



Final Brookings Transportation System Plan

Prepared for
City of Brookings

May 2017

Prepared by
Parametrix

FINAL

Brookings Transportation System Plan

Prepared for

City of Brookings
898 Elk Drive
Brookings, OR 97415

Prepared by

Parametrix
719 2nd Avenue, Suite 200
Seattle, WA 98104
T. 206.394.3700 F. 1.855.542.6353
www.parametrix.com

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PREFACE

The Brookings Transportation System Plan (TSP) was guided by a Project Management Team (PMT), Technical Advisory Committee (TAC), and a Citizen Advisory Committee (CAC). The PMT comprised the City of Brookings staff, Oregon Department of Transportation (ODOT) staff, and Consultant staff. The TAC consisted of key stakeholder agencies, including the City of Brookings, Curry County, and ODOT. The CAC comprised local stakeholder agencies, community leaders, local business owners, and residents.

In addition to the committees, the Brookings City Council and Planning Commission provided guidance and ensured that the needs of the people of Brookings were incorporated into the TSP.

The PMT, TAC, and CAC devoted a substantial amount of time and effort to the development of this TSP, and their participation was instrumental in the development of this document. The Consultant Team and PMT believe that the City of Brookings future transportation system will be better because of their commitment.

Brookings Project Management Team

Donna Colby-Hanks
City of Brookings Planning Manager

Thomas Guevara
ODOT Planning and Finance Section

Hannah Day-Kapell
ALTA Planning + Design Associate

Ryan LeProwse, PE
Parametrix Senior Transportation Engineer

Drusilla van Hengel, PhD
Nelson\Nygaard Consulting Associates Principal

Technical Advisory Committee

Jordan Fanning
City of Brookings

Loree Pryce
City of Brookings

Ron Hedenskog
City of Brookings Mayor

Doug Robbins
Curry County

John McDonald
ODOT

Peter Schuytema
ODOT

Becky Olsen
Member of the Public

Jim Watson
City of Brookings

PREFACE (CONTINUED)

Citizen Advisory Committee

Kathy Bernhardt
Curry Public Transit

Anna Krug
Harris Beach State Park

Jordan Fanning
City of Brookings

Cheryl McMahon
City of Brookings Planning Commissioner

Lee Gavin
South Coast Lumber

Loree Pryce
City of Brookings

Ron Griswald
Member of the Public

Buck Rosendahl
Member of the Public

Ron Hedenskog
City of Brookings Mayor

Peter Schuytema
ODOT

Jane Stebbins
Member of the Public

Parametrix

Ryan LeProwse, PE
Senior Transportation Engineer

Brian Woodburn
Transportation Engineer

Brian Macik
Transportation Planner III

Erinn Ellig
Transportation Planner III

ALTA Planning + Design

Hannah Day-Kapell
Associate

Nelson\Nygaard Consulting Associates

Drusilla van Hengel, PhD
Principal

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A	Final Technical Memorandum #1
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C	Final Technical Memorandum #3
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E	Final Technical Memorandum #5
F	Draft Technical Memorandum #6
G	Prioritized Project List (Draft)
H	Meeting Minutes

ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
ADA	Americans with Disabilities Act
APM	Analysis Procedures Manual
CAC	Citizen Advisory Committee
CIP	Capital Improvement Program
City	City of Brookings
CPTI	Curry County Public Transit, Inc.
DLCD	Department of Land Conservation and Development
FBO	fixed-base operator
FY	Fiscal Year
HCM	Highway Capacity Manual
HSIP	Highway Safety Improvement Program
IOF	Immediate Opportunity Fund
LITL	Low Intensity Taxiway Lighting
LOS	level of service
LTS	Level of Traffic Stress
MEV	million entering vehicle
mph	miles per hour
MUTCD	Manual on Uniform Traffic Control Devices
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORS	Oregon Revised Statutes
PLOS	Pedestrian Level of Service
PMT	Project Management Team
RPZ	Runway Protection Zone
SCA	Special City Allotment
SDCs	Systems Development Charges
SOV	single-occupancy vehicle
SPIS	Statewide Priority Index System
SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program

ACRONYMS AND ABBREVIATIONS (CONTINUED)

SWOCC	Southwestern Oregon Community College
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TGM	Transportation and Growth Management
TIF	Tax Increment Financing
TPAU	Transportation Planning Analysis Unit
TPR	Transportation Planning Rule
TRB	Transportation Research Board
TSP	Transportation System Plan
UGB	Urban Growth Boundary
v/c	volume-to-capacity

1. EXECUTIVE SUMMARY

The executive summary provides an overview of the key elements of the City of Brookings Transportation System Plan (TSP).

1.1 Study Area

Brookings is located on the southern coast of Oregon approximately 5 miles north of the Oregon-California border, on the north side of the Chetco River. The study area includes the city of Brookings and the Harbor unincorporated urban area of Curry County that is within the Urban Growth Boundary. US 101 is the major corridor for the movement of people, goods, and services to and from Brookings, and also serves as the city's "Main Street."

1.2 Land Use

The Brookings Urban Growth Boundary includes both incorporated and unincorporated areas. Land development and the supportive transportation system in the Brookings urban area have been heavily influenced by the location of US 101, which traverses the city from north to south. US 101 provides regional connectivity for Brookings, linking it to other nearby communities and the remainder of the state.

1.3 Functional Classification

Functional classification provides a systematic basis for determining future right-of-way and improvement needs, and can also be used to provide general guidance, as appropriate or desired, for vehicular street design characteristics. The City of Brookings' roadway functional classification system includes three categories of streets: Principal Arterial, Collector, and Local.

1.4 Street Design Standards

Street design standards support the functional and operational needs of streets such as travel volume, capacity, operating speeds, and safety. These standards are also established to accommodate pedestrian and bicycle travel modes. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent property. As the city develops over the next 20 years, priority should be given to creating a multimodal transportation system for all users.

1.5 Operational Performance Standards

State highway mobility targets were developed for the 1999 Oregon Highway Plan (OHP) as a method to gauge reasonable and consistent targets for traffic flow along state highways (ODOT 1999). Revised mobility targets were adopted in December 2011 as part of the OHP Policy 1F Amendments. These mobility targets consider the classification (e.g., freeway, district) and location (rural, urban) of each state highway. State highway mobility targets are based on volume-to-capacity (v/c) ratios and the Oregon Department of Transportation (ODOT) uses them to assess intersection operations. The ODOT-controlled intersections within the study area are located along US 101. **Table 1-1** summarizes the state highway mobility targets for intersections along US 101.

Table 1-1. State Mobility Targets

US 101 Segment	ODOT Classification ¹	Jurisdiction	Existing or Future No Build Mobility Targets ²	Future Build Mobility Standard ³
North of Ransom Street	Statewide Non-Freight Route, UBA, Non-MPO > = 45 mph	ODOT	0.80	0.70
Between north of Ransom Street and north of Pacific Avenue	Statewide Non-Freight Route, UBA, Non-MPO < = 35 mph	ODOT	0.90	0.75
Between north of Pacific Avenue and south of Alder Street	Statewide Non-Freight Route, UBA, STA	ODOT	0.95	0.90
Between south of Alder Street and south of Floral Hill Drive	Statewide Non-Freight Route, UBA, Non-MPO < = 35 mph	ODOT	0.90	0.75
South of Floral Hill Drive	Statewide Non-Freight Route, UBA, Non-MPO > = 45 mph	ODOT	0.80	0.70
All	Stopped Non-State Approach	ODOT	0.95	0.75-0.80

¹ ODOT TransGIS. <https://gis.odot.state.or.us/transgis/>. US 101 is not designated as a freight route, but it is a Reduction Review Route subject to Oregon Revised Statute (ORS) 366.215 regulations.

² ODOT OHP Policy 1F Amendments, December 2011

³ ODOT Highway Design Manual 2012

UBA = Urban Boundary Area; MPO = Metropolitan Planning Organization; mph = miles per hour; STA = Special Transportation Area

Level of service (LOS) is another metric that describes how well an intersection operates, and is commonly used as a standard. Intersections receive an LOS grade from “A” to “F,” where LOS “A” represents the best conditions with minimal delay at the intersection, and LOS “F” represents the worst conditions.

The City of Brookings and Curry County had not adopted LOS or v/c ratio standards for signalized or unsignalized intersections previously, but the City of Brookings 2002 Transportation System Plan (City of Brookings and ODOT 2002), and the Curry County 2005 Transportation System Plan (Curry County and ODOT 2005) identified a goal of LOS C. Therefore, as part of this TSP update, the City of Brookings is adopting LOS C as its standard for signalized or unsignalized intersections.

1.6 Motorized Improvement Plan

This section outlines the City of Brookings’ specific roadway and intersection improvement projects for the next 20 years. A generalized timeline for implementation has been identified for each project. The sequencing plan presented is not detailed to the point of a schedule identifying specific years when infrastructure should be constructed, but rather prioritizes projects to be developed within near-term (0-5 year), medium-term (5-10 year), and longer-term (10-20 year) horizons. In addition, some projects have development-driven timelines, which are not based on citywide needs but specific development needs. **Table 1-2** summarizes the motorized improvement plan.

Table 1-2. Motorized Improvement Plan—Project List

Project	Description	Reason for the Project	Priority (Timeline)	Cost
M-1: US 101 and Lone Ranch Parkway	Install two egress lanes (left-turn and right-turn lane) for Lone Ranch Parkway, install southbound left-turn and northbound right-turn pockets on US 101 for deceleration, and install a southbound acceleration lane on US 101 for Lone Ranch Parkway left-turn traffic. Lone Ranch development is responsible for this project as part of their Master Plan approval.	Improves intersection minor street operations from a v/c ratio of 1.54 to 0.75.	Development-driven	\$1,840,000
M-2: US 101 and Carpenterville Road ¹	Install a two-lane roundabout or a traffic signal. The roundabout would include a mountable (traversable) central island so that trucks maintain the ability to travel through and around the intersection. Lone Ranch development is partially responsible for this project as part of their Master Plan approval. Note: Two options were selected for the project to allow for flexibility based on design and other potential impacts. It will be determined which option is best at the time of project construction.	Either option improves intersection minor street operations and reduces 95th percentile queue lengths.	Low (15-25 Years)	\$1,930,000 ¹
M-3: US 101 and Harris Beach State Park	Motorized Project M-3 has been modified and reclassified as Non-motorized Project N-11.			
M-4: US 101 and Parkview Drive	Install two egress lanes (left-turn and right-turn lane) for Parkview Drive, install southbound left-turn pocket on US 101 for deceleration, and install a southbound acceleration lane on US 101 for Parkview Drive left-turn traffic. Note: The City will continue to look for opportunities to study Parkview Drive and the Brookings County Airport area, including the adjacent Harris Beach State Park property. This area would benefit from special consideration, such as an area plan due to several identified deficiencies, multiple surrounding land uses, and the relatively isolated nature of Parkview Drive, which is connected to Brookings only via US 101.	Improves intersection minor street operations from a v/c ratio of 1.07 to 0.35.	Development-driven	\$2,250,000

Table 1-2. Motorized Improvement Plan—Project List (continued)

Project	Description	Reason for the Project	Priority (Timeline)	Cost
M-5: US 101 and 5th Street ²	Continue to work with ODOT to improve overall safety and operations of the intersection to meet the project need.	Improves safety and operations by reducing pedestrian/truck conflicts, and improves safety for all modes of transportation.	High (0-5 Years)	\$350,000 ²
M-6: Elk Drive and 5th Street	Implement access management at driveways near intersection, construct curb bulbs to minimize crossing distances, and install continental crosswalks.	Improves safety by separating conflict areas to provide drivers adequate reaction time between the intersection and driveways.	Medium (5-15 Years)	\$100,000
M-7: US 101 and Pacific Avenue	Limit Pacific Avenue to right-out only.	Improves intersection minor street operations from a v/c ratio of 0.98 to 0.34.	Medium (5-15 years)	\$50,000
M-8: US 101 and Center Street	Change Center Street on the north side of US 101 to one-way northbound traffic only.	Improves safety and operations by allowing unimpeded travel on Center Street while maintaining business parking on both sides of Center Street.	Medium (5-15 Years)	\$40,000
M-9: US 101 from Willow Street to Alder Street	Motorized Project M-9 has been removed because vehicle safety will be addressed within this roadway segment with Motorized Project M-10.			
M-10: US 101 and Oak Street	Add left-turn lanes on US 101 at the Oak Street intersection.	Improves safety by eliminating need for vehicles to turn left from through lanes, which currently results in rear-end collisions and angled collisions from vehicles making sudden lane changes.	Medium (5-15 Years)	\$1,300,000
M-11: Railroad Street and Oak Street	Realign intersection to make Railroad Street 'T' into Oak Street. Note: At the time of project construction, consideration should be given to the turning radius and design speed to support traffic patterns.	Improves safety by reducing turning radii, which slows traffic, and improving vehicle predictability by narrowing and marking lanes.	Medium (5-15 Years)	\$230,000
M-12: Memory Lane and Tanbark Road	Realign the Tanbark Road approaches at Memory Lane to bring each approach angle closer to 90 degrees.	Improves safety by improving sight distance, reducing vehicle turning speed, improving driver approach angles, and reducing crossing distance.	Medium (5-15 Years)	\$90,000
M-13: Parkview Drive/Airport Road near Brookings County Airport	Rebuild Airport Road as a cut-and-cover tunnel to avoid the Runway Protection Zone (RPZ) of Brookings County Airport.	Provides safe access to the industrial area northeast of Brookings Airport.	Development-driven	\$2,880,000
M-14: US 101 and Hoffeldt Lane	Motorized Project M-14 was developed as part of the US 101 Corridor Plan (ODOT 2016).			

Table 1-2. Motorized Improvement Plan—Project List (continued)

Project	Description	Reason for the Project	Priority (Timeline)	Cost
M-15: US 101 and Zimmerman Lane	Motorized Project M-15 was developed as part of the US 101 Corridor Plan (ODOT 2016).			
M-16: US 101 and Benham Lane	Motorized Project M-16 was developed as part of the US 101 Corridor Plan (ODOT 2016).			

¹A specific improvement has not been selected for this intersection. The cost estimate provided is illustrative of one improvement option (two-lane roundabout), but the final cost could be higher or lower than this estimate depending on the specific improvement chosen by ODOT and the City of Brookings.

²A specific improvement has not been selected for this intersection. The cost estimate provided is illustrative of one improvement option (providing wider truck-turning radius, reconstructing channelization island, and new road markings for bicyclists and pedestrians), but the final cost could be higher or lower than this estimate depending on the specific improvement chosen by ODOT and the City of Brookings.

1.7 Non-motorized Improvement Plan

The non-motorized improvement plan presents those projects focused on facilitating pedestrian and bicycle travel. These projects were prioritized based on their proximity to schools, the underlying roadway’s functional classification, and overall benefit to the transportation network. The projects listed in **Table 1-3** were identified based on the unique transportation system in Brookings that is heavily influenced by the location of US 101, and are intended to be right-sized for the city’s needs and to accommodate the existing financial constraints.

Table 1-3. Non-motorized Improvement Plan—Project List

Project	Description	Reasons for the Project	Priority	Cost
N-1: Easy Street from Pioneer Road to Easy Manor Drive	Install a bike route, install sidewalk infill on north side as needed, and widen street.	Provides enhanced environment for walking, improved visibility for all users, shared lane markings and wayfinding signage, and on-street parking capacity; complements recently completed sidewalks funded by Safe Routes to School (SRTS) program grant.	Medium (5-15 Years)	\$870,000
N-2: Pacific Avenue/Azalea Park Road from Old County Road to US 101	<p>Typical Section (Old County Road to Oak Street) Install conventional and buffered bike lanes on both sides of the street, retain on-street parking on one side of the street, narrow the travel lanes, and add curb extensions.</p> <p>Constrained Section (Oak Street to US 101) Install bike route and sidewalk infill as needed.</p>	<p>Typical Section (Old County Road to Oak Street) Improves bicycle access and connectivity, increases separation between people driving and bicycling in one direction and creates a more comfortable bicycle facility; provides clearance when car doors are opened to minimize accident risks, and reduces vehicular speeds.</p> <p>Constrained Section (Oak Street to US 101) Establishes continuous sidewalks on both sides of the street, provides shared lane markings and wayfinding signage, and improves visibility for all users.</p>	High (0-5 Years)	\$440,000

Table 1-3. Non-motorized Improvement Plan—Project List (continued)

Project	Description	Reasons for the Project	Priority	Cost
N-3: US 101 from Southwestern Oregon Community College to Harris Beach State Park	Prepare trail feasibility study for installing trail on US 101 and to determine US 101 bicycle/pedestrian crossings.	Need to determine feasibility for providing low-stress off-street environment for bicycling and walking, and maintaining separation from fast-moving highway traffic.	Development-Driven	\$80,000
N-4: Ransom Avenue from US 101 to Pioneer Road	Typical Section Install bike boulevard treatments, retain on-street parking, and install sidewalk infill as needed. Constrained Section Install bike boulevard treatments, retain on-street parking on one side, and install sidewalk infill on other side, as needed.	Typical Section Provides enhanced environment for bicycling and walking, improves visibility for all users, and provides lower-stress bike route to schools, swimming pool, tennis courts, and Bud Cross Park. Constrained Section Provides same benefits as typical section plus retains parking on one side of the street.	High (0-5 Years)	\$1,470,000
N-5: US 101 from Arnold Lane to Parkview Drive	North Section (Parkview Drive to Ransom Avenue) Install trail segment on west side of US 101 to Harris Beach Trail and sidewalk on east side of US 101. South Section (Ransom Avenue to Arnold Street) Install sidewalk infill as needed on east side of US 101, and reduce shoulder width.	North Section (Parkview Drive to Ransom Avenue) Connects to existing multi-use path on west side; creates low-stress environment for bicycling and walking; provides dedicated sidewalk facility on east side, which enhances pedestrian access; and improves visibility for all users. South Section (Ransom Avenue to Arnold Street) Provides dedicated sidewalk facility on east side, which enhances pedestrian access, and improves visibility for all users.	High (0-5 Years)	\$1,130,000
N-6: Oak Street from US 101 to Pacific Avenue	Install conventional bike lanes, retain on-street parking on one side, install parking buffer between parking and bike lane, and narrow the travel lanes.	Improves connectivity and rider comfort, retains on-street parking, helps people avoid riding in door zone, and calms traffic.	High (0-5 Years)	\$51,000
N-7: Parkview Drive from US 101 to Welch Court	Install sidewalk infill on east side.	Improves pedestrian access, safety, and visibility for all modes.	Low (15-25 Years)	\$373,000
N-8: US 101 from 5th Street to Bridge Street	US 101—5th Street to Pacific Avenue Retain existing northbound and southbound striped bike lanes. US 101—Pacific Avenue to Oak Street Install signage for southbound bike route onto Railroad Street. Remove parking on northeast side of US 101 and install northbound bike lane.	Improves bicycle access and connectivity on US 101 while maintaining two through travel lanes in each direction on US 101; improves streetscape and bicycle/pedestrian connectivity on Railroad Street (previous streetscape project was planned between Wharf Street and Oak Street), and keeps the low-stress bicycle environment.	High (0-5 Years)	\$4,817,000 to \$6,765,654

Table 1-3. Non-motorized Improvement Plan—Project List (continued)

Project	Description	Reasons for the Project	Priority	Cost
N-8: US 101 from 5th Street to Bridge Street (continued)	<p><u>US 101—Oak Street to Bridge Street</u> Retain existing northbound and southbound striped bike lanes.</p> <p><u>Pacific Avenue—US 101 to Railroad Street</u> Install bike route.</p> <p><u>Railroad Street—Pacific Avenue to Wharf Street</u> Install bike route.</p> <p><u>Railroad Street—Wharf Street to Oak Street</u> Incorporate reconstruction project with sidewalks and bike route signage and shared lane markings.</p> <p><u>Oak Street—Railroad Street to US 101</u> Install bike route with signage and shared lane markings.</p> <p>Note: The City will continue to look for opportunities to conduct a comprehensive study of the downtown core area to address parking, a reduction of travel lanes, and bicycle safety and pedestrian crossings.</p>			
N-9: 5th Street from Jodee Lane to US 101	<p><u>Typical Section</u> Install bike route treatment and retain sidewalks and parking on both sides.</p> <p><u>Constrained Section</u> Install bike route treatment and retain intermittent sidewalks.</p>	<p><u>Typical Section</u> Provides shared lane markings and wayfinding signage and retains on-street parking.</p> <p><u>Constrained Section</u> Provides shared lane markings and wayfinding signage.</p>	Medium (5-15 Years)	\$20,000
N-10: Lower Harbor Road and Oceanview Drive	<p><u>Lower Harbor Road</u> Install conventional bike lanes and sidewalks on both sides, where feasible.</p> <p><u>Oceanview Drive</u> Install conventional bike lanes where right-of-way is available, and bike route where right-of-way is not available.</p> <p><u>Intersection of Lower Harbor Road and Shopping Center Avenue</u> Install pedestrian and bicycle crossing improvements.</p>	Improves connectivity and safety for people bicycling and walking in areas where there is available width for bike lanes; also improves visibility for all road users.	Medium (5-15 Years)	\$1,614,000
N-11 (formerly M-3): US 101 near Ransom Avenue ¹	Continue to work with ODOT to install improved bicycle/pedestrian access across US 101 north of Arnold Street.	Improves safe crossing of US 101 for bicyclists/pedestrians to access the multi-use path on the west side of US 101.	High (0-5 Years)	\$100,000 ¹
Bicycle Parking	Install additional bicycle parking (Details listed below and in Table 6-2).	Encourages more bicycle ridership.	High (0-5 Years)	\$11,000

¹A specific improvement has not been identified for this project. The cost estimate provided is illustrative of one improvement option (providing rectangular rapid flashing beacon, crosswalk, advance pedestrian/bicycle signs, and advance stop bars), but the final cost could be higher or lower than this estimate depending on the specific improvement chosen by ODOT and the City of Brookings.

1.8 Transit Improvement Plan

The transit improvement plan will improve transit conditions with the purchase of new buses through the Statewide Transportation Improvement Program, and construction of bus stops on Railroad Street as part of an urban renewal project. In addition, Curry County Public Transit, Inc. plans to achieve the following targets by June 30, 2019:

- Place shelters and appropriate signage showing current bus stops along US 101 in Brookings.
- Conduct feasibility studies to expand the current Dial-A-Ride and Coastal Express service to include evenings, holidays, and weekends, and expand Dial-A-Ride boundaries.
- Identify and pursue grant funding for special projects, bus rehabilitations, replacements, and other projects.

2. INTRODUCTION

2.1 Overview

The City of Brookings, in conjunction with the Oregon Department of Transportation (ODOT), initiated an update of the City's Transportation System Plan (TSP) in 2013. The TSP guides the management and implementation of the transportation facilities, policies, and programs within the City of Brookings Urban Growth Boundary (UGB) over the next 20 years. This plan is reflective of the community's vision, while remaining consistent with state and local plans and policies. In addition, the plan provides ODOT and Curry County with recommendations that can be incorporated into their respective planning efforts.

The TSP was developed by:

- Reviewing state, regional, and local transportation plans and policies that the Brookings TSP must either comply with or be consistent with;
- Gathering community input through public workshops at key points in the project;
- Working with technical and citizen advisory committees to establish goals and objectives, identify and assess alternatives, and prioritize future needs;
- Using a detailed inventory of existing transportation facilities to serve as a foundation to establish needs in the near term and long term;
- Identifying and evaluating future transportation needs to support the land use vision and economic vitality of the city; and
- Prioritizing improvements and strategies that are reflective of the community's vision and fiscal realities.

In 2002, the City of Brookings adopted their TSP as the Transportation Element of the City's Comprehensive Plan (City of Brookings and ODOT 2002). The 2002 TSP established a plan for transportation facilities and services to meet local, regional, and state needs and provided direction for allocation of resources to various types of transportation projects. The update to the City of Brookings TSP is an important long-range planning tool for Brookings as it prepares for future growth in the community and region. The completion of the updated TSP is timely for several reasons:

- The 2002 TSP provided data for future facilities only through 2017, and most of the recommended street system projects have been completed or are no longer appropriate;
- Several studies and code revisions have occurred that must be incorporated into an updated TSP;
- Large-scale developments have occurred, including the Southwestern Oregon Community College campus, the Curry General Hospital medical facility, and a new Bi-Mart Store;
- Brookings has adopted a Bicycle Master Plan that outpaces the 2002 TSP;
- The City has been awarded a Safe Routes to Schools grant to construct facilities near the elementary school but many segments connecting the school to nearby residential areas are missing;
- A potential expansion of the airport may impact the intersection of Parkview Drive and US 101, which serves as the city's main street;
- US 101 currently lacks bicycle and pedestrian amenities; and
- Railroad Street has the potential to serve as a parallel alternative to US 101, which could relieve congestion and improve safety on the state facility.

The TSP ensures the vision for the transportation system, meets community needs, communicates the City's aspirations, and conforms to state and regional policies. An effective TSP will provide:

- A blueprint for transportation investment;
- A coordination tool with regional agencies and local jurisdictions;
- An important component of prudent and effective land use choices; and
- Answers to existing and future transportation needs related to bicycles, pedestrians, transit, vehicles, freight, and rail.

The Brookings TSP update will meet the state requirements for a TSP and act as a resource for staff, decision makers, and the public. It will identify the preferred multimodal transportation system, consisting of a network of facilities adequate to serve local, regional, and state transportation needs. It is intended to be the principal document for identifying the function, capacity, and location of future facilities, directing resources to transportation projects, and providing the community with the level of investment that will be needed to support anticipated development within the community.

2.2 Regulatory Context

The Oregon Revised Statutes (ORS) require that the TSP be based on the current Comprehensive Plan land uses and that it provide for a transportation system that accommodates the expected growth in population and employment that will result from implementation of the land use plan. Development of this TSP was guided by ORS 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR) (Oregon Administrative Rule 660-012).

The TPR requires that alternative travel modes be given consideration along with the automobile, and that reasonable effort be applied to the development and enhancement of alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities in residential, commercial, and employment/institutional areas. The TPR further requires that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

2.3 Brookings TSP Goals and Objectives

The overarching goal and related objectives provide guidance on the types and priorities of policies, programs, studies, and projects that are included in this TSP, as detailed below.

2.3.1 Goal

To provide a balanced, multimodal, safe, convenient, economical, and efficient transportation system for Brookings.

2.3.2 Objectives

- A. Develop a coordinated transportation system that facilitates the mobility and accessibility of community residents in a safe and efficient manner, and encourages alternatives to and reduced reliance upon the single-occupant automobile.
- B. Promote the development and maintenance of all transportation modes including bikeways, pedestrian ways, and public transportation where appropriate to all planned land uses, while minimizing adverse environmental impacts.
- C. Cooperate with and support regional public transportation planning efforts, including working with public and private agencies to promote the use of vanpools and park-and-ride facilities.
- D. Promote and give high priority to bikeways and pedestrian ways in the downtown area, and in the vicinity of Kalmiopsis Elementary School and parks, including development of a Safe Routes to School Action Plan and the identification of locations where bicycle parking may be needed.
- E. Protect the function of the airport facilities in the city and develop and implement strategies that minimize conflicts with other transportation modes and adjacent land uses.
- F. Coordinate with ODOT and Curry County in the planning and provision of transportation services and in the implementation of the ODOT Statewide Transportation Improvement Program (STIP) and provisions of the Oregon Highway Plan (OHP).
- G. Utilize the TSP for guidance in all land use planning and project development activities.
- H. Develop and regularly update, prioritize, and maintain a Capital Improvements Program that identifies streets, curbs, sidewalks, bikeways, and pedestrian ways that need repair/construction.
- I. Involve the public in the transportation planning process to encourage community support for the TSP.
- J. Identify projects to serve as a parallel alternative to US 101, to improve safety, and to reduce congestion of both streets.
- K. Participate in regional efforts to expand bicycle facilities beyond city limits to attract tourists to the downtown area.
- L. Promote transportation projects that support economic development and local businesses in Brookings.

2.4 Public Involvement

The TSP planning process provided the citizens of Brookings with the opportunity to identify their vision and priorities for the future transportation system within the city. The planning process was guided by a Project Management Team (PMT), Technical Advisory Committee (TAC), and a Citizen Advisory Committee (CAC). The PMT consisted of staff members from the City of Brookings, ODOT, and the Consultant, respectively. The TAC consisted of key stakeholder agencies, including the City of Brookings,

Curry County, and ODOT. The CAC comprised local stakeholder agencies, community leaders, local business owners, and residents.

Members of the PMT, TAC, and CAC reviewed the technical aspects of the TSP. They held over 20 PMT meetings, four TAC meetings, four CAC meetings, and multiple open houses that focused on all aspects of the TSP development, including the evaluation of existing deficiencies and forecast needs; the selection of transportation options; the presentation of the draft TSP and funding plan; and the presentation of recommended ordinance amendments. Title VI and environmental justice populations were considered when developing the community outreach plan.

In addition to the established advisory committees, two community workshops were held at key junctures in the process to gather public input regarding transportation needs and priorities. This input was incorporated in the options analysis and final plan development. Finally, the draft plans were discussed with the Planning Commission and City Council at work sessions and at public hearings. Details of the public involvement process are provided in **Volume 2, Appendix H**.

2.5 Organization of the TSP

The City of Brookings TSP comprises a main document (Volume 1) and one volume of technical appendices (Volume 2).

Volume 1 is the City of Brookings TSP, which is organized into the following chapters:

- Chapter 1 – Executive Summary
- Chapter 2 – Introduction (current section)
- Chapter 3 – Existing Conditions
- Chapter 4 – Future Conditions
- Chapter 5 – Motorized Plan
- Chapter 6 – Non-motorized Improvement Plan
- Chapter 7 – Transit Plan
- Chapter 8 – Plan for Other Modes of Transportation
- Chapter 9 – Funding and Implementation Plan

Volume 2 (under separate cover) contains the technical memoranda prepared during the development of the City of Brookings TSP (**Appendices A through H**), including the detailed data and analysis that informed the TSP.

3. EXISTING CONDITIONS

This chapter provides information on the technical analysis and infrastructure inventory conducted to support the development of the Brookings TSP update. The first part of this chapter (**Section 3.1**) summarizes the existing transportation system within the Brookings UGB, providing information related to the performance of the City's transportation system, the supporting infrastructure, and population and employment. The second part of this chapter (**Section 3.2**) summarizes the existing conditions related to traffic operations.

3.1 Existing Transportation System

This section details the existing land use, population and employment, Title VI and environmental justice populations, and supporting transportation infrastructure. This information was summarized to inform the future identification of TSP alternatives by highlighting system opportunities, gaps, and the relationships that exist among these different transportation elements.

