



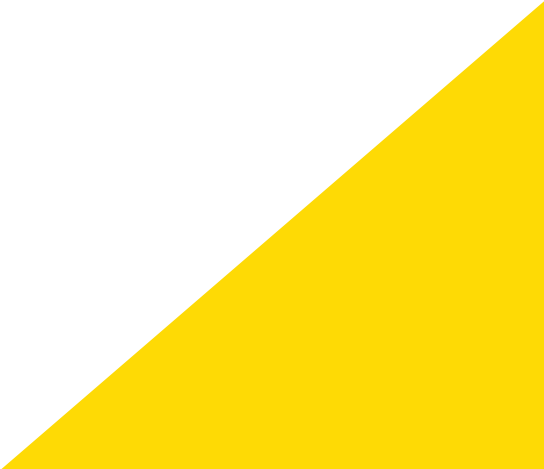
Gold Beach US 101 Community Connections Plan

City Council Work Session

February 3, 2026

 **KITTELSON**
& ASSOCIATES

Agenda

- Project Overview
 - Potential Alternatives
 - Emergency Response Considerations
 - Summary of Public Feedback
 - General Discussion
 - Next Steps
- 
- A large yellow triangle is located in the bottom right corner of the slide, pointing towards the top right.

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 (lack of bike lanes), 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 ($v/c < 0.9$) with current configuration and with a 3-lane configuration
- Queues do not exceed storage capacity during typical conditions, though there are instances of queues blocking emergency access at 5th Place

Crash Analysis

- Crash rates are below ODOT thresholds and safety benchmarks
- No fatal injury crashes in the five-year study period (2019-2023)
- 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 – Posted Speed

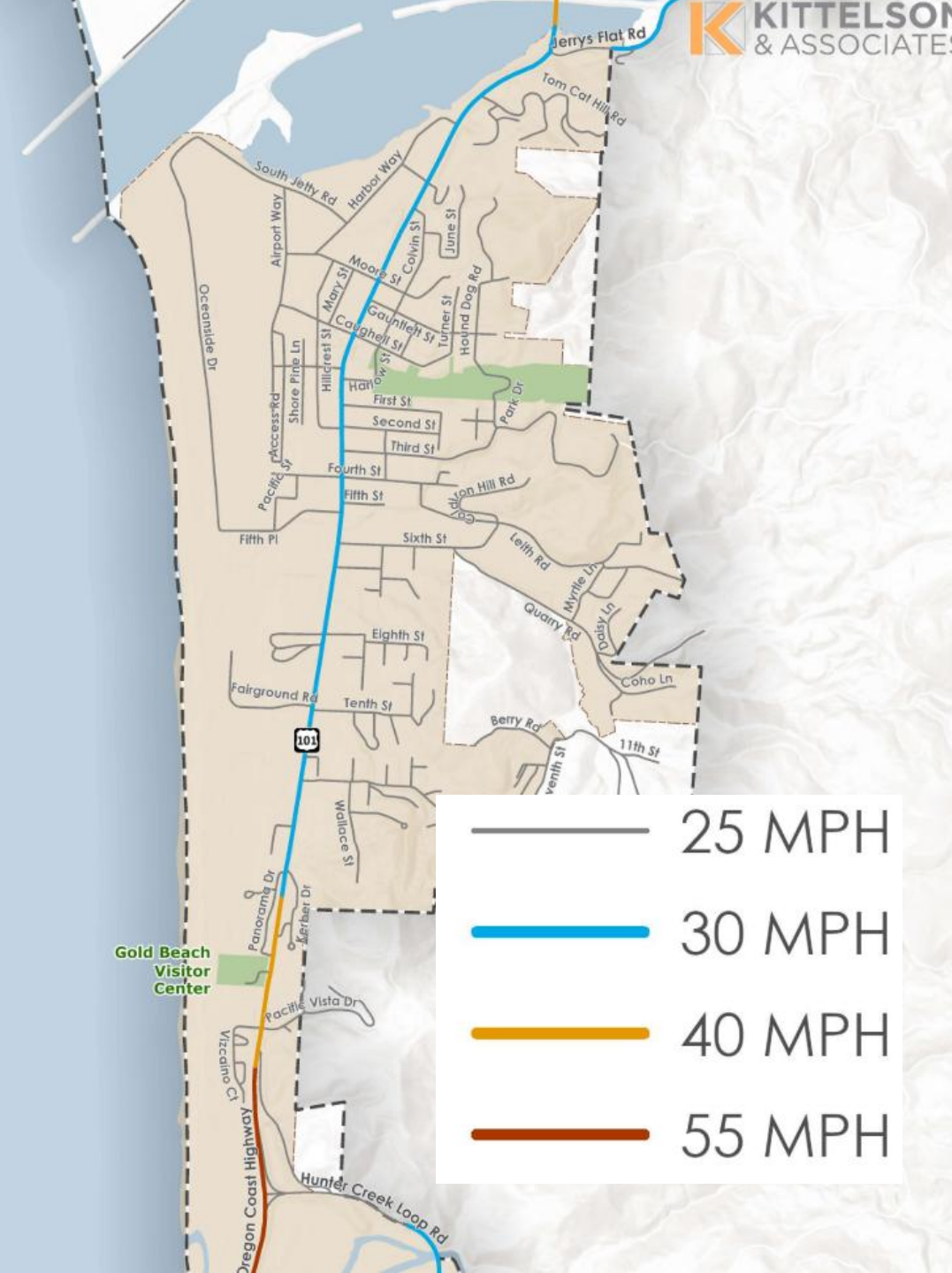
Two Types of Speed Limits:

- Statutory Speed Limit
 - Default Posted Speed
- Designated Speed Limit
 - Determined by Engineering Investigation*

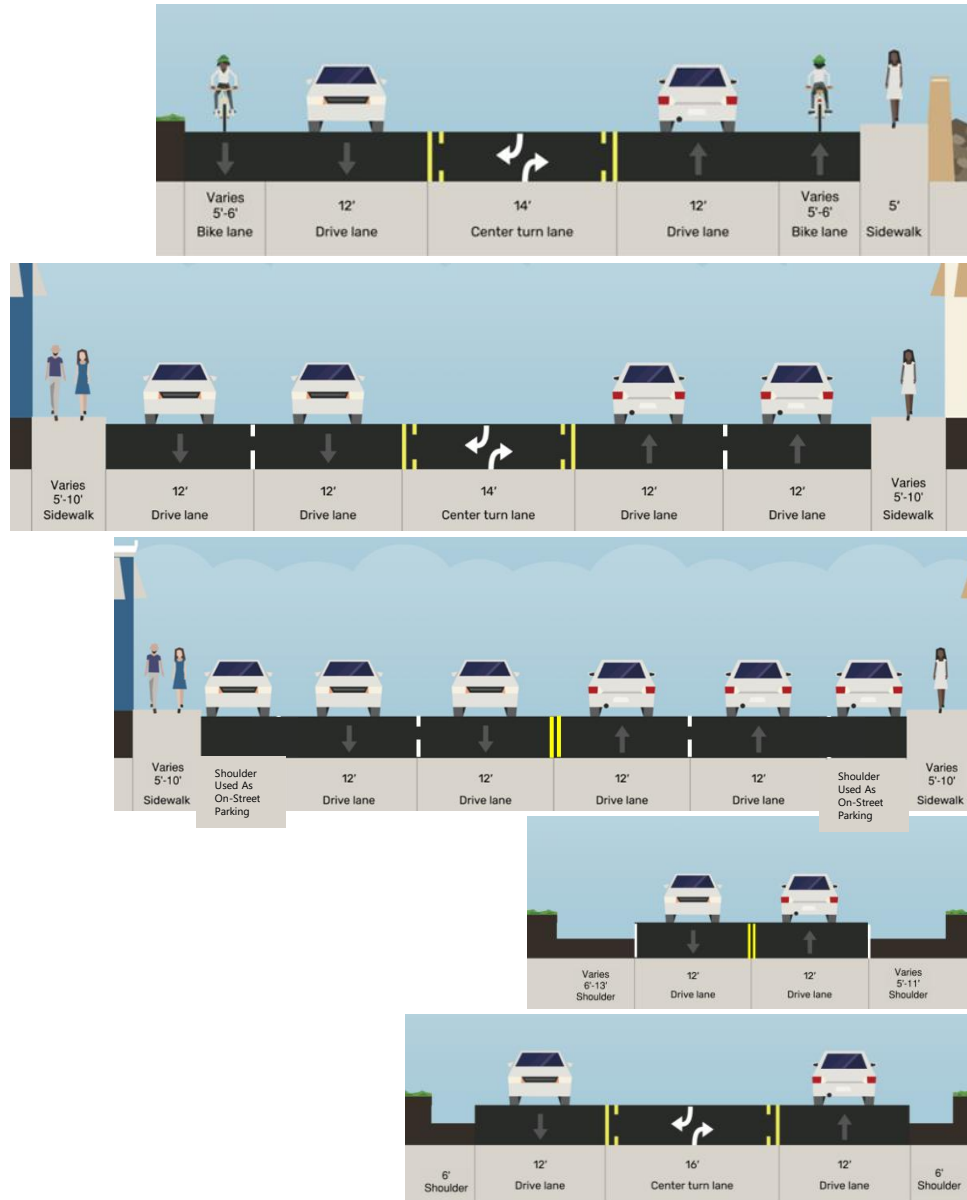
Engineering Investigations Consider:

