



BROOKINGS

AREA TRANSPORTATION PLAN

Stakeholder and Public Meetings #2 Summary

Brookings, South Dakota

February and March 2026





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Stakeholder and Public Meetings Overview

The South Dakota Department of Transportation (SDDOT), in conjunction with the City of Brookings, held a second round of public involvement meetings (one public meeting open house and two stakeholder meeting open houses) to discuss and receive input in support of the Brookings Area Transportation Plan (BATP). The project team requested input from the public to help prioritize improvements and refine preliminary recommendations.

The public meeting open house consisted of a prerecorded presentation, display boards, and a handout. A pre-recorded presentation was shown on a loop throughout the open house and posted online at: [Brookings ATP PIM-2 Overview Presentation](#)

Study website analytics are summarized below and in **Appendix A**. Meeting materials are provided in **Appendix B** (informational handout) and **Appendix C** (display boards).

Stakeholder and Public Meeting Outreach

- 33 stakeholder letters mailed Friday, Feb. 6, 2026
- Social media posts shared by South Dakota Department of Transportation (SDDOT) and City of Brookings
- Flyers provided to the City of Brookings to post on community boards around town
- Display advertisements in The Brookings Register on Friday, Feb 6 and Friday, Feb. 13, 2025

Stakeholder Meeting Open Houses

- Wednesday, Feb. 25, 2026; 12-1 p.m. or 2-3 p.m. (CT)
- Brookings City-County Government Center – 3rd Floor Chambers
- In-Person Attendance: 20 ~ plus Study Team Members (combined)
 - 12-1 p.m.: 9 ~ plus Study Team Members
 - 2-3 p.m.: 11 ~ plus Study Team Members

Public Meeting Open House

- Wednesday, Feb. 25, 2026; 4-6 p.m. (CT)
- Brookings City-County Government Center – 3rd Floor Chambers
- In-Person Attendance: 44 ~ plus Study Team Members

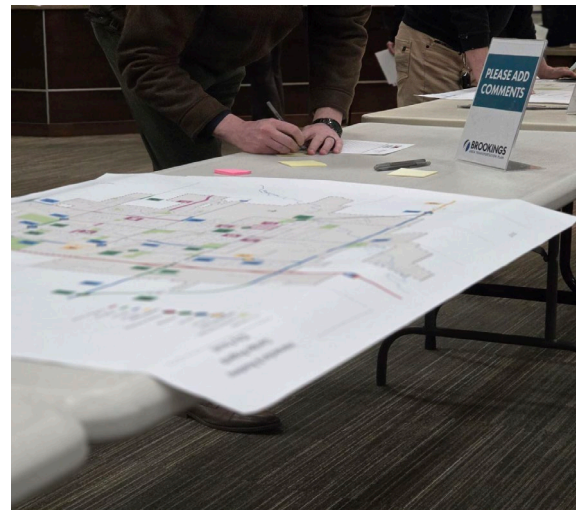
Additional Outreach Effort(s)

SDSU Institute of Transportation Engineers (ITE) Student Organization Open House

- Wednesday, March 4, 2026; 5:15-6:15 p.m. (CT)
- SDSU Campus – Crother Engineering Hall – Room 204
- In-Person Attendance: 40 ~ plus Study Team Members
- Note: This event was an additional outreach opportunity to allow SDSU civil engineering students the opportunity to attend an open house and to provide input on the BATP preliminary recommendations.

Study Digital Insights

- Study website: <https://brookingsatp.com/>
- Study website users (Feb. 6 – March 12, 2026): 272 total users
- Study website access:
 - Direct: 81
 - City of Brookings website: 24
 - Facebook: 10
 - SDDOT website: 6
 - YouTube: 12
- Devices used to access study website:
 - Desktop: 119 (72%)
 - Mobile: 45 (27%)
 - Tablet: 1 (1%)
- Open House Video Presentation: <https://www.youtube.com/watch?v=dgNTPnM5T6Q>



Photos taken during the BATP public meeting open house on Wednesday, Feb. 25, 2026.

Key Themes and Feedback

Key themes and feedback from public involvement activities associated with the second round of B ATP public engagement are summarized below. Feedback is color coded by event:

- Stakeholder Meetings – **Blue**
- Public Meeting Open House – **Red**
- SDSU ITE Student Public Meeting Open House – **Green**

Pictures of the responses results for each comment map and interactive activity board can be found in **Appendix D**.

In-Person Comment Map Results

The project team provided table-top maps with sticky notes and pens for attendees to leave feedback on preliminary recommendations for the Bicycle and Pedestrian Plan, the Safety Priority Network, and Intersection and Roadway Corridor Projects.

Bicycle and Pedestrian Plan

Stakeholder Meeting Open Houses

- Like the idea of bike bridge over Interstate 29 from SDSU to Target / Dakota Bank Center
- Bike path connecting to 16th should be a Phase 1 priority. The Falls Loop could exist in Phase 2.

Public Meeting Open House

- 6th Street – Review/improve pedestrian crossing opportunities
- Medary Avenue – There is no sidewalk past 8th Street
- Connect biking routes to campus
- 22nd Avenue – Rapid Rectangular beacon to help pedestrians cross safely from McCorry Gardens parking lot to WalMart
- Good to have cross walks near parks for accessibility
- A bike path that connects Volga to Aurora via Brookings

SDSU ITE Student Meeting Open House

- Roundabout needed at Jackrabbit/8th Street. Current AWSC option is congested.
- 4-way stop by Newman
- Make sure there is a bike path along 214th Street to Aurora
- Need 4-way stop at 34th Avenue & 214th Street

Safety Priority Network

Stakeholder Meeting Open Houses

- Traffic signal at 34th & Bypass, reduce curve speed to 55mph
- Improve road from Interstate 29 to Aurora
- Traffic signal at 6th and 5th Street & 13th Avenue due to increasing number of apartments near intersection
- Roundabout at Western and Main
- Roundabout at 6th and Western

Public Meeting Open House

- Offset T intersection at 12th Street S. and Southland
- No roundabouts on Highway 14 bypass, they are hard to maneuver semis through
- Trees and medians at 6th Street and Medary Avenue
- Roundabout at 6th Street and Western Avenue

SDSU ITE Student Meeting Open House

- Long red signal at 8th Street and Medary Avenue
- Long yellow signal at Orchard Street and Medary Avenue
- Rush hour backups around 8 a.m. and 5 p.m. at 3rd Street and Medary Avenue
- Consider a roundabout at 3rd Street and Medary Avenue
- Challenging to find a gap for a southbound left turn at 6th Street and Jackrabbit Avenue
- Consider a roundabout option at 22nd Avenue and University Boulevard
- Coming off the interstate needs to be checked for safety; you can't see to the east while heading south

Intersection and Roadway Corridor Projects

Stakeholder Meeting Open Houses

- 15th Street connection to 22nd Avenue
- Traffic on 20th Street at Medary Avenue and 17th Avenue is growing fast. These should be addressed on a short-term timeline
- Pave Western Avenue within city limits
- Left turn lanes at 12th Street and 17th Avenue

SDSU ITE Student Meeting Open House

- Slip line for right turns at 22nd Avenue and University Boulevard

Interactive Boards Results

Several display boards asked attendees to use dot stickers to vote on strategies and concepts and provide feedback. The following section documents the results of these activities.

Safety Action Plan Safety Strategies Activity

Results are depicted in **Figure 1** and **Figure 2**. Summarized comments are listed below.

Public Meeting Open House

- Sioux Falls has this on 41st & Sertoma (LPI)

SDSU ITE Student Meeting Open House

- More roundabouts

Safety Strategies ranked in order (combined vote totals):

1. Roundabouts **[20 votes]**
2. Curb Extensions **[15 votes]**
3. Rectangular Rapid Flashing Beacons (RRFB) **[10 votes]**
4. Road Diets **[9 votes]**
5. Leading Pedestrian Intervals (LPI) **[6 votes]**
6. Pedestrian Hybrid Beacons (PHB) **[5 votes]**

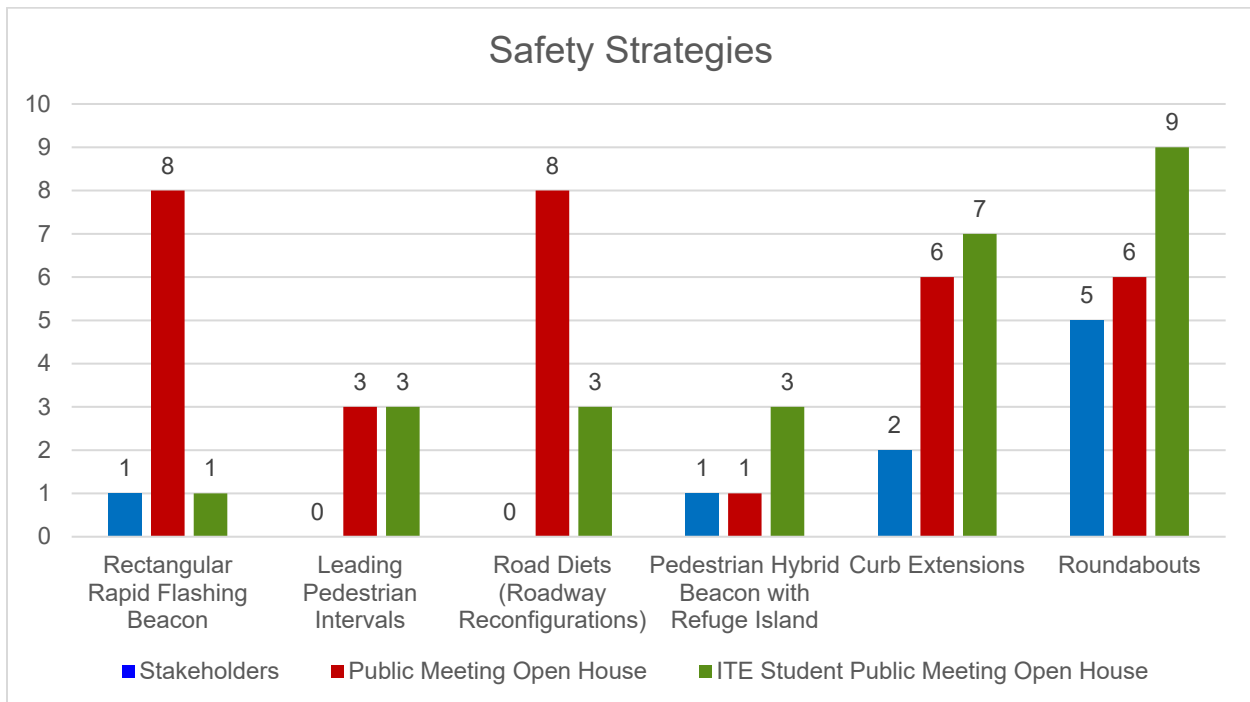


Figure 1: Safety Strategies Activity Board - Voting Results

SAFETY ACTION PLAN | SAFETY STRATEGIES

VOTING LEGEND

- Blue circle: Stakeholder Open House
- Red circle: Public Meeting Open House
- Green circle: SDSU ITE Open House

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

Take three stickers and vote on your top strategies!

Total Votes: 10 Overall Rank: #3

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!

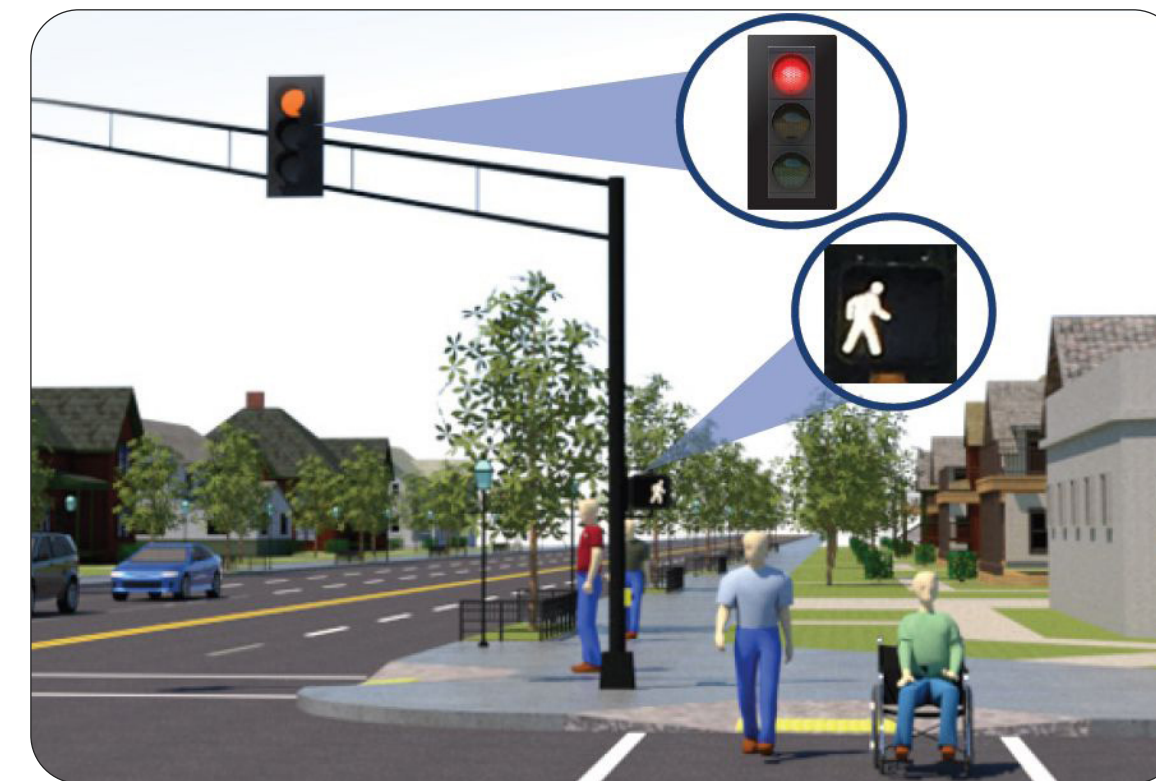
1 Blue sticker, 8 Red stickers, 1 Green sticker

Total Votes: 6 Overall Rank: #5

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.

Comments: *Sioux Falls has this on 41st & Sertoma*



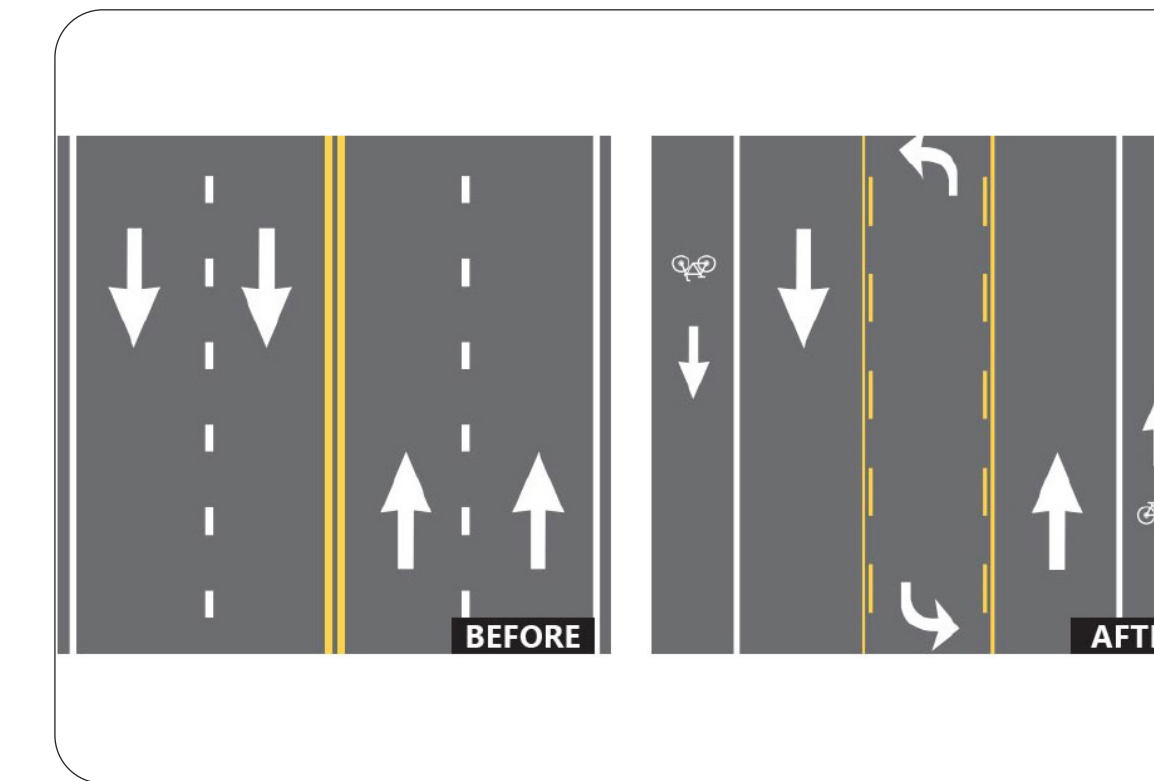
VOTE HERE!

3 Red stickers, 3 Green stickers

Total Votes: 9 Overall Rank: #4

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!

8 Red stickers, 3 Green stickers

Total Votes: 5 Overall Rank: #6

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.



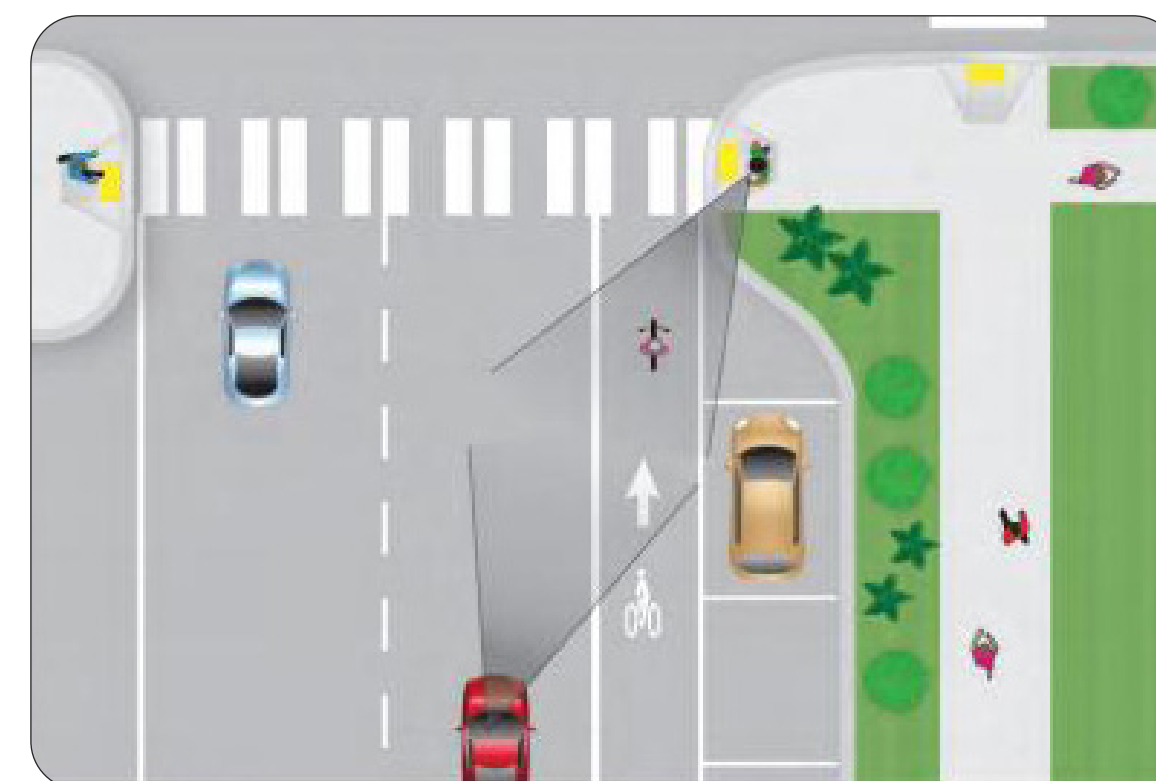
VOTE HERE!

1 Blue sticker, 1 Red sticker, 3 Green stickers

Total Votes: 15 Overall Rank: #2

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!

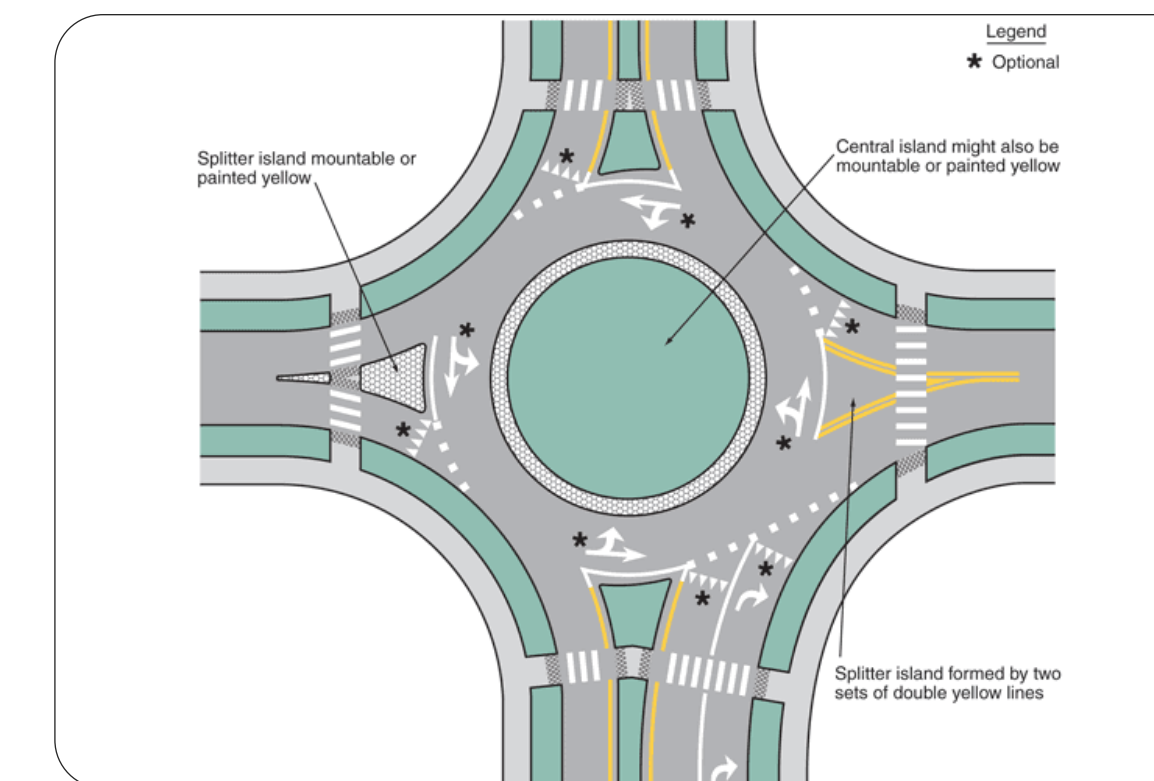
2 Blue stickers, 5 Red stickers, 6 Green stickers

Total Votes: 20 Overall Rank: #1

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.

Comments: *More roundabouts*



VOTE HERE!

5 Blue stickers, 5 Red stickers, 6 Green stickers

Illustrative Road Diet Corridors – Medary Avenue (U.S. Highway 14/6th St. to 8th St.)

Results are depicted in **Figure 3**. Summarized comments are listed below.

Stakeholder Meeting Open Houses

- Add a right-turn lane
- Most support shown for **Option B**, some support shown for **Option D**

Public Meeting Open House

- What would happen to the existing trees?
- Consider a three-lane road with middle turn lane and bike paths on sides
- Consider adding a shared-use path
- Most support shown for **Option C**, some support shown for all other options

SDSU ITE Student Meeting Open House

- Most support shown for **Options B and D**

Illustrative Road Diet Concepts ranked in order (combined vote totals):

1. **Option B:** 3-Lane with TWLTL and Shared Use Paths [**17 votes**]
2. **Option C:** 3-Lane with TWLTL and Raised Separated Bike Lanes [**9 votes**]
3. **Option D:** 3-Lane with TWLTL and Raised Curb Separated Bike Lanes [**7 votes**]
4. **Option A:** 3-Lane with TWLTL [**1 vote**]
5. **Existing:** Undivided 4-Lane [**0 votes**]

Illustrative Road Diet Corridors – Main Avenue S. (8th St. S. to 20th St. S.)

Results are depicted in **Figure 4**. Summarized comments are listed below.

Stakeholder Meeting Open Houses

- Slow/non-speed limit traffic (trucks) can cause traffic jams
- Most support shown for **Option B**, some support shown for **Option C**

Public Meeting Open House

- All buffers should include green elements
- Most support shown for **Options B and C**

SDSU ITE Student Meeting Open House

- Most support shown for **Options B and D**

Illustrative Road Diet Concepts ranked in order (combined vote totals):

1. **Option B:** 3-Lane with TWLTL and Shared Use Paths [**21 votes**]
2. **Option D:** 3-Lane with TWLTL and Raised Curb Separated Bike Lanes [**10 votes**]
3. **Option C:** 3-Lane with TWLTL and Raised Separated Bike Lanes [**6 votes**]
4. **Option A:** 3-Lane with TWLTL [**1 vote**]
5. **Existing:** 5-Lane with TWLTL [**1 vote**]

ILLUSTRATIVE ROAD DIET (ROADWAY RECONFIGURATION) CORRIDORS

VOTING LEGEND

- Stakeholder Open House
- Public Meeting Open House
- SDSU ITE Open House

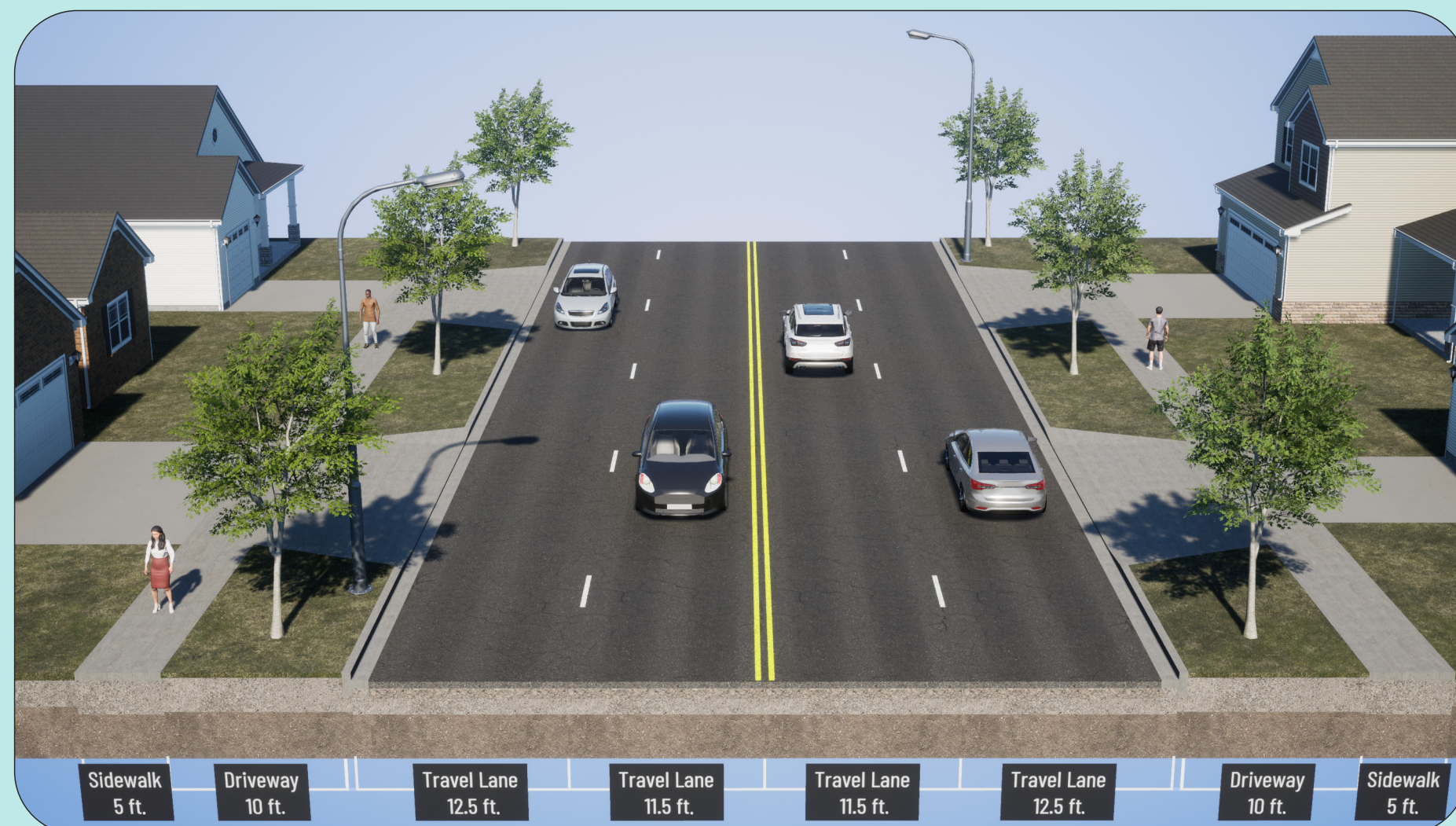
If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

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



VOTES FOR EXISTING SECTION | COMMENTS

Why not do a three-lane road with middle turn lane and bike path on sides?

Include shared use path (Option A)

I think you need a right turn here (Option B)

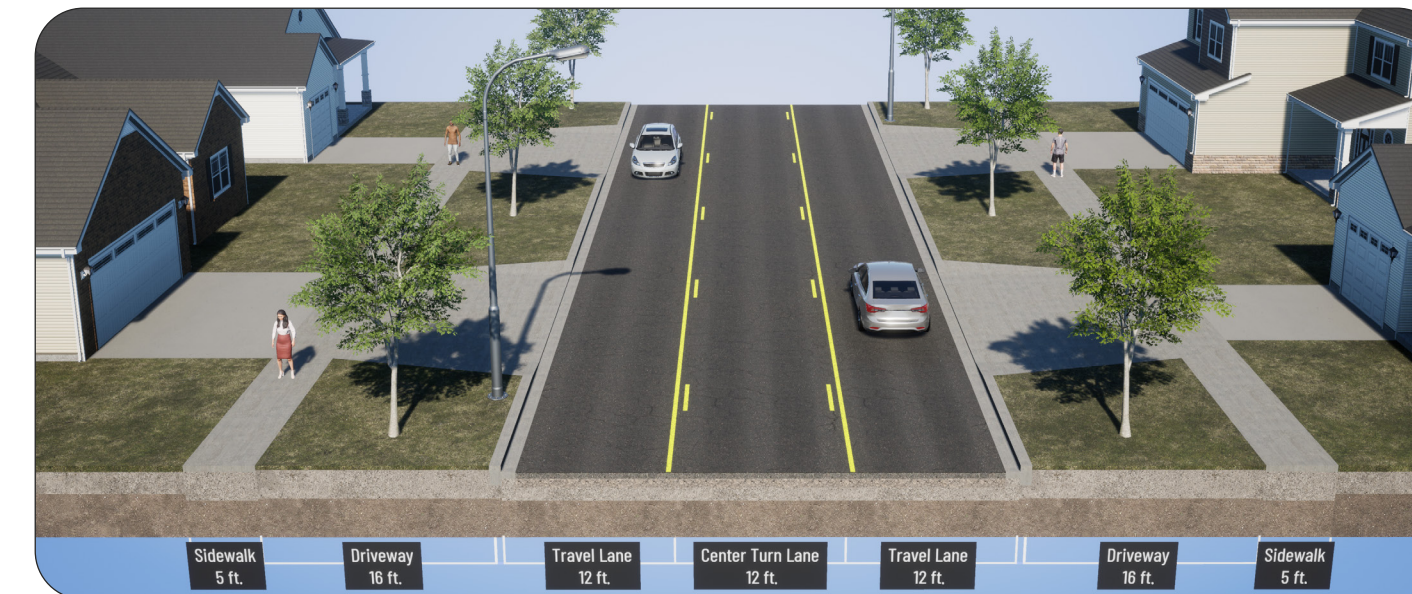
Safe like Main & plenty of space between bicyclists and pedestrians (Option C)

Would have to get rid of these trees in Options C & D? Trees can't be moved over?

No Buffer for Pedestrian (Option D)

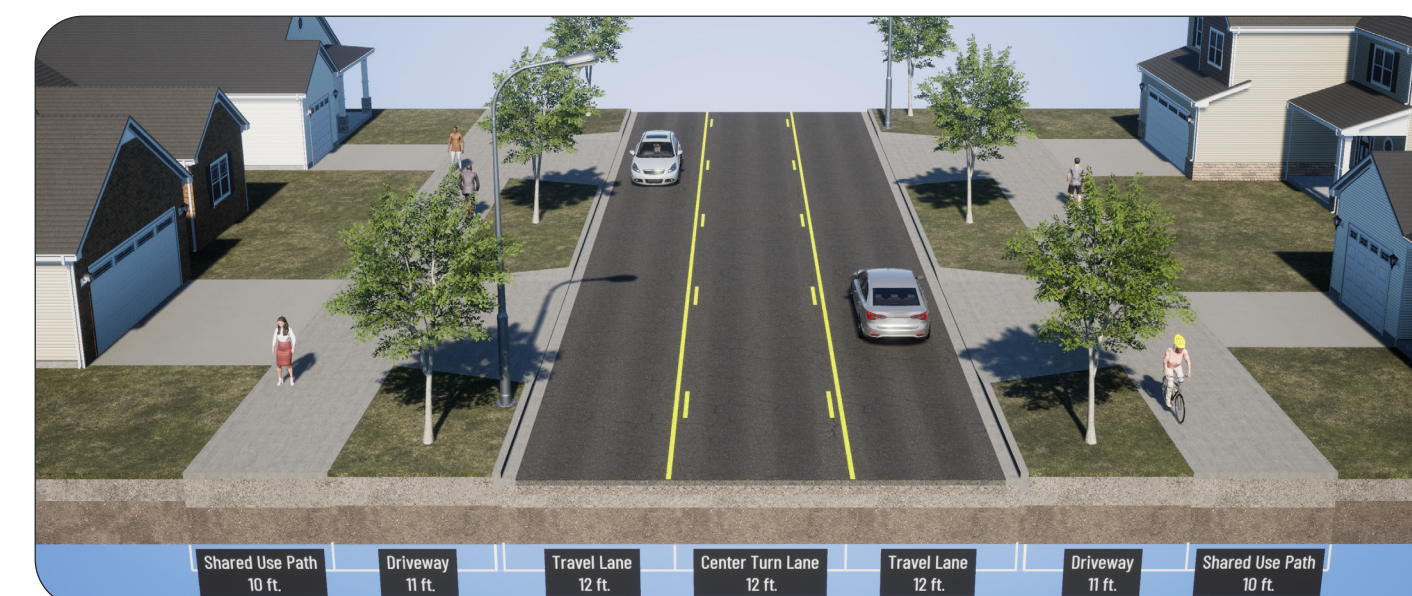
OPTION A:

3-Lane with Two-Way Left Turn Lane



OPTION B:

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



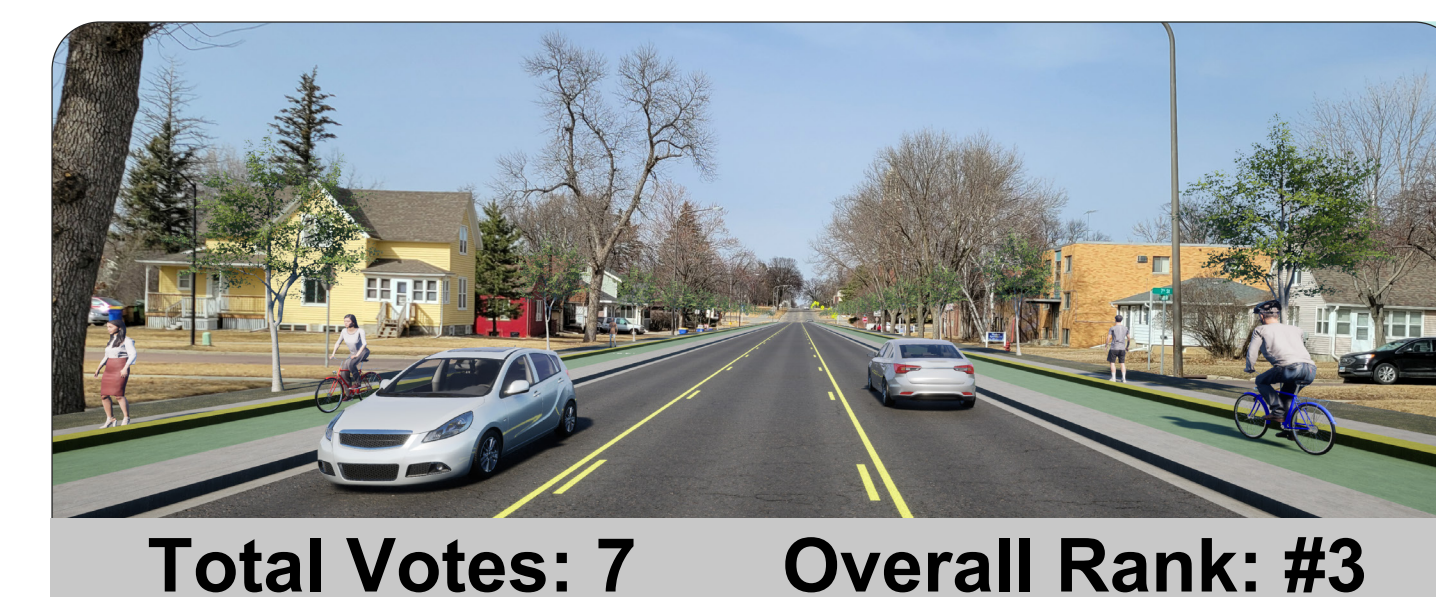
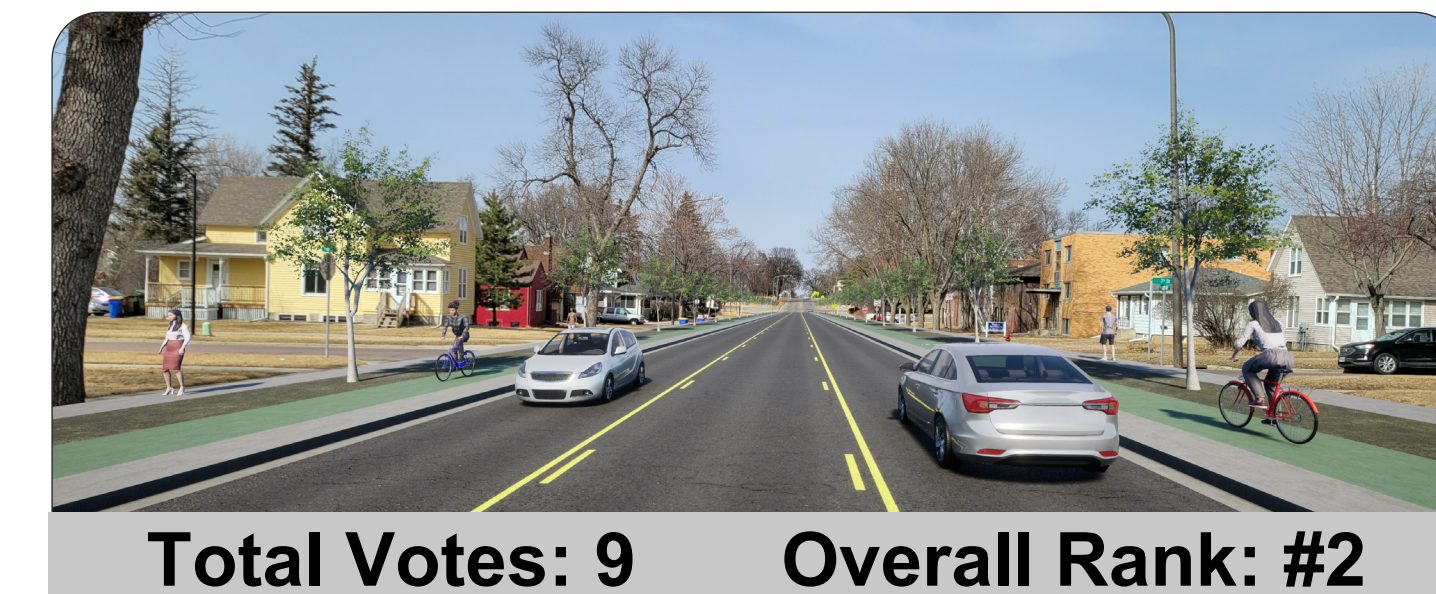
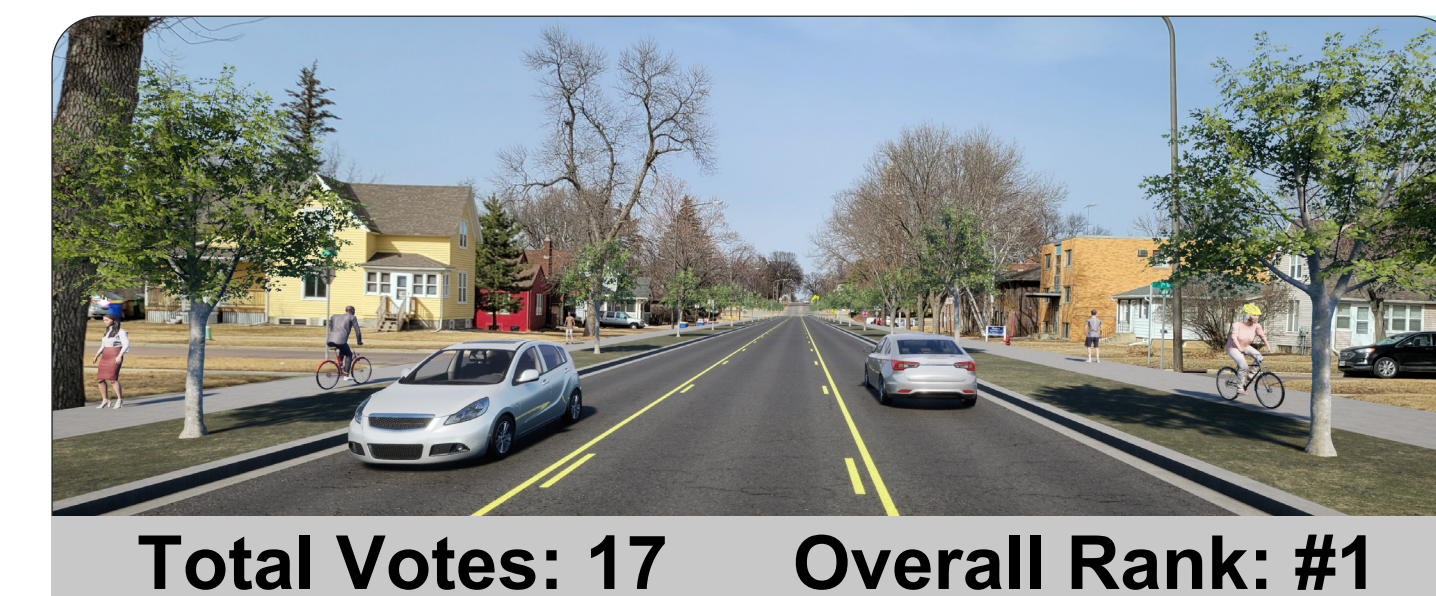
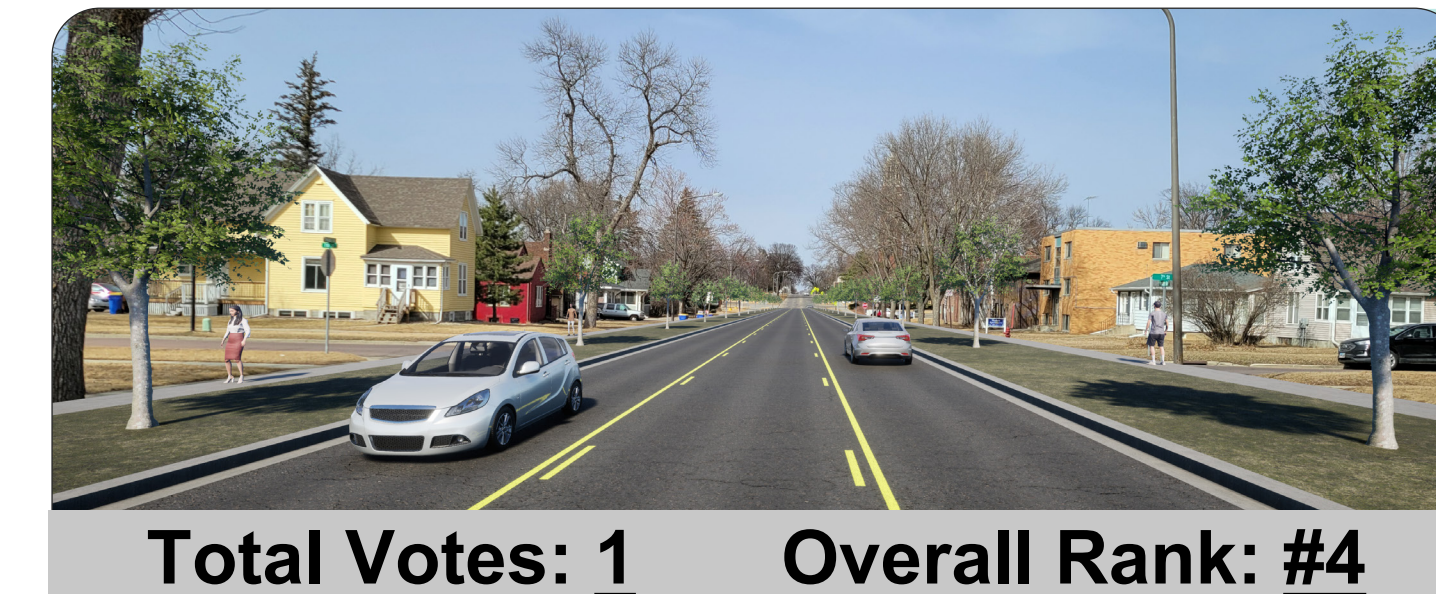
OPTION C:

