	County	Hunter Creek Rd	Hunter Creek	0.20		✓	37.7
Rogue River	01172	ODOT	US 101	Rogue River	327.70			37.4
Hwy 9 over Conn Rd	16014	ODOT	US 101	Ocean Way (Conn. Rd)	326.47		✓	N/A
Euchre Creek	15C31	County	Ophir Rd (Co. Road 510)	Euchre Creek	0.10		✓	22.9
Reinhart Creek	07514	ODOT	US 101	Reinhart Creek	311.40		✓	N/A
Myrtle Creek	15C15	County	Arizona Ranch Rd (Co. Road 500)	Myrtle Creek	0.30		✓	34.3
Arizona Beach	20962	State Park	Pedestrian Bridge	Myrtle Creek	0.00	✓		Unknown
Bear Trap Creek	02386A	ODOT	US 101	Bear Trap Creek	308.84			47.5
Brush Creek Trail (#2)	21516	State Park	Bike/ Pedestrian	Brush Creek	0.00	✓		Unknown
Brush Creek Trail (#1)	21514	State Park	Bike/ Pedestrian	Creek	0.00	✓		Unknown
Humbug Mt Trail Bridge	21518	State Park	Bike/ Pedestrian	Trail	0.00	✓		Unknown
Edson Creek	15C004	County	Sixes River Rd	Edson Creek	4.20		✓	N/A
North Floras Creek	15C26	County	Floras Creek Rd	Floras Creek (N Fork)	8.90	✓		17.1
US 101 Sign Cantilever (SB)	22369	Private (Non-Railroad)	Sign Cantilever	US 101	354.97			Unknown
US 101 Sign Cantilever (NB)	22373	Private (Non-Railroad)	Sign Cantilever	US 101	355.27			Unknown
Humbug Day Use Area	19783	State Park	Park Rd	Brush Creek	307.02			Unknown
Humbug Mt. Pedestrian Bridge	21005	State Park	Park Rd	Brush Creek	0.00			Unknown
Brush Creek Trail Bridge No. 3 (South End)	21515	State Park	Bike/Pedestrian	Brush Creek	0.00			Unknown
Ped Brush Creek Humbug Mtn Park Trail	22713	State Park	Humbug Mtn Trail	Brush Creek	0.00			Unknown
Brush Creek	18096	ODOT	US 101	Brush Creek	306.35			29.8
Winchuck River	09091A	ODOT	US 101	Winchuck River	362.61			42.0
N Fork Chetco River	15C14	County	N Bank Chetco River Rd	N Fork Chetco River	5.30			43.1
Willow Creek	15C12	County	Co. Road 136	Willow Creek (EB)	0.40			44.8
Floras Creek	09370	ODOT	US 101	Floras Creek	288.50			46.3
Elk River	00902C	ODOT	US 101	Elk River	297.37			46.4
Morton Creek	00912	ODOT	US 101	Morton Creek	286.61			48.9

In addition to these freight limitations, the OFP identifies seismic bridges across the state, but none are located on the State highway system in Curry County.

Intermodal Connector Roads

Intermodal connectors are the links that facilitate transfers between modes, such as local roads between a designated freight route and a port or rail reload facility. The OFP identifies these routes across the state and any conditions they have that could impact freight movement. The OFP includes these two intermodal connector roads in Curry County and their needs:

- **Lower Harbor Road (Brookings):** congestion, safety, signage, mixing with traffic
- **Dock Road to Harbor Drive (Port Orford):** pavement condition, roadway width, parking, striping, signage, turning movements, mixing with pedestrians

Freight Analysis Findings

- US 101, OR 250, and OR 255 are restricted to moving freight up to specific lengths and widths (more details are available on MCTD route maps) and are not authorized to move triples combinations.
 - US 101 includes weight restricted bridges across Reinhart Creek (MP 311.40) south of Port Orford and Connector Road (MP 326.47) in Gold Beach.
 - OR 250 and OR 255 are not authorized for continuous movement of 14 feet wide mobile homes / modular building units.
- Alternative freight routes to the primary arterials accessing Curry County – US 101, US 199, OR 42 – are limited and may not be appropriate for moving freight in their current state.
- One low-priority freight pinch point is located on US 101 that is approximately 1.8 miles long near Humbug Mountain State Park. Removing the pinch point would involve significant environmental constraints and major earthwork and construction.
 - No high-priority bottlenecks, seismic landslide sites, specific freight impacts, or freight highway delay areas are identified on the State highway system in the county.
- 29 bridges are identified as either being structurally deficient (6), weight restricted (7), or having sufficiency ratings below 50 (25); one bridge can be all three of these.
 - 10 of these bridges are under County jurisdiction and the remaining are owned by ODOT, the State Parks, or privately held.
 - No seismic bridges are identified on the State highway system in Curry County.
- Lower Harbor Road in Brookings and Dock Road to Harbor Drive in Port Orford are intermodal connectors with identified needs for moving freight.

MULTIMODAL ANALYSIS

A review of multimodal conditions across Curry County that is presented in the following sections included an assessment of traffic stress that people experience biking, the quality of facilities for people walking and using transit, and the safety risk of the current transportation system to people walking, rolling, and biking.

Bicycle Level of Traffic Stress

ODOT's Bicycle Level of Traffic Stress (BLTS) methodology uses four scores to describe and evaluate the stress that a person can experience while biking on a roadway. These scores range from BLTS 1 (little traffic stress) to BLTS 4 (high traffic stress) and depend on numerous characteristics of biking facilities. BLTS is determined based on roadway characteristics such as vehicular speed, number of travel lanes per direction, the presence and width of on-street bicycle facilities and/or adjacent parking lane, the presence and width of paved shoulders, etc. Table 10 defines each BLTS score. Per ODOT, BLTS 2 is often used as a target for most roadways as it will typically appeal to most of the potential bike-riding population and maximize the available bicycle mode share.

Table 10. Bicycle Level of Traffic Stress (BLTS) Scores

BLTS Scores	Definition of BLTS Segment, Suitability, and Condition
1	Represents little to no traffic stress, suitable for all cyclists including children who are trained to safely cross intersections alone and children supervised by parents. Traffic speeds and volumes are low. Typically includes residential local streets and separated bike paths/cycle tracks.
2	Represents little traffic stress but requires more attention than what young children can handle, so is suitable for teen and adult cyclists with bike handling skills. Traffic speeds and volumes are slightly higher than BLTS 1 streets, but speed differentials are still low. Typically includes collector-level streets with bike lanes or a central business district.
3	Represents moderate stress and is suitable for most observant adult cyclists. Traffic speeds and volumes are moderate. Typically includes low-speed arterials with bike lanes or moderate speed non-multilane roadways.
4	Represents high traffic stress and suitable for experienced and skilled cyclists. Traffic speeds and volumes are moderate to high. Typically includes high-speed or multilane roadways with narrow or now bike lanes.

Figure 7 illustrates the results of the BLTS analysis, which was only conducted for those arterials and collectors within the county where traffic volume data were available. Additionally, the BLTS along State highways – US 101, OR 250, OR 251, and OR 255 – are produced and provided by ODOT. As shown, most roadways score with a BLTS 2 or 3 and only few roadways or sections of roadway score with a BLTS 1 or BLTS 4. The BLTS scoring of roadways generally lowers further from the urbanized areas of the county where daily traffic volumes decrease and the roadway environment becomes more rural. Even without dedicated biking facilities, rural roadways can receive a score of BLTS 2 if bicyclists are sharing the roadway with fewer vehicles, depending on the posted or prevailing speed. The lack of dedicated bicycle facilities may still be uncomfortable for some riders, despite a BLTS score of 2.

Conversely, most roadways with higher BLTS scores are generally centered around the urbanized areas of the county and are attributed to higher traffic volumes and higher posted speeds, especially without dedicated biking facilities.

Attachment E includes the BLTS analysis worksheet.

Pedestrian and Transit Qualitative Multimodal Assessment

ODOT's Qualitative Multimodal Assessment (QMA) methodology evaluates multimodal facilities and services for people walking and taking transit in primarily rural environments to identify areas where improvements might be needed for these users. The QMA applies subjective ratings (e.g., Excellent, Good, Fair, Poor) to arterials and collectors throughout the county based on available facilities and services.

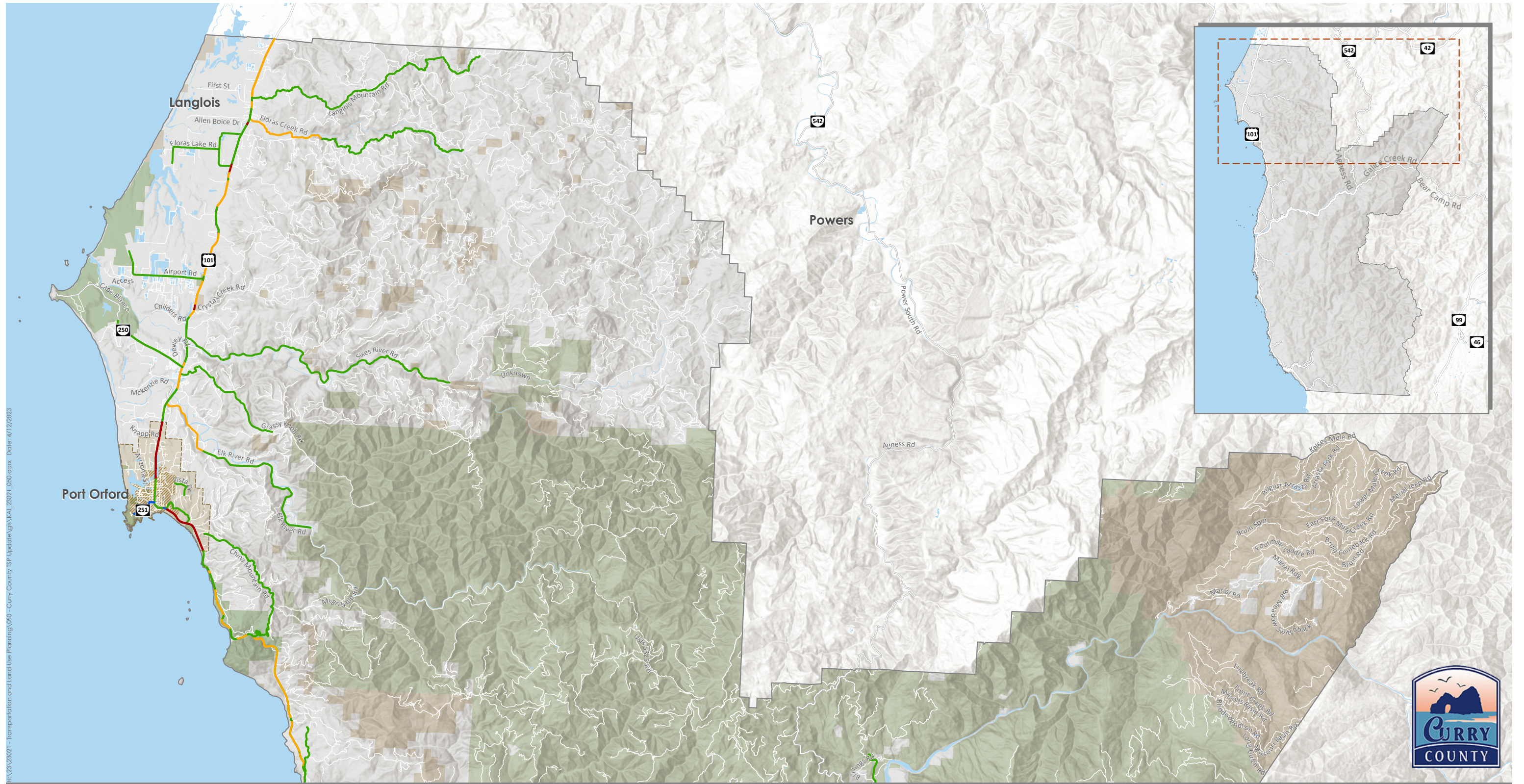
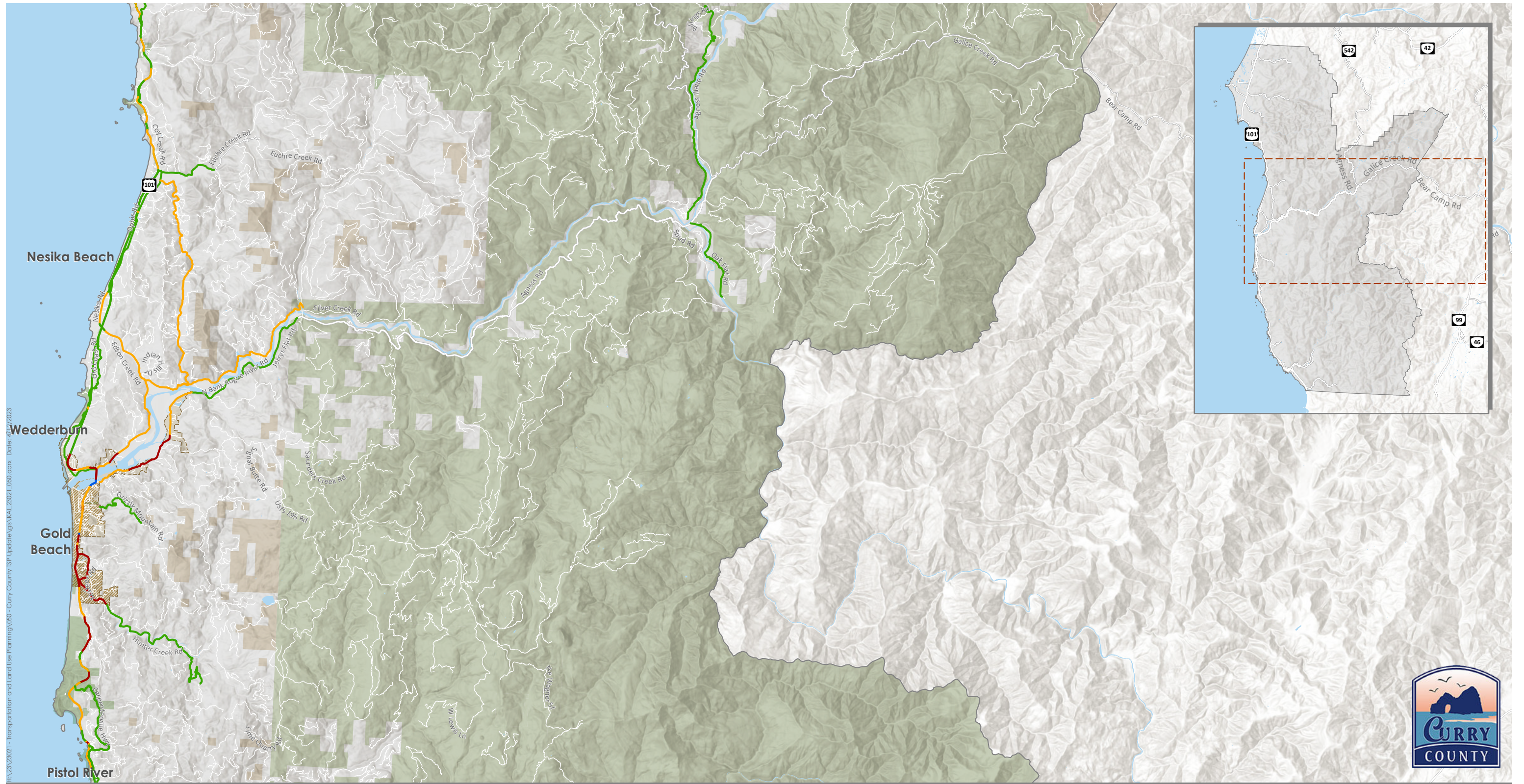


Figure 7

**Bicycle Level of Traffic Stress
Curry County, Oregon**

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Bicycle Level of Traffic Stress Score

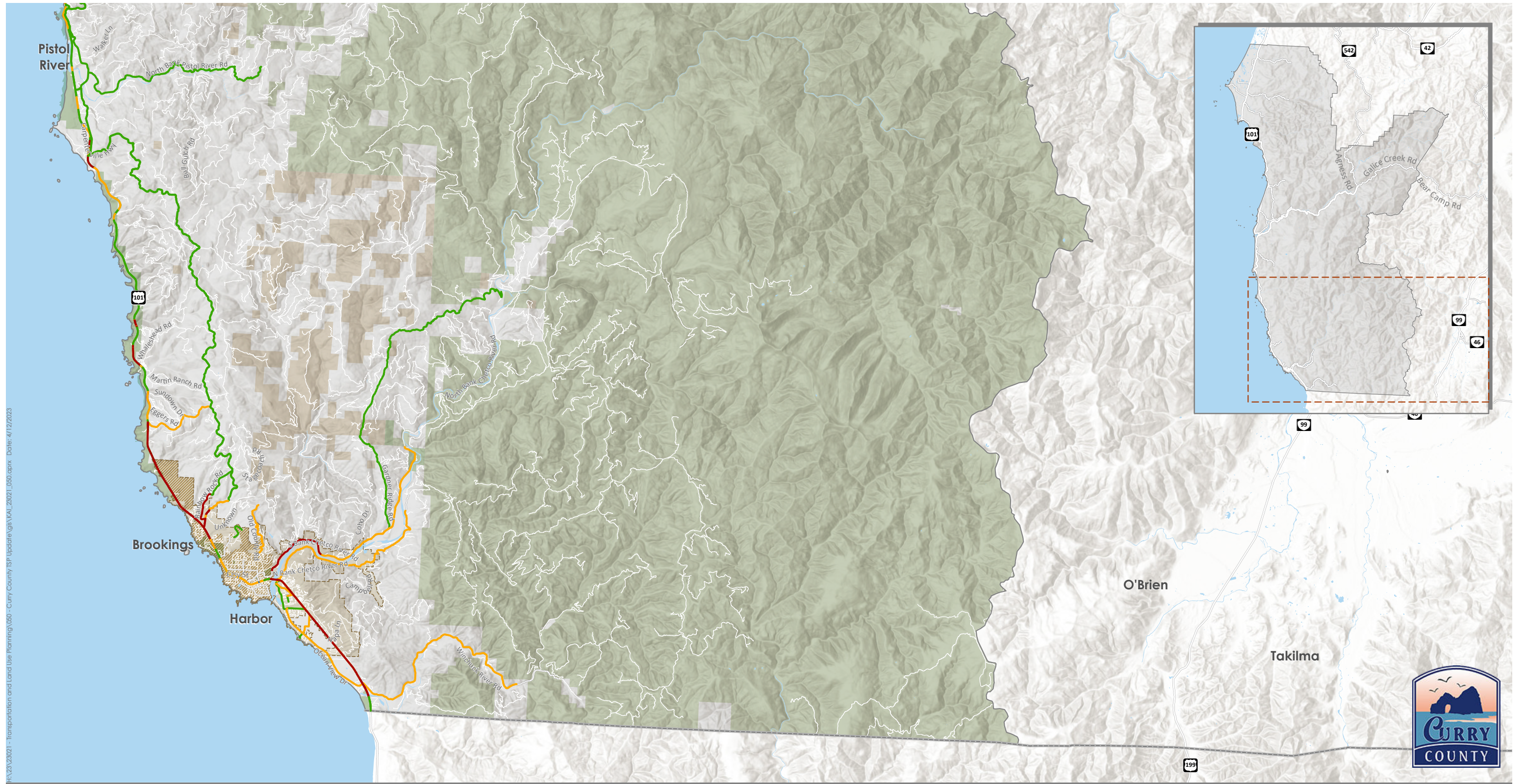
- BLTS 1
- BLTS 2
- BLTS 3
- BLTS 4

- City Limits
- UGB
- BLM Land
- USFS Land
- County Boundary
- State Line



Figure 7

**Bicycle Level of Traffic Stress
Curry County, Oregon**



FILE: 2/23/2021 - Transportation and Land Use Planning/660 - Curry County TSP Update/fig/VOL_23021_060.aprx Date: 4/12/2023

- | | |
|--|-----------------|
| Bicycle Level of Traffic Stress Score | City Limits |
| BLTS 1 | UGB |
| BLTS 2 | BLM Land |
| BLTS 3 | USFS Land |
| BLTS 4 | County Boundary |
| | State Line |



Figure 7
**Bicycle Level of Traffic Stress
 Curry County, Oregon**

Pedestrian QMA

The following six criteria are used to assess the quality of facilities for people walking and rolling, which were applied to the arterials and collectors in Curry County:

- Outside travel lane width
- Bicycle lane/shoulder width
- Number of travel lanes
- Posted speed
- Traffic volumes
- Presence of buffers (landscaped or other)
- Presence and width of sidewalk/paths
- Presence and scale of lighting

Figure 8 illustrates the results of the Pedestrian QMA. Under existing conditions, a majority of arterials and collectors result in “Poor” Pedestrian QMA ratings, except within and near the incorporated cities and unincorporated communities. These “Poor” ratings along County facilities are generally due to a lack of walking facilities, including paved shoulders, lack of lighting, and where there are high posted speeds. US 101 is primarily rated as “Fair” near the incorporated cities and unincorporated communities but does demonstrate “Good” ratings for short sections of highway within Port Orford and Brookings, due to presence of sidewalks, lighting, low posted speeds, and presence of buffers in some cases. US 101 and other State highways are rated as “Poor” generally due to outside travel lane widths, number of travel lanes, lack of paved shoulder, lack of lighting, and high traffic volumes.

