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**CURRY COUNTY
TRANSPORTATION SYSTEM PLAN**

MAY 2005

Prepared for:
Curry County, Oregon and Oregon
Department of Transportation

Prepared by:
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and
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CHAPTER 1: INTRODUCTION

The Curry County Transportation System Plan (TSP) guides the management of existing transportation facilities and the design and implementation of future facilities for the next 15 years. Delays in completion of the plan resulted in use of data which does not necessarily reflect all conditions at the time of adoption. However, conditions described regarding needs continue to be accurate and the TSP adequately describes the County's plan for maintenance and improvement of the transportation system. The County will update the TSP as needed to reflect needs created by new development and will update the plan at the next Periodic Review to ensure the plan reflects a 20-year planning horizon.

This TSP constitutes the transportation element of the county's Comprehensive Plan and satisfies the requirements of the Oregon Transportation Planning Rule established by the Department of Land Conservation and Development. It identifies and prioritizes transportation projects for inclusion in the Oregon Department of Transportation's (ODOT's) Statewide Transportation Improvement Program (STIP).

Planning Area

The planning area for the Curry County TSP is shown on Figure 1-1. Roadways included in the Transportation System Plan fall under several jurisdictions: the individual cities, Curry County, the state of Oregon and the US Forest Service.

Curry County is located in the extreme southwest corner of Oregon. It is 1,648 square miles in area and has a population of 22,000. Brookings, is the largest city in the county, with 25 percent of the population. Gold Beach is the county seat and the second largest urban area in Curry County with almost 10 percent of the population. The county is bordered by Coos and Douglas Counties, to the north, Josephine County to the east, the State of California to the south, and the Pacific Ocean to the west. Approximately three-fourths of Curry County lies within Siskiyou National Forest. Elevations range from sea level along the Pacific Coast to more than 5,000 feet above mean sea level in the peaks of the coastal range. Cape Blanco in northern Curry County juts into the Pacific Ocean and marks the second westernmost point in the contiguous United States.

The Comprehensive Plan land use map of the Curry County Transportation System Plan (TSP) planning area is shown in Figure 1-2.


The main route through the county is US 101, The Pacific Coast Highway. Brookings, Gold Beach, and Port Orford all lie along this route.

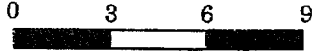
Lumber, agriculture, commercial and sport fishing, recreation, and tourism are the most important county industries. The county contains valuable standing timber and is also one of the most prolific areas for producing Myrtlewood. Agriculture in Curry County includes raising sheep and cattle, dairy operations, and raising cranberries, blueberries and horticultural nursery stock. Ninety percent of all Easter lilies in the county are grown in southern Curry County and an adjacent California county. The county is continuing to make the transition from a resource-based economy to tourism and recreation. Over the years, the political climate of the United States has resulted in curtailment of the lumber and commercial fishing industries, giving rise to tourism and related businesses that serve a large contingent of retired citizens who are attracted to the coastal communities.

Known as the "Banana Belt" of the Oregon Coast, the climate between Gold Beach and Brookings is dominated by ocean currents with significant microclimate influence; consequently, the area enjoys a significantly milder climate than other areas of the south coast.


LEGEND

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROAD





 MILES



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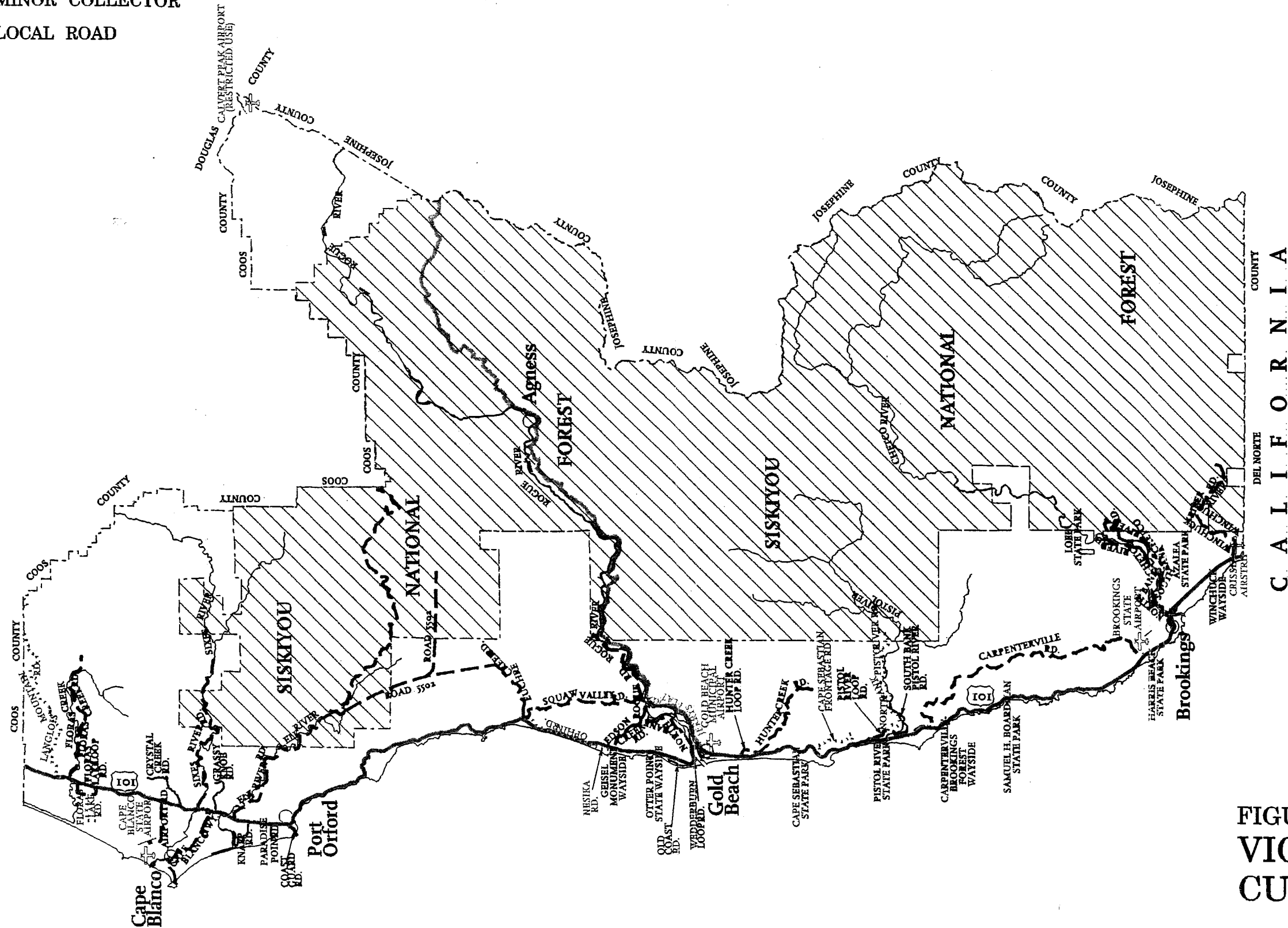


FIGURE 1-1
VICINITY MAP
CURRY COUNTY

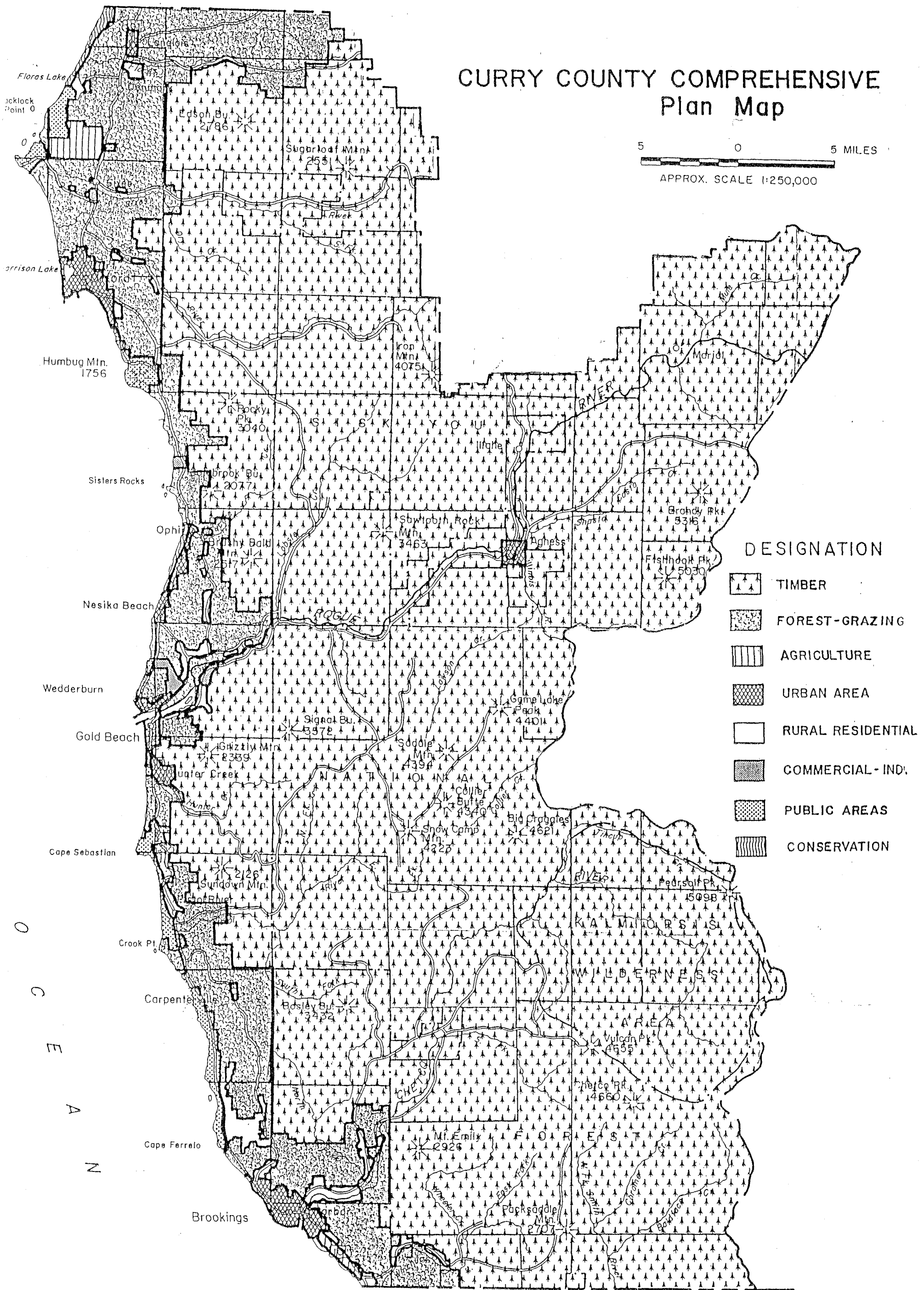


Figure 1-2

The county offers spectacular coastal scenery and recreational attractions such as beachcombing, clamming and crabbing, excellent fishing (freshwater and saltwater), upriver scenic boat trips, coast, river and mountain hiking trails, and gold panning in the rivers and streams.

Planning Process

The Curry County Transportation System Plan was prepared as part of an overall effort in Curry County to prepare TSP's for Curry County including the municipalities of Brookings, Gold Beach, and Port Orford. Each plan was developed through a series of technical analyses combined with systematic input and review by the County, the cities, the Local Working Group, the Transportation Advisory Committee (TAC), ODOT, and the public. The TAC consisted of staff, elected and appointed officials, residents, and business people from Curry County, and the cities of Brookings, Gold Beach, and Port Orford. Key elements of the process include:

- Involving the Curry County community (Chapter 1)
- Defining goals and objectives (Chapter 2)
- Reviewing existing plans and transportation conditions (Chapters 3 and 4; Appendices A, B and C)
- Developing population, employment, and travel forecasts (Chapter 5; Appendices D and E)
- Developing and evaluating potential transportation system improvements (Chapter 6)
- Developing the Transportation System Plan (Chapter 7)
- Developing a Capital Improvement Program (Chapter 8)
- Developing recommended policies and ordinances (under separate cover).

Community Involvement

Community involvement is an integral component in the development of a TSP for Curry County and the other cities. Since each of the communities needed to address similar transportation and land use issues, a public involvement program involving all the jurisdictions was used. Several different techniques were utilized to involve each local jurisdiction, ODOT, and the general public.

A combined management team and the TAC provided guidance on technical issues and direction regarding policy issues to the consultant team. Staff members from each local jurisdiction and ODOT and a local resident from each community served on this committee. This group met several times during the course of the project, in November 1997, January 1998, and April 1998.

The second part of the community involvement effort involved the consultant team meeting individually with representatives of each jurisdiction. The purpose of these meetings was to collect information specific to each jurisdiction and to discuss the development of the individual cities and county TSPs. A notable result of these individual meetings was the coordination between the cities and the County in formulating road and street standards specific to each jurisdiction's Urban Growth Area.

The third part consisted of community meetings within Curry County during the adoption process. The general public was invited to learn about the TSP planning process and provide input on transportation issues and concerns. The public was also notified of the public meetings through public announcements in the local newspapers and on the local radio station.

Goals and Objectives

Based on input from the county, the management team/TAC, and the community, a set of goals and objectives were defined for the TSP. These goals and objectives were used to make decisions about various potential improvement projects. They are described in Chapter 2.

Review and Inventory of Existing Plans, Policies, and Public Facilities

To begin the planning process, all applicable Curry County transportation and land use plans and policies were reviewed and an inventory of public facilities was conducted. The purpose of these efforts was to understand the history of transportation planning in Curry County, including the street system improvements planned and implemented in the past, and how the County is currently managing its ongoing development. Existing plans and policies are described in Appendix A of this report.

The inventory of existing facilities catalogs the current transportation system. The results of the inventory are described in Chapter 3, while Chapter 4 describes how the system operates. Appendix B summarizes the inventory of the existing arterial and collector street system.

Future Transportation System Demands

The Transportation Planning Rule requires the Transportation System Plan to address a 20-year forecasting period. Future traffic volumes for the existing plus committed transportation systems were projected using ODOT's *Level 1 – Trending Analysis* methodology. The overall travel demand forecasting process is described in Chapter 5.

Transportation System Potential Improvements

Once the travel forecasts were developed, it was possible to evaluate a series of potential transportation system improvements. The evaluation of the potential transportation improvements was based on a qualitative review of safety, environmental, socioeconomic, and land use impacts, as well as estimated cost. These improvements were developed with the help of the local working group, and they attempt to address the concerns specified in the goals and objectives (Chapter 2). After evaluating the results of the potential improvements analysis, a series of transportation system improvements were selected. These recommended improvements are described in Chapter 6.

Transportation System Plan

The Transportation System Plan addresses each mode of transportation and provides an overall implementation program. The street system plan was developed from the forecasting and potential improvements evaluation described above. The bicycle and pedestrian plans were developed based on current usage, land use patterns, and the requirements set forth by the Transportation Planning Rule. The public transportation, air, water, rail, and pipeline plans were developed based on discussions with the owners and operators of those facilities. Chapter 7 details the plan elements for each mode.

Funding Options

Curry County will need to work with ODOT and the incorporated jurisdictions to finance new transportation projects over the 20-year planning period. An overview of funding and financing options that might be available to the community are described in Chapter 8.

Recommended Policies and Ordinances

Suggested Comprehensive Plan policies and implementing zoning and subdivision ordinances are included in a separate document. These policies and ordinances are intended to support the TSP and satisfy the requirements of the TPR.

Related Documents

The Curry County TSP addresses the regional and rural transportation needs of the county. There are several other documents which address specific transportation elements or areas in Curry County.

South Coast Transportation Study

The South Coast Transportation Study, prepared by Parametrix, Inc. for the City of Brookings, Curry County, and the Oregon Department of Transportation (ODOT) in May 1996, formed the basis for the TSP for Brookings, and provided additional information on roads in south Curry County.

The purpose of the South Coast Transportation Study was to establish the foundation for the local transportation system plan for the proposed Brookings Urban Growth Boundary (UGB) area. The Study focused on the US 101 corridor between Cape Ferrello and the Oregon-California State line, a distance of approximately nine miles. Included within the study area is the incorporated City of Brookings and the unincorporated area immediately south of Brookings known as Harbor.

City Transportation System Plans

Three city TSPs have been prepared for communities in Curry County. These documents are:

- City of Brookings TSP
- City of Gold Beach TSP
- City of Port Orford TSP

The city TSPs address the needs of the community within each UGB. They provide street standards, access management standards, and modal plans. In some cases, a project may be identified in a city TSP which then needs to be addressed in the Curry County TSP as well.

Corridor Plans

One major highway corridor passes through Curry County: US 101 (the Oregon Coast Highway). ODOT developed a corridor master plan for this highway in 1995. The 101 Corridor Plan should be considered advisory in nature, particularly in terms of any project recommendations. Any project recommended in the 101 Corridor Master Plan must go through further analysis and be adopted into a current Transportation System Plan or site specific refinement plan before being considered for funding and inclusion in the Statewide Transportation Improvement Program (STIP).

The participants in the Oregon Coast Highway Corridor Master Plan developed a vision statement for the corridor and five goals which address it:

Process – Develop a transportation plan that builds on ongoing planning and implementation partnership among ODOT and each of the communities and jurisdictions that have a stake in the future of transportation along the Oregon Coast Highway Corridor.

Transportation – Develop a 20-year plan to manage future transportation needs in the Coast Highway Corridor and prolong the useful life of the existing transportation system.

Resources – Develop a plan for a transportation system to harmonize with the inherent scenic beauty of the coastal region, protect environmental resources, and enhance the enjoyment of the Corridor's beauty and resources by corridor users.

Community – Develop a plan for a transportation system that supports the individual character and plans of the communities along the Corridor.

Economic – Develop a plan for a transportation system that supports sustainable economic diversity and vitality and provide responsible stewardship of public funds.

Furthermore, the Transportation Goal should:

1. Provide a transportation system that can adapt to future travel modes and practices.
2. Optimize the existing transportation system to reduce or delay the need for additional travel lanes or other large-scale improvements.
3. Improve safety for vehicle, bicycle, and pedestrian users.
4. Minimize conflicts between commercial, local, and recreational traffic.
5. Minimize congestion on US 101 and enhance mobility within and between communities along the transportation corridor.
6. Reduce vehicle travel demand through other modes of travel and demand management strategies.
7. Improve east/west corridor accesses.
8. Identify alternative routes for use during natural disasters and/or emergencies.

Several corridor-wide policies were identified to address the following:

- Communication among ODOT and communities and jurisdictions affected by this Plan
- Intercity passenger service
- Intermodal improvements
- Road capacity improvements
- Bridges
- Access management
- East-west corridors
- Emergency routes and emergency response
- Preserving and enhancing scenic resources

- Land use planning to reduce auto dependence
- Bicycle and pedestrian facilities
- Visual Features
- Economic Viability
- Parallel Route
- Airports
- Land use planning to prevent incompatible land uses around airports

The Plan's focus in Curry County is to enhance and protect the scenic beauty of the corridor while increasing capacity and reliability on the transportation system. Specific Plan Activities include developing a southern "gateway to Oregon," local street circulation improvements, and improving facilities for travelers, including turnouts, signage, and shoulder improvements. The Plan identifies a specific need for a study of an east-west connection to the I-5 corridor in the Curry County, Port Orford, and Gold Beach TSPs.

Other State Plans

In addition to the ODOT corridor plan, coordination with the following state plans is required:

- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Aviation Plan

CHAPTER 2: GOALS AND OBJECTIVES

The purpose of the TSP is to provide a guide for Curry County to meet its transportation goals and objectives. The following goals and objectives were developed from information contained in the county's Comprehensive Plan and public concerns as expressed during public meetings. An overall goal was drawn from the plan, along with more specific goals and objectives. Throughout the planning process, each element of the plan was evaluated against these parameters.

Overall Transportation Goal

To provide and encourage a safe, convenient, and economic transportation system.

Goal 1

Preserve the function, capacity, level of service, and safety of the state highways.

Objectives

- A. Develop access management standards that will meet the requirements of the TPR and also consider the needs of the affected communities.
- B. Develop alternative, parallel routes.
- C. Encourage alternative modes of transportation.
- D. Encourage transportation demand management programs (i.e., rideshare and park and ride).
- E. Encourage transportation system management (i.e., signal synchronization, median barriers, etc.).
- F. Develop procedures to minimize impacts to and protect transportation facilities, corridors, or sites during the development review process.

Goal 2

Improve and enhance safety and traffic circulation and preserve the level of service on local street systems.

Objectives

- A. Develop an efficient local road network that would maintain a level of service C or better.
- B. Improve and maintain existing roadways.
- C. Promote planning coordination between the local jurisdictions, the County and the State.
- D. Identify truck routes to reduce truck traffic in urban areas.
- E. Examine the need for speed reduction in specific areas.
- F. Identify local problem spots and recommend solutions.

Goal 3

Identify the 20-year roadway system needs to accommodate developing or undeveloped areas without undermining the rural nature of the County.

Objectives

- A. Adopt policies and standards that address street connectivity, spacing, and access management.
- B. Integrate new arterial and collector routes into a grid system with an emphasis on reducing pressure on traditionally heavy traffic routes.
- C. Improve access into and out of the County for goods and services.
- D. Improve the access on to and off of arterial roadways to encourage growth.

Goal 4

Increase the use of alternative modes of transportation (walking, bicycling, rideshare/carpooling, and transit) through improved access, safety, and service.

Objectives

- A. Provide sidewalks, bikeways and safe crossings on urban arterial and collector roads.
- B. Provide shoulders on rural collector and arterial streets.
- C. Develop a County bicycle plan.
- D. Promote alternative modes and rideshare/carpool programs through community awareness and education.
- E. Plan for future expanded transit service by sustaining funding to local transit efforts and seeking consistent state support.
- F. Seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation.
- G. Periodically assess pedestrian and bicycle modes of transportation within the County and develop programs to meet demonstrated needs.

Goal 5

Provide and encourage a safe, convenient and economic transportation system.

Objectives

- A. Continue to develop the road system as the principal mode of transportation both for access to the County and within the County.
- B. Seek further improvement of mass transit systems to the County by encouraging more frequent scheduling of commercial carriers and by continued support of those systems presently developed for mass transit within the County.

- C. Improve air transport to the County by recognizing the importance of the three county airports and continue to support the development of these sites for future expansion of air service.
- D. Continue to support the development of the ports in the County in order to expand sea modes of transportation to and from the County.
- E. Continue to support programs for the transportation disadvantaged where such programs are needed and are economically feasible.
- F. Encourage development to occur near existing community centers where services are presently available so as to reduce the dependence on automotive transportation.
- G. Continue to support the development of an east-west arterial highway from US 101 to I-5 in the county as the best means of reducing the relative isolation of the area from the rest of the state.

Goal 6

Ensure that the road system within the County is adequate to meet public needs, including the transportation disadvantaged.

Objectives

- A. Develop a Countywide transportation plan.
- B. Meet identified maintenance and level of service standards on the county and state highway systems.
- C. Encourage roads created in land division and development be designed to tie into existing and anticipated road circulation patterns.
- D. Review and revise, if necessary, street cross section standards for local, collector, and arterial streets to enhance safety and mobility.
- E. Promote development of an access management strategy for US 101.
- F. Evaluate the need for traffic control devices, particularly along US 101.
- G. Analyze the safety of traveling speeds and consider modifying posted speeds as necessary.
- H. Develop and adhere to a five-year road program for maintenance and improvement of the existing county road system.

Goal 7

Improve coordination among Curry County, the Oregon Department of Transportation (ODOT), the US Forest Service (USFS), the Federal Highway Administration (FHWA), and the local cities.

Objectives

- A. Cooperate with ODOT in the implementation of the Statewide Transportation Improvement Program (STIP).
- B. Encourage improvement of state highways, especially US 101.

- C. Work with the local jurisdictions in establishing cooperative road improvement programs and schedules.
- D. Work with the local jurisdictions in establishing the right-of-way needed for new roads identified in the TSP.
- E. Take advantage of federal and state highway funding programs for roadway improvement.

Goal 8

Support efforts to maintain the airport facilities for small aircraft and charter services.

Objectives

- A. Encourage the state and local municipalities to improve and maintain airport facilities.
- B. Cooperate with airport master planning efforts and incorporate airport master plans into local Comprehensive Plans.
- D. Develop land use planning to ensure compatibility with adjacent land uses.

CHAPTER 3: TRANSPORTATION SYSTEM INVENTORY

As part of the planning process, H. Lee & Associates conducted an inventory of the existing transportation system in unincorporated Curry County. This inventory covered the street system as well as pedestrian, bikeway, public transportation, air, water and pipeline systems.

Street System

The most common understanding of transportation is of roadways carrying cars and trucks. Most transportation dollars are devoted to building, maintaining, or planning roads to carry automobiles and trucks. The mobility provided by the personal automobile has resulted in a great reliance on this form of transportation. Likewise, the ability of trucks to carry freight to nearly any destination has greatly increased their use.

Encouraging the use of cars and trucks must be balanced against costs, livability factors, the ability to accommodate other modes of transportation, and negative impacts on adjacent land uses; however, the basis of transportation in nearly all American cities is the roadway system. This trend is clearly seen in the existing Curry County transportation system, which consists almost entirely of roadway facilities for cars and trucks. Because of the rural nature of the area, the street system will most likely continue to be the basis of the transportation system for at least the 20-year planning period; therefore, the emphasis of this plan is on improving the existing street system for all users.

The existing street system inventory was conducted for all highways, arterial roadways, and collector roadways within unincorporated Curry County. Also, selected local streets are also included in the inventory. Inventory elements include:

- Street classification and jurisdiction;
- Street width and right-of-way;
- Number of travel lanes;
- Presence of on-street parking, sidewalks, or bikeways;
- Speed limit; and
- General pavement conditions.

Figure 3-1 shows the roadway functional classification. Appendix B lists the complete inventory.

State Highways

Discussion of the Curry County street system must include the state highways that traverse the planning area. Although Curry County has no direct control over the state highways, the highways heavily influence adjacent development and local traffic patterns. Curry County is served by four state highways, US 101, Cape Blanco Highway, Carpenterville Highway, and Coast Guard Road (in Port Orford), as well as two other state facilities, Carpenterville Road and Meyer Creek Road. US 101 serves as the major route through the county.

The Oregon Highway Plan (OHP) classifies the state highway system into five different categories. These categories are as follows: interstate highways (NHS), state highways (NHS), regional highways, district highways, and local interest roads. The classification system guides ODOT in planning, management, and investment decisions regarding state facilities. The OHP provides operational performance standards and access management spacing standards for all state highways.

LEGEND

	PRINCIPAL ARTERIAL
	MINOR ARTERIAL
	MAJOR COLLECTOR
	MINOR COLLECTOR
	LOCAL ROAD

NOTE: FOREST SERVICE ROADS ARE NOT SHOWN. ALL ROADS SHOWN ARE UNDER COUNTY JURISDICTION EXCEPT US HIGHWAY 101, CAPE BLANCO HIGHWAY (OR 205), COAST GUARD ROAD (OR 251), AND CARPENTERVILLE ROAD WHICH ARE STATE HIGHWAYS.

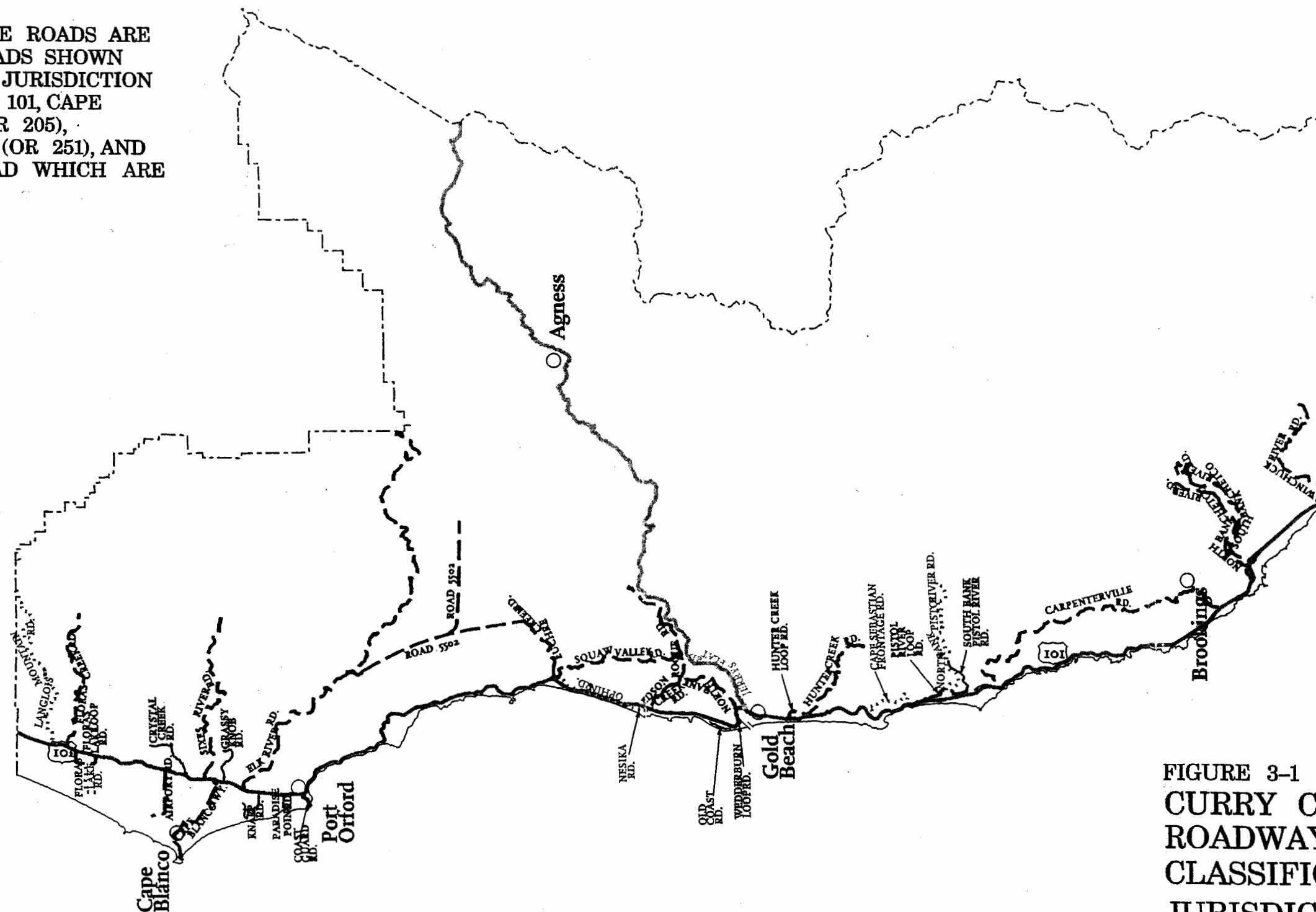
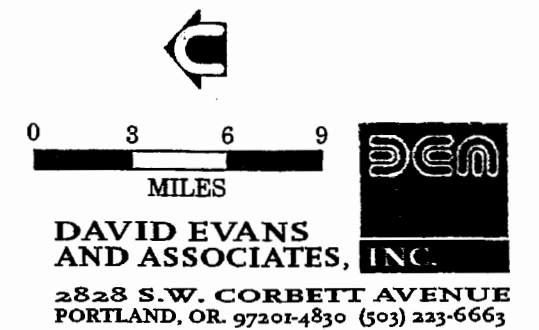


FIGURE 3-1
CURRY COUNTY
ROADWAY FUNCTIONAL
CLASSIFICATION AND
JURISDICTION

US 101 in Curry County is identified as a Statewide Highway, while Cape Blanco Highway (Hwy. 250), Coast Guard Road (Hwy. 251, in Port Orford), and Carpenterville Road are District Highways and Meyer Creek Road is a "Local Interest Road."

According to the OHP, a Statewide Highway typically provides "inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority." District-level highways are facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban lands, and also serve local access and traffic. Local Interest Roads function as local streets or arterials and serve little or no purpose for through traffic mobility. Some Local Interest Roads are frontage roads.

Specific mobility standards for these highways are found in the OHP. The standards in place at the time of adoption of this TSP are shown in Chapter 4.

US Highway 101 (Oregon Coast Highway)

In the rural areas, US 101 is a two-lane facility with occasional passing lanes or climbing lanes on steep grades; speeds are generally 55 MPH. Within each of the cities, US 101 is a four-lane facility, with some left-turn pockets provided. Speeds in the cities vary between 25 and 45 MPH. The pavement widths vary from 32 feet to 84 feet, with lane widths of 12 feet. Inside the city limits, US 101 is primarily bordered by commercially zoned areas. Some sections have adjacent residential or public open space zones. In the UGB, adjacent zoning is a mixture of light and general commercial, rural residential, agricultural, forestry grazing, and exclusive farm use designations.

Bridges

The Oregon Department of Transportation maintains an up to date inventory and appraisal of Oregon bridges. Part of this inventory involves the evaluation of three mutually exclusive elements of bridges. One element identifies which bridges are structurally deficient. This is determined based on the condition rating for the deck, superstructure, substructure, or culvert and retaining walls. It may also be based on the appraisal rating of the structural condition or waterway adequacy. Another element identifies which bridges are functionally obsolete. This element is determined based on the appraisal rating for the deck geometry, underclearances, approach roadway alignment, structural condition, or waterway adequacy. The third element summarizes the sufficiency ratings for all bridges. The sufficiency rating is a complex formula which takes into account four separate factors to obtain a numeric value rating the ability of a bridge to service demand. The scale ranges from 0 to 100 with higher ratings indicating optimal conditions and lower ratings indicating insufficiency. Bridges with ratings under 55 may be nearing a structurally deficient condition. There are 67 bridges in Curry County. Of these bridges, 40 are maintained by the State.

While bridge condition will remain steady or deteriorate over the life of the TSP, where a given structure falls within the overall statewide structure ranking will vary. The overall ranking is the primary determinate of bridge repair funding. Based on the bridge inventory information in 1996, the following two state-owned bridges are structurally deficient, which means that a deficiency was identified on either the bridge deck, superstructure, substructure, or culvert and retaining walls.

- Bridge #07785 on US 101 over Brush Creek (M.P. 306.35)
- Bridge #07764 on US 101- Frankport Viaduct (M.P. 315.53)

Since the 1996 ranking was published, the Brush Creek structure has been replaced and the Frankport Viaduct is to be replaced in 2002..

The following four state bridges were classified as functionally obsolete which doesn't necessarily mean that the bridges are unsafe, but that the deck geometry, underclearances, approach roadway alignment or waterway are inadequate.

- Bridge #00912 on US 101 over Morton Creek (M.P. 286.61)
- Bridge #16014 on US 101 overcrossing (M.P. 326.47)
- Bridge #00995 on US 101 over Myers Creek (M.P. 338.33)
- Bridge#01172 on US 101 over Rogue River (MP 327.65)

Pavement Conditions

Pavement conditions along the state highway, US 101, vary in both the rural and urban areas. As with bridge rankings, pavement conditions on state highways are reassessed every 1-2 years. According to the ODOT 1996 *Pavement Condition Report*, approximately 34 percent of US 101 had pavement in Good condition while 61 percent has pavement in Fair condition. Another 5 percent has pavement in Poor condition. In 1998, Poor pavement condition was found along the sections of US 101 between Butte Creek and Willow creek, south of Langlois; from Nesika Beach to the Rogue River Bridge; from Moore Street in Gold Beach south to Cape Sebastian; and from Thomas Cr. Bridge to Oak Street in Brookings.

Pavement conditions on state highways will be assessed and maintained based on direction from the Oregon Transportation Commission. ODOT District 7 will continue to determine pavement needs and establish maintenance schedules.

County Roads

Curry County is primarily centered around the US 101 corridor. The county collectors and local streets form a disjointed, rather than a grid, system. The general characteristic of the collectors and local streets is that they connect to US 101 to provide property access to the primary regional roadway facility.

Bridges

There are 67 bridges in Curry County. Of these bridges, 26 are maintained by the County. Based on the bridge inventory information, the following three county-owned bridges are structurally deficient, which means that a deficiency was identified on either the bridge deck, superstructure, substructure, or culvert and retaining walls.

- Bridge #15C32 on CR #690 over Upper Crook Creek (M.P. 0.10)
- Bridge #15C30 on CR #118 over North Fork Floras Creek (M.P. 7.70)
- Bridge #15C37 on CR #595 over Kimball Creek (M.P. 8.10)

The following three county-owned bridges are classified as functionally obsolete which does not necessarily mean that the bridges are unsafe, but that the deck geometry, underclearances, approach roadway alignment or waterway are inadequate.

- Bridge #15C010 on FAS 304 over Hunter Creek (M.P. 0.40)

- Bridge #15C16 on FAS A307 over Lobster Creek (M.P. 7.30)
- Bridge #15C21 on FAS A312 over Floras Creek (M.P. 7.32)

There are two county bridges that have sufficiency ratings less than 55, which were not identified as either being structurally deficient or functionally obsolete. These bridges are identified below.

- Bridge #15C009 on FAS A305 over Indian Creek (M.P. 0.70)
- Bridge #15C22 on FAS A312 over Jack's Creek (MP 7.32)

Street Classification

Identification of the roadway functions is the basis for planning roadway improvements and the appropriate standards (right-of-way, roadway width, design speed) that would apply to each roadway facility. The following definitions serve as a general guide in determining street classifications:

- *Principal Arterial* – A roadway with substantial interstate and statewide travel. Principal arterials serve both through traffic and trips of moderate length. Access is partially controlled with infrequent access to abutting properties. US 101 is the only principal arterial within Curry County.
- *Minor Arterial* – A road that links cities or land uses that generate large numbers of trips. Travel speeds will be relatively high with minimum interference to through-movements. Jerry's Flat Road is the only minor arterial in the county.
- *Major Collector* – A road providing service to land uses that generate trips such as consolidated schools, shipping points, parks, mining and agricultural areas. This type of road links minor collectors with streets of higher classification. Examples of major collectors are Elk River Road, Squaw Valley Road, and Carpenterville Road (a state facility).
- *Minor Collector* – A road providing service to small communities. This type of road links locally important land uses that generate trips with rural destinations. Examples of minor collectors are Floras Lake Road, Nesika Road, North Bank Pistol River Road
- *Local Road* – A public road that is not a city street, state highway or federal road. A road connecting the local uses with the collector system. Property access is the main priority; through-traffic is not encouraged. All county roads not classified as arterials or collectors are the county's local roads.

US Forest Service Roads

The US Forest Service has jurisdiction over a significant number of roads in Curry County. Most of these Forest Service roads are located in the Siskiyou National Forest. The primary function of these roads is to provide access for logging trucks and recreational vehicles.

The Forest Service is not a public road agency; therefore, responsibilities and liabilities are not the same as those of the County and State. Road closures in some areas may be imminent with continuing reductions in federal budgets. Priority routes are determined by recreational and commercial uses.

Maintenance Levels

The Forest Service utilizes five different maintenance levels, which are operational and objective in nature. These levels are identified as follows:

- Maintenance Level 1 – Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed one year. Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are “prohibit” and “eliminate.”
- Maintenance Level 2 – Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specified uses. Log haul may occur at this level. Appropriate traffic management strategies are either to: (1) discourage or prohibit passenger cars; or (2) accept or discourage high clearance vehicles.
- Maintenance Level 3 – Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either “encourage” or “accept”. “Discourage” or “prohibit” strategies may be employed for certain classes of vehicles or users.
- Maintenance Level 4 – Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is “encourage.” However, the “prohibit” strategy may apply to specific classes of vehicles or users at certain times.
- Maintenance Level 5 – Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is “encourage.”

The distinction between Forest Service maintenance levels is not always sharply defined. Some parameters overlap two or more different maintenance levels. Maintenance levels are based on the best overall fit of the parameters for the road in question. In the situations where the parameters do not indicate a definite selection, the desired level of user comfort and convenience is used as the overriding criteria to determine the maintenance level. Forest Service road maintenance includes a variety of work activities. Activities may be either detailed and site specific, or broad and general.

Pedestrian System

The most basic transportation option is walking. Walking is the most popular form of exercise in the United States and can be performed by people of all ages and all income levels. However, it is not often considered as a means of travel. Because pedestrian facilities are generally an afterthought, they are not typically planned as an essential component of the transportation system.

Due to the rural nature of Curry County, there are no sidewalks along any of the roads, except in the cities of Brookings, Gold Beach, and Port Orford. In general, the roadway should, where present, serve as the pedestrian facility. Where this isn't the case, the roadway is shared between vehicular and pedestrian traffic.

Bikeway System

Like pedestrians, bicyclists are often overlooked when considering transportation facilities. Bicycles are not often considered as a serious mode of transportation. However, cycling is a very efficient mode of travel.

Bicycles take up little space on the road or parked, do not contribute to air or noise pollution, and offer relatively higher speeds than walking.

Bicycling should be encouraged to reduce the use of automobiles for short trips in order to reduce some of the negative aspects of urban growth. Noise, air pollution, and traffic congestion could be mitigated if more short trips were taken by bicycle or on foot. Typically, a short trip that would be taken by bicycle is around two miles.

ODOT categorizes bicycle facilities into the following four major classifications:

- Shared roadway – Bicycles and vehicles share the same roadway area under this classification. The shared roadway facility is best used where there is minimal vehicle traffic to conflict with bicycle traffic.
- Shoulder bikeways – This bicycle facility consists of roadways with paved shoulders to accommodate bicycle traffic.
- Bike lanes – A separate lane adjacent to the vehicle travel lane for the exclusive use of cyclists is considered a bike lane.
- Bike paths – These bicycle facilities are exclusive bicycle lanes separated from the roadway.

Although no exclusive bike lanes exist along the unincorporated portion of US 101, the entire segment of US 101 in Curry County is classified as a bicycle route in ODOT's Oregon Coast Bike Route Map. Generally sufficient shoulder space is available for cyclists to travel safely on US 101. However, in high traffic volume conditions with significant number of trucks in the traffic stream, safety becomes a concern for the bicyclist. It should be noted that short segments of bike lanes exist in the City of Gold Beach along US 101, Jerry's Flat Road, Nesika Road, along US 101 south of Harbor, and along County Roads 808, 815, 816, 817 and 872.

Public Transportation

Currently, Greyhound operates the only commercial bus service in this corridor and the only inter-city service to California. There are four scheduled buses per day, two northbound and two southbound along US 101. Service to Portland, Oregon and San Francisco are available. Intermediate destinations enroute to major cities are also available. Curry County Transit provides inter-city service between Brookings, Gold Beach, Port Orford, and Bandon, Coos Bay and North Bend in Coos County.

Para-transit services are available in Curry County. Curry County provides this service through a dispatch center at the Gold Beach Senior Center and Port Orford Senior Center. Service is provided both on a scheduled and demand response, dial-a-ride basis. These services are provided at a minimal cost to senior citizens and disabled people. The general public can also access these services for a slightly higher fee. The primary focus of this program is to meet the needs for local, routine trips within three miles of the dispatch centers. Transportation to the rural areas and adjacent cities are a secondary focus of this program. These trips are limited to a 14 mile radius of the dispatch centers according to a published weekly trip schedule.

