

WELCOME

PUBLIC MEETING OPEN HOUSE

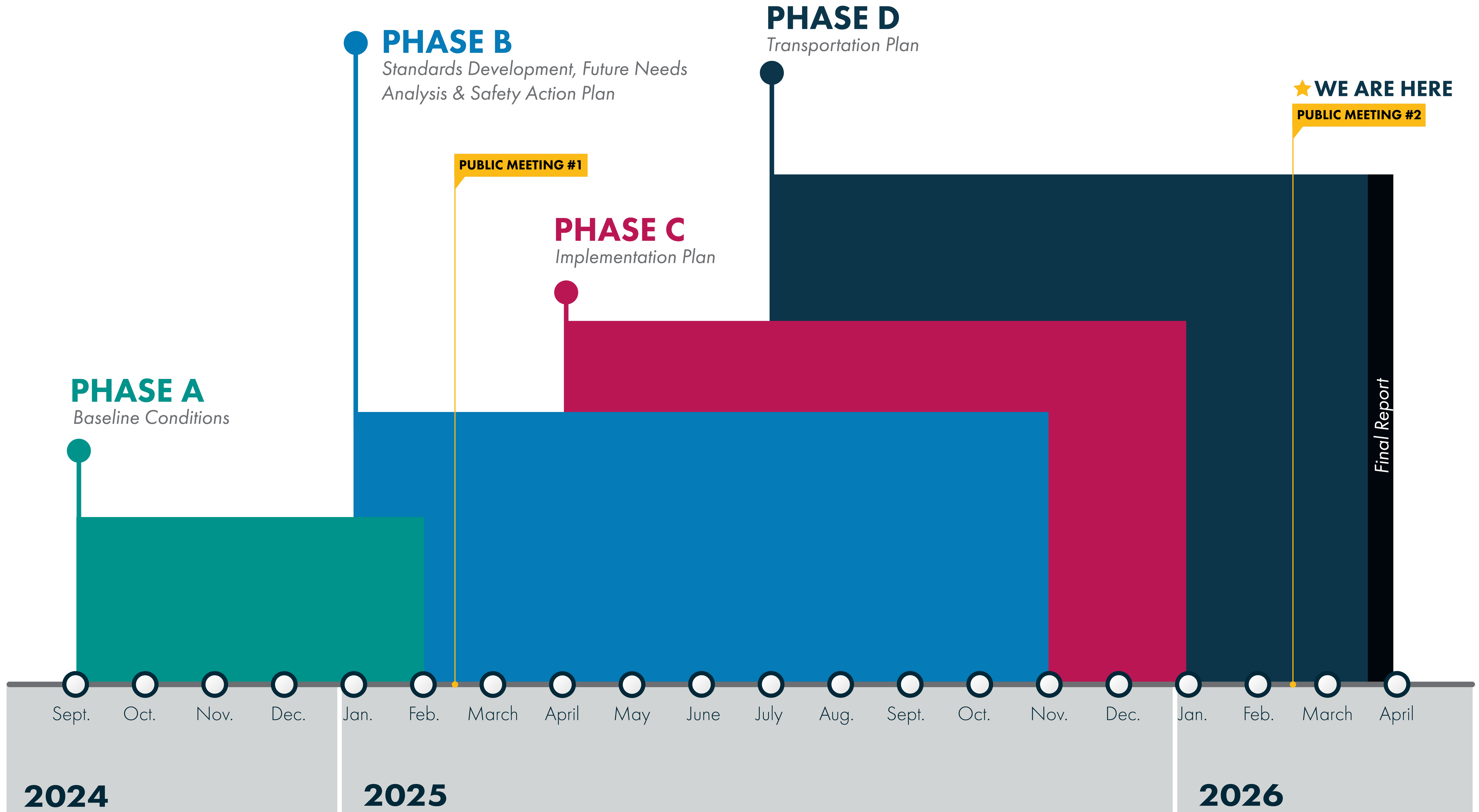
4-6 p.m.



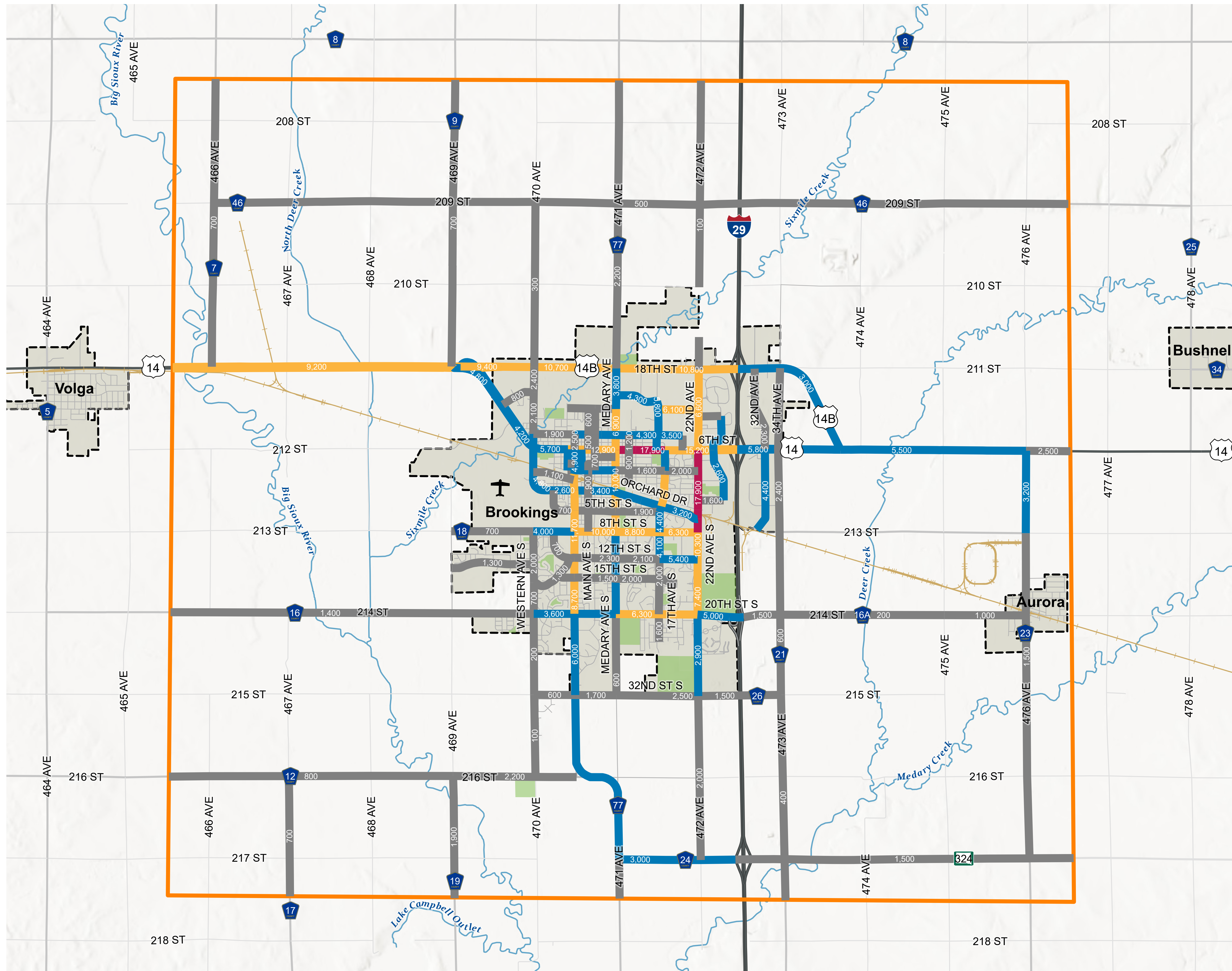
BROOKINGS
AREA TRANSPORTATION PLAN



STUDY SCHEDULE



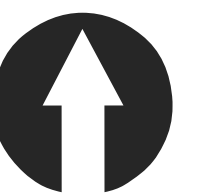
EXISTING (2024) DAILY TRAFFIC VOLUMES



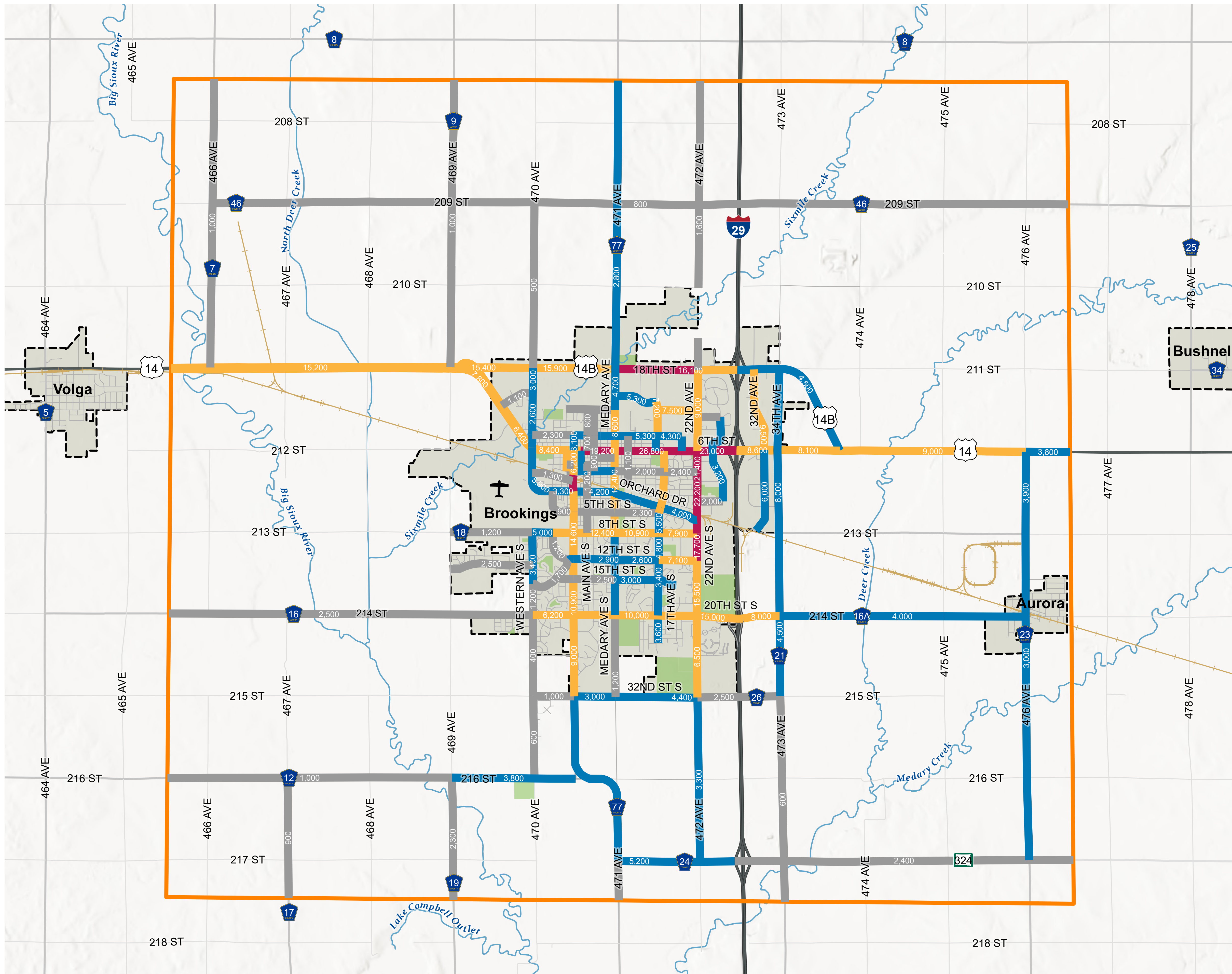
LEGEND

- Study Area
- City Limits
- City Park & Greenspace
- Existing (2024) Daily Traffic Volumes
 - 2,500 and Less
 - 2,501 - 6,000
 - 6,001 - 16,000
 - 16,001 and More

0 2 Miles



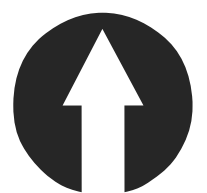
2050 PLANNING HORIZON DAILY TRAFFIC VOLUMES



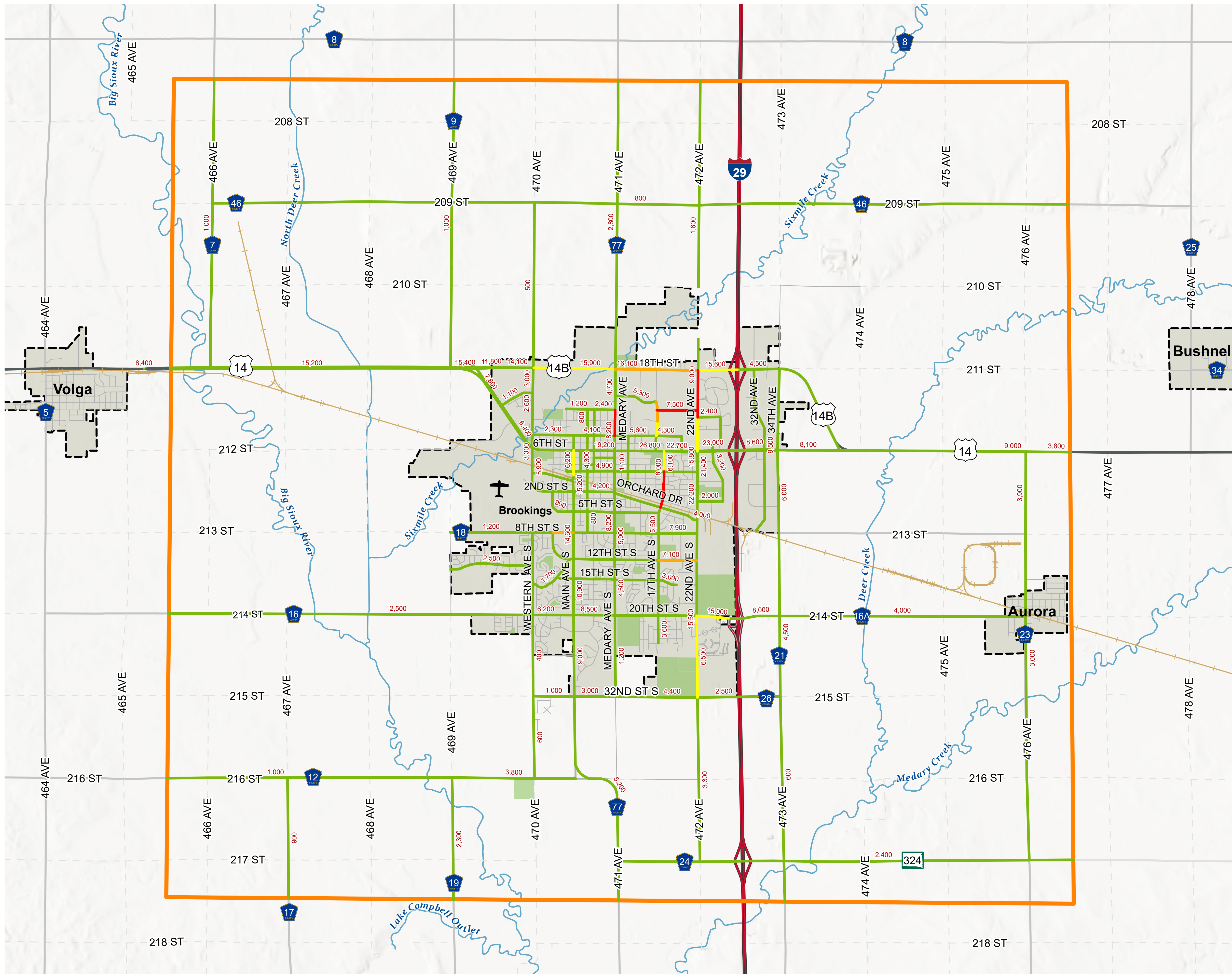
LEGEND

- Study Area
- City Limits
- City Park & Greenspace
- 2050 Planning Horizon Daily Traffic Volumes
 - 2,500 and Less
 - 2,501 - 6,000
 - 6,001 - 16,000
 - 16,001 and More

0 2 Miles



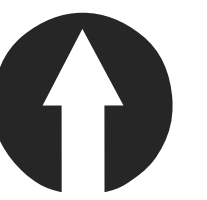
2050 PLANNING HORIZON LEVEL OF SERVICE



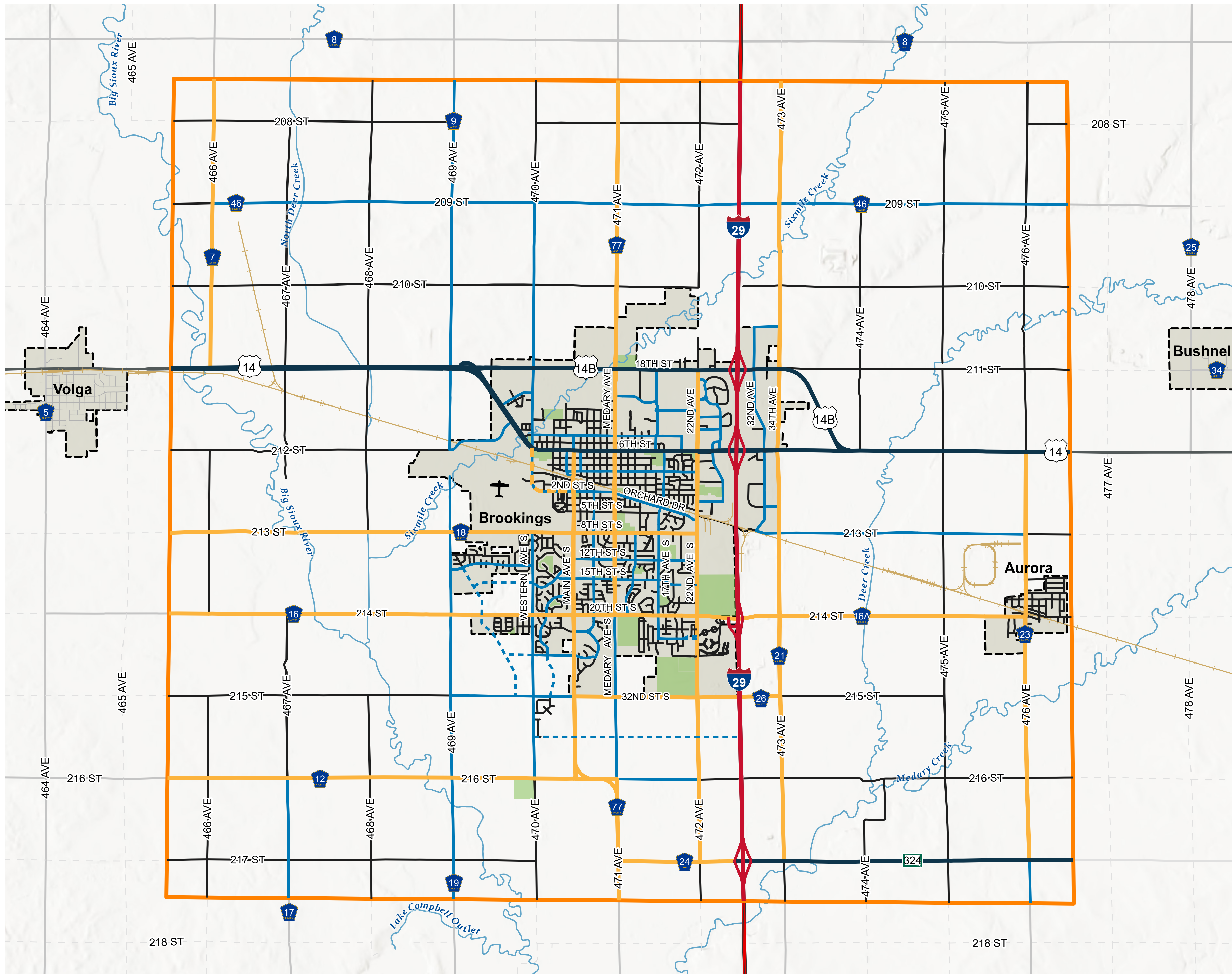
LEGEND

- Study Area
- City Limits
- City Park & Greenspace
- 2050 Planning Horizon Traffic Level of Service**
- A-C
- D
- E
- F
- 1,000 - Daily Traffic Volume