Attachment F includes the Pedestrian QMA worksheet.

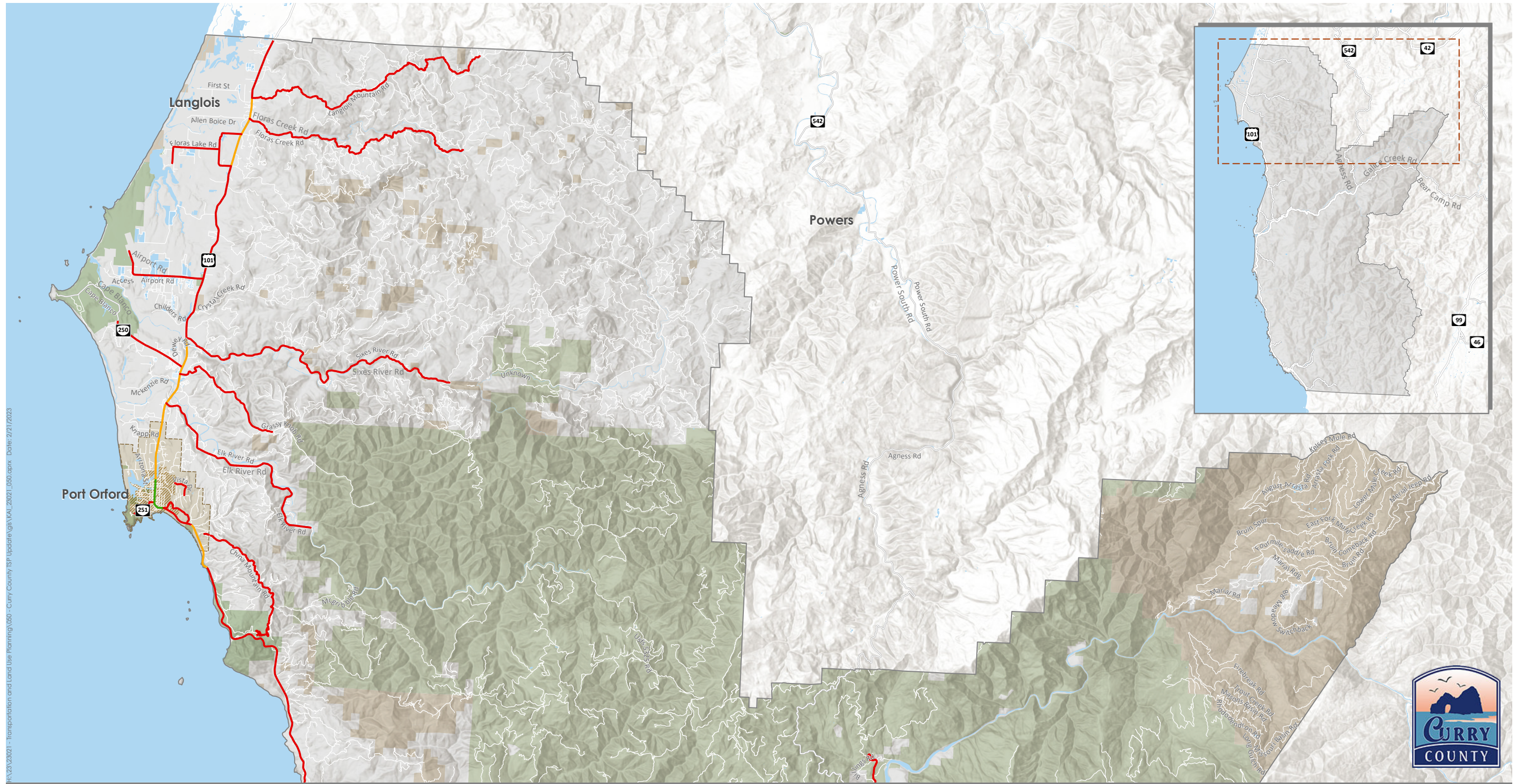
Transit QMA

The following four criteria are used to assess the quality of facilities and services for people taking transit, which were applied to the available fixed-route transit services in Curry County, Curry Public Transit’s (CPT) Coastal Express and the POINT’s SouthWest route:

- Frequency and on-time reliability
- Schedule speed/travel times
- Transit stop amenities
- Connecting pedestrian/bicycle network

The CPT Coastal Express provides the following services and facilities within the county:

- Peak hour morning, mid-day, and evening loop service between Harbor and Port Orford, with stops in between and destinations beyond in Smith River and North Bend.
- One loop each during the AM, mid-day, and PM peak.
- Headways during all hours of operation are greater than one hour.
- Bus stops, official and flag, are located in Harbor, Brookings, Gold Beach, Port Orford, and Langlois with amenities that vary from covered shelters to no signs or waiting areas.



FILE: 2/23/2021 - Transportation and Land Use Planning\660 - Curry County TSP Update\660_VA1_23021_060.aprx Date: 2/21/2023

Pedestrian QMA Rating

- Good
- Fair
- Poor

- City Boundaries
- UGB
- Bureau of Land Management
- US Forest Service
- County Boundary
- State Border



Figure 8

**Pedestrian Qualitative Multimodal Assessment
Curry County, Oregon**

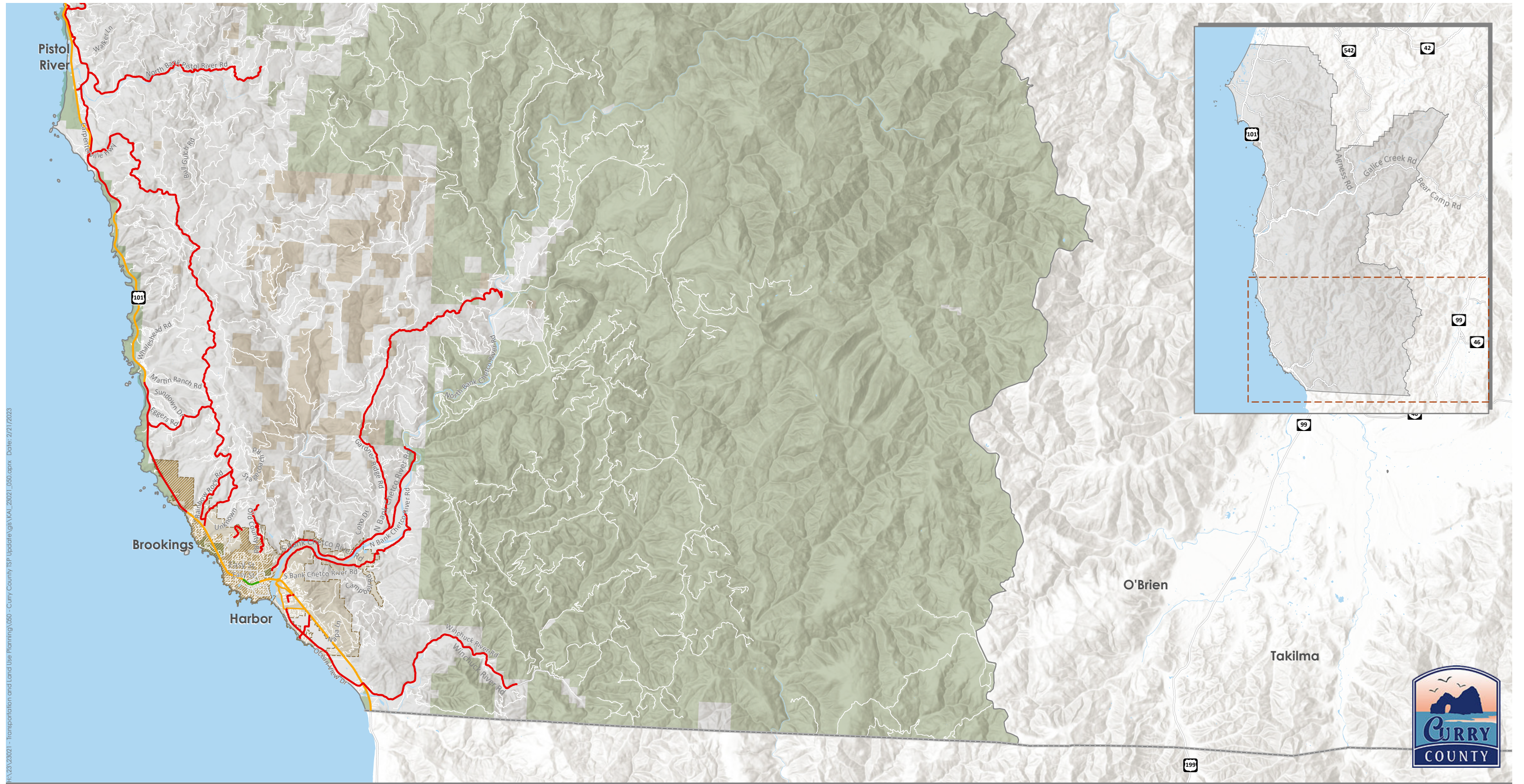


- Pedestrian QMA Rating**
- Good
 - Fair
 - Poor
- City Boundaries
 - UGB
 - Bureau of Land Management
 - US Forest Service
 - County Boundary
 - State Border



Figure 8

**Pedestrian Qualitative Multimodal Assessment
Curry County, Oregon**



FILE:2/23/2021 - Transportation and Land Use Planning/660 - Curry County TSP Update/Map_VA1_23021_060.aprx Date: 2/21/2023

Pedestrian QMA Rating

- Good
- Fair
- Poor

- City Boundaries
- UGB
- Bureau of Land Management
- US Forest Service
- County Boundary
- State Border



Figure 8

**Pedestrian Qualitative Multimodal Assessment
Curry County, Oregon**

Additional details on CPT Coastal Express bus stops in Curry County are summarized in Table 11, including the presence and quality of bus stop amenities. As shown, amenities are limited or not present at some stops and many stops in the CPT system lack proper signage. Further, some stops connect to sidewalks, bike lanes, and/or crossings, but others do not.

Table 11. CPT Bus Stop Amenities

Stop	Amenities	Walking Access	Biking Access	Notes
Langlois Public Library (Flag Stop)	<ul style="list-style-type: none"> No amenities 	Poor	Poor	<ul style="list-style-type: none"> Proposed to be a designated CPT bus stop No sidewalks present on US 101 or Waller Lane No bike lanes in the vicinity No crossings present
Langlois Store (Flag Stop)	<ul style="list-style-type: none"> No amenities 	Poor	Fair	<ul style="list-style-type: none"> No sidewalks present on US 101 Bike lane present on US 101 (southbound) No crossings present
Ray's Food Place, Port Orford	<ul style="list-style-type: none"> Covered shelter and waiting area Bench Trash receptacle 	Fair	Good	<ul style="list-style-type: none"> Sidewalks / bike lanes located along US 101 No US 101 crossing opportunities near bus stop Stop located in parking lot
Ray's Food Place, Gold Beach	<ul style="list-style-type: none"> CPT bus stop sign Covered shelter and waiting area Bench Street lighting 	Good	Poor	<ul style="list-style-type: none"> Sidewalks connect to stop Protected crossings available at US 101/6th Street No bike lanes present Stop located in parking lot
5 th Street/ Bankus Park, Brookings	<ul style="list-style-type: none"> CPT bus stop sign Covered shelter and waiting area Bench Bike racks 	Fair	Fair	<ul style="list-style-type: none"> Sidewalk network not well connected (no sidewalk on north leg of Pacific Avenue) Curb ramps present (not up to ADA standards) SouthWest POINT bus stop in vicinity (not near covered waiting area) Bike lanes present along US 101 and 5th St Protected crossings present at US 101/5th St Two direct pedestrian access points are available from sidewalk along US 101 Stop located in parking lot
Chevron Station, Harbor	<ul style="list-style-type: none"> Temporary CPT bus stop sign 	Fair	Fair	<ul style="list-style-type: none"> Sidewalks / bike lanes located along US 101 Sidewalk gaps / no bike lanes along Zimmerman Lane and Hoffeldt Lane Protected crossings at US 101/Zimmerman Lane (north of stop) and at US 101/W Hoffeldt Lane (south of stop) An on-street parking area for pull-outs is being used by trucks
McKay's Market, Harbor	<ul style="list-style-type: none"> No amenities 	Fair	Fair	<ul style="list-style-type: none"> Sidewalks / bike lanes located along US 101 Sidewalk gaps / no bike lanes along Zimmerman Lane and Hoffeldt Lane Protected crossings at US 101/Zimmerman Lane (north of stop) and at US 101/W Hoffeldt Lane (south of stop) Stop located in parking lot (no indication of a bus stop)

Walking and Biking Rating: **Good** = sidewalks and crosswalks; bicycle lanes or shared lane markings; **Fair** = some sidewalks; adequate shoulder for biking; **Poor** = no facilities

Southwest POINT provides mid-day loop service between Brookings and Cave Junction (and beyond to Klamath Falls via connecting services). There is one eastbound bus and one

westbound bus, both stopping in Brookings at a stop with a covered shelter and access to sidewalks, bike lanes, and a crossing of US 101. Based on these services and facilities, the Transit QMA rating for the county is “Fair.” Although service is rated as “Fair,” it is important to note that available services and facilities are currently rural and provide countywide coverage, and more. *Attachment G includes the Transit QMA worksheet.*

Statewide Facility Safety Risk Assessment

The statewide bicycle and pedestrian safety risk assessment focuses on the safety of people walking, rolling, and biking along State highways (US 101, OR 250, OR 251, and OR 255 within Curry County) and their risk of being involved in crashes. The State of Oregon has identified the following factors to assess safety risk of its highways:

- Roadway Classification
- Number of Lanes
- Access Density
- Presence of Sidewalks/Bike Lanes
- Posted Speed
- Zoning
- Proximity to Schools
- Proximity to Transit Stops
- Population over Age 64

These factors were established through analyzing crash, traffic, infrastructure, land use, and demographic data across the State of Oregon. A weight is assigned to each factor based on its correlation to crash history: factors with higher weights have stronger correlations with severe crashes. Other characteristics not listed above that ODOT recommends should be investigated at intersections include high turning volumes, left-turn signal phasing (traffic signals), lighting, propensity for mid-block crossings, and exposure to traffic volumes.

The application of risk factors was completed by ODOT on a statewide level, and therefore, highway segments are grouped to show how one segment might compare to others in Oregon. While these groupings highlight general safety needs along the State highways in Curry County, they can also help with prioritizing improvements where safety risk may be higher in some State highway segments than in others.

Figure 9 and Figure 10 show the varying levels of safety risk for bicyclists and pedestrians on the State highway system in the county. The greatest safety risks to bicyclists on the State highway system in the county are identified along US 101. Bicycle safety risk is relatively high in the corridor throughout the county but is highest within the Brookings UGB likely due to a mixture of all the factors listed previously.

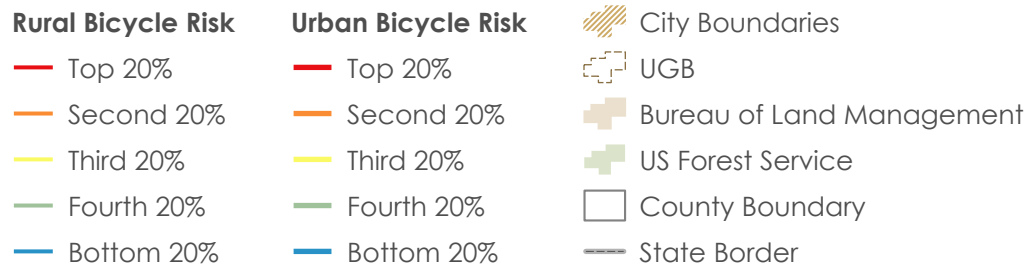
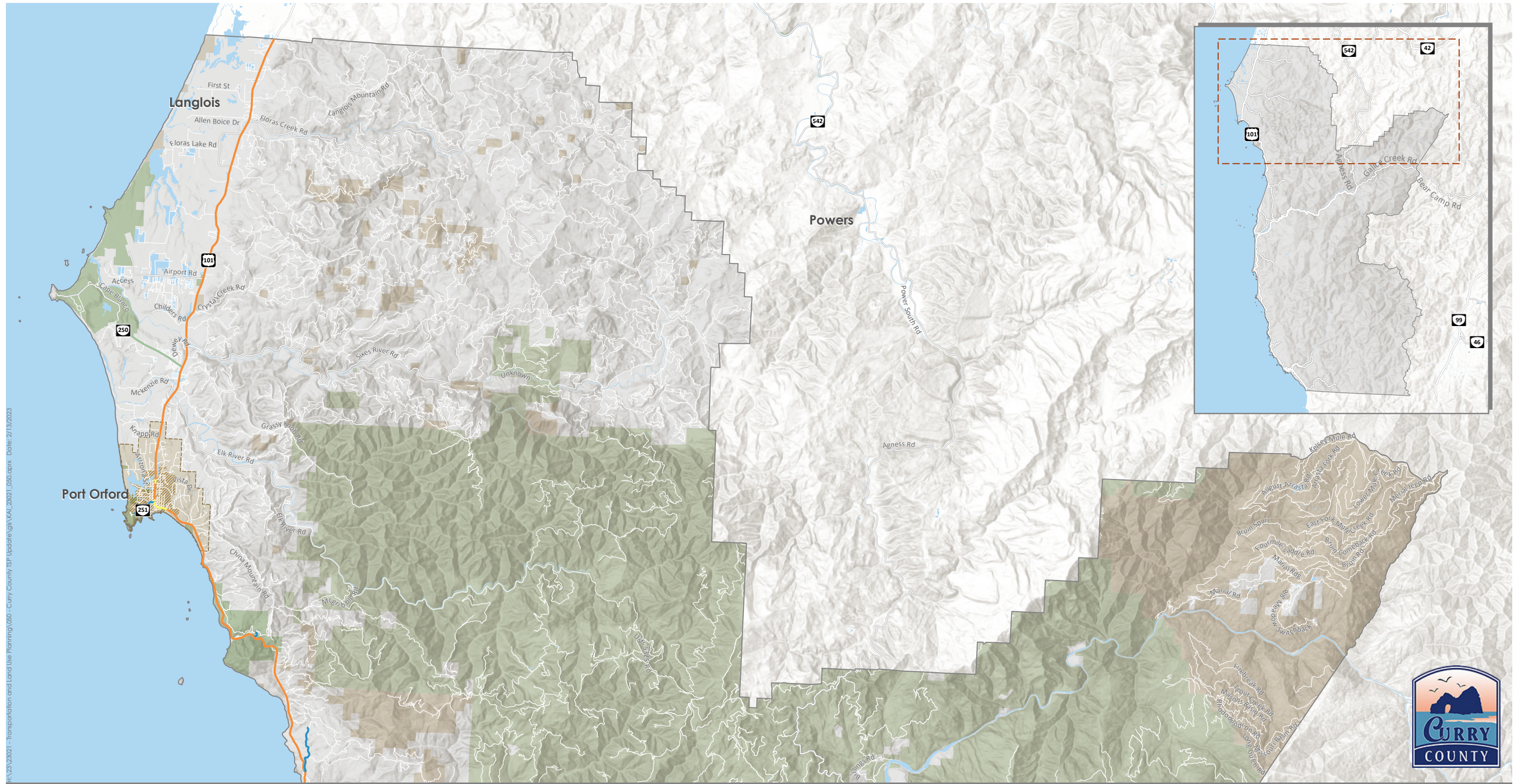


Figure 9

**Bicycle Safety Risk
Curry County, Oregon**

FILE:2/23/2021 - Transportation and Land Use Planning/660 - Curry County TSP Update/6/6 - 23021_060.aprx Date: 2/13/2023