Local transportation is also provided by the Retired Senior Volunteer Program (RSVP) through the Brookings, Gold Beach and Port Orford senior centers. This program consists of volunteer drivers who are reimbursed for their travel expenses. The program is funded from public sources and user donations.

Door-to-door dial-a-ride paratransit service is offered in the Brookings-Harbor area by a private non-profit operator. The geographic service area extends seven miles north of Brookings and seven miles south of Harbor. Service is typically provided for seven and one half to eight hours per day, Monday through Friday.

No service is available on weekends or legal holidays. Occasional service is provided for groups outside of these service periods. Service is available to the general public, but is primarily used by seniors and disabled people. Major destinations served include shopping centers, the Medical Center, and the Senior Center. Dispatching for service calls is provided on a volunteer basis and is based at the Senior Center.

The system is currently operated with two mini-vans, a nine-passenger Ford and a seven-passenger Dodge. The Ford is wheelchair lift-equipped but does not fully meet ADA standards. The newer Dodge (1994 model) is fully ADA accessible. A third vehicle has been used in the past as a veteran's escort.

Taxi service is also provided by two private companies serving the Brookings area.

Rail Service

There are no rail lines or rail service present in the study area.

Air Service

There are three airports that serve Curry County: Curry Coast Airpark (Brookings), Gold Beach Municipal and Cape Blanco State. Seven additional private landing strips are known in the county. These include grass or dirt strips at Agness, Big Bend, Half Moon and Paradise Bar. None of these airstrips include support facilities or developed improvements. Mercy Flights (Medford based non-profit organization) provides air ambulance service on a 24 hour basis to residents who are members of Mercy Flights. No commercial service is provided at the Brookings, Gold Beach or Cape Blanco State airports. The closest available commercial air transportation services are available from Crescent City, California to the south and North Bend, Oregon to the north.

Curry Coast Airpark (Brookings) is located immediately northeast of the city within the Brookings Urban Growth Area. The only existing access road to Brookings Airport is Parkview Drive, which has not been engineered to current standards. The road is winding, narrow, and requires low speeds. The Brookings Airport has been jointly developed by the State of Oregon Department of Aviation and Curry County. The airport has a 2,900 foot asphalt runway with a wind indicator, runway lights, and a beacon. The airport can accommodate aircraft with approach speeds up to 121 knots and wingspans up to 49 feet. Only visual flight rule approach and departure procedures apply. The 2000 Oregon Aviation Plan indicates that in 1994 (that latest year reported), the airport had 20 based aircraft and operations totaling 4,500. The state aviation plan indicates that as of January 1999 the airport was deficient in the following areas:

- Taxiway access and Parallel Taxiway Separation
- Visual Guidance Ind. (VGI)
- Runway Protection Zones

The Gold Beach Municipal Airport is within the City of Gold Beach. It is owned and operated by the Port of Gold Beach. This airport is classified as a general aviation airport and is designed to accommodate about 95 percent of the general aviation aircraft under 12,500 pounds. The airport has a 3,200 foot asphalt runway with a wind indicator, runway lights, and beacon as navigational aids and is designed to accommodate aircraft with approach speeds up to 121 knots and wingspans up to 79 feet. The 2000 Oregon Aviation Plan shows that in 1994 the Gold Beach Airport had 14 based aircraft with annual operations of 5,358. The plan reports the following facility condition deficiencies:

- Taxiway Lighting
- Visual Guidance Ind. (VGI)
- REILS
- Instrument Approach

- 24-hour Weather

The Cape Blanco State Airport is located in unincorporated Curry County, approximately six miles north of Port Orford, adjacent to Floras Lake Park and is the western most airport in the contiguous United States. Although currently owned and operated by the State of Oregon, the State and the Port of Port Orford have recently discussed the possibility of the Port assuming jurisdiction over the airport. The airport was originally constructed by the military for coastal air defense. As part of that intent, the runway was built to handle larger aircraft with its 5,100 foot length and 150 foot width. Due to its long runway, the Cape Blanco Airport has the greatest potential for expansion.

The airport is able to accommodate aircraft with approach speeds up to 121 knots and wingspans up to 79 feet. The last available count of the number of annual operations occurring at this airport was in 1994. The 2000 Oregon Aviation Plan estimated one based aircraft and annual operations at 500. The Aviation Plan also identifies facility condition deficiencies, but does not specifically plan for when those deficiencies will be addressed. The Plan indicates that the Cape Blanco State airport is deficient in the areas of the *Runway Object Free Area* and having a *Runway Protection Zone* in place.

Pipeline Service

Although not often considered as transportation facilities, pipelines carry liquids and gases very efficiently. The use of pipelines can greatly reduce the number of trucks and rail cars carrying fluids such as natural gas, oil, and gasoline. There are currently no pipelines serving Curry County.

Water Transportation

The Port of Brookings-Harbor is located on the east bank of the Chetco River, south of US 101, in unincorporated Curry County. Primary access to the Port is provided by Lower Harbor Road which has direct access to US 101.

The primary uses of the Port are:

- Sport fishing and support uses
- Commercial fishing and support uses
- Visitor-oriented commercial facilities
- Community facilities and public uses
- Light industrial development
- RV parks (three on Lower Harbor Road and Boat Basin Road)
- Coast Guard Station

The Port of Brookings has created a boardwalk and retail commercial center which adjoins the existing marina. Since it is uncertain what the continuing demand for this space will be, the development is being constructed in phases. The completed initial phase would consist of 5,000 to 7,000 square feet of space representing five or six small retail stores. The project at full build out may provide up to 45,500 square feet of retail space.

The types of stores that occupy the initial phase of the development include gift shops, stores of commercial fishing heritage, take-out deli, and a gallery. The second phase may include a quality restaurant, office space, more specialty stores, and a museum. Support from both local residents and tourists will determine the success and exact nature of this complex.

The Port of Gold Beach is an estuarine port located at the mouth of the Rogue River. The port primarily serves sport and charter boats and some commercial fishing craft. Due to shoaling problems which have

made channel navigation impossible for shallow draft vessels, there has been virtually no commercial shipping from the Port since 1970. The Port Commission oversees the port's natural resources and other assets, such as industrial land, with the goal of promoting economic development and stability through tourism and resource-based industries.

The Port of Port Orford serves primarily tourism and commercial fishing craft. The port has one jetty that is the only port in southwestern Oregon that does not have a bar at the entrance of the port closing it for navigation during heavy storms. For this reason, the Port of Port Orford is often used as refuge during northerly and westerly winds.

The marine facilities at the Port of Port Orford consist of a bulkhead dock, a small floating dock and gangway, and onshore paved parking. The Port currently does not have a boat ramp or safe moorage due to frequent severe weather and waves. Recreation and commercial boats are hoisted on and off the dock.

CHAPTER 4: CURRENT TRANSPORTATION CONDITIONS

As part of the planning process, the current operating conditions for the transportation system were evaluated. This evaluation focused primarily on street system operating conditions since the automobile is by far the dominant mode of transportation in unincorporated Curry County.

Traffic Volumes

A.M. and P.M. peak hour turning movement traffic volumes were collected by H. Lee & Associates in July and August 1997 at the study area intersections defined by the Curry County TSP management team. The study intersections generally represent major intersections, traffic signal locations, and intersections adjacent to land uses generating significant amount of traffic. Additional counts were taken by ODOT at selected locations in the summer of 2001 in order to provide a more complete analysis of some intersections.

These traffic volumes were adjusted by applying seasonal factors from *ODOT's 1996 Traffic Volume Tables*. The seasonal adjustment factors were derived from a permanent count station located on US 101 approximately one mile north of the Oregon-California state line. These seasonal factors are summarized in Table 4-1. The A.M. and P.M. peak hour traffic volumes are shown in Figure 4-1.

TABLE 4-1
SUMMARY OF SEASONAL ADJUSTMENT FACTORS

Month	Seasonal Adjustment Factors
January	1.16
February	1.14
March	1.10
April	1.09
May	1.00
June	0.89
July	0.79
August	0.81
September	0.95
October	1.03
November	1.10
December	1.15

The A.M. peak hour traffic counts indicate that the A.M. peak hour generally occurs between 7:30 to 8:30 A.M. The P.M. peak hour generally occurs from 4:30 to 5:30 P.M.

Existing average daily traffic volumes were obtained from ODOT's *1996 Traffic Volume Tables* and Curry County Road Department. These daily traffic volumes are also shown in Figure 4-1. As shown in Figure 4-1, the average daily traffic volumes range from 3,100 to 4,500 vehicles per day (vpd) along the rural, unincorporated areas along US 101.

1,000	1996 AVERAGE DAILY TRAFFIC VOLUME
100/100	AM PEAK HOUR /PM PEAK HOUR TRAFFIC VOLUMES

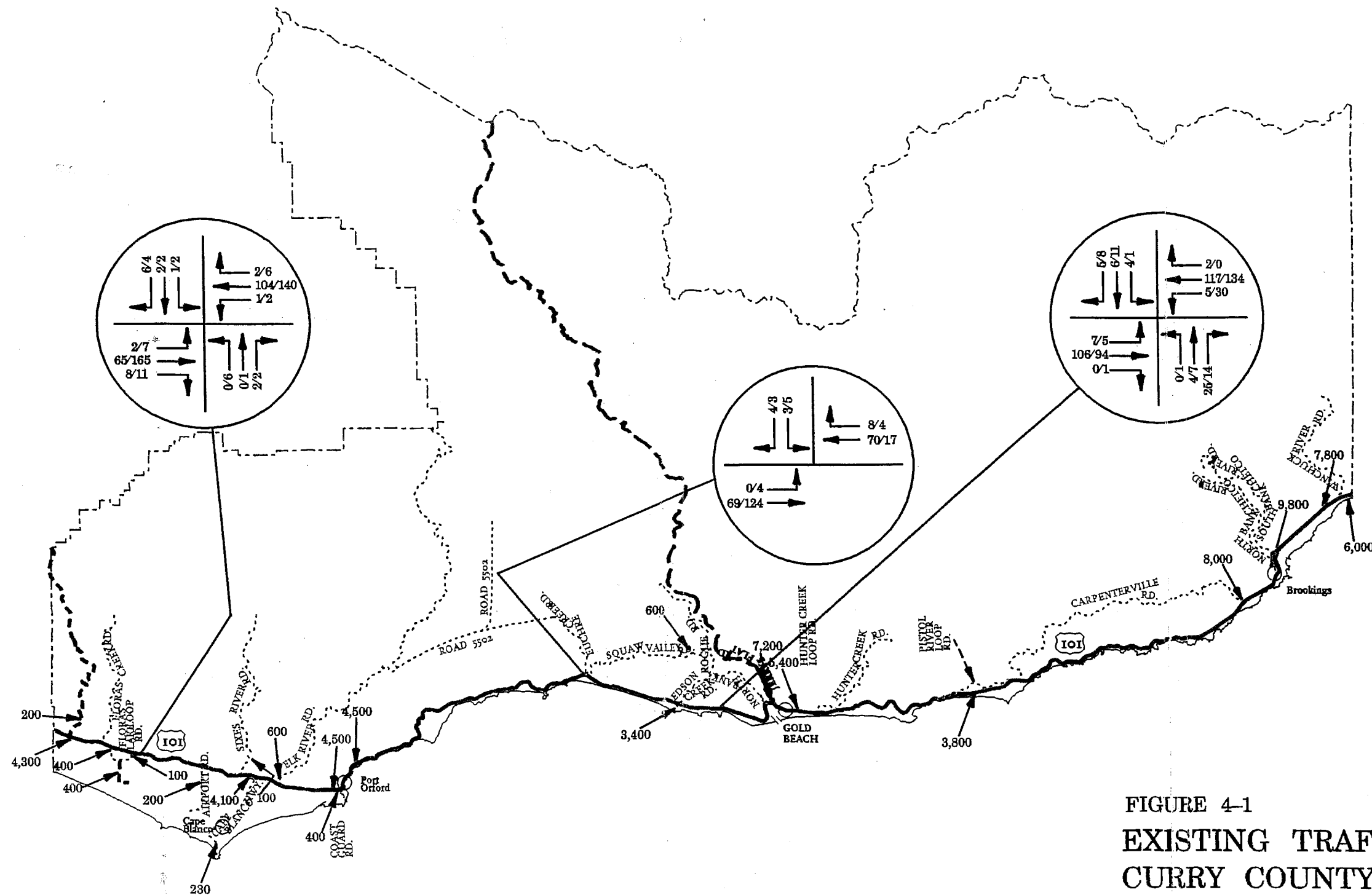


FIGURE 4-1
EXISTING TRAFFIC VOLUMES
CURRY COUNTY

Level of Service

The following section provides a summary of the level of service (LOS) analysis conducted for the unincorporated Curry County intersections and roadways. The level of service definition, methodologies used in calculating level of service, and the results of the analysis are summarized below. The purpose of this information is to provide an overview of LOS and to identify its relationship to the transportation goals and policies of Curry County.

Level of Service Definition

Level of service (LOS) is an estimate of the quality and performance of transportation facility operations in a community. One commonly used method is the Transportation Research Board's *1997 Highway Capacity Manual* (HCM) LOS system. This system is used for reporting LOS on local roadways and intersections. ***An alternative method, described below, is used for evaluating performance on state highways.***

The degree of traffic congestion and delay is rated using the letter "A" for the least amount of congestion to the letter "F" for the highest amount of congestion. The following Level of Service categories provide general descriptions of the different levels of service defined in the *1997 Highway Capacity Manual*. The community decides what level of traffic congestion is tolerable (i.e. decides whether "C," "D," or some other level). The choice of a particular LOS threshold can vary by planning subarea, roadway classification, or specific corridor or street.

The level of service methodology for unsignalized intersections was based on average delay for critical turning movements. Level of service values range from LOS A, indicating free-flowing traffic, to LOS F, indicating extreme congestion and long vehicle delays. Table 4-2 summarizes the relationship between level of service and reserve capacity at unsignalized intersections.

TABLE 4-2
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Delay (seconds per vehicle)	Expected Delay
A	≤ 10.0	Little or no delay
B	$> 10.0 \leq 15.0$	Short delays
C	$> 15.0 \leq 25.0$	Average delays
D	$> 25.0 \leq 35.0$	Long delays
E	$> 35.0 \leq 50.0$	Very long delays
F	> 50.0	Failure – extreme congestion

The level of service for US 101 was based on the *1997 Highway Capacity Manual's* methodology for two lane rural highways. Although the *1997 Highway Capacity Manual* has a specific methodology for arterial and collector street level of service, this methodology was not used because of its limitation to analyzing segments between signalized intersections. In unincorporated Curry County, there are no traffic signals along its arterials and collectors. Therefore, an alternative methodology still consistent with the HCM and the previously conducted South Coast Transportation Plan was utilized. Level of service at the roadway mid-blocks on local roadways was calculated based on correlating the daily volume to capacity ratio (V/C) to LOS values. Table 4-3 summarizes the Volume/Capacity ratio ranges that have been developed for determining planning level roadway mid-block LOS on local urban and rural roadways. Performance on state highways is reported in terms of V/C, not LOS letters as with local roadways.

TABLE 4-3
LOS CRITERIA FOR ROADWAY MID-BLOCKS

LOS	Description	Volume/Capacity (V/C) Ratio
A	less than or equal to	0.60
B	less than or equal to	0.70
C	less than or equal to	0.80
D	less than or equal to	0.90
E	less than or equal to	1.00
F	greater than	1.00

PERFORMANCE ON STATE FACILITIES

The Oregon Highway Plan (OHP) defines minimum highway mobility standards for various state highway classifications using maximum volume to capacity (V/C) ratio thresholds by facility type. The OHP defines a volume to capacity ratio as the peak hour traffic volume (vehicles per hour) on a highway section divided by the maximum volume that highway section can handle. Table 4-4 outlines Oregon Highway Plan performance standards for State highways in Curry County, outside of the Urban Growth Boundaries. (See OHP for V/C standards within UGBs).

The table shows standards for signalized intersections and for turns from the highway to the local road at unsignalized intersections. Signalized intersections and unsignalized turns from the highway onto local roads must operate at a V/C no higher than 0.75 in unincorporated communities such as Langlois and no higher than 0.70 in rural sections. Turns at an unsignalized stop from a local road onto a state highway must operate with a V/C ratio of 0.85 or lower. Where two highways intersect, the standard for the higher classification roadway is used. Roadway segments (i.e. not specific intersection locations) are to operate at the V/C ratio specified in the Highway Plan for intersections on similar highway category and characteristic; 0.70 for rural highway segments.

The standards shown in Table 4-4 are provided for clarification only and reflect the Oregon Highway Plan standards in effect at the time of adoption of the TSP. The Highway Plan standards are adopted by reference as the performance measures to be used when evaluating mobility on State roadways. Should the standards in the Oregon Highway Plan be amended or changed subsequent to adoption of this local plan, the new Highway Plan standards will be used to determine performance on the State highways and the standards in Table 4-5 shall be updated or disregarded.

TABLE 4-4
PERFORMANCE STANDARDS FOR STATE HIGHWAYS IN CURRY CO.

		Inside UGB		Outside UGB	
Highway Category	Specific Highway	Speed Limit < 45 MPH	Speed Limit >= 45 MPH	Unincorporated Community	Rural Lands
Signalized Intersections and Unsignalized Turns from Highways onto Local Roads					
Statewide (NHS) Non-Freight Route	US 101	0.80	0.75	0.75	0.70
District/Local Interest Roads	Cape Blanco Hwy.; Carpenterville Road	0.85	0.80	0.80	0.75
Unsignalized Turns from Local Roads onto Highways					
All Highway Categories	US 101; Cape Blanco Hwy.; Coast Guard Hwy.; Carpenterville Road	0.85	0.80	0.80	0.75

EXISTING LEVEL OF SERVICE

Based on current A.M. peak hour, P.M. peak hour, and daily traffic volumes, level of service was calculated for the study area intersections and roadway mid-blocks. The results of the signalized and unsignalized intersection level of service analysis are summarized in Table 4-5. The results of the roadway mid-block level of service for US 101 and county arterial and collectors is summarized in Table 4-6. For those intersections on the state facilities, V/C ratios are reported and are used in the evaluation of existing and projected performance.

As shown in Tables 4-5 and 4-6, all of the local intersections and roadways in the study area currently operate at LOS C or better. The OHP volume to capacity ratio standards of 0.70 and 0.75 are met for all intersections and roadway segments along US 101.

TABLE 4-5A

EXISTING UNSIGNALIZED INTERSECTION LEVEL OF SERVICE

	A.M. Peak			PM Peak		
	LOS	Average Delay	Y/C Ratio	LOS	Average Delay	Y/C Ratio
US 101/Floras Lake Loop Road						
Northbound Left	A	7.5	0.00	A	7.7	0.00
Southbound Left	A	7.7	0.00	A	7.6	0.01
Eastbound Approach	A	9.1	0.00	B	11.4	0.03
Westbound Approach	A	9.5	0.02	B	10.6	0.03
US 101/Euchre Creek Road						
Southbound Left	A	0.0	0.00	A	7.5	0.00
Westbound Left	B	11.1	0.01	B	10.2	0.01
Westbound Right	A	9.6	0.02	A	9.0	0.01
US 101/Nesika Beach Road						
Northbound Left	A	7.6	0.00	A	7.6	0.03
Southbound Left	A	7.6	0.01	A	7.6	0.00
Eastbound Approach	A	9.2	0.04	B	10.0	0.05
Westbound Approach	B	10.0	0.02	B	10.6	0.03
US 101/Carpenterville Rd/Dawson Rd						
Northbound Left	A	7.7	0.01	A	7.7	0.05
Southbound Left	A	7.7	0.02	A	8.2	0.02
Eastbound Approach	B	10.0	0.06	B	11.1	0.09
Westbound Approach	C	15.8	0.30	E	39.0	0.70
US 101-Chetco Ave./Constitution Way (No..Bank Chetco River Rd.)						
Southbound Left	A	9.6	0.08	B	11.2	0.11
Westbound Right	B	11.1	0.04	B	12.7	0.06
Westbound Left	F	0.81	0.81	F	>100.0	1.07

TABLE 4-5B

EXISTING SIGNALIZED INTERSECTION LEVEL OF SERVICE

	A.M. Peak			PM Peak		
	LOS	Average Delay	V/C Ratio	LOS	Average Delay	V/C Ratio
US 101/Shopping Center Avenue						
Northbound Left	C	22.7	0.03	D	39.3	0.12
Northbound Right/Through	A	7.5	0.23	B	17.1	0.37
Southbound Left	C	22.7	0.03	D	38.9	0.06
Southbound Through	A	7.3	0.18	B	16.9	0.35
Southbound Right	A	6.6	0.01	B	15.8	0.22
Eastbound Left/Through	C	22.9	0.08	C	29.9	0.59
Eastbound Right	C	22.7	0.03	C	23.3	0.08
Westbound Left/Through	C	22.8	0.05	C	22.9	0.02
Westbound Right	C	22.7	0.03	C	22.9	0.02
Overall	A	8.4	0.17	B	19.5	0.42
US 101/Hoffeldt Lane						
Northbound Left	C	22.9	0.07	D	37.3	0.36
Northbound Right/Through	A	7.4	0.21	B	10.8	0.31
Southbound Left	C	22.7	0.03	D	35.7	0.15
Southbound Right/Through	A	7.3	0.18	B	10.7	0.30
Eastbound Approach	C	25.5	0.43	D	35.3	0.54
Westbound Approach	C	24.5	0.31	C	30.6	0.13
Overall	B	10.4	0.22	B	15.5	0.37

US 101/Benham Lane

No traffic counts were made at this intersection

because it was in the process of being signalized

at the time of the study

The intersection of US 101 and Benham Lane was omitted from the original analysis. ODOT completed current traffic counts and capacity analysis for the TSP in August 2001. The result of this analysis show the intersection to be operating within acceptable standards.

TABLE 4-6
EXISTING ARTERIAL HIGHWAY AND COUNTY COLLECTOR ROADWAY LEVEL OF SERVICE SUMMARY

Roadway	Section	AADT	Capacity	LOS	V/C Ratio
US 101	Coos-Curry County Line	4,300	16,000	A	0.30
	South of Kane St.	4,500	16,000	A	0.32
	North of Sixes River Rd	4,100	16,000	A	0.29
	Sixes River Bridge	4,200	16,000	A	0.29
	South of Cape Blanco Rd	4,400	16,000	A	0.31
	South of Elk River Rd	4,400	16,000	A	0.31
	South of Humbug Mtn. State Park	3,100	16,000	A	0.22
	North of Euchre Creek Rd	3,100	16,000	A	0.22
	South of Euchre Creek Rd	3,200	16,000	A	0.22
	North of Nesika Beach Connection	3,400	16,000	A	0.24
	South of Nesika Beach Connection	3,500	16,000	A	0.25
	South of Nesika Beach Rd	4,200	16,000	A	0.29
	North of Wedderburn Junction	4,400	16,000	A	0.31
	North of Cape Sebastian State Park	4,000	16,000	A	0.28
	North of Meyers Creek Rd	4,000	16,000	A	0.28
	Pistol River Bridge	3,800	16,000	A	0.27
US 101	N. of Carpenterville Rd	5,200	16,000	A	0.31
	South of S. Bank Chetco River Road	15,000	29,000	A	0.52
	North of Hoffeldt Lane	13,000	29,000	A	0.45
	South of Hoffeldt Lane	12,000	26,000	A	0.46
	North of Benham Lane	9,900	26,000	A	0.38
	North of Oceanview Drive	7,700	16,000	A	0.48
	Winchuck River Bridge	7,300	16,000	A	0.46
	North of OR-CA Border	7,000	16,000	A	0.44
Langlois Mountain Rd	East of US 101	200	10,000	0.02	A
Floras Lake Loop Rd (north end)	West of US 101	400	10,000	0.04	A
Floras Lake Loop Rd (south end)	West of US 101	100	10,000	0.01	A
Floras Lake Road	West of Floras Lake Loop Rd	400	10,000	0.04	A
Airport Rd	West of US 101	200	10,000	0.02	A
Sixes River Rd	East of US 101	100	10,000	0.01	A
Elk River Rd	East of US 101	600	10,000	0.06	A
Old Mill Rd	North of Cemetery Loop Rd	200	10,000	0.02	A
Edson Creek Rd	North of N. Bank Rogue Rd	600	10,000	0.06	A
Carpenterville Road	East of US 101	3,600	10,000	0.36	A
S. Bank Chetco River Rd	North of US 101	4,400	14,500	0.30	A
Lower Harbor Road	West of US 101	3,400	10,000	0.34	A
Benham Lane	West of US 101	3,600	6,000	0.60	A
Oceanview Drive	West of US 101	1,000	6,000	0.17	A
Winchuck River Road	East of US 101	2,400	10,000	0.24	A
Old County Road	South of Marine	1,900	6,000	0.32	A

Traffic Accidents

Accident data at the roadway mid-block sections and study area intersections were obtained from ODOT. Data was provided for a three year period between January 1994 and December 1996. Table 4-7 summarizes the accident data for the roadway mid-block sections.

TABLE 4-7
HIGHWAY SEGMENT ACCIDENT SUMMARY (JANUARY 1994 TO DECEMBER 1996)

Roadway Segment	Average Accidents per Year by Severity			Total (acc/yr) ²	Total (acc/mvm) ³
	PDO ¹	Injury	Fatal		
US 101					
Coos-Curry Co. Line to Langlois Mtn. Rd	3.0	0.0	0.0	3.0	1.02
Langlois Mtn. Rd to Floras Lk Lp Rd (n ⁴)	0.7	0.3	0.0	1.0	0.49
Floras Lk Lp Rd (n) to Airport Rd	0.7	1.7	0.0	2.4	0.31
Airport Rd to Crystal Creek Rd	0.0	0.3	0.0	0.3	0.19
Crystal Creek Rd to Sixes River Rd	0.7	0.0	0.0	0.7	0.47
Sixes River Rd to Port Orford Lp Rd (n)	0.3	0.3	0.0	0.6	0.08
Cemetery Lp Rd (s ⁵) to Hubbard Ck Rd	0.0	0.3	0.0	0.3	1.14
Hubbard Ck Rd to Coy Ck Rd	4.3	3.0	0.0	7.3	0.51
Coy Ck Rd to Ophir Rd (n)	0.7	0.3	0.0	1.0	0.47
Ophir Rd (n) to Nesika Rd	1.7	1.0	0.0	2.7	0.66
Nesika Rd to Ophir Rd (s)	1.0	0.3	0.0	1.3	2.54
Edson Ck Rd to Old Coast Rd (n)	0.0	0.0	0.3	0.3	0.06
Old Coast Rd (n) to Old Coast Rd (s)	0.0	0.3	0.0	0.3	0.11
Old Coast Rd (s) to Ocean Way	0.3	0.7	0.0	1.0	6.23
Ocean Way to N. Bank Rogue Rd	1.3	0.3	0.0	1.6	0.93
Hunter Ck Rd to Meyers Ck Rd (n)	0.3	1.7	0.0	2.0	0.34
Meyers Ck Rd (n) Meyers Ck Rd (s)	1.0	0.3	0.0	1.3	0.45
Meyers Ck Rd (s) to Cape View Lp Rd	0.3	0.0	0.0	0.3	0.21

TABLE 4-8
LOCAL ROADWAY SEGMENT ACCIDENT SUMMARY (JANUARY 1994 TO DECEMBER 1996)

Roadway Segment	Average Accidents per Year by Severity			Total (acc/yr) ²	Total (acc/mvm) ³
	PDO ¹	Injury	Fatal		
Cape View Lp Rd to Pistol River Lp Rd	0.7	1.0	0.0	1.7	0.72
Winchuck River Rd to State Line	6	6	6	1.7	0.71
Cape Ferrelo Road:					
MP 0.0 to MP 1.0	6	6	6	0.3	0.41
MP 1.0 to MP 2.0	6	6	6	0.3	0.41
Floras Creek Road: US 101 to Floras Ck bridge	0.3	0.0	0.0	0.3	1.42
Floras Lake Road: Floras Lk Lp Rd to western terminus	0.3	0.0	0.0	0.3	0.91
Sixes River Road: US 101 to Park	0.3	0.0	0.0	0.3	1.37
Elk River Road: US 101 to fish hatchery	0.3	0.3	0.0	0.6	0.68
Port Orford Loop Road: US 101 (n) to US 101 (s)	0.3	0.0	0.0	0.3	0.59
Nesika Road: US 101 (n) to US 101 (s)	0.0	0.3	0.0	0.3	0.64

Roadway Segment	Average Accidents per Year by Severity			Total (acc/yr) ²	Total (acc/mvm) ³
	PDO ¹	Injury	Fatal		
Squaw Valley Rd: Ophir Rd to N Bank Rogue River Rd	0.3	0.3	0.3	0.9	0.67
North Bank Rogue River Road					
US 101 to Edson Ck Rd	0.7	1.7	0.0	2.4	1.83
Edson Ck Rd to Lobster Ck	0.3	0.0	0.0	0.3	0.27
Jerry's Flat Road					
US 101 to Bauer Rd	0.3	0.3	0.0	0.6	0.78
Bauer Rd to Riverway Dr.	0.3	0.3	0.3	0.9	2.24
Riverway Dr. to Lobster Ck Campground	1.7	0.3	0.0	2.0	1.30
Winchuck River Road					
MP 0.0 to MP 1.0	6	6	6	.3	0.34
MP 1.0 to MP 2.0	6	6	6	.0	0.00
MP 2.0 to MP 3.0	6	6	6	.0	0.00
MP 3.0 to MP 4.0	6	6	6	.0	0.00

1. PDO = property damage only
2. acc/yr = accidents per year
3. acc/mvm = accidents per million vehicle miles of travel
4. (n) = north end
5. (s) = south end
6. Information unavailable. Data from the South Coast Transportation Study for these roadways was from January 1991 to October 1994 and did not include Accidents by Severity. Data did include average accidents per year by type: parking, driveway, rear end, pedestrian and other. Refer to the South Coast Transportation Study for details. Total accident data shown in the table for these segments is from January 1994 to December 1996.

The accident rate for the roadway mid-block sections were reported in both average accidents per year and accidents per million vehicle miles of travel. For comparison purposes the average state accident rate for non-freeway state facilities was 1.76 accidents per million vehicle miles traveled in 1996 according to the 1996 State Highway System Accident Rate Tables, ODOT, 1997. As shown in Table 4-8, the following four roadway mid-block sections have accident rates greater than the state average:

- US 101 between Nesika Road and Ophir Road
- US 101 between Old Coast Road (south end) and Ocean Way
- North Bank Rogue River Road between US 101 and Edson Creek Road
- Jerry's Flat Road between Bauer Road and Riverway Drive

It should be noted that although these roadway segments have an average accident rate higher than the statewide average, the actual number of accidents was small. All of these locations have fewer than 2.5 accidents per year. These above statewide accident rates are predominantly a function of very low daily traffic and short roadway segment length which tends to increase the relative importance of even a single accident.

Table 4-8 shows that between 1994 and 1996 there were three fatal accidents. These accidents resulted in four deaths. Of the three fatal accidents, two were alcohol related. The remaining fatal accident was a result of a vehicle hitting a fixed object at night.

Table 4-9 summarizes the accident data for the study area intersections. The accident rate for the intersections were reported in average accidents per year instead of accidents per million entering vehicles because the traffic volumes at most of the intersections were not available. As shown in Table 4-9, the accident rates at the study area intersections are between 0.3 to 1.4 average accidents per year. Accident rates in this range are typically considered acceptable.

TABLE 4-9
INTERSECTION ACCIDENT SUMMARY (JANUARY 1994 TO DECEMBER 1996)

Roadway Segment	Average Accidents per Year by Severity			Total (acc/yr) ²
	PDO ¹	Injury	Fatal	
US 101/Crystal Creek Road	0.3	0.0	0.3	0.3
US 101/Sixes River Road	0.7	0.7	0.0	1.4
US 101/Nesika Road	0.0	0.3	0.0	0.3

1 PDO = property damage only

2 acc/yr = accidents per year

Transportation Demand Management Measures

Transportation Demand Management (TDM) measures consist of efforts taken to reduce the demand on an areas transportation system. TDM measures include such things as alternative work schedules, carpooling, and telecommuting.

Alternative Work Schedules

One way to maximize the use of the existing transportation system is to spread peak traffic demand over several hours instead of a single hour. Statistics from the 1990 census show the spread of departure to work times over a 24-hour period (see Table 4-10). Approximately 27 percent of the total employees depart for work between 7:00 and 8:00 A.M. Another 34 percent depart either the hour before or the hour after the peak.

TABLE 4-10
DEPARTURE TO WORK DISTRIBUTION, CURRY COUNTY (1990)

Departure Time	Trips	Percent
12:00 A.M. to 4:59 A.M.	363	5.4
5:00 A.M. to 5:59 A.M.	576	8.5
6:00 A.M. to 6:59 A.M.	899	13.3
7:00 A.M. to 7:59 A.M.	1,817	26.8
8:00 A.M. to 8:59 A.M.	1,422	21.0
9:00 A.M. to 9:59 A.M.	658	9.7
10:00 A.M. to 10:59 A.M.	156	2.3
11:00 A.M. to 11:59 A.M.	82	1.2
12:00 P.M. to 3:59 P.M.	486	7.2
4:00 P.M. to 11:59 P.M.	310	4.6
Total	6,769	100.0

Assuming an average nine-hour workday, the corresponding afternoon peak can be determined for work trips. Using this methodology, the peak work travel hour would occur between 4:00 and 5:00 P.M. which corresponds with the peak hour of activity measured for traffic volumes.

Travel Mode Distribution

Although the automobile is the primary mode of travel for most residents in Curry County, some other modes are used as well. Modal split data is not available for all types of trips; however, the 1990 census data does include statistics for journey-to-work trips as shown in Table 4-11. The census data reflects the predominant use of the automobile.

TABLE 4-11
JOURNEY TO WORK TRIPS, CURRY COUNTY (1990)

	Trips	Percent
Car, Truck, or Van:		
Drove alone	5,439	75.1
Carpooled	805	11.1
Public Transportation	3	0.0
Motorcycle	26	0.4
Bicycle	29	0.4
Walked	396	5.5
Other Means	71	0.1
Worked at Home	470	6.5
Total	7,239	100.0

Most Curry County residents travel to work via private vehicle. In 1990, 86 percent of all trips to work were in an auto, van, or truck. Trips in single-occupancy vehicles made up 75 percent of all trips, and carpooling accounted for 11 percent. Walking as a means of getting to work was the second most frequently used means of transportation after the automobile group, with 5.5 percent of workers walking to work. Approximately one percent of workers indicated they used public transportation, a bicycle, motorcycle or other means of transportation to work.

It is important to remember that the census does not account for other uses of transportation, such as shopping or recreation.

CHAPTER 5: 2017 BASELINE TRAFFIC CONDITIONS

The 2017 traffic projections developed as part of this study are used as the basis for assessing future roadway conditions and likely improvement requirements. These projections have been developed using a simplified travel demand model which relies on a combination of land use-driven trip generation and distribution, and on a trend analysis which uses historical experience and anticipated land use development as a basis (including several large future development projects anticipated within the study area).

Twenty-year projections were developed when this study commenced in 1997. Development of the TSP occurred through 2001 and adoption was completed in 2002, at which point the forecasts only extend 15 years into the future. While the plan is not a 20-year plan, 15-year analysis horizons have been considered acceptable for TSPs. Also, the travel forecasts were not the driving force behind the transportation projects the community wished to pursue. The projects evaluated in the improvement options analysis, and those projects ultimately recommended in the modal plans predominantly address safety, pedestrian and bicycle facilities, access management, emergency routes, and connectivity, rather than capacity issues because in most cases the existing transportation infrastructure could meet the forecast demand. Further, none of the roadway segments or intersections would likely have failed by extending the planning horizon an additional four years. The plan serves the intended purpose, and the 15-year forecast does not detract from the plan. Furthermore, it is expected that the County will update the TSP in response to future development and will be updated at Periodic Review.

In general, an understanding of the underlying land development and demographic growth anticipated within the study area is important to provide a good foundation for understanding future travel demand and the need for improvement projects. The following discussion is intended to provide a general sketch of the assumptions and analysis methodology inherent in developing the year 2017 traffic projections. Included is a description of the population and land use forecasts which form the basis for the traffic projections, as well as a discussion of the travel demand forecasting process and resulting projections.

Population and Land Use Forecasts

The purpose of this sub-section is to identify expected future growth within the unincorporated area of Curry County including not only the magnitude of that growth but also the spatial distribution of future residential, commercial and industrial land uses. These future land use projections will form the basis of the development of future traffic projections, the analysis of future transportation system deficiencies, and, ultimately, the development of a transportation improvement program.

The beginning of this sub-section presents an explanation of the demographic changes that the Curry County area has experienced over the last 20 years, as well as the anticipated growth in population through 2017. The population forecasts were used as a basis for determining future housing demand.

Population Growth and Distribution

Information used in this analysis was from the U.S. Census Bureau and Portland State University's Center for Population Research and Census. The U.S. Census data does not reflect demographic characteristics consistent with the Urban Growth Boundaries (UGB) of Oregon communities, but includes city limits, counties and various tracts or districts within Counties.

Historic Population Growth

Table 5-1 summarizes population growth between 1970 and 2000 for the study area and Curry County as a whole. From 1977 through 1997, Unincorporated Curry County grew 10,031 to 14,448. This equates to an annual growth rate of 1.84 percent. Curry County grew from 15,796 to 23,200 during that same period which equates to almost a 50 percent increase in population.

TABLE 5-1
CURRY COUNTY STUDY AREA HISTORIC POPULATION GROWTH TRENDS

	1970	1980	1977	1995	2000	1997	1977-1997 % Change	Annual Growth Rate 1977-1997
Unincorporated Curry County	7,695	11,032	10,031	13,850	15,344	14,448	44.00%	1.84%
Curry County	13,006	16,992	15,796	22,000	24,699	23,200	47.00%	1.95%

Population Projections

Table 5-2 presents the most recent forecasts of future population growth for the Unincorporated Curry County and Curry County as a whole. The information in Table 5-2 is interpolated from the US Bureau of the Census, and State of Oregon Office of Economic Analysis data. The population is projected to growth at an annual growth rate of slightly less than one (1) percent.

TABLE 5-2
CURRY COUNTY STUDY AREA POPULATION FORECASTS

	1997 Population	2017 Population	Growth Rate 1996-2017
Unincorporated Curry County	14,448	17,288	0.92%
Curry County	23,200	31,311	1.50%

Traffic Forecast

Traffic Forecast Methodology

The 1997 to 2017 future growth rates were developed by correlating the 1977 to 1997 population growth to the 1977 to 1997 traffic growth. As shown in Table 5-1 there was an annual 1.84 percent population growth between 1977 and 1997 in Unincorporated Curry County. Table 5-3 indicates that on average there was less than one (1) percent traffic growth in Unincorporated Curry County between 1977 and 1997 (several mileposts throughout Unincorporated Curry County were used as representative of the entire unincorporated area).

In Unincorporated Curry County population grew faster than traffic growth (this is also true for Curry County as a whole). Therefore it is expected that traffic will grow slower than overall population growth between 1997 and 2017. As shown in Table 5-2, population is projected to grow by 0.92 percent annually from 1997 to 2017. Therefore it would be expected that traffic would grow at less than 0.92 percent per year between 1997 and 2017. In order to be conservative, an annual growth rate of one (1) percent was used at all intersections in Unincorporated Curry County.

1,000	1996 AVERAGE DAILY TRAFFIC VOLUME
100/100	AM PEAK HOUR /PM PEAK HOUR TRAFFIC VOLUMES

1,000

1996 AVERAGE DAILY TRAFFIC VOLUME

100/100

AM PEAK HOUR /PM PEAK HOUR TRAFFIC VOLUMES

ARTERIAL (STATE)

ARTERIAL (COUNTY)

COLLECTOR (COUNTY)

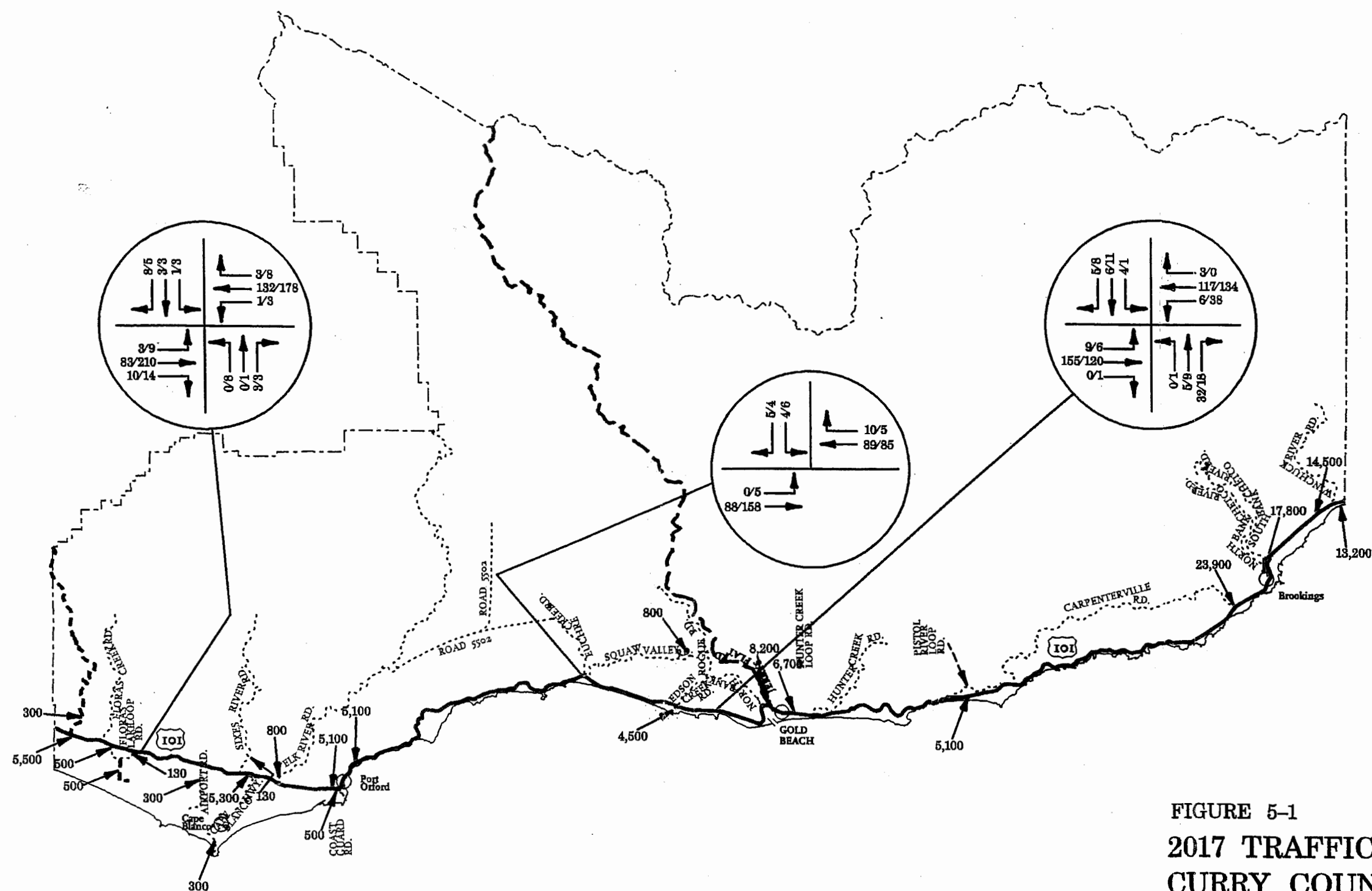


FIGURE 5-1
2017 TRAFFIC VOLUMES
CURRY COUNTY

The 2017 future traffic volumes were forecasted by applying an annual compounded traffic growth factor of 1.00 percent. The resulting 2017 A.M. peak hour, P.M. peak hour, and daily traffic volumes are shown in Figure 5-1.

