

South Coast Slide Study Online Open House - July 26 to September 12, 2022

Summary

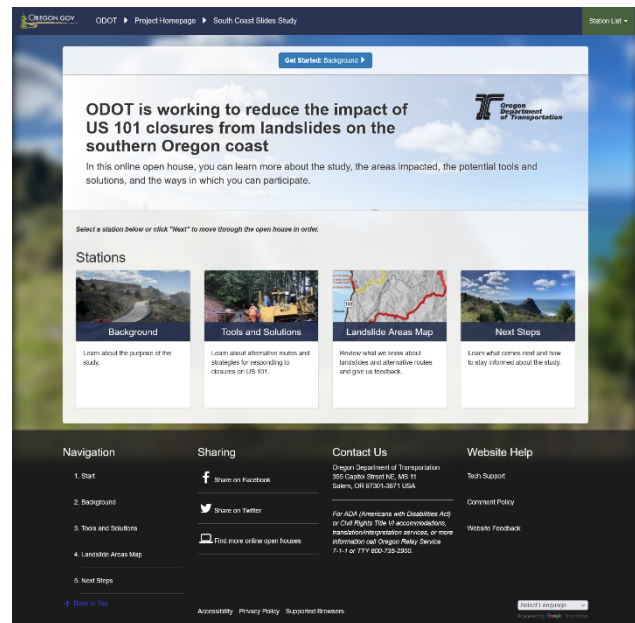
Purpose of Online Open House

The purpose of the online open house was to better understand the unique issues and concerns of stakeholders who live and work in the study area, while gathering feedback on what has worked well to mitigate the traffic impacts during previous landslide events on US 101.

Open House Format

The online open house was broken up into four stations:

- **Background** – The purpose, goals, and key tasks of the study.
- **Tools and Solutions** – Details about the means and methods by which landslides and related travel impacts could be mitigated and reduced.
- **Landslide Area Map** – A map that displayed information about landslides and evaluated detour routes in the project area. This page included the questions which are summarized below.
- **Next Steps** – Schedule and contact information for the project team.



The online open house could be accessed at <https://odotopenhouse.org/south-coast-slides-study>. The survey portion of the open house was available from July 26 to September 12, 2022. A total of 299 people visited the site and 11 people participated in the survey.

Notification and Related Outreach

- **May 13, 2022.** Presented to South West Area Commission on Transportation (SWACT).
- **May/June 2022.** JLA conducted direct outreach to stakeholders representing the cities of Port Orford, Gold Beach and Brookings, Curry County, and the freight industry to set up a series of sounding board meetings.
- **July 26, 2022.** Virtual Open House launched.
 - Open house link posted to the project website.
 - News release sent to Port Orford and Gold Beach weeklies, South Coast distribution list, SWACT, and posted to ODOT social media feeds.
 - Link sent to 10 sounding board representatives.
- **August 1, 2022.** KCBY/KMTR news story aired and published with link to Open House.
- **September 12, 2022.** Online survey closed.

Survey Findings

The 11 survey participants stated that they have experience in the project area during landslides. Key concerns included:

- Existing detours are insufficient and need to be modified or have operational changes to be safe and useful.
- The lack of alternatives during landslides cuts people off from vital services and access, including medical services.
- Carpenterville Highway is often not a viable alternative for normal traffic during a slide.

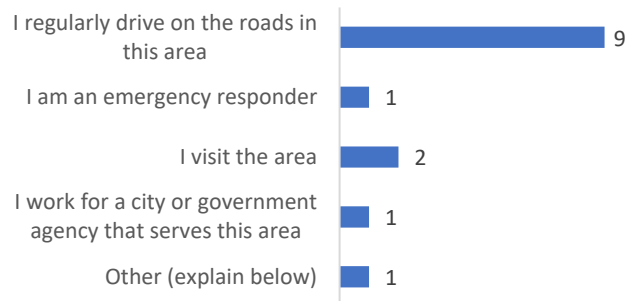
The full text of any open-ended questions can be found in the **Appendix** at the end of this document.

Response by Question

What is your relationship to the study area? (Choose all that apply.)

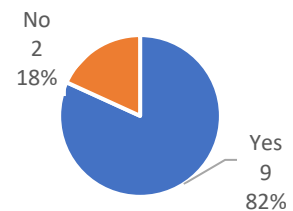
Most participants said they regularly drive on the roads in the area.

The participant who selected "Other" noted that they work in the area.



Have you experienced or been impacted by landslides or closures on US 101 in this area? (Choose one.)

Most respondents said that they have been impacted by landslides and closures in the area.



Which landslide locations have impacted your travel? (Choose all that apply.)

Most respondents were impacted by the "Hooskanaden" (9) and "Humbug Mountain" (8) slides.



While closures impacted US 101 and Carpenterville Highway, and detours were in place, what worked well?

Six participants responded. The most common comments included:

- Detours.
- Pilot cars and traffic controllers worked on Carpenterville Road.

What didn't work well? Where did you encounter problems?

