



# Gold Beach US 101 Community Connections Plan

*City Council Work Session*

*February 3, 2026*



# Agenda

- Project Overview
- Potential Alternatives
- Emergency Response Considerations
- Summary of Public Feedback
- General Discussion
- Next Steps



# 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

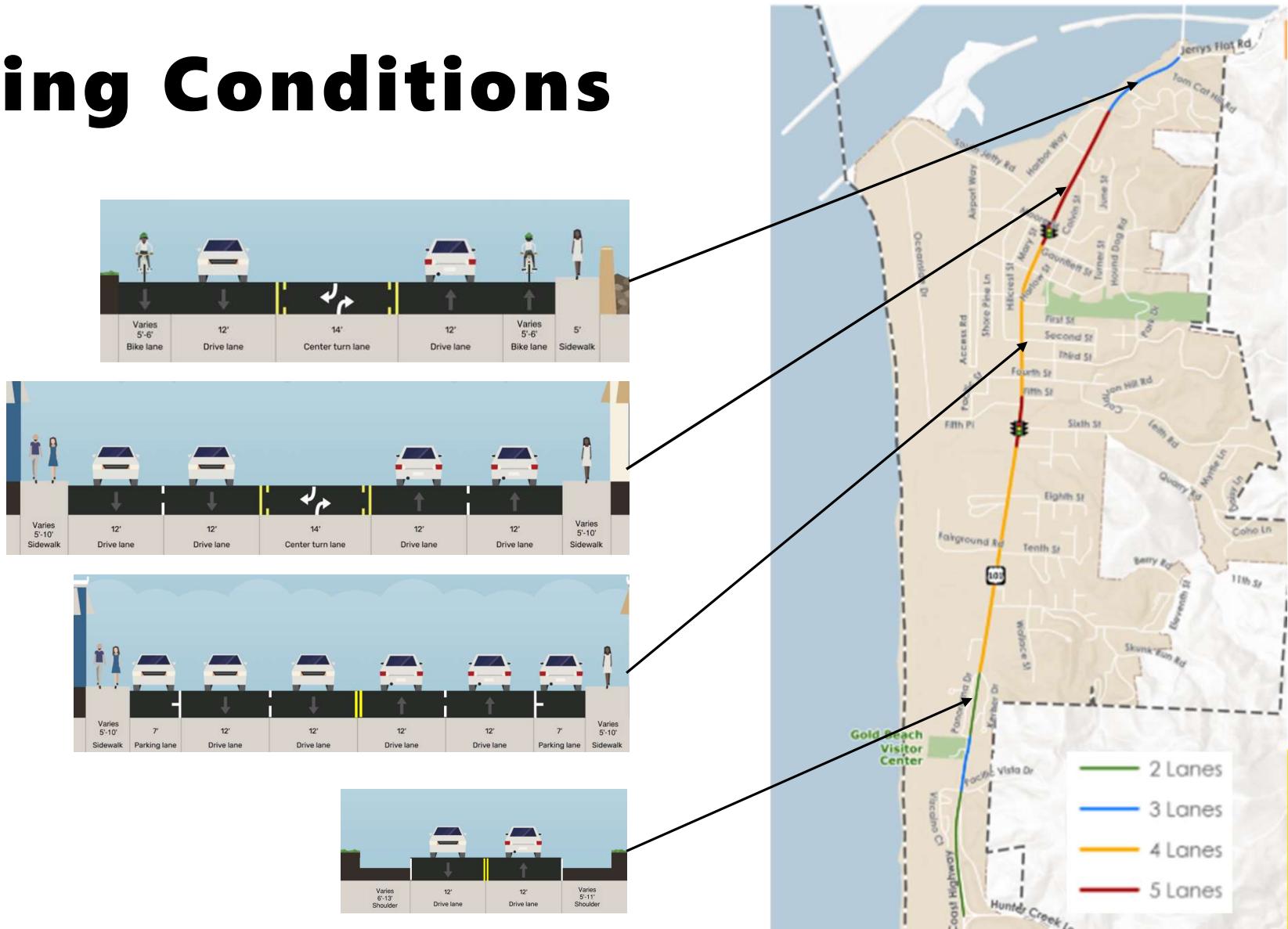
## Crash Analysis

- 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