**TABLE 5-3
HISTORICAL ANNUAL TRAFFIC GROWTH RATES ON US 101**

Location	Milepost	1977 Daily Count	1997 Daily Count	1977 to 1997 % Change	Annual Growth Rate
South of Kane Street	287.89	4,200	3,500	-17%	-0.93%
Sixes River Bridge	295.75	4,100	4,200	2%	0.10%
South of Elk River Road	297.74	4,800	4,400	-8%	-0.42%
South of Bald Mountain Road	303.36	2,900	3,300	14%	1.20%
South of Euchre Creek Road	316.97	2,500	3,600	44%	1.84%
South of Hunter Creek Road	331.08	2,900	4,700	62%	2.44%
Average				11%	0.53%
Average for All of Curry County				27%	1.20%

The Forest Service is currently planning an interpretive center, to be constructed some time between the years 2002 and 2005, through some old growth timber areas. The project would consist of elevated walkways through the old growth “canopies” and include visitor information. The exact location of this project is not known, but it would likely be accessed via South Bank Rogue River Road (near Gold Beach) or North Bank Chetco River Road (near Brookings), depending on the chosen location.

Preliminary estimates of attendance are 100,000 visitors per year. Assuming vehicle occupancy of 3 people per vehicle, this would equate to 33,000 vehicles per year, making a round trip from Highway 101, or 66,000 vehicle trips. Assuming the facility will be open approximately 330 days per year, the facility would add approximately 200 vehicle trips per day to the access road. With approximately 10 percent of daily trips occurring during the peak hour, 20 vehicle trips per hour would be added to the access road. This would have a negligible effect on the level of service on the two proposed roads which are forecast to operate well below their capacity over the next 20 years. Because of the uncertainty of the location of the project, trips generated by the project were not added to the forecasts for the proposed access roads.

Levels of Service

Level of service analyses were conducted based on the 2017 traffic volumes shown in Figure 5-1. As shown in Tables 5-4, all of the study area intersection movements and roadways would operate within acceptable levels by 2017. Table 5-5 discusses the Benham Lane intersection, which was not included in the original analysis (see text below). Table 5-5 shows the county roadway segments will also operate within acceptable standards by the year 2017.

Five segments within the Brookings UGB are shown as exceeding State Standards. Upon ODOT's completion of an updated traffic analysis for the Brookings area, the County will amend the Transportation System Plan to include the updated roadway traffic analysis and conclusions in Chapters 4-8, tables, illustrations and appendices for planned land uses and development projects in the City of Brookings urban growth area. The traffic analysis is currently underway by the Oregon Department of Transportation and is expected to be completed within the next three years. The deferral of findings is being done in accordance with OAR 660.12.025(3)(a-e), to allow adoption of the TSP, a periodic review work task, to occur in a timely fashion as required by the State of Oregon, and allow the traffic analysis currently in process to be completed and included in the TSP. Deferral of these findings will not invalidate the assumptions on which this TSP is based but will provide an enhanced understanding of transportation impacts within the study area. Findings

will be based upon conclusions and recommendations from the traffic analysis of development expected to occur within the City's urban area.

TABLE 5-4
US 101 INTERSECTION 2017 LEVEL OF SERVICE

Unsignalized Intersections	A.M. Peak			P.M. Peak		
	LOS	Average Delay	V/C Ratio	LOS	Average Delay	V/C Ratio
US 101/Floras Lake Loop Road						
Northbound Left	A	7.6	0.00	A	7.8	0.00
Southbound Left	A	7.7	0.00	A	7.7	0.01
Eastbound Approach	A	9.2	0.00	B	12.4	0.04
Westbound Approach	A	9.7	0.03	B	11.0	0.03
US 101/Euchre Creek Road						
Southbound Left	A	0.0	0.00	A	7.5	0.00
Westbound Left	B	11.8	0.01	B	10.6	0.02
Westbound Right	A	9.9	0.02	A	9.41	0.01
US 101/Nesika Beach Road						
Northbound Left	A	7.6	0.01	A	7.6	0.03
Southbound Left	A	7.6	0.01	A	7.6	0.01
Eastbound Approach	A	9.4	0.04	B	10.5	0.06
Westbound Approach	B	10.4	0.02	B	11.2	0.04
Signalized Intersection (w/in Brookings UGB)						
US 101/Hoffeldt Lane						
Northbound Left	C	22.9	0.07	D	37.3	0.36
Northbound Right/Through	A	8.8	0.45	B	13.4	0.57
Southbound Left	C	22.7	0.03	D	35.7	0.15
Southbound Right/Through	A	8.0	0.32	B	14.3	0.63
Eastbound Approach	C	25.5	0.43	D	35.3	0.54
Westbound Approach	C	24.5	0.31	C	30.6	0.13
Overall	B	10.1	0.39	B	16.2	0.57

Benham Lane was not included in the original analysis, but was analyzed later for inclusion in the TSP. Traffic counts were taken in the summer of 2001 and used for the traffic analysis. Development is expected on both sides of US 101 near Benham Lane, including residential development to the east and commercial and residential development to the west. Details of this development were not available and could not be included in the TSP-level analysis. As a result, the future-year analysis provides only a rough estimate of performance.

The future analysis assumed that Benham Lane would be the primary access for these developments as no alternative, parallel roadway system was identified to serve them. Instead, the overall TSP land use assumptions and traffic growth rate (2.40 percent) used for the other intersection analyses was applied to growth at Benham Lane. Based on this estimate, Benham is expected to operate within V/C standards until full buildout of the UGB. However, more specific information regarding future developments is needed to provide a more complete estimate of future performance. This should also include any development being discussed by the Port of Brookings.

This analysis is intended to show the affects that additional development may have on the intersection. However, the limitations of this analysis mean it can only be used to indicate the need for more detailed study in conjunction with development on either the east or the west side of US 101.

TABLE 5-5
2017 HIGHWAY AND COUNTY ARTERIAL ROADWAY LEVEL OF SERVICE SUMMARY

Roadway	Section	AADT	Capacity	LOS	V/C Ratio
US 101 (North County)	Coos-Curry County Line	5,300	16,000	D	0.39
	South of Kane St.	5,500	16,000	D	0.41
	North of Sixes River Rd	5,100	16,000	D	0.37
	Sixes River Bridge	5,200	16,000	D	0.38
	South of Cape Blanco Rd	5,400	16,000	D	0.40
	South of Elk River Rd	5,400	16,000	D	0.40
	South of Humbug Mtn. State Park	3,800	16,000	C	0.28
	North of Euchre Creek Rd	3,800	16,000	C	0.28
	South of Euchre Creek Rd	3,900	16,000	C	0.29
	North of Nesika Beach Connection	4,200	16,000	C	0.31
	South of Nesika Beach Connection	4,300	16,000	C	0.32
	South of Nesika Beach Rd	5,200	16,000	D	0.38
	North of Wedderburn Junction	5,400	16,000	D	0.40
	North of Cape Sebastian State Park	4,900	16,000	D	0.36
	North of Meyers Creek Rd	4,900	16,000	D	0.36
	Pistol River Bridge	4,700	16,000	D	0.34
US 101 (South County)	N. of Carpenterville Rd	20,700	16,000	F	1.29
	South of S. Bank Chetco River Road	25,100	29,000	D	0.87
	North of Hoffeldt Lane	23,300	29,000	C	0.80
	South of Hoffeldt Lane	22,300	26,000	D	0.86
	North of Benham Lane	16,200	26,000	B	0.62
	North of Oceanview Drive	12,900	16,000	D	0.81
	Winchuck River Bridge	12,200	16,000	C	0.76
	North of OR-CA Border	11,900	16,000	C	0.74
Langlois Mountain Rd	East of US 101	250	10,000	A	0.03
Floras Lake Loop Rd (north end)	West of US 101	500	10,000	A	0.05
Floras Lake Loop Rd (south end)	West of US 101	120	10,000	A	0.01
Floras Lake Road	West of Floras Lake Loop Rd	500	10,000	A	0.05
Airport Rd	West of US 101	250	10,000	A	0.02
Sixes River Rd	East of US 101	120	10,000	A	0.01
Elk River Rd	East of US 101	750	10,000	A	0.08
Old Mill Rd	North of Cemetery Loop Rd	250	10,000	A	0.02
Edson Creek Rd	North of N. Bank Rogue Rd	750	10,000	A	0.08
Carpenterville Road	East of US 101	4,500	10,000	A	0.45
S. Bank Chetco River Rd	North of US 101	10,800	14,500	C	0.74
Lower Harbor Road	West of US 101	6,600	10,000	B	0.66
Benham Lane	West of US 101	4,200	6,000	B	0.70
Oceanview Drive	West of US 101	1,100	6,000	A	0.18
Winchuck River Road	East of US 101	2,800	10,000	A	0.28
Old County Road	South of Marine	2,100	6,000	A	0.35

CHAPTER 6: IMPROVEMENT OPTIONS ANALYSIS

As required by the Oregon Transportation Planning Rule, transportation alternatives were formulated and evaluated for the Curry County Transportation System Plan. These potential improvements were developed with the help of the TAC, and address the concerns specified through the goals and objectives (Chapter 2).

Each of the transportation system improvement options was developed to address specific deficiencies, safety issues, or access concerns. The following list includes all of the potential transportation system improvements considered. Improvement Options 1 through 4 are illustrated in Figure 6-1. Projects relevant to the Urban Growth Areas within the county are discussed in each appropriate city TSP.

The proposed transportation system improvement options include both state highway and local road projects. This section of the TSP describes the individual improvements and their associated costs. Improvement options evaluated include:

1. Improve east-west connection between the South Coast and I-5;
2. Develop alternative routes to US 101 for when the highway is closed;
3. Improve the intersection of Benham Lane and Ocean View Drive in Harbor;
4. Improve the intersection of Lower Harbor Road and Shopping Center Road at the entrance to the Port of Brookings;
5. Implement Transportation Demand Management Strategies.

As discussed in the remaining sections of this chapter, not all of these considered improvements were recommended. The recommendations were based on costs and benefits relative to traffic operations, the transportation system, and community livability.

Inclusion of an improvement project in the TSP does not commit the City or ODOT to allow, construct, or participate in funding the specific improvement. Projects on the State Highway System that are contained in the TSP are not considered “planned” projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, projects proposed in the TSP that are located on a State highway cannot be considered mitigation for future development or land use actions until they are programmed into the STIP. Unanticipated issues related to project funding, as well as the environment, land use, the economy, changes in use of the transportation system, or other concerns may be cause for re-evaluation of the alternatives discussed below and possible removal of a project from consideration for funding or construction. Highway projects that are programmed to be constructed may have to be altered or canceled at a later time to meet changing budgets or unanticipated conditions.

Evaluation Criteria

The evaluation of the potential transportation improvements was based on an analysis of traffic projections, a qualitative review of safety, environmental, socioeconomic, and land use impacts, as well as estimated cost. The potential improvements were analyzed to determine if they could reduce congestion and delay, as well as vehicle miles traveled, because of the beneficial effects of those reductions.

In addition to the quantitative traffic analysis, three factors were evaluated qualitatively: 1) safety; 2) environmental factors, such as air quality, noise, and water quality; and 3) socioeconomic and land use impacts, such as right-of-way requirements and impacts on adjacent lands.

LEGEND

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROAD

NOTE: FOREST SERVICE ROADS ARE NOT SHOWN. ALL ROADS SHOWN ARE UNDER COUNTY JURISDICTION EXCEPT US HIGHWAY 101, CAPE BLANCO HIGHWAY (OR 205), COAST GUARD ROAD (OR 251), AND CARPENTERVILLE ROAD WHICH ARE STATE HIGHWAYS.



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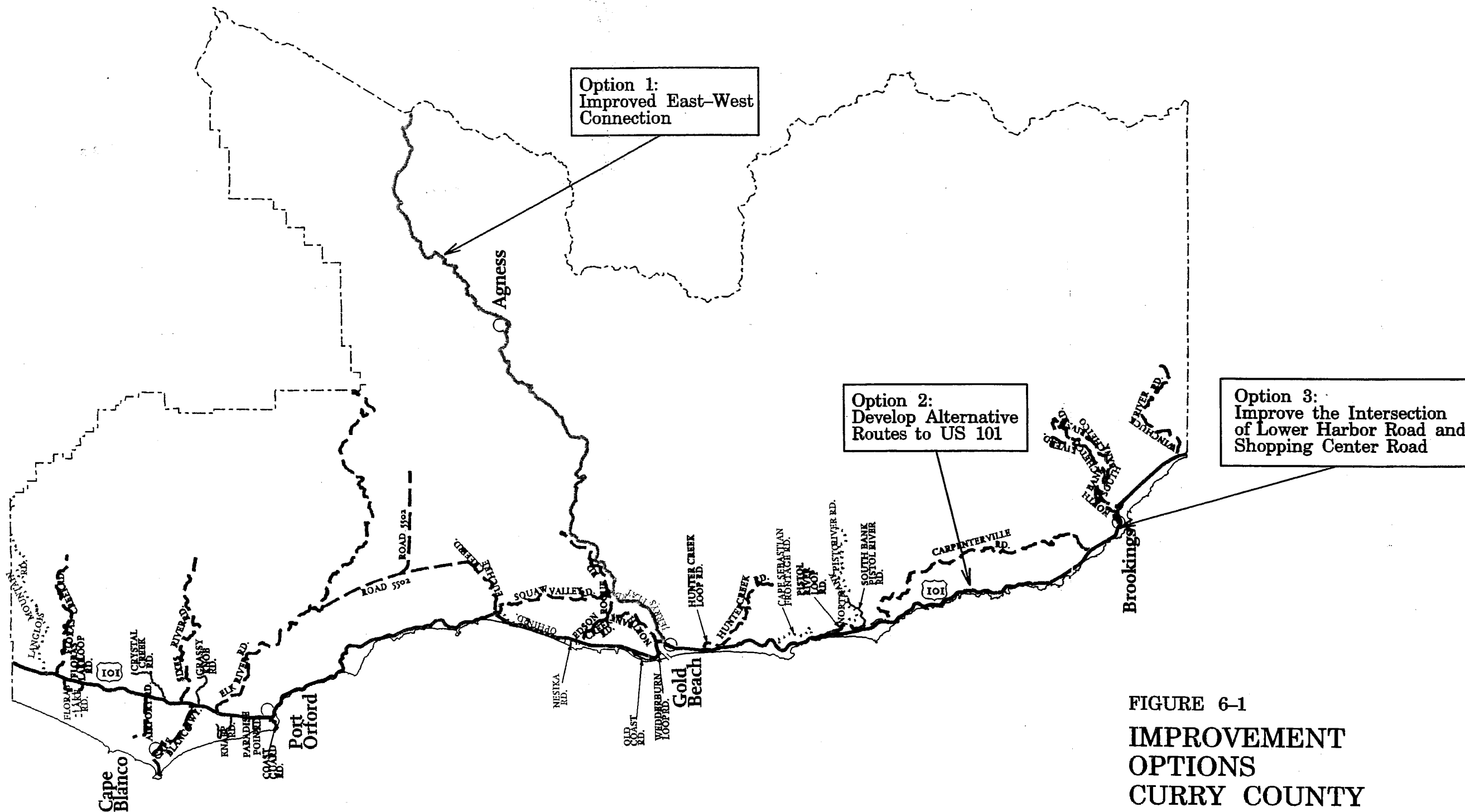


FIGURE 6-1
IMPROVEMENT
OPTIONS
CURRY COUNTY

The final factor in the evaluation of the potential transportation improvements was cost. Costs were estimated in 1998 dollars based on preliminary alignments for each potential transportation system improvement.

Improvement Options Evaluation

Through the transportation analysis and input provided from the public involvement program, several improvement projects were identified. These options included reconstructing existing intersections and providing improved vehicular traffic flow.

Option 1. Improved East-West Connection Between the South Coast and I-5

Overview: An east-west arterial highway from US 101 to I-5 in the county is needed to reduce the relative isolation of the area from the rest of the state. This was identified as a policy in the Curry County Comprehensive Plan and as a goal in the Oregon Coast Highway Corridor Master Plan.

ODOT prepared a study in 1974 for an improved east-west corridor between US 101 and I-5. ODOT studied 14 different alignments and identified one alignment, the Shasta Costa corridor, as the preferred alignment. The study determined that the cost of such a project (estimated at \$41 to \$95 million in 1974 dollars) would far outweigh any economic benefits to the area.

The existing road which connects US 101 in Gold Beach to I-5 just north of Grant Pass consists of a paved county road from the junction with US 101 to Lobster Creek Campground, approximately 10 miles. At the point, the paved road continues up river as Forest Service Road 33, approximately 19 miles to the junction with Forest Service Road 23. Road 23 is a single lane, paved road for approximately 22.5 miles before entering Bureau of Land Management (BLM) lands. The road continues as an extra wide paved roads for approximately 12.5 miles to Galice and County Road 2400. From there it is approximately 15 miles to I-5. The length is over 70 miles. Improving this road would require the cooperation of at least four jurisdictions: Curry County, Josephine County, US Forest Service and BLM. The state of Oregon would probably be involved as well.

None of these jurisdictions has the ability to fund a major improvement to this road (improve the road to state highway standards). Congress has cut the Forest Service's operating and maintenance budget every year since 1990 and the Forest Service, which itself is not a road department, has been constructing few new roads on Forest Service land. At the State level, the governor recently issued a moratorium on all new state highway projects, except for preservation projects on the existing state highway system. The cost to improve this road is far in excess of the County Road Department's budget.

A second alternative was identified that consisted of traveling one-way utilizing Forest Service Road 23, Bear Camp and traveling the opposite direction utilizing Forest Service Road 2308, Snout Creek. Both roads are single lane with turnouts and could stay that way, however one is currently paved and the other aggregate surfaced. This alternative was not considered viable due to factors including current usage which includes recreational, commercial, administrative and general public travel and the need to pave and maintain an additional 20 miles of road (Forest Service Road 2308).

Cost Estimate: No updated cost estimate was prepared for this improvement option. Although there is really no way to base a current cost estimate on the 1974 estimate of \$41 to \$95 million, to construct this project today would likely cost 5 to 10 times the estimate prepared in 1974.

Recommendation: The Transportation Advisory Committee (TAC) agreed that constructing a paved two-lane highway in the corridor is still infeasible in the 20-year planning period. The TAC recommended that the existing road remain as is, but the road should stay open year-round for emergency access.

Gold Beach 2010, the organization which addresses planning and economic issues in Gold Beach, circulated a petition which has been signed by 60 Gold Beach residents supporting a plan to keep the existing road open all year. A copy of the petition is included in Appendix D.

Maintenance of this road should be a cooperative effort among Curry County, Josephine County, ODOT, BLM and the US Forest Service. Oregon Revised Statute (ORS) Chapter 197 provides for State Agency Coordination Agreements whereby state agencies agree to work within the confines of local jurisdictions' Comprehensive Land Use Plans. The program is administered by the Oregon Department of Land Conservation and Development (DLCD). To begin the process, these four jurisdictions should enter into an intergovernmental agreement to work together on maintenance projects. Such an intergovernmental agreement for flexible maintenance services has been drafted by David Evans and Associates, Inc., and is included in Appendix E.

Another option which can be pursued is designation of this road as a Forest Highway. Forest Highways are part of a network of Forest Service Roads serving the Forest System and are designated by the Forest Service in cooperation with the State Highway Department. When a road is designated as a Forest Highway, the Federal Highway Authority agrees to reconstruct the road to any public authority's road standards, provided that public authority assumes jurisdiction of the road after the reconstruction and maintains it. Within this criteria, the Forest Service is not considered a "public authority." A Forest Highway must be under the jurisdiction of and maintained by the State, County, or City.

In order to be designated as a Forest Highway, a Forest Service Road must meet all of the following criteria:

1. Under the jurisdiction of and maintained by a public authority, and open to public travel.
2. Connect the National Forest System to towns, communities, shipping points, or markets which depend upon the renewable resources of the National Forest System.
3. Provide access from an adequate and safe public road to the renewable resources of the National Forest System essential to the local, regional, or national economy.

In addition, Forest Highways shall meet one of the following criteria:

1. Serve other local needs, such as school bus service, mail delivery, commercial supply, access to private enclaves within the National Forest System, and other similar activities.
2. Preponderance of traffic served is traffic generated by use of the National Forest System and its resources.

Finally, the City of Port Orford along with Curry County, could make a formal request to ODOT to conduct a new study on the feasibility of an improved east-west connection as the issues has not been addressed on a state level in nearly 25 years.

Option 2. Develop an Alternative Route to US 101 for When the Highway is Closed

Overview: The need for an alternative north-south route to US 101 was identified because mud and rock slides on US 101 have closed the highway recently (at Humbug Mountain, Arizona Beach, and Hooskanaden), at times isolating the cities of Port Orford, Gold Beach and Brookings from the rest of the county.

Several State, County and Forest Service roads, including Elk River Road, Euchre Creek Road, Meyers Creek Road, Pistol River Loop Road and Carpenterville Road were identified as possible alternatives.

Elk River Road – Elk River Road begins at US 101 approximately three miles north of Port Orford as a two-lane, paved County Road for seven miles to the Elk River Fish Hatchery and the National Forest Boundary. From there, the road becomes a Forest Service Road, maintained at Maintenance Level four (moderate speed, moderate degree of user comfort) to milepost 11.3. Elk River Road and Euchre Creek Road, connected by Forest Service Road 5502, provide an alternative route to US 101, bypassing Humbug Mountain State Park and Arizona Beach. The paved section of the road is approximately 24 feet wide and can accommodate trucks.

Euchre Creek Road – Euchre Creek Road begins at US 101 approximately 10 miles north of Gold Beach as a paved two-lane, County/Forest Service Road, maintained at Maintenance Level four for the first two miles. From there, the road is maintained at Maintenance Level 3 (low speed, single lane) approximately 12 miles to Forest Service Road 5502. Euchre Creek Road and Elk River Road, connected by Forest Service Road 5502, provide an alternative route to US 101, bypassing Humbug Mountain State Park and Arizona Beach. The paved section of the road is approximately 20 to 22 feet wide.

Meyers Creek Road – Meyers Creek Road is a two-lane, paved loop road which was part of the Old Coast Highway. The road is approximately three miles long and it parallels US 101. Both ends of this road tie in to US 101 in the vicinity of Cape Sebastian State Park.

Pistol River Loop Road – Pistol River Loop Road is a two-lane, paved road which parallels US 101. The road begins at the bridge over the Pistol River, extends approximately two miles north and connects with US 101. South of the bridge over the Pistol River, Pistol River Loop Road connects with Carpenterville Road. Pistol River Loop Road and Carpenterville Road provide a parallel, alternative route to US 101, bypassing the Hooskanaden slide area.

Carpenterville Road – Carpenterville Road is a two-lane, paved road which was part of the Old Coast Highway. The road is still under state jurisdiction, although it is considered a frontage road to US 101, and designated as a District-level highway. The road is approximately 24 miles long and it parallels US 101. At the south end, Carpenterville Road connects with US 101 just north of the City of Brookings. At the north end, it connects with Pistol River Loop Road at the bridge over the Pistol River. Carpenterville Road and Pistol River Loop Road provide a parallel, alternative route to US 101, bypassing the Hooskanaden slide area.

There are several other two-lane, paved County Roads which parallel US 101 and can be used as alternative routes to the highway: Ophir Road, North Bank Rogue River Road and Edson Creek Road, and North Bank Rogue River Road and Squaw Valley Road. These roads are shown on Figure 6-2. Ophir Road lies adjacent to, and parallel to, US 101 from Ophir to Nesika Road and Geisel Monument State Park, five miles to the south. In all likelihood, a slide which closed US 101 in this area would also close Ophir Road; however, Ophir Road could be used as a detour during minor construction on the highway. North Bank Rogue River Road and Edson Creek Road provide a viable alternative to a five-mile section of US 101 just north of Gold Beach. North Bank Rogue River Road and Squaw Valley Road could be used to bypass a 10-mile segment of US 101 just north of Gold Beach. These roads do not need improvements to be used as alternatives to the highway.

Impacts: When US 101 is closed due to a mud or rock slide, travel restrictions result in economic impacts to the cities of Port Orford, Gold Beach and Brookings, as well as the County itself. When the highway is closed, and trucks are prohibited from using the parallel, alternative routes, agricultural products grown in Curry County are delayed in reaching their market destinations. At the same time, other goods from outside the county are delayed in reaching the local consumers. In addition, there is also an impact to passenger car trips. Some trips, such as work trips, will be made on long, circuitous routes, sometimes on one-lane, poorly maintained roads. Travel on such roads increases travel time, fuel consumption and the possibility of having an accident. Many leisure trips may not be made at all, thus impacting businesses that rely on tourist dollars.

LEGEND

— ALTERNATIVE ROUTES TO US 101



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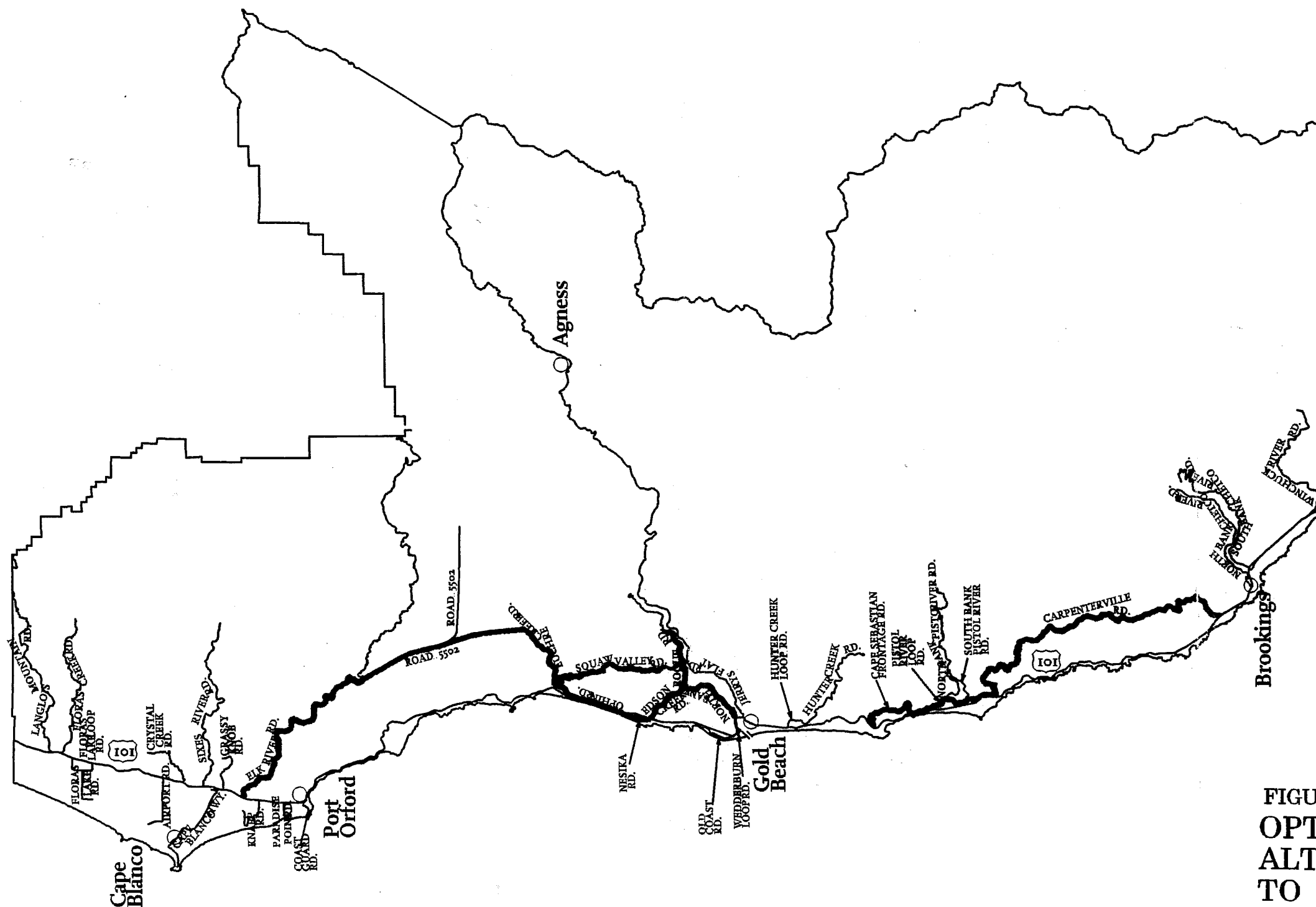


FIGURE 6-2
OPTION 2
ALTERNATIVE ROUTES
TO US HIGHWAY 101
CURRY COUNTY

A system of good, parallel, alternative routes to US 101 would address the impacts realized when the highway it closed. Developing this system comes at a cost. Some of the roads identified as possible alternatives to the highway require substantial capital improvements such as widening and paving to make them viable, safe alternatives. Others may require only a higher level of maintenance such as grading and snow removal, but this too comes at a cost. The following paragraphs describe the improvements needed on the roads which were identified as possible alternatives.

Elk River Road and Euchre Creek Road – Elk River Road, in combination with Euchre Creek Road and Forest Service Road 5502 provide an alternative route to US 101, bypassing Humbug Mountain State Park and Arizona Beach. Approximately 18 miles of this route (6 miles on Road 5502 and 12 miles on Euchre Creek Road) are maintained at Forest Service Maintenance Level 3. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. User comfort and convenience are not considered priorities. Traffic management strategies are either “encourage” or “accept.” “Discourage” or “prohibit” strategies may be employed for certain classes of vehicles or users. To make this route a viable alternative to US 101 during emergencies, it is recommended that these roads be maintained at Maintenance Level 4. At Level 4, most roads are double lane and aggregate surfaced. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is “encourage.”

Changing a Forest Service Road’s Maintenance Level requires road reconstruction. Road reconstruction consists of the investment in construction activities that result in the betterment (raised traffic service level, safety, or operating efficiency), restoration (rebuilding a road to its approved traffic service level), or in the realignment (new location of an existing road or portions thereof) of a road. The process begins with the reviewing of the

Road Management Objectives which define the intended purpose of an individual road based on design, operation and maintenance criteria.

It was estimated that a one-time capital cost of \$100,000 per mile would be required to bring these roads from Maintenance Level 3 to Level 4. To improve 18 miles of Euchre Creek Road and Road 5502 would cost \$1.8 million. After that, annual maintenance costs would increase as well. Average annual maintenance costs in western Curry County are \$400 per mile for Level 3 roads and \$1,000 per mile for Level 4 roads. The difference between these two, \$600 per mile, represents the increase in maintenance costs that would be realized each year. The average annual cost to maintain an additional 18 miles of Forest Service roads at the higher maintenance level would be \$10,800.

Meyers Creek Road – Meyers Creek Road was identified as a viable, parallel alternative route to US 101, although it does not bypass a known slide area on the highway. Nonetheless, this road does not need improvements to be used as an alternative to the highway and could be used as a detour during minor construction on the parallel three-mile section of US 101.

Pistol River Loop Road – Pistol River Loop Road was also identified as a viable, parallel alternative route to US 101, although it does not bypass a known slide area on the highway. Nonetheless, this road does not need improvements to be used as an alternative to the highway and could be used as a detour during minor construction on the parallel four-mile section of US 101.

Carpenterville Road – According to the local community, mud and rockslides at Hooskanaden close US 101 for two to three weeks approximately every 15 to 20 years. The last time a slide occurred here, Carpenterville Road remained open as a way to bypass the slide area for passenger car traffic; however, trucks were prohibited from using the road. Normally trucks are not prohibited from using Carpenterville Road, but because US 101 provides a much faster and safer route for trucks, through trucks do not use the road. When US 101 is open, only the occasional logging truck accessing adjacent forest land uses Carpenterville Road. The pavement width is only about 20 feet, and the road has some very tight, narrow curves. The substandard

road conditions do not pose a problem under normal conditions, when the road only serves local land access; however, a significant safety problem arises when the road is used as a detour for US 101. With the additional passenger car traffic during the highway closure, the road was deemed unsafe for truck traffic, and trucks were prohibited from using the road.

The truck restriction on Carpenterville Road caused an undue economic hardship on the City of Brookings. A local lumber company was under contract to deliver wood products to a ship in Coos Bay. On US 101, the trip between Brookings and Coos Bay is approximately 100 miles. When US 101 was closed by the Hooskanaden slide, and trucks were prohibited from Carpenterville Road, the only alternative for the lumber trucks was to divert south on US 101 to California, travel north back into Oregon on US 199 to Grants Pass, travel north on I-5 to Roseburg, and travel west on OR 42 to reach US 101 south of Coos Bay, a 250-mile detour.

During the public involvement process, community members identified the need to keep Carpenterville Road open to truck traffic when US 101 is closed. The cost to improve the road to a level where it could safely be used by two-way traffic is quite high. It was assumed that the road would have to be widened from its current 20-foot width to 32 feet, to accommodate two 12-foot travel lanes and four-foot paved shoulders. The cost to make this improvement was estimated at \$500,000 per mile for the eight miles at the south end and the eight miles at the north end, and at \$1 million per mile for the middle eight miles, resulting in a total project cost of \$16 million. This cost would be borne by the State (ODOT).

An option to a major widening project would be to keep the road in its existing condition, and simply restrict truck use to certain hours of the day during an emergency. For example, the road use could be dedicated to northbound trucks for one hour in the morning and one hour in the evening, followed by one hour dedicated to southbound trucks in the morning and one hour in the evening. During the other 20 hours of the day the road would remain open for two-way passenger car traffic. This option would have no capital costs; the only costs incurred would be those resulting from vehicular enforcement at the north and south ends of the road.

Recommendation: It is recommended that Elk River Road, along with Euchre Creek Road and Forest Service Road 5502 be developed as a parallel, alternative route to US 101 for emergencies. This can be accomplished by raising the maintenance level from Level 3 to Level 4. The cost for this project is estimated at \$1.8 million, with annually occurring maintenance costs of \$10,800. This was identified by the community as a high priority project.

Deferred maintenance, which is maintenance activities that can be delayed without critical loss of facility serviceability until such time as the work can economically or efficiently be performed, also needs to be recognized. Deferred maintenance costs for Level 3 roads are \$5,400 per mile and Level 4 roads are \$35,300 per mile. Deferred maintenance work items could include seal coats, surface replacement, bridge painting, and culvert replacement.

All of the per mile rates are average rates for typical roads. The Euchre Creek Road is not a typical road, as it normally experiences damage during the winter months ranging from slides onto the roadway to slumping roadway and total road failures. The Forest Service could easily plan to spend, on average, an additional \$25,000 per year. Some years such as 1996 and 1998, repair costs (not maintenance) will exceed \$300,000.

There are two private landowners, South Coast Lumber Company and John Hancock Company, who are cooperators with the Forest Service in maintaining most of Euchre Creek Road. They would need to be in agreement with any changes to that road.

Something that has not been factored in is traffic volume. Forest Service Roads are not designed nor constructed for heavy traffic volume. The highest maintenance level road is a Level 5. It is a double lane, paved road with average daily traffic for the past six years of only 225 vehicles. A sudden increase in heavy

commercial use occurred when US 101 went out at the Arizona slide. The pavement and aggregate rapidly began to deteriorate. The maintenance cost are for a typical forest service roads that have been designed and constructed for low traffic volumes and reduced speeds. The average daily traffic volumes to occur emergency use have not been estimated at this time.

It is recommended that Carpenterville Road be kept in its existing condition, rather than pursue an expensive widening project (estimated to cost \$16 million). During emergency situations, where sections of US 101 which can be bypassed by Carpenterville Road are closed, trucks should not be unconditionally prohibited from using the road. Instead, trucks should be restricted to certain hours of the day during an emergency. This recommendation would have no capital costs; the only costs incurred would be those resulting from vehicular enforcement at the north and south ends of the road.

Meyers Creek Road, Pistol River Loop Road, Ophir Road, North Bank Rogue River Road and Edson Creek Road, and North Bank Rogue River Road and Squaw Valley Road can all be used as alternates to US 101 without any physical improvements. These roads are all identified as such in this Plan.

Option 3. Improve the intersection of Benham Lane and Ocean View Drive in Harbor

Overview: Ocean View Drive intersects Benham Lane at a "T" intersection controlled by a STOP sign. Intersection sight distance on Ocean View Drive is extremely poor to the left (to the west). This is due to the skewed angle at which the two roads intersect and the grades on both roads. Ocean View Drive slopes down to the north at a grade, which is over five percent where it intersects Benham Lane. The grade on Benham Lane is smaller, and this road slopes down from the east to the west (from US 101 to the ocean). A two-foot high concrete wall on the southwest corner contributes to the poor sight distance.

Two improvement options were evaluated for this intersection. The first is a low cost option that improves sight distance without realigning the roadways. The second improves sight distance by realigning Ocean View Drive. These short-term improvements are considered with the understanding that this intersection will be included in any larger study conducted in conjunction with alternatives for the US 101/Benham Lane intersection.

Option 1: The first option consists of removing the two-foot high concrete wall which lies along the west side of Ocean View Drive. This concrete wall contributes to the poor sight distance for vehicles on the Ocean View Drive approach. The wall supports a chain link fence that was installed for pedestrian safety. It prevents pedestrians on Ocean View Drive from falling down the embankment to Benham Lane. The chain link fence should be reinstalled, at ground level, once the concrete wall is removed. The chain link fence would not result in the same visual barrier as the concrete wall and will make traffic on Benham Lane more visible to drivers stopped on Ocean View Drive, and vice versa. In addition, a convex mirror should be installed on Benham Lane, directly across from, and facing, Ocean View Drive. This is a typical treatment used on blind corners. The cost for these improvements would be approximately \$10,000.

The advantage of this improvement is that it improves sight distance without costly road reconstruction. The disadvantage of this improvement is that it does not improve the horizontal and vertical curves on the two roads, the primary reason for the poor sight distance.

Option 2: The second option consists of realigning the northbound approach lane on Ocean View Drive to the east such that it effectively becomes a channelized right turn lane eventually paralleling Benham Lane before merging with it, much like an acceleration lane. The cost of this improvement would be approximately \$50,000.

The advantage of this improvement is that it makes vehicles on Ocean View Drive more visible to drivers traveling east on Benham Lane. The disadvantages of this improvement are that it does not significantly

improve sight distance to the west for drivers on Ocean View Drive, it would displace the sidewalk and bike lane on the south side of Benham Lane, and it involves costly road reconstruction.

Recommendation: Option 1 is recommended for this intersection, primarily based on the lower cost, and because it improves sight distance for both traffic on Benham Lane and Ocean View Drive and because the improvements all lie off-road, it would not disrupt traffic during construction or permanently disrupt the sidewalks and bike lane on Benham Lane.

This intersection will be included any study that investigates impacts to the US 101/Benham Lane intersection.

Option 4. Improve the intersection of Lower Harbor Road and Shopping Center Road at the entrance to the Port of Brookings

Overview: Lower Harbor Road and Shopping Center Road are classified as collectors by Curry County and City of Brookings, respectively. Lower Harbor Road connects the Port of Brookings/Harbor with US 101. Shopping Center Road lies parallel to US 101 between Lower Harbor Road and Hoffeldt Lane. The two roads intersect at a “T” intersection, with the entrance to the port located directly across from Shopping Center Road. The intersection is two-way STOP controlled, with Lower Harbor Road being the through street.

At various times, community concern was raised in favor of changing the existing two-way STOP control to signalized control. ODOT Region 3 analyzed this intersection to determine whether the intersection met the warrants for signalization; it did not. The intersection also did not meet the warrants for all-way STOP control.

The cost to install a traffic signal at a typical intersection is over \$100,000. Traffic control signals should not be installed unless one or more of the signal warrants in the *Manual on Uniform Traffic Control Devices* is met. Warrants for traffic signals are based on minimum traffic and pedestrian volumes, hours of delay, need for gaps in continuous traffic and accident history. In addition to meeting one or more warrants for a signal, installation of a traffic signal must improve the overall safety and/or operation of the intersection. When a traffic signal is not warranted, STOP sign control is an appropriate traffic control measure. As stated above, this intersection did not meet the warrants for a traffic control signal.

All-way STOP control is ordinarily used only where the volume of traffic on the intersecting roads is approximately equal. All-way STOP control is warranted where traffic signals are warranted and the all-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation, and where accident history and traffic volume warrants are met. As stated above, this intersection did not meet the warrants for all-way STOP control.

Recommendation: It is recommended that the existing two-way stop control be maintained at the intersection of Lower Harbor Road and Shopping Center Road. The traffic volumes and accident history do not warrant the high cost of installing a traffic signal or even changing the control to an all-way STOP.

Option 5. Implement Transportation Demand Management Strategies

Overview: Transportation demand management (TDM) strategies change the demand on the transportation system by providing facilities for modes of transportation other than single occupant passenger vehicles, such as implementing carpooling programs, altering work shift schedules, and applying other demand management measures within the community. The Transportation Planning Rule (TPR) recommends that cities should evaluate TDM measures as part of their Transportation System Plans. TDM strategies may be most effective in large, urban cities, but some strategies can still be useful in the rural and urban areas of Curry County.

Two types of TDM measures that could be useful in Curry County would be providing facilities for alternative modes of transportation and implementing a countywide carpooling program. The first measure could be implemented by requiring all future street improvement projects to include the addition of some sort of pedestrian facility, such as new sidewalks or walkways, that will effectively separate pedestrians from motorized traffic. All new street improvement projects should consider bicycle facilities as well. For the second measure, Curry County could organize a carpool program for residents who live in one of the three cities or in rural areas but who work in another area.

Impacts: Although the primary goal of these measures is to reduce the number of vehicle trips made within the county, especially during peak periods, street capacity for automobiles and trucks is generally not an issue in Curry County. However, providing adequate facilities for pedestrians and bicyclists improves traffic and pedestrian safety. A greater emphasis on walking or biking, and reduced reliance on single-occupancy trips to work can improve air quality and noise levels as well.