0 2 Miles



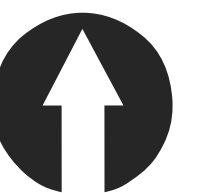
MAJOR ROADS PLAN



LEGEND

- Study Area
- City Limits
- Existing Street Classification**
 - Interstate
 - Regional Arterial
 - Local Arterial
 - Collector
 - Local
- Future Street Classification**
 - Local Arterial
 - Collector
 - Local

0 2 Miles



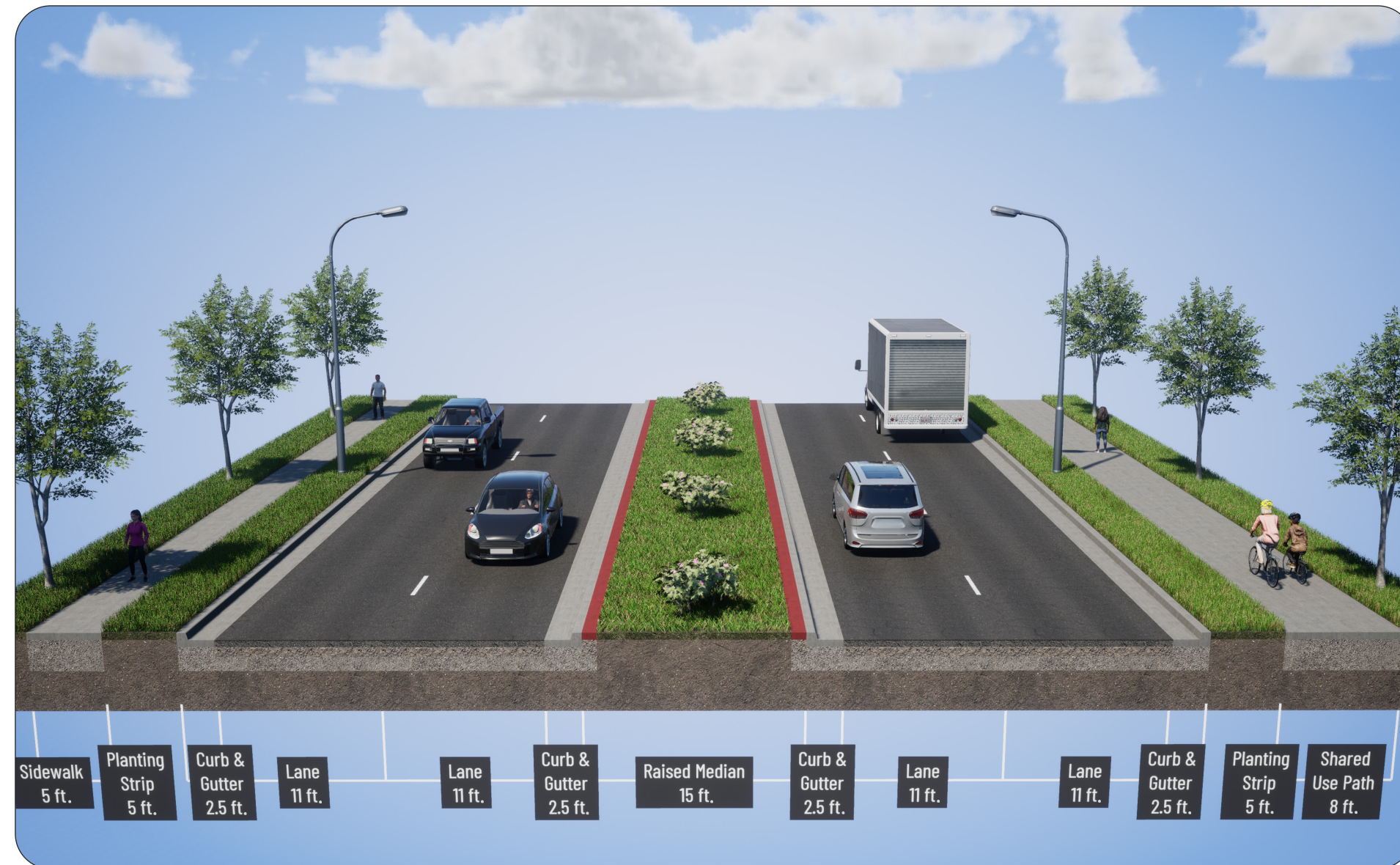
BROOKINGS
AREA TRANSPORTATION PLAN

SD DOT brookings
SOUTH DAKOTA

STREET TYPICAL SECTIONS

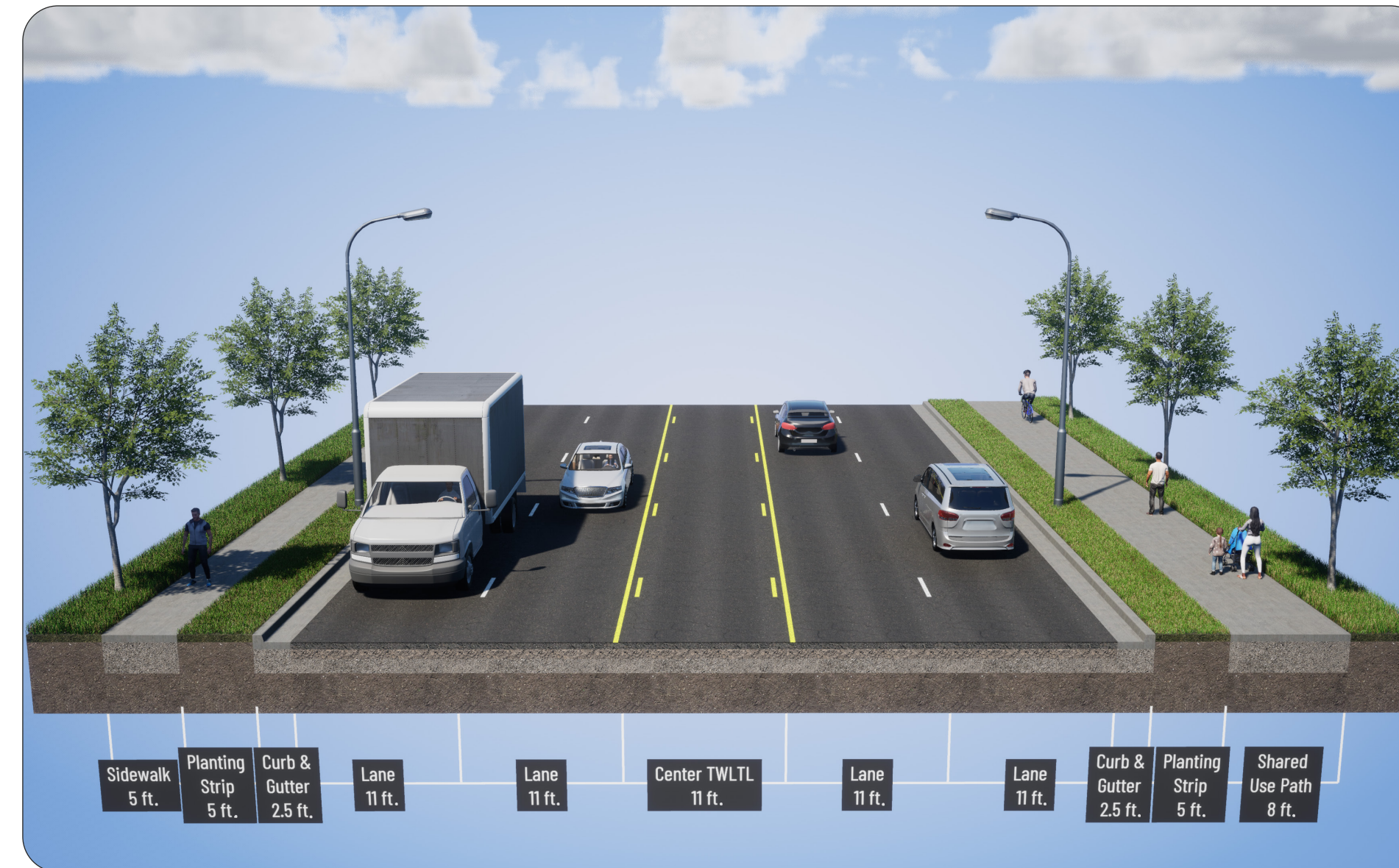
Urban 4-Lane Divided Arterial Typical Section with Full Raised Median

92-foot Right-of-Way



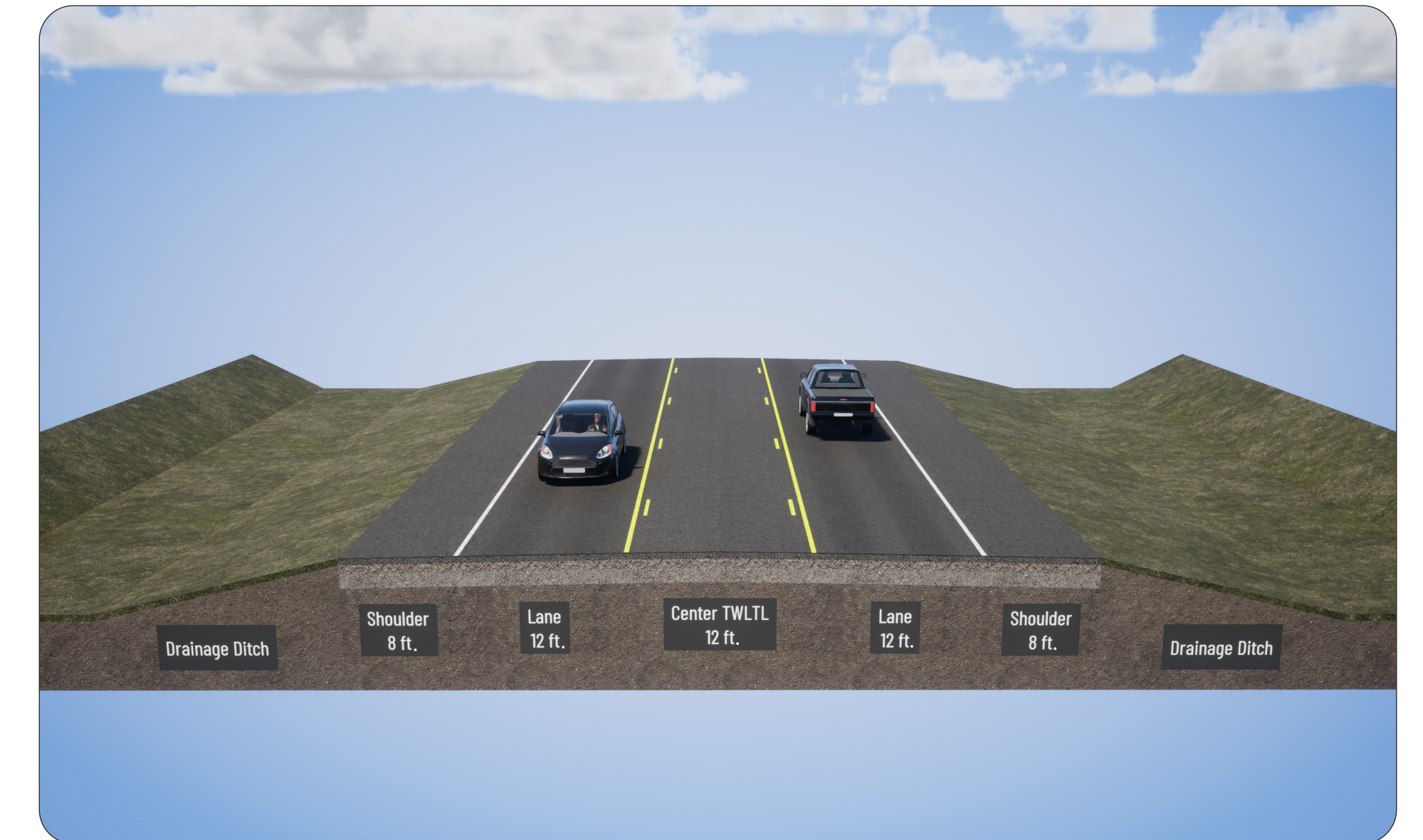
Urban 5-Lane Arterial Typical Section with Center Two-Way Left Turn Lane

83-foot Right-of-Way



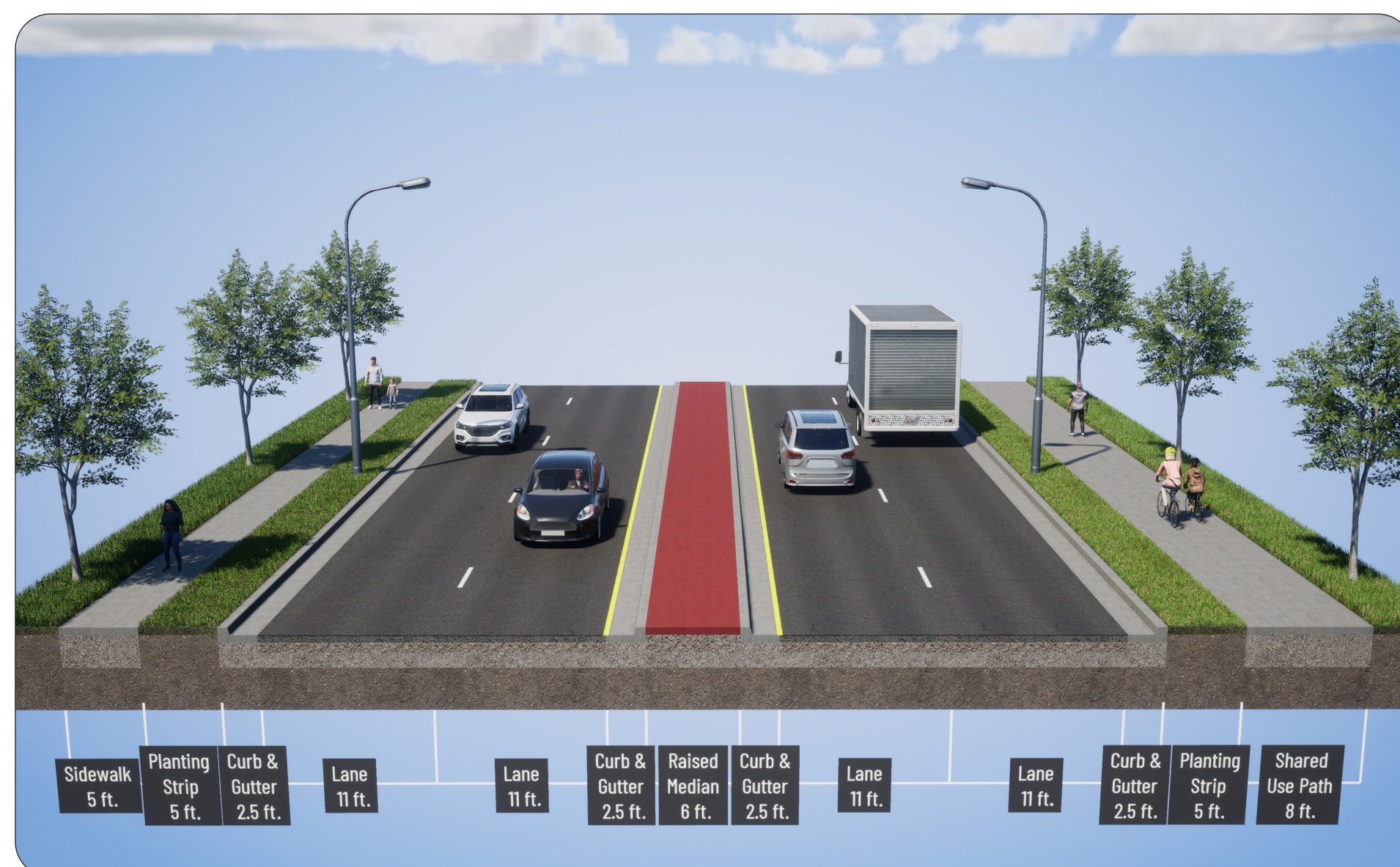
Rural 3-Lane Arterial Typical Section

80-foot Right-of-Way



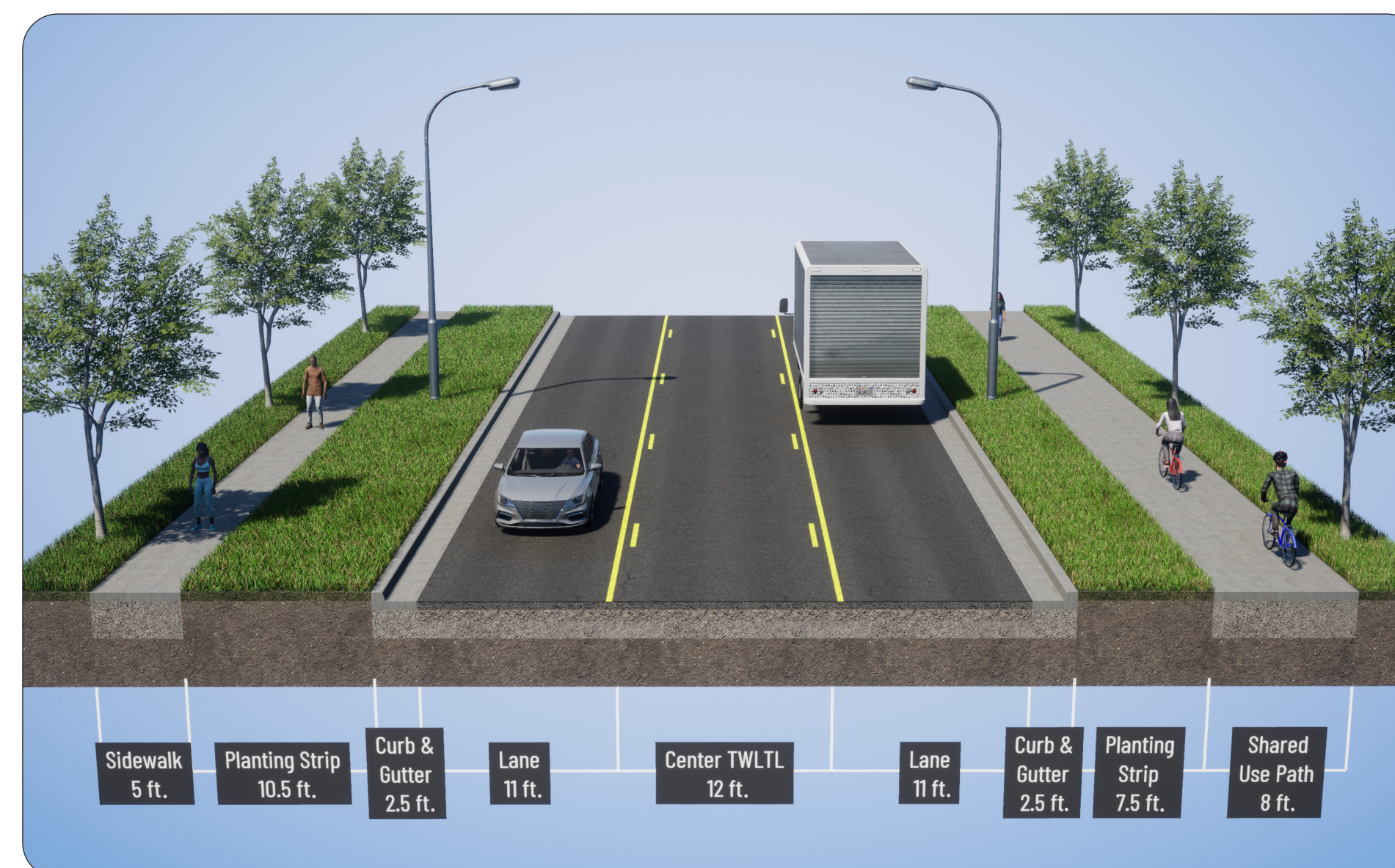
Urban 4-Lane Divided Arterial Typical Section with Hybrid Raised Median