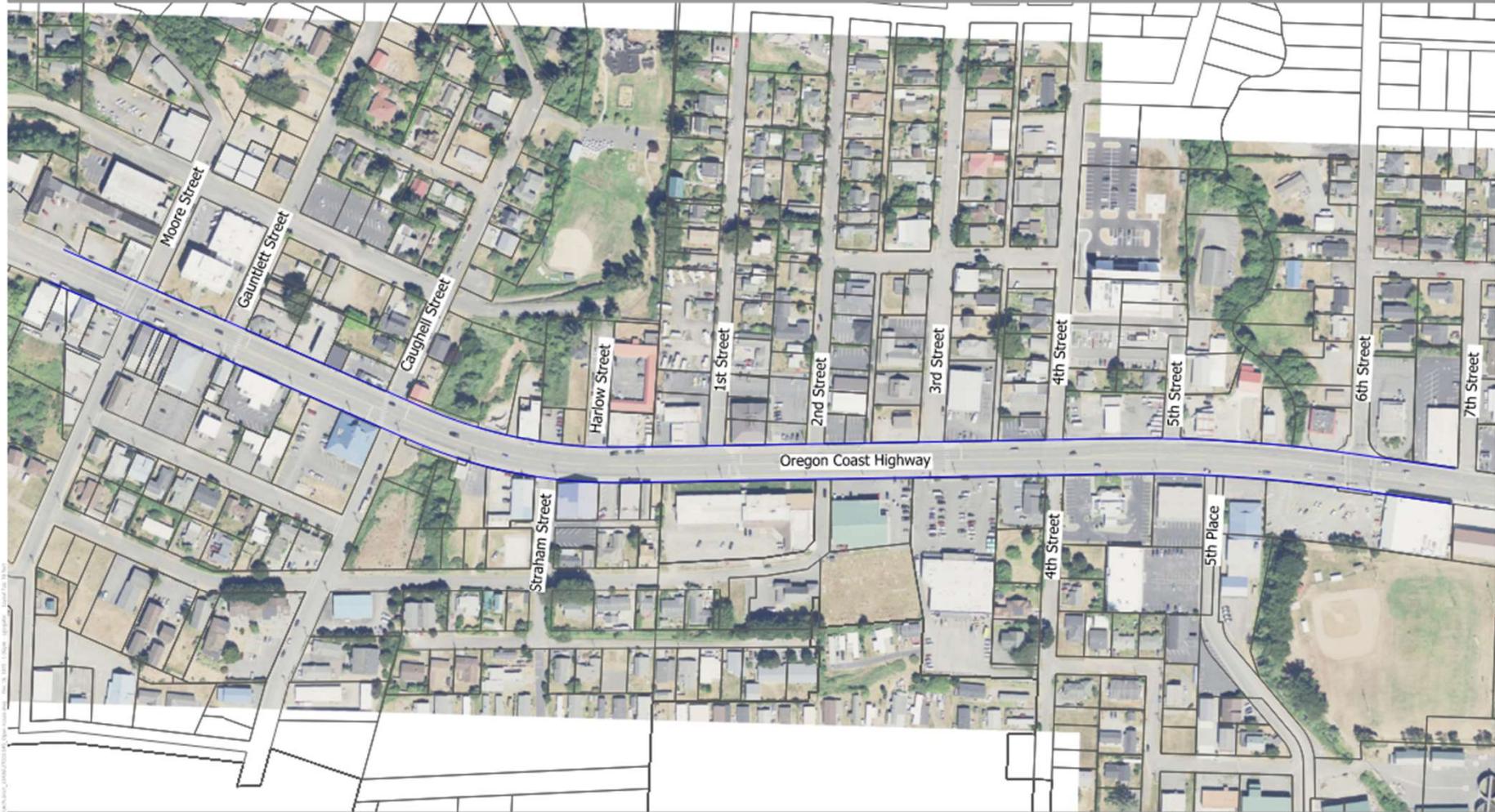
- Moderate to high BLTS and PLTS
- Committee members expressed U.S. 101 does not feel safe for most users walking or biking
- ODOT Active Transportation Needs Inventory assigns high risk factor and prioritization scores

# Existing Conditions



## Moore Street to 6th Street - 78 feet ROW

December 2025



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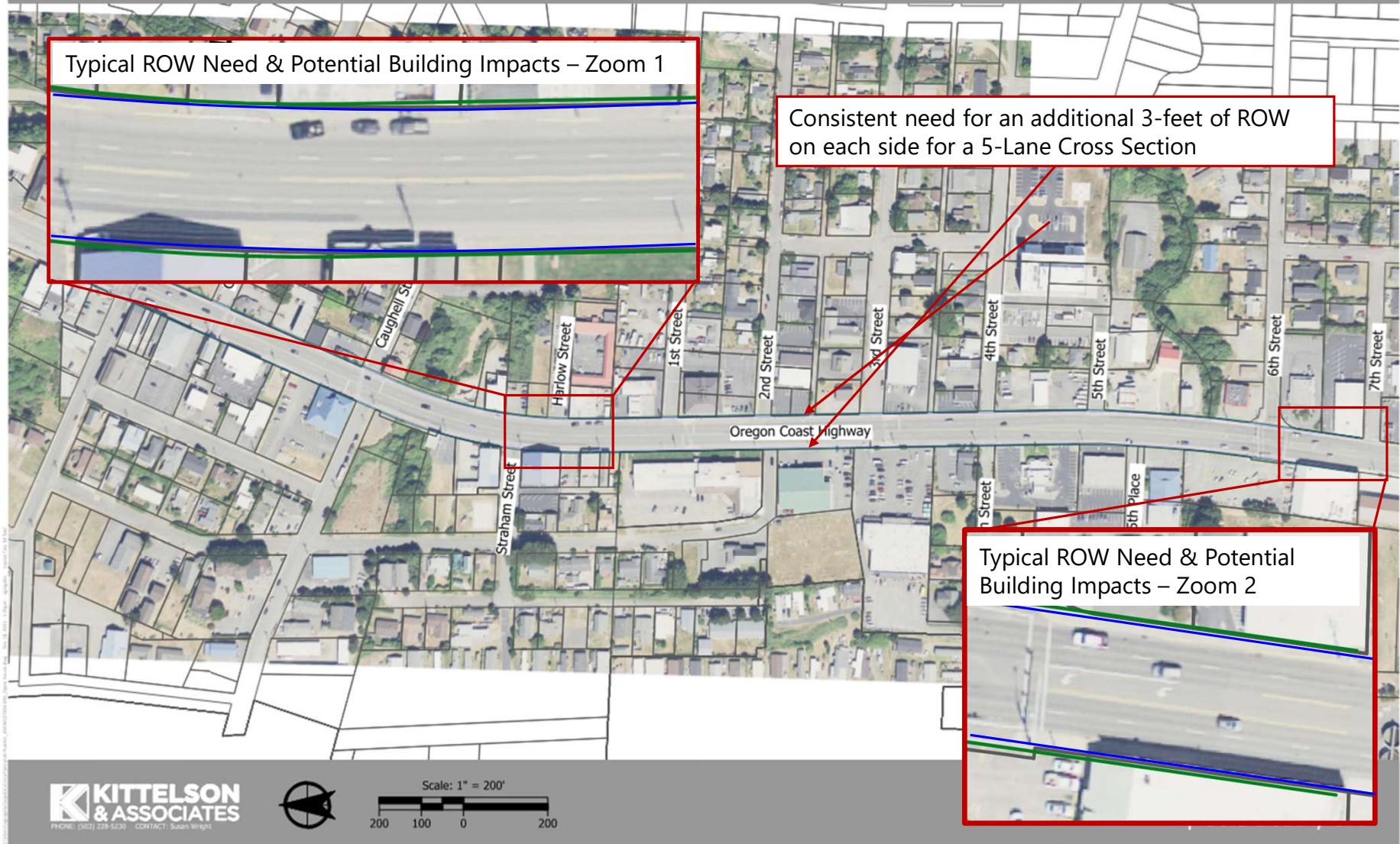