- Roadway context
- Functional classification
- Crash history
- Roadside culture and density
- Traffic volumes
- Roadway alignment, width and surface
- Motor vehicle speeds

*In some cases, [Oregon Revised Statute 810.180](#) allows cities to designate speeds

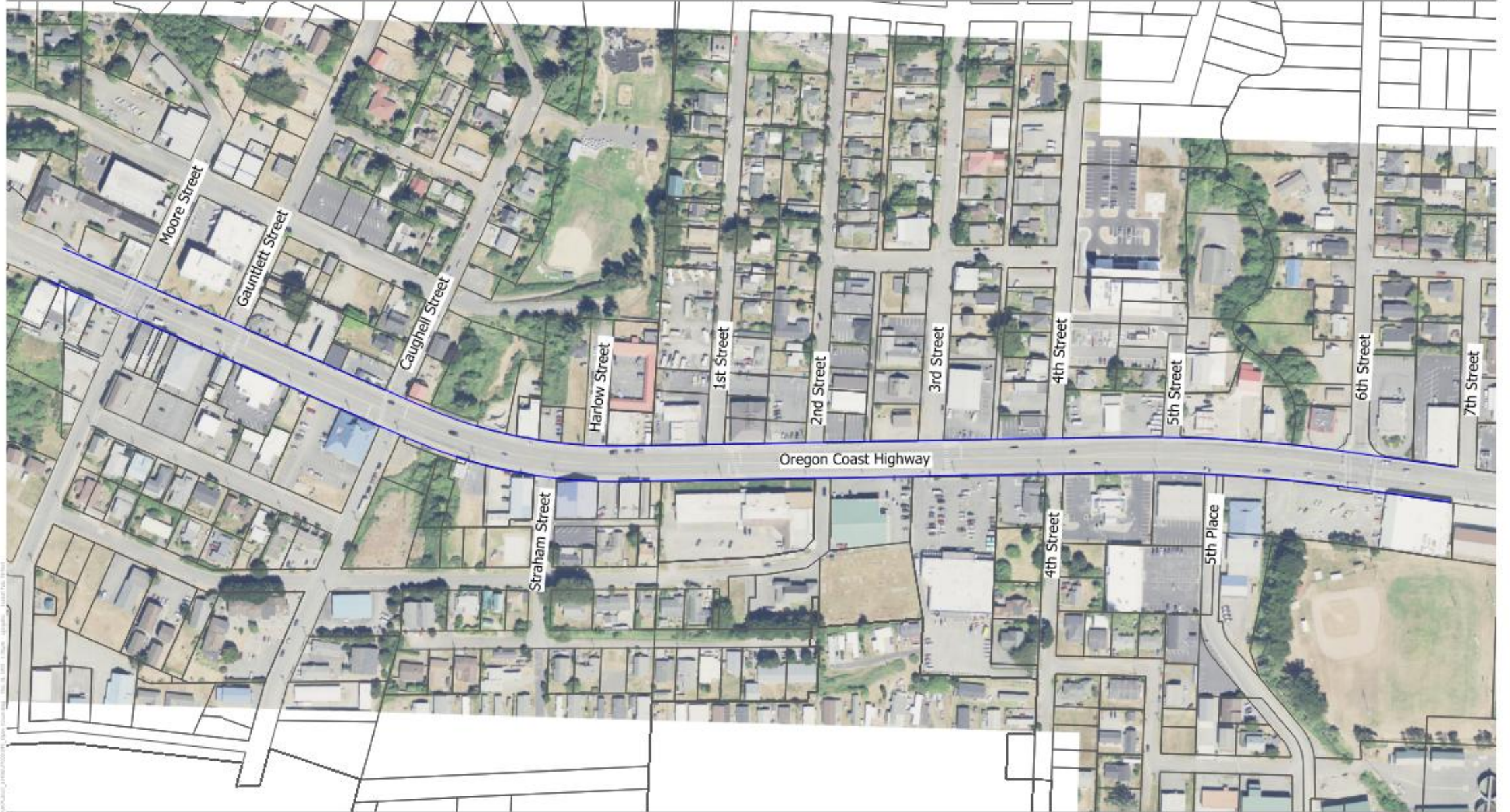


Existing Conditions



Moore Street to 6th Street - 78 feet ROW

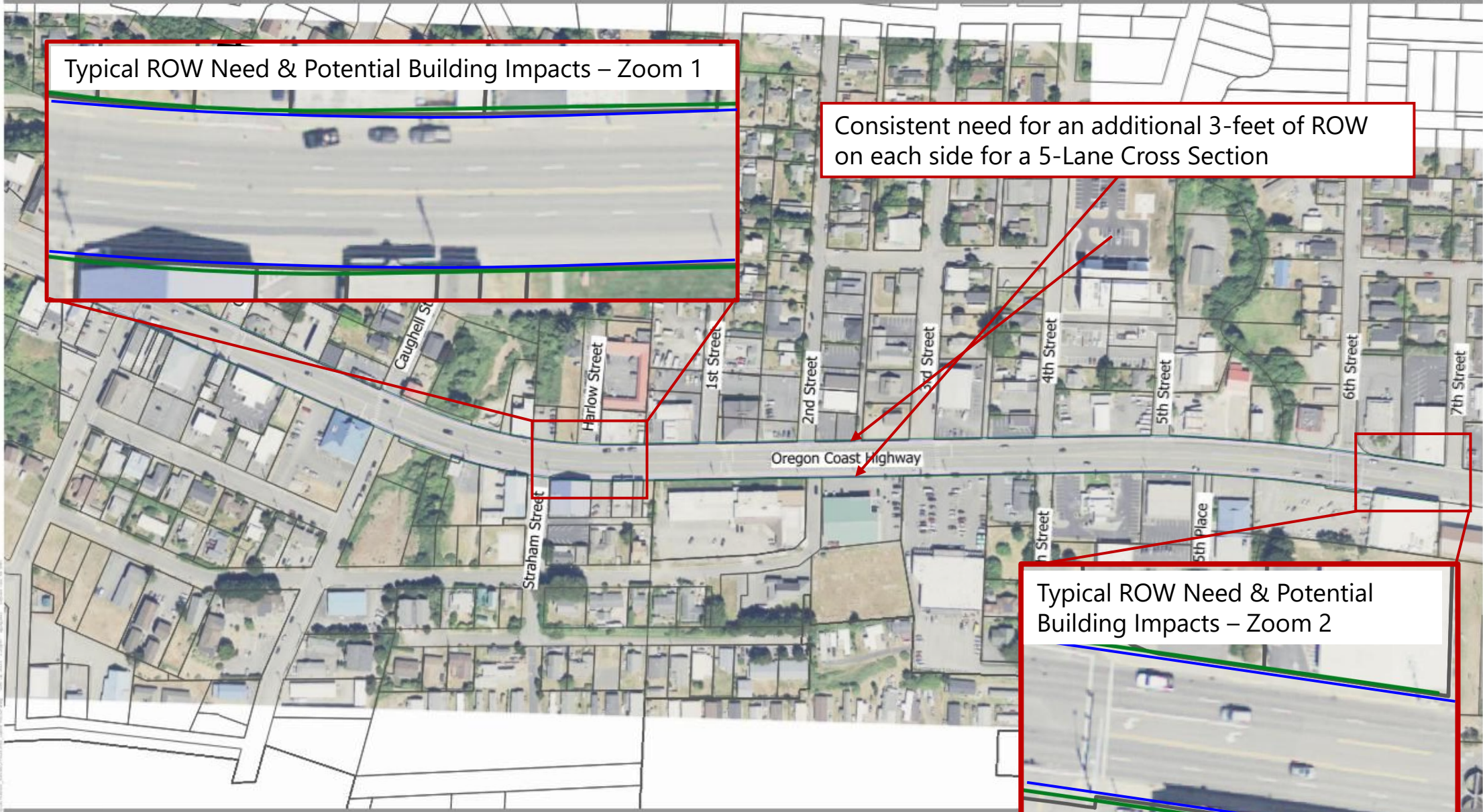
December 2025



Typical ROW Need & Potential Building Impacts – Zoom 1



Consistent need for an additional 3-feet of ROW on each side for a 5-Lane Cross Section