83-foot Right-of-Way



Urban 3-Lane Arterial and Collector Typical Section

70 to 80-foot Right-of-Way



Rural 2-Lane Arterial and Collector Typical Section

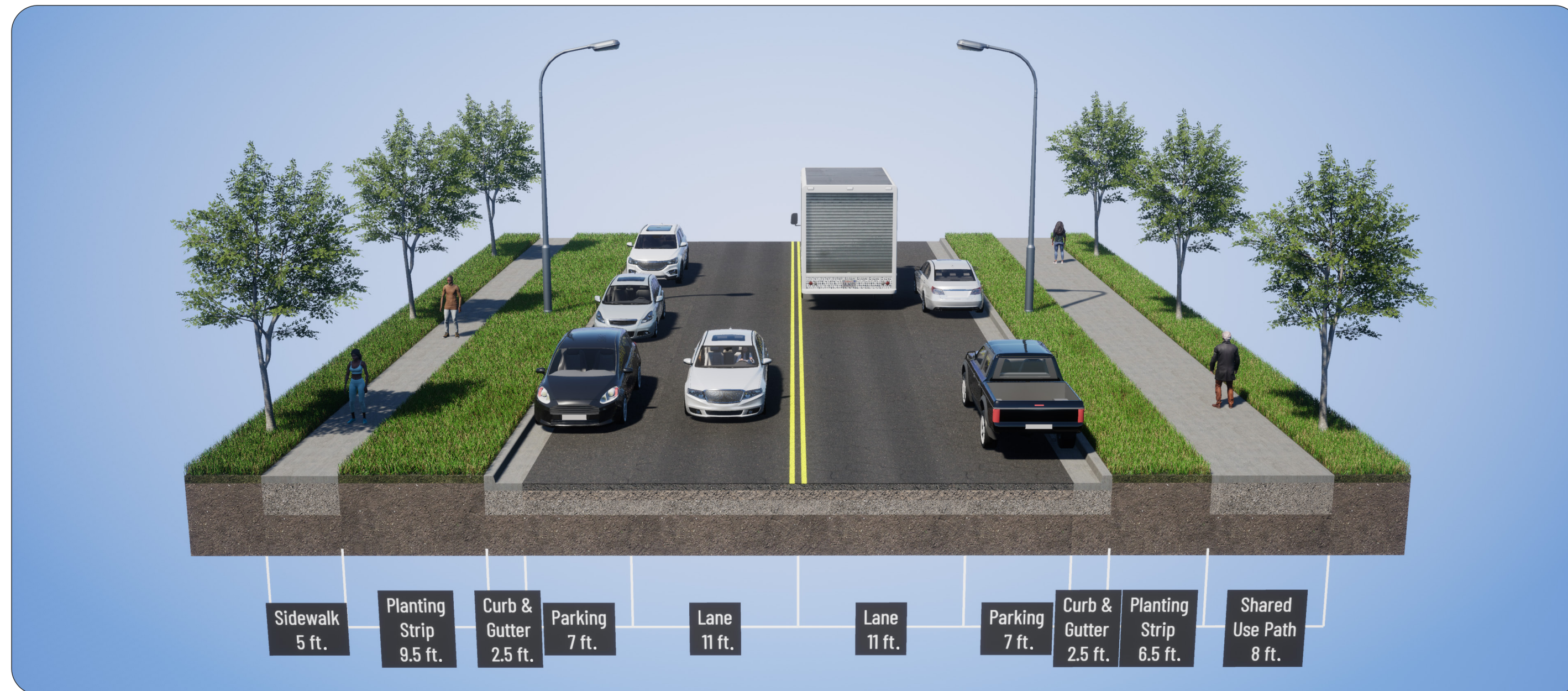
70 to 80-foot Right-of-Way



STREET TYPICAL SECTIONS

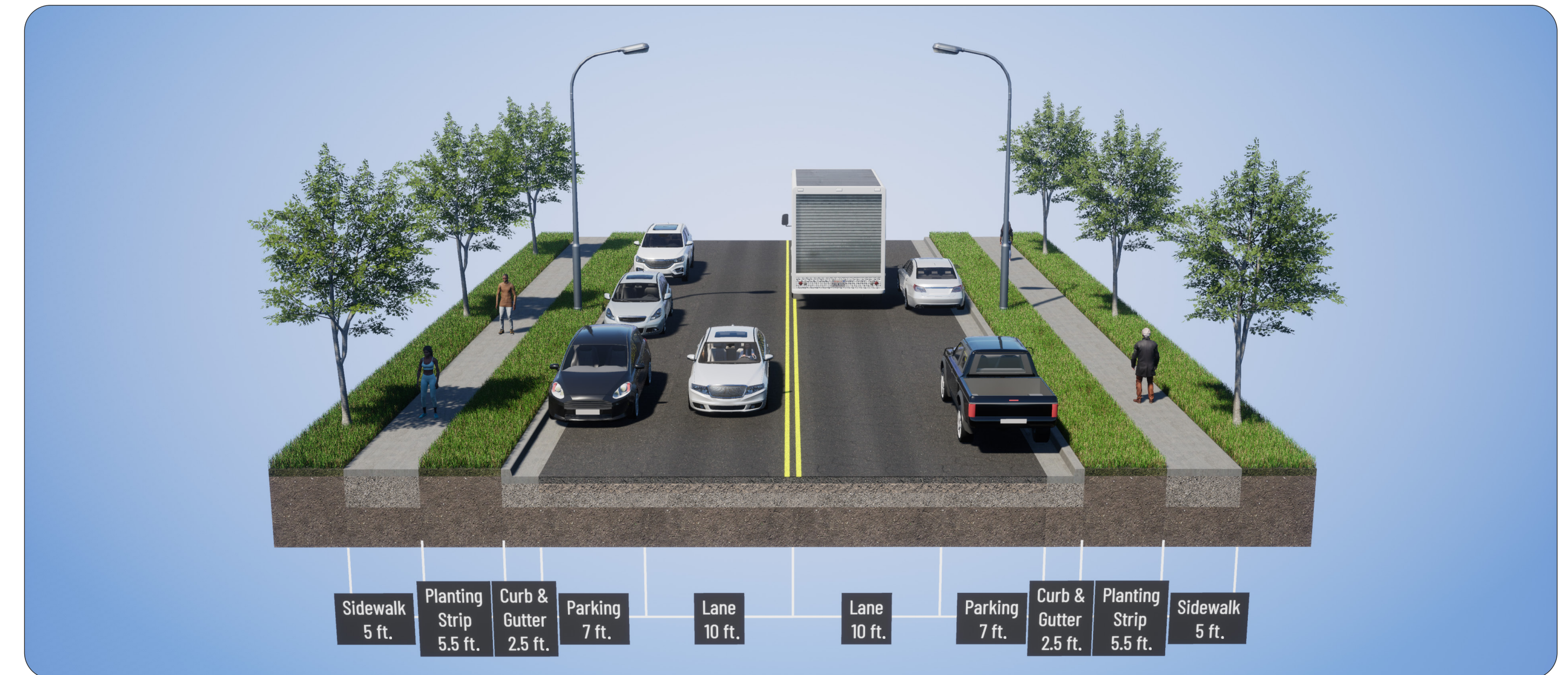
Urban 2-Lane Collector Typical Section with On-Street Parking (Both Sides)

70-foot Right-of-Way



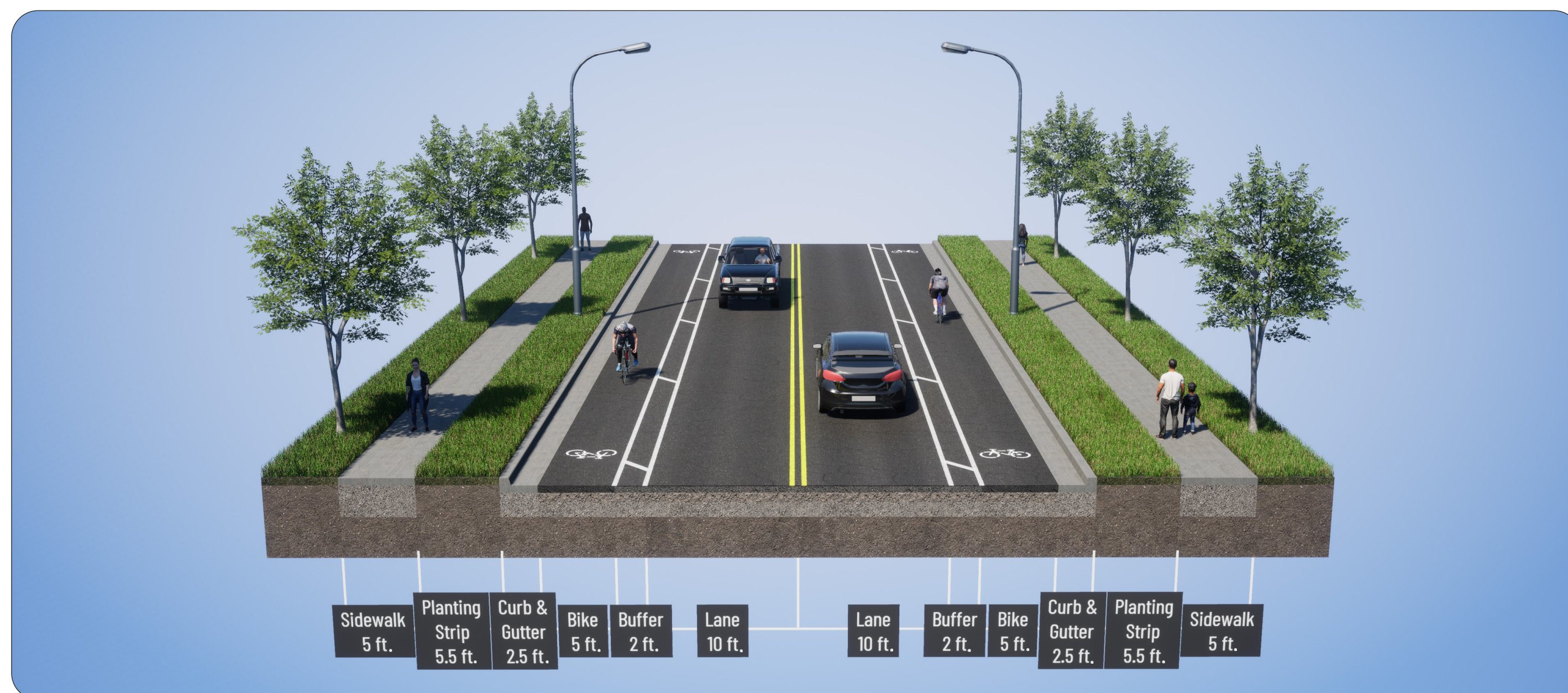
Urban 2-Lane Local Typical Section with On-Street Parking (Both Sides)

60-foot Right-of-Way



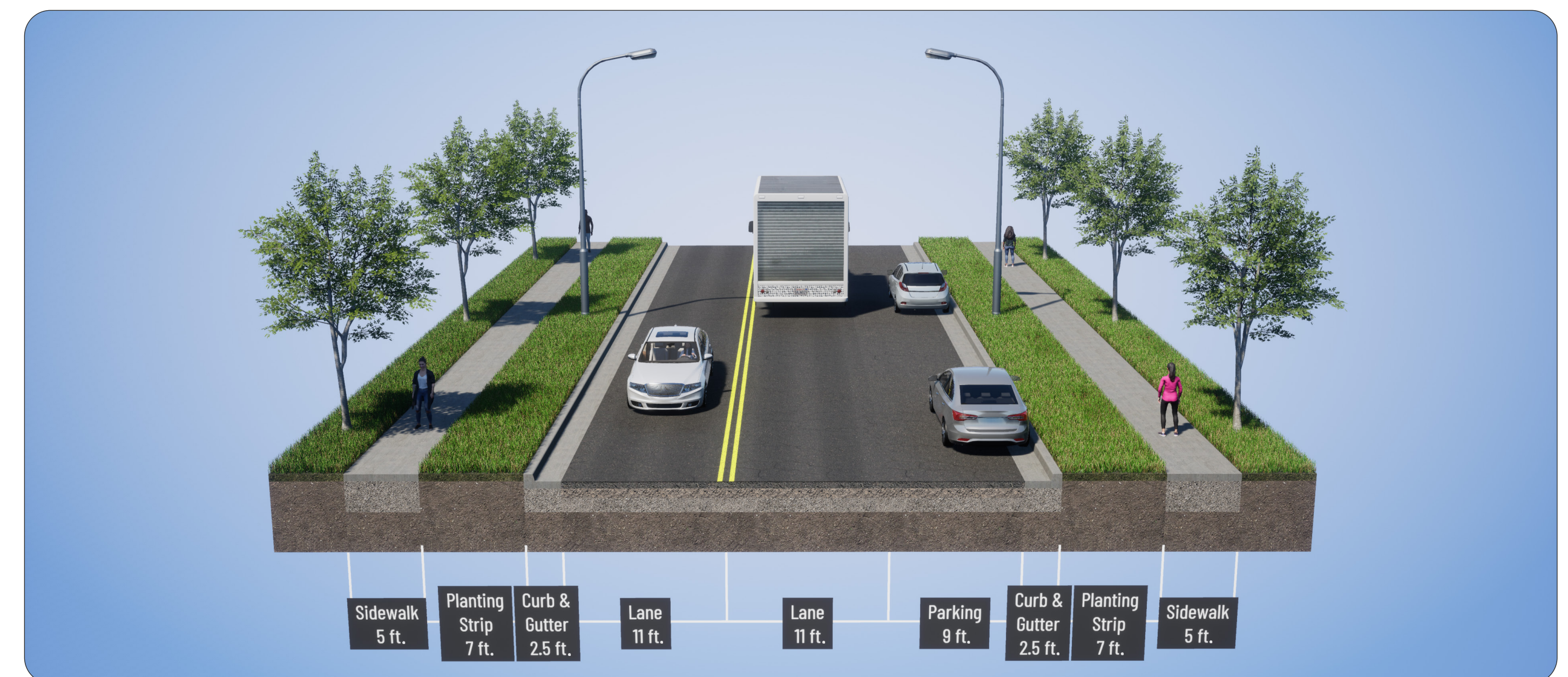
Urban Retrofit 2-Lane Collector and Local Typical Section with Separated Bike Lanes

60 to 70-foot Right-of-Way



Urban 2-Lane Local Typical Section with On-Street Parking (One Side)

60-foot Right-of-Way



SAFETY ACTION PLAN

The Brookings Area Safety Action Plan (SAP) is a comprehensive plan within the Brookings Area Transportation Plan (BATP) to reduce and eliminate fatal and serious injury crashes for all roadway users across the Brookings area roadway network by 2050. This plan aligns with the United States Department of Transportation Safe Streets for All (SS4A) program and Safe System Approach (SSA) guidance and comprises the following elements:



HIGH INJURY NETWORK (HIN)

Identifies elevated injury crash rate locations for Brookings-area intersections and corridors segments



SYSTEMIC RISK NETWORK (SRN)

Highlights Brookings-area intersections and corridor segments with multiple risk factors based on notable crash types (crashes involving severe injuries, vulnerable road users, speeding, young drivers, etc.)



SAFETY PRIORITY NETWORK (SPN)

Potential prioritized safety improvement projects based on the HIN, SRN, and public/stakeholder feedback

SAFETY ACTION PLAN | SAFETY STRATEGIES

WHAT SAFETY STRATEGIES SHOULD BE CONSIDERED AS PART OF FUTURE PROJECTS?

Take three stickers and vote on your top strategies!

RECTANGULAR RAPID FLASHING BEACON

Rectangular rapid flashing beacons use flashing lights to improve safety at unsignalized crosswalks, especially crossings of two lanes or less and along roadways with a posted speed under 40 miles per hour (mph).

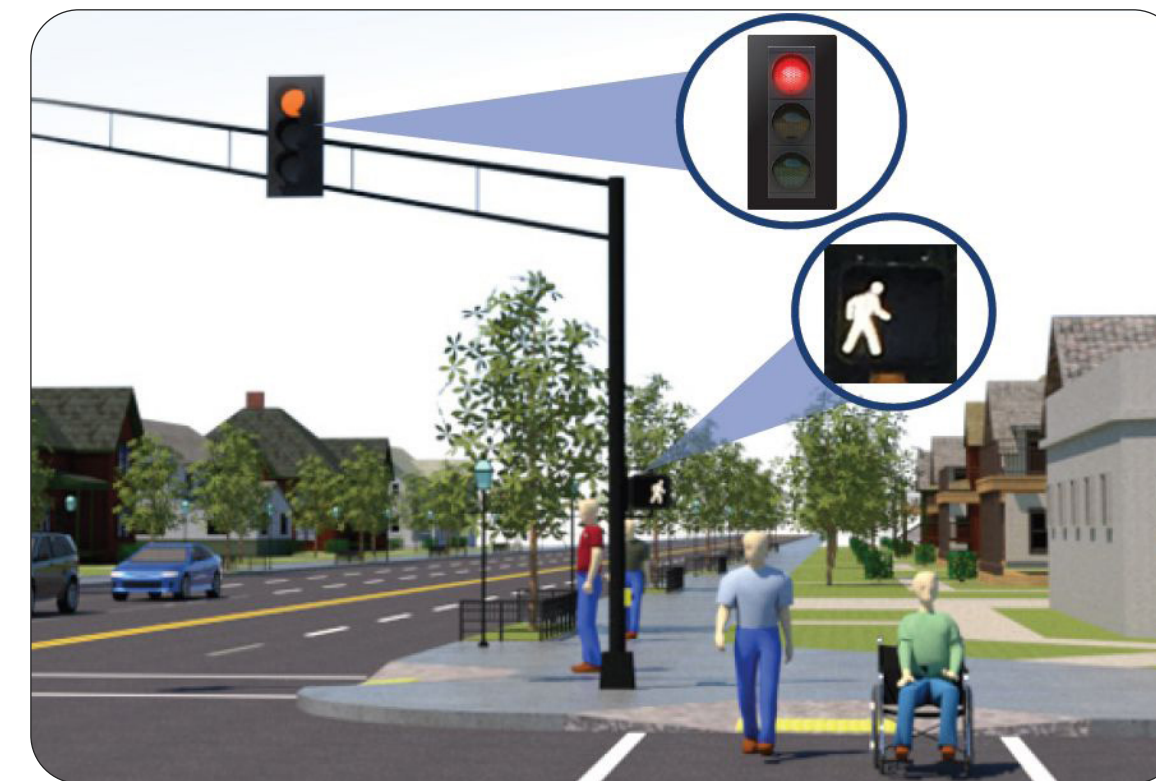
12th Street S (near Boys & Girls Club)



VOTE HERE!