Cost Estimate: Unit costs for typical TDM projects are as follows:

- Concrete Sidewalks – The estimated cost to install new sidewalks on one side of an existing street is approximately \$30 per linear foot. This assumes a six-foot wide walkway is composed of 4 inches of concrete over 2 inches of aggregate.
- Multi-use Paths – A multi-use path 10 feet wide would cost approximately \$16 per linear foot. This assumes the path is constructed of 2 inches of asphalt over 4 inches of aggregate.
- Paved Shoulders – Shoulders that are 4 feet wide constructed along both sides of a road would cost approximately \$25 per linear foot. This is based on 4 inches of asphalt over 9 inches of aggregate.
- Bike Lanes – The cost to install bike lanes on both sides of an existing road is approximately \$45 per linear foot. This cost includes widening the roadway by 5 feet on both sides, installing curbs, 4 inches of asphalt over 9 inches of aggregate, and placement of an 8-inch painted stripe.
- Striping – The cost to strip a typical crosswalk is \$3 per linear foot; the cost to paint an 8-inch stripe for a bike lane is approximately \$0.70 per linear foot.

Rideshare program – A rideshare program could be operated for a cost of approximately \$20,000 per year. For comparison purposes, a rideshare program located in Central Oregon, covering a larger geographic area and serving a larger population, has an annual operating budget of approximately \$50,000. ODOT participates in this program by providing approximately 60 percent of the funding.

Recommendation: Curry County can implement TDM strategies by requiring all future street improvement projects to include the addition of some sort of pedestrian facility, such as new sidewalks or walkways, which will effectively separate pedestrians from motorized traffic. Connecting sidewalks that are not currently connected on some streets can increase the effectiveness of the pedestrian facilities. All new street improvement projects should consider bicycle lanes as well.

Implementing a local carpool program in Curry County is a possibility. Residents who live in Curry County and residents who live in other cities and rural areas within the county should be encouraged to carpool with a fellow coworker or someone who works in the same area. Carpooling can take advantage of excess parking at larger retail areas, or parking unused during the week, such as at churches. Costs are typically limited to those needed for a part-time to full-time program administrator to provide public education, advertising, and coordinate park and ride lots and signs.

Summary

Table 6-1 summarizes the recommendations of the improvement options analysis based on the evaluation process described in this chapter. Chapter 7 discusses how these improvement options fit into the modal plans for Curry County.

TABLE 6-1
TRANSPORTATION IMPROVEMENT OPTIONS: RECOMMENDATION SUMMARY

Option	Recommendation
Improve East-West connection to I-5	Do not implement; maintain existing road
Develop Alternative Route to US 101	Implement
Improve intersection of Benham Lane and Ocean View Drive	Implement
Improve the intersection of Lower Harbor Road and Shopping Center Road	Do not implement; maintain existing configuration
Implement Transportation Demand Strategies	Implement

CHAPTER 7: TRANSPORTATION SYSTEM PLAN

The purpose of this chapter is to provide detailed operational plans for each of the transportation systems within the county. The Curry County Transportation System Plan covers all the transportation modes that exist and are interconnected throughout the county. Components of the transportation system plan include roadway classification standards, access management recommendations, transportation demand management measures, modal plans, and a system plan implementation program.

Roadway Design Standards

Roadway standards relate the design of a roadway to its function. The function is determined by operational characteristics such as traffic volume, operating speed, safety, and capacity. Roadway standards are necessary to provide a community with roads which are relatively safe, aesthetic, and easy to administer when new roadways are planned or constructed. They are based on experience, and policies and publications of the profession.

Existing Roadway Standards

Existing roadway standards for Curry County are outlined in the *Article Three* of the Curry County Code. This article establishes specifications and standards for the construction of all local roads, driveways and bridges in Curry County, delineates responsibilities for maintenance and promotes public health, safety and welfare.

The following table summarizes the required street and shoulder widths of county roads by roadway classification.

TABLE 7-1
EXISTING PAVEMENT AND
SHOULDER WIDTH STANDARDS

Classification	Pavement Width	Shoulder Width
Minor Arterial	26 feet	4-10 feet
County Arterial	26 feet	4-6 feet
Major Collector	26 feet	2-4 feet
Minor Collector	24 feet	2-4 feet
Resource/ Industrial/ Commercial	20 feet	2 feet
Residential	20 feet	2 feet

The minimum required right-of-way width for county roads is 50 feet, except when a lesser width not less than 40 feet is authorized. The requirements for a county or private road ending with a bulb turnaround of a cul-de-sac include a minimum radius of 50 feet for the right-of-way and a minimum radius of 35 feet for the street width. In some instances, the right-of-way width may exceed the 50-foot minimum depending on variations of other engineering considerations.

No pavement width or shoulder width standards exist for principal arterials; however, the only principal arterial in the county is US 101, which is under state jurisdiction. US 101 is predominantly a two-lane highway with intermittent passing lanes. Design standards for state facilities are based on AASHTO standards and are

summarized in the State Highway Design Manual. In general Statewide Highways such as US 101 consist of 12-foot travel lanes and 8-foot paved shoulders.

Recommended Rural Roadway Standards

The development of the Curry County Transportation System Plan provides the County with an opportunity to review and revise roadway design standards to more closely fit with the functional roadway classification, and the goals and objectives of the Transportation System Plan. The Transportation System Plans (TSPs) should include urban standards for county roads inside the urban growth boundaries of Brookings, Gold Beach, and Port Orford. Although these roads are located in areas which may be annexed by the cities, it is unlikely that they would have traffic volumes or adjacent land uses necessitating on-street parking or bike lanes within the 20-year planning period. An example of one such road is Hunter Creek Road.

Changes to the existing street standards will include:

- Requiring 6-foot gravel shoulders on minor arterials, instead of 4- to 10-foot gravel shoulders in the existing standard. Jerry's Flat Road is the only minor arterial in the county. The change to a narrower shoulder width in the street standard was proposed because it is more realistic than a 10-foot shoulder. Sidewalks are not required on rural arterials where the shoulder provides adequate refuge for pedestrians. However, a portion of Jerry's Flat Road is located within the UGB of the City of Gold Beach and would conform to the arterial standards for the city.
- It was proposed that the County Arterial classification be eliminated, and the two county arterials, Port Orford Loop Road and Cape Ferrel Road, be classified as major collectors. The reason for eliminating this classification is that the existing standard overlapped both that for minor arterials and major collectors.
- Major collectors should be disaggregated into those that warrant bike lanes, and those that do not, depending on traffic volumes, bicycle use, roadway geometrics, and physical constraints. The required pavement width for those that require bike lanes is 34 feet, and 26 feet for those which do not require bike lanes.

The resulting recommended street standards for rural areas, and for the UGB's, are shown in Table 7-2.

TABLE 7-2
RURAL STANDARDS FOR CURRY COUNTY

Functional Class	Min. ROW	Min. Road Paved Surface Width	Shoulder Width
Minor Arterial	50 feet	26 feet	6 feet
Major Collector			
Warrants bike lanes	50 feet	34 feet	4 feet
No bike lanes	50 feet	26 feet	4 feet
Minor Collector	50 feet	24 feet	2 feet
Industrial/Commercial	50 feet	24 feet	2 feet
11+ DU Residential	50 feet	20 feet	2 feet
5-10 DU Residential	50 feet	18 feet	None
5 or less DU Residential	50 feet	16 feet	*IVTU
Cul-de-sac	45' Radius	36' Radius	6 ft.

*IVTU Inter-Visible Turn-Outs are required

URBAN STANDARDS FOR THE CITY OF BROOKINGS URBAN GROWTH AREA

Functional Class	Min. ROW	Min. Road Paved Surface Width	Shoulder Width
Arterial Road/Hwy.	80 feet	70 feet	6 ft-both sides
Major Collector	50 feet	36 feet	6 ft-both sides
Hillside Streets	50 feet	24 feet	4ft pavedshldrs
Local Road/Street -	Serving 21 or more Dwelling Units:		
	50 feet	36 feet	6 ft-both sides
Local Road/Street	Serving 20 or less Dwelling Units:		
	45 feet	30 feet	6 ft-both sides
Comm./Indst. Road	60 feet	44 feet	6 ft-both sides
Alley	20 feet	20 feet	None
Cul-de-sac	45' Radius	36' Radius	6 ft.

URBAN STANDARDS FOR THE CITY OF GOLD BEACH URBAN GROWTH AREA

Functional Class	Min. ROW	Min. Paved Surface	Sidewalk Improvements*
US 101: **			
Section 1	80 feet	70 feet	5 ft-both sides
Section 2	80 feet	56 feet	6 ft-both sides
Section 3	80 feet	64 feet	6 ft-both sides
Section 4	80 feet	48 feet	6 ft-both sides
Section 5	80 feet	34 feet	6 ft-both sides
Major Collector	50 feet	36 feet	5 ft-both sides
Minor Collector	50 feet	24 feet	5 ft-one side
Hillside Streets	50 feet	24 feet	2 ftgravelshldrs
Local Road/Street – Water and Sewer available:			
	50 feet	30 feet	4ftboth sides or 6 ft-one side
Local Road/Street – Water and/or Sewer not available:			
	50 feet	24 feet	6 ft striped bike/ped. path on one side
Comm./Indst. Road	60 feet	40 feet	5 ft-both sides
Alley	20 feet	20 feet	None
Cul-de-sac	60' Radius	45' Radius	5 ft.

** Segments of US 101 are defined in the City of Gold Beach Transportation System Plan; ODOT is the authority for these areas

URBAN STANDARDS FOR THE CITY OF PORT ORFORD URBAN GROWTH AREA

Functional Class	Min. ROW	Min. Paved Surface	Sidewalk Improvements*
Arterial Road/Hwy.	80 feet	70 feet	6 ft-both sides
Major Collector	50 feet	36 feet	6 ft-both sides
Minor Collector	50 feet	24 feet	6 ft-one side
Hillside Streets	50 feet	24 feet	2ftgravelshldrs
Local Road/Street – Water and Sewer available:			
	50 feet	30 feet	6 ft-both sides
Local Road/Street – Water and/or Sewer not available:			
	50 feet	24 feet	6 ft-one side
Comm./Indst. Road	60 feet	40 feet	6 ft-both sides
Alley	20 feet	20 feet	None
Cul-de-sac	60' Radius	50' Radius	5 ft.

Local Roadways

The recommended standards for rural roadways vary according to slope, dwelling density and traffic load, as shown in Figure 7-2. The new standards are a significant departure from existing standards as found in the current Curry County Code.

The narrower roadways and travel lanes generally improve the neighborhood aesthetics, and discourage speeding. They also reduce construction cost, stormwater run-off, and vegetation clearance. It is expected that on rural local roadways, parking will be off-pavement.

For the most part, rural local roadways will not include sidewalks. Pedestrians on these low-volume roadways are generally accommodated on the shoulder of the road and bicyclists are accommodated in the general travel lanes. However, in areas with high pedestrian or bicycle use, a pathway should be considered, preferably located on both sides of the roadway, separated from the roadway by at least five feet of greenbelt or drainage ditch.

Resource/Industrial/Commercial Roadways

Resource, Industrial and Commercial roadways serve short trips, provide access to each adjacent parcel and serve high volumes of truck traffic. The standard developed for these streets is the same as that developed for local streets: two 12-foot travel lanes with two-foot gravel shoulders. The resulting paved width is 24 feet and would lie within a 50-foot right-of-way.

Collector Roadways

Collectors connect residential neighborhoods with smaller community centers and the arterial system; property access is generally a higher priority for collectors than arterials and through traffic is served as a lower priority. Collectors in Curry County consist of major collectors (Floras Creek Road, Floras Lake Loop Road, Floras Lake Road, Cape Blanco State Highway Airport road, Sixes River Road, Cape Ferrelo Road, Coast Guard Road, Elk River Road, Euchre creek Road, Squaw Valley road, Nesika Beach Road, Edson Creek Road, North Bank Rogue River Road, Hunter Creek Road, Hunter Creek Loop Road, Pistol River Loop Road, Carpenterville Road, North Bank Chetco River Road, South Bank Chetco River Road, Oceanview Drive and Winchuck River Road,) and minor collectors (Langlois Mountain Road, Port Orford Loop Road, Ophir Frontage Road, Cape Sebastian Frontage Road, and North Bank Pistol River Road Loop Road). The recommended standard for collectors is described below. It is recommended that required shoulder widths not be shown as ranges, but as specific widths, so shoulder width requirements for major and minor collectors are shown as four feet and two feet, respectively. These cross sections are shown in Figure 7-2.

For the most part, rural collectors will not include sidewalks. Pedestrians are generally accommodated on the shoulder of the road, and bicyclists are accommodated in the general travel lanes. However, in areas with high pedestrian or bicycle use, bike lanes should be considered, preferably located on both sides of the roadway, separated from the roadway by at least five feet of greenbelt or drainage ditch.

Major collectors which warrant bike lanes include: Port Orford Loop Road; Paradise Point Road; Lower Harbor Road; West Benham Lane; and Ocean View Drive.

It is suitable for bicycles to share the roadway when speeds and traffic volumes are low (3,000 ADT or less, depending upon speed and land use). Bikeways should be implemented when speeds and traffic increase or bicycle use is high. Major collectors which do not warrant bike lanes include: Cape Blanco Highway, North Bank Rogue River Road, North Bank Chetco River Road, South Bank Chetco River Road, Winchuck River Road, Cape Ferrelo Road, Floras Creek Road, Sixes River Road, Elk River Road, Euchre Creek,

Carpenterville Road, Hunter Creek Road, and Floras Lake Loop Road. These collectors may not warrant bicycle lanes because there is insufficient bicycle use, the speed and traffic volumes are low, or it would be cost prohibitive.

Standard for Major Collectors with Bike Lanes: This cross section consists of two 12-foot travel lanes with 5-foot bike lanes. The resulting paved width is 34 feet. This cross section also includes 4-foot gravel shoulders.

Standard for Major Collectors without Bike Lanes: This cross section consists of two 12-foot travel lanes with 1-foot paved shoulders and 4-foot gravel shoulders. The resulting paved width is 26 feet.

Standard for Minor Collectors: This cross section consists of two 11-foot travel lanes with 1-foot paved shoulders and 2-foot gravel shoulders. The resulting paved width is 24 feet.

Arterial Roadways

Arterial roadways form the primary roadway network within and through a region. They provide a continuous roadway system which distributes traffic between different neighborhoods and districts. Generally, arterial roadways are high capacity roadways which carry high traffic volumes with minimal localized activity.

Arterials connect cities and other major traffic generators; they serve both through traffic and trips of moderate length and access is usually controlled. Arterials in Curry County consist of US 101 and Jerry's Flat Road. US 101 is under the jurisdiction of the state, therefore, no county standard need be adopted for US 101. Standards for State roadways can be found in the ODOT Highway Design Manual.

For the most part, rural arterial roadways will not include sidewalks. Pedestrians are generally accommodated on the shoulder of the road, and bicyclists are accommodated in the general travel lanes.

The standard developed for county (non-highway) arterials consists of two 12-foot travel lanes with 1-foot paved shoulders and 6-foot gravel shoulders. The resulting paved width is 26 feet. Figure 7-3 shows the standards for non-highway arterials.

Bike Lanes

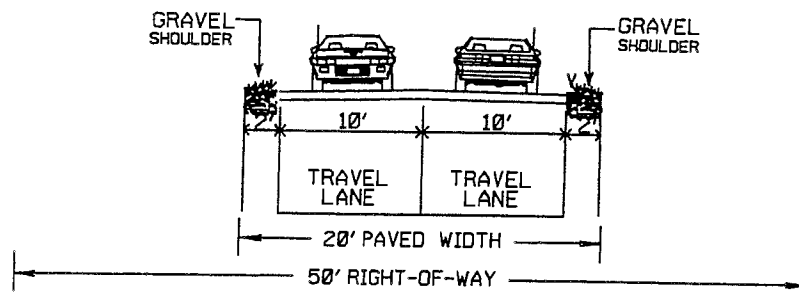
For the most part, rural roadways do not require separate bikeway facilities. Bicyclists shall be accommodated on the shared roadway or on a shoulder, depending on traffic volumes. In areas with high bicycle use, a pathway should be considered, preferably located on both sides of the roadway, separated from the roadway by at least five feet of greenbelt or drainage ditch. There are no separated bike paths recommended for county roads outside of the individual UGBs in Curry County.

Major collectors have been disaggregated into those which warrant bike lanes, and those which do not, depending on traffic volumes, bicycle use, roadway geometrics, and physical constraints. The required pavement width for those which require bike lanes is 34 feet, and 26 feet for those which do not require bike lanes. Major collectors which warrant bike lanes include: Port Orford Loop Road; Paradise Point Road; Lower Harbor Road; West Benham Lane; and Ocean View Drive.

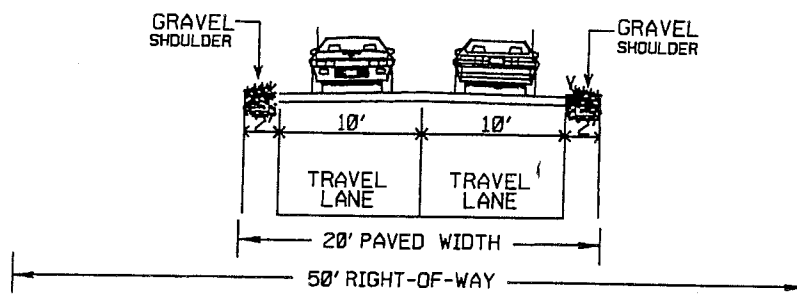
Sidewalks

Rural roadways generally do not require separate pedestrian facilities. Pedestrians shall be accommodated on the shoulder of the roadway. In areas with high pedestrian activity, a pathway should be considered, preferably located on both sides of the roadway, separated from the roadway by at least five feet of greenbelt or drainage ditch.

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RESOURCE/INDUSTRIAL/COMMERICAL: 20-FT PAVED SURFACE, 2-FT GRAVEL SHOULDERS

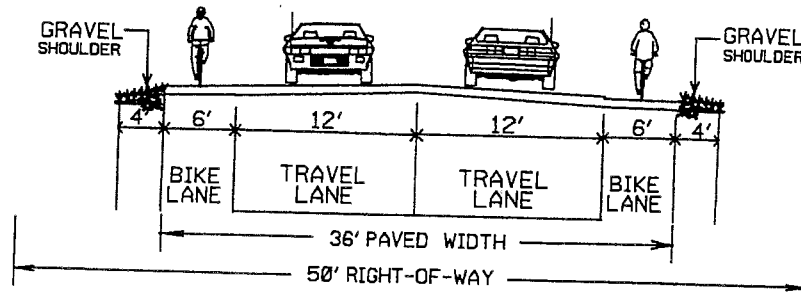
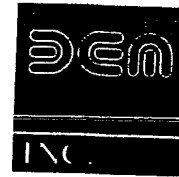


RESIDENTIAL: 20-FT PAVED SURFACE, 2-FT GRAVEL SHOULDERS

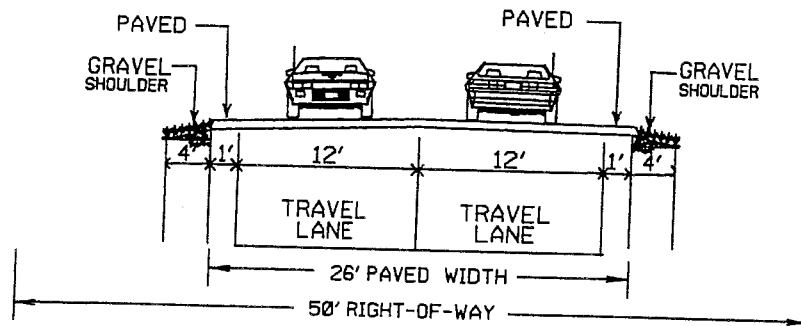
FIGURE 7-1

Recommended Street Standards Curry County Local Streets

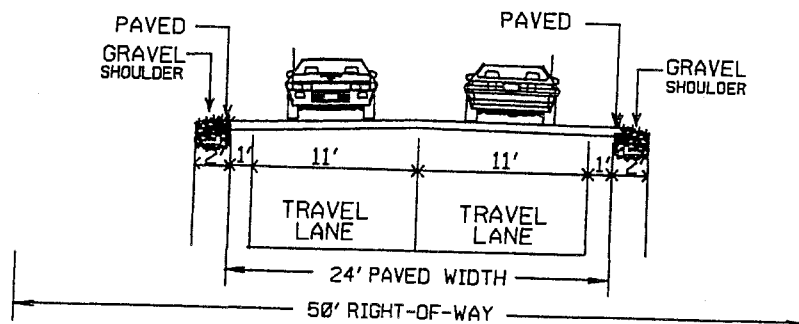
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MAJOR COLLECTOR WITH BIKE LANES: 34-FT PAVED SURFACE, 4-FT GRAVEL SHOULDERS



MAJOR COLLECTOR WITH NO BIKE LANES: 26-FT PAVED SURFACE, 4-FT GRAVEL SHOULDERS

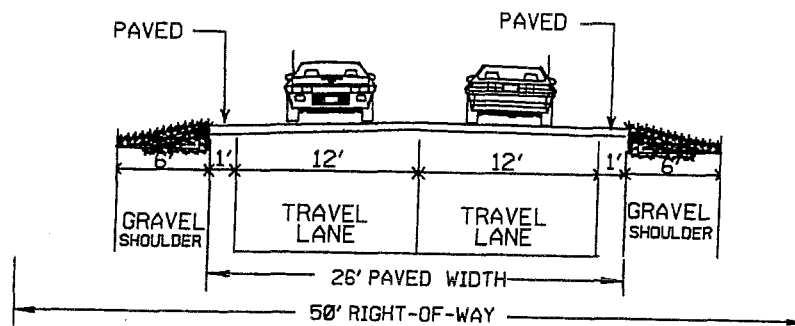


MINOR COLLECTOR: 24-FT. PAVED SURFACE, 2-FT GRAVEL SHOULDERS

FIGURE 7-2

Recommended Street Standards Curry County Collector Streets

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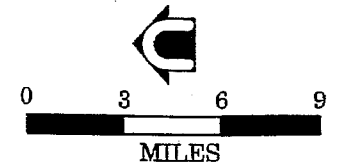


MINOR ARTERIAL: 26-FT PAVED SURFACE, 6-FT GRAVEL SHOULDERS

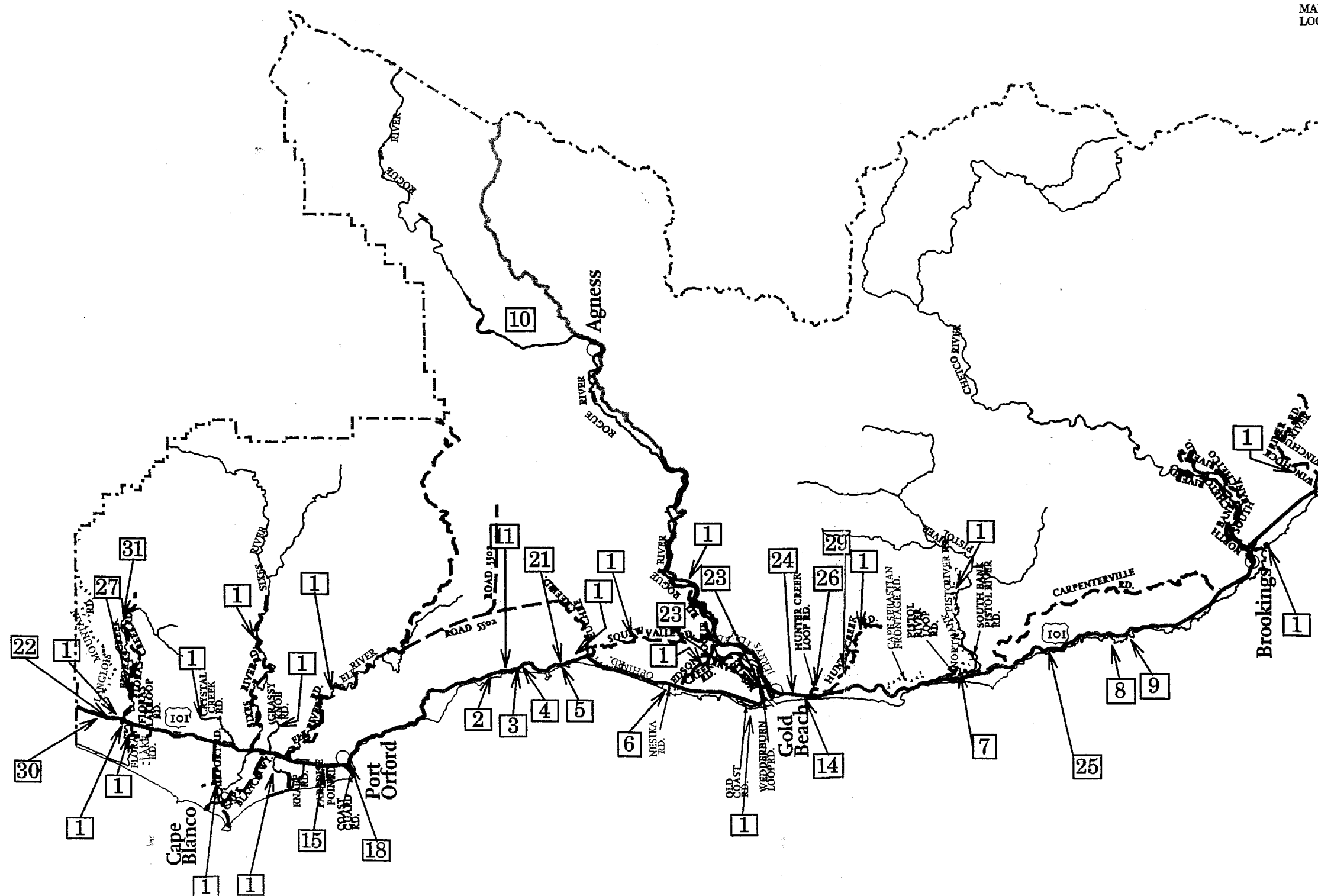
FIGURE 7-3
Recommended Street Standards
Curry County Arterial Streets

LEGEND

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROAD



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MAP
LOCATION

PROJECTS:

- 1 Curry County Five-Year Program
- 1998-2001 STIP Projects
- 2 US 101 Slide Repair, Brush Creek (MP 310.22 to Slide Creek (MP 310.32)
- 3 US 101 Slide Repair, Raninhart Creek (MP 311.20 to 311.70)
- 4 US 101 Slide Repair, Arizona North (MP 312.00 to 312.30)
- 5 Frankport Viaduct (MP 315.53 to 339.90)
- 6 US 101 Left-Turn Refuge Lane at Nesika Beach Rd. (MP 322.00 to 322.23)
- 7 US 101 (Pistol River Flats) pavement overlay US 101 (MP 337.55 to 339.90)
- 8 Thomas Creek Bridge, ODOT bridge #08459 (MP 347.78)
- 9 US 101 Slide Repair, Whaleshead Cove (MP 349.10 to 349.60)
- 10 Roadway upgrade from Agness to Ilaha along Foster Rd. (MP 0.0 to 3.3)
- 11 US 101 Pavement overlay from Coy Creek Rd. (MP 315.54) to Euchre Creek (MP 317.70)
- 12 South Beach Park
- 13 US 101, Pavement overlay from Newlake Rd. (MP 285.30) to Willow Creek Rd. (MP 289.60)
- 14 US 101, Pavement overlay from the Gold Beach south city limits (MP 330.30) to Capeveiw Rd. (MP 334.80)
- 15 US 101, Pavement overlay from Childers Rd. (MP 295.10) to Paradise Point Rd. (MP 299.80)
- Port Projects
- 16 Port of Brookings Projects
- 17 Port of Gold Beach Projects
- 18 Port of Port Orford Projects
- Airport Projects
- 19 Projects for Brookings Airport
- 20 Projects for Gold Beach Airport
- State Highway Bridge Projects
- 21 Bridge #07764 on US 101 - Frankport Viaduct (MP 315.53)
- 22 Bridge #00912 on UA 101 over Morton Creek (MP 286.61)
- 23 Bridge #16014 on US 101 overcrossing (MP 326.47)
- 24 Bridge #01172 on US 101 over Rogue River (MP 327.65)
- 25 Bridge #00995 on US 101 over Myers Creek (MP 338.33)
- County Road Bridge Projects
- 26 Bridge #15C32 on CR #690 over Upper Crook Creek (MP 0.10)
- 27 Bridge #15C30 on CR #118 over North Fork Floras Creek (MP 7.70)
- 28 Bridge #15C37 on CR #595 over Kimball Creek (MP 8.10)
- 29 Bridge #15C010 on FAS 304 over Hunter Creek (MP 0.40)
- 30 Bridge #15C16 on FAS A307 over Lobster Creek (MP 7.30)
- 31 Bridge #15C21 on FAS A312 over Floras Creek (MP 7.32)
- 32 Bridge #15C0098 on Indian Creek (MP 0.70)
- 33 Bridge #15C22 on FAS A312 over Jack's Creek

FIGURE 7-4
RECOMMENDED
IMPROVEMENTS
CURRY COUNTY

Access Management

Access management is an important tool for maintaining a transportation system. Too many access points can diminish the function of an arterial, mainly due to delays and safety hazards created by turning movements. Traditionally, the response to this situation is to add lanes to the roadway. However, this can lead to increases in traffic and in a cyclical fashion, require increasingly expensive capital investments to continue to expand the roadway.

Reducing capital expenditures is not the only argument for access management. Additional driveways along arterial roadways lead to an increased number of potential conflict points between vehicles entering and exiting the driveway, and through vehicles on the arterial roadways. This not only leads to increased vehicle delay and a deterioration in the level of service on the arterial, but also leads to a reduction in safety.

Research has shown a direct correlation between the number of access points and collision rates. In addition, the wider arterial roadways that can ultimately result from poor access management can diminish the livability of a community. Therefore, it is essential that all levels of government maintain the efficiency of existing arterial roadways through better access management.

Access Management Techniques

The number of access points to an arterial can be restricted through the following techniques:

- Restricting spacing between access points based on the type of development and the speed along the arterial
- Sharing of access points between adjacent properties
- Providing access via collector or local roadways where possible
- Constructing frontage roads to separate local traffic from through traffic
- Providing service drives to prevent spill-over of vehicle queues onto the adjoining roadways
- Providing acceleration, deceleration, and right turn only lanes
- Installing median barriers to control conflicts associated with left turn movements
- Installing side barriers to the property along the arterial to restrict access width to a minimum

Recommended Access Management Standards

Access management is hierarchical, ranging from complete access control on freeways to increasing use of roadways for access purposes, parking and loading at the local and minor collector level. Table 7-3 describes recommended general access management guidelines for local roads by roadway functional classification. Access Management standards for State highways are found in the Oregon Highway Plan and are adopted by the county by reference.

TABLE 7-3
RECOMMENDED ACCESS MANAGEMENT STANDARDS FOR COUNTY ROADS

Functional Classification	Intersection			
	Public Road		Private Drive	
	Type	Spacing	Type	Spacing
Arterial (other than State Highways)	at-grade	1 mile	L/R Turns	1,200 feet
Collector	at-grade	¼ mile	L/R Turns	300 feet
Resource/Industrial	at-grade	400 feet	L/R Turns	Access to Each Lot
Local	at-grade	400 feet	L/R Turns	Access to Each Lot

Notes:

(1) For most roadways, at-grade crossings are appropriate.

(2) Allowed moves and spacing requirements may be more restrictive than those shown to optimize capacity and safety. Any access to a state highway requires a permit from the ODOT District Office. Access will generally not be granted where there is a reasonable alternative access.

Application

These access management guidelines should be applied to county roads. They are generally not intended to eliminate existing intersections or driveways. Rather, they should be applied as new development occurs. Over time, as land is developed and redeveloped, the access to roadways will meet these guidelines. However, where there is a recognized problem, such as an unusual number of collisions, these techniques and standards can be applied to retrofit existing roadways.

To summarize, access management strategies consist of managing the number of access points and providing traffic and facility improvements. The solution is a balanced, comprehensive program that provides reasonable access while maintaining the safety and efficiency of traffic movement.

State Highways

Access management is important to promoting safe and efficient travel for both local and long distance users along US 101 in Curry County. The *Oregon Highway Plan* specifies an access management classification system for State facilities. Although Curry County may designate State highways as arterial roadways within its transportation system, the access management categories for these facilities should generally follow the guidelines of the Oregon Highway Plan. This section of the Transportation System Plan describes the state highway access categories and specific roadway segments as in effect at the time of TSP adoption. Specific access standards for state highways should be referenced from the Oregon Highway Plan.

US 101 through Curry County is a Statewide Highway. This classification permits at-grade intersections at a minimum spacing of 1320 feet.

Carpenterville Road and Cape Blanco Highway are District Highways. This classification permits at-grade intersections at a minimum spacing of 700 feet for speeds of 55 mph or greater. For 50 mph posted speed limit, the minimum access spacing standard is 550 feet. For 40 and 45 mph posted speed limit, the minimum access spacing standard is 500 feet.

Port Orford Highway, located between US 101 and the Port of Port Orford, lies entirely within the City of Port Orford and is also a District Highway. This classification permits at-grade intersections at a minimum spacing of 500 feet for posted speeds of 40 and 45 mph. For posted speeds below 40 mph, the minimum access spacing standard is 400 feet.

Modal Plans

The Curry County modal plans have been formulated using information collected and analyzed through a physical inventory, forecasts, goals and objectives, and input from area residents. The plans consider transportation system needs for Curry County during the next 20 years assuming the growth projections discussed in Chapter 5. The timing for individual improvements will be guided by the changes in land use patterns and growth of the population in future years. Specific projects and improvement schedules may need to be adjusted depending on where growth occurs within the county.

Roadway System Plan

The Curry County Road Department maintains a Five Year Road Improvement Plan. The list of proposed improvements is reviewed annually and updated as projects are completed and with changes in priority. Priority for the projects is determined by the County Roadmaster depending on each road's traffic level, the type of improvement needed, the estimated cost and the availability of funding. Improvements included in the Five Year Road Improvement Plan are funded by the county. The current county Five Year Road Improvement Plan is adopted as a part of the Transportation System Plan by reference.

Statewide Transportation Improvement Program (STIP) Projects

The Oregon Department of Transportation has a comprehensive transportation improvement and maintenance program encompassing the entire state highway system. The Statewide Transportation Improvement Program (STIP) identifies all the state highway improvement projects as well as some local road improvements that are funded for a four-year period. The STIP is updated every two years to reflect new priorities and changes in revenues. The STIP lists specific projects, the counties in which they are located, and their construction year. The TSP includes Curry County projects from the current STIP by reference.

Oregon Coast Highway Corridor Master Plan

The Oregon Coast Highway Corridor Master Plan was prepared in 1995 to coordinate land use patterns and transportation system improvements in the US 101 corridor. The plan was developed in partnership with local, state, and federal jurisdictions, and the public and communities that the plan is designed to serve. The plan's focus in Curry County is to enhance and protect the scenic beauty of the corridor while increasing capacity and reliability on the transportation system.

In large part, the plan is advisory in that it does not list specific transportation improvements on US 101 and was written prior to many of the policies that currently govern construction and maintenance of the highway. Inclusion in the plan does not imply that ODOT supports or does not support a particular improvement, but that the location has been identified for further consideration in the future. Suggestion of an improvement in the plan does not imply that the project is truly needed, that it meets required warrant criteria, that it would actually improve operation of the highway, or that it is the best way to address the identified problem. In all cases, recommended projects will have to be analyzed in the future to determine if the suggested improvement is needed. In many cases, the improvement will also have to be approved by the responsible State Engineer.

The jurisdiction or agency which has primary responsibility for implementation of the plan activities was not identified. In most cases, implementation will require coordination among a number of jurisdictions and agencies. The plan activities for the rural highway sections in Curry County include:

- Reclaim and retain the rural character of the highway corridor by developing a signage program.

- Implement a consistent guardrail treatment.
- Develop turn lanes and deceleration lanes as warranted to recreational access points such as the Sixes and Elk River Roads, Floras Lake, and Cedar Forest State Wayside.
- Construct a longer passing lane as warranted northbound at the Coos/Curry County lines. Coordinate these improvements with upgrading the substandard vertical alignment. Extend existing passing lane at New Lake northbound.
- Provide a uniform rural highway cross section with shoulders and bikeways, preserving the scenic and natural quality of the travel corridor.
- Develop an access management plan.
- Develop wayside improvements for safer access by all users at Sixes River, Elk River, Pistol River, Buena Vista, and Rainbow Rock.
- Identify opportunities for passing lanes at Sixes River to five miles north of Sixes River.
- Seek ways to reduce speed limits in the rural communities of Langlois and Laurel Grove.
- Identify location for viewpoints at Floras Creek, and the Sixes and Elk Rivers.
- Stabilize the roadbed using geotechnical methods that blend with the natural environment (STIP Project).
- Identify location where geometric and passing lane improvements are feasible and appropriate, including shoulders and bikeways, for safe, non-motorized use of the highway.
- Redesign turnouts to preclude use for passing, particularly for the area north of Humbug and at Rogue Hills.
- Provide left-turn lanes and deceleration lanes at Otter Point State Wayside, Geisel Monument Wayside (STIP Project), the Ophir Rest Area, Pistol River, Boardman, Harris Beach, and Cape Sebastian State Park. Develop these sites for safe access by all users.
- Refine engineering reconnaissance completed in the Arizona Beach area (Arizona Slide).
- Improve the turnouts at Devil's Back Bone, north of Sisters Rocks, south of Humbug Mountain (Milepost 303), Pistol River area, S. H. Boardman State Park area, Arch Rock, Whalehead Island, and Cape Ferrelo.
- Improve the Humbug Mountain site for safer access by all users through signage, pavement markings, and minimal shoulder improvements.
- Identify location for a passing lane north of Nesika Beach.
- Designate the segment of US 101 between Brookings and Port Orford as a natural corridor where slow traffic conditions can be expected due to scenic features and traffic associated with those features. Provide information signing at both ends to inform drivers of speed limits, distance to next passing lane, and that they are entering a scenic area.
- Identify a process for developing an emergency route plan.
- Improve signing to scenic destinations.
- Improve access to and parking for the beach north of Miner Creek and at Rainbow Rock.
- Identify and study potential east-west route to the I-5 corridor.
- Develop the McVay Rock Wayside, including access for all users. Coordinate with State Parks for the Crissy Field Project.
- Work with the State Parks Department to manage vegetation at Cape Sebastian at Cape Sebastian State Park.
- Establish a gateway treatment for the southern access to the Oregon Coast.

Not all of the Plan Activities describe specific projects; rather, they are planning goals and objectives for the US 101 corridor. For example, "reclaim and retain the rural character of the highway corridor by developing a

signage program” and “implement a consistent guardrail treatment” are not specific projects. They are listed above to draw attention to ODOT’s plan activities for US 101 within Curry County, so that county planning activities will be consistent with those of the state.

Several of ODOT’s Plan Activities are addressed in this TSP. For example, “develop an access management plan” is addressed in the street system plan in Chapter 7. “Identify a process for developing an emergency route plan” and “identify and study potential east-west routes to the I-5 corridor” are addressed in the evaluation of improvement options in Chapter 6.

The Plan Activities which do describe specific projects, such as “identify location for a passing lane north of Nesika Beach,” were developed to address ODOT’s design and operation standards or to meet some other statewide planning goal. During the public involvement process, none of the specific projects listed in the Plan Activities were identified as high priorities by the local community’s Transportation Advisory Committee. Therefore, these projects are not listed in the street system plan in Chapter 7. As the projects in the corridor plan are refined (i.e., after ODOT develops alternatives and cost estimates, selects a preferred alternative, identifies funding, and lists the projects in the STIP), they should be included in future updates of the TSP.

Bridges

Both the state and the county have bridges with deficiencies¹ that need to be addressed as soon as possible. These bridges have been identified as structurally deficient (two state bridges and three county bridges) or functionally obsolete (four state bridges and three county bridges). In addition to the immediate need, three state bridges and one county bridge may reach a deficient level in the near future. Bridges that fall into any of these three categories will need to be repaired or replaced some time in the next 20 years.

Structurally deficient bridges are identified through inventories of various structural elements. They are unsafe and need to be either replaced or repaired to function safely. Bridges with this rating may have the greatest need for upgrading compared to functionally obsolete bridges.

Functionally obsolete bridges cannot adequately serve the demand placed on them because of some design deficiency, such as being too narrow. Upgrading could involve improving or replacing the existing facility. If these bridges serve a high traffic demand, they may be a high priority for upgrades.

Bridges may also be identified as at risk for becoming deficient, possibly needing repair at some time over the next 20 years. If the bridges are not repaired or replaced, limitations may need to be placed on usage, such as traffic diversions to avoid unsafe bridges. Limitations on bridge use could affect the economy of some of the resource-based industries in the area.

Bridge improvement projects are identified in the current county Five Year Road Improvement Plan for county facilities and the current STIP for state facilities both of which have been adopted as part of the TSP by reference.

Pedestrian System Plan

¹The description of structural deficiency, functional obsolescence, and sufficiency ratings are based on the *Oregon Coding Guide for the Inventory and Appraisal of Oregon Bridges* by the Oregon Department of Transportation Bridge Section in May, 1994.

In rural areas, it is typical to accommodate pedestrians on roadway shoulders. Many of the shoulders on both county roads and state highways in Curry County can not safely accommodate pedestrians. Therefore, as Curry County's roads and the state highways are paved, repaved, or reconstructed, shoulders should be widened to meet the standards shown in Figures 7-1 through 7-3. New roads should be constructed with adequate shoulders.

In addition to accommodating pedestrians, shoulders also protect the roadway edge from raveling and increase safety for motorists. Costs for shoulder additions are approximately \$2 per square foot.

Multi-use paths are popular in rural areas, especially when they provide a viable alternative to a busy highway. Paths should follow the design standards of the *Oregon Pedestrian and Bicycle Plan (1995)*. The only paved, separated path planned in Curry County at this time is a 2-mile paved pedestrian and bicycle path in the City of Gold Beach. This project is described in the Gold Beach TSP.

Bicycle System Plan

At present, bicyclists in Curry County share the roadway with motorists on most of the county roads. Many of the shoulders on both the county roads and state highways are inadequate for accommodating bicyclists. These shoulders are also needed to accommodate pedestrians, as mentioned above. Therefore, as Curry County's roads and the state highways are paved, repaved, resurfaced, or reconstructed, shoulders should be widened to meet the standards shown in Figures 7-1 through 7-3. New roads should be constructed with adequate shoulders. Bike facilities on the urban sections of Curry County's roads are addressed in the city TSPs for those sections.

Transportation Demand Management Plan

Through transportation demand management (TDM), peak travel demands can be reduced or spread to make the most efficient use of the transportation system, rather than building new or wider roadways. Techniques have been successful and could be initiated to help alleviate some traffic congestion include carpooling and vanpooling, alternative work schedules, bicycle and pedestrian facilities, and programs focused on high density employment areas.

