

# TECHNICAL MEMORANDUM #1

June 13, 2025

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To: Thomas Guevara Jr, Oregon Department of Transportation (ODOT)

Anthony Pagano and Ryan Baxter, City of Gold Beach

From: Susan Wright, PE; Amy Griffiths, PE; and Sam Godon

RE: TM#1: Plan, Policy, and Code Review

Gold Beach US 101 Community Connections Plan

## Existing Plans, Policies, and Code Review

This memorandum summarizes the existing plans, guidance, and policies from the City of Gold Beach, Curry County, and Oregon Department of Transportation (ODOT) that are relevant to the Gold Beach US 101 Community Connections Plan. Table 1 and Table 2 summarize the documents reviewed and their application to the Gold Beach US 101 Community Connections Plan for state and local documents, respectively.

**Table 1. Conclusions from Plan Review, State Documents**

Document	Key Applications
<b>ODOT Highway Design Manual (2025)</b>	<p>The Gold Beach US 101 Community Connections Plan is anticipated to follow 3R design standards for near-term improvements and 4R design standards for long-term improvements<sup>1</sup>. 4R improvements trigger the Oregon Bike Bill. The Oregon Bike Bill requires that context-appropriate pedestrian and bicycle facilities, including curb ramps, be provided as part of the project if the project includes new roadway construction, roadway widening, realignment, or full-depth pavement work. Additionally, the HDM includes mobility standards related to project development and design that are applicable to all modernization projects.</p> <p>The HDM's Blueprint for Urban Design (BUD) will be used to define the urban context and provide appropriate guidance given the context along US 101. A Urban Design Concurrence Document will be submitted after the preferred concept has been selected and developed.</p>

<sup>1</sup> 3R standards are required for preservation projects that include localized widening, minor changes in geometry, or subgrade/base rehabilitation. 4R standards are required for new construction and roadway reconstruction projects.

Document	Key Applications
<b>Oregon Transportation Plan (2023)</b>	The goals and policies of the OTP will guide development of the Gold Beach US 101 Community Connections Plan, specifically in the areas of integrating safety, climate, equity, mobility, economic and community vitality and stewardship. The OTP also includes the following mode and topic plans which are discussed in the subsequent sections: The Oregon Highway Plan (1999), The Oregon Public Transportation Plan (2018), The Oregon Bike and Pedestrian Plan (2016), The Oregon Transportation Options Plan (2015), The Oregon Freight Plan (2023), and The Oregon Transportation Safety Action Plan (2021).
<b>Oregon Statewide Planning Goals (2019)</b>	Statewide Planning Goals that are most relevant to the Gold Beach US 101 Community Connections Plan are: [Goal 1] Citizen Involvement, [Goal 2] Land Use Planning, [Goal 5] Natural Resources, Scenic and Historic Areas, and Open Spaces, [Goal 7] Natural Hazards, [Goal 9] Economic Development, [Goal 10] Housing, [Goal 11] Public Facilities and Services, [Goal 12] Transportation, [Goal 13] Energy Conservation, and [Goal 14] Urbanization. Further explanation of these goals and their relevance to the Plan is provided in Table 4.
<b>Oregon Highway Plan (1999)</b>	The OHP includes policies regarding access, road design, multimodal facilities, types and locations of improvements, and access management related to state highways will inform the development and evaluation of alternatives in the Gold Beach US 101 Community Connections Plan. The volume-to-capacity (v/c) ratios in the OHP mobility targets assist in the transportation planning phase to identify future system deficiencies.
<b>Oregon Public Transportation Plan (2018)</b>	Aligned with the vision and policies of the ORTP, the Gold Beach US 101 Community Connections Plan will identify opportunities to improve accessibility and ease of use to transit and provide safe access to transit through safety improvements and improved multimodal facilities.
<b>Oregon Bicycle and Pedestrian Plan (2016)</b>	The vision, goals, and policies of the OBPP will inform the vision, objectives, and evaluation criteria of the Gold Beach US 101 Community Connections Plan. The OBPP will inform the layout of pedestrian and bicycle facility alternatives and conceptual design.
<b>Oregon Transportation Options Plan (2015)</b>	Relevant OTOP policies include incorporating safety considerations into local plans, providing multimodal options and information about multimodal local trips, using and incentivizing Transportation Options to mitigate congestion, and gathering travel need information from disadvantaged communities during the planning process.
<b>Oregon Freight Plan (2017)</b>	The Oregon Freight Plan does not identify US 101 in the vicinity of Gold Beach as an OHP designated freight route. However, US 101 through Gold Beach is still designated as a Reduction Review Route (RRR) and therefore must align with OHP policy 1C and ORS 366.215.
<b>Oregon Transportation Safety Action Plan (2021)</b>	The goals and strategies outlined in the Oregon TSAP will be implemented on a local project level through the Gold Beach Community Connections Plan by evaluating spot-specific and systematic safety needs along the corridor and collaborating with local public safety and emergency service providers.

Document	Key Applications
<b>Oregon Administrative Rule Chapter 734, Division 051 (Access Management Rule)</b>	OAR 734-051 identifies a 500-foot access management spacing standard along US 101 for a majority of the study area. The Plan will consider opportunities to move in the direction of compliance with access management and spacing standards on US 101.
<b>Oregon Revised Statue Chapter 366 Section 215 (Freight Routes – Vehicle Carrying Capacity)</b>	US 101 is a Reduction Review Route and therefore, any proposed design elements that could reduce the vehicle-carrying capacity on US 101 must comply with the revised statue. There are constraints along US 101 north and south of the study area that will be considered the horizontal vehicle-carrying capacity for the purposes of this project: the Isaac Lee Patterson Bridge and Hunter Creek Bridge both have curb-to-curb widths of less than 30 feet.
<b>Oregon Coast Bike Route Plan (2022)</b>	Improving the Gold Beach segment has been identified as a critical need (Critical Need 32). The Gold Beach US 101 Community Connections Plan will consider the partners identified in OCBR when developing a Project Advisory Committee (PAC).
<b>Oregon Active Transportation Needs Inventory</b>	US 101 through Gold Beach has high pedestrian and bike risk factor scores, indicating the segment has many safety concerns for non-motorized users. The ATNI assigns high pedestrian and bicycle prioritization scores along US 101 through Gold Beach, indicating that high need for improvements. The Goal Beach US 101 Community Connections Plan will develop alternatives to address this need.
<b>Statewide Transportation Improvement Program</b>	Several STIP projects outlined in the 2021-2024 and 2024-2027 funding cycles include roadway improvements in Gold Beach. These projects are listed in the STIP section of this document. Safety and preservation program funding reserve projects present an opportunity to source funding for near-term improvements in the Gold Beach US 101 Community Connections Plan.