LEADING PEDESTRIAN INTERVALS

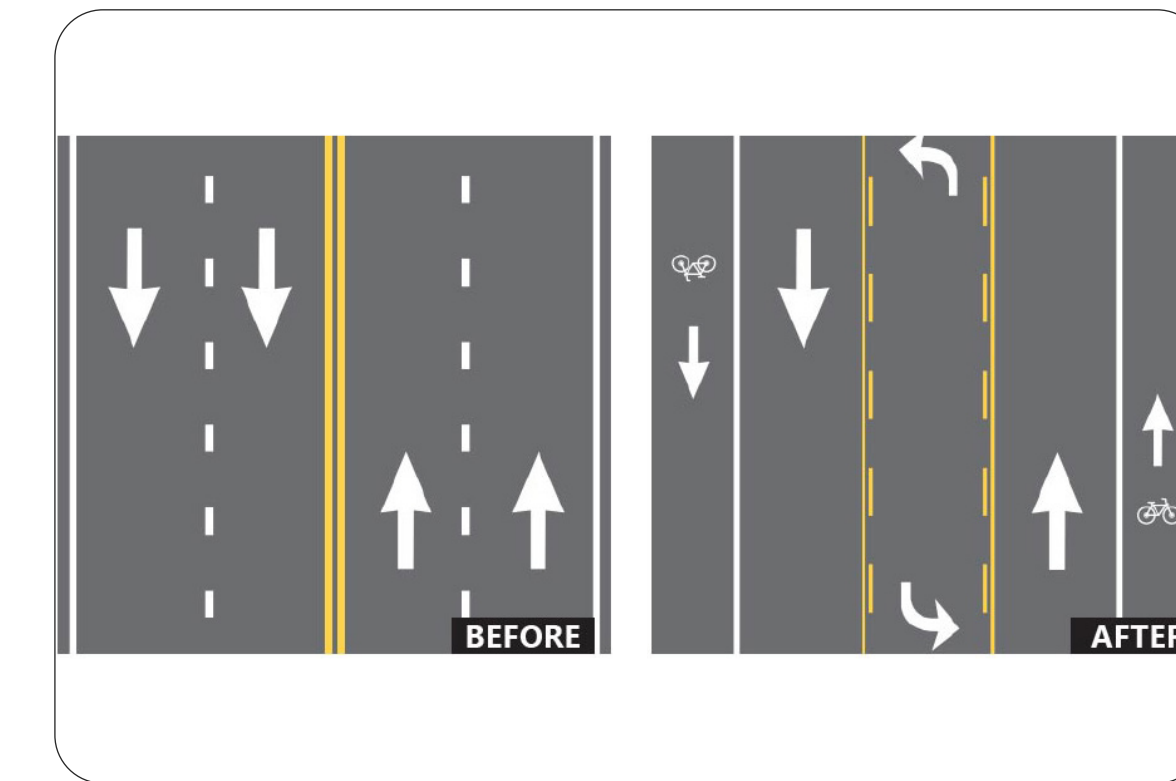
Leading pedestrian intervals provide pedestrians a three to seven second head start prior to a green indication for vehicles on the parallel street. This additional uninterrupted crossing time increases pedestrian visibility for turning vehicles, improves driver yield compliance to pedestrians in the crosswalk, and helps reduce conflicts between vehicles and pedestrians.



VOTE HERE!

ROAD DIETS (ROADWAY RECONFIGURATIONS)

A road diet is a traffic calming technique that reconfigures existing roads, or reimagines future roads, to implement a combination of reductions to overall street width, vehicle lane widths, and/or number of lanes. These reductions free up space that can be reallocated to other modes of travel (such as bicyclists and pedestrians) and additional roadway features.



VOTE HERE!

PEDESTRIAN HYBRID BEACON WITH REFUGE ISLAND

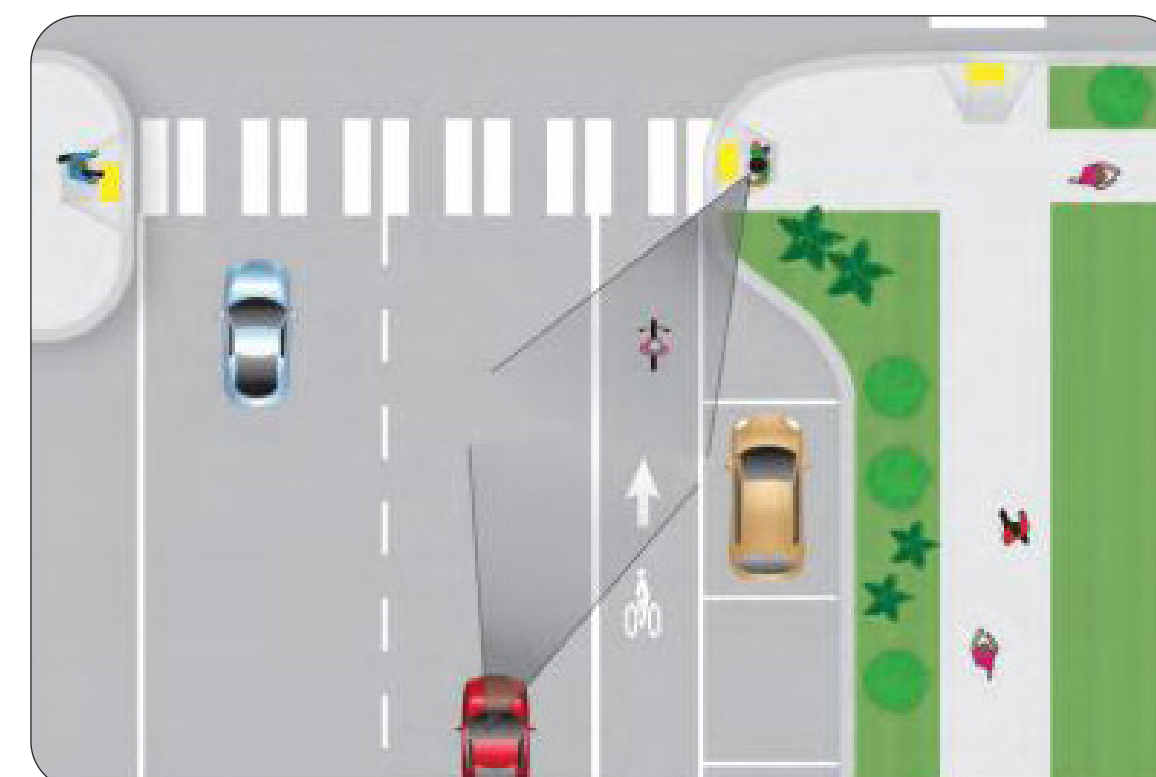
Pedestrian hybrid beacons use flashing lights to improve driver yielding to pedestrians at unsignalized crossings, especially on higher-speed roadways. Refuge islands can be added within a center median to provide additional space for pedestrians to wait to cross the remaining lanes of traffic, minimize crossing distances, and improve visibility for pedestrians and motorists.



VOTE HERE!

CURB EXTENSIONS

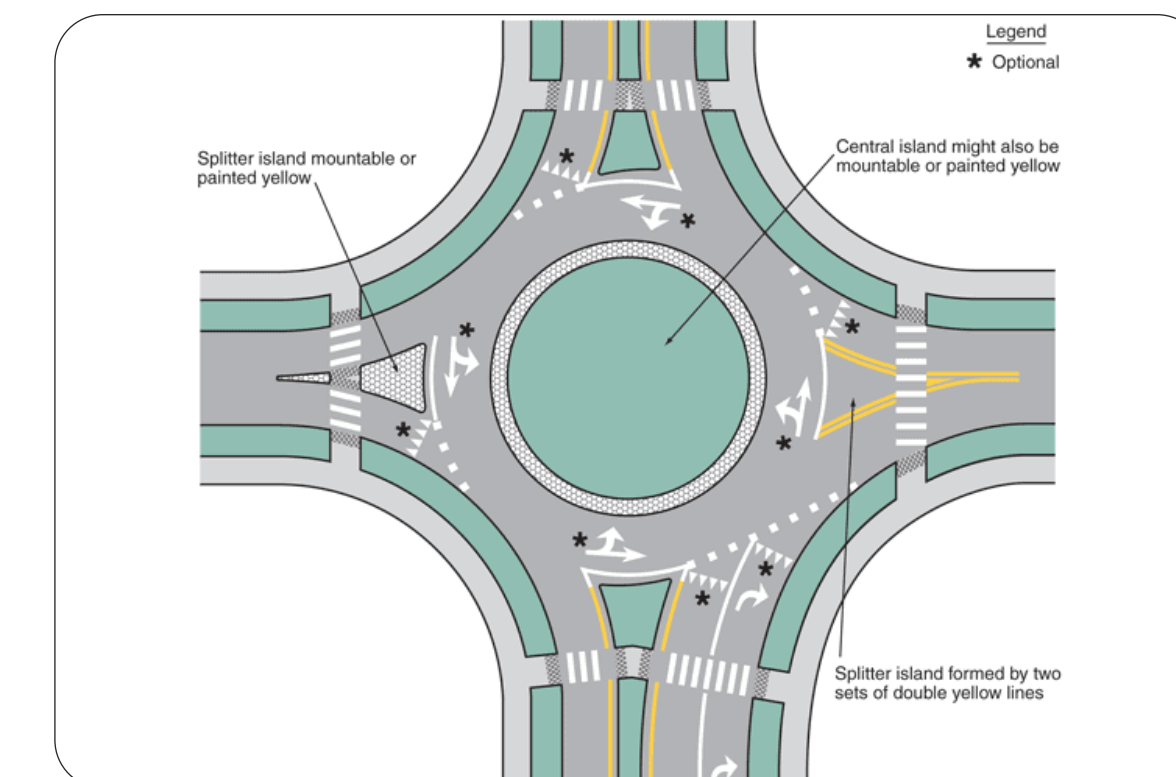
Curb extensions narrow the roadway and create shorter crossing distances for pedestrians. Curb extensions may be placed at intersections or mid-block locations. In addition, curb extension installations can be permanent (with concrete curb and gutter and sidewalk) or temporary (with pavement markings and delineation bollards). Recent temporary curb extensions were installed at 4th Street & 3rd Avenue and 5th Street & 3rd Avenue intersections in Downtown Brookings.



VOTE HERE!

ROUNDBABOUTS

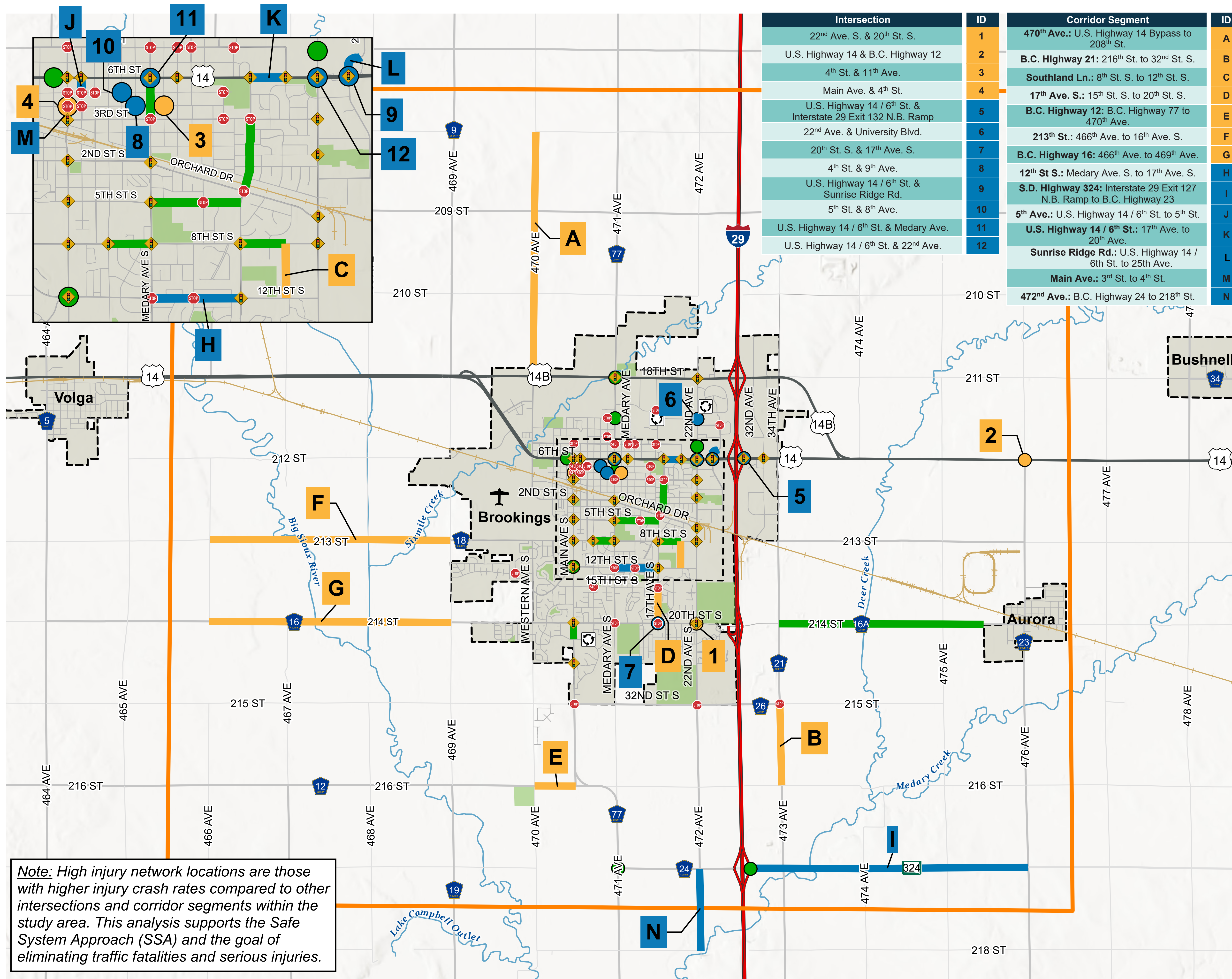
Roundabout design physically slows vehicles as they approach, travel through, and exit a roundabout. This is a benefit to safety and operations for vehicles, pedestrians, and bicyclists.



VOTE HERE!



SAFETY ACTION PLAN | HIGH INJURY NETWORK (TIERS 1 & 2)



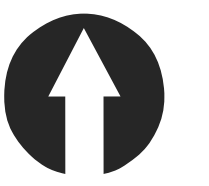
Intersection	ID
22 nd Ave. S. & 20 th St. S.	1
U.S. Highway 14 & B.C. Highway 12	2
4 th St. & 11 th Ave.	3
Main Ave. & 4 th St.	4
U.S. Highway 14 / 6 th St. & Interstate 29 Exit 132 N.B. Ramp	5
22 nd Ave. & University Blvd.	6
20 th St. S. & 17 th Ave. S.	7
4 th St. & 9 th Ave.	8
U.S. Highway 14 / 6 th St. & Sunrise Ridge Rd.	9
5 th St. & 8 th Ave.	10
U.S. Highway 14 / 6 th St. & Medary Ave.	11
U.S. Highway 14 / 6 th St. & 22 nd Ave.	12

Corridor Segment	ID
470 th Ave.: U.S. Highway 14 Bypass to 208 th St.	A
B.C. Highway 21: 216 th St. to 32 nd St. S.	B
Southland Ln.: 8 th St. S. to 12 th St. S.	C
17 th Ave. S.: 15 th St. S. to 20 th St. S.	D
B.C. Highway 12: B.C. Highway 77 to 470 th Ave.	E
213 th St.: 466 th Ave. to 16 th Ave. S.	F
B.C. Highway 16: 466 th Ave. to 469 th Ave.	G
12 th St S.: Medary Ave. S. to 17 th Ave. S.	H
S.D. Highway 324: Interstate 29 Exit 127 N.B. Ramp to B.C. Highway 23	I
5 th Ave.: U.S. Highway 14 / 6 th St. to 5 th St.	J
U.S. Highway 14 / 6 th St.: 17 th Ave. to 20 th Ave.	K
Sunrise Ridge Rd.: U.S. Highway 14 / 6 th St. to 25 th Ave.	L
Main Ave.: 3 rd St. to 4 th St.	M
472 nd Ave.: B.C. Highway 24 to 218 th St.	N

High Injury Network Tiers 1 & 2 Locations (January 2019 - June 2024)

- All Way Stop-Control Intersections
- Roundabout Intersection
- Signalized Intersections
- Elevated Crash Index Intersections and Segments**
- Tier 1 - Higher Priority
- Tier 2 - Medium Priority
- Tier 3 - Lower Priority
- Study Area
- City Limits
- City Park & Greenspace

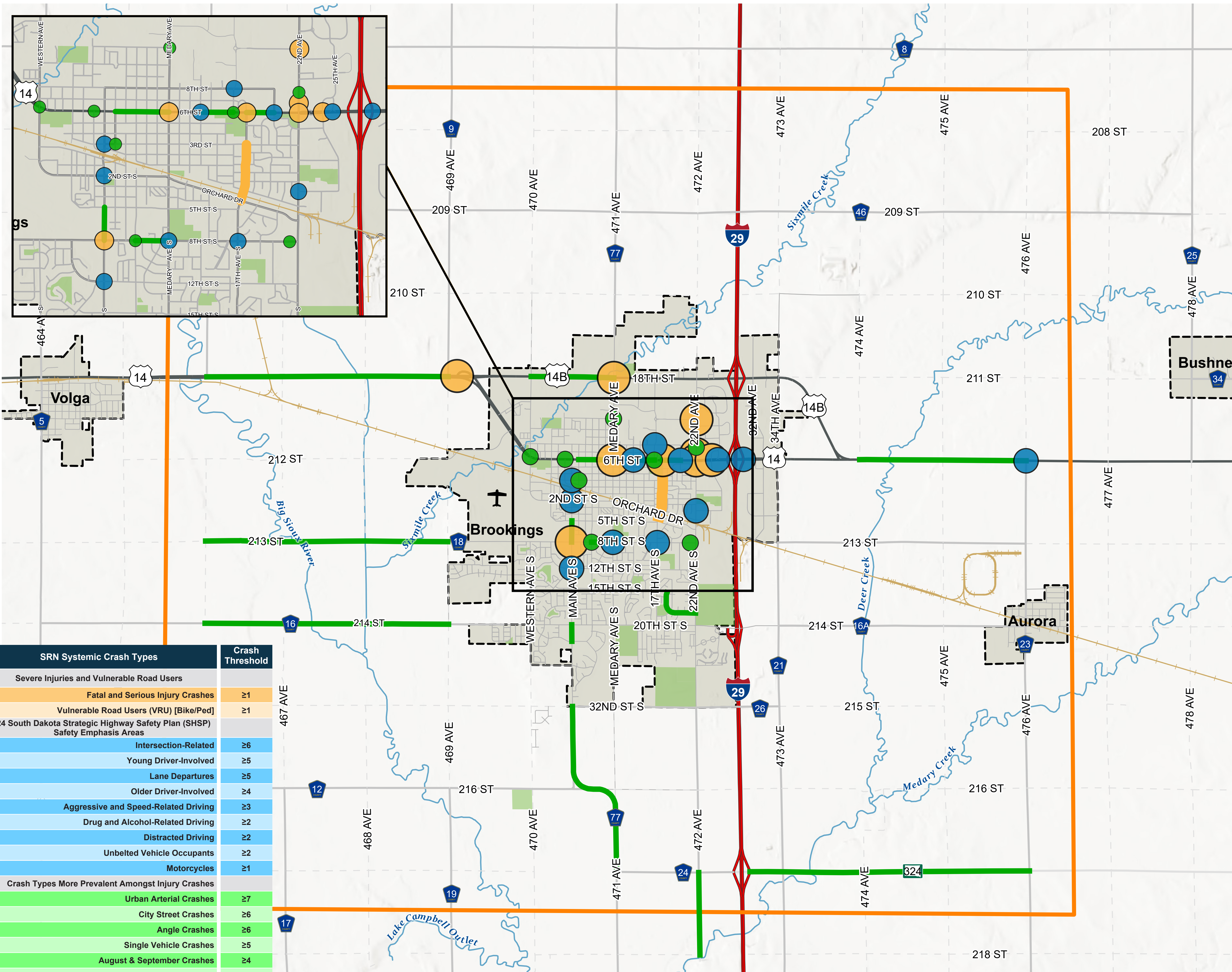
0 2 Miles



Note: High injury network locations are those with higher injury crash rates compared to other intersections and corridor segments within the study area. This analysis supports the Safe System Approach (SSA) and the goal of eliminating traffic fatalities and serious injuries.