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

VOTING LEGEND

- Stakeholder Open House
- Public Meeting Open House
- SDSU ITE Open House

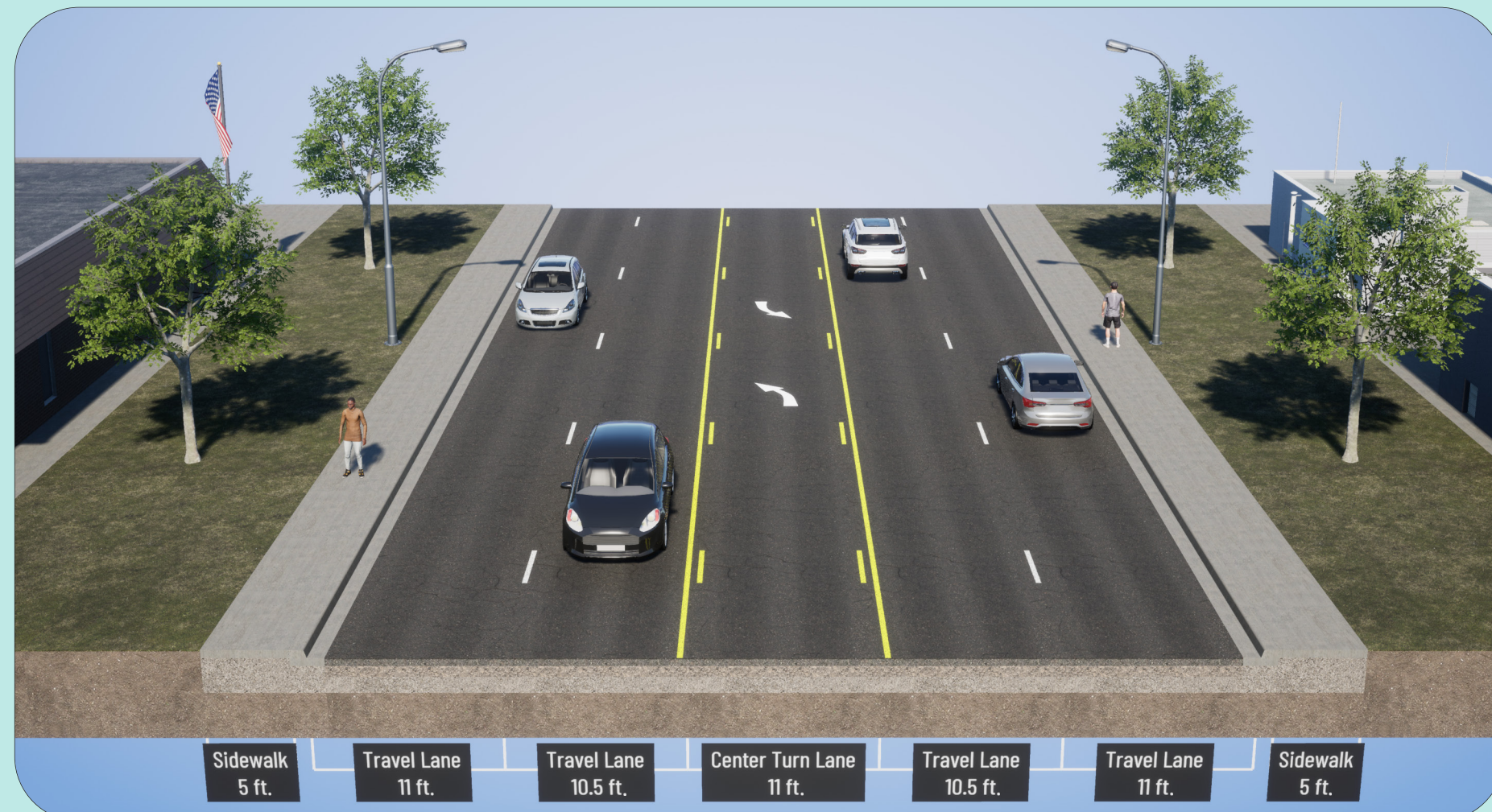
If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

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)



VOTES FOR EXISTING SECTION | COMMENTS



Slow / non-speed limit traffic often slows to crawl / stop on a side of road to determine route (trucks)

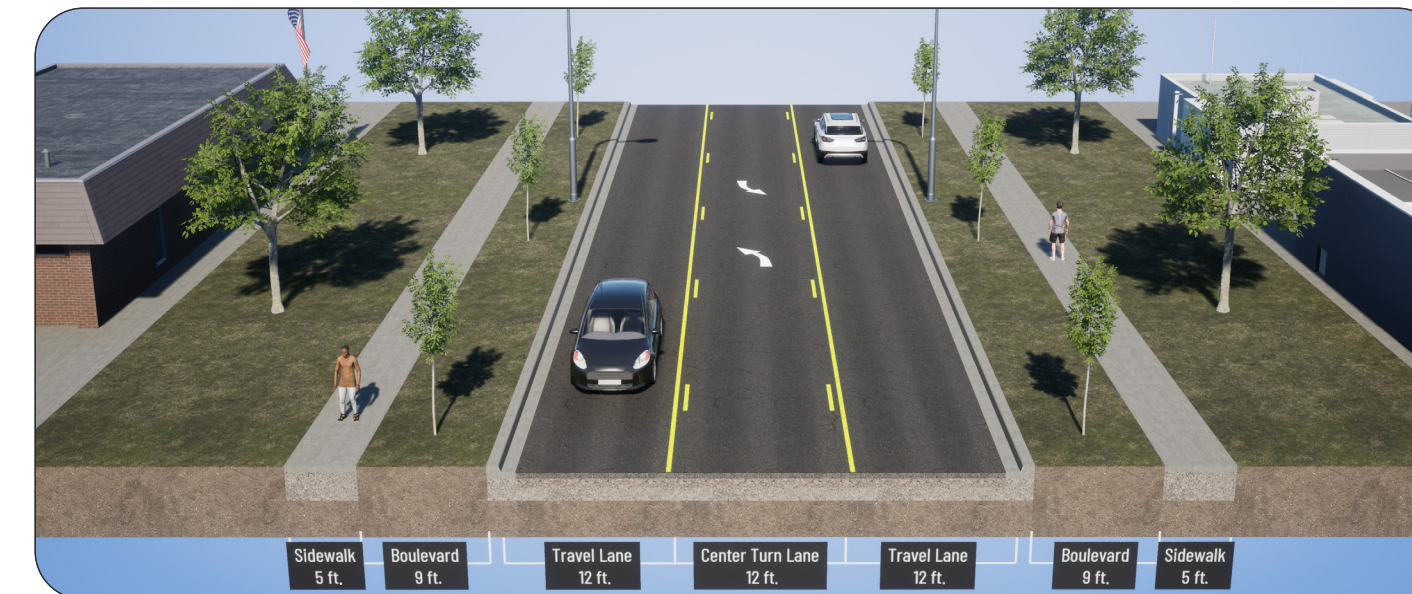
No bike dedication? (Existing Section)

Concrete with out green is ugly! All buffers should include plantings (trees, grasses, etc.)

Degree of separation for pedestrians will be BAD (Option D)

OPTION A:

3-Lane with Two-Way Left Turn Lane



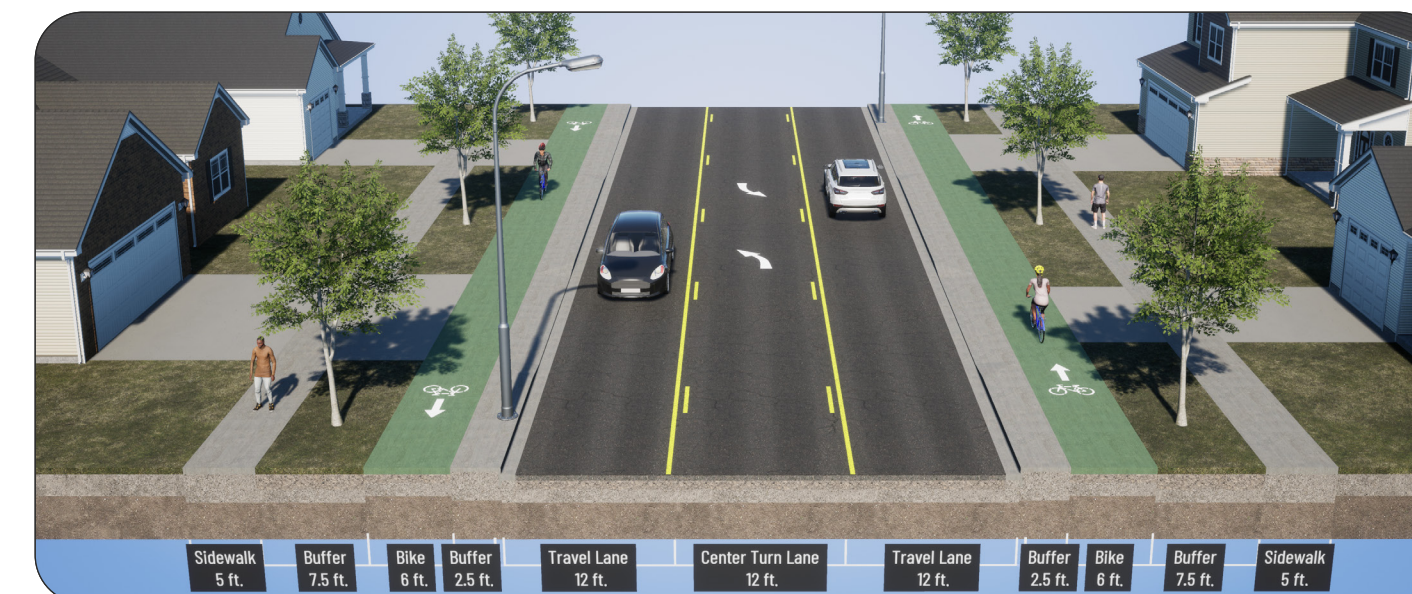
OPTION B:

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



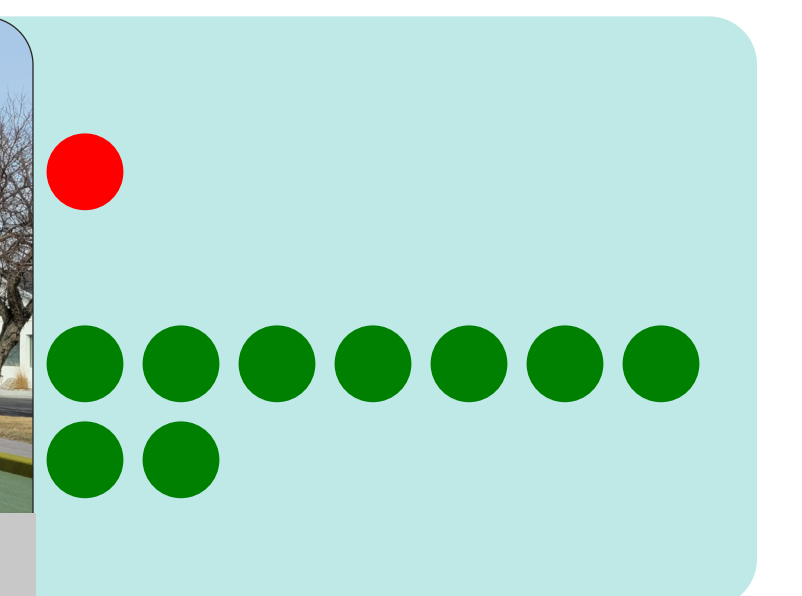
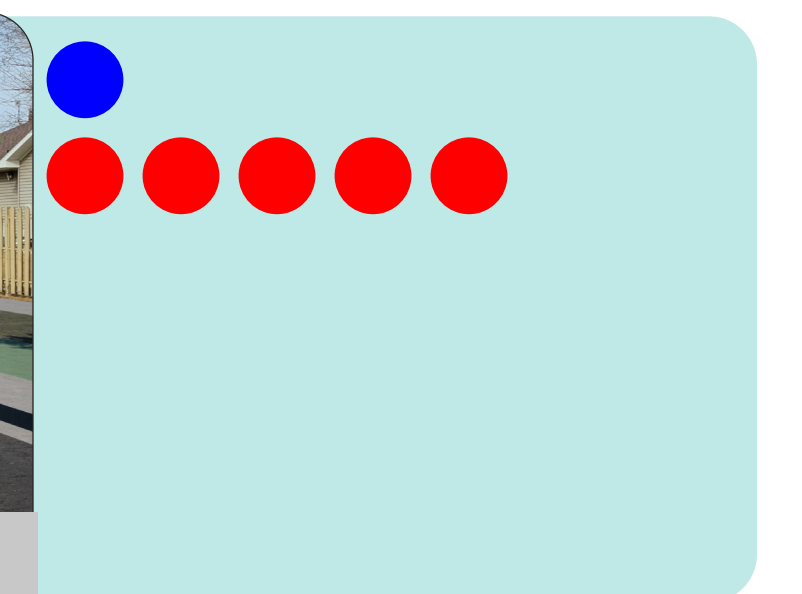
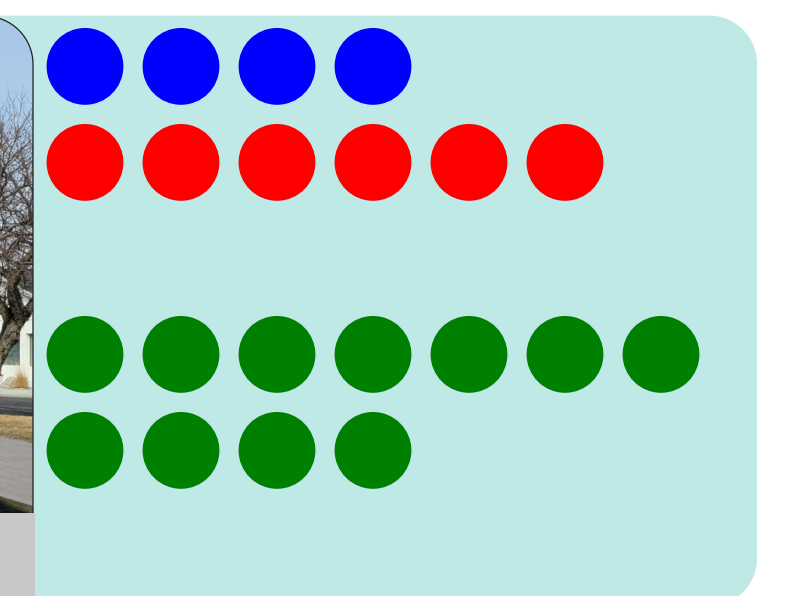
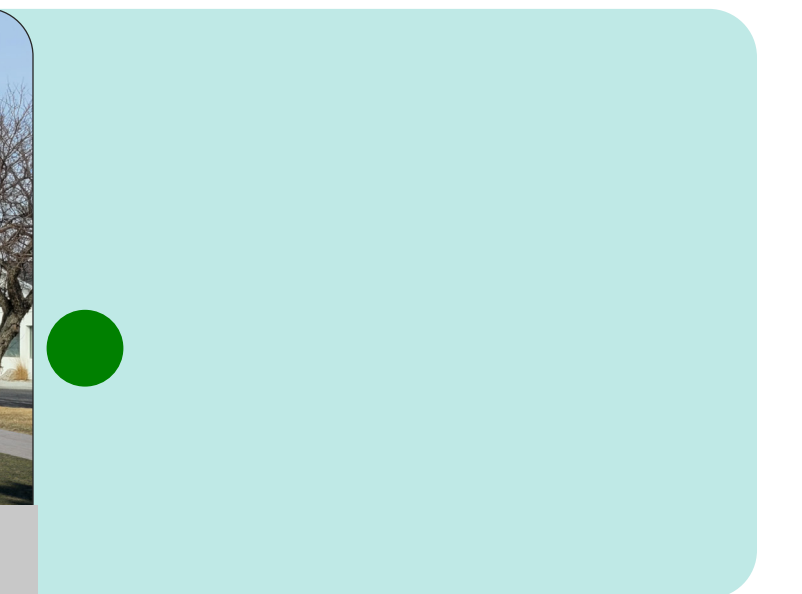
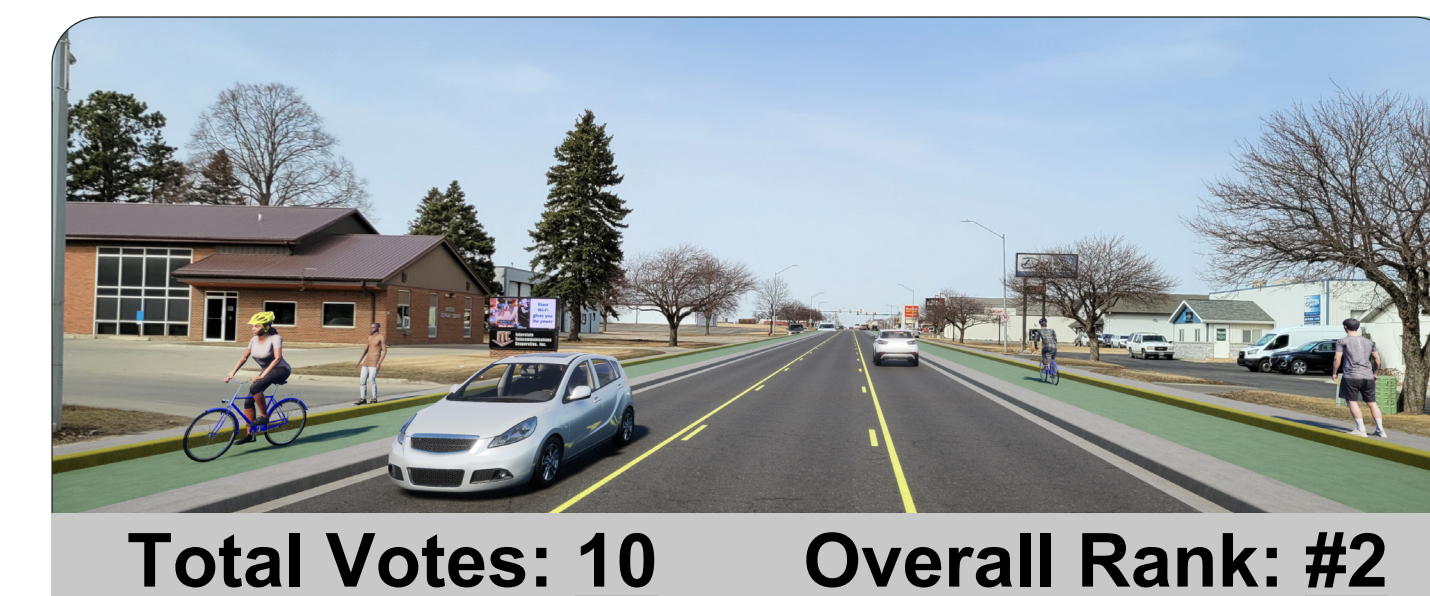
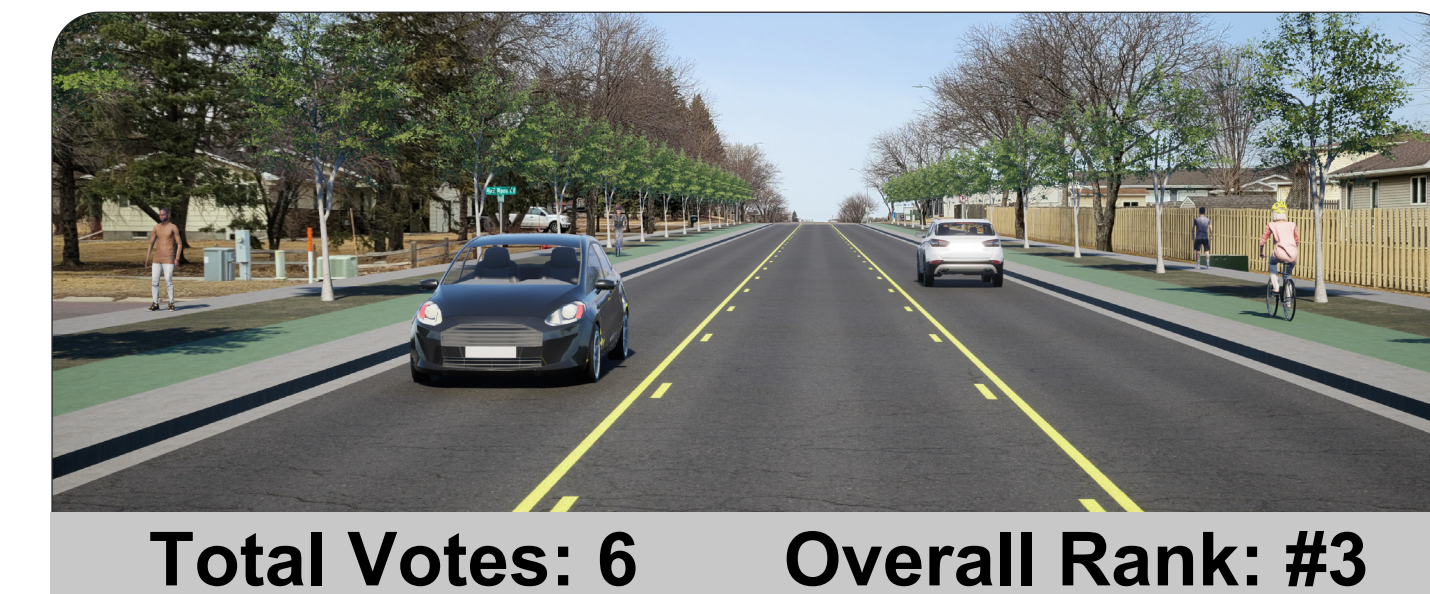
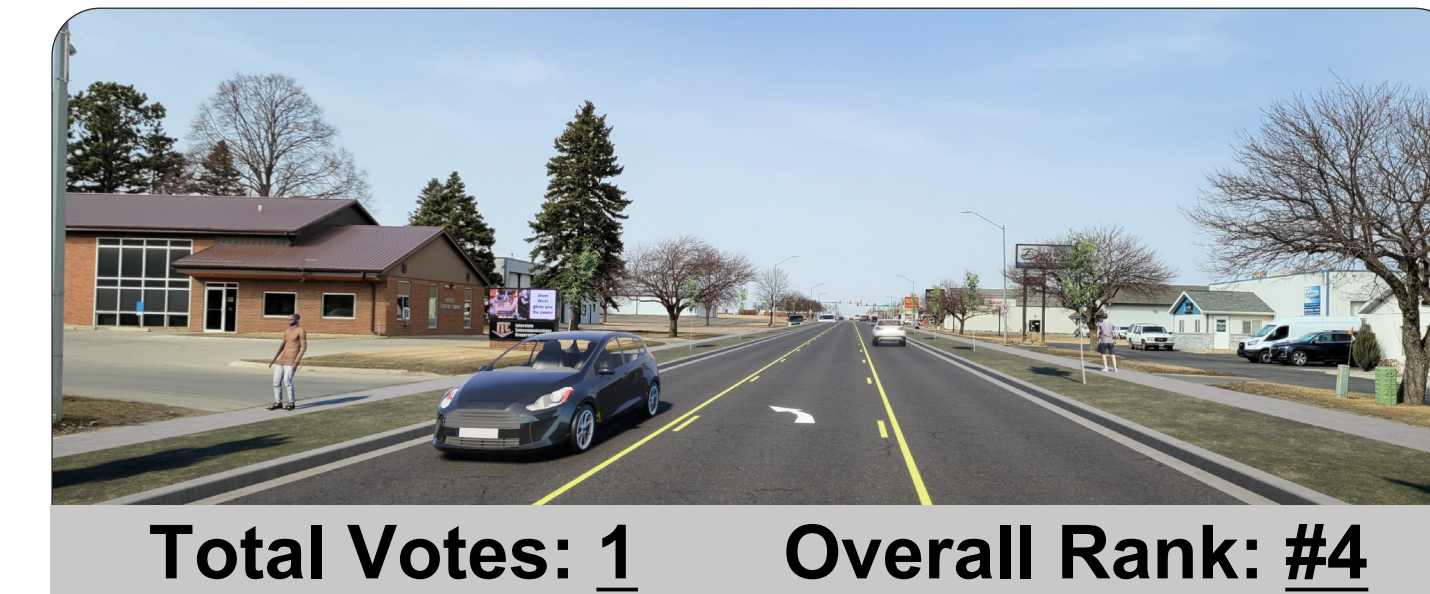
OPTION C:

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 Corridors – 15th Street S. (Medary Ave. S. to 17th Ave. S.)

Results are depicted in **Figure 5**. Summarized comments are listed below.

Stakeholder Meeting Open Houses

- Add bump outs at intersection crossings
- Most support shown for **Option B**, some support shown for **Option C**

Public Meeting Open House

- Overwhelming support for **Options B and C**
- There are speeding issues along 15th Street S.
- 10' sidewalk near school is nice

SDSU ITE Student Meeting Open House

- Most support for **Option B**, with additional support shown for **Option D** and **Option A**

Illustrative Road Diet Concepts ranked in order (combined vote totals):

1. **Option B:** Narrowed 2-Lane with On-Street Parking (One Side) and Shared Use Paths [**16 votes**]
2. **Option D:** Narrowed 2-Lane with On-Street Parking (One Side) and Raised Curb Separated Bike Lanes [**9 votes**]
3. **Option C:** Narrowed 2-Lane with On-Street Parking (One Side) and Raised Separated Bike Lanes [**5 votes**]
4. **Option A:** Narrowed 2-Lane with On-Street Parking (One Side) and Shared Lanes [**2 votes**]
5. **Existing:** 2-Lane with On-Street Parking (Both Sides) [**0 votes**]

Illustrative Road Diet Corridors – Summit Pass (16th Ave. S. to Western Ave. S.)

Results are depicted in **Figure 6**. Summarized comments are listed below.

Stakeholder Meeting Open Houses

- Support for **Options B and D**

Public Meeting Open House

- Support for all options, but most support was shown for **Options B and D**

SDSU ITE Student Meeting Open House

- Most support for **Option B**, with additional support shown for **Option D and Option A**

Illustrative Road Diet Concepts ranked in order (combined vote totals):

1. **Option D:** Narrowed 2-Lane with On-Street Parking (One Side) and Raised Separated Bike Lanes [**15 votes**]
2. **Option B:** Narrowed 2-Lane with On-Street Parking (One Side) and Shared Use Paths [**14 votes**]
3. **Option A:** Narrowed 2-Lane with On-Street Parking (One Side) and Shared Lanes [**3 votes**]
4. **Option C:** Narrowed 2-Lane with On-Street Parking (One Side) and Separated Bike Lanes [**2 votes**]
5. **Existing:** 2-Lane with On-Street Parking (Both Sides) [**0 votes**]

Figure 5: Illustrative Road Diets Corridor – 15th Street S

ILLUSTRATIVE ROAD DIET (ROADWAY RECONFIGURATION) CORRIDORS

VOTING LEGEND

- Stakeholder Open House
- Public Meeting Open House
- SDSU ITE Open House

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



VOTES FOR EXISTING SECTION | COMMENTS

Speeding issues along 15th Street S

10' wide sidewalks near school is nice

Either **Option C** or **D**

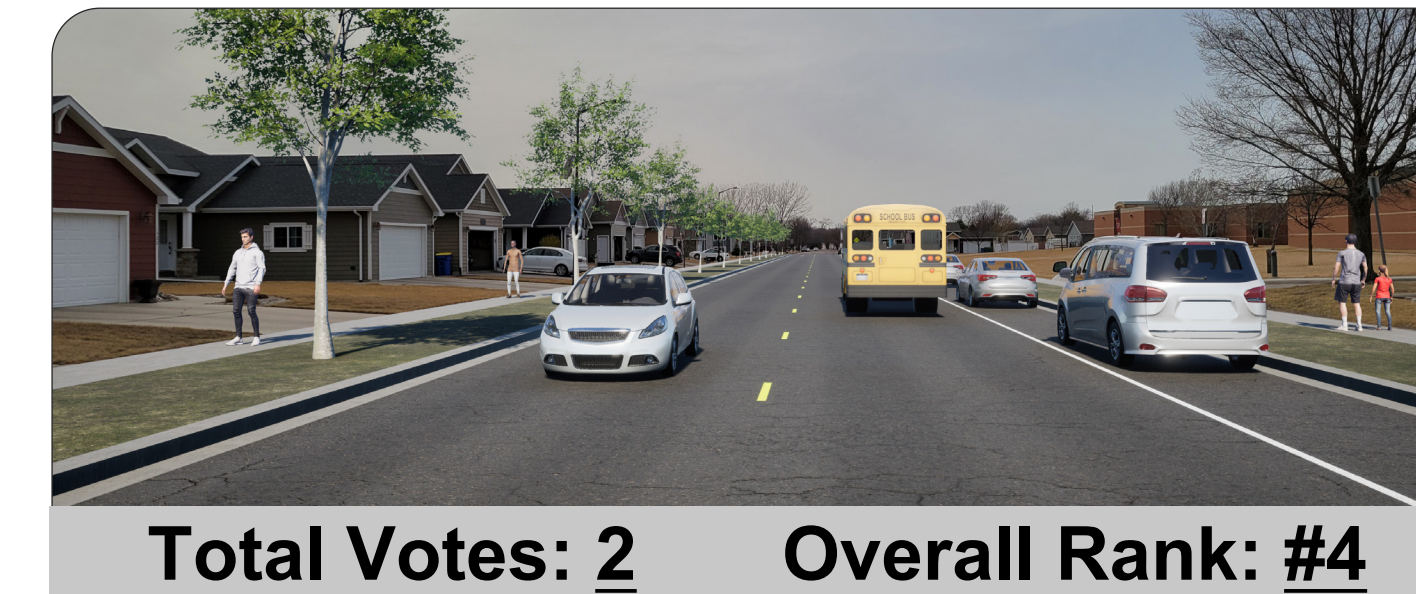
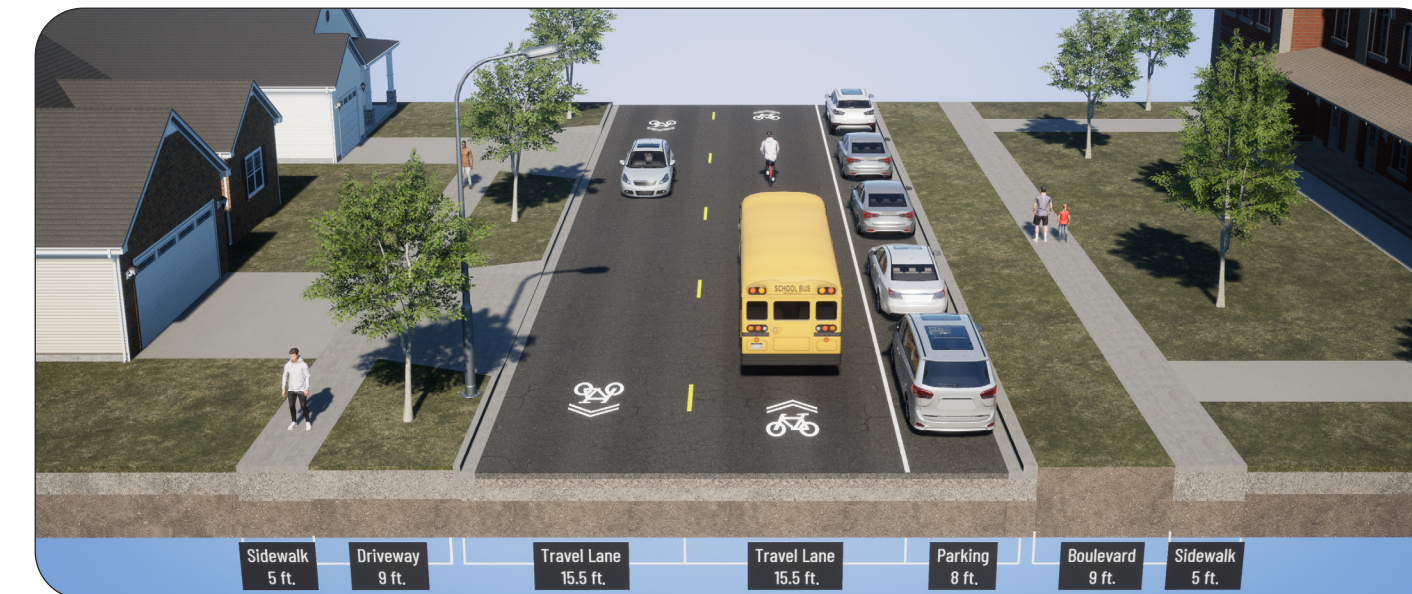
Make school sidewalk bigger

Maybe invest the money on roads that are more priority routes for biking, like South Medary and Main

Bump out @ intersection crossings

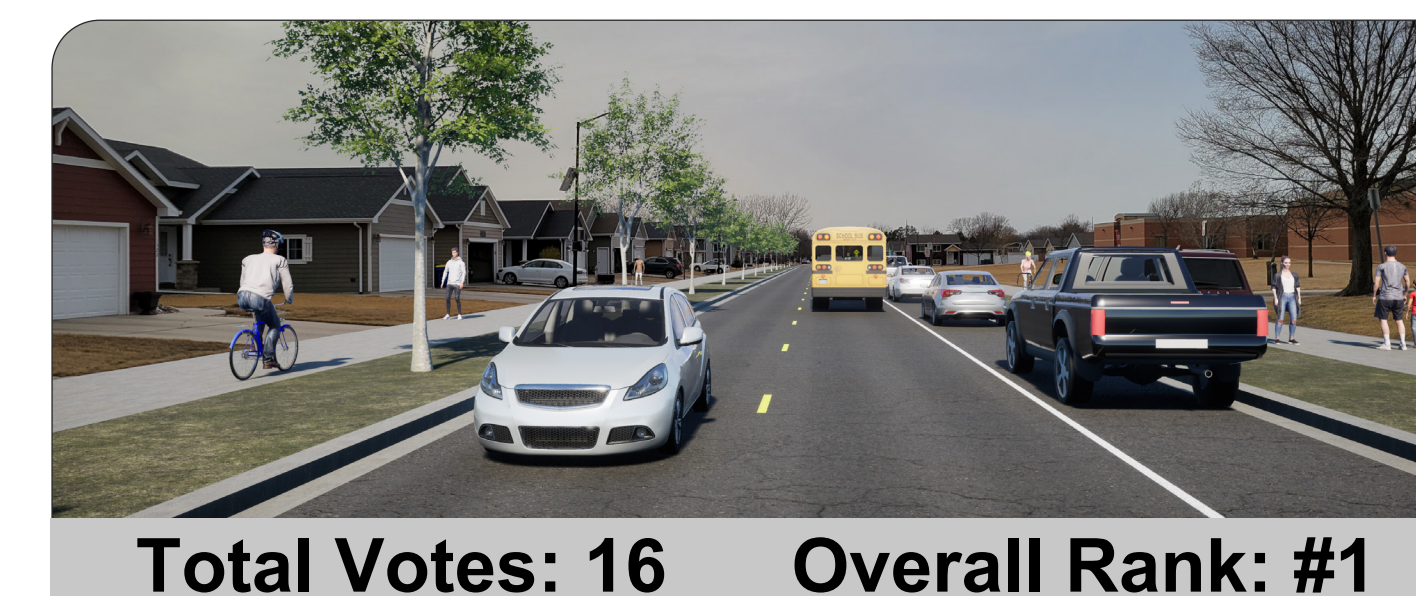
THIS IS BEST (Option B)

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



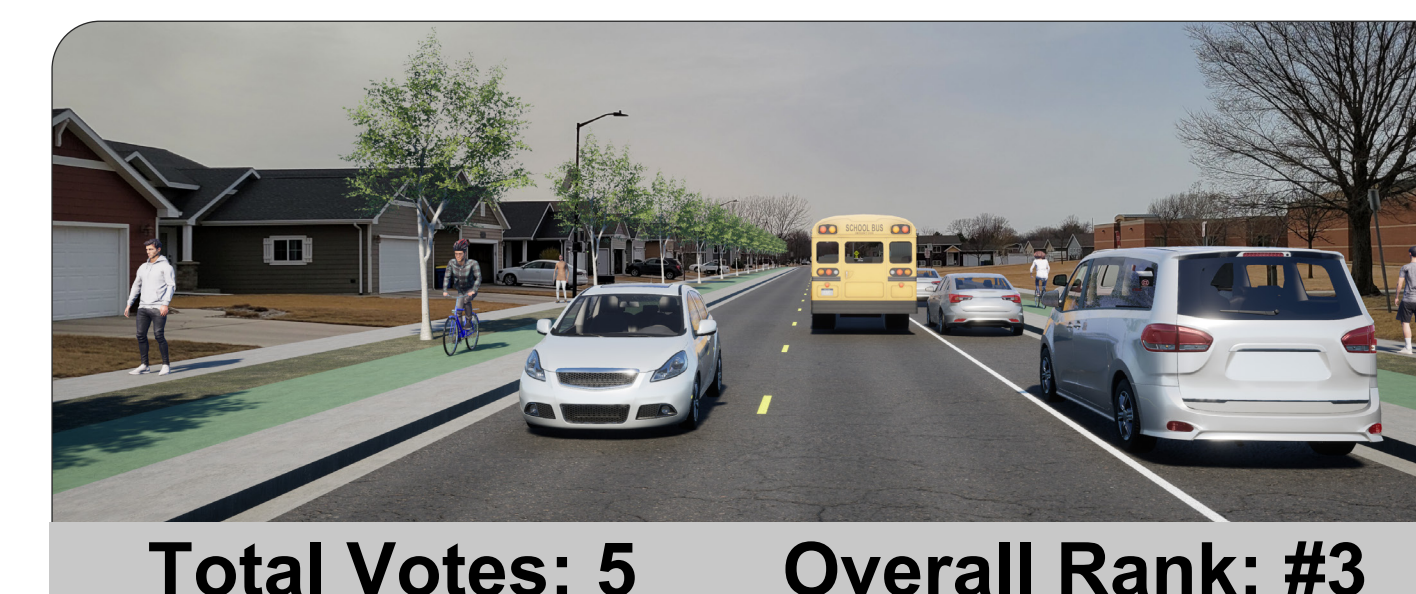
Total Votes: 2 Overall Rank: #4

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



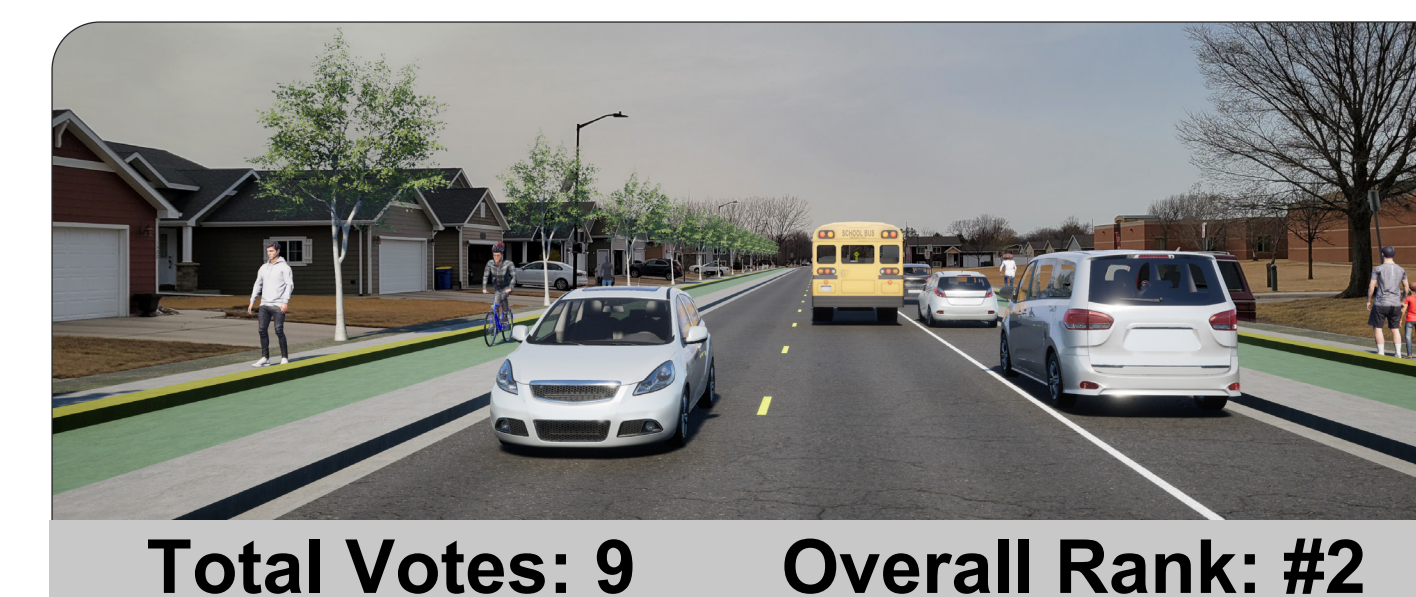
Total Votes: 16 Overall Rank: #1

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



Total Votes: 5 Overall Rank: #3

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



Total Votes: 9 Overall Rank: #2

ILLUSTRATIVE ROAD DIET (ROADWAY RECONFIGURATION) CORRIDORS

VOTING LEGEND

- Stakeholder Open House
- Public Meeting Open House
- SDSU ITE Open House

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!