**Table 2. Conclusions from Plan Review, Local Documents**

Document	Key Applications
<b>Gold Beach Comprehensive Plan (1982)</b>	The Gold Beach Comprehensive Plan has not been updated since 1982, however the goals and policies of the Comprehensive Plan and its Transportation Element when developing the vision, objectives, and evaluation criteria for the Gold Beach US 101 Community Connections Plan.
<b>Gold Beach Utility Undergrounding Feasibility Report (2023)</b>	The Gold Beach Utility Underground Feasibility Report provides a conceptual design and cost estimate associated with undergrounding the existing overhead utilities along the US 101 through Gold Beach. The Gold Beach US 101 Community Connection Plan will consider the roadway concepts identified in this report and the cost of utility undergrounding when developing and evaluating alternatives.
<b>Zoning Ordinance of Gold Beach (2022)</b>	The Zoning Ordinance does not pose direct relevance to the Gold Beach US 101 Community Connections Plan.
<b>Gold Beach Housing Strategies Report (2019)</b>	There is limited relevance to the US 101 corridor or the City's transportation network in the Housing Strategies Report.
<b>Gold Beach System Development Charges</b>	Gold Beach has water and sewer SDCs but does not issue transportation SDCs. Transportation SDCs are used to fund the roadway improvements required to support existing and future development. The implementation of a transportation SDC could be recommended to help fund roadway improvements along the US 101 corridor.
<b>Curry County Transportation System Plan (2005, 2025)</b>	The Curry County TSP identifies the need for intersection safety improvements at the US 101 / 3 <sup>rd</sup> Street that will be included in the Gold Beach US 101 Community Connections Plan. There are also projects listed in the TSP for side streets that connect to US 101 (Hunter Creek Road and Jerry's Flat Road) that will be considered when developing connections to the pedestrian and bicycle networks. Additionally, the goals from the TSP (resiliency and emergency preparedness, congestion relief, safety, pedestrian and bicycle connectivity, and working under funding constraints) will be considered when developing the vision, objectives, and evaluation criteria for the Gold Beach US 101 Community Connections Plan.
<b>Curry Transit Development Plan (2023)</b>	This plan identifies short- and long-term recommendations for improving service and access to transit, including bike lanes on US 101.
<b>ODOT South Coast Slides Study (2023)</b>	The study identifies 13 priority slide sites between Port Orford and Brookings that have an extensive history resulting in roadway damage and closures. None of these sites are located along US 101 in the study area.

## STATEWIDE PLANNING DOCUMENTS

The following section summarizes and explains the relevancy of the state-level guidance, plan, and policy documents that will influence the Gold Beach US 101 Community Connections Plan.

### ODOT Highway Design Manual (2025)

The Highway Design Manual (HDM) provides ODOT with uniform standards and procedures for planning studies and project development for the State's roadways. It is intended to provide guidance for the design of all projects on the State's highways.<sup>2</sup> It generally agrees with the *American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets* (2018) but anticipates that sound engineering judgment will continue to be a vital part of applying the design criteria to individual projects. The flexibility contained in the HDM supports the use of performance-based practical design concepts and context sensitive design practices.

### DESIGN STANDARDS

State and local planners use the manual to determine design requirements as they relate to the state highways in transportation system plans, corridor plans, and refinement plans. Some projects under ODOT roadway jurisdiction traverse across local agency boundaries; for such facilities, local agencies may have adopted design standards and guidelines that differ from ODOT design standards. Although the appropriate ODOT design standards are to be applied on facilities under ODOT's roadway jurisdiction, local agency publications and design practices can also provide additional guidance, concepts, and strategies related to roadway design. When determining the appropriate design standard for use in project development, work types can be divided into the categories listed in Table 3. Funding may come from a number of programs, but it is the type of work (1R – Resurfacing; 3R – Resurfacing, Restoration, and Rehabilitation; 4R – Resurfacing, Restoration, Rehabilitation, and Reconstruction; AASHTO) that determines the design standard to use.

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<sup>2</sup> National Highway System or federal-aid projects on roadways that are under the jurisdiction of cities or counties will typically use the 2018 AASHTO design standards or ODOT 3R design standards. Use the 2025 Highway Design Manual on all projects with the Plans, Specifications and Estimates (PS&E) milestone on and after January 1, 2025.

**Table 3. Potential Applicable Design Standards (HDM Table 100-2)**

Work Type	1R	3R	4R	AASHTO
<b>Modernization</b>			✓	
<b>Preservation:</b> Resurfacing	✓	✓		
<b>Preservation:</b> Interstate Maintenance	✓	✓		
<b>Safety Improvements</b>		✓	✓	
<b>Operations</b>		✓	✓	
<b>Maintenance</b>	✓	✓	✓	
<b>Misc./Special Programs:</b> Grant Project			✓	✓
<b>Misc./Special Programs:</b> Property Development Permit Projects		✓	✓	
<b>Misc./Special Programs:</b> Emergency/Natural Disaster		✓*		
<b>Local Programs</b>			✓**	✓

✓\* - Emergency/Natural Disaster projects may not be required to comply with all 3R design standards, as the main goal of these projects is to reopen compromised sections of highway, and projects are often designed to, at a minimum, meet design standards of the pre-emergency condition. However, it is important that permanent repairs should incorporate current design standards that do not materially change the function or character of the facility.

✓\*\* - On or along the state highway

Broadly, work types can be grouped into preservation and new construction/reconstruction. Preservation projects trigger 1R or 3R standards according to the project's elements: 1R standards are required for preservation projects aimed at improving immediate pavement and striping conditions. 3R standards are required for preservation projects that include localized widening, minor changes in geometry, or subgrade/base rehabilitation. 4R standards are required for new construction and roadway reconstruction projects. 4R standards are used for reconstruction projects when activities such as widening, geometry changes, and subgrade/base rehabilitation will occur along more than 50% of a project's length. It is possible that different parts of a project follow different design standards, for example, if a project receives preservation funding for repaving activities and active transportation funding to install bike lanes, the preservation related activities would follow 1R or 3R standards while 4R standards would be applied

to the new bicycle facilities. The Oregon Bike Bill (ORS 366.514) requires that context-appropriate pedestrian and bicycle facilities, including curb ramps, be provided as part of the project if the project includes new roadway construction, roadway widening, realignment, or full-depth pavement work. The Gold Beach US 101 Community Connections Plan will need to clarify what potential projects may be characterized as 4R and therefore trigger the need to provide bicycle facilities along US 101.

## MOBILITY STANDARDS

The HDM includes mobility standards related to project development and design that are applicable to all modernization projects, except for development review projects (see Table 4Table 3). The volume-to-capacity (v/c) ratios in the HDM are different than those shown in the OHP. The v/c ratio values in the OHP are used to assist in the planning phase to identify future system deficiencies, while the HDM v/c ratio values provide a mobility solution that corrects those previously identified deficiencies and provides the best investment for the state over a 20-year design life. Along the unsignalized intersections, the control movement (and applicable v/c standard) occurs along the local roadway.