SAFETY ACTION PLAN | SYSTEMIC RISK NETWORK



LEGEND

- Interstate
- US Highways
- State Highways
- County Roads
- City Road
- Township Roads

- Study Area
- City Limits
- City Park & Greenspace

Systemic Risk Network (SRN)

Intersections

- 3 or more SRN types
- 5 or more SRN types
- 7 or more SRN types

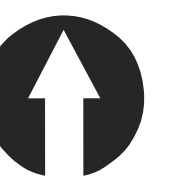
Segments

- 3 or more SRN types
- 5 or more SRN types
- 7 or more SRN types

Note: Systemic Risk Network (SRN) locations are those with 3 or more SRN systemic crash types (identified in the corresponding list). The SRN analysis supports the Brookings Area Safety Action Plan (SAP) and Safe System Approach (SSA) by pro-actively identifying locations with a history of systemic crash types based on frequency thresholds, regardless of injury severity or traffic exposure.

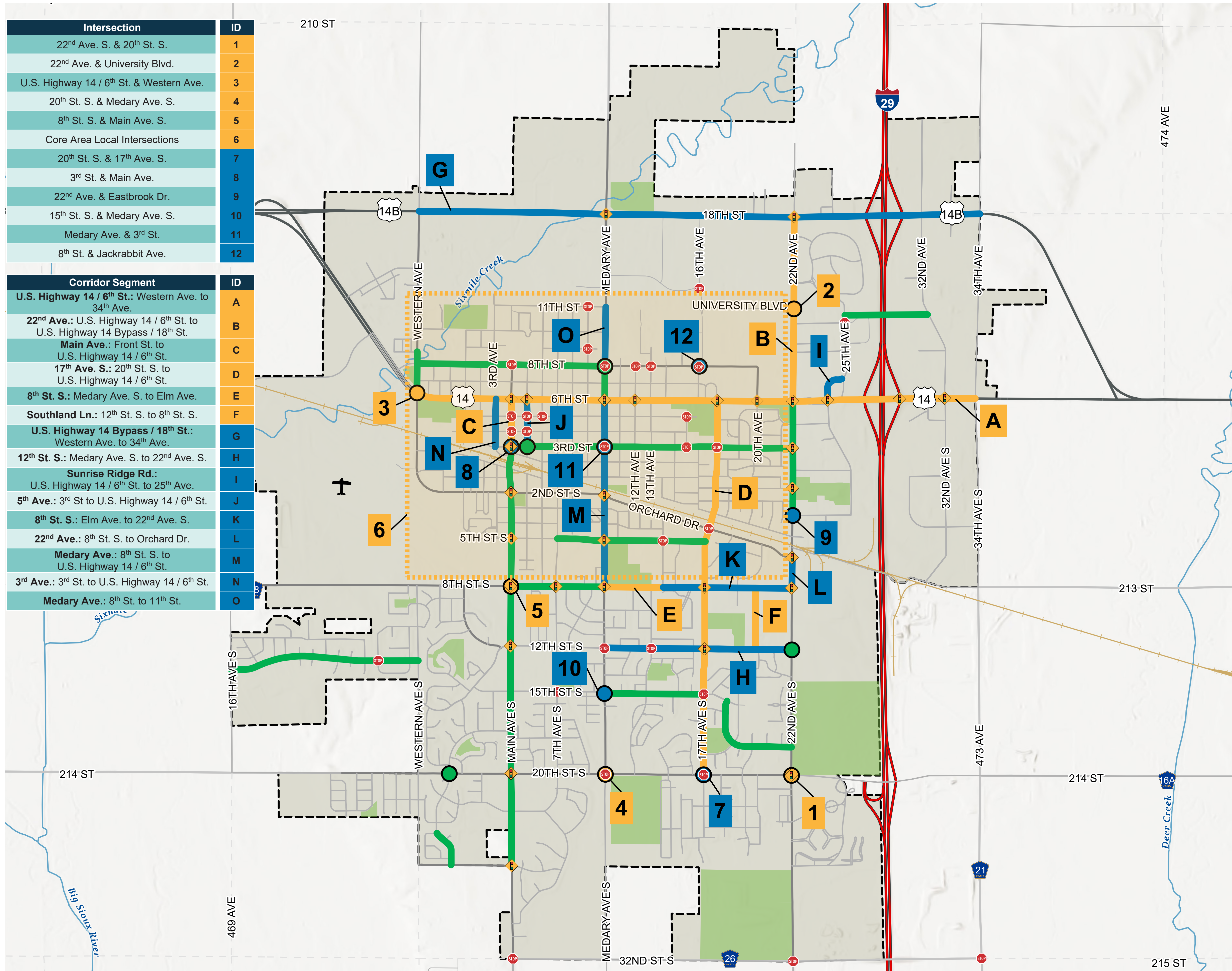
SRN Systemic Crash Types	Crash Threshold
Severe Injuries and Vulnerable Road Users	
Fatal and Serious Injury Crashes	≥1
Vulnerable Road Users (VRU) [Bike/Ped]	≥1
2024 South Dakota Strategic Highway Safety Plan (SHSP) Safety Emphasis Areas	
Intersection-Related	≥6
Young Driver-Involved	≥5
Lane Departures	≥5
Older Driver-Involved	≥4
Aggressive and Speed-Related Driving	≥3
Drug and Alcohol-Related Driving	≥2
Distracted Driving	≥2
Unbelted Vehicle Occupants	≥2
Motorcycles	≥1
Crash Types More Prevalent Amongst Injury Crashes	
Urban Arterial Crashes	≥7
City Street Crashes	≥6
Angle Crashes	≥6
Single Vehicle Crashes	≥5
August & September Crashes	≥4
April & May Crashes	≥3
Sand, Dirt, Mud, & Gravel Road Surface Condition Crashes	≥1

0 2 Miles





SAFETY ACTION PLAN | SAFETY PRIORITY NETWORK (TIERS 1 & 2)



Intersection	ID
22 nd Ave. S. & 20 th St. S.	1
22 nd Ave. & University Blvd.	2
U.S. Highway 14 / 6 th St. & Western Ave.	3
20 th St. S. & Medary Ave. S.	4
8 th St. S. & Main Ave. S.	5
Core Area Local Intersections	6
20 th St. S. & 17 th Ave. S.	7
3 rd St. & Main Ave.	8
22 nd Ave. & Eastbrook Dr.	9
15 th St. S. & Medary Ave. S.	10
Medary Ave. & 3 rd St.	11
8 th St. & Jackrabbit Ave.	12

Corridor Segment	ID
U.S. Highway 14 / 6 th St.: Western Ave. to 34 th Ave.	A
22 nd Ave.: U.S. Highway 14 / 6 th St. to U.S. Highway 14 Bypass / 18 th St.	B
Main Ave.: Front St. to U.S. Highway 14 / 6 th St.	C
17 th Ave. S.: 20 th St. S. to U.S. Highway 14 / 6 th St.	D
8 th St. S.: Medary Ave. S. to Elm Ave.	E
Southland Ln.: 12 th St. S. to 8 th St. S.	F
U.S. Highway 14 Bypass / 18 th St.: Western Ave. to 34 th Ave.	G
12 th St. S.: Medary Ave. S. to 22 nd Ave. S.	H
Sunrise Ridge Rd.: U.S. Highway 14 / 6 th St. to 25 th Ave.	I
5 th Ave.: 3 rd St. to U.S. Highway 14 / 6 th St.	J
8 th St. S.: Elm Ave. to 22 nd Ave. S.	K
22 nd Ave.: 8 th St. S. to Orchard Dr.	L
Medary Ave.: 8 th St. S. to U.S. Highway 14 / 6 th St.	M
3 rd Ave.: 3 rd St. to U.S. Highway 14 / 6 th St.	N
Medary Ave.: 8 th St. to 11 th St.	O

LEGEND

- City Limits
- City Park & Greenspace
- All Way Stop-Control Intersections
- Signalized Intersections
- Interstate
- US Highways
- State Highways
- County Roads
- City Road
- Township Roads

Safety Priority Network

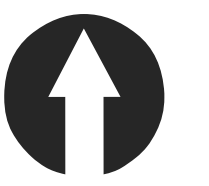
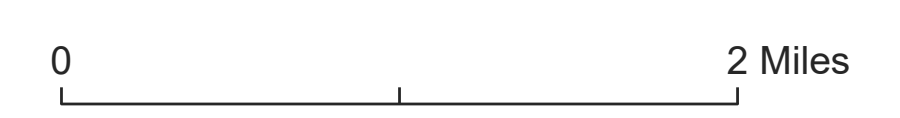
Intersections

- Tier 1 - High Priority
- Tier 2 - Medium Priority
- Tier 3 - Low Priority

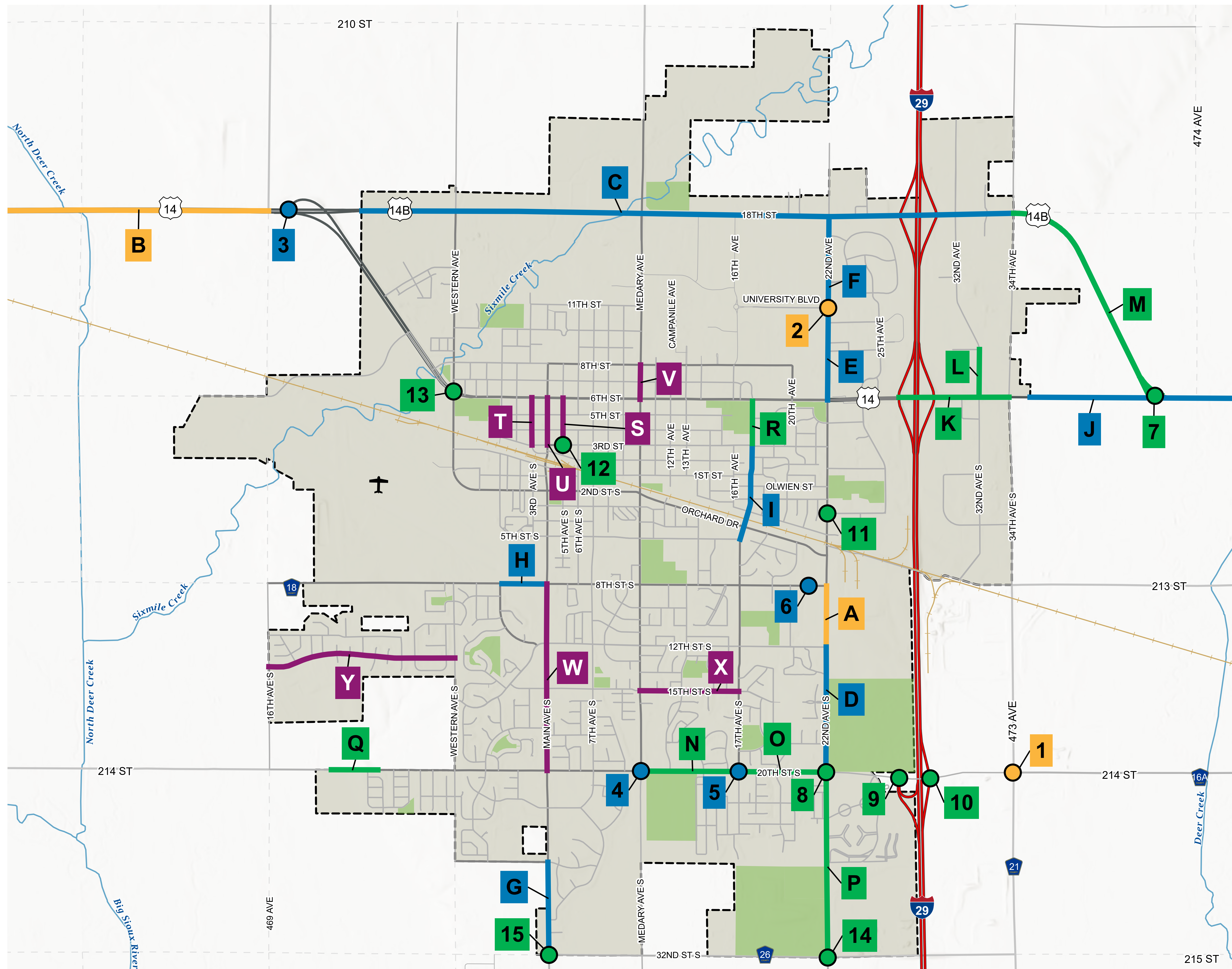
Segments

- Tier 1 - High Priority
- Tier 2 - Medium Priority
- Tier 3 - Low Priority

Note: The Safety Priority Network (SPN) reflects potential future safety improvement projects that were identified in the High Injury Network (HIN), Systemic Risk Network (SRN), and/or through public and stakeholder feedback.



INTERSECTION & ROADWAY CORRIDOR PROJECTS

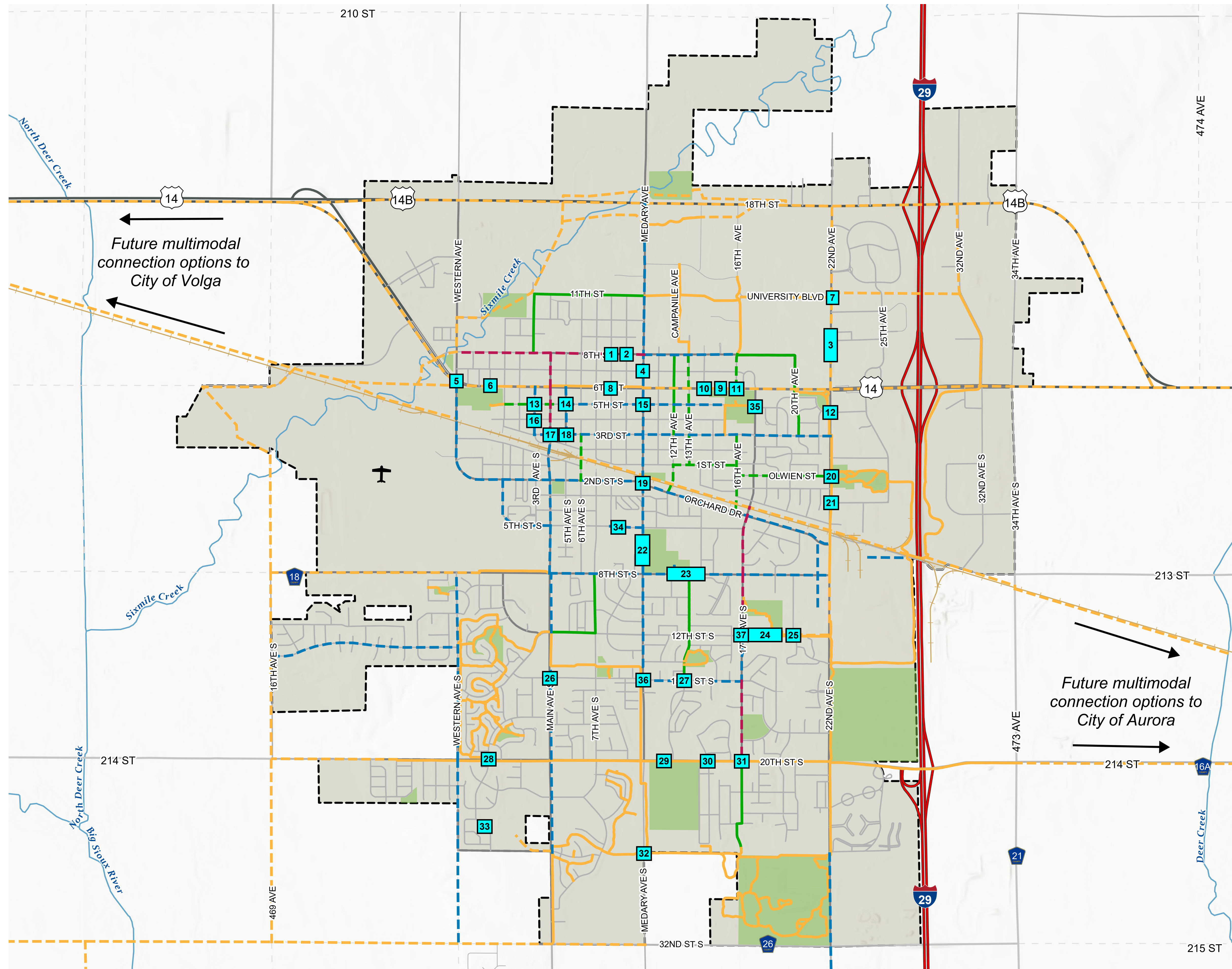


LEGEND

- City Limits
- City Park & Greenspace
- Intersection Projects**
 - Short-Term
 - Mid-Term
 - Long-Range
 - Illustrative Intersection
- Corridor Projects**
 - Short-Term
 - Mid-Term
 - Long-Range
 - Illustrative Corridor

Note: The recommended intersection and roadway corridor projects represent major projects to be completed through the 2050 Planning Horizon. These projects were identified based on notable capacity or safety needs and planned area SDDOT or City of Brookings projects.

