

US 101 Corridor Plan Deficiency Matrix

The matrix below summarizes the deficiencies identified in the existing and future conditions analyses for the US 101 Corridor Plan. Deficiencies were determined for locations where the existing or future conditions do not meet a standard or are not consistent with the goals and objectives established for the plan. The numbered goals and objectives shown in the table correspond to the following list:

Goal I: Improve Transportation Safety

- Objective 1: Reduce crashes
- Objective 2: Improve roadway geometrics
- Objective 3: Provide adequate bicycle, pedestrian, and transit facilities

Goal II: Maintain Traffic Operations

- Objective 1: Reduce traffic conflicts
- Objective 2: Maintain mobility
- Objective 3: Improve access conditions

Location	No.	Mile Post(s)	Deficiency					
			Description	Type ¹	Goal/Objective/Standard Not Met			
					Goal	Objective	Standard	Time Frame
Segment 1 Chetco River Bridge to Zimmerman Lane M.P. 358.02 – 358.57								
Chetco River Bridge to Zimmerman Ln.	1	358.02 – 358.57	1. Crash rate 2. Lack of lighting 3. Lack of continuous sidewalks 4. Vehicle level-of-service	S S, BP BP M	1 1 1 2	1 1, 3 1, 3 2	Exceeds statewide average crash rate ² N/A N/A Exceeds mobility target ³	Current Current Current 2030
Lower Harbor Rd./South Bank Chetco River Rd.	2	358.13	1. Crash rate 2. Steep approach grade, skewed intersection angle 3. Vehicle level-of-service	S G M	1 1 2	1 2 2	Exceeds intersection critical crash rate Approach grade and intersection angle standards ⁴ Exceeds mobility target	Current Current 2034
Sunshine Cove Ln.	3	358.39	1. Lack of southbound left-turn lane 2. Skewed intersection angle	O G	2 1	1 2	Meets volume criterion ⁵ for turn lane Intersection angle standard	Current Current
South Coast Center	4	358.43	1. Lack of bus shelter 2. Lack of ADA sidewalk ramp	T BP	1 1	3 1,3	N/A ADA standard for connectivity	Current Current
Court St.	5	358.45	1. Lack of northbound right turn lane, southbound left turn lane 2. Skewed intersection angle	O G	2 1	1 2	Meets volume criterion for turn lane Exceeds intersection angle standard	Current Current

¹ Deficiency type includes: M = Mobility, O = Traffic Operations, S = Safety, G = Geometrics, T = Public Transportation, BP = Bicycle/Pedestrian

² Oregon Department of Transportation, Statewide Highway Crash Rate Tables, (2011).

³ Targets for maximum volume/capacity ratios established in Oregon Highway Plan Policy 1F Revisions, adopted by Oregon Transportation Commission on December 21, 2011.

⁴ AASHTO, A Policy on the Geometric Design of Highways and Streets, (2011).

⁵ Oregon Department of Transportation, Analysis Procedures Manual, (2006).