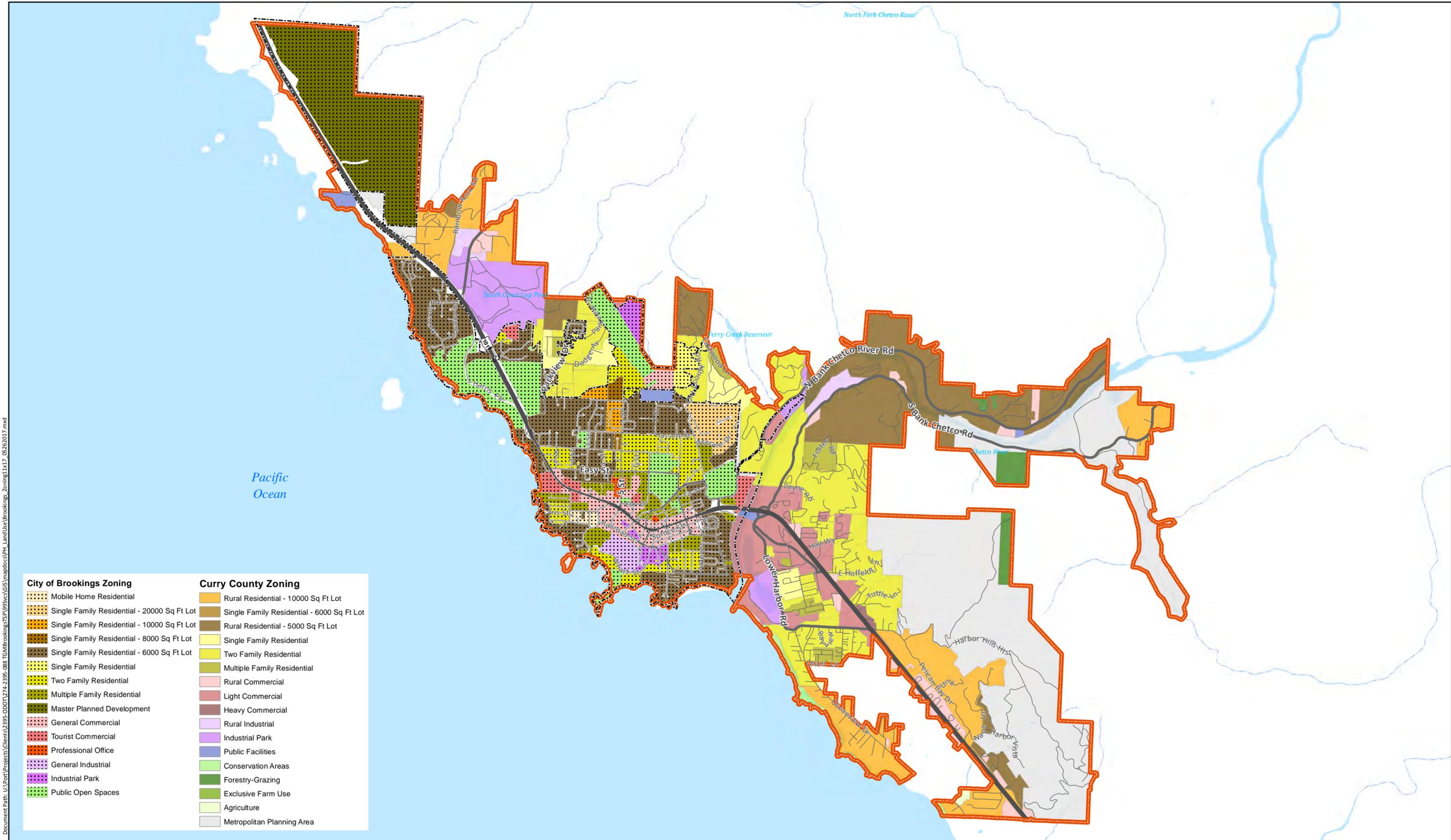
3.1.1 Land Use

The Brookings UGB includes both incorporated and unincorporated areas. Land development and the supportive transportation system in the Brookings urban area have been heavily influenced by the location of US 101, which traverses the city from north to south. US 101 provides regional connectivity for Brookings, linking it to other nearby communities and the remainder of the state.

The City of Brookings is approximately 2,257 acres, and the area within the UGB but outside the city limits is approximately 5,055 acres. The land within the Brookings city limits is subject to Brookings land use ordinances and policies, including the Brookings Comprehensive Plan. The Brookings Comprehensive Plan uses 16 designations for all lands within the city. **Figure 3-1** shows the zoning designations in the city and UGB.

Most of the land within commercial designation is adjacent to US 101 between Easy Street and Alder Street. There are small pockets of commercial land along the Chetco River on N Bank Chetco River Road, south of the Brookings County Airport, and on E Harris Heights Road to the east of US 101. Industrial land is located south of Railroad Street along Wharf Street in the southern portion of Brookings. Industrial land in Brookings is bordered by commercial land to the north and primarily multiple-family (R-3) and two-family (R-2) residential areas to the east and west. A small pocket of industrial park (I-P) land is located to the east of the Brookings County Airport. The majority of residential land in the city is single-family residential on 6,000-square-foot lots. Two-family and multiple-family residential areas border the primary commercial area along US 101. There is a large area of master planned development in the north portion of Brookings along US 101. This area is primarily the Lone Ranch master planned development.

In the UGB outside of the city limits, the majority of land uses are two-family residential (R-2), rural residential (RR-10, RR-5), light commercial (C-1), and industrial (I). The light commercial land uses are primarily located along US 101. The majority of the rural residential land use is located in the northeast and southwest area of the UGB. Two-family residential land uses primarily border the light commercial areas.



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City of Brookings Zoning	Curry County Zoning
Mobile Home Residential	Rural Residential - 10000 Sq Ft Lot
Single Family Residential - 20000 Sq Ft Lot	Single Family Residential - 6000 Sq Ft Lot
Single Family Residential - 10000 Sq Ft Lot	Rural Residential - 5000 Sq Ft Lot
Single Family Residential - 8000 Sq Ft Lot	Single Family Residential
Single Family Residential - 6000 Sq Ft Lot	Two Family Residential
Single Family Residential	Multiple Family Residential
Two Family Residential	Rural Commercial
Multiple Family Residential	Light Commercial
Master Planned Development	Heavy Commercial
General Commercial	Rural Industrial
Tourist Commercial	Industrial Park
Professional Office	Public Facilities
General Industrial	Conservation Areas
Industrial Park	Forestry-Grazing
Public Open Spaces	Exclusive Farm Use
	Agriculture
	Metropolitan Planning Area

Parametrix Source: City of Brookings, Oregon

City Limit	Roadways
City Limit	Functional Classification
Urban Growth Boundary	Principal Arterial
	Collector
	Local Road



FIGURE 3-1
CITY OF BROOKINGS
ZONING DESIGNATIONS
 Transportation System Plan
 Brookings, Oregon

3.1.2 Population and Employment

The population in Brookings grew by 16 percent from 5,447 people in 2000 to 6,336 people in 2010 according to the 2010 US Census Bureau report. The median age in Brookings is 46.9 years. The US Census Bureau 2007 Survey of Business Owners concluded that there were 700 businesses in Brookings in 2007. Approximately 2,843 civilians 16 years or older are employed, which is approximately 45 percent of the total population according to the 2008-2012 American Community Survey (ACS) conducted by the US Census Bureau. Sales and office occupations employ the majority of the working population, followed by service occupations. Approximately 78 percent of workers 16 years and older commute by single-occupancy vehicle (SOV), approximately 9 percent of workers commute by carpool, approximately 8 percent walk to work, and 4 percent work at home (2008-2012 ACS). Only 0.1 percent of workers used public transportation. Most of the employed population, approximately 63 percent, work within Brookings.

3.1.3 Title VI and Environmental Justice Populations

Approximately 8 percent of the Brookings population are minorities and approximately 7 percent of the population is Hispanic or Latino. Environmental justice populations reside throughout Brookings. The area with the highest concentration of minority populations, between 15.1 and 30 percent, is located in the northeast part of the city in an area bounded by the Chetco River in the south and Old County Road in the north between Ferry Creek and Oak Street. This area also has the highest concentration of Hispanic or Latino residents, between 10.1 and 15 percent.

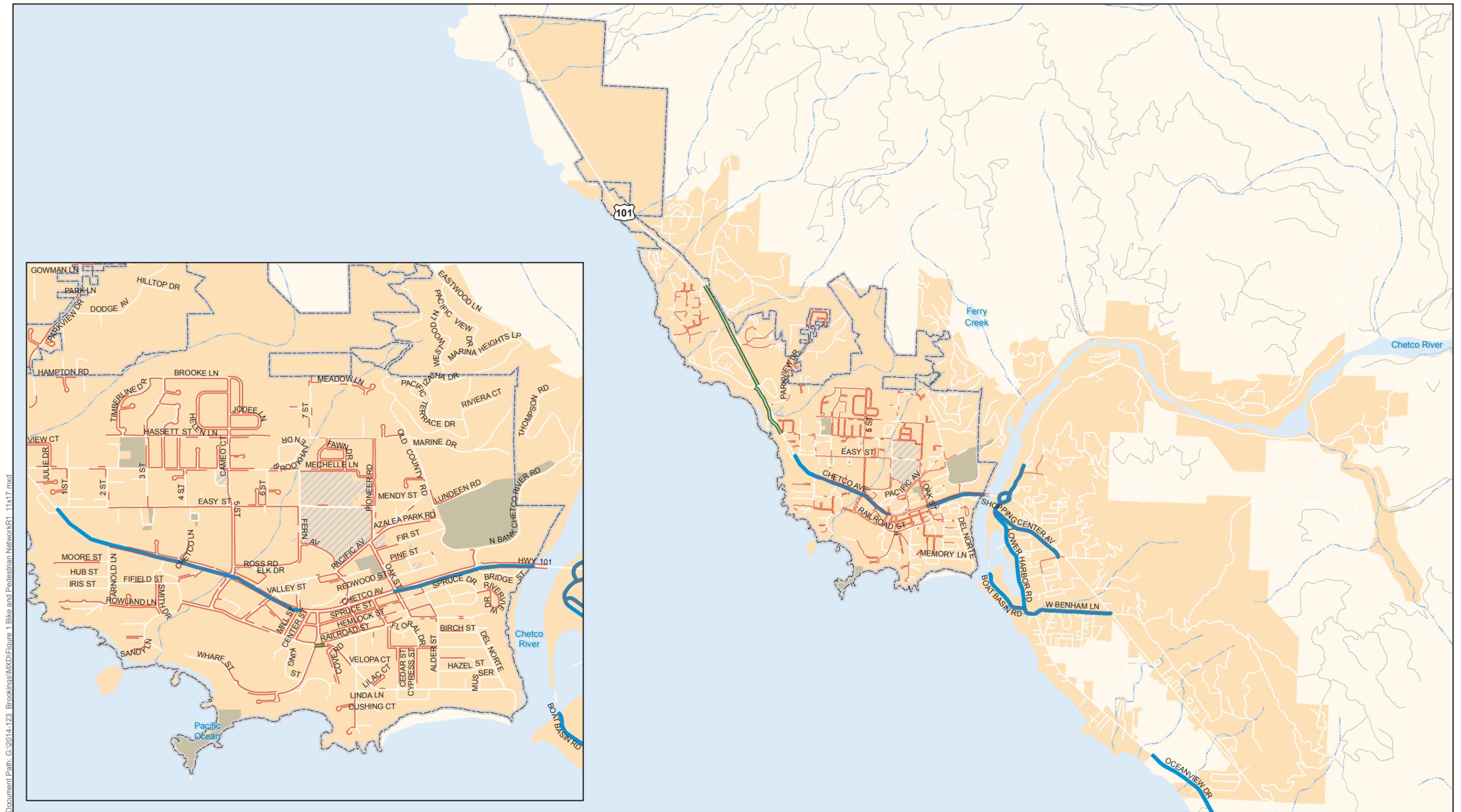
There are 1,533 persons age 65 and older living in Brookings. This is approximately 24 percent of the population. There are several areas within the city with concentrations of persons age 65 or older. Concentrations of this population are located along the coast between W Harris Heights Road to Tanbark Road in Brookings. Another concentrated area of persons 65 and older live on the east side of Chetco River along US 101.

Approximately 8 percent of the population is at or below the poverty level in Brookings. A concentration of the population at or below the poverty level is found on either side of US 101 south of the Chetco River. There is also concentrated low income populations along the Chetco River as it heads northeast in the northeast part of the UGB. For maps showing Title VI and environmental justice population data graphically, please refer to **Volume 2, Appendix B**.

3.1.4 Non-motorized Facilities

The existing non-motorized network is shown in **Figures 3-2** and **3-3**. **Figure 3-2** shows the larger study area while **Figure 3-3** focuses on the city and describes some opportunities and constraints in more detail. Additional details on existing pedestrian and bicycle facilities are summarized in **Volume 2, Appendix B**.

The existing pedestrian network is generally well served by sidewalk facilities and marked crosswalks on the majority of its larger roadways (i.e., principal arterials and major collectors). However, US 101/Chetco Avenue bisects the city north and south, presenting a challenging crossing barrier. In the commercial downtown core, where the speed limit is 25 miles per hour (mph), existing high-visibility continental-style crosswalks aid pedestrian crossings across this busy 4-lane roadway. Other segments of the highway where the speed limit is higher have few or no marked crossings available.



Parametrix and Alta Planning + Design

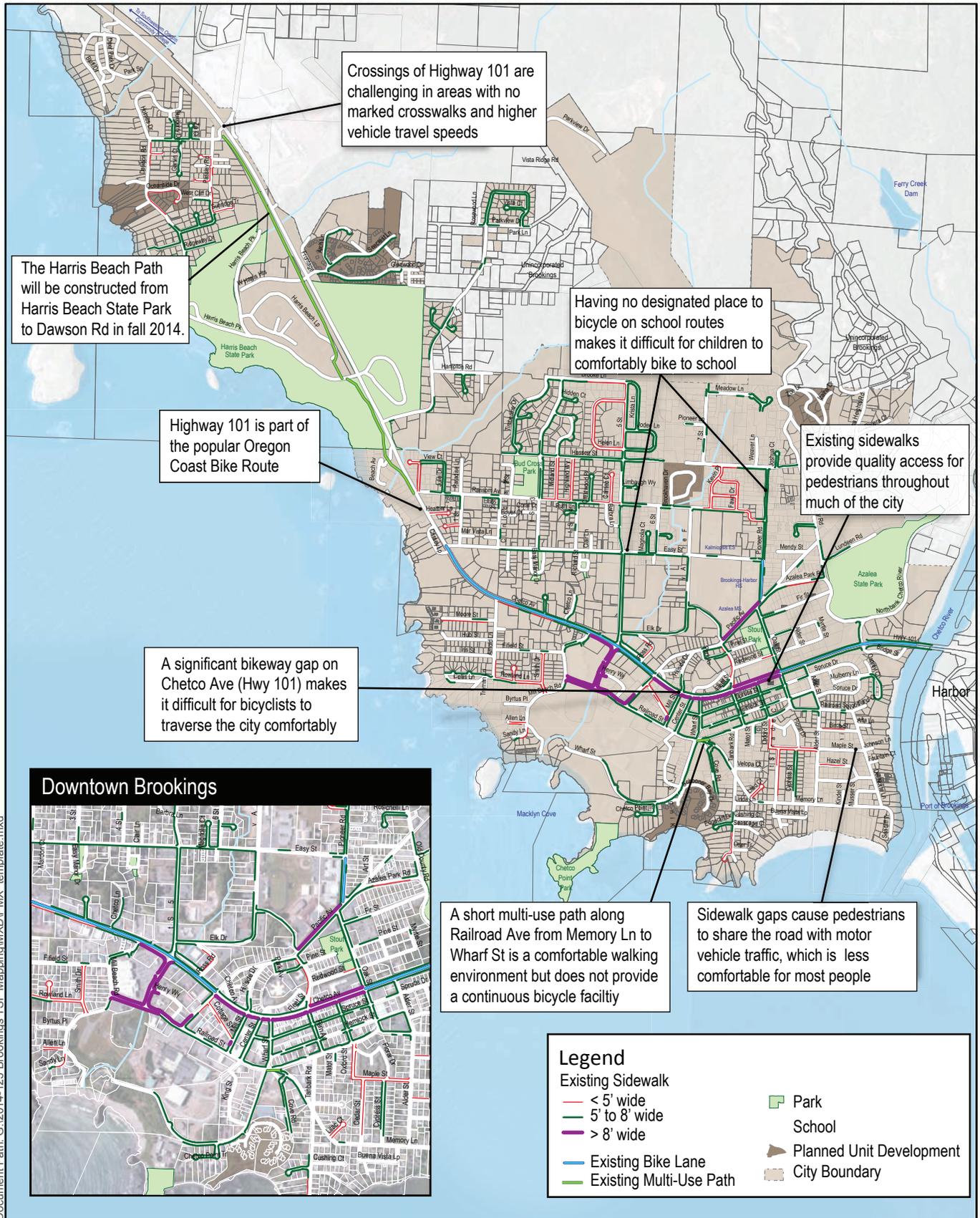
Source: (Curry County, City of Brookings, US Census, Alta Planning + Design)



- Existing Sidewalk
- Existing Bike Lane
- Existing Trail
- Parks
- ▨ Schools
- Rivers
- Water
- City Limits
- Urban Growth Boundary

FIGURE 3-2
EXISTING BICYCLE AND
PEDESTRIAN NETWORK

Transportation System Plan
Brookings, Oregon



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Parametrix and Alta Planning + Design

Source: City of Brookings, ESRI StreetMap North America



**FIGURE 3-3
PEDESTRIAN AND BICYCLE NETWORK
OPPORTUNITIES AND CONSTRAINTS**

Transportation System Plan
Brookings, Oregon

Few designated bicycle facilities are available within the Brookings UGB. However, there are a number of low-traffic, low-speed local access streets that may already feel comfortable for users to ride their bicycles. With improvements such as wayfinding, crossing treatments, and potential traffic calming, streets within Brookings could be further enhanced to attract people of all ages and abilities to bicycle for recreation and transportation.

The Oregon Coast Bike Route is a popular cycle-touring route that draws thousands of riders every summer. The majority of this route follows US 101 down the coast. Brookings is one of the final stops in the state, and the last with a hiker-biker camp—Harris Beach State Park.

A bicycle parking inventory, summarized in **Table 3-1**, was completed by the City of Brookings in 2016.

Table 3-1. Bicycle Parking Inventory

Location	Number of Spots	Condition	Type
Easy Manor Park (Easy Manor/Easy Street)	5	excellent	wave
Kalmiopsis School (650 Easy Street)	17	good	schoolyard
Brookings-Harbor High School (625 Pioneer Road)	4	fair	schoolyard
Azalea Middle School (505 Pacific Avenue)	30	good	schoolyard
Headstart (420 Redwood Spur)	3	good	schoolyard
Azalea Park – Kidtown (640 Old County Road)	8	fair	schoolyard
Chetco Library (405 Alder Street)	8	fair	schoolyard
USPS – Post Office (711 Spruce Street)	3	good	wave
Fred Meyer (325 5th Street)	7	good	wave
Bud Cross Park – swimming pool (1130 Ransom Avenue)	14	fair	schoolyard
623 US 101	15	good	wave
Tolowa Tribe (1122 Fifield Street)	6	good	schoolyard
Ocean Winds (6577 Lucky Lane)	4	good	staple/loop
Heron Ridge (521 Fir Street)	6	good	staple/loop
Lutheran Church (1200 Easy Street)	6	fair	schoolyard
Curry Health District (500 5th Street)	30	excellent	staple/loop
Mini Pet Mart (926 US 101)	7	excellent	wave
Subway (1006 US 101)	4	fair	floor stand
Bi-Mart (248 Wharf Street)	4	excellent	staple/loop
Dollar General (1300 Easy Street)	2	good	staple/loop
Harris Beach – day use (1655 US 101)	7	fair	schoolyard
KFC/Taco Bell (350 5th Street)	2	fair	post
Rogue Credit Union (729 US 101)	5	excellent	wave
Khun Thai (925 US 101)	3	poor	schoolyard
Cielito Lindo (500 US 101)	4	good	staple/loop
La Flor de Mexican (541 US 101)	6	good	schoolyard
Mill Beach access (202 Macklyn Road)	5	good	wave
Health Shop (604 Railroad Street)	5	good	wave
US Bank (326 5th Street)	7	good	wave
Alder Medical Center (412 Alder Street)		poor	schoolyard

Table 3-1. Bicycle Parking Inventory (continued)

Location	Number of Spots	Condition	Type
VA Clinic (840 Railroad Street)	2	excellent	staple/loop
Chase Bank (898 US 101)	4	fair	wave
Southwestern Oregon Community College (SWOCC) Campus (96082 Lone Ranch)	16	excellent	post and ring
O'Holleran's (1210 US 101)	8	good	schoolyard
McDonald's (815 US 101)	7	good	wave
City Hall (898 Elk Drive)	5	good	wave
Bankus Park (5th Street and US 101)	5	good	wave
Downtown Parking Lot (US 101 and Fleet Street)	5	good	wave

Source: City of Brookings 2016

The Oregon Coast Trail provides recreational opportunities along the entire length of the Oregon Coast. Hikers cross sandy beaches, meander through forest-shaded corridors, and traverse majestic headlands. Most of the route is on the beach. Within Brookings, the trail is located on US 101. Several locations have been identified where improvements could be made to improve the experience for hikers.

3.1.5 Public Transportation

Transit service in the city of Brookings is provided by Curry County Public Transit, which operates Dial-A-Ride service, and a regional bus service called the Coastal Express. Taxi service in Brookings is provided by three companies. School bus services are provided by the Brookings-Harbor School District for all schools in Brookings.

3.1.6 Rail Facilities

There are no rail lines or rail service in Brookings.

3.1.7 Aviation

The only airport in Brookings, Brookings County Airport, is located in the northeast area of the city south of Harris Creek. The airport has been jointly developed by the State of Oregon Aeronautics Division and Curry County. The airport is classified as a public access, general aviation facility with no commercial service available. The closest available commercial air transportation services are located in Crescent City, California, and Coos Bay/North Bend, Oregon. The only access to the Brookings County Airport is Parkview Drive, which is a paved, two-lane roadway in generally good condition. For additional information refer to the Brookings Airport Report (Oregon Department of Aviation 2008).

3.1.8 Water Transportation

There are no commercial water transportation services in Brookings, but private boats use the Chetco River and the Port of Brookings.

3.1.9 Pipelines

There are currently no pipelines serving Brookings.

3.2 Existing Conditions Analysis

This section summarizes the performance of the city’s existing transportation network. This section includes the study intersections, traffic volumes, peak hour intersection operations, a qualitative multimodal assessment, and a crash analysis.

3.2.1 Study Intersections

Brookings is located on the southern coast of Oregon approximately 5 miles north of the Oregon-California border, on the north side of the Chetco River. The study area includes the city of Brookings and the Harbor unincorporated urban area of Curry County that is within the UGB. **Table 3-2** lists the 17 study intersections that are evaluated and their jurisdictional ownership.

Table 3-2. Study Intersections

ID #	Intersection	Jurisdiction
1	US 101/Lone Ranch Parkway	ODOT
2	US 101/Carpenterville Road	ODOT
3	US 101/Parkview Drive	ODOT
4	US 101/Easy Street/Crissey Circle (south)	ODOT
5	5th Street/Elk Drive	Brookings
6	US 101/5th Street	ODOT
7	US 101/Pacific Avenue	ODOT
8	US 101/Center Street	ODOT
9	US 101/Fern Avenue	ODOT
10	US 101/Oak Street	ODOT
11	US 101/Alder Street	ODOT
12	US 101/N Bank Chetco River Road	ODOT
13	Lower Harbor Road/Shopping Center Avenue	Curry County
14	Hoffeldt Lane/Shopping Center Avenue	Curry County
15	US 101/Zimmerman Lane	ODOT
16	US 101/Hoffeldt Lane	ODOT
17	US 101/Benham Lane	ODOT

3.2.2 Traffic Volumes

The traffic counts for the existing 2013 peak hour turning movements were adjusted to the 30th highest hour volume according to the ODOT Transportation Planning Analysis Unit (TPAU) Analysis Procedures Manual (APM), originally published in April 2006 and updated in February 2017 (ODOT 2006). This task included determining a system peak hour for the study area and seasonally adjusting the counts. The traffic volumes were also historically adjusted to year 2012, as specified in the scope of work, to match the base year used in the Brookings travel demand model.

Traffic volumes were reviewed at all study intersections to determine the weekday 1-hour system peak hour. The system-wide weekday peak hour was determined to occur between 12:00 and 1:00 pm. In typical situations, the highest volumes occur during the evening commute period; however, Brookings is a coastal destination with a high proportion of retired people, resulting in fewer evening commute trips and more midday trips. These factors result in the peak hour of 12:00 to 1:00 pm.

The 2012 30th highest hour volumes for the study intersections are summarized in **Figure 3-4**. The pedestrian and bicycle volumes for this same midday peak period are summarized in **Figure 3-5**.

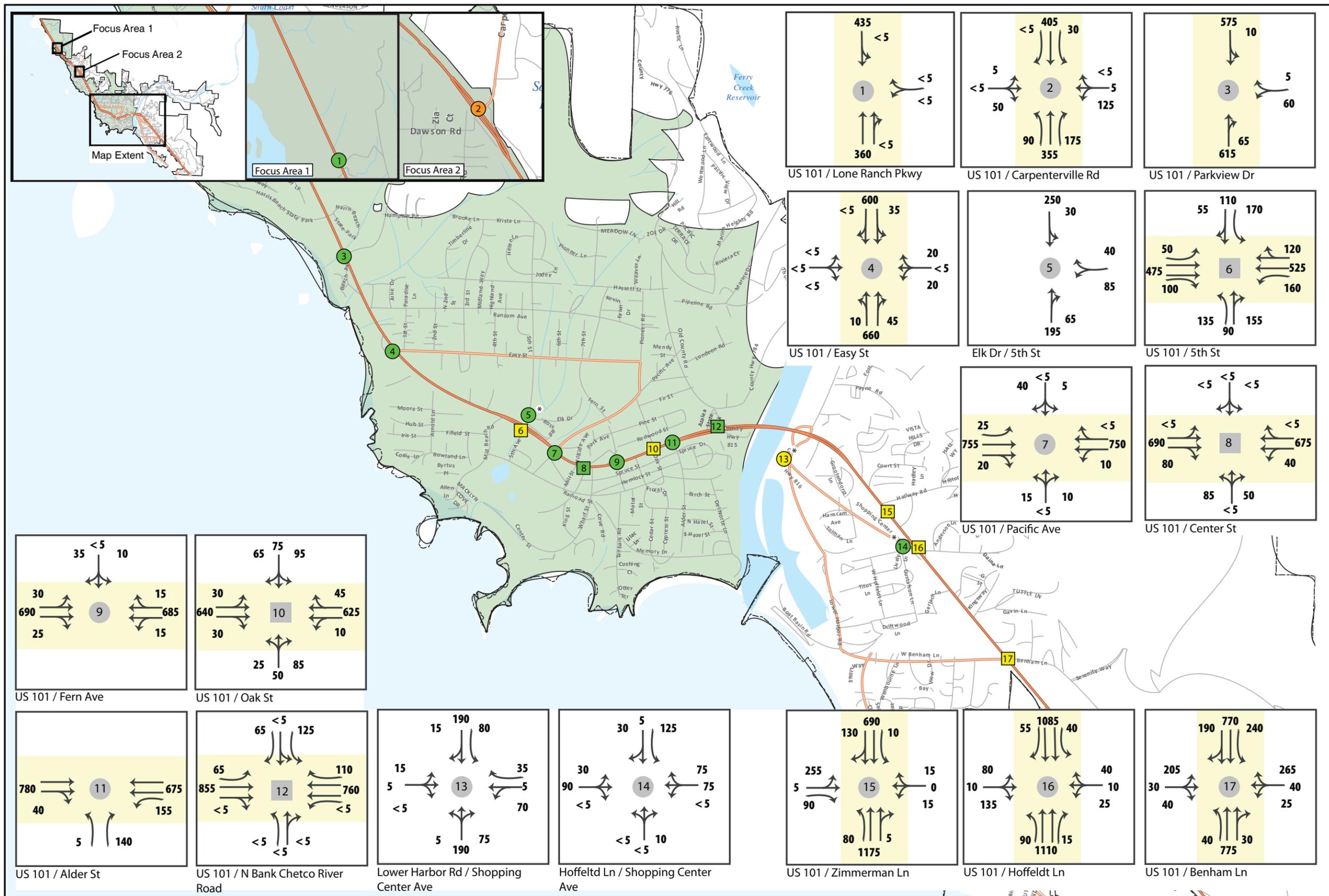


FIGURE 3-4
YEAR 2012 30TH HIGHEST HOURLY VOLUME, LANE CONFIGURATIONS, INTERSECTION CONTROL, AND LOS
 Transportation System Plan
 Brookings, Oregon

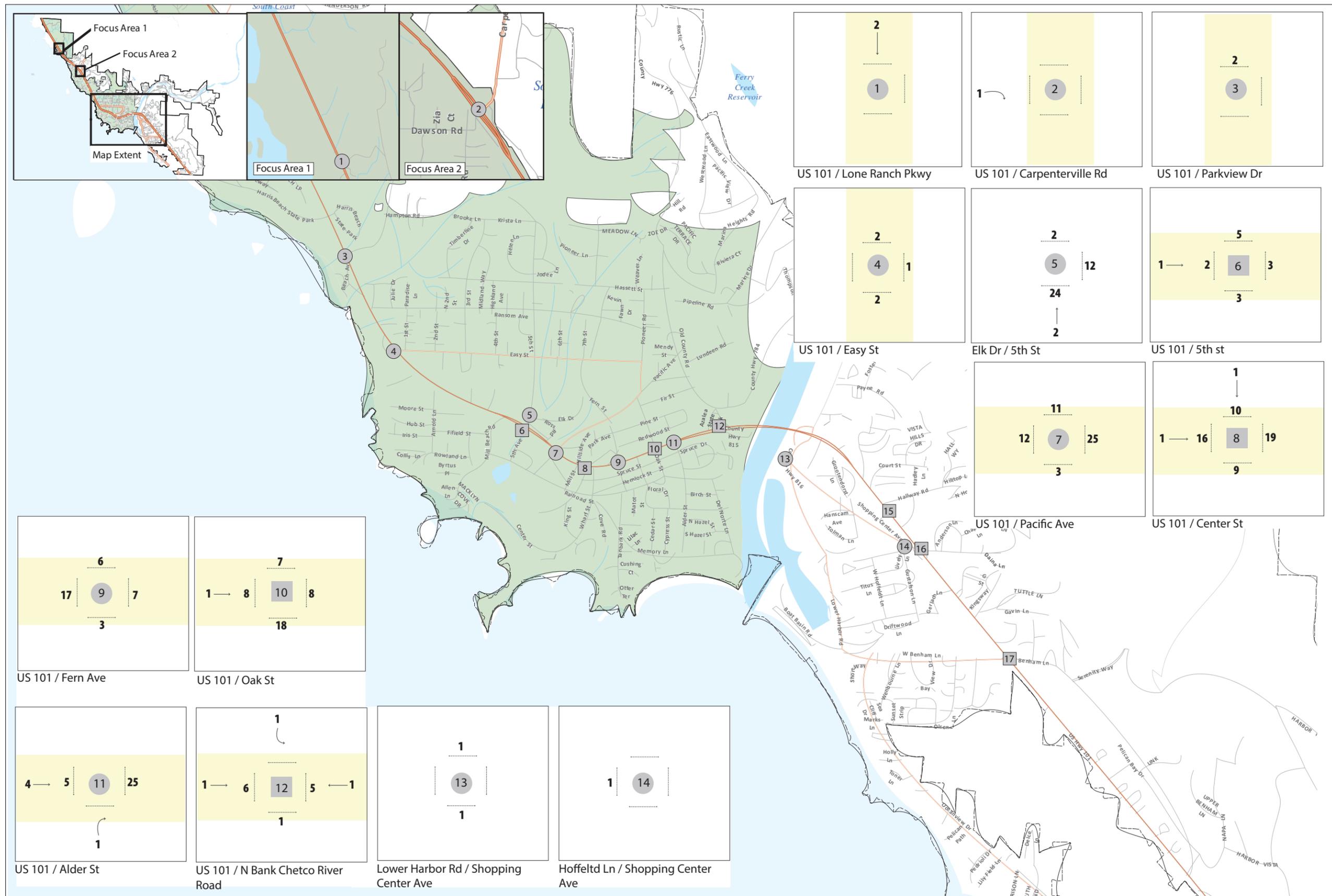


FIGURE 3-5
PEAK HOUR
NONMOTORIZED VOLUMES
 Transportation System Plan
 Brookings, Oregon

3.2.3 Operational Performance Standards

State highway mobility targets were developed for the 1999 OHP as a method to gauge reasonable and consistent targets for traffic flow along state highways. Revised mobility targets were adopted in December 2011 as part of the OHP Policy 1F Amendments. These mobility targets consider the classification (e.g., freeway, district) and location (rural, urban) of each state highway. State highway mobility targets are based on volume-to-capacity (v/c) ratios and ODOT uses them to assess intersection operations. The ODOT-controlled intersections within the study area are located along US 101. **Table 3-3** summarizes the state highway mobility targets for intersections along US 101.

Level of service (LOS) is another metric that describes how well an intersection operates, and is commonly used as a standard. Intersections receive an LOS grade from “A” to “F,” where LOS “A” represents the best conditions with minimal delay at the intersection and LOS “F” represents the worst conditions.

The City of Brookings and Curry County had not adopted LOS or v/c ratio standards for signalized or unsignalized intersections previously, but the City of Brookings 2002 Transportation System Plan, and the Curry County 2005 Transportation System Plan identified a goal of LOS C. Therefore, as part of this TSP update, the City of Brookings is adopting LOS C as its standard for signalized or unsignalized intersections.