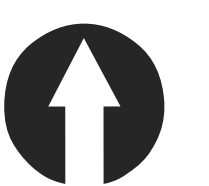
BICYCLE & PEDESTRIAN PLAN



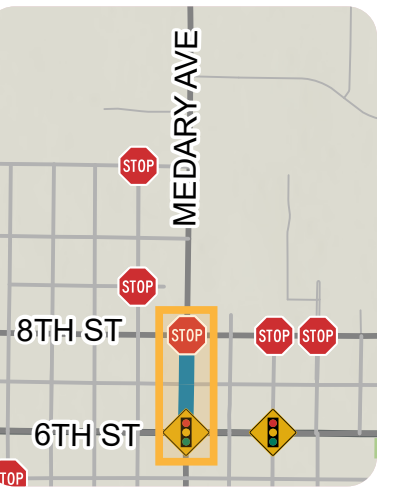
LEGEND

- City Limits
- City Park & Greenspace
- Existing Shared Use Path
- Future Shared Use Path
- Existing Shared Lane
- Future Shared Lane
- Existing Bike Lane
- Future Standard Bike Lane
- Future Separated Bike Lane (Optional Shared Use Path)
- Crossing Improvement Location

0 2 Miles



ILLUSTRATIVE ROAD DIET (ROADWAY RECONFIGURATION) CORRIDORS



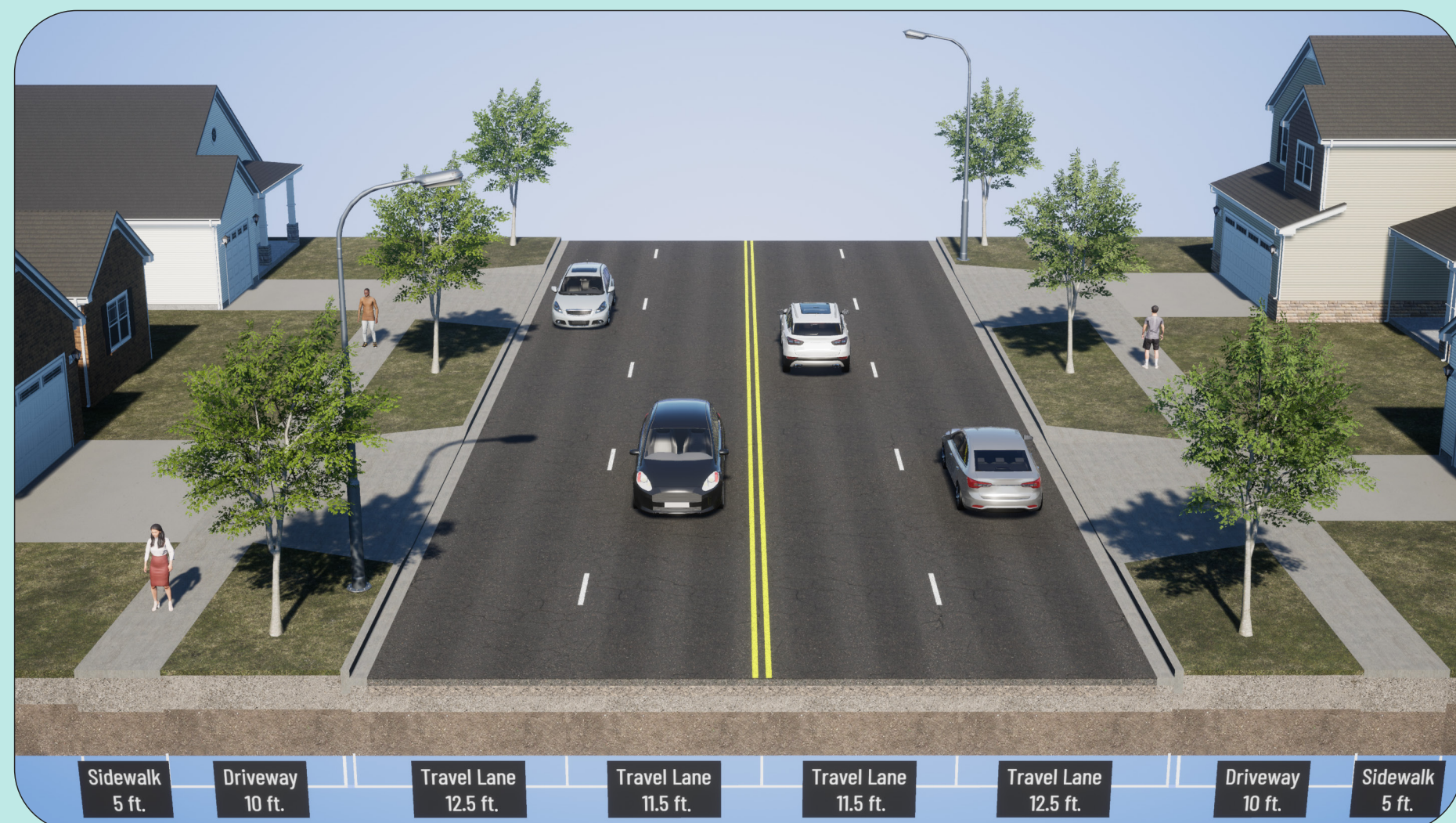
If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

Take 1 sticker and vote for your preferred option or add sticky notes with your feedback!

MEDARY AVENUE | U.S. Highway 14/6th Street to 8th Street

VOTE/COMMENT HERE!

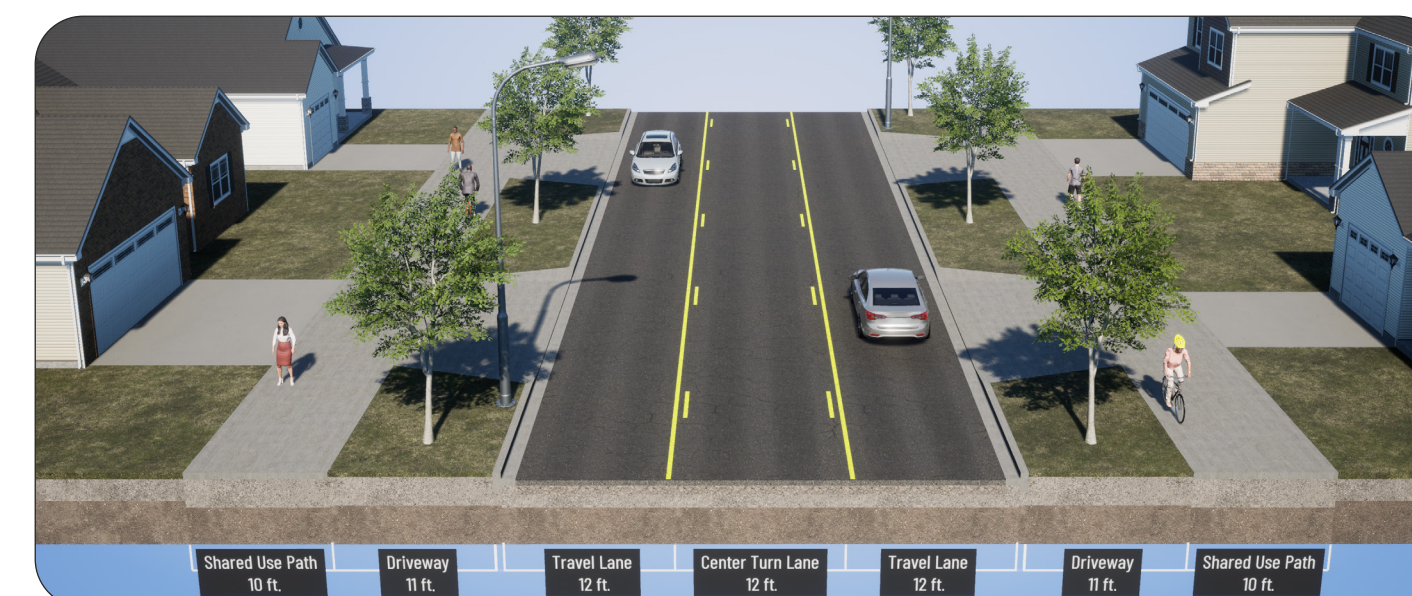
Existing 4-Lane Undivided



OPTION A:
3-Lane with
Two-Way Left
Turn Lane



OPTION B:
3-Lane with
Two-Way Left
Turn Lane and
Shared Use Paths

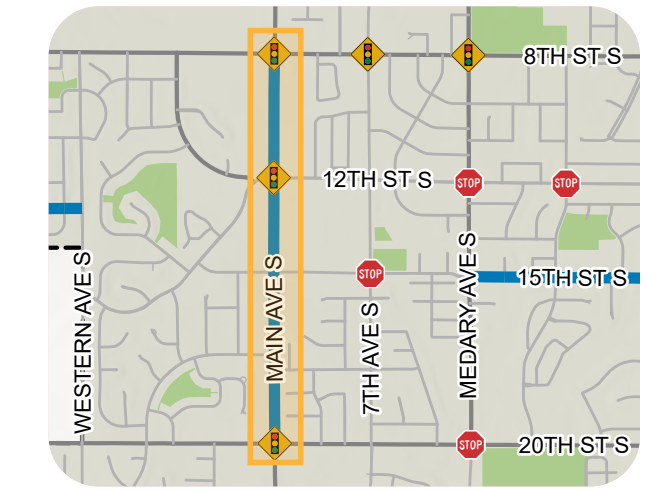


OPTION C:
3-Lane with
Two-Way Left Turn
Lane and Raised
Separated Bike Lanes



OPTION D:
3-Lane with
Two-Way Left Turn
Lane and Raised Curb
Separated Bike Lanes





ILLUSTRATIVE ROAD DIET (ROADWAY RECONFIGURATION) CORRIDORS

If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

Take 1 sticker and vote for your preferred option or add sticky notes with your feedback!

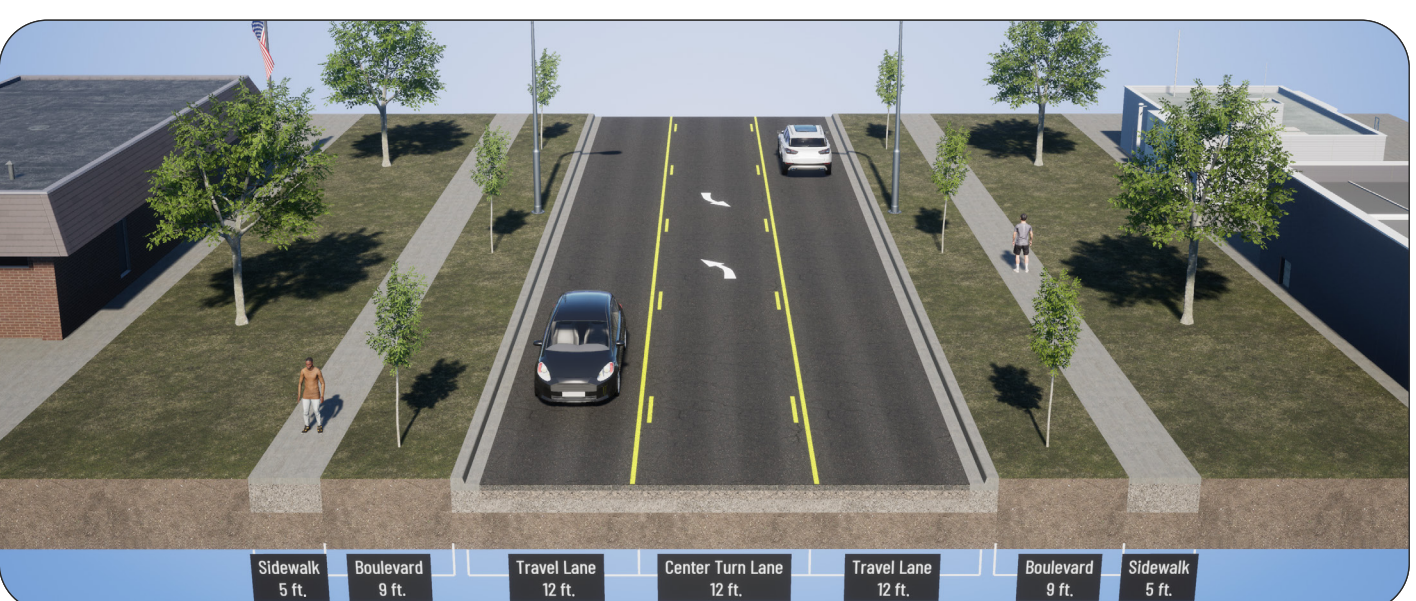
MAIN AVENUE S. | 8th Street S. to 20th Street S.

VOTE/COMMENT HERE!

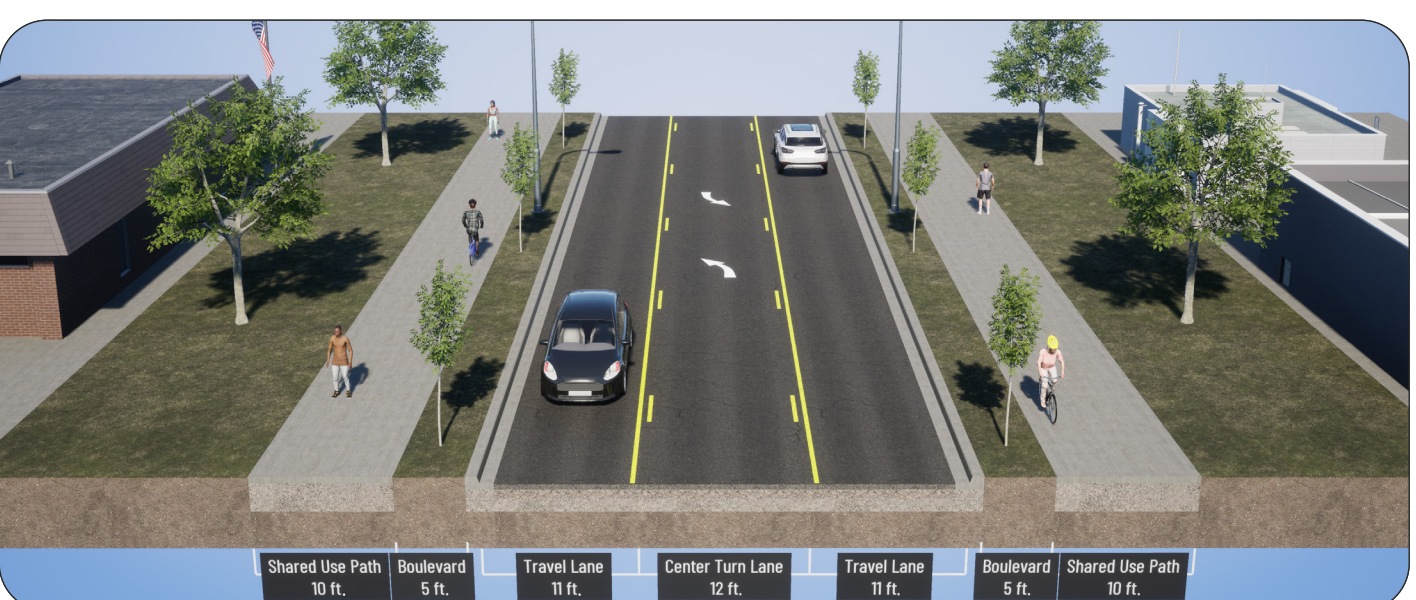
Existing 5-Lane with Two-Way Left Turn Lane (Varies)



OPTION A:
3-Lane with Two-Way Left Turn Lane



OPTION B:
3-Lane with Two-Way Left Turn Lane and Shared Use Paths

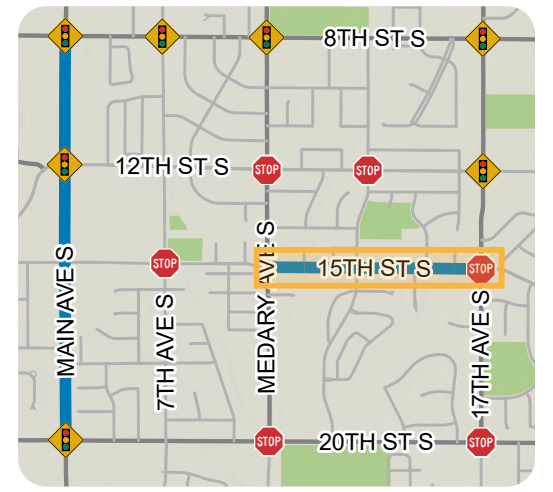


OPTION C:
3-Lane with Two-Way Left Turn Lane and Raised Separated Bike Lanes (only applicable south of 15th Street S.)



OPTION D:
3-Lane with Two-Way Left Turn Lane and Raised Curb Separated Bike Lanes





ILLUSTRATIVE ROAD DIET (ROADWAY RECONFIGURATION) CORRIDORS

If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

Take 1 sticker and vote for your preferred option or add sticky notes with your feedback!

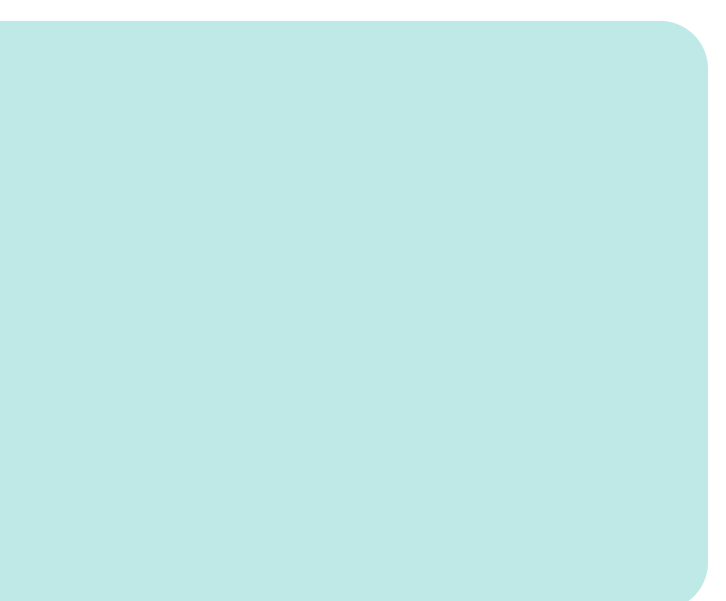
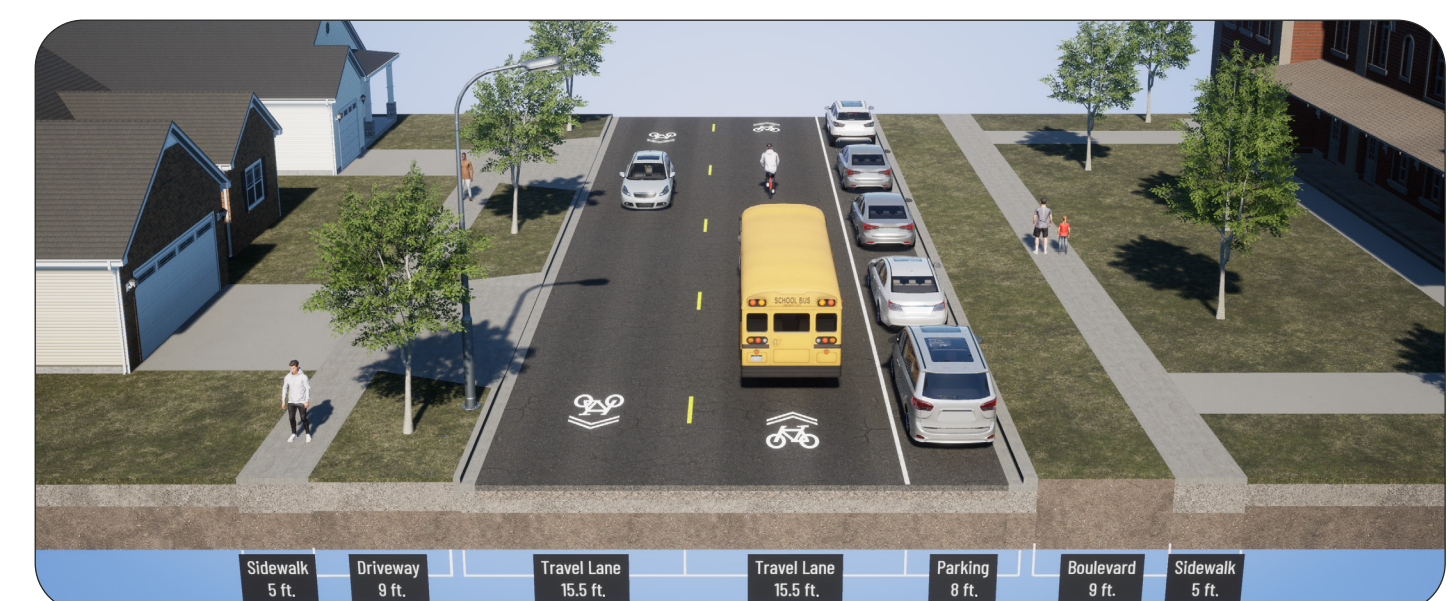
15TH STREET S. | Medary Avenue S. to 17th Avenue S.