Scale: 1" = 200'  
200 100 0 200

US 101 Gold Beach Plan  
| Gold Beach, OR

## Moore Street to 6th Street - 84 feet ROW

December 2025



# Alternatives Development and Evaluation

- The cross section will vary by segment; Council direction is needed to understand the preferred alternative for each segment.
- The focus on the discussion is on the most constrained section with the highest density of land uses (Segment 3 and 4)



# **Central Segment Alternatives**

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



## Existing Cross Sections

Exhibit 1. Typical Five-Lane Cross Section from Harbor Way to Kerber Drive Facing South

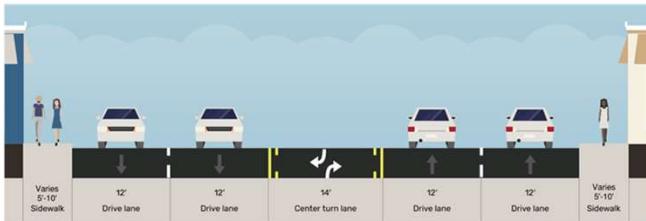


Exhibit 2. Typical Four-Lane Cross Section from Harbor Way to Kerber Drive Facing South



ROW: 78 feet

Curb-to-Curb Width: 62



ROW: 84 feet

Curb-to-Curb Width: 72 feet

Table 300-9 Design Element Recommendations for Urban Mix

Realm	Design Element	Width Guidance
Pedestrian Realm	Frontage Zone	1'
	Pedestrian Zone <sup>7</sup>	8' to 5'
	Buffer Zone	6' to 0'
	Curb/Gutter <sup>1</sup>	2' to 0.5'
Transition Realm <sup>6</sup>	Separated Bicycle Lane Width (Curb Constrained Facility) <sup>2</sup>	8' to 7'
	On-Street Bicycle Lane Width (not including Buffer) <sup>2</sup>	6' to 5'
	Bicycle/Street Buffer (preferred for On-Street Lane) <sup>2</sup>	4' to 2'
	Right Side Shoulder (if travel lane directly adjacent to curb) <sup>3,5</sup>	2' to 0'
	On-Street Parking	8'
Travelway Realm <sup>5</sup>	Travel Lane <sup>4,5</sup>	11' to 12'
	Right Turn Lane (including Shy Distances)	11' to 12'
	Left Turn Lane <sup>4</sup>	11' to 12'
	Left Side / Right Side Shy Distance	1' to 0'
	Two-Way-Left-Turn Lane	11' to 12'
	Raised Median – No Turn Lane (including Shy Distances)	8' to 11'
	Left-Turn Lane with Raised Curb Median/Separator (including 16" separator & Shy Distances)	12' to 14'



ROW: 78 feet\*

Curb-to-Curb Width: 62\*



ROW: 78 feet

Curb-to-Curb Width: 61

# Alternative 1: Five Lanes



# Alternative 2: Four Lanes\*

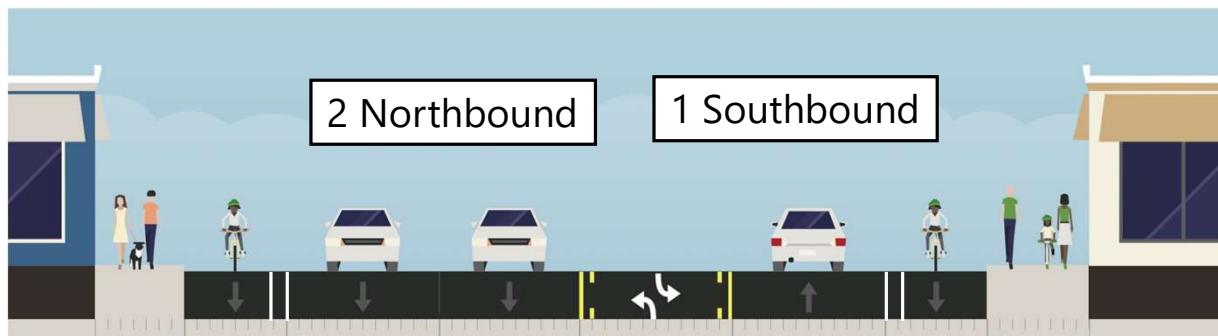
\*Maintains Five Lanes at Signalized Intersections



