

TECHNICAL MEMORANDUM #1

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Project: Cape Arago Highway Corridor Plan
RE: Technical Memorandum #1 - Community Profile - FINAL

Introduction

Previous planning efforts have identified a lack of adequate bicycle, pedestrian, and transit facilities along the nearly 4-mile stretch of highway between the City of Coos Bay and the unincorporated community of Charleston in Coos County. The Cape Arago Highway Corridor Plan will identify and prioritize transportation system improvements and access management strategies to make multimodal travel safer and more efficient along this regional recreation corridor.

The study area includes roadway facilities within the state right-of-way from the south end of Coos Bay city limits (mile point [MP] 4.49) along Cape Arago Highway to the east end of the Charleston Bridge (MP 8.20).

This technical memorandum includes a summary of population characteristics and distribution in the study area as well as a summary of historic and projected population growth patterns. The memorandum also identifies geographic areas with significantly disproportionate concentrations of underserved and transportation-disadvantaged populations and existing activity centers and key destinations, as defined in Oregon Administrative Rule (OAR) 660-012-0360 and the types of trips associated with those locations. The purpose of this memorandum is to inform community engagement strategies and future memoranda.

Study Area Overview

The Cape Arago Highway Corridor Plan study area is located within two census tracts in Coos County, Oregon: Tracts 5.02 and 5.06. Barview, a Census Designated Place, and Charleston, an unincorporated community, are located in Tract 5.02.

Table 1 shows population growth over time. According to the U.S. Census, the population of the study area in 2020 was 6,906. The largest change in population was between 1990 and 2000, with 17.9% growth followed by slower growth from 2000–2010 (8.1%) and 2010–2020 (1.5%).

Due to the small population of the study area and the methods used in calculating the American Community Survey (ACS) estimates, the margin of error (MOE) is high for most categories. A margin of error describes the amount of error for an estimate resulting from utilizing a sample of the total population. The MOEs for the county and state were not statistically significant and were thus not reported.

Table 1. Study Area Population Growth Over Time

Census Year	Study Area Population	% Change
1990	5,129	
2000	6,250	+17.9%
2010	6,799	+8.1%
2020	6,906	+1.5%

Source: U.S. Census Data 1990, 2000, 2010, 2020. Due to changes to census tract boundaries within the time period, U.S. Census blocks located within the 2020 boundaries of Tracts 5.02 and 5.06 were used for calculations.

The population of the study area is clustered east of Cape Arago Highway, with one population cluster being Barview (Figure 1). Employment distribution, shown in Figure 2, follows a different pattern with employment clustered around Charleston and MP 6.00, which corresponds to the Coquille Indian Tribe's Killich Village and the associated employment there.

Higher density employment distribution is evident in the City of Coos Bay at the very northeastern corner of Figure 2. Major employment areas in Figure 2 are defined as census blocks with more than 15 associated jobs. There are nine major employment areas within the study area or near it. Five of these areas are clustered in or near Charleston, three are either within or near Killich Village, and one is located within the City of Coos Bay.