Table 3-3. State Mobility Targets

US 101 Segment	ODOT Classification ¹	Jurisdiction	Existing or Future No Build Mobility Targets ²	Future Build Mobility Standard ³
North of Ransom Street	Statewide Non-Freight Route, UBA, Non-MPO > = 45 mph	ODOT	0.80	0.70
Between north of Ransom Street and north of Pacific Avenue	Statewide Non-Freight Route, UBA, Non-MPO < = 35 mph	ODOT	0.90	0.75
Between north of Pacific Avenue and south of Alder Street	Statewide Non-Freight Route, UBA, STA	ODOT	0.95	0.90
Between south of Alder Street and south of Floral Hill Drive	Statewide Non-Freight Route, UBA, Non-MPO < = 35 mph	ODOT	0.90	0.75
South of Floral Hill Drive	Statewide Non-Freight Route, UBA, Non-MPO > = 45 mph	ODOT	0.80	0.70
All	Stopped Non-State Approach	ODOT	0.95	0.75-0.80

¹ ODOT TransGIS. <https://gis.odot.state.or.us/transgis/>. US 101 is not designated as a freight route, but it is a Reduction Review Route subject to ORS 366.215.

² ODOT OHP Policy 1F Amendments, December 2011

³ ODOT Highway Design Manual 2012

3.2.4 Peak Hour Intersection Operations

Mobility standards, including LOS and v/c ratios, were calculated for each study intersection. Traffic analysis was conducted for the 14 study intersections in the city using Synchro software (Version 8, Build 805). Traffic analysis results from the US 101 Corridor Study are included for the three intersections on US 101 south of the Chetco River. According to the APM, the reported results for the v/c ratios at signalized intersections used the Transportation Research Board’s 2000 Highway Capacity Manual (HCM) (TRB 2000), and results for unsignalized intersections used the 2010 HCM (TRB 2010). At stop-controlled intersections, critical side street operations and mainline left-turn v/c ratios and LOS are reported. The

highest v/c ratios at the stop-controlled intersections are shown in bold in **Table 3-4**, which summarizes the intersection LOS and v/c ratios. As indicated in **Table 3-4**, all study intersections under ODOT’s jurisdiction meet ODOT’s mobility standards, and the intersections under the City of Brookings and Curry County jurisdictional control operate at LOS C or better. Additional details on existing peak hour intersection operations are provided in **Volume 2, Appendix C**.

Table 3-4. Intersection LOS and v/c Ratio

	Study Intersection	Jurisdiction	Intersection Control	Overall Intersection Operations for Signals/ Side Street Operations for Stop Signs		Mainline Operations Results for Stop Signs	
				v/c	LOS	v/c	LOS
1	US 101/Lone Ranch Parkway	ODOT	Stop Sign	0.01	B	0.28	A
2	US 101/Carpenterville Road	ODOT	Stop Sign	0.72	F	0.08	A
3	US 101/Parkview Drive	ODOT	Stop Sign	0.34	D	0.43	A
4	US 101/Easy Street	ODOT	Stop Sign	0.12	C	0.23	A
5	5th Street/Elk Drive	Brookings	Stop Sign	0.27	B	0.18	A
6	US 101/5th Street	ODOT	Signal	0.66	C	-	-
7	US 101/Pacific Avenue	ODOT	Stop Sign	0.34	F	0.26	A
8	US 101/Center Street	ODOT	Signal	0.47	A	-	-
9	US 101/Fern Avenue	ODOT	Stop Sign	0.11	B	0.24	A
10	US 101/Oak Street	ODOT	Signal	0.56	A	-	-
11	US 101/Alder Street	ODOT	Stop Sign	0.30	C	0.23	B
12	US 101/N Bank Chetco River Road	ODOT	Signal	0.46	B	-	-
13	Lower Harbor Road/Shopping Center Avenue	Curry County	Stop Sign	0.21	C	0.19	A
14	Hoffeldt Lane/Shopping Center Avenue	Curry County	Stop Sign	0.25	B	0.11	A
15	US 101/Zimmerman Lane ¹	ODOT	Stop Sign	0.64	B	-	-
16	US 101/Hoffeldt Lane ¹	ODOT	Stop Sign	0.53	B	-	-
17	US 101/Benham Lane ¹	ODOT	Stop Sign	0.50	B	-	-

¹ Results from US 101 Corridor Plan (ODOT 2016)

3.2.5 Multimodal Assessment

The methodology for assessing pedestrian, bicycle, and transit LOS in the city and the Harbor unincorporated urban area is based on ODOT’s Qualitative MMLOS Supplement Addendum G. The modified methodologies described below were refined from Addendum G to account for the availability of necessary data and the larger, citywide network scale of the assessment. By accounting for these factors, the analysis provides a comprehensive overview of the existing pedestrian, bicycle, and transit environment in the city of Brookings and the Harbor unincorporated urban area.

3.2.5.1 Pedestrian Level of Service

The Pedestrian Level of Service (PLOS) analysis resulted in a score of 1 to 5. PLOS 1 represents a comfortable pedestrian environment for all types of users such as a complete sidewalk network on both sides of a 2-lane or narrower street. Higher scores represent conditions with higher posted traffic speeds, lack of sidewalks, and lack of buffer space adjacent to the walking area. On all streets, a score of PLOS 5 can be considered deficient for pedestrians. In areas with vulnerable pedestrians, including students and aging adults, a PLOS 1-2 target is appropriate.

The PLOS analysis used sidewalk and roadway data from the City of Brookings to assign a relative score to each roadway segment. Many roadways in Brookings have a partial sidewalk on one or both sides of the roadway, and each of these gaps presents barriers for people with mobility impairments. Therefore, these facilities were scored to account for these gaps in the analysis. **Table 3-5** shows the scoring range and criteria.

Table 3-5. PLOS Scoring Range

Pedestrian Space	Speed Limit (mph)					
	< = 25 mph*		30 - 35 mph		> = 40 mph	
	2 lanes	> 2 lanes	2 lanes	> 2 lanes	2 lanes	> 2 lanes
Complete sidewalk on both sides next to a buffer ¹	1	1	1	2	3	4
Complete sidewalk on both sides	1	1	2	3	3	4
Complete sidewalk on one side next to a buffer ¹	2	2	2	3	3	5
Complete sidewalk on one side	2	3	3	4	4	5
No dedicated space next to a buffer ¹	2	3	3	4	5	5
No dedicated space	2	3	4	5	5	5

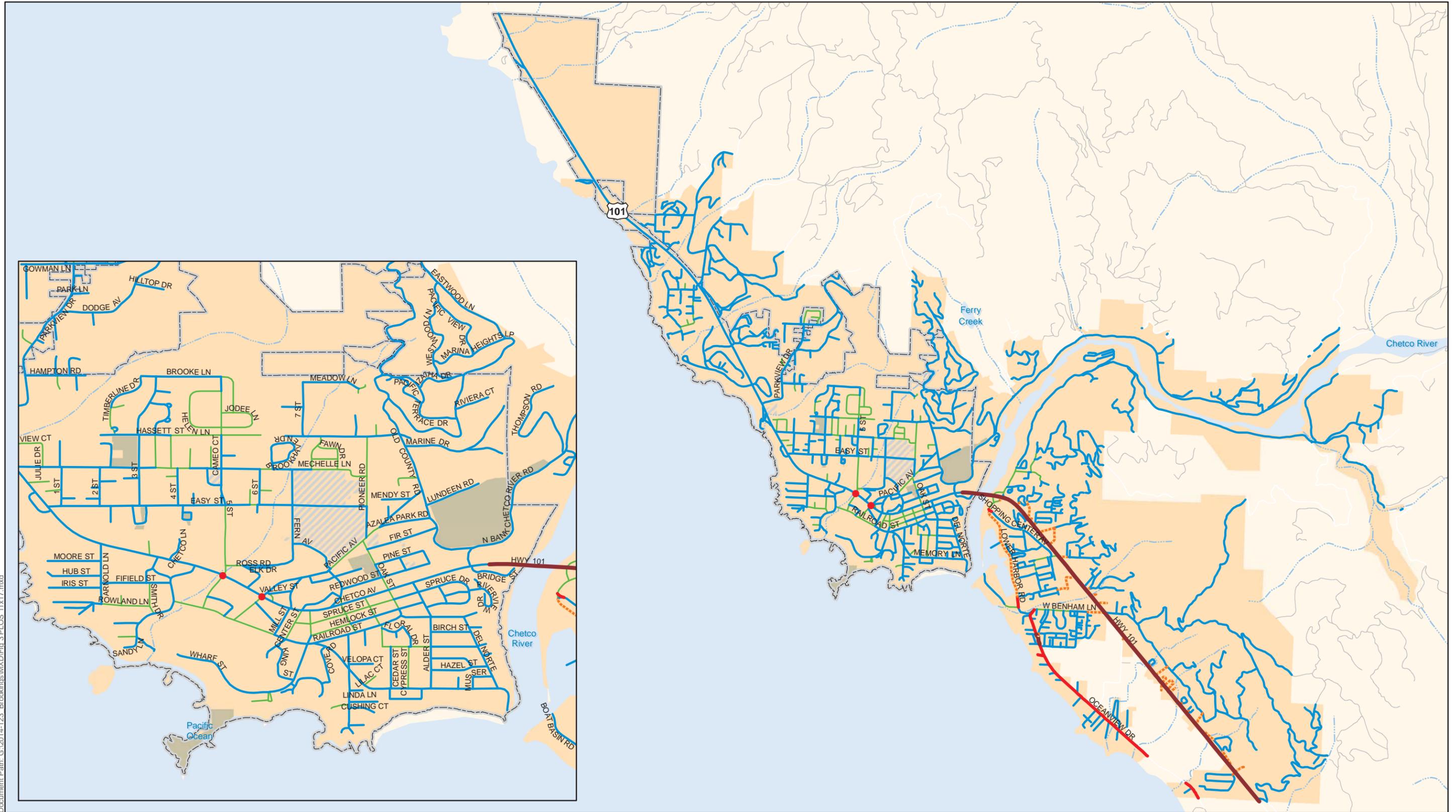
¹ Buffers include bicycle lanes and/or on-street parking

The PLOS scores on most existing city streets in Brookings reflect the low speed limits and relatively dense sidewalk network that create a good overall pedestrian environment (**Figure 3-6**). There are a few places in the city with sidewalk gaps, completely missing sidewalk, or speed limits above 25 mph. These qualities caused some streets to have a lower score.

The existing conditions in the Harbor unincorporated urban area reflect the low speed limits but fragmented sidewalk network. Although sidewalks are sparser than in Brookings, the low speeds contribute to a fair pedestrian environment. Within the Harbor unincorporated urban area, US 101 and Oceanview Drive scored low. Sidewalks are not present on Lower Harbor Road, but pedestrians are aided by the presence of bike lanes.

The PLOS scores are reflective of walkway conditions. Qualitative information about crossings was obtained from the TAC. Through them, the following intersections were described as uncomfortable:

- US 101 at 5th Street, and
- US 101 at Ransom Avenue/south end of the Harris Beach Trail.



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Parametrix and Alta Planning + Design

Source: (Curry County, City of Brookings, US Census, Alta Planning + Design)



FIGURE 3-6
PEDESTRIAN LEVEL OF SERVICE (PLOS) ANALYSIS
 Transportation System Plan
 Brookings, Oregon

3.2.5.2 Bicycle Level of Traffic Stress

The Bicycle Level of Traffic Stress (LTS) analysis framework adds additional roadway attributes to the ODOT method without substantially changing it and provides a general snapshot of cycling comfort. In the Bicycle LTS, road segments are classified into one of four levels of traffic stress based on the anticipated user comfort, as shown in **Table 3-6**. Bicycle LTS 1 represents streets that have low traffic stress and are suitable for all users, including cyclists 10 years old or in 5th grade. Confident and enthused riders are expected to feel safe and comfortable on a facility with an LTS of 1 or 2. LTS 3 represents moderate stress and may be uncomfortable for many adults. LTS 4 represents high stress environments, suitable only for experienced and skilled cyclists. Note that the roadway link shows the lower LTS score between the corridor and intersection analysis. To capture other situations that affect the bicycling environment, other ridership factors can be added to the analysis. Congestion, narrow travel lanes, and heavy vehicles can be factors that downgrade a segment by rendering a route less acceptable than otherwise analyzed.

Table 3-6. Levels of Traffic Stress

LTS	Description	Suitability	Traffic Speed	Intersections	Typical Locations
1	Little traffic stress and requires less attention	All cyclists (age 10 or higher)	Low	Easy to cross by children and adults	Residential local streets and separated bike paths/cycle tracks
2	Little traffic stress but requires more attention than young children can handle	Teen and adult cyclists with adequate bicycle-handling skills	Low differentials	Not difficult to cross for most teenagers and adults	Collector-level streets with bike lanes or a central business district
3	Moderate stress	Most observant adult cyclists	Moderate	Perceived to be safe by most adults	Low-speed arterials with bike lanes or moderate speed non-multi-lane roadways
4	High stress	Experienced and skilled cyclists	Moderate to high	Complex, wide, and/or high volume and speed that can be perceived as unsafe by adults, making crossings difficult	High-speed or multi-lane roadways with narrow lanes or no bike lanes

Because the methodology was developed primarily for urban areas, a separate rural methodology was created for rural highways with posted or operating speeds over 45 mph. The rural LTS considers daily volumes and paved shoulder widths.

Scores were assigned to individual roadway links using ESRI ArcGIS. Roadway data provided by the City of Brookings were enriched through review of aerial photographs. Generally speaking, in this model, cycling comfort decreases as number of lanes and posted speed increase. Cyclist comfort increases when dedicated roadway space is provided and interaction with motor vehicles is reduced (e.g., buffered bike lanes or cycle tracks). Discomfort at intersections increases with number of roadways, lanes, and speeds while decreasing with traffic calming and intersection controls.

Despite few designated on-street bikeway facilities, the city of Brookings and the Harbor unincorporated urban area sport relatively strong bicycling environments. The grid network of low-traffic, low-speed streets provides good connectivity to major destinations, especially for individuals familiar with the area and ways to avoid riding on US 101. US 101 scored the poorest on the LTS scale due to the proximity to

higher speed traffic and congestion (see **Figure 3-7**). Urban collectors with roadway centerlines, such as Oak Street and Easy Street, received slightly lower scores. Centerlines have the effect of keeping roadway users on only their half of the road, which means bicyclists tend to ride farther to the right, nearest the parking lane. In the absence of these lines, individuals are more likely to share the roadway space; moreover, bicyclists feel more comfortable riding farther into the travel lane and away from the threat of an opening car door. The Oregon Coast Bike Route runs along US 101 and diverges onto Lower Harbor Road, and is served by existing bike lanes. The roadway scored an LTS 3 because of the higher posted speed limits.

Higher order streets, such as arterials and collectors, require an increased level of physical separation to create comfortable bicycling conditions. US 101, Easy Street, Oak Street, Railroad Street, Harbor Road, W Benham Lane, Shopping Center Avenue, and other urban collectors would each benefit from the development of separated bikeway facilities, such as bike lanes or buffered bike lanes. Although local access streets have a good existing LTS score, these roads are also assessed for potential neighborhood greenway improvements.

The LTS analysis also identified areas where facilities could be improved for specific populations, particularly school students. ODOT recommends establishing a target of LTS 1 for the bikeway network within ¼ mile of an elementary school, while middle and high school students can use LTS 2 roadways without difficulty.

3.2.5.3 Transit

A qualitative assessment of the existing transit level of service was completed based on a subjective ranking of Excellent/Good/Fair/Poor. Based on the existing transit frequency, schedule, speed/travel time, bus stop amenities, and connections to a pedestrian/bicycle network, the existing transit service in and throughout Brookings is rated Poor. The local transit provider rated their service as adequate.

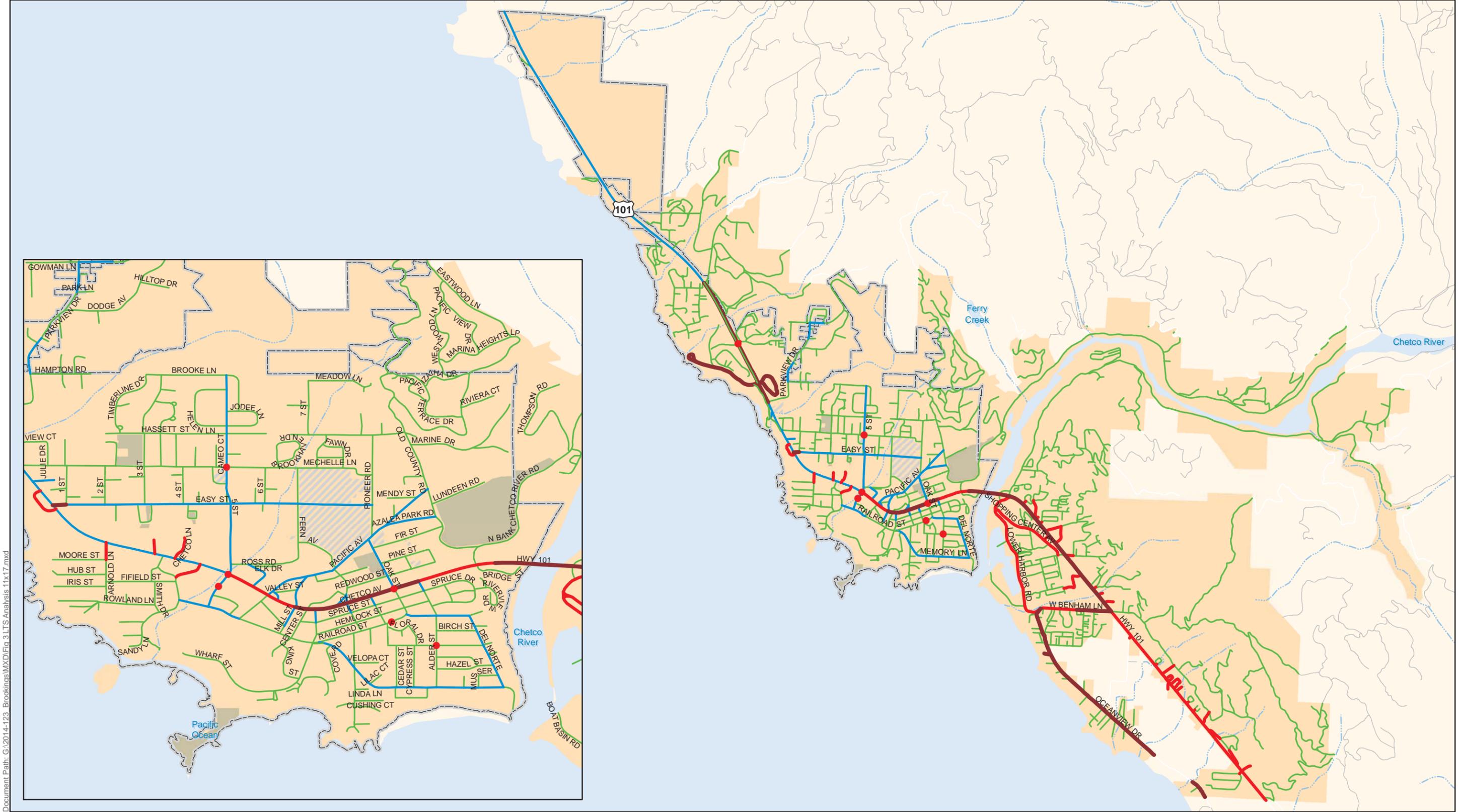
Transit in Brookings consists of a Dial-A-Ride service and a regional bus service called the Coastal Express. Both transit services provide limited frequency; the Dial-A-Ride service operates between 8:30 am and 4:00 pm on weekdays only, and the Coastal Express makes stops in Brookings three times per day on weekdays only.

3.2.6 Safety

Vehicle crashes within the Brookings Urban Growth Area were reviewed for the 5-year period between 2008 and 2012 for both state and non-state roadways to identify existing safety issues at intersections and along roadway segments. The data were provided by ODOT's Crash Data and Reporting Unit. In addition, ODOT's Statewide Priority Index System (SPIS) was reviewed to determine if ODOT had identified any hazardous locations along US 101 in Brookings based on crash frequency and severity.

3.2.6.1 Total Crash Summary

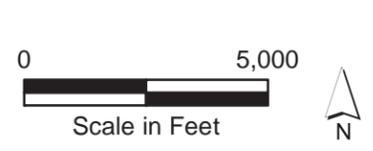
A total of 169 reported collisions occurred in Brookings from 2008 through 2012. However, on April 29, 2010, a traffic signal was installed at the intersection of N Bank Chetco River Road and US 101. In order to assess the existing conditions in 2012, only collisions that occurred after the installation of the signal at N Bank Chetco River Road were included in this analysis; as a result, 165 collisions were analyzed. Of these collisions, 1 (<1 percent) resulted in a fatal crash, 65 (40 percent) resulted in non-fatal injury-related crashes, and 99 (60 percent) resulted in property-damage only crashes. Over half of the 165 collisions (94 collisions or 57 percent) occurred at intersections, while 71 collisions (43 percent) occurred along a roadway segment.



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Parametrix and Alta Planning + Design

Source: (Curry County, City of Brookings, US Census, Alta Planning + Design)



Level of Traffic Stress

- 1 - Good
- 2
- 3
- 4 - Poor

- Bicyclist Collision
- Parks
- Rivers
- City Limits
- Schools
- Water
- Urban Growth Boundary

FIGURE 3-7
BICYCLE LEVEL OF STRESS (LTS)
ANALYSIS

Transportation System Plan
Brookings, Oregon

3.2.6.2 Critical Crash Rate Analysis

A critical crash rate analysis was completed for the study intersections. The analysis was done using ODOT’s critical crash rate method as outlined in APM Version 2, Section 4. The study intersections were broken into three groups (populations): signalized, three-leg stop controlled, and four-leg stop controlled. Intersection-specific crash rates were calculated by dividing the total number of observed crashes by the million entering vehicle (MEV) volume at each intersection. An average group (population) crash rate was calculated by summing all of the observed crashes in a specific population divided by the total MEV in a specific population. In order to calculate a study area population-specific critical crash rate, at least five comparable intersections must be present. Because there were five three-leg stop controlled intersections and five four-leg stop controlled intersections, study area-specific critical crash rates were calculated for all three-leg stop controlled intersections and four-leg stop controlled intersections. Because there were only four signal-controlled intersections in the study area, the crash rates at these intersections were compared with the published statewide 90th percentile rates summarized in APM Version 2. This is the recommended methodology outlined in the APM. The critical crash rate for a specific intersection represents the rate at which the observed crash rate is significantly different from the average population crash rate with a 95 percent confidence level. **Table 3-7** summarizes the intersection crash rate and intersection critical crash rate, and indicates whether the critical crash rate was exceeded at each respective intersection.

Table 3-7. Study Intersection Crash Rates and Critical Crash Rates

Intersection	Intersection Control	Intersection Crash Rate	Calculated 95th Percentile Critical Crash Rate ¹	Exceeded Critical Crash Rate?	Published 90th Percentile Critical Crash Rate	Exceeded 90th Percentile Crash Rate?
US 101/Lone Ranch Parkway	3-leg Stop	0.00	0.37	Under	0.475	Under
US 101/Carpenterville Road	4-leg Stop	0.00	0.34	Under	1.080	Under
US 101/Parkview Drive	3-leg Stop	0.11	0.28	Under	0.475	Under
US 101/Easy Street	4-leg Stop	0.06	0.34	Under	1.080	Under
Elk Drive/5th Street	3-leg Stop	0.43	0.33	Over	0.475	Under
US 101/5th Street	Signal	0.42	na	na	0.579	Under
US 101/Pacific Avenue	4-leg Stop	0.32	0.28	Over	1.080	Under
US 101/Center Street	Signal	0.23	na	na	0.579	Under
US 101/Fern Avenue	3-leg Stop	0.03	0.24	Under	0.475	Under
US 101/Oak Street	Signal	0.48	na	na	0.579	Under
US 101/Alder Street	3-leg Stop	0.13	0.23	Under	0.475	Under
US 101/N Bank Chetco River Road	Signal	0.42	na	na	0.579	Under
Lower Harbor Road/Shopping Center Avenue	4-leg Stop	0.00	0.51	Under	1.080	Under
Hoffeldt Lane/Shopping Center Avenue	4-leg Stop	0.00	0.76	Under	1.080	Under

Source: ODOT’s Crash Data and Reporting Data

¹ Critical crash rates were calculated using the methodology outlined in the Analysis Procedures Manual.

na = not applicable

As shown in **Table 3-7**, two of the study intersections have crash rates that exceeded their respective critical crash rate: Elk Drive/5th Street and US 101/Pacific Avenue. Of the five collisions that occurred at Elk Drive and 5th Street between 2008 and 2012, four (80 percent) involved cars entering at an angle. This intersection can be confusing to drivers because while it is three-leg stop controlled, there are other road and parking lot access points along 5th Street within proximity to the intersection. This likely creates confusion for drivers on 5th Street and drivers turning onto 5th Street. Of the 10 crashes that occurred at US 101 and Pacific Avenue between 2008 and 2012, six (60 percent) involved cars traveling in the same direction. These collisions were likely rear-ends due to the need for unexpected stops because vehicles moving in the northwest direction on US 101 frequently turn left out of the inside shared through lane, or vehicles need to stop for pedestrians crossing US 101.

3.2.6.3 Statewide Priority Index System

The SPIS is a method developed by ODOT for identifying hazardous locations on state highways through consideration of crash frequency and crash severity. As described in ODOT’s SPIS, a roadway segment is designated as a SPIS site if a location experiences three or more crashes or one or more fatal crashes over a 3-year period. Under this method, all state highways are analyzed in 0.10-mile segments to identify SPIS sites. **Table 3-8** summarizes the top 10 percent SPIS locations from 2008 to 2012. In 2010 the US 101/Benham Lane intersection (shown in bold) was in the top 5 percent of SPIS locations. As of 2012, there are two top 10 percent SPIS sites within the study area: US 101 from Willow Street to Alder Street, and the intersection of US 101 at Hoffeldt Lane.

Table 3-8. Top 10 Percent SPIS Locations and Scores (2008 to 2012)

Location	2008	2009	2010	2011	2012
US 101 and 5th Street	44.51				
US 101 and Benham Lane		50.47	54.83		
US 101 from Willow Street to Alder Street			48.44	50.66	51.01
US 101 and Hoffeldt Lane					53.63

Source: ODOT’s Crash Data and Reporting Data

3.2.6.4 Bicycle and Pedestrian Crash Analysis

During the same 5-year period, there have been two crashes involving motorists and pedestrians and seven crashes involving motorists and bicyclists, all non-fatal. There is little detail about the nature of these crashes; however, the majority of them are concentrated in the downtown core, with four occurring at intersections on US 101 between 5th Street and Oak Street. US 101 has four lanes in this segment with on-street parking on both sides of the street. These conditions can reduce the visibility of pedestrians either waiting to cross the street or actively crossing the street. The intersection of US 101 and 5th Street is the only location in the city that has had both a pedestrian crash and a bicyclist crash. This signalized intersection has a “pork chop island,” which will be assessed in more detail in later stages of the planning process.

Anecdotally, the project team was also made aware that left-turn queuing at unsignalized intersections is historically a problem in the downtown section of US 101. When motorists are queued behind a vehicle attempting a left turn, this can create a dangerous multiple-threat situation for pedestrians trying to cross the street, where traffic approaching on the right does not have a clear view of the pedestrian in the crosswalk. A dedicated left-turn-only lane can help to ameliorate this situation.

4. FUTURE CONDITIONS

This chapter provides information on the technical analysis of the future conditions (no build) conducted to support the development of the Brookings TSP update. The chapter summarizes the future transportation operations analysis and the qualitative multimodal LOS analysis.

4.1 Future Transportation Projects

To describe the known future conditions, planned improvements were added to the transportation system from the fiscally constrained projects listed in the STIP, the City of Brookings Capital Improvement Program (CIP), and the Curry County CIP. Several projects are included in the 2014-2015 Brookings CIP, Curry County CIP, and Oregon STIP that will be constructed by the baseline year (2034) and are included in the no build analysis. **Table 4-1** summarizes future transportation projects included in the no build analysis.

Table 4-1. Future Transportation Projects

Project Name	Description	Funding Years	Included In:
ADA Program	20% of street paving funds to be used for ADA compliance	2014-2017	2014-2015 Brookings CIP
ADA Evaluation	ADA evaluation based on TSP update	2015-2017	2014-2015 Brookings CIP
Annual Street Improvement	Annual street paving project	2014-2017	2014-2015 Brookings CIP
Bike Path to SWOCC	Extend bike path along US 101 from Dawson Road to SWOCC	2016-2020	2016 Brookings CIP
Street Sweeper	Replace aged and used street sweeper	2014-2017	2014-2015 Brookings CIP
Retro-reflectivity	Inventory, test, and replace traffic signage that does not meet MUTCD requirements	2015-2017	2014-2015 Brookings CIP
Transportation System Plan	Update the City's Transportation System Plan	2014-2015	2014-2015 Brookings CIP
Bike Safety	Bike safety program contingent on receiving grant match	2014-2015	2014-2015 Brookings CIP
ODOT Right-of-Way Maintenance	ODOT reimburses the City for street sweeping and weed abatement	2014-2015	2014-2015 Brookings CIP
Safe Routes To School Kalmiopsis Match	Install sidewalks at Kalmiopsis School	2014-2015	2014-2015 Brookings CIP
Marine Drive Slide	Repair damage from slide to street and sewer main	2016-2017	2014-2015 Brookings CIP
Grant Preparation – Bike/Pedestrian	Grant preparation for bike/pedestrian projects	2014-2015	2014-2015 Brookings CIP
Bike Kiosk Grant Match	Grant match for bike kiosk	2014-2015	2014-2015 Brookings CIP
Tanbark Overlook Pedestrian Beach Accessibility	Beach accessibility project	2015-2016	2014-2015 Brookings CIP

Table 4-1. Future Transportation Projects (continued)

Project Name	Description	Funding Years	Included In:
Annual Debt Service – Storm	Annual debt service	2014-2017	2014-2015 Brookings CIP
Hemlock Street Improvements	Construct sidewalks from Fern Avenue to Willow Street on Hemlock Street	2014-2015	2014-2015 Brookings CIP
Frontage Road RV Parking Traffic Study and Design	Traffic study	2014-2015	2014-2015 Brookings CIP
Railroad Street Improvements	Construct sidewalks, bike route, medians, illumination, signage, bus stops, and streetscaping.	2016-2017	2014-2015 Brookings CIP; 2015-2018 STIP
Thompson Road	Asphalt overlay	2017	2014-2015 Curry County CIP
Curry County Replacement Vehicles	Purchase new transit vehicles	2016	2015-2018 STIP

Sources: 2015-2018 STIP, 2014-2015 STIP, 2014-2015 Curry County CIP, 2014-2015 Brookings CIP
 ADA = Americans with Disabilities Act; MUTCD = Manual on Uniform Traffic Control Devices

4.2 Future Conditions Volumes

Traffic volumes for 2034 were developed using the Brookings travel demand model supplied by ODOT’s TPAU. **Figure 4-1** summarizes the 2034 30th highest hour volumes for the study area intersections.

4.3 Future Conditions Intersection Operations

State highway mobility standards and local City of Brookings and Curry County standards are summarized in **Section 3.2.3**.

Mobility standards including LOS and v/c ratios were calculated for each study intersection for the baseline year (2034). Traffic analysis results from the US 101 Corridor Study are included for the three intersections on US 101 south of the Chetco River. Traffic analysis was conducted for the 14 study intersections in the city of Brookings. **Table 4-2** summarizes the v/c ratios and LOS; intersections that exceeded the jurisdictional v/c ratio or LOS standard are shown in bold and shaded. As illustrated in **Figure 4-1** and **Table 4-2**, six study intersections under ODOT’s jurisdiction would not meet the agency’s mobility standards in the baseline year 2034. Additional details on future conditions peak hour intersection operations are provided in **Volume 2, Appendix D**.