# Alternative 3: Three Lanes



# What about Two Lanes in One Direction and One in the Other?



- Advantages
  - Maintains two northbound travel lanes for emergency response usage
- Disadvantages
  - No opportunity for on-street parking
  - Less common configuration, could lead to driver confusion utilizing the center turn-lane for turns on and off the highway

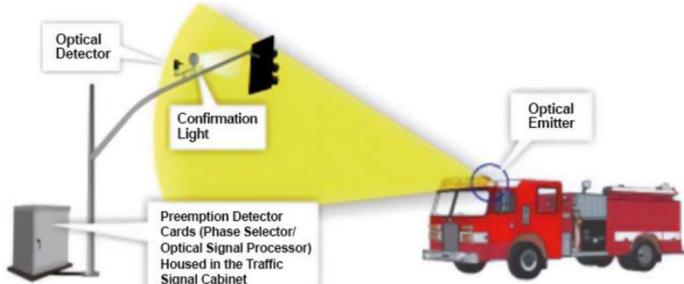
# **Additional Opportunities**

- How can we improve emergency response access and evacuation capacity?



# Emergency Response Considerations

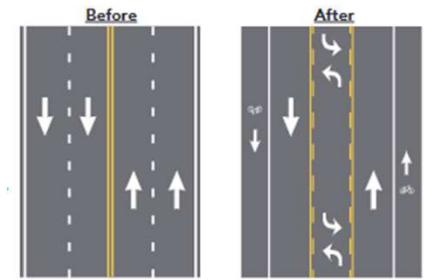
## Emergency Vehicle Preemption Systems at Existing Signals



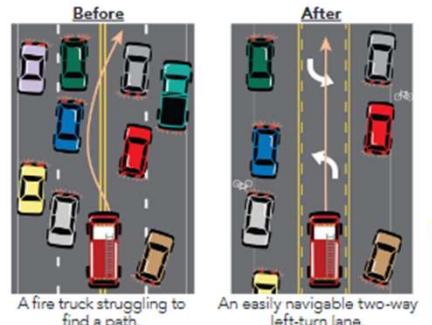
## Emergency Traffic Signal or Actuated Flashing Beacon Systems at 5<sup>th</sup> Place



## 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.

Source: USDOT

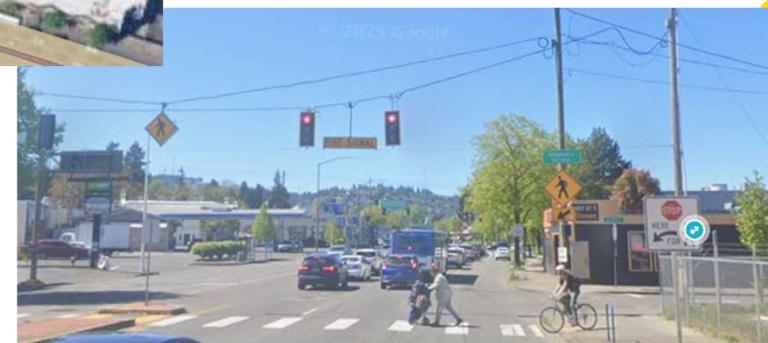
These opportunities require further analysis and approval from ODOT.

# Emergency Traffic Signal Example

- 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



Source: Google Imagery



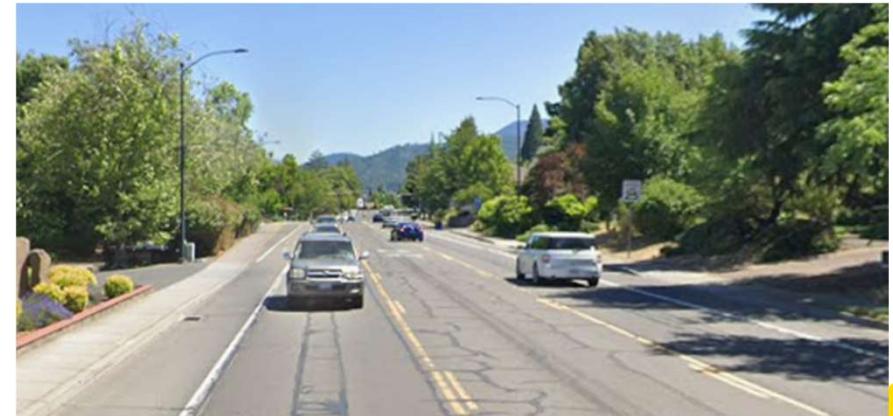
# 4-Lane to 3-Lane Conversion Example

- 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 evaluate if signal coordination could improve traffic progression throughout the corridor.