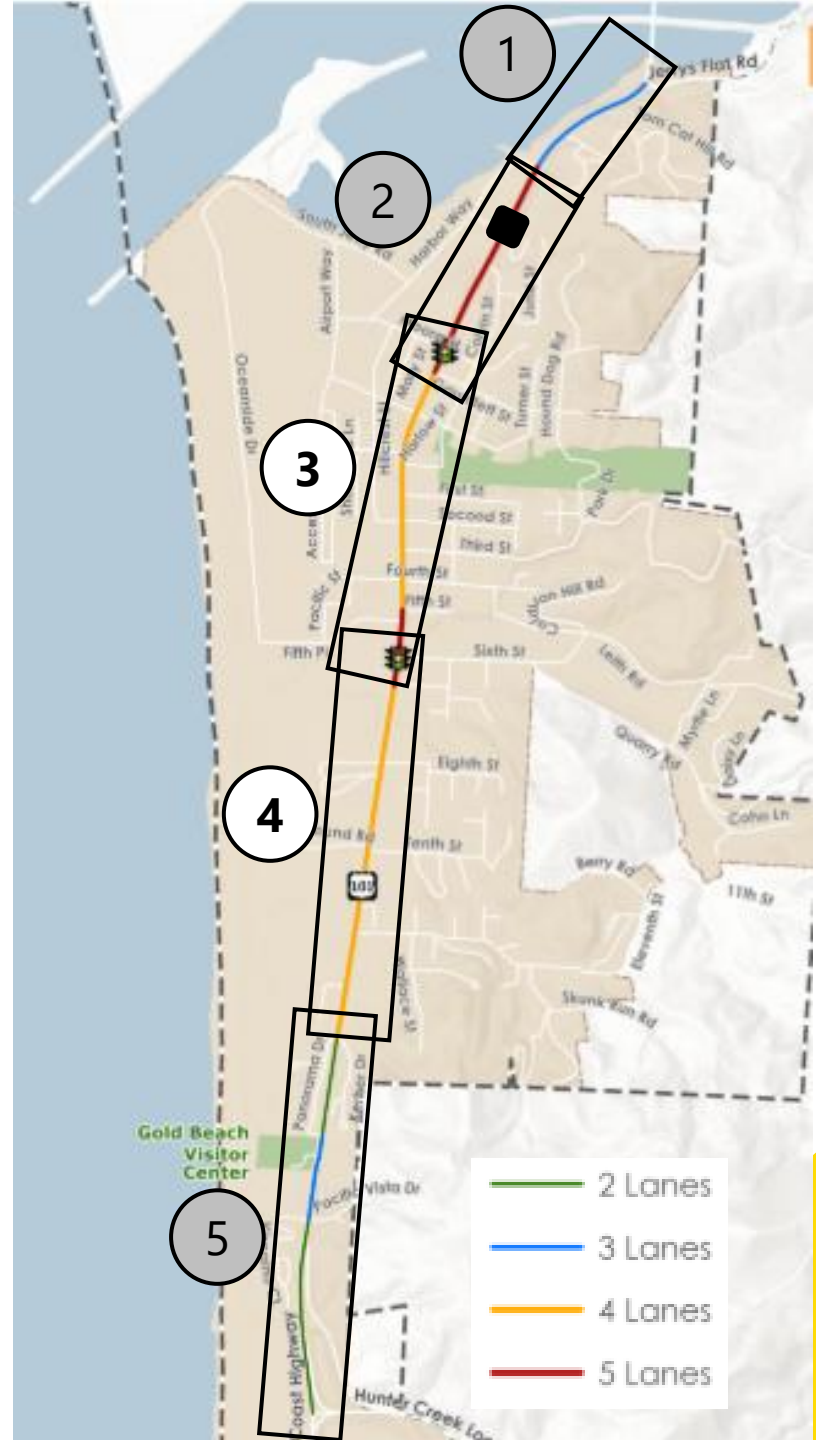


Typical ROW Need & Potential Building Impacts – Zoom 2



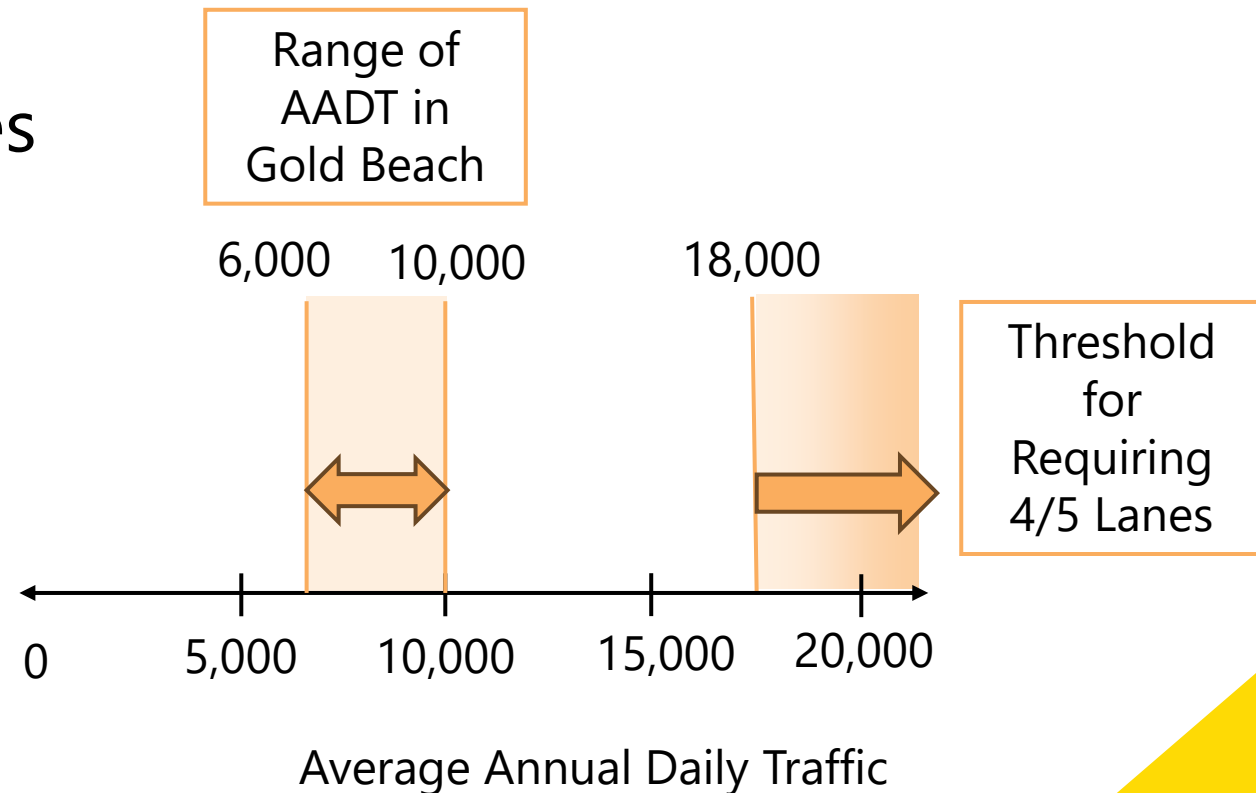
Alternatives Development and Evaluation

- 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)
- Improvements will be identified for all segments including hotel row in segment 5.