In Curry County, where traffic volumes are low and the population and employment is small, implementing TDM strategies is not practical in most cases. However, the pedestrian and bicycle improvements recommended earlier in this chapter are also considered TDM strategies. By providing these facilities, Curry County is encouraging people to travel by other modes than the automobile. In rural communities, TDM strategies include providing mobility options.

Because intercity commuting is a factor in Curry County, residents who live in one city and work in other cities should be encouraged to carpool with a fellow coworker or someone who works in the same area. Curry County should consider creating a rideshare program which could further boost carpooling ridership.

No costs have been estimated for the TDM plan. Grants may be available to set up programs; other aspects of Transportation Demand Management can be encouraged through ordinance and policy.

Public Transportation Plan

Currently, Greyhound operates the only scheduled commercial bus service in Curry County, providing two northbound and two southbound buses along US 101 between Portland, Oregon and San Francisco, California. This service stops in Port Orford, Gold Beach and Brookings. Local intercity service is provided between the Brookings, Gold Beach, and Port Orford, with a connection to Bandon in Coos County as well.

Para-transit service is also available through the senior citizen centers in Brookings, Port Orford and Gold Beach. Although these services are open to the general public, they predominantly transport elderly and disabled people. In FY 1996 the Port Orford Senior Center provided 2,200 trips of which 78 percent were for elderly and disabled people. The Gold Beach Senior Center provided 6,700 trips of which about 90 percent were for elderly and disabled people. In the FY 1997, the Senior Center provided 17,556 trips of which about 74 percent were for elderly and disabled people.

Community representatives raise two concerns regarding existing transit service:

- There is a perception it is only for senior citizens.
- Other than Greyhound, there is no inter-city service connecting Bandon and Brookings and the communities between.

The latter issue has been addressed through the development of the local intercity system, although the perception still remains that the service is for senior and disabled riders.

The Curry County transit advisory board, consisting of nine members, who either use existing service or represent clients who use the service, has completed a transit feasibility study and transit plan. According to the plan, about 90 percent of all County residents live within one or two miles of US 101 and can easily access service that travels between communities in the county and Bandon on this highway. The Plan calls for this service to be expanded to include two or three round-trips a day between the two counties. If this service is to be successful, it is important that it be widely marketed and scheduled to meet the demands of the general public which might be different from those of the elderly and disabled. Marketing should include partnerships with local businesses to advertise both bus service and business services. Also key to a successful program is consistency; people must be able to count on this service so that they may make plans with certainty.

To be successful, this service will require about 20 bus shelters placed several miles apart along US 101. Ideally these bus shelters should be placed near a public use such as a shop, restaurant, or church and have available parking. Currently, no plan exists for exact placement of these shelters or for funding. Curry County transit will continue to seek state and Federal funds for such facility improvements as well as for some operational costs.

Rail Service Plan

Curry County has no rail service.

Air Service Plan

Air transportation is provided through three airports located within Curry County, including Brookings Airport, Gold Beach Airport, and Cape Blanco State Airport. Seven additional private landing strips are known in the county. These include grass or dirt strips at Agness, Big Bend, Half Moon and Paradise Bar. None of these airstrips include support facilities or developed improvements. Mercy Flights (Medford based non-profit organization) provides air ambulance service on a 24 hour basis to residents who are members of Mercy Flights.

The following discussion presents general projections of the public airport use in the County. Specific improvement needs and costs can be referenced in the 2000 Oregon Aviation Plan. The County will rely on the Oregon Aviation Department to plan, coordinate and implement these improvements and will participate as appropriate.

Cape Blanco Airport

The Cape Blanco State Airport is a publicly owned airport, located in southwestern Oregon in Curry County. Compared to other airfields in south coastal Oregon, the Cape Blanco Airport is capable of handling larger aircraft because of the greater length of its runway. The airport provides air transportation to surrounding recreation areas, including several State parks, the Oregon Islands National Wildlife Refuge, and the Oxford and Blanco reefs. The closest passenger service airport is located in Crescent City, California.

The Curry Comprehensive Plan discussed the potential development of the Cape Blanco State Airport because of its large size and the opportunities for expansion. However, the airport suffers from being isolated from major population centers and the competition from the other airports in the area and is the least used of the three airports in Curry County. There are no capital improvements planned for the airport at this time. However, preventive pavement maintenance is scheduled for the near future.

The 2000 Oregon Aviation Plan estimates use of the airport will continue through 2014 at levels seen in 1994. Based aircraft are expected to be at one and operations will be approximately 500. The Aviation Plan also identifies facility condition deficiencies, but does not specifically plan for when those deficiencies will be addressed. The Plan indicates that the Cape Blanco State airport is deficient in the areas of the *Runway Object Free Area* and having a *Runway Protection Zone* in place.

Brookings Airport

Brookings Airport is located north of the City of Brookings and east of US 101 and is owned and operated by Curry County. The closest passenger service airport is located in Crescent City, California. The airport can accommodate aircraft with approach speeds of 121 knots and a wing span up to 49 feet. The 2000 state Aviation Plan projects the airport will see based aircraft increase to 27 by 2014, with operations totaling 6,080 by that year.

Gold Beach Airport

The Gold Beach Municipal Airport is located in Gold Beach south of the Rogue River and is owned and operated by the Port of Gold Beach. The airport mostly serves private pilots, some corporate aircraft, and two courier companies. The closest passenger service airport is located in Crescent City, California, approximately 50 miles away. The airport is designed to accommodate approximately 95 percent of general aviation aircraft under 12,500 pounds. Use in 2014 is projected to include 25 based aircraft and 9,570 operations.

Although the state's system plan projected an extension of the runway by approximately 2,000 feet to accommodate larger aircraft, the airport's 1994 Master Plan notes that the runway can only be extended 200 feet to the south because of a nearby road.

Airport Noise

The major potential conflict between continued airport use and off-airport development, centers on noise impact. Human reaction to the intrusion of aviation noise is complex and subjective. Several indices have been developed in an attempt to rate the annoyance associated with living and working with aviation noise. In general, these indicators attempt to measure quantitatively the acoustic energy of the sound and relate this to the subjective feelings of loudness, noisiness or annoyance. Measures of the noise environment alone cannot provide and accurate prediction of the degree of annoyance that may be associated with a given level of noise intrusion.

The guidelines established by the Oregon Aeronautics Department for areas of "moderate noise impact" (55 – 65 Dbl) state that most uses in such areas are compatible or conditionally compatible. They do, however,

recommend that noise sensitive uses such as schools, hospitals, nursing homes, theaters, auditoriums and residential development should have noise insulation installed. However, outside of urban areas, lower background noise levels may result, and airport noise within the 55 Dbl noise contour may be perceived as a problem.

The Brookings and Cape Blanco Airports are located in areas where there are only low density residential uses so that noise is not a significant problem. However, the Gold Beach Airport is located in the center of town so that there is a greater possibility for conflict between airport noise and surrounding uses. These conflicts will have to be resolved as part of the City of Gold Beach Comprehensive Plan.

Airport Improvements

As mentioned above, specific improvement needs and costs can be referenced in the Oregon Aviation Plan. The County will rely on the cities and the Oregon Aviation Department to plan, coordinate and implement these improvements. The County will participate as appropriate.

Pipeline Service Plan

There are currently no pipelines serving Curry County.

Water Transportation Plan

There are three ports located in Curry County including Port of Gold Beach, Port of Brookings, and Port Orford. The port projects for Curry county are identified in Table 7-8.

Port of Brookings-Harbor

The Port of Brookings-Harbor is located on the east bank of the Chetco River, south of US 101, in unincorporated Curry County. The primary uses of the Port include sport and commercial fishing, visitor-oriented commercial facilities, community facilities and public uses and light industrial development. The Port of Brookings plans to create a boardwalk and retail commercial center to adjoin the existing marina. The initial phase would consist of 5,000 to 7,000 square feet of space representing five or six small retail stores. The project at full build out may provide up to 45,500 square feet of retail space.

Port of Port Orford

A Final Concept Study for The Port of Port Orford Permanent Dock Replacement was conducted by Peratrovich, Nottingham & Drage, Inc. in March 1997. The study presented preliminary dock and infrastructure improvements including preliminary construction costs. The study concluded that a dock replacement would be necessary. The recommendations include raising the dock elevation, elevating buildings off the dock, installing a concrete jetty wall and providing drainage facilities capable of handling substantial water flow. The dock replacement project was completed in 2001.

Port of Gold Beach

The Port of Gold Beach, located at the mouth of the Rogue River, serves primarily sport and charter boats and some commercial fishing crafts. The Port of Gold Beach Strategic Business Plan identifies several opportunities to improve the Port's marine-related facilities. The goals of the plan are to maximize the potential of the Port's assess, fully develop the Port's business potential, protect the environmental quality of the Rogue River Basin to enhance fisheries and maintain aesthetics, and improve the Port's management and development planning capabilities. Plans for the Port encompass a variety of goals and objectives that are designed to improve marine related facilities, encourage tourism, and improve the business and commercial development of the Port.

TABLE 7-4
RECOMMENDED PORT PROJECTS FOR CURRY COUNTY

Project Descriptions	Priority	Local Costs	State Costs	Federal Costs	Total Costs
Port of Brookings-Harbor					
Public Launch Ramp Redevelopment (completed)	High	\$400,00	\$0	\$0	\$400,00
Basin II Facility Rehabilitation	High	\$374,000	\$0	\$0	\$374,000
Basin I Replacement	High	\$2,356,000	\$0	\$0	\$2,356,000
Service and Repair Dock	High	\$115,000	\$0	\$0	\$115,000
Port of Port Orford					
Dock Replacement (completed)	High	\$5,400,000	\$0	\$0	\$5,400,000
Port of Gold Beach					
Launch ramp renovation	High	\$0	\$0	\$130,000	\$130,000
Handicap public fishing pier	High	\$7,000	\$0	\$28,000	\$35,000
Interpretive signing along waterfront areas	High	\$10,000	\$0	\$40,000	\$50,000
Jetty improvement	High	\$0	\$150,000	\$0	\$150,000
Huntley Park Boat Launch Ramp	High		\$0	\$90,000	\$90,000
Paved Parking by Boat Launch	High	\$83,000	\$0	\$0	\$83,000
Construct additional docks and other moorage facilities	Low	N/A	N/A	N/A	N/A
Dredge funding or buy suitable dredge for dredging needs	Low	N/A	N/A	N/A	N/A
Parking and vehicle circulation plan	Low	N/A	N/A	N/A	N/A
Total for Port of Brookings-Harbor		\$3,245,000	\$0	\$0	\$3,245,000
Total for Port of Port Orford		\$5,400,000	\$0	\$0	\$5,400,000
Total for Port of Gold Beach		*\$100,000	*\$150,000	*\$288,000	*\$538,000

Transportation System Plan Implementation Program

Implementation of the Curry County Transportation System Plan will require both changes to the County comprehensive plan and zoning code and preparation of a 20-Year Capital Improvement Plan. These actions will enable Curry County to address both existing and emerging transportation issues throughout the county in a timely and cost effective manner. This implementation program is geared towards providing Curry County with the tools to amend the comprehensive plan and zoning ordinance to conform with the Oregon Transportation Planning Rule and to fund and schedule transportation system improvements.

One part of the implementation program is the formulation of a 20-Year Capital Improvement Plan (CIP). The purpose of the CIP is to detail what transportation system improvements will be needed as Curry County grows and provide a process to fund and schedule the identified transportation system improvements. It is expected that the Transportation System Plan Capital Improvement Plan can be integrated into the existing County CIP and the ODOT STIP, and the CIPs of the various cities in Curry County involved in related projects. This integration is important since the Transportation System Plan proposes that multiple governmental agencies will fund some of the transportation improvement projects.

However, inclusion of an improvement project in the TSP does not commit the City or ODOT to allow, construct, or participate in funding the specific improvement. Projects on the State Highway System that are contained in the TSP are not considered "planned" projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, projects proposed in the TSP that are located on a State highway cannot be considered mitigation for future development or land use actions until they are programmed into the STIP. Unanticipated issues related to project funding, as well as the environment, land

use, the economy, changes in use of the transportation system, or other concerns may be cause for re-evaluation of the alternatives discussed below and possible removal of a project from consideration for funding or construction. Highway projects that are programmed to be constructed may have to be altered or canceled at a later time to meet changing budgets or unanticipated conditions.

Model policy and ordinance language that conforms with the requirements of the Transportation Planning Rule is included in Chapter 9. The proposed ordinance amendments will require approval by the Board of County Commissioners.

20-Year Capital Improvement Program

The CIP is shown with the following priorities:

- High Priority (next 0 to 5 years)
- Low Priority (5 to 20 years)

These priorities are based on current need, the relationship between transportation service needs, and the expected growth of the county. The following schedule in Table 7-9 indicates priorities and may be modified to reflect the availability of finances or the actual growth in population and employment. The cost of each project listed in the CIP is shown in 1998 dollars by jurisdiction and include design, construction, and some contingency costs. They are preliminary estimates and do not include right-of-way acquisition, water or sewer facilities, or detailed intersection design.

Curry County has identified a total of 122 projects in its CIP with a total cost of approximately \$53 million. A total of 110 high priority projects were identified with a cost of approximately \$39.5 million. Twelve low priority projects have been identified with a cost of approximately \$13.5 million. Projects relevant to the Brookings, Gold Beach, and Port Orford Urban Growth Areas are discussed in the respective city TSPs and are adopted by the County by reference.

Curry County, the Siskiyou National Forest, and ODOT District 7 expressed interest in a cooperative maintenance agreement concurrent with development of the transportation system plan. The work on the maintenance plan was initiated because of an understanding by each agency that maintenance issues extended beyond jurisdictional boundaries. This is of particular importance in Curry County because a majority of the land area is managed by the US Forest Service and most access into and out of the county is dependent on the state highway system. There was also a realization that forest management activities, such as timber sales, have an impact on the county road system. Because of this interdependence, each of the agencies agreed to prepare a cooperative maintenance agreement. A Memorandum of Understanding for the maintenance plan was drafted and is included in the TSP as an appendix (Appendix E).

TABLE 7-5
PRIORITIZED CAPITAL IMPROVEMENT PROGRAM (1998 DOLLARS)

Project Description	Local Costs	State Costs	Federal Costs	Total Costs
High Priority				
<i>2002-2005 STIP Projects</i>				
US 101 Slide Repair, Reinhart Creek (MP 311.2 to 311.7). (completed)	\$0	\$1,444,000	\$0	\$1,444,000
Frankport Viaduct (MP 315.53 on US 101) (ODOT bridge #07764).	\$0	\$3,683,000	\$0	\$3,683,000
US 101 Left-Turn Refuge Lane at Parkview Drive	\$0	\$880,000	\$0	\$880,000

Project Description	Local Costs	State Costs	Federal Costs	Total Costs
Thomas Creek Bridge, ODOT bridge #08459 (MP 347.78).	\$0	\$3,698,000	\$0	\$3,698,000
US 101 Slide Repair, Whaleshead Cove (MP 349.1 to 349.6). (completed)	\$0	\$604,000.	\$0	\$604,000.
Roadway upgrade from Agness to Ilahé along Foster Road (MP 0.0 to MP 3.3).	\$0	\$4,000,000	\$0	\$4,000,000
US 101, Pavement overlay from Newlake Road (MP 285.30) to Willow Creek Road (MP 289.60).	\$0	\$1,314,000	\$0	\$1,314,000
Winchuck River Bridge bearing replacement	\$0	\$118,000	\$0	\$118,000
Myers Creek Bridge bearing replacement	\$0	\$68,000	\$0	\$68,000
Taylor Creek Slide Repair Slide repair	\$0	\$1,090,000	\$0	\$1,090,000
Rocky Creek Shoreline Protection Repair slide	\$0	\$1,550,000	\$0	\$1,550,000
Whaleshead Cove Slide Repair (completed)	\$0	\$813,000	\$0	\$813,000
Brush Creek Rockfall Repair rockfall	\$0	\$300,000	\$0	\$300,000
US 101, pavement overlay from Moore Street-Frontage road.	\$0	\$1,318,000	\$0	\$1,318,000
US 101, pavement overlay from Carpenterville-Chetco Bridge.	\$0	\$3,429,000.	\$0	\$3,429,000.
Port of Brookings Projects				
Public Launch Ramp Redevelopment (completed)	\$400,000	\$0	\$0	\$400,000
Basin II Facility Rehabilitation	\$374,000	\$0	\$0	\$374,000
Basin I Replacement	\$2,356,000	\$0	\$0	\$2,356,000
Service and Repair Dock	\$115,000	\$0	\$0	\$115,000
Port of Port Orford Projects				
Dock Replacement (completed)	\$5,400,000	\$0	\$0	\$5,400,000
Port of Gold Beach Projects				
Launch ramp replacement	\$0	130,000	\$0	\$130,000
Handicap public fishing pier	\$7,000	\$28,000 ¹	\$0	\$35,000
Interpretive signing along waterfront areas	\$10,000	\$0	\$40,000	\$50,000
South Jetty parking improvements (estimate includes restroom renovation)	\$0	\$150,000	\$0	\$150,000
Huntley Park boat launch ramp	\$0	\$90,000 ²	\$0	\$90,000
Paved parking by boat launch	\$0	\$0	\$0	\$83,000
County Road Projects				
Projects listed in the current Five Year Road Improvement Program				
Low Priority				
State Bridge Projects				
Bridge #00912 on US 101 over Morton Creek (MP 286.61)	\$0	\$121,000	\$0	\$121,000
Bridge #16014 on US 101 overcrossing (MP 326.47)	\$0	\$176,000	\$0	\$176,000
Bridge #01172 on US 101 over Rogue River (MP 327.65)	\$0	\$10,583,000	\$0	\$10,583,000
Bridge #00995 on US 101 over Myers Creek (MP 338.33)	\$0	\$438,000	\$0	\$438,000
County Bridge Projects				
Bridge #15C010 on FAS 304 over Hunter Creek (MP 0.40)	\$622,000	\$0	\$0	\$622,000
Bridge #15C16 on FAS A307 over Lobster Creek (MP 7.30)	\$187,000	\$0	\$0	\$187,000
Bridge #15C21 on FAS A312 over Floras Creek (MP 7.32)	\$606,000	\$0	\$0	\$606,000
Bridge #15C009 on FAS A305 over Indian Creek (MP 0.70)	\$283,000	\$0	\$0	\$283,000
Port of Gold Beach				
Parking and vehicle circulation plan	N/A	N/A	N/A	N/A
Construct additional docks and other moorage facilities	N/A	N/A	N/A	N/A
Dredge funding or buy suitable dredge for dredging needs	N/A	N/A	N/A	N/A
Subtotal High Priority Projects	\$13,541,277	\$26,669,003	\$940,000	\$40,171,277
Subtotal Low Priority Projects	\$2,318,000	\$11,318,000	\$0	\$13,636,000

Project Description	Local Costs	State Costs	Federal Costs	Total Costs
Total ¹	\$15,859,277	\$37,987,003	\$940,000	\$53,807,277

¹ Does not include costs not available at this time or County participation in any airport improvement that may be needed in the future.

CHAPTER 8: FUNDING OPTIONS AND FINANCIAL PLAN

The Transportation Planning Rule requires Transportation System Plans to evaluate the funding environment for recommended improvements. This evaluation must include a listing of all recommended improvements, estimated costs to implement those improvements, a review of potential funding mechanisms, and an analysis of existing sources' ability to fund proposed transportation improvement projects. Curry County's TSP identifies a total of 122 specific recommendations that address deficiencies, safety issues, or access concerns in addition to revisions to the development ordinance and the development transportation demand management strategies. This section of the TSP provides an overview of Curry County's revenue outlook and a review of some funding and financing options that may be available to Curry County to fund the improvements.

Pressures from increasing growth throughout much of Oregon have created an environment of estimated improvements that remain unfunded. Curry County will need to work with its incorporated cities and ODOT to finance the alternative route and other potential new transportation projects over the 20-year planning horizon. The actual timing of these projects will be determined by the rate of population and employment growth actually experienced by the community. This TSP assumes Curry County will grow at a rate comparable to the rate forecast by the State Office of Economic Analysis. If population growth exceeds this rate, the improvements may need to be accelerated. Slower than expected growth will relax the improvement schedule.

Historical Street Improvement Funding Sources

In Oregon, state, county, and city jurisdictions work together to coordinate transportation improvements. In addition to this overlapping jurisdiction of the road network, transportation improvements are funded through a combination of federal, state, county, and city sources.

Table 8-1 shows the distribution of road revenues for the different levels of government within the state by jurisdiction level. Although these numbers were collected and tallied in 1991, ODOT estimates that these figures accurately represent the current revenue structure for transportation-related needs.

TABLE 8-1
SOURCES OF ROAD REVENUES BY JURISDICTION LEVEL

Revenue Source	Jurisdiction Level			All
	State	County	City	Funds
State Road Trust	58%	38%	41%	48%
Local	0%	22%	55%	17%
Federal Road	34%	40%	4%	30%
Other	9%	0%	0%	4%
Total	100%	100%	100%	100%

Source: ODOT 1993 Oregon Road Finance Study.

At the state level, nearly half (48 percent in Fiscal Year 1991) of all road-related revenues are attributable to the State Highway Fund (State Road Trust), whose sources of revenue include fuel taxes, weight-mile taxes on trucks, and vehicle registration fees. As shown in the table, the state road trust is a considerable source of revenue for all levels of government. Federal sources (generally the federal highway trust account and federal forest revenues) comprise another 30 percent of all road-related revenue. The remaining sources of road-

related revenues are generated locally, including property taxes, LIDs, bonds, traffic impact fees, road user taxes, general fund transfers, receipts from other local governments, and other sources.

As a state, Oregon generates 94 percent of its highway revenues from user fees, compared to an average of 78 percent among all states. This fee system, including fuel taxes, weight distance charges, and registration fees, is regarded as equitable because it places the greatest financial burden upon those who create the greatest need for road maintenance and improvements. Unlike many states that have indexed user fees to inflation, Oregon has static road-revenue sources. For example, rather than assessing fuel taxes as a percentage of price per gallon, Oregon's fuel tax is a fixed amount (currently 24 cents) per gallon.

Transportation Funding in Curry County

Historically, sources of road revenues for Curry County have included federal grants, state revenues, intergovernmental transfers, interest from the working fund balance, and other sources. Transportation revenues and expenditures for Curry County are shown in Table 8-2 and Table 8-3. These tables present receipts and disbursements for road and street purposes as reported by counties to ODOT.

TABLE 8-2
CURRY COUNTY TRANSPORTATION-RELATED REVENUES

	1993-1994	1994-1995	1995-1996	1996-1997	1997-1998
	Actual	Actual	Actual	Actual	Budget
Working Capital	\$3,010,002	\$2,679,024	\$2,101,003	\$1,890,500	\$2,437,000
Federal Apportionments	\$2,164,549	\$3,017,444	\$2,914,134	\$2,810,840	\$2,690,000
State Apportionments	\$1,204,633	\$1,232,304	\$1,264,269	\$1,211,264	\$1,245,000
Local Receipts	\$111,995	\$182,640	\$192,277	\$175,930	\$156,000
Misc.	\$19,737		\$13,744	\$107,071	\$220,000
Misc. Reimbursement	\$71,382				\$258,000
Fund Transfers	\$35,592	\$29,789	\$62,141	\$152,584	\$71,288
Sale of Equipment	\$23,683		\$355		\$2,000
Revenue Subtotal	\$3,631,571	\$4,462,177	\$4,446,920	\$6,348,189	\$4,642,288

Source: Curry County.

4,451,689

As shown in Table 8-2, revenues have increased from \$3.6 million in 1993-1994 to over \$6.3 million in 1996-1997. Approximately \$3 million of the annual revenues come from Federal apportionments (mostly Federal Forest receipts). Twenty-five percent of Federal Forest revenue (the 25-percent fund) is returned to the counties based on their share of the total acreage of Federal Forests. Westside forests are subject to the "Owl Guarantee." Intended to protect Spotted Owl habitat, the guarantee also protects the revenue streams from these forests to a maximum three-percent decline annually. The forest in Curry County is the Siskiyou Forest, which is subject to the Owl Guarantee. Another \$1.2 million in revenues is from the state highway fund. With a healthy working capital balance, the county has also been able to generate over \$100,000 annually in interest and other miscellaneous local receipts. As working capital is the amount carried over from previous years, it is typically reported separately from revenues, which represents the amount of new revenue to the fund each budget year.

TABLE 8-3
CURRY COUNTY TRANSPORTATION-RELATED EXPENDITURES

	1993-1994	1994-1995	1995-1996	1996-1997	1997-1998
	Actual	Actual	Actual	Actual	Budget
Personal Services	\$1,154,062	\$1,124,785	\$1,136,899	\$1,180,297	\$1,263,249
Materials and Services	\$1,195,697	\$1,062,897	\$1,063,999	\$1,119,027	\$1,246,813
Capital Outlay	\$1,484,896	\$1,587,206	\$880,597	\$1,051,041	\$1,656,500
Transfers	\$127,904	\$1,265,310	\$829,796	\$570,656	\$1,688,198
Operating Contingency					\$300,000
Expenditure Subtotal	\$3,962,559	\$5,040,198	\$3,911,291	\$3,921,021	\$6,154,760

Source: Curry County.

As shown in Table 8-3, Curry County has spent between \$0.9 million and \$1.6 million annually in capital improvements. The County also transfers money to a reserve fund for larger-scale capital improvements. Some transfers are to the general fund to pay for a portion of general overhead attributed to the street fund.

Transportation Revenue Outlook in Curry County

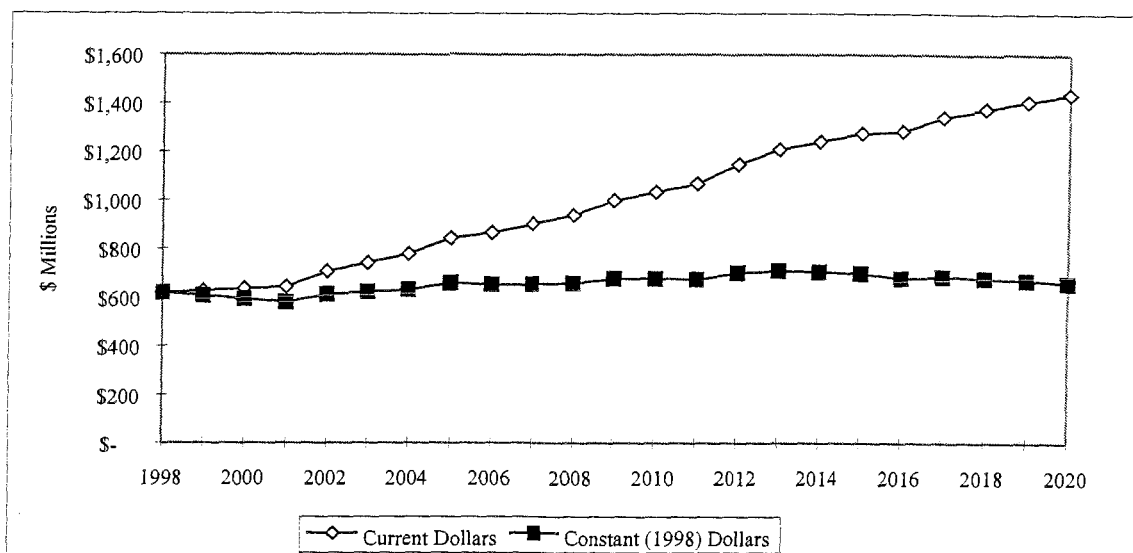
ODOT's policy section recommends certain assumptions in the preparation of transportation plans. In its Financial Assumptions document prepared in May 1998, ODOT projected the revenue of the State Highway Fund through year 2020. The estimates are based on not only the political climate, but also the economic structure and conditions, population and demographics, and patterns of land use. The latter is particularly important for state-imposed fees because of the goals in place under Oregon's Transportation Planning Rule (TPR) requiring a 10-percent reduction in per-capita vehicle miles of travel (VMT) in Metropolitan Planning Organization (MPO) planning areas by year 2015, and a 20-percent reduction by year 2025. This requirement will affect the 20-year revenue forecast from the fuel tax. ODOT recommends the following assumptions:

- Fuel tax increases of one cent per gallon per year (beginning in year 2002), with an additional one cent per gallon every fourth year;
- Vehicle registration fees would be increased by \$10 per year in 2002, and by \$15 per year in year 2012;
- Revenues will fall halfway between the revenue-level generated without TPR and the revenue level if TPR goals were fully met; and
- The revenues will be shared among the state, counties, and cities on a "50-30-20 percent" basis rather than the previous "60.05-24.38-15.17 percent" basis;
- Inflation occurs at an average annual rate of 3.6 percent.

Figure 8-1 shows the forecast in both current-dollar and inflation-deflated constant (1998) dollars. As highlighted by the constant-dollar data, the highway fund is expected to grow slower than inflation early in the planning horizon until fuel-tax and vehicle-registration fee increases occur in year 2002, increasing to a rate somewhat faster than inflation through year 2015, continuing a slight decline through the remainder of the planning horizon.

FIGURE 8-1
STATE HIGHWAY FUND RECOMMENDED SCENARIO

Source: ODOT Financial Assumptions.



As the State Highway Fund is expected to remain a significant source of funding for Curry County's street operations, the county is highly susceptible to changes in the State Highway Fund. In recent years, the State Highway Fund has supplied over one-quarter of Curry County's total street fund revenue.

In order to analyze the County's ability to fund the recommended improvements from current sources, DEA applied the following assumptions:

- The State Highway Fund will continue to account for a significant portion of the County's Street Fund;
- Federal disbursements will remain stable, secured by measures like the Owl Guarantee;
- Interest and other local sources continue to provide stable revenue streams; and
- The proportion of revenues available for capital expenditures for street improvements will be a small, but stable, proportion of overall street expenditures.

Applying these assumptions to the estimated level of the State Highway Fund resources, as recommended by ODOT, resources available to Curry County for all operations, maintenance, and capital outlay purposes are estimated at between \$1.15 million and \$1.42 million annually (in current 1998 dollars), as shown in Table 8-4.

The amount actually received from the State Highway Fund will depend on a number of factors, including:

- The actual revenue generated by state gasoline taxes, vehicle registration fees, and other sources; and
- The population growth in Curry County (since the distribution of state highway funds is based on an allocation formula which includes population).

Based on the amount of resources historically available to fund capital improvements this analysis suggests that Curry County will have between \$1.2 million and \$1.5 million available annually for capital improvements.

Revenue Sources

In order to finance the recommended transportation system improvements requiring expenditure of capital resources, it will be important to consider a range of funding sources. Although the property tax has traditionally served as the primary revenue source for local governments, property tax revenue goes into general fund operations, and is typically not available for street improvements or maintenance. Despite this limitation, the use of alternative revenue funding has been a trend throughout Oregon as the full implementation of Measures 5 and 47 have significantly reduced property tax revenues (see below). The alternative revenue sources described in this section may not all be appropriate in Curry County; however, this overview is being provided to illustrate the range of options currently available to finance transportation improvements during the next 20 years.

Property Taxes

Property taxes have historically been the primary revenue source for local governments. However, property tax revenue goes into general fund operations, and is not typically available for street improvements or maintenance. The dependence of local governments on this revenue source is due, in large part, to the fact that property taxes are easy to implement and enforce. Property taxes are based on the value of taxable property within a local government's jurisdiction. In most cases value increases are limited to three percent per year which gives a fairly predictable value and appreciation to base taxes upon.

Voters can authorize districts to impose property taxes under the authority of 1) the permanent tax rate; 2) local option taxes; and 3) the payment of bond principal and interest. Permanent tax rates were calculated for all districts in existence and levying a property tax in 1997. New districts can have voters approve a permanent tax rate at the time they are formed. Once the permanent tax rate is approved, it can not be changed by the voters. Local option taxes are approved as either a tax rate or a dollar amount and are limited by the amount of time they can be imposed. Bond levies are approved for specific projects and are limited by time based on the bond covenants and the ballot approving the project.

TABLE 8-4

**ESTIMATED RESOURCES AVAILABLE TO CURRY COUNTY
FROM STATE HIGHWAY FUND, 1998 DOLLARS**

Year	Total Estimated Resources from State Highway Fund	Estimated Funds Available for Capital Outlay
1999	\$1,210,000	\$1,290,000
2000	\$1,180,000	\$1,270,000
2001	\$1,150,000	\$1,240,000
2002	\$1,220,000	\$1,310,000
2003	\$1,240,000	\$1,330,000
2004	\$1,250,000	\$1,340,000
2005	\$1,310,000	\$1,400,000
2006	\$1,300,000	\$1,390,000
2007	\$1,300,000	\$1,400,000
2008	\$1,310,000	\$1,410,000
2009	\$1,350,000	\$1,450,000
2010	\$1,350,000	\$1,440,000
2011	\$1,340,000	\$1,440,000
2012	\$1,390,000	\$1,500,000
2013	\$1,420,000	\$1,520,000
2014	\$1,400,000	\$1,510,000
2015	\$1,390,000	\$1,490,000
2016	\$1,350,000	\$1,450,000
2017	\$1,360,000	\$1,460,000
2018	\$1,350,000	\$1,450,000
2019	\$1,330,000	\$1,430,000

The historic dependence on property taxes is changing with the passage of Ballot Measure 5 in the early 1990s. Ballot Measure 5 limits the property tax rate for purposes other than payment of certain voter-approved general obligation indebtedness. Under full implementation, the tax rate for all local taxing authorities is limited to \$15 per \$1,000 of assessed valuation. As a group, all non-school taxing authorities are limited to \$10 per \$1,000 of assessed valuation. All tax base, serial, and special levies are subject to the tax rate limitation. Ballot Measure 5 requires that all non-school taxing districts' property tax rate be reduced if together they exceed \$10 per \$1,000 per assessed valuation by the county. If the non-debt tax rate exceeds the constitutional limit of \$10 per \$1,000 of assessed valuation, then all of the taxing districts' tax rates are reduced on a proportional basis. The proportional reduction in the tax rate is commonly referred to as compression of the tax rate.

Measure 47, an initiative petition, was passed by Oregon voters in November 1996. It is a constitutional amendment that reduces and limits property taxes and limits local revenues and replacement fees. The measure limits 1997-98 property taxes to the lesser of the 1995-96 tax minus 10 percent, or the 1994-95 tax. It limits future annual property tax increases to three percent, with exceptions. Local governments' lost revenue may be replaced only with state income tax, unless voters approve replacement fees or charges. Tax levy approvals in certain elections require 50 percent voter participation.

The state legislature created Measure 50, which retains the tax relief of Measure 47 but clarifies some legal issues. This revised tax measure was approved by voters in May 1997.

The League of Oregon Cities (LOC) estimated that direct revenue losses to local governments, including school districts, will total \$467 million in fiscal year 1998, \$553 million in 1999, and increase thereafter. The actual revenue losses to local governments will depend on actions of the Oregon Legislature. LOC also estimates that the state will have revenue gains of \$23 million in 1998, \$27 million in 1999, and increase thereafter because of increased personal and corporate tax receipts due to lower property tax deduction.

Measure 50 adds another layer of restrictions to those which govern the adoption of tax bases and levies outside the tax base, as well as Measure 5's tax rate limits for schools and non-schools and tax rate exceptions for voter approved debt. Each new levy and the imposition of a property tax must be tested against a longer series of criteria before the collectible tax amount on a parcel of property can be determined.

System Development Charges

System Development Charges (SDCs) are becoming increasingly popular in funding public works infrastructure needed for new local development. Generally, the objective of systems development charges is to allocate portions of the costs associated with capital improvements upon the developments which increase demand on transportation, sewer or other infrastructure systems.

Local governments have the legal authority to charge property owners and/or developers fees for improving the local public works infrastructure based on projected demand resulting from their development. The charges are most often targeted towards improving community water, sewer, or transportation systems. Systems Development Charges must be established through an ordinance or resolution, supported by a capital improvement plan, public facility plan, master plan, or other comparable plan documenting the projects eligible for SDCs and establishing the methodology for calculating the proportionate charge.

SDCs are collected when new building permits are issued. Transportation SDCs are based on trip generation of the proposed development. Residential calculations would be based on the assumption that a typical household will generate a given number of vehicle trips per day. Nonresidential use calculations are based on employee ratios for the type of business or industrial uses. The SDC revenues would help fund the construction of transportation facilities necessitated by new development.

State Highway Fund

Gas tax revenues received from the State of Oregon are used by all counties and cities to fund street and road construction and maintenance. In Oregon, the state collects gas taxes, vehicle registration fees, overweight/overheight fines and weight/mile taxes and returns a portion of the revenues to cities and counties through an allocation formula.

Local Gas Taxes

The Oregon Constitution permits counties and incorporated cities to levy additional local gas taxes with the stipulation that the moneys generated from the taxes will be dedicated to street-related improvements and maintenance within the jurisdiction. At present, only a few local governments (including the cities of Woodburn and The Dalles and Multnomah and Washington Counties) levy a local gas tax. Curry County may consider raising its local gas tax as a way to generate additional street improvement funds. However, with relatively few jurisdictions exercising this tax, an increase in the cost differential between gas purchased in Curry County and gas purchased in neighboring communities may encourage drivers to seek less expensive fuel elsewhere. Any action will need to be supported by careful analysis to minimize the unintended consequences of such an action.

Vehicle Registration Fees

The Oregon vehicle registration fee is allocated to the state, counties and cities for road funding. Oregon counties are granted authority to impose a vehicle registration fee covering the entire county. The Oregon Revised Statutes would allow Curry County to impose a biannual registration fee for all passenger cars licensed within the County. Although both counties and special districts have this legal authority, vehicle registration fees have not been imposed by local jurisdictions. In order for a local vehicle registration fee program to be viable in Curry County, all the incorporated cities and the county would need to formulate an agreement which would detail how the fees would be spent on future street construction and maintenance.

Local Improvement Districts

The Oregon Revised Statutes allow local governments to form Local Improvement Districts (LIDs) to construct public improvements. LIDs are most often used by cities to construct localized projects such as streets, sidewalks or bikeways. The statutes allow formation of a district by either the city government or property owners. Cities that use LIDs are required to have a local LID ordinance that provides a process for district formation and payback provisions. Through the LID process, the cost of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation. The types of allocation methods are only limited by the Local Improvement Ordinance. The cost of LID participation is considered an assessment against the property which is a lien equivalent to a tax lien. Individual property owners typically have the option of paying the assessment in cash or applying for assessment financing through the city. Since the passage of Ballot Measure 5, cities have most often funded local improvement districts through the sale of special assessment bonds.

Grants and Loans

There is a variety of grant and loan programs available, most with specific requirements relating to economic development or specific transportation issues, rather than for the general construction of new streets. Many programs require a match from the local jurisdiction as a condition of approval. Because grant and loan programs are subject to change and statewide competition, they should not be considered a secure long-term funding source. Most of the programs available for transportation projects are funded and administered through ODOT and/or the Oregon Economic Development Department (OEDD). Some programs which may be appropriate for Curry County are described below.

Bike-Pedestrian Grants

By law (ORS 366.514), all road street or highway construction or reconstruction projects must include facilities for pedestrians and bicyclists, with some exceptions. ODOT's Bike and Pedestrian Program administers two programs to assist in the development of walking and bicycling improvements: local grants, and Small-Scale Urban Projects. Cities and counties with projects on local streets are eligible for local grant funds. An 80 percent state/20 percent local match ratio is required. Eligible projects include curb extensions, pedestrian crossings and intersection improvements, shoulder widening and restriping for bike lanes. Projects on urban state highways with little or no right-of-way taking and few environmental impacts are eligible for Small-Scale Urban Project Funds. Both programs are limited to projects costing up to \$100,000. Projects that cost more than \$100,000, require the acquisition of ROW, or have environmental impacts should be submitted to ODOT for inclusion in the STIP.

The ODOT Bike and Pedestrian Program can be reached at (503) 986-3555.

Access Management

The Access Management Program sets aside approximately \$500,000 a year to address access management issues. One primary component of this program is an evaluation of existing approach roads to state highways. These funds are not committed to specific projects, and priorities and projects are established by an evaluation process.

The Access Management Program can be reached at (503)986-4216.

Enhancement Program

This federally funded program earmarks \$8 million annually for projects in Oregon. Projects must demonstrate a link to the intermodal transportation system, compatibility with approved plans, and local financial support. A 10.27 percent local match is required for eligibility. Each proposed project is evaluated against all other proposed projects in its region. Within the five Oregon regions, the funds are distributed on a formula based on population, vehicle miles traveled, number of vehicles registered and other transportation-related criteria. The solicitation for applications was mailed to cities and counties the last week of October 1998. Local jurisdictions have until January 1999 to complete and file their applications for funding available during the 2000-2003 fiscal years which begin October 1999.

The ODOT Enhancement Program can be reached at (503) 986-3528.

Highway Bridge Rehabilitation or Replacement Program

The Highway Bridge Rehabilitation or Replacement Program (HBRR) provides federal funding for the replacement and rehabilitation of bridges of all functional classifications. A portion of the HBRR funding is allocated for the improvement of bridges under local jurisdiction. A quantitative ranking system is applied to the proposed projects based on sufficiency rating, cost factor, and load capacity. They are ranked against other projects statewide, and require state and local matches of 10 percent each. It includes the Local Bridge Inspection Program and the Bridge Load Rating Program.

The ODOT Highway Bridge Rehabilitation or Replacement Program can be reached at (503) 986-3344.

Transportation Safety Grant Program

Managed by ODOT's Transportation Safety Section (TSS), this program's objective is to reduce the number of transportation-related accidents and fatalities by coordination of a number of statewide programs. These funds are intended to be used as seed money, funding a program for three years. Eligible programs include programs in impaired driving, occupant protection, youth, pedestrian, speed, enforcement, bicycle and motorcycle safety. Every year, TSS produces a Highway Safety Plan that identifies the major safety programs, suggests countermeasures to existing safety problems, and lists successful projects selected for funding, rather than granting funds through an application process.

The ODOT Transportation Safety Grant Program can be reached at 986-4192.

Special Transportation Fund

The Special Transportation Fund (STF) awards funds to maintain, develop, and improve transportation services for people with disabilities and people over 60 years of age. Financed by a two-cent tax on each pack of cigarettes sold in the state, the annual distribution is approximately \$5 million. Three-quarters of these funds are distributed on a per-capita formula to mass transit districts, transportation districts, where such districts do not exist, and counties. The remaining funds are distributed on a discretionary basis.

The ODOT Special Transportation Fund can be reached at (503) 986-3885.

County Allotment Program

The County Allotment Program distributes funds to counties on an annual basis; the funds distributed in this program are in addition to the regular disbursement of State Highway Fund resources. The program determines the amount of total revenue available for roads in each county and the number of road miles (but not lane miles) of collectors and arterials under each county's jurisdiction. Using these two benchmarks, a "resource-per-equivalent" ratio is calculated for each county. Resources from the \$750,000 program are provided to the county with the lowest resource-per-equivalent road-mile ratio until they are funded to the level of the next-lowest county. The next-lowest county is then provided resources until they are funded to the level of the third-lowest county, and so on, until the fund is exhausted.