Table 4-2. Baseline (2034) Intersection LOS and v/c Ratio

	Study Intersection	Jurisdiction	Intersection Control	Overall for Signal/ Side Street for No Signal		Mainline for No Signal		Exceeds Jurisdictional Standard
				v/c	LOS	v/c	LOS	
1	US 101/Lone Ranch Parkway	ODOT	Stop Sign	1.54	F	0.46	A	Yes
2	US 101/Carpenterville Road	ODOT	Stop Sign	>2.00	F	0.13	B	Yes
3	US 101/Parkview Drive	ODOT	Stop Sign	1.07	F	0.70	B	Yes
4	US 101/Easy Street	ODOT	Stop Sign	0.61	F	0.43	B	No
5	5th Street/Elk Drive	Brookings	Stop Sign	0.38	C	0.25	A	No
6	US 101/5th Street	ODOT	Signal	0.79	C	-	-	No
7	US 101/Pacific Avenue	ODOT	Stop Sign	0.98	F	0.36	B	Yes
8	US 101/Center Street	ODOT	Signal	0.67	B	-	-	No
9	US 101/Fern Avenue	ODOT	Stop Sign	0.10	C	0.35	B	No
10	US 101/Oak Street	ODOT	Signal	0.67	B	-	-	No
11	US 101/Alder Street	ODOT	Stop Sign	0.31	D	0.38	C	No
12	US 101/N Bank Chetco River Road	ODOT	Signal	0.63	C	-	-	No
13	Lower Harbor Road/Shopping Center Avenue	Curry County	Stop Sign	0.34	C	0.28	A	No
14	Hoffeldt Lane/Shopping Center Avenue	Curry County	Stop Sign	0.26	B	0.11	A	No
15	US 101/Zimmerman Lane¹	ODOT	Signal	0.84	C	-	-	Yes
16	US 101/Hoffeldt Lane ¹	ODOT	Signal	0.70	B	-	-	No
17	US 101/Benham Lane¹	ODOT	Signal	0.89	D	-	-	Yes

¹ Results from US 101 Corridor Plan (ODOT 2016)

Bold and shade = Intersections that exceeded the jurisdictional v/c ratio or LOS standard

4.4 Future Conditions Multimodal Assessment

The assessment of the no build conditions for future multimodal transportation systems operations uses the same methodology as for the existing conditions. This analysis builds on the existing conditions by considering how currently planned improvements and baseline future conditions are likely to affect future transportation system operations.

4.4.1 Pedestrian Level of Service

Sidewalks are planned to be completed in 2017 on Railroad Street from Wharf Street to Oak Street. Sidewalks were also planned to be constructed in 2014 and 2015 on Hemlock Street from Fern Avenue to Willow Street. In addition, a multi-use path was recently completed north of Harris Beach State Park connecting to Dawson Road. Most sidewalks on residential streets in Brookings are constructed as part of development; therefore, other sidewalk projects are likely to occur, but these are not documented and could not be included in this analysis.

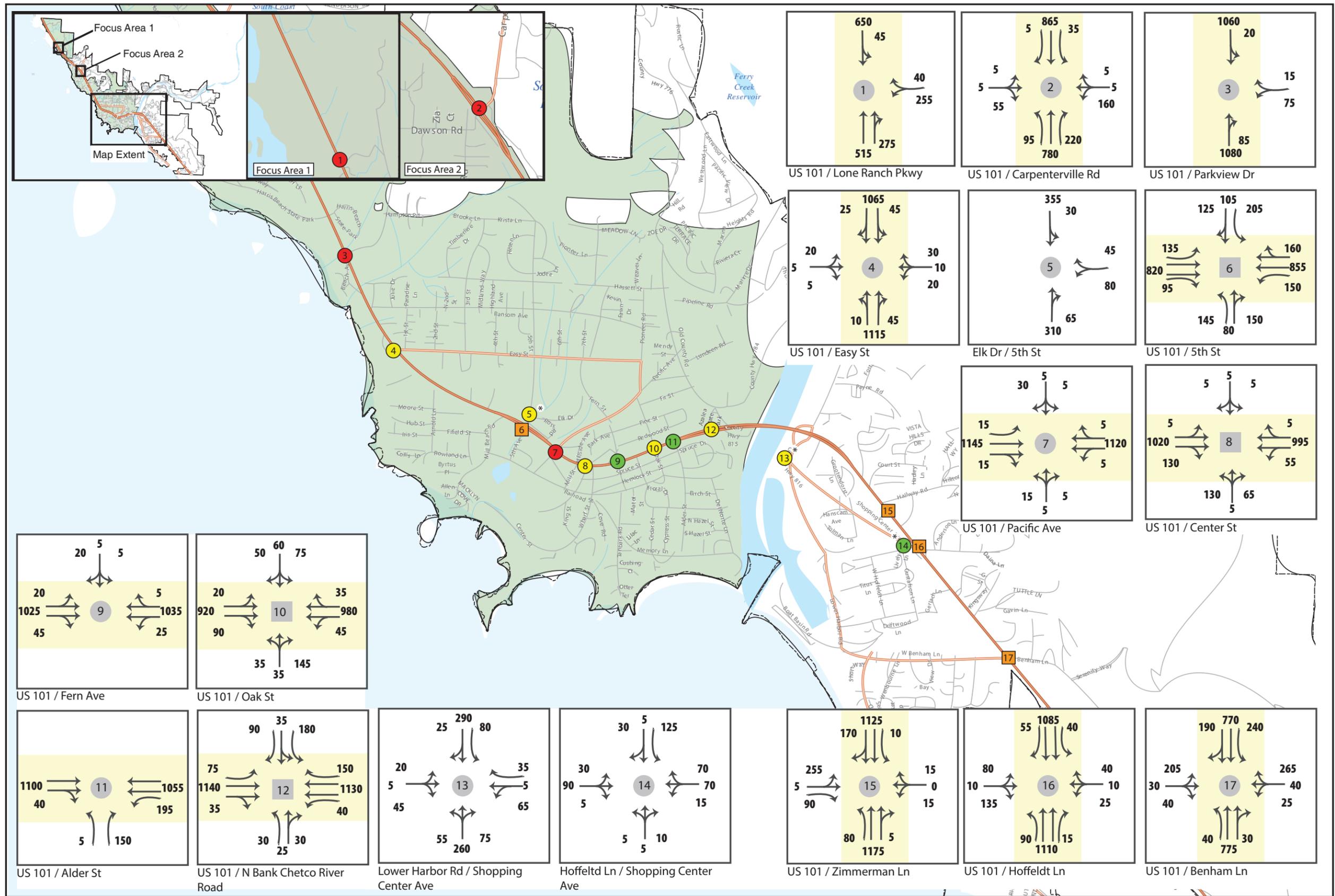


FIGURE 4-1
YEAR 2034 30TH HIGHEST HOURLY
VOLUME, LANE CONFIGURATIONS,
INTERSECTION CONTROL, AND LOS

As shown in **Figure 4-2**, most existing city streets in Brookings continue to score well in this future no build analysis with PLOS 1 or 2. North of downtown Brookings as well as just south of the Chetco River bridge, high vehicular speed on US 101 and lack of sidewalks result in a substandard (PLOS 4) pedestrian environment near the SWOCC and through the Harbor unincorporated urban area. Lower Harbor Road and Oceanview Drive also continue to be deficient (PLOS 3 and 4), due to higher vehicular speeds and lack of dedicated pedestrian space. Vulnerable pedestrians will not feel safe or comfortable on these facilities. The multi-use trail through Harris Beach State Park provides an alternative route to US 101 from Parkview Drive to Shy Creek, resulting in a PLOS of 1.

Several additional factors affect the quality of the pedestrian environment but were not considered in this analysis; presence of curb ramps, crossing treatments, lighting, and barriers blocking the pedestrian area can significantly detract from the environment. **Appendix E** of **Volume 2** discusses these additional factors in greater detail and identify specific deficiency locations. **Table 4-3** lists the identified substandard facilities, which include corridors within the UGB that received PLOS scores of 4 or 5, as well as locations in the focus area (within a ¼ mile of schools or downtown) that received PLOS scores of 3. No segments in the focus area received scores of 3 or below.

Because of the complexities of the pedestrian environment at crossings and lack of data, this analysis focuses on corridors rather than intersections. Deficient intersections are identified in **Appendix E** based on feedback from the City staff and community. Note that **Table 4-3** identifies substandard corridors based on the planning-level analysis for the entire UGB area, and does not account for data such as shoulder width, which may result in an existing facility being substandard as specified in the ODOT Highway Design Manual.

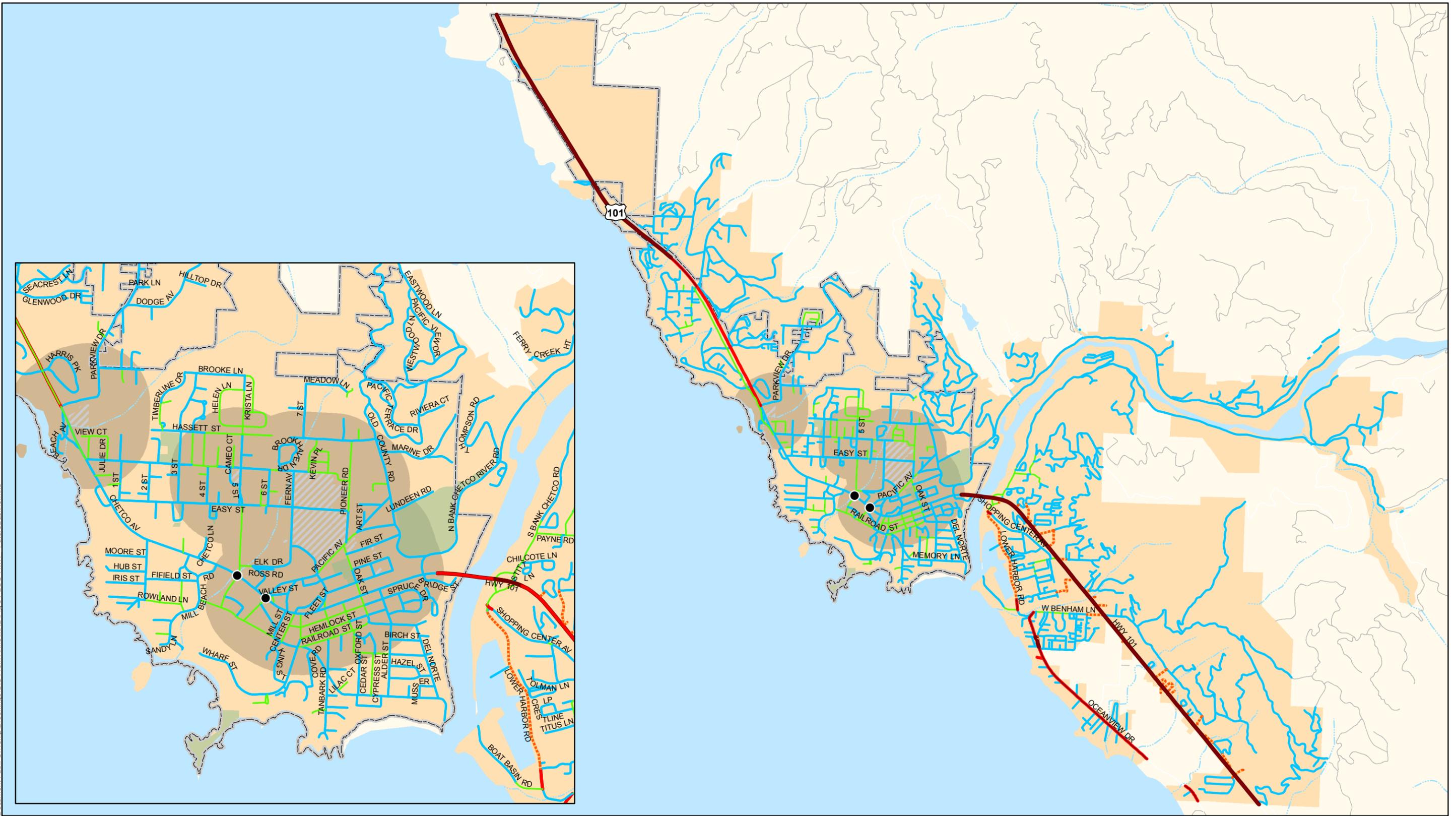
Table 4-3. Substandard Pedestrian Facilities (PLOS 4 and 5)

Street	Extent	Length (miles)	PLOS Score	In Focus Area?
US 101	UGB to Carpenterville Road	8.57	5	No
US 101	Bridge Street to Underpass	0.78	5	No
US 101	Underpass to Lower Harbor Road	0.38	5	No
US 101	Lower Harbor Road to McVay Lane	9.92	5	No
Lower Harbor Road	Driftwood Lane to Boat Basin Road	0.27	4	No
Oceanview Drive	300 feet north of Max Lane to Seagull Lane	0.50	4	No
Oceanview Drive	Oceanview Drive to Max Lane	3.66	4	No
Oceanview Drive	Marks Lane to Oceanview Drive	0.30	4	No
Oceanview Drive	Lower Harbor Road to Bathiany Lane	0.68	4	No
Oceanview Drive	Bathiany Lane to Marks Lane	0.27	5	No
Shopping Center Road	Lower Harbor Road to Shopping Center Road	0.09	4	No

4.4.2 Bicycle Level of Stress

Input variables predicting no build LTS include the existing bikeway network, future planned bikeway network, posted speeds, number of lanes per direction, shoulder width, and traffic volumes. Bike lanes are planned for Railroad Street from Wharf Street to Oak Street. The section of US 101 through the downtown area (Mill Street to Alder Street) was again downgraded into a lower LTS score due to heavy congestion and other factors that render the roadway challenging for cyclists.

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Parametrix and Alta Planning + Design

Source: (Curry County, City of Brookings, US Census, Alta Planning + Design)

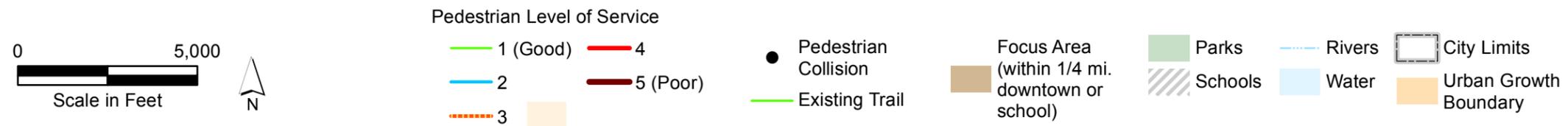


FIGURE 4-2
PEDESTRIAN LEVEL OF SERVICE (LOS)
ANALYSIS - FUTURE BASELINE
 Transportation System Plan
 Brookings, Oregon

As shown in **Figure 4-3**, US 101 continues to provide a deficient bicycle environment in sections through downtown Brookings, north of Parkview Drive, and through unincorporated Harbor. The future planned bike route project on Railroad Street did not affect the LTS analysis because the portion of Railroad Street with a new bike route was previously assessed as LTS 1. In the downtown area, an LTS score of 2 is preferred to serve neighborhood and pedestrian-oriented commercial land uses. Another notable deficiency is the Oregon Coast Bike Route on Oceanview Drive and Lower Harbor Road, in which there are bike lanes but they have high posted speed limits that result in a score of LTS 4 and 3, respectively.

Streets near schools generally score well (LTS 1 or 2), but the key school routes of Easy Street and Pacific Avenue are challenging for students. Crossing US 101 presents significant challenges for students and other bicyclists. ODOT recommends establishing a target of LTS 1 for the bikeway network within a ¼ mile of an elementary school, while middle and high school students can make use of LTS 2 roadways without difficulty. As key elementary school routes with LTS 2, Easy Street, 5th Street, and Pacific Avenue could be considered deficient.

Based on the analysis, **Table 4-4** shows the bicycle corridors within the UGB with LTS 3 or 4, as well as corridors in focus areas (within a ¼ mile of schools or the downtown) that received an LTS score of 2. **Table 4-4** identifies substandard corridors according to the planning-level analysis for the entire UGB area, and does not account for data such as shoulder width, which may result in an existing facility being substandard as specified in the ODOT Highway Design Manual (ODOT 2012).

Table 4-4. Substandard Bicycle Corridors

Street	Extent	Length (miles)	LTS Score	In Focus Area?
Benham Lane	Oceanview Drive to Mary's Lane	0.91	4	No
US 101	Mill Street to Alder Street	1.32	4	Yes
Easy Street	US 101 to 1st Street	0.14	4	No
Harris Beach State Park Rest Area	Entire rest area loop	1.34	4	Partial
Old US 101	US 101 to Harris Beach State Park	1.28	4	No
US 101	Bridge Street to Benham Lane	4.92	4	No
US 101	Harris Park to Parkview Drive	2.27	4	Partial
Oceanview Drive	150 feet south of Seagull Lane to Seagull Lane	0.50	4	No
Oceanview Drive	Lower Harbor Road to Oceanview Drive	1.25	4	No
Benham Lane	Mary's Lane to Highway 101	0.86	3	No
US 101	Alder Street to Bridge Street	0.81	3	Yes
US 101	5th Street to Mill Street	0.81	3	Yes
Crissey Lane	US 101 to US 101	0.43	3	No
Henderson Road	Carpenterville Road to UGB	1.73	3	No
US 101	Benham Lane to McVay Lane	6.15	3	No
Lower Harbor Road	US 101 to Oceanview Drive	3.55	3	No
Lower Harbor Road	Lower Harbor Road to US 101	0.13	3	No
Shopping Center Avenue	Lower Harbor Road to Hoffeldt Lane	2.02	3	No
Shopping Center Avenue	Lower Harbor Road to Shopping Center	0.09	3	No
5th Street	Jodee Lane to US 101	0.82	2	Yes
Alder Street	US 101 to Spruce Street	0.01	2	Yes
Azalea Park Road	Old County Road to Pacific Avenue	0.16	2	Yes
Beach Avenue	US 101 to Existing Trail	0.05	2	Yes

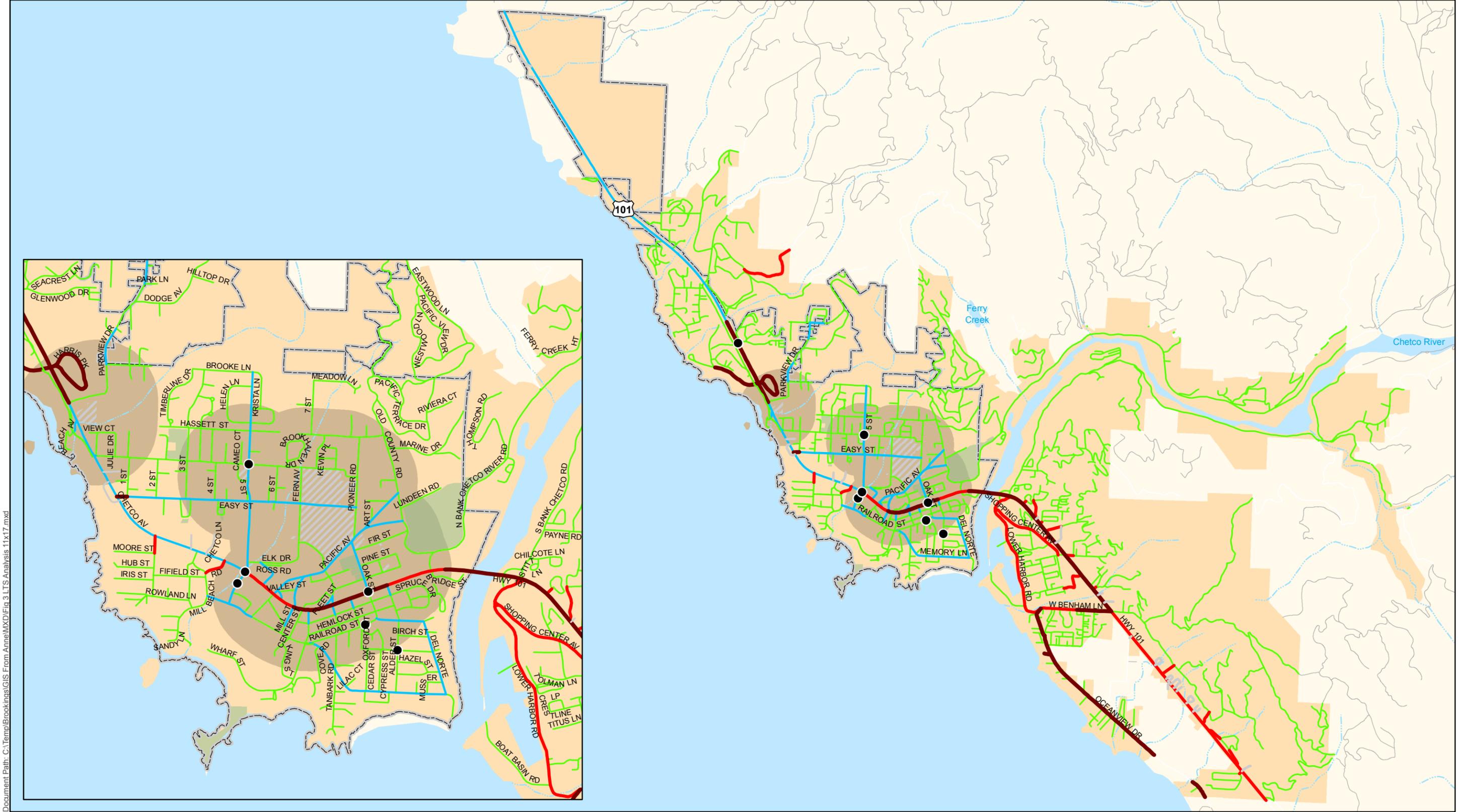
Table 4-4. Substandard Bicycle Corridors (continued)

Street	Extent	Length (miles)	LTS Score	In Focus Area?
US 101	Parkview Drive to Crissey Place	0.36	2	Yes
Easy Street	Pioneer Road to Easy Manor Drive	0.72	2	Yes
Fern Avenue	Fleet Street to Spruce Street	0.08	2	Yes
Fleet Street	Center Street to US 101	0.05	2	Yes
Frontage Road	Elk Drive to US 101	0.13	2	Yes
Hillside Drive	Pacific Avenue to US 101	0.14	2	Yes
Memory Lane	Railroad Street to Tanbark Road	0.16	2	Yes
Mill Street	US 101 to Cottage Street	0.08	2	Yes
Oak Street	Pacific Avenue to US 101	0.22	2	Yes
Pacific Avenue	Old County Road to US 101	0.67	2	Yes
Parkview Drive	West Park Court to Hampton Road	0.14	2	Yes
Railroad Street	Mill Beach Road to Pacific Avenue	0.58	2	Yes
Railroad Street	Oak Street to Del Norte Lane	0.02	2	Yes
Ransom Avenue	Homestead Road to US 101	0.01	2	Yes
Wharf Street	US 101 to Spruce Street	0.06	2	Yes
Willow Street	US 101 to Spruce Street	0.04	2	Yes

The LTS analysis identifies substandard intersections as being those with LTS scores of 3 or 4, which are typically along multi-lane roadways with high posted travel speeds and are usually unprotected. These crossings would be considered challenging for both bicyclists and pedestrians, but as previously discussed, the PLOS analysis does not evaluate pedestrian infrastructure, such as presence of sidewalks and curb ramps at intersections.

In addition, substandard intersections of concern include:

1. US 101 and Camelia Drive
2. US 101 and Museum Road
3. US 101 and Pelican Bay Drive
4. US 101 and Raymond Lane
5. US 101 and Benham Lane
6. US 101 and Floral Hill Drive
7. US 101 and Gerlach Lane
8. US 101 and Hoffeldt Lane
9. US 101 and Zimmerman Road
10. US 101 and Hall Way
11. US 101 and Court Street
12. US 101 and Sunshine Cove Lane
13. US 101 and Bishop Creek
14. US 101 and S Bank Chetco River Road
15. US 101 and Lower Harbor Road
16. US 101 and Mill Beach Road
17. US 101 and Arnold Lane
18. US 101 and Glenwood Drive
19. Lower Harbor Road and Ocean View Drive
20. Lower Harbor Road and Shopping Center Avenue



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Parametrix and Alta Planning + Design



Source: (Curry County, City of Brookings, US Census, Alta Planning + Design)

**FIGURE 4-3
BICYCLE LEVEL OF STRESS (LTS)
ANALYSIS - FUTURE BASELINE**

4.5 Transit Level of Service

The future no build transit facilities would be similar to existing services with the addition of new buses purchased through the STIP and bus stops constructed on Railroad Street as part of an urban renewal project.

Curry County Public Transit, Inc. (CPTI) developed a strategic action plan for the fiscal years 2014 to 2019 that includes targets for Brookings. As reported in their Strategic Transportation Plan, CPTI will achieve the following targets by June 30, 2019:

- Place shelters and appropriate signage showing current bus stops along US 101 in Brookings;
- Conduct feasibility studies to expand current Dial-A-Ride and Coastal Express service to include evenings, holidays, and weekends, and expand Dial-A-Ride boundaries;
- Identify and pursue grant funding for special projects, bus rehabilitations, bus replacements, and other projects.

With the addition of new buses, bus stops, additional wayfinding, and shelters at existing stops, transit rider comfort would improve in the baseline year (2034). Additional transit service on weekends and holidays in Brookings would also improve transit LOS in the baseline year by providing Brookings residents with additional transit options.

A similar methodology for assessing transit LOS, as described in **Volume 2 Appendix C**, was used to assess the future no build transit LOS. A qualitative assessment of the baseline year transit LOS was completed based on a subjective ranking of Excellent/Good/Fair/Poor. Based on the frequency, schedule, speed/travel time, transit stop amenities, and connections to the pedestrian/bicycle network, the baseline year transit service in and throughout Brookings would be rated as Fair. The local transit provider forecasts their service will be adequate in the future.

5. MOTORIZED PLAN

The City of Brookings' motorized plan provides guidance on how to best facilitate roadway travel over the next 20 years, as well as identifying key elements of a future vision of transportation facilities serving the Brookings UGB. The motorized plan presents projects related to intersection improvements. These projects generally improve operations and safety for general purpose automobiles and freight vehicles, but some also improve pedestrian and bicycle travel and safety.

5.1 Functional Classification

Functional classification provides a systematic basis for determining future right-of-way and improvement needs, and can also be used to provide general guidance, as appropriate or desired, for vehicular street design characteristics. The functional classification of a street is typically based on the relative priority of traffic mobility and access functions that are served by the street. At one end of the spectrum of mobility and access are freeways, which emphasize moving high volumes of traffic, and allowing only highly controlled access points. At the other end of the spectrum are residential cul-de-sac streets, which provide access only to parcels with direct frontage, but do not allow through traffic. Between the ends of this spectrum are state highways, arterials, collectors, and local streets, each with a decreasing emphasis on mobility and more emphasis on land access.

The City of Brookings' roadway functional classification system includes three categories of streets: Principal Arterial, Collector, and Local. The City's Comprehensive Plan, Transportation Element, defines these classifications as presented below.

5.1.1 Principal Arterials

Principal arterials are intra-community roadways connecting community centers with major facilities. In general, arterials service both through traffic and trips of moderate length. Access is partially controlled with infrequent access to abutting properties.

Brookings has the following designated principal arterial street:

- US 101 through the entire UGB (segment between Alder Street and Pacific Avenue classified as a Special Transportation Area). State operational and design standards, and access management rules apply to US 101.

5.1.2 Collectors

Collector streets are those connecting residential neighborhoods with smaller community centers and facilities as well as providing access to the arterial system. Property access is generally a higher priority for collectors; through-traffic movements are served as a lower priority.

Brookings has the following collector streets:

- West Benham Lane
- Lower Harbor Road
- Shopping Center Avenue
- South Bank Chetco Road
- Center Street

- North Bank Chetco River Road
- Oak Street
- Carpenterville Road
- Old County Road
- Alder Street
- Azalea Park Road
- Pioneer Road
- Easy Street
- West Hoffeldt Lane

5.1.3 Local Access Streets

Local access streets are those within the residential neighborhoods connecting the housing with the arterial system. Property access is the main priority; through-traffic movement is not encouraged.

All other streets in Brookings not listed above are local access streets.

Figure 5-1 shows the planned functional classification map with these revisions.

5.2 Street Design Standards

Street design standards support the functional and operational needs of streets such as travel volume, capacity, operating speeds, and safety. These standards are also established to accommodate pedestrian and bicycle travel modes. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent property.

As the city develops over the next 20 years, priority should be given to creating a multimodal transportation system for all users. Existing streets will be upgraded through both public and private investment. When such upgrades are provided (or construction of new facilities takes place), the roadway construction should follow the design standards outlined in this subsection.

Minimum street design standards adopted by the City of Brookings are shown in **Table 5-1**, unless alternative standards are approved in an adopted neighborhood circulation plan or authorized by the Planning Commission. Standards for US 101 are approximations only. Highway standards are contained in the ODOT Highway Design Manual (ODOT 2012), which is revised periodically.

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Parametrix Source: City of Brookings, Oregon; ODOT

Urban Growth Boundary
 City Limit

Roadways

Functional Classification

Principal Arterial
 Collector
 Local Road

FIGURE 5-1
CITY OF BROOKINGS
ROADWAY FUNCTIONAL CLASSIFICATION
 Transportation System Plan
 Brookings, Oregon



0 0.375 0.75 1.5
 Miles

Table 5-1. Roadway Street Design Standards—General Classifications

Functional Classification	Minimum Right-of-Way (feet) ¹	Minimum Road Surface Width (feet)	Pedestrian Improvements	Bicycle Improvements (if appropriate)
State Highway Arterial ²	84	70	5-12 feet, both sides	5 feet, both sides
Residential Collector	50	36	12-foot multi-use path (in lieu of bike lanes and sidewalk)	(Refer to Pedestrian Improvements)
Residential (Local) ³	42	28	5 feet, both sides	None
Residential (Local) ^{3, 4} Maximum of 12 dwelling units taking access	38	24	5 feet, both sides	None
Residential (Local) ³ Maximum of 8 dwelling units taking access and on-street parking available within 400 feet of this street ⁵	29	20	5 feet, one side	None
Downtown Core Area ² (See Municipal Code Map 17.92.030-1)	50	36	5-8 feet, both sides	5 feet, both sides
Residential One-Way Street ⁵	34	20	5 feet, both sides	None
Half Street ^{5, 6}	Half of accepted standard	Half of accepted standard	5 feet, one side	None
Access Road Turn-Around	See public works document – General Engineering Requirements and Standard Specifications	See public works document – General Engineering Requirements and Standard Specifications	To be determined based on type of turn-around	To be determined based on type of turn-around
Commercial/Industrial ²	58	44	5-8 feet, both sides	5 feet, both sides
Commercial One-Way Street	50	36	5-8 feet, both sides	5 feet, one side
Hillside Collector Street ^{5,7,8,9}	27	20	4-foot paved shoulder, one side	None
Hillside Local Street ^{5,7,8,9} Maximum of 12 dwelling units taking access	23	20	None	None
Hillside One-Way Street ^{5,7,8,9,10}	23	16	4-foot paved shoulder, one side	None
Alley	20	20	None	None
Existing Residential Streets – Must be approved by the City Council in a Local Improvement District process ^{5,11}	30	16	Proposal by applicants	Proposal by applicants

¹ If bike lanes are proposed, an additional 10 feet of right-of-way will be needed.

² Sidewalks must be maximum width possible when adequate right-of-way is available and topography allows.

³ See layout guidelines in “Neighborhood Street Design Guidelines” document. Low impact development techniques such as landscaped buffers, vegetated swales, parking pavers, etc. are encouraged.

⁴ Parking on one side only.

⁵ No parking on either side on pavement.

⁶ Only used when easement for second half width is secured on adjacent property. Must be approved by Planning Commission.

⁷ Requires documentation that topographical constraints warrant use of hillside streets. Site plan committee approval required.

⁸ Alternative engineered designed standards may be considered and right-of-way width may vary depending on topography.

⁹ Curbs may be required depending on City Engineer’s recommendation.

¹⁰ Paved shoulders must be constructed to meet paved roadway standards.

¹¹ Parking facilities to be proposed by applicant.

Sidewalk design must follow ADA requirements to accommodate all users, including adequate clear widths for people using wheelchairs, sidewalk ramps at all pedestrian crossings, and detectable warnings for the vision-impaired.