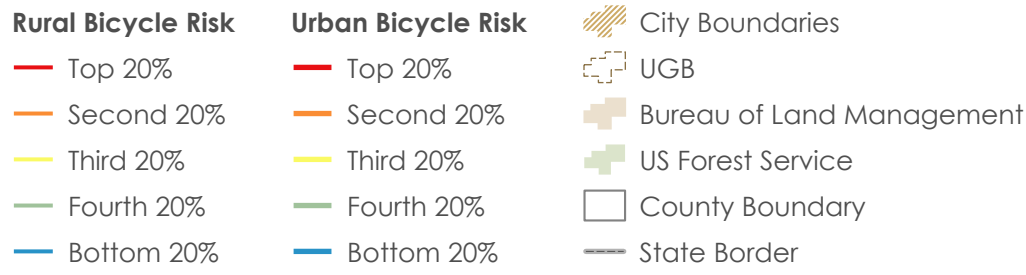
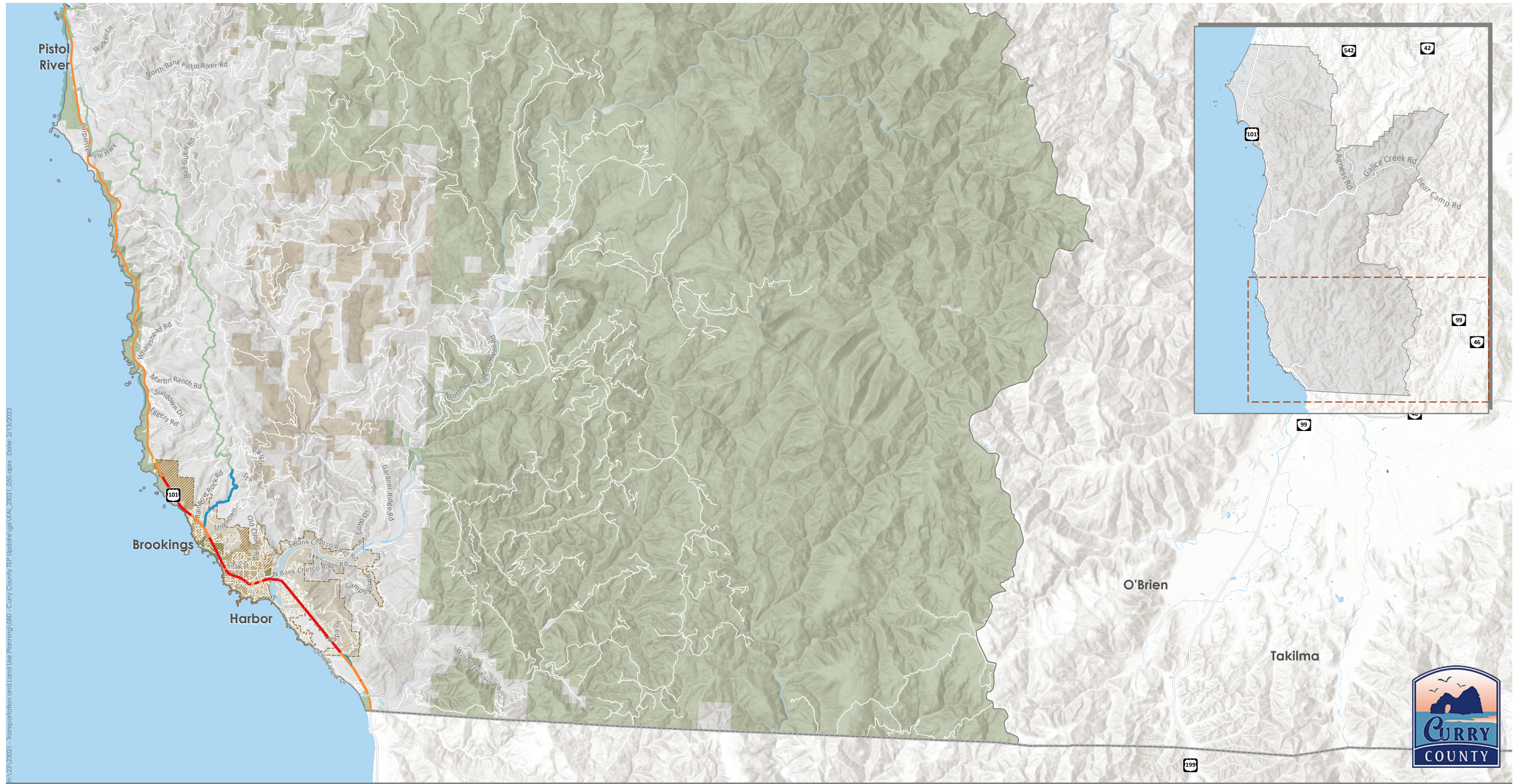


Figure 9

**Bicycle Safety Risk
Curry County, Oregon**



FILE:2/23/2021 - Transportation and Land Use Planning/660 - Curry County TSP Update/fig/VOL_23021_060.aprx Date: 2/13/2023

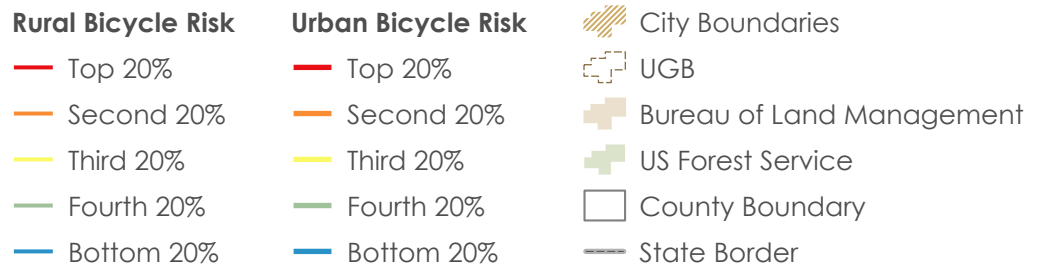


Figure 9
**Bicycle Safety Risk
 Curry County, Oregon**

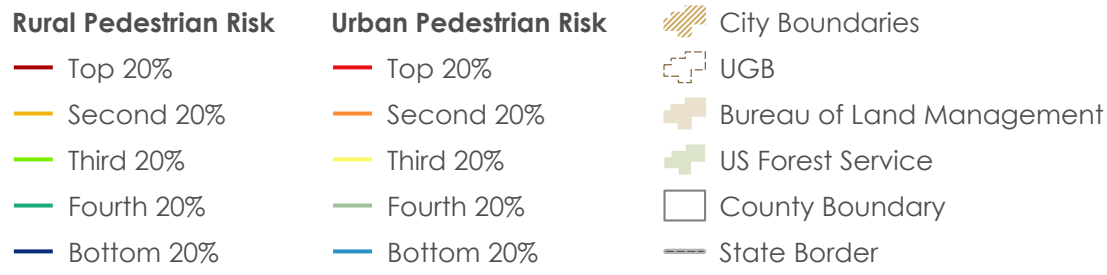
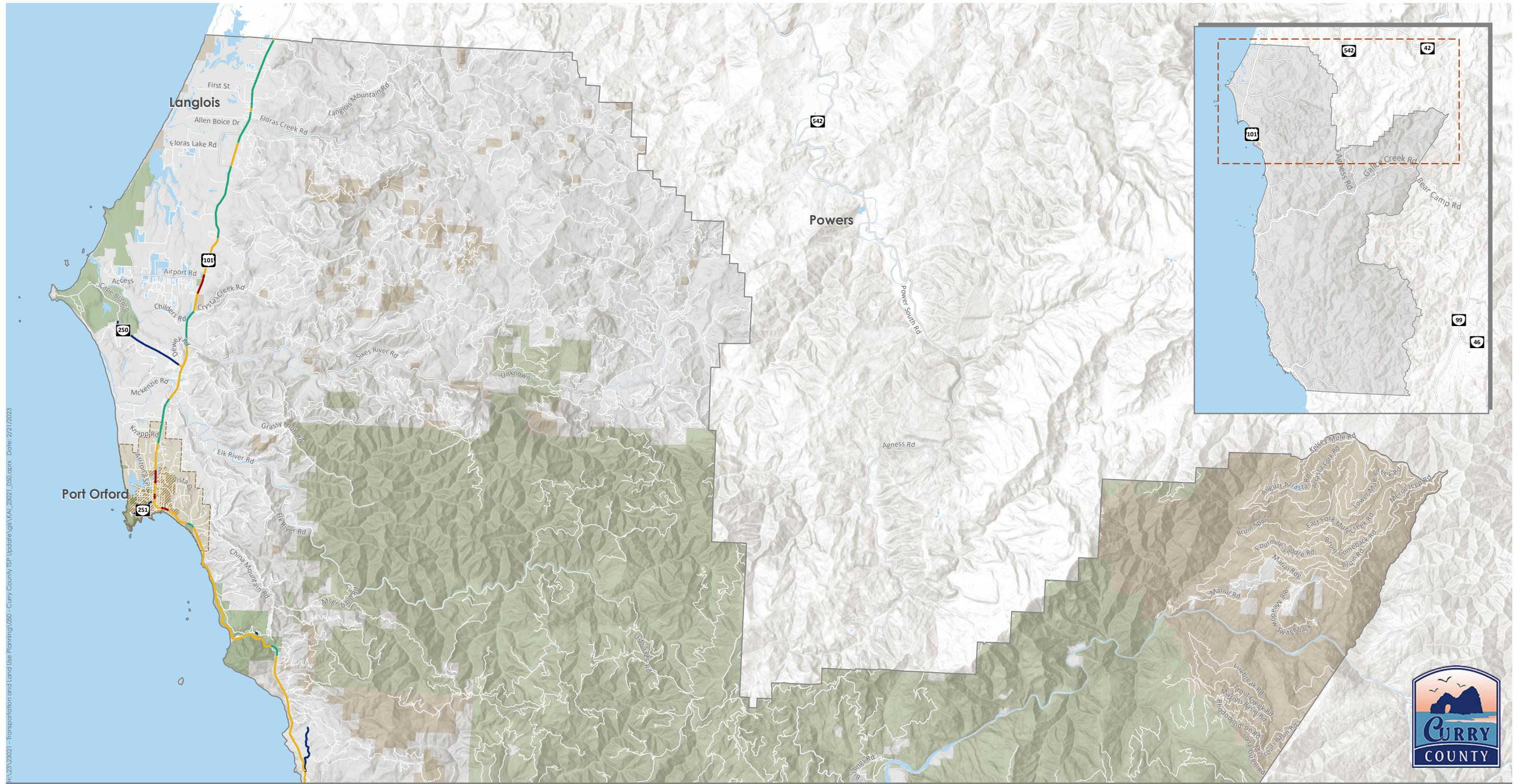


Figure 10

**Pedestrian Safety Risk
Curry County, Oregon**

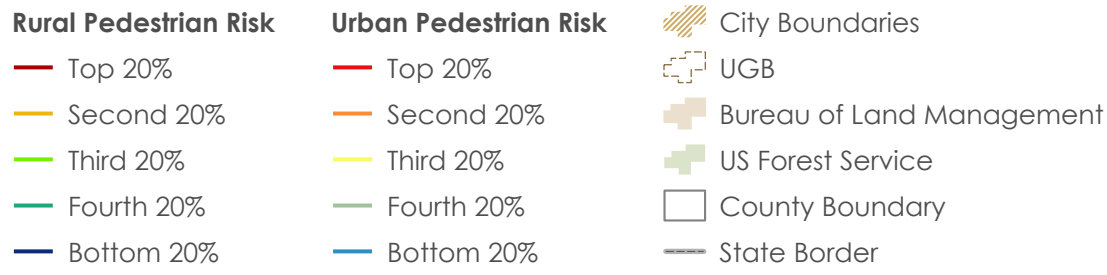


Figure 10

**Pedestrian Safety Risk
Curry County, Oregon**



FILE:2/23/2021 - Transportation and Land Use Planning/660 - Curry County TSP Update/fig10_VA1_23021_060.aprx Date: 2/21/2023

- | | | |
|------------------------------|------------------------------|---------------------------|
| Rural Pedestrian Risk | Urban Pedestrian Risk | City Boundaries |
| Top 20% | Top 20% | UGB |
| Second 20% | Second 20% | Bureau of Land Management |
| Third 20% | Third 20% | US Forest Service |
| Fourth 20% | Fourth 20% | County Boundary |
| Bottom 20% | Bottom 20% | State Border |



Figure 10

**Pedestrian Safety Risk
Curry County, Oregon**

The greatest safety risks to pedestrians on the State highway system in the county are also identified along US 101 likely due to its 'principal arterial' classification, as well as other factors in the following areas:

- Near Airport Road (adjacent to Pacific High School, posted speed, demographics)
- Within Port Orford city limits (access density, number of lanes, proximity to transit, demographics, zoning)
- Within the northern Gold Beach city limits (access density, number of lanes, proximity to Gold Beach High School and transit, and lack of sidewalks south of Kerber Dr)
- Cape Sebastian area north of Pistol River (demographics, posted speed, number of lanes, zoning)
- Within the central part of the Brookings UGB (demographics, number of lanes, access density, proximity to schools and transit)

Multimodal Analysis Findings

- Most arterials and collectors, or sections of these roadways, score with a BLTS 2 or 3. Roadway BLTS scores generally lower further from the urbanized areas of the county, where traffic volumes are lower, and higher in the urbanized areas, depending on traffic volume levels, posted speeds, and availability of dedicated biking facilities.
- Most arterials and collectors result in "Poor" Pedestrian QMA ratings – except within and near the incorporated cities and unincorporated communities. This is generally due to a lack of walking facilities and lighting and where posted speeds are high.
 - 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."
- Transit services and facilities in the county results in a Transit QMA rating of "Fair" primarily due to its frequency.
- Safety risks to bicyclists are relatively high along the US 101 corridor throughout the county but is highest within the Brookings UGB. This is due to factors such as access density, proximity to transit and schools, demographics, and zoning of adjacent lands.
- The greatest safety risks to pedestrians are the highest on US 101 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.

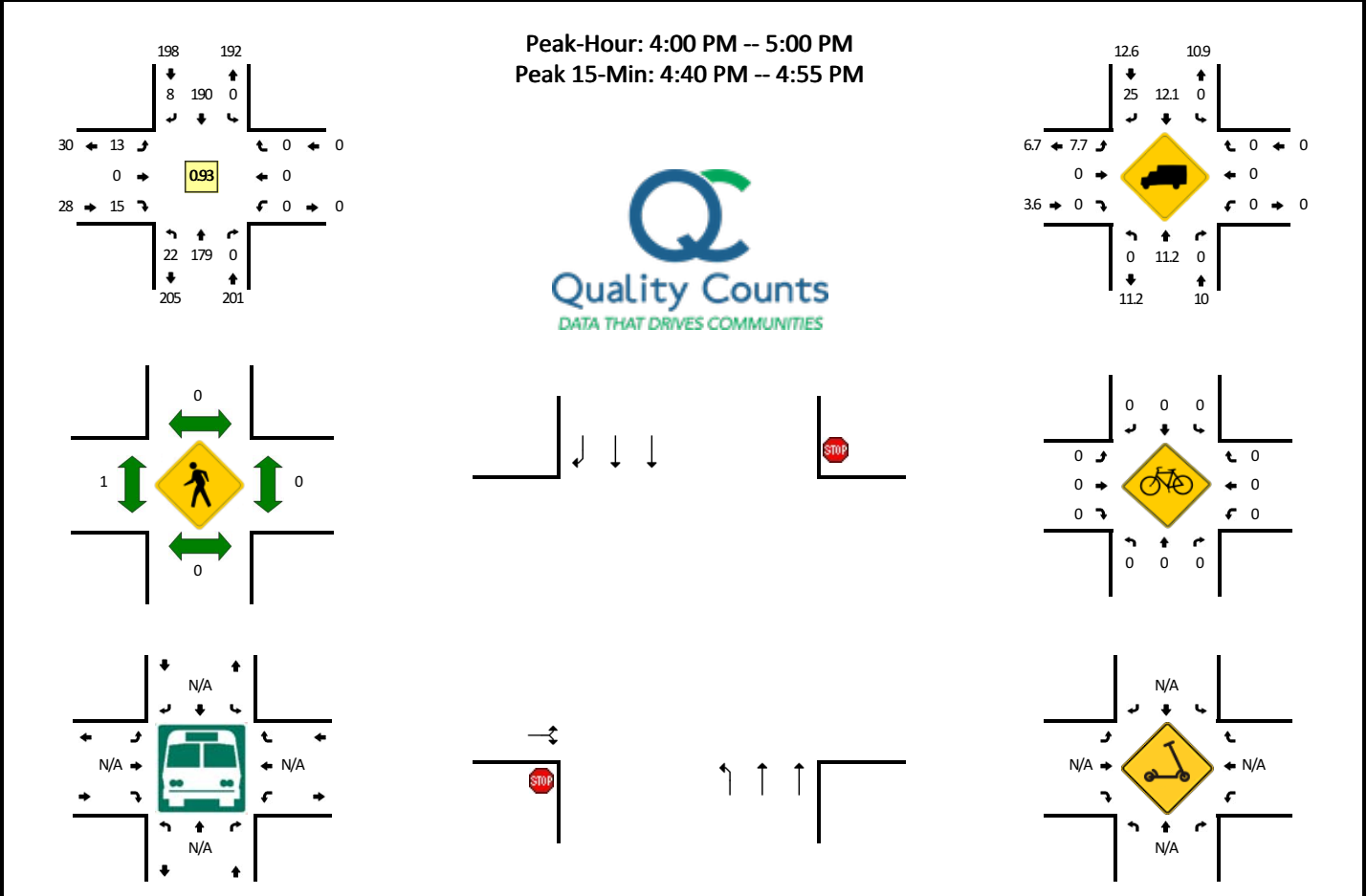
REFERENCES

1. Transportation Research Board. *Highway Capacity Manual, 7th Edition, 2022.*
2. Oregon Department of Transportation. *Analysis Procedures Manual, 2022.*
3. Oregon Department of Transportation. *Oregon Freight Plan, Draft – Anticipated March 2023.*
4. Oregon Department of Transportation. *Oregon Highway Plan, 2015.*