The County Allotment Program can be reached at (503)986-3893.

Immediate Opportunity Grant Program

The Oregon Economic Development Department (OEDD) and ODOT collaborate to administer a grant program designed to assist local and regional economic development efforts. The program is funded to a level of approximately \$7 million per year through state gas tax revenues. The following are primary factors in determining eligible projects:

- Improvement of public roads;
- Inclusion of an economic development-related project of regional significance;
- Creation or retention of primary employment; and
- Ability to provide local funds (50/50) to match grant.

The maximum amount of any grant under the program is \$500,000. Local governments which have received grants under the program include Washington County, Multnomah County, Douglas County, the City of Hermiston, Port of St. Helens, and the City of Newport.

The ODOT Immediate Opportunity Fund program can be reached at (503) 986-3463.

Oregon Special Public Works Fund

The Special Public Works Fund (SPWF) program was created by the 1995 State Legislature as one of several programs for the distribution of funds from the Oregon Lottery to economic development projects in communities throughout the State. The program provides grant and loan assistance to eligible municipalities primarily for the construction of public infrastructure which support commercial and industrial development that result in permanent job creation or job retention. To be awarded funds, each infrastructure project must support businesses wishing to locate, expand, or remain in Oregon. SPWF awards can be used for improvement, expansion, and new construction of public sewage treatment plants, water supply works, public roads, and transportation facilities.

While SPWF program assistance is provided in the form of both loans and grants, the program emphasizes loans in order to assure that funds will return to the State over time for reinvestment in local economic development infrastructure projects. Jurisdictions that have received SPWF funding for projects that include some type of transportation-related improvement include the Cities of Baker City, Bend, Cornelius, Forest Grove, Madras, Portland, Redmond, Reedsport, Toledo, Wilsonville, Woodburn, and Douglas County.

The Oregon Special Public Works Fund can be reached at (503) 986-0136.

Oregon Transportation Infrastructure Bank

The Oregon Transportation Infrastructure Bank (OTIB) program is a revolving loan fund administered by ODOT to provide loans to local jurisdictions (including cities, counties, special districts, transit districts, tribal governments, ports, and state agencies). Eligible projects include construction of federal-aid highways, bridges, roads, streets, bikeways, pedestrian accesses, and right-of-way costs. Capital outlays such as buses, light-rail cars and lines, maintenance yards and passenger facilities are also eligible.

The Oregon Transportation Infrastructure Bank can be reached at (503) 986-3922.

ODOT Funding Options

The State of Oregon provides funding for all highway related transportation projects through the Statewide Transportation Improvement Program (STIP) administered by the Oregon Department of Transportation. The STIP outlines the schedule for ODOT projects throughout the State. The STIP, which identifies projects for a three-year funding cycle, is updated on an annual basis. Starting with the 1998 budget year, ODOT will then identify projects for a four-year funding cycle. In developing this funding program, ODOT must verify that the identified projects comply with the Oregon Transportation Plan (OTP), ODOT Modal Plans, Corridor Plans, local comprehensive plans, and TEA-21 Planning Requirements. The STIP must fulfill ISTEA planning requirements for a staged, multi-year, statewide, intermodal program of transportation projects. Specific transportation projects are prioritized based on a review of the ISTEA planning requirements and the different State plans. ODOT consults with local jurisdictions before highway related projects are added to the STIP.

The highway-related projects identified in Curry County's TSP will be considered for future inclusion on the STIP. The timing of including specific projects will be determined by ODOT based on an analysis of all the project needs within Region 3. Curry County, its incorporated cities, and ODOT will need to communicate on an annual basis to review the status of the STIP and the prioritization of individual projects within the project area. Ongoing communication will be important for the city, county, and ODOT to coordinate the construction of both local and state transportation projects.

ODOT also has the option of making some highway improvements as part of their ongoing highway maintenance program. Types of road construction projects that can be included within the ODOT maintenance programs are intersection realignments, additional turn lanes, and striping for bike lanes. Maintenance related construction projects are usually done by ODOT field crews using State equipment. The maintenance crews do not have the staff or specialized road equipment needed for large construction projects.

An ODOT funding technique that will likely have future application to Curry County's TSP is the use of state and federal transportation dollars for off-system improvements. Until the passage and implementation of ISTEA, state and federal funds were limited to transportation improvements within highway corridors. ODOT now has the authority and ability to fund transportation projects that are located outside the boundaries of the highway corridors. The criteria for determining what off-system improvements can be funded has not yet been clearly established. It is expected that this new funding technique will be used to finance local system improvements that reduce traffic on state highways or reduce the number of access points for future development along state highways.

Financing Tools

In addition to funding options, the recommended improvements listed in this plan may benefit from a variety of financing options. Although often used interchangeably, the words financing and funding are not the same. Funding is the actual generation of revenue by which a jurisdiction pays for improvements, some examples include the sources discussed above: property taxes, SDCs, fuel taxes, vehicle registration fees, LIDs, and various grant programs. In contrast, financing refers to the collecting of funds through debt obligations.

There are a number of debt financing options available to Curry County. The use of debt to finance capital improvements must be balanced with the ability to make future debt service payments and to deal with the impact on its overall debt capacity and underlying credit rating. Again, debt financing should be viewed not as a source of funding, but as a time shifting of funds. The use of debt to finance these transportation-system improvements is appropriate since the benefits from the transportation improvements will extend over the period of years. If such improvements were to be tax financed immediately, a large short-term increase in the tax rate would be required. By utilizing debt financing, local governments are essentially spreading the burden of the costs of these improvements to more of the people who are likely to benefit from the improvements and lowering immediate payments.

General Obligation Bonds

General Obligation (GO) bonds are voter-approved bond issues which represent the least expensive borrowing mechanism available to municipalities. GO bonds are typically supported by a separate property tax levy specifically approved for the purposes of retiring debt. The levy does not terminate until all debt is paid off. The property tax levy is distributed equally throughout the taxing jurisdiction according to assessed value of property. General obligation debts are typically used to make public improvement projects that will benefit the entire community.

State statutes require that the general obligation indebtedness of a city not exceed three percent of the real market value of all taxable property in the city. Since general obligation bonds would be issued subsequent to voter approval, they would not be restricted to the limitations set forth in Ballot Measures 5, 47, and 50. Although new bonds must be specifically voter approved, Measure 47 and 50 provisions are not applicable to outstanding bonds, unissued voter-approved bonds, or refunding bonds.

Limited Tax Bonds

Limited Tax General Obligation bonds (LTGOs) are similar to general obligation bonds in that they represent an obligation of the municipality. However, a municipality's obligation is limited to its current revenue sources and is not secured by the public entity's ability to raise taxes. As a result, LTGOs do not require voter approval. However, since the LTGOs are not secured by the full taxing power of the issuer, the limited tax bond represents a higher borrowing cost than general obligation bonds. The municipality must pledge to levy the maximum amount under constitutional and statutory limits, but not the unlimited taxing authority pledged with GO bonds. Because LTGOs are not voter approved, they are subject to the limitations of Ballot Measures 5, 47, and 50.

Bancroft Bonds

Under Oregon Statute, municipalities are allowed to issue Bancroft bonds which pledge the city's full faith and credit to assessment bonds. As a result, the bonds become general obligations of the city but are paid with assessments. Historically, these bonds provided a city with the ability to pledge its full faith and credit in order to obtain a lower borrowing cost without requiring voter approval. However, since Bancroft bonds are not voter approved, taxes levied to pay debt service on them are subject to the limitations of Ballot Measures

5, 47, and 50. As a result, since 1991, Bancroft bonds have not been used by municipalities who were required to compress their tax rates.

Funding Requirements

Curry County's TSP identifies both capital improvements and strategic efforts recommended during the next 20 years to address safety and access problems and to expand the transportation system to support a growing population and economy. Estimated costs by project, listed by financial leader and priority level are shown in Table 8-5. They have been classified into two priority levels:

- Short-Range: within the next five years; and
- Long-Range: after year five.

TABLE 8-5

ESTIMATED COSTS OF RECOMMENDED PROJECTS AND FINANCIAL RESPONSIBILITY

	Local Cost	State Cost	Federal Cost	Total Cost
Subtotal High Priority Projects	\$13,541,277	\$26,669,003	\$940,000	\$40,171,277
Subtotal Low Priority Projects	\$2,318,000	\$11,318,000	\$0	\$13,636,000
Total	\$15,859,277	\$37,987,003	\$940,000	\$53,807,277

These projects include 14 bridge projects which will qualify for funding under the Highway Bridge Replacement and Rehabilitation Program (described above). There is a 10 percent local match required for the bridge projects eligible for federal funding. Estimated to total nearly \$18 million, these bridge projects will require a local match totaling nearly \$1.8 million in the first five years, and additionally nearly \$1.4 million in the last fifteen years of the planning horizon.

The Capital Improvement Program also identifies 28 projects with no cost estimates and no funding source identified. Further, the CIP does not include any County participation in airport improvement projects that may be required in the future. Based on the resources available as estimated in Table 8-4, Curry County is expected to be able to fund the projects for which cost estimates have been provided and for which it has been identified as a financial leader, as shown in Table 8-6.

TABLE 8-6
ESTIMATED CAPITAL FUNDING BALANCE

	Years 0-5	Years 6-20
Available	\$6,430,000	\$24,360,000
Needed for county-funded projects	\$13,541,277	\$2,318,000
Needed for HBRR matches	\$416,400	\$1,363,600
Surplus (Deficit)	\$(7,527,677)	\$20,678,400
Cumulative Surplus (Deficit)	\$(7,527,677)	\$13,150,723

Although this preliminary analysis shows a potential revenue surplus in the 6-20 year projection, this surplus is based on a review of existing funding sources and projects identified at this time. The analysis also indicates that there is a potential deficit in the 0-5 year projection. This deficit is a result of the county's Five Year Road Improvement Plan including projects that may be deferred to a later time than in the next five years. The county does not deficit spend in its road fund so the deficit indicated in Table 8-6 is not an actual funding deficit. It is likely that new projects requiring additional resources will arise during this TSP's 20-year planning

horizon. Curry County will need to work with its incorporated cities and ODOT to evaluate those long-term projects, develop cost estimates for those projects for which costs are still not determined, and implement improvements as resources allow.

APPENDIX A

REVIEW OF EXISTING PLANS AND POLICIES

REVIEW OF EXISTING PLANS AND POLICIES CURRY COUNTY

The Comprehensive Plan for Curry County, the Oregon Coast Highway Corridor Master Plan, and the South Coast Transportation Study were reviewed to establish the history of planning in the county and a comparison was made of the information in the existing plans with the requirements of the Oregon Transportation Planning Rule (TPR). A description of the information in the plans is provided followed by comments in italics.

CURRY COUNTY COMPREHENSIVE PLAN

The Curry County Comprehensive Plan was adopted on April 26, 1982, and was amended on June 27, 1983, September 7, 1994, and October 24, 1994.

The Curry County Comprehensive Plan serves as the guiding document for the future growth of Curry County. It is based on the principle that the people of the county have a right to determine their own destiny consistent with principles of conservation and development of the lands within the county. The Plan is a locally developed document which states county policy regarding: 1) how Curry County is seeking to meet its legally mandated responsibilities under ORS 197.175 and 215.050; and 2) how Curry County coordinates planning activities between the county, cities, special districts, and all affected agencies.

The Plan contains eighteen goals:

1. Citizen's Involvement
2. Land Use Planning
3. Agricultural Lands
4. Forest Lands
5. Natural Resources
6. Air, Water, and Land Resource Quality
7. Natural Hazards
8. Recreation
9. Economy
10. Housing
11. Public Facilities
12. Transportation
13. Energy Conservation
14. Urbanization
15. *There is no Goal 15*

16. Estuaries
17. Coastal Shorelands
18. Beaches and Dunes

For each goal, the Plan lists policies. Only Goal 12 specifically relates to transportation.

Transportation Goal

Goal: To provide and encourage a safe, convenient and economic transportation system for the county.

Policies:

1. Curry County will continue to develop its road system as the principal mode of transportation both for access to the county and within the county.
2. Curry County will seek further improvement of mass transit systems to the county by encouraging more frequent scheduling of commercial carriers and by continued support of those systems presently developed for mass transit within the county.

The Plan also states that due to its small population, geographic isolation from major population centers, topography, and economy, Curry County does not lend itself to the development of mass transit services. The county and its incorporated cities had no railroad service, taxi service, or commercial airline service in the past and none appear possible in the foreseeable future. Railroad lines or services have never been extended into Curry County as commercial carriers. A company railroad existed in the Brookings area for the transportation of logs from the forest to a mill site but the facility was removed after the bridge across the Chetco River burned. Various small commercial airlines have attempted to provide regularly scheduled service to the county but found that it was not economically feasible. Problems with commercial airline service are related to the limited capabilities of the county airports, the adverse weather conditions in winter, and the lack of a reasonable market for such services. Taxi services have been started in the incorporated cities in the past but did not succeed due to low ridership and long travel distances between points.

3. Curry County will seek to improve air transport to the county by recognizing the importance of the three county airports and continue to support the development of these sites for future expansion of air service.
4. Curry County will continue to support the development of the ports in the county in order to expand sea modes of transportation to and from the county.
5. Curry County will continue to support programs for the transportation disadvantaged where such programs are needed and are economically feasible.
6. The comprehensive plan encourages development to occur near existing community centers where services are presently available so as to reduce the dependence on automotive transportation.
7. Curry County will continue to support the development of an east-west arterial highway from US 101 to I-5 in the county as the best means of reducing the relative isolation of the area from the rest of the state.

A study prepared by the Coos-Curry Council of Governments in 1973 explored transportation problems and suggested potential solutions. The summary of transportation needs for Curry County was still accurate at the time the Comprehensive Plan was prepared (1982) because most of the identified needs had not been resolved. These principal needs are as follows:

1. Reduction of the county's general isolation from the rest of Oregon with the improvement of east-west transportation in the county, develop commercial air transportation and improve ocean commerce to local ports.
2. Improvement of county transportation systems by further development of arterial highways for safe efficient movement of people and goods, development of airports, transit systems and similar systems.
3. Improvement in local traffic circulation patterns to reduce local congestion.

These three general goals can be translated into the following specific needs for county transportation systems of the county:

1. Improvement of the three county airports to allow further development of the air transportation systems of the county.
2. Improvement of the county road system to eliminate hazards and allow for more efficient use of vehicular transportation in the county.
3. Development of the three ports in the county to increase the volume and variety of sea transport to and from the county.
4. Development of an east-west arterial highway to link the county to I-5 which is the major highway in the state.
5. Development of additional modes of mass transit in the county to serve the people with an economical and efficient means of transport between and within the communities of the county.

See the above comment regarding the existing and likely future lack of mass transit in the county.

The Plan contains an inventory of all publicly maintained roads in the county with their physical description. Traffic volume data for US 101 are included for the years 1967 - 1976. An inventory of public air facilities, dated 1977, is also included. All of these inventories are out-dated and will be updated as part of the development of the Transportation System Plan (TSP).

No projections of future travel demand or system operations were presented. These elements will need to be included in the TSP to meet the requirements of the TPR.

OREGON COAST HIGHWAY CORRIDOR MASTER PLAN

The Oregon Coast Highway Corridor Master Plan was prepared by Parsons Brinkerhoff Quade & Douglas, Inc. for the Oregon Department of Transportation (ODOT) in January 1995. To make sure that the Corridor Master Plan would best meet the needs of those most directly affected, ODOT put together an aggressive public outreach and involvement program with the seven counties and 27 cities which are traversed by the highway (US 101).

The participants in the Oregon Coast Highway Corridor Master Plan developed a vision statement for the corridor and five goals which address it:

Process - Develop a transportation plan that builds on ongoing planning and implementation partnership among ODOT and each of the communities and jurisdictions that have a stake in the future of transportation along the Oregon Coast Highway Corridor.

Transportation – Develop a 20-year plan to manage future transportation needs in the Coast Highway Corridor and prolong the useful life of the existing transportation system.

Resources – Develop a plan for a transportation system to harmonize with the inherent scenic beauty of the coastal region, protect environmental resources, and enhance the enjoyment of the Corridor's beauty and resources by corridor users.

Community – Develop a plan for a transportation system that supports the individual character and plans of the communities along the Corridor.

Economic – Develop a plan for a transportation system that supports sustainable economic diversity and vitality and provide responsible stewardship of public funds.

Furthermore, the Transportation Goal should:

1. Provide a transportation system that can adapt to future travel modes and practices.
2. Optimize the existing transportation system to reduce or delay the need for additional travel lanes or other large-scale improvements.
3. Improve safety for vehicle, bicycle, and pedestrian users.
4. Minimize conflicts between commercial, local, and recreational traffic.
5. Minimize congestion on US 101 and enhance mobility within and between communities along the transportation corridor.
6. Reduce vehicle travel demand through other modes of travel and demand management strategies.
7. Improve east/west corridor accesses.
8. Identify alternative routes for use during natural disasters and/or emergencies.

Several corridor-wide policies were identified to address the following:

- Communication among ODOT and communities and jurisdictions affected by this Plan
- Intercity passenger service
- Intermodal improvements
- Rail improvements
- Road capacity improvements
- Bridges
- Access management
- East-west corridors
- Emergency routes and emergency response
- Preserving and enhancing scenic resources
- Land use planning to reduce auto dependence
- Bicycle and pedestrian facilities
- Visual Features
- Economic Viability
- Parallel Route

The Plan's focus in Curry County is to enhance and protect the scenic beauty of the corridor while increasing capacity and reliability on the transportation system. Specific Plan Activities include developing a southern "gateway to Oregon," local street circulation improvements, and improving facilities for travelers, including turnouts, signage, and shoulder improvements. The Plan identifies a specific need for a study of an east-west connection to the I-5 corridor in the Curry County, Port Orford, and Gold Beach TSPs.

SOUTH COAST TRANSPORTATION STUDY

The South Coast Transportation Study was prepared by Parametrix, Inc. for the City of Brookings, Curry County, and the Oregon Department of Transportation (ODOT) in May 1996.

The purpose of the South Coast Transportation Study was to establish the foundation for the local transportation system plan for the proposed Brookings Urban Growth Boundary (UGB) area. The Study focused on the US 101 corridor between Cape Ferrelo and the Oregon-California State line, a distance of approximately nine miles. Included within the study area is the incorporated City of Brookings and the incorporated area immediately south of Brookings known as Harbor.

To develop a foundation for the TSP, the following key analysis tasks were undertaken:

1. Identification of goals and policies.
2. Development and implementation of a comprehensive public involvement process.
3. Analysis of existing traffic conditions and deficiencies
4. Estimation of future development and forecasting of 2015 baseline traffic conditions.
5. Analysis of 2015 baseline transportation system deficiencies.
6. Development and analysis of transportation improvement alternatives.
7. Development of a recommended Transportation Improvement Program including a roadway functional classification system.
8. Assessment of transportation improvement financing options.

The Curry County TSP is the counterpart to the South Coast Transportation Study. The Curry County TSP focused on the part of the county north of the Pistol River. The area south of the Pistol River and north of Cape Ferrelo is not covered in either the Curry County TSP or the South Coast Transportation Study.

APPENDIX B

2001 CURRY COUNTY ROAD & STREET INVENTORY

Appendix B - 2001 Curry County Road & Street Inventory

Street Segment	Jurisdiction	Classification	Speed Limit (mph)	ROW Width (feet)	Street Width (feet)	# of Travel Lanes	Curbs	On-Street Parking	Sidewalk	Bikeway	Pavement Condition
Bono Road - #106	County	local	25		20	2	no		no	no	
Townley Lane - #108	County	local	25		11	1	no		no	no	
Langlois Mountain Road - #118	County	minor collector	*	55-65	22 to 25	2	no	no	no	no	good
Bowman Street - #107	County	local	25	50	25	2	no	yes	no	no	good
	County	local	25	50	25	2	no	yes	no	no	good
Second Street - #109	County	local	25	50	30 to 34	2	no	yes	no	no	good
	County	local	25	50	21	2	no	yes	no	no	good
First Street - #111	County	local	25	50	23	2	no	yes	no	no	good
	County	local	25	50	24 to 25	2	no	yes	no	no	good
Jackson Street - #110	County	local	25	50	21 to 24	2	no	yes	no	no	good
	County	local	25	50	21 to 24	2	no	yes	no	no	good
	County	local	25	50	21 to 24	2	no	yes	no	no	good
Kane Street - #112	County	local	25	40	22	2	no	yes	no	no	good
Main Street - #113	County	local	25		20 to 22	2	no		no	no	
Hazel Street - #114	County	local	25		28	2	no		no	no	
Valpy Street - #119	County	local	25	50	26	2	no	yes	no	no	good
	County	local	25		10	1	no		no	no	gravel
Maple Street - #120	County	local	25	50	23 to 24	2	no	yes	no	no	good
Alder Street - #115	County	local	25		14 to 20	2	no		no	no	
Kerber Lane - #116	County	local	25		20	2	no		no	no	
Allen Boice Drive - #117	County	major collector	BR	VAR	21 to 22	2	no	no	no	no	good
Floras Creek Road - #124	County	local	25		14		no		no	no	gravel
	County	major collector	*	60	18 to 19	2	no	no	no	no	fair
Cope Lane - #125	County	major collector	*	*	18 to 19	2	no	no	no	no	fair
Floras Lake Loop - #130	County	major collector	*	*							
Floras Lake Road - #136	County	major collector	*	*							

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	end of county road to Rose Way	County	local	*	50	20 to 24	2	no	no	no	no	good
	Rose Way to US 101	County	local	*	VAR	24	2	no	no	no	no	good
Rose Way -#221		County	local								no	
Myrtle Lane -#226		County	local	25		22					no	
Azalea Lane -#228		County	local	25		20					no	gravel
Zumwalt Lane -#229		County	local	25		22					no	
Port Orford Loop Road -#230												
	US 101 (north end) to Mather Drive	County	minor collector	40	60	22 to 24	2	no	no	no	no	good
	Mather Drive to US 101 (south end)	Port Orford	minor collector	25	60	22	2	no	no	no	no	good
Hensley Hill Road -#232		County	local	25		20 to 22	2	no		no	no	
Arizona Street -#245												
	northern terminus to Paradise Point Road	County	local	BR	50	22 to 23	2	no	no	no	no	fair
Garrison Lake Road -#241		County	local	25			2				no	
Paradise Point Road -#244												
	western terminus to Arizona Street	County	minor collector	*	50	22 to 23	2	no	no	no	no	fair
	Arizona Street to US 101	County	minor collector	*	60	22 to 23	2	no	no	no	no	fair
Vista Drive -#269.2												
	18th Street to Cedar Hollow Road	Port Orford	local	*	60	20	2	no	no	no	no	fair
	Cedar Hollow Road to Old Mill Road	County	local	*	60	21	2	no	no	no	no	fair
Old Mill Road -#269.1												
	Vista Drive to Blanchard Drive	County	local	*	50	18 to 20	2	no	no	no	no	fair
	Blanchard Drive to Cemetery Loop Rd	County	local	*	50	18 to 20	2	no	no	no	no	fair
Cedar Hollow Drive -#269.3		County	local	25	50	18	2	no		no	no	
Humbug Way -#269.4		County	local	25	50	16 to 18	2	no		no	no	
Blanchard Drive -#269.5		County	local	25	50	20	2	no		no	no	
Park Road -#269.6		County	local	25	50	20	2	no		no	no	
Hubbard Creek Road -#274		County	local	*	60	12 to 20	2	no		no	no	
Cemetery Loop Road -#268												
	US 101 (east end) to east city limits	Port Orford	local	*	60	19 to 20	2	no	no	no	no	good
	east city limits to Old Mill Road	County	local	*	60	19 to 20	2	no	no	no	no	good
	Old Mill Road to US 101 (west end)	County	local	*	60	19 to 20	2	no	no	no	no	good
Noble Drive -#277		County	local	25		16 to 18	2	no		no	no	
Coast Guard Road												
	US 101 to terminus	State	major collector	*	*	25	2	no	no	no	no	good
China Mountain Road -#280		County	local			14 to 20		no		no	no	gravel
Agness-Illahe Road -#375		County	local	25		12 to 26		no		no	no	

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Cougar Lane -#425		County	local	25		20		no		no	no	
Oak Flat Road -#450		County	local	25		14 to 20		no		no	no	
Arizona Ranch Road -#450		County	local	25		14 to 20	2	no		no	no	
Coy Creek Road -#509												
	US 101 (north end) to Ophir Road	County	local	*	60	19	2	no	no	no	no	fair
Euchre Creek Road -#505												
	Ophir Road to Euchre Creek Bridge	County	major collector	BR	40	21-24	2	no	no	no	no	good
Starkweather Road -#507		County	local							no	no	
Ophir Road -#510												
	US 101 (north end) to Squaw Valley Road	County	minor collector	45	60	20-21	2	no	no	no	no	fair
	Squaw Valley Road to Nesika Road	County	minor collector	45	VAR	20-21	2	no	no	no	no	fair
Horizon Drive -#511.1		County	local	25		12 to 20	2	no		no	no	
Humbug Lane -#511.2		County	local	25		16 to 20	2	no		no	no	gravel
Mutts Way -#511.3		County	local	25						no	no	
Squaw Valley Road -#515												
	Ophir Road to North Bank Rogue Road	County	major collector	*	50-60	22	2	no	no	no	no	good
Ponderosa Road -#518		County	local	25		18 to 24		no		no	no	
Mckinnon Drive -#520		County	local	25		18 to 20		no		no	no	
Nesika Road -#524												
	US 101 (north end) to Gun Club Road	County	major collector	40	60	22 to 24	2	no	no	no	no	good
	Gun Club Road to US 101 (south end)	County	major collector	55	60			no	no	no		
Grange Road -#525		County	local	25		22 to 24	2	no		no		
Chandler Road -#527		County	local	25		20	2	no		no		
A Street -#530		County	local	25		24	2	no		no		
B Street -#531		County	local	25		20		no		no		
Kilgore Road -#532		County	local	25		18		no		no		
Gun Club Road -#534		County	local	25		24	2	no		no		
Hillside Acres Road -#535		County	local	45	50	20 to 21	2	no	no	no	no	fair
Raccoon Lane -#537		County	local			12				no		
Edson Creek Road -#540												
	US 101 to North Bank Rogue River Road	County	local	*	50 to 80	21 to 22	2	no	no	no	no	good
Nesika Beach Dump Road -#541		County	local	25		20	2	no		no		

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North Bank Rogue Road -#545												
	US 101 to Edson Creek Road	County	major collector	35	VAR	23 to 28	2	no	no	no	no	fair
	Edson Creek Road to Squaw Valley Road	County	major collector	45	50 to 60	23 to 28	2	no	no	no	no	fair
	Squaw Valley Road to Lobster Creek	County	major collector	40	40 to 60	23 to 28	2	no	no	no	no	fair
Lobster Creek Road -#548		County	local					no		no	no	
Old Coast Road -#555												
	Ocean Way to US 101	County	local		50 to 60	11 to 23	1-2	no	no	no	no	poor-fair
Ocean Way -#565.1		County	local	25		24 to 40					no	
North Driftwood Drive -#565.2		County	local	25		32					no	
South Driftwood Drive -#565.3		County	local	25		32					no	
Iris Street -#565.4		County	local	25		28 to 32					no	
Bay View Drive -#565.5		County	local	25		28					no	
Hillside Terrace -#565.6		County	local	25		28					no	
Azalea Lane -#565.7		County	local	25		28	2				no	
Miner Drive -#570.1		County	local	25		16	2	no		no	no	
Sandy Drive -#570.2		County	local	25		22	2	no		no	no	
Cobblestone Court -#570.3		County	local	25		20	2	no		no	no	gravel
Pebble Place -#570.4		County	local					no		no	no	
Boulder Place -#570.5		County	local					no		no	no	
Agate Place -#570.6		County	local	25		20	1	no		no	no	
Hightide Drive -#570.7		County	local	25		12	1	no		no	no	gravel
Lowtide Drive -#570.8		County	local	25		12	1	no		no	no	gravel
Wedderburn Loop -#575												
	US 101 (north end) to Doyle Point Road	County	local	40	50	23 to 24	2	no	no	no	no	fair
	Doyle Point Road to US 101 (south end)	County	local	30	50	23 to 24	2	no	no	no	no	fair
Doyle Point Road -#585		County	local	25		22		no		no	no	
Jerry's Flat Road -#595												
	US 101 to east city limit	County	minor arterial	30	60	31 to 38	2	no	no	no	no	fair
	East City Limit to Riverway Drive	County	minor arterial	35-BR	60	31 to 38	2	no	no	no	no	fair
	Riverway Drive to RV Park	County	minor arterial	35	60	37	2	no	no	no	yes	fair
	Riverway Drive to Lobster Creek	County	minor arterial	BR	66	22 to 25	2	no	no	no	no	fair
Curry Street -#596		County	local	25		28					no	
Riverway Drive -#597		County	local	25		28					no	
Vista Loop -#598.1		County	local	25		16 to 20		no		no	no	

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Hummingbird Hill -#598.2		County	local	25		12 to 20		no		no	no	
Fairgrounds Road -#601		County	local								no	
Grizzly Mountain Road -#605		County	local	25	66	14 to 20	2	no		no	no	pt gravel
Quarry Road -#620		County	local	25		14 to 30					no	gravel
Hunter Creek Complex Road -#630		County	local	25		20 to 24	2	no		no	no	
Hunter Creek Road -#635												
	Hunter Creek Loop Rd to end of county road	County	major collector	BR	VAR	26	2	no	no	no	no	fair
Hunter Creek Loop Road -#637												
	US 101 (north end) to US 101 (south end)	County	major collector	BR	60 to 80	22 to 27	2	no	no	no	no	fair
Brooks Road -#640		County	local	25		18 to 24	2	no		no	no	
Water Tank Road -#641		County	local					no		no	no	
Mateer Road -#645												
	Hunter Creek Road to end of county road	County	local	25	*	22 to 28	2	no	no	no	no	fair
Hunter Creek Heights Road -#655												
	Hunter Creek Road to end of county road	County	local	25	*	22	2	no	no	no	no	fair
Emerald Drive -#656		County	local	25			2	no		no	no	
Little South Fork -#665		County	local	25				no		no	no	gravel
Thimbleberry Road -#675		County	local			10 to 12		no		no	no	
80 Acre Road -#685		County	local	25		18 to 20	2	no		no	no	
Myers Creek Road												
	US 101 to Cape View Loop Road	State	local	50	*	32	2	no	no	no	no	fair
Cape View Loop Road												
	US 101 to Carpenterville Road	State	local	50	*	25 to 27	2	no	no	no	no	poor
Pistol River Cemetery Road -#688		County	local	25		24	2	no		no	no	
Pistol River School Road -#691		County	local			12		no		no	no	gravel
Pistol River Loop -#693												
	US 101 (north end) to Carpenterville Road	County	major collector	*	60 to 80	20 to 23	2	no	no	no	no	fair
North Bank Pistol River Road -#690												
	Pistol River Loop Road to BPA powerline	County	minor collector	BR	60	21 to 22	2	no	no	no	no	good
South Bank Pistol River Road -#695												
	Carpenterville Road to BPA powerline	County	local	*	100	11 to 17	1-2	no	no	no	no	poor
Arch Rock Road -#696		County	local			12	1	no		no	no	gravel
Byrdies Road -#696.1		County	local			12	1	no		no	no	gravel

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Thompson Road -#792		County	local	25		16 to 20		no		no	no	
Gardner Ridge Road -#800		County	local	25		12 to 20	2	no		no	no	
South Bank Chetco River Road -#808												
	US 101 to Harbor View	County	major collector	35	VAR	25	2	no	no	no	no	*
	Harbor View to Mount Emily Road	County	major collector	40	50		2	no	no	no	no	
So. Bank Chetco Underpass -#808.1		County	local					no		no	no	
Payne Road -#810		County	local	25		24 to 26	2	no		no	no	
Chilcote Lane -#811		County	local	25		32		no		no	no	
Salmonberry Road -#812		County	local					no		no	no	
Foster Road -#813		County	local	25		24	2	no		no	no	
Harbor View Circle -#814		County	local	25		36	2				no	
Shopping Center Avenue -#815												
	Lower Harbor Road to Hoffeldt Lane	County	collector	35	VAR	32 to 46	2 to 3	part	no	south side	yes	good
Shopping Center Connect -#815.1		County	collector									
Lower Harbor Road -#816												
	US 101 to W. Benham Lane	County	collector	30	50	40 to 47	2 to 3	yes	no	north side	yes	good
West Benham Lane -#817												
	Lower Harbor Road to US 101	County	collector	35	60	30	2	yes	no	north side	yes	good
East Benham Lane -#818												
	US 101 to terminus	County	collector		30	24	2	no		no	no	
Bayview Drive -#819		County	local	25		24					no	
Wenbourne Lane -#821												
	West Benham Lane to Oceanview Drive	County	collector	35		26	2	no		no		good
Boat Basin Road -#824		County	local	25	VAR							
East Hoffeldt Lane -#840												
	US 101 to terminus	County	local		50		2	no		no	no	
Chapman Road -#841		County	local	25		20					no	
West Hoffeldt Lane -#848												
	US 101 to terminus	County	local		40	20	2	no		no	no	
Crestline Loop -#856		County	local	25		10 to 20				no	no	pt gravel
Lively Lane -#857		County	local	25		36					no	
Floral Hill Drive -#860.1		County	local	25		18 to 30					no	
Wedgewood Lane -#860.2		County	local	25		28					no	

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Kingsway -#860.3		County	local	25		28					no	
Tuttle Lane -#861		County	local								no	
Gavin Lane -#862		County	local								no	
Titus Lane -#864		County	local	25		20					no	
Olsen Lane -#870		County	local	25		24	2	no		no	no	
Oceanview Drive -#872												
	West Benham Lane to Cedar Lane	County	collector	35	30	28	2	no	yes	no	yes	good
	Cedar Lane to US 101	County	collector	40	50	28	2	no	yes	no	yes	good
Holly Lane -#875		County	local	25		28		no		no	no	
Pedrioli Drive -#880												
	US 101 to terminus	County	collector		40	20	2	no		no	no	good
Camellia Drive -#882		County	local	25		22	2			no	no	
Kemlin Place -#889		County	local	25		20					no	
Museum Road -#890		County	local	25		22	2				no	
Itzen Drive -#891		County	local	25		22					no	
Wollam Lane -#892		County	local	25		14 to 20					no	
River Road -#893		County	local								no	
Laurence Lane -#894		County	local	25		16 to 18	2	no		no	no	
Julia Way -#895		County	local	25		16 to 18	2	no		no	no	
Winchuck River Road -#896												
	US 101 to terminus	County	major collector	40	50-60	25	2	no	no	no	no	*
Stateline Road -#897		County	local	25		22	2	no		no	no	
US 101												
	Coos-Curry Co. Line to Langlois Mtn Rd	State	primary arterial	55	*	24	2	no	no	no	no	poor
	Langlois Mtn Rd to Alder Street	State	primary arterial	40	*	24	2	no	no	no	no	poor
	Alder Street to Floris Creek	State	primary arterial	40	*	32	2	no	no	no	no	poor
	Floris Creek to M.P. 289.18	State	primary arterial	55	*	28	2	no	no	no	no	fair
	M.P. 289.18 to M.P. 289.23	State	primary arterial	55	*	48	4	no	no	no	no	fair
	M.P. 289.23 to north of Willow Creek	State	primary arterial	55	*	36	3	no	no	no	no	fair
	North of Willow Ck to south of Denmark Rd	State	primary arterial	55	*	26	2	no	no	no	no	good
	South of Denmark Rd to M.P. 291.01	State	primary arterial	55	*	36	3	no	no	no	no	good
	M.P. 291.01 to Dewey Road	State	primary arterial	55	*	24-28	2	no	no	no	no	good
	Dewey Road to M.P. 296.01	State	primary arterial	55	*	37	3	no	no	no	no	good
	M.P. 296.01 to McKenzie Road	State	primary arterial	55	*	48	4	no	no	no	no	good
	McKenzie Road to M.P. 297.02	State	primary arterial	55	*	36	3	no	no	no	no	good
	M.P. 297.02 to south end Elk River bridge	State	primary arterial	55	*	24	2	no	no	no	no	good
	South end Elk River bridge to M.P. 297.99	State	primary arterial	55	*	36	3	no	no	no	no	good

Appendix B - 2001 Curry County Road & Street Inventory

M.P. 297.99 to Knapp Road	State	primary arterial	55	*	24	2	no	no	no	no	good
Knapp Road to Silver Butte Road	State	primary arterial	55	*	36	3	no	no	no	no	good
Silver Butte Road to M.P. 299.08	State	primary arterial	45	*	36	3	no	no	no	no	good
M.P. 299.08 to M.P. NCL Port Orford	State	primary arterial	45	*	36	3	no	no	no	no	good
SCL Port Orford to Humbug Mtn State Park	State	primary arterial	45-55	*	36	3	no	no	no	no	fair
Humbug Mtn State Park to M.P. 304.18	State	primary arterial	55	*	24	2	no	no	no	no	fair
M.P. 305.02 to M.P. 305.54	State	primary arterial	55	*	24	2	no	no	no	no	fair
M.P. 305.54 to south end Brush Ck bridge	State	primary arterial	55	*	33	3	no	no	no	no	fair
South end Brush Ck bridge to M.P. 310.76	State	primary arterial	55	*	24-26	2	no	no	no	no	fair
M.P. 310.76 to M.P. 311.14	State	primary arterial	55	*	35	3	no	no	no	no	fair
M.P. 311.14 to Reinhart Creek	State	primary arterial	55	*	24	2	no	no	no	no	fair
Reinhart Creek to M.P. 312.11	State	primary arterial	55	*	34	3	no	no	no	no	fair
M.P. 312.11 to M.P. 312.55	State	primary arterial	55	*	24	2	no	no	no	no	fair
M.P. 312.55 to M.P. 312.75	State	primary arterial	55	*	30	3	no	no	no	no	fair
M.P. 312.75 to Mussel Creek Road	State	primary arterial	55	*	23	2	no	no	no	no	fair
Mussel Creek Road to M.P. 314.00	State	primary arterial	55	*	30	3	no	no	no	no	fair
M.P. 314.00 to M.P. 315.62	State	primary arterial	55	*	24	2	no	no	no	no	fair
M.P. 315.62 to M.P. 316.27	State	primary arterial	55	*	30	3	no	no	no	no	fair
M.P. 316.27 to Wedderburn Loop Road	State	primary arterial	45	*	24-28	2	no	no	no	no	fair-good
Wedderburn Lp Rd to N. Bank Rogue River Rd	State	primary arterial	45	*	24-28	2	no	no	no	no	fair
Hunter Creek Road to Kissing Rock Road	State	primary arterial	55	*	24	2	no	no	no	no	fair
Kissing Rock Rd to Cape Sebastian State Park	State	primary arterial	55	*	36	3	no	no	no	no	fair
Cape Sebastian State Park to M.P. 334.03	State	primary arterial	55	*	24	2	no	no	no	no	good
M.P. 334.03 to s/of Cape Sebastian State Park	State	primary arterial	55	*	36	3	no	no	no	no	good
S/O Cape Sebastian State Pk to Carpenterville	State	primary arterial	55	*	24-32	2	no	no	no	no	fair

APPENDIX C

POTENTIAL DEVELOPMENT IMPACT ANALYSIS

POTENTIAL DEVELOPMENT IMPACT ANALYSIS

Draft Report

CURRY COUNTY

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1.1 INTRODUCTION

This Potential Development Impact Analysis (PDIA) report provides development estimates for a maximum development scenario in Curry County. All land outside of urban growth boundaries (UGBs) zoned for residential, commercial, and industrial uses was analyzed. The analysis was designed to assist ODOT in answering the question, "How many vehicle trips would be produced if every vacant parcel of residential, commercial, and industrial property in the County was developed at maximum density?" The following development figures were estimated in the analysis:

- The total number of acres zoned for residential, commercial and industrial uses;
- The portion of residential, commercial, and industrial acres that are vacant (buildable);
- The number of existing residential units;
- The number of buildable residential units; and
- The amount of leasable commercial square footage.

Analysis Limitations are outlined in Section 1.2, and Findings are presented in Section 1.3. Appendix A contains a Methodology summary, as well as the Development Standards used in the analysis. Appendix B is comprised of three Spreadsheet Tables which contain the analysis data figures.

1.2 ANALYSIS LIMITATIONS

This analysis was intended to provide a maximum development scenario for residential, commercial, and industrial land in the county. Because low density development is common, the development estimates provided in this report likely overestimate the actual development that will occur.

The development estimates presented in this report were calculated based on a number of assumptions and limitations which are summarized below:

1.2.1 Residential Development Estimate Limitations

- We made allowances for parking requirements and design standards, but because of the high cost of aerial photographs, we did not make allowances for extreme slopes, bodies of water, riparian areas, and other features which constrain development. Therefore, the vacant residential acres figure may overstate the amount of buildable residential acreage, and the potential buildable units figure may overstate the number of residential units that are buildable.
- In order to estimate the existing number of units in residential zones, we summed the number of units for each census block that contains residential zones. The assumption is that most of the units that the Census tallies for a block containing residential zoning actually occur within the residential zone, rather than within non-residential zones.

- Residential units that occur in a census block that does not contain residential zoning were not added into the existing residential units figure.
- The development estimates do not account for market factors, such as the supply of available housing and demand for that housing, that affect residential development. Market demand for housing is related to a number of factors, including employment and income trends, that are not considered in this analysis.

1.2.2 Commercial Development Estimate Limitations

- We determined that any land that was not built upon and did not have physical constraints was developable. We did not consult tax assessor lot lines to determine if a lot was already improved. Since lots with vacant land that are improved are less likely to have future development, the vacant commercial acreage estimate may be overstated.
- In cases where the zoning ordinance does not specify parking requirements for a commercial zoning designation, a parking requirement allowance cannot be calculated. Therefore, the maximum leasable commercial square footage may be overstated.
- Because we could not accurately determine the height of existing buildings or predict future building heights, we assumed that all existing and future commercial development is and will be one-story high.

1.2.3 Industrial Development Estimate Limitations

- The industrial development estimates are expressed as total industrial acreage and vacant industrial acreage. Maximum leasable square feet per acre was not calculated for industrial zones. The main reason for this is that many trip generation models for industrial development use "trips per employee" to estimate trips, rather than using density or leasable square feet per acre. Calculating trips per employee is beyond the scope of this analysis.
- We determined that any land that was not built upon and did not have physical constraints was developable. We did not consult tax assessor lot lines to determine if a lot was already improved. Since lots with vacant land that are improved are less likely to have future development, the vacant industrial acreage estimate may be overstated.

1.3 FINDINGS

This section summarizes the development estimates presented in the Appendix B spreadsheet tables.