Figure 1. Population Distribution Along Cape Arago Highway

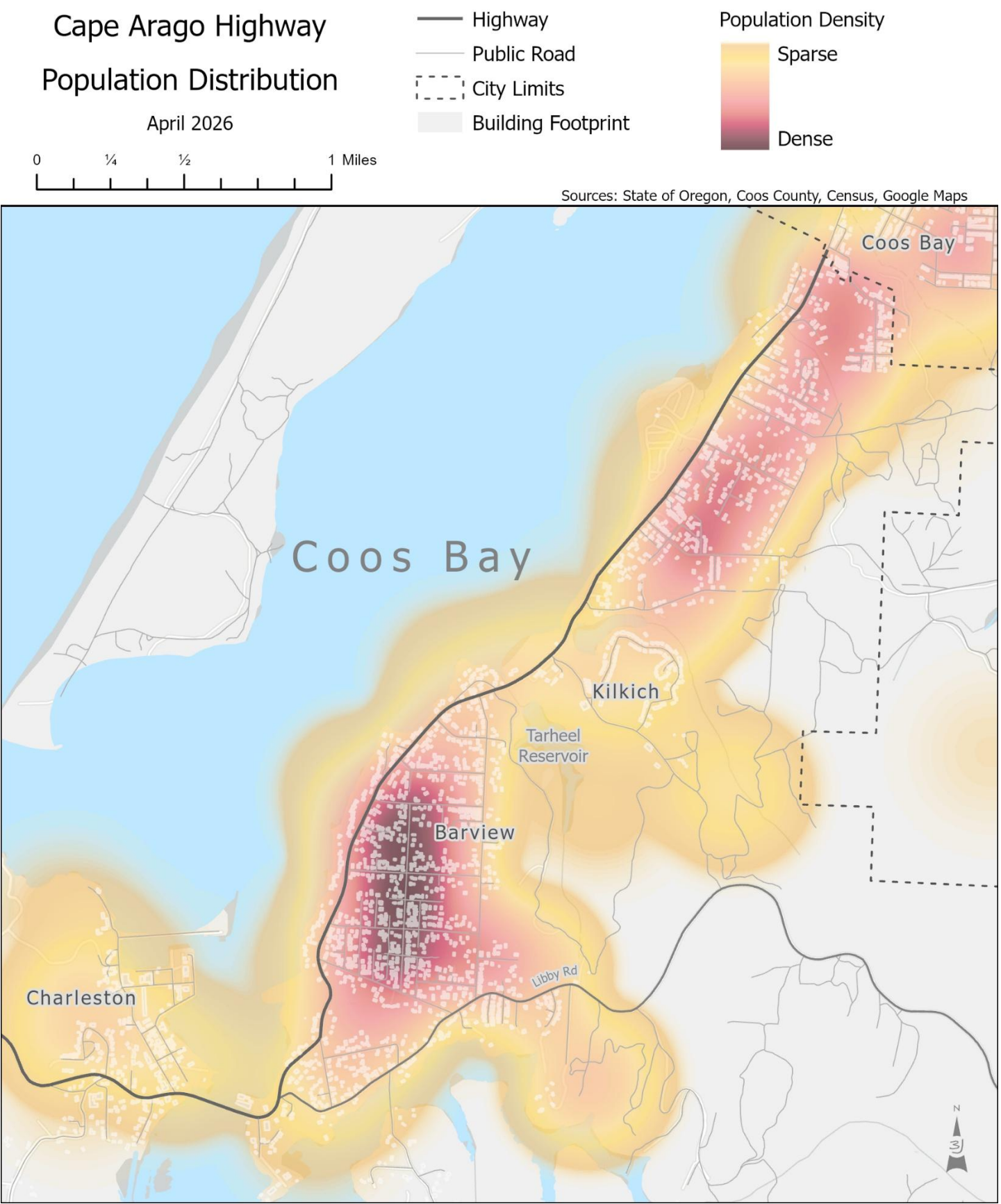
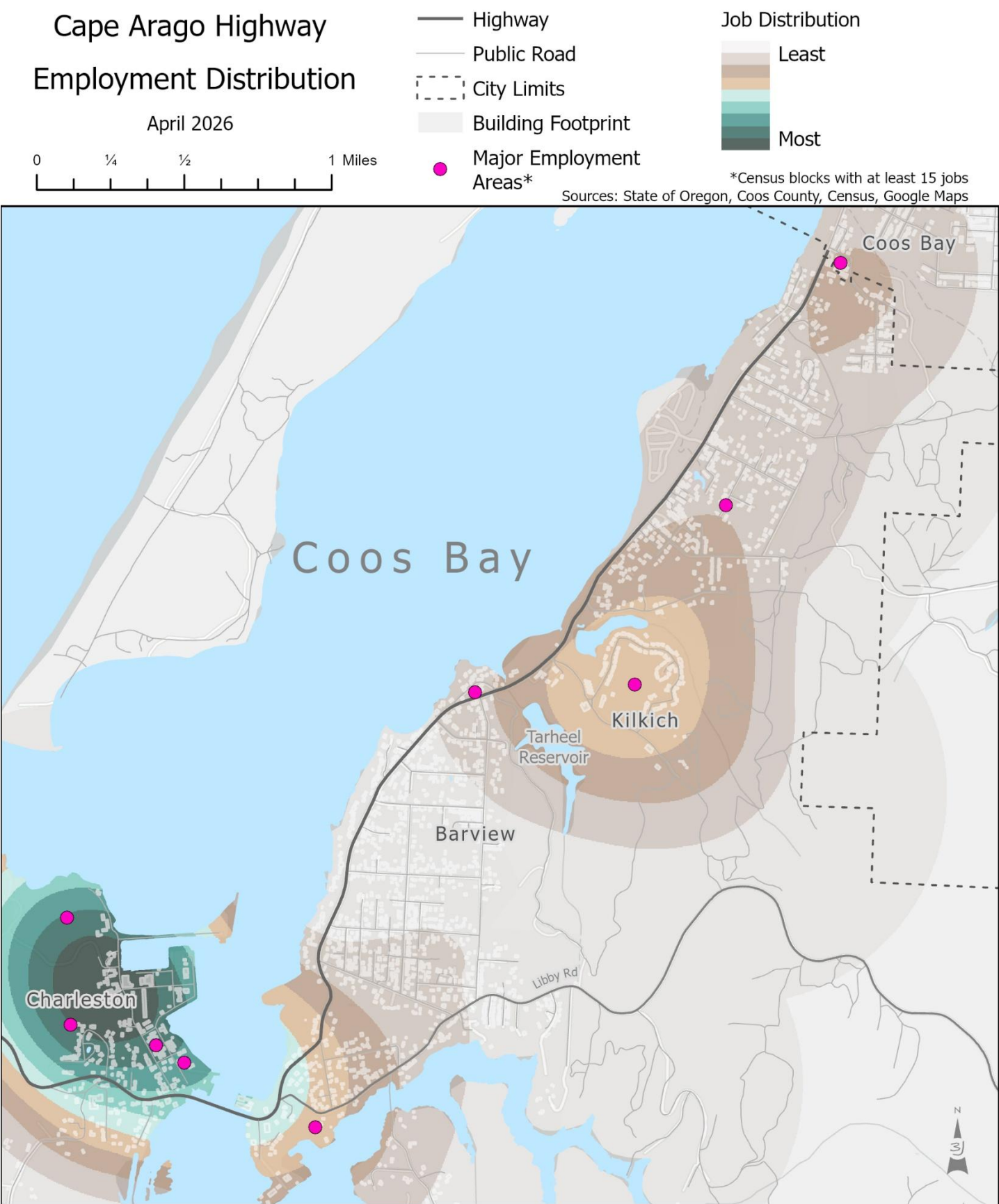