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

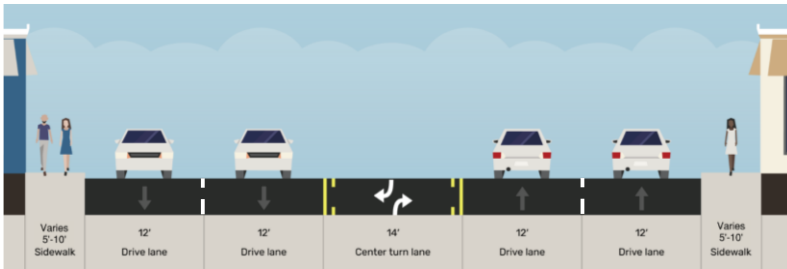


Exhibit 2. Typical Four-Lane Cross Section from Harbor Way to Kerber Drive Facing South

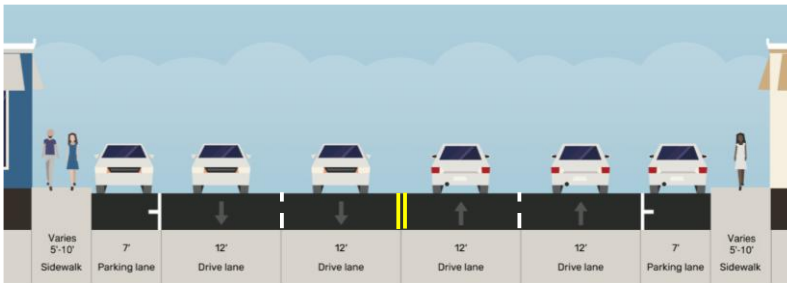


Table 300-9 Design Element Recommendations for Urban Mix

Realm	Design Element	Width Guidance
Pedestrian Realm	Frontage Zone	1'
	Pedestrian Zone ⁷	8' to 5'
	Buffer Zone	6' to 0'
Transition Realm ⁶	Curb/Gutter ¹	2' to 0.5'
	Separated Bicycle Lane Width (Curb Constrained Facility) ²	8' to 7'
	On-Street Bicycle Lane Width (not including Buffer) ²	6' to 5'
	Bicycle/Street Buffer (preferred for On-Street Lane) ²	4' to 2'
	Right Side Shoulder (if travel lane directly adjacent to curb) ^{3,5}	2' to 0'
Travelway Realm ⁵	On-Street Parking	8'
	Travel Lane ^{4,5}	11' to 12'
	Right Turn Lane (including Shy Distances)	11' to 12'
	Left Turn Lane ⁴	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: 84 feet

Curb-to-Curb Width: 72 feet



ROW: 78 feet*

Curb-to-Curb Width: 62 feet*



ROW: 78 feet

Curb-to-Curb Width: 61 feet

Table 310.3-A: Uncontrolled Marked Crosswalk Treatments

Lanes Crossed**	Refuge Island	AADT & Posted Speed***														
		<3000 vehicles/day			3000-9000 vehicles/day			9000-12,000 vehicles/day			12,000-15,000 vehicles/day			>15,000 vehicles/day		
		≤30 mph	35 mph	40-45 mph	≤30 mph	35 mph	40-45 mph	≤30 mph	35 mph	40-45 mph	≤30 mph	35 mph	40-45 mph	≤30 mph	35 mph	40-45 mph
1	N/A	A* B E	A E	A E	A B E	A E	A E	A E	A E	A E	A E	A E	A E	A E	A E	A E
2	Yes	A* B D E	A E	A E	A B D E	A E	A E	A E	A E	A E	A E	A E	A E	A E	A E	A E
	No	A* B C D E F	A C E F	A C E F	A B C D E F	A C E F	A C E F	A C E F	A C E F	A C E F	A C E F	A C E F	A C E F	A C E F	A C E F	A C E F
3	Yes	A B C D E G I	A C E G I	A C E G I	A B C D E G I	A C E G I	A C E G I	A C E G I	A C E G I	A C E G I	A C E G I	A C E G I	A C E G I	A C E G I	A C E G I	A C E G I
	No	A B C D E F G I	A C E F G I	A C E F G I	A B C D E F G I	A C E F G I	A C E F G I	A C E F G I	A C E F G I	A C E F G I	A C E F G I	A C E F G I	A C E F G I	A C E F G I	A C E F G I	A C E F G I
4	Yes	A C D E G H I	A C E G H I	A C E G H I	A C D E G H I	A C E G H I	A C E G H I	A C E G H I	A C E G H I	A C E G H I	A C E G H I	A C E G H I	A C E G H I	A C E G H I	A C E G H I	A C E G H I
	No	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I	A C E F G H I

* Treatment "A" recommended for school crosswalks and midblock crosswalks.
 ** Total motor vehicle lanes crossed to complete the crossing, including TWLTL and left/right turn lanes. Bicycle lanes and refuge islands at least 6 feet wide are not lanes crossed. STE approval required for uncontrolled marked crosswalks across 5+ lanes.
 *** See Speed discussion in the Special Considerations subsection. 85th percentile speed may be used instead of the posted speed. Except at roundabouts, uncontrolled marked crosswalks should not be installed where the posted speed is 50 mph or higher.
 This table does not apply to temporary marked crosswalks. See the TCP Manual (2) for temporary uncontrolled marked crosswalks.

Installation of a treatment(s) at any location is subject to an engineering study that accounts for factors such as sight distance, safety, operations, other field conditions, and local land use.

- X = Treatment optional.
- ⊗ = Treatment recommended.
- ⊗ = Treatment recommended and should be installed with other identified treatments.

The absence of a letter means the treatment is generally not appropriate, but exceptions may be considered through the engineering study and state traffic engineer approval process.

A = High-visibility crosswalk markings, parking restrictions on crosswalk approach (see Table 310.3-B), lighting according to the ODOT Traffic Lighting Design Manual. Crossing warning sign(s) for school crosswalks, midblock crosswalks, or speed ≥30 mph.

B = Raised crosswalk, except on freight routes, emergency response routes, arterial roadways, and snowplow routes.

C = If 2+ lanes in one direction, wide advance stop bar and STOP HERE FOR Pedestrians sign.

D = In-street pedestrian crossing sign (R1-6a). If refuge island present, install on the refuge island.

E = Curb extension.

F = If crossing 2-way traffic, pedestrian refuge island (at least 6 feet wide).

G = Rectangular rapid flashing beacon (RRFB).

H = Reduce number of motor vehicle lanes.

I = Traffic signal or pedestrian hybrid beacon (PHB).

Blue = All treatments shown in category optional. Treatment "A" recommended for school and midblock crosswalks.

Green = Visibility enhancements recommended.

Yellow = RRFB treatment recommended.

Red = Traffic signal or PHB recommended.

Alternative 1: Five Lanes



Requires
Refuge Island
at
Uncontrolled
Crossings

Sidewalk	Bike	Vehicle Lane	Vehicle Lane	Center Turn Lane	Vehicle Lane	Vehicle Lane	Bike	Sidewalk
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Alternative 3: Three Lanes



Requires
Refuge Island
at
Uncontrolled
Crossings

Sidewalk

Bike

Vehicle Lane

Center Turn Lane

Vehicle Lane

Bike

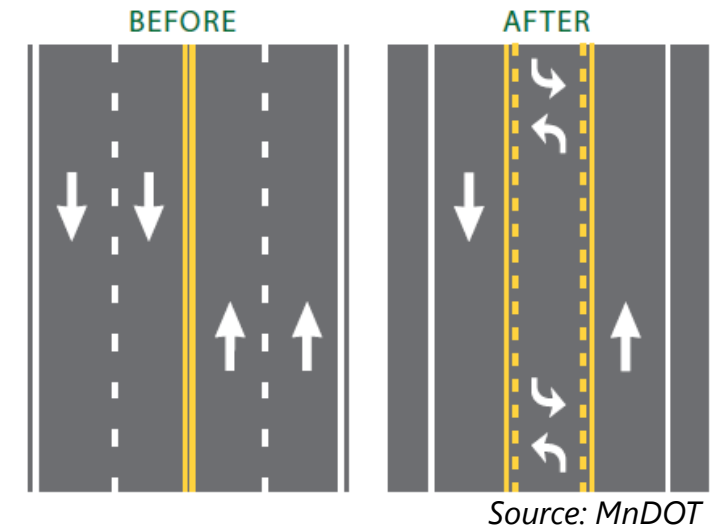
Parking

Sidewalk

Safety Considerations: Four-to-Three Lane Conversions

Addresses crashes by:

1. Separating left-turning traffic from through traffic
2. Reducing the number of oncoming lanes through which a left-turning driver must search for a gap
3. Removing the multiple-threat situation for people crossing the roadway because there is no longer an adjacent lane that blocks visibility
4. Providing traffic calming and more consistent speeds