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			Description	Type ¹	Goal/Objective/Standard Not Met			
					Goal	Objective	Standard	Time Frame
North of Hall Way	6	358.52	Lack of ADA sidewalk ramp	BP	1	1,3	ADA standard for connectivity	Current
Hall Way	7	358.52	1. Lack of southbound left turn lane 2. Steep approach grade	O G	2 1	1 2	Meets volume criterion for turn lane Approach grade standard	Current Current
Zimmerman Ln.	8	358.57	1. Lack of lighting 2. Only one curb ramp 3. Vehicle level-of-service	S, BP BP M	1 1 2	1,3 1,3 2	N/A ADA standard requiring curb ramp on both sides of corner Exceeds mobility target	Current Current 2030
Segment 2 Zimmerman Lane to Hoffeldt Lane M.P. 358.57 – 358.76								
Zimmerman Ln. to Hoffeldt Ln.	9	358.57 – 358.76	1. Crash rate 2. Lack of lighting 3. Lack of continuous sidewalks 4. Vehicle level-of-service	S S, BP BP M	1 1 1 2	1 1, 3 1, 3 2	Exceeds statewide average crash rate N/A N/A Exceeds mobility target	Current Current Current 2030
Hoffeldt Ln.	10	358.76	1. Lack of lighting 2. Skewed intersection angle 3. Only one curb ramp	S, BP G BP	1 1 1	1,3 2 1,3	N/A Intersection angle standard ADA standard requiring curb ramp on both sides of corner	Current Current Current
Segment 3 Hoffeldt Lane to Benham Lane M.P. 358.76 – 359.32								
Hoffeldt Ln. to Benham Ln.	11	358.76 – 359.32	1. Crash rate 2. Lack of lighting 3. Lack of continuous sidewalks 4. Vehicle level-of-service	S S, BP BP M	1 1 1 2	1 1, 3 1, 3 2	Exceeds statewide average crash rate N/A N/A Exceeds mobility target	Current Current Current 2030
Chetco RV Park Dwy.	12	358.97	Lack of southbound left turn lane	O	2	1	Meets volume criterion for turn lane	Current
Benham Ln.	13	359.32	1. Crash rate 2. Lack of lighting 3. Skewed intersection angle 4. Only one curb ramp 5. Vehicle level-of-service	S S, BP G BP M	1 1 1 1 2	1 1,3 2 1,3 2	Exceeds intersection critical crash rate N/A Intersection angle standard ADA standard requiring curb ramp on both sides of corner Exceeds mobility target	Current Current Current Current 2030

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			Description	Type ⁶	Goal/Objective/Standard Not Met			
					Goal	Objective	Standard	Time Frame
Segment 4 Benham Lane to Raymond Lane M.P. 359.32 – 359.94								
Pedrioli Dr. to Raymond Ln.	14	359.56 – 359.94	Narrow shoulders for bikes	BP	1	1,3	Guideline for shoulder bikeway width ⁷	Current
Pedrioli Dr.	15	359.56	Lack of southbound right turn lane	O	2	1	Meets volume criterion for turn lane	Current
Raymond Ln.	16	359.94	Narrow intersection approach width	G	1	2	Approach width standard ⁸	Current
Segment 5 Raymond Lane to McVay Lane M.P. 359.94 – 361.16								
Raymond Ln to McVay Ln. (north)	17	359.94 – 361.16	1. Lack of two-way center turn lane	O	1	1,2	N/A	Current
			2. Crash rate	S	2	1,3		Current
Museum Rd. (north)	18	360.48	Skewed intersection angle	G	1	2	Exceeds statewide average crash rate	Current
Museum Rd. (south)	19	360.85	Skewed intersection angle	G	1	2	Intersection angle standard	Current
McVay Ln. (north)	20	361.16	Skewed intersection angle	G	1	2	Intersection angle standard	Current
Segment 6 McVay Lane to Oregon-California Border M.P. 361.16 – 363.11								
McVay Ln. (north) to OR/CA Border	21	361.16 – 363.11	Lack of two-way center turn lane	O	1	1,2	N/A	Current
					2	1,3		
McVay Ln. (south)	22	361.52	Lack of southbound left turn lane	O	2	1,2	Meets volume criterion for turn lane	Current
Freeman Ln.	23	362.10	1. Lack of northbound left turn lane	O	2	1,2	Meets volume criterion for turn lane	Current
			2. Narrow intersection approach width	G	1	2	Approach width standard	Current
Ocean View Dr./ Winchuck River Rd.	24	362.22	Skewed intersection angle	G	1	2	Intersection angle standard	Current
State Line Rd.	25	362.95	1. Crash rate	S	1	1	Exceeds intersection critical crash rate	Current
			2. Lack of lighting	S, BP	1	1,3	N/A	Current
			3. Restricted sight distance	G	1	2	Intersection sight distance standard ⁹	Current

⁶ Deficiency type includes: M = Mobility, O = Traffic Operations, S = Safety, G = Geometrics, T = Public Transportation, BP = Bicycle/Pedestrian

⁷ Oregon Department of Transportation, Oregon Bicycle and Pedestrian Design Guide, (2011).

⁸ AASHTO, *A Policy on the Geometric Design of Highways and Streets*, (2011).

⁹ AASHTO, *A Policy on the Geometric Design of Highways and Streets*, (2011).