**Table 4. 20-Year Design Mobility Standards (Volume/Capacity [V/C] Ratio) (HDM Table 1200-1)**

Highway Category	Land Use Type/Speed Limits					
	Inside Urban Growth Boundary				Outside Urban Growth Boundary	
	STAs	MPO	Non-MPO outside of STAs where non-freeway speed limit <45 mph	Non-MPO where non-freeway speed limit ≥ 45 mph	Unincorporated Communities	Rural Lands
Interstate Highways and Statewide (NHS) Expressways	N/A	0.75	0.70	0.65	0.60	0.60
Statewide (NHS) Freight Routes	0.85	0.75	0.70	0.70	0.60	0.60
Statewide (NHS) Non-Freight Routes and Regional or District Expressways	0.90	0.80	0.75	0.70	0.60	0.60
Regional Highways	0.95	0.85	0.75	0.75	0.70	0.65
District/Local Interest Roads	0.95	0.85	0.80	0.75	0.75	0.70

Notes:

- Interstates and Expressways shall not be identified as Special Transportation Areas (STAs).
- The peak hour is the 30th highest annual hour. This approximates weekday peak hour traffic in larger urban areas.
- MPO category includes areas within the planning boundaries of the Bend, Corvallis, Eugene/Springfield, Medford, Portland (METRO) and Salem/Keizer Metropolitan Planning Organizations, and any other MPO areas that are designated after the completion of this manual.

## BLUEPRINT FOR URBAN DESIGN

Originally developed in 2020 as a standalone document, the Blueprint for Urban Design, or BUD, has now been incorporated into the HDM. The HDM now includes the six urban contexts that were established to provide design flexibility. The key concepts introduced by the BUD are that urban design:

- Includes urban context in addition to the existing highway classification;
- Highlights and provides flexibility;
- Introduces performance concepts with practical design as performance-based, practical design;
- Starts at the highest level of protection for pedestrians, bicyclists, and other users of the pedestrian and transition cross-section realms; and
- Provides a focused design documentation process.

Urban contexts as defined in the HDM are based on existing and future land use characteristics, development patterns, roadway classification and connectivity, along with overall community goals and aspirations. The BUD includes design element recommendations based on the selected urban context.

## ODOT HDM URBAN DESIGN CONCURRENCE DOCUMENT

The Urban Design Concurrence Document (UDC) outlines the projects context, design criteria, and design decisions. Approval of this UDC is required by the Regional Technical Center, who can also provide collaborative input on the contents of the document. Throughout the project scoping, planning, and development stages, the UDC is intended to be used as a “living document”, and draft of the UDC is submitted with the final scoping and conceptual design documents.

## PROJECT RELEVANCE

The HDM provides design standards and guidance applicable to the US 101 and any intersection or along the corridor. Proposed improvements thought this project are anticipated to follow 3R design standards for near-term improvements and possibly 4R design standards for long term improvements. 4R improvements trigger the Oregon Bike Bill, which means that context-appropriate pedestrian and bicycle facilities would be required along US 101. Additionally, the HDM includes mobility standards related to project development and design that are applicable to all modernization projects.

The HDM’s BUD will be used to define the urban context and provide appropriate guidance given the context along the US 101 in Gold Beach. An UDC will be submitted after the preferred concept has been selected and developed.



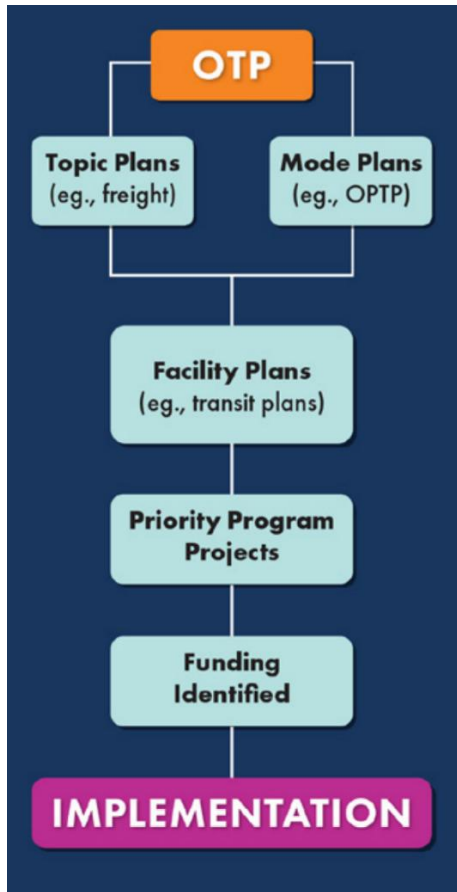
## Oregon Transportation Plan (2023)

The Oregon Transportation Plan (OTP) is the State's long-range multi-modal transportation plan that addresses the future transportation needs of the State of Oregon through the Year 2050. The primary function of the OTP is to establish goals, policies, strategies, and initiatives that are translated into a series of modal plans, such as the Oregon Highway Plan (OHP). The OTP considers all modes of Oregon's transportation system, including Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads. It assesses state, regional, and local public and private transportation facilities. In addition, the OTP provides the policy framework for prioritizing transportation improvements, but it does not identify specific projects for development.

The OTP's Vision establishes three "lenses" for making transportation decisions that must be factored in when decisions are made. Consideration must be given to how safety, equity, and climate will be impacted and work to maximize positive outcomes and minimize negative consequences. The three lenses will be applied to transportation decisions that must advance other important outcomes and be balanced overall. The future state of other important outcomes within the horizon of the Plan includes these three additional OTP goal areas: mobility, economic and community vitality, and stewardship of public resources.

The Implementation Framework section of the OTP describes the implementation process and how state multi-modal, mode/topic plans, regional and local transportation system plans (TSPs), and master plans will further refine the OTP's broad policies and investment levels. This framework is summarized in Figure 1.

**Figure 1. OTP Transportation Plan Implementation Structure**



## PROJECT RELEVANCE

The goals and policies of the OTP will guide development of the Gold Beach US 101 Community Connections Plan, specifically in the areas of integrating safety, climate, equity, mobility, economic and community vitality and stewardship. Relevant guidance from the OTP mode and topic plans will be discussed in subsequent sections.

## Oregon Statewide Planning Goals (2019)

The foundation of Oregon's statewide land use planning program is a set of 19 Statewide Planning Goals that express the state's policies on land use and other related topics, such as citizen involvement, housing, and natural resources. Oregon's statewide planning goals are achieved through local comprehensive plans, transportation system plans, and the development and implementation of facility plans.

## PROJECT RELEVANCE

All the Statewide Planning Goals influence transportation planning, either directly or indirectly. However, only certain goals directly apply to transportation planning at a local level; the goals listed in Table 3 are most relevant to the Gold Beach US 101 Community Connections Plan process.

