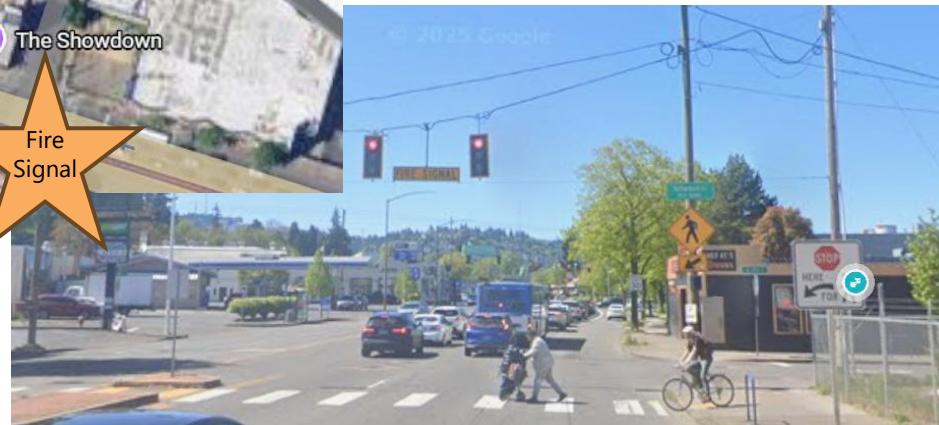


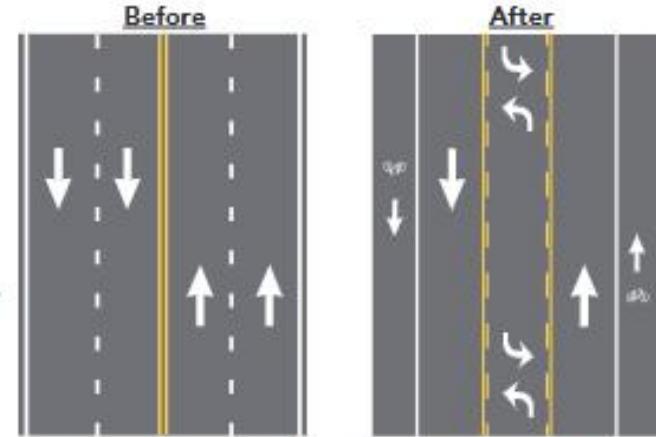
# **Background on the Gold Beach U.S. 101 Community Connections Plan & Draft Alternatives**

# Emergency Response Case Studies

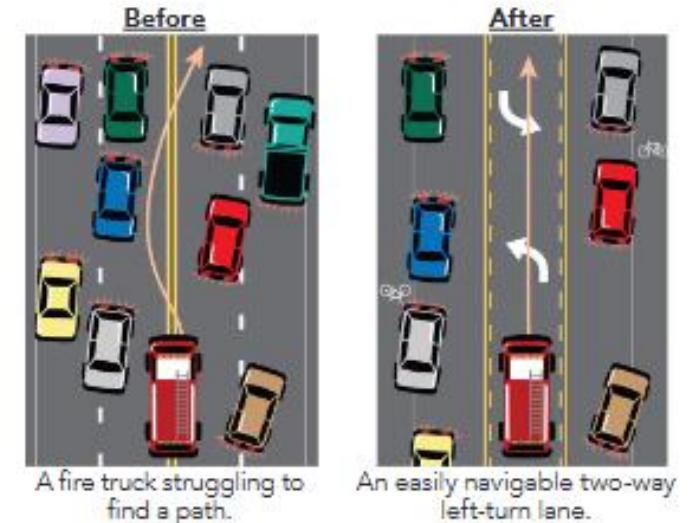
## Emergency Traffic Signals



## Center Turn Lane



Two travel lanes are removed to reallocate space for a TWLWL and bicycle lanes.



A fire truck struggling to find a path.