Figure 2. Employment Distribution Along Cape Arago Highway



Population Characteristics

Age

According to the 2024 ACS 5-Year Estimates, 42.0% of the population in Tract 5.02 was over 65 years of age, which is notably higher than both the county and state percentages (28.1% and 19.9%, respectively). Tract 5.06 had a lower estimated population over 65 years at 25.0%.¹ The median age is 60.4 years in Tract 5.02, and 48.0 years in Tract 5.06, compared to 48.6 years in the county and 40.8 years statewide.²

Table 2. Median Age and Percent of Population Over 65 Years of Age Compared to the County and State

	Census Tract 5.02	Census Tract 5.06	Coos County	Oregon
Median Age (years)	60.4	48.0	48.6	40.8
Percent of Population Over 65 Years of Age	42.0%	25.0%	28.1%	19.9%

Source: ACS 2024 5-Year Estimates, Table S0101: Age and Sex, and Table DP05: ACS Demographic and Housing Estimates.

Disability

According to the 2024 ACS 5-Year Estimates, 29.7% of Tract 5.02 and 26.0% of Tract 5.06 have a disability. The county estimate is 22.6%. The MOE is large for both tracts, meaning that these estimates could be congruent with the county estimate, much higher, or much lower.³ The state estimate is 15.9%. Even when taking the MOE into account, the estimates for both tracts and the county are higher than the state estimate. This higher estimated percentage of people with disabilities may be attributed to the higher median age and larger proportion of individuals aged 65 and older, as older adults are more likely to experience disabilities related to mobility, vision, or hearing.