1.3.1 Residential Development Estimates

Approximately 9,016 acres of land is zoned residential with 4,038 existing residential units. Of this residential acreage, approximately 1,707 acres are vacant with a potential buildout of 443 units. Maximum development (existing plus potential) is estimated at 4,442 units.

1.3.2 Commercial Development Estimates

Approximately 927 acres of land is zoned commercial. Of this commercial acreage, an estimated 586 acres are vacant, which translates into 9,790,739 square feet of leasable commercial space.

1.3.3 Industrial Development Estimates

Approximately 218 acres are zoned industrial. Of this industrial acreage, an estimated 120 acres are vacant.

APPENDIX A METHODOLOGY AND DEVELOPMENT STANDARDS

Appendix A contains a description of the project methodology, as well as a detailed description of the Development Standards.

A-1 METHODOLOGY

We established the following six chronological phases for the county analysis:

Phase I:	Data Gathering and Development Standards
Phase II:	Initial Map Analysis
Phase III:	Polygon Map
Phase IV:	Commercial/Industrial Aerial Analysis
Phase V:	Data Entry
Phase VI:	Final Report

In Phase I, we compiled the materials necessary to begin the analysis. This process involved reading the county zoning ordinance to determine which zones needed to be analyzed, and interpreting zone descriptions in order to write the Development Standards that are presented in Section A-2.

In Phase II, we studied zoning maps to identify all lands within the county, outside of incorporated urban areas, zoned for residential, commercial, and industrial use. We compared the zoning maps to U.S. Census maps to identify all the census blocks within the residential, commercial, and industrial polygons. We identified the census block acreage and the number of residential units within each census block using 1990 U.S. Census Data. We calculated the amount of acreage within each residential, commercial, and industrial polygon using a grid transparency measuring system. All this data was recorded on data sheets.

In Phase III, we created a polygon map that links each block in the spreadsheet to its location on the county map. This process involved drawing zoning polygons found on individual zoning maps onto a map of the county and assigning each data sheet entry a polygon descriptor number. The creation of the polygon map served as an important accuracy check of the work completed in Phase II, since each data sheet entry had to be reviewed. Polygons comprised solely of residential zoning were labeled "R." Polygons comprised solely of commercial zoning were labeled "C." Polygons comprised solely of industrial zoning were labeled "I." Polygons comprised of two or more of the three zoning classes were labeled "M" if the zoning classes could not be labeled separately.

In Phase IV, we completed an aerial analysis of commercial and industrial lands. For each commercial and industrial data sheet entry, we used a grid transparency to determine the amount of land that was vacant (buildable). The aerial analysis served as a second accuracy check step for the commercial and industrial data sheet entries completed in Phase II, since each entry was reviewed for a second time.

In Phase V, we entered the data sheet entries into the Residential Spreadsheet (Table 1,) and the Commercial/Industrial Spreadsheet (Table 2). The third Spreadsheet Table summarizes Tables 1 and 2. The following Residential Spreadsheet columns contain input data: Polygon Descriptor Number, Census Tract, Census Block, Census Block Acres, Census Block Residential Units (Existing), Zoning Type, Residential Acres by Zone, and Allowable Density. See Section A-2, Development Standards, for an explanation of the Allowable Density calculation.

Explanations of the Residential Spreadsheet columns that are calculated follow:

- Percent of Total Residential is calculated for each type of zoning within a census block by dividing Residential Acres by Zone by the total residential acres.
- Average Density is a weighted average based on the acreage within each zone. This calculation is necessary for census blocks that contain two or more zones (multi-zone blocks). If there is only one type of zoning within the census block, then Average Density is the same as Allowable Density.
- Developed Residential Acres is calculated by dividing Census Block Residential Units (Existing) by the Average Density.
- Percent Vacant is calculated by dividing Vacant Residential Acres by Residential Acres by Zone.
- Vacant Residential Acres is calculated by subtracting Developed Residential Acres from Residential Acres by Zone.
- Potential Buildable Units is calculated by subtracting Census Block Residential Units from Maximum Allowed Units.
- Maximum Allowed Units is calculated by multiplying Residential Acres by Zone and Average Density.

The following Commercial/Industrial Spreadsheet columns contain input data: Polygon Descriptor Number, Census Tract, Census Block, Census Block Acres, Zoning Type, Commercial/Industrial Acres by Zone, Developed Commercial Acres, and Developed Industrial Acres.

Explanations of the Commercial/Industrial Spreadsheet columns that are calculated follow:

- Vacant Commercial Acres is calculated by subtracting Developed Commercial Acres from the Commercial/Industrial Acres by Zone.
- Leasable Commercial Square Feet is calculated by multiplying Vacant Commercial Acres by the Maximum Leasable square footage per acre. See Section A-2, Development Standards, for an explanation of the Maximum Leasable square footage per acre calculation.
- Vacant Industrial Acres is calculated by subtracting Developed Industrial Acres from the Total Commercial/Industrial Acres by Zone.

A-2 DEVELOPMENT STANDARDS

In accordance with the county zoning ordinance, this section provides *maximum allowable density per acre factors* for residential zones and *maximum leasable square feet per acre factors* for commercial zones. These factors are used in the Spreadsheet Tables to calculate the development estimates.

A-2.1 Residential Zoning Designations

Six residential zoning designations were identified in the county zoning ordinance. For each designation, we provide the *maximum allowable residential density* (expressed in units per acre). In calculating densities for zones with a minimum lot size of less than one acre, we use a *net acre* (34,848 square feet). A net acre is calculated by subtracting 20 percent from a gross acre (43,560 square feet) to account for streets and right-of-ways.¹ To calculate densities for residential zones with minimum lot sizes of one acre or greater, we use the gross acre figure. This is based on the assumption that larger lots are often platted along existing roads and additional streets and/or access points will not be needed.

A summary of residential zones and their maximum allowable densities is presented in Table A-2-1. Following the table is a description of each zone density calculation.

Table A-2-1
Residential Zoning Designations

Residential Zoning Designation	Abbreviation	Maximum Allowable Residential Density (Units Per Acre)
Rural Residential 5	RR-5	0.2
Rural Residential 10	RR-10	0.1
Rural Community Residential 1	RCR-1	1.0
Rural Community Residential 2.5	RCR-2.5	0.4
Rural Community Residential 5	RCR-5	0.2
Rural Community Residential 10	RCR-10	0.1
Residential 1, 2, 3	R-1, R-2, R-3	1.0

Rural Residential 5 (RR-5), Rural Community Residential 5 (RCR-5)

The minimum lot size for these zones is 5.0 acres. To calculate the maximum residential density per acre, we divided 1.0 gross acre by the 5.0 acre minimum lot size. The resulting density is 0.2 units per acre.

¹ Derived from Land Use in 33 Oregon Cities, Bureau of Municipal Research and Service, University of Oregon, 1961.

Rural Residential 10 (RR-10), Rural Community Residential 10 (RCR-10)

The minimum lot size for these zones is 10.0 acres. To calculate the residential density per acre, we divided 1.0 gross acre by the 10.0 acre minimum lot size. The resulting density is 0.1 units per acre.

Rural Community Residential 1 (RCR-1), Residential (R-1, R-2, R-3)

The minimum lot size for these residential zones is 1.0 acres. To calculate the residential density per acre, we divided 1.0 gross acre by the 1.0 acre minimum lot size. The resulting density is 1.0 units per acre.

Rural Community Residential 2.5 (RCR-2.5)

The minimum lot size for this zone is 2.5 acres. To calculate the maximum residential density per acre, we divided 1.0 gross acre by the 2.5 acre minimum lot size. The resulting density is 0.2 units per acre.

A-2.2 Commercial Zoning Designations

Four commercial zoning designations were identified in the county zoning ordinance. We calculated the *maximum leasable commercial area* (expressed in square feet per gross acre) for each designation. A summary of findings is presented in Table A-2-2, followed by an explanation of the analysis used to calculate leasable area in the zones.

Table A-2-2
Commercial Zoning Designations

Commercial Zoning Designation	Abbreviation	Maximum Leasable Commercial Area (Square Feet Per Acre)
Rural Commercial	RC	22,182
Rural Resort Commercial	RRC	43,560
Light Commercial	C-1	24,472
Heavy Commercial	C-2	24,472

The zoning ordinance provides unique criteria for each commercial zoning designation. Therefore, the methodology for determining the maximum leasable commercial area per acre for each zoning designation differs. For all commercial zones on county lands, the net usable area figure we base calculations on is a gross acre (43,560 square feet). From this figure, allowances for setbacks, yards, and parking are subtracted to obtain the maximum leasable commercial area. If setbacks and yards are not required, a parking requirement allowance is generally the only figure subtracted from the net usable area figure. In cases where the zoning ordinance does not specify

parking requirements, a parking requirement allowance cannot be calculated and the maximum leasable commercial area may be overstated.

In cases where setbacks and yards are required, minimum lot dimensions must be determined in order to calculate how much area will be subtracted from the net usable area figure. If a minimum lot size is not specified in the zoning ordinance, the default minimum lot size that calculations are based on is one acre. If minimum lot dimensions are not provided in the zoning ordinance, the lot is assumed to be square and the lot dimensions are derived by taking the square root of the minimum lot size. Front and rear setbacks are subtracted from the minimum lot depth measurement to obtain the buildable lot depth. Side setbacks are subtracted from the minimum lot width measurement to obtain the buildable lot width. After subtracting setbacks, lot width is multiplied by lot depth to obtain the buildable (usable) area per lot. This figure multiplied by the number of lots per acre provides the net usable area per acre.

The parking requirement allowance is determined by averaging the parking requirements for permitted uses, as specified in the zoning ordinance. These are provided in terms of one space per "X" square feet of gross floor area (gfa). In calculating parking allowances, we use a standard allowance of parking lot space (parking, turning space, ingress, and egress) of 325 square feet per space.² The parking requirement average is divided into the standard allowance of parking lot space, which provides the parking ratio. The parking ratio plus one (1) is divided into the net usable area figure, providing leasable square feet per acre.

If the zoning ordinance provides a maximum lot coverage percent figure, the calculated leasable square feet figure (net usable area minus setbacks and parking allowance) must be less than or equal to the provided percentage.

Tables A-2-3, A-2-4, and A-2-5 display the data used to determine the maximum leasable commercial area per acre for the commercial zoning designation.

² Derived from Site Planning, Kevin Lynch and Gary Hack, 1985, page 461. This book suggests a range of 250-400 square feet per car be used. We selected the midpoint in this range.

Table A-2-3
Rural Commercial (RC)

Criteria	Formula	Result
Minimum Lot Size (sq. ft.)	None specified (default = 43,560 sq. ft., a gross acre)	n/a
Maximum Lots Per Acre	$43,560 \text{ (one acre)} \div 43,560 \text{ (min. lot size)}$	1 lot per acre
Setbacks & Yards (Linear Feet)	all sides = 5	n/a
Maximum Lot Coverage	None specified	n/a
Minimum Lot Dimensions (Linear Feet)	None specified [$\text{sq. root of } 43,560 = 208.7 \text{ (lot dimensions)}$] (default width & depth = square root of minimum lot size)	n/a
Parking Requirement Average	$[\text{Retail (200)} + \text{Service/Repair (600)} + \text{Bulky Retail (600)} + \text{Banks/Office (600)} + \text{Medical/Dental (300)} + \text{Eating/Drinking (200)}] \div 6$	417 sq. ft. of space
Parking Ratio	$325 \text{ (one space fixed)} \div 417 \text{ (parking requirement)}$	0.78
Net Usable Area Per Acre	$208.7 \text{ (lot dimension)} - 10 \text{ (setbacks)} = 198.7 \text{ (buildable lot dimension)}$; $198.7 \text{ (depth)} \times 198.7 \text{ (width)} = 39,484 \text{ (buildable land per lot)}$; $39,484 \times 1 \text{ (lots per acre)}$	39,484 sq. ft.
Leasable Sq. Ft. Per Acre	$39,484 \text{ (net usable area)} \div 1.78 \text{ (parking ratio + 1)}$	22,182 sq. ft.

Table A-2-4
Rural Resort Commercial (RRC)

Criteria	Formula	Result
Minimum Lot Size (sq. ft.)	None specified (default = 43,560 sq. ft., a gross acre)	n/a
Maximum Lots Per Acre	$43,560 \text{ (one acre)} \div 43,560 \text{ (min. lot size)}$	1 lot per acre
Setbacks & Yards (Linear Feet)	None specified	n/a
Maximum Lot Coverage	None specified	n/a
Minimum Lot Dimensions (Linear Feet)	None specified (default width & depth = square root of minimum lot size)	n/a
Parking Requirement Average	None specified	n/a
Parking Ratio	$325 \text{ (one space fixed)} \div 0 \text{ (parking requirement)}$	0
Net Usable Area Per Acre	$43,560 \text{ (min. lot size)} - 0 \text{ (setbacks)} = 43,560 \text{ sq. ft. (buildable area per lot)}$; $43,560 \times 1 \text{ (lots per acre)}$	43,560 sq. ft.
Leasable Sq. Ft. Per Acre	$43,560 \text{ (net usable area)} \div 1.00 \text{ (parking ratio + 1)}$	43,560 sq. ft.

Table A-2-5
Light Commercial (C-1), Heavy Commercial (C-2)

Criteria	Formula	Result
Minimum Lot Size (sq. ft.)	None specified (default = 43,560 sq. ft., a gross acre)	n/a
Maximum Lots Per Acre	$43,560 \text{ (one acre)} \div 43,560 \text{ (min. lot size)} = 1$	1 lot per acre
Setbacks & Yards (Linear Feet)	None specified	n/a
Maximum Lot Coverage	None specified	n/a
Minimum Lot Dimensions (Linear Feet)	None specified (default width & depth = square root of minimum lot size)	n/a
Parking Requirements/Average	$[\text{Retail (200)} + \text{Service/Repair (600)} + \text{Bulky Retail (600)} + \text{Banks/Office (600)} + \text{Medical/Dental (300)} + \text{Eating/Drinking (200)}] \div 6$	417 sq. ft. gfa
Parking Ratio	$325 \text{ (one space fixed)} \div 417 \text{ (parking requirement)}$	0.78
Net Usable Area Per Acre	$43,560 \text{ (min. lot size)} - 0 \text{ (setbacks)} = 43,560 \text{ sq. ft. (buildable area per lot)} \div 43,560 \div 1 \text{ (lots per acre)}$	43,560 sq. ft.
Leasable Sq. Ft. Per Acre	$43,560 \text{ (net usable area)} \div 1.78 \text{ (parking ratio + 1)}$	24,472 sq. ft.

A-2.3 Industrial Zoning Designations

All industrial zones are referred to as "I" in the spreadsheet tables. Table A-2-6 shows the industrial zoning designations used in this analysis.

Table A-2-6
Industrial Zoning Designations

Industrial Zoning Designation	Abbreviation
Rural Industrial	RI
Industrial	I
Marine Activity	MA

APPENDIX B SPREADSHEET TABLES

We present the data from the county analysis in three spreadsheet tables. Tables 1 and 2 are organized by census tract and block in ascending order.

- Table 1 provides residential development estimates.
- Table 2 provides commercial and industrial development estimates.
- Table 3 provides summary data totals for Tables 1 and 2.

Zoning Designations

The following zoning designations are found in Spreadsheet Tables 1 and 2:

R5	Rural Residential 5, Rural Community Residential 5
R10	Rural Residential 10, Rural Community Residential 10
R1	Rural Community Residential 1, Residential
R2.5	Rural Community Residential 2.5
RC	Rural Commercial
RRC	Rural Resort Commercial
C	Light Commercial, Heavy Commercial
I	Rural Industrial, Industrial, Marine Activity

TABLE 1: RESIDENTIAL LAND (OUTSIDE URBAN AREAS)

Location: Curry County

Polygon Descriptor Number	Census Tract	Census Block	Census Block Acres	Census Block Res. Units (Existing)	Zoning Type	Res. Acres by Zone	Percent of Total Res.	Allowable Density (units/acre)	Average Density (units/acre)	Developed Res. Acres	Percent Vacant	Vacant Res. Acres	Potential Buildable Units	Maximum Allowed Units
M1	9501	110	1,424.3	23	RCR5	75.1	85%	0.2	0.3	72.5	18%	15.5	5	28
M1	--	--	--	--	RCR1	12.9	15%	1.0	--	--	--	--	--	--
M1	9501	112	1,274.0	27	RCR1	52.4	57%	1.0	0.6	44.1	52%	48.0	29	56
M1	--	--	--	--	RCR10	39.7	43%	0.1	--	--	--	--	--	--
M1	9501	113	1.2	8	RCR10	1.2	100%	0.1	0.1	1.2	0%	0.0	0	8
M1	9501	156	9,588.0	13	RCR5	3.9	2%	0.2	0.1	127.8	43%	97.4	10	23
M2	--	--	--	--	RR10	221.3	98%	0.1	--	--	--	--	--	--
M1	9501	157	2.5	0	RCR10	2.5	100%	0.1	0.1	0.0	100%	2.5	0	0
M2	9501	166	348.7	17	RR10	149.0	100%	0.1	0.1	149.0	0%	0.0	0	17
M2	9501	167	76.8	2	RR10	76.8	100%	0.1	0.1	20.0	74%	56.8	6	8
M6	9501	179	47,249.2	36	RR10	5.3	20%	0.1	0.2	27.0	0%	0.0	0	36
R2	--	--	--	--	RR5	21.7	80%	0.2	--	--	--	--	--	--
M1	9501	196	2.0	2	RCR1	1.0	100%	1.0	1.0	1.0	0%	0.0	0	2
M1	9501	207	2,182.1	44	RCR5	84.9	59%	0.2	0.4	101.9	29%	42.6	18	62
M1	--	--	--	--	RCR1	25.6	18%	1.0	--	--	--	--	--	--
M1	--	--	--	--	RCR2.5	23.7	16%	0.4	--	--	--	--	--	--
M1	--	--	--	--	R1,2,3	10.3	7%	1.0	--	--	--	--	--	--
R1	9501	216	167.0	2	RR5	36.8	100%	0.2	0.2	10.0	73%	26.8	5	7
R1	9501	218	356.3	4	RR5	12.9	100%	0.2	0.2	12.9	0%	0.0	0	4
M1	9501	221	19.3	1	RCR5	9.5	100%	0.2	0.2	5.0	47%	4.5	1	2
M1	9501	222	7.4	4	R1,2,3	4.4	100%	1.0	1.0	4.0	9%	0.4	0	4
R1	9501	227	1,805.3	32	RR5	75.1	100%	0.2	0.2	75.1	0%	0.0	0	32
R1	9501	230	7.7	0	RR5	7.7	100%	0.2	0.2	0.0	100%	7.7	2	2
R1	9501	232	44.5	8	RR5	9.1	100%	0.2	0.2	9.1	0%	0.0	0	8
R1	9501	233	5.9	8	RR5	5.3	100%	0.2	0.2	5.3	0%	0.0	0	8
R1	9501	234	4.2	2	RR5	4.2	100%	0.2	0.2	4.2	0%	0.0	0	2
M4	9501	257	383.7	23	RR5	38.0	40%	0.2	0.2	94.4	0%	0.0	0	23
M6	--	--	--	--	RR5	14.5	15%	0.2	--	--	--	--	--	--
M6	--	--	--	--	RR10	41.9	44%	0.1	--	--	--	--	--	--
M1	9501	272	1.0	0	R1,2,3	1.0	100%	1.0	1.0	0.0	100%	1.0	1	1
M1	9501	273	1.5	0	R1,2,3	1.5	100%	1.0	1.0	0.0	100%	1.5	2	2
M5	9501	305	489.6	20	RR5	9.1	100%	0.2	0.2	9.1	0%	0.0	0	20
M5	9501	356	7.4	0	RR5	3.1	100%	0.2	0.2	0.0	100%	3.1	1	1
M5	9501	357	1.7	0	RR5	1.7	100%	0.2	0.2	0.0	100%	1.7	0	0
M6	9501	402	251.3	20	RR10	1.4	100%	0.1	0.1	1.4	0%	0.0	0	20
M5	9501	403	546.3	19	RR5	24.0	30%	0.2	0.1	80.4	0%	0.0	0	19
M6	9501	405	4.7	0	RR5	8.7	100%	0.2	0.2	0.0	100%	8.7	2	2
M6	9501	415B	1,615.5	28	RR5	54.3	91%	0.2	0.2	59.6	0%	0.0	0	28
M6	--	--	--	--	RR10	5.3	9%	0.1	--	--	--	--	--	--
M6	9501	419	4,612.1	19	RR10	88.8	69%	0.1	0.1	129.4	0%	0.0	0	19
R2	--	--	--	--	RR5	40.6	31%	0.2	--	--	--	--	--	--
M6	9501	420	178.4	31	RR10	10.5	100%	0.1	0.1	10.5	0%	0.0	0	31
M6	9501	421	1.0	0	RR10	1.0	100%	0.1	0.1	0.0	100%	1.0	0	0
M6	9501	422	65.2	0	RR10	42.3	100%	0.1	0.1	0.0	100%	42.3	4	4
R2	9501	423	106.7	3	RR5	1.9	100%	0.2	0.2	1.9	0%	0.0	0	3
R2	9501	424	10.6	1	RR5	2.1	100%	0.2	0.2	2.1	0%	0.0	0	1
R2	9501	425	20.0	0	RR5	20.0	100%	0.2	0.2	0.0	100%	20.0	4	4
R2	9501	426	3.0	0	RR5	3.0	100%	0.2	0.2	0.0	100%	3.0	1	1
R2	9501	427	24.2	6	RR5	5.0	100%	0.2	0.2	5.0	0%	0.0	0	6
R2	9501	428	21.5	6	RR5	2.2	100%	0.2	0.2	2.2	0%	0.0	0	6
R3	9501	432	2,494.2	3	RR10	1.3	100%	0.1	0.1	1.3	0%	0.0	0	3
R3	9501	434	114.9	4	RR10	31.8	100%	0.1	0.1	31.8	0%	0.0	0	4
R3	9501	439	72.9	1	RR10	12.2	100%	0.1	0.1	10.0	18%	2.2	0	1
M7	9501	548	10,940.1	27	RCR10	104.7	59%	0.1	0.1	176.2	0%	0.0	0	27
M7	--	--	--	--	RR5	71.5	41%	0.2	--	--	--	--	--	--
M7	9501	550	141.8	13	RCR5	17.5	72%	0.2	0.2	24.3	0%	0.0	0	13
M7	--	--	--	--	RR5	6.8	28%	0.2	--	--	--	--	--	--
M7	9501	581	19,458.9	27	RCR5	0.8	100%	0.2	0.2	0.8	0%	0.0	0	27
M7	9501	583	33,278.9	7	RCR5	35.3	83%	0.2	0.2	38.2	10%	4.1	1	8
M7	--	--	--	--	RCR10	7.0	17%	0.1	--	--	--	--	--	--
M7	9501	593	129.5	7	RCR5	4.9	67%	0.2	0.2	7.3	0%	0.0	0	7
R5	--	--	--	--	RR5	2.4	33%	0.2	--	--	--	--	--	--
M8	9502	124	706.2	4	RR10	12.5	100%	0.1	0.1	12.5	0%	0.0	0	4
M8	9502	128	122.1	4	RR10	27.9	100%	0.1	0.1	27.9	0%	0.0	0	4
M8	9502	141	79.1	2	RR10	7.9	100%	0.1	0.1	7.9	0%	0.0	0	2
M8	9502	143	418.6	8	RR10	53.5	88%	0.1	0.2	38.5	37%	22.3	5	13

TABLE 1: RESIDENTIAL LAND (OUTSIDE URBAN AREAS)

Location: Curry County

Polygon Descriptor Number	Census Tract	Census Block	Census Block Acres	Census Block Res. Units (Existing)	Zoning Type	Res. Acres by Zone	Percent of Total Res.	Allowable Density (units/acre)	Average Density (units/acre)	Developed Res. Acres	Percent Vacant	Vacant Res. Acres	Potential Buildable Units	Maximum Allowed Units
M8	--	--	--	--	RCR1	7.3	12%	1.0	--	--	--	--	--	--
M8	9502	217	132.2	8	RCR2.5	17.0	56%	0.4	0.6	14.3	52%	15.8	9	17
M8	--	--	--	--	RCR1	9.7	32%	1.0	--	--	--	--	--	--
M8	--	--	--	--	RCR10	3.4	11%	0.1	--	--	--	--	--	--
M8	9502	219	4.9	0	RCR10	4.9	100%	0.1	0.1	0.0	100%	4.9	0	0
M8	9502	220	1,418.1	22	RCR10	55.8	28%	0.1	0.5	42.1	79%	160.8	84	106
M8	--	--	--	--	RCR1	70.4	35%	1.0	--	--	--	--	--	--
M8	--	--	--	--	RCR2.5	74.0	36%	0.4	--	--	--	--	--	--
R6	--	--	--	--	RR5	2.6	1%	0.2	--	--	--	--	--	--
R6	9502	223	1,798.9	8	RR5	1.9	100%	0.2	0.2	1.9	0%	0.0	0	8
R6	9502	231	46.5	1	RR5	0.9	100%	0.2	0.2	0.9	0%	0.0	0	1
R6	9502	233	8.2	0	RR5	8.2	100%	0.2	0.2	0.0	100%	8.2	2	2
R6	9502	234	2.0	1	RR5	5.4	100%	0.2	0.2	5.0	7%	0.4	0	1
R6	9502	235	2.0	0	RR5	2.0	100%	0.2	0.2	0.0	100%	2.0	0	0
R6	9502	237	156.7	6	RR5	19.2	100%	0.2	0.2	19.2	0%	0.0	0	6
M8	9502	239	2.5	0	RCR1	1.3	50%	1.0	0.6	0.0	100%	2.5	1	1
M8	--	--	--	--	RCR10	1.3	50%	0.1	--	--	--	--	--	--
M8	9502	240	1.5	0	RCR1	1.5	100%	1.0	1.0	0.0	100%	1.5	2	2
R7 M10 M11	9502	301	7,174.3	92	RR5	98.6	100%	0.2	0.2	98.6	0%	0.0	0	92
R7	9502	306	3,112.5	69	RR5	112.6	26%	0.2	0.3	274.1	36%	152.9	38	107
M8	--	--	--	--	RCR2.5	49.2	12%	0.4	--	--	--	--	--	--
M8 M9	--	--	--	--	RCR5	54.6	13%	0.2	--	--	--	--	--	--
M8	--	--	--	--	RCR10	179.7	42%	0.1	--	--	--	--	--	--
M8 M9	--	--	--	--	RCR1	31.0	9%	1.0	--	--	--	--	--	--
M8	9502	307	1.7	0	RCR5	1.7	100%	0.2	0.2	0.0	100%	1.7	0	0
R7	9502	308	1.7	0	RR5	1.7	100%	0.2	0.2	0.0	100%	1.7	0	0
M8	9502	310	78.1	10	RCR2.5	15.8	48%	0.4	0.2	32.8	0%	0.0	0	10
M8	--	--	--	--	RCR10	17.0	52%	0.1	--	--	--	--	--	--
M8	9502	312	72.6	21	RCR1	26.7	85%	1.0	0.9	23.9	24%	7.5	7	28
M8	--	--	--	--	RCR5	4.7	15%	0.2	--	--	--	--	--	--
M8	9502	313	1.2	0	RCR5	1.2	100%	0.2	0.2	0.0	100%	1.2	0	0
M9	9502	314	145.5	21	RCR2.5	15.0	79%	0.4	0.5	19.1	0%	0.0	0	21
M9	--	--	--	--	RCR1	4.1	21%	1.0	--	--	--	--	--	--
M9	9502	317	5.2	2	RCR2.5	1.3	100%	0.4	0.4	1.3	0%	0.0	0	2
M9	9502	318	3.7	1	RCR2.5	1.1	100%	0.4	0.4	1.1	0%	0.0	0	1
M9	9502	320	17.0	8	RCR2.5	6.0	48%	0.4	0.7	11.3	9%	1.1	1	9
M9	--	--	--	--	RCR1	6.4	52%	1.0	--	--	--	--	--	--
M9	9502	321	9.9	13	RCR1	7.1	100%	1.0	1.0	7.1	0%	0.0	0	13
M9	9502	322	4.2	3	RCR1	4.2	100%	1.0	1.0	3.0	29%	1.2	1	4
M9	9502	323	28.4	19	RCR1	28.4	100%	1.0	1.0	19.0	33%	9.4	9	28
M9	9502	324	1.0	2	RCR1	1.0	100%	1.0	1.0	1.0	0%	0.0	0	2
M9	9502	325	84.3	41	RCR1	25.9	49%	1.0	0.7	53.0	0%	0.0	0	41
M9	--	--	--	--	RCR2.5	27.1	51%	0.4	--	--	--	--	--	--
M9	9502	326	1.2	3	RCR1	1.2	100%	1.0	1.0	1.2	0%	0.0	0	3
M9	9502	327	687.9	3	RCR1	25.6	13%	1.0	0.3	9.8	95%	183.7	56	59
M9	--	--	--	--	RR5	167.9	87%	0.2	--	--	--	--	--	--
M9	9502	331	2.0	8	RCR1	2.0	100%	1.0	1.0	2.0	0%	0.0	0	8
M10	9502	333	2,265.9	1	RR5	24.6	100%	0.2	0.2	5.0	80%	19.6	4	5
M10	9502	337	1,443.6	67	RR5	147.2	100%	0.2	0.2	147.2	0%	0.0	0	67
M10	9502	338	1.5	0	RR5	1.5	100%	0.2	0.2	0.0	100%	1.5	0	0
M10	9502	345	4.9	0	RR5	2.8	100%	0.2	0.2	0.0	100%	2.8	1	1
M10	9502	347	405.0	59	RR5	23.7	100%	0.2	0.2	23.7	0%	0.0	0	59
M10	9502	348	1.2	0	RR5	1.2	100%	0.2	0.2	0.0	100%	1.2	0	0
M11	9502	349	156.4	70	RR5	40.1	100%	0.2	0.2	40.1	0%	0.0	0	70
M11	9502	350	2.2	0	RR5	2.2	100%	0.2	0.2	0.0	100%	2.2	0	0
M11	9502	351	225.4	6	RR5	4.8	100%	0.2	0.2	4.9	0%	0.0	0	6
M11 M10	9502	354	343.5	26	RR5	57.3	100%	0.2	0.2	57.3	0%	0.0	0	26
M9	9502	367	116.1	5	RR5	12.9	100%	0.2	0.2	12.9	0%	0.0	0	5
R7	9502	389	4.4	0	RR5	1.0	100%	0.2	0.2	0.0	100%	1.0	0	0
R7	9502	390	2.5	0	RR5	2.5	100%	0.2	0.2	0.0	100%	2.5	1	1
R7	9502	391	3.0	0	RR5	3.0	100%	0.2	0.2	0.0	100%	3.0	1	1
R7	9502	392	2.5	0	RR5	2.5	100%	0.2	0.2	0.0	100%	2.5	1	1
R7	9502	393	31.1	5	RR5	31.1	100%	0.2	0.2	25.0	20%	6.1	1	6
R7	9502	394	19.8	2	RR5	2.5	100%	0.2	0.2	2.5	0%	0.0	0	2
M11	9502	501	150.0	1	RR5	2.9	100%	0.2	0.2	2.9	0%	0.0	0	1
M11	9502	506	292.1	4	RR5	11.4	100%	0.2	0.2	11.4	0%	0.0	0	4

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Location: Curry County

Polygon Descriptor Number	Census Tract	Census Block	Census Block Acres	Census Block Res. Units (Existing)	Zoning Type	Res. Acres by Zone	Percent of Total Res.	Allowable Density (units/acre)	Average Density (units/acre)	Developed Res. Acres	Percent Vacant	Vacant Res. Acres	Potential Buildable Units	Maximum Allowed Units
M11	9502	507	796.4	2	RR5	38.3	100%	0.2	0.2	10.0	74%	28.3	6	8
M11	9502	510B	293.3	76	RR5	1.2	100%	0.2	0.2	1.2	0%	0.0	0	76
R9	9502	604	4,395.4	80	RR10	53.9	54%	0.1	0.1	98.9	0%	0.0	0	80
R10	—	—	—	—	RR5	45.0	46%	0.2	—	—	—	—	—	—
R10	9502	609B	4.9	2	RR5	2.1	100%	0.2	0.2	2.1	0%	0.0	0	2
R8	9502	610D	1,682.5	31	RR5	34.8	100%	0.2	0.2	34.8	0%	0.0	0	31
R11	9502	713	1,365.2	11	RR10	35.9	100%	0.1	0.1	35.9	0%	0.0	0	11
R11	9502	712	410.2	39	RR10	97.5	90%	0.1	0.1	108.9	0%	0.0	0	39
R11	9502	712	410.2	39	RR5	11.4	10%	0.2	—	—	—	—	—	—
R11	9502	717	3.5	2	RR10	3.5	100%	0.1	0.1	3.5	0%	0.0	0	2
R11 R10	9502	718	2,070.9	18	RR5	60.3	81%	0.2	0.2	74.0	0%	0.0	0	18
R11	—	—	—	—	RR10	13.7	19%	0.1	—	—	—	—	—	—
R10	9502	720	422.5	18	RR5	91.9	100%	0.2	0.2	90.0	2%	1.9	0	18
R10	9502	721	5.4	3	RR5	2.7	100%	0.2	0.2	2.7	0%	0.0	0	3
R11	9502	725	87.5	8	RR5	52.6	100%	0.2	0.2	40.0	24%	12.6	3	11
R12	9502	747	626.9	18	RR5	66.3	100%	0.2	0.2	66.3	0%	0.0	0	18
M12	9502	761	711.6	15	RR10	32.9	100%	0.1	0.1	32.9	0%	0.0	0	15
R13	9502	763	46.2	0	RR10	16.2	100%	0.1	0.1	0.0	100%	16.2	2	2
M12	9502	765	168.3	22	RR10	74.1	100%	0.1	0.1	74.1	0%	0.0	0	22
M12	9502	768	596.3	6	RR10	7.6	100%	0.1	0.1	7.6	0%	0.0	0	6
M12	9502	770	1.5	0	RR10	1.5	100%	0.1	0.1	0.0	100%	1.5	0	0
M12	9502	775	1,342.7	8	RR10	25.3	100%	0.1	0.1	25.3	0%	0.0	0	8
R11	9502	794	51.6	0	RR10	17.0	100%	0.1	0.1	0.0	100%	17.0	2	2
M7	9503	101	135,890.4	4	RCR10	53.2	100%	0.1	0.1	40.0	25%	13.2	1	5
M7	9503	117	19,194.5	11	RCR10	12.9	100%	0.1	0.1	12.9	0%	0.0	0	11
R15	9503	133	53,500.9	9	RR10	16.8	100%	0.1	0.1	16.8	0%	0.0	0	9
M12	9503	174	4,348.7	18	RR10	31.5	47%	0.1	0.2	67.3	0%	0.0	0	18
R14	—	—	—	—	RR5	35.8	53%	0.2	—	—	—	—	—	—
M12	9503	180	162.6	8	RR10	34.2	100%	0.1	0.1	34.2	0%	0.0	0	8
M13	9503	202	297.3	0	RR5	0.5	100%	0.2	0.2	0.0	100%	0.5	0	0
M13 R16	9503	203	2,383.3	53	RR5	195.4	100%	0.2	0.2	195.4	0%	0.0	0	53
R16	9503	205	47.2	2	RR5	51.1	100%	0.2	0.2	10.0	80%	41.1	8	10
M13	9503	206B	900.2	52	RR10	17.7	100%	0.1	0.1	17.7	0%	0.0	0	52
M13	9503	210	764.0	61	RR5	313.5	100%	0.2	0.2	305.0	3%	8.5	2	63
M13	9503	211	4.4	0	RR5	4.4	100%	0.2	0.2	0.0	100%	4.4	1	1
M13	9503	212	63.0	11	RR5	4.8	100%	0.2	0.2	4.8	0%	0.0	0	11
M13	9503	213	200.9	0	RR5	44.0	100%	0.2	0.2	0.0	100%	44.0	9	9
M13	9503	214	117.6	0	RR5	1.8	100%	0.2	0.2	0.0	100%	1.8	0	0
M13	9503	216	681.7	12	RR5	28.5	100%	0.2	0.2	28.5	0%	0.0	0	12
M13	9503	217	0.7	0	RR5	0.7	100%	0.2	0.2	0.0	100%	0.7	0	0
M13	9503	218	651.1	60	RR5	324.1	100%	0.2	0.2	300.0	7%	24.1	5	65
M13	9503	219	18.0	5	RR5	15.4	100%	0.2	0.2	15.4	0%	0.0	0	5
M13	9503	220	1.2	1	RR5	1.2	100%	0.2	0.2	1.2	0%	0.0	0	1
M13	9503	221	3.7	4	RR5	3.7	100%	0.2	0.2	3.7	0%	0.0	0	4
M13	9503	222	218.9	34	RR5	215.9	100%	0.2	0.2	170.0	21%	45.9	9	43
M13	9503	223	33.9	10	RR5	33.9	100%	0.2	0.2	33.9	0%	0.0	0	10
M13	9503	224	117.1	17	RR5	102.4	100%	0.2	0.2	85.0	17%	17.4	3	20
M13	9503	225	3.0	0	RR5	3.0	100%	0.2	0.2	0.0	100%	3.0	1	1
M13	9503	226	23.2	6	RR5	23.9	100%	0.2	0.2	23.9	0%	0.0	0	6
M13	9503	227	4.9	0	RR5	4.9	100%	0.2	0.2	0.0	100%	4.9	1	1
M13	9503	228	8.2	5	RR5	8.2	100%	0.2	0.2	8.2	0%	0.0	0	5
M13	9503	229	19.3	7	RR5	19.3	100%	0.2	0.2	19.3	0%	0.0	0	7
M13	9503	230	2.7	1	RR5	2.7	100%	0.2	0.2	2.7	0%	0.0	0	1
M13	9503	231	1.2	1	RR5	1.2	100%	0.2	0.2	1.2	0%	0.0	0	1
M13	9503	232	7.4	2	RR5	7.4	100%	0.2	0.2	7.4	0%	0.0	0	2
M13	9503	233	7.9	2	RR5	7.9	100%	0.2	0.2	7.9	0%	0.0	0	2
M13	9503	234	10.4	5	RR5	10.4	100%	0.2	0.2	10.4	0%	0.0	0	5
M13	9503	235	7.7	2	RR5	7.7	100%	0.2	0.2	7.7	0%	0.0	0	2
M13	9503	236	226.1	34	RR5	101.5	100%	0.2	0.2	101.5	0%	0.0	0	34
M13	9503	237	22.7	13	RR5	11.8	100%	0.2	0.2	11.8	0%	0.0	0	13
M13	9503	238	5.7	3	RR5	5.7	100%	0.2	0.2	5.7	0%	0.0	0	3
M13	9503	239	21.3	6	RR5	17.8	100%	0.2	0.2	17.8	0%	0.0	0	6
M13	9503	240	15.8	6	RR5	15.8	100%	0.2	0.2	15.8	0%	0.0	0	6
M13	9503	241	430.4	16	RR5	106.9	100%	0.2	0.2	80.0	25%	26.9	5	21
M13	9503	242	362.7	10	RR5	49.6	100%	0.2	0.2	49.6	0%	0.0	0	10
M13	9503	243	45.5	2	RR5	12.4	100%	0.2	0.2	10.0	19%	2.4	0	2

TABLE 1: RESIDENTIAL LAND (OUTSIDE URBAN AREAS)