**Table 5. Statewide Planning Goals Relevant to the Gold Beach US 101 Community Connections Plan**

Statewide Planning Goal	Relevancy to the Plan Process
<b>Goal 1: Citizen Involvement</b>	Establishes citizen involvement as the primary goal of the land use planning process in Oregon. The South Stage Extension Plan process is guided by a robust public involvement and communications plan that includes public involvement goals, identified affected and interested stakeholder and target audiences, and critical factors that will gauge success. In addition, this project will be guided by a Project Management Team, Project Development Team, and Project Advisory Committee that will inform the Plan process throughout the course of the project.
<b>Goal 2: Land Use Planning</b>	Establishes a process and policy framework for all decisions and actions related to land uses. It also ensures that such decisions and actions are premised on an adequate factual base. Existing and future transportation needs will be based on an evaluation of existing and planned land uses, as well as improving efficient multi-modal connections to housing, public services, employment areas, and recreational opportunities.
<b>Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces</b>	Existing natural resources and environmental features influence the siting, construction, and cost of transportation improvements. The project will provide inventories of these resources as well as illustrate and describe areas within the City of Medford that may pose barriers to providing transportation access or improvements.
<b>Goal 7: Natural Hazards</b>	The risk of natural hazards affects site selection and alignment decisions and facility design standards. Transportation improvement projects should avoid natural hazard areas, such as floodplains, to the extent feasible.
<b>Goal 9: Economic Development</b>	Addresses the need for a variety of economic opportunities in support of the health, welfare, and prosperity of Oregon’s citizens. The planning process should be coordinated with current and planned economic development activities.
<b>Goal 10: Housing</b>	Cities are required to anticipate ongoing needs for housing and to provide adequate infrastructure to serve residential uses. Transportation facilities and project prioritization will be based, in part, on the demands generated by current and projected housing needs.
<b>Goal 11: Public Facilities and Services</b>	Local governments are required to provide adequate public facilities, including transportation facilities, in a timely and efficient manner. The project will coordinate with or consider the provision of other public facilities consistent with adopted plans.

Statewide Planning Goal	Relevancy to the Plan Process
<b>Goal 12: Transportation</b>	<p>Requires multi-modal transportation plans that:</p> <ul style="list-style-type: none"> <li>- Are based on factual inventories,</li> <li>- Minimize adverse social, environmental, economic, and energy impacts,</li> <li>- Meet the needs of the transportation disadvantaged,</li> <li>- Facilitate the flow of goods and services, and</li> <li>- Are consistent with related local and regional plans.</li> </ul> <p>Goal 12 is implemented through the Transportation Planning Rule (OAR 660, Division 12).</p>
<b>Goal 13: Energy Conservation</b>	<p>Land uses must be managed and controlled to maximize the conservation of all forms of energy based upon sound economic principles. In transportation planning, this includes consideration of travel distances and mode share.</p>
<b>Goal 14: Urbanization</b>	<p>Requires land within the urban growth boundary (UGB) to “provide an orderly and efficient transition from rural to urban land use.” Findings regarding adequate transportation and other public facilities is required for expansion of UGBs.</p>

## Oregon Highway Plan (1999)

The Oregon Highway Plan (OHP) is a modal plan of the OTP. It defines policies and investment strategies for Oregon’s state highway system. The policy element contains several directives that apply to the segment of US 101 included in the Gold Beach US 101 Community Connections Plan, as outlined below.

### PROJECT RELEVANCE

The following OHP policies regarding access, road design, multimodal facilities, types and locations of improvements, and access management related to state highways will inform the development and evaluation of alternatives in the Gold Beach US 101 Community Connections Plan.

- OHP Goal 1, Policy 1A (State Highway Classification System)
  - US 101 through Gold Beach is part of the State Highway and National Highway System (NHS).
- OHP Goal 1, Policy 1C (State Highway Freight System)
  - US 101 through Gold Beach is a Reduction Review Route (RRR). If ODOT identifies that an action may result in a reduction of vehicle-carrying capacity on an RRR, ODOT will convene a Stakeholder Forum to help advise ODOT regarding the effect of the proposed action on the ability to move motor vehicles through a section of highway.
- OHP Goal 1, Policy 1D (Scenic Byways)
  - US 101 through Gold Beach is a Scenic Byway/State and/or Federal Scenic Byway (SB).
  - Projects on US 101 should receive special aesthetic and safety design attention given the highway’s Scenic Byway designation.

- A guidance document for the area – “Scenic Byway Management Plan for the South Coos and Siskiyou Regions of the US 101 Corridor in Oregon” – was prepared in 1997<sup>3</sup>
- OHP Goal 1, Policy 1F (State Highway Mobility Targets)
  - Volume-to-capacity (v/c) ratios in the OHP mobility targets assist in the transportation planning phase to identify future system deficiencies. These differ from v/c ratios in the Highway Design Manual that are used in transportation project development and design. The mobility targets for US 101 through Gold Beach are identified on Table 6 below. Along the unsignalized intersections, the control movement (and applicable v/c standard) occurs along the local roadway.

**Table 6. Volume to Capacity Ratio Targets from the OHP**

<b>VOLUME TO CAPACITY RATIO TARGETS OUTSIDE METRO<sup>17A, B, C, D</sup></b>							
<b>Highway Category</b>	<b>Inside Urban Growth Boundary</b>					<b>Outside Urban Growth Boundary</b>	
	<b>STA<sup>E</sup></b>	<b>MPO</b>	<b>Non-MPO Outside of STAs where non-freeway posted speed ≤ 35 mph, or a Designated UBA</b>	<b>Non-MPO outside of STAs where non-freeway speed &gt; 35 mph but &lt; 45 mph</b>	<b>Non-MPO where non-freeway speed limit ≥ 45 mph</b>	<b>Unincorporated Communities<sup>F</sup></b>	<b>Rural Lands</b>
Interstate Highways	N/A	0.85	N/A	N/A	0.80	0.70	0.70
Statewide Expressways	N/A	0.85	0.85	0.80	0.80	0.70	0.70
Freight Route on a Statewide Highway	0.90	0.85	0.85	0.80	0.80	0.70	0.70
Statewide (not a Freight Route)	0.95	0.90	0.90	0.85	0.80	0.75	0.70
Freight Route on a regional or District Highway	0.95	0.90	0.90	0.85	0.85	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.90	N/A	0.85	0.85	0.75	0.70
Regional Highways	1.0	0.95	0.90	0.85	0.85	0.75	0.70
District/Local Interest Roads	1.0	0.95	0.95	0.90	0.90	0.80	0.75

- OHP Goal 1, Policy 1G (Major Improvements Policy): Maintain highway performance and improve safety by improving system efficiency and management before adding capacity.
- OHP Goal 2, Policy 2B (Off-System Improvements): The State may invest in local system improvements if they provide a cost-effective means of improving the operation of the state highway system.
- OHP Goal 2, Policy 2F (Traffic Safety): Improve the safety of all highway users through measures like the Safety Management System that identifies locations with the most significant safety issues where resources are to be targeted.
- OHP Goal 3, Policy 3A (Classification and Spacing Standards)

<sup>3</sup> Due to its age, the management and enhancement objectives and strategies in this guidance document may be of limited use.