ATTACHMENT A – TRAFFIC COUNT WORKSHEETS

LOCATION: US 101 -- Cape Blanco Hwy
CITY/STATE: Curry, OR

QC JOB #: 15952901
DATE: Wed, Sep 28 2022

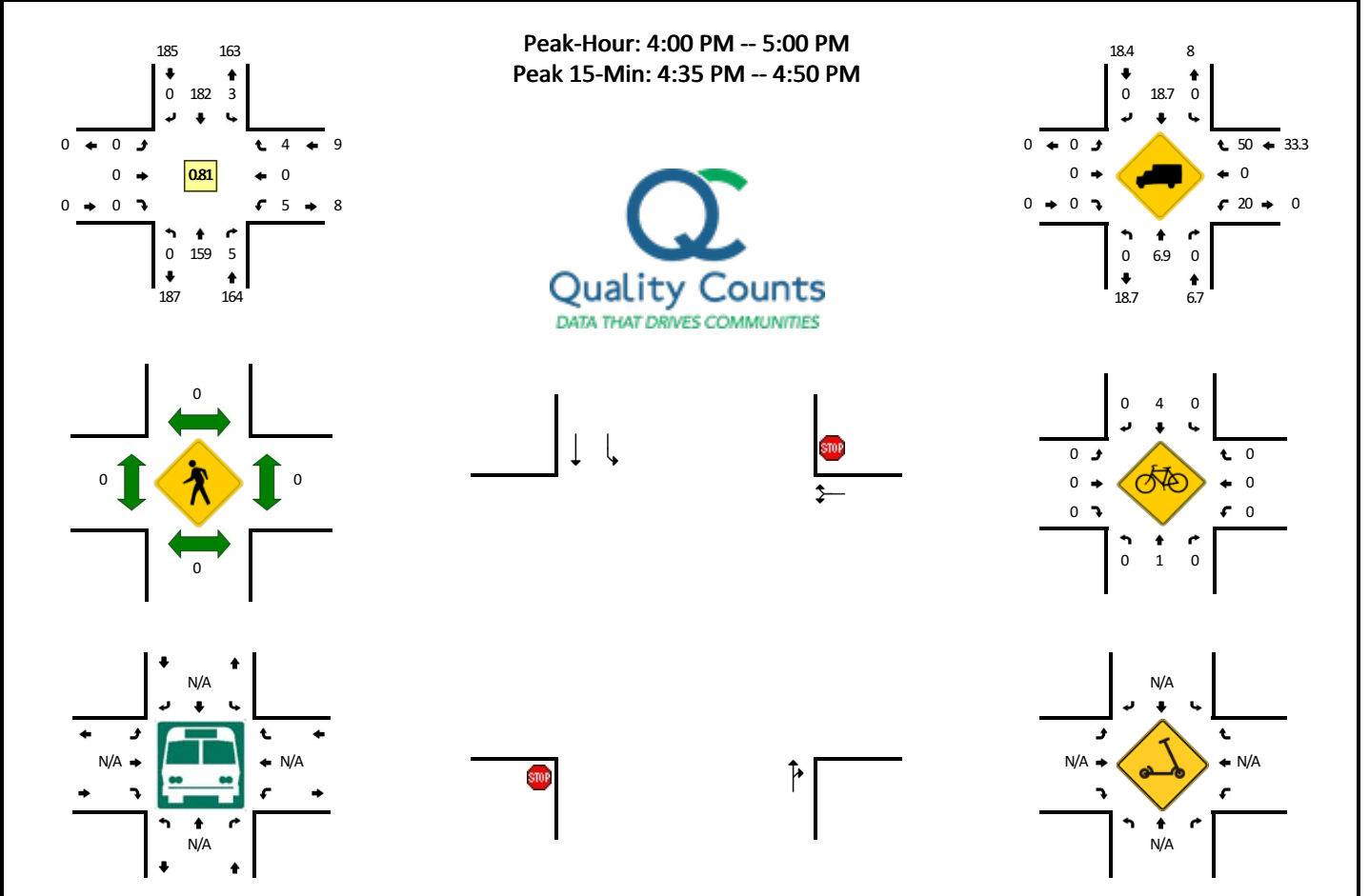


5-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Cape Blanco Hwy (Eastbound)				Cape Blanco Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	14	0	0	0	12	2	0	0	0	0	0	0	0	0	0	30	
4:05 PM	2	15	0	0	0	22	1	0	0	2	0	2	0	0	0	0	44	
4:10 PM	1	10	0	0	0	12	1	0	0	1	0	1	0	0	0	0	26	
4:15 PM	3	16	0	0	0	18	0	0	0	0	0	1	0	0	0	0	38	
4:20 PM	1	17	0	0	0	26	2	0	0	0	0	0	0	0	0	0	46	
4:25 PM	2	8	0	0	0	11	0	0	0	3	0	1	0	0	0	0	25	
4:30 PM	3	12	0	0	0	19	0	0	0	0	0	0	0	0	0	0	34	
4:35 PM	1	15	0	0	0	14	1	0	0	3	0	3	0	0	0	0	37	
4:40 PM	5	17	0	0	0	11	0	0	0	2	0	2	0	0	0	0	37	
4:45 PM	1	15	0	0	0	11	1	0	0	1	0	3	0	0	0	0	32	
4:50 PM	0	26	0	0	0	17	0	0	0	1	0	2	0	0	0	0	46	
4:55 PM	1	14	0	0	0	17	0	0	0	0	0	0	0	0	0	0	32	427
5:00 PM	1	15	0	0	0	10	0	0	0	2	0	0	0	0	0	0	28	425
5:05 PM	1	13	0	0	0	17	2	0	0	3	0	0	0	0	0	0	36	417
5:10 PM	0	12	0	0	0	14	1	0	0	1	0	5	0	0	0	0	33	424
5:15 PM	2	8	0	0	0	11	0	0	0	0	0	0	0	0	0	0	21	407
5:20 PM	0	13	0	0	0	14	1	0	0	0	0	0	0	0	0	0	28	389
5:25 PM	0	14	0	0	0	15	2	0	0	0	0	1	0	0	0	0	32	396
5:30 PM	1	12	0	0	0	12	1	0	0	1	0	4	0	0	0	0	31	393
5:35 PM	2	12	0	0	0	17	0	0	0	0	0	0	0	0	0	0	31	387
5:40 PM	2	17	0	0	0	11	0	0	0	0	0	2	0	0	0	0	32	382
5:45 PM	1	4	0	0	0	10	0	0	0	1	0	2	0	0	0	0	18	368
5:50 PM	0	3	0	0	0	10	0	0	0	0	0	1	0	0	0	0	14	336
5:55 PM	0	10	0	0	0	7	1	0	0	0	0	0	0	0	0	0	18	322
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	232	0	0	0	156	4	0	0	16	0	28	0	0	0	0	460	
Heavy Trucks	0	28	0	0	0	16	4	0	0	0	0	0	0	0	0	0	44	
Buses																	0	
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0			0	0	0		0	0		0	
Scoters																	0	

Comments:

LOCATION: US 101 -- Pistol River Rd/Carpenterville Rd Connector
CITY/STATE: Curry, OR

QC JOB #: 15952902
DATE: Wed, Sep 28 2022



5-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Pistol River Rd/Carpenterville Rd Connector (Eastbound)				Pistol River Rd/Carpenterville Rd Connector (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	10	0	0	1	15	0	0	0	0	0	0	0	0	0	0	26	
4:05 PM	0	12	2	0	0	19	0	0	0	0	0	0	2	0	0	0	35	
4:10 PM	0	12	0	0	0	22	0	0	0	0	0	0	0	0	1	0	35	
4:15 PM	0	12	0	0	0	16	0	0	0	0	0	0	0	0	1	0	29	
4:20 PM	0	20	0	0	0	17	0	0	0	0	0	0	2	0	0	0	39	
4:25 PM	0	19	0	0	0	8	0	0	0	0	0	0	0	0	0	0	27	
4:30 PM	0	12	1	0	0	11	0	0	0	0	0	0	0	0	0	0	24	
4:35 PM	0	12	0	0	0	20	0	0	0	0	0	0	1	0	1	0	34	
4:40 PM	0	19	0	0	0	16	0	0	0	0	0	0	0	0	1	0	36	
4:45 PM	0	16	2	0	1	22	0	0	0	0	0	0	0	0	0	0	41	
4:50 PM	0	8	0	0	1	9	0	0	0	0	0	0	0	0	0	0	18	
4:55 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	14	358
5:00 PM	0	12	0	0	0	10	0	0	0	0	0	0	0	0	0	0	22	354
5:05 PM	0	5	0	0	1	10	0	0	0	0	0	0	1	0	0	0	17	336
5:10 PM	0	9	0	0	0	13	0	1	0	0	0	0	0	0	0	0	23	324
5:15 PM	0	16	0	0	0	10	0	0	0	0	0	0	1	0	0	0	27	322
5:20 PM	0	9	1	0	0	18	0	0	0	0	0	0	1	0	0	0	29	312
5:25 PM	0	14	0	0	0	14	0	0	0	0	0	0	4	0	0	0	32	317
5:30 PM	0	12	0	0	0	23	0	0	0	0	0	0	0	0	0	0	35	328
5:35 PM	0	11	0	0	2	15	0	0	0	0	0	0	0	0	0	0	28	322
5:40 PM	0	12	1	0	0	14	0	0	0	0	0	0	2	0	0	0	29	315
5:45 PM	0	15	2	0	1	9	0	0	0	0	0	0	0	0	0	0	27	301
5:50 PM	0	5	2	0	0	12	0	0	0	0	0	0	0	0	1	0	20	303
5:55 PM	0	11	3	0	1	10	0	0	0	0	0	0	1	0	0	0	26	315
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	188	8	0	4	232	0	0	0	0	0	0	4	0	8	0	444	
Heavy Trucks	0	28	0	0	0	32	0	0	0	0	0	0	0	0	0	0	60	
Buses																		
Pedestrians		0				0					0			0			0	
Bicycles	0	4	0		0	0	0			0	0	0	0	0	0		4	
Scoters																		

Comments:



Location: US 101 -- Winchuck River Rd/Oceanview Dr
 Date: 9/28/2022
 Site Code: 15952903

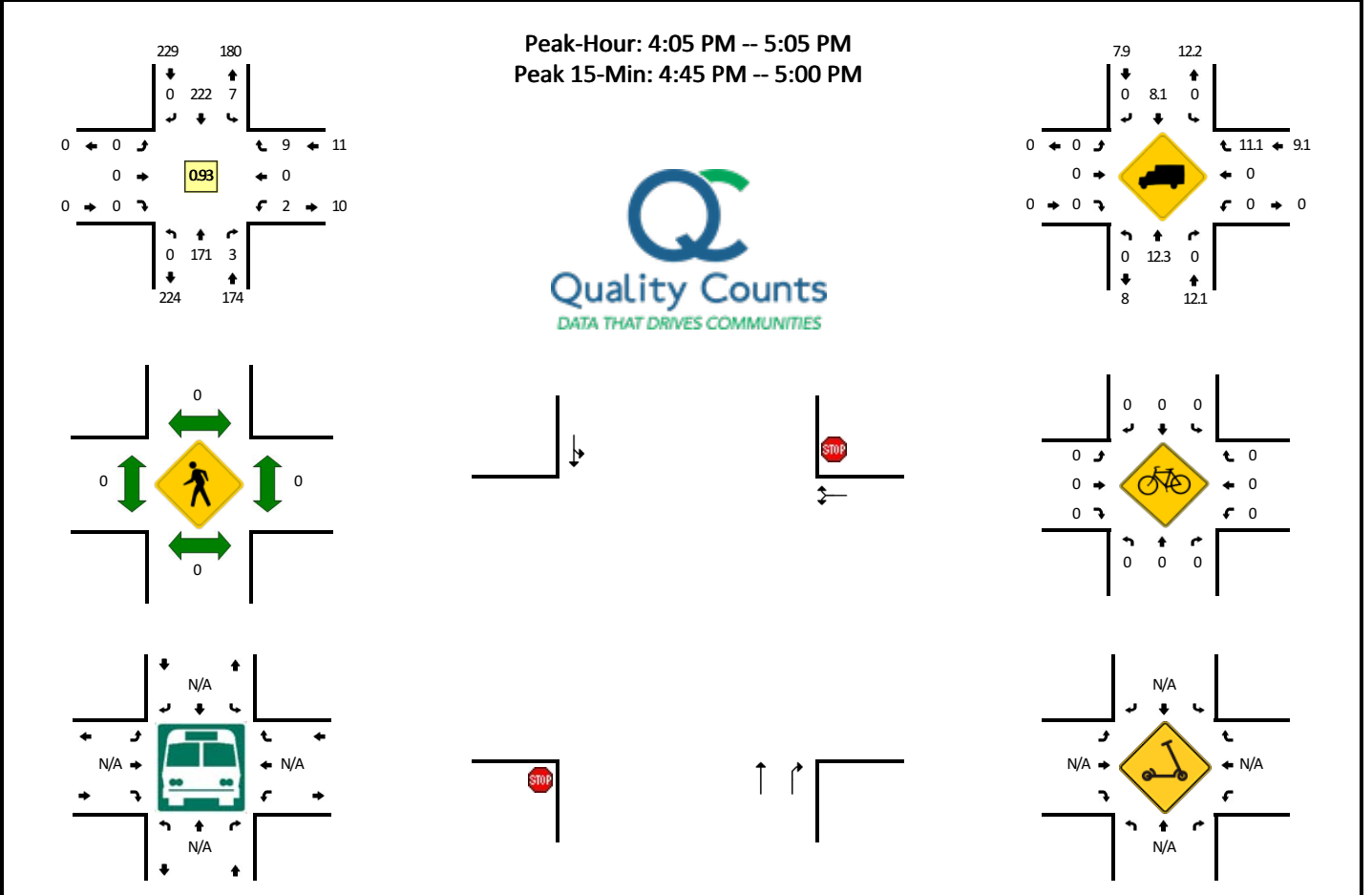
Start Time	US 101 Southbound				Winchuck River Rd Westbound				
	Right	Thru	Left	U-Turn	Right Slip Lane	Right	Thru	Left	U-Turn
04:00 PM	0	30	0	0	1	0	0	0	0
04:05 PM	0	41	0	0	2	0	0	0	0
04:10 PM	1	40	4	0	5	0	0	2	0
04:15 PM	1	36	1	0	5	0	1	0	0
04:20 PM	1	30	2	0	3	0	1	0	0
04:25 PM	2	36	4	0	2	0	0	0	0
04:30 PM	2	25	4	0	5	1	0	0	0
04:35 PM	3	27	5	0	5	0	0	0	0
04:40 PM	1	37	4	0	0	0	0	0	0
04:45 PM	1	32	1	1	0	0	0	0	1
04:50 PM	2	23	6	0	3	0	0	1	0
04:55 PM	4	37	5	0	4	0	0	2	0
05:00 PM	0	28	3	0	1	0	0	0	0
05:05 PM	2	29	5	0	1	0	1	2	0
05:10 PM	0	38	2	0	3	1	0	1	0
05:15 PM	5	42	3	0	2	0	0	0	0
05:20 PM	1	31	3	0	1	0	0	0	0
05:25 PM	1	26	5	0	0	0	1	0	0
05:30 PM	2	25	3	0	1	0	0	0	0
05:35 PM	2	30	9	0	3	0	0	0	0
05:40 PM	0	31	4	0	2	0	0	0	0
05:45 PM	0	21	3	0	2	0	0	0	0
05:50 PM	0	13	3	0	3	0	0	1	0
05:55 PM	1	17	1	0	4	0	1	1	0
Total	32	725	80	1	58	2	5	10	1

Peak Hour: 4:00 PM - 5:00 PM
 Peak 15: 4:05 PM - 4:20 PM
 PHF: 0.922

US 101 Northbound				Oceanview Dr Eastbound			
Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
3	38	3	0	1	0	1	0
1	34	0	0	1	0	0	0
1	31	3	0	1	0	2	0
0	31	3	0	2	0	1	0
0	34	2	0	3	1	1	0
2	30	1	0	1	0	3	0
0	21	1	0	1	0	1	0
1	34	2	0	1	0	0	0
0	32	4	0	2	0	1	0
0	31	1	0	2	0	1	1
2	28	2	0	1	0	0	0
0	22	1	0	0	0	1	0
1	32	1	0	1	0	1	0
0	29	2	0	1	0	0	0
0	26	2	0	1	2	0	0
0	24	1	0	0	3	0	0
0	29	0	0	0	0	0	0
0	24	2	0	0	0	0	0
0	34	1	0	2	0	0	0
0	8	1	0	1	0	0	0
0	26	2	0	2	0	0	0
0	17	1	0	0	1	0	0
0	17	3	0	0	0	0	0
1	30	1	0	0	0	1	0
12	662	40	0	24	7	14	1

LOCATION: US 101 -- Floras Creek Rd
CITY/STATE: Langlois, OR

QC JOB #: 15952904
DATE: Wed, Sep 28 2022

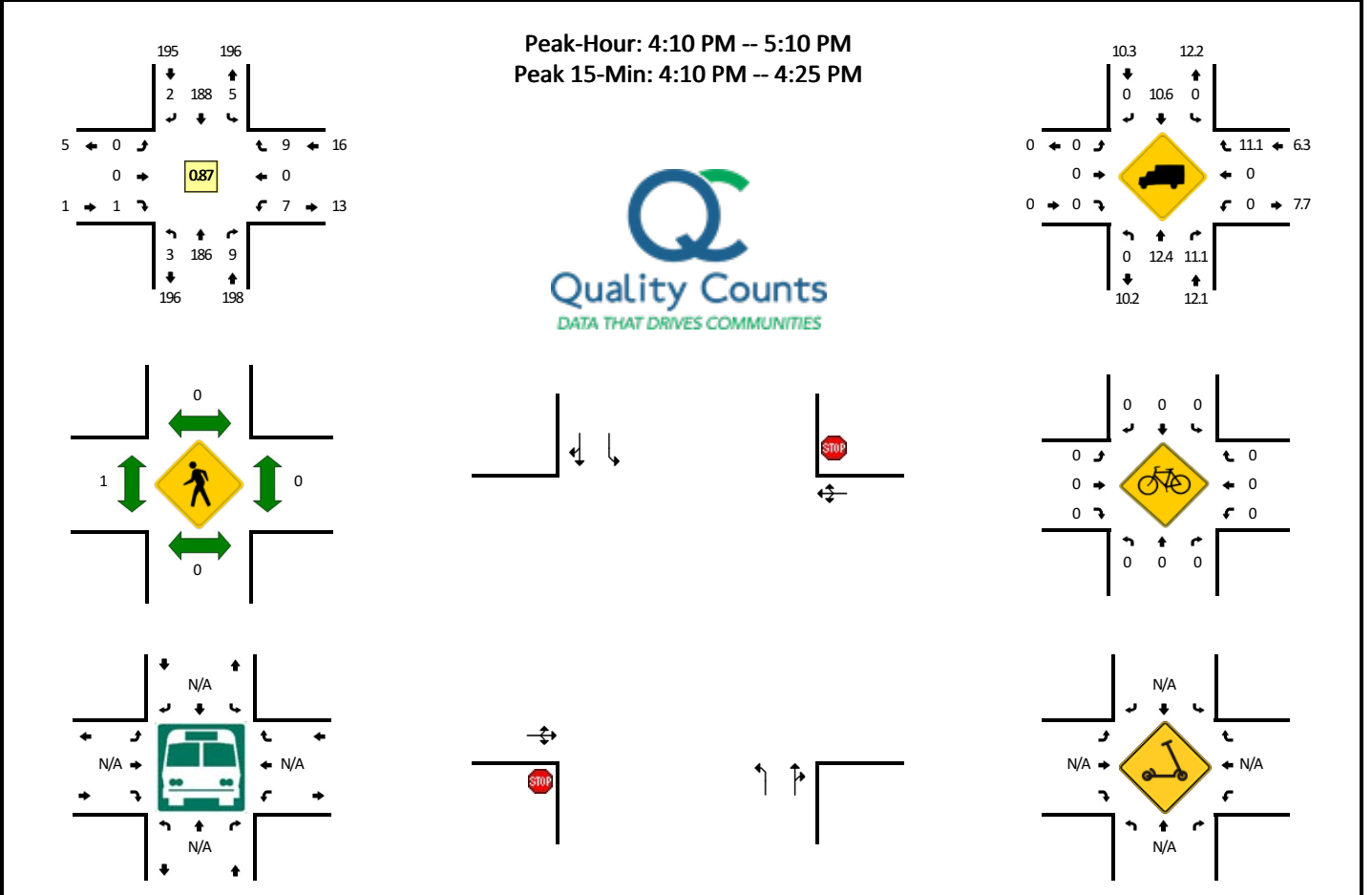


5-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Floras Creek Rd (Eastbound)				Floras Creek Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	9	1	0	0	16	0	0	0	0	0	0	0	0	0	0	26	
4:05 PM	0	12	0	0	0	16	0	0	0	0	0	0	0	0	0	0	28	
4:10 PM	0	12	1	0	1	29	0	0	0	0	0	0	0	1	0	0	44	
4:15 PM	0	15	0	0	1	19	0	0	0	0	0	0	0	0	0	0	35	
4:20 PM	0	12	0	0	0	18	0	0	0	0	0	0	0	1	0	0	31	
4:25 PM	0	14	0	0	1	13	0	0	0	0	0	0	1	0	3	0	32	
4:30 PM	0	14	1	0	0	18	0	0	0	0	0	0	0	0	2	0	35	
4:35 PM	0	15	1	0	1	14	0	0	0	0	0	0	0	0	0	0	31	
4:40 PM	0	16	0	0	1	16	0	0	0	0	0	0	0	0	1	0	34	
4:45 PM	0	17	0	0	1	19	0	0	0	0	0	0	1	0	0	0	38	
4:50 PM	0	15	0	0	0	23	0	0	0	0	0	0	0	0	0	0	38	
4:55 PM	0	13	0	0	1	20	0	0	0	0	0	0	0	0	1	0	35	407
5:00 PM	0	16	0	0	0	17	0	0	0	0	0	0	0	0	0	0	33	414
5:05 PM	0	9	0	0	0	11	0	0	0	0	0	0	1	0	0	0	21	407
5:10 PM	0	11	0	0	1	21	0	0	0	0	0	0	0	0	0	0	33	396
5:15 PM	0	13	1	0	0	17	0	0	0	0	0	0	0	0	1	0	32	393
5:20 PM	0	11	0	0	0	13	0	0	0	0	0	0	0	0	0	0	24	386
5:25 PM	0	10	0	0	0	16	0	0	0	0	0	0	0	0	2	0	28	382
5:30 PM	0	14	0	0	0	22	0	0	0	0	0	0	0	0	0	0	36	383
5:35 PM	0	7	0	0	1	11	0	0	0	0	0	0	0	0	0	0	19	371
5:40 PM	0	14	0	0	0	17	0	0	0	0	0	0	0	0	0	0	31	368
5:45 PM	0	9	1	0	0	9	0	0	0	0	0	0	0	0	2	0	21	351
5:50 PM	0	14	0	0	0	7	0	0	0	0	0	0	0	0	0	0	21	334
5:55 PM	0	6	0	0	1	17	0	0	0	0	0	0	0	0	0	0	24	323
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	180	0	0	8	248	0	0	0	0	0	0	4	0	4	0	444	
Heavy Trucks	0	20	0	0	0	8	0	0	0	0	0	0	0	0	0	0	28	
Buses																	0	
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