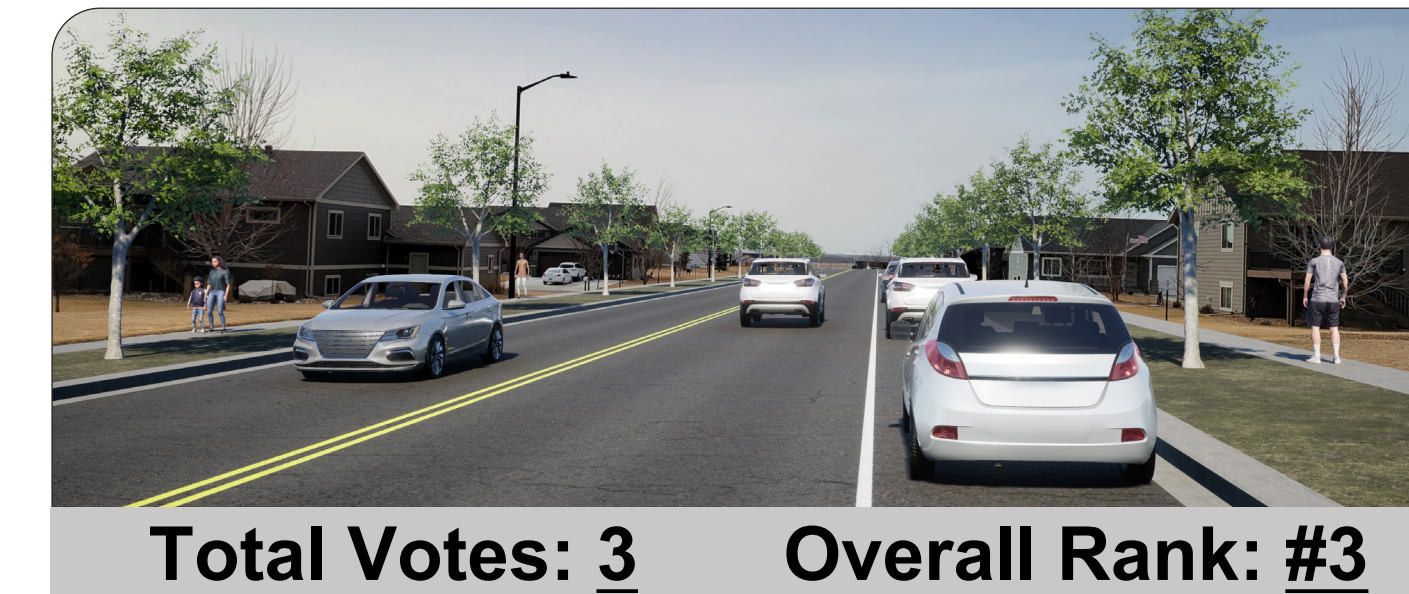
Existing 2-Lane with On-Street Parking



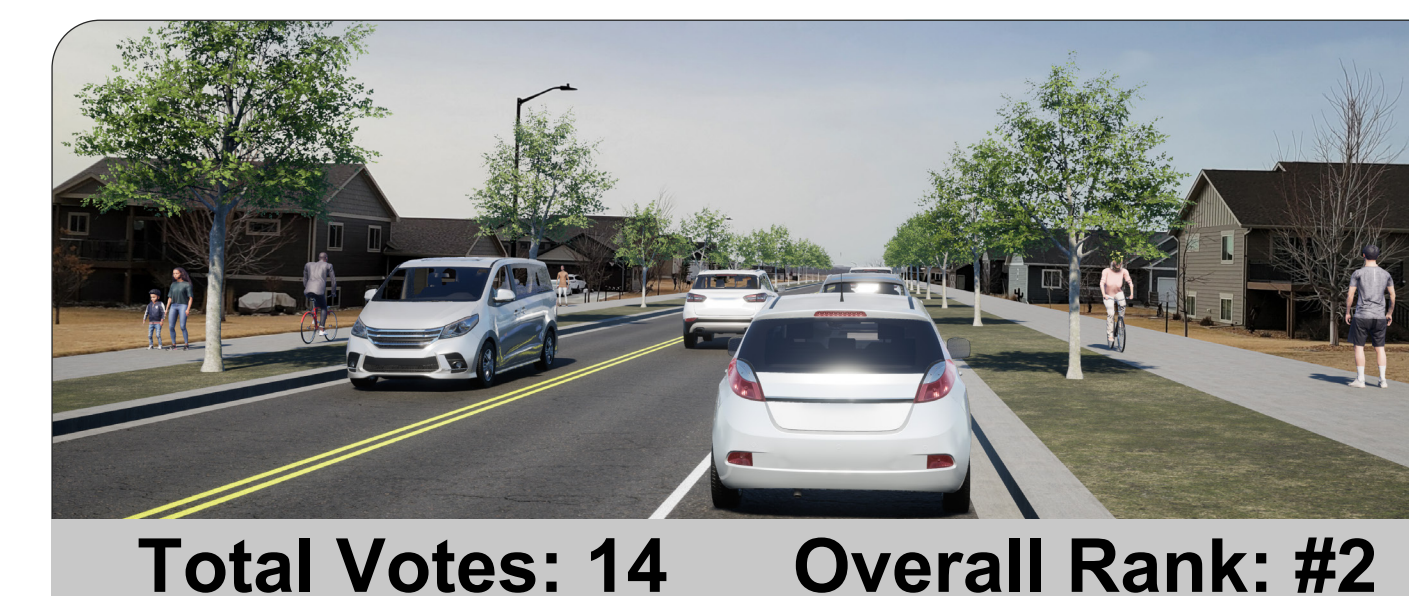
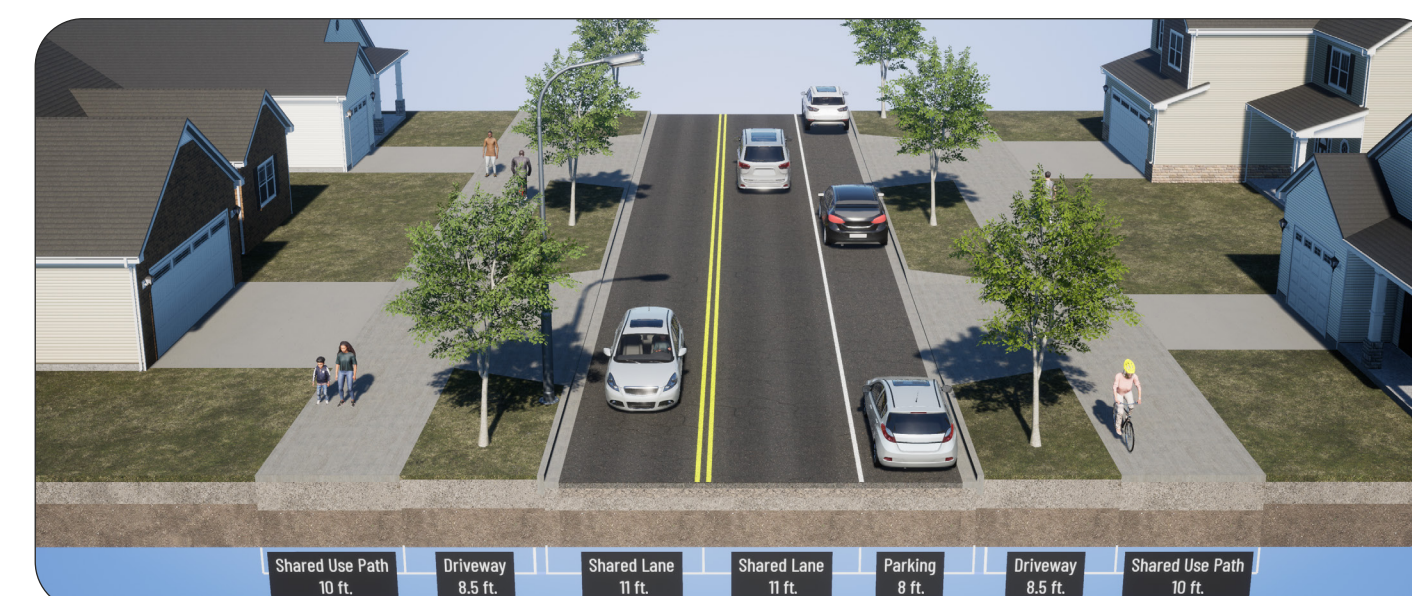
VOTES FOR EXISTING SECTION | COMMENTS

- Either **Option C** or **D**
- Parking has to cross bike lane > dangerous!
Option D better
- Option D**

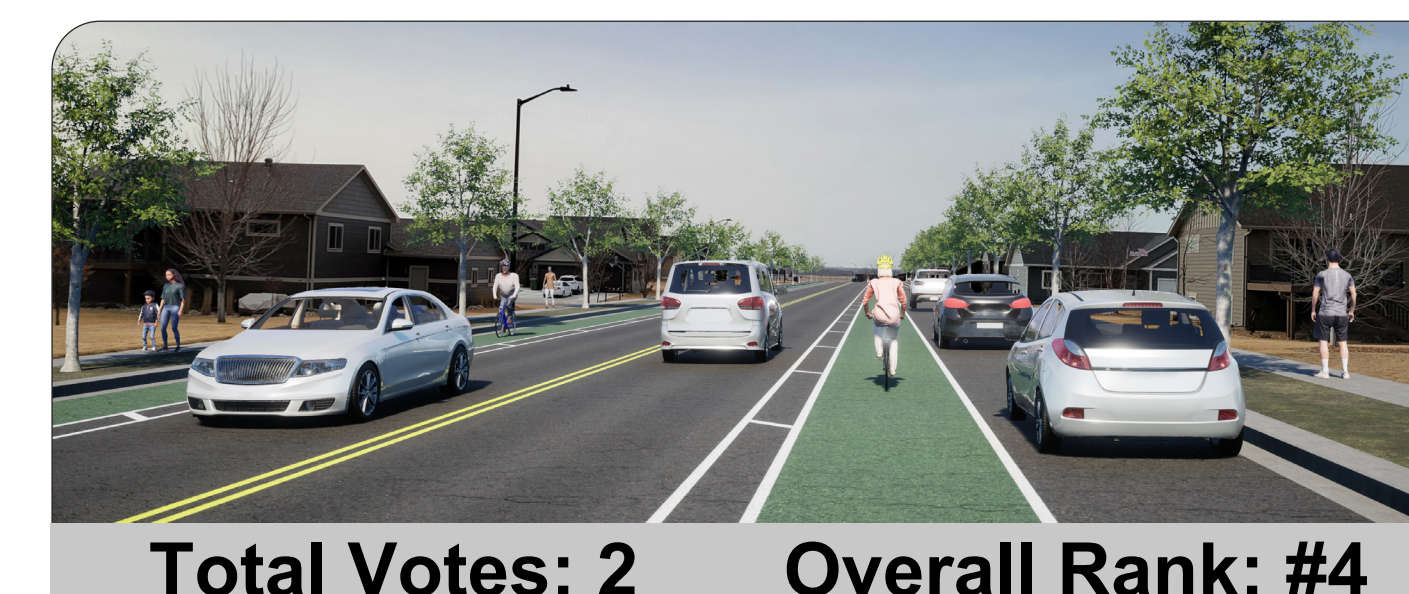
OPTION A:
Narrowed 2-Lane
with On-Street
Parking (One Side)
and Shared Lanes



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 – Main Avenue (3rd St. to U.S. Highway 14/6th St.)

Results are depicted in **Figure 7**. Summarized comments are listed below.

Stakeholder Meeting Open Houses

- Most prefer no bikes on Main Ave
- Scramble crossing at 3rd and Main with diagonal crosswalks

Public Meeting Open House

- Keep it as is
- **Option A** is bad for bikers
- Most preference for **Option C**

SDSU ITE Student Meeting Open House

- Overwhelming support for **Option C**

Illustrative Downtown Complete Streets Concepts ranked in order (combined vote totals):

1. **Option C:** 2-Lane with Narrowed Travel Lanes, On-Street Front-Out Angle Parking, and Curb Separated Bike Lanes [**28 votes**]
2. **Existing:** 2-Lane with On-Street Angle Parking [**8 votes**]
3. **Option B:** 2-Lane with Narrowed Travel Lanes, On-Street Front-Out Angle Parking, and Separated Bike Lanes [**7 votes**]
4. **Option A:** 2-Lane with Narrowed Travel Lanes, On-Street Front-Out Angle Parking, and Conventional Bike Lanes [**1 vote**]

Illustrative Downtown Complete Streets – 3rd Avenue (3rd St. to U.S. Highway 14/6th St.)

Results are depicted in **Figure 8**. Summarized comments are listed below.

Stakeholder Meeting Open Houses

- Would like to see parking-protected bike lanes

Public Meeting Open House

- Painted gutters are not infrastructure
- Make sure bike paths are plowed
- Stop parking sooner so that bikers would be more visible
- Switch biking and parking lanes so that parking cars don't have to cross biking lanes
- Consider moving bike lanes next to walkway and add raised median with trees to separate biking lane from parking lane

SDSU ITE Student Meeting Open House

- Bike lane on outside for better safety
- Is there enough bike traffic to constitute bike lanes?

Illustrative Downtown Complete Streets Concepts ranked in order (combined vote totals):

1. **Option:** 2-Lane with Narrowed Travel Lanes, On-Street Parking, and Separated Bike Lanes [**3 votes**]
2. **Existing:** 3-Lane with TWLTL and On-Street Parking [**3 votes**]

Illustrative Downtown Complete Streets – 5th Avenue (3rd St. to U.S. Highway 14/6th St.)

Results are depicted in **Figure 9**. Summarized comments are listed below.

Stakeholder Meeting Open Houses

- Bike lanes next to walkways
- Bike lanes on 3rd or 5th, not both. Prefer on 3rd

Public Meeting Open House

- Make this one a road diet, more sidewalk, more greenery
- Switch biking and parking lanes

SDSU ITE Student Meeting Open House

- Bikes lanes should be on outside, safety for both bikes and drivers

Illustrative Downtown Complete Streets Concepts ranked in order (combined vote totals):

1. **Option:** 2-Lane with Narrowed Travel Lanes, On-Street Parking, and Separated Bike Lanes [**5 votes**]
2. **Existing:** 3-Lane with TWLTL and On-Street Parking [**4 votes**]

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!

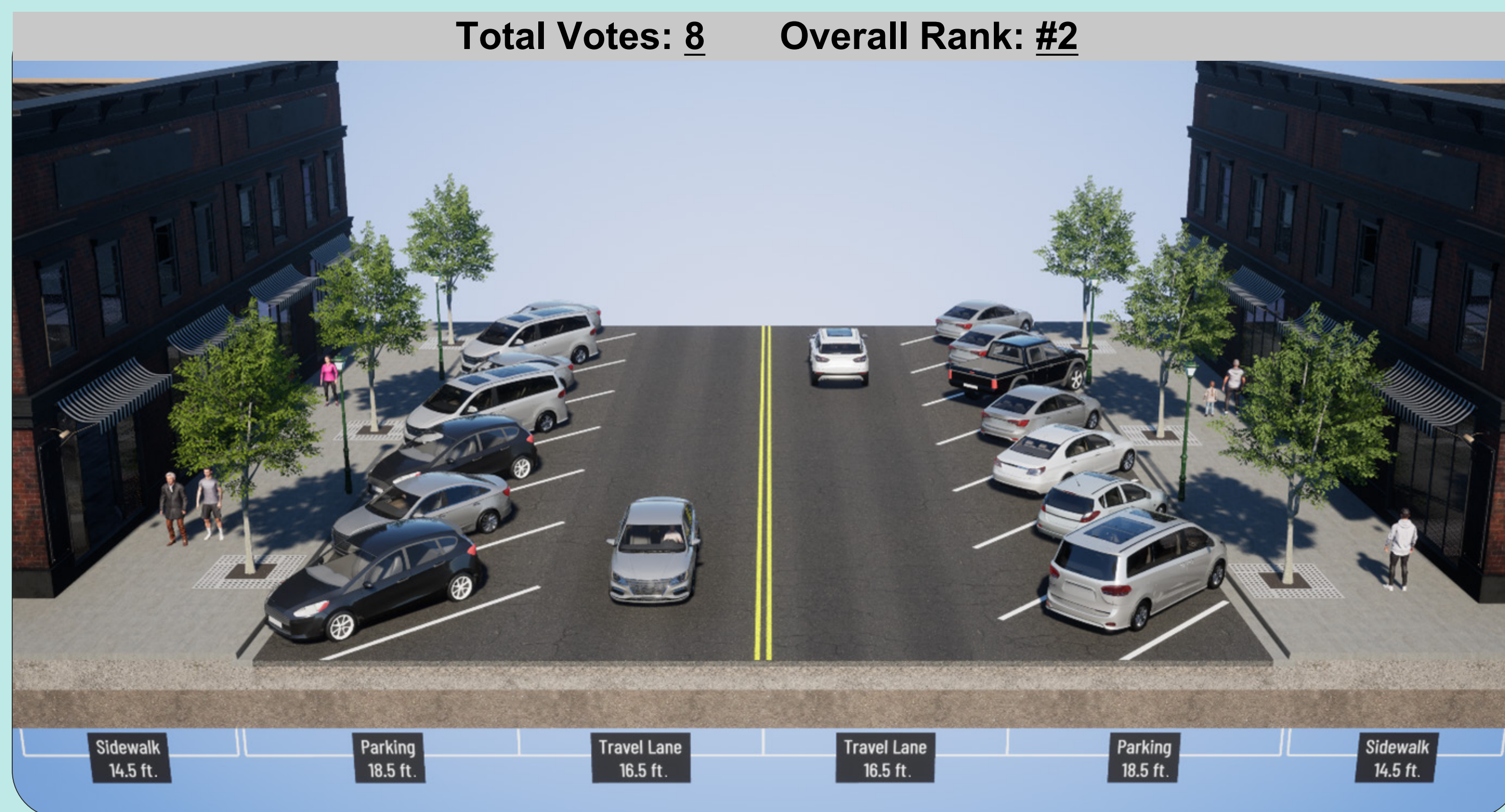
MAIN AVENUE | 3rd Street to U.S. Highway 14/6th Street

VOTING LEGEND

- Stakeholder Open House
- Public Meeting Open House
- SDSU ITE Open House

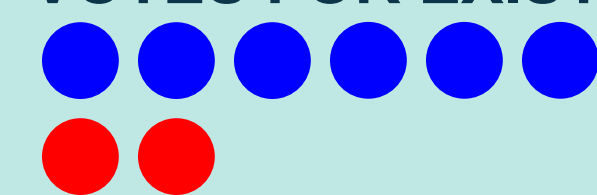
VOTE/COMMENT HERE!

Existing 2-Lane with On-Street Angle Parking



Total Votes: 8 Overall Rank: #2

VOTES FOR EXISTING SECTION | COMMENTS



Scramble crossing @ 3rd & Main w/ Diagonal crosswalks

Existing section (keep as is)

Either B or C Prefer **Option C**

C is great (**Option C**) B could be on a budget (**Option B**)

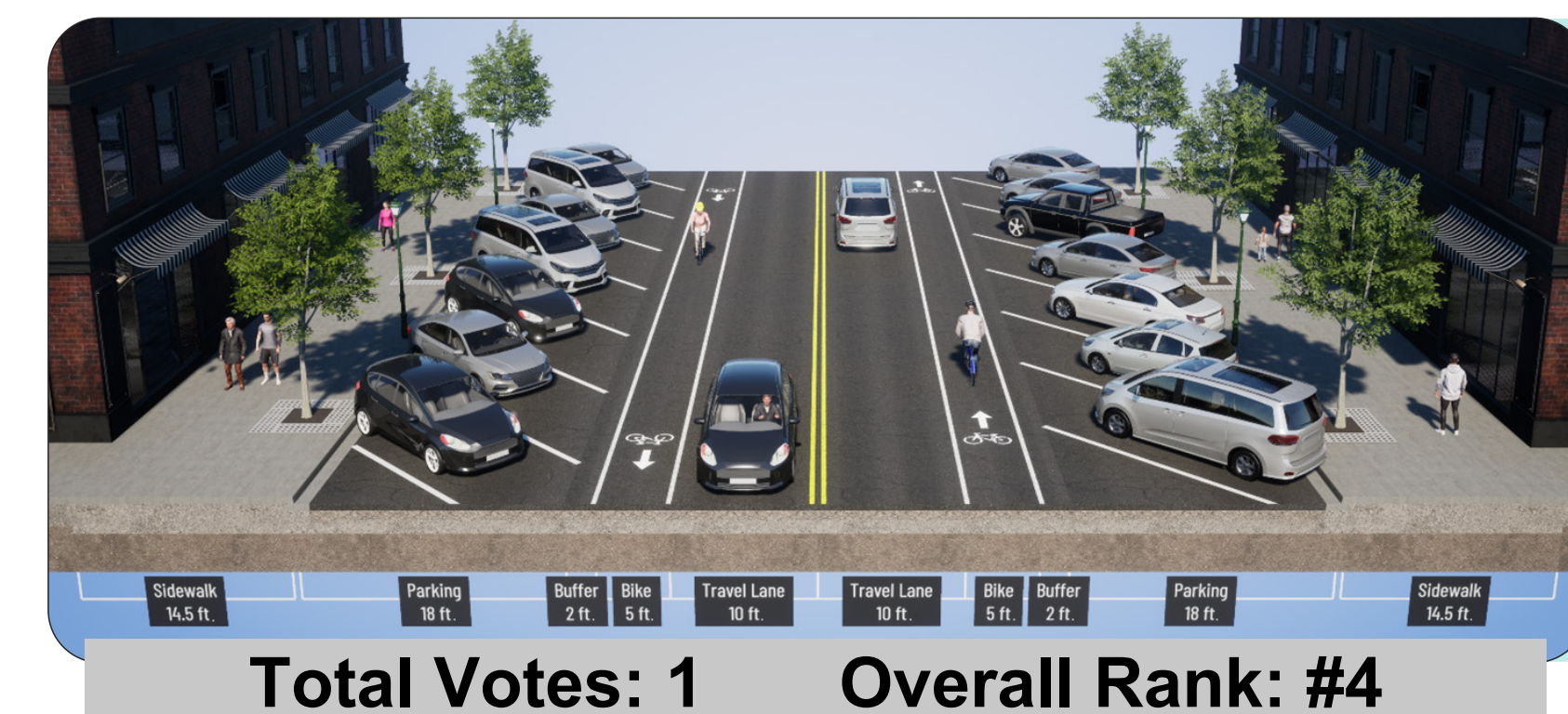
OPTION D No bikes on Main Avenue (blue dots for existing section)

Bad for bikers (**Option A**)

Prefer (**Option C**)

OPTION A:

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



Total Votes: 1 Overall Rank: #4

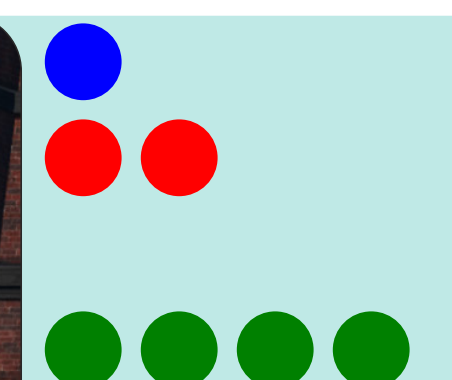


OPTION B:

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



Total Votes: 7 Overall Rank: #3

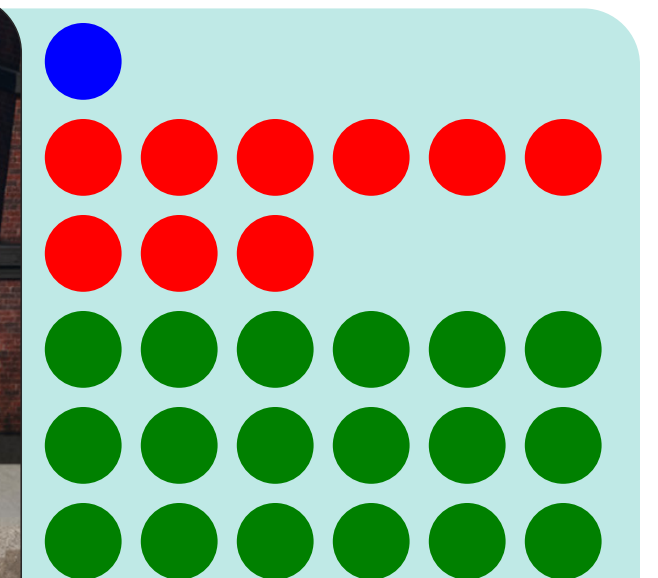


OPTION C:

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



Total Votes: 28 Overall Rank: #1



ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

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

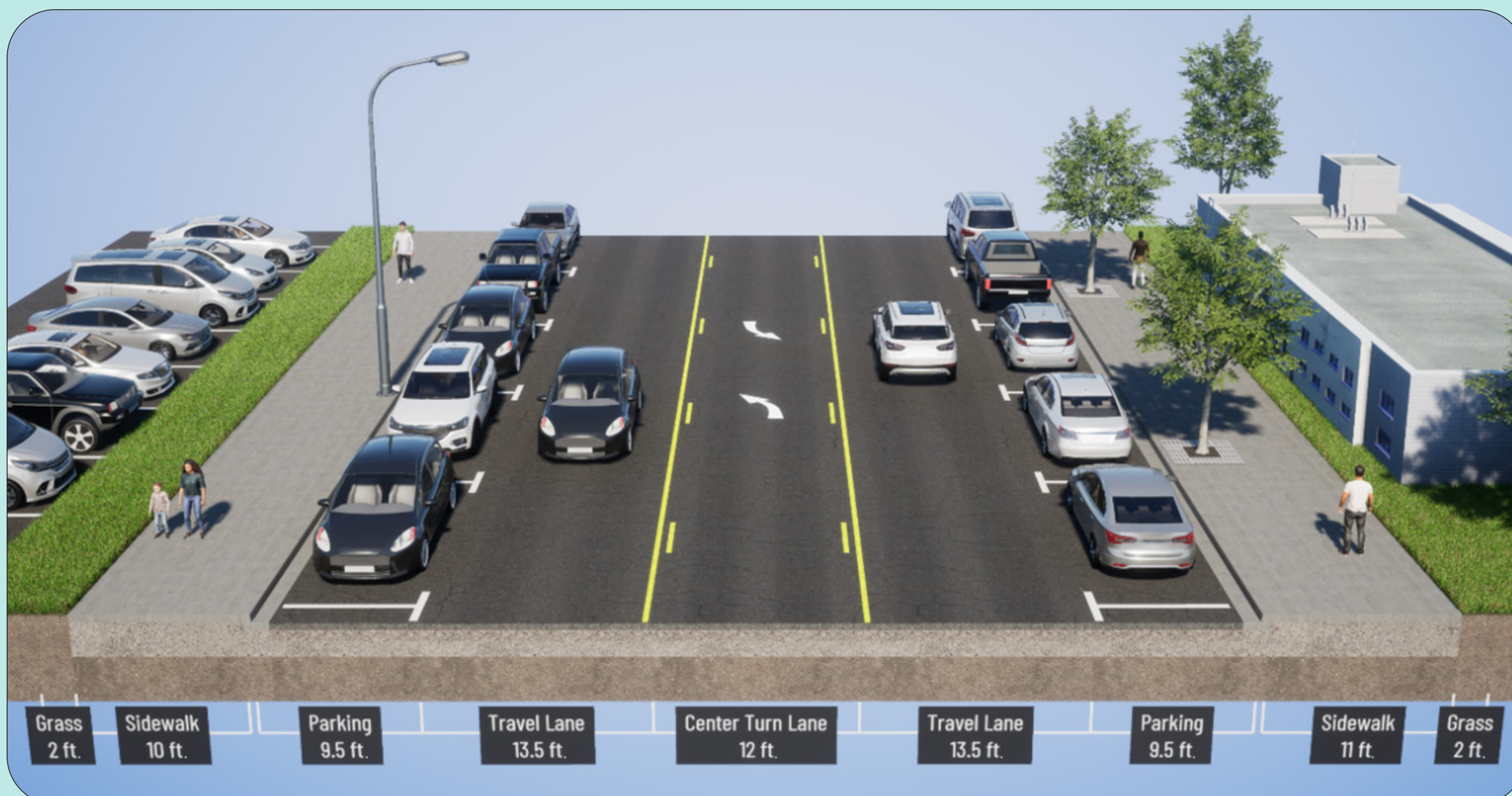
Take sticky notes and let us know your feedback!

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

VOTING LEGEND

- Stakeholder Open House
- Public Meeting Open House
- SDSU ITE Open House

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



VOTES (EXISTING SECTION) | COMMENTS

-
-
-

VOTES (COMPLETE STREETS)

-
-
-

People parking have to cross the bike lane, potentially causing accidents, SWITCH

How does this connect to the other road diet?

Definitely

Bike lanes Parking Travel lane Travel lane Parking Bike Lane (prefer bike lanes near curb)

1) Other lanes
2) Parking
3) Bike lanes next to walkways (prefer bike lanes near curb)

Bike lane on outside for biker safety

I love this idea in theory & think it will be much safer for all. Concerned about parking and bikes.

No. Use parked cars to protect bikes.

Provide curbed buffer / separation from parking lane (maybe with trees?)

Maybe paint bike lanes green, as in other illustrations

Make sure bike paths are plowed!!

Do we really get this much bike traffic? Seems excessive.

ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

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

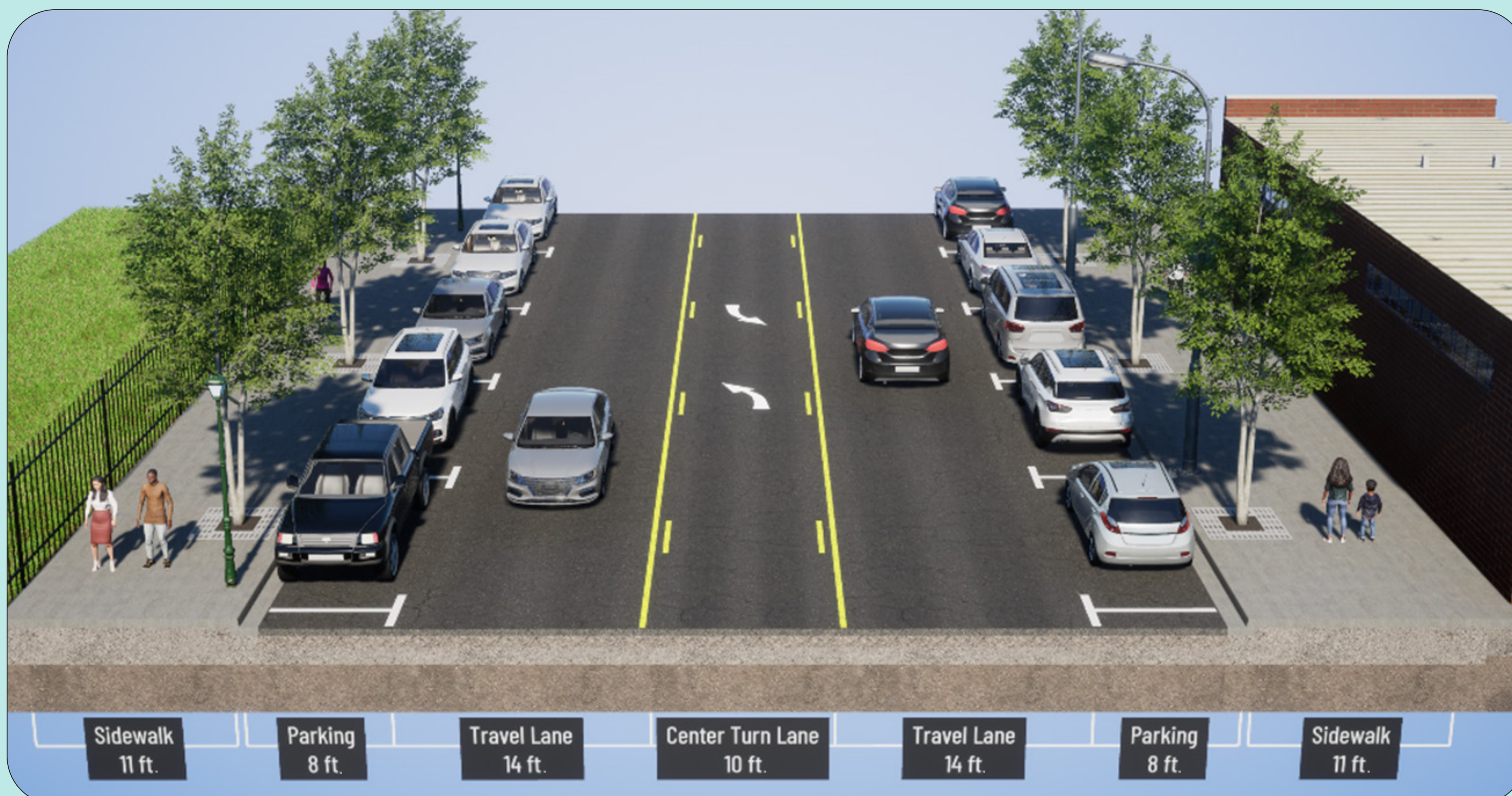
Take sticky notes and let us know your feedback!

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

VOTING LEGEND

- Stakeholder Open House
- Public Meeting Open House
- SDSU ITE Open House

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



VOTES (EXISTING SECTION)	VOTES (COMPLETE STREETS)	COMMENTS	Definitely Yes
● ●	● ● ● ● ●	<p>Bike lanes should be on outside Safety for Both Bikes and drivers Second</p> <p>1) Other lanes 2) Parking 3) Bike lanes next to walkway (prefer bike lanes near curb)</p> <p>1) Other lanes 2) Parking 3) Bike lanes next to walkway (prefer bike lanes near curb)</p>	<p>Make it a ROAD DIET! Less asphalt, more sidewalk, and MORE GREEN!</p> <p>Look at comments on 3rd Ave SWITCH parking and bike lane. Agree YES</p>



Written Comments

Written comments provided to the study team through public and stakeholder meeting open house comment cards and the study website are included below in **Table 1**. The method used to submit the comment and submittal date are noted.