- OHP Appendix C (Access Management Standards) Table 13: Access Management Spacing Standards for Statewide Highways with Annual Average Daily Traffic (AADT) of 5,000 Vehicles or Less; Table 14: Access Management Spacing Standards for Statewide Highways with Annual Average Daily Traffic (AADT) of More Than 5,000 Vehicles; and Table 16: Access Management Spacing Standards for District Highways with Annual Average Daily Traffic (AADT) of More Than 5,000 Vehicles.
- OHP Goal 4, Policy 4B (Alternative Passenger Modes): Promote alternative modes in general and develop alternative mode facilities and services off the highway system to help preserve and improve the performance and function of the state highway system.

## Oregon Public Transportation Plan (2018)

The Oregon Public Transportation Plan (OPTP) is a modal plan of the OTP. The goals, policies, and strategies of the Oregon Public Transportation Plan provide guidance to ODOT and transit agencies regarding the development of public transportation systems. The Plan establishes the State's interest in having a system that: provides appropriate service in each area of the state including urban, suburban, rural, and remote areas, allows people who do not drive to meet daily needs, and plays a vital role in improving livability and economic prosperity in Oregon communities.

Key themes in OPTP policies include reliable and accessible transit service and transit information, enhanced coordination with other transit and transportation services, active transportation options for accessing transit, access to health-supporting destinations, and reduction of pollution, and greater coordination and collaboration with other public agencies (e.g., for land use planning and permitting) and new partners who can help broaden and innovate transit's effectiveness.

## PROJECT RELEVANCE

Aligned with the vision and policies of the ORTP, the Gold Beach US 101 Community Connections Plan will identify opportunities to improve accessibility and ease of use for transit and provide safe access to transit through safety improvements and improved multimodal facilities.

## Oregon Bicycle and Pedestrian Plan (2016)

The Oregon Bicycle and Pedestrian Plan (OBPP) is the OTP modal plan that provides policies and implementation strategies intended to enhance access, mobility, and safety for cyclists and pedestrians. The OBPP vision is that people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well-connected biking and walking routes; and that people can enjoy Oregon's scenic beauty on walking and biking networks that are integral, interconnected elements of the transportation system.

The OBPP provides direction via 20 policies and associated strategies designed to support developing, sustaining, and improving walking and biking networks. The policies and strategies are grouped under eight goals: safety, accessibility and connectivity, mobility and efficiency, community and economic vitality, equity, health, sustainability, and strategic investment.

## PROJECT RELEVANCE

The vision of the OBPP will inform the vision of the Gold Beach US 101 Community Connections Plan. The Oregon Bicycle and Pedestrian Design Guide is the technical element of the OBPP that guides the design and management of bicycle and pedestrian facilities on state-owned facilities. It is an appendix to the Highway Design Manual and provides best practices and design guidelines for bicycle and pedestrian facilities. The Design Guide will inform the layout of pedestrian and bicycle facilities in the alternatives analysis and conceptual design stages of the Gold Beach US 101 Community Connections Plan.

## Oregon Transportation Options Plan (2015)

The Oregon Transportation Options Plan (OTOP), an OTP topic plan, establishes policies, strategies, and programs that promote efficient use of existing transportation system investments, thereby reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare.

Transportation Options strategies and programs generally do not address capital infrastructure investments, but rather provide information and resources to support people in accessing a full range of Transportation Options including walking, biking and rolling, taking transit, driving, ridesharing, and telecommuting.

## PROJECT RELEVANCE

OTOP policies that are relevant to The Gold Beach Community Connections Plan include:

- Incorporating safety considerations into local plans to increase viability of all modes and Transportation Options
- Providing multimodal options (including information about them) for people to make local trips
- Using and incentivizing Transportation Options as a mitigation for congestion and an alternative to roadway capacity expansion
- During transportation planning processes, gathering travel need information directly from communities in need and use multimodal and person movement metrics and tools

## Oregon Freight Plan (2023)

The Oregon Freight Plan (OFP) is a modal plan of the OTP that guides the movement of goods and commodities on the state highway system. Its purpose statement identifies the intent to “improve freight connections to local, Native American, state, regional, national and global markets in order to increase trade-related jobs and income for workers and businesses.” The objectives of the Plan include prioritizing and facilitating investments in freight facilities (including rail, marine, air, and pipeline infrastructure) and adopting strategies to maintain and improve the freight transportation system.

## PROJECT RELEVANCE

The Oregon Freight Plan does not identify US 101 in the vicinity of Gold Beach as an OHP designated freight route. US 101 is used by freight when the I-5 overpass is closed. Additionally, as discussed in other sections of this document, US 101 through Gold Beach is still designated as a Reduction Review Route (RRR) and therefore must align with OHP policy 1C and ORS 366.215.

## Oregon Transportation Safety Action Plan (2021)

The ODOT Transportation Safety Action Plan (TSAP) sets a target of zero deaths and life-changing injuries on Oregon's transportation system by 2035. The ODOT TSAP includes goals, policies, and strategies to work towards the target. The ODOT TSAP uses a data-driven approach, considering crash type, frequency, and severity, to identify near-term Emphasis Areas and actions to organize safety treatments and maximize safety benefits of investments. Underlying all these near-term priorities is the focus on "equitable and unbiased solutions for all transportation system users and all modes of travel." The identified Emphasis Areas are:

- **Risky behaviors:** Minimize impaired driving, unbelted, speeding, and distracted driving crashes.
- **Infrastructure:** Implement treatments at intersections and along roadways to minimize intersection and roadway departure crashes.
- **Vulnerable users:** Minimize pedestrian, bicycle, motorcycle, and aging road user crashes with a focus on low-income or historically excluded communities.
- **Improved systems:** Improve data, training for transportation staff, law enforcement, emergency responders, and commercial vehicle operators.

To identify region-specific safety concerns, the Plan assesses several crash attributes on a regional level for comparison with state-wide data. ODOT's Region 3 includes Curry County and the rest of southwestern Oregon. Compared to the rest of Oregon, Region 3 has a higher proportion of fatal and serious injury crashes involving roadway departure, speeding, alcohol and/or other drugs, aging drivers, and unrestrained occupants.

## PROJECT RELEVANCE

The Gold Beach US 101 Community Connections Plan can implement the goals and strategies outlined in the Oregon TSAP on a local project level through:

- The evaluation of local spot-specific and systematic safety needs along the corridor and develop plans to address the identified needs.
- Collaboration with local public safety and emergency service providers to identify and address community-specific needs.