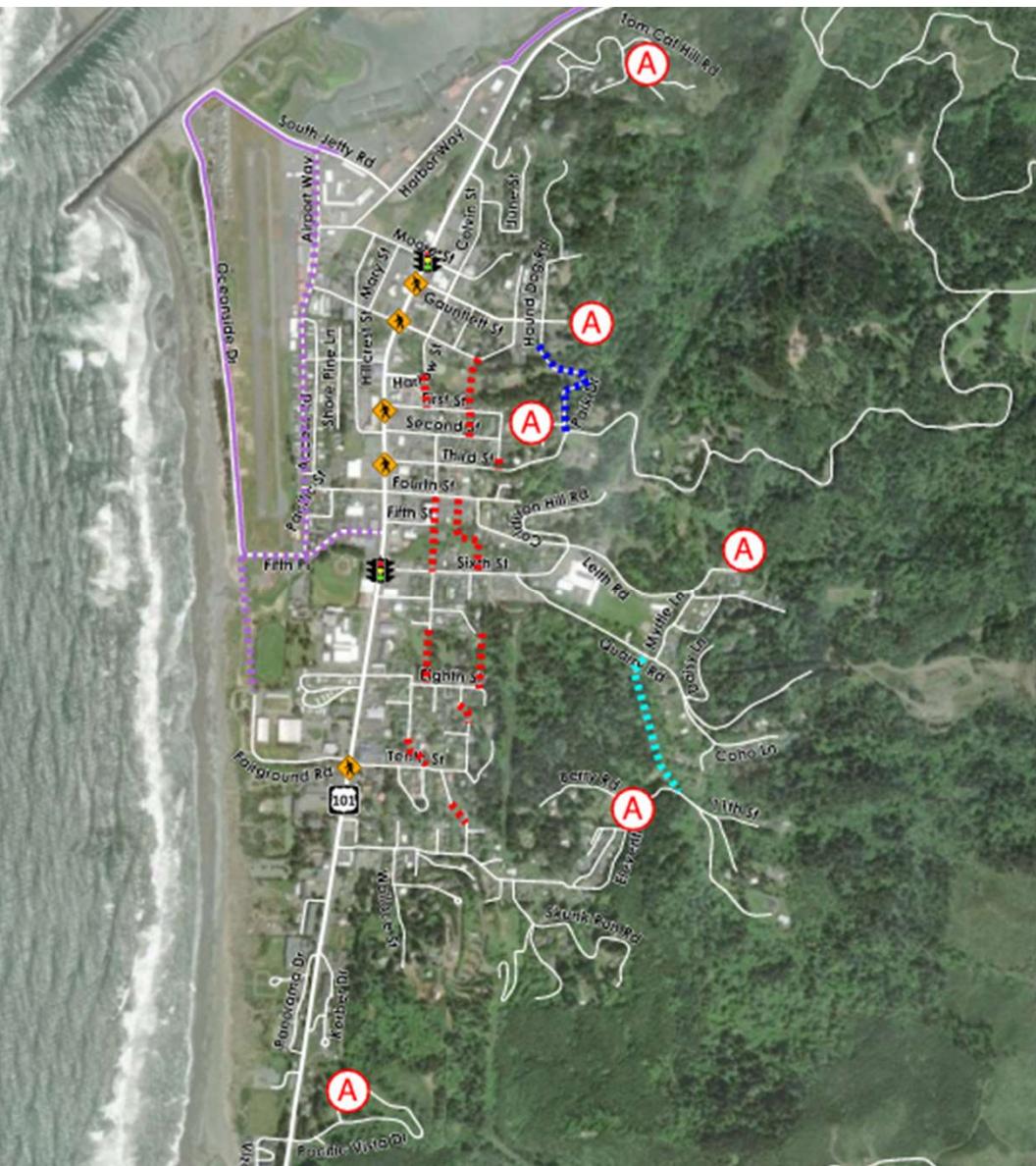
# Potential Parallel Routes

## 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
- Ⓐ Evacuation Assembly Area

Which of these local roadway connections would improve access in Gold Beach on a daily basis and/or during evacuations?

Are there any connections that should not be considered?



# **Summary of Public Feedback – Online Open House**

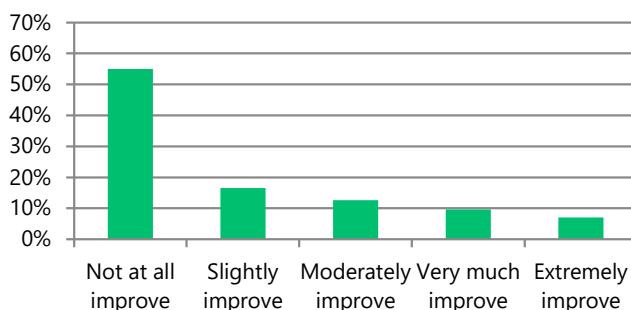
- Survey was open between January 8 and January 26, 2026
- There were 282 total responses to the online survey
- Citizen Concerns:
  - Speeding
  - Congestion
  - Sight distance at intersections
  - Difficult left turns onto US 101
  - Inadequate sidewalks and crossings
  - No continuous bike lanes
  - Desire for additional on-street parking