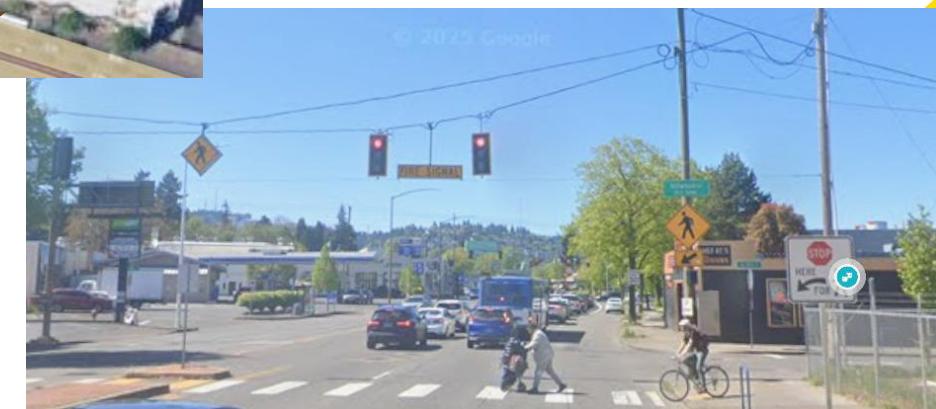
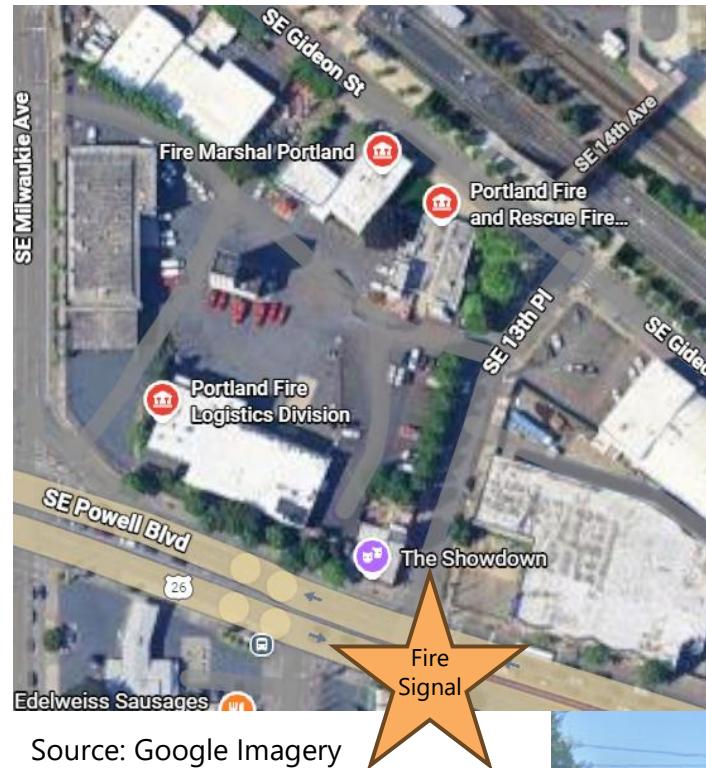
An easily navigable two-way left-turn lane.

Source: USDOT

Both of these features require further analysis and approval before being implemented on an ODOT facility.

# Emergency Response Case Studies

- Emergency Traffic Signal
  - Special traffic control that assigns right-of-way to an authorized emergency vehicle
  - In this example, the signal on US-26 turns red to provide safe entry of emergency vehicles from SE 13<sup>th</sup> Place onto US-26



# Emergency Response Case Studies

- Four-to-Three Lane Conversion
  - North Main Street – Ashland, OR

**Before**



**After**



# Intelligent Transportation Systems Signal Timing

- U.S. 101 / Moore Street and U.S. 101 / 6<sup>th</sup> Street are approximately 0.5 miles apart.
  - MUTCD states that “traffic control signals within 0.5 miles of one another along a major route ... should be coordinated.”
- This indicates that there is opportunity to coordinate signals to improve traffic progression throughout the corridor.

# Gold Beach U.S. 101 Community Connections Plan: Vision and Goals

## ***Corridor Vision Statement***

*The U.S. 101 corridor through Gold Beach is a vibrant and accessible route that balances the needs of residents, visitors, emergency services, and businesses and supports the city's evolving economy. It promotes safe and comfortable walking, biking, rolling, and driving with features designed to calm traffic and reduce speeds. The corridor also serves essential motor vehicle and freight mobility. By providing convenient access to key destinations, the corridor fosters economic growth, reduces environmental impact, and meets recreational needs for all who live, work, and visit Gold Beach.*

### **GOAL #1:**

#### *Safety*

*Improve multimodal safety and comfort, enhance emergency access, and promote evacuation preparedness.*



### **GOAL #2:**

#### *Multimodal Connectivity*

*Provide an interconnected, multimodal transportation network that connects all members of the community to key destinations.*



### **GOAL #3:**

#### *Economic Development*

*Enhance economic development and vitality within the City and support a vibrant and welcoming environment.*



# Planning Considerations

## **U.S. 101 in Gold Beach is a state-owned facility.**

- Proposed changes must meet the design elements in the Highway Design Manual based on the urban context.
- The district traffic engineer's approval is required to include on-street parking or center turn lanes; they will evaluate safety and traffic circulation to make this decision.
- Major construction changes on U.S. 101 must also install pedestrian and bicycle facilities as part of the project.