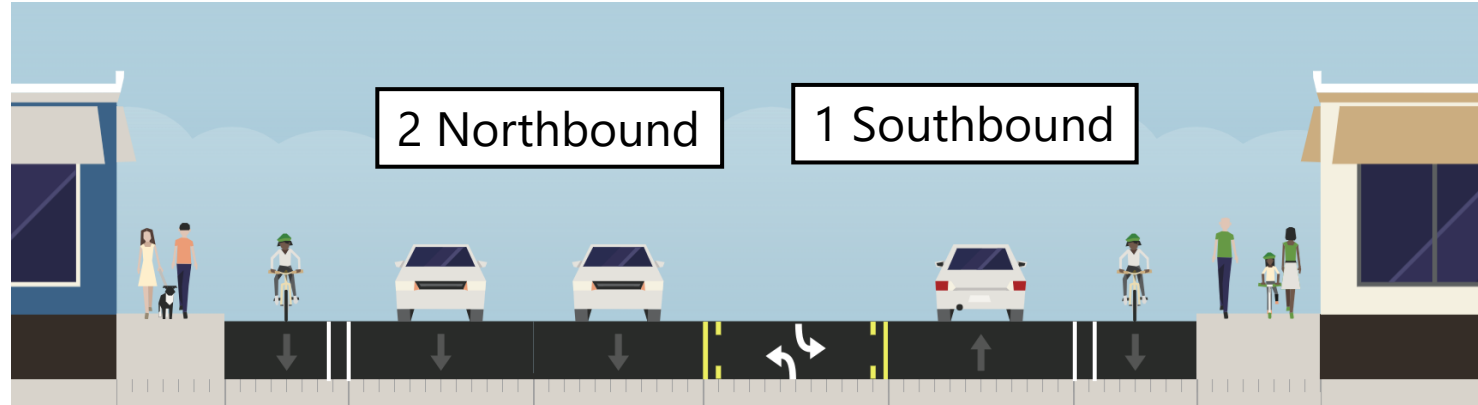


29%

Reduction in all crashes
at all severities
(including PDO)

Source: ODOT ARTS

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



- Advantages

- Maintains two northbound travel lanes for emergency response usage

- Disadvantages

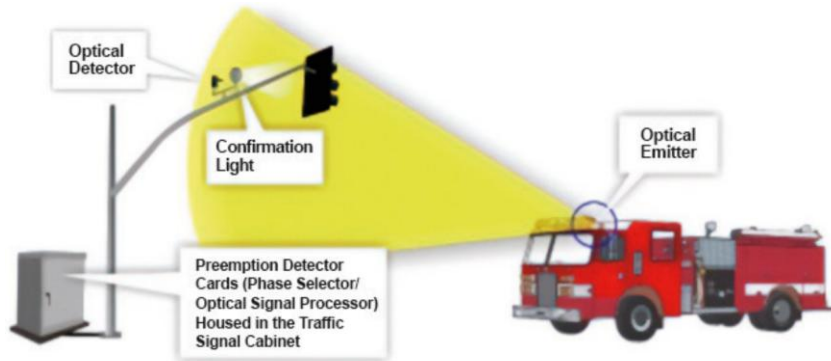
- No opportunity for on-street parking
- Less common configuration

Additional Opportunities

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

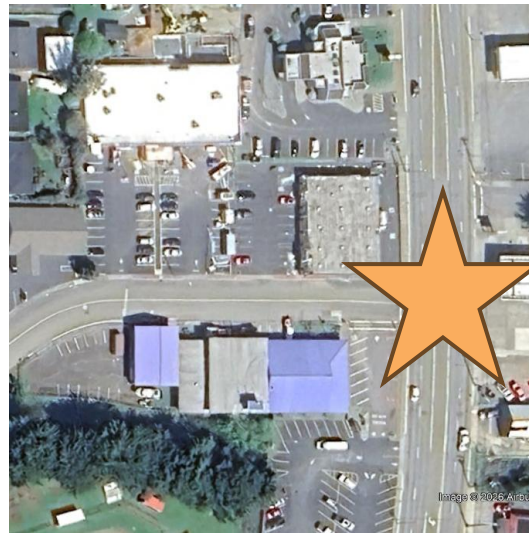
Emergency Response Considerations

Emergency Vehicle Preemption Systems at Existing Signals

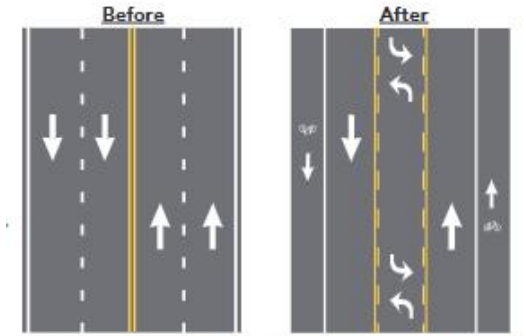


Source: USDOT

Emergency Traffic Signal or Actuated Flashing Beacon Systems at 5th 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.

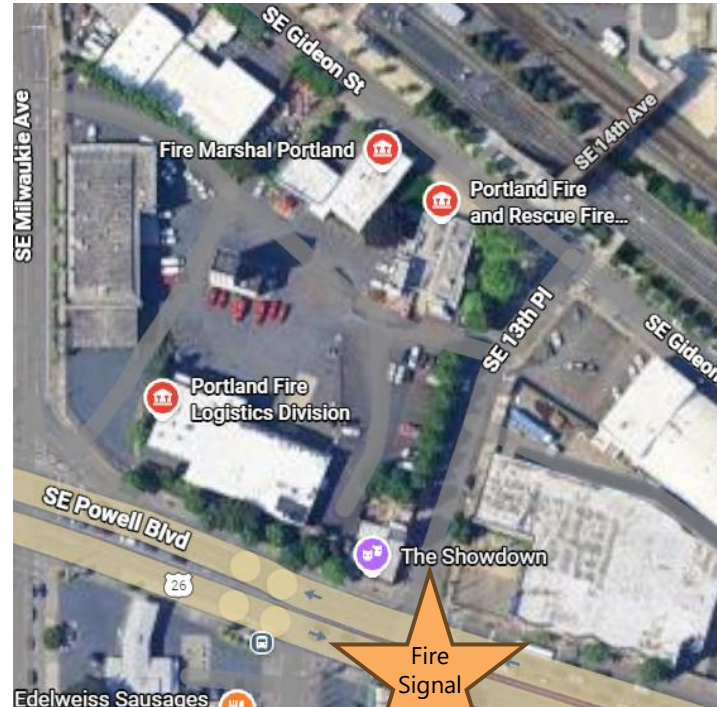
An easily navigable two-way left-turn lane.

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 13th 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



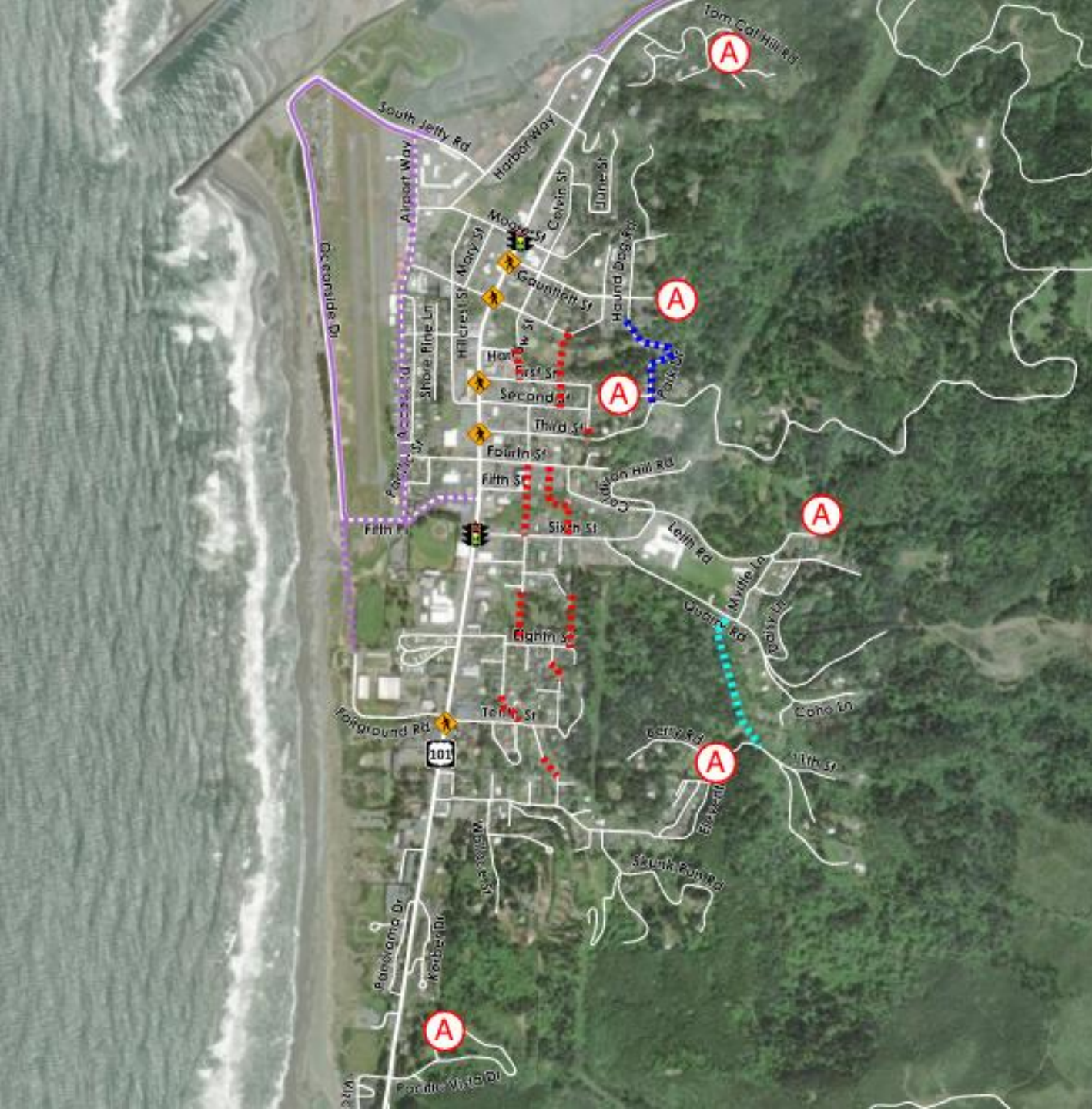
Potential Parallel Routes

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?