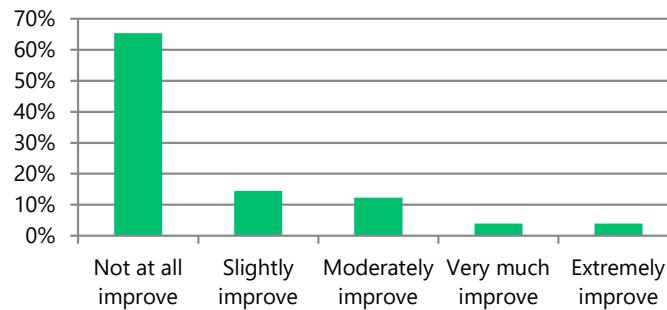
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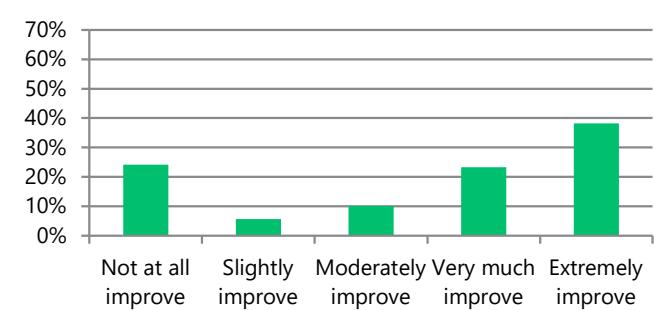
Please indicate below how this option would improve your ability to travel around Gold Beach.



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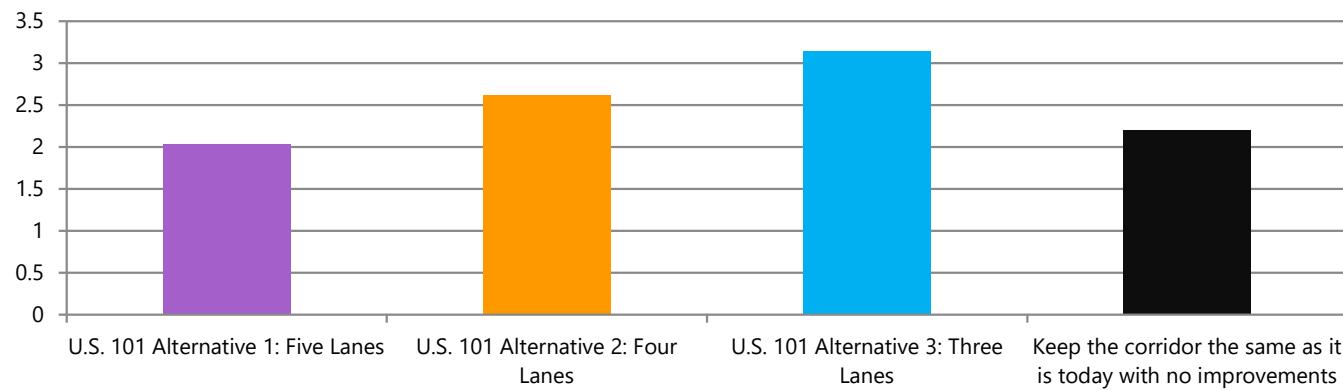
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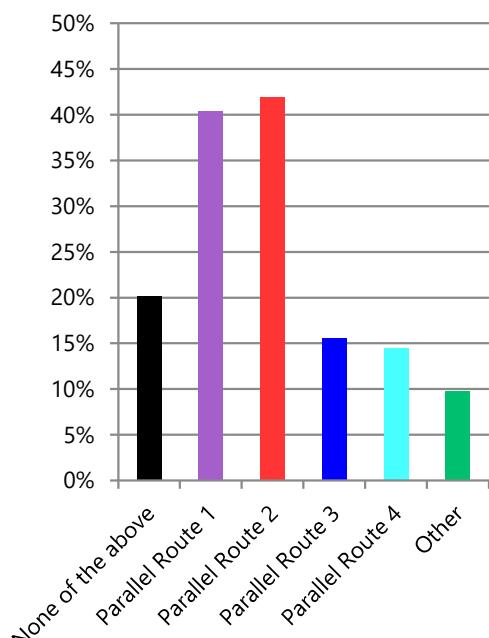
## Ranked Preferences