Bicycle facilities may be required within, or adjacent to, streets if they are appropriate to the extension of existing or planned bicycle routes. Bicycle facilities on arterials and collectors can be constructed as protected bike lanes, conventional bike lanes, bike routes (i.e., with shared-lane markings), or other such facilities, depending on the context. The minimum width for a bike lane is 5 feet. Multi-use paths are another option for pedestrians and bicyclists, especially in more rural areas. These paths should be designed with adequate width to accommodate bi-directional movement and passing, with a minimum width of 10 feet.

The existing streets listed in **Table 5-2** are not physically able to meet adopted collector standards as stated in **Table 5-1**. Any future improvements to these streets must meet the standards in **Table 5-2**.

Table 5-2. Roadway Street Design Standards—Specific Streets

Specific Street	Minimum Right-of-Way (feet)	Minimum Road Surface Width (feet)	Pedestrian Improvements	Bicycle Improvements (if appropriate)
Old County Road ^{1,2}	As needed	20 (with 4-foot paved shoulder on one side adjacent to the northbound travel lane)	None	None
Parkview Drive ^{1,2}	As needed	20	5-foot sidewalk on eastern side	None
North Bank Chetco River Road ²	As needed	Future improvements to match existing pavement	None	None

¹ When applicant's engineer demonstrates that there are constraints that make this standard impracticable, the 4-foot paved shoulder or multi-use path may be eliminated. The City must review and agree with the analysis prior to Planning Commission review.

² Parking prohibited on paved shoulder.

5.2.1 Street Cross-Sections

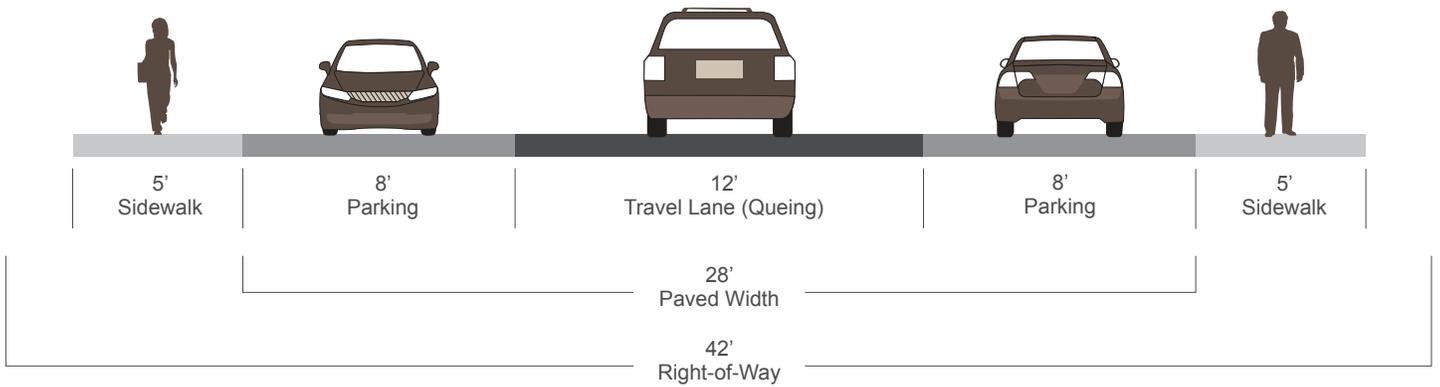
The street cross-sections in Brookings vary depending on whether they are located in downtown, residential areas, industrial areas, or rural areas. US 101, which traverses the city, is an ODOT-owned and maintained state highway. The street cross-section for US 101 will default to typical ODOT cross-sections for an urban arterial highway.

The street design standards for all other roadways within Brookings are shown as a series of cross-sections in **Figures 5-2** through **5-5** for residential, commercial, and hillside streets. The cross-sections are intended to be used for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets. Detailed design elements, such as cross-slopes, are not shown in the figures. Also, additional width for turn lanes may be needed at specific intersections based on an engineering investigation; these are not shown in the street design standards. The standards shown are intended to define typical cross-sections of streets between intersections.

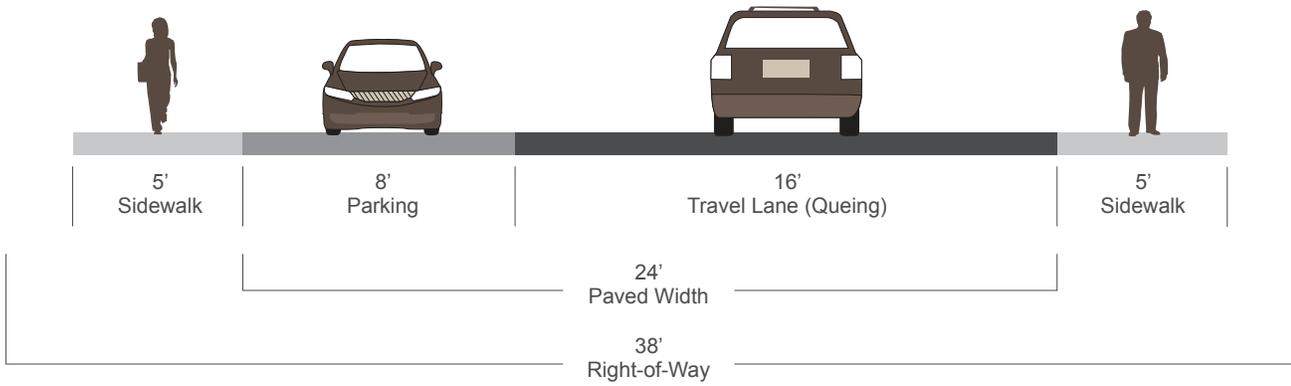
Context-specific considerations include:

- Constrained roadways in rural areas can be designed with shoulders to accommodate bicycles and pedestrians when the right-of-way is limited.
- On-street parking can be provided or not provided based on the context of the area being served.
- Curbs should be included in downtown Brookings. However, they may be optional in areas outside downtown when drainage issues warrant such consideration.

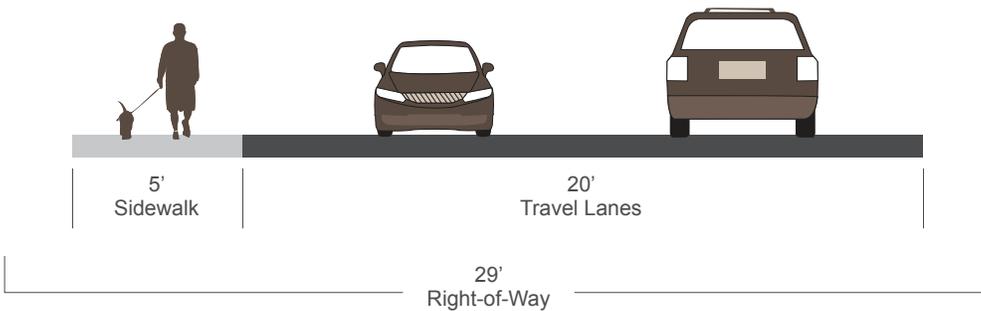
UNLIMITED DWELLINGS TAKING ACCESS



MAXIMUM OF 12 DWELLINGS TAKING ACCESS

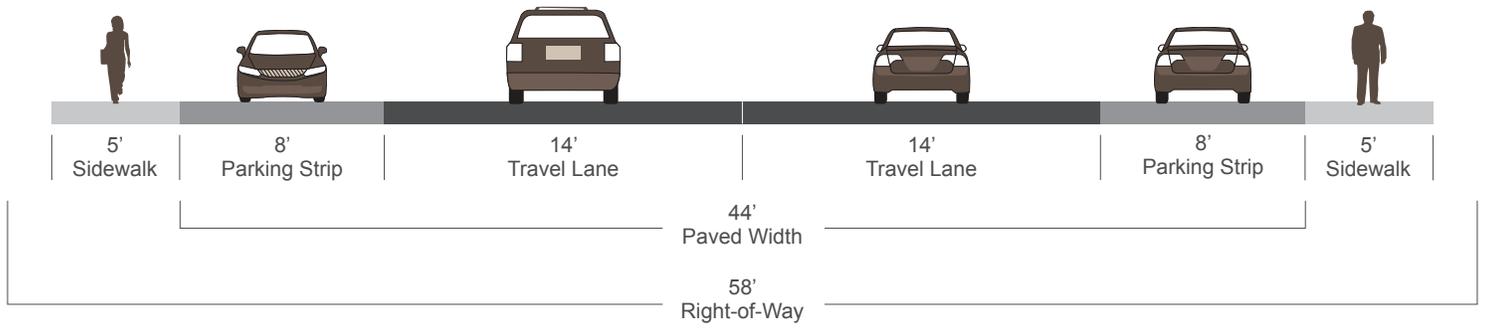


MAXIMUM OF 8 DWELLINGS TAKING ACCESS, ON-STREET PARKING AVAILABLE WITHIN 400'



**FIGURE 5-2
BROOKINGS LOCAL RESIDENTIAL
STREETS MINIMUM STREET STANDARDS**

COMMERCIAL/INDUSTRIAL STREETS



COMMERCIAL ONE-WAY

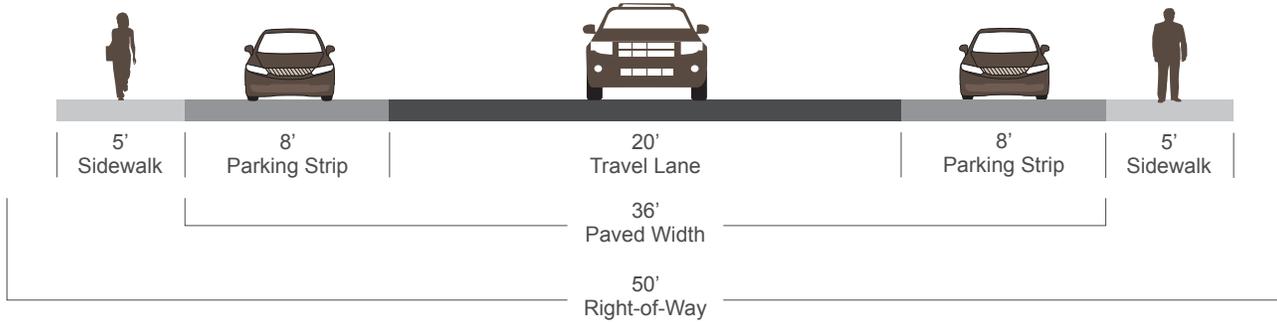
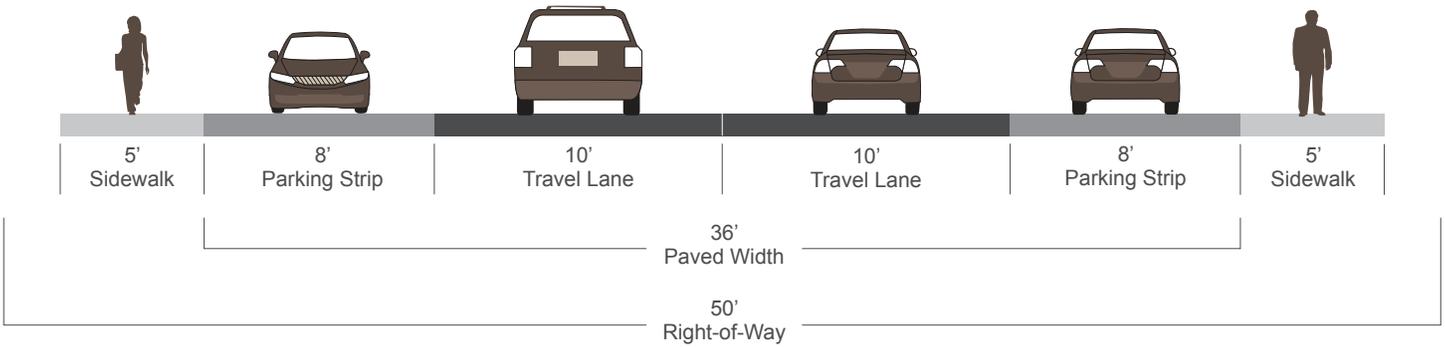
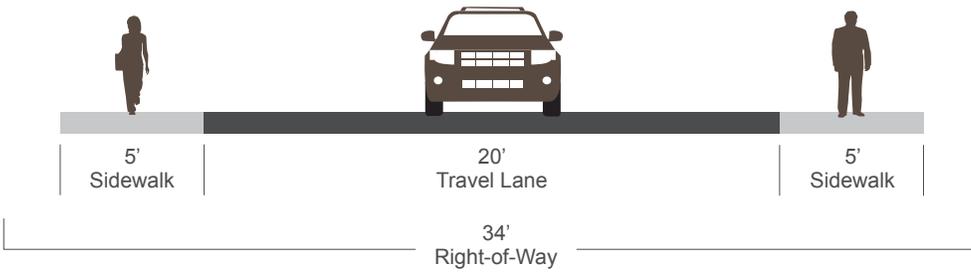


FIGURE 5-3
BROOKINGS COMMERCIAL STREETS
MINIMUM STREET STANDARDS

RESIDENTIAL COLLECTOR



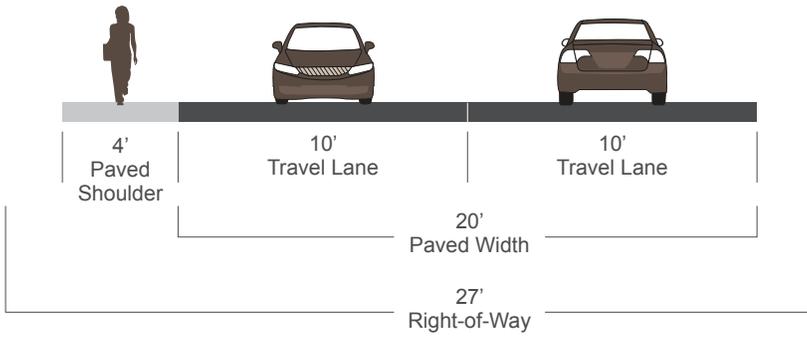
RESIDENTIAL ONE-WAY



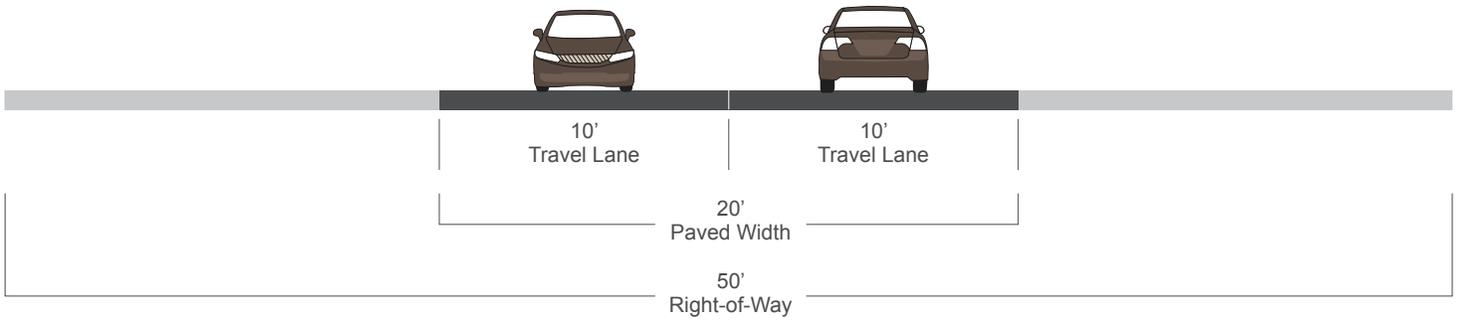
**FIGURE 5-4
BROOKINGS RESIDENTIAL STREETS
MINIMUM STREET STANDARDS**

Transportation System Plan
Brookings, Oregon

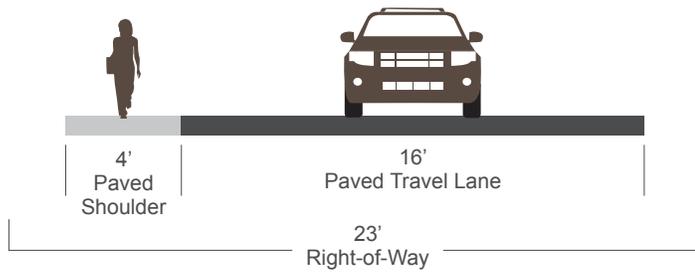
HILLSIDE COLLECTOR



HILLSIDE LOCAL (MAXIMUM OF 12 DWELLING UNITS TAKING ACCESS)



HILLSIDE ONE-WAY STREET



**FIGURE 5-5
BROOKINGS HILLSIDE STREETS
MINIMUM STREET STANDARDS**

5.3 Motorized Improvement Plan

This section outlines the City of Brookings’ roadway and intersection improvement projects for the next 20 years. In addition, a generalized timeline for implementation has been identified for each project. The sequencing plan presented is not detailed to the point of a schedule identifying specific years when infrastructure should be constructed, but rather prioritizes projects to be developed within near-term (0-5 year), medium-term (5-10 years), and longer-term (10-20 year) horizons. In addition, some projects have development-driven timelines, which are not based on citywide needs but specific development needs. In this manner, implementation of identified system improvements has been staged to spread investment in the city’s transportation infrastructure over the life of the plan. **Table 5-3** summarizes the planned motorized projects, and **Figure 5-6** illustrates the location of these projects. More detailed information for each project is included in the Prioritized Project List in **Volume 2, Appendix G** and the Motorized Prospectus Sheets that follow **Table 5-3**.

Table 5-3. Motorized Improvement Plan—Project List

Project	Description	Reason for the Project	Priority (Timeline)	Cost
M-1: US 101 and Lone Ranch Parkway	Install two egress lanes (left-turn and right-turn lane) for Lone Ranch Parkway, install southbound left-turn and northbound right-turn pockets on US 101 for deceleration, and install a southbound acceleration lane on US 101 for Lone Ranch Parkway left-turn traffic. Lone Ranch development is responsible for this project as part of their Master Plan approval.	Improves intersection minor street operations from a v/c ratio of 1.54 to 0.75.	Development-driven	\$1,840,000
M-2: US 101 and Carpenterville Road ¹	Install a two-lane roundabout or a traffic signal. The roundabout would include a mountable (traversable) central island so that trucks maintain the ability to travel through and around the intersection. Lone Ranch development is partially responsible for this project as part of their Master Plan approval.	Either option improves intersection minor street operations and reduces 95th percentile queue lengths.	Low (15-25 Years)	\$1,930,000 ¹
Note: Two options were selected for the project to allow for flexibility based on design and other potential impacts. It will be determined which option is best at the time of project construction.				
M-3: US 101 and Harris Beach State Park	Motorized Project M-3 has been modified and reclassified as Non-motorized Project N-11.			

Table 5-3. Motorized Improvement Plan—Project List (continued)

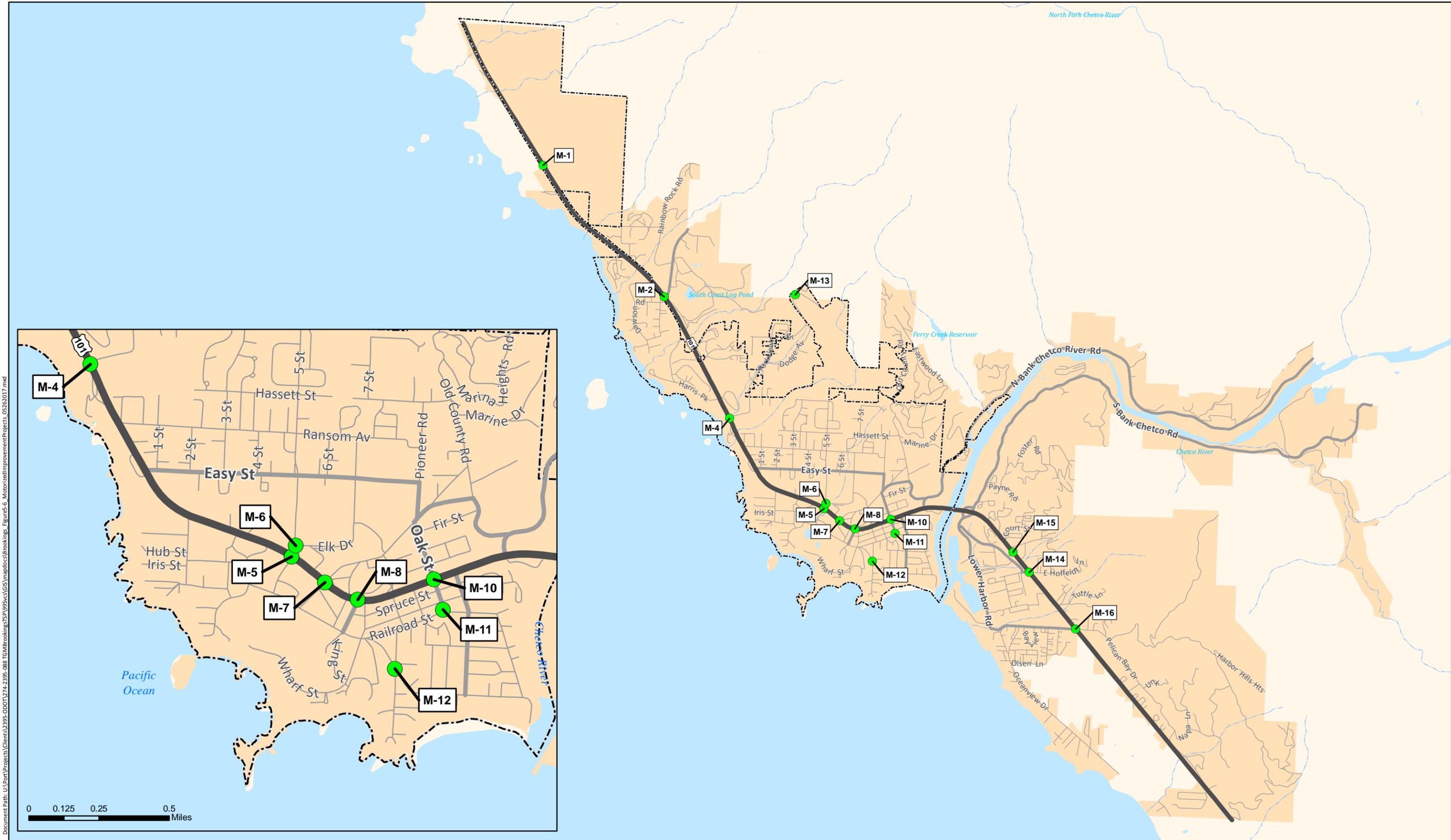
Project	Description	Reason for the Project	Priority (Timeline)	Cost
M-4: US 101 and Parkview Drive	Install two egress lanes (left-turn and right-turn lane) for Parkview Drive, install southbound left-turn pocket on US 101 for deceleration, and install a southbound acceleration lane on US 101 for Parkview Drive left-turn traffic.	Improves intersection minor street operations from a v/c ratio of 1.07 to 0.35.	Development-driven	\$2,250,000
<p>Note: The City will continue to look for opportunities to study Parkview Drive and the Brookings County Airport area, including the adjacent Harris Beach State Park property. This area would benefit from special consideration, such as an area plan due to several identified deficiencies, multiple surrounding land uses, and the relatively isolated nature of Parkview Drive, which is connected to Brookings only via US 101.</p>				
M-5: US 101 and 5th Street ²	Continue to work with ODOT to improve overall safety and operations of the intersection to meet the project need.	Improves safety and operations by reducing pedestrian/truck conflicts, and improves safety for all modes of transportation.	High (0-5 Years)	\$350,000 ²
M-6: Elk Drive and 5th Street	Implement access management at driveways near intersection, construct curb bulbs to minimize crossing distances, and install continental crosswalks.	Improves safety by separating conflict areas to provide drivers adequate reaction time between the intersection and driveways.	Medium (5-15 Years)	\$100,000
M-7: US 101 and Pacific Avenue	Limit Pacific Avenue to right-out only.	Improves intersection minor street operations from a v/c ratio of 0.98 to 0.34.	Medium (5-15 years)	\$50,000
M-8: US 101 and Center Street	Change Center Street on the north side of US 101 to one-way northbound traffic only.	Improves safety and operations by allowing unimpeded travel on Center Street while maintaining business parking on both sides of Center Street.	Medium (5-15 Years)	\$40,000
M-9: US 101 from Willow Street to Alder Street	Motorized Project M-9 has been removed because vehicle safety will be addressed within this roadway segment with Motorized Project M-10.			
M-10: US 101 and Oak Street	Add left-turn lanes on US 101 at the Oak Street intersection.	Improves safety by eliminating need for vehicles to turn left from through lanes, which currently results in rear-end collisions and angled collisions from vehicles making sudden lane changes.	Medium (5-15 Years)	\$1,300,000

Table 5-3. Motorized Improvement Plan—Project List (continued)

Project	Description	Reason for the Project	Priority (Timeline)	Cost
M-11: Railroad Street and Oak Street	<p>Realign intersection to make Railroad Street ‘T’ into Oak Street.</p> <p>Note: At the time of project construction, consideration should be given to the turning radius and design speed to support traffic patterns.</p>	Improves safety by reducing turning radii, which slows traffic, and improving vehicle predictability by narrowing and marking lanes.	Medium (5-15 Years)	\$230,000
M-12: Memory Lane and Tanbark Road	Realign the Tanbark Road approaches at Memory Lane to bring each approach angle closer to 90 degrees.	Improves safety by improving sight distance, reducing vehicle turning speed, improving driver approach angles, and reducing crossing distance.	Medium (5-15 Years)	\$90,000
M-13: Parkview Drive/Airport Road near Brookings County Airport	Rebuild Airport Road as a cut-and-cover tunnel to avoid the Runway Protection Zone (RPZ) of Brookings County Airport.	Provides safe access to the industrial area northeast of Brookings Airport.	Development-driven	\$2,880,000
M-14: US 101 and Hoffeldt Lane	Motorized Project M-14 was developed as part of the US 101 Corridor Plan (ODOT 2014).			
M-15: US 101 and Zimmerman Lane	Motorized Project M-15 was developed as part of the US 101 Corridor Plan (ODOT 2014).			
M-16: US 101 and Benham Lane	Motorized Project M-16 was developed as part of the US 101 Corridor Plan (ODOT 2014).			

¹A specific improvement has not been selected for this intersection. The cost estimate provided is illustrative of one improvement option (two-lane roundabout), but the final cost could be higher or lower than this estimate depending on the specific improvement chosen by ODOT and the City of Brookings.

²A specific improvement has not been selected for this intersection. The cost estimate provided is illustrative of one improvement option (providing wider truck-turning radius, reconstructing channelization island, and new road markings for bicyclists and pedestrians), but the final cost could be higher or lower than this estimate depending on the specific improvement chosen by ODOT and the City of Brookings.



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Parametrix Source: City of Brookings, Oregon

- Motorized Improvement Project
 - City Limit
 - Urban Growth Boundary
- Roadways**
- Principal Arterial
 - Collector
 - Local Road

FIGURE 5-6
CITY OF BROOKINGS
MOTORIZED IMPROVEMENT PROJECTS
 Transportation System Plan
 Brookings, Oregon



5.3.1 Motorized Prospectus Sheets

The motorized prospectus sheets summarized below were included in the Prioritized Project List (Draft) and include revisions and comments from ODOT and the City of Brookings staff. See **Appendix G** for the full Prioritized Project List (Draft) including revisions and comments from ODOT and the City of Brookings.

Project: M-1	US 101 and Lone Ranch Parkway
Need	<ul style="list-style-type: none"> Mobility: Forecast 2034 intersection mobility of 1.54 v/c ratio exceeds future mobility target of v/c ratio of 0.80 or better.
Description	<ul style="list-style-type: none"> Install two egress lanes (left-turn and right-turn lane) for Lone Ranch Parkway. Install southbound left-turn and northbound right-turn pockets on US 101 for deceleration. Install a southbound acceleration lane on US 101 for Lone Ranch Parkway left-turn traffic. Install traffic delineators/channelization, in addition to lane markings, to provide separation between the southbound through lane and southbound acceleration lane.
Benefits	<ul style="list-style-type: none"> Two egress lanes split up the minor street traffic into two lanes. The southbound acceleration lane would significantly reduce side street delays for Lone Ranch Parkway traffic by providing a two-stage left turn for Lone Ranch Parkway traffic accessing southbound US 101.
Key Considerations/Notes	<ul style="list-style-type: none"> Improves minor street intersection operations from a v/c ratio of 1.54 to 0.75. Although this does not meet ODOT Highway Design Manual mobility target for future build conditions of 0.80 v/c ratio or better, this would significantly reduce minor street delays and would meet existing and future no build mobility targets. Coordinate project with ODOT.
Related Projects	<ul style="list-style-type: none"> N-3: US 101 from SWOCC to Harris Beach State Park
Preliminary Cost Estimate	\$1,840,000
Time Frame	Development- driven

Project Location Map

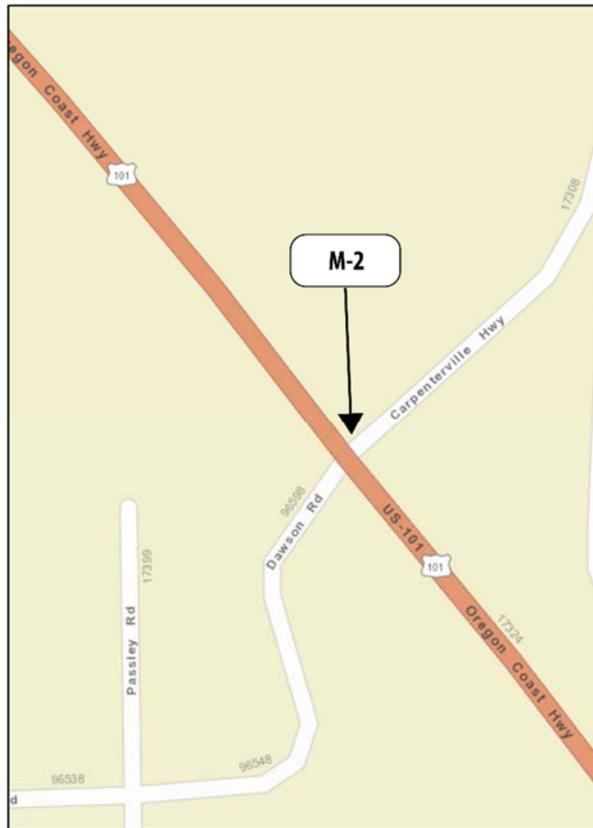


Concept Design Drawing



Project: M-2	US 101 and Carpenterville Road
Need	<ul style="list-style-type: none"> Mobility: Forecast 2034 intersection mobility greater than 2.0 v/c ratio exceeds future mobility target of v/c ratio of 0.80 or better.
Description	<ul style="list-style-type: none"> Install a two-lane roundabout or a traffic signal at the intersection. The roundabout would include a mountable (traversable) central island so that trucks maintain the ability to travel through and around the intersection. <p>Note: Two options were selected for the project to allow for flexibility based on design and other potential impacts. It will be determined which option is best at the time of project construction.</p>
Benefits	<ul style="list-style-type: none"> Reduces side street delays for Carpenterville Road by eliminating the need for vehicles to find gaps in US 101 traffic.
Key Considerations/Notes	<ul style="list-style-type: none"> Improves minor street intersection operations from a v/c ratio of greater than 2.0 to a highest entry lane v/c ratio of 0.60. Results in a 95th percentile queue length of 4 cars in each lane for northbound and southbound approaches (4 cars in each lane, or a total of 8 cars). Potentially results in right-of-way costs associated with installing a two-lane roundabout at this intersection. Potential environmental mitigation required for creek impacts. Coordinate project with ODOT.
Related Projects	<ul style="list-style-type: none"> N-3: US 101 from SWOCC to Harris Beach State Park
Preliminary Cost Estimate	\$1,930,000 for roundabout option
Priority	Low (15-25 Years)

Project Location Map



Project: M-3	US 101 and Harris Beach State Park
Motorized Project M-3 has been modified and reclassified as Non-motorized Project N-11.	