## **U.S. 101 is on a State Reduction Review Route**

- If the roadway reduces the curb-to-curb width for oversized vehicles on U.S. 101, it must be reviewed and supported by the State Mobility Advisory Committee (MAC).

# Existing Conditions

## Existing Transportation System Inventory

- There are gaps in sidewalks and bicycle facilities along the corridor
- The current roadway design does not meet ODOT design standards, and will need to be updated with any major reconstruction.

## Emergency Response Needs

- Gold Beach is within the Cascadia Earthquake and Tsunami Evacuation Zone
- U.S. 101 is a critical route for evacuations and emergency response access



Source: Gold Beach Volunteer Fire Department

# Existing Conditions

## Operations Analysis

- Low traffic growth forecast (15% over 20 years)
- Meets ODOT mobility standards
- Queues do not exceed storage capacity during typical conditions, though there are instances of queues blocking emergency access at 5<sup>th</sup> Place

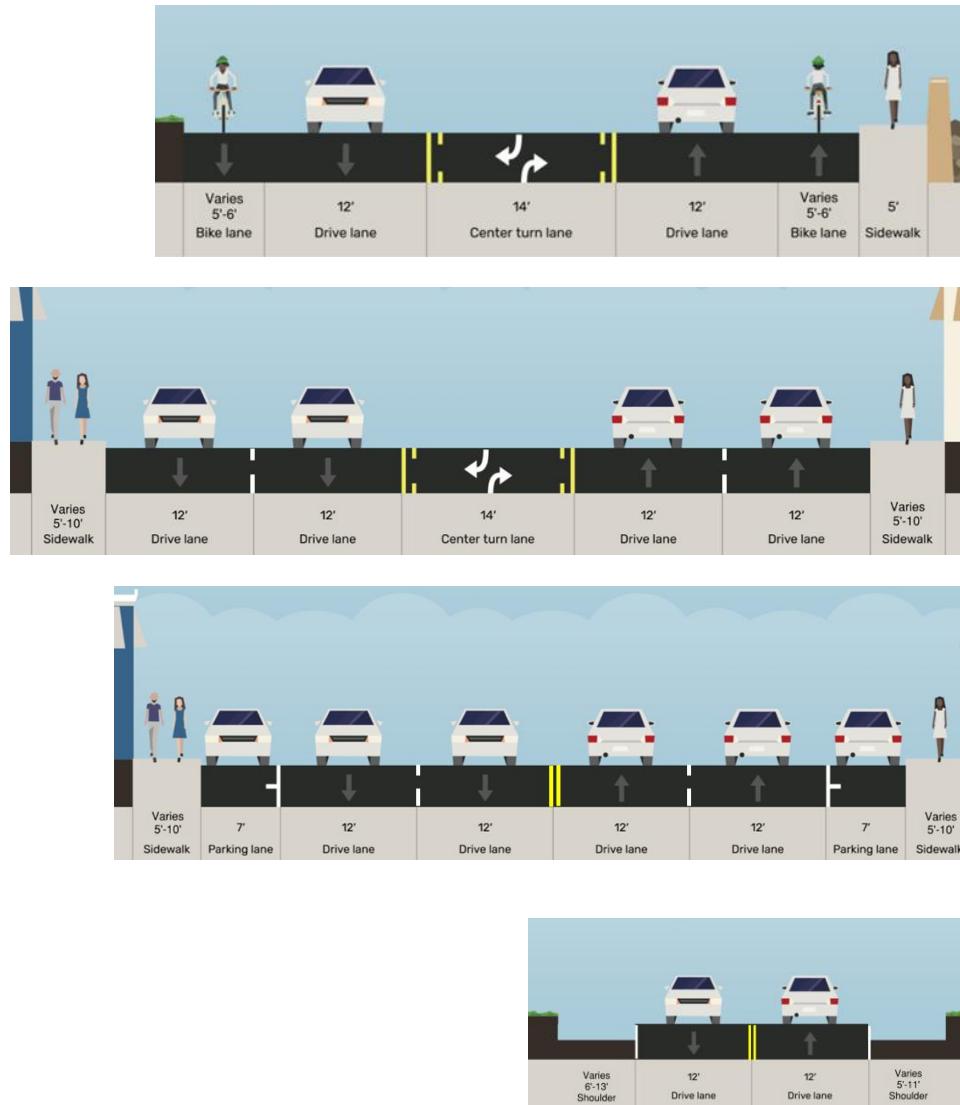
## Crash Analysis

- Crash rates are below ODOT thresholds and safety benchmarks
- No fatal injury crashes in the five-year study period
- No reported people walking or biking harmed in a crash during the five-year study period

## Multimodal Analysis

- Moderate to high BLTS and PLTS
- Committee members expressed U.S. 101 does not feel safe for most users walking or biking
- ODOT Active Transportation Needs Inventory assigns high risk factor and prioritization scores

# Existing Conditions



# Moore Street to 6th Street - 78 feet ROW

December 2025



# **Alternatives Development and Evaluation**

- Alternative 1: Five Lanes
- Alternative 2: Four Lanes
- Alternative 3: Three Lanes