## Oregon Administrative Rule Chapter 734, Division 51 (Access Management Rule)

Oregon Administrative Rule (OAR) 734-051 defines the State's role in managing access to highway facilities to maintain functional use and safety and to preserve public investment. OAR 734-051 sets access management spacing standards for driveways and intersections on the state highway system as well as spacing standards for interchanges and approaches in interchange areas. Table 7 defines the access management spacing standards for statewide highways per OAR 734-051.



**Table 7. Access Management Spacing Standards per OAR 734-051-4020**

Access Management Spacing Standards for Statewide Highways with Annual Average Daily Traffic > 5,000				
	Expressway	Expressway		
	Rural Areas	Urban Areas	Rural Areas	Urban Areas
Speed (mph)	Spacing (ft)			
55 or higher	5,280	2,640	1,320	1,320
50	5,280	2,640	1,100	1,100
40 & 45	5,280	2,640	990	800
30 & 35	-	-	770	500
25 & lower	-	-	550	350

## PROJECT RELEVANCE

OAR 734-051 identifies a 500-foot access management spacing standard for most of US 101 in Gold Beach, as indicated above on Table 7. At the southern end of the corridor, the posted speed transitions from 30 back to 55 and the context of the highway transitions from urban back to rural, which requires higher access management spacing. The Gold Beach US 101 Community Connections Plan will consider opportunities to move in the direction of compliance with access management and spacing standards.

## Oregon Revised Statue Chapter 366 Section 215 (Freight Routes – Vehicle Carrying Capacity)

Oregon Revised Statute (ORS) 366.215 identifies the Oregon Transportation Commission's (OTC's) authority to build and modify state highways. The statute states that the OTC may not permanently reduce the "vehicle-carrying capacity" of an identified freight route (a.k.a. Reduction Review Route) unless safety or access considerations require the reduction, or a local government requests an exemption, and the Commission determines it is in the best interest of the state and freight movement is not unreasonably impeded.

In the context of this statute, "vehicle-carrying capacity" refers to the vertical and horizontal clearance of a highway section that can physically carry motor vehicles. Thus, a reduction of vehicle-carrying capacity means a permanent reduction in the horizontal or vertical clearance of a highway section. Examples of permanent structures that can result in a reduction in vehicle-carrying capacity include bridge structures, traffic signals, signposts, stationary bollards, curbs, bulb-outs, trees, raised or depressed medians, pedestrian refuge islands, traffic separators, roundabouts, streetlights, and overhead wiring. Street markings such as bike lane striping or on-street parking are not considered reductions of vehicle-carrying capacity.

## PROJECT RELEVANCE

US 101 is a Reduction Review Route. Therefore, any features included in the final Plan that could reduce vehicle-carrying capacity on US 101 must comply with the statute. There are constraints along US 101

north and south of the study area that will be considered the horizontal vehicle-carrying capacity for the purposes of this project: The Isaac Lee Patterson Bridge and Hunter Creek Bridge both have curb-to-curb widths of less than 30 feet.

## Oregon Coast Bike Route Plan (2022)

The Oregon Coast Bike Route (OCBR) Plan identifies opportunities for improvements to the OCBR that will benefit all people who travel the route, including recreational and multi-day trip users as well as residents and those making short trips.

The Plan outlines critical infrastructure needs and provides both short- and long-term solutions to increase users' comfort level along the route. The Plan identifies programs and services to support and promote the OCBR including route maintenance, camping and bike stations, wayfinding, route planning tools, bike parking, transit and shuttle connections, interpretive opportunities, and speed and safety enforcement and education (including ODOT's Safety Education Campaign). The Plan recommends a variety of partnerships that could include ODOT, local jurisdictions, Oregon Parks and Recreation Department (OPRD), economic development organizations, and private businesses to implement these programs and services.

## PROJECT RELEVANCE

The OCBR follows US 101 through the City of Gold Beach. Improving the Gold Beach segment has been identified as a critical need (Critical Need 32), due to its four-to-five lane cross section, density of accesses, lack of dedicated bike facilities, and lack of alternate routes through the City. The result of the existing state of infrastructure is a high Bicycle Level of Traffic Stress. Given the existing urban context of this segment (Urban Mix between Moore Street and 11<sup>th</sup> Street, and Suburban Fringe for the remaining portion of the study area), the poor state of infrastructure impacts local active transportation users in addition to users of the OCBR. The OCBR Plan reinforces the need for multimodal improvements in the study area, and suggests constructing a roadway reconfiguration to accommodate 6-foot bike lanes. The Gold Beach US 101 Community Connections Plan will consider the partners identified in OCBR when developing a Project Advisory Committee (PAC).

## ODOT Active Transportation Needs Inventory

The Oregon Active Transportation Needs Inventory (ATNI) provides an inventory of existing pedestrian, bicycle, and shoulder facilities on all state highways and identifies areas where additional facilities may be needed to create safer, walkable, and bikeable networks in and between communities across the state. The ATNI includes an evaluation of the existing facilities with respect to ODOT's current design standards and identifies gaps and deficiencies in the system.

The ATNI prioritizes the gaps and deficiencies on a statewide and regional level based on a range of evaluation criteria designed to classify and prioritize the pedestrian and bicycle needs on the system as well as understand the highest areas of need. High prioritization scores, risk factors, and levels of stress on a roadway are associated with substandard and lacking pedestrian and bicycle infrastructure, such as sidewalks, bike lanes, paths and crossings. Prioritization scores also evaluate roadways based on health

data, crash history, access to essential designations, access to parallel facilities, and presence of transportation disadvantaged communities.

The ATNI does not identify specific improvements to bicycle and pedestrian systems, rather it identifies and prioritizes need.

## PROJECT RELEVANCE

According to the ATNI, US 101 through Gold Beach has high pedestrian and bike risk factor scores, indicating the segment has many safety concerns for non-motorized users. The ATNI assigns high pedestrian and bicycle prioritization scores along US 101 through Gold Beach, indicating that high need for improvements. The Gold Beach US 101 Community Connections Plan will develop alternatives to address this need.

## Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is the four-year programming and funding document for transportation projects and programs on state and regional transportation systems, including federal land road systems, state and regional highways, bridges, and public transit. It includes state- and federally funded projects that have approved funding and are expected to be undertaken during the upcoming four-year period. The STIP is updated every other year. Its projects are consistent with adopted transportation plans.

### 2021-2024 STIP PROJECT RELEVANCE

The Final and Active 2021-2024 STIP includes the following projects in and around the City of Gold Beach:

- K21769 US 101: Gold Beach (Rogue River) Bridge: Preservation project for the US 101 Rogue River (Issac Patterson) Bridge.
- K23062 Southwest Oregon 2024-2027 ADA Curb Ramp Design, Phase 1: Preliminary engineering of curb ramps to meet compliance with Americans with Disabilities Act (ADA) standards.