Project: M-4	US 101 and Parkview Drive
Need	<ul style="list-style-type: none"> Mobility: Forecast 2034 intersection mobility of 1.07 v/c ratio exceeds future mobility target of v/c ratio of 0.80 or better.
Description	<ul style="list-style-type: none"> Install two egress lanes (left-turn and right-turn lane) for Parkview Drive. Install southbound left-turn pocket on US 101 for deceleration. Provide a southbound acceleration lane on US 101 for Parkview Drive left-turn traffic. Install traffic delineators/channelization, in addition to lane markings, to provide separation between the southbound through lane and southbound acceleration lane. <p>Note: The City will continue to look for opportunities to study Parkview Drive and the Brookings County Airport area including the adjacent Harris Beach State Park property. This area would benefit from special consideration, such as an area plan due to several identified deficiencies, multiple surrounding land uses, and the relatively isolated nature of Parkview Drive, which is connected to Brookings only via US 101.</p>
Benefits	<ul style="list-style-type: none"> Two egress lanes split up the minor street traffic into two lanes. The southbound acceleration lane would significantly reduce side street delays for Parkview Drive traffic by providing a two-stage left turn for Parkview Drive traffic accessing southbound US 101.
Key Considerations/Notes	<ul style="list-style-type: none"> Improves minor street intersection operations from a v/c ratio of 1.07 to 0.35. Coordinate project with ODOT.
Related Projects	<ul style="list-style-type: none"> N-5: US 101 from Arnold Lane to Parkview Drive N-7: Parkview Drive from US 101 to Welch Court
Preliminary Cost Estimate	\$2,250,000
Priority	Development-driven

Project Location Map



Concept Design Drawing

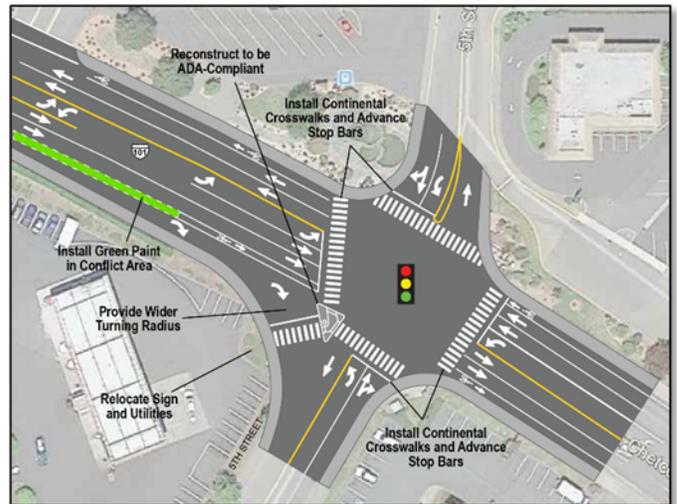


Project: M-5	US 101 and 5th Street
Need	<ul style="list-style-type: none"> Potential Pedestrian Safety: Large trucks (WB-67) traveling eastbound on US 101 and turning southbound onto 5th Street does not have sufficient roadway space to make the turn without driving over the sidewalk or channelization island.
Description	<ul style="list-style-type: none"> Continue to work with ODOT to improve overall safety and operations of the intersection to meet the project need,
Benefits	<ul style="list-style-type: none"> Reduce pedestrian and truck conflicts.
Key Considerations/Notes	<ul style="list-style-type: none"> Coordinate project with ODOT.
Related Projects	<ul style="list-style-type: none"> N-8: US 101 from 5th Street to Bridge Street N-9: 5th Street from Jodee Lane to US 101
Preliminary Cost Estimate	\$350,000
Priority	High (0-5 Years)

Project Location Map



Concept Design Drawing

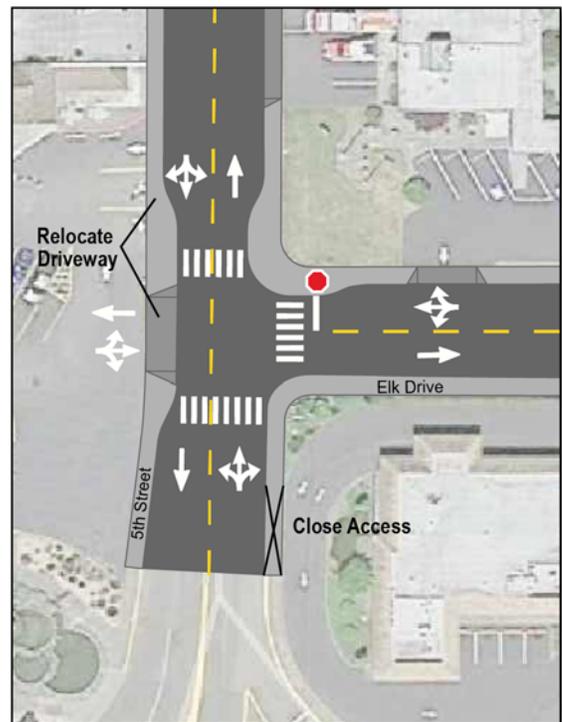


Project: M-6	Elk Drive and 5th Street
Need	<ul style="list-style-type: none"> Safety: Intersection crash rate of 0.43 exceeds calculated 95th percentile critical crash rate of 0.33.
Description	<ul style="list-style-type: none"> Implement access management at driveways near intersection. Relocate the Ray's Food Place access point on 5th Street to align with Elk Drive, and close the Chase Bank driveway on 5th Street. Construct curb bulbs to minimize crossing distances for people walking. Install continental crosswalks.
Benefits	<ul style="list-style-type: none"> Closing or moving driveways away from the intersection separates conflict areas to provide drivers adequate reaction time between the intersection and driveways. Realigning the Ray's Food Place driveway at the intersection improves safety while maintaining business access.
Key Considerations/Notes	<ul style="list-style-type: none"> Ensure that access management does not adversely affect the Brookings police or fire department operations or that curb bulbs do not adversely affect the turning ability of RVs and delivery trucks.
Related Projects	<ul style="list-style-type: none"> N-9: 5th Street from Jodee Lane to US 101
Preliminary Cost Estimate	\$100,000
Priority	Medium (5-15 Years)

Project Location Map



Concept Design Drawing

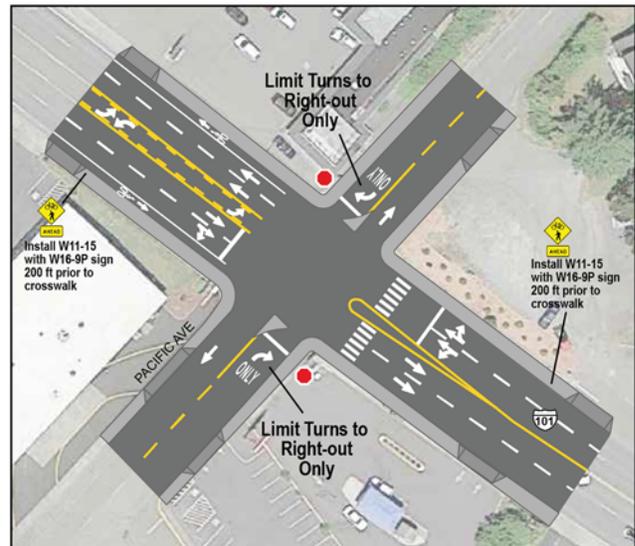


Project: M-7	US 101 and Pacific Avenue
Need	<ul style="list-style-type: none"> • Mobility: Forecast 2034 intersection mobility of 0.98 v/c ratio exceeds future mobility target of v/c ratio of 0.90 or better. • Safety: Intersection crash rate of 0.32 exceeds calculated 95th percentile critical crash rate of 0.28.
Description	<ul style="list-style-type: none"> • Limit Pacific Avenue to right-out only.
Benefits	<ul style="list-style-type: none"> • Limiting Pacific Avenue to right-out only improves minor street intersection operations.
Key Considerations/ Notes	<ul style="list-style-type: none"> • Improves intersection operations from a v/c ratio of 0.98 to 0.34. • Requires out-of-direction travel for restricted movements. • After reassigning through and left-turning vehicle trips from Pacific Avenue, the adjacent intersection on US 101 would continue to meet operational mobility standards for future build conditions. • Coordinate project with ODOT.
Related Projects	<ul style="list-style-type: none"> • N-2: Pacific Avenue/Azalea Park Road from Old Country Road to US 101 • N-8: US 101 from 5th Street to Bridge Street
Preliminary Cost Estimate	\$50,000
Priority	Medium (5-15 Years)

Project Location Map

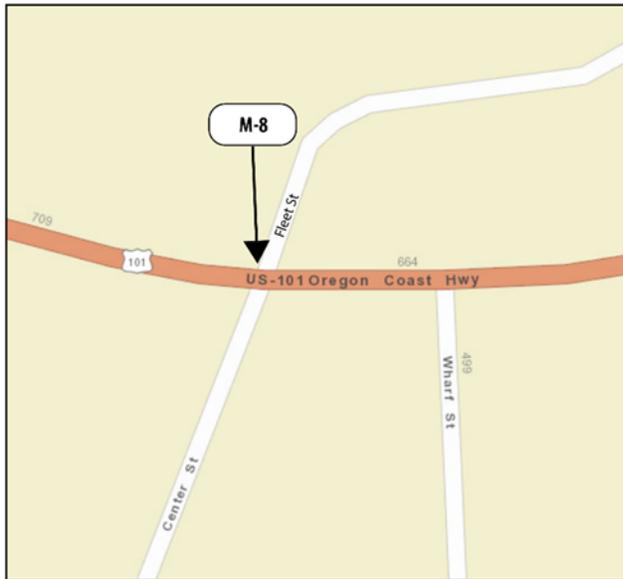


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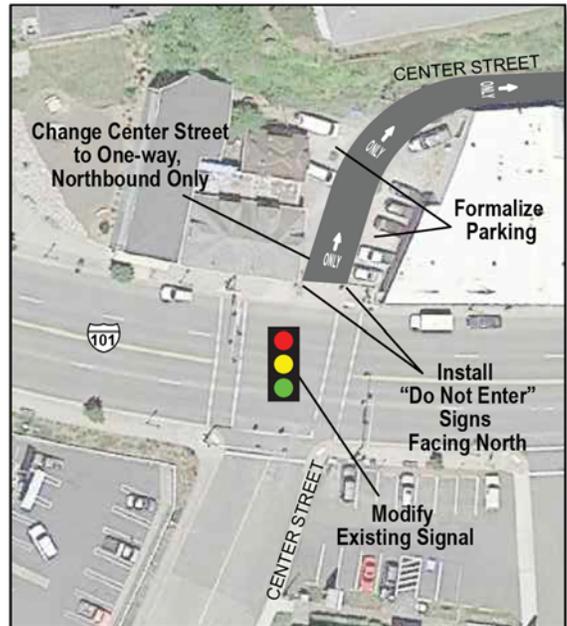


Project: M-8	US 101 and Center Street
Need	<ul style="list-style-type: none"> Safety: There is insufficient right-of-way width for two-way traffic and parked vehicles on both sides of Center Street north of US 101.
Description	<ul style="list-style-type: none"> Change Center Street on the north side of US 101 to one-way northbound traffic only. Currently, Center Street is a two-way street for approximately 125 feet north of US 101, and then changes to one-way southbound travel for the remainder. Install “one-way” pavement markings and signs on Center Street north of the intersection with US 101 and along Center Street until it intersects with Fern Avenue. Install “Do Not Enter” signs on both sides of Center Street, north of the intersection with US 101.
Benefits	<ul style="list-style-type: none"> Intersection modifications would allow for maintaining business parking on both sides of Center Street just north of US 101, and allow for unimpeded travel on Center Street, improving the operations of the intersection.
Key Considerations/Notes	<ul style="list-style-type: none"> Coordinate project with ODOT.
Related Projects	<ul style="list-style-type: none"> N-8: US 101 from 5th Street to Bridge Street
Preliminary Cost Estimate	\$40,000
Priority	Medium (5-15 Years)

Project Location Map



Concept Design Drawing



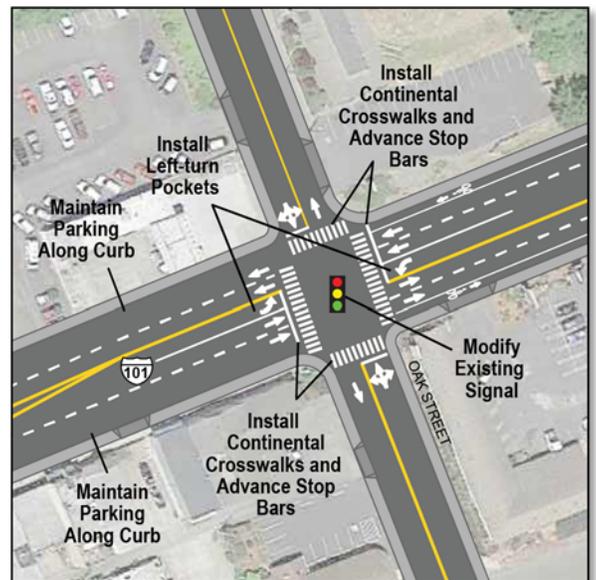
Project: M-9	US101 from Willow Street to Alder Street
Project M-9 has been removed, because vehicle safety will be addressed within this roadway segment with Motorized Project M-10.	

Project: M-10	US 101 and Oak Street
Need	<ul style="list-style-type: none"> • Safety: The intersection is within the segment of US 101 (Willow Street to Alder Street) that is in the top 10% of Safety Priority Index System (SPIS) locations in 2012 (51.01 SPIS score).
Description	<ul style="list-style-type: none"> • Add left turn lanes on US 101 at the Oak Street intersection • Modify traffic signal to include US 101 left turn phasing
Benefits	<ul style="list-style-type: none"> • Providing left turn lanes on US 101 at the US 101/Oak Street intersection will improve safety because vehicles will no longer have to turn left from through lanes, which currently results in rear-end collisions and angled collisions from vehicles making sudden lane changes.
Key Considerations/Notes	<ul style="list-style-type: none"> • This project will need to be coordinated with nonmotorized improvements for Projects N-6 and N-8. .
Related Projects	<ul style="list-style-type: none"> • N-6: Oak Street from US 101 to Pacific Avenue • N-8: US 101 from 5th Street to Bridge Street
Preliminary Cost Estimate	\$1,300,000
Priority	Medium (5-15 Years)

Project Location Map



Concept Design Drawing



Project: M-11	Railroad Street and Oak Street
Need	<ul style="list-style-type: none"> Safety: Oak Street intersects Railroad Street at a skewed intersection resulting in poor sightlines. Additionally, adequate curbs or markings to define the intersection are missing. Two of the right turns are not stop-controlled and have large turning radii, resulting in high-speed turns. Also, high speeds of travel southbound on Oak Street to the western arm of Railroad Street and vice versa make it difficult for left-turning vehicles on the eastern arm of Railroad Street to find a gap in the traffic stream.
Description	<ul style="list-style-type: none"> Realign intersection to make Railroad Street 'T' into Oak Street. <p>Note: At the time of project construction, consideration should be given to the turning radius and design speed to support traffic patterns.</p>
Benefits	<ul style="list-style-type: none"> Reduces turning radii, slowing traffic. Improves vehicle predictability by narrowing and marking lanes.
Key Considerations/Notes	<ul style="list-style-type: none"> This project will need to be coordinated with the Railroad Street Improvements project, because it will include a bike facility on Railroad Street and/or Oak Street (e.g., shared line markings, conventional bike lanes, or protected bike lanes).
Related Projects	<ul style="list-style-type: none"> N-8: US 101/Chetco Avenue from 5th Street to Bridge Street Railroad Street Improvements project (identified in 2015-2018 STIP and 2014-2015 CIP)
Preliminary Cost Estimate	\$230,000
Priority	Medium (5-15 Years)

Project Location Map

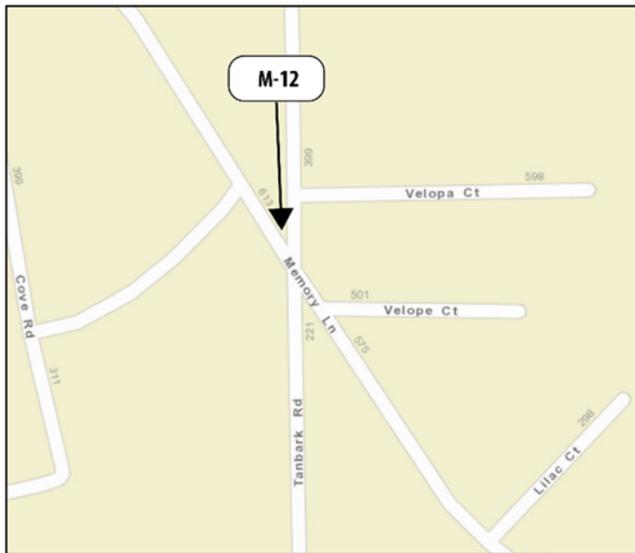


Concept Design Drawing

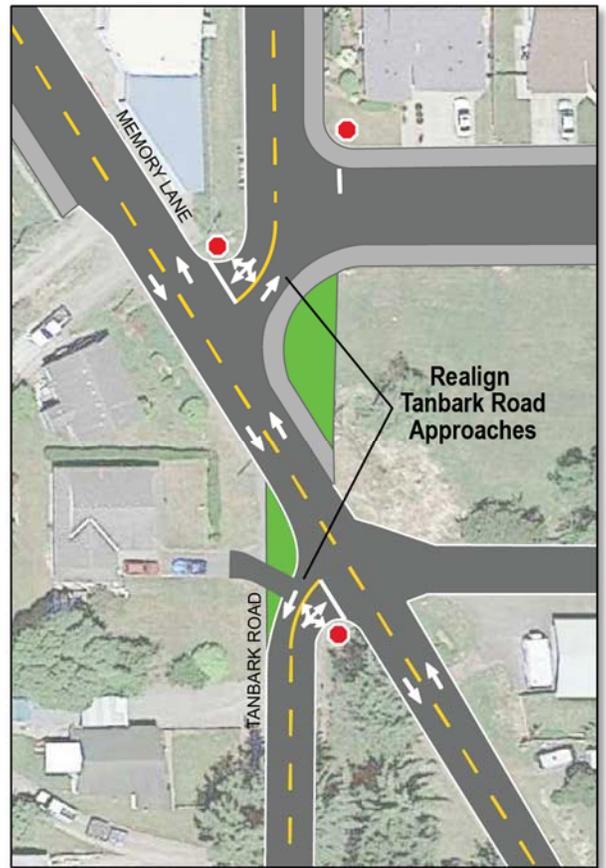


Project: M-12	Memory Lane and Tanbark Road
Need	<ul style="list-style-type: none"> Safety: The high intersection skew angle results in poor sight distance and, combined with the uncontrolled approach on Memory Lane, makes left turns from Tanbark Road unsafe.
Description	<ul style="list-style-type: none"> Realign the Tanbark Road approaches at the intersection to bring each approach angle closer to 90 degrees.
Benefits	<ul style="list-style-type: none"> Improves the sight distance for vehicles turning from Tanbark Road. Reduces the speed of vehicles turning right from Memory Lane onto Tanbark Road. Reduces the extent to which drivers must turn their head and neck to view approaching vehicles by making the intersection closer to perpendicular. Reduces crossing distances for people walking and vehicles, which decreases exposure to conflicts, by reducing the intersection skew angle.
Key Considerations/Notes	<ul style="list-style-type: none"> There could potentially be right-of-way costs associated with realigning the roadway approaches.
Related Projects	<ul style="list-style-type: none"> None
Preliminary Cost Estimate	\$90,000
Priority	Medium (5-15 Years)

Project Location Map



Concept Design Drawing

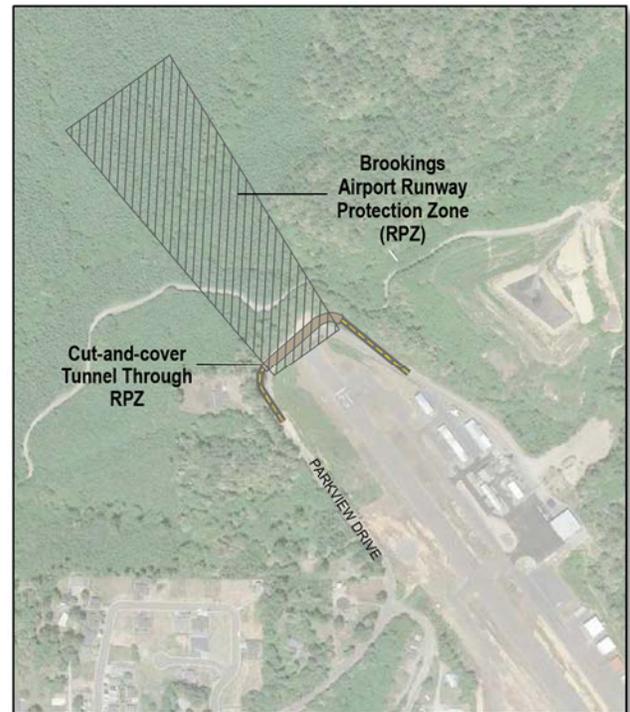


Project: M-13	Parkview Drive/Airport Road near Brookings County Airport
Need	<ul style="list-style-type: none"> • Safety/Access: The only existing access to the industrial-zoned area northeast of Brookings County Airport is via Parkview Drive, which curves around the northwest end of the airport. Parkview Drive is located within the airport’s runway protection zone (RPZ), which is an area off the end of the runway end that serves to enhance the protection of people and property on the ground in the event an aircraft lands or crashes beyond the runway end. • As airport sponsor and owner, Curry County is responsible for ensuring compatible land use around to the airport to the extent possible, including disallowing activities that would hinder their ability to maintain compatibility. • Before the County could allow a project to increase traffic in areas surrounding the airport, they would need to ensure that the project did not allow for increased incompatible land use around the airport.
Description	<ul style="list-style-type: none"> • Rebuild Airport Road as a cut-and-cover tunnel to avoid the RPZ of Brookings Airport.
Benefits	<ul style="list-style-type: none"> • Provides the safe access to the industrial area northeast of Brookings County Airport.
Key Considerations/Notes	<ul style="list-style-type: none"> • There would be right-of-way costs associated with constructing the cut-and-cover tunnel. • Roadway construction should be coordinated with Brookings County Airport to avoid conflicts with the RPZ and airport operations. • Steep slope on northwest side of Airport Road may increase design complexity and construction costs.
Related Projects	<ul style="list-style-type: none"> • None
Preliminary Cost Estimate	\$2,880,000
Priority	Development Driven

Project Location Map



Concept Design Drawing



5.4 Access Management

Oregon Administrative Rule 734-051 defines the state's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. The access management rules include spacing standards for varying types of state roadways. The regulations also list criteria for granting right of access and approach locations onto state highway facilities.

In general, local streets are intended to provide access to adjacent lands; therefore, access spacing policies for these facilities allow for the most closely spaced accesses of all the roadway classifications. Conversely, one of the primary functions of arterials (US 101 in Brookings) is to provide through-traffic mobility, which necessitates the most restrictive access spacing standards.

The provisions in the Oregon Administrative Rules apply to US 101 under Oregon State jurisdiction within the city of Brookings. Given that the speed, highway designation, and traffic control are variable along the US 101 alignment within Brookings, the access spacing targets also change. The most current ODOT classifications and guidance should be referenced when considering access modifications along the highway.

Access spacing guidelines help the City of Brookings to identify the minimum desired distance between private and public access points along major roadways. Implementing access spacing guidelines helps the City to minimize the potential for vehicular conflicts between closely spaced accesses as well as conflicts among vehicles, pedestrians, and bicyclists. Some of the driveways within Brookings are ill-defined and wide; limiting the width of driveways would help to define the conflict area involving motorists, bicyclists, and pedestrians, and to inform all types of facility users in crossing and using the access points. In addition to the spacing standards listed in Oregon Administrative Rule 734-051, the following policies also pertain to access control within the city:

- Access points onto arterials and collectors may have directional restrictions (i.e., right-in/right-out only) depending on the roadway's characteristics, including number of lanes, roadway volume, queuing at nearby intersections and driveways, locations and types of traffic control, and locations of conflicting accesses.
- Directional restrictions will be determined by the City and/or ODOT after a review of a Transportation Impact Analysis provided by a development applicant.
- Crossing of multi-use paths by driveways shall not be allowed unless there are no other access options for the site. If allowed, a driveway access crossing a multi-use path shall be constructed to provide priority and adequate visibility to path users, and should provide shared access to adjacent property, when applicable.
- Only one access is permitted per street frontage (including shared access); however, lots may have multiple street access points where minimum access spacing requirements are met.
- The centerlines of driveways are required to align across arterials and collectors to minimize conflicting turning movements and allow for adequate turn storage.
- Shared access and access easements to adjacent properties may be required to comply with these access requirements and to allow adjacent lands to also comply.

Constraints may require deviations to these access standards. Where these guidelines cannot be implemented, justification of an alternative should be prepared that demonstrates how safety for all modes will be provided, or how the change will better meet the roadway function. Self-imposed constraints are not justification for an access deviation.

5.5 Parking Plan

The Brookings Parking Plan was completed in 2006 and addresses parking needs in the downtown area of Brookings. The street design standards in **Section 5.2** address parking in other parts of the city. The Parking Plan supports planning efforts focused in the downtown area and provides information on existing parking supply and demand. The Parking Plan also makes several short-term parking recommendations. During development of the TSP, the PMT determined that no additional parking inventory and/or analysis was required, and that the Parking Plan should be incorporated into the TSP update, along with the street design standards to serve as a basis for evaluating future parking needs in the city.

6. NON-MOTORIZED PLAN

6.1 Non-motorized Improvement Plan

The non-motorized improvement plan presents those projects focused on facilitating pedestrian and bicycle travel. The projects were identified based on input received through the Alternatives Analysis process and input from the PMT, TAC, CAC, and the public. These projects were prioritized based on their proximity to schools, the underlying roadway’s functional classification, and overall benefit to the transportation network. The sequencing plan presented is not detailed to the point of a schedule identifying specific years when infrastructure should be constructed, but rather prioritizes projects to be developed within near-term (0-5 year), medium-term (5-10 years), and longer-term (10-20 year) horizons. The projects listed in **Table 6-1** were identified based on the unique transportation system in Brookings that is heavily influenced by the location of US 101, and are intended to be right-sized for the city’s needs and to accommodate the existing financial constraints.

Table 6-1 summarizes the planned non-motorized projects, and **Figure 6-1** illustrates the location of these projects. More detailed information for each project is included in the Prioritized Project List in **Volume 2, Appendix G**. To address additional non-motorized projects, example solutions are provided as part of the non-motorized toolbox in **Volume 2, Appendix F** and the Non-motorized Prospectus Sheets that follow **Table 6-1**.

Table 6-1. Non-motorized Improvement Plan—Project List

Project	Description	Reasons for the Project	Priority	Cost
N-1: Easy Street from Pioneer Road to Easy Manor Drive	Install a bike route, install sidewalk infill on north side as needed, and widen street.	Provides enhanced environment for walking, improved visibility for all users, shared lane markings and wayfinding signage, and on-street parking capacity; complements recently completed sidewalks funded by Safe Routes to School (SRTS) program grant.	Medium (5-15 Years)	\$870,000
N-2: Pacific Avenue/Azalea Park Road from Old County Road to US 101	<p>Typical Section (Old County Road to Oak Street) Install conventional and buffered bike lanes on both sides of the street, retain on-street parking on one side of the street, narrow travel lanes, and add curb extensions.</p> <p>Constrained Section (Oak Street to US 101) Install bike route and install sidewalk infill as needed.</p>	<p>Typical Section (Old County Road to Oak Street) Improves bicycle access and connectivity, increases separation between people driving and bicycling in one direction, and creates a more comfortable bicycle facility; provides clearance when car doors are opened to minimize accident risks, and reduces vehicular speeds.</p> <p>Constrained Section (Oak Street to US 101) Establishes continuous sidewalks on both sides of the street, provides shared lane markings and wayfinding signage, and improves visibility for all users.</p>	High (0-5 Years)	\$440,000

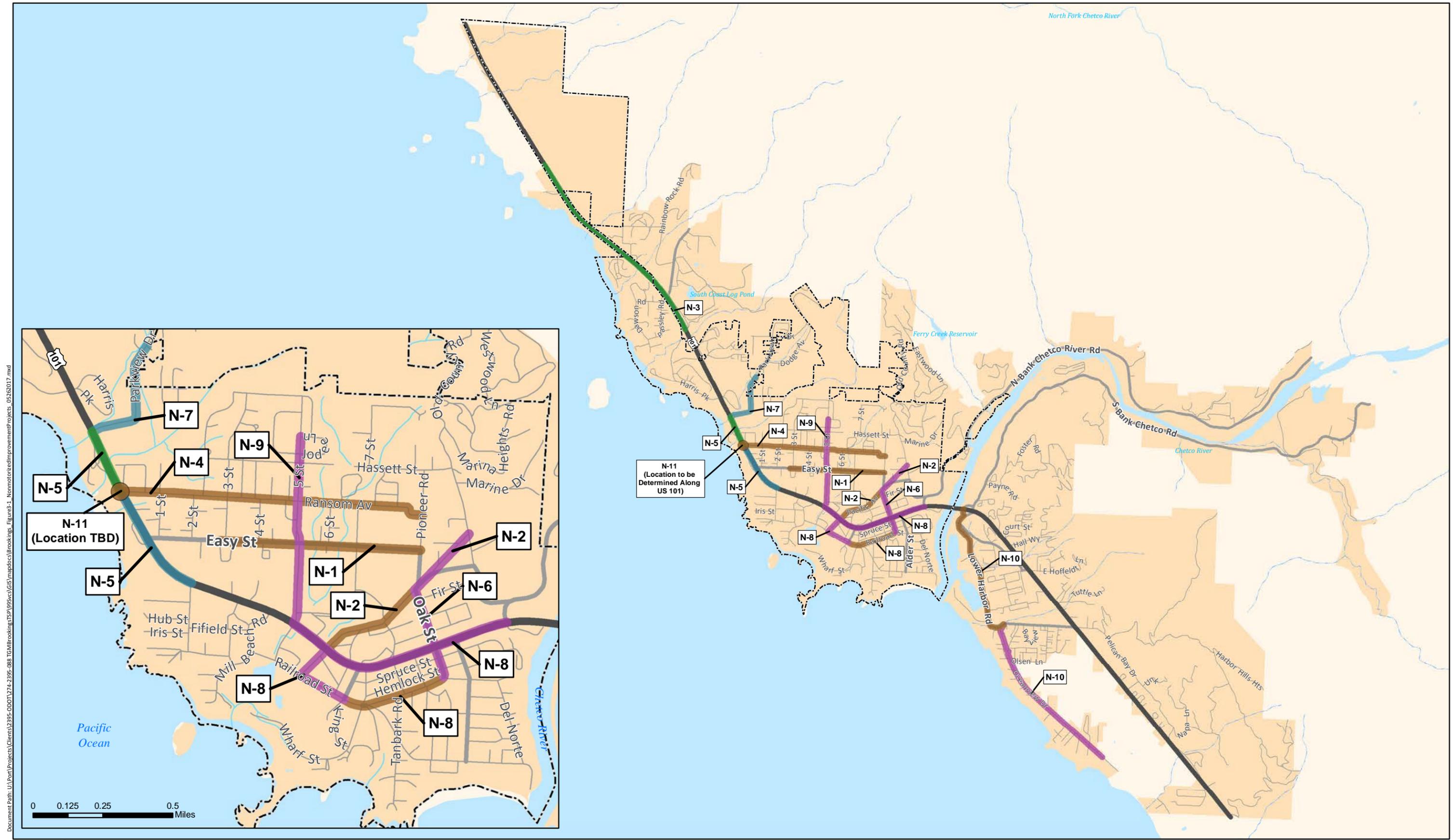
Table 6-1. Non-motorized Improvement Plan—Project List (continued)