Table 3. Percent of Population with a Disability Compared to County and State

Census Tract 5.02	Census Tract 5.06	Coos County	Oregon
29.7%	26.0%	22.6%	15.9%

Source: ACS 2024 5-Year Estimates, Table S1810: Disability Characteristics.

¹ The MOE for the percentage of population over 65 years is ± 6.4% in Tract 5.02 and ± 5.8% in Tract 5.06.
² The MOE for the median age is ± 3.9 in Tract 5.02 and ± 5.9 in Tract 5.06.
³ The MOE for disabilities is ± 7.1% for both tracts.

Education

According to the 2024 ACS 5-Year Estimates, Tract 5.02 has a population of 23.8% who attained a bachelor's degree or higher. For Tract 5.06, the estimate is 29.1%.⁴ The county estimate is 22.6% and the state estimate is 37.8%. Overall, the educational attainment for this area is estimated to be lower than the state.

Table 4. Educational Attainment of Bachelor's Degree or Higher Compared to County and State

Census Tract 5.02	Census Tract 5.06	Coos County	Oregon
23.8%	29.1%	22.6%	37.8%

Source: ACS 2024 5-Year Estimates, Table S1501: Educational Attainment.

Income

According to the 2024 ACS 5-Year Estimates, the median household income is \$66,944 for Tract 5.02 and \$65,474 for Tract 5.06. The estimates appear to be in line with the county estimate of \$62,143; however, the high MOE for both census tracts ($\pm$ \$6,788 in Tract 5.02 and $\pm$ \$16,590 in Tract 5.06) could place the estimates much higher or lower than the county. The median household income for Barview is \$78,510 and the state is \$85,220, both considerably higher than the census tract data.

Table 5. Median Income Compared to Barview, the County, and State

Census Tract 5.02	Census Tract 5.06	Barview	Coos County	Oregon
\$66,944	\$65,474	\$78,510	\$62,143	\$85,220

Source: ACS 2024 5-Year Estimates, Table S1901: Income in the Past 12 Months (in 2024 inflation-adjusted dollars).

Poverty Level

According to the 2024 ACS 5-Year Estimates, the poverty level in Tract 5.02 is 8.3% and in Tract 5.06, it is 12.7%. The poverty levels for both tracts are in line with the state (11.8%) and lower than the county (16.1%); however the MOE ($\pm$ 3.8% for Tract 5.02 and $\pm$ 4.3% for Tract 5.06) could place the estimates closer to the county. The study area does not have a statistically high level of poverty compared to the county or state.

Table 6. Poverty Level Compared to the County and State

Census Tract 5.02	Census Tract 5.06	Coos County	Oregon
8.3%	12.7%	16.1%	11.8%

Source: ACS 2024 5-Year Estimates, Table S1701: Poverty Status in the Past 12 Months.

⁴ The MOE for educational attainment is $\pm$ 7.4% for both census tracts.

Race

Based on the 2024 ACS 5-Year Estimates, a majority of the population for both census tracts is White: 87.0% in Tract 5.02 and 82.6% in Tract 5.06. The racial breakdown in the study area is close to the county estimate of 84.3% White, but higher than the state estimate of 74.6%.

The second largest category overall for both tracts is Two or More Races (6.9% for Tract 5.02 and 9.9% for Tract 5.06). The third largest category is American Indian or Alaska Native, who comprise 2.4% for Tract 5.02 and 6.0% for Tract 5.06. The estimated percentage of American Indian and Alaska Native individuals is higher than the county and state averages (1.7% and 1.2%, respectively), likely due to the study area's proximity to Coquille Indian Tribe tribal lands. The Hispanic or Latino population comprises 2.7% of Tract 5.02 and 3.3% of 5.06, which is significantly lower than the state percentage of 14.7%. Overall, the study area is less diverse than the state with a larger estimated population of American Indian and Alaska Native individuals.⁵

Table 7. Racial Demographics Compared to the County and State

	Census Tract 5.02	Census Tract 5.06	Coos County	Oregon
White	87.0%	82.6%	84.3%	74.6%
Hispanic or Latino	2.7%	3.3%	7.3%	14.7%
Black or African American	0.0%	0.2%	0.6%	1.9%
American Indian and Alaska Native	2.4%	5.8%	1.7%	1.2%
Asian	3.2%	0.5%	1.2%	4.5%
Native Hawaiian and other Pacific Islander	0.0%	0.5%	0.1%	0.4%
Some other race	0.6%	0.2%	1.5%	5.2%
Two or More races	6.9%	10.0%	10.7%	12.3%

Source: 2024 ACS 5-Year Estimates, Table B02001: Race, and Table B03003: Hispanic or Latino Origin.