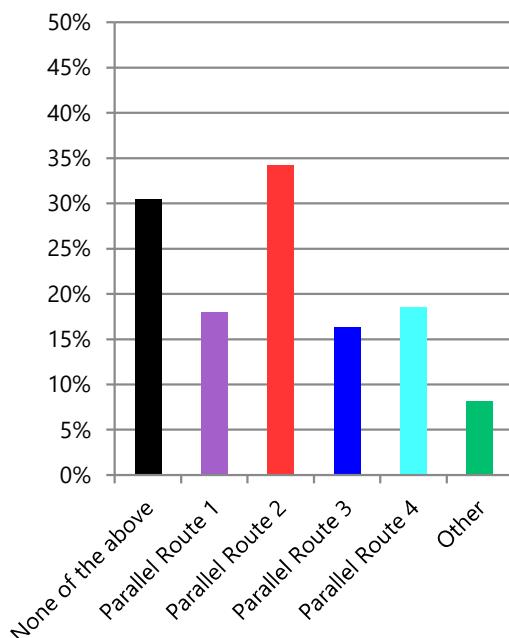
# Summary of Public Feedback

## - Online Open House

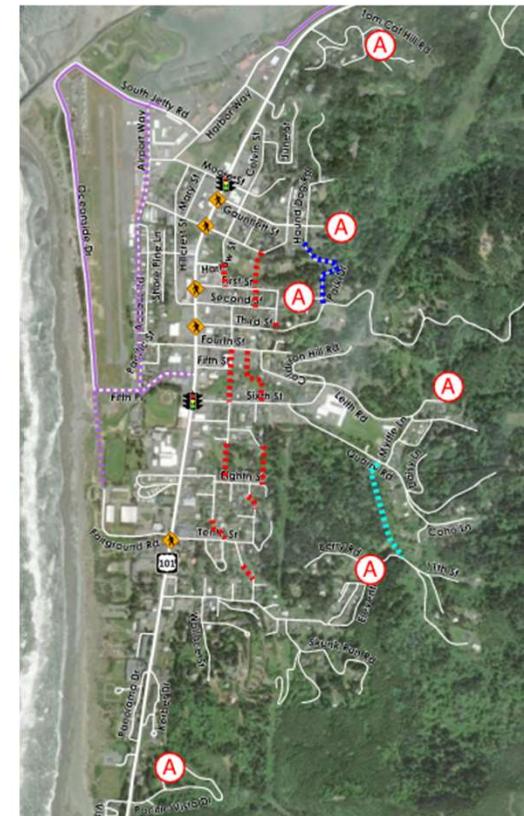
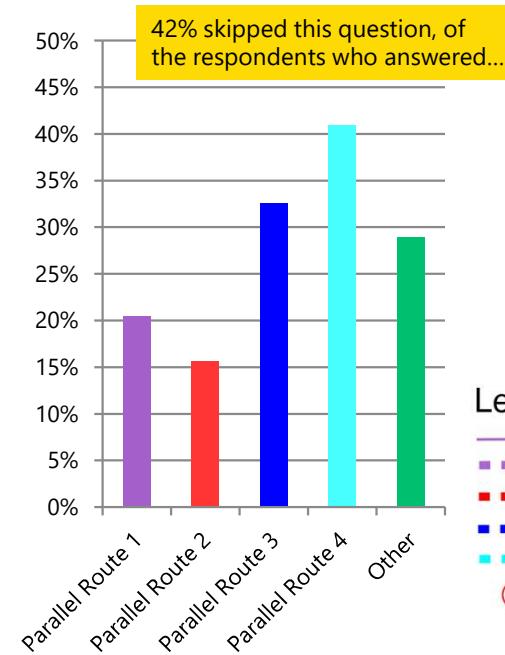
Which of these local roadway connections would improve your ability to travel around Gold Beach without relying on U.S. 101 on a daily basis?



Which of these local roadway connections would be important to improve your access to the Gold Beach Emergency Evacuation Sites?



Are there any connections that you think the City should not consider?

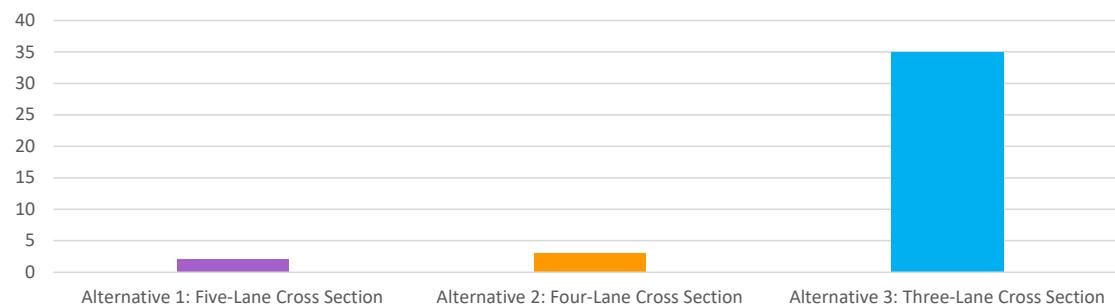


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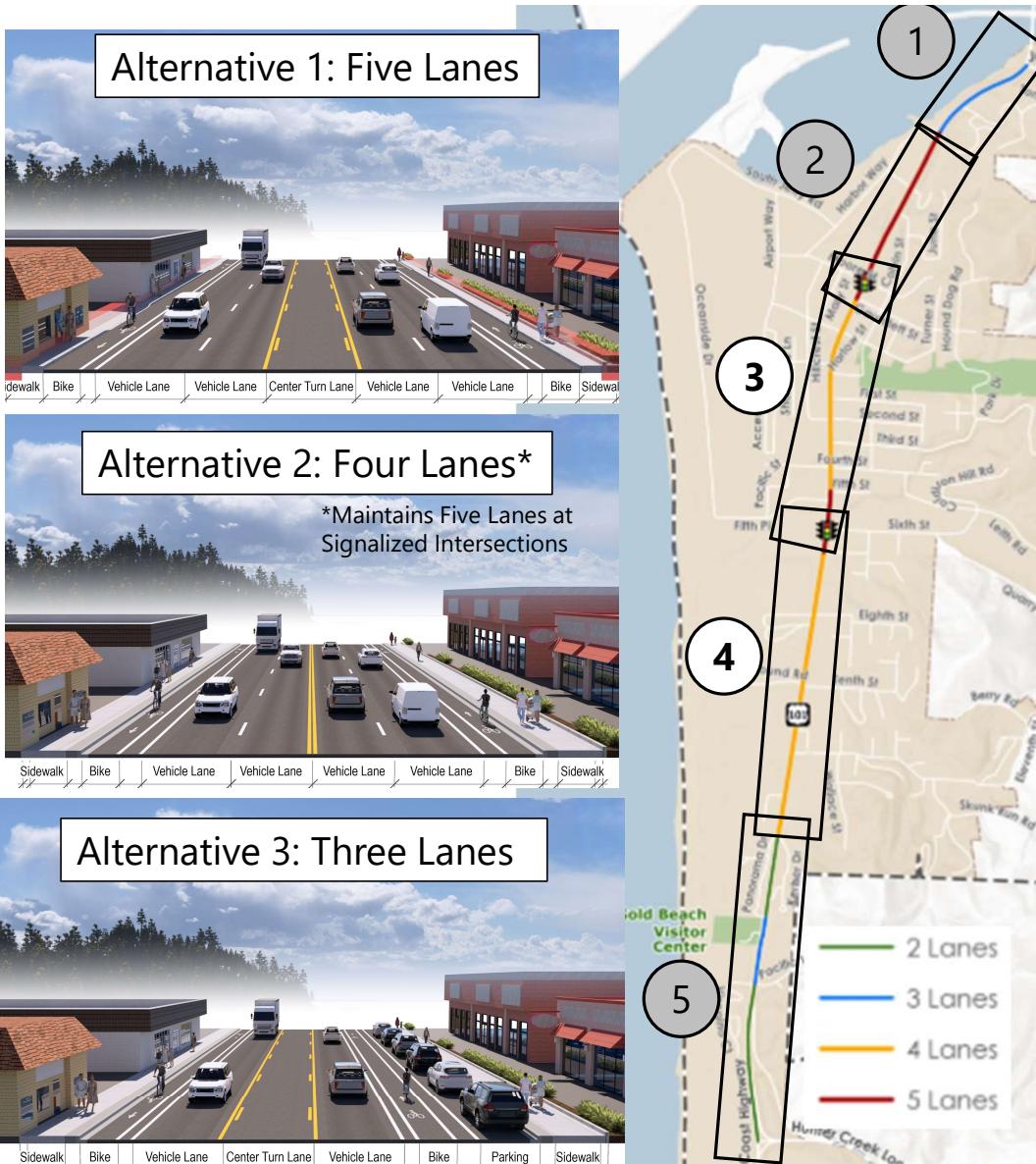
# Summary of Public Feedback – Gold Beach Main Street Town Hall