# Alternative 1: Five Lanes



# Alternative 2: Four Lanes

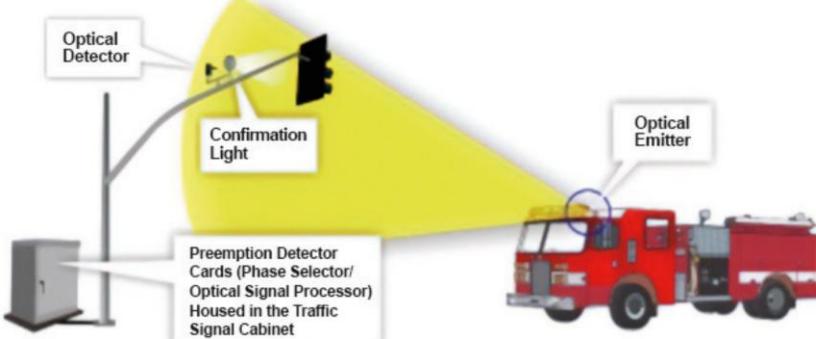


# Alternative 3: Three Lanes



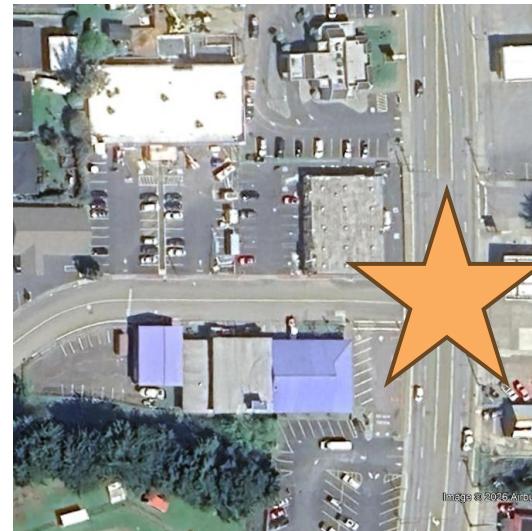
# Emergency Response Considerations

## Emergency Vehicle Preemption Systems at Existing Signals

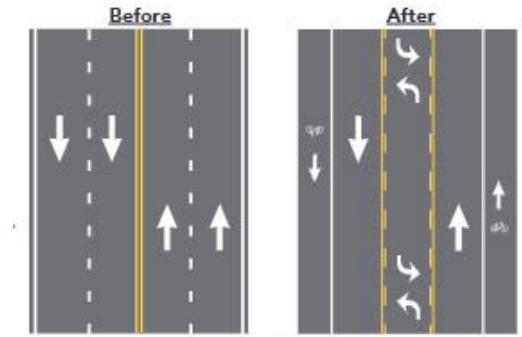


Source: USDOT