Table 1: Written Comment Summary

Date	Method	Comment
Feb. 10, 2026	Online Comment Map	<p><u>Other</u> This area of your current "Lanes" map is incorrect. Your map shows 2 lane existing road, but this section is currently 3 lane. (Location: Western Avenue S.)</p>
Feb. 10, 2026	Online Comment Map	<p><u>Access</u> This section of 15th Street needs to connect, but not shown on your 2050 improvements map. This connection may lessen the need for improvements suggested on 12th Street by helping to increase connectivity and alleviate some of the congestion on 12th just to the north of this. (Location: 15th Street between Doral Drive and Constitution Boulevard)</p>
Feb. 10, 2026	Online Comment Map	<p><u>Safety</u> How much longer are we going to experience crashes and near-misses because this intersection is an absolute cluster in the morning and evening? Southbound traffic has to wrench their neck to see traffic coming into town from the west, while dodging two lanes of northbound traffic which sometimes results in the left northbound lane turning on to the highway. Add in sunrise and sunset, large vehicles because of nearby businesses and BATA, and the overall size of the intersection, and it's a miracle there aren't more accidents and/or fatalities here. The intersection doesn't need a redesign, it just needs signals. (Location: 6th Street and Western Avenue)</p>
Feb. 25, 2026	Comment Card	<p>Advocate for - & glad to see someone maps!</p> <ul style="list-style-type: none"> o Walk / Bike bridge over I 29 at halfway between both St & Bypass - for increased connect / visitor connectivity and extending trail system o roundabout or traffic signal at Western & Main intersection o traffic signal at 34th Ave & Bypass o traffic signal at both St & B3th Ave - which SDSU has said they want to be the entrance to a corridor to SDSU (B3th Ave) & which will have 2 large apartment buildings opening near this year.
Feb. 25, 2026	Comment Card	<p>15th St. - option D. - Bikes away from traffic - curb corner - Main Ave - 8th St. to 20th reduction of lanes seems unnecessary - very few 35+ mph roads and travel options N to S / S to N Medway - option C-(?) single bike use raised path (not 2?)</p>



Feb. 25, 2026	Emailed Comment Form	<p>In my view, the city should invest heavily in roundabouts, to replace as many 4-way stop sign and possibly traffic light intersections as possible. Roundabouts improve safety, increase traffic capacity, and reduce the environmental impact of car burning fuel. Go visit European nations, where roundabouts have been in use for decades. At many intersections, well-designed roundabouts do not necessarily have to take up a lot space. Examples of intersections where roundabouts might be considered include S. Main & 20th S.; S. Main & 32nd St. S.; 22nd Ave S & 32nd St S; 22nd Ave S & 20th St S; Western Av & 6th St W (a very dangerous intersection); even Medary Ave S & Orchard Dr.; 17th Ave S & Orchard; 22nd Ave S & 8th St S; 34th Ave S & 20th St S; others.</p>
Feb. 26, 2026	Online Comment Map	<p><u>Safety</u> I believe a roundabout could be a solution to improve safety for cars/trucks, pedestrians and bicycles. This intersection is awful and there are numerous near misses and disconnects the community to north from Pioneer Park. (Location: 6th Street and Western Avenue)</p>
March 4, 2026	Online Comment Form	<p>I attended the public meeting on February 25, 2026. Overall, I appreciate the emphasis on safety, traffic calming, and road diets/reconfigurations. In theory, I support the proposed changes to Main Avenue, which include designated bike lanes and improved visibility for bicyclists by having drivers back into their parking spaces. As someone who works at a small business on Main Avenue and frequently bicycles to work and around the community, I believe the options presented at the meeting have the potential to improve safety for bicyclists. However, I am also concerned that these options could become more dangerous for bicyclists and motorists if motorists are unaware of or confused by the need to back into parking spaces. There would need to be widespread community education and outreach (more than just an article in the paper) about the change, along with ample signage and markings on the road to direct drivers. Even still, I am concerned that out-of-town guests to Downtown Brookings would be confused about parking and potentially avoid visiting shops downtown or become distracted by figuring out parking, making things more dangerous for all road users. Furthermore, I am concerned that the community may not be ready for such a drastic change and that the proposed options could create conflict between drivers and cyclists. I wonder if it might be safer to try to route bicyclists to 3rd or 5th Avenues instead of Main by providing designated bike lanes on those streets. Another idea might be to create dedicated bike lanes to the right of parking spaces (but to the left of sidewalks) on Main Ave (instead of in the middle of the street) if the street is wide enough. Thank you for your consideration.</p>
March 6, 2026	Online Comment Form	<p>W 8th St S needs a sidewalk for public safety. Runners, walkers, and bikers use this as a path - but have to be on the street. And with the hills and narrow road with no shoulder, it creates a dangerous situation. There seems to be a loop through Timberline, onto 16th, and then onto W 8th St S until they reach western or the bike path.</p>
March 6, 2026	Emailed Comment	<p>Brookings Area Transportation Planners,</p> <p>Within our time in Brookings, SD, we have had the opportunity to experience various modes of travel throughout the city, as well as study various city planning designs while pursuing our architectural degrees. Some of the texts we have studied include Walkable City by Jeff Speck and The Death and Life of Great American Cities by Jane Jacobs. Both of these texts prioritize the safety and comfort of the pedestrian, which we view as vital in a city, especially with the college campus nearby.</p> <p>One of the things we've noticed is the number of pedestrians jaywalking downtown or walking out from behind parked vehicles. This clearly poses a safety concern, as drivers may not have enough time to slow down, or they may be looking for pedestrians directly on the crosswalk rather than those about to enter the crosswalk. In addition to this, for the number of signs dedicating each crosswalk, it's surprising how many drivers don't slow down at all through the downtown area. This could be encouraged through a stronger law enforcement presence as a general standard in downtown Brookings, rather than a presence primarily appearing on the weekends or being focused around campus. With the current University Police Department standing, it is understandable that this wouldn't be implemented immediately, but it would be a strong point to consider for the future of Brookings.</p>



		<p>Downtown’s stretch of Main Avenue stands in contrast to the on-campus segment of Medary Avenue concerning walkability; although a similar number of crosswalk signs exist on both streets, Medary is viewed as significantly safer than Main. On Medary Avenue, drivers keep their heads on a swivel, and students walking are equally aware of vehicles nearby. We believe this comes with both the severity of hitting a student on campus and the on-campus presence of other drivers who could witness said misconduct. Then, you could assume that Main Avenue could also exist in the same nature. Main Avenue just needs an extra push to achieve the ideal level of safety.</p> <p>Main Avenue isn’t the only main road that could use some new design. Sixth Street, although hosting traffic lights for pedestrian crossing, actively pushes pedestrians to only cross at those designated intersections, avoiding any other potential crossings. To encourage safer pedestrian crossings, parts of the shared left-turning lanes on Sixth Street could be redeveloped into medians. Not only would this create more greenery along this arterial road through Brookings, but it would also create a pedestrian refuge island where pedestrians are only crossing one direction of traffic at a time, creating a safer experience. Furthermore, with the development east of I-29, it is challenging for residents and college students to access that development without a car. By redeveloping the Sixth Street junction over I-29 into a diverging diamond, this will create a protected walkway for pedestrians through the interchange, limit the number of lanes pedestrians have to cross, and will also help traffic flow more smoothly by reducing left turns and conflict points to 14, which lowers crash rates.</p> <p>Within the overarching City of Brookings, zoning of commercial areas could be re-addressed as well. As previously referenced, there have been increasingly more shopping and grocery centers built on the northeast side of town, which is located opposite most residential areas. Designing the city in this way only increases residents’ dependency on vehicles and rejects any possibility of a walkable city. As students of South Dakota State University, we have experienced firsthand how the school relies on walkability around campus and the general area surrounding campus. For instance, Derek Peterson, SDSU’s assistant to the vice president of business services, reminded everyone in The Collegian that “SDSU is a walking campus... fewer moving vehicles increases pedestrian safety” (Shoenfelder, 2024). With this being said, it seems questionable to expect students to rely on walking as their main form of transportation when the rest of the city relies heavily on vehicular transportation. If the goal is to create a more walkable and pedestrian-friendly city, more needs to be considered than strictly transportation and the structure of streets. Zoning codes need to be addressed to create a more accessible city structure.</p> <p>With zoning alterations and the new presence of mixed-use apartment complexes on Sixth Street, Brookings will begin to see the positive effects of an improved city plan. Mixed-use developments have an impact on walkability within a city. When pedestrians feel safe walking along a string of shops, businesses, and restaurants, economic revenue can increase dramatically. People are more inclined to impulsively shop at these spots while on their way to their destination. A proposal for future developments, such as grocery stores, additional businesses, and restaurants, could occupy the main level of mixed-use buildings. With these new developments being in proximity to campus, providing a closer option for students to get groceries or other convenience items would be beneficial. This would help mitigate some of SDSU’s parking challenges by making it easier for students to leave their vehicles at home. As Brookings continues to grow, an initial investment in the walkability, zoning, and future development plans for the city could help the community continue to thrive.</p>
<p>March 6, 2026</p>	<p>Online Comment Form</p>	<p>Walkability is what gives life to a city. Improving the walkability in Brookings is necessary in elevating the city to a higher standard. When walking from the university, through the historic district, to downtown, there are many strengths such as sharrows for biker awareness and tall trees for shade. However, there are weaknesses and threats that must be resolved. Some weaknesses are the underused parking spaces, which are a waste of space, no grocery store walking distance, and limited trees in new developments, which provides no pedestrian barrier for the roads. Threats to pedestrians are the lack of a median on 6th street and only having a handful of curb cuts in the historic district.</p>



<p>March 6, 2026</p>	<p>Online Comment Form</p>	<p>Brookings possesses bike-friendly spaces, but does not employ bike-friendly movement throughout the town. The campus and some adjacent streets have sharrows and several bike racks to showcase the encouragement of biking for on-campus and off-campus students. Downtown Brookings has decals painted on the sidewalks asking that bikers walk their bikes and recreational bike trails within the town. However, all of these biking encouragements fall short when matched with the lack of bike lanes in the streets and main roads that strictly prioritize cars.</p> <p>22nd St. and 6th St. are littered with adjacent parking lots that feel consuming and have multiple lanes of traffic. Pedestrians, for the most part, are protected by a mere curb. Wider sidewalks from busy roads, or clear zones that don't put pedestrians in harm's way, narrower or fewer lanes, and visual buffers to hide large parking lots are all things that would help with the walkability of 6th and 22nd.</p> <p>The residential neighborhoods of Brookings are full of greenery, with big old trees that act as noise barriers, visual buffers, and enhance the degree of enclosure on the sidewalk. The neighborhoods have large grassy setbacks that also hold trees and street lights, making pedestrians feel safe from cars. Unfortunately, several trees have been cut down in Brookings and it is especially noticeable in certain neighborhoods throughout the town. It is important to replace the trees lost to keep the walkability of the neighborhoods high.</p>
<p>March 9, 2026</p>	<p>Online Comment Form</p>	<p>Walkability in Brookings still has several safety and design challenges that need to be addressed. Streets like 6th Street seem to be a major concern because of wide vehicle lanes, high traffic speeds, and limited buffers between pedestrians and the road. I also think that reducing unused parking areas and reconsidering parking minimums could help create safer and more efficient spaces for people walking. In addition, adding more trees, green space, and sidewalk buffers could make walking feel safer and more comfortable. While bike lanes and roundabouts could improve transportation options, I believe focusing on wider sidewalks and pedestrian-friendly design would make the biggest impact for everyday use in Brookings.</p>
<p>March 9, 2026</p>	<p>Online Comment Form</p>	<p>A majority of the sidewalks that run North-South are inaccessible. This is not only disruptive for pedestrians with mobility impairments but also hinders the cycling community of Brookings. Additionally, it's difficult for strollers, and young children to make the step up onto or off of the curb. Inaccessible curbs make it difficult for all demographics within a community and lead to unsafe traffic while squandering any chances at pedestrian-orientation. It's vitally important to get these curbs cut on all sidewalks. This improvement will simultaneously increase accessibility and the frequency of pedestrian traffic. Cyclists will be able to travel quicker without having to dismount their bikes, wheelchairs can travel fluently, and families with strollers or toddlers can walk at their will.</p>
<p>March 10, 2026</p>	<p>Emailed Comment</p>	<p>Dear Brookings Area Transportation Planning Committee,</p> <p>We hope this letter finds you well. We are writing to provide feedback on the area transportation plan. As architecture students at SDSU, we believe the main focus of this project should be on 6th street, specifically 13th Ave to Main street.</p> <p>6th Street is a vital corridor connecting residents, businesses, and visitors. As one of the city's primary east-west routes, it links several community destinations and experiences significant pedestrian, bicycle, and vehicle traffic. Focusing on this corridor will in turn benefit the surrounding community.</p> <p>We propose narrowing driving lanes on 6th Street to create space for a green barrier between the roadway and sidewalks. This would create a safer pedestrian environment while improving the streets' character. Narrower lanes can help reduce vehicle speeds toward the 30 mph limit, while the added green space would allow native trees to reduce traffic noise and provide privacy for nearby homes. The design would also allow protected bike lanes. Protected bike lanes would improve safety and encourage more residents and students to travel by bike between parks, neighborhoods, and SDSU.</p> <p>For the landscape design, we suggest native trees such as bur oak, hackberry, or disease-resistant American elm. These trees would provide shade, reduce noise, and visually narrow the roadway, encouraging slower speeds while creating a more comfortable walking environment. Consistent pedestrian-scale lighting and benches along sections of the sidewalks could further improve safety and walkability by increasing nighttime visibility and providing resting points for families, elderly residents, and visitors.</p>



		<p>These strategies are supported by The Congress for the New Urbanism and the Institute of Traffic Engineers' publication Designing Walkable Urban Thoroughfares (2010). A regional example can be seen in Sioux Falls along Minnesota Avenue near West 2nd Street and Russell Street, where medians and barriers were added to reduce points of conflict and improve traffic flow.</p> <p>We believe targeted improvements along this corridor will improve accessibility, local vitality, and multimodal connectivity without requiring a complete rebuild.</p>
<p>March 10, 2026</p>	<p>Emailed Comment</p>	<p>Brookings Area Transportation Planning Committee,</p> <p>We are fourth-year architecture students at South Dakota State University, and during our time living in Brookings, we have identified several concerns related to walkability, bicycling, and the presence of trees throughout the community. As students, we move around the city every day, whether that be by walking, biking, or driving to campus. These issues have become especially noticeable to us and have sparked our interest in thinking about how the city's streets and its walkability can be improved. In this letter, we highlight a few different elements of city design strategies that we believe can improve Brookings.</p> <p>One element that can significantly improve the safety and experience of streets is the presence of trees. Street trees provide many benefits to a community, including safety, environmental, economic, and public health improvements. Trees planted along roadways create a visual and physical buffer between sidewalks and traffic, helping pedestrians feel safer while also encouraging drivers to slow down and pay closer attention to the road. Studies have shown that adding trees along streets can reduce midblock crashes by 5–20 percent. Trees also provide important environmental benefits by absorbing carbon dioxide, filtering air pollutants, and reducing stormwater runoff. Increasing tree canopy by 25 percent can reduce stormwater runoff by about 10 percent, and shaded neighborhoods can require 15–35 percent less air conditioning, helping reduce energy use and create more comfortable outdoor environments.</p> <p>Planting trees is just the first step of creating attractive pathways for citizens to explore. Providing the pathways is one thing, but giving people a reason to use them is another. There are no shortages of important places for people to go in Brookings, but there is a lack of reasons for people to walk to and from them, rather than taking a car from one parking lot to the next.</p> <p>Providing seating elements, parks, or other visual interests in between anchors of Brookings would be a valuable and effective way of encouraging walkability. A good example of this within the current community is the pathway from the anchor points of the Campanile to Mainstreet. With little to no visual interest or public programming along the path from two major attention grabs in Brookings, there is no reason for people to explore what is going on in between the blocks that separate those two landmarks. Providing gathering spaces or stores is one idea of how to counteract that.</p> <p>Another factor that is preventing Brookings from being a walkable city at the moment is the strangely wide road lanes. Excessively long turn lanes have been known for drivers to continue at high speeds, increasing the risk for pedestrians, especially near crosswalks. This helps reduce crashes among drivers, but it increases the turning radius for drivers, allowing them to drive faster through the turn and also increasing the distance for a pedestrian to walk. A few solutions that could help fix this are to bump the curb out so drivers slow down, physically shortening the turn lanes, and raising the crosswalk so it acts as a speed bump, prioritizing the pedestrian.</p> <p>Students and professors frequently walk to and from campus, having to cross numerous busy intersections instead of prioritizing clear and safe pathways. By incorporating boulevards and medians on main roads, the structural and foliage boundaries provide physical protection that increases the safety of pedestrians through wider sidewalk-to-road separation and safe pockets to cross. Medians also provide relief for drivers, who only have to focus on one flow of traffic at a time. Another possibility is the improvement of existing transit solutions. Options like having a set schedule for buses, set stops for the buses. This implementation coexists with walkability considerations. These solutions increase the likelihood of social activities taking place and more residents using sidewalks when infrastructure is tailored for their safety and enjoyment.</p>



		<p>To conclude our concerns, we believe there are problems within Brookings' transportation systems that include the scarce tree coverage, lack of reasoning to encourage walking, the mismanagement of our road lanes, and safety issues with pedestrian crossing of roadways, intersections, and driver safety as well. We hope nothing but the best for Brookings, and hope to see changes be made to continue improving the transportation methods within the town. Thank you for your time and consideration.</p>
<p>March 10, 2026</p>	<p>Emailed Comment</p>	<p>To the Brookings Area Transportation Planners,</p> <p>We are writing to express concern about the configuration of 6th Street from Western Avenue to 22nd Avenue, particularly the abnormally long and continuous turning lane. As residents who regularly use this roadway, we've observed safety challenges for pedestrians and drivers. We believe that introducing a raised median would significantly improve the safety, congestion, accessibility, and overall quality of this lane. This suggestion is one we hope the City will consider when discussing future developments for Brookings.</p> <p>Currently, the configuration of 6th Street, which includes a continuous center turn lane, has created several challenges for all users of the roadway. The lack of physical barriers encourages unpredictable lane-weaving, sudden turns, and head-on conflicts between drivers and pedestrians, increasing risks at an inconceivable rate. A raised median would address these issues twofold, by establishing a more predictable and navigable road for everyone who relies on this critical east to west artery.</p> <p>From a pedestrian standpoint, the benefits are significant. 6th Street is a wide four lane road, containing a center turn lane, with high-volume traffic daily, which is difficult for residents to cross in a single movement. A raised median with various types of vegetation will provide a protected space that allows individuals to cross one direction of traffic at a time and then wait safely before completing the second half of crossing. In the past, pushback occurred on the notion that a raised median would require widening of 6th Street to at least ninety-three feet. However, since the turn lane exists from Western Avenue to 22nd Avenue, the widening of the road could be negotiable if the city works with the existing context by establishing a raised median in select areas where a turn lane is not needed. The median would reduce pedestrians' exposure to moving vehicles, an approach that many cities have shown to significantly decrease accidents while improving walkability. With numerous destinations along this route, including businesses, residential areas, and the downtown district, enhancing the safety of this road is essential for creating a more accessible and connected corridor within Brookings.</p> <p>This median also presents an opportunity to introduce vegetation along a stretch of road currently dominated by impermeable surfaces. As a designated Tree City USA, a national program recognizing communities committed to quality tree care and urban forestry, the city of Brookings could capitalize on this city status, implementing trees and vegetation into this median. Doing so would soften the visual harshness of the roadway, discourage congestion in the center lane, reduce heat absorption, and support stormwater management by capturing runoff before it enters the city's drainage system. Within the text, <i>Walkable Cities</i>, by Jeff Speck, chapter eight: Planting Trees, brings insight into how trees can prevent CSOs, Combined Sewage Overflows from occurring within American cities: "Communities that add 25 percent additional tree cover will reduce their stormwater by 10 percent. In many American cities, this 10 percent would be enough to eliminate most CSO" (Speck, 149). Brookings has experienced flooding before and will continue to as long as proper initiatives are not implemented throughout the city.</p> <p>A median such as this, supports the city's current Urban Forest Initiative. By managing runoff throughout the year, this proposal would strengthen Brookings' commitment to a healthier urban environment. It would also reflect the city's existing efforts to encourage tree planting, including subsidization programs that assist homeowners in adding trees to their properties.</p> <p>Furthermore, we encourage city officials to reconsider current parking requirements and mandates within Brookings, particularly along 6th Street and Main Avenue. According to <i>Ordinance No. 06-14, Sec. 94-433(c)(2)b.</i>, the minimum parking requirements are as follows: 1.5 spaces for an efficiency or one-bedroom unit, 2.25 spaces for a two-bedroom unit, 3.25 spaces for a three-bedroom unit, and one space per bedroom for units containing</p>



		<p>four or more bedrooms. We believe these requirements are excessive, especially for developments located within a few blocks of the South Dakota State University campus. Two recent developments, Paragon and Latitude 44, located on or near 6th Street, were designed to accommodate these parking requirements. Given their proximity to campus, these buildings should serve as prime housing opportunities for SDSU students. However, rental rates in these developments are substantially higher than comparable multifamily housing in Brookings and even exceed the cost of some apartments in downtown Minneapolis. As a result, many students are unable to afford this housing in close proximity to campus.</p> <p>Research supports the relationship between parking requirements and housing costs. In <i>Walkable Cities</i>, Jeff Speck notes that requiring even one parking space per unit can increase rent by nearly 20 percent. In many new developments, building footprints are shaped primarily by the need to accommodate underground or podium parking structures. During a recent construction visit to both of these developments, the project architect confirmed that parking requirements significantly influenced the building's design. Where requirements for both commercial and residential lots could not be combined, and instead had to be individually accounted for. Leading the apartment buildings, spaces meant for living, to be designed around our parking infrastructure. In effect, spaces where residents spend less than five percent of their time are being prioritized over the homes in which they actually live. While eliminating parking requirements altogether may not be the best solution, reducing them could be a more practical approach. Looking around Brookings, it is worth asking how much of the parking we have built (both surface lots and covered spaces) is ever truly full. Much of it rarely approaches capacity and is clearly overbuilt.</p> <p>We understand that the reconfiguration of 6th Street would be difficult to implement due to the jurisdiction it falls under. But the concerns we've raised with this central corridor and residential parking are relied upon by the residents here in Brookings, SD, and should be held to a higher level of discussion when evaluating future plans for the city. These concerns are not ones that are only held by university students finding difficulty maneuvering around the city safely, but residents here who have lived within the community for years. If Brookings wants to further their goals of being an inclusive, accessible, and sustainable environment for all, these issues should be considered and further discussed within the conversation of future planning, zoning, or reconstruction efforts.</p>
<p>March 10, 2026</p>	<p>Emailed Comment</p>	<p>We are a small group of senior architecture students from South Dakota State University, writing to share some ideas to help bring positive changes to the community. We hope these thoughts bring to light new ideas to innovate and grow the city of Brookings.</p> <p>Living in Brookings these past four years, we have seen thousands of people join our community every year, and the first step to seeing that community is through the roads that take us here. Upon looking at 6th Street being a multi-lane road connecting to Highway 14, we would like to propose the installation of a full boulevard between 22nd Ave. and Western Ave. By doing so, the people are given the opportunity to plant trees in this median. Trees offer safety, shade, and beauty to their surroundings. Pedestrians and cars are further protected by opposing traffic as the median and trees offer an edge. Additionally, shade is provided to the street's pavement and air temperatures. Lastly, trees and boulevards offer beauty to this historical town. The beauty of trees brings more people to Brookings as they offer peace for mental health, provide clean air for the environment, and overall happiness in the space. Boulevards can also offer bicycle and walking areas to promote sustainable transportation options that create a new experience for those traveling without a vehicle.</p> <p>Overall, we think this is a pursuitable option to help continue to bring people to Brookings. Unstructured green spaces are not just empty lawns. They're places where people can sit and socialize or relax. Places like Pioneer Park and Hillcrest Park allow for people to play and set up a picnic. During the summer we see many people, permanent residents of Brookings and college students, using these spaces to have fun. Even with the open parks, many people don't regularly go here because it is mostly outside of the residential areas. The places that people do end up gathering are concrete lots. One example of a lot that could be improved is the parking lot behind the Post Office. This lot is often underutilized. Adding a small green space would allow for people to relax just outside of downtown. Creating small green spaces around town would promote more residents to be outside. Green space isn't just beneficial to the people but also to the environment and habitats.</p>



		<p>These spaces would be utilized by the local birds, insects, and small wildlife. Natural areas promote healthier, more vibrant communities.</p> <p>Improving walkability within Brookings can begin by creating more accessible and comfortable paths for pedestrians. Widening sidewalks along busy paths, such as 6th Street or Medary Avenue, would create ideal space for people to walk side by side, safely. This would also create room for other elements to enhance the pedestrian experience, such as lighting, public art, or benches. Incorporating benches can create important places for refuge and rest, helping Brookings become more accessible for all. Benches can also become spaces to meet new people within the community.</p> <p>Along with improving walkability, Brookings can benefit from expanding bicycle infrastructure. Cities across the country have seen major increases in ridership and safety when they invest in welcoming bicycle networks. When streets are designed with bike lanes or shared cycling routes, drivers become more aware and cautious, making the street safer for everyone, including pedestrians. Adding bicycle lanes throughout Brookings to busy streets will allow for bicyclists to have a safer time getting to the destination quicker, but will also encourage healthier lifestyles, reduce reliance on cars for short trips, and create a transportation system that supports both residents and students.</p> <p>We appreciate you taking the time to hear our concerns and ideas for change in Brookings. We look forward to hearing your thoughts on approaching these ideas and discussing them further with you in the future.</p>
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Appendix

Appendix A: Website Analytics

Appendix B: Informational Handout

Appendix C: Display Boards

Appendix D: Activity Board Results



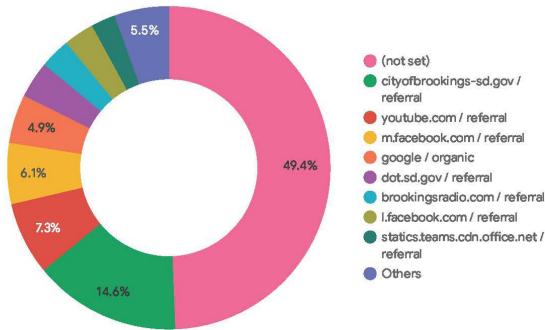
Appendix A: Website Analytics

Brookings Area Transportation Plan - Web Analytics

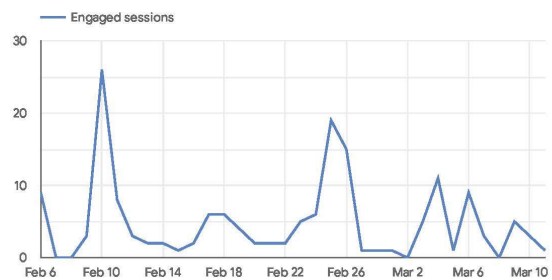
Feb 6, 2026 - Mar 12, 2026

Total users: 272 New users: 266 Engaged sessions: 164 Views: 554 Average session duration: 00:02:28

Sessions by Acquisition



Engaged Sessions Per Day



Referrals & Social Media Sources

Rank	Session source	Engaged sessions
1.	(direct)	81
2.	cityofbrookings-sd.gov	24
3.	youtube.com	12
4.	m.facebook.com	10
5.	google	8
6.	dot.sd.gov	6
7.	brookingsradio.com	5
8.	l.facebook.com	5

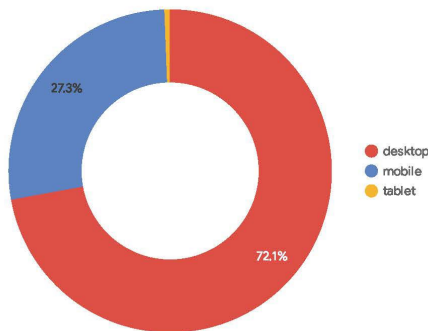
1 - 16 / 16

Sessions By Cities

Rank	City	Engaged sessions
1.	Brookings	74
2.	St. Louis	21
3.	(not set)	8
4.	Aberdeen	5
5.	Dallas	5
6.	Houston	4
7.	Ashburn	3
8.	Des Moines	3

1 - 63 / 63

Sessions by Device Category



Sessions By Page

Rank	Page title	Engaged sessions
1.	Brookings Area Transportation Plan	127
2.	Brookings Area Transportation Plan Events	95
3.	Brookings Area Transportation Plan Resources	31
4.	Brookings Area Transportation Plan Comment Map	26
5.	Brookings Area Transportation Plan Contact	20

1 - 5 / 5



Appendix B: Informational Handout

PUBLIC MEETING OPEN HOUSE #2

FEBRUARY 25, 2026

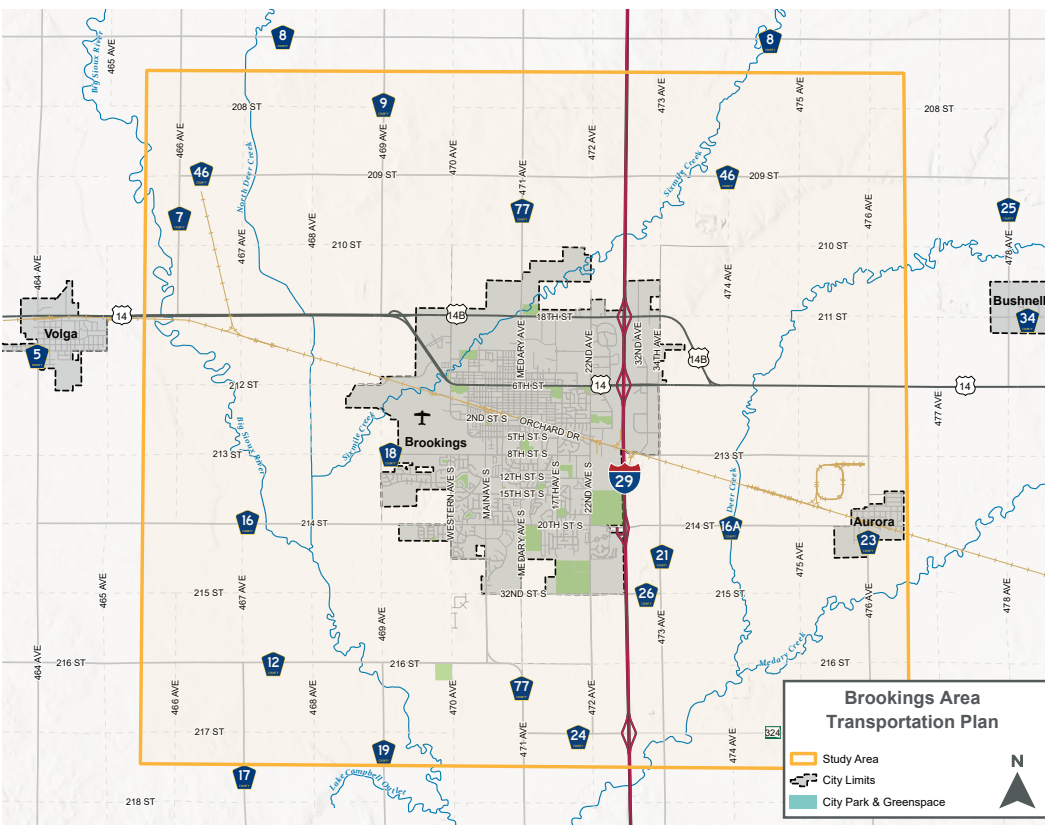
Study Overview

The Brookings Area Transportation Plan (BATP) will serve as a set of recommendations and guidelines for the future development of transportation infrastructure such as roads, bike lanes, and walking paths in the community. The plan will guide transportation decisions and investments for primary modes of travel, including vehicle, bicycle, pedestrian, and transit.

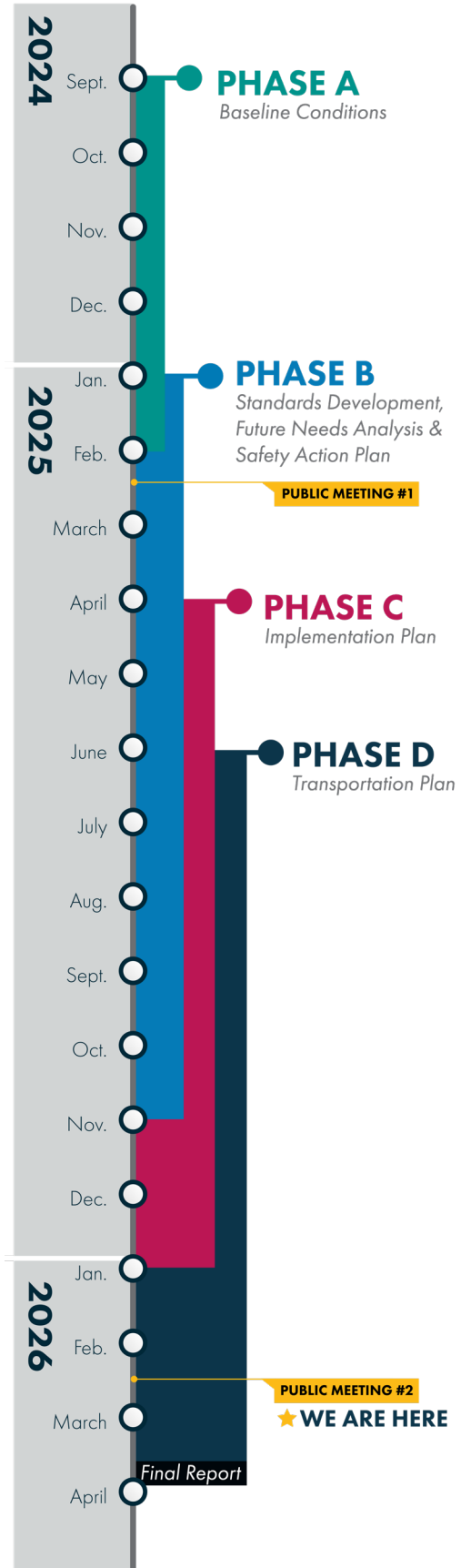
The study team is currently developing the final report and is gathering feedback from the public and area stakeholders to help refine project recommendations.

This BATP is a collaborative effort between the City of Brookings, South Dakota Department of Transportation (SDDOT), partner agencies, the public, and study stakeholders.

Study Area



Study Timeline



SCAN THE QR CODE TO LEARN MORE ON THE STUDY WEBSITE!



All information presented at the public meeting open house is available on the study website.

<https://www.brookingsatp.com>

Today's Meeting Objectives

Thank you for attending the Brookings Area Transportation Plan (BATP) public meeting open house. We appreciate your input!

At this second public meeting, the study team is looking for your feedback on the following preliminary recommendations:



Long-range transportation projects and priorities



Transportation safety priorities and strategies

The South Dakota Department of Transportation gives public notice of its policy to uphold and assure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 and related Nondiscrimination authorities. Title VI and related Nondiscrimination authorities stipulate that no person in the United States of America shall on the grounds of race, color, national origin, religion, sex, age, disability, income level or Limited English Proficiency be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.

Any person who has questions concerning this policy or wishes to file a discrimination complaint should contact the Department's Civil Rights Office at 605-773-3540.

Area Transportation Plan Components

A BASELINE CONDITIONS ANALYSIS AND COMMUNITY PROFILE

B STANDARDS DEVELOPMENT AND FUTURE NEEDS ANALYSIS

1. Major Roads Plan
2. Roadway Standards and Guidelines
3. Roadway corridor projects
4. Bicycle and pedestrian projects
5. Safety projects
6. Supporting recommendations for other transportation elements, including standards and policies, transit, freight, and pavement preservation

C IMPLEMENTATION PLAN

1. List of future projects
2. Transportation funding opportunities

D AREA TRANSPORTATION PLAN REPORT

STUDY CONTACTS

Charlie Richter, City Engineer
CITY OF BROOKINGS

📞 605-692-6629 ✉️ CRichter@cityofbrookings-sd.gov

Katrina Burckhard, SDDOT Project Manager
SDDOT

📞 605-773-6641 ✉️ Katrina.Burckhard@state.sd.us

Tom Cook, Consultant Project Manager
HDR

📞 605-977-7773 ✉️ Thomas.Cook@hdrinc.com

SCAN TO PROVIDE FEEDBACK!



Please provide your comments by **Wednesday, March 11, 2026**, to help shape the final recommendations in BATP!



Appendix C: Display Boards

WELCOME

PUBLIC MEETING OPEN HOUSE

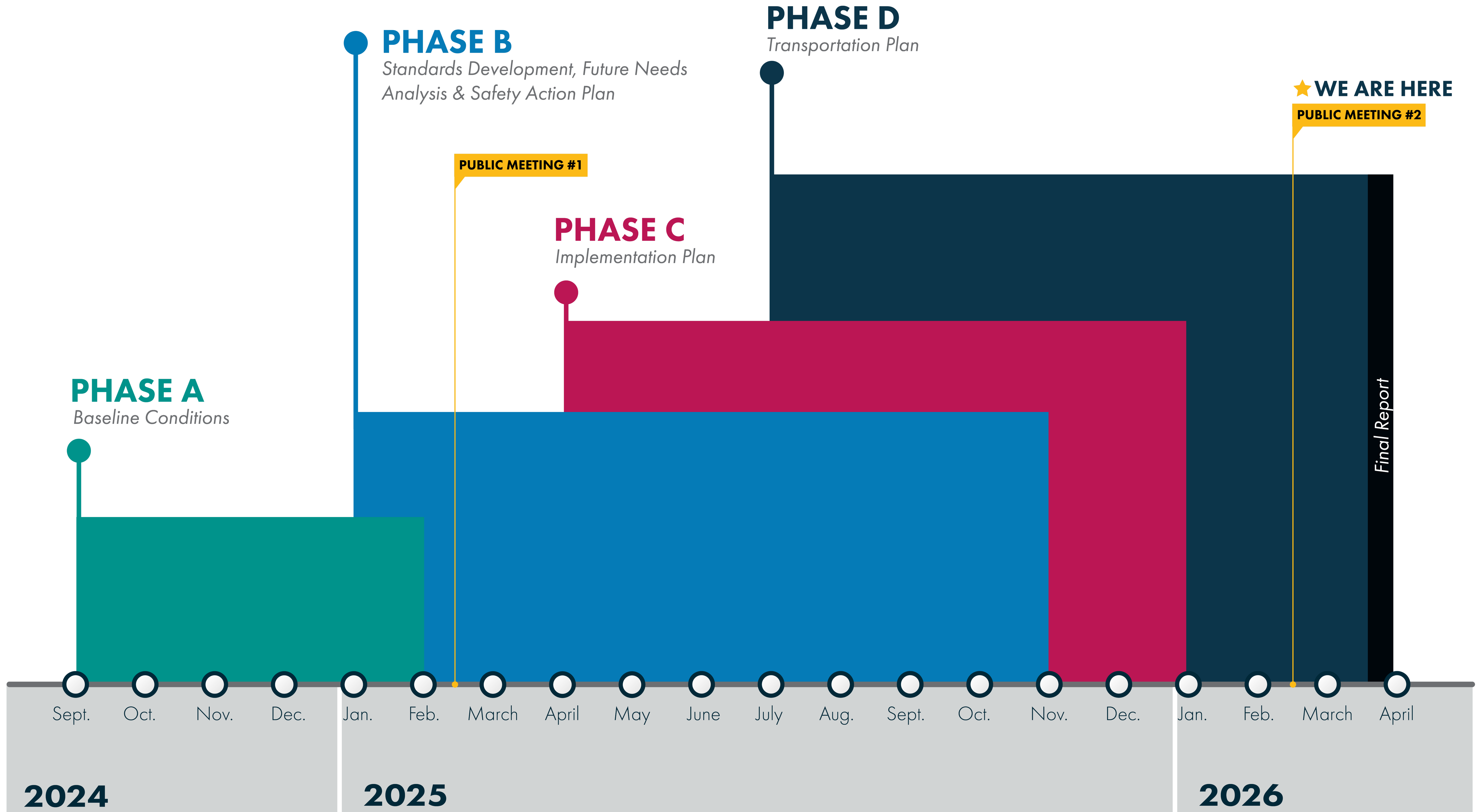
4-6 p.m.



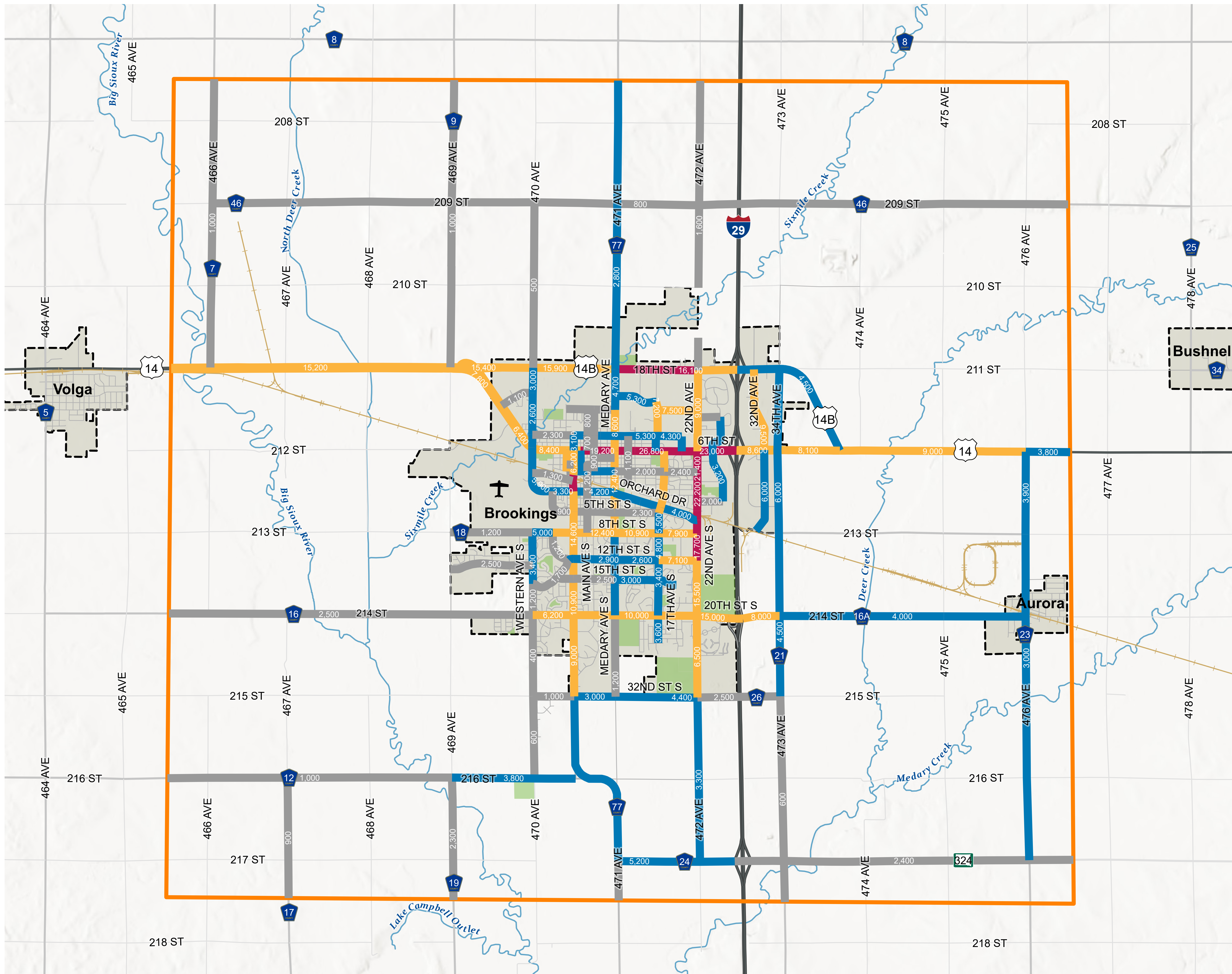
BROOKINGS
AREA TRANSPORTATION PLAN



STUDY SCHEDULE



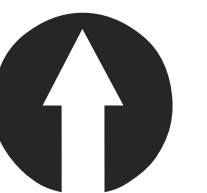
2050 PLANNING HORIZON DAILY TRAFFIC VOLUMES