### 2024-2027 STIP PROJECT RELEVANCE

The Final and Active 2024-2027 STIP includes the following projects in the City of Gold Beach:

- K21769 US 101: Gold Beach (Rogue River) Bridge. Preservation project for the US 101 Rogue River (Issac Patterson) Bridge.
- K22977 US 101: Washington state line to California state line. Install National Electric Vehicle Charging Infrastructure (NEVI) fast charging stations at 50-mile intervals.
- K23062 Southwest Oregon 2024-2027 ADA Curb Ramp Design, Phase 2. Preliminary engineering of curb ramps to meet compliance with Americans with Disabilities Act (ADA) standards.
- K23305 Southwest Oregon Safety Program Funding Reserve (FFY25-27). Provides a funding source for ODOT Region 3 All Roads Transportation Safety (ARTS) program.
- K23312 Southwest Oregon Preservation Program Funding Reserve (FFY25-27). Provides a funding source for ODOT Region 3 preservation projects.

Funding reserves (K23305 & K23312) provide potential funding opportunities for near-term improvements in the Gold Beach US 101 Community Connections Plan, potentially in future fiscal years depending on the future of these programs in Oregon's transportation funding package.

## LOCAL PLANS AND ORDINANCES

This section summarizes and explains the relevancy of the local-level guidance, plan, and policy documents that will influence the Gold Beach US 101 Community Connections Plan.

### Gold Beach Comprehensive Plan (1982)

The Gold Beach Comprehensive Plan is a generalized resource inventory and policy statement that uses natural resource and socio-economic resource inventories to inform the Plan's goals and policies. The Plan's inventories, goals, and policies are intended to help guide development and decision making in the City of Gold Beach through land use classifications and mapping. The Plan has not been updated since 1982.

#### TRANSPORTATION ELEMENT

The Gold Beach Comprehensive Plan includes a transportation inventory and a set of goals and policies relating to transportation. The transportation inventory identifies US 101 and 10.2 miles of City streets as the constituents of the City's roadway network. The inventory identifies automotive as the primary mode of transportation in Gold Beach and does not provide discussion on active transportation. Goal 12 (transportation) of the Comprehensive Plan is to provide and encourage a safe, convenient, and economic transportation system.

#### PROJECT RELEVANCE

Under each goal of the Comprehensive Plan are a set of policies which outline actionable items to help the City achieve the goal. Relevant policies under Goal 12 (transportation) include:

- Encouraging development that will use and improve upon the existing transportation system
- Supporting an East-West Highway for better access to the east
- Encouraging installation of bike paths
- Encouraging improvements to the City's roadway network
- Monitoring the transportation needs and providing support to disadvantaged residents

These goals and policies will be considered when developing the vision, objectives, and evaluation criteria for the Gold Beach US 101 Community Connections Plan.

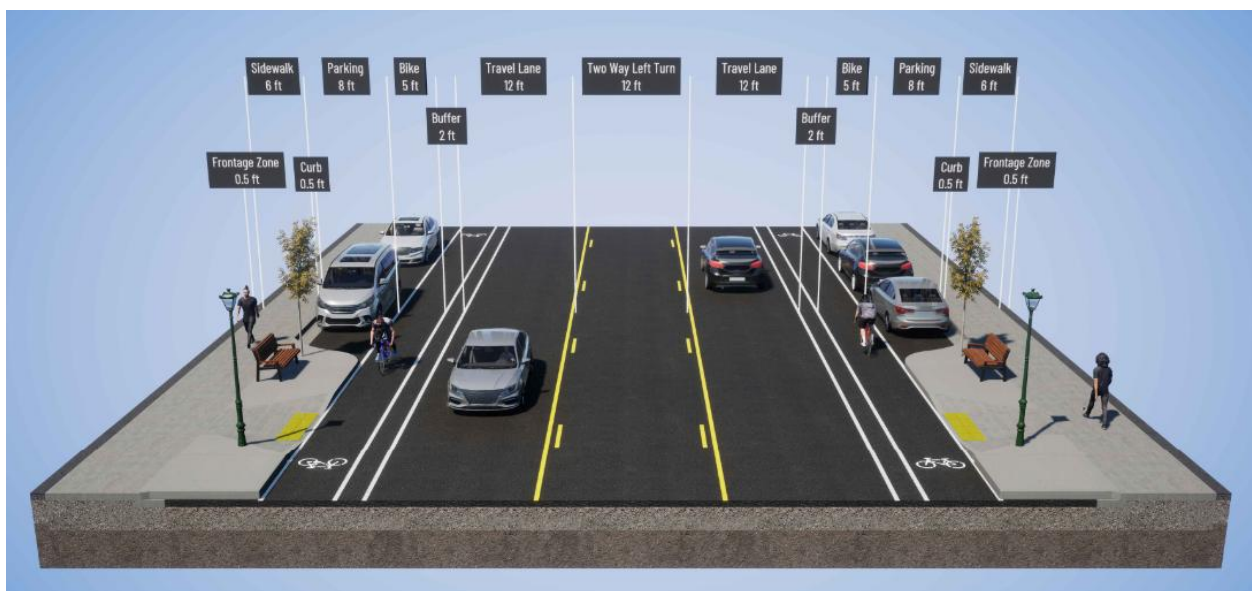
### Gold Beach Utility Undergrounding Feasibility Report (2023)

Conсор conducted a feasibility study that investigated the relocation of existing overhead utilities to underground along the US 101 in Gold Beach. The study focused on the segment of US 101 between Moore Street and Keber Drive, where the corridor has urban characteristics and existing overhead utilities. Existing overhead utilities include power, phone, and internet, owned by four total providers. The study

identified a preferred alternative, which includes undergrounding the existing alignment beneath the roadway within 12 feet from the curb. A conceptual design and cost estimate were developed for this alternative, with the assumption of restoration of the existing roadway, the estimated cost to relocate the utilities underground is approximately \$15,874,000, including a 40% contingency.

The feasibility report also identified a potential cross section for conceptual roadway improvements, shown in Figure 2, including 0.5-foot non-hardscape frontage zones, 6-foot sidewalks, 0.5-foot curb with gutter, 8-foot parking lane, 5-foot striped bike lane, 2-foot striped buffer, and three 12-foot lanes. The estimated cost for the proposed utility undergrounding and alternative conceptual roadway improvements is \$30,271,000. This estimate includes right-of-way purchases.

**Figure 2. Conceptual Roadway Improvements Typical Section**



## PROJECT RELEVANCE

A common goal of the Undergrounding Feasibility Report and the Gold Beach US 101 Community Connections Plan is to improve the overall aesthetics of the corridor. The study highlights some of the impacts that utility undergrounding may have on the roadway environment, including updates to street lighting, impacts to businesses during construction activities, and design coordination.

The Gold Beach US 101 Community Connection Plan will consider the roadway concepts identified in this report and the cost of utility undergrounding when developing and evaluating alternatives.