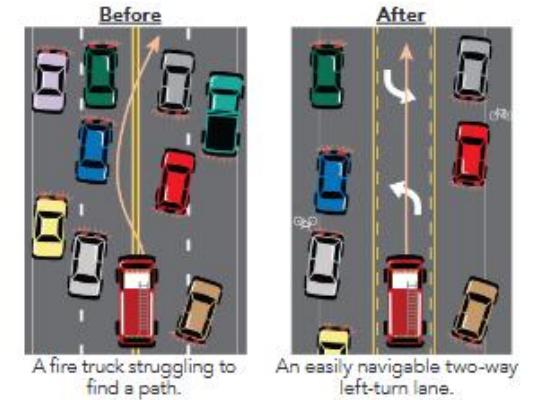
## Emergency Traffic Signal at 5<sup>th</sup> Place



## Center Turn Lane



Two travel lanes are removed to reallocate space for a TWLWL and bicycle lanes.



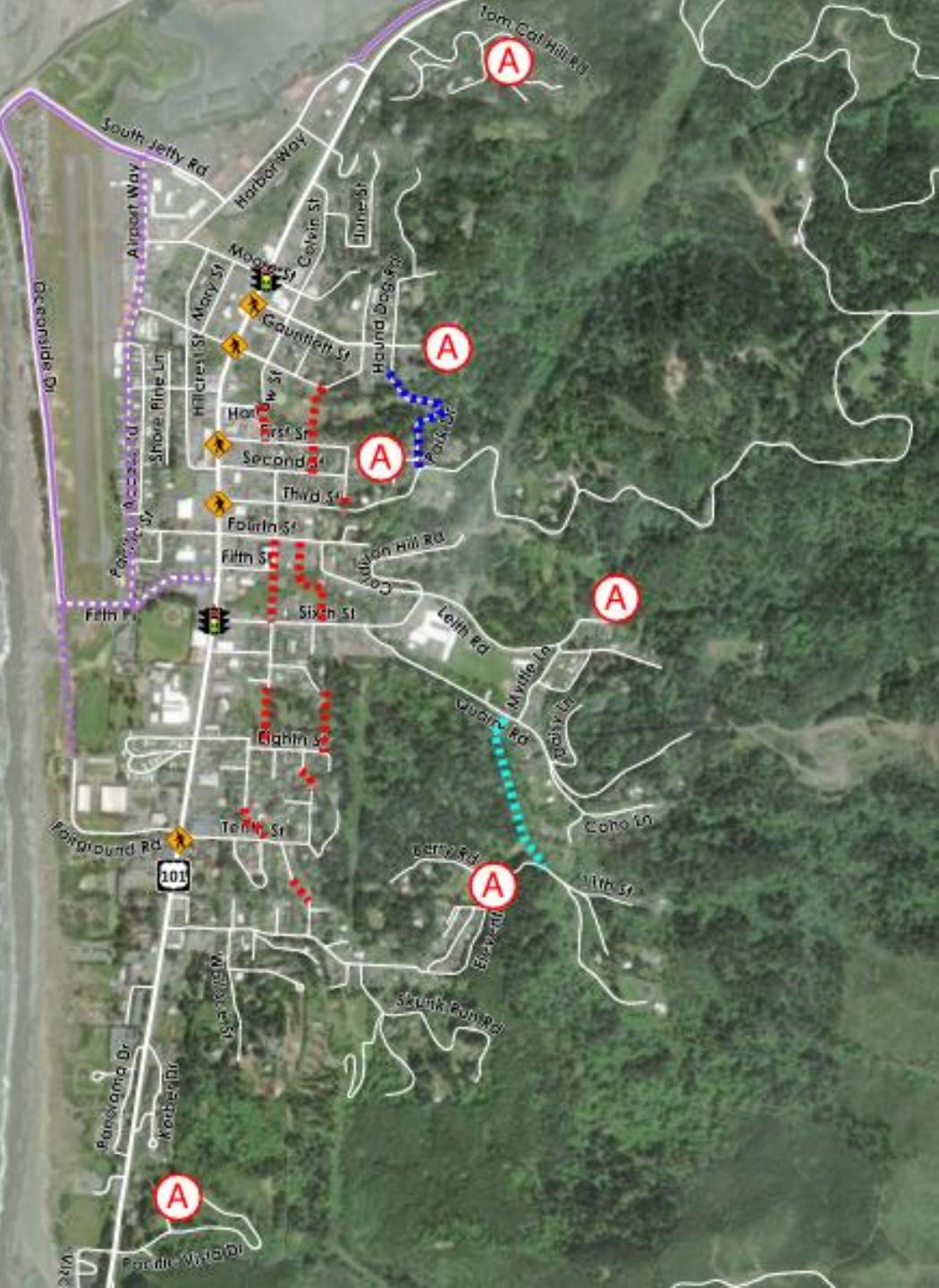
Source: USDOT

These opportunities require further analysis and approval from ODOT.