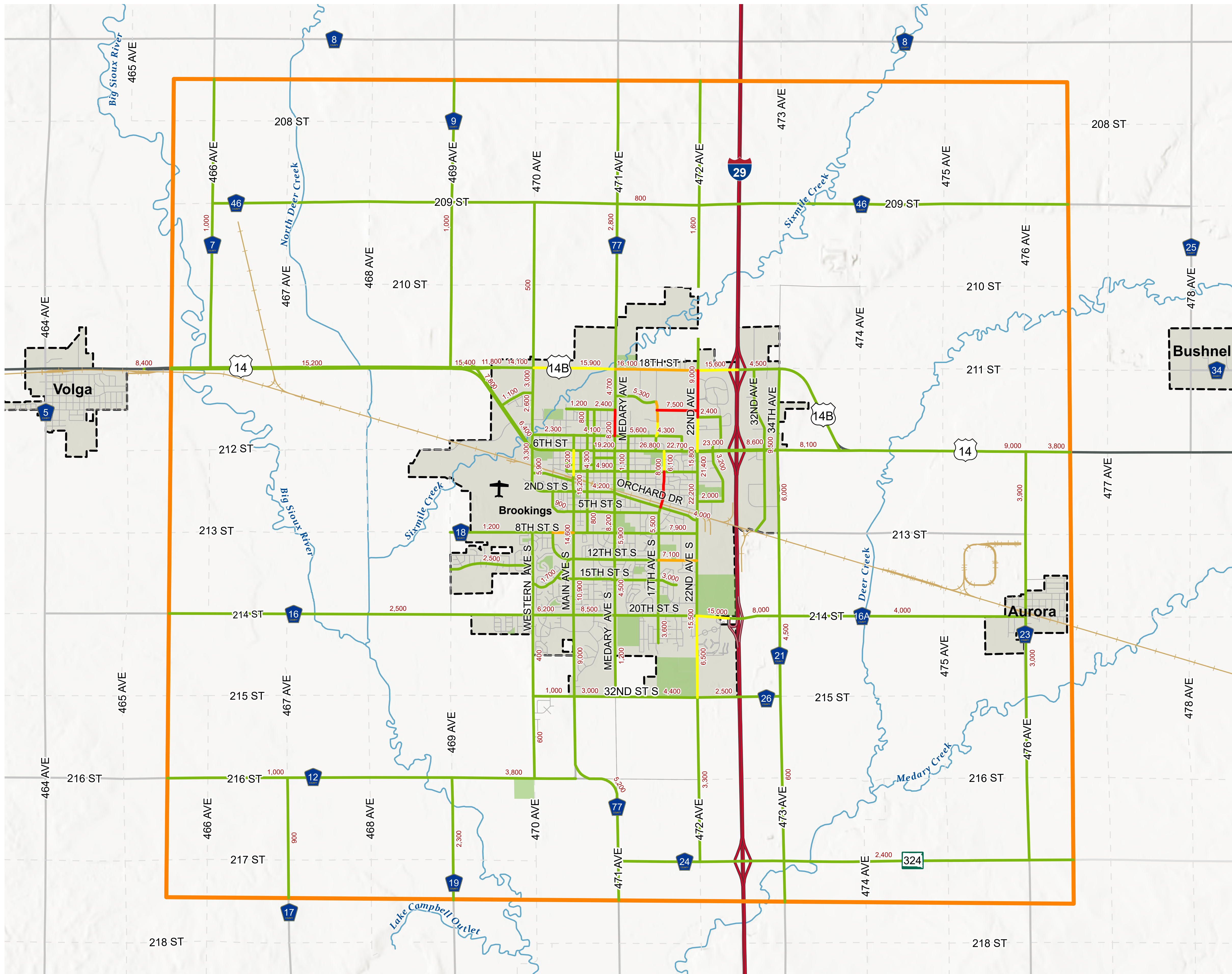
LEGEND

- 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



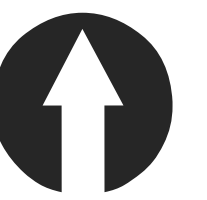
2050 PLANNING HORIZON LEVEL OF SERVICE



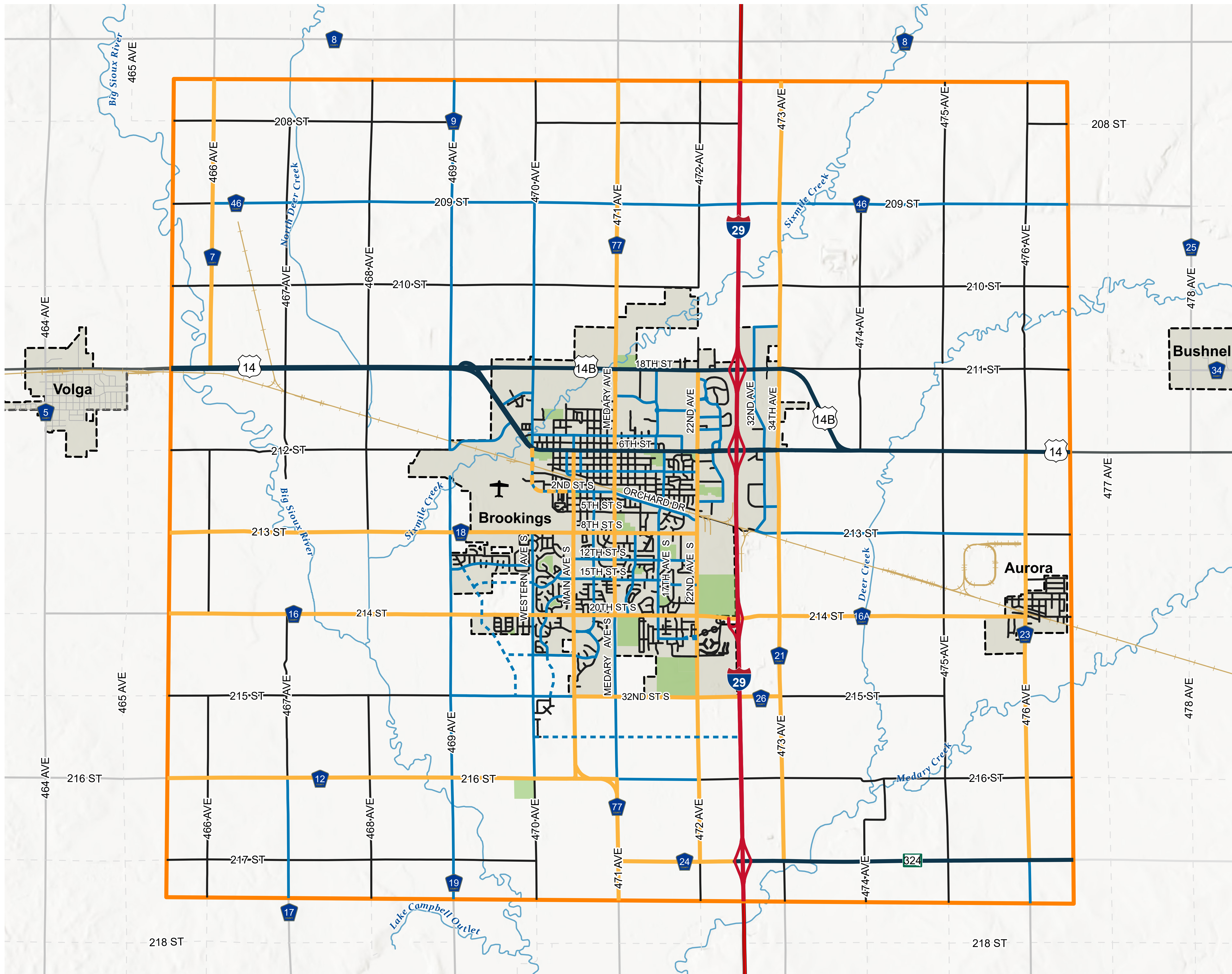
LEGEND

- 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



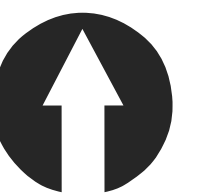
MAJOR ROADS PLAN



LEGEND

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

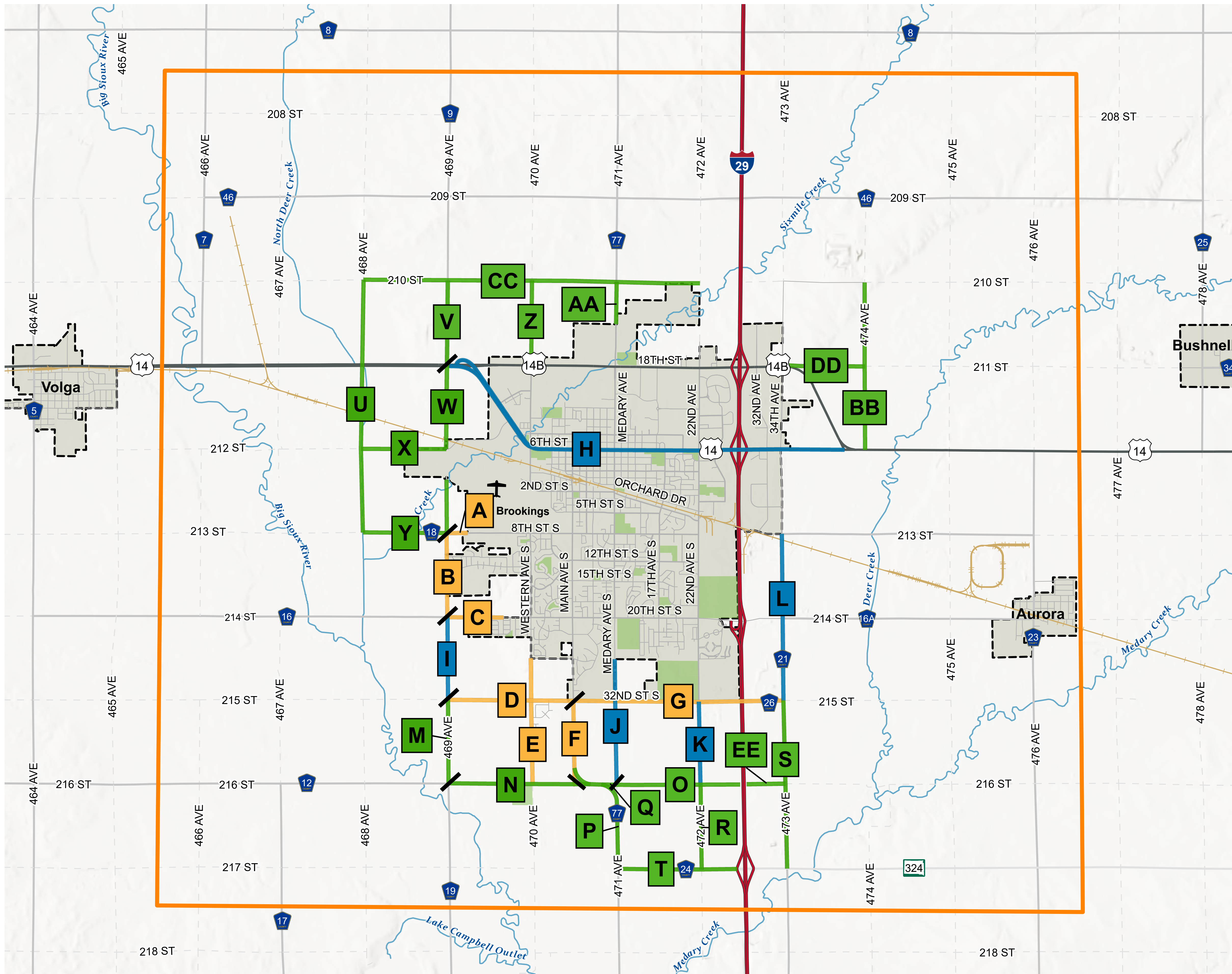
0 2 Miles



BROOKINGS
AREA TRANSPORTATION PLAN

SD DOT brookings SOUTH DAKOTA

CANDIDATE ROADWAYS FOR FUTURE JURISDICTIONAL TRANSFER



LEGEND

- Study Area
- City Limits
- City Park & Greenspace
- Interstate
- US Highways
- State Highways
- County Roads
- City Road
- Township Roads

Candidate Roadways for Jurisdictional Transfer

TIER 1 SEGMENTS A-G

High priority to address existing needs or as part of planned projects

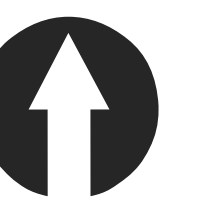
TIER 2 SEGMENTS H-L

Medium priority or priority based on future development timeline

TIER 3 SEGMENTS M-EE

Low priority or long-range needs

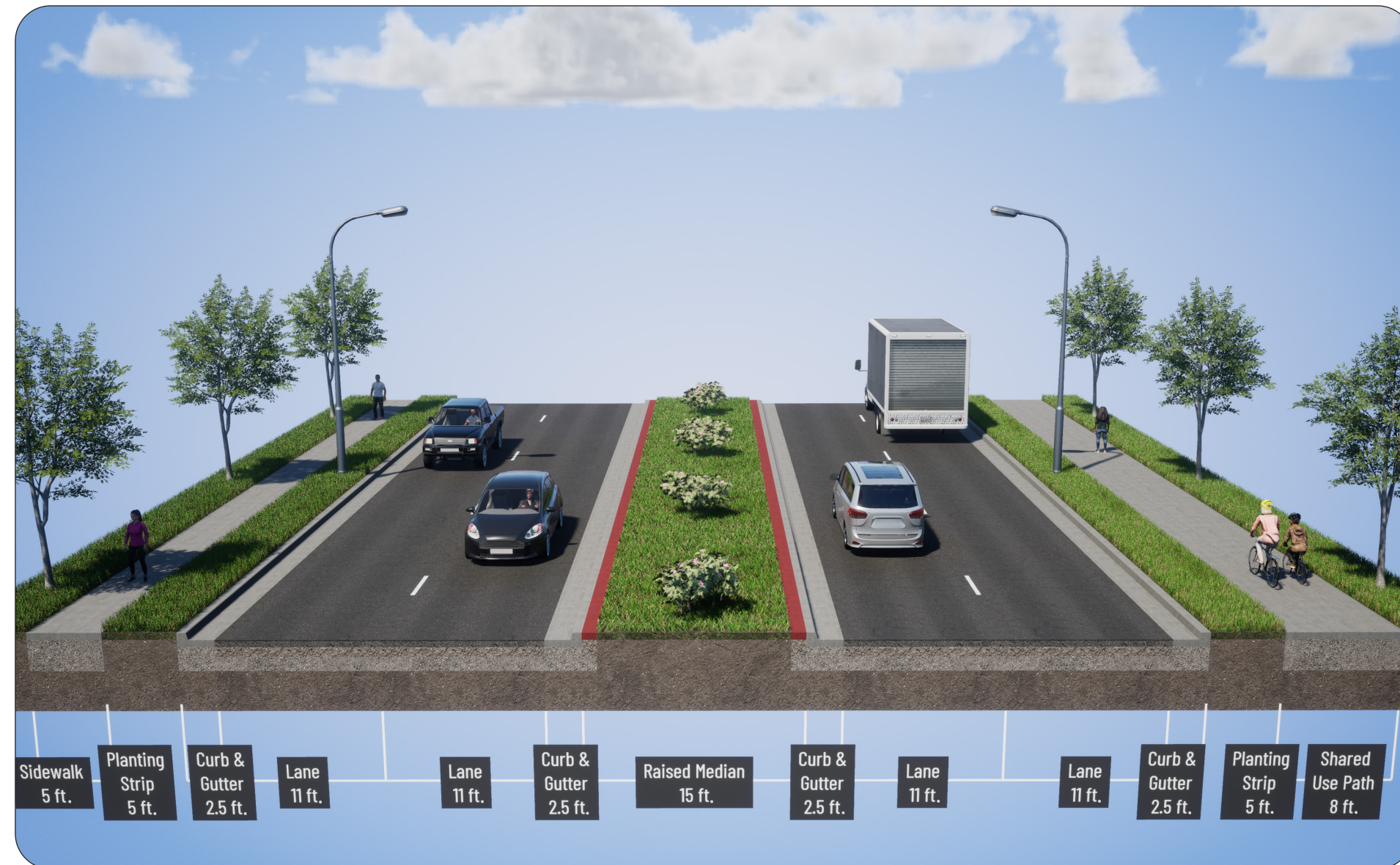
0 2 Miles



STREET TYPICAL SECTIONS

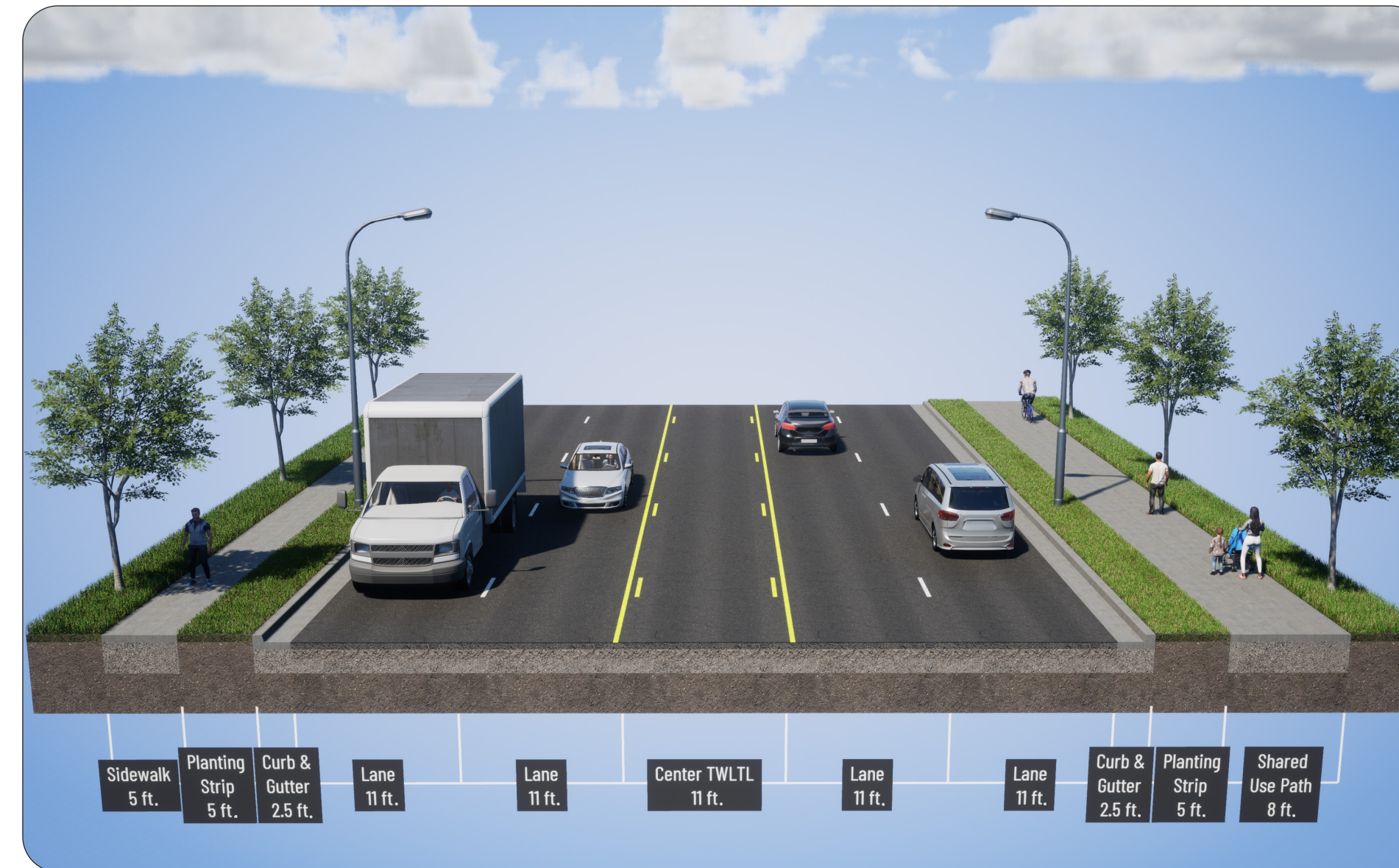
Urban 4-Lane Divided Arterial Typical Section with Full Raised Median

92-foot Right-of-Way



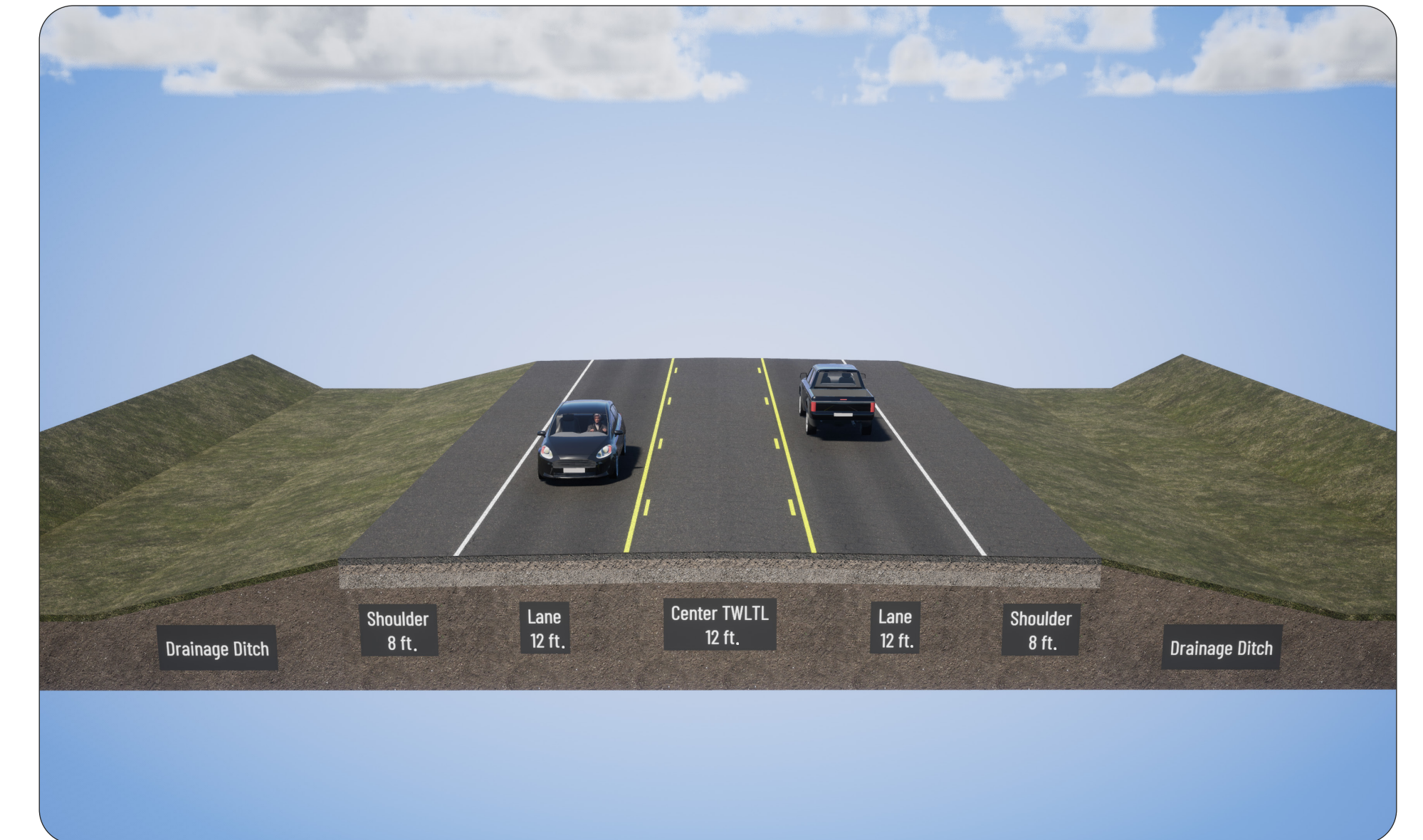
Urban 5-Lane Arterial Typical Section with Center Two-Way Left Turn Lane

83-foot Right-of-Way



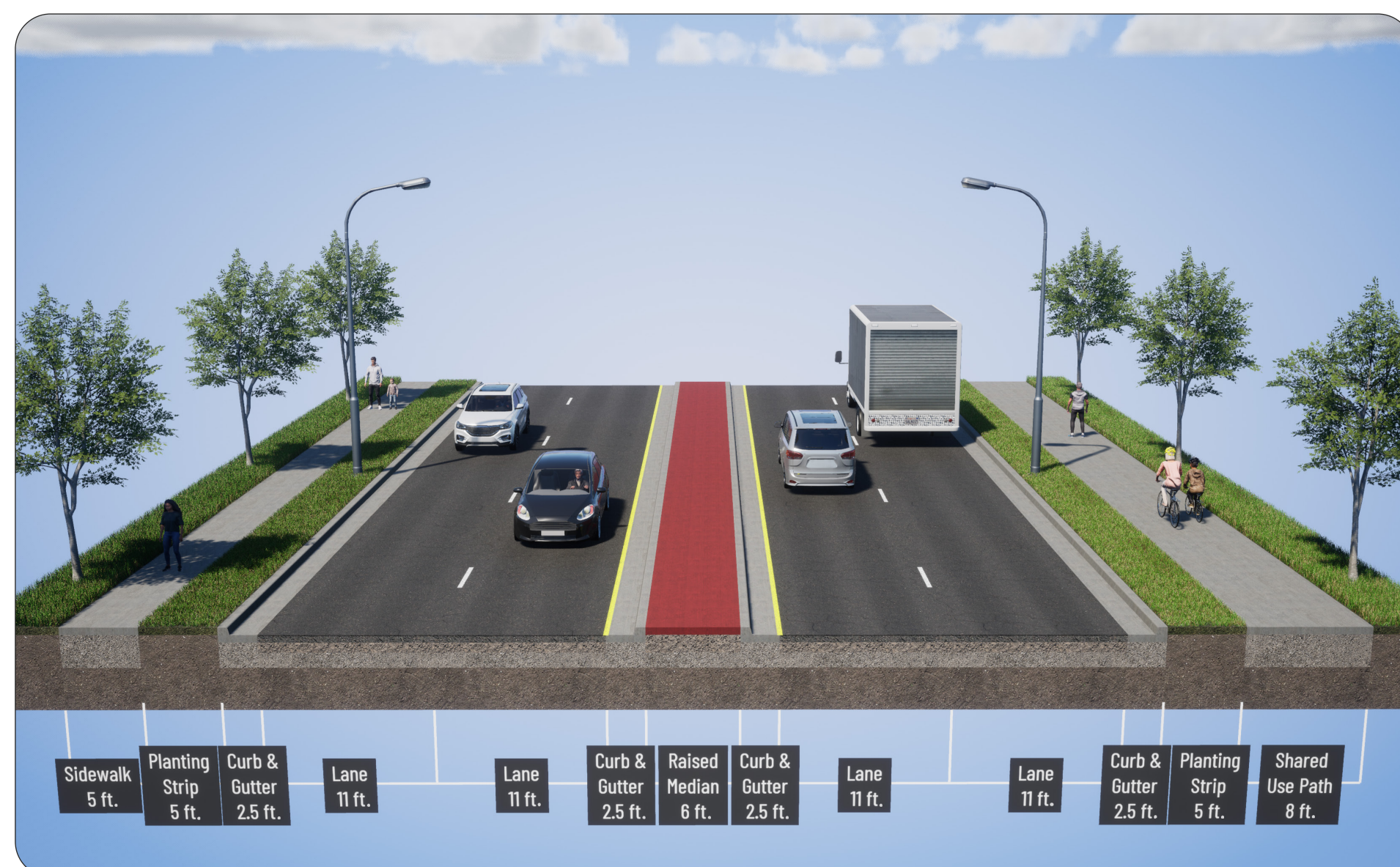
Rural 3-Lane Arterial Typical Section

80-foot Right-of-Way



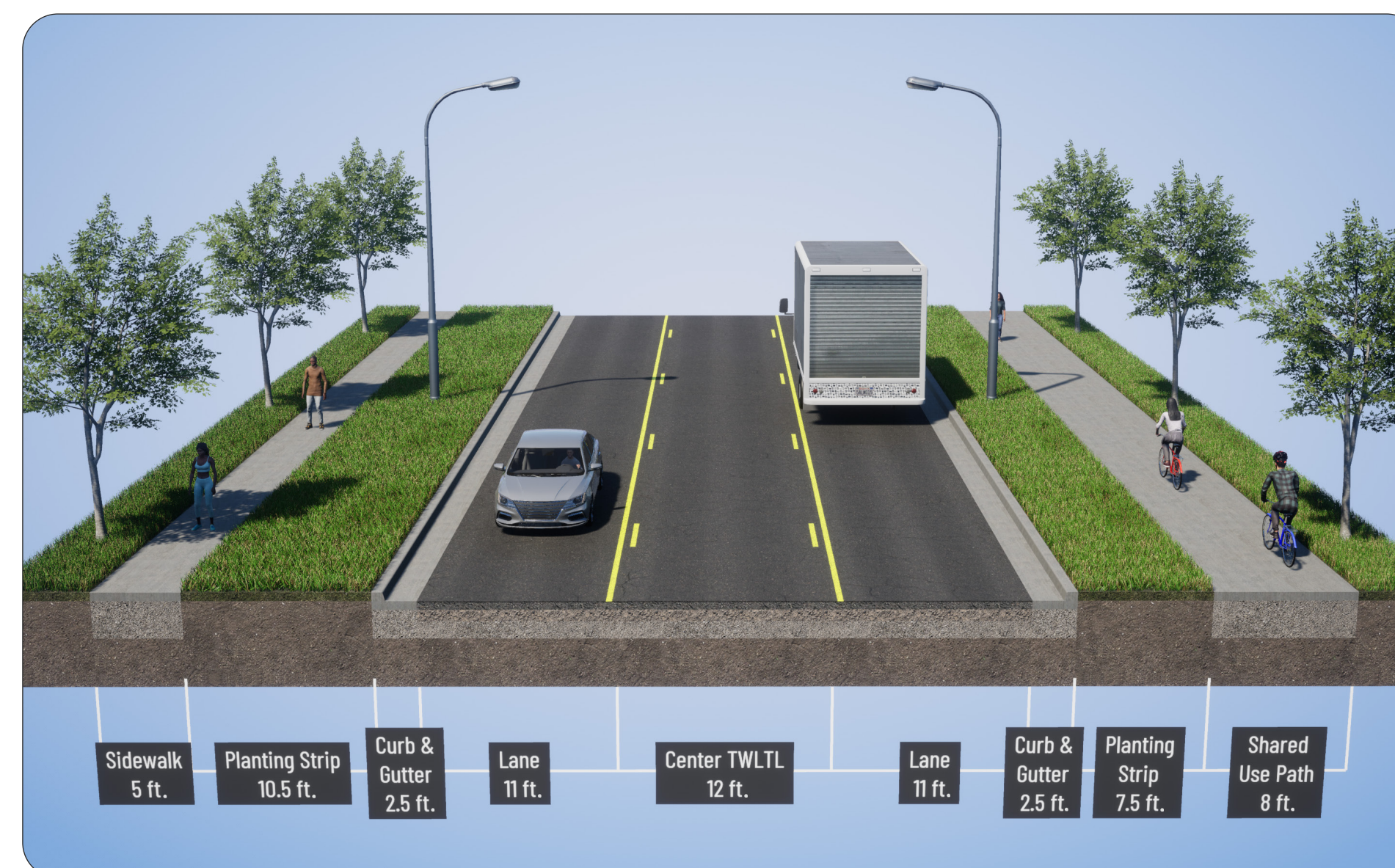
Urban 4-Lane Divided Arterial Typical Section with Hybrid Raised Median

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

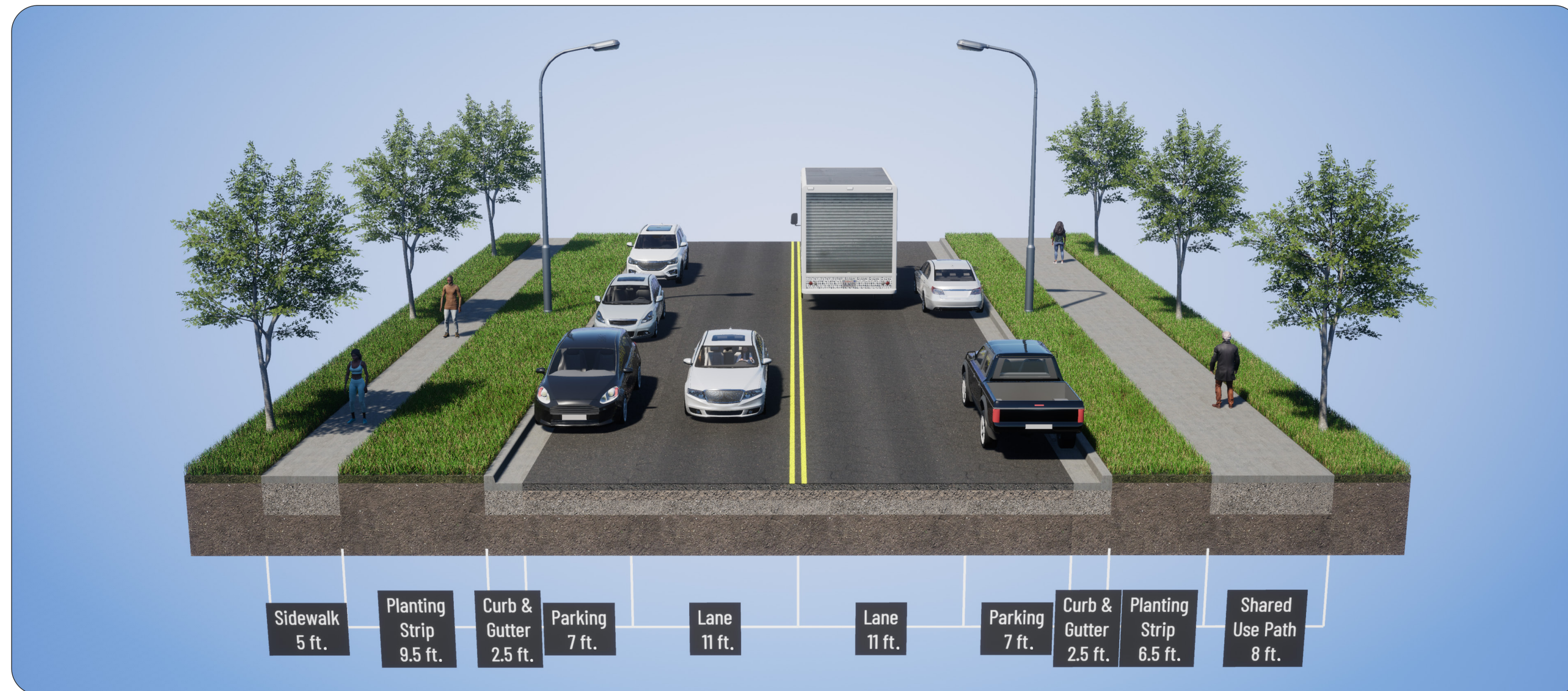
70 to 80-foot Right-of-Way



STREET TYPICAL SECTIONS

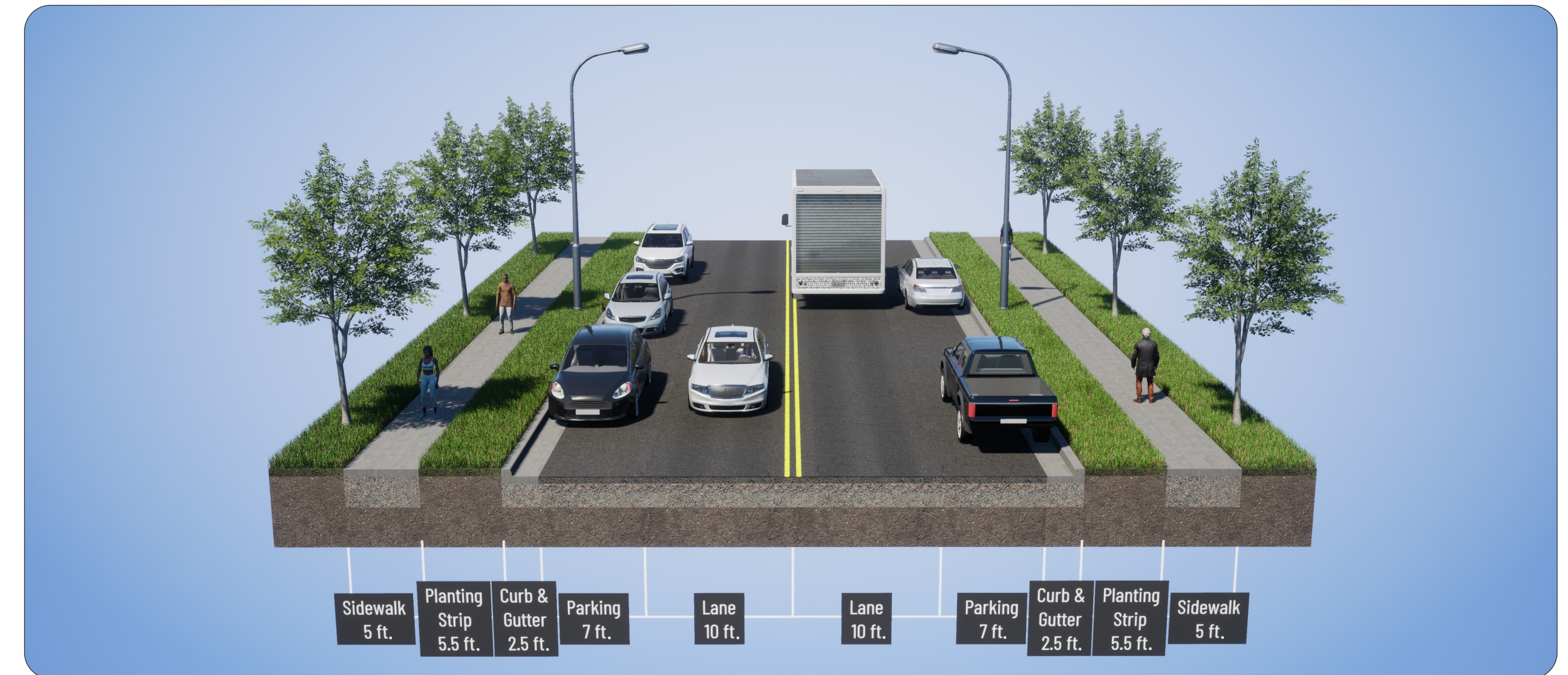
Urban 2-Lane Collector Typical Section with On-Street Parking (Both Sides)

70-foot Right-of-Way



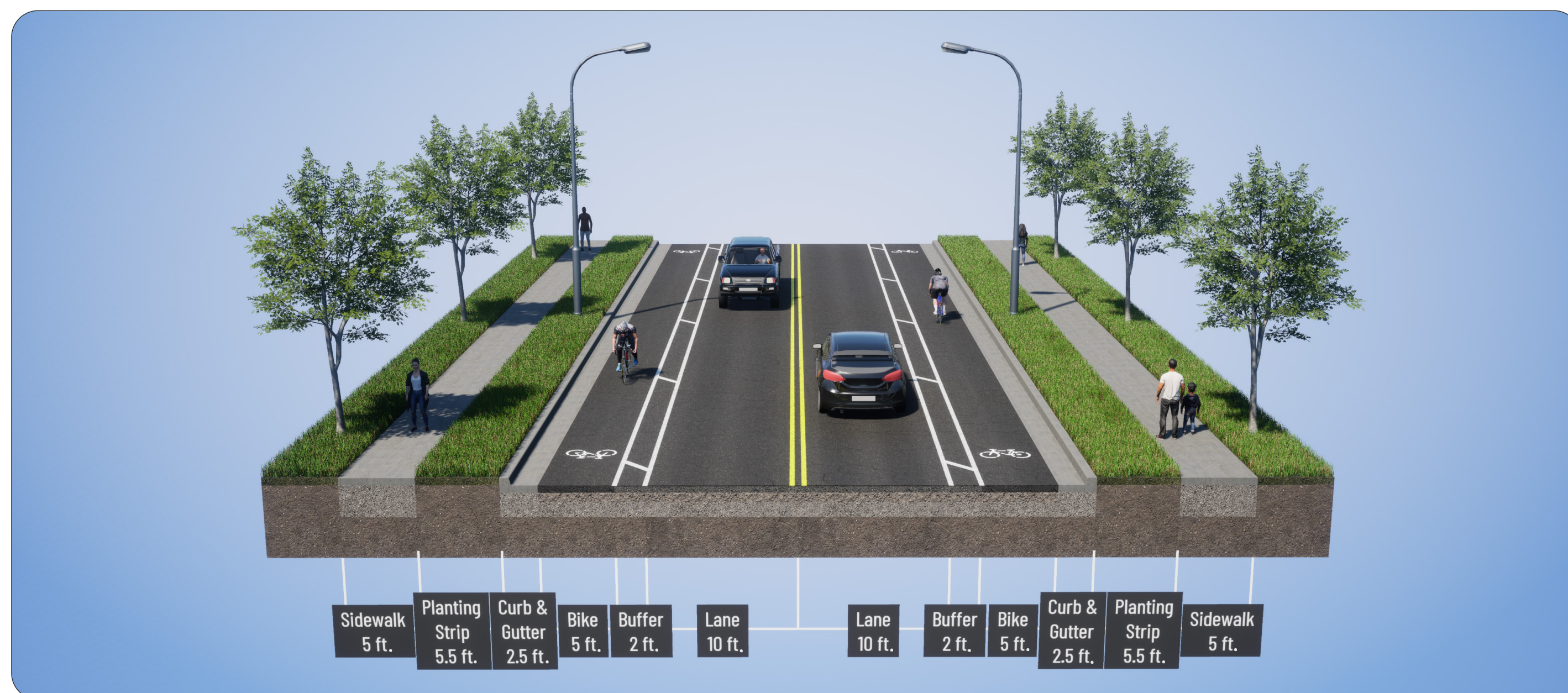
Urban 2-Lane Local Typical Section with On-Street Parking (Both Sides)

60-foot Right-of-Way



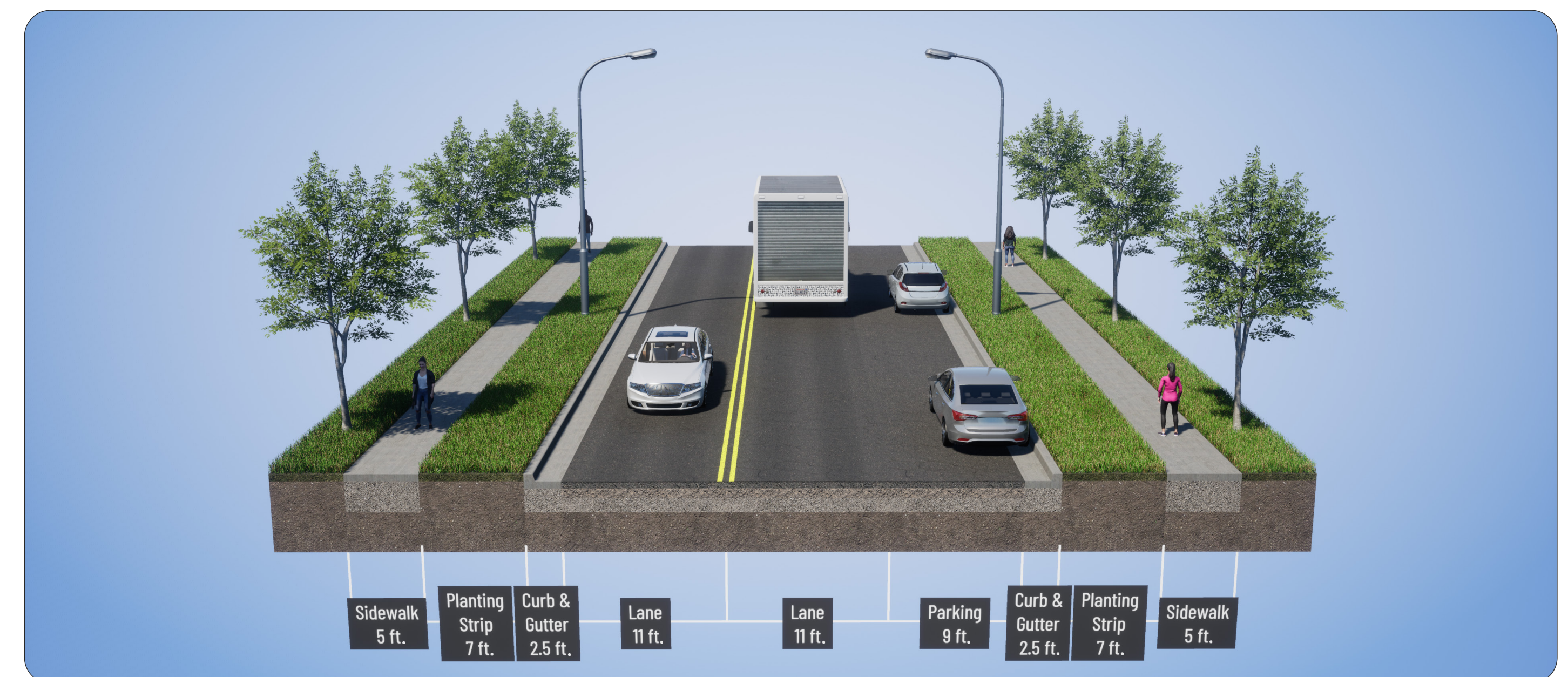
Urban Retrofit 2-Lane Collector and Local Typical Section with Separated Bike Lanes

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).