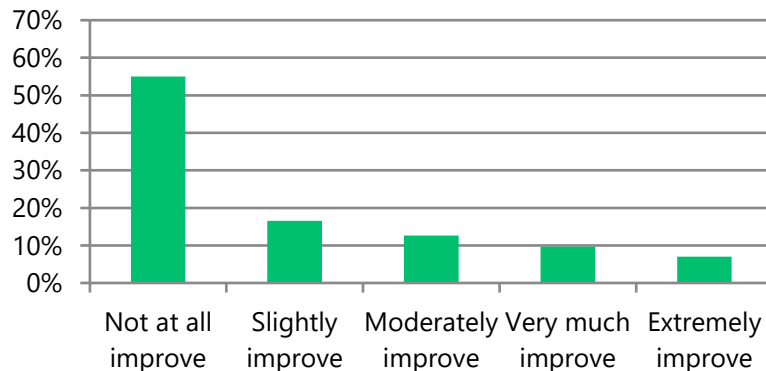
Summary of Public Feedback – Online Open House

- 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

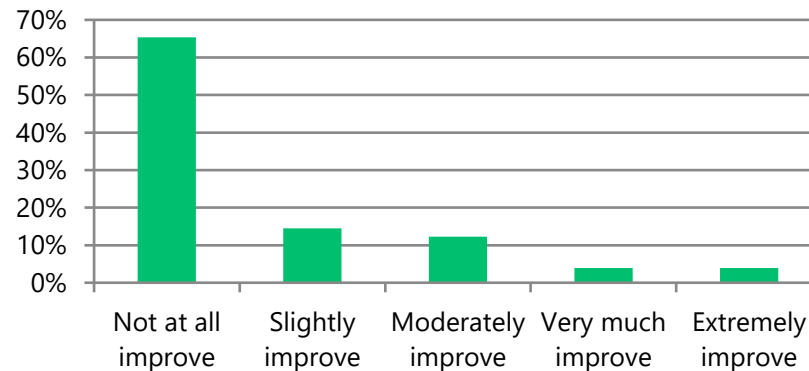
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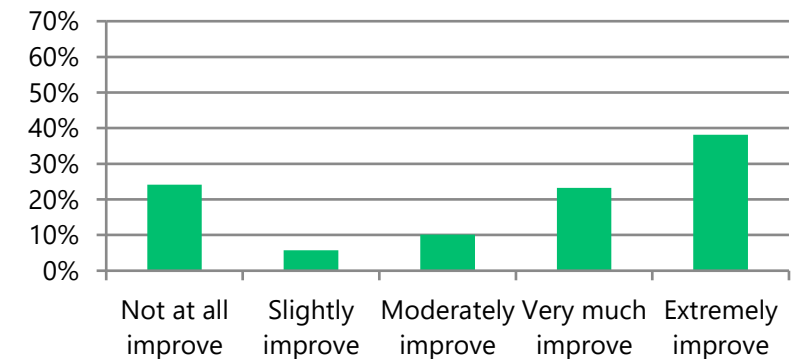
Please indicate below how this option would improve your ability to travel around Gold Beach.



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



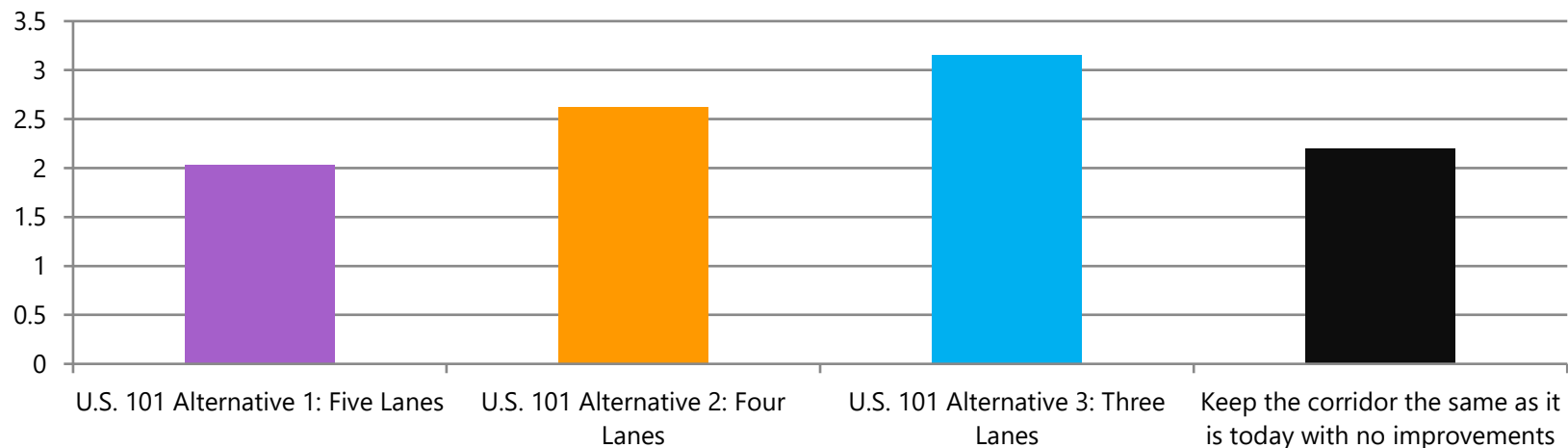
Please indicate below how this option would improve your ability to travel around Gold Beach.