Commuting

According to 2024 ACS 5-Year Estimates, most workers drove to work alone: 70.8% in Tract 5.02 and 72.8% in Tract 5.06. The percentages for carpooling were also very similar for Tract 5.02 and Tract 5.06, with 7.1% and 8.4%, respectively. The estimates of people who worked from home in both tracts were higher than the county average of 8.1%, but lower than the state (19.0%). Overall, commuting patterns in the study area are consistent with the county, with a slightly higher percentage of individuals driving alone (70.8% in Tract 5.02

⁵ The MOE for certain categories is high, especially for categories with smaller populations. For instance, the estimated population of Black or African American residents in Tract 5.06 is 4 with a MOE of ± 9 , indicating that a Black or African American population may not be living in the study area.

and 72.8% in Tract 5.06) than the state estimate (64.5%). The estimated percentage of people taking public transportation to work was zero percent for the study area and county compared to the state estimate of 2.2%. Due to high MOEs, the estimates could be more closely in line, larger, or smaller than the county and state.⁶

Table 8. Mode Share of Commuters Compared to County and State

Mode	Census Tract 5.02	Census Tract 5.06	Coos County	Oregon
Drove Alone	70.8%	72.8%	77.6%	64.5%
Carpooled	7.1%	8.4%	8.4%	8.5%
Public Transportation	0.0%	0.0%	0.0%	2.2%
Bicycle	1.4%	0.0%	0.3%	1.3%
Walked	3.9%	1.0%	3.4%	3.3%
Taxi or Ride Hailing Services, Motorcycle or Other	3.2%	5.3%	2.3%	1.3%
Worked From Home	13.6%	12.5%	8.1%	19.0%

Source: ACS 2024 5-Year Estimates, Table B08006: Sex of Workers by Means of Transportation to Work, and Table S0801: Commuting Characteristics by Sex.

Activity Centers and Key Destinations

As shown in Figure 2, the main employment centers for the study area are Charleston to the south, the Coquille Indian Tribe's Kilkich Village within the study area, and the City of Coos Bay to the north. Figure 3 illustrates key destinations within the study area. There are no key destinations associated with high traffic volumes located in the study area. The only food retailer in the study area is Barview Market, a convenience store. A majority of the area is residential with several RV parks and some retail and parks located throughout.

⁶ The MOE for Tract 5.02 is ± 11.9 for those who drove alone, ± 7.0 for carpoolers, ± 4.2 for public transportation users and walkers, ± 3.4 for bicyclists, ± 3.0 for taxi or ride-hailing passengers, and ± 6.4 for those who worked from home. The MOE for Tract 5.06 is ± 8.6 for those who drove alone, ± 4.3 for carpoolers, ± 4.4 for public transportation users and bicyclists, ± 1.2 for walkers, and ± 6.8 for taxi or ride-hailing passengers and those who worked from home.

Figure 3. Key Destinations Along Cape Arago Highway



Conclusion

Overall, the study area exhibits relatively modest population growth, an aging demographic profile, limited income variability, and a strong reliance on personal vehicles for daily travel, with employment and activity centers concentrated in Charleston, Killich Village, and Coos Bay. The racial demographics of the study area are in line with the county except for a larger American Indian and Alaska Native population. While socioeconomic indicators generally align with or fall slightly below county averages, the elevated proportion of older adults and individuals with disabilities highlights the need for accessible, multimodal transportation options.

These findings will directly inform the development of targeted public outreach and engagement strategies by identifying priority populations, geographic focus areas, and key destinations for Project communication. In turn, this approach will help ensure that engagement efforts are inclusive, context-sensitive, and responsive to the specific needs and travel patterns of the corridor's communities.