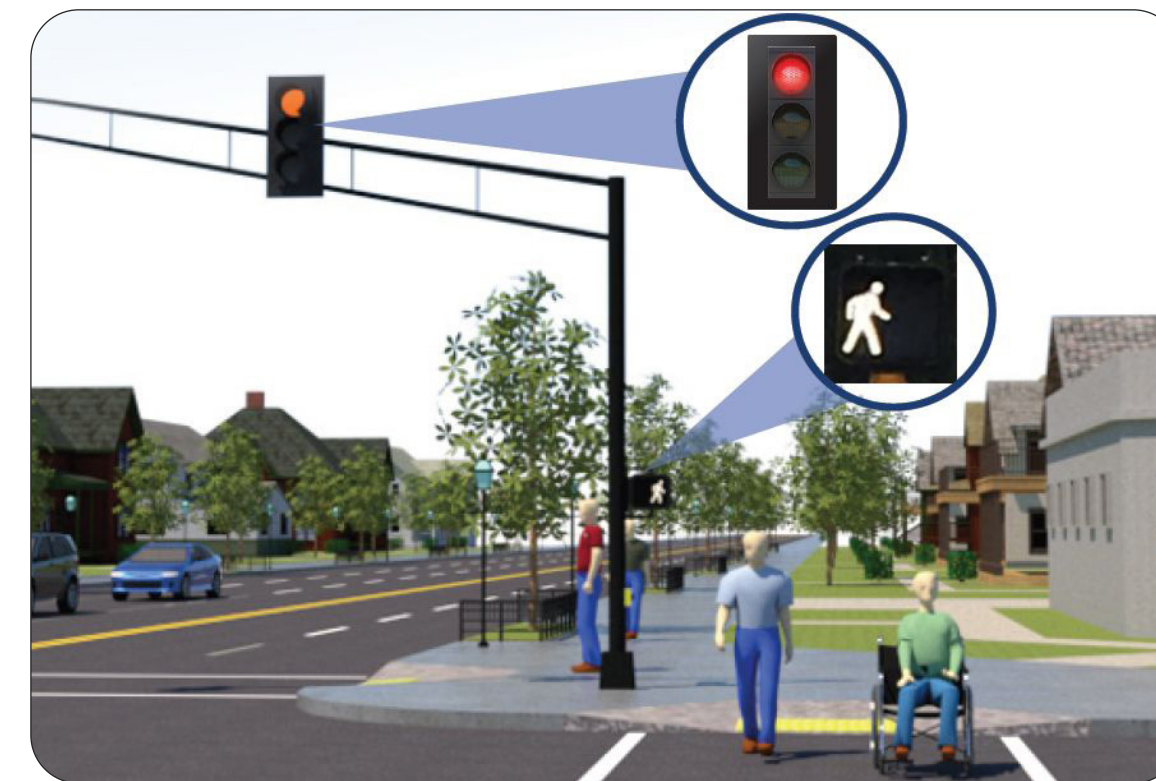
12th Street S (near Boys & Girls Club)



VOTE HERE!

LEADING PEDESTRIAN INTERVALS

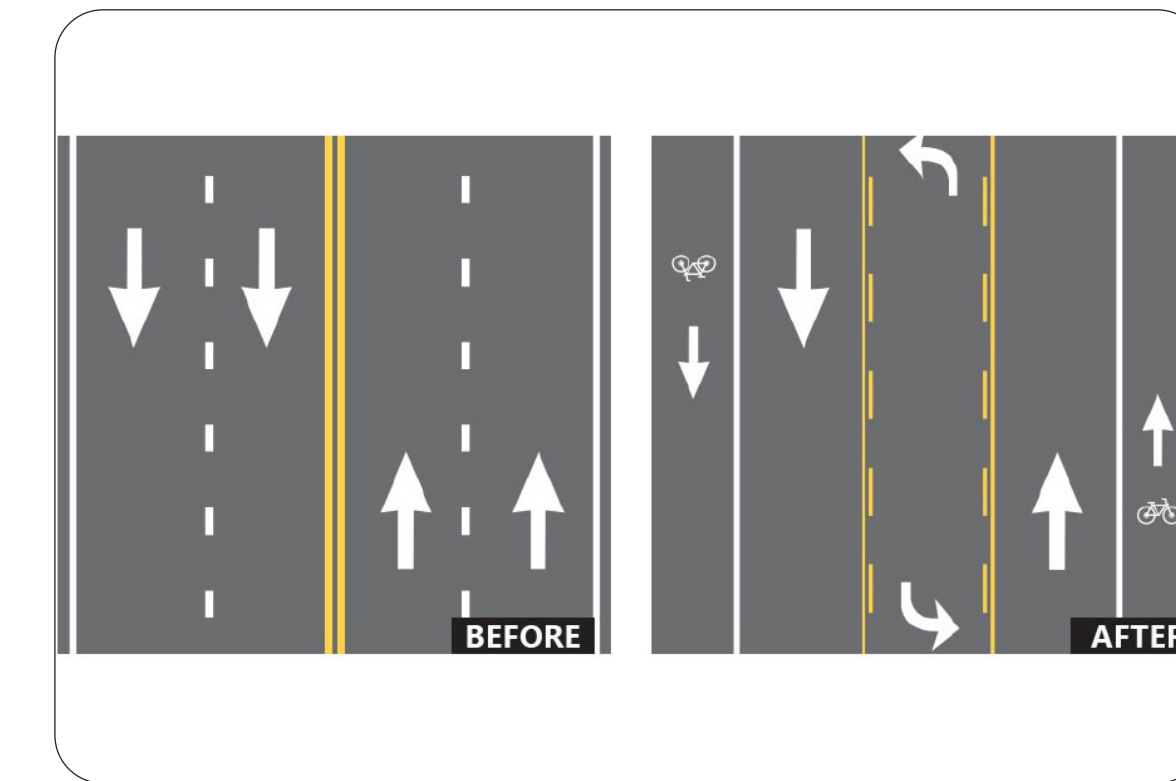
Leading pedestrian intervals provide pedestrians a three to seven second head start prior to a green indication for vehicles on the parallel street. This additional uninterrupted crossing time increases pedestrian visibility for turning vehicles, improves driver yield compliance to pedestrians in the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

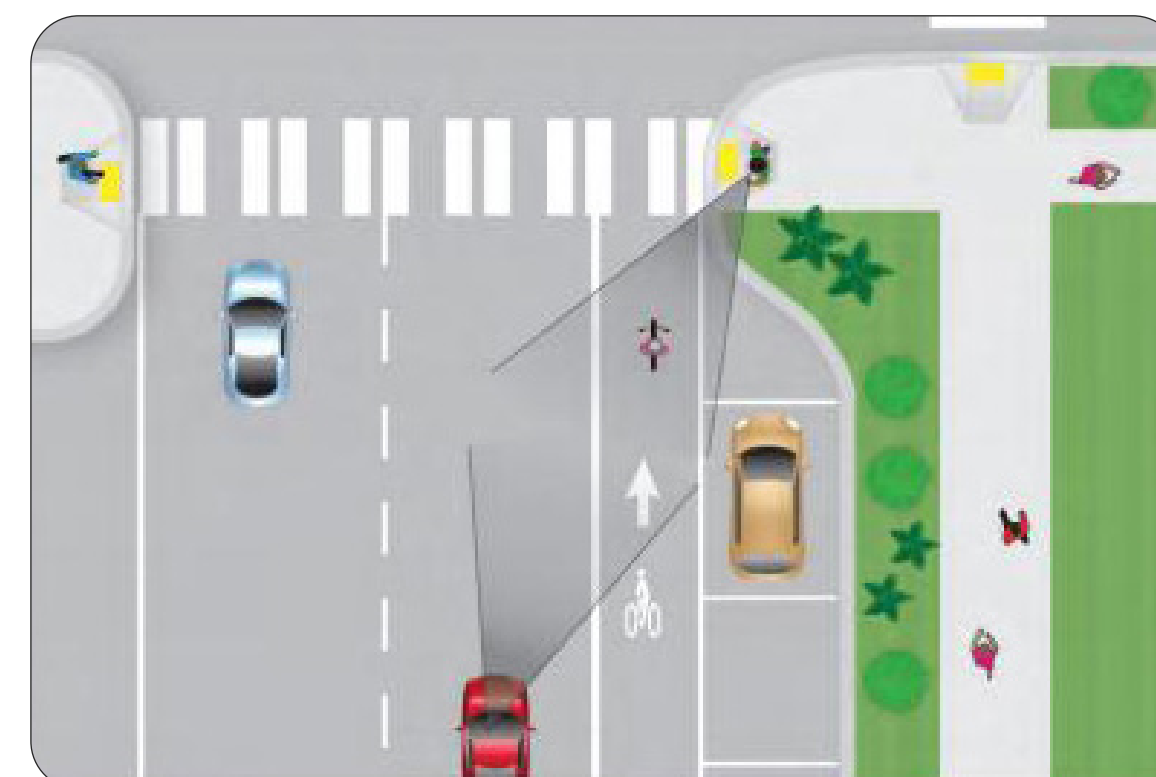
Pedestrian hybrid beacons use flashing lights to improve driver yielding to pedestrians at unsignalized crossings, especially on higher-speed roadways. Refuge islands can be added within a center median to provide additional space for pedestrians to wait to cross the remaining lanes of traffic, minimize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



VOTE HERE!

CURB EXTENSIONS

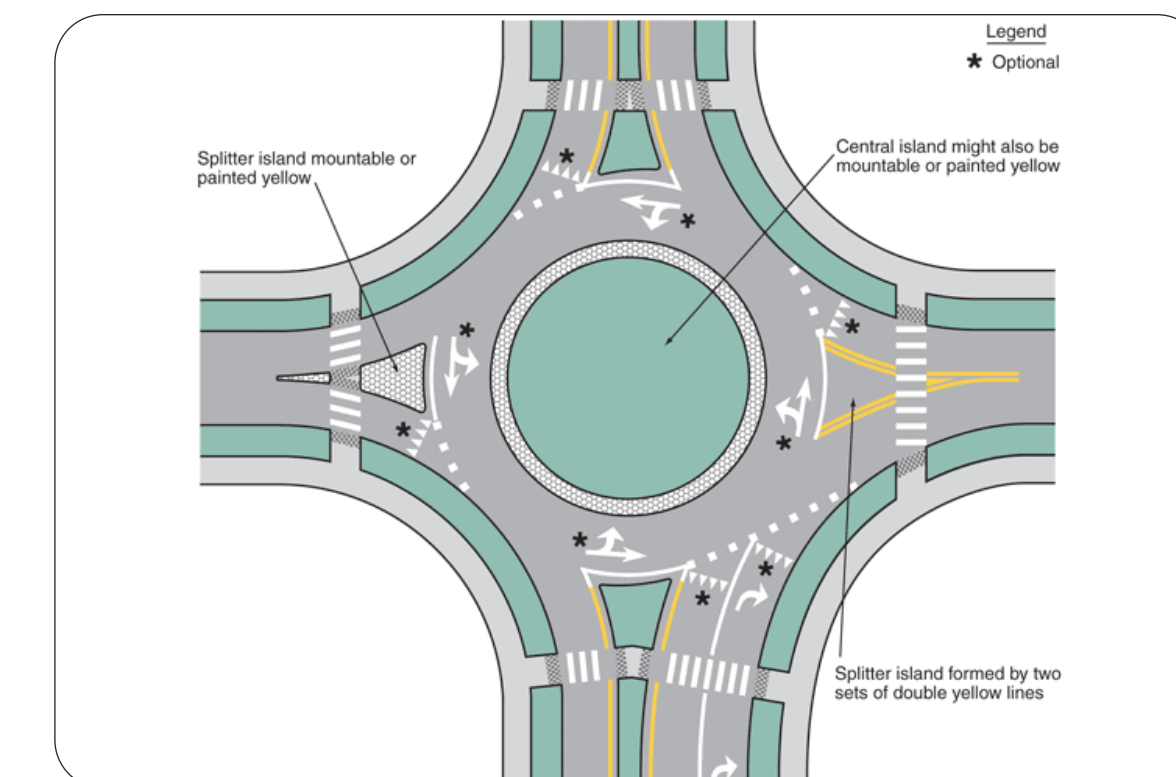
Curb extensions narrow the roadway and create shorter crossing distances for pedestrians. Curb extensions may be placed at intersections or mid-block locations. In addition, curb extension installations can be permanent (with concrete curb and gutter and sidewalk) or temporary (with pavement markings 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

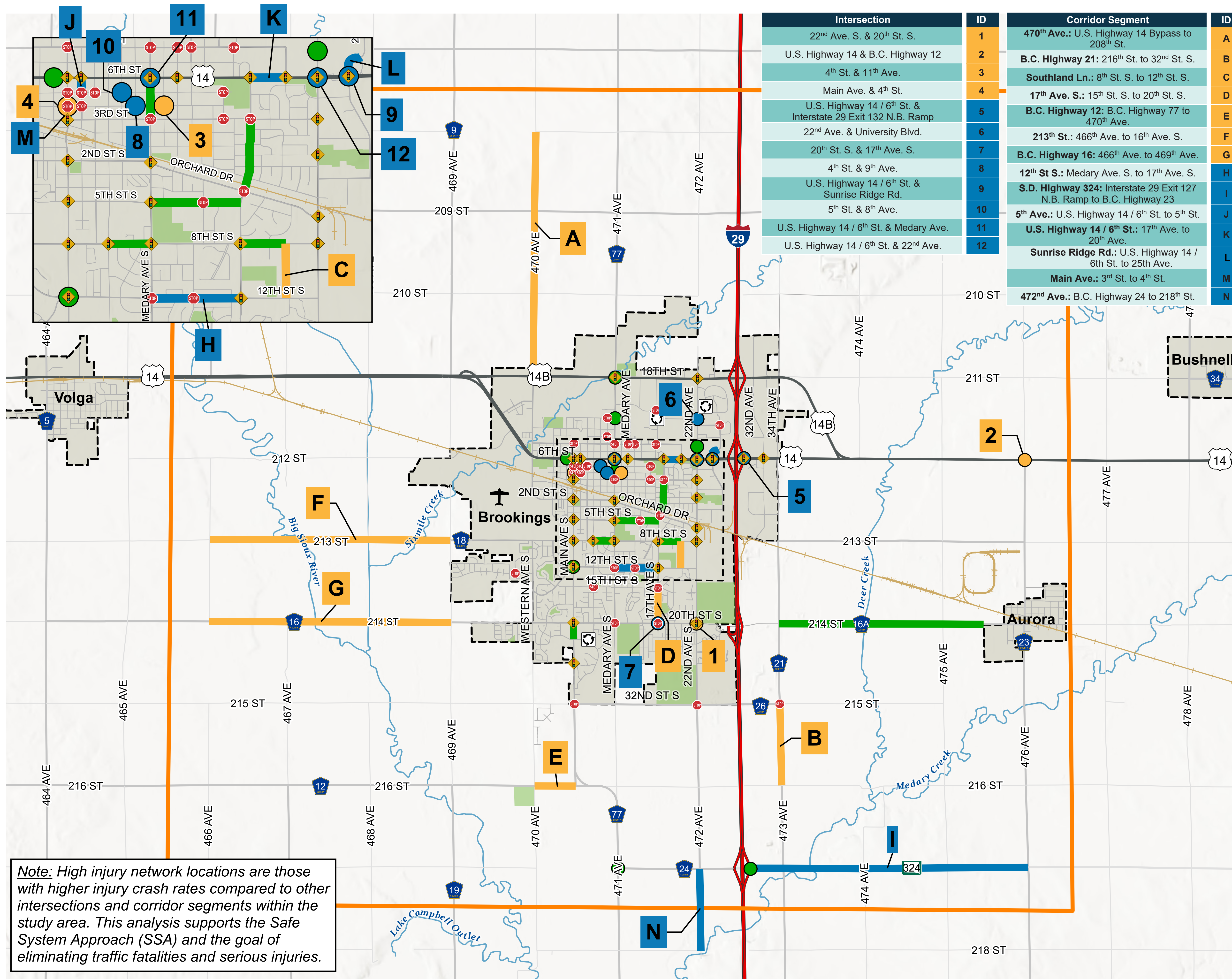
Roundabout design physically slows vehicles as they approach, travel through, and exit a roundabout. This is a benefit to safety and operations for vehicles, pedestrians, and bicyclists.



VOTE HERE!



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



Intersection	ID	Corridor Segment	ID
22 nd Ave. S. & 20 th St. S.	1	470 th Ave.: U.S. Highway 14 Bypass to 208 th St.	A
U.S. Highway 14 & B.C. Highway 12	2	B.C. Highway 21: 216 th St. to 32 nd St. S.	B
4 th St. & 11 th Ave.	3	Southland Ln.: 8 th St. S. to 12 th St. S.	C
Main Ave. & 4 th St.	4	17 th Ave. S.: 15 th St. S. to 20 th St. S.	D
U.S. Highway 14 / 6 th St. & Interstate 29 Exit 132 N.B. Ramp	5	B.C. Highway 12: B.C. Highway 77 to 470 th Ave.	E
22 nd Ave. & University Blvd.	6	213 th St.: 466 th Ave. to 16 th Ave. S.	F
20 th St. S. & 17 th Ave. S.	7	B.C. Highway 16: 466 th Ave. to 469 th Ave.	G
4 th St. & 9 th Ave.	8	12 th St S.: Medary Ave. S. to 17 th Ave. S.	H
U.S. Highway 14 / 6 th St. & Sunrise Ridge Rd.	9	S.D. Highway 324: Interstate 29 Exit 127 N.B. Ramp to B.C. Highway 23	I
5 th St. & 8 th Ave.	10	5 th Ave.: U.S. Highway 14 / 6 th St. to 5 th St.	J
U.S. Highway 14 / 6 th St. & Medary Ave.	11	U.S. Highway 14 / 6 th St.: 17 th Ave. to 20 th Ave.	K
U.S. Highway 14 / 6 th St. & 22 nd Ave.	12	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)

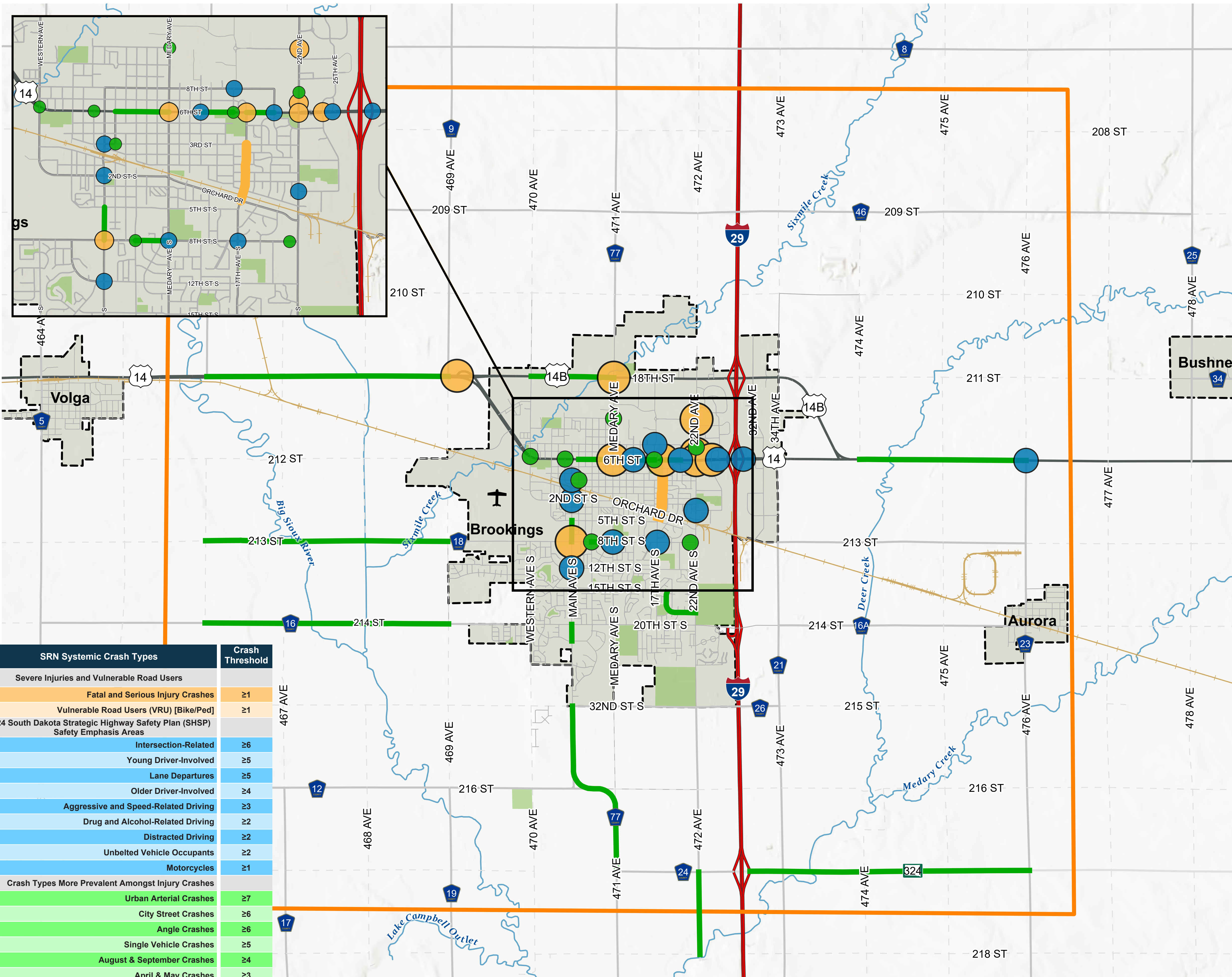
- All Way Stop-Control Intersections
- Roundabout Intersection
- Signalized Intersections
- Elevated Crash Index Intersections and Segments**
- Tier 1 - Higher Priority
- Tier 2 - Medium Priority
- Tier 3 - Lower Priority
- Study Area
- City Limits
- City Park & Greenspace



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

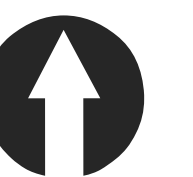
- 3 or more SRN types
- 5 or more SRN types
- 7 or more SRN types

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.

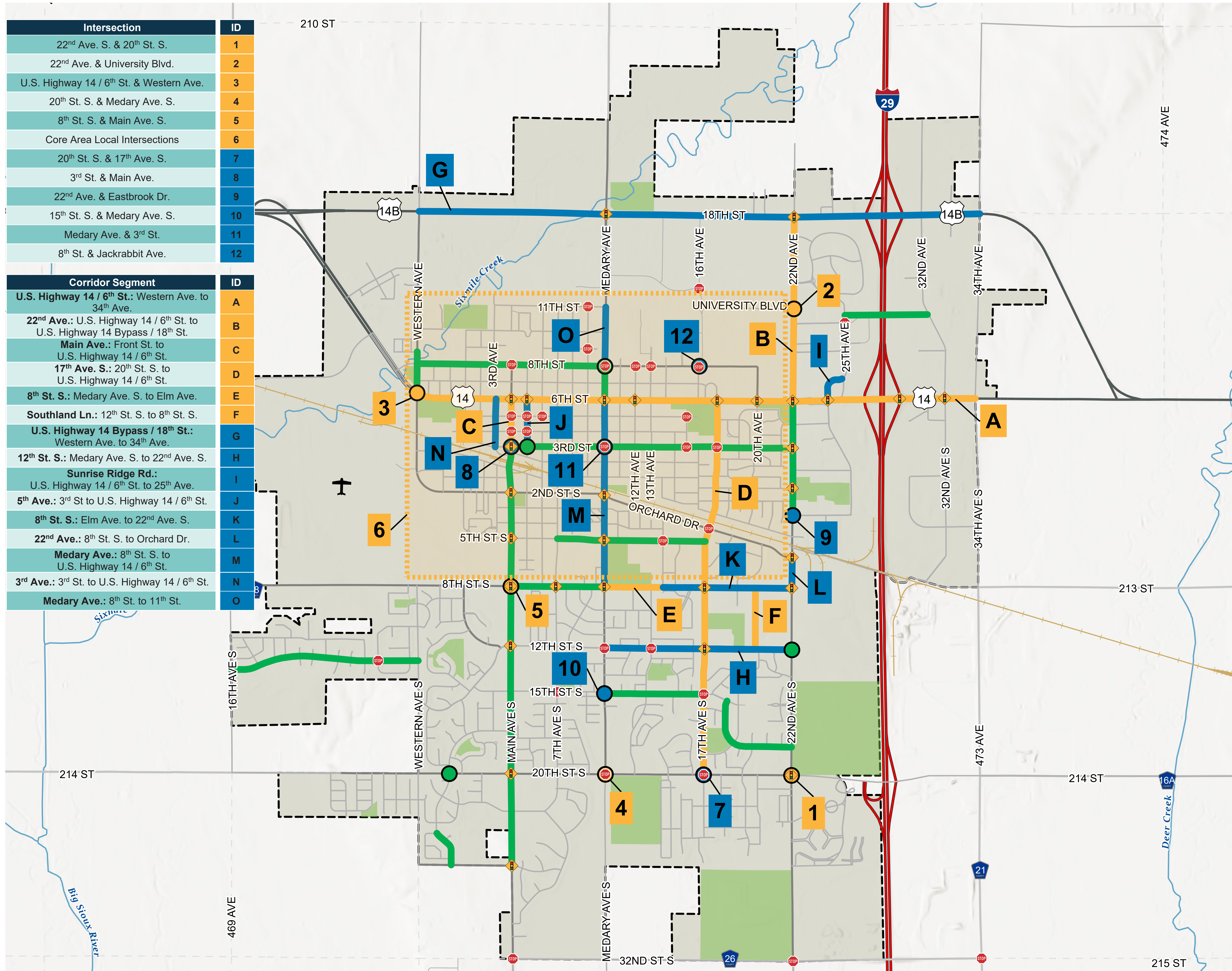
0 2 Miles



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



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

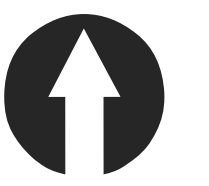
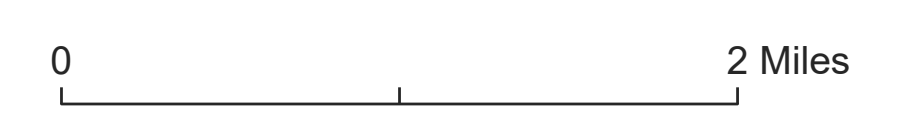
Intersections

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

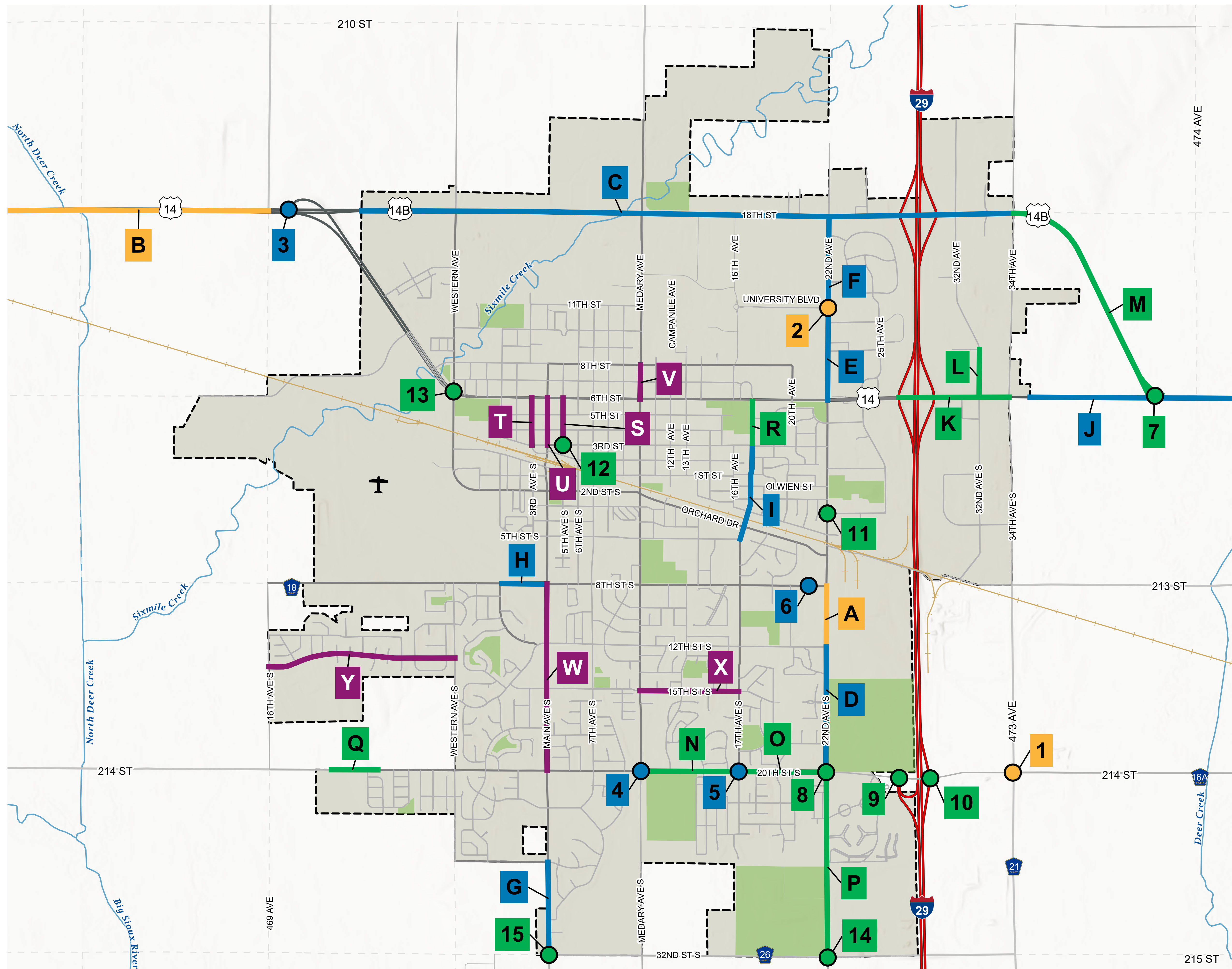
Segments

- 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

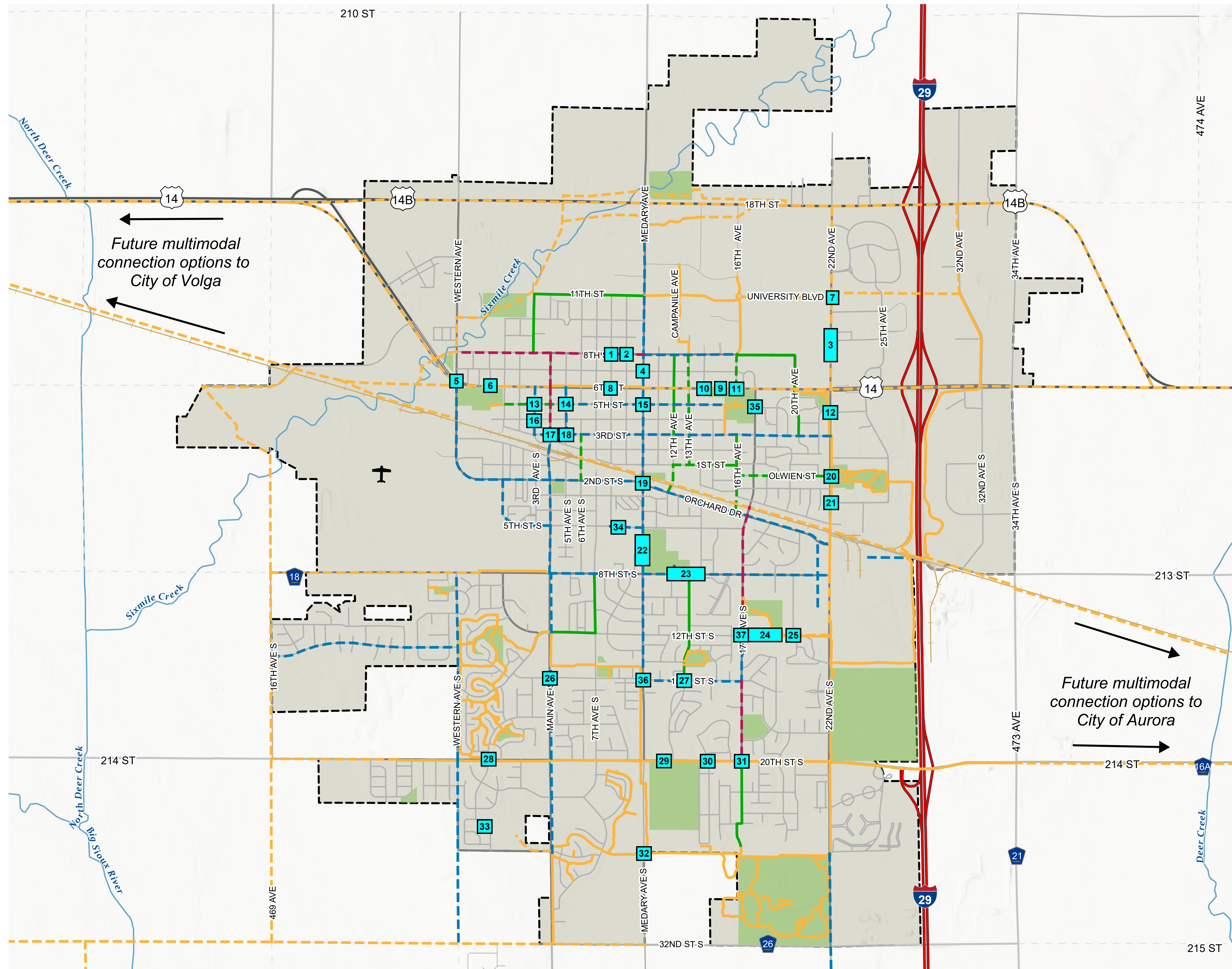


LEGEND

- 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.

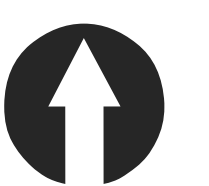
BICYCLE & PEDESTRIAN PLAN



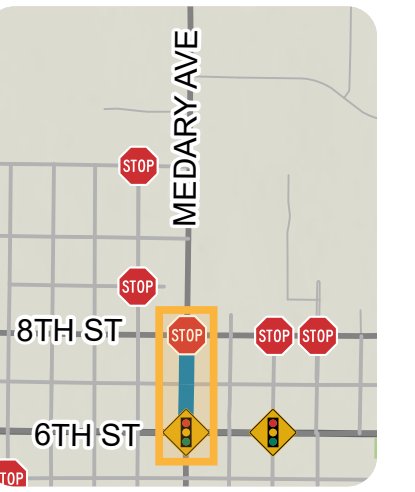
LEGEND

- 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



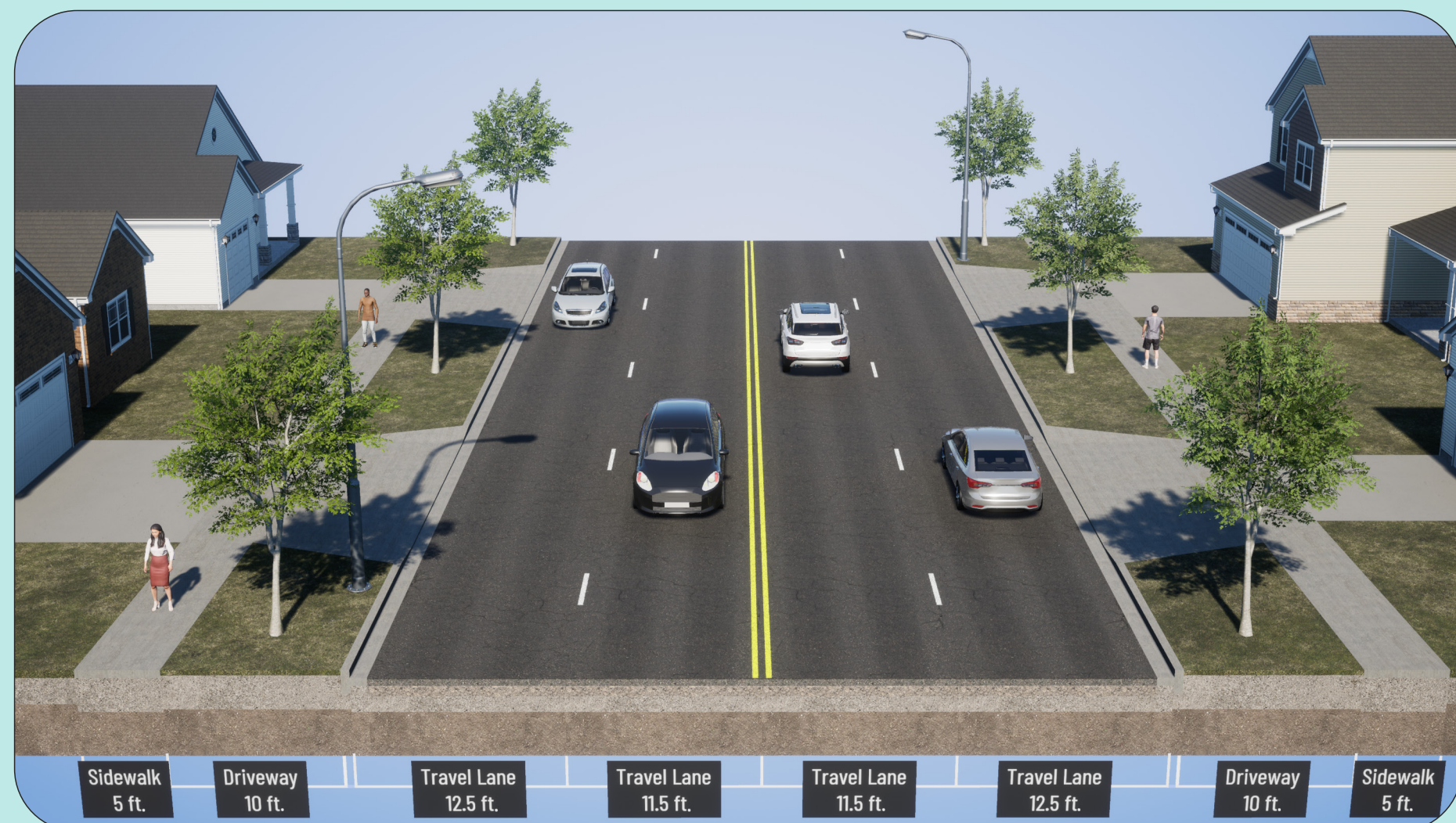
If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

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

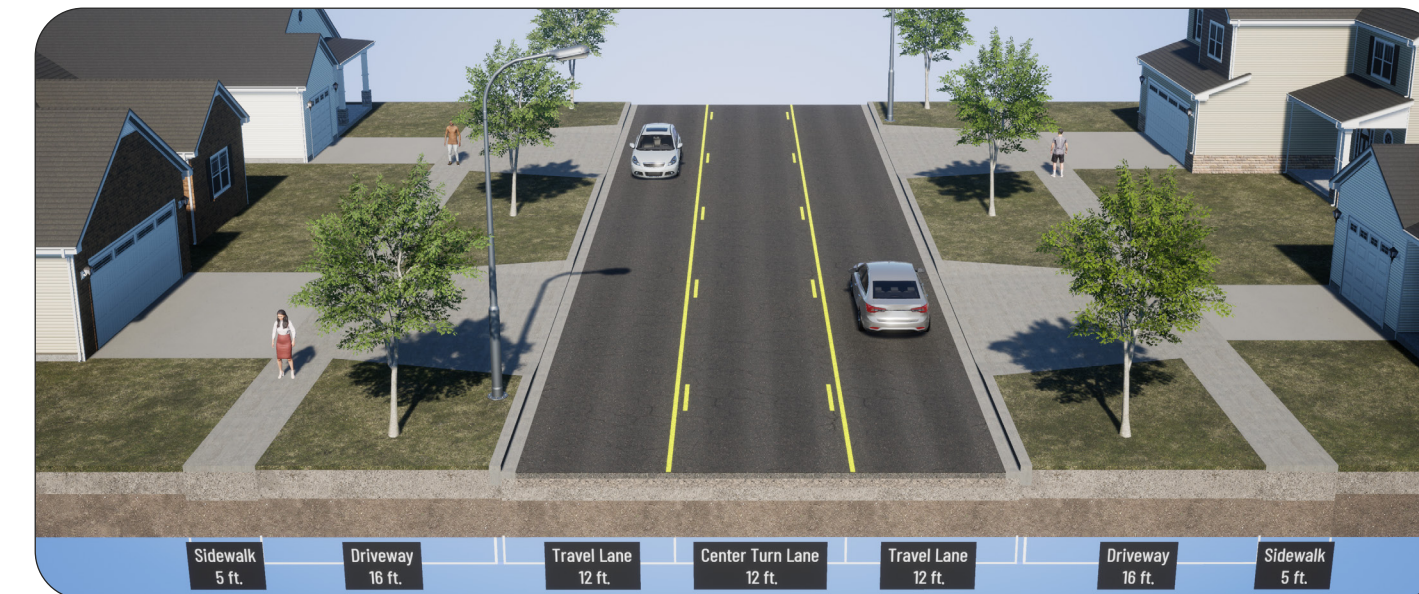
MEDARY AVENUE | U.S. Highway 14/6th Street to 8th Street

VOTE/COMMENT HERE!