Summary of Public Feedback – Online Open House

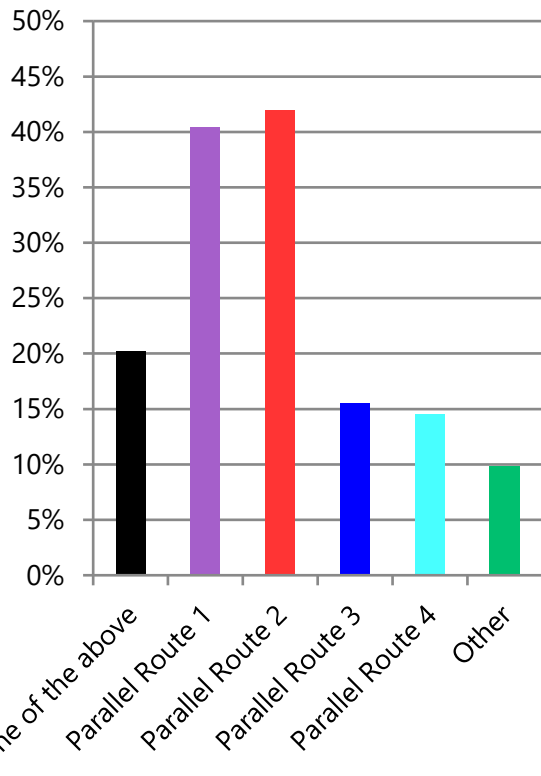


Ranked Preferences

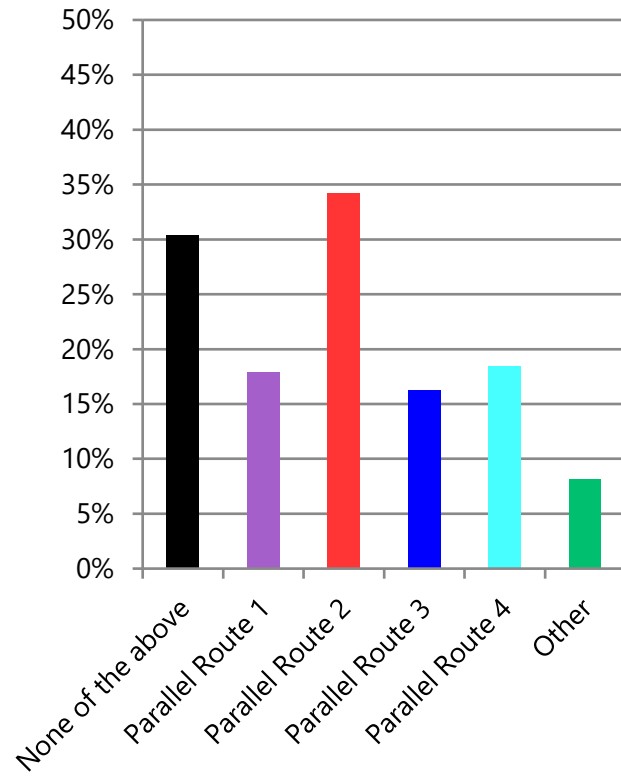


Summary of Public Feedback - Online Open House

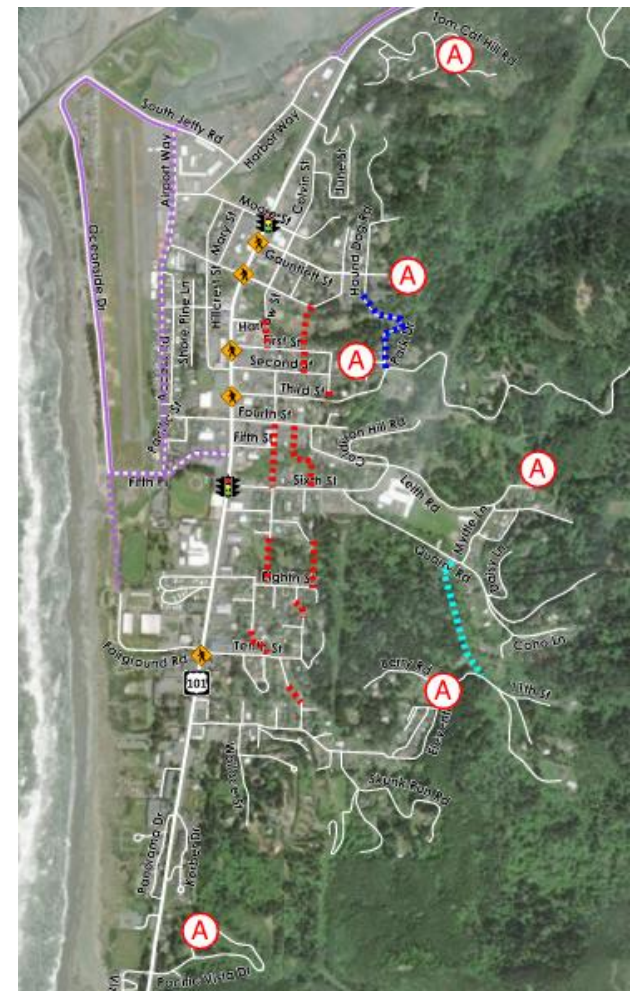
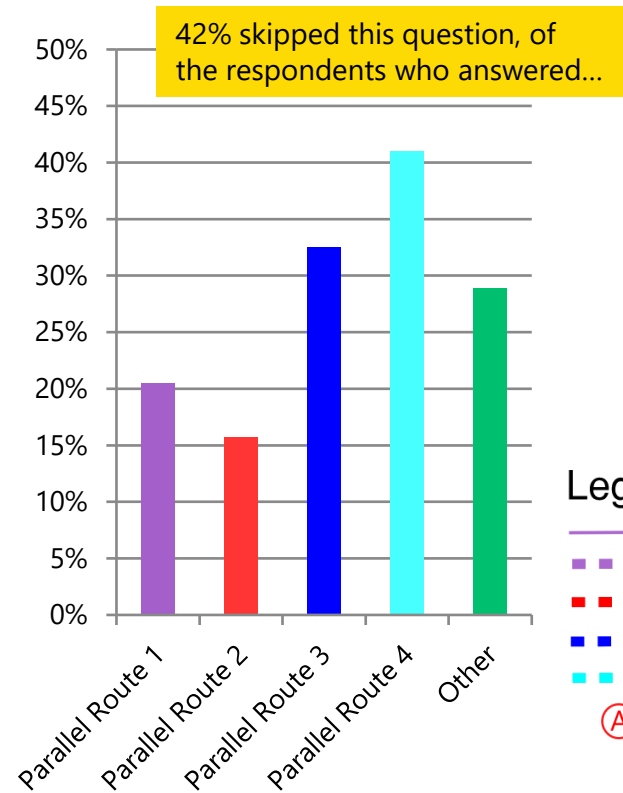
Which of these local roadway connections would improve your ability to travel around Gold Beach without relying on U.S. 101 on a daily basis?



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?