- Approximately 150 people attended, ~40 provided survey responses or public testimony

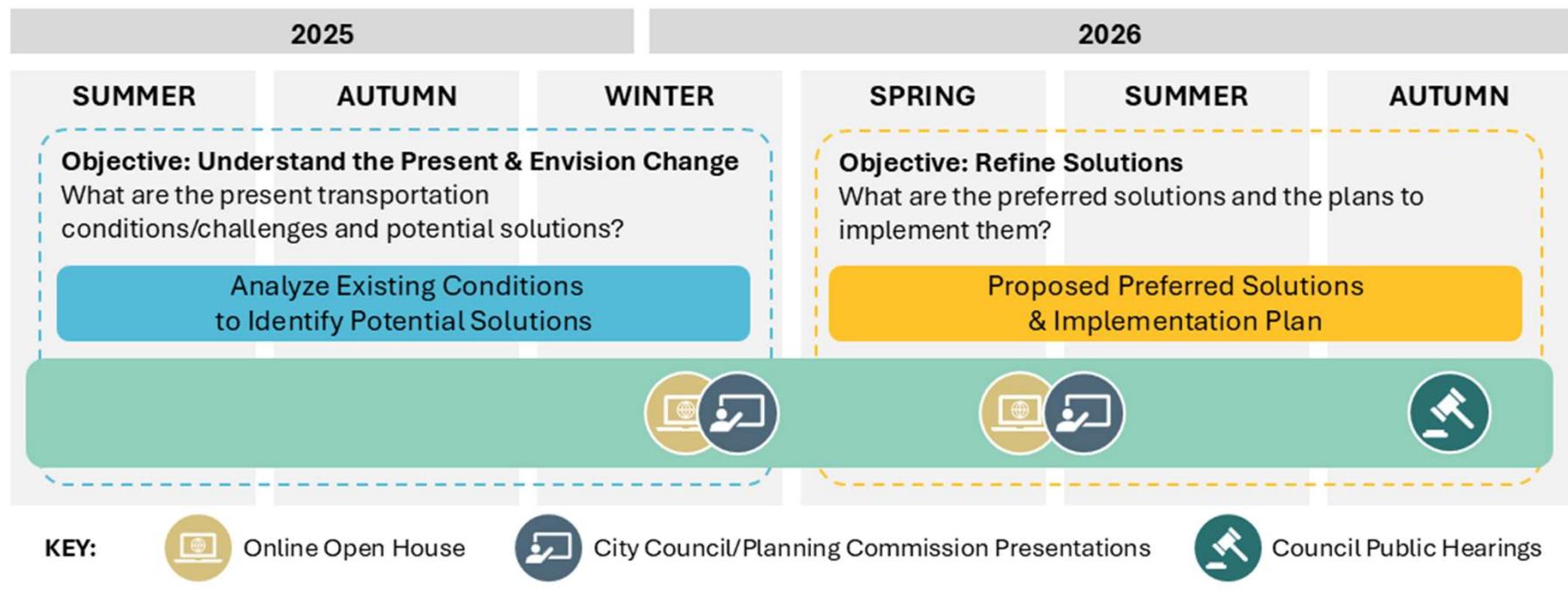


# DISCUSSION

- Which alternative would you like to advance for Segments 3 and 4?
- Are there other refinements that need to be incorporated as the concept advances?
- Do you support Segments 1 and 5 remaining 3-lanes?
- Would you like Segment 2 reduced to 3 lanes?



# NEXT STEPS





**THANK  
YOU!**