LOCATION: US 101 -- Sixes River Rd
CITY/STATE: Curry, OR

QC JOB #: 15952905
DATE: Wed, Sep 28 2022

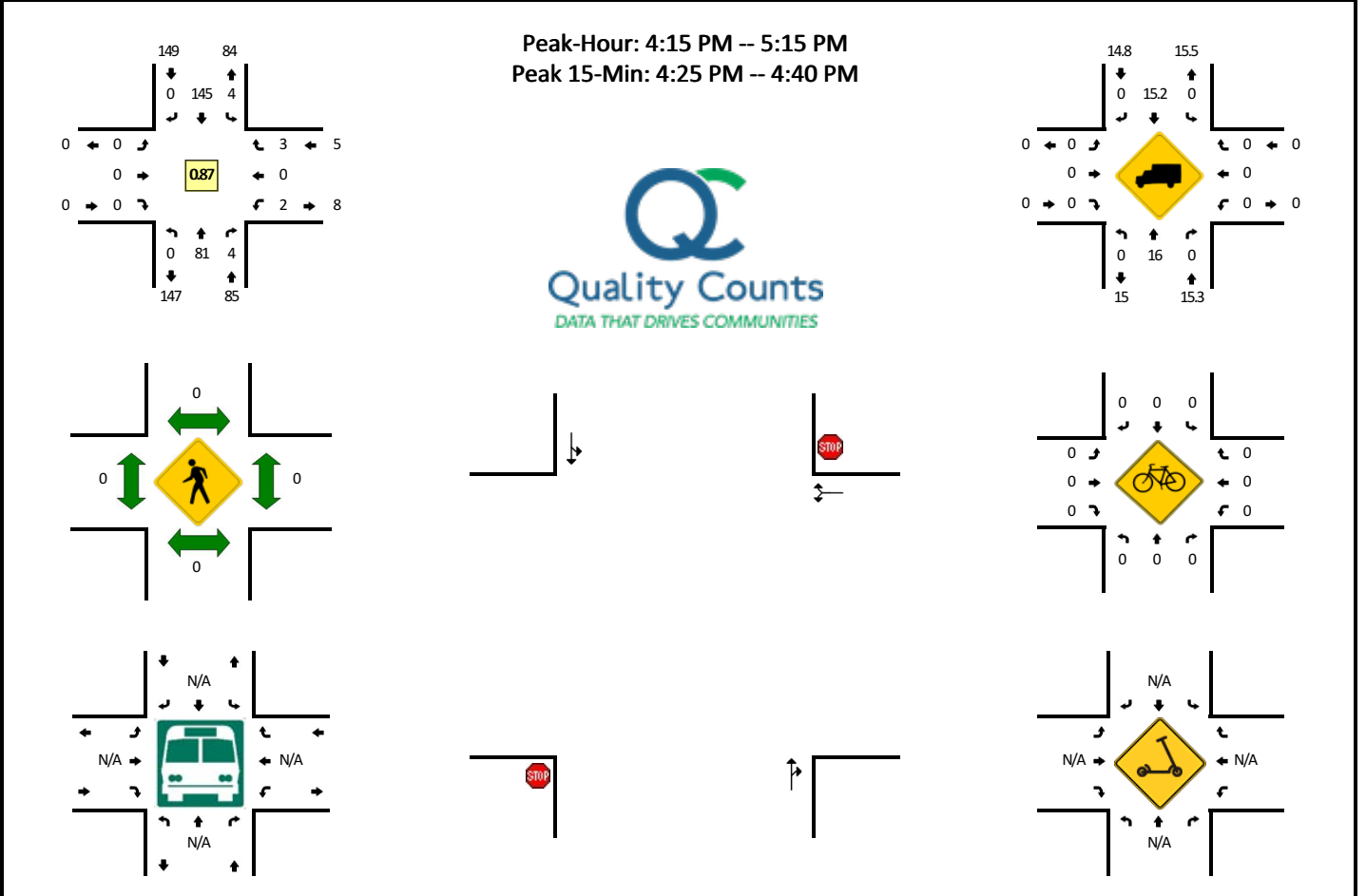


5-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Sixes River Rd (Eastbound)				Sixes River Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	13	2	0	1	14	0	0	0	0	1	0	0	0	2	0	33	
4:05 PM	1	13	0	0	1	17	0	0	0	0	0	0	0	0	1	0	33	
4:10 PM	1	9	1	0	1	23	1	0	0	0	0	0	0	2	0	0	38	
4:15 PM	0	19	1	0	0	19	1	0	0	0	1	0	1	0	3	0	45	
4:20 PM	0	16	1	0	0	17	0	0	0	0	0	0	1	0	0	0	35	
4:25 PM	0	10	1	0	0	17	0	0	0	0	0	0	0	0	0	0	28	
4:30 PM	0	11	0	0	0	14	0	0	0	0	0	0	1	0	0	0	26	
4:35 PM	0	16	2	0	2	11	0	0	0	0	0	0	1	0	1	0	33	
4:40 PM	0	20	1	0	0	11	0	0	0	0	0	0	0	0	0	0	32	
4:45 PM	0	12	1	0	1	19	0	0	0	0	0	0	0	0	0	0	33	
4:50 PM	0	27	0	0	0	12	0	0	0	0	0	0	1	0	0	0	40	
4:55 PM	0	15	0	0	0	12	0	0	0	0	0	0	2	0	1	0	30	406
5:00 PM	0	16	0	0	0	15	0	0	0	0	0	0	0	0	1	0	32	405
5:05 PM	2	15	1	0	0	18	0	1	0	0	0	0	0	0	1	0	38	410
5:10 PM	0	12	0	0	1	17	0	0	0	0	0	0	0	0	0	0	30	402
5:15 PM	1	8	0	0	1	17	1	0	0	0	0	0	0	0	0	0	28	385
5:20 PM	1	9	3	0	0	13	2	0	0	0	1	0	0	0	0	0	29	379
5:25 PM	2	12	0	0	2	20	0	0	0	0	0	0	0	0	0	0	36	387
5:30 PM	1	12	2	0	1	9	0	0	0	0	0	0	0	0	2	0	27	388
5:35 PM	2	10	0	0	1	17	0	0	0	0	0	0	0	1	0	0	31	386
5:40 PM	2	12	0	0	2	13	1	0	0	0	0	0	0	0	0	0	30	384
5:45 PM	2	9	0	0	2	17	0	0	0	0	0	0	0	1	0	0	31	382
5:50 PM	1	2	0	0	1	9	0	0	0	0	0	0	0	0	0	0	13	355
5:55 PM	1	7	0	0	0	13	0	0	0	0	0	0	0	0	0	0	21	346
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	176	12	0	4	236	8	0	0	0	4	0	8	0	20	0	472	
Heavy Trucks	0	24	0	0	0	28	0	0	0	0	0	0	0	0	4	0	56	
Buses																		
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: US 101 -- Ophir Rd/Euchre Creek Rd Connector
CITY/STATE: Curry, OR

QC JOB #: 15952906
DATE: Wed, Sep 28 2022

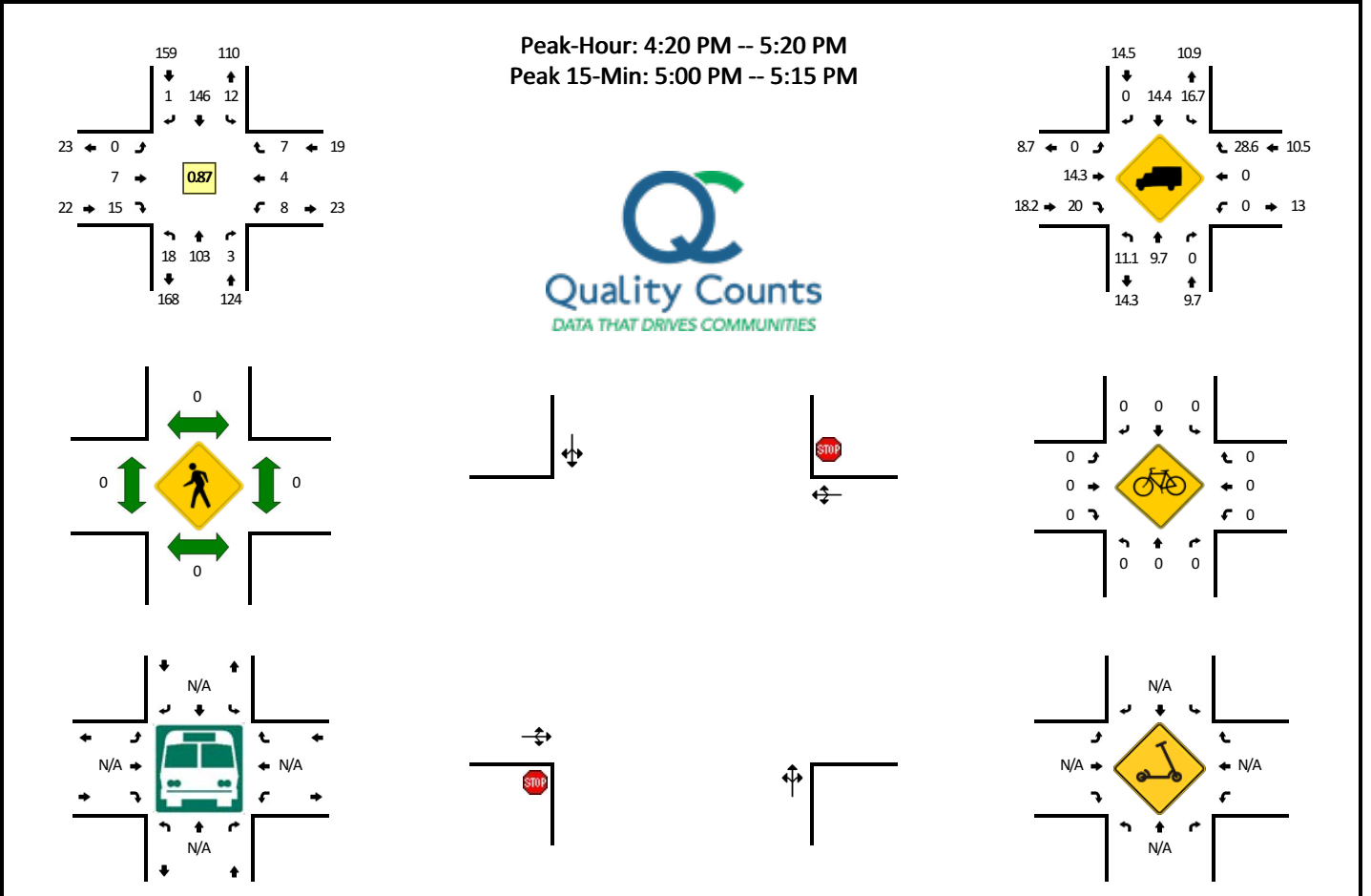


5-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Ophir Rd/Euchre Creek Rd Connector (Eastbound)				Ophir Rd/Euchre Creek Rd Connector (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	9	0	0	1	10	0	0	0	0	0	0	0	0	0	0	20	
4:05 PM	0	10	0	0	0	6	0	0	0	0	0	0	0	0	0	0	16	
4:10 PM	0	6	1	0	0	11	0	0	0	0	0	0	0	0	0	0	18	
4:15 PM	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	22	
4:20 PM	0	4	0	0	0	13	0	0	0	0	0	0	0	0	0	0	17	
4:25 PM	0	6	0	0	0	14	0	0	0	0	0	0	0	1	0	1	22	
4:30 PM	0	6	0	0	0	16	0	0	0	0	0	0	0	0	0	0	22	
4:35 PM	0	11	0	0	0	14	0	0	0	0	0	0	0	0	0	0	25	
4:40 PM	0	6	0	0	1	11	0	0	0	0	0	0	0	0	0	0	18	
4:45 PM	0	7	0	0	1	12	0	0	0	0	0	0	0	0	0	0	20	
4:50 PM	0	8	0	0	1	7	0	0	0	0	0	0	0	0	1	0	17	
4:55 PM	0	3	0	0	0	10	0	0	0	0	0	0	0	0	1	0	14	231
5:00 PM	0	4	0	0	1	12	0	0	0	0	0	0	0	0	0	0	17	228
5:05 PM	0	3	3	0	0	11	0	0	0	0	0	0	0	1	0	0	18	230
5:10 PM	0	12	1	0	0	14	0	0	0	0	0	0	0	0	0	0	27	239
5:15 PM	0	11	0	0	0	7	0	0	0	0	0	0	0	0	2	0	20	237
5:20 PM	0	5	0	0	1	8	0	0	0	0	0	0	0	0	0	0	14	234
5:25 PM	0	7	0	0	0	11	0	0	0	0	0	0	0	0	0	0	18	230
5:30 PM	0	3	1	0	0	7	0	0	0	0	0	0	0	0	0	0	11	219
5:35 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10	204
5:40 PM	0	6	0	0	0	10	0	0	0	0	0	0	0	0	0	0	16	202
5:45 PM	1	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8	190
5:50 PM	0	4	0	0	0	10	0	0	0	0	0	0	0	0	0	0	14	187
5:55 PM	0	8	0	0	2	8	0	0	0	0	0	0	1	0	0	0	19	192
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	92	0	0	0	176	0	0	0	0	0	0	4	0	4	0	276	
Heavy Trucks	0	16	0	0	0	40	0	0	0	0	0	0	0	0	0	0	56	
Buses																	0	
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																	0	

Comments:

LOCATION: US 101 -- Edson Creek Rd/Nesika Rd
CITY/STATE: Nesika Beach, OR

QC JOB #: 15952907
DATE: Wed, Sep 28 2022

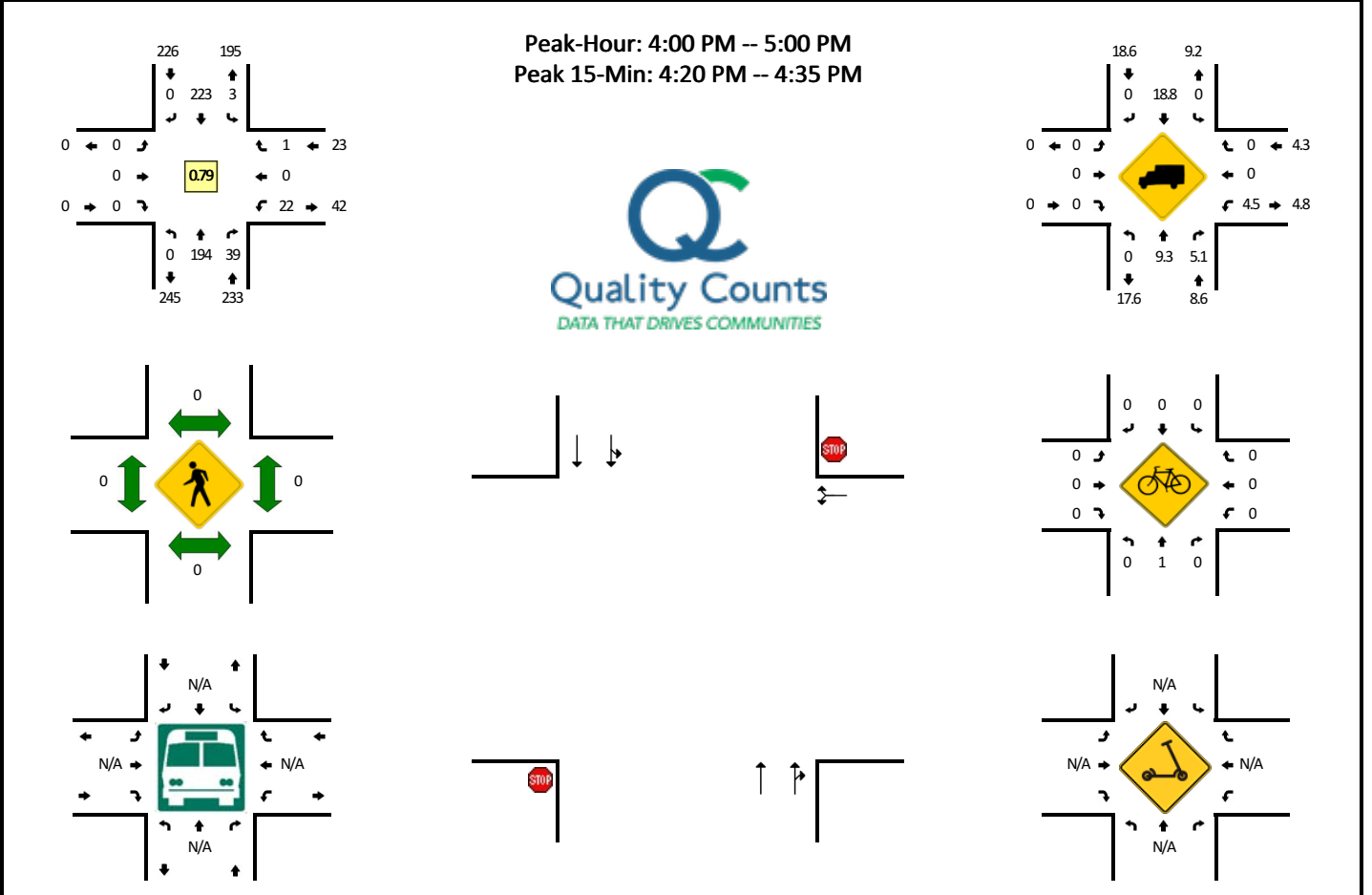


5-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Edson Creek Rd/Nesika Rd (Eastbound)				Edson Creek Rd/Nesika Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	7	0	0	0	16	0	0	0	0	1	0	0	1	0	0	28	
4:05 PM	2	11	1	0	0	11	0	0	0	0	1	0	1	1	0	0	28	
4:10 PM	2	15	1	0	1	3	1	0	0	0	1	0	0	0	0	0	24	
4:15 PM	0	5	1	0	0	12	0	0	0	0	1	0	0	0	0	0	19	
4:20 PM	4	8	0	0	1	14	0	0	0	1	2	0	2	0	1	0	33	
4:25 PM	0	10	0	0	0	12	0	0	0	0	3	0	0	0	0	0	25	
4:30 PM	1	11	0	0	1	15	0	0	0	0	0	0	0	0	1	0	29	
4:35 PM	2	7	0	0	1	10	0	0	0	3	2	0	1	0	0	1	27	
4:40 PM	0	9	1	0	1	16	0	0	0	0	3	0	0	0	1	0	31	
4:45 PM	1	8	2	0	0	10	0	0	0	1	1	0	0	0	0	0	23	
4:50 PM	2	6	0	0	3	9	0	0	0	0	1	0	1	1	0	0	23	
4:55 PM	3	3	0	0	0	6	0	0	0	2	0	0	0	1	1	0	16	306
5:00 PM	1	8	0	0	2	9	0	0	0	0	0	0	2	0	2	0	24	302
5:05 PM	1	13	0	0	1	15	1	0	0	0	1	0	1	0	0	0	33	307
5:10 PM	2	16	0	0	1	16	0	0	0	0	0	0	0	0	1	0	36	319
5:15 PM	1	4	0	0	1	14	0	0	0	0	2	0	0	2	0	0	24	324
5:20 PM	3	10	0	0	1	9	1	0	0	0	2	0	0	0	0	0	26	317
5:25 PM	2	3	1	0	0	10	0	0	0	0	3	0	0	1	0	0	20	312
5:30 PM	3	10	0	0	0	12	0	0	0	1	1	0	0	1	0	0	28	311
5:35 PM	0	7	3	0	0	7	0	0	0	0	0	0	0	0	0	0	17	301
5:40 PM	1	5	0	0	1	2	0	0	0	1	2	0	1	0	0	0	13	283
5:45 PM	5	3	0	0	1	10	0	0	0	0	1	0	2	1	1	0	24	284
5:50 PM	1	10	0	0	1	7	0	0	0	2	1	0	3	0	1	0	26	287
5:55 PM	1	13	1	0	0	10	0	0	0	0	3	0	1	0	0	0	29	300
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	148	0	0	16	160	4	0	0	0	4	0	12	0	12	0	372	
Heavy Trucks	0	4	0	0	0	16	0	0	0	0	4	0	0	0	0	0	24	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: US 101 -- Cape Ferrelo Rd
CITY/STATE: Curry, OR