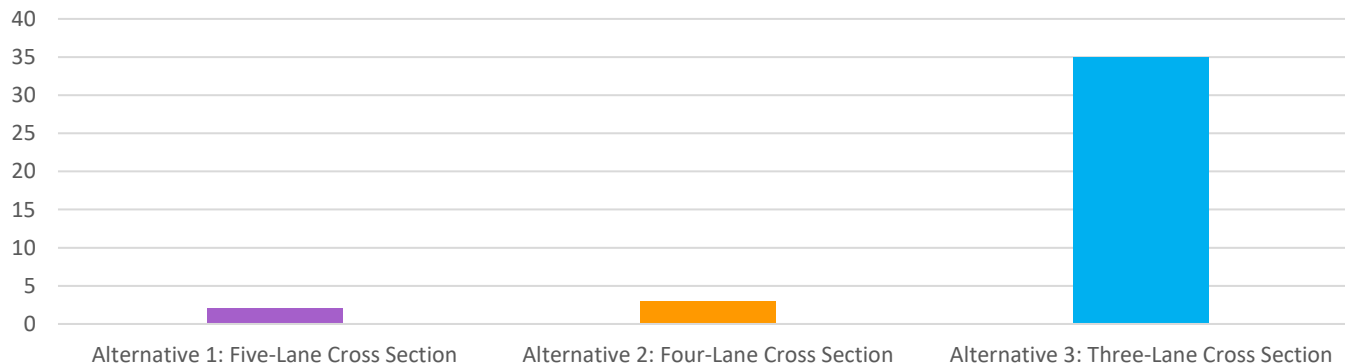


Legend

- 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

Summary of Public Feedback – Gold Beach Main Street Town Hall

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

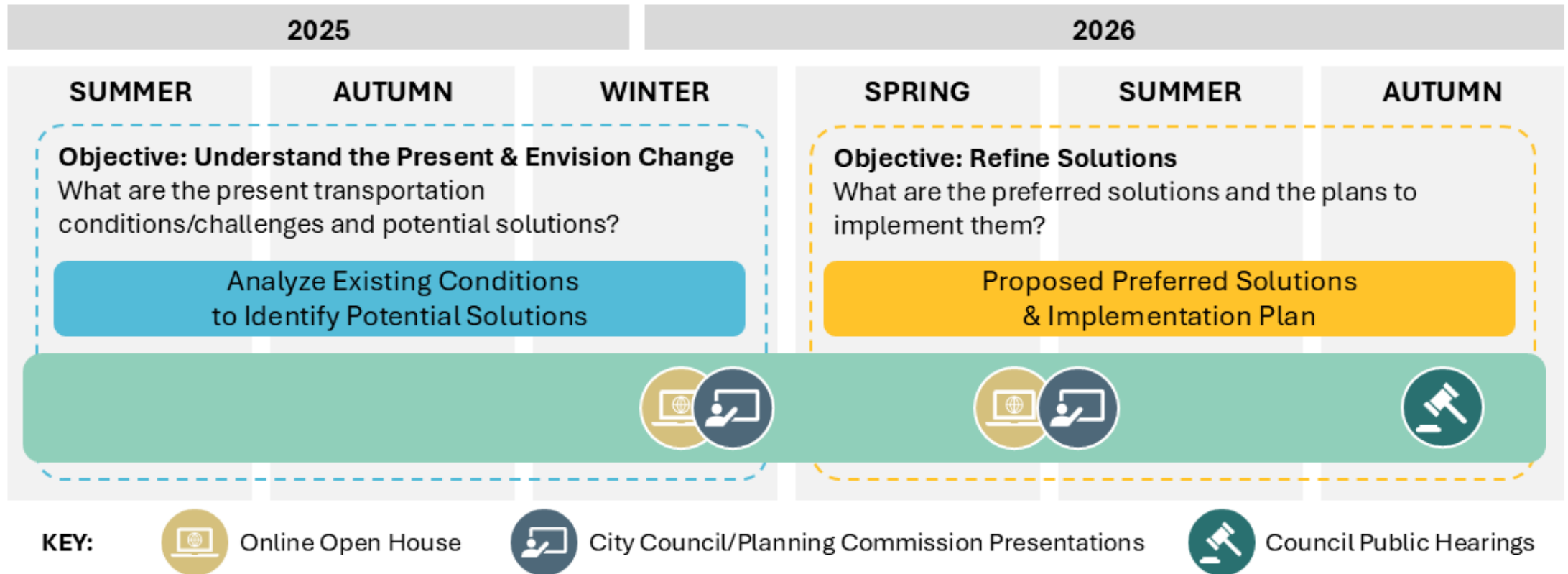


DISCUSSION

- 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!**

2025 Summer PM Peak Hour Intersection Operations

#	Intersection	Operating Standard	Del ¹	v/c ²
1	U.S. 101 / Jerry's Flat Road	v/c ≤ 0.95	15.8	0.21
2	U.S. 101 / Harbor Way	v/c ≤ 0.95	14.4	0.09
3	U.S. 101 / Moore Street	v/c ≤ 0.90	7.9	0.28
4	U.S. 101 / Caughell Street	v/c ≤ 0.95	25.1	0.09
5	U.S. 101 / 1st Street	v/c ≤ 0.95	15.3	0.03
6	U.S. 101 / 2nd Street	v/c ≤ 0.95	21.3	0.07
7	U.S. 101 / 3rd Street ⁵	v/c ≤ 0.95	22.2	0.17
8	U.S. 101 / 4th Street	v/c ≤ 0.95	18.1	0.22
9	U.S. 101 / 6th Street ⁵	v/c ≤ 0.90	7.0	0.23
10	U.S. 101 / 8th Street	v/c ≤ 0.95	21.0	0.08
11	U.S. 101 / 10th Street	v/c ≤ 0.95	16.5	0.05
12	U.S. 101 / 11th Street	v/c ≤ 0.95	11.0	0.07
13	U.S. 101 / Vizcaino Court / Pacific Vista Drive	v/c ≤ 0.90	15.6	0.05
14	U.S. 101 / Hunter Creek Road	v/c ≤ 0.90	16.0	0.02

Del = delay (sec/veh); LOS = level of service;; v/c = volume to capacity; EB = Eastbound; WB = Westbound; WBL = westbound left turn.

³Intersection average vehicle delay (signal), CM vehicle delay (stop)

⁴ Intersection v/c (signal), CM v/c (stop)

2025 Summer PM Peak Hour 95th Percentile Queues

Intersection	Movement	Available Storage (ft)	95th Percentile Queue Length (ft)	95th Percentile Queue Length > Available Storage?
U.S. 101 / Moore Street	SB	Continuous	150	No
	SBL	150	50	No
	NB	Continuous	125	No
	NBL	115	75	No
U.S. 101 / 6th Street	SB	Continuous	100	No
	SBL	120	50	No
	NB	Continuous	100	No
	NBL	120	50	No

2045 Summer PM Peak Hour Intersection Operations

#	Intersection	Operating Standard	Existing Lane Scenario		Reduced Lane Scenario	
			Four Lanes (Five at Signals)		Three Lanes	
			Del ¹	v/c ²	Del ¹	v/c ²
1	U.S. 101 / Jerry's Flat Road	v/c ≤ 0.95	18.3	0.28	No change in configuration	
2	U.S. 101 / Harbor Way	v/c ≤ 0.95	16.2	0.12	No change in configuration	
3	U.S. 101 / Moore Street	v/c ≤ 0.90	8.2	0.32	10.2	0.52
4	U.S. 101 / Caughell Street	v/c ≤ 0.95	32.3	0.11	40.4	0.14
5	U.S. 101 / 1st Street	v/c ≤ 0.95	17.5	0.04	16.0	0.03
6	U.S. 101 / 2nd Street	v/c ≤ 0.95	24.2	0.15	31.9	0.19
7	U.S. 101 / 3rd Street ⁵	v/c ≤ 0.95	27.9	0.26	41.4	0.36
8	U.S. 101 / 4th Street	v/c ≤ 0.95	22.3	0.29	30.6	0.38
9	U.S. 101 / 6th Street ⁵	v/c ≤ 0.90	7.4	0.26	9.0	0.45
10	U.S. 101 / 8th Street	v/c ≤ 0.95	26.1	0.10	31.7	0.13
11	U.S. 101 / 10th Street	v/c ≤ 0.95	18.9	0.06	21.8	0.07
12	U.S. 101 / 11th Street	v/c ≤ 0.95	11.5	0.08	13.3	0.10
13	U.S. 101 / Vizcaino Court / Pacific Vista Drive	v/c ≤ 0.90	17.5	0.06	No change in configuration	
14	U.S. 101 / Hunter Creek Road	v/c ≤ 0.90	18.1	0.02	No change in configuration	

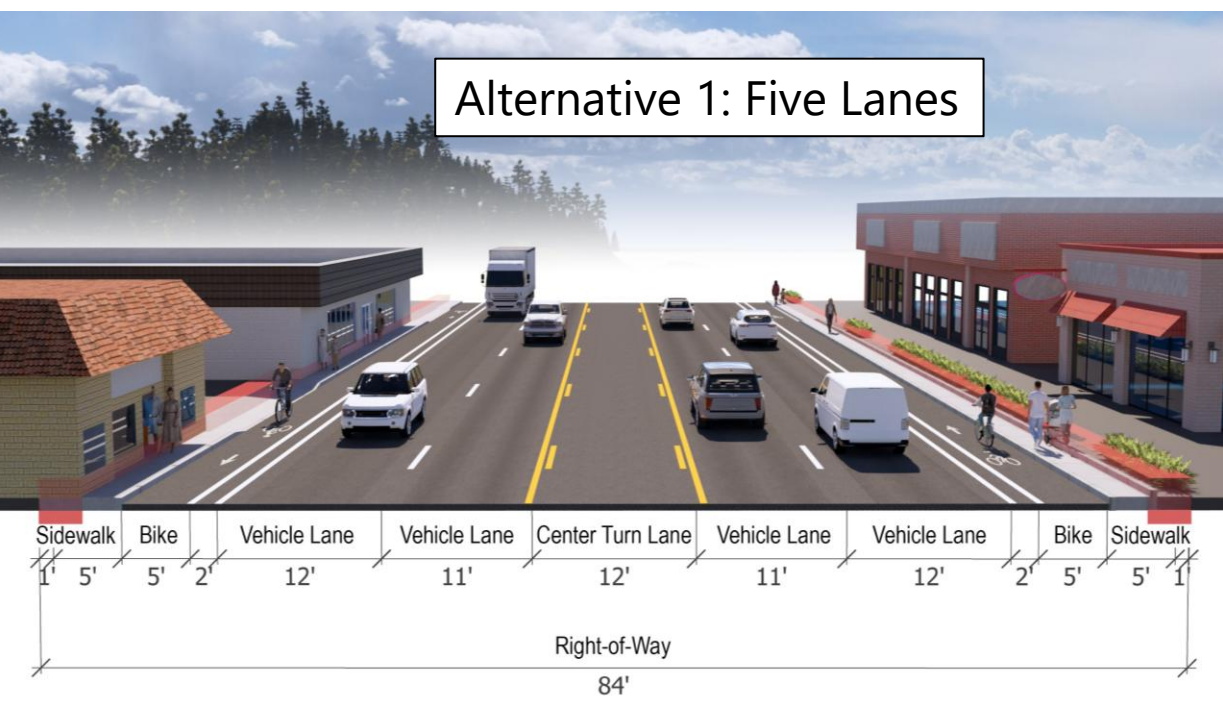
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³Intersection average vehicle delay (signal) CM vehicle delay (stop)

2045 Summer PM Peak Hour 95th Percentile Queues

Intersection	Movement	Available Storage (ft)	Existing Lane Scenario		Reduced Lane Scenario	
			Four Lanes (Five at Signals)		Three Lanes	
			2045 Summer Peak 95 th Percentile Queue Length (ft)	95 th Percentile Queue Length > Available Storage?	2045 Summer Peak 95 th Percentile Queue Length (ft)	95 th Percentile Queue Length > Available Storage?
U.S. 101 / Moore Street	SB	Continuous	150	No	250	No
	SBL	150	50	No	50	No
	NB	Continuous	125	No	275	No; but 95 th percentile queue extends through intersection with Gauntlet Street.
	NBL	115	100	No	100	No
U.S. 101 / 6th Street	SB	Continuous	100	No	200	No
	SBL	120	75	No	75	No
	NB	Continuous	100	No	200	No; but 95 th Percentile Queue extends through intersection with 7 th Street
	NBL	120	50	No	75	No

Alternative 1: Five Lanes



Alternative 2: Four Lanes*

*Maintains Five Lanes at Signalized Intersections



Alternative 3: Three Lanes