Seven participants responded. The most common comments included:

- Carpenterville Road is difficult to traverse in a normal vehicle due to road conditions. (3)
- Carpenterville Road is difficult to traverse due to traffic and larger vehicles. (3)
- Significant issues with detours and capacity of existing option. (2)

What were the main travel and transportation impacts to communities in this area during closures? How were you able to address those impacts when they occurred?

Seven participants responded. The most common comments included:

- Increased travel time and delays. (4)
- More difficult to reach medical appointments and emergency services. (2)

Are there any other unique transportation needs or considerations that we should be aware of as we develop this study?

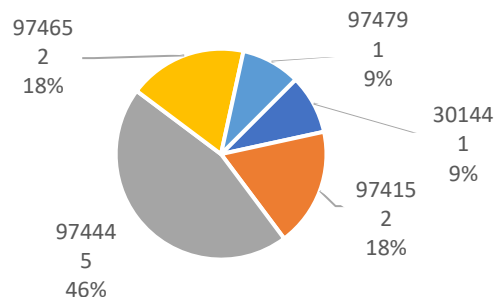
Four participants responded. The most common comments included:

- Development of an aviation support strategy to connect the coastline.
- Consider installing a more long-term solution, similar to the Sea Cliff Bridge in Australia.
- Limit individual cars when detours are so narrow and dangerous. Limit large lumber trucks to nighttime only.
- Bikes and pedestrians on roadway are an issue.

Tell us about you...

What is your ZIP Code?

Most respondents were from 97444 (Gold Beach), Port Orford (97465), and 97415 (Brookings).



Appendix – Full Open-Ended Comments

While roads were closed, and detours were in place, what worked well? (Explain below.)

- Just getting to Brookings
- I was able to work from home during the Humbug Slide.
- There were really no options other than Carpenterville Rd when 101 was closed.
- Detours simply are not capable of safely handling the bottleneck of traffic these slides produce - especially in the summer. Emergency response was all but impossible in some cases since with responses taking over two hours using a detour.
- Our fixed route runs on regular schedules Monday-Friday. Pilot cars and traffic controllers worked on Carpenterville.
- Detours

What didn't work well? Where did you encounter problems? (Explain below.)

- I have a low-ground-clearance vehicle, and the Carpenterville road bypass was hard on my car
- The time it took to get open
- Carpenterville detour narrow, sometimes snow and hail at the top. Scary to drive in the dark, and toward the end meeting double load rock trucks. Added to an already long commute (PO to Brookings).
- Carpenterville Rd is a bad option on a good day but when traffic is detoured from 101 it is downright frightening. Between semi-trucks, rv's, and people who are nervous driving that road, it is not a good experience.
- Traffic congestion (assuming there is flow at all) precludes emergency response. Hooskanaden was the worst due to the condition of Carpenterville. Our services became isolated which required additional staffing to avoid getting stuck in the traffic jam.
- Allowing two-way unregulated, un-timed traffic on Carpenterville - large delivery trucks and lumber trunks made it nearly impossible to pass on narrow 2-lane highways - and they never gave right of way.
- Sharp turns

What were the main travel and transportation impacts to communities in this area during closures? How were you able to address those impacts when they occurred? (Explain below.)

- Longer drives
- Accessing Port Orford from the north.
- Fortunately, living in Gold Beach, north and south options have not been closed at the same time. However, for those with medical appointments in the Rogue Valley, and there are many, it means postponing or cancelling an appointment that the patient had waited months for.
- We were able to call in additional staffing to handle the segregation but some agencies relied on emergency responders commuting through the areas.
- Complete closure of 101 and inability to travel from Brookings north impacted hundreds of people. When Carpenterville opened, lots of delays and heavy traffic caused inability to keep to schedule and increased our telephone traffic ten-fold with people wondering where the bus was.

- Delays, more time and alternate choices
- Delays due to partial closures or one way traffic are a fact of living in this area. It is tolerable if the work is being done to repair once the slide happens. Hiring an outside contractor that does not get started quickly is very frustrating as we wait as 'nothing happens'.

Are there any other unique transportation needs or considerations that we should be aware of as we develop this study? (Explain below.)

- I am a commercial helicopter pilot and do not understand why the state has not developed a comprehensive aviation support strategy for dealing with the risks associated with the Pacific Coast Highway. Helicopters are expensive, but they are also the only way to connect the entire coastline in an emergency when road systems are compromised. I was the cofounder of a public/private philanthropic helicopter rescue program that serves all of Montana and Idaho. I was the executive director for five years before moving to Oregon. That program performs hoist rescues and emergency response through the Flathead County Sheriff's Office using no government money and was funded to perpetuity with an endowment. This was only possible because it was supported at all levels of state government all the way to Washington DC. I don't have the same connections in Oregon (I moved here when I retired and am now the chief of police in Gold Beach) but I do know others certainly do. State resources are quickly activated and are more dynamic in their response unlike National Guard or other federal assets.
- Have you considered installing a more long-term solution that would require more up front investment, but would reduce overall long-term costs of constant maintenance such as the Sea Cliff Bridge in Australia? https://en.wikipedia.org/wiki/Sea_Cliff_Bridge
- Limit individual, one passenger cars when detours are so narrow and dangerous. Limit large lumber trucks to nighttime only.
- Bikes on roadway and pedestrians