# Potential Parallel Routes

## Legend

- Existing Multi-Use Path
- Parallel Route 1 - Multi-Use Path (West of U.S. 101)
- Parallel Route 2 - Multi-Use Path Connections
- Parallel Route 3 - Widen Existing Road
- Parallel Route 4 - New Road



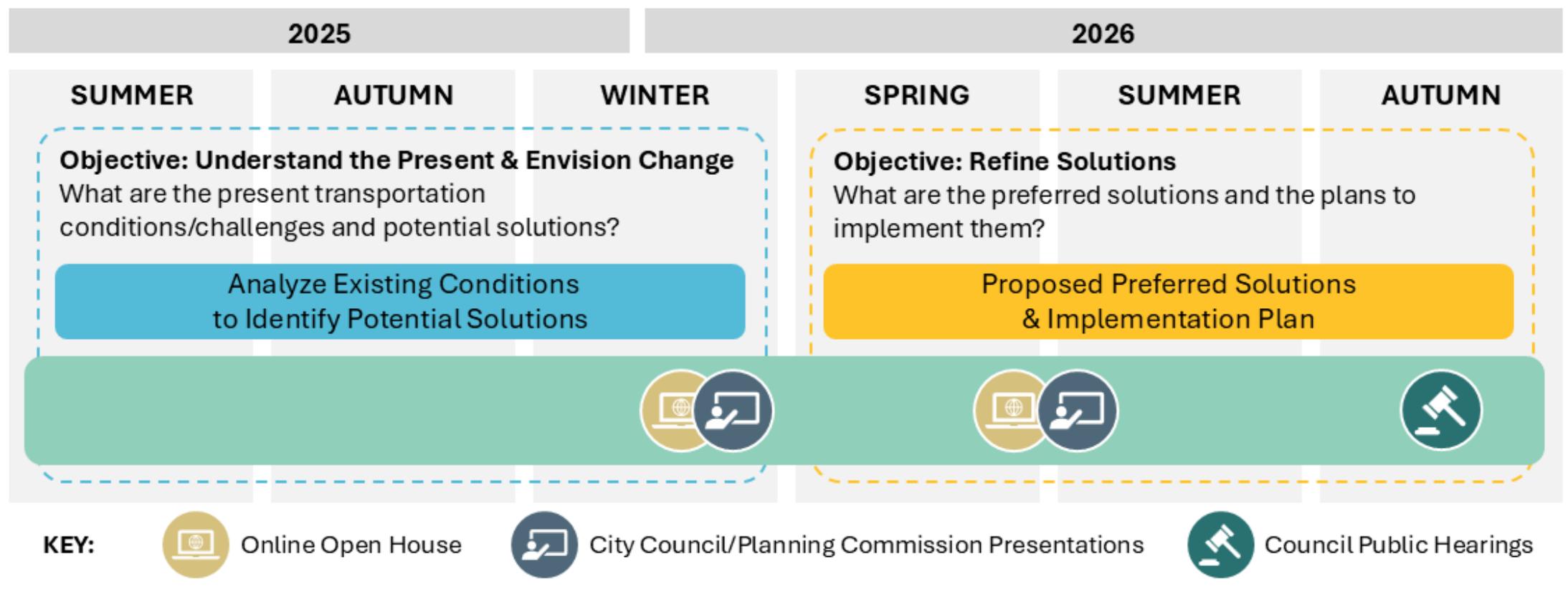
# Summary of Alternatives



\*Maintains Five Lanes at Signalized Intersections



# NEXT STEPS



# Please Fill Out the Survey!

For more information, please visit the project website:  
<https://tinyurl.com/GoldBeachProject>



To fill out the survey, please go to:  
<https://www.surveymonkey.com/r/MMY23JC>



*To stay tuned for project updates and opportunities to share your input, please sign up for the newsletter: <https://tinyurl.com/ODOTNewsletter>*



**THANK  
YOU!**