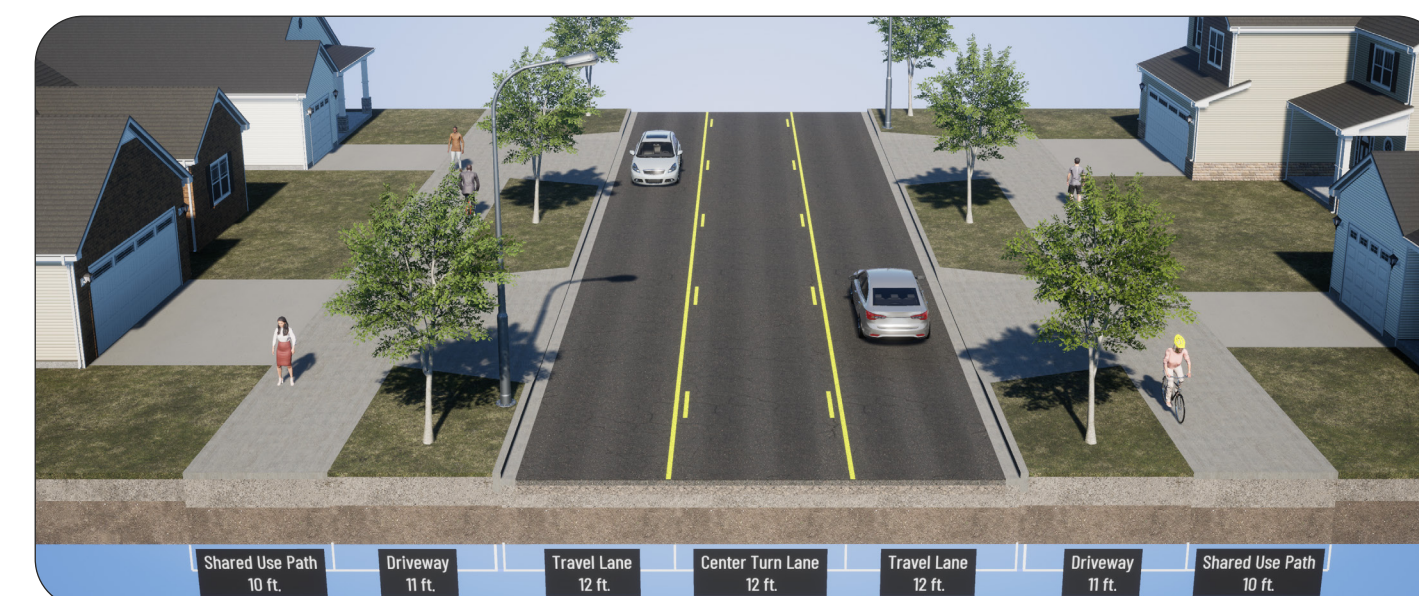
Existing 4-Lane Undivided



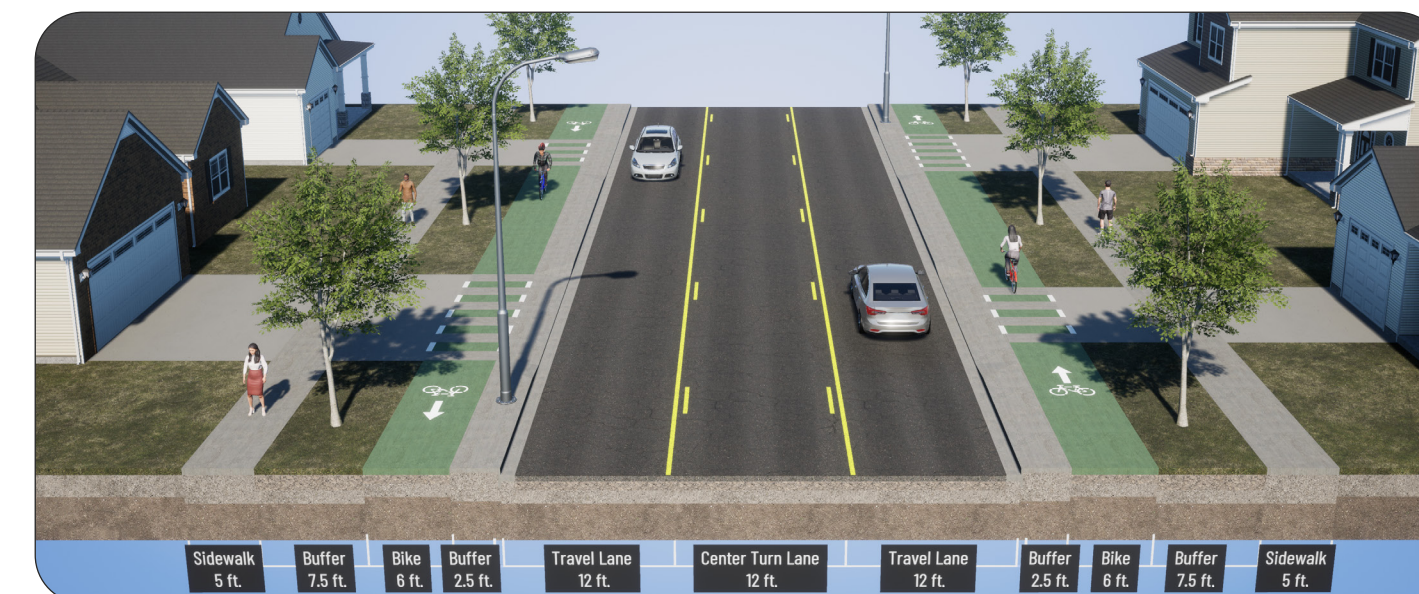
OPTION A:
3-Lane with
Two-Way Left
Turn Lane



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



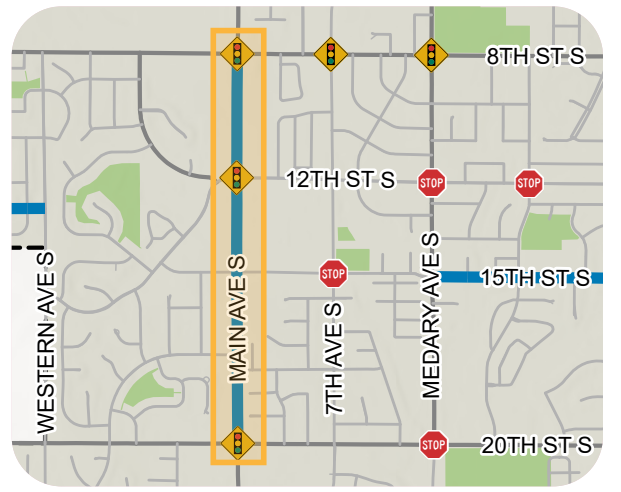
OPTION C:
3-Lane with
Two-Way Left Turn
Lane and Raised
Separated Bike Lanes



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



ILLUSTRATIVE ROAD DIET (ROADWAY RECONFIGURATION) CORRIDORS



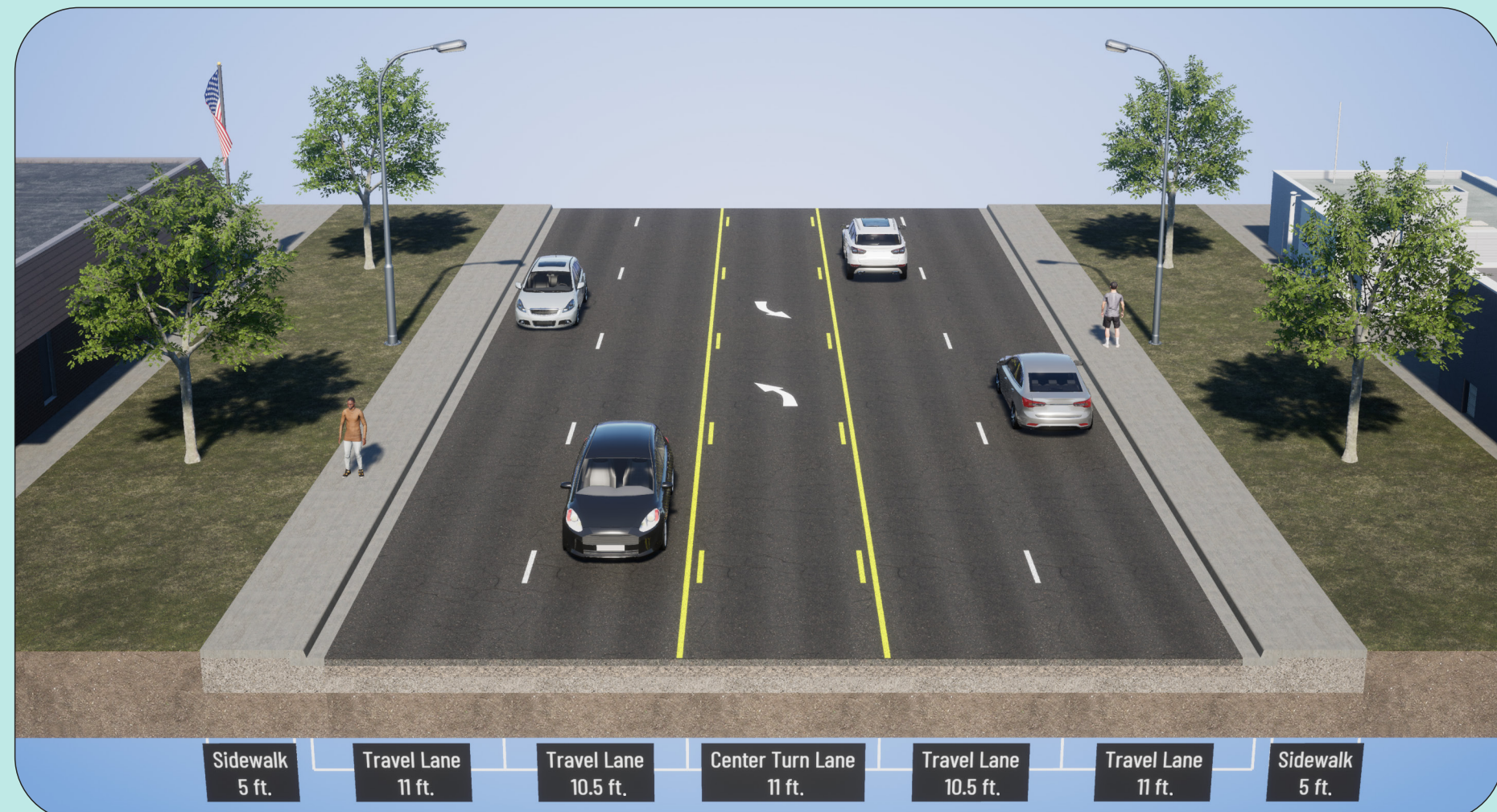
If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

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.

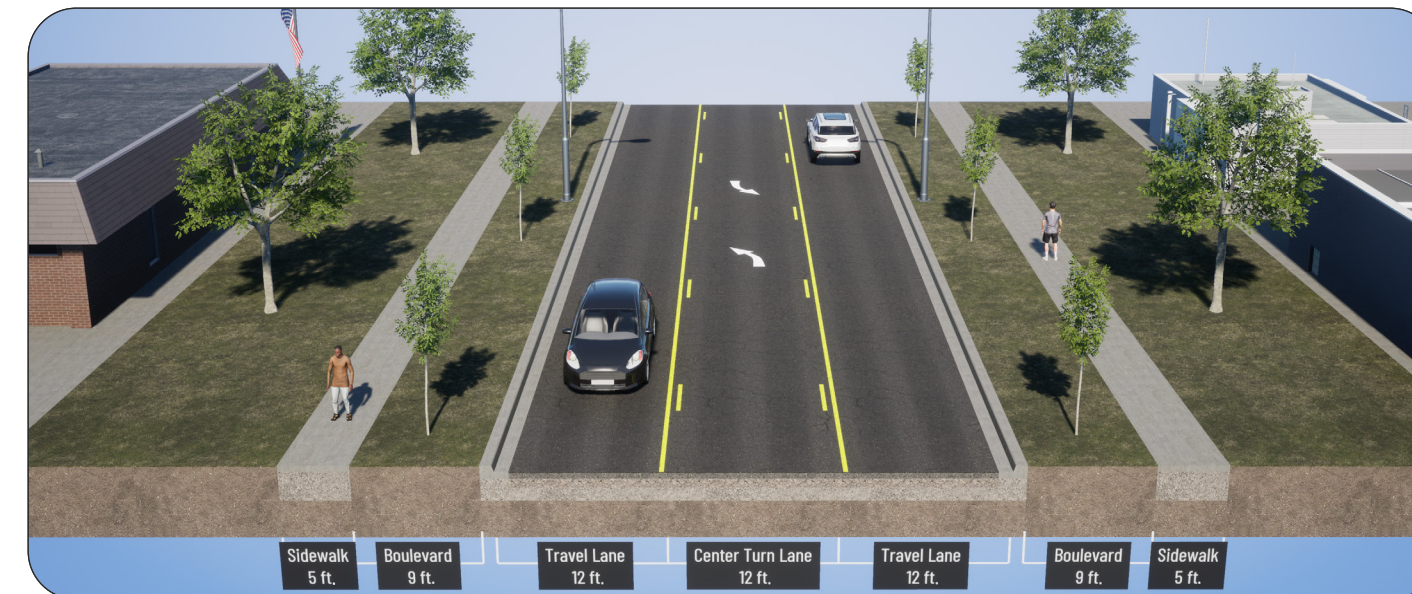
VOTE/COMMENT HERE!

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



OPTION A:

3-Lane with Two-Way Left Turn Lane



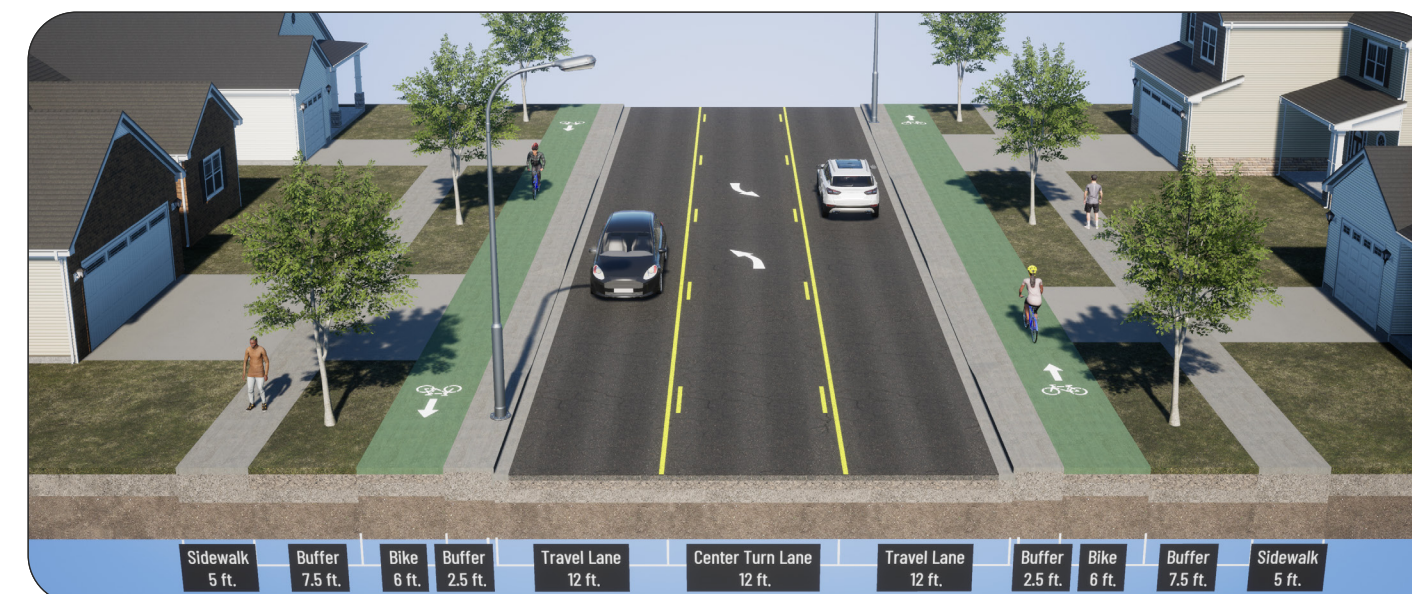
OPTION B:

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



OPTION C:

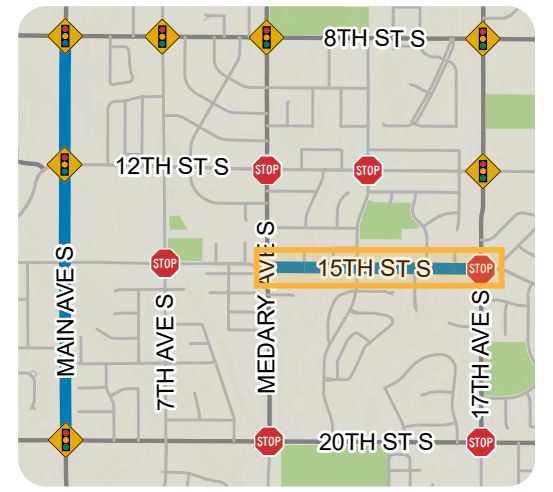
3-Lane with Two-Way Left Turn Lane and Raised Separated Bike Lanes (only applicable south of 15th Street S.)



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!

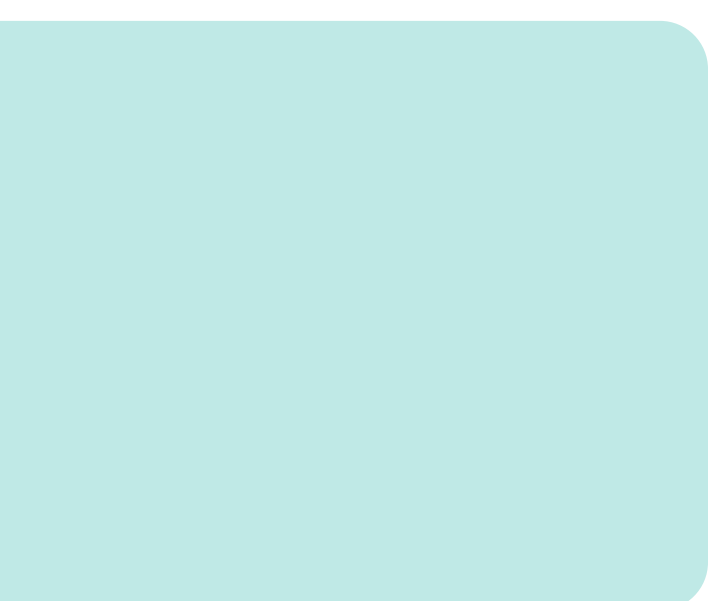
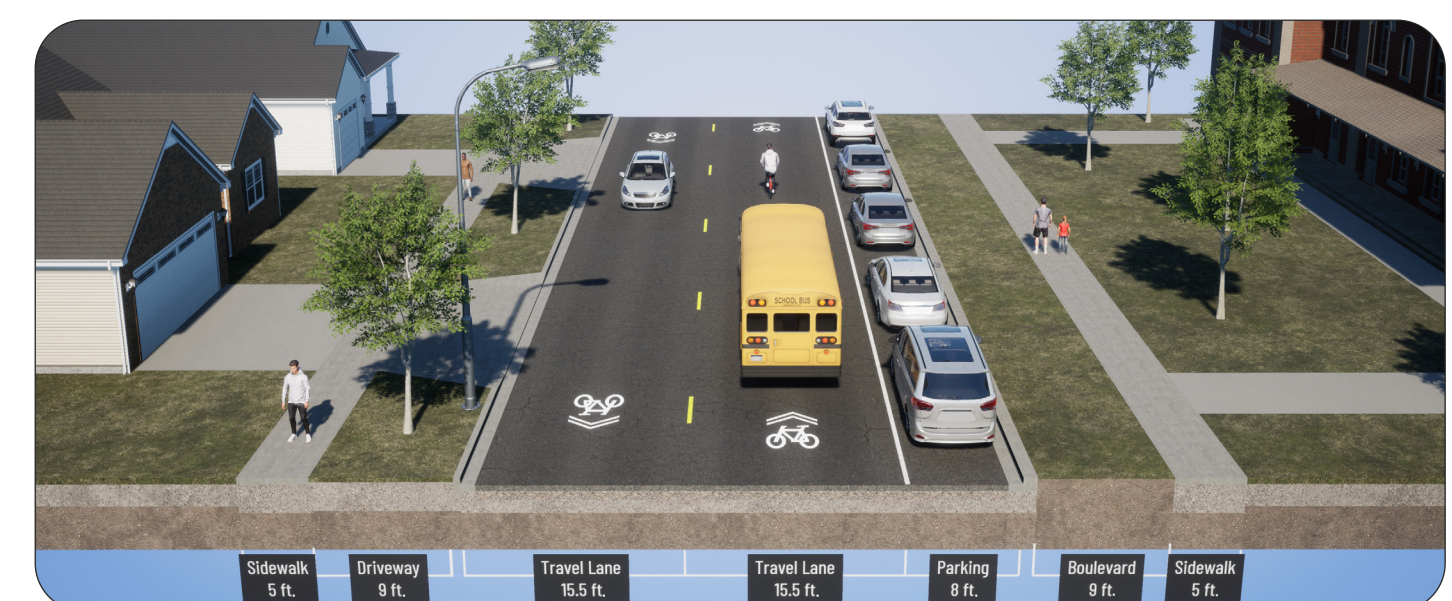
15TH STREET S. | Medary Avenue S. to 17th Avenue S.

VOTE/COMMENT HERE!

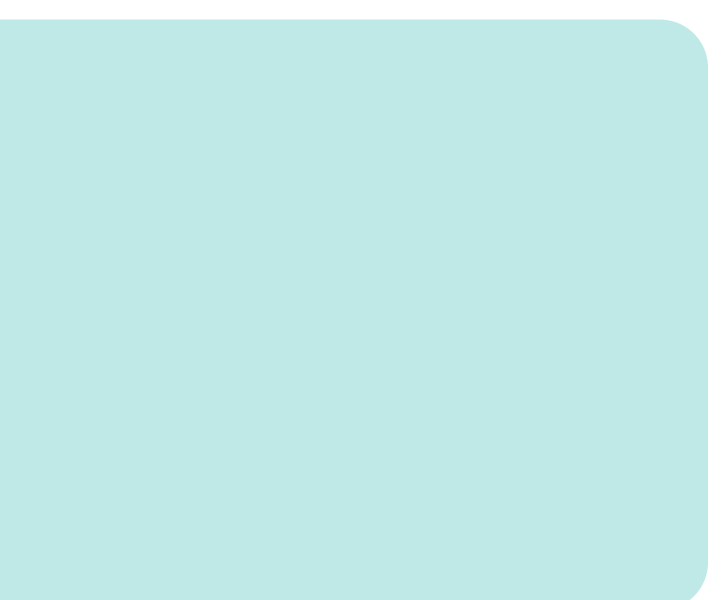
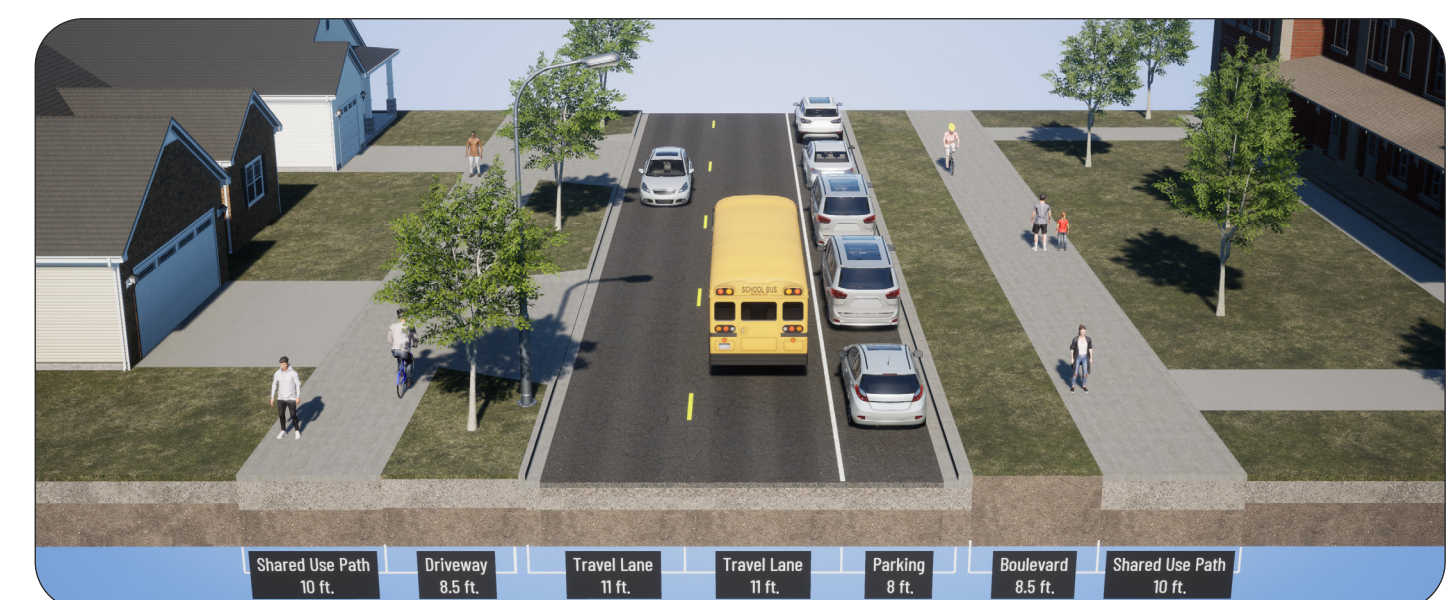
Existing 2-Lane with On-Street Parking and Shared Lanes



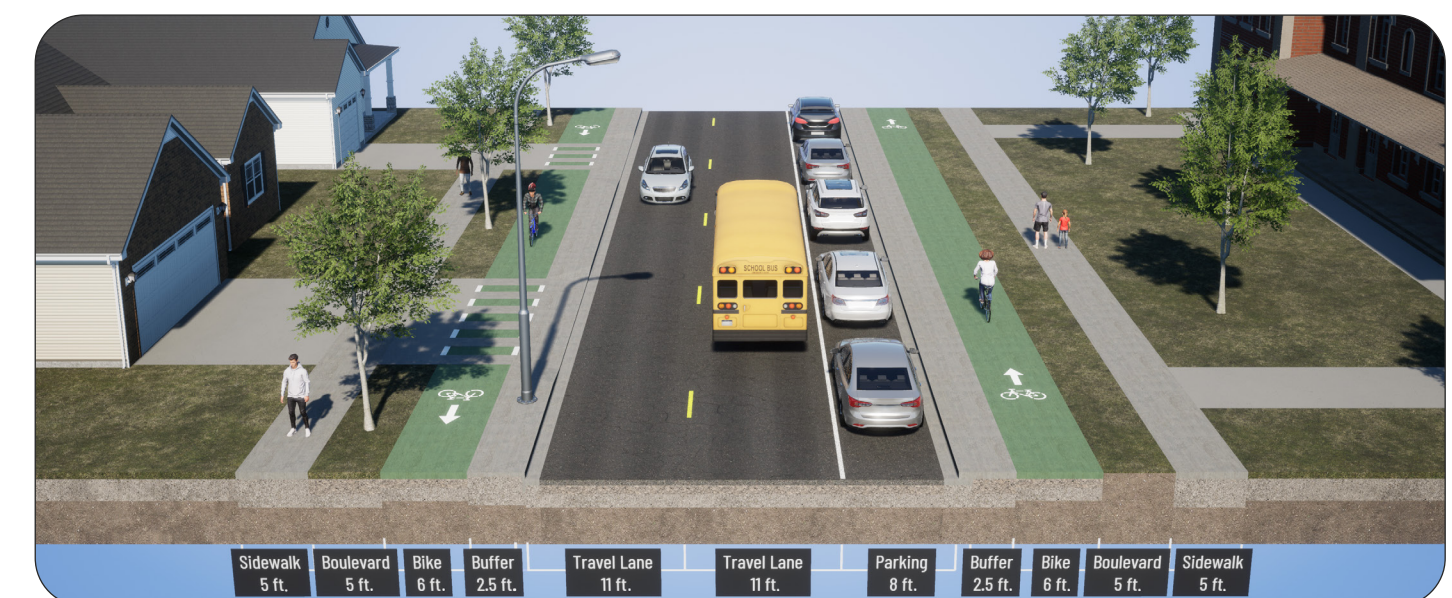
OPTION A:
Narrowed 2-Lane with On-Street Parking (One-Side) and Shared Lanes



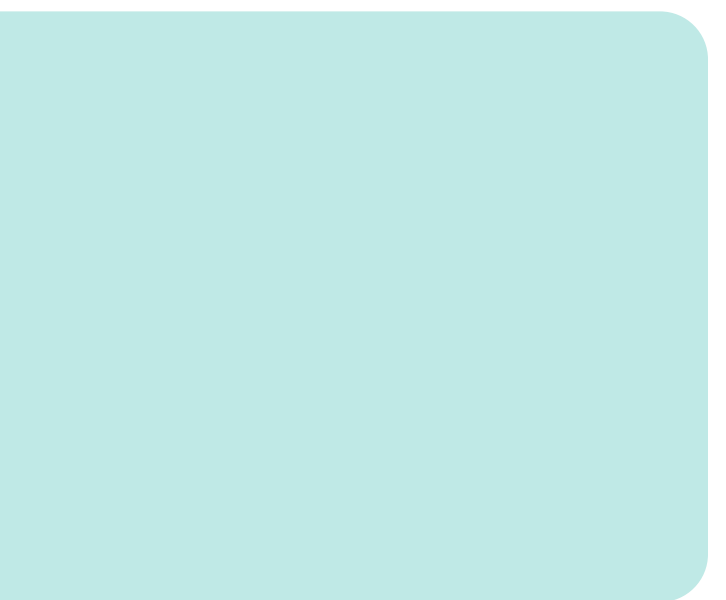
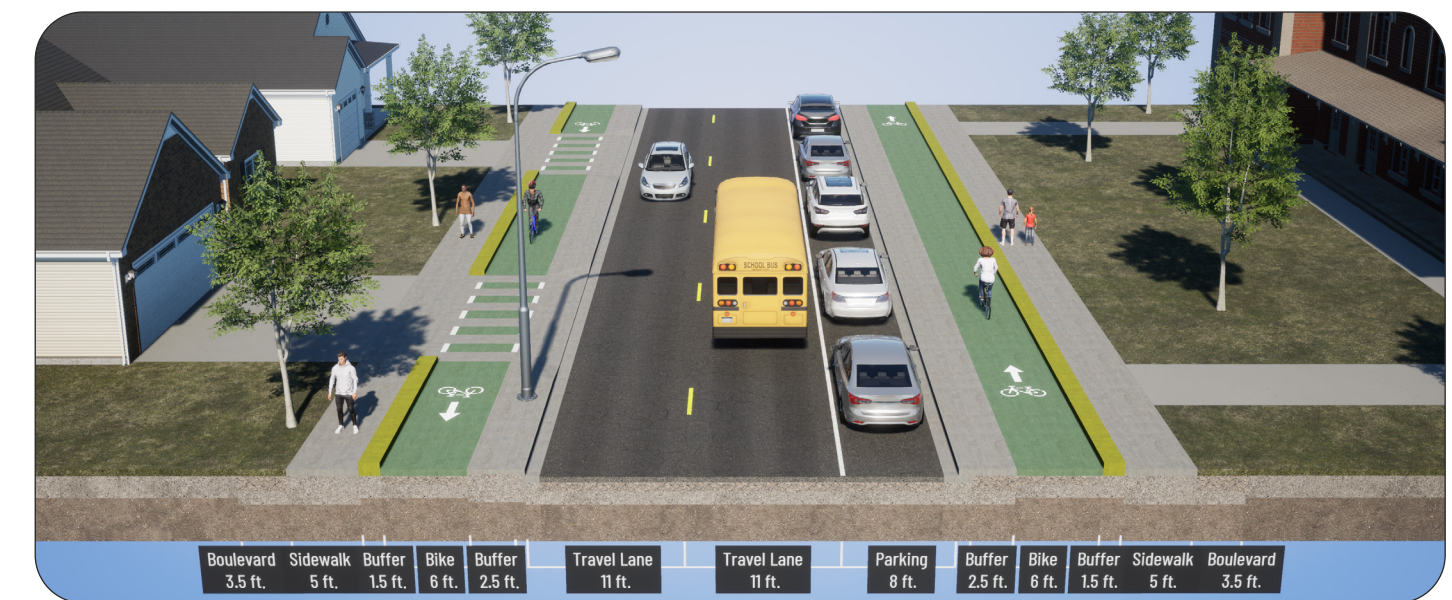
OPTION B:
Narrowed 2-Lane with On-Street Parking (One-Side) and Shared Use Paths



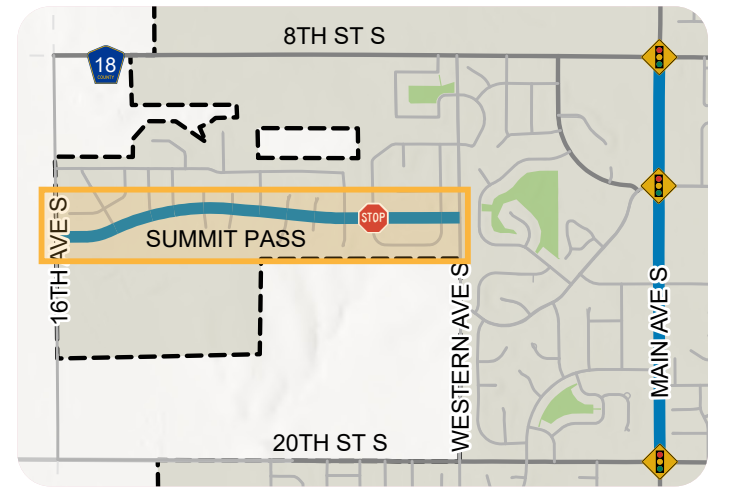
OPTION C:
Narrowed 2-Lane with On-Street Parking (One Side) and Raised Separated Bike Lanes



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!

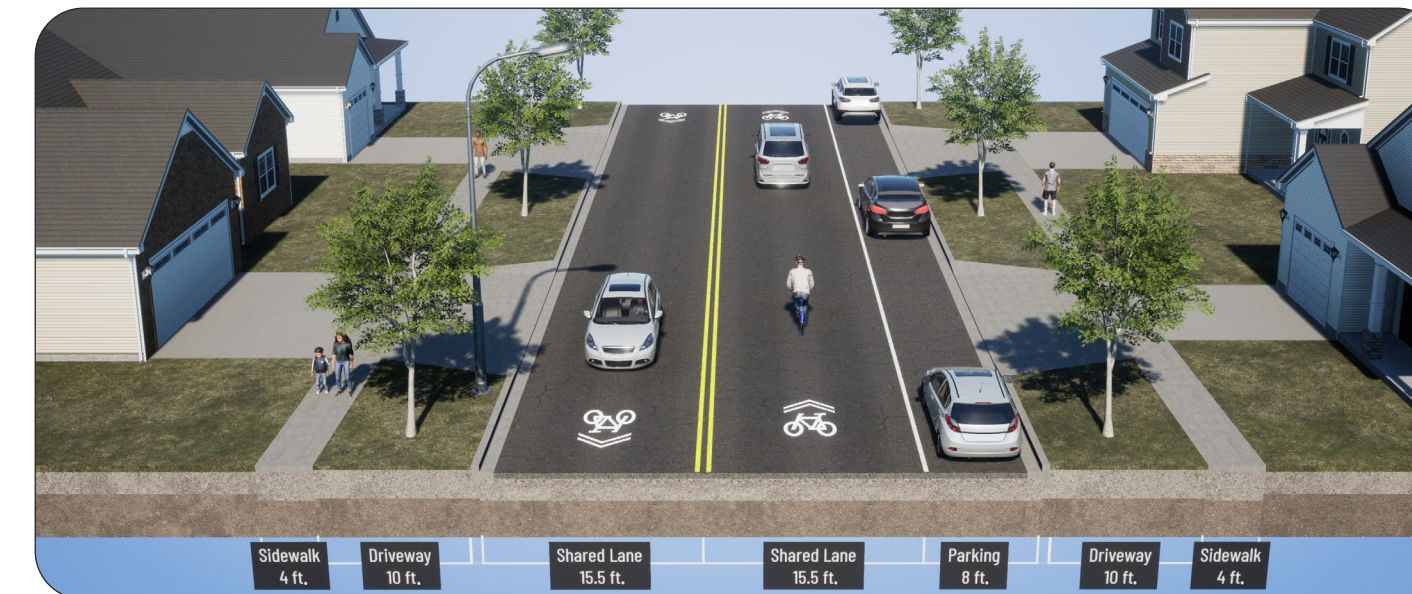
SUMMIT PASS | 16th Avenue S. to Western Avenue S.

VOTE/COMMENT HERE!

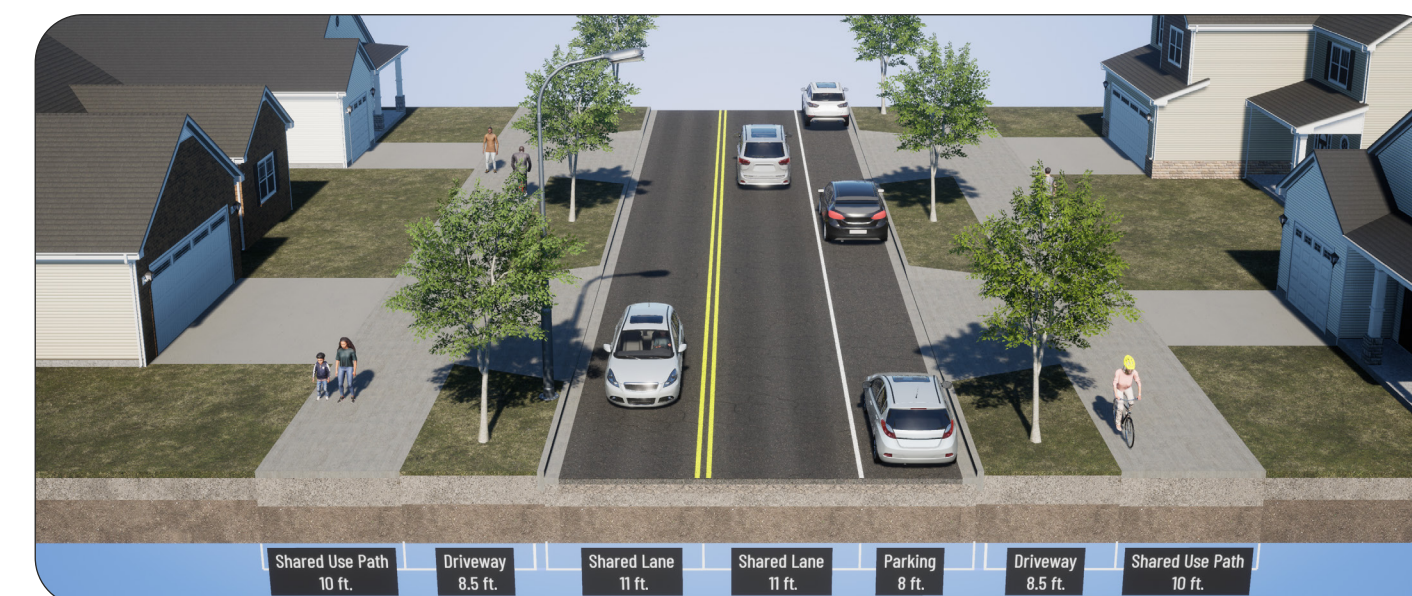
Existing 2-Lane with On-Street Parking



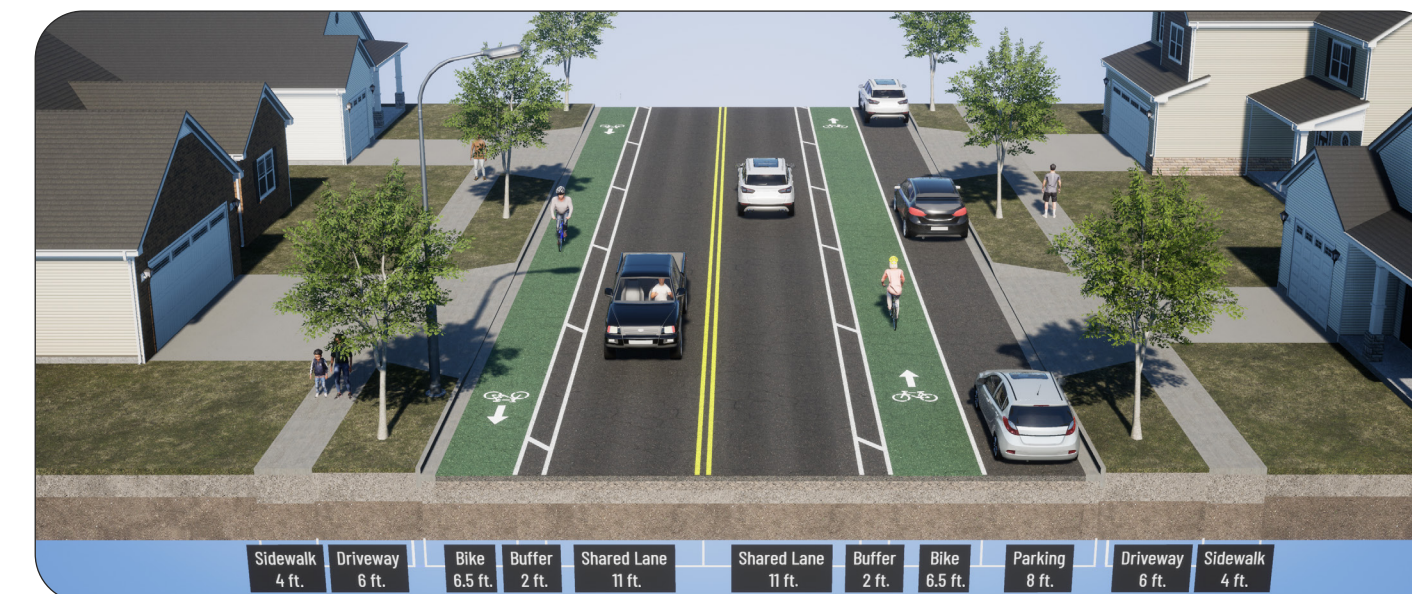
OPTION A:
Narrowed 2-Lane
with On-Street
Parking (One Side)
and Shared Lanes



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



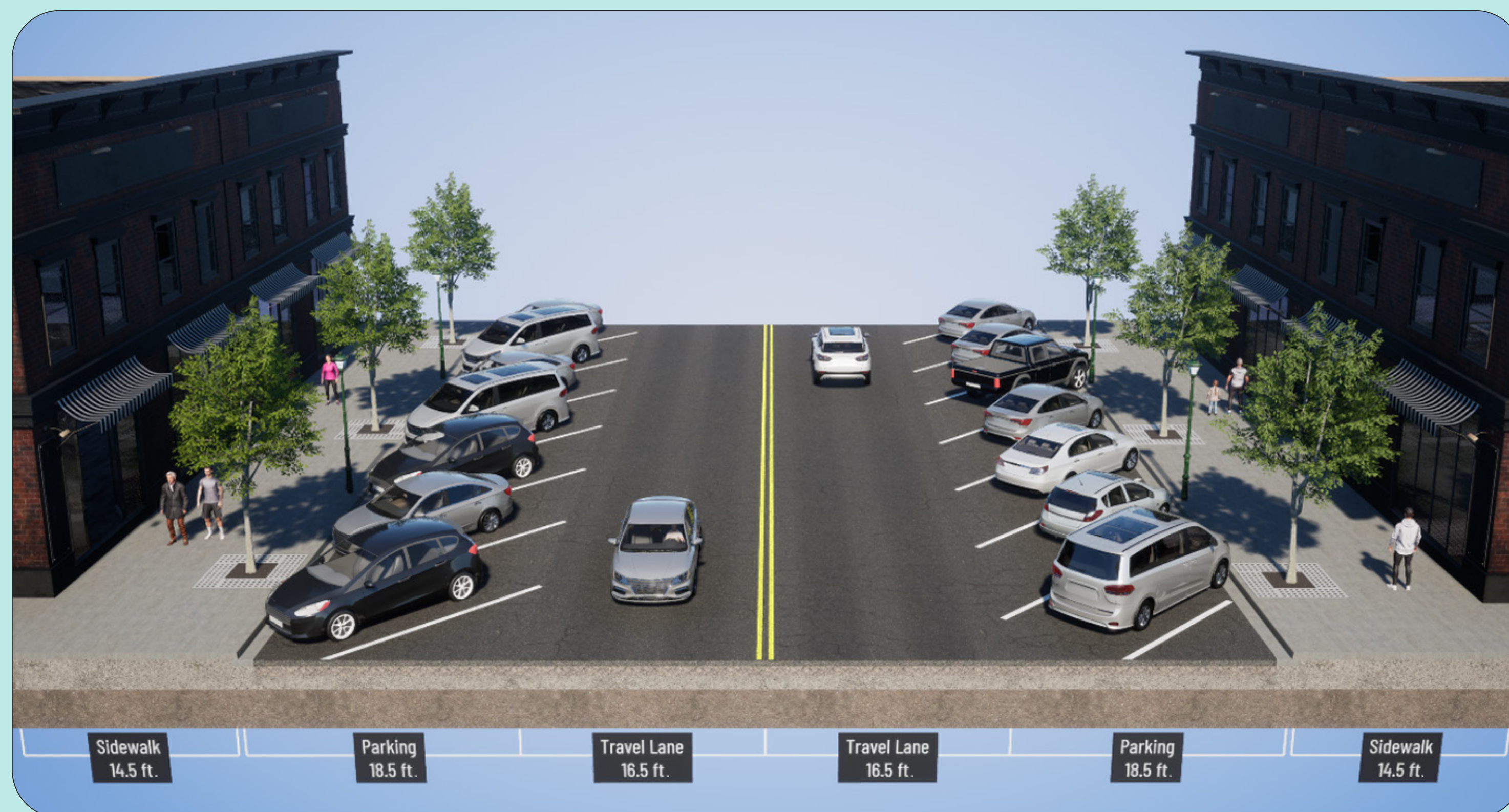
ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

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.