QC JOB #: 15952908
DATE: Wed, Sep 28 2022



5-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Cape Ferrelo Rd (Eastbound)				Cape Ferrelo Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	14	2	0	0	19	0	0	0	0	0	0	2	0	0	0	37	
4:05 PM	0	17	2	0	0	22	0	0	0	0	0	0	1	0	1	0	43	
4:10 PM	0	23	2	0	0	17	0	0	0	0	0	0	0	0	0	0	42	
4:15 PM	0	21	2	0	0	12	0	0	0	0	0	0	4	0	0	0	39	
4:20 PM	0	17	10	0	0	30	0	0	0	0	0	0	2	0	0	0	59	
4:25 PM	0	25	2	0	0	23	0	0	0	0	0	0	1	0	0	0	51	
4:30 PM	0	11	4	0	0	24	0	0	0	0	0	0	3	0	0	0	42	
4:35 PM	0	16	2	0	0	8	0	0	0	0	0	0	2	0	0	0	28	
4:40 PM	0	8	2	0	0	10	0	0	0	0	0	0	1	0	0	0	21	
4:45 PM	0	15	4	0	0	20	0	0	0	0	0	0	2	0	0	0	41	
4:50 PM	0	15	6	0	1	19	0	0	0	0	0	0	4	0	0	0	45	
4:55 PM	0	12	1	0	2	19	0	0	0	0	0	0	0	0	0	0	34	482
5:00 PM	0	13	3	0	0	16	0	0	0	0	0	0	1	0	0	0	33	478
5:05 PM	0	21	0	0	0	13	0	0	0	0	0	0	1	0	0	0	35	470
5:10 PM	0	19	3	0	1	12	0	0	0	0	0	0	2	0	0	0	37	465
5:15 PM	0	19	1	0	0	11	0	0	0	0	0	0	2	0	0	0	33	459
5:20 PM	0	14	3	0	0	12	0	0	0	0	0	0	2	0	0	0	31	431
5:25 PM	0	16	1	0	0	19	0	0	0	0	0	0	0	0	0	0	36	416
5:30 PM	0	14	4	0	1	18	0	0	0	0	0	0	2	0	0	0	39	413
5:35 PM	0	20	2	0	0	30	0	0	0	0	0	0	4	0	0	0	56	441
5:40 PM	0	13	2	0	0	17	0	0	0	0	0	0	3	0	0	0	35	455
5:45 PM	0	12	4	0	0	16	0	0	0	0	0	0	0	0	1	0	33	447
5:50 PM	0	2	6	0	0	20	0	0	0	0	0	0	2	0	0	0	30	432
5:55 PM	0	4	3	0	0	12	0	0	0	0	0	0	2	0	0	0	21	419
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	212	64	0	0	308	0	0	0	0	0	0	24	0	0	0	608	
Heavy Trucks	0	32	0	0	0	64	0	0	0	0	0	0	4	0	0	0	100	
Buses																	0	
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0			0	0	0	0	0	0		0	
Scoters																	0	

Comments:

ATTACHMENT B – EXISTING TRAFFIC OPERATIONS WORKSHEETS

Intersection Level Of Service Report
Intersection 1: US 101 / Floras Creek Road

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	US 101		US 101		Floras Creek Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		40.00		55.00	
Grade [%]	2.80		-1.90		1.10	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	US 101		US 101		Floras Creek Rd	
Base Volume Input [veh/h]	195	4	7	263	2	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	11.00	0.00	0.00	8.00	0.00	11.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	4	7	263	2	9
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	1	2	71	1	2
Total Analysis Volume [veh/h]	212	4	8	286	2	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.64	0.00	12.24	9.59
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.33	1.26	1.26
d_A, Approach Delay [s/veh]	0.00		0.21		10.03	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: US 101 / Sixes River Road

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.018

Intersection Setup

Name	US 101			US 101			Private Driveway			Sixes River Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔			↔			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			10.00			55.00		
Grade [%]	0.00			0.00			2.40			0.70		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 101			US 101			Private Driveway			Sixes River Rd		
Base Volume Input [veh/h]	2	215	10	6	221	2	0	0	2	7	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	12.00	10.00	0.00	13.00	0.00	0.00	0.00	0.00	0.00	0.00	20.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	215	10	6	221	2	0	0	2	7	0	10
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	63	3	2	64	1	0	0	1	2	0	3
Total Analysis Volume [veh/h]	2	250	12	7	257	2	0	0	2	8	0	12
Pedestrian Volume [ped/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			Yes	Yes
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.02
d_M, Delay for Movement [s/veh]	7.74	0.00	0.00	7.75	0.00	0.00	13.69	13.64	9.69	13.27	13.36	10.10
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.01	0.01	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.11	0.00	0.00	0.40	0.00	0.00	0.20	0.20	0.20	2.65	2.65	2.65
d_A, Approach Delay [s/veh]	0.06			0.20			9.69			11.37		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	0.57											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: US 101 / Cape Blanco Highway (OR 250)

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	US 101		US 101		Cape Blanco Highway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	180.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		55.00		55.00	
Grade [%]	-1.30		2.50		1.50	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	US 101		US 101		Cape Blanco Highway	
Base Volume Input [veh/h]	22	213	226	8	13	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	11.00	12.00	25.00	8.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	213	226	8	13	15
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	57	61	2	3	4
Total Analysis Volume [veh/h]	24	229	243	9	14	16
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.03	0.02
d_M, Delay for Movement [s/veh]	7.77	0.00	0.00	0.00	12.11	9.25
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	1.39	0.00	0.00	0.00	3.48	3.48
d_A, Approach Delay [s/veh]	0.74		0.00		10.58	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.94					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: US 101 / Ophir Creek Road

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	US 101			US 101			Private Driveway			Ophir Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			15.00			55.00		
Grade [%]	0.72			-1.50			1.80			1.50		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 101			US 101			Private Driveway			Ophir Creek Road		
Base Volume Input [veh/h]	0	104	1	4	161	0	0	0	0	1	3	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	0.00	17.00	0.00	0.00	16.00	0.00	0.00	0.00	0.00	0.00	0.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	0	104	1	4	161	0	0	0	0	1	3	
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	0	31	0	1	48	0	0	0	0	0	1	
Total Analysis Volume [veh/h]	0	124	1	5	192	0	0	0	0	1	4	
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	Yes
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.58	0.00	0.00	7.45	0.00	0.00	10.98	11.28	9.25	10.92	11.27	8.91
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.00	0.00	0.46	0.46	0.46
d_A, Approach Delay [s/veh]	0.00			0.19			10.50			9.38		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	0.26											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: US 101 / Edson Creek Road-Nesika Road

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	US 101			US 101			Nesika Road			Edson Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			55.00			45.00		
Grade [%]	0.40			0.30			2.30			-2.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 101			US 101			Nesika Road			Edson Creek Road		
Base Volume Input [veh/h]	20	119	6	8	159	1	0	7	16	5	4	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	18.00	0.00	25.00	16.00	0.00	0.00	14.00	6.00	0.00	0.00	50.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	119	6	8	159	1	0	7	16	5	4	4
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	34	2	2	45	0	0	2	5	1	1	1
Total Analysis Volume [veh/h]	23	135	7	9	181	1	0	8	18	6	5	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			Yes	Yes
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.02	0.02	0.01	0.01	0.01
d_M, Delay for Movement [s/veh]	7.70	0.00	0.00	7.76	0.00	0.00	12.08	12.55	9.48	11.64	11.57	9.64
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.02	0.02	0.02	0.12	0.12	0.12	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.98	0.98	0.98	0.38	0.38	0.38	2.94	2.94	2.94	1.99	1.99	1.99
d_A, Approach Delay [s/veh]	1.07			0.37			10.43			10.99		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.74											
Intersection LOS	B											

**Intersection Level Of Service Report
Intersection 6: US 101 / Pistol River Road**

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	US 101		US 101		Carpenterville Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↬		↶↵		↵	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	155.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		55.00		55.00	
Grade [%]	-1.30		1.40		2.70	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	US 101		US 101		Carpenterville Road	
Base Volume Input [veh/h]	189	5	3	217	5	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.00	0.00	0.00	19.00	20.00	50.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	1	0	0	4	0	0
Total Hourly Volume [veh/h]	190	5	3	221	5	4
Peak Hour Factor	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	2	1	68	2	1
Total Analysis Volume [veh/h]	235	6	4	273	6	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	13.16	10.41
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.22	0.00	1.58	1.58
d_A, Approach Delay [s/veh]	0.00		0.11		11.91	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: US 101 / Cape Ferrelo Road

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	US 101		US 101		Cape Ferrelo Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑		↑		↑	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		-7.10	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	US 101		US 101		Cape Ferrelo Road	
Base Volume Input [veh/h]	231	39	3	265	22	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	5.00	0.00	19.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	1	0	0	0	0	0
Total Hourly Volume [veh/h]	232	39	3	265	22	1
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	12	1	84	7	0
Total Analysis Volume [veh/h]	294	49	4	335	28	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.94	0.00	11.28	9.40
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.08	3.75	3.75
d_A, Approach Delay [s/veh]	0.00		0.09		11.21	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 8: US 101 / Winchuck River Road-Ocean View Drive

Control Type:	Two-way stop	Delay (sec / veh):	32.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.096

Intersection Setup

Name	US 101			US 101			Ocean View Dr			Winchuck River Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	185.00	100.00	100.00	205.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			40.00			40.00		
Grade [%]	2.10			-2.10			2.40			-5.60		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 101			US 101			Ocean View Dr			Winchuck River Rd		
Base Volume Input [veh/h]	23	436	10	37	469	18	13	1	16	6	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	10.00	6.00	7.00	0.00	0.00	0.00	0.00	20.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	436	10	37	469	18	13	1	16	6	2	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	118	3	10	127	5	4	0	4	2	1	0
Total Analysis Volume [veh/h]	25	474	11	40	510	20	14	1	17	7	2	1
Pedestrian Volume [ped/h]	0			1			0			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			Yes	Yes
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.04	0.01	0.00	0.10	0.01	0.03	0.03	0.01	0.00
d_M, Delay for Movement [s/veh]	8.59	0.00	0.00	8.55	0.00	0.00	32.06	29.23	13.96	22.69	18.96	11.51
Movement LOS	A	A	A	A	A	A	D	D	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	0.12	0.00	0.00	0.46	0.46	0.46	0.13	0.13	0.13
95th-Percentile Queue Length [ft/ln]	1.87	0.00	0.00	2.95	0.00	0.00	11.38	11.38	11.38	3.28	3.28	3.28
d_A, Approach Delay [s/veh]	0.42			0.60			22.36			20.82		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	1.32											
Intersection LOS	D											

ATTACHMENT C – CRASH DATA AND INTERSECTION CRASH ANALYSIS WORKSHEETS

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Cape Blanco Hwy (#250) in Curry County, OR.
 January 1, 2015 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimers: Effective 2016, collection of “Property Damage Only” (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Cape Ferrelo Rd in Curry County, OR.
 January 1, 2015 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimers: Effective 2016, collection of “Property Damage Only” (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Edson Creek Rd / Nesika Rd in Curry County, OR.
 January 1, 2015 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2020														
ANGLE	0	0	1	1	0	0	1	1	0	1	0	1	0	0
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2020 TOTAL	0	0	2	2	0	0	1	2	0	2	0	2	0	0
YEAR: 2017														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2017 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	3	3	0	0	1	3	0	3	0	3	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Floras Creek Rd in Curry County, OR.
 January 1, 2015 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
REAR-END	0	1	0	1	0	3	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2017 TOTAL	0	2	0	2	0	4	0	1	1	2	0	2	0	0
FINAL TOTAL	0	2	0	2	0	4	0	1	1	2	0	2	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Ophir Rd in Curry County, OR.
 January 1, 2015 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2018														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2018 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Sixes River Rd in Curry County, OR.
 January 1, 2015 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2020														
TURNING MOVEMENTS	0	1	0	1	0	1	1	1	0	1	0	1	0	0
2020 TOTAL	0	1	0	1	0	1	1	1	0	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	1	1	1	0	1	0	1	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Winchuck River Rd / Ocean View Dr in Curry County, OR.
 January 1, 2015 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2020														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2020 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0

Disclaimers: Effective 2016, collection of “Property Damage Only” (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) - MP 339.71 & Carpenterville Hwy (#255) in Curry County, OR.
 January 1, 2015 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimers: Effective 2016, collection of “Property Damage Only” (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

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ID	Location	Collision Type					Severity		Total Crashes	90th Percentile Crash Rate	Observed Crash Rate	Does Observed Exceed 90th Rate?
		Rear-end	Turning	Angle	Fixed	SS (M)	PDO	Injury				
1	US 101/ Floras Creek Road	1	1					2	2	0.48	0.23	No
2	US 101/ Sixes River Road		1					1	1	1.08	0.12	No
3	US 101/ Cape Blanco Highway							0	0	0.48	0.00	No
4	US 101/ Ophir Road	1						1	1	0.48	0.20	No
5	US 101/ Edson Creek Road-Nesika Road	1	1	1			3	3	3	1.08	0.47	No
6	US 101/ Pistol River Road							0	0	0.48	0.00	No
7	US 101/ Cape Ferrelo Road							0	0	0.48	0.00	No
8	US 101/ Winchuck River Road			1				1	1	1.08	0.05	No

ID	Location	PM Peak						Crash Rate	Intersection Class	90th Percentile Rate
		Day one	Day Two	Day Three	AVG	EST AADT	EST 5Y TEV			
1	US 101/ Floras Creek Road				480	4800	8760000	0.23	Rural 3ST	0.475
2	US 101/ Sixes River Road				476	4760	8687000	0.12	Rural 4ST	1.08
3	US 101/ Cape Blanco Highway				497	4970	9070250	0.00	Rural 3ST	0.475
4	US 101/ Ophir Road				273	2730	4982250	0.20	Rural 3ST	0.475
5	US 101/ Edson Creek Road-Nesika Road				349	3490	6369250	0.47	Rural 4ST	1.08
6	US 101/ Pistol River Road				423	4230	7719750	0.00	Rural 3ST	0.475
7	US 101/ Cape Ferrelo Road				561	5610	10238250	0.00	Rural 3ST	0.475
8	US 101/ Winchuck River Road				1066	10660	19454500	0.05	Rural 4ST	1.08

PM Peak hour TEV from network tool

$$\text{Intersection Crash Rate per MEV} = \frac{\text{Annual Number of Crashes} \times 10^6}{(\text{AADT}) \times (365 \text{ days/year})}$$

The values shown in Exhibit 4-1 represent the 90th percentile crash rates from a study of 500 intersections in Oregon. The crash rates are grouped by rural/urban, signalized/unsignalized, and three-leg/four-leg intersections. Intersections with crash rates that exceed the 90th percentile values shown in the table should be flagged for further analysis. For more information on crash rates and using this table, see Section 4.3.4 Critical Crash Rate.

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
90 th Percentile Rate	0.464	0.475	0.579	1.080	0.509	0.293	0.860	0.408

Source: *Assessment of Statewide Intersection Safety Performance, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.*

Note: Traffic control types include
 3SG (three-leg signalized),
 3ST (three-leg minor stop-control),
 4SG (four-leg signalized),
 4ST (four-leg minor stop-control).

ATTACHMENT C – SEGMENT CRASH ANALYSIS WORKSHEETS

ID	Street	From	To	Distance (mi)	ADT	Area	Functional Classification	Intersection Crashes	Total Crashes	Rural Highway System Crash Rate	Est. 5-Year AADT	Observed Crash Rate	Does Observed Exceed 90th Rate?
1	Winchuk River Road	US 101	MP 7.0	4.1	590	Rural Area	Rural Major Collector	0	4	1.44	4408215	0.91	No
2	Winchuk River Road	MP 7.0	Wheeler Creek Rd	3.3	200	Rural Area	Rural Major Collector	0	1	1.44	1205230	0.83	No
3	Oceanview Dr	US 101	Seagull Ln	1.4	960	Rural Area	Rural Minor Collector	1 (double counted with US 101)	2	1.85	2487840	0.80	No
4	Oceanview Dr	Seagull Ln	Max Ln	0.2	850	Rural Area	Rural Minor Collector	0	0	1.85	266815	0.00	No
5	Oceanview Dr	Max Ln	Wenbourne Ln	1.7	1270	Rural Cities	Rural Minor Collector	1	6	3.74	3940175	1.52	No
6	Oceanview Dr	Wenbourne Ln	W Benham Ln	0.2	260	Rural Cities	Rural Minor Collector	1 (double counted with benham)	1	3.74	109135	9.16	Yes
7	Benham Ln	Oceanview Dr	US 101	0.5	3510	Rural Cities	Rural Major Collector	1 (double counted with oceanview)	2	1.45	3459105	0.58	No
8	Benham Ln	Oceanview Dr	Lower Harbor Rd	0.2	2380	Rural Cities	Rural Major Collector	2 (double counted with benham/oceanview and with benham/lower)	4	1.45	651525	6.14	Yes
9	S Bank Chetco River Rd	US 101	Harbor View Creek	0.2	2650	Rural Area	Rural Major Collector	2	2	1.44	1063975	1.88	Yes
10	S Bank Chetco River Rd	Harbor View Creek	Campbell Rd	3.0	1160	Rural Area	Rural Major Collector	0	3	1.44	6266320	0.48	No
11	S Bank Chetco River Rd	Campbell Rd	UGB (MP 4.0)	0.9	560	Rural Area	Rural Major Collector	0	1	1.44	930020	1.08	No
12	S Bank Chetco River Rd	UGB (MP 4.0)	Eastern Terminus	2.1	90	Rural Area	Rural Major Collector	0	1	1.44	344925	2.90	Yes
13	Lower Harbor Rd	Benham Ln	Shopping Center Ave	0.8	4580	Rural Cities	Rural Major Collector	2 (double counted with shopping center ave)	6	1.45	6603215	0.91	No
14	Lower Harbor Rd	Shopping Center Ave	US 101	0.2	5910	Rural Cities	Rural Major Collector	1	1	1.45	1833578	0.55	No
15	Shopping Center Ave	W Hoffeldt Ln	Lower Harbor Rd	0.6	1940	Rural Cities	Rural Major Collector	6 (1 double counted with lower harbor)	9	1.45	2159705	4.17	Yes
16	N Bank Chetco River Rd	MP 1	Yellowbrick Rd	2.2	2500	Rural Area	Rural Major Collector	1	8	1.44	10220000	0.78	No
17	N Bank Chetco River Rd	Yellowbrick Rd	UGB (MP 5)	1.6	1270	Rural Area	Rural Major Collector	1	7	1.44	3638868	1.92	Yes
18	N Bank Chetco River Rd	UGB (MP 5)	Gardner Ridge Rd	0.7	1030	Rural Area	Rural Major Collector	6	6	1.44	1221838	4.91	Yes
19	N Bank Chetco River Rd	Gardner Ridge Rd	MP 8.5	2.9	300	Rural Area	Rural Minor Collector	0	5	1.85	1604175	3.12	Yes
20	Gardner Ridge Rd	N Bank Chetco River Rd	Palmer Butte	3.4	260	Rural Area	Rural Minor Collector	1	3	1.85	1627535	1.84	No
21	Gardner Ridge Rd	Palmer Butte	Hazel Camp Road	3.5	80	Rural Area	Rural Minor Collector	0	3	1.85	516840	5.80	Yes
22	Gardner Ridge Rd	Hazel Camp Road	Summer Bridge Rd	4.6	60	Rural Area	Rural Minor Collector	0	0	1.85	501510	0.00	No
23	Cape Ferrelo Rd	US 101	Brookside Dr	1.3	980	Rural Area	Rural Major Collector	0	1	1.44	2235625	0.45	No
24	Cape Ferrelo Rd	Brookside Dr	HWY 255	1.3	419	Rural Area	Rural Major Collector	0	1	1.44	1023849	0.98	No
25	Pistol River Loop	HWY 255	Hwy 255 (Cape View Loop)	1.9	167	Rural Area	Rural Major Collector	0	1	1.44	566882	1.76	Yes
26	N Bank Pistol River Rd	Pistol River Loop	MP 3.8	3.8	62	Rural Area	Rural Minor Collector	0	0	1.85	428747	0.00	No
27	N Bank Pistol River Rd	MP 3.8	MP 8 (Forest Boundary)	3.9	50	Rural Area	Rural Minor Collector	0	0	1.85	359525	0.00	No
28	Hunter Creek Rd	HWY 009	UGB (MP 2.3)	1.5	3565	Rural Cities	Rural Major Collector	2	4	1.45	9889310	0.40	No
29	Hunter Creek Rd	UGB (MP 2.3)	Eastern Terminus	3.4	217	Rural Area	Rural Major Collector	0	1	1.44	1346485	0.74	No
30	MP 3.85 (cont. from Hunter Cr. Rd)	Hunter Creek Rd	Agness Rd	2.6	50	Rural Area	Rural Major Collector	0	0	1.44	239075	0.00	No
31	Jerrys Flat Rd	US 101	Saunders Creek Rd	2.9	1809	Rural Area	Minor Arterial	0	6	1.22	9408021	0.64	No
32	Jerrys Flat Rd	Saunders Creek Rd	UGB (MP 75.5)	1.7	586	Rural Area	Minor Arterial	0	2	1.22	1850149	1.08	No
33	Jerrys Flat Rd	UGB (MP 75.5)	Eastern Terminus	4.9	289	Rural Area	Minor Arterial	0	6	1.22	2600972	2.31	Yes
34	Agness Rd	Couger Ln	Agness Rd Fork	3.3	71	Rural Area	Rural Minor Collector	0	1	1.85	424586	2.36	Yes
35	Agness Rd	Agness Rd Fork	N of Billings Rd	4.8	51	Rural Area	Rural Minor Collector	0	3	1.85	438694	6.84	Yes
36	Oak Flat Rd	Agness Rd	campground road (MP 3)	3.2	54	Rural Area	Rural Minor Collector	0	2	1.85	313389	6.38	Yes
37	N Bank Rogue River Rd	US 101	Edson Creek Rd	3.7	1453	Rural Area	Rural Major Collector	0	7	1.44	9890934	0.71	No
38	N Bank Rogue River Rd	Edson Creek Rd	Cedar Valley Rd	1.3	1121	Rural Area	Rural Major Collector	0	3	1.44	2658386	1.13	No
39	N Bank Rogue River Rd	Cedar Valley Rd	Bluebird Ln	3.2	428	Rural Area	Rural Major Collector	0	4	1.44	2500980	1.60	Yes
40	N Bank Rogue River Rd	Bluebird Ln	Lobster Creek Rd	2.6	166	Rural Area	Rural Major Collector	0	1	1.44	773216	1.29	No
41	Cedar Valley Rd	N Bank Rogue River Rd	Sidney Way	3.9	193	Rural Area	Rural Major Collector	0	4	1.44	1356066	2.95	Yes
42	Cedar Valley Rd	Sidney Way	Ophir Rd	4.0	176	Rural Area	Rural Major Collector	0	1	1.44	1282367	0.78	No
43	Edson Creek Rd	N Bank Rogue River Rd	US 101	2.3	308	Rural Area	Rural Major Collector	1 (double count w US 101)	2	1.44	1319551	1.52	Yes
44	Nesika Beach Rd	US 101	Edson Creek Rd	1.2	74	Rural Area	Rural Minor Collector	2 (double count w Edson, US 101/Ophir)	3	1.85	166708	18.00	Yes
45	Ophir Rd	US 101	US 101	4.3	164	Rural Area	Rural Minor Collector	4 (double count w US 101)	5	1.85	1275018	3.92	Yes
46	Euchre Creek Rd	Ophir Rd	MP 3 (Forest Road)	1.9	52	Rural Area	Rural Major Collector	0	0	1.44	180310	0.00	No
48	Elk River Rd	US 101	Wagner Ln	2.1	464	Rural Area	Rural Major Collector	0	3	1.44	1779558	1.69	Yes
49	Elk River Rd	Wagner Ln	Haiku Ln (MP 5.5)	3.6	204	Rural Area	Rural Major Collector	0	2	1.44	1332834	1.50	Yes
50	Elk River Rd/NF 5325	Haiku Ln (MP 5.5)	County Boundary (Coos)	1.9	125	Rural Area	Rural Major Collector	0	1	1.44	428875	2.33	Yes
51	Sixes River Rd	US 101	Edson Creek Park Rd	4.3	247	Rural Area	Rural Major Collector	1 (double counted with US 101)	1	1.44	1920302	0.52	No
52	Sixes River Rd	Edson Creek Park Rd	Plum Tree Rd	4.3	74	Rural Area	Rural Major Collector	0	0	1.44	578014	0.00	No
53	Sixes River Rd	Plum Tree Rd	USFS 10 Rd	2.0	21	Rural Area	Rural Minor Collector	0	0	1.85	76650	0.00	No
54	Airport Rd	US 101	The Airport	2.9	90	Rural Area	Rural Major Collector	1 (double counted with US 101)	2	1.44	474683	4.21	Yes
55	Floras Lake Loop Rd	US 101 S	Us 101 N	4.1	196	Rural Area	Rural Major Collector	5 (double counted w US 101)	5	1.44	1467647	3.41	Yes
56	Floras Lake Rd	Floras Lake Loop Rd	Lakes End Dr	1.9	181	Rural Area	Rural Minor Collector	0	0	1.85	634224	0.00	No
57	Floras Creek Rd	US 101	Clear Creek	3.9	267	Rural Area	Rural Major Collector	0	0	1.44	1905245	0.00	No
58	Floras Creek Rd	Clear Creek	S Fork Flores Creek Rd	4.7	136	Rural Area	Rural Major Collector	0	0	1.44	1171504	0.00	No
59	Langlois Mountain Rd	US 101	MP 1.7	4.2	114	Rural Area	Rural Minor Collector	1 (double counted with US 101)	0	1.85	871255	0.00	No
60	Langlois Mountain Rd	MP 1.7	McLeod Rd	3.6	100	Rural Area	Rural Minor Collector	0	1	1.85	651525	1.53	No