Project	Description	Reasons for the Project	Priority	Cost
N-3: US 101 from SWOCC to Harris Beach State Park	Prepare trail feasibility study for installing trail on US 101 and to determine US 101 bicycle/pedestrian crossings.	Need to determine feasibility for providing low-stress off-street environment for bicycling and walking, and maintaining separation from fast-moving highway traffic.	Development-Driven	\$80,000
N-4: Ransom Avenue from US 101 to Pioneer Road	<p>Typical Section Install bike boulevard treatments, retain on-street parking, and install sidewalk infill as needed.</p> <p>Constrained Section Install bike boulevard treatments, retain on-street parking on one side, and install sidewalk infill on other side, as needed.</p>	<p>Typical Section Provides enhanced environment for bicycling and walking, improves visibility for all users, and provides lower-stress bike route to schools, swimming pool, tennis courts, and Bud Cross Park.</p> <p>Constrained Section Provides same benefits as typical section plus retains parking on one side of the street.</p>	High (0-5 Years)	\$1,470,000
N-5: US 101 from Arnold Lane to Parkview Drive	<p>North Section (Parkview Drive to Ransom Avenue) Install trail segment on west side of US 101 to Harris Beach Trail and sidewalk on east side of US 101.</p> <p>South Section (Ransom Avenue to Arnold Street) Install sidewalk infill as needed on east side of US 101, and reduce shoulder width.</p>	<p>North Section (Parkview Drive to Ransom Avenue) Connects to existing multi-use path on west side, creates low-stress environment for bicycling and walking, provides dedicated sidewalk facility on east side, which enhances pedestrian access, and improves visibility for all users.</p> <p>South Section (Ransom Avenue to Arnold Street) Provides dedicated sidewalk facility on east side, which enhances pedestrian access, and improves visibility for all users.</p>	High (0-5 Years)	\$1,130,000
N-6: Oak Street from US 101 to Pacific Avenue	Install conventional bike lanes, retain on-street parking on one side, and install parking buffer between parking and bike lane, and narrow the travel lanes.	Improves connectivity and rider comfort, retains on-street parking, helps people avoid riding in door zone, and calms traffic.	High (0-5 Years)	\$51,000
N-7: Parkview Drive from US 101 to Welch Court	Install sidewalk infill on east side.	Improves pedestrian access and safety and visibility for all modes.	Low (15-25 Years)	\$373,000
N-8: US 101 from 5th Street to Bridge Street	<p>US 101—5th Street to Pacific Avenue Retain existing northbound and southbound striped bike lanes.</p> <p>US 101—Pacific Avenue to Oak Street Install signage for southbound bike route onto Railroad Street. Remove parking on northeast side of US 101 and install northbound bike lane.</p>	Improves bicycle access and connectivity on US 101 while maintaining two through travel lanes in each direction on US 101; improves streetscape and bicycle/pedestrian connectivity on Railroad Street (previous streetscape project was planned between Wharf Street and Oak Street), and keeps the low-stress bicycle environment.	High (0-5 Years)	\$4,817,000 to \$6,765,654

Table 6-1. Non-motorized Improvement Plan—Project List (continued)

Project	Description	Reasons for the Project	Priority	Cost
N-8: US 101 from 5th Street to Bridge Street (continued)	<p><u>US 101—Oak Street to Bridge Street</u> Retain existing northbound and southbound striped bike lanes.</p> <p><u>Pacific Avenue—US 101 to Railroad Street</u> Install bike route.</p> <p><u>Railroad Street—Pacific Avenue to Wharf Street</u> Install bike route.</p> <p><u>Railroad Street—Wharf Street to Oak Street</u> Incorporate reconstruction project with sidewalks and bike route with signage and shared lane markings.</p> <p><u>Oak Street—Railroad Street to US 101</u> Install bike route with signage and shared lane markings.</p> <p>Note: The City will continue to look for opportunities to conduct a comprehensive study of the downtown core area to address parking, a reduction of travel lanes, and bicycle safety and pedestrian crossings.</p>			
N-9: 5th Street from Jodee Lane to US 101	<p><u>Typical Section</u> Install bike route treatment and retain sidewalks and parking on both sides.</p> <p><u>Constrained Section</u> Install bike route treatment and retain intermittent sidewalks.</p>	<p><u>Typical Section</u> Provides shared lane markings and wayfinding signage and retains on-street parking.</p> <p><u>Constrained Section</u> Provides shared lane markings and wayfinding signage.</p>	Medium (5-15 Years)	\$20,000
N-10: Lower Harbor Road and Oceanview Drive	<p><u>Lower Harbor Road</u> Install conventional bike lanes and sidewalks on both sides, where feasible.</p> <p><u>Oceanview Drive</u> Install conventional bike lanes where right-of-way is available and bike route where right-of-way is not available.</p> <p><u>Intersection of Lower Harbor Road and Shopping Center Avenue</u> Install pedestrian and bicycle crossing improvements.</p>	Improves connectivity and safety for people bicycling and walking in areas where there is available width for bike lanes; also improves visibility for all road users.	Medium (5-15 Years)	\$1,614,000
N-11 (formerly M-3): US 101 near Ransom Avenue ¹	Continue to work with ODOT to install improved bicycle/pedestrian access across US 101 north of Arnold Street.	Improves safe crossing of US 101 for bicyclists/pedestrians to access the multi-use path on the west side of US 101.	High (0-5 Years)	\$100,000 ¹
Bicycle Parking	Install additional bicycle parking (Details listed below and in Table 6-2).	To encourage more bicycle ridership.	High (0-5 Years)	\$11,000

¹ A specific improvement has not been identified for this project. The cost estimate provided is illustrative of one improvement option (providing rectangular rapid flashing beacon, crosswalk, advance pedestrian/bicycle signs, and advance stop bars), but the final cost could be higher or lower than this estimate depending on the specific improvement chosen by ODOT and the City of Brookings.



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Parametrix Source: City of Brookings, Oregon

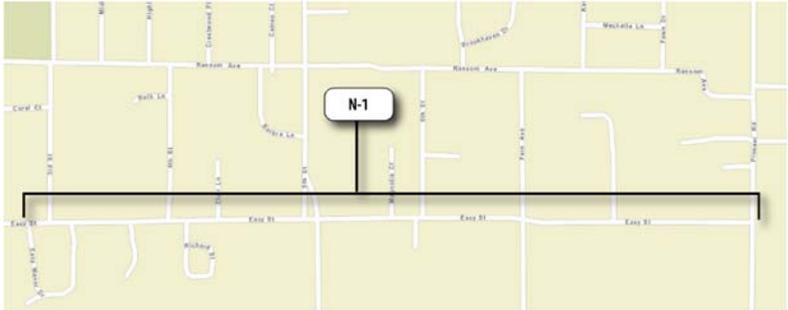
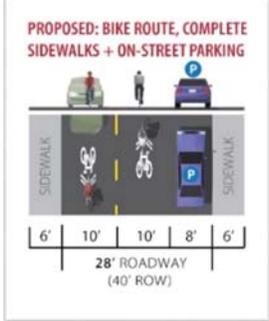


- | Nonmotorized Improvement Project Type | | Roadways | | City Limit | |
|---------------------------------------|-------------------------------------|-------------------------------------|--------------------|--|-----------------------|
| █ | Multi-Use Path | █ | Principal Arterial | | City Limit |
| █ | On-street Bike Project | █ | Collector | | Urban Growth Boundary |
| █ | On-street Bike and Sidewalk Project | █ | Local Road | | |
| █ | Sidewalk Project | | | | |

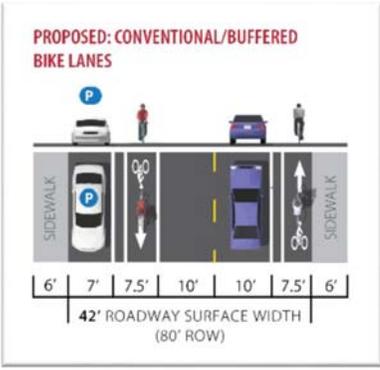
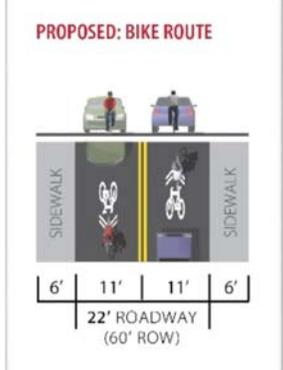
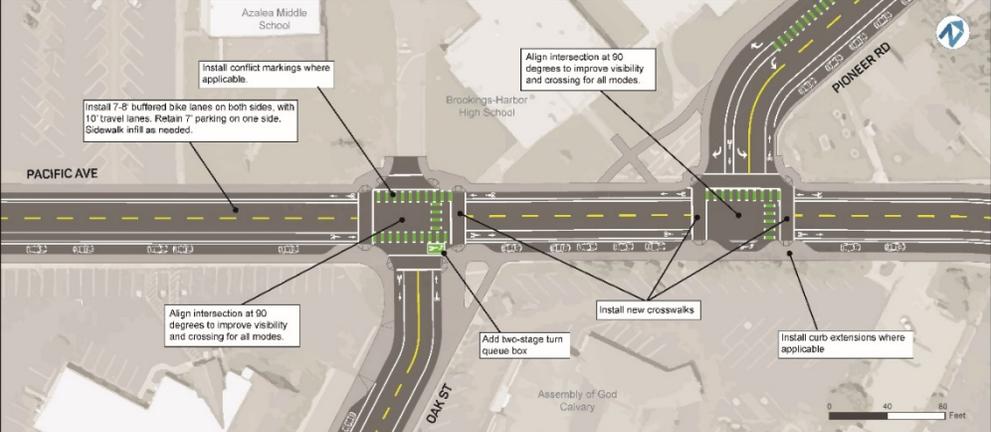
FIGURE 6-1
CITY OF BROOKINGS
NONMOTORIZED IMPROVEMENT PROJECTS
 Transportation System Plan
 Brookings, Oregon

6.1.1 Non-Motorized Prospectus Sheets

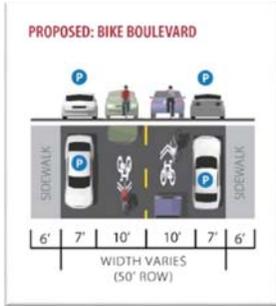
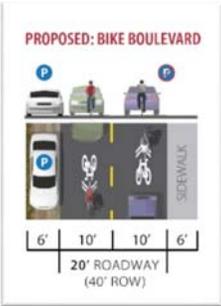
The non-motorized prospectus sheets summarized below were included in the Prioritized Project List (Draft) and include revisions and comments from ODOT and the City of Brookings staff. See **Appendix G** for the full Prioritized Project List (Draft) including revisions and comments from ODOT and the City of Brookings.

Project: N-1	Easy Street: Pioneer Road to Easy Manor Drive
Need	<ul style="list-style-type: none"> • Bicycle Level of Traffic Stress (LTS): 2 (Not suitable for children riding unaccompanied within a designated Focus Area). There are no dedicated bicycle facilities, and traffic speeds and volumes may be too high for children and less confident riders. • Pedestrian Level of Service (LOS): 2. Consistent curb-tight south sidewalk and intermittent north sidewalk.
Description	<ul style="list-style-type: none"> • Install a bike route (shared lane markings and signage) • Install sidewalk infill on north side as needed • Widen street footprint from 22 to 28 feet to accommodate new on-street parking on one side of the street
Benefits	<ul style="list-style-type: none"> • Provides enhanced environment for walking • Complements recently completed sidewalks funded by Safe Routes to School (SRTS) program grant • Provides improved visibility for all users • Provides shared lane markings and wayfinding signage • Adds on-street parking capacity • No right-of-way acquisition needed
Key Considerations/Notes	<ul style="list-style-type: none"> • Would not provide dedicated facilities for people biking • Impacts adjacent residential frontage
Related Projects	<ul style="list-style-type: none"> • N-9: 5th Street from Jodee Lane to US 101
Preliminary Cost Estimate	\$870,000
Priority	Medium (5-15 Years)
Project Location Map	
Concept Design Drawing	 <p>(Looking West)</p>

Project: N-2	Pacific Avenue/Azalea Park Road: Old Country Road to US 101
Need	<ul style="list-style-type: none"> • Bicycle LTS: 2 (Not suitable for children riding unaccompanied within a designated Focus Area). There are no dedicated bicycle facilities, and traffic speeds and volumes may be too high for children and less confident riders. • Pedestrian LOS: 1-2. Lack of any sidewalks south of Fern Avenue. Consistent sidewalks on at least one side of the street north of Fern Avenue.
Description	<p><u>Typical Section (Old Country Road to Oak Street)</u></p> <ul style="list-style-type: none"> • Install conventional and buffered 7- 8-foot on-street bike lanes on both sides of the street • Retain on-street parking on one side of the street • Narrow travel lanes to 10 feet • Add curb extensions for traffic calming and to improve pedestrian crossing conditions <p><u>Constrained Section (Oak Street to US 101)</u></p> <ul style="list-style-type: none"> • Install bike route (shared lane markings and signage) • Install sidewalk infill as needed
Benefits	<p><u>Typical Section (Old Country Road to Oak Street)</u></p> <ul style="list-style-type: none"> • Dedicated space for riding improves bicycle access and connectivity • Buffered bike lane in one direction increases separation between people driving and bicycling in one direction and creates a more comfortable bike facility • Conventional bike lane adjacent to parking has 2-foot buffer, which provides enough clearance for opening car doors to minimize accident risk from dooring • 10-foot traffic lanes reduce vehicular speeds <p><u>Constrained Section (Oak Street to US 101)</u></p> <ul style="list-style-type: none"> • Establishes continuous sidewalks on both sides of the street • Provides shared lane markings and wayfinding signage • Improves visibility for all users
Key Considerations/ Notes	<p><u>Typical Section (Old Country Road to Oak Street)</u></p> <ul style="list-style-type: none"> • On-street parking reduction required on one side of the street • Curb extensions may require additional removal of on-street parking spaces • Improvements serve vulnerable users accessing multiple schools <p><u>Constrained Section (Oak Street to US 101)</u></p> <ul style="list-style-type: none"> • Additional pavement width is not required for bike route • Does not provide a comfortable environment for bicycling compared to dedicated facilities
Related Projects	<ul style="list-style-type: none"> • M-7: US 101 and Pacific Avenue • N-6: Oak Street from US 101 to Pacific Avenue • N-8: US 101 from 5th Street to Bridge Street
Preliminary Cost Estimate	\$440,000
Priority	High (0-5 Years)

<p>Project: N-2</p>	<p>Pacific Avenue/Azalea Park Road: Old Country Road to US 101</p>	
<p>Project Location Map</p>		
<p>Concept Design Drawing</p>	<p align="center">Typical Section (Old Country Road to Oak Street)</p>  <p align="center">(Looking Southwest)</p>	<p align="center">Constrained Section (Oak Street to US 101)</p>  <p align="center">(Looking Southwest)</p>
<p>Intersection Detail</p>	 <p align="center">N-2 PACIFIC AVENUE / AZALEA PARK ROAD CONCEPT PLAN</p>	

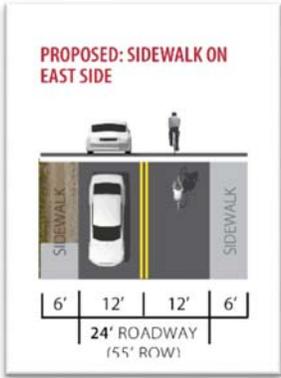
Project: N-3	US 101: Southwestern Community College to Harris Beach State Park
Need	<ul style="list-style-type: none"> • No existing bicycle/pedestrian connection to SWOCC. • Existing Bicycle LTS: 2 (Rural). Variable-width paved shoulders next to 35-55 mph traffic are suitable only for the strongest riders. • Existing Pedestrian LOS: 4-5. No sidewalks and lack of crossing opportunities along rural highway.
Description	<ul style="list-style-type: none"> • Prepare trail feasibility study for installing trail on west side of US 101 and to determine US 101 bicycle/pedestrian crossings.
Benefits	<ul style="list-style-type: none"> • Provides low-stress off-street environment for bicycling and walking • Maintains separation from fast-moving highway traffic
Key Considerations/Notes	<ul style="list-style-type: none"> • Project continues recently completed multi-use path on south side of US 101 to Dawson Court • Does not improve bicycle/pedestrian connectivity on east side of US 101
Related Projects	<ul style="list-style-type: none"> • M-1: US 101 and Lone Ranch Parkway • M-2: US 101 and Carpenterville Road • Same project as bike path to SWOCC (identified in 2016 Brookings CIP)
Preliminary Cost Estimate	\$80,000
Priority	Development-driven
<p>Project Location Map</p> 	<p>Concept Design Drawing</p>  <p>(Looking Northwest)</p>

Project: N-4	Ransom Avenue: US 101 to Pioneer Road	
Need	<ul style="list-style-type: none"> Existing Pedestrian LOS: 2. Discontinuous sidewalk facilities on both sides of the street; where existing, sidewalk is curb-tight. Existing Bicycle LTS: 2. Lack of dedicated bike facilities on collector with centerline. 	
Description	<p>Typical Section</p> <ul style="list-style-type: none"> Install bike boulevard treatments, including pavement markings and wayfinding signage Retain on-street parking Install sidewalk infill as needed <p>Constrained Section</p> <ul style="list-style-type: none"> Install bike boulevard treatments, including pavement markings and wayfinding signage Retain on-street parking on one side Install sidewalk infill on other side, as needed 	
Benefits	<p>Typical Section</p> <ul style="list-style-type: none"> Provides enhanced environment for bicycling and walking Improves visibility for all users Provides lower-stress biking route to schools, swimming pool, tennis courts, and Bud Cross Park <p>Constrained Section</p> <ul style="list-style-type: none"> Provides enhanced environment for bicycling and walking Improves visibility for all users Provides lower-stress biking route to schools, swimming pool, tennis courts, and Bud Cross Park Retains on-side parking on one side of the street 	
Key Considerations/ Notes	<p>Typical Section</p> <ul style="list-style-type: none"> Impacts adjacent residential frontage Mixed traffic operation on collector with centerline does not create comfortable conditions for bicycling <p>Constrained Section</p> <ul style="list-style-type: none"> Impacts adjacent residential frontage Does not include streetscape improvements on both sides of the street Mixed traffic operation on collector with centerline does not create comfortable conditions for bicycling 	
Related Projects	<ul style="list-style-type: none"> N-5: US 101 from Arnold Lane to Parkview Drive N-9: 5th Street from Jodee Lane to US 101/Chetco Avenue N-11: US 101 near Harris Beach Park US 101 from Harris Beach State Park to Ransom Avenue (identified in 2015-2018 Oregon Amended STIP) 	
Preliminary Cost Estimate	\$1,470,000	
Priority	High (0-5 Years)	
Project Location Map		
Concept Design Drawing	Typical Section	Constrained Section
	 <p style="text-align: center;">(Looking West)</p>	 <p style="text-align: center;">(Looking West)</p>

Project: N-5	US 101: Arnold Lane to Parkview Drive
Need	<ul style="list-style-type: none"> • Current Bicycle LTS: 2 (Rural). Variable-width paved shoulders next to 35-mph traffic north of Easy Street are suitable for more confident riders; 5- 6-foot curbside bike lane currently exists south of Easy Street. • Existing Pedestrian LOS: 4-5. No dedicated sidewalk in this section (widens from 2 to 4 lanes at Easy Street).
Description	<p><u>North Section (Parkview Drive to Ransom Avenue)</u></p> <ul style="list-style-type: none"> • Install trail segment on west side to Harris Beach Park Trail • Install sidewalk on east side <p><u>South Section (Ransom Avenue to Arnold Street)</u></p> <ul style="list-style-type: none"> • Install sidewalk infill as needed on east side • Reduce shoulder to 6 feet on east side between Ransom Avenue and Arnold Street
Benefits	<p><u>North Section (Parkview Drive to Ransom Avenue)</u></p> <ul style="list-style-type: none"> • Connects to existing multi-use path on west side; creates low-stress environment for bicycling and walking • Provides dedicated sidewalk facility on east side, which enhances pedestrian access • Improves visibility for all users <p><u>South Section (Ransom Avenue to Arnold Street)</u></p> <ul style="list-style-type: none"> • Provides dedicated sidewalk facility on east side, which enhances pedestrian access • Improves visibility for all users
Key Considerations/ Notes	<p><u>North Section (Parkview Drive to Ransom Avenue)</u></p> <ul style="list-style-type: none"> • Impacts adjacent residential frontage and potential right-of-way is needed for sidewalks and multi-use path • Multiple driveway conflicts for west side path • STIP Enhance Program proposal would construct approximately 2,200 feet of 6-foot paved shoulder (shoulder bikeway), curb, gutter, and 6-foot ADA-compliant sidewalks where no sidewalks currently exist on the east side of US 101 between Parkview Drive and Easy Street <p><u>South Section (Ransom Avenue to Arnold Street)</u></p> <ul style="list-style-type: none"> • Impacts adjacent residential frontage • Existing bike lanes between Easy Street and Arnold Lane
Related Projects	<ul style="list-style-type: none"> • M-4: US 101 and Parkview Drive • N-4: Ransom Avenue from US 101 to Pioneer Road • N-7: Parkview Drive from US 101 to Welch Court • N-11: US 101 near Ransom Avenue • US 101 from Harris Beach State Park to Ransom Avenue (identified in 2015-2018 Oregon Amended STIP)
Preliminary Cost Estimate	\$1,130,000
Priority	High (0-5 Years)

<p>Project Location Map</p>			
<p>Concept Design Drawing</p>	<p>North Section (Parkview Drive to Ransom Avenue)</p> <p>(Looking Northwest)</p>	<p>South Section (Ransom Avenue to Easy Street)</p> <p>(Looking Northwest)</p>	<p>South Section (Easy Street to Arnold Street)</p> <p>(Looking Northwest)</p>

Project: N-6		Oak Street: Pacific Avenue to US 101	
Need	<ul style="list-style-type: none"> Existing Pedestrian LOS: 1. Complete sidewalks on both sides with no buffer. Existing Bicycle LTS: 2. No dedicated bicycle facilities. Lower-speed 2-lane road with marked centerline. 		
Description	<ul style="list-style-type: none"> Install striped 6- 7-foot conventional bike lanes Retain on-street parking on one side Install 2-foot striped buffer between parking and bike lane Narrow travel lanes to 10 feet wide and stripe 		
Benefits	<ul style="list-style-type: none"> Dedicated facility for people biking improves connectivity and rider comfort On-street parking is retained Wider bike lane facility and buffer stripe adjacent to parking helps people biking avoid riding in the door zone No additional right-of-way required 10-foot lanes provide traffic calming 		
Key Considerations/ Notes	<ul style="list-style-type: none"> Sidewalks could be widened based on available right-of-way Missing sidewalk segment on east side between Redwood and Pine Streets would not be completed Parking would be removed on one side Roadway narrows closer to US 101; parking may need to be prohibited between Redwood Street and US 101 on both sides of the street Improvements serve vulnerable users accessing multiple schools 		
Related Projects	<ul style="list-style-type: none"> M-10: US 101 and Oak Street N-2: Pacific Avenue/Azalea Park Road from Old Country Road to US 101 N-8: US 101 from 5th Street to Bridge Street 		
Preliminary Cost Estimate	\$51,000		
Priority	High (0-5 Years)		
Project Location Map		Concept Design Drawing	
		<p>(Looking Northwest)</p>	

Project: N-7	Parkview Drive: US 101 to Welch Court
Need	<ul style="list-style-type: none"> Existing Pedestrian LOS: 1-2. Complete lack of sidewalks until just north of Hampton Road on lower-speed street. Sidewalk on one side (with no buffer between sidewalk and roadway) until Welch Court. Existing Bicycle LTS: 2. No dedicated bicycle facilities. Lower-speed 2-lane road with marked centerline.
Description	<ul style="list-style-type: none"> Install sidewalk infill on east side from US 101 to Welch Court
Benefits	<ul style="list-style-type: none"> Continuous east sidewalk improves pedestrian access and safety Improved visibility for all modes
Key Considerations/Notes	<ul style="list-style-type: none"> Impacts adjacent residential frontage needed for east sidewalk No sidewalk improvements on west side No bicycle improvements included in project
Related Projects	<ul style="list-style-type: none"> M-4: US 101 and Parkview Drive N-5: US 101 from Arnold Lane to Parkview Drive
Preliminary Cost Estimate	\$373,000
Priority	Low (15-25 Years)
Project Location Map	
Concept Design Drawing	 <p>PROPOSED: SIDEWALK ON EAST SIDE</p> <p>6' 12' 12' 6'</p> <p>24' ROADWAY (55' ROW)</p> <p>(Looking East and North)</p>

Project: N-8	US 101: 5th Street to Bridge Street
Need	<ul style="list-style-type: none"> Existing Pedestrian LOS: 1-3. Complete sidewalks on both sides of the street; furnishing zone in some locations. Existing Bicycle LTS: 3-4. Lack of bicycle facility on multi-lane road. Variable 25- to 35-mph speed limit. Safety: Potential bicycle/pedestrian conflicts with vehicular turning movements through downtown Brookings.
Description	<p><u>US 101 from 5th Street to Pacific Avenue</u></p> <ul style="list-style-type: none"> Retain existing striped bike lanes <p><u>US 101 from Pacific Avenue to Oak Street</u></p> <ul style="list-style-type: none"> Install signage for bike route for southbound to Railroad Remove on street parking from northeast side of Hwy 101 and strip conventional bike lane for northbound riders. <p><u>US 101 from Oak Street to Bridge Street</u></p> <ul style="list-style-type: none"> Retain existing striped bike lanes <p><u>Mill Street from US 101 to Railroad Street</u></p> <ul style="list-style-type: none"> Install bike route with signage and shared lane markings <p><u>Railroad Street from Mill Street to Wharf Street</u></p> <ul style="list-style-type: none"> Install bike route with signage and shared lane markings <p><u>Railroad Street from Wharf Street to Oak Street</u></p> <ul style="list-style-type: none"> Incorporates Railroad Street Improvements project with new sidewalks and bike route signage, and shared lane markings <p><u>Oak Street from Railroad Street to US 101</u></p> <ul style="list-style-type: none"> Install bike route with signage and shared lane markings <p>Note: The City will continue to look for opportunities to conduct a comprehensive study of the downtown core area to address parking, a reduction of travel lanes, and bicycle safety and pedestrian crossings.</p>
Benefits	<ul style="list-style-type: none"> Maintains two through travel lanes in each direction on US 101 Improves streetscape and bicycle/pedestrian connectivity on Railroad Street (previous streetscape project was planned between Wharf Street and Oak Street) Keeps the low-stress bicycle environment
Key Considerations/ Notes	<ul style="list-style-type: none"> Out-of-direction travel for southbound bike traffic on Railroad Street makes it more difficult to access business district
Related Projects	<ul style="list-style-type: none"> M-5: US 101 and 5th Street M-7: US 101 and Pacific Avenue M-8: US 101 and Center Street M-10: US 101 and Oak Street M-11: Railroad Street and Oak Street N-2: Pacific Avenue/Azalea Park Road from Old Country Road to US 101 N-6: Oak Street from US 101 to Pacific Avenue N-9: 5th Street from Jodee Lane to US 101 Railroad Street Improvements project (identified in 2014-2015 Brookings CIP and 2015-2018 Oregon STIP)
Preliminary Cost Estimate	<p>Total Cost Estimate: \$4,817,000 to \$6,765,654</p> <p><u>US 101: Pacific Avenue to Oak Street</u></p> <ul style="list-style-type: none"> Bike route - \$7,000 <p><u>Mill Street: US 101 Railroad Street</u></p> <ul style="list-style-type: none"> Bike route - \$7,000 <p><u>Railroad Street: Mill Street to Wharf Street</u></p> <ul style="list-style-type: none"> Bike route - \$6,000 <p><u>Railroad Street: Wharf Street to Oak Street</u></p> <ul style="list-style-type: none"> Railroad Street Improvements project - \$4,510,00 <p><u>Oak Street: Railroad to US 101</u></p> <ul style="list-style-type: none"> Bike route - \$7,000
Priority	High (0-5 Years)

Project Location Map



US 101: Pacific Avenue to Mill Street



(Looking Northwest)

US 101: Mill Street to Oak Street



(Looking West)

Mill Street: US 101 to Railroad Street



(Looking North)

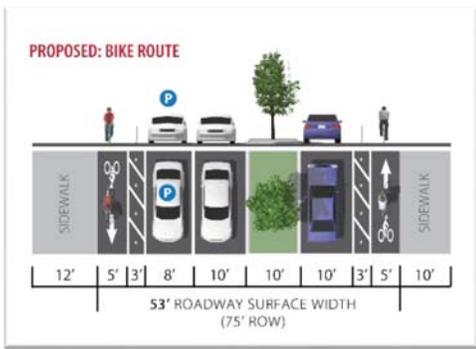
Railroad Street: Mill Street to Wharf Street



(Looking West)

Concept Design Drawing

Railroad Street: Wharf Street to Oak Street



(Looking West)

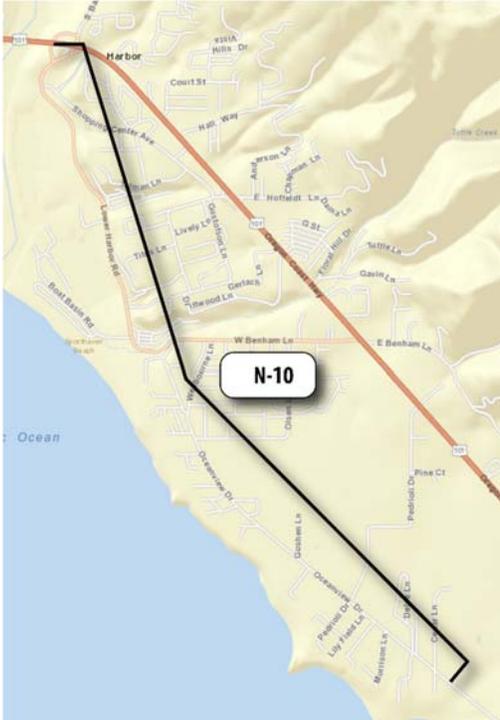
Oak Street: Railroad Street to US 101

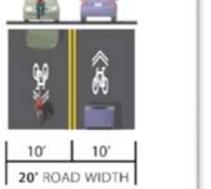
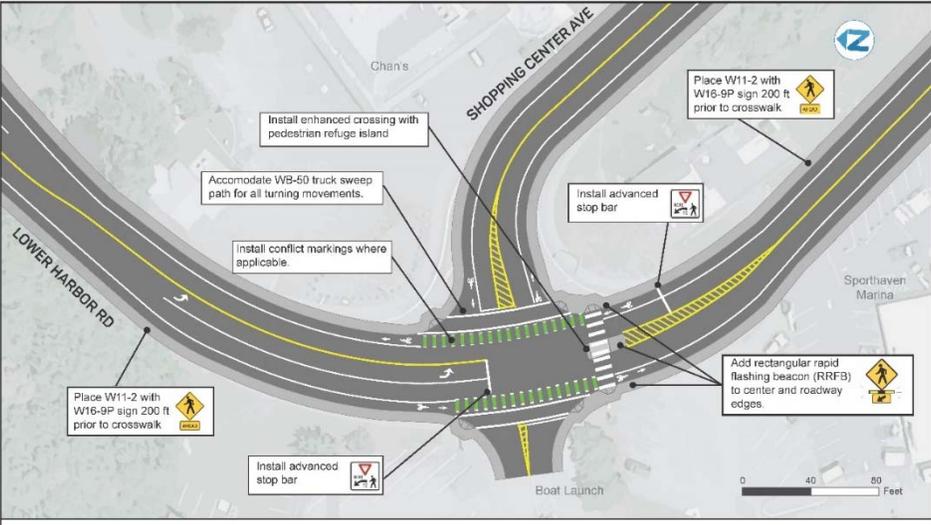


(Looking South)

Project: N-9	5 th Street: Jodee Lane to US 101
Need	<ul style="list-style-type: none"> Existing Pedestrian LOS: 1-2. Complete sidewalks on both sides of the street, except between Hassett Street and Easy Street (sidewalks on one side); where existing, sidewalk is curb-tight. Current Bicycle LTS: 2. Mixed traffic operation on 2-lane collector street with 25-mph speed limit and marked centerline. Relatively lower stress facility but not suitable for unaccompanied children.
Description	<p>Typical Section</p> <ul style="list-style-type: none"> Install bike route treatments such as wayfinding signage and pavement markings Retain sidewalks and parking on both sides <p>Constrained Section</p> <ul style="list-style-type: none"> Install bike route treatment such as wayfinding signage and pavement markings Retain intermittent sidewalks
Benefits	<p>Typical Section</p> <ul style="list-style-type: none"> No impacts on existing on-street parking <p>Constrained Section</p> <ul style="list-style-type: none"> Improved sidewalk connectivity
Key Notes	<p>Considerations/</p> <p>Typical Section</p> <ul style="list-style-type: none"> Does not provide bicycling facility for all ages and abilities compared to dedicated bike lanes <p>Constrained Section</p> <ul style="list-style-type: none"> May impact adjacent residential frontage Does not provide a bicycling facility for all ages and abilities compared to dedicated bike lanes
Related Projects	<ul style="list-style-type: none"> M-5: US 101 and 5th Street M-6: Elk Drive and 5th Street N-1: Easy Street from Pioneer Road to Easy Manor Drive N-4: Ransom Avenue from US 101 to Pioneer Road N-8: US 101/Chetco Avenue from 5th Street to Bridge Street
Preliminary Cost Estimate	\$20,000
Priority	Medium (5-15 Years)