Location: Curry County

Polygon Descriptor Number	Census Tract	Census Block	Census Block Acres	Census Block Res. Units (Existing)	Zoning Type	Res. Acres by Zone	Percent of Total Res.	Allowable Density (units/acre)	Average Density (units/acre)	Developed Res. Acres	Percent Vacant	Vacant Res. Acres	Potential Buildable Units	Maximum Allowed Units
M13	9503	244	18.5	1	RR5	3.2	100%	0.2	0.2	3.2	0%	0.0	0	1
M13	9503	258	882.4	52	RR5	194.6	100%	0.2	0.2	194.6	0%	0.0	0	52
M13	9503	259	24.7	5	RR5	24.7	100%	0.2	0.2	24.7	0%	0.0	0	5
M13	9503	260	91.4	3	RR5	41.4	100%	0.2	0.2	15.0	64%	26.4	5	8
M13	9503	266	349.4	27	RR10	34.4	41%	0.1	0.2	82.9	0%	0.0	0	27
M13	--	--	--	--	RR5	48.5	59%	0.2	--	--	--	--	--	--
M13	9503	268	1.5	0	RR5	1.5	100%	0.2	0.2	0.0	100%	1.5	0	0
M13	9503	269	17.0	0	RR10	12.6	100%	0.1	0.1	0.0	100%	12.6	1	1
M13	9503	270	104.0	0	RR10	23.1	100%	0.1	0.1	0.0	100%	23.1	2	2
M13	9503	271	1.2	19	RR10	1.2	100%	0.1	0.1	1.2	0%	0.0	0	19
M13	9503	272	2.2	16	RR10	2.2	100%	0.1	0.1	2.2	0%	0.0	0	16
M13	9503	273	2.0	15	RR10	2.0	100%	0.1	0.1	2.0	0%	0.0	0	15
M13	9503	274	66.2	22	RR10	25.3	100%	0.1	0.1	25.3	0%	0.0	0	22
M13	9503	275	14.3	1	RR10	10.2	100%	0.1	0.1	10.0	2%	0.2	0	1
M13	9503	277	101.3	16	RR10	17.1	100%	0.1	0.1	17.1	0%	0.0	0	16
M13	9503	278	152.5	6	RR10	21.9	100%	0.1	0.1	21.9	0%	0.0	0	6
R17	9503	280	145.3	11	RR5	25.8	100%	0.2	0.2	25.8	0%	0.0	0	11
R17	9503	284	1.7	0	RR5	1.5	100%	0.2	0.2	0.0	100%	1.5	0	0
R19	9503	327	1,268.4	8	RR5	2.4	100%	0.2	0.2	2.4	0%	0.0	0	8
M14	9503	337	3,137.2	132	RR5	250.4	100%	0.2	0.2	250.4	0%	0.0	0	132
M14	9503	338	5.7	0	RR5	5.7	100%	0.2	0.2	0.0	100%	5.7	1	1
M14	9503	346	255.5	2	RR5	16.1	100%	0.2	0.2	10.0	38%	6.1	1	3
R19	9503	347	207.3	15	RR10	42.8	100%	0.1	0.1	42.8	0%	0.0	0	15
R19	9503	348	635.5	13	RR5	44.5	100%	0.2	0.2	44.5	0%	0.0	0	13
R18	9503	351	67.5	2	RR5	42.6	100%	0.2	0.2	10.0	77%	32.6	7	9
R18	9503	352	24.0	3	RR5	14.7	100%	0.2	0.2	14.7	0%	0.0	0	3
R19	9503	355	353.8	28	RR5	51.2	100%	0.2	0.2	51.2	0%	0.0	0	28
R19	9503	357	368.2	10	RR5	2.6	6%	0.2	0.1	45.6	0%	0.0	0	10
R19	--	--	--	--	RR10	43.0	94%	0.1	--	--	--	--	--	--
R19	9503	358	3.7	0	RR5	0.7	100%	0.2	0.2	0.0	100%	0.7	0	0
R19	9503	360	193.2	22	RR10	89.0	94%	0.1	0.1	94.9	0%	0.0	0	22
R19	--	--	--	--	RR5	5.9	6%	0.2	--	--	--	--	--	--
R19	9503	361	7.9	2	RR5	7.9	100%	0.2	0.2	7.9	0%	0.0	0	2
R19	9503	362	16.3	3	RR5	7.8	60%	0.2	0.2	12.9	0%	0.0	0	3
R19	--	--	--	--	RR10	5.1	40%	0.1	--	--	--	--	--	--
M14	9503	363	129.7	42	RR5	19.6	50%	0.2	0.2	39.4	0%	0.0	0	42
M14	--	--	--	--	RR5	19.8	50%	0.2	--	--	--	--	--	--
M14	9503	365	6.7	0	RR5	6.7	100%	0.2	0.2	0.0	100%	6.7	1	1
M14	9503	366	17.5	2	RR5	0.7	100%	0.2	0.2	0.7	0%	0.0	0	2
M14	9503	369	3.2	2	RR5	0.3	100%	0.2	0.2	0.3	0%	0.0	0	2
M14	9503	370	3.0	4	RR5	0.6	100%	0.2	0.2	0.6	0%	0.0	0	4
M14	9503	373	5.2	0	RR5	0.7	100%	0.2	0.2	0.0	100%	0.7	0	0
M14	9503	375	1.7	0	RR5	1.7	100%	0.2	0.2	0.0	100%	1.7	0	0
M14	9503	376	8.9	0	RR5	8.9	100%	0.2	0.2	0.0	100%	8.9	2	2
M14	9503	377	2.5	0	RR5	2.5	100%	0.2	0.2	0.0	100%	2.5	1	1
M14	9503	378	16.3	18	RR5	13.8	100%	0.2	0.2	13.8	0%	0.0	0	18
R17	9503	401	180.9	9	RR5	16.1	100%	0.2	0.2	16.1	0%	0.0	0	9
R17	9503	403	12.4	1	RR5	10.3	100%	0.2	0.2	5.0	51%	5.3	1	2
R17	9503	404B	237.2	22	RR5	15.7	100%	0.2	0.2	15.7	0%	0.0	0	22
R17	9503	407B	192.7	0	RR5	2.2	100%	0.2	0.2	0.0	100%	2.2	0	0
R17	9503	502	26.9	2	RR5	1.2	100%	0.2	0.2	1.2	0%	0.0	0	2
R17	9503	504	20.0	2	RR5	4.0	100%	0.2	0.2	4.0	0%	0.0	0	2
R17	9503	505B	67.5	2	RR5	9.4	100%	0.2	0.2	9.4	0%	0.0	0	2
R17	9503	515B	26.2	3	RR5	15.3	100%	0.2	0.2	15.0	2%	0.3	0	3
R17	9503	516	15.3	10	RR5	6.7	100%	0.2	0.2	6.7	0%	0.0	0	10
R17	9503	517	11.6	2	RR5	11.6	100%	0.2	0.2	10.0	14%	1.6	0	2
R17	9503	518B	3.7	5	RR5	1.6	100%	0.2	0.2	1.6	0%	0.0	0	5
M14	9504	101	49.4	79	RR5	7.4	100%	0.2	0.2	7.4	0%	0.0	0	79
M14	9504	103	1,587.1	519	RR5	111.1	89%	0.2	0.2	124.9	0%	0.0	0	519
M15	--	--	--	--	RR10	13.8	11%	0.1	--	--	--	--	--	--
M15	9504	115	88.5	2	RR10	14.3	100%	0.1	0.1	14.3	0%	0.0	0	2
M15	9504	116	10.4	7	RR10	10.4	100%	0.1	0.1	10.4	0%	0.0	0	7
M15	9504	117	3.0	0	RR10	3.0	100%	0.1	0.1	0.0	100%	3.0	0	0
M15	9504	118	4.7	2	RR10	4.7	100%	0.1	0.1	4.7	0%	0.0	0	2
M15	9504	119	36.1	21	RR10	23.5	100%	0.1	0.1	23.5	0%	0.0	0	21
M15	9504	120	0.7	6	RR10	0.7	100%	0.1	0.1	0.7	0%	0.0	0	6
M15	9504	121	10.1	37	RR10	3.7	100%	0.1	0.1	3.7	0%	0.0	0	37

TABLE 1: RESIDENTIAL LAND (OUTSIDE URBAN AREAS)

Location: Curry County

Polygon Descriptor Number	Census Tract	Census Block	Census Block Acres	Census Block Res. Units (Existing)	Zoning Type	Res. Acres by Zone	Percent of Total Res.	Allowable Density (units/acre)	Average Density (units/acre)	Developed Res. Acres	Percent Vacant	Vacant Res. Acres	Potential Buildable Units	Maximum Allowed Units
M15	9504	122	26.9	5	RR10	28.1	100%	0.1	0.1	28.1	0%	0.0	0	5
M15	9504	123	13.3	20	RR10	3.7	100%	0.1	0.1	3.7	0%	0.0	0	20
M15	9504	310	166.1	56	RR10	12.2	100%	0.1	0.1	12.2	0%	0.0	0	56
M15	9504	311	25.2	27	RR10	11.5	100%	0.1	0.1	11.5	0%	0.0	0	27
M15	9504	312	124.0	43	RR10	10.1	100%	0.1	0.1	10.1	0%	0.0	0	43
M15	9504	313	3.7	0	RR10	1.6	100%	0.1	0.1	0.0	100%	1.6	0	0
M15	9504	314	21.5	16	RR10	11.3	100%	0.1	0.1	11.3	0%	0.0	0	16
M15	9504	315	7.9	51	RR10	8.3	100%	0.1	0.1	8.3	0%	0.0	0	51
M15	9504	316	17.0	12	RR10	17.0	100%	0.1	0.1	17.0	0%	0.0	0	12
M15	9504	317	5.9	11	RR10	5.9	100%	0.1	0.1	5.9	0%	0.0	0	11
M15	9504	318	23.7	18	RR10	23.7	100%	0.1	0.1	23.7	0%	0.0	0	18
M15	9504	319	14.6	19	RR10	14.6	100%	0.1	0.1	14.6	0%	0.0	0	19
M15	9504	320	17.0	13	RR10	21.1	100%	0.1	0.1	21.1	0%	0.0	0	13
M15	9504	321	2.2	7	RR10	2.2	100%	0.1	0.1	2.2	0%	0.0	0	7
M15	9504	322	4.0	0	RR10	4.0	100%	0.1	0.1	0.0	100%	4.0	0	0
M15	9504	323	6.7	6	RR10	6.7	100%	0.1	0.1	6.7	0%	0.0	0	6
M15	9504	325	2.7	0	RR10	2.7	100%	0.1	0.1	0.0	100%	2.7	0	0
M15	9504	326	1.5	0	RR10	1.5	100%	0.1	0.1	0.0	100%	1.5	0	0
R21	9504	401	92,337.8	31	RR5	102.6	100%	0.2	0.2	102.6	0%	0.0	0	31
R20	9504	413	217.7	4	RR5	43.2	100%	0.2	0.2	20.0	54%	23.2	5	9
R20	9504	414	100.3	6	RR5	69.0	100%	0.2	0.2	30.0	57%	39.0	8	14
R20	9504	415	8.2	0	RR5	8.2	100%	0.2	0.2	0.0	100%	8.2	2	2
R20	9504	416	19.8	0	RR5	13.8	100%	0.2	0.2	0.0	100%	13.8	3	3
R19	9504	417	1,268.9	0	RR5	26.5	100%	0.2	0.2	0.0	100%	26.5	5	5
R19	9504	429	146.0	10	RR5	17.0	100%	0.2	0.2	17.0	0%	0.0	0	10
R19	9504	433	1,549.1	4	RR5	2.5	100%	0.2	0.2	2.5	0%	0.0	0	4
R19	9504	434	2.2	0	RR5	0.7	100%	0.2	0.2	0.0	100%	0.7	0	0
R19	9504	445	308.6	0	RR5	13.1	100%	0.2	0.2	0.0	100%	13.1	3	3
R19	9504	446	5,178.7	36	RR5	216.4	100%	0.2	0.2	180.0	17%	36.4	7	43
M14	9504	447	200.6	0	RR5	12.9	100%	0.2	0.2	0.0	100%	12.9	3	3
M14	9504	449	243.4	23	RR10	22.8	47%	0.1	0.2	49.0	0%	0.0	0	23
R19	9504	450	507.3	13	RR5	26.2	53%	0.2	0.2	49.1	0%	0.0	0	13
M14	9504	451	22.0	0	RR10	22.2	45%	0.1	0.1	0.0	100%	22.0	2	2
M14	9504	452	3.0	0	RR10	22.0	100%	0.1	0.1	0.0	100%	3.0	0	0
M14	9504	453	1.2	0	RR10	3.0	100%	0.1	0.1	0.0	100%	1.2	0	0
M15	9504	454	532.0	8	RR5	30.1	60%	0.2	0.2	50.0	0%	0.3	0	8
M15	9504	455	8.2	0	RR10	20.2	40%	0.1	0.1	0.0	100%	6.9	1	1
M15	9504	456	13.6	2	RR10	4.8	70%	0.2	0.2	0.0	100%	6.9	1	1
M15	9504	457	32.1	10	RR10	2.1	30%	0.1	0.1	15.4	0%	0.0	0	2
M15	9504	458	21.0	23	RR10	15.4	100%	0.1	0.1	33.8	0%	0.0	0	10
M15	9504	459	40.5	7	RR10	33.8	100%	0.1	0.1	10.8	0%	0.0	0	23
M15	9504	460	1,307.7	41	RR10	10.8	100%	0.1	0.1	6.8	0%	0.0	0	7
R21	9504	470	2.7	0	RR10	89.1	100%	0.1	0.1	89.1	0%	0.0	0	41
R21	9504	471	245.1	40	RR5	1.1	100%	0.1	0.1	0.0	100%	1.1	0	0
R21	9504	472	72.2	0	RR5	93.0	100%	0.2	0.2	93.0	0%	0.0	0	40
R21	9504	473	1,185.1	4	RR5	4.1	100%	0.2	0.2	0.0	100%	4.1	1	1
M15	9504	474	9.6	0	RR5	19.1	100%	0.2	0.2	19.1	0%	0.0	0	4
M15	9504	475	22.0	7	RR10	6.6	100%	0.2	0.2	0.0	100%	6.6	1	1
M15	9504	476	4.4	0	RR10	6.5	100%	0.1	0.1	6.5	0%	0.0	0	7
M15	9504	477	32.9	8	RR10	4.4	100%	0.1	0.1	0.0	100%	4.4	0	0
M15	9504	478	70.7	10	RR10	4.7	100%	0.1	0.1	4.7	0%	0.0	0	8
M15	9504	479	53.1	21	RR10	13.4	100%	0.1	0.1	13.4	0%	0.0	0	10
M15	9504	480	9.9	5	RR10	37.6	100%	0.1	0.1	37.6	0%	0.0	0	21
M15	9504	481	126.0	33	RR10	7.1	100%	0.1	0.1	7.1	0%	0.0	0	5
M15	9504	482	4.9	2	RR10	16.6	100%	0.1	0.1	16.6	0%	0.0	0	33
M15	9504	483	7.7	9	RR10	1.4	100%	0.1	0.1	1.4	0%	0.0	0	2
M15	9504	484	3.0	0	RR10	11.3	100%	0.1	0.1	11.3	0%	0.0	0	9
M15	9504	485	37.6	6	RR10	2.5	100%	0.1	0.1	0.0	100%	2.5	0	0
M15	9504	486	8.6	2	RR10	14.9	100%	0.1	0.1	14.9	0%	0.0	0	6
M15	9504	487	26.2	4	RR10	4.7	100%	0.1	0.1	4.7	0%	0.0	0	2
M15	9504	488	31.9	25	RR10	3.8	100%	0.1	0.1	3.8	0%	0.0	0	4
M15	9504	489	42.7	59	RR10	40.4	100%	0.1	0.1	40.4	0%	0.0	0	25
M15	9504	490	16.1	14	RR10	39.4	100%	0.1	0.1	39.4	0%	0.0	0	59
					RR10	13.0	100%	0.1	0.1	13.0	0%	0.0	0	14

TABLE 1: RESIDENTIAL LAND (OUTSIDE URBAN AREAS)

Location: Curry County

Polygon Descriptor Number	Census Tract	Census Block	Census Block Acres	Census Block Res. Units (Existing)	Zoning Type	Res. Acres by Zone	Percent of Total Res.	Allowable Density (units/acre)	Average Density (units/acre)	Developed Res. Acres	Percent Vacant	Vacant Res. Acres	Potential Buildable Units	Maximum Allowed Units
M15	9504	518	8.4	11	RR10	8.4	100%	0.1	0.1	8.4	0%	0.0	0	11
M15	9504	519	6.4	8	RR10	6.4	100%	0.1	0.1	6.4	0%	0.0	0	8
TOTAL	N/A	N/A	N/A	4,038	N/A	9,016	N/A	N/A	N/A	7,365	N/A	1,707	443	4,442

TABLE 2: COMMERCIAL AND INDUSTRIAL LAND (OUTSIDE URBAN AREAS)

Location: Curry County

Polygon Descriptor Number	Census Tract	Census Block	Census Block Acres	Zoning Type	Com./Ind. Acres by Zone	Vacant Commercial Acres	Vacant Industrial Acres	Developed Commercial Acres	Leasable Commercial Square Feet	Developed Industrial Acres
C2	9501	244	596.3	RC	1.0	0.8	--	0.3	5,546	--
M4	9501	255	1,090.9	RI	11.0	--	9.9	--	--	1.1
M4	9501	257	383.7	RI	58.8	--	38.8	--	--	20.0
M4	9501	263	22.7	RI	13.8	--	13.8	--	--	0.0
C3	9501	264	2.7	RC	2.7	1.8	--	0.9	19,964	--
C3	9501	265	10.4	RC	10.4	8.8	--	1.6	34,604	--
C3	9501	266	2.5	RC	2.5	1.3	--	1.3	27,728	--
M1	9501	270	1.5	RC	1.5	0.4	--	1.1	24,400	--
M1	9501	271	0.7	RC	0.7	0.2	--	0.5	11,091	--
M1	9501	272	1.0	RI	1.0	--	0.0	--	--	1.0
M1	9501	273	1.5	RI	1.5	--	0.0	--	--	1.5
M1	9501	274	1.2	RC	1.2	0.0	--	1.2	26,618	--
M5	9501	303	71.9	RC	0.4	0.4	--	0.0	0	--
M5	9501	356	7.4	RC	1.3	1.1	--	0.2	4,880	--
M6	9501	420	178.4	RI	27.6	--	16.6	--	--	11.0
C7	9501	503	31,108.4	RRC	25.4	24.9	--	0.5	21,780	--
C6	9501	503	31,108.4	RRC	47.8	0.0	--	47.8	2,083,910	--
C10	9501	521	31,637.4	RRC	16.8	15.9	--	0.9	37,026	--
C9	9501	521	31,637.4	RRC	6.2	5.8	--	0.4	15,246	--
C8	9501	521	31,637.4	RRC	93.1	90.3	--	2.8	121,532	--
C6	9501	521	31,637.4	RRC	39.8	0.0	--	39.8	1,733,688	--
M7	9501	548	10,940.1	RRC	51.9	46.7	--	5.2	226,512	--
M7	9501	548	10,940.1	RC	1.5	1.5	--	0.0	0	--
M7	9501	550	141.8	RRC	31.0	24.8	--	6.2	270,072	--
M7	9501	583	33,278.9	RC	28.6	27.2	--	1.4	31,055	--
M7	9501	593	129.5	RC	26.3	6.6	--	19.7	436,985	--
M7	9501	594	9.1	RC	5.2	3.9	--	1.3	28,837	--
C4	9502	108	1,483.1	RC	20.1	17.1	--	3.0	66,546	--
C4	9502	110	124.3	RC	8.2	6.6	--	1.6	35,491	--
C4	9502	111	8.9	RC	1.5	0.7	--	0.8	16,858	--
C5	9502	116	74.1	RC	9.2	9.2	--	0.0	0	--
C5	9502	117	352.6	RC	20.3	20.3	--	0.0	0	--
C5	9502	120	7.7	RC	7.7	7.7	--	0.0	0	--
C5	9502	122	5.7	RC	5.7	1.9	--	3.8	84,292	--
C5	9502	123	1.7	RC	1.7	1.7	--	0.0	0	--
C5	9502	124	706.2	RC	45.3	22.7	--	22.6	501,313	--
C5	9502	124	706.2	RC	31.1	31.1	--	0.0	0	--
C5	9502	125	1.7	RC	1.7	1.7	--	0.0	0	--
C5	9502	126	1.0	RC	1.0	1.0	--	0.0	0	--
C5	9502	133	3.0	RC	1.1	1.1	--	0.0	0	--
I1	9502	214	123.6	RI	28.5	--	0.0	--	--	28.5
M8	9502	310	78.1	RC	10.9	10.4	--	0.5	11,091	--
M8	9502	311	4.2	RC	2.4	2.4	--	0.0	0	--
M9	9502	321	9.9	RC	1.6	1.6	--	0.0	0	--
M9	9502	325	84.3	RC	1.9	0.0	--	1.9	42,146	--
M9	9502	325	84.3	RC	1.1	0.0	--	1.1	24,400	--
M9	9502	325	84.3	RC	1.5	1.3	--	0.2	4,436	--
M9	9502	327	687.9	RC	15.0	3.0	--	12.0	266,184	--
M9	9502	330	1.2	RC	1.2	0.1	--	1.1	23,957	--
M11	9502	349	156.4	RC	14.0	0.0	--	14.0	310,548	--
M11	9502	349	156.4	RC	3.2	0.6	--	2.6	56,786	--
M10	9502	347	405.0	RC	3.0	0.5	--	2.6	56,564	--
M10	9502	347	405.0	RC	6.0	5.7	--	0.3	6,655	--
M12	9502	765	168.2	RC	3.0	1.5	--	1.5	33,273	--
M13	9503	203	2,383.3	RC	31.7	15.6	--	16.1	357,130	--
M13	9503	203	2,383.3	RC	1.8	1.8	--	0.0	0	--
M13	9503	218	651.1	RC	1.2	0.9	--	0.3	6,655	--
M13	9503	222	218.9	RC	1.6	1.2	--	0.4	8,873	--
M13	9503	266	349.4	RI	15.1	--	14.3	--	--	0.8
M13	9503	277	101.3	RC	12.8	7.0	--	5.8	128,656	--
M13	9503	278	152.5	RC	2.2	0.9	--	1.3	28,837	--
M13	9503	286	7.9	RI	5.0	--	3.0	--	--	2.0
M14	9503	337	3,137.2	RC	6.0	5.4	--	0.6	13,309	--
M14	9503	363	129.7	RC	4.6	2.3	--	2.3	51,019	--

TABLE 2: COMMERCIAL AND INDUSTRIAL LAND (OUTSIDE URBAN AREAS)

Location: Curry County

Polygon Descriptor Number	Census Tract	Census Block	Census Block Acres	Zoning Type	Com./Ind. Acres by Zone	Vacant Commercial Acres	Vacant Industrial Acres	Developed Commercial Acres	Leasable Commercial Square Feet	Developed Industrial Acres
M14	9503	378	16.3	RC	2.5	2.3	--	0.2	4,436	--
M14	9504	101	49.4	RI	9.4	--	5.6	--	--	3.8
M14	9504	101	49.4	RC	4.6	3.0	--	1.6	35,491	--
M14	9504	102	91.2	RI	30.3	--	14.8	--	--	15.5
M14	9504	103	1,587.1	RC	3.5	3.3	--	0.2	4,436	--
M15	9504	119	36.1	RC	1.8	0.4	--	1.4	31,942	--
M15	9504	121	10.1	RC	6.2	3.4	--	2.8	62,110	--
M15	9504	123	13.3	RC	8.3	1.2	--	7.1	157,492	--
M15	9504	311	25.2	RC	3.2	1.0	--	2.2	49,688	--
M15	9504	312	124.0	RC	1.4	1.1	--	0.3	6,211	--
M15	9504	312	124.0	RC	7.6	3.8	--	3.8	84,292	--
M15	9504	458	243.1	RC	0.5	0.4	--	0.1	1,996	--
M15	9504	463	532.0	RC	0.9	0.9	--	0.1	1,109	--
M15	9504	463	532.0	RC	1.4	1.0	--	0.4	9,316	--
M15	9504	464	8.2	RC	6.7	3.4	--	3.3	73,201	--
M15	9504	467	21.0	RC	9.7	1.5	--	8.2	181,892	--
M15	9504	468	40.5	RC	2.1	0.2	--	1.9	42,368	--
M15	9504	469	1,307.7	RC	4.1	2.9	--	1.2	26,618	--
M15	9504	482	22.0	RC	5.0	2.5	--	2.5	55,455	--
M15	9504	483	4.0	RC	4.0	0.6	--	3.4	75,419	--
M15	9504	485	32.9	RC	9.3	7.4	--	1.9	42,146	--
M15	9504	487	5.4	RC	5.4	5.1	--	0.3	6,655	--
M15	9504	488	53.1	RC	2.6	1.3	--	1.3	28,837	--
M15	9504	489	8.4	RC	4.4	4.0	--	0.4	8,873	--
M15	9504	490	3.0	RC	1.6	1.4	--	0.2	4,436	--
M15	9504	501	97.1	RC	4.6	2.8	--	1.8	39,928	--
M15	9504	504	126.0	RC	8.1	3.2	--	4.9	108,692	--
M15	9504	505	1.2	RC	1.2	0.4	--	0.8	17,746	--
M15	9504	506	4.9	RC	2.8	0.6	--	2.2	48,800	--
M15	9504	517	16.1	RC	6.0	1.8	--	4.2	93,164	--
<hr/>										
TOTAL	N/A	N/A	N/A	N/A	N/A	586	120	341	9,790,799	97

TABLE 3: SUMMARY TABLE - RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL LAND OUTSIDE OF URBAN AREAS

Location: Curry County

	Total Residential Acres	Vacant Residential Acres	Census Block Res. Units (Existing)	Potential Buildable Units	Maximum Allowed Units	Total Commercial Acres	Vacant Commercial Acres	Leasable Commercial Square Feet	Total Industrial Acres	Vacant Industrial Acres
TOTAL	9,016	1,707	4,038	443	4,442	927	586	9,790,799	218	120

APPENDIX D
BEAR CAMP PETITION

I SUPPORT THE EAST - BEAR CAMP WEST ROAD PROJECT OPEN ALL YEAR

TO GET GRANTS TO CARRY OUT OUR PLAN WE NEED
SUPPORT OF THIS PROPOSED PROJECT. THANK YOU

NAME	CITY	PHONE	ZIP CODE
Pete Chenovert	Gold Beach	247-6422	97444
RICHARD A. GUTHRIE	BROOKINGS	469-3061	97415
Edna Hickey	GB	247-9253	97444
Edna Hickey	GB	247-9253	97444
Jim Koler			97444
James L. Chenovert	S.R.	247-7181	97444
Fred Bauer	GB	247-6490	97444
Jan Melde	GB	247-8910	97444
Edna Hickey	GB	4130	97444
Mark MacHanson			
E. Ann Chapman	GB	2103	97444
Walt Schroeder	GB	247-7660	97444
Bl	R.O.		
James Dean	GB	247-0264	97444
Patricia J. Dean	"	"	"
Virginia Crosby	"	247-3478	97444
Edna Hickey	"	247-8203	97444
James Schmitt	"	247-9519	97444
James Schmitt		Saw	
Brigsteven	GB	247-0619	97444
Stanley Hordrum	GB	247-7886	97444
James Hordrum	GB	247-6523	97444
James Hordrum	GB	247-2016	97444
Frank Hordrum	GB	247-2016	97444
Patricia Hordrum	GB	247-7084	97444
Frank Hordrum	GB	247-76785	97444

I SUPPORT THE EAST - BEAR CAMP WEST ROAD PROJECT OPEN ALL YEAR

TO GET GRANTS TO CARRY OUT OUR PLAN WE NEED
SUPPORT OF THIS PROPOSED PROJECT. THANK YOU

NAME	CITY	PHONE	ZIP CODE
Gordy Goble	GB	247-6471	97444
Russell H. H. A.	GB	247-7611	97444
Lois / Michelle	GB	247 0520	97444
C. Clark	GB	247-6601	97444
Heather Briggs	GB	247-2218	97444
Shana Westbrook	GB	247-6955	97444
Mika Miller	BR	464-8999	97415
Elissa Pounce	BR	464-8999	97415
Charles Thornton	Powers	439-4525	97466
Char Colkitt	Union, OR	562-6222	97883
Bey Hendrix	GB	247-7198	97444
Gary Doran	Port Orchard	332-6161	97465
Dellie D.	Gold Beach		97441
Dallas Johnson	GB	CAVE Junction	97444
Gina Strasser	GB		97444
Shera Parke	GB	247-6239	97444
Jay Anthony	GB	247-6994	97444
Chris Thelin	GB	247-2116	97444
Holly Witt	P. Orders	332-320	97465
Randy Waters	Gold Beach	247-7880	97444
BARBARA JORGIE	GB	247-7880	97444
Hughes, L. H.	Harbor	464 9151	97415
Phil Watson	GB	247-6255	97444
W. R. W. W.	GB	247-6255	97444
Shannon Clark	GB	247-4182	97444

Bear Camp
= Open Year Round

<u>NAME</u>	<u>CITY</u>	<u>PHONE</u>	<u>ZIP CODE</u>
Joan Cooper.	GB	247-7161	97444
Lam Wai-Lit	G.B.	247-6676	97444
Dawn Bader	Reno.NV	702-626-5169	89436
Dennis Anderson	G.B.	247-6290	97444
Bob Simons	A.B.	247-6854	"
Karen Ramore	GB	247-2072	97444
Tahn Bryson	GB	247-2303	"
Clad Bryson	GB	2303	

APPENDIX E

MEMORANDUM OF UNDERSTANDING

MEMORANDUM OF UNDERSTANDING (MOU)
between
CITY OF GOLD BEACH COMMISSIONERS, CURRY COUNTY, OREGON
(hereinafter called "the City")
and the
U.S.D.A. FOREST SERVICE, SISKIYOU NATIONAL FOREST
(hereinafter called "the Forest")

SECTION I. STATEMENT OF PURPOSE

The purpose of this Memorandum of Understanding (MOU) is to establish government-to-government communications and productive planning relationships between the City and the Forest. This MOU addresses how and when each agency participates in Forest and City planning processes. Successful implementation of this MOU will promote positive intergovernmental relationships.

SECTION II. BACKGROUND

A. WHEREAS, it is recognized that the Forest Service manages the National Forest in accordance with the Organic Administration Act of 1897, The Multiple Use Sustained Yield Act, and the Forest and Rangeland Renewable Resources Planning Act as amended by the National Forest Management Act (NFMA), and other acts. It makes planning decisions in accordance with the procedures established by the National Environmental Policy Act (NEPA), and;

B. WHEREAS, these Acts require management of National Forest System lands to provide renewable resources (outdoor recreation, range, timber, watershed, wildlife, and fish) on a sustained basis to ensure a continued supply of goods and services to the American people in perpetuity, and;

C. WHEREAS, the City and Forest policies seek to fully consider the impacts of proposed actions on the physical, biological, social and economic aspects of the human environment, including impacts at the local level, to involve each other in planning and monitoring of ultimate decisions made, to give early notice of upcoming proposals to interested and affected persons, and to give timely notice to each other regarding environmental planning documents, and;

D. WHEREAS, the Forest and the City desire to enter into this MOU and have the authority, through the Forest Supervisor and the City Commission, to do so, and;

E. WHEREAS, it is mutually recognized that:

1. This MOU shall not be construed to affect the jurisdiction of Federal, State, City or other local governmental agencies which exists as a matter of law, and;
2. The Forest encompasses several administrative units in the City known as Ranger Districts, and;
3. The City and Forest desire that their planning and enforcement activities appropriately consider the impacts of various decisions on the economic and social stability and culture of the City and its residents during planning.

F. WHEREAS, there are City and Forest planning activities which require different levels of documentation prior to decision making and implementation, and;

G. WHEREAS, for the Forest, these planning levels are mandated or recommended by various Federal laws, regulations and guidelines including, but not limited to, the NEPA, the NFMA, and Forest Service policies, procedures and regulations.

H. WHEREAS, the City has planning activities mandated by State and local laws, and;

I. WHEREAS, it is understood that the Forest has responsibility and authority for decisions on matters within its jurisdiction, and;

J. WHEREAS, it is understood that the City has responsibility and authority for decisions on matters within its jurisdictions.

SECTION III. STATEMENT OF JOINT OBJECTIVES

A. WHEREAS, both agencies desire to develop processes and procedures to ensure that the City and the Forest are able to efficiently and effectively meet their responsibilities as public entities, and;

B. WHEREAS, both agencies desire to openly communicate and provide a conduit for free exchange of information on common issues and problems, and;

C. WHEREAS, both agencies desire to provide a framework to fully consider the social, economic, environmental, and cultural impacts of public land and resource management decisions as part of the overall planning and decision making processes, and;

D. WHEREAS, both agencies desire to work cooperatively on monitoring Forest Plan implementation, and;

E. WHEREAS, both agencies desire periodic review of this MOU for evaluating its effectiveness, and;

F. WHEREAS, both agencies desire a conflict resolution process, and;

G. WHEREAS, both agencies desire to provide conflict resolution processes at the lowest administrative level without resort to judicial review.

NOW, THEREFORE BE IT UNDERSTOOD THAT the parties shall work in good faith to implement the following:

SECTION IV. PROJECT LEVEL PLANNING UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT

A. Initiate Planning

1. The processes set forth in this MOU are intended to portray the most complex, interactive analysis which the agencies may be required to undertake in complying with their respective responsibilities. Many actions proposed by the Forest, either initiated by the Forest or from an applicant, including the City, may be processed and final disposition made using fewer procedural steps than this process provides.
2. The Forest Responsible Official ensures compliance with all matters pertaining to the NEPA and consistency with the Forest Plan pursuant to the NFMA and all other federal laws.

B. Schedule of Proposed Actions

1. The Forest will mail the quarterly Environmental Analysis Schedule of Proposed Actions (SOPA) to the Chair of the City Commission. This calendar provides the status of all ongoing and proposed environmental analyses on the Forest.
2. The City will monitor the schedule and be prepared to act promptly upon receipt of Scoping letters or other documents from the Forest requesting City actions or comments.

C. Scoping

1. The Forest shall notify the City at the earliest possible time of environmental analyses affecting the City. Notification shall occur through the Schedule of Proposed Actions and through scoping documents related to individual analyses. For analyses documented in Environmental Assessments (EAs) and Environmental Impact Statements (EISs), the Forest shall mail the scoping document to the Chair of the City Commission. The scoping document will normally include a description of the proposed action, a statement of purpose and need, and decisions to be made. When appropriate, the scoping document may include preliminary issues, possible alternatives, and the status of the City as a cooperating agency or joint leader in the analysis. For analyses documented as Categorical Exclusions, the Forest shall scope with the City in a manner commensurate with the requirements of individual analyses.
2. The City will evaluate the scoping document and refer it to the appropriate advisory committee(s) for prompt consideration and action. The City will, within the response time specified in the scoping document, either provide written comments on the proposal or inform the Forest in writing of one of the following:

a. The City has no outstanding concerns with a special interest in the proposal and does not intend to comment further. The City may request to receive the Decision Memo (DM), EA or EIS even though they have expressed that they have no outstanding concerns. This request must be made in writing. It is understood that the City's non-response to the scoping report as well as lack of any other expression of interest constitutes tacit notification that it has no concern over the project. These actions or lack of action may cause the City to lose standing to appeal the decision under the Forest Service appeal regulation (36 CFR 215.15(a)(5)).

b. If the City desires additional information it may request the Forest to meet with the advisory committee(s) and other City staff. This meeting shall be a public meeting conducted in accordance with Federal, State, and local law. Issues, alternatives and/or mitigation measures may be presented to the Forest by the City at this time.

c. The City is interested in participating in the project. The response will include suggested issues, alternatives and/or mitigation measures and its desired role and participation activities.

3. In response to the scoping document, the City will make a good faith effort to raise any and all issues it deems important in as specific a manner as possible. The City shall describe applicable State and local laws and local plans and policies which may apply to the proposal or have an effect on the decision.

4. The Forest or the City may request a meeting to clarify individual project goals and objectives and/or pertinent issues. The City will, to the greatest extent possible, organize and conduct these meetings to keep the subject focused on the specific issues and project. The City will cooperate with the Forest on scheduling these meetings and providing adequate notice in compliance with State law. Both agencies may request persons with special expertise to attend such meetings to present and discuss information.

5. The City Commission will provide the City's issues and concerns to the Forest Responsible Official in writing within the specified time periods. The City may also recommend appropriate mitigation measures and alternatives pertinent to their issue(s) at this time.

6. Both agencies are responsible to ensure that all available information pertinent to the City's issues is specific and accurate.

7. The Forest shall consider in their analyses issues resulting from the proposed action which affect City plans and policies. These issues will be evaluated with respect to their significance as described by the Council on Environmental Quality Regulations and shall be discussed in a manner commensurate with their significance in the EA or EIS.

D. Notification and Comment Procedures

1. At this point in the process, procedures identified in the Forest Service appeals regulations for comment and decision notification (36 CFR 215) will apply.

2. The Forest Responsible Official shall mail a copy of any EA, EIS and notices of availability to the City for any projects for which it has indicated an interest.

3. The Forest Responsible Official shall mail written notice of decisions to the City on all actions for which it has indicated an interest.

SECTION V. JOINT AND COOPERATIVE PLANNING

A. Joint Planning

1. The Forest Responsible Official and the City shall agree when joint planning is appropriate and how such planning shall be conducted.
2. Joint planning may be used for:
 - a. Activities for which the City has subject matter jurisdiction (40 CFR 1506.2(b)), or;
 - b. Activities for which the City has environmental planning requirements comparable to NEPA (40 CFR 1506.2(c)).
3. When the City requests to conduct joint planning (40 CFR 1506.2), it shall demonstrate that joint planning is required or appropriate. A critical element for determining when joint planning is warranted is whether a decision or independent approval is required by both agencies.
4. The demonstration justifying joint planning must clearly show that:
 - a. The City has undisputed authority to make a decision directly related to the proposed action in accordance with 40 CFR 1506.2(b), or;
 - b. There is statutory authority both for the City's decision making responsibility and for the joint planning activity requested. The City must cite the specific laws and regulations which provide the basis for the request.
5. If the requirement for joint planning is in dispute, the City and the Forest Responsible Official will use the process outlined in Section X. CONFLICT RESOLUTION.

B. Cooperating Agency Status

1. The Forest Responsible Official shall have the authority to grant cooperating agency status (40 CFR 1508.5). The City has the same authority for initiating cooperative planning with the Forest for City decisions under appropriate provisions of its local ordinances or regulations.
2. Cooperating agency status is appropriate when it would serve to assist both agencies in complying with their respective authorities and planning needs (40 CFR 1508.5 and 40 CFR 1501-6).
3. The Forest Responsible Official may ask an agency with expertise regarding specific issues pertinent to the analysis to be a cooperating agency at any time when it will facilitate the analysis (40 CFR 1508.5 and 40 CFR 1501.6).

C. Procedures Common to both Joint Planning and Cooperating Agency Status

1. The agencies will use the procedures outlined in Section IV. - PROJECT LEVEL PLANNING UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT, and other applicable federal laws, to initiate and conduct joint planning or cooperative planning.
2. Any request from either agency requesting joint planning or cooperating agency status shall be made in writing to the Forest Responsible Official or Chair of the City Commission as applicable. Each agency shall respond in writing in a timely manner to such a request given the scheduling needs of the requesting agency.
3. It is recommended that when the agencies are entering into a formal relationship (joint planning or cooperating agency status), a supplemental MOU should be executed which identifies the respective roles and responsibilities of each party as regards that specific project planning process.

SECTION VI. FOREST PLAN IMPLEMENTATION

A. The Region 6 Forest Plan Implementation Strategy (Steps of the Journey) is a Forest Service planning process that may occur between Forest Plan decisions and project level decisions. Its purpose is to identify a desired condition for a defined area on the Forest. This process does not involve NEPA decisions. The process serves as a source of proposals. It is not a prerequisite for either Forest-level planning (NFMA) or project-level planning (NEPA). "Steps of the Journey" is available at Siskiyou National Forest Service Offices and the Office of the Curry County Commission.

B. Participation by the public, State and local government, and Indian tribes helps in defining the area to be analyzed, compiling pertinent data for the existing conditions, developing the desired conditions for the area, and identifying possible management practices.

C. There are three basic "products" developed for each ecosystem management unit as a result of this process:

1. Description of historical conditions.
2. Description of existing conditions.
3. Description of desired conditions.
4. List of possible management practices.

D. The Forest will give notice to the City and provide the appropriate opportunities for full participation by the City in development of the four products of implementation planning listed above (Section VI.C.).

E. The City will participate as it determines appropriate. City participation in this process does not affect in any way City participation in either Forest-level planning (NFMA) or project-level planning (NEPA).

SECTION VII. FOREST LEVEL PLANNING UNDER THE NATIONAL FOREST MANAGEMENT ACT (NFMA)

A. The Forest is committed to implementing the requirements for coordination with the City according to 36 CFR 219.7 at the time that the revision for the Siskiyou National Forest Land Management Plan (hereinafter known as the "Plan") or significant amendments to the current Plan are initiated.

B. The Regional Forester is the Responsible Line Officer for revisions of or significant amendments to the Plan (36 CFR 219-10). However, all procedural requirements of 36 CFR 219 will be performed by the Forest Supervisor (36 CFR 219.10).

C. According to 36 CFR 219.7(a-e) the Forest Supervisor shall:

1. (a) Mail notice of the preparation of the Plan to the Chair of the City Commission at the same time the Notice of Intent is published in the Federal Register, along with a general schedule of anticipated planning activities;
2. (b) Cooperate with the City to review the Curry County Land Use Plan to determine the City's planning objectives, to assess the interrelationship of the Forest Plan and the Curry County Plan, and other pertinent Federal, State and local land use plans, and to consider means for resolving any conflicts identified. The Results of this review will be displayed in the EIS;
3. (c) In addition to the Forest Plan scoping for the Environmental Impact Statement (EIS), at a minimum meet with the City three (3) times: 1) at the beginning of the forest planning process to develop procedures for coordination; 2) to validate issues which the City has identified; and 3) prior to recommending the preferred alternative in the draft EIS;
4. (d) Seek input from the City to help resolve issues and identify areas where additional research is needed;
5. (e) Cooperate with the City to conduct appropriate monitoring and evaluation of Forest activities undertaken in implementing the Plan. This monitoring shall include evaluation of the effects on land, resources, and communities adjacent to or near the Forest and nearby lands under City jurisdiction.

D. In addition to 36 CFR 219.7:

1. The City and Forest may solicit public input for the Plan either individually or jointly using methods including, but not limited to, holding public hearings or meetings, public service announcements, open houses, etc.
2. The City shall coordinate with the Forest, utilizing any available resources, including universities, to develop meaningful and useful social, economic and cultural data and information which the Forest will consider in evaluating the impact that Plan revision and significant amendments thereto would have on those resources.

3. The Forest shall monitor its Plan implementation to predict possible social, economic and cultural impacts which may occur as a result of its decisions or pending decisions and inform the City in as timely a manner as possible.
4. Based on the results of monitoring, the City may request that the Plan be revised or significantly amended. The Forest Supervisor has authority to determine if the Plan will be significantly amended or revised (36 CFR 219.10(f)).

SECTION VIII. FOREST INVOLVEMENT IN CITY PLANNING

A. It is recognized that the Forest administers 48 percent of the land base of the City, and that Forest employees are members of the community and contribute greatly to the economic stability of the City. As such, the Forest and the City are interdependent both economically and socially. Therefore, both agencies desire that the Forest participate, to the extent appropriate, in City planning processes.

B. The City will give timely written notice of proposed ordinances, policies and procedures to be considered by the City which may be of interest to the Forest. At a minimum, the City will mail or fax the agenda of any City meetings to the appropriate Responsible Official(s). The City shall also provide earlier notice, either by telephone or in writing, of any such activities for Forest notification and for possible Forest involvement.

C. At the request of the City or its advisory committee(s), the Forest will provide information and participate in the City's planning process to the fullest extent practicable.

D. The City will provide to each District Ranger and the Forest Supervisor, copies of any City ordinances, policies or procedures or activities that might be pertinent to the Forest at the time they are approved by the Commission.

SECTION IX. MISCELLANEOUS

A. If either agency learns of proposals which may have an impact on the other, it shall inform the other in a timely manner.

B. In the case of an action with a short deadline for decision making for which these procedures cannot be followed, one party will contact the other promptly.

C. The Forest and the City shall meet in October and March of each year to exchange information, including as appropriate, projected annual receipts that the City will receive from the Forest Service, budget overviews, noxious weed control, new management practices, Forest Service employment trends, and upcoming projects that either the City or the Forest are contemplating that may be of interest to both parties. Additional meetings may be scheduled as necessary.

D. *For improvement or maintenance of transportation facilities in Curry County, the Forest and the City shall cooperate in accordance with the Curry County Transportation System Maintenance Plan, attached to this MOU as Exhibit A and by this reference made a part hereof.*

SECTION X. CONFLICT RESOLUTION

In the event of disagreement over the implementation or interpretation of this MOU, either agency may request a meeting between the District Rangers within the City and City officials to attempt to resolve the dispute. Both agencies shall have the opportunity to present their concerns and will strive to reach a consensus.

SECTION XI. GENERAL PROVISIONS

A. This agreement is subject to being terminated by either party upon sixty (60) days written notification of such intent. This notification must be made by registered mail, return receipt requested, to the Forest Supervisor or the Chair of the City Commission as appropriate.

B. Each agency will provide a list of points of contact for their organization within 15 days of execution of this MOU and within 15 days of a change in points of contact.

C. No member or Delegate to Congress or local official shall be admitted to any share or part of this MOU, or any benefit that may arise therefrom; but this provision shall not be construed to extend to the MOU if made for a corporation or its general benefit.

D. Supplements or amendments to this MOU may be proposed by either party and shall become effective upon approval by both parties.

E. In implementing this MOU, there shall be no discrimination against any person because of race, religion, color, sex or national origin.

F. Nothing in this MOU shall be construed as obligating the parties in the expenditures of funds or for the future payment of money in excess of appropriation authorized by law.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum as of the date below.

Forest Supervisor	Date	Chairman	Date
Siskiyou National Forest		Curry County Commission	

Commissioner Date
Curry County Commission

Commissioner Date
Curry County Commission

ATTEST:

City Clerk