61	Langlois Mountain Rd	McLeod Rd	Bennet Butte Rd	1.8	32	Rural Area	Rural Minor Collector	0	0	1.85	103368	0.00	No
62	Pedrioli Dr	US 101	Western Terminus	0.9	539	Rural Cities	Rural Minor Collector	5 (2 Double Counted with US 101)	5	3.74	874659	5.72	Yes
63	W Hoffeldt Ln	South of Titus Ln	US 101	0.4	1064	Rural Cities	Rural Minor Collector	7 (6 with US 101)	9	3.74	718128	12.53	Yes
64	Old County Rd	Pacific Terrace Loop	Eastern Terminus	2.1	188	Rural Area	Rural Minor Collector	0	1	1.85	703355	1.42	No
65	Parkview Dr	Vistra Ridge Dr	Eastern Terminus	0.7	68	Rural Cities	Rural Minor Collector	0	0	3.74	81906	0.00	No
66	Rainbow Rock Rd	Carpenterville Hwy	Aqua Vista Ln	1.0	801	Rural Cities	Rural Minor Collector	0	3	3.74	1461825	2.05	No
67	Rainbow Rock Rd	Aqua Vista Ln	Carpenterville Hwy	1.1	121	Rural Area	Rural Minor Collector	0	1	1.85	249532	4.01	Yes
69	Wedderburn Loop	US 101	Old Coast Hwy	1.3	337	Rural Area	Rural Minor Collector	0	1	1.85	787232	1.27	No
70	Old Coast Hwy	Wedderburn Loop	US 101	2.0	40	Rural Area	Rural Minor Collector	2 (Double Counted with US 101)	2	1.85	148190	13.50	Yes
71	China Mountain Rd	US 101	NF-020	1.8	228	Rural Area	Rural Minor Collector	0	1	1.85	765624	1.31	No
72	China Mountain Rd	NF-020	UGB	3.8	228	Rural Area	Rural Minor Collector	0	1	1.85	1581180	0.63	No
73	Cemetery Loop Rd	US 101	US 101	1.3	253	Rural Cities	Rural Minor Collector	0	0	3.74	618712	0.00	No
74	Vista Dr	Gold Run Rd	Old Mill Rd	0.7	86	Rural Cities	Rural Minor Collector	0	0	3.74	101622	0.00	No
75	Grassy Knob Rd	US 101	Eastern Terminus	4.2	180	Rural Area	Rural Minor Collector	0	0	1.85	1382985	0.00	No
76	US 101	CA border	Oceanview Dr	0.9	8803	Rural Area	Other Principal Arterials	3 (1 with Oceandrive)	11	1.22	14137618	0.78	No
	US 101	Oceanview Dr	McKay Creek Rd	1.0	10318	Rural Area	Other Principal Arterials		9	1.22	19583564	0.61	No
77	US 101	McKay Creek Rd	Benham Ln	1.9	10558	Rural Cities	Other Principal Arterials		34	1.06	35646448	0.95	No
78	US 101	Benham Ln	S Bank Chetco River Road	1.3	17126	Rural Cities	Other Principal Arterials		45	1.06	39381237	1.17	Yes
	US 101	S Bank Chetco River Road	Oak St	0.6	20463	Rural Cities	Other Principal Arterials		39	1.06	20912675	1.91	Yes
79	US 101	Oak St	5th St	0.6	17302	Rural Cities	Other Principal Arterials		58	1.06	17998752	3.33	Yes
80	US 101	5th St	Harris Park	1.2	10836	Rural Cities	Other Principal Arterials		46	1.06	24324111	1.97	Yes
81	US 101	Harris Park	Longacre Loop	1.6	7267	Rural Cities	Other Principal Arterials		14	1.06	20556526	0.68	No
82	US 101	Longacre Loop	UGB	1.9	5501	Rural Cities	Other Principal Arterials		11	1.06	19375897	0.57	No
83	US 101	UGB	Cape Ferrello Rd	1.1	3808	Rural Area	Other Principal Arterials		5	1.22	7644560	0.92	No
	US 101	Cape Ferrello Rd	Martin Ranch Rd	1.4	3808	Rural Area	Other Principal Arterials		12	1.22	9520952	1.26	Yes
84	US 101	Martin Ranch Rd	Bridgeview Ln	2.6	3808	Rural Area	Other Principal Arterials		15	1.22	18346944	0.82	No
85	US 101	Bridgeview Ln	Hooskanaden Creek	3.1	3808	Rural Area	Other Principal Arterials		23	1.22	21265776	1.13	No
86	US 101	Hooskanaden Creek	Byrdies Rd	2.4	3621	Rural Area	Other Principal Arterials		2	1.22	15992147	1.13	No
87	US 101	Byrdies Rd	Carpenterville Hwy S	1.9	2642	Rural Area	Other Principal Arterials	1 (with Carpenterville)	4	1.22	9161135	0.44	No
88	US 101	Carpenterville Hwy	N of Cape View Loop	2.8	3743	Rural Area	Other Principal Arterials		3	1.22	19260767	0.88	No
89	US 101	N of Cape View Loop	Carpenterville Hwy N	2.0	3968	Rural Area	Other Principal Arterials		0	1.22	14700448	1.09	No
90	US 101	Carpenterville Hwy N	UGB	3.6	3968	Rural Area	Other Principal Arterials		3	1.22	25997344	0.69	No
91	US 101	UGB	Hunter Creek Rd	0.2	4547	Rural Cities	Other Principal Arterials		1	1.06	1825621	1.10	Yes
92	US 101	Hunter Creek Rd	Hunter Creek Lp	0.8	4841	Rural Cities	Other Principal Arterials		2	1.06	6979512	0.57	No
93	US 101	Hunter Creek Lp	Jerry's Flat Rd	2.4	7842	Rural Cities	Other Principal Arterials		15	1.06	33917993	0.56	No
94	US 101	Jerry's Flat Rd	N Bank Rogue River Rd	0.4	6510	Rural Cities	Other Principal Arterials		5	1.06	4871108	1.23	Yes
95	US 101	N Bank Rogue River Rd	UGB	1.3	3888	Rural Cities	Other Principal Arterials		2	1.06	9224280	0.54	No
96	US 101	UGB	Old County Rd S	2.1	3319	Rural Area	Other Principal Arterials		2	1.22	12841211	0.55	No
97	US 101	Old Coast Road S	Edson Creek Rd	2.0	3319	Rural Area	Other Principal Arterials		5	1.22	11811491	0.85	No
98	US 101	Edson Creek Rd	Ophir Rd	1.2	2930	Rural Area	Other Principal Arterials		3	1.22	6256283	0.64	No
99	US 101	Ophir Rd	Euchre Creek Rd	4.0	2517	Rural Area	Other Principal Arterials		2	1.22	18374100	0.33	No
100	US 101	Euchre Creek Rd	Pacific Highland Dr	5.0	2471	Rural Area	Other Principal Arterials		1	1.22	22547875	0.75	No
101	US 101	Pacific Highland Dr	China Mountain Rd	4.9	2463	Rural Area	Other Principal Arterials		3	1.22	22025378	1.68	Yes
102	US 101	China Mountain Rd	UGB	3.7	3122	Rural Area	Other Principal Arterials		0	1.22	20910376	0.48	No
103	US 101	UGB	Cemetery Loop Rd	1.9	3122	Rural Cities	Other Principal Arterials		7	1.06	10939488	0.91	No
104	US 101	Cemetery Loop Rd	9th St	1.0	3546	Rural Cities	Other Principal Arterials		3	1.06	6147878	0.49	No
105	US 101	9th St	UGB	2.5	4831	Rural Cities	Other Principal Arterials		2	1.06	21951000	0.23	No
106	US 101	UGB	Elk River Rd	0.6	3954	Rural Area	Other Principal Arterials		1	1.22	4329630	0.23	No
107	US 101	Elk River Rd	Cape Blanco Highway	1.2	3816	Rural Area	Other Principal Arterials		1	1.22	8635608	0.23	No
108	US 101	Cape Blanco Highway	Sixes River Rd	0.9	3646	Rural Area	Other Principal Arterials		2	1.22	6121634	0.65	No
109	US 101	Sixes River Rd	Airport Rd	1.9	3665	Rural Area	Other Principal Arterials		4	1.22	12975933	1.00	No
110	US 101	Airport Rd	Floras Lake Loop Rd	3.7	4006	Rural Area	Other Principal Arterials		5	1.22	26831187	0.93	No
111	US 101	Floras Lake Loop Rd	Langlois Mountain Rd	2.2	4006	Rural Area	Other Principal Arterials		9	1.22	16157200	0.87	No
112	US 101	Langlois Mountain Rd	County Boundary (Coos)	1.9	3766	Rural Area	Other Principal Arterials		2	1.22	12989876	0.54	No
113	Cape Blanco Highway	US 101	Western Terminus	2.5	446	Rural Area	Other Principal Arterials		0	1.22	2034875	0.00	No
114	OR 251	US 101	Western Terminus	0.8	342	Rural Area	Other Principal Arterials		1	1.22	487406	2.05	Yes
115	OR 255	US 101 N	US 101 S	3.6	87	Rural Area	Other Principal Arterials		1	1.22	565239	5.31	Yes
116	OR 255	Pistol River Loop	Mack Arch Rd/US 101	2.0	78	Rural Area	Other Principal Arterials		0	1.22	286124	6.99	Yes
117	OR 255	Mack Arch Rd/US 101	Burnt Hill Dr	3.7	78	Rural Area	Other Principal Arterials		0	1.22	528119	0.00	No
118	OR 255	Burnt Hill Dr	Bull Gulch Rd	1.9	78	Rural Area	Other Principal Arterials		0	1.22	266195	0.00	No
119	OR 255	Bull Gulch Rd	Bosley Butte Rd	1.8	67	Rural Area	Other Principal Arterials		0	1.22	213981	4.67	Yes
120	OR 255	Bosley Butte Rd	Whaleshead Rd	3.2	67	Rural Area	Other Principal Arterials		0	1.22	393726	0.00	No
121	OR 255	Whaleshead Rd	Johns Pl	2.2	67	Rural Area	Other Principal Arterials		1	1.22	272673	11.00	Yes
122	OR 255	Johns Pl	Duley Creek Rd	2.8	249	Rural Area	Other Principal Arterials		1	1.22	1254213	7.18	Yes
123	OR 255	Duley Creek Rd	UGB	2.6	249	Rural Area	Other Principal Arterials		0	1.22	1199682	5.00	Yes
124	OR 255	UGB	US 101	0.5	1956	Rural Cities	Other Principal Arterials		5	1.06	1927145	4.15	Yes