VOTE/COMMENT HERE!

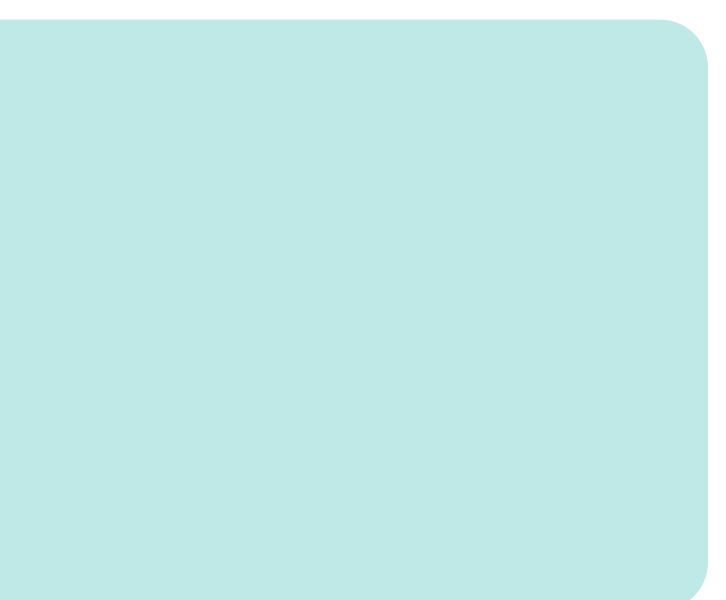
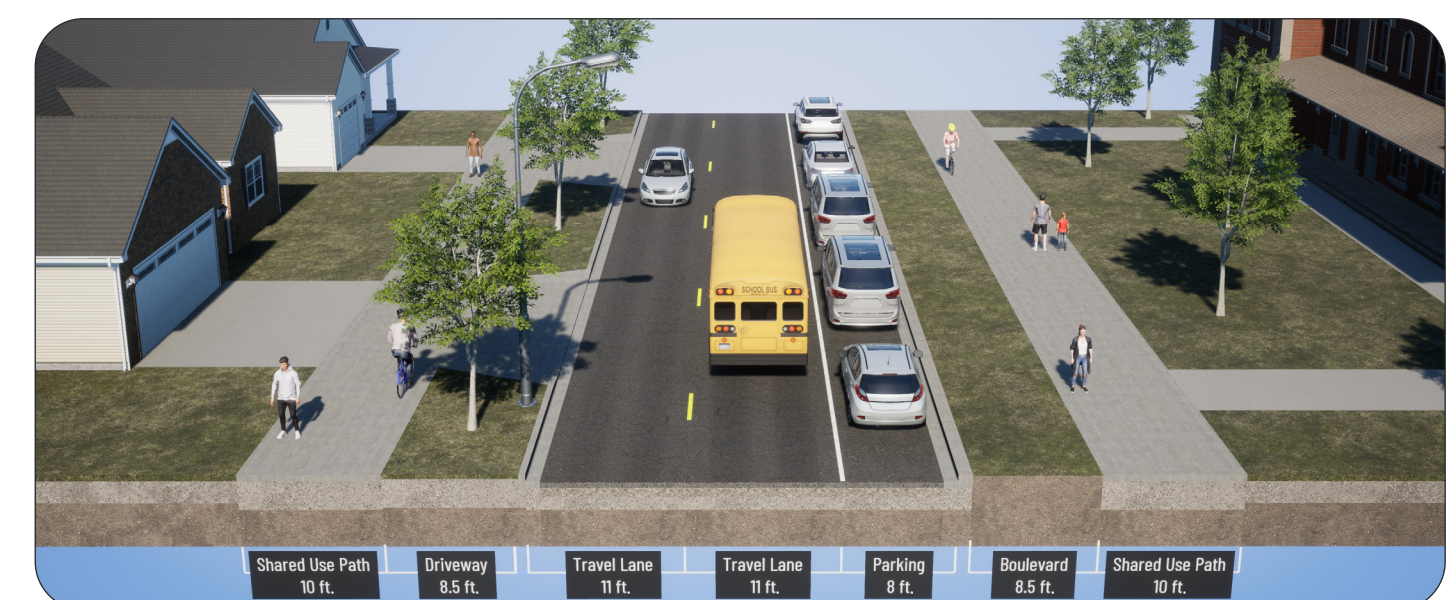
Existing 2-Lane with On-Street Parking and Shared Lanes



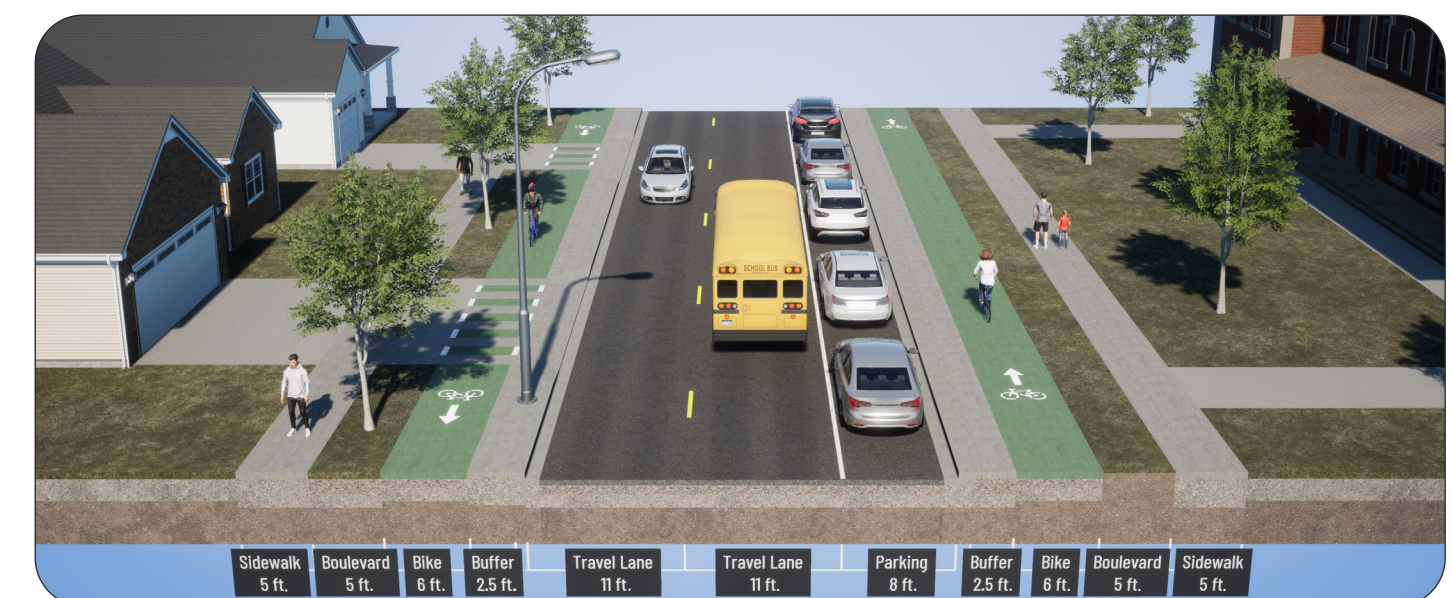
OPTION A:
Narrowed 2-Lane with On-Street Parking (One-Side) and Shared Lanes



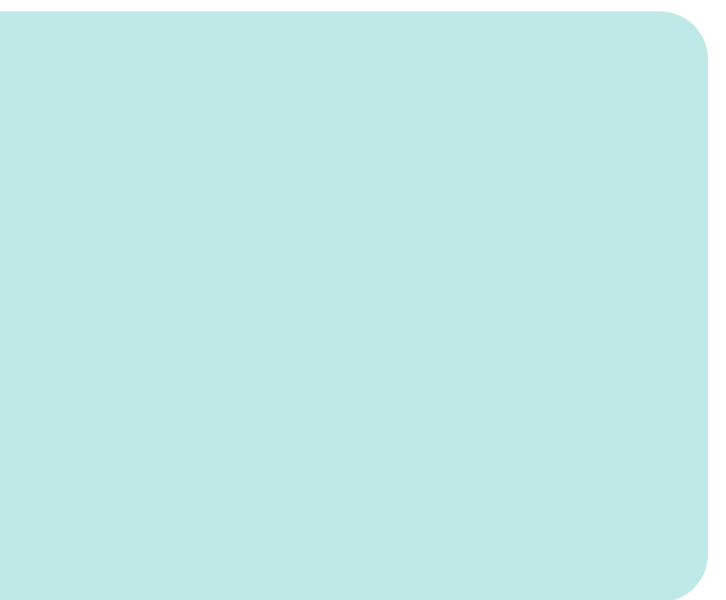
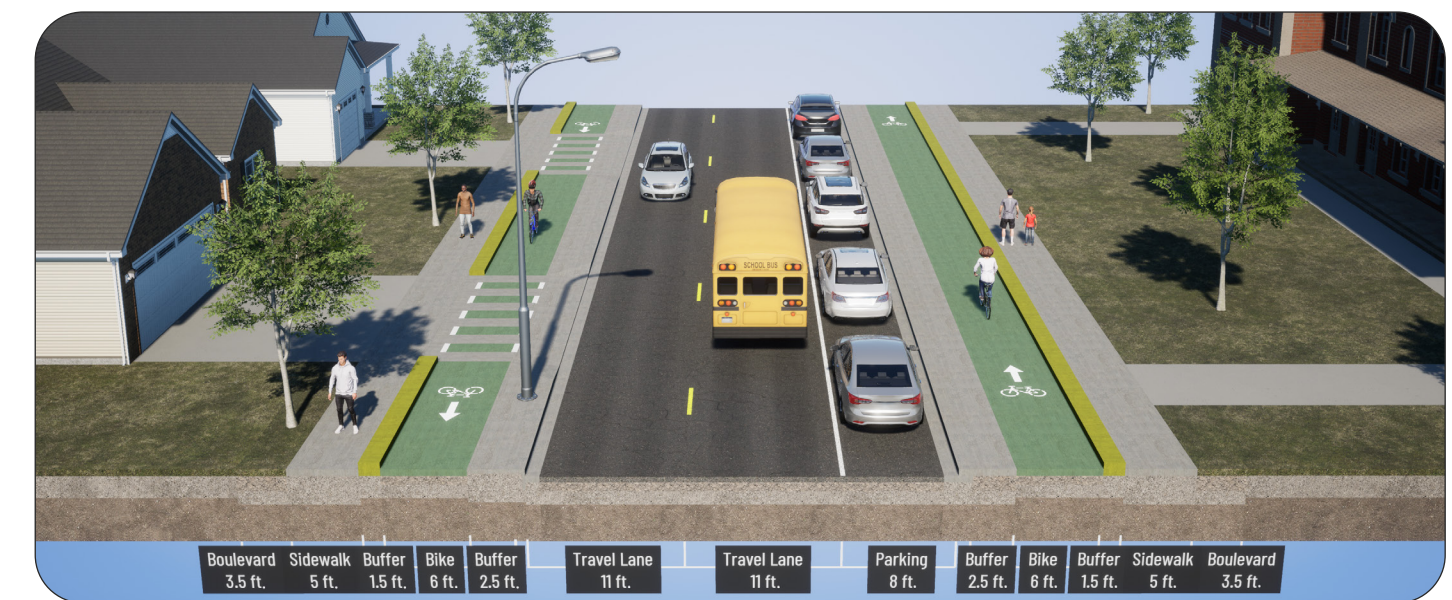
OPTION B:
Narrowed 2-Lane with On-Street Parking (One-Side) and Shared Use Paths



OPTION C:
Narrowed 2-Lane with On-Street Parking (One Side) and Raised Separated Bike Lanes



OPTION D:
Narrowed 2-Lane with On-Street Parking (One Side) and Raised Curb Separated Bike Lanes



ILLUSTRATIVE ROAD DIET (ROADWAY RECONFIGURATION) CORRIDORS



If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

Take 1 sticker and vote for your preferred option or add sticky notes with your feedback!

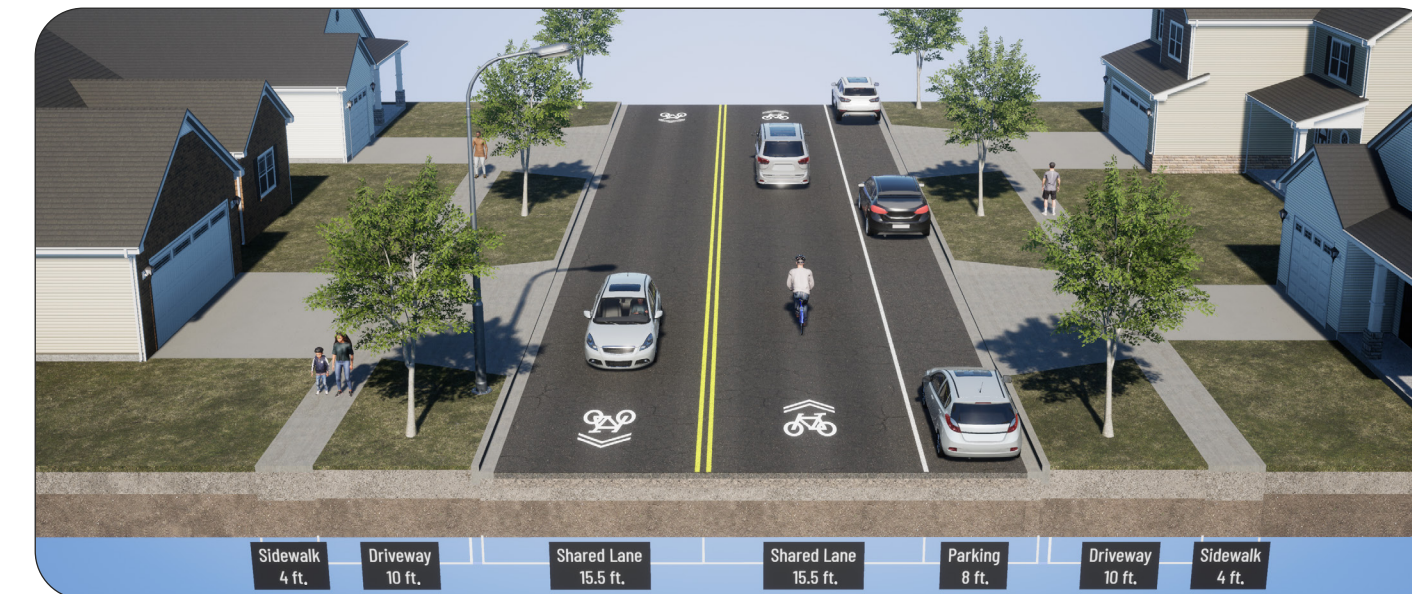
SUMMIT PASS | 16th Avenue S. to Western Avenue S.

VOTE/COMMENT HERE!

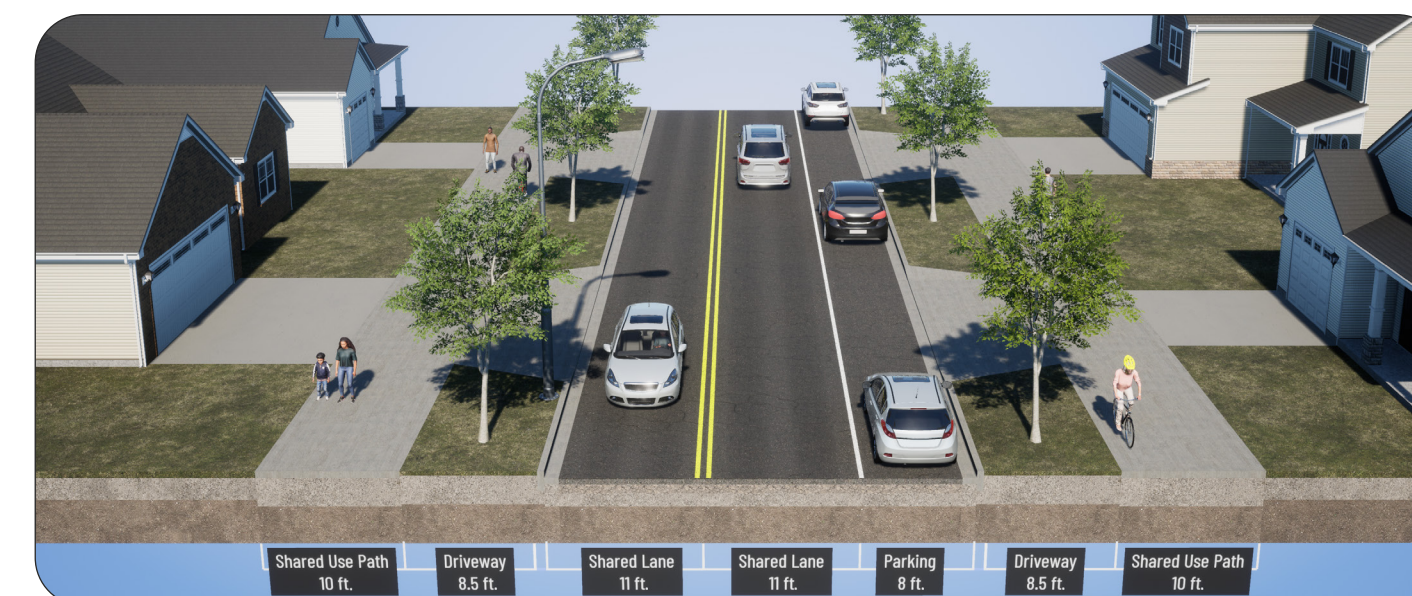
Existing 2-Lane with On-Street Parking



OPTION A:
Narrowed 2-Lane
with On-Street
Parking (One Side)
and Shared Lanes



OPTION B:
Narrowed 2-Lane with
On-Street Parking
(One Side) and
Shared Use Paths



OPTION C:
Narrowed 2-Lane with
On-Street Parking
(One-Side) and
Separated Bike Lanes



OPTION D:
Narrowed 2-Lane
with On-Street Parking
(One-Side) and Raised
Separated Bike Lanes