<p>Project Location Map</p>		
<p>Concept Design Drawing</p>	<p style="text-align: center;">Typical Section</p> <p style="text-align: center;">(Looking North)</p>	<p style="text-align: center;">Constrained Section</p> <p style="text-align: center;">(Looking North)</p>

Project: N-10	Lower Harbor Road and Oceanview Drive
<p>Need</p>	<ul style="list-style-type: none"> Existing Pedestrian LOS: 3-4. Discontinuous sidewalk on one side of the street of 2-lane road with 30- to 35-mph speed limit; where existing, sidewalk is curb-tight. Existing Bicycle LTS: 3-4. Dedicated 5- 7-foot bike lane on 30-mph roadway (Lower Harbor Road). Discontinuous bike facilities on Oceanview Drive.
<p>Description</p>	<p>Lower Harbor Road</p> <ul style="list-style-type: none"> Install continuous conventional bike lanes (6-foot preferred; 5-foot minimum) Install sidewalk infill on both sides as needed, where feasible <p>Oceanview Drive</p> <ul style="list-style-type: none"> Install conventional bike lanes where right-of-way is available; bike route (shared lane markings) where right-of-way is not available <p>Intersection of Lower Harbor Road and Shopping Center Avenue</p> <ul style="list-style-type: none"> Install pedestrian and bicycle crossing improvements
<p>Benefits</p>	<ul style="list-style-type: none"> Improved connectivity and safety for people bicycling and walking in areas where there is available width for bike lanes Improved visibility for all road users
<p>Key Considerations/ Notes</p>	<ul style="list-style-type: none"> Speed limits vary between 30 and 35 mph; Oceanview Drive is more rural in character Lack of adequate paved surface width on Oceanview Drive in some sections, requiring transitions between dedicated bike lanes and shared lane markings Shared lane markings would provide wayfinding and remind road users that people biking can occupy the full travel lane, but these shared lane markings would not be considered a dedicated bike facility Supplemental ‘Bikes on Roadway’ signage would be beneficial along the route to increase awareness of people biking
<p>Related Projects</p>	<ul style="list-style-type: none"> None
<p>Preliminary Cost Estimate</p>	<p>\$1,614,000</p>
<p>Priority</p>	<p>Medium (5-15 Years)</p>
<p>Project Location Map</p>	

	<u>Lower Harbor Road</u>	<u>Oceanview Drive (Typical)</u>	<u>Oceanview Drive (Constrained)</u>
<p>Concept Design Drawing</p>	<p>LOWER HARBOR ROAD PROPOSED: CONVENTIONAL BIKE LANES + SIDEWALK INFILL (WHERE FEASIBLE)</p>  <p>34-36' ROADWAY WIDTH (45' ROW)</p> <p>(Looking Northwest)</p>	<p>OCEANVIEW DRIVE PROPOSED: CONVENTIONAL BIKE LANES</p>  <p>32' ROADWAY WIDTH (ROW VARIES)</p> <p>(Looking Northwest)</p>	<p>OCEANVIEW DRIVE (CONSTRAINED) PROPOSED: BIKE ROUTE</p>  <p>20' ROAD WIDTH (ROW VARIES)</p> <p>(Looking Northwest)</p>
<p>Intersection Detail</p>	 <p>N-10 OREGON COAST TRAIL CONCEPT PLAN</p>		

Project: N-11	US 101 near Ransom Avenue
Need	<ul style="list-style-type: none"> Safety: There is no pedestrian infrastructure for people to travel from the east side of US 101 to the multi-use path on the west side of US 101, and there is no bicycle infrastructure for people biking in the northbound shoulder of US 101 to cross to the multi-use path on the west side of US 101.
Description	<ul style="list-style-type: none"> Continue to work with ODOT to install improved bicycle/pedestrian access across US 101 north of Arnold Street.
Benefits	<ul style="list-style-type: none"> Improves safe crossing of US 101 for bicyclist/pedestrians to access the multi-use path on the west side of US 101.
Key Considerations / Notes	<ul style="list-style-type: none"> There is no existing pedestrian infrastructure on the east side of US 101 near Ransom Avenue and the existing multi-use path does not extend as far south as Ransom Avenue, but this project could connect other recommended nonmotorized improvement projects (see Related Projects below). Low cost and no right-of-way impact.
Related Projects	<ul style="list-style-type: none"> N-4: Ransom Avenue from US 101 to Pioneer Road N-5: US 101 from Arnold Lane to Parkview Drive US 101 from Harris Beach State Park to Ransom Avenue (identified in 2015-2018 Oregon Amended STIP)
Preliminary Cost Estimate	\$100,000
Priority	High (0-5 Years)

Project Location Map



Concept Design Drawing



6.2 Bicycle Parking Facilities

Bicycle parking facilities will be expanded to encourage more bicycle ridership. The City has identified planned bicycle parking facilities and locations that are summarized in **Table 6-2** and **Figure 6-2**. These projects and prioritization were identified by the City of Brookings although the priority may change depending upon bicycle ridership. The proposed staple/loop and post/ring style racks support bicycles in at least two places, preventing them from falling over. Five racks cost about \$1,000 plus installation costs.

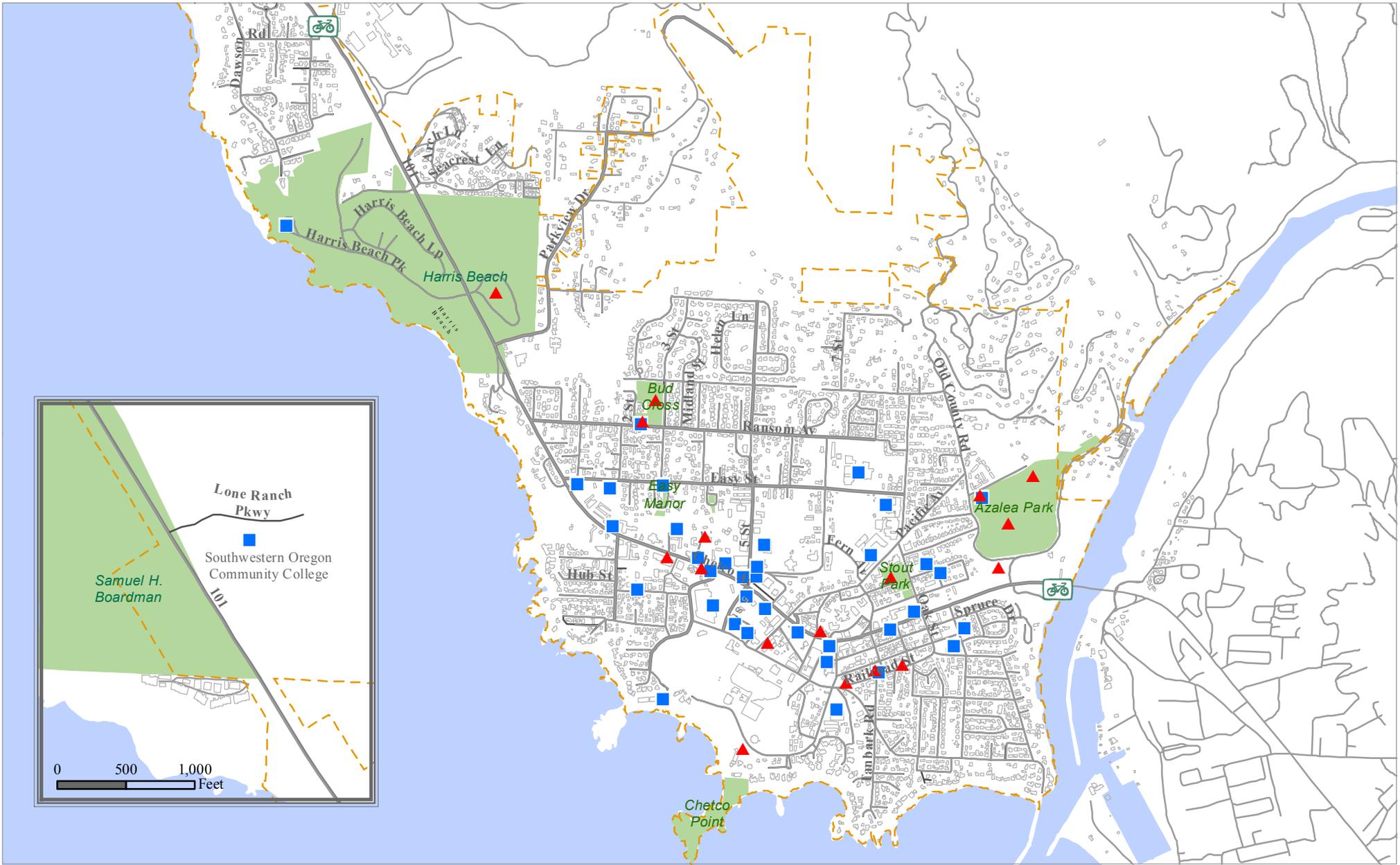
Table 6-2. Bicycle Parking Inventory

Location	Number of Bicycle Racks	Cost Estimate (without installation costs)
Azalea Park—Kidtown (640 Old County Road)	4	\$800
Bud Cross Park—swimming pool (1130 Ransom Street)	6	\$1,200
Harris Beach Rest Area (1654 US 101)	3	\$600
Azalea Park ball fields (640 Old County Road)	6 (2 at each field)	\$1,200
Stout Park (431 Oak Street)	2	\$400
Azalea Park—Bandshell (640 Old County Road)	4	\$800
Chetco Point Park (Wharf Street) (treatment plant)	6	\$1,200
Hillside Oasis Park (400 Hillside Avenue)	2	\$400
Bud Cross Park (1130 Ransom Street)	4	\$800
Northgate Shopping Center (1025 US 101)	3	\$600
Chetco Activity Center (550 US 101)	3	\$600
Escape Hatch (644 Railroad Street)	2	\$400
Pacific Center (360 Pacific Avenue)	2	\$400
Botanical Garden (300 US 101)	2	\$400
Century Plaza (937 US 101)	2	\$400
Hemlock Building (603 Hemlock Street)	2	\$400
Railroad Market and Deli (534 Railroad Street)	2	\$400
Total		\$11,000

Source: City of Brookings 2016.

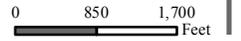
The Travel Oregon Rural Tourism Studio developed a concept for a bike kiosk for the Wild Rivers Coast region in 2013 and 2014. The Rural Tourism Studio provided an opportunity for regionwide coordination and branding. Cities in the region developed a shared goal to install bike kiosks, of the same design, in each community.

In Brookings, two locations are proposed for the installation of bike kiosks. The first priority location is at the northern head of the Harris Beach multi-use path, at the intersection of US 101 and Dawson Road. The second priority location is at the River Overlook, west of US 101, on the north side of the Chetco River Bridge. The bike kiosks will function as rest stops for bicyclists, with bicycle parking, bench seating, and information display cabinet. Additionally, the bike kiosks will be outfitted with a bicycle repair station, consisting of a bicycle stand and pump, and cable-attached tools.



This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Projections: NAD83 ORSouth; Brookings GIS jf; 12/1/2016



- ▲ Proposed Parking
- Existing Parking
- Proposed Kiosks

FIGURE 6-2
CITY OF BROOKINGS
BICYCLE PARKING PLAN

Transportation System Plan
 Brookings, Oregon

7. TRANSIT PLAN

7.1 Existing Public Transportation

The existing transit level of service was assessed qualitatively based on a subjective ranking of Excellent/Good/Fair/Poor. Public transportation in Brookings consists of a Dial-A-Ride service and a regional bus service called the Coastal Express. Both transit services provide limited service; the Dial-A-Ride service operates between 8:30 am and 4:00 pm on weekdays only and the Coastal Express stops in Brookings three times per day on weekdays only. Based on the existing frequency, schedule, speed/travel time, transit stop amenities, and connections to the pedestrian/bicycle network, the existing transit service in and throughout Brookings ranks as Poor.

7.2 Future Public Transportation

In the future, public transportation would improve over existing conditions with new buses being purchased through the STIP and bus stops constructed on Railroad Street as part of an urban renewal project.

CPTI developed a plan for fiscal years 2014 to 2019 that includes targets for Brookings. As reported in its Strategic Transportation Plan, CPTI plans to achieve the following targets by June 30, 2019:

- Place shelters and appropriate signage showing current bus stops along US 101 in Brookings.
- Conduct feasibility studies to expand the current Dial-A-Ride and Coastal Express service to include evenings, holidays, and weekends, and expand Dial-A-Ride boundaries.
- Identify and pursue grant funding for special projects, bus rehabilitations, replacements, and other projects.

With the addition of new buses, bus stops, additional wayfinding, and shelters at existing stops, transit rider comfort would improve in 2034. Additional transit service on weekends and holidays in Brookings would also improve service in 2034 by providing Brookings residents with additional transit options.

The future transit level of service was qualitatively assessed based on a subjective ranking of Excellent/Good/Fair/Poor, which is similar to the assessment used for existing conditions. Based on the frequency, schedule, speed/travel time, transit stop amenities, and connections to the pedestrian/bicycle network, the future year transit level of service in and throughout Brookings would be Fair. The local transit provider forecasts their service will be adequate in the future.

8. PLAN FOR OTHER MODES OF TRANSPORTATION

8.1 Air Transportation

There is one airport in Brookings called the Brookings County Airport. It is located in the northeast area of the city south of Harris Creek. The Brookings County Airport has been jointly developed by the State of Oregon Aeronautics Division and Curry County. The airport is classified as a public access, general aviation facility with no commercial service available. The closest available commercial air transportation services are located in Crescent City, California, and Coos Bay/North Bend, Oregon.

The Del Norte County Regional Airport located just north of Crescent City, California provides commercial flights for many people traveling to and from Brookings. Flights from the Del Norte County Regional Airport also provide access for Brookings residents to non-emergency medical facilities and would provide critical access in the event of an earthquake, tsunami, or major fire.

The Brookings County Airport has one 2,900-foot asphalt runway with a wind indicator, runway lights, and a beacon, and can accommodate aircraft with approach speeds of 121 knots and a wing span up to 49 feet. Only visual flight rule approach and departure procedures apply. The only existing access to the Brookings County Airport is Parkview Drive, which is a paved, two-lane roadway in generally good condition. Currently, the airport accommodates approximately 22,600 landings and departures annually and there are 29 aircrafts based onsite. The Brookings County Airport has been classified as a Category IV – Local General Aviation airport and should provide appropriate facilities and services commensurate with its system role. The following airport facility and service needs have been identified in the Brookings Airport Report (Oregon Department of Aviation 2008).

- Install Low Intensity Taxiway Lighting (LITL), and
- Add additional fixed-base operator (FBO) services such as maintenance and 24-hour fuel.

8.2 Rail Transportation

There are no rail lines or rail service in Brookings. The nearest Class 1 railroad line that serves the majority of freight rail traffic in the state is located approximately 200 miles east of Brookings and passes through Klamath Falls traveling in a north-south direction. Non-Class 1 railroad lines, which serve local and regional distributor freight train traffic, are located approximately 140 miles to the east traveling in a north-south direction through Ashland and approximately 100 miles to the north in Coquille. The nearest passenger rail station, which serves Amtrak's Coast Starlight route, is located in Klamath Falls and served approximately 32,881 passengers in 2012, according to the Public Review Draft of the 2014 Oregon State Rail Plan (ODOT 2014).

8.3 Water Transportation

There are no commercial water transportation services in Brookings, but private boats use the Chetco River and the Port of Brookings.

8.4 Pipelines

There are currently no pipelines serving Brookings.

9. FUNDING AND IMPLEMENTATION PLAN

Financing a large contingent of motorized and non-motorized improvements is unlikely in today’s constrained financial environment. However, various options are available to fund transportation improvements within Brookings. This chapter presents an overview of existing and future transportation funding estimates for Brookings and identifies potential opportunities for the City to expand its transportation funding options.

9.1 Transportation Funding in Brookings

The City of Brookings accounts for its road-related revenues and expenditures in two separate accounts: the Street Fund and the Street System Replacement Fund. The Street Fund is used to account for the City’s State Highway Fund monies, grant funds, and other related revenue. Although they should not be seen as a consistent and reliable source of transportation revenue, the City of Brookings has historically benefited from outside transportation improvement grants and other miscellaneous improvements administered by ODOT and Curry County.

The Street System Replacement Fund is a special fund set up to account for materials and labor relating to specific construction projects. Its revenues were generated by a \$2.50 charge on each household’s water bill. It has successfully generated revenue in the amount of \$127,000 to \$204,000 annually for the last several years. Key funding sources that have contributed to transportation projects within the city between 2010 and 2015 are summarized below.

9.1.1 Revenue Sources

Table 9-1 displays the total revenue by source used to fund transportation projects within the city over the past 5 years.

Based on the information shown in **Table 9-1**, the City of Brookings has generated an average of approximately \$736,000 per year in total revenue for transportation-related projects, including maintenance. As shown, the largest revenue sources for the City have traditionally been State Highway Revenue, Grant Revenue, and System Replacement Fees.

Table 9-1. City of Brookings Revenue Source History

Revenue Source	FY 2010-2011 ^a (\$)	FY 2011-2012 ^b (\$)	FY 2012-2013 ^c (\$)	FY 2013-2014 ^c (\$)	FY 2014-2015 ^c (\$)	Average Revenue (\$)
Street Fund						
Net Working Capital	0	0	0	0	184,000	Not applicable
Grant Revenue	174,000	13,000	1,000	125,000	480,000	159,000
State Highway Revenue	315,000	346,000	348,000	367,000	366,000	348,000
Interest Income	0	1,000	1,000	0	0	1,000
Other Revenue	41,000	13,000	1,000	3,000	14,000	14,000
Transfer into General Fund	70,000	0	0	0	0	14,000
Subtotal	600,000	373,000	351,000	496,000	1,044,000	573,000

Table 9-1. City of Brookings Revenue Source History (continued)

Revenue Source	FY 2010-2011 ^a (\$)	FY 2011-2012 ^b (\$)	FY 2012-2013 ^c (\$)	FY 2013-2014 ^c (\$)	FY 2014-2015 ^c (\$)	Average Revenue (\$)
Street System Replacement Fund						
Net Working Capital	0	0	0	0	15,000	Not applicable
Interest Income	4,000	3,000	1,000	1,000	0	2,000
System Replacement Fees	123,000	126,000	131,000	136,000	137,000	131,000
Local Fuel Tax	0	0	0	0	0	0
Other Revenue	0	75,000	3,000	19,000	0	19,000
Loan Proceeds	0	0	43,000	0	0	9,000
Subtotal	127,000	204,000	178,000	156,000	152,000	163,000
Total Revenue	727,000	576,000	529,000	651,000	1,196,000	736,000

FY = Fiscal Year

Note: Revenue values are rounded to the nearest \$1,000.

Sources:

a City of Brookings. 2013. 2013-2014 Adopted Budget. Brookings, Oregon. <http://www.brookings.or.us/index.aspx?nid=115>.

b City of Brookings. 2014. 2014-2015 Adopted Budget. Brookings, Oregon. <http://www.brookings.or.us/index.aspx?nid=115>.

c City of Brookings. 2015. 2015-2016 Adopted Budget. Brookings, Oregon. <http://www.brookings.or.us/index.aspx?nid=115>.

9.2 Potential Funding Sources

It is likely that the City will have to continue to rely upon transportation improvement grants, partnerships with regional and state agencies, and other funding sources to help implement future transportation-related improvements. Lists of potential local, federal, and state funding sources are provided in **Table 9-2** and **Table 9-3**, respectively. These funding mechanisms are not all-inclusive, because the transportation funding environment is dynamic. Each of these financing tools will require additional research to ensure that it is suitable for the City, and can be closely matched with achieving the objectives of the TSP.

9.2.1 Local Funding Sources

Locally, the City can draw on a number of potential funding mechanisms to help finance the TSP.

Table 9-2 outlines potential local funding sources commonly used by Cities for funding transportation improvements that could be implemented in the future for Brookings. In general, local funding sources are more flexible than funding obtained from state or federal grant sources.

Table 9-2. Potential Local Funding Sources

Funding Source	Description	Potential Application in Brookings
User Fee	A user fee is added to a monthly utility bill or included in the annual vehicle registration to fund improvements, expansion, and maintenance of the surface street system.	Preliminary street improvements
Street Utility Fees/Road Maintenance Fee	The fee is based on the number of trips a particular land use generates and is usually collected through a regular utility bill.	System-wide transportation facilities including streets, sidewalks, bike lanes, and trails
Systems Development Charges (SDCs)	Sometimes referred to as a transportation impact fee, SDCs are fees assessed on development projects for impacts on public infrastructure. All revenue is dedicated to transportation capital improvements designed to accommodate growth.	System-wide transportation facilities including streets, sidewalks, bike lanes, and trails

Table 9-2. Potential Local Funding Sources (continued)

Funding Source	Description	Potential Application in Brookings
	The City can also offer SDC credits to developers that provide public improvements beyond the required street frontage, including those that can be constructed by the private sector at a lower cost. For example, an SDC credit might be given for providing end-of-trip bike facilities within the new development.	
Stormwater SDCs, Grants, and Loans	SDCs, grants, and loans can be obtained for making improvements to stormwater management facilities.	Primarily street improvements
Local Gas Tax	A local tax is assessed on the purchase of gasoline within the city limits. This tax is added to the cost of gasoline at the pump, along with state and federal gas taxes.	System-wide transportation facilities including streets, sidewalks, bike lanes, and trails
Optional Tax	This tax gives the taxpayer the option to pay, and can be used to fund improvements. Generally paid at the same time other taxes are collected, optional taxes are usually less controversial and easily collected because they give the taxpayer a choice whether or not to pay the additional tax.	System-wide transportation facilities including streets, sidewalks, bike lanes, trails, and transit
Parking In-lieu Fees	These fees are assessed to developers that cannot or do not want to provide parking for development.	System-wide transportation facilities including streets, sidewalks, bike lanes, trails, and transit
Public/Private Partnerships	Public/private partnerships have been used in several places in the United States to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities. These partnerships could be used to provide services such as charging stations, public parking lots, bicycle lockers, or car-share facilities.	System-wide transportation facilities including streets, sidewalks, bike lanes, trails, and transit
Tax Increment Financing (TIF)	TIF is a tool most Cities use to create special districts (tax increment areas) where public improvements are made to generate private-sector development. During a defined period, the tax base is frozen at the pre-development level. Property taxes for that period can be waived or paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development can go into a special fund created to retire bonds issued to originate the development or leverage future improvements. A number of small-to-medium communities in Oregon have implemented, or are considering implementing, urban renewal districts that will result in a TIF revenue stream.	System-wide transportation facilities including streets, sidewalks, bike lanes, trails, and transit
Local Improvement District	A Local Improvement District is a geographic area where local property owners are assessed a fee to cover the cost of a public improvement in that area.	Improvements to the transportation system in a local area where local property owners will benefit from the improvement
Sponsorship	Sponsorship occurs when a private corporation or public interest group provides financial backing for a project as a means of enhancing its corporate image.	Multi-use trails and transit

9.2.2 Federal and State Grants

In addition to local funding sources, the City of Brookings can seek to leverage opportunities for funding from grants at the federal and state levels for specific projects. The current federal transportation bill, MAP-21, expired in September 2014, but Congress has enacted short-term reauthorizations of MAP-21, most recently through December 4, 2015. **Table 9-3** outlines those sources and their potential applications.

Table 9-3. Potential Federal and State Grants

Funding Source	Description	Potential Application in Brookings
Transportation Alternatives Program (TAP)	TAP is a federal program that provides funding for pedestrian and bicycle facilities, projects for improving public transit access, safe routes to schools, and recreational trails. Local governments, regional transportation authorities, transit agencies, school districts or schools, natural resource or public land agencies, and tribal governments are all eligible to receive TAP funds.	Bicycle and pedestrian facilities, multi-use trails
Highway Safety Improvement Program (HSIP)	HSIP is a federal program that provides funding to infrastructure and non-infrastructure projects to improve safety on all public roads. HSIP requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Areas of safety concerns within the city, consistent with Oregon's Transportation Safety Action Plan
Statewide Transportation Improvement Program (STIP)	STIP is Oregon's 4-year capital improvement program for major state and regional transportation facilities. This scheduling and funding document is updated every 2 years. Projects included in the STIP are allocated into the five different ODOT regions. Capital projects are prioritized based on benefit categories, including (in the 2015-2018 STIP) benefits to state-owned facilities, mobility, accessibility, economic vitality, environmental stewardship, land use and growth management, livability, safety and security, equity, and funding and finance.	Projects on any facility that meet the benefit categories of the STIP
Transportation and Growth Management (TGM) Grants	TGM grants are administered by ODOT and awarded on an annual basis. These grants are generally awarded to projects that will lead to more livable, economically vital, transportation-efficient, sustainable, pedestrian-friendly communities. The grants are awarded in two categories: transportation system planning, and integrated land use and transportation planning.	Multi-use trails, sidewalk, and bicycle facilities
Oregon Parks and Recreation Funds	Recreational Trails Grants are national grants administered by the Oregon Parks and Recreation Department for recreational trail-related projects, such as hiking, running, cycling, off-road motorcycling, and all-terrain vehicle riding.	Multi-use trails
Immediate Opportunity Fund (IOF)	The IOF is a state discretionary fund that can be used for the construction and improvement of streets and roads that are needed to support primary economic development. Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The IOF is not a replacement or substitute for other funding sources.	Streets, sidewalks, and bike lanes
Federal Aviation Administration, Airport Improvement Program	The Airport Improvement Program provides grants to public agencies for the planning and development of public-use airports.	Improvements to the Brookings Airport

Table 9-3. Potential Federal and State Grants (continued)

Funding Source	Description	Potential Application in Brookings
ConnectOregon	ConnectOregon is a lottery bond based initiative to invest in air, rail, marine transit, and bicycle/pedestrian infrastructure. Projects are eligible for up to 80% of project costs for grants. Projects eligible for funding from state fuel tax revenues are not eligible for ConnectOregon funding.	Air, transit, and bicycle/pedestrian infrastructure

9.3 Expenditure History

Expenditures against the Street Fund are categorized as personnel, materials and services, and capital outlay. Capital outlay includes street construction and repair, vehicle payment, equipment, Special City Allotment (SCA) grants, and emergency repairs. The amount expended annually for street construction and repair in the Street Fund has ranged from \$1,000 in Fiscal Year (FY) 2013-2014 to \$400,000 in FY 2014-2015. These amounts do not include any street construction and repair funding through SCA grants. The expenditures against the Street System Replacement Fund are all capital outlay. Capital outlay includes construction and emergency repairs and improvements.

Table 9-4 displays the total expenditures on transportation-related projects within Brookings over the last 5 years.

Table 9-4. City of Brookings Expenditure History on Transportation Projects

Expenditures	FY 2010-2011 ^a (\$)	FY 2011-2012 ^b (\$)	FY 2012-2013 ^c (\$)	FY 2013-2014 ^c (\$)	FY 2014-2015 ^c (\$)	Average Expense (\$)
Street Fund						
Personnel	72,000	60,000	137,000	165,000	174,000	122,000
Material and Services	158,000	157,000	133,000	169,000	182,000	160,000
Capital Outlay	139,000	50,000	136,000	102,000	561,000	198,000
Street Construction and Repair	17,000	17,000	11,000	1,000	400,000	89,000
Other	122,000	33,000	125,000	101,000	161,000	109,000
Transfers to Other Funds	95,000	95,000	25,000	27,000	26,000	53,000
Contingencies and Reserves	0	0	0	0	101,000	20,000
Subtotal	464,000	362,000	431,000	462,000	1,044,000	552,000
Street System Replacement Fund						
Capital Outlay	24,000	512,000	487,000	172,000	147,000	268,000
Transfers to Other Funds	0	0	0	5,000	5,000	2,000
Subtotal	24,000	512,000	487,000	176,000	152,000	270,000
Total Expenditures	488,000	874,000	917,000	639,000	1,196,000	823,000

Note: Expenditure values are rounded to the nearest \$1,000.

Sources:

a City of Brookings. 2013. 2013-2014 Adopted Budget. Brookings, Oregon. <http://www.brookings.or.us/index.aspx?nid=115>.

b City of Brookings. 2014. 2014-2015 Adopted Budget. Brookings, Oregon. <http://www.brookings.or.us/index.aspx?nid=115>.

c City of Brookings. 2015. 2015-2016 Adopted Budget. Brookings, Oregon. <http://www.brookings.or.us/index.aspx?nid=115>.

Based on the information shown in **Table 9-4**, the City of Brookings has spent an average of \$466,000 on capital outlay from both funds (or approximately 57 percent of available resources), and \$357,000 per year on personnel, material and services, transfers to other funds, and contingencies and reserves from both funds (or approximately 43 percent of available resources).

9.4 Projected Transportation Funding

The past annual transportation revenue and expenditure information shown in **Table 9-1** and **Table 9-4** were used to project the availability of future funding for transportation improvement projects as described below. Effective July 1, 2015, the Street System Replacement Fund replaced the monthly water bill charge with a local fuel tax of 4 cents per gallon. The local fuel tax generated approximately \$282,000 of revenue for FY 2015-2016 and is projected to generate an average of approximately \$300,000 per year. This results in an increase in overall average annual revenue from \$736,000 to approximately \$875,000. **Table 9-5** provides a summary of the potential future project funding (in year 2015 dollars) over the next 5, 15, and 25 years based on an assumed average funding level of approximately \$875,000 per year.

Table 9-5. Future Transportation Funding Projections

Revenue Source	Average Annual Revenue (\$)	5-Year Forecast (\$)	15-Year Forecast (\$)	25-Year Forecast (\$)
Total Revenue	\$875,000	4,375,000	13,125,000	21,875,000
Revenue for Capital Improvements (57%)	500,000	2,500,000	7,500,000	12,500,000
Revenue for Personnel/Material and Services/Transfers to Other Funds/Contingencies and Reserves (43%)	375,000	1,875,000	5,625,000	9,375,000

Note: Revenue values are rounded to the nearest \$5,000.

As shown in **Table 9-5**, it is anticipated that approximately \$21.9 million will be available for transportation projects over the next 25 years using historical funding trends. Under this methodology, approximately \$12.5 million of the \$21.9 million can reasonably be assumed to be available for funding the TSP while the remaining \$9.4 million will be needed for operations and maintenance.

Table 9-6 summarizes the estimated transportation improvement costs. These costs assume that Project M-1 (\$1,840,000) is the responsibility of the Lone Ranch site developer. It is assumed that the developer would also provide some of the funding for Project M-2, but this amount is unknown at time of writing this TSP; therefore, the entire \$1.9 million was assumed to be borne by the City to be conservative. The estimated costs also include the range of costs for Project N-8 provided in **Table 6-1**. As shown, the funding shortfall is approximately \$7.7 to 9.6 million in 25 years. Based on the estimated projected funding available and the estimated costs of the transportation improvement projects included in this report, the City of Brookings will need to identify additional funding sources for transportation improvements over the next 25 years.

Table 9-6. Estimated Transportation Improvement Costs

Type	High Priority (0-5 Years) (\$)	Medium Priority (5-15 Years) (\$)	Low Priority (15-25 Years) (\$)	Development- Driven (\$)	Total (\$)
Motorized Projects	350,000	1,810,000	1,930,000	5,130,000	9,220,000
Non-motorized Projects	8,008,000	2,504,000	373,000	80,000	10,965,000
Total	8,358,000 to 9,956,654	4,314,000	2,303,000	5,210,000	20,185,000 to 22,133,654
				Available	12,500,000
				Funding Shortfall	7,685,000 to 9,633,654

Note: Expenditure values are rounded to the nearest \$5,000.

10. REFERENCES

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