ATTACHMENT E – BICYCLE LEVEL OF TRAFFIC STRESS WORKSHEETS

Segment #	Street	From	To	Context	Outside Lane			Existing		Paved Shoulder Width	Number of Lanes	Functional Class	LTS	
					Bike Lanes	Parking	Width	Speed	Exhibit					ADT
1	Winchuck River Rd	US 101	Mp 7.0	Rural			12'	40	14-6	400-750	<4'	1 thru/direction	Collector	3
2	Winchuck River Rd	MP 7.0	Wheeler Creek Rd	Rural			12'	40	14-6	<400	<4'	1 thru/direction	Collector	3
3	Oceanview Dr	US 101	Seagull Ln	Rural	Yes	N	11'	40	14-16	750-1500	4'-6'	1 thru/direction	Collector	3
4	Oceanview Dr	Seagull Ln	Max Ln	Urban	Yes	N	11'	40	14-4	750-1500	4'-6'	1 thru/direction	Collector	3
5	Oceanview Dr	Max Ln	Cedar Ln	Rural	Yes	N	11'	40	14-16	750-1500	4'-6'	1 thru/direction	Collector	3
6	Oceanview Dr	Cedar Ln	Olsen Ln	Urban	No		11'	35	14-6	750-1500	<4'	1 thru/direction	Collector	3
7	Oceanview Dr	Olsen Ln	Benham Ln	Urban	No		11'	35	14-6	1500-7000	<4'	1 thru/direction	Collector	3
8	Benham Ln	Oceanview Dr	Mary's Ln	Urban	Yes	N	12'	30	14-4	1500-7000	4'-6'	1 thru/direction	Collector	2
9	Benham Ln	Mary's Ln	US 101	Urban	Yes	N	12'	30	14-4	3000-7000	4'-6'	1 thru/direction	Collector	2
10	S Bank Chetco River Rd	US 101	Harbor View Creek	Urban	Yes	N	12'	35	14-4	1500-7000	4'-6'	1 thru/direction	Collector	3
11	S Bank Chetco River Rd	Harbor View Creek	UGB (MP 4.0)	Urban	No		12'	40	14-6	750-1500	>6'	1 thru/direction	Collector	3
12	S Bank Chetco River Rd	UGB (MP 4.0)	Eastern Terminus	Urban	No		12'	40	14-6	750-1500	<4'	1 thru/direction	Collector	3
13	Lower Harbor Rd	Benham Ln	US 101	Urban	Yes	N	12'	30	14-4	3000-7000	4'-6'	1 thru/direction	Collector	2
14	Shopping Center Ave	W Hoffeldt Ln	Lower Harbor Rd	Urban	Yes	N	12'	35	14-4	3000-7000	4'-6'	1 thru/direction	Collector	3
15	N Bank Chetco River Rd	MP 1	Yellowbrick Rd	Urban	No		11'	40	14-6	1500-7000	<4'	1 thru/direction	Collector	4
16	N Bank Chetco River Rd	Yellowbrick Rd	UGB (MP 5)	Urban	No		11'	40	14-6	400-1500	<4'	1 thru/direction	Collector	3
17	N Bank Chetco River Rd	UGB (MP 5)	Gardner Ridge Rd	Rural			11'	40	14-6	400-1500	<4'	1 thru/direction	Collector	3
18	N Bank Chetco River Rd	Gardner Ridge Rd	MP 17.5	Rural			11'	35	14-6	<400	<4'	1 thru/direction	Collector	3
19	Gardner Ridge Rd	N Bank Chetco River Rd	MP 17.0	Rural			11'	45	14-16	<400	<4'	No lanes	Collector	2
20	Cape Ferrelo Rd	US 101	Brookside Dr	Rural			12'	35	14-6	750-1500	<4'	1 thru/direction	Collector	3
21	Cape Ferrelo Rd	Brookside Dr	HWY 255	Rural			12'	35	14-6	<400	<4'	1 thru/direction	Collector	3
22	Pistol River Loop	HWY 255	Hwy 255 (Cape View Loop)	Rural			12'	55	14-16	<400	<4'	1 thru/direction	Collector	2
23	N Bank Pistol River Rd	Pistol River Loop	MP 8 (Forest Boundary)	Rural			11'	55	14-16	<400	<4'	1 thru/direction and no lanes	Collector	2
24	Hunter Creek Rd	HWY 009	UGB (MP 2.3)	Urban	No		12'	55	14-6	400-1500	<4'	1 thru/direction	Collector	4
25	Hunter Creek Rd	UGB (MP 2.3)	Eastern Terminus	Rural			12'	55	14-16	<400	<4'	1 thru/direction	Collector	2
26	NF-3680 (cont. from Hunter Cr Rd)	Hunter Creek Rd	Agness Rd	Rural					14-16	<400	<4'	no lanes	Collector	2
27	Jerrys Flat Rd	US 101	MP 79	Urban	No		12'	30	14-5	1500-7000	4'-6'		Arterial	3
28	Jerrys Flat Rd	MP 79	Saunders Creek Rd	Urban	No			>45	14-6		<4'			4
29	Jerrys Flat Rd	Saunders Creek Rd	MP 76.5	Urban	Yes	N	12'	35	14-4	750-1500	<4'		Arterial	3
30	Jerrys Flat Rd	MP 76.5	UGB (MP 75.5)	Urban	No		12'	45	14-6	400-750	<4'	1 thru/direction	Arterial	3
31	Jerrys Flat Rd	UGB (MP 75.5)	Eastern Terminus	Rural				>45	14-16		<4'			2
32	Agness Rd	Lobster Creek Rd	Galice Creek Rd	Rural				45	14-16	<400	<4'	1 thru/direction	Arterial	2
33	Agness Rd	Galice Creek Rd	County Boundary (Coos)	Rural				45	14-16	<400	<4'		Collector	2
34	Oak Flat Rd	Agness Rd	campground road (MP 3)	Rural				45	14-16	<400	<4'	no lanes	Collector	2
35	Galice Creek Rd	Agness Rd	County Boundary (Josephine)	Rural				45	14-16	<400	<4'	No lanes	Collector	2
36	N Bank Rogue River Rd	US 101	MP 0.5	Urban	No		12'	30	14-5	400-1500	<4'		Collector	3
37	N Bank Rogue River Rd	MP 0.5	MP 0.8	Urban	No			45	14-6	400-1500	<4'			4
38	N Bank Rogue River Rd	MP 0.8	Edson Creek Rd	Rural				45	14-16	400-1500	<4'			3
39	N Bank Rogue River Rd	Edson Creek Rd	Cedar Valley Rd	Rural			12'	40	14-6	<400	<4'	1 thru/direction	Collector	3
40	N Bank Rogue River Rd	Cedar Valley Rd	Lobster Creek Rd	Rural				40	14-6	400-750	<4'			3
41	Cedar Valley Rd	N Bank Rogue River Rd	Ophir Rd	Rural			12'	55	14-16	<400	<4'	1 thru/direction	Collector	3
42	Edson Creek Rd	N Bank Rogue River Rd	US 101	Rural			12'	45	14-16	<400	<4'	1 thru/direction	Collector	3
43	Lobster Creek Rd	N Bank Rogue River Rd	Agness Rd	Rural				55	14-16	<400	<4'	No lanes	Collector	2
44	Nesika Beach Rd	US 101	Gun Club Rd	Rural			11'	55	14-16	400-1500	<4'	1 thru/direction	Collector	3
45	Nesika Beach Rd	US 101	Gun Club Rd	Rural				40	14-6	<400	<4'			3
46	Ophir Rd	US 101	Euchre Creek Rd	Rural			11'	45	14-16	<400	<4'	1 thru/direction	Collector	2
47	Euchre Creek Rd	Ophir Rd	MP 3 (Forest Road)	Rural			12'	55	14-16	<400	<4'	1 thru/direction	Collector	2
49	Elk River Rd	US 101	Wagner Ln	Rural			12'	45	14-6	400-1500	<4'		Collector	3
50	Elk River Rd	Wagner Ln	Haiku Ln (MP 5.5)	Rural			12'	45	14-6	<400	<4'		Collector	2
51	Elk River Rd/NF 5325	Haiku Ln (MP 5.5)	County Boundary (Coos)	Rural				45	14-16	<400	<4'	No lanes	Collector	2
52	Sixes River Rd	US 101	NF-4600	Rural			12'	55	14-16	<400	<4'	1 thru/direction	Collector	2
53	Airport Rd	US 101	The Airport	Rural			12'	45	14-16	<400	<4'	1 thru/direction	Collector	2
54	Floras Lake Loop Rd	US 101 S	Us 101 N	Rural			12'	45	14-16	<400	<4'	1 thru/direction	Collector	2
55	Floras Lake Rd	Floras Lake Loop Rd	Lakes End Dr	Rural			11'	45	14-16	<400	<4'	1 thru/direction	Collector	2
56	Floras Creek Rd	US 101	Allen Canyon Loop	Rural			12'	55	14-16	400-1500	<4'	1 thru/direction	Collector	3
57	Floras Creek Rd	Allen Canyon Loop	S Fork Flores Creek Rd	Rural			12'	55	14-16	<400	<4'	No lanes	Collector	2
58	Langlois Mountain Rd	US 101	Bethel Creek Rd	Rural			11'	45	14-16	<400	<4'	1 thru/direction	Collector	2
59	Pedrioli Dr	Western Terminus	Ocean View Dr	Urban	No		11'	25	14-5	<400	<4'	1 thru/direction	Collector	2
60	Pedrioli Dr	Ocean View Dr	US 101	Rural			11'	35	14-6	750-1500	<4'	1 thru/direction	Collector	3
61	W Hoffeldt Ln	W Hoffeldt Ln	US 101	Urban	No		11'	25	14-5	1500-3000	<4'	1 thru/direction	Collector	3
62	W Hoffeldt Ln	South of Titus Ln	W Hoffeldt Ln	Urban	No		11'	25	14-5	<400	<4'	1 thru/direction	Collector	2
62	Old County Rd	Pacific Terrace Loop	UGB	Urban	No		11'	35	14-6	<400	<4'	No lanes	Collector	3
63	Old County Rd	UGB	Eastern Terminus	Rural			11'	35	14-6	<400	<4'	No lanes	Collector	3
64	Parkview Dr	Vistra Ridge Dr	Eastern Terminus	Urban	No		11'	25	14-5	<400	<4'	1 thru/direction	Collector	2
65	Rainbow Rock Rd	Carpenterville Hwy	Aqua Vista Ln	Urban	No		11'	45	14-6	750-1500	<4'	1 thru/direction	Collector	4
66	Rainbow Rock Rd	Aqua Vista Ln	Carpenterville Hwy	Rural			11'	45	14-16	<400	<4'	1 thru/direction	Collector	2
67	Grizzly Mountain Rd	UGB	Eastern Terminus	Rural			11'	35	14-6	<400	<4'	No lanes	Collector	2
68	Wedderburn Loop	US 101	Doyle Point Rd	Urban	No			30	14-5	<400	4'-6'			2
69	Wedderburn Loop	Doyle Point Rd	Old Coast Hwy	Urban	No			30	14-5	<400	<4'			2
70	Old Coast Hwy	Wedderburn Loop	US 101	Rural				45	14-16	<400	<4'		Collector	2
71	China Mountain Rd	UGB	US 101	Rural				45	14-16	<400	<4'		Collector	2
72	Cemetery Loop Rd	US 101	US 101	Urban	No			35	14-6	<400	<4'		Collector	2
73	Vista Dr	Gold Run Rd	Old Mill Rd	Urban	No			35	14-6	<400	<4'		Collector	2
74	Grassy Knob Rd	US 101	Eastern Terminus	Rural				45	14-16	<400	<4'		Collector	2

ATTACHMENT F – PEDESTRIAN QUALITATIVE MULTIMODAL ASSESSMENT WORKSHEETS

Segment #	Street	From	To	Outside Travel Lane Width		Bike Lane/Shoulder Width		Presence of Buffer		Sidewalk/Path Presence		Lighting		Travel Lanes and Vehicle Speed		Average Score	PedQMA	
				Width (Feet)	Score	Width (Feet)	Score	Width (Feet)	Score	Type	Score	Type	Score	# of Lanes	Posted Speed			Score
1	Winchuck River Rd	US 101	Mp 7.0	12	3	<2	1	0	1	No Sidewalk	1	Sparse Lighting	2	2lanes	40+	1	1.5	Poor
2	Winchuck River Rd	MP 7.0	Wheeler Creek Rd	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
3	Oceanview Dr	Winchuck River Rd	Seagull Ln	11	2	4 to 6	3	0	1	Paved Shoulder	2	Sparse Lighting	2	2lanes	40+	1	1.8	Poor
4	Oceanview Dr	Seagull Ln	Benham Ln	11	2	<2	1	0	1	No Sidewalk	1	Sparse Lighting	2	2lanes	35	2	1.5	Poor
5	W Benham Ln	Oceanview Dr	Olsen Ln	12	3	4 to 6	3	0	1	Sidewalk	3	Sparse Lighting	2	2lanes	30	3	2.5	Fair
6	W Benham Ln	Olsen Ln	US 101	12	3	4 to 6	3	0	1	Sidewalk	3	Sparse Lighting	2	2lanes	30	3	2.5	Fair
7	5 Bank Chetco River Rd	HWY 009	S Bank Chetco Underpass	12	3	>6	4	0	1	Sidewalk	3	Sparse Lighting	2	2lanes	35	2	2.5	Fair
8	5 Bank Chetco River Rd	S Bank Chetco Underpass	Payne Road	12	3	>6	4	0	1	Sidewalk	3	No lighting	1	2lanes	40+	1	2.2	Fair
9	5 Bank Chetco River Rd	Payne Road	MP 4.0	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
10	5 Bank Chetco River Rd	MP 4.0	MP Emily Trail	10	1	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.0	Poor
11	Lower Harbor Rd	Benham Ln	US 101	12	3	4 to 6	3	0	1	Paved Shoulder	2	Sparse Lighting	2	2lanes	30	3	2.3	Fair
12	Shopping Center Ave	W Hoffeldt Ln	Lower Harbor Rd	12	3	4 to 6	3	0	1	Sidewalk	3	Sparse Lighting	2	2lanes	35	2	2.3	Fair
13	N Bank Chetco River Rd	Old County Road	MP 5.0	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
14	N Bank Chetco River Rd	MP 5.0	Gardner Ridge Rd	11	2	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
15	N Bank Chetco River Rd	MP 17.5	MP 17.5	11	2	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
16	Gardner Ridge Rd	N Bank Chetco River Rd	MP 17.0	11	2	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
17	Cape Ferrello Rd	US 101	Sundown Rd	12	3	<2	1	0	1	No Sidewalk	1	NA	2lanes	35	2	1.6	Poor	
18	Cape Ferrello Rd	Sundown Rd	HWY 255	12	3	<2	1	0	1	No Sidewalk	1	NA	2lanes	35	2	1.6	Poor	
19	Pistol River Loop	HWY 255	HWY 255 (Cape View Loop)	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
20	N Bank Pistol River Rd	Pistol River Loop	MP 8 (Forest Boundary)	11	2	<2	1	0	1	No Sidewalk	1	NA	2lanes	40+	1	1.2	Poor	
21	Hunter Creek Rd	HWY 009	Meysers Rd	12	3	<2	1	0	1	No Sidewalk	1	NA	2lanes	40+	1	1.4	Poor	
22	Hunter Creek Rd	MP 2.5	Little South Fork Rd	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
23	NR-3680	Hunter Creek Rd	Agness Rd	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
24	Jerry's Flat Rd	US 101	Eagleview DR (MP 80.0)	12	3	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	2lanes	30	3	2.2	Fair
25	Jerry's Flat Rd	Eagleview DR (MP 80.0)	UGB (MP 75.0)	12	3	2 to 4	2	0	1	No Sidewalk	1	No lighting	1	2lanes	35	2	1.7	Poor
26	Jerry's Flat Rd	UGB (MP 75.0)	Lobster Creek Rd	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	35	2	1.5	Poor
27	Agness Rd	Lobster Creek Rd	Galice Creek Rd	11	2	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
28	Agness Rd	Galice Creek Rd	County Boundary (Coos)	11	2	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
29	Oak Flat Rd	Agness Rd	campground road (MP 3)	10	1	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
30	Galice Creek Rd	Agness Rd	County Boundary (Josephine)	11	2	<2	1	0	1	No Sidewalk	1	NA	2lanes	40+	1	1.0	Poor	
31	N Bank Rogue River Rd	US 101	Krysten Ln	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
32	N Bank Rogue River Rd	Krysten Ln	Lobster Creek Rd	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
33	Cedar Valley Rd	N Bank Rogue River Rd	Ophir Rd	12	3	<2	1	0	1	No Sidewalk	1	NA	2lanes	40+	1	1.4	Poor	
34	Edson Creek Rd	N Bank Rogue River Rd	US 101	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
35	Lobster Creek Rd	N Bank Rogue River Rd	Agness Rd	11	2	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
36	Nesika Beach Rd	US 101	US 101	11	2	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
37	Ophir Rd	US 101	Euchre Creek Rd	11	2	<2	1	0	1	No Sidewalk	1	NA	2lanes	40+	1	1.2	Poor	
38	Euchre Creek Rd	Ophir Rd	MP 3 (Forest Road)	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
39	Paradise Point Rd	US 101	Paradise Point State Park	11	2	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
40	HW 251 (Port Orford HWY)	9th Street	Coast Guard Hill Rd	10	1	<2	1	2-4	3	Sidewalk	3	No lighting	1	2lanes	25	4	2.2	Fair
41	Elk River Rd	US 101	Wagner Ln	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
42	Elk River Rd	Wagner Ln	Haiku Ln (MP 5.5)	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
43	Elk River Rd/NF 5325	Haiku Ln (MP 5.5)	County Boundary (Coos)	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
44	Cape Blanco	Cape Blanco Hwy	MP 3	11	2	<2	1	0	1	No Sidewalk	1	NA	2lanes	40+	1	1.2	Poor	
45	Sixes River Rd	US 101	NF-4600	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
46	Airport Rd	US 101	The Airport	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.4	Poor
47	Floras Lake Loop Rd	US 101 S	US 101 N	12	3	<2	1	0	1	No Sidewalk	1	Sparse Lighting	2	2lanes	40+	1	1.6	Poor
48	Floras Lake Rd	Floras Lake Loop Rd	Lakes End Dr	11	2	<2	1	0	1	No Sidewalk	1	NA	2lanes	40+	1	1.2	Poor	
49	Floras Creek Rd	US 101	Allen Canyon Loop	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
50	Floras Creek Rd	Allen Canyon Loop	S Fork Flores Creek Rd	12	3	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.3	Poor
51	Langlois Mountain Rd	US 101	Bethel Creek Rd	11	2	<2	1	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.2	Poor
52	US 101	CA border	Itzen Dr	12	3	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.0	Fair
53	US 101	Itzen Dr	Freeman Mt Ln	12+	4	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.2	Fair
54	US 101	Freeman Mt Ln	Raymond Ln	12	3	>6	4	0	1	Paved Shoulder	2	Sparse Lighting	2	>2lanes	40+	1	2.2	Fair
55	US 101	Raymond Ln	Benham Ln	12	3	>6	4	0	1	Paved Shoulder	2	Sparse Lighting	2	>2lanes	40+	1	2.2	Fair
56	US 101	Benham Ln	N Bank Chetco River Rd	12	3	>6	4	0	1	Paved Shoulder	2	Sparse Lighting	4	>2lanes	40+	1	2.3	Fair
57	US 101	N Bank Chetco River Rd	Oak St	12	3	>6	4	0	1	Sidewalk	3	Typical Lighting	3	>2lanes	35	2	2.7	Fair
58	US 101	Oak St	Wharf St (Center St)	11	2	>6	4	2-4	3	Sidewalk	3	Typical Lighting	3	>2lanes	25	4	3.2	Good
59	US 101	Wharf St	Pacific Ave	12+	4	4 to 6	3	2-4	3	Sidewalk	3	Typical Lighting	3	>2lanes	35	2	3.0	Good
60	US 101	Pacific Ave	5th St	12	3	4 to 6	3	2-4	3	Sidewalk	3	Typical Lighting	3	>2lanes	35	2	2.8	Fair
61	US 101	5th St	Easy St	12	3	4 to 6	3	0	1	Sidewalk	3	Typical Lighting	3	>2lanes	35	2	2.5	Fair
62	US 101	Easy St	Parkview Dr	12	3	4 to 6	3	0	1	Sidewalk	3	Sparse Lighting	2	2lanes	35	2	2.3	Fair
63	US 101	Parkview Dr	north of Harris Park	12+	4	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.2	Fair
64	US 101	north of Harris Park	north of OR 255	12	3	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.0	Fair
65	US 101	south of OR 255	Longacre Lp	12+	4	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.2	Fair
66	US 101	Longacre Lp	south of House Rock Rd	12	3	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	>2lanes	40+	1	1.8	Poor
67	US 101	south of House Rock Rd	Cape Ferrello Rd	11	2	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	>2lanes	40+	1	1.7	Poor
68	US 101	Cape Ferrello Rd	McDonald Rd	12	3	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	>2lanes	40+	1	1.8	Poor
69	US 101	McDonald Rd	1.5Miles N of Wilderness Road (turns to t	12	3	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.0	Fair
70	US 101	1.5Miles N of Wilderness Road (turns to t	1 Mack Conn. (OR 255)	12	3	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	>2lanes	40+	1	1.8	Poor
71	US 101	OR 255	Birdies Ln	11	2	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	1.8	Poor
72	US 101	Birdies Ln	Meysers Creek Conn. (OR 255)	12	3	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.0	Fair
73	US 101	Meysers Creek Conn. (OR 255)	north of Meysers Creek Conn. (OR 255)	12+	4	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.0	Fair
74	US 101	north of Meysers Creek Conn. (OR 255)	Herman Ln	12	3	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	>2lanes	40+	1	1.8	Poor
75	US 101	Herman Ln	Bellview Ln	12+	4	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	>2lanes	40+	1	2.0	Fair
76	US 101	Bellview Ln	Kissing Rock Rd	12	3	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	>2lanes	40+	1	1.8	Poor
77	US 101	Kissing Rock Rd	Hunter Creek Conn.	12+	4	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	>2lanes	40+	1	2.0	Fair
78	US 101	Hunter Creek rd	Kerber Dr	12	3	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.0	Fair
79	US 101	Kerber Dr	Weber Way	12	3	<2	1	0	1	Sidewalk	3	Typical Lighting	3	>2lanes	30	3	2.3	Fair
80	US 101	Weber Way	Moore St	12+	4	<2	1	0	1	Sidewalk	3	Typical Lighting	3	>2lanes	30	3	2.5	Fair
81	US 101	Moore St	Jerry's Flat Rd	12	3	<2	1	0	1	Sidewalk	3	Typical Lighting	3	>2lanes	30	3	2.3	Fair
82	US 101	Jerry's Flat Rd	Wedderburn Loop Rd	12+	4	4 to 6	3	0	1	Sidewalk	3	No lighting	1	>2lanes	40+	1	2.2	Fair
83	US 101	Wedderburn Loop Rd	Ophir Rd	12	3	>6	4	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	2.0	Fair
84	US 101	Ophir Rd	1mile south of Humburg State Park Entran	12	3	4 to 6	3	0	1	Paved Shoulder	2	No lighting	1	2lanes	40+	1	1.8	Poor
85	US 101	1mile south of Humburg State Park Entran	north of Humburg Mt Front Rd	12	3	2 to 4	2	0	1	No Sidewalk	1	No lighting	1	2lanes	40+	1	1.5	Poor
86	US 101	north of Humburg Mt Front Rd	0.5m NW of Humburg State park entrance	11	2	2 to 4	2											

ATTACHMENT G – TRANSIT QUALITATIVE MULTIMODAL ASSESSMENT WORKSHEETS

Frequency and On-Time Reliability

Route	Time	Excellent	Good	Fair	Poor
		<15 mins	15-30 mins	30-60 mins	60+ mins
CPT	AM Peak				1
CPT	Midday				1
CPT	PM peak				1
SouthWEST Point	Mid-Day				1

Schedule Speed & Travel Time

Route	Time	Excellent	Good	Fair	Poor
		<20% slower than driving	20-40% slower than driving	40-60% slower than driving	>60% slower than driving
CPT	AM Peak		3		
CPT	Mid-Day		3		
CPT	PM peak		3		
SouthWEST Point	Mid-Day	4			

Transit Stop Amenities

Route	Stop	Excellent	Good	Fair	Poor
		Shelter	Bench	Sign with waiting area	Sign with no waiting area and/or no sign
CPT	Harbor (Chevron)				1
CPT	Harbor (Umpqua Bank)				1
CPT	Brookings (5th St/Bankus Park)	4			
CPT	Gold Beach (Ray's)	4			
CPT	Port Orford (Ray's)	4			
CPT	Langlois Public Library (Flag Stop)				1
CPT	Langlois Store (Flag Stop)				1
SouthWEST Point	Brookings (5th St/Bankus Park)	4			

Connecting to Pedestrian & Bicycle Network

Route	Stop	Column3	Column4	Column5	Column6
		Excellent	Good	Fair	Poor
		Bike lanes, sidewalks, or shoulders and crossing	Bike lanes, sidewalks, or shoulders, no crossing	Narrow bike lanes, sidewalks, or shoulders, no crossing	No sidewalks/bike lanes/ shoulders or crossing
CPT	Harbor (Chevron)			2	
CPT	Harbor (Umpqua Bank)			2	
CPT	Brookings (5th St/Bankus Park)	4			
CPT	Gold Beach (Ray's)			2	
CPT	Port Orford (Ray's)			2	
CPT	Langlois Public Library (Flag Stop)				1
CPT	Langlois Store (Flag Stop)				1
SouthWEST Point	Brookings (5th St/Bankus Park)	4			

Total Score

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8
Route	Time	Frequency and On-Time Reliability	Schedule Speed & Travel Time	Transit Stop Amenities	Connecting to Pedestrian & Bicycle Network	Average	Rating
CPT	AM Peak	1.000	3.000	2.286	2.00	2.07	Fair
CPT	Mid-Day	1.000	3.000	2.286	2.00	2.07	Fair
CPT	PM peak	1.000	3.000	2.286	2.00	2.07	Fair
SouthWEST Point	Mid-Day	1.000	4.000	4.000	4.00	3.25	Good
						2.37	Fair