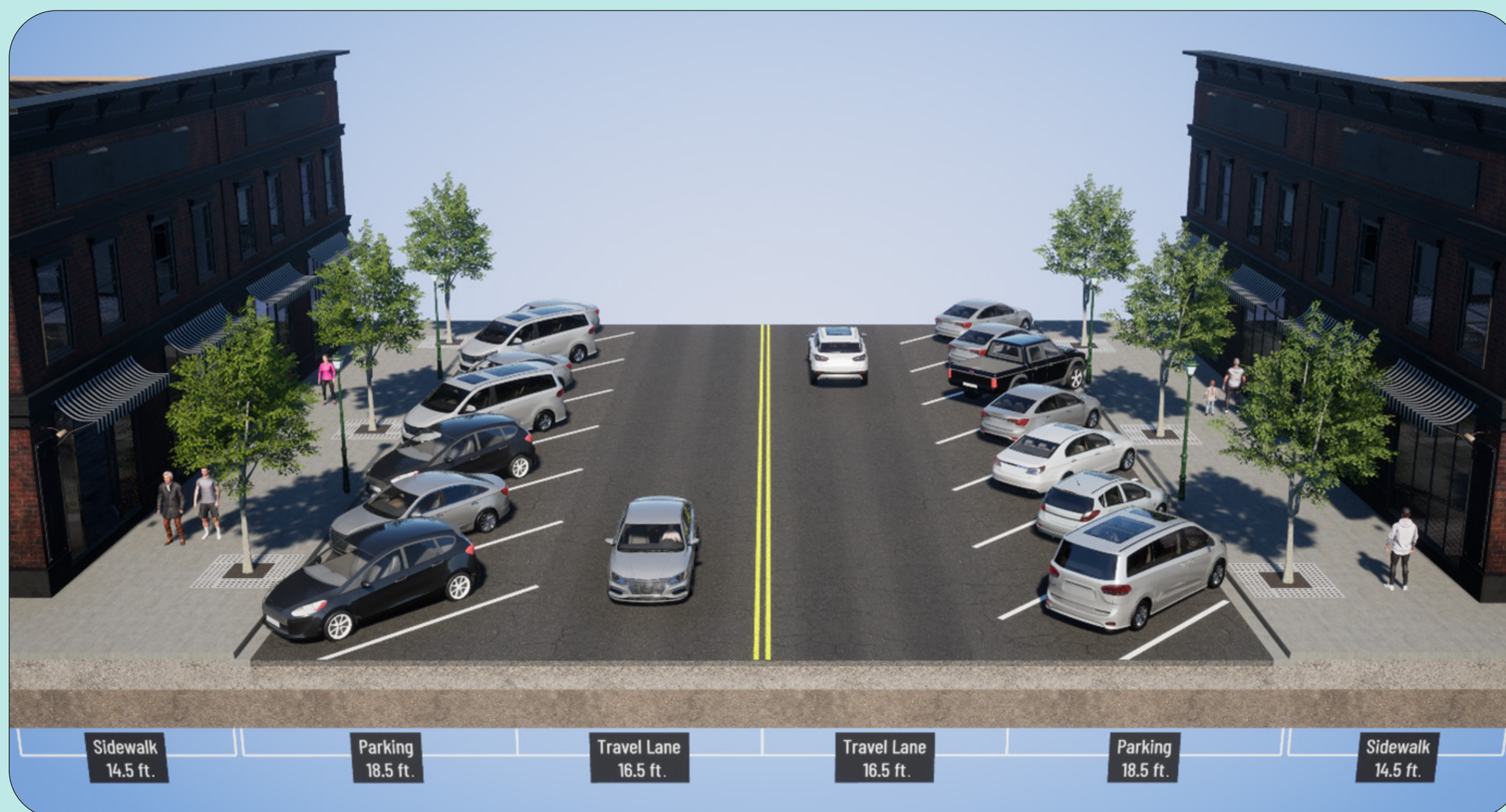
ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

Take 1 sticker and vote for your preferred option or add sticky notes with your feedback!

MAIN AVENUE | 3rd Street to U.S. Highway 14/6th Street

Existing 2-Lane with On-Street Angle Parking



Note: All proposed potential complete streets options for Main Avenue (shown to the right) include Front-Out Angle Parking.

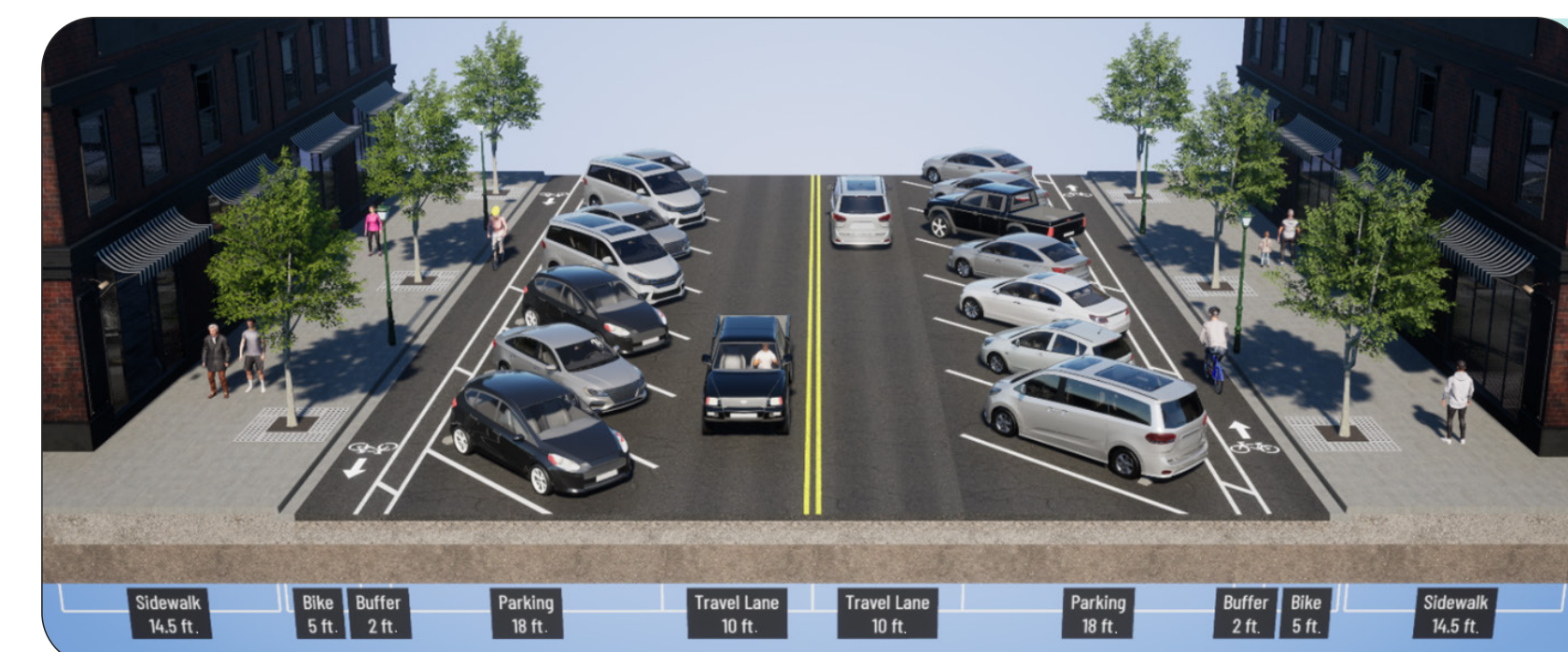
Front-Out Angle Parking is where motorists back into angled parking spaces and exit driving forward. Front-Out Angle Parking is recommended on streets that feature both on-street bicycle facilities and angle parking to improve visibility for bicyclists. Additional benefits include vehicles not having to back into moving traffic upon departure, door swings that point children toward the sidewalk rather than the street, and safer trunk accessibility from the sidewalk.

VOTE/COMMENT HERE!

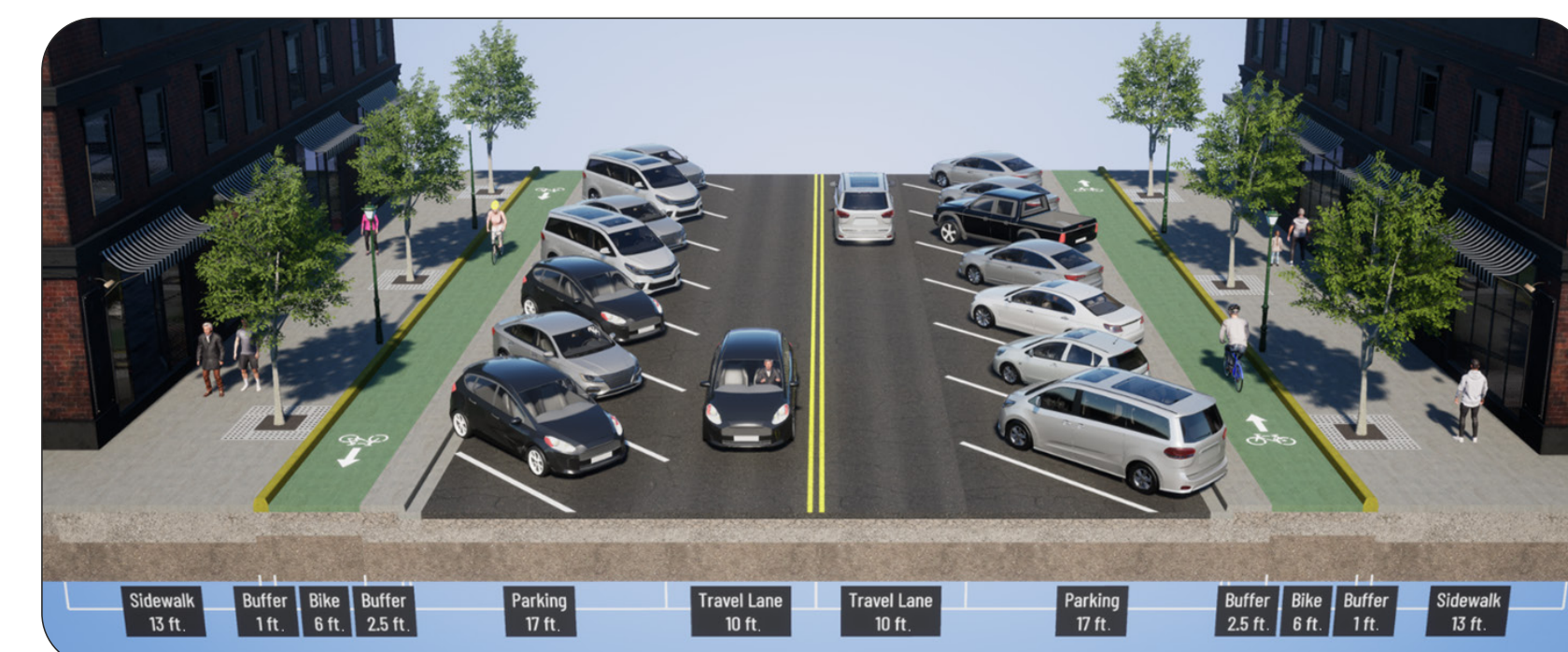
OPTION A:
2-Lane with Narrowed Travel Lanes, On-Street Front-Out Angle Parking and Conventional Bike Lanes



OPTION B:
2-Lane with Narrowed Travel Lanes, On-Street Front-Out Angle Parking and Separated Bike Lanes



OPTION C:
2-Lane with Narrowed Travel Lanes, On-Street Front-Out Angle Parking and Curb Separated Bike Lanes



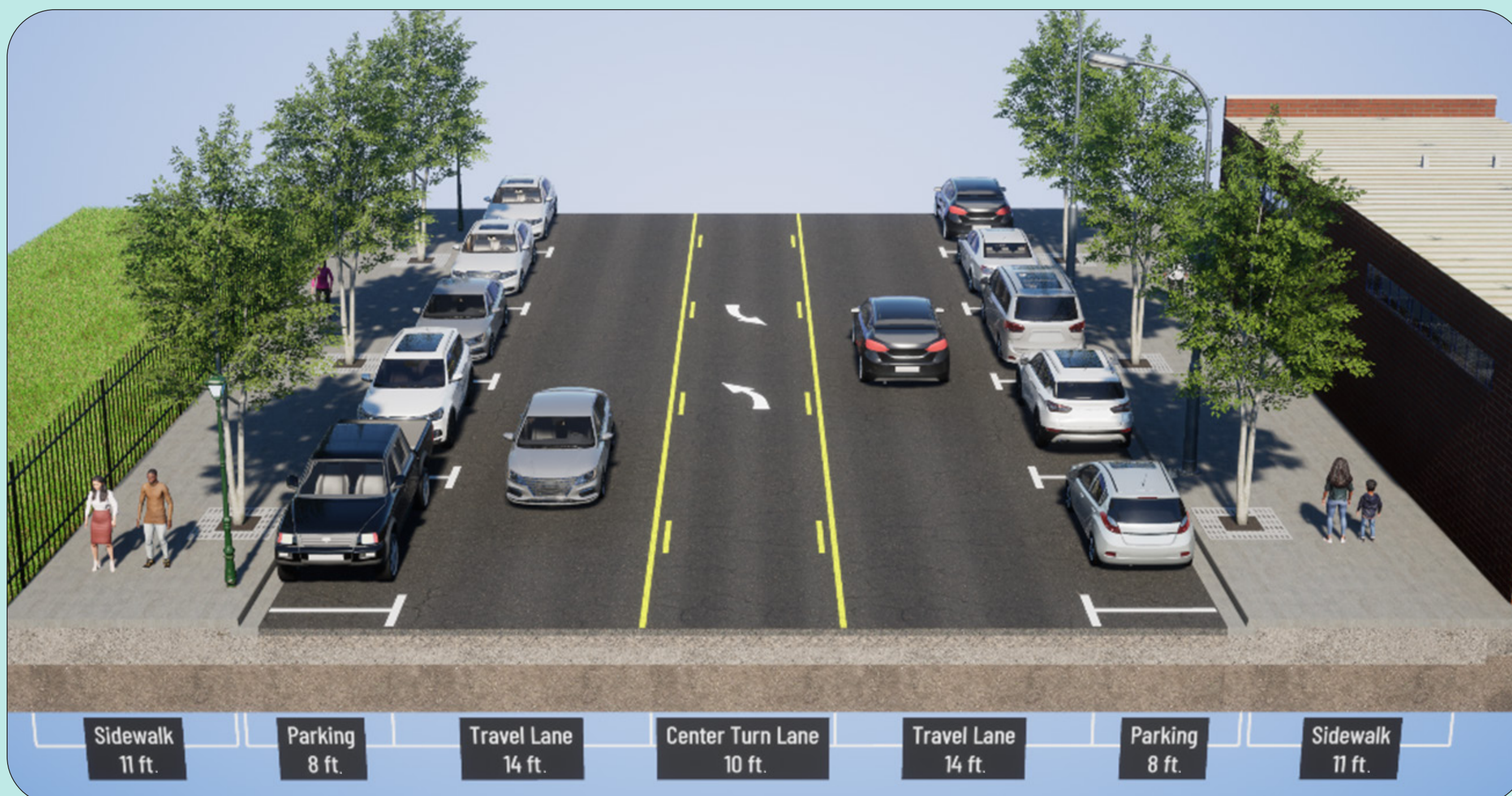
ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

Take sticky notes and let us know your feedback!

5TH AVENUE | 3rd Street to U.S. Highway 14/6th Street

Existing 3-Lane with Two-Way Left-Turn Lane with On-Street Parking



2-Lane with Narrowed Lanes, On-Street Parking and Separated Bike Lanes



PROVIDE FEEDBACK HERE!

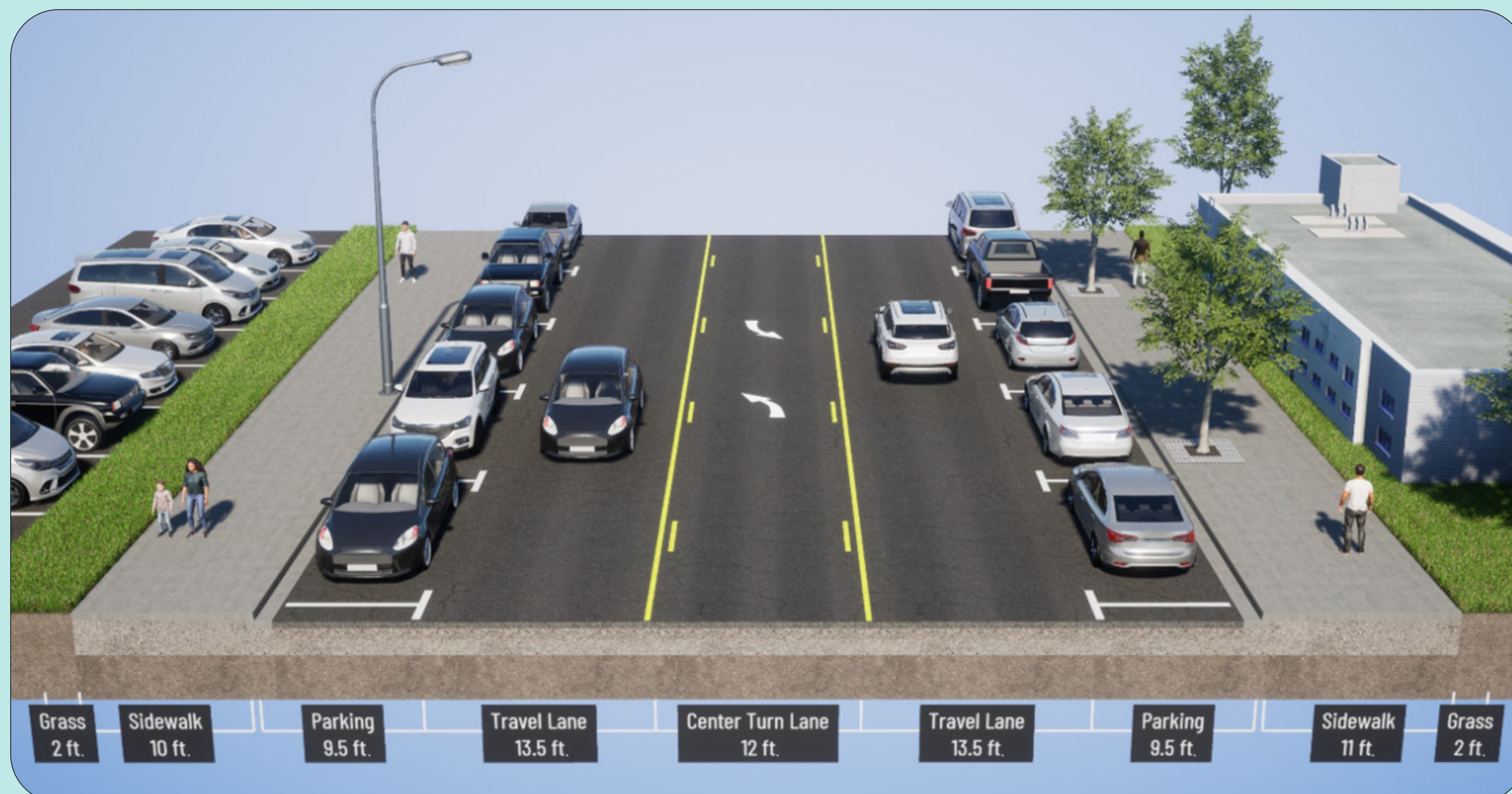
ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

Take sticky notes and let us know your feedback!

3RD AVENUE | 3rd Street to U.S. Highway 14/6th Street

Existing 3-Lane with Two-Way Left-Turn Lane with On-Street Parking



2-Lane with Narrowed Lanes, On-Street Parking and Separated Bike Lanes



PROVIDE FEEDBACK HERE!