## Zoning Ordinance of the City of Gold Beach (2022)

The Zoning Ordinance of the City of Gold Beach is the document that puts the land use classifications and maps from the City's Comprehensive Plan into action. The Ordinance outlines allowable uses and defines development parameters for each zone. Generally, the purpose of the Ordinance is to promote public health and safety, encourage orderly growth and appropriate land use, and facilitate adequate utilities for the community.

## PROJECT RELEVANCE

The Zoning Ordinance does not pose direct relevance to the Gold Beach US 101 Community Connections Plan.

## Gold Beach Housing Strategies Report (2019)

The Gold Beach Housing Strategies Report is a housing needs analysis and buildable lands inventory. The purpose of the report is to provide an update to the Housing Element of the City's Comprehensive Plan, assess the future residential land needs and supply, and amend development code to support housing needs. The report indicates that there is an adequate supply of residentially-zoned land available to support future housing needs. However, it states that the City should look at the location, distribution, and quantity of land in its residential zones to ensure that zoning designations indicate the appropriate type of housing development in each zone. Strategies are also provided to guide efficient land use, development, and housing opportunities for low- and middle-income households.

## PROJECT RELEVANCE

The Housing Strategies Report does not pose direct relevance to the US 101 corridor or the City's transportation network.

## Gold Beach System Development Charges

System Development Charges (SDCs) are typically a one-time fee issued on new development to fund the public infrastructure (water, sewer, roadway network, etc.) required to support the development. The City of Gold Beach issues two specific SDCs on new development; (1) a New Water Service SDC cost and (2) a New Sewer Service SDC cost. These costs vary based upon the water meter size and number of equivalent development units (EDUs) to be developed, respectively.

## PROJECT RELEVANCE

Gold Beach, unlike other cities, does not issue transportation SDCs. Transportation SDCs are used to fund the roadway improvements required to support existing and future development. The implementation of a Transportation SDC could contribute to funding roadway improvements along US 101.

## Curry County Transportation System Plan (2005, 2025)

The 2025 Curry County Transportation System Plan (TSP) is currently undergoing adoption hearings. As the 2025 update carries forward themes from the 2005 TSP, this summary will focus on the goals, objectives, and projects outlined in the 2025 TSP update. The goals outlined in the 2025 TSP updated focus on resiliency and emergency preparedness, congestion relief on US 101, rural roadway safety, pedestrian and bicycle system connectivity, and working under funding constraints. Goals are kept as broad statements guided by the community's transportation needs and vision.

## PROJECT RELEVANCE

The Gold Beach US 101 Community Connections Plan will consider the goals identified in the TSP when developing the vision, objectives, and evaluation criteria.

Planned projects identified in the 2025 TSP update that are relevant to the Gold Beach US 101 Community Connections Plan include:

- US 101 / 3<sup>rd</sup> Street Intersection safety improvements (TS23). This project aims to address access management, pedestrian crossing, and intersection conflicts associated with the US 101 / 3<sup>rd</sup> Street intersection and the McKay's Market driveways. Improvements at this location will be addressed by the Gold Beach US 101 Community Connections Plan.
- Several projects are identified which lie adjacent to Gold Beach and the US 101 that will be considered when documenting the pedestrian and bicycle system in the study area. These include:
  - Jerry's Flat Rd (TS10, S26, & S27): Planned improvements include roadway widening for shoulders and bike lanes and localized roadway departure crash treatments. Project extents occur from US 101 to County Limits.
  - Hunter Creek Rd (S30 & S31): Planned improvements include roadway widening for shoulders and bike lanes. Project extents occur from US 101 to County Limits.
  - Wedderburn Loop (TS12 & S23): Planned improvements include roadway widening for shoulders and bike lanes and intersection improvements at the US 101 / North Bank River Rd / Wedderburn Loop Rd intersection. This location is just north of the study area in Wedderburn.
  - N Bank Rogue River Rd (TS9, S24, & S25): Planned improvements include roadway widening for shoulders and bike lanes and localized roadway departure crash treatments. These projects are northeast of the study area.
  - Grizzly Mountain Rd (S29): Planned improvements include roadway widening for shoulders. This project is just east of Gold Beach.

The 2025 TSP update uses Portland State University's Population Research Center to forecast growth in Curry County and the major cities within. The Gold Beach area is growing at an average annual rate of 0.34% while the County is growing at 0.24% annually. This plan will consider those growth rates as we assess projected future roadway operations.

## Curry Transit Development Plan (2023)

The Curry Transit Development Plan (TDP) is intended to guide Curry Public Transit (CPT) and Curry County on how existing services can be improved and better coordinated to meet the needs of Curry county's residents. The TDP informs the transit element of the County's TSP. There are four goals outlined in the TDP related to user-friendly services, accessibility, coordination, and health and sustainability. CTP offers one fixed route service (The Coastal Express) from Coos Bay/North Bend to Smith River, with three trips per day in each direction along US 101. Additionally, Dial-A-Ride service is available in Brookings and Gold Beach.

## PROJECT RELEVANCE

The Curry TPD identifies short- and long-term service opportunities, as well as facility improvements for CPT. In Gold Beach, the following service and facility improvement opportunities are identified:

- Coordinate Dial-A-Ride with the Coastal Express in Gold Beach (short term). Providing coordinated stops at Ray's Food Place and the Gold Beach Court House improves accessibility for transit users.
- Consider a Gold Beach Circulator (long term). Service will be informed by the existing Dial-A-Ride service with a focus on connecting residential areas to key Gold Beach destinations (County offices, courthouse, and shopping locations).
- Provide bus stop improvements at the "Ray's Food Place, Gold Beach" Stop. This stop is the only stop the Coastal Express in Gold Beach, short-term improvements include trash cans and a bike rack. Long-term improvements at this stop include providing bike lanes along US 101, 6<sup>th</sup> Street, and other nearby streets to improve bicycle connectivity to the stop.

## South Coast Slides Study (2023)

The Southern Oregon Coast is a geologically active region that is highly prone to landslides and erosion. The South Coast Slides Study was performed by ODOT to investigate sustainable, practical, and cost-effective measures to reduce the impacts of slides on US 101. The study identifies 13 priority slide sites between Port Orford and Brookings that have an extensive history resulting in roadway damage and closures. There are 10 slides to the north of Gold Beach, near Humbug Mountain, and three slides to the south of Gold Beach, near Hooskanaden Creek and Eighty Acres Road. The site at Eighty Acres Road is the closest to Gold Beach, however, it still lies three miles south of the project extents. All the slides mentioned in this study have the potential to greatly limit the ability to travel to and from Gold Beach.

## PROJECT RELEVANCE

The South Coast Slides Study does not pose direct relevance to the Gold Beach US 101 Community Connection Plan. However, the slides mentioned in this study have the potential to greatly limit the ability to travel to and from Gold Beach.