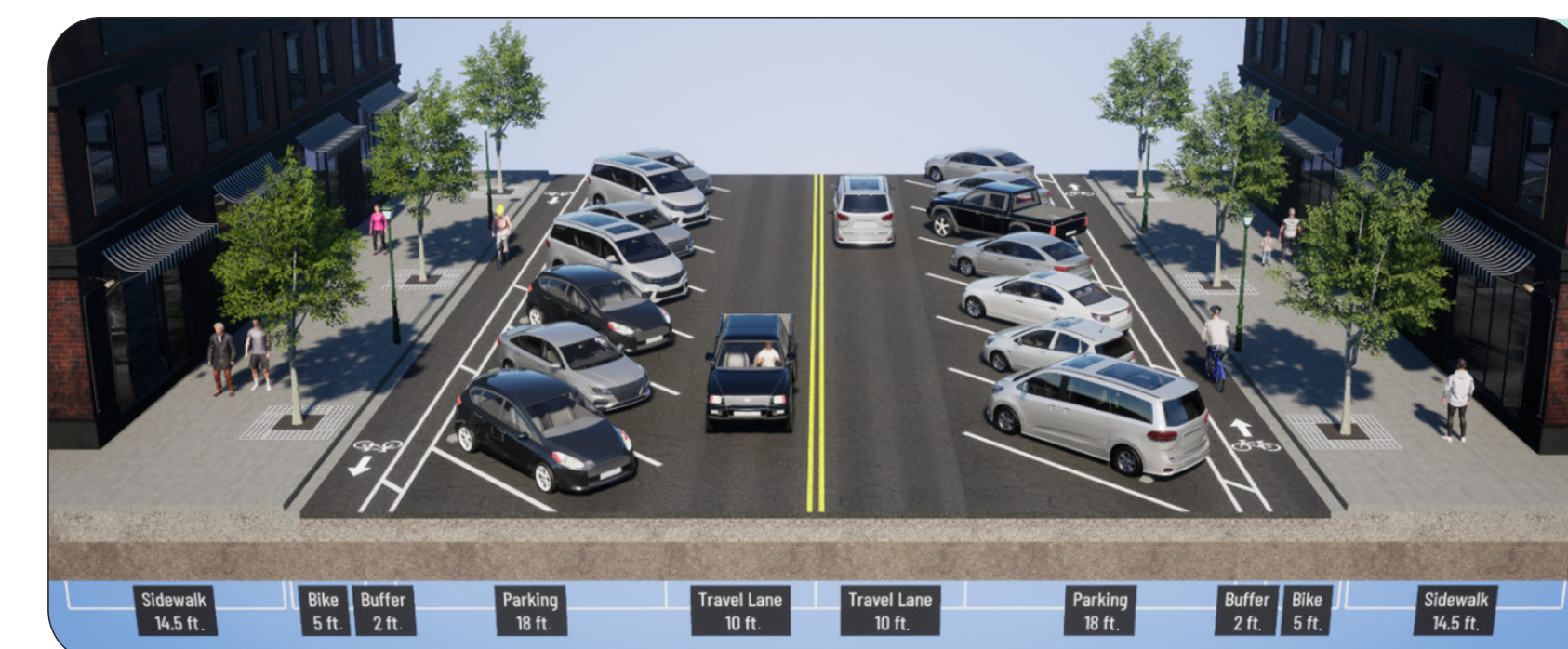
Front-Out Angle Parking is where motorists back into angled parking spaces and exit driving forward. Front-Out Angle Parking is recommended on streets that feature both on-street bicycle facilities and angle parking to improve visibility for bicyclists. Additional benefits include vehicles not having 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



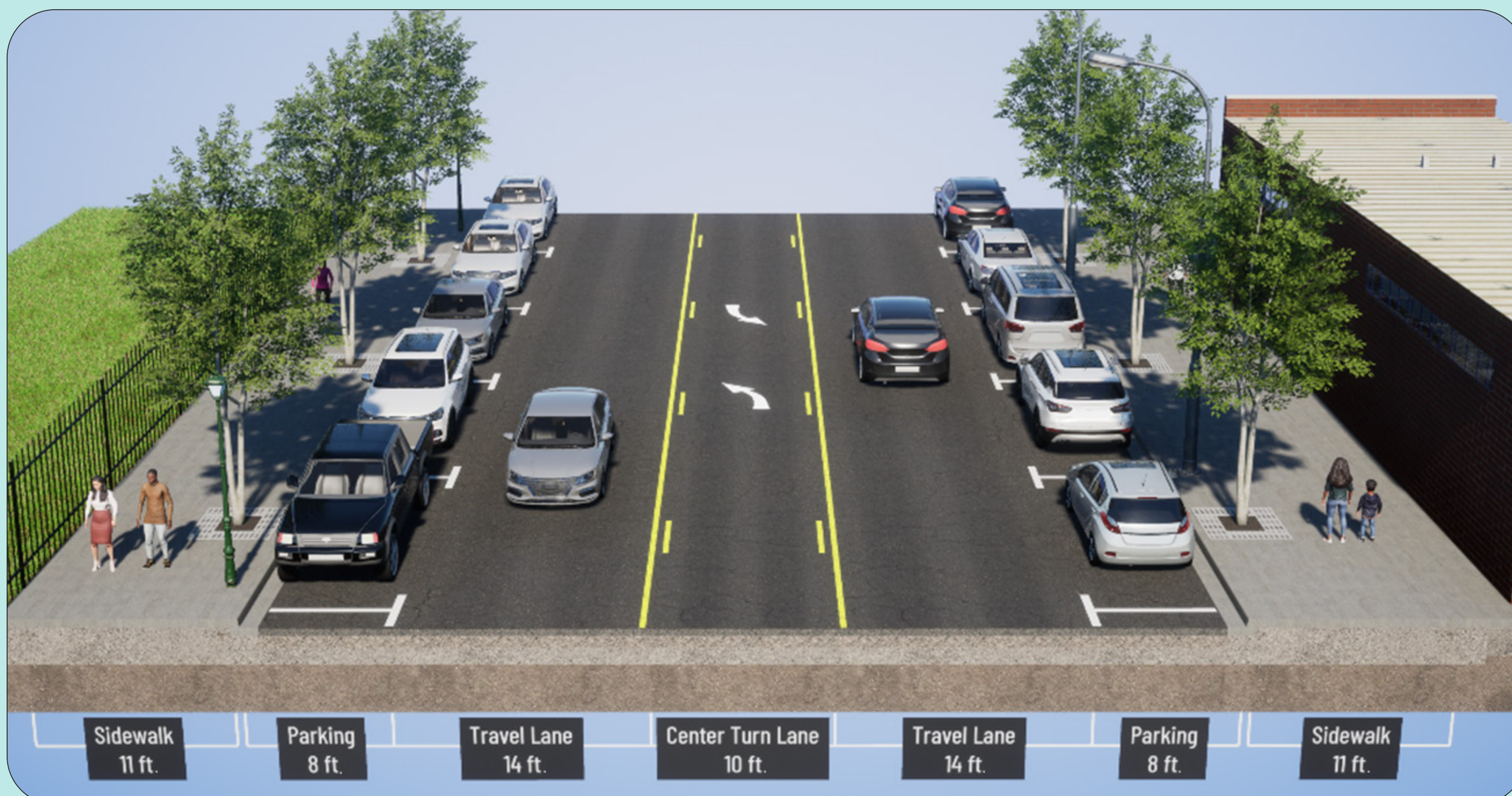
ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

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!

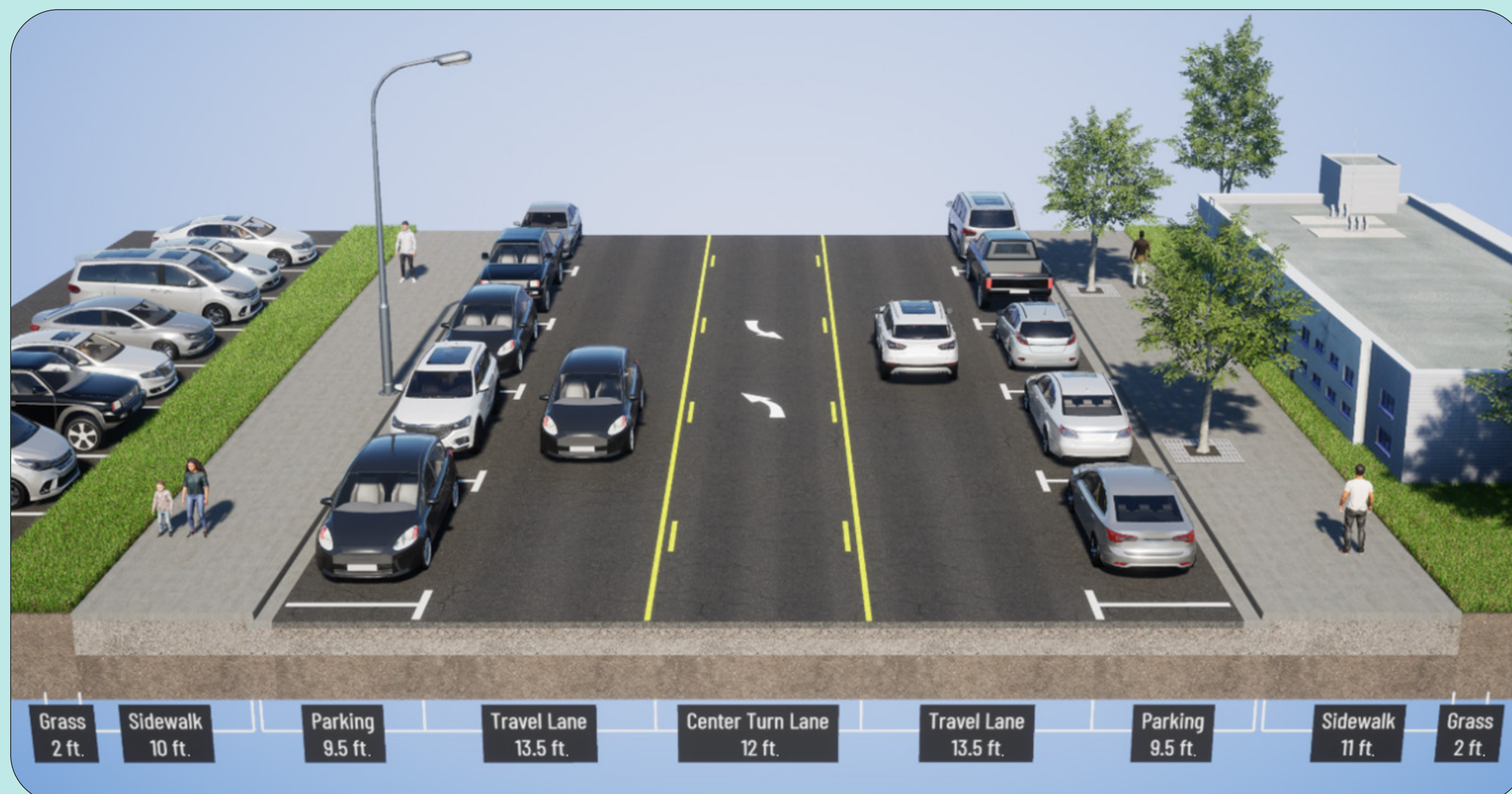
ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

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

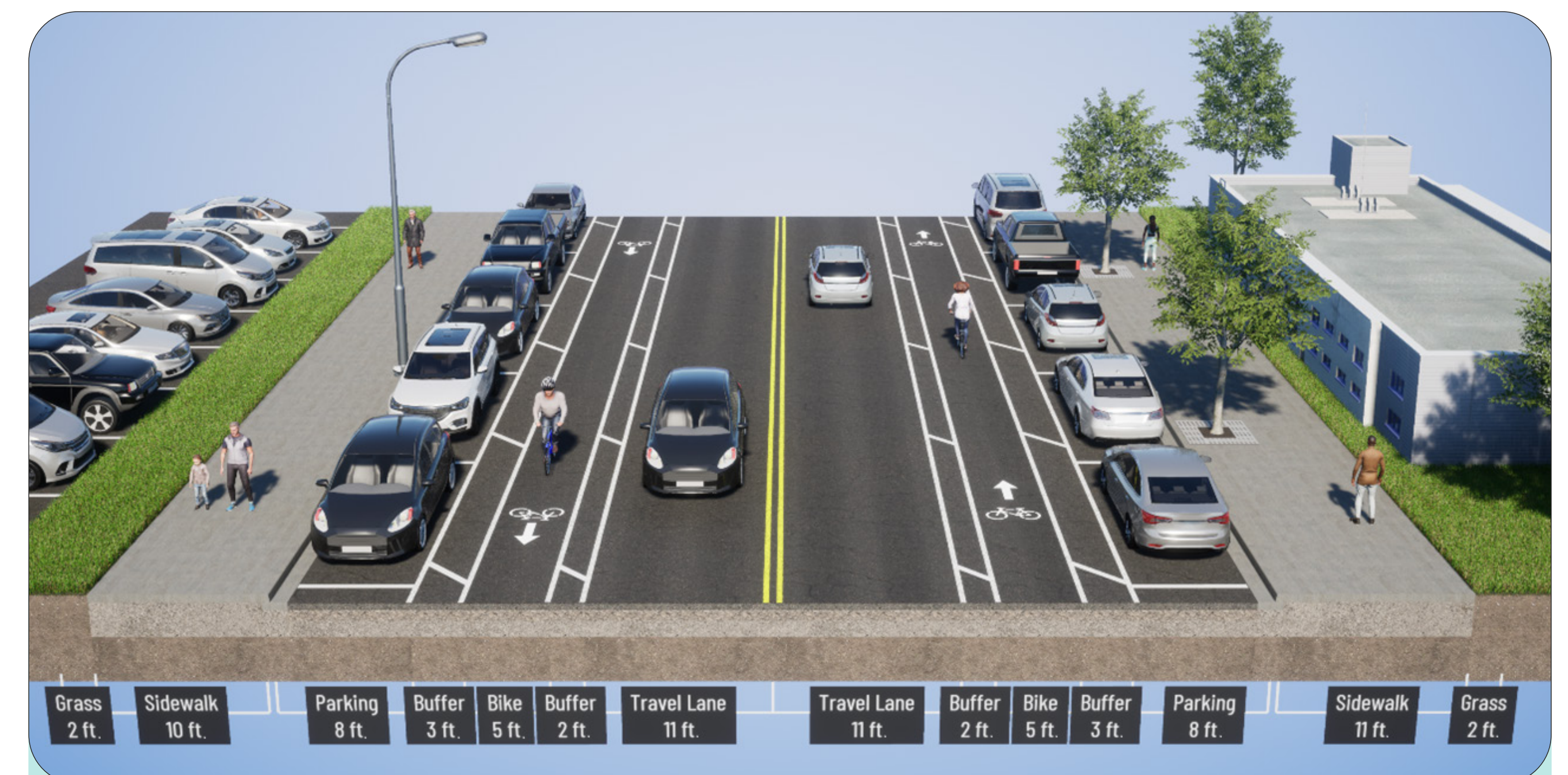
Take sticky notes and let us know your feedback!

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

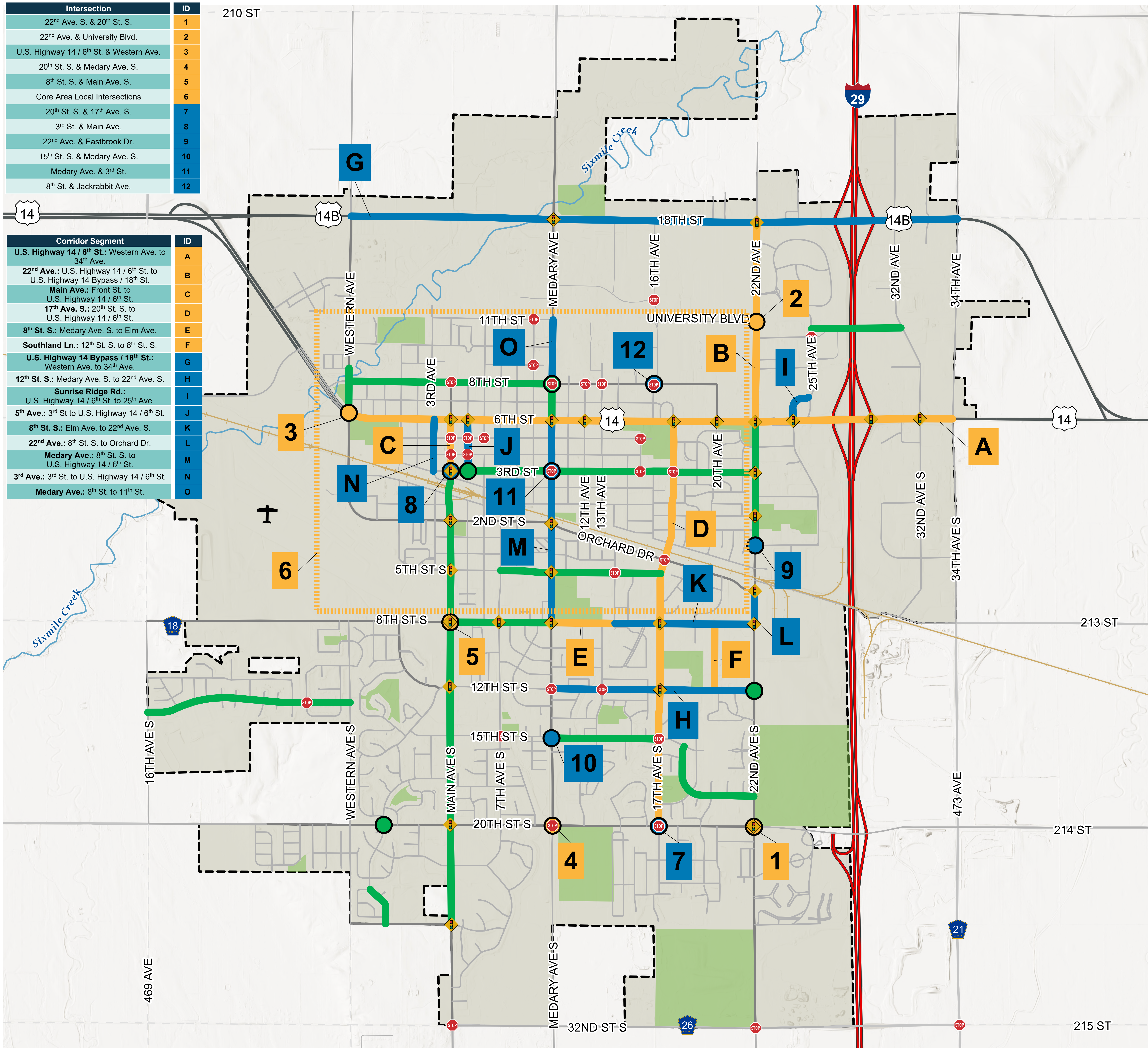


PROVIDE FEEDBACK HERE!

Safety Priority Network City of Brookings (Tiers 1 & 2 Project Locations)

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



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

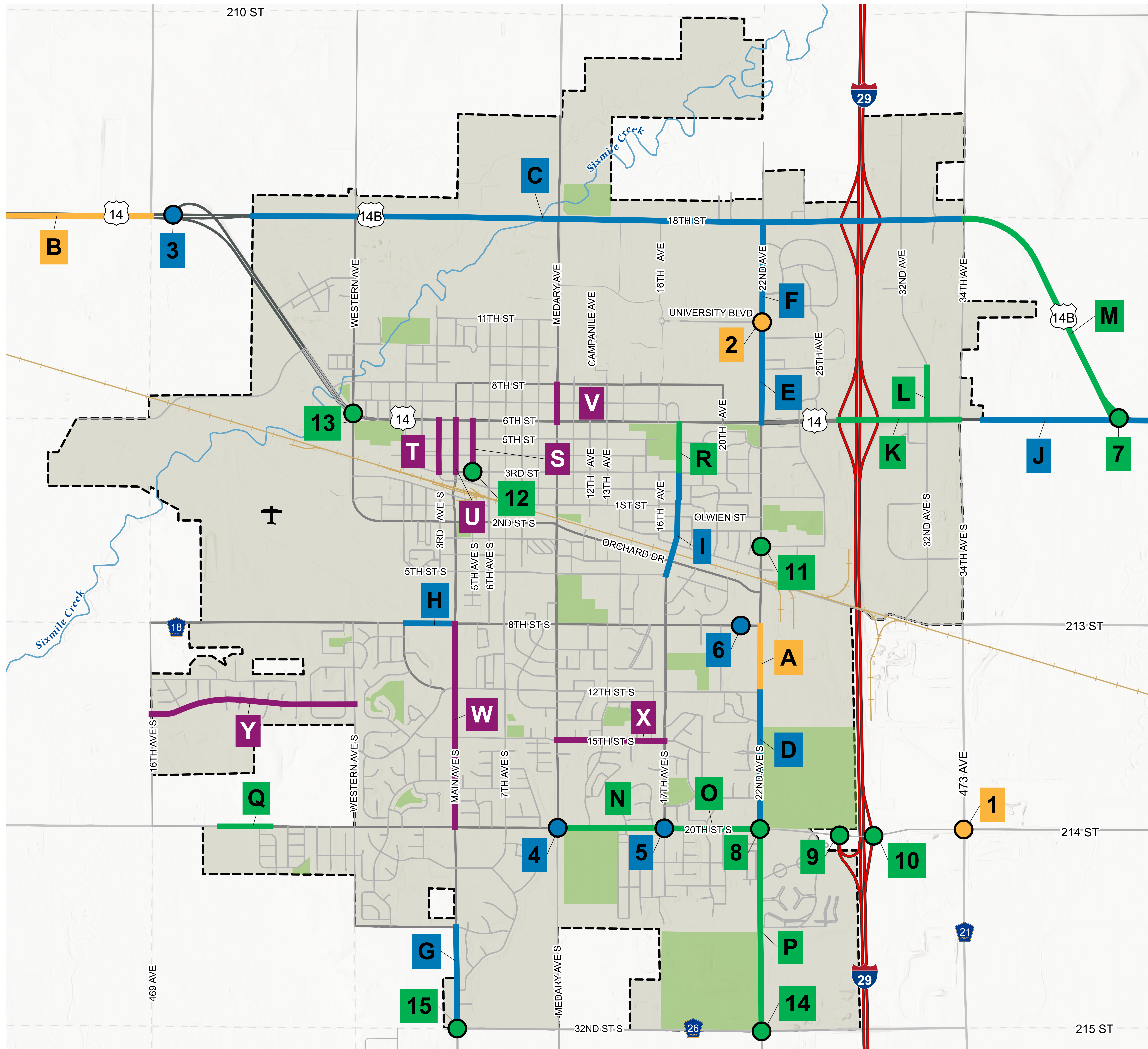
Segments

- 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 (City Focus)

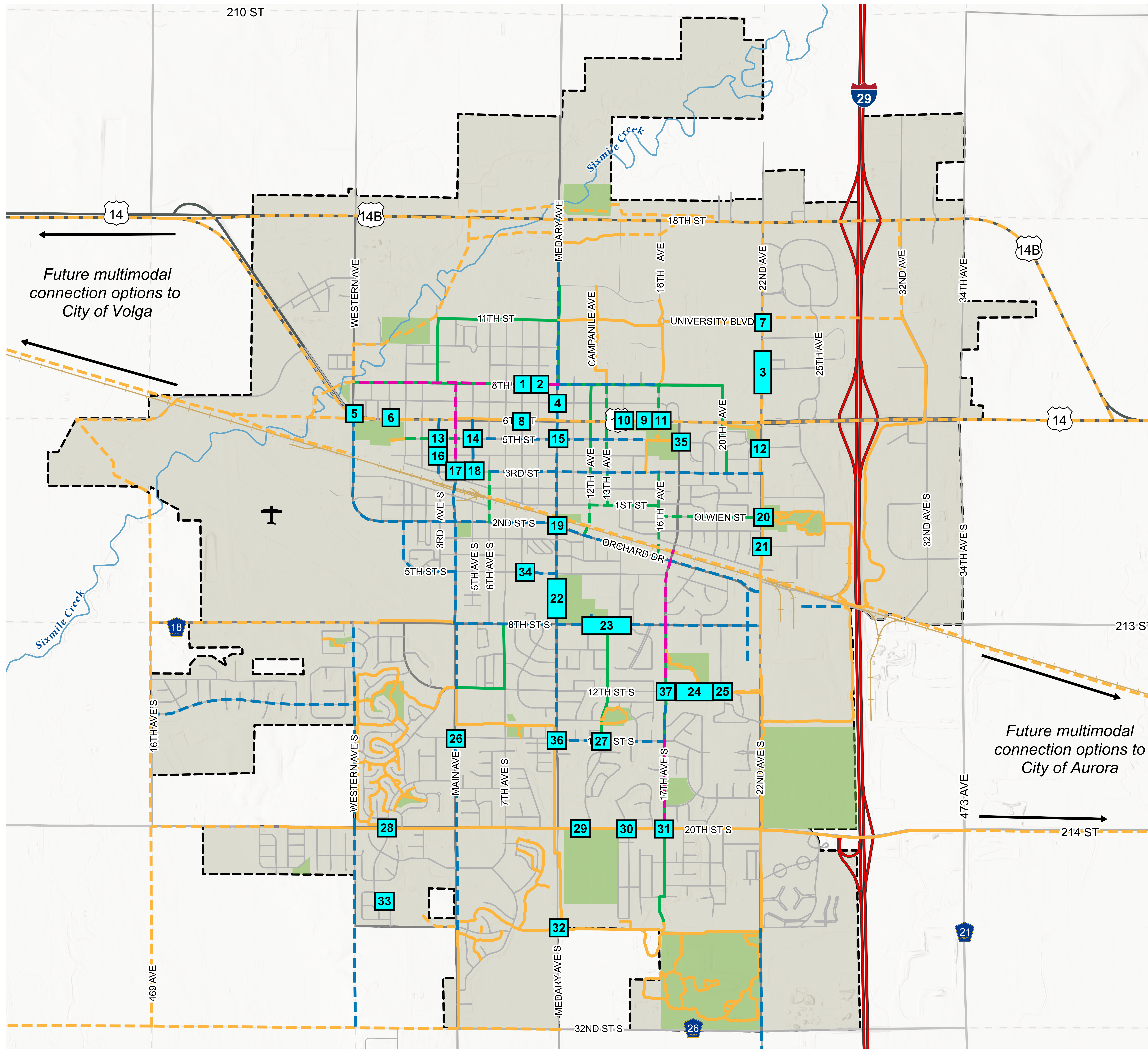


- City Limits
- City Park & Greenspace
- Intersection Projects**
 - Short-Term
 - Mid-Term
 - Long-Range
 - Illustrative Intersection
- Corridor Projects**
 - Short-Term
 - Mid-Term
 - Long-Range
 - Illustrative Corridor

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



- 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

Future multimodal connection options to City of Volga

Future multimodal connection options to City of Aurora

0 0.7 Miles





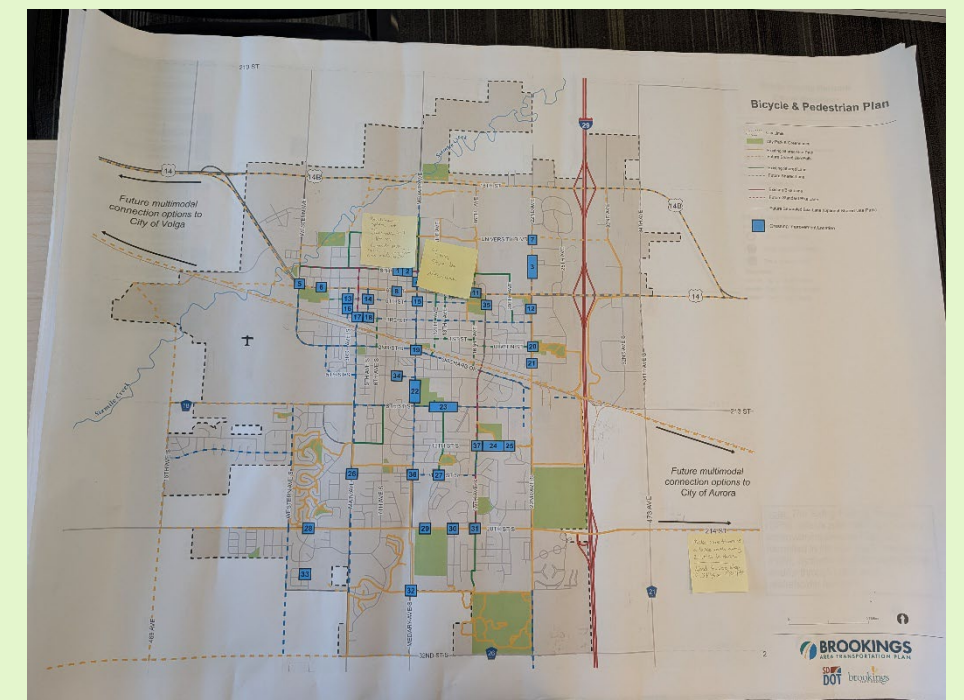
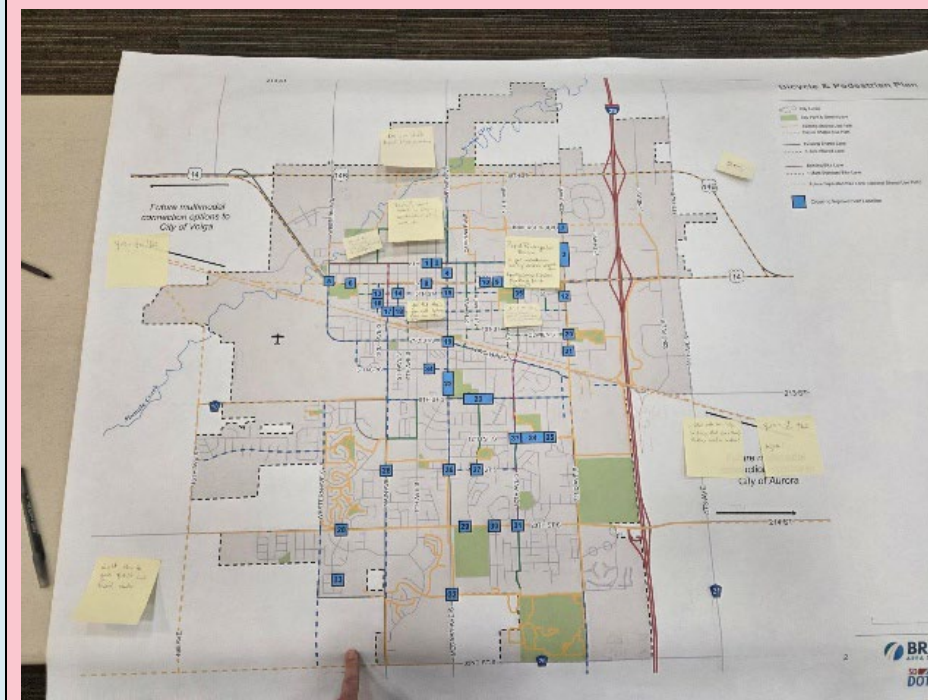
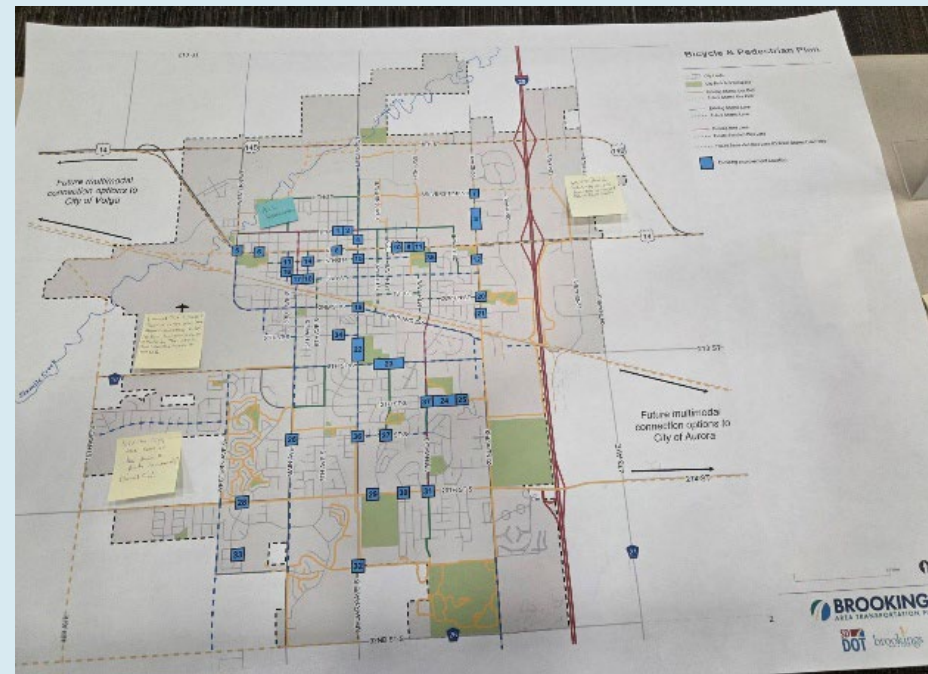
Appendix D: Activity Board Results

Stakeholder Meetings

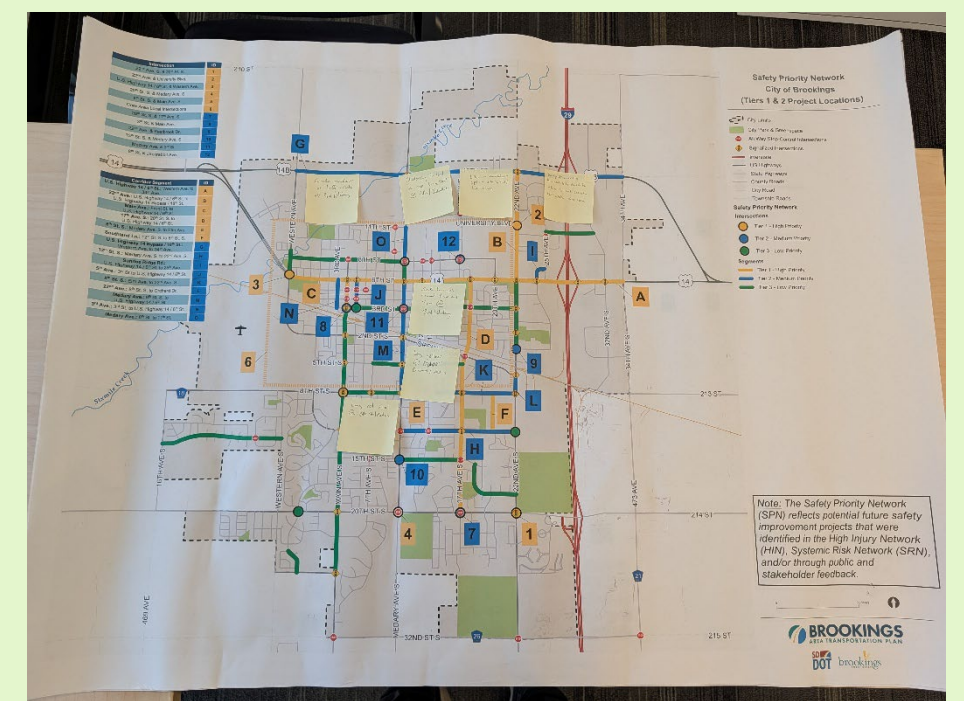
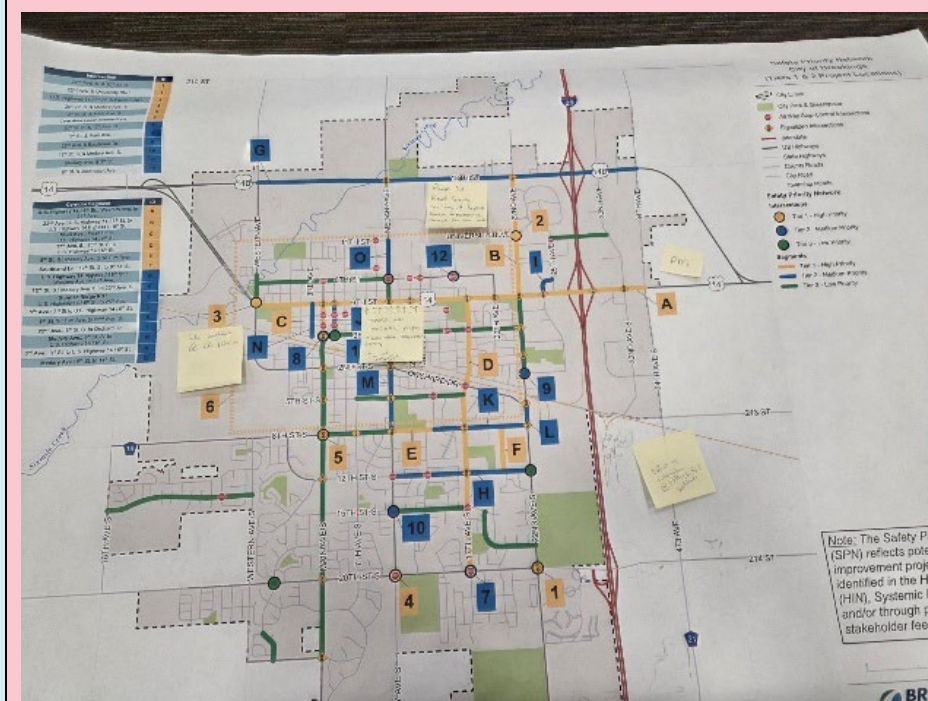
Public Meeting Open House

ITE Student Public Meeting Open House

Comment Map – Bicycle and Pedestrian Plan



Comment Map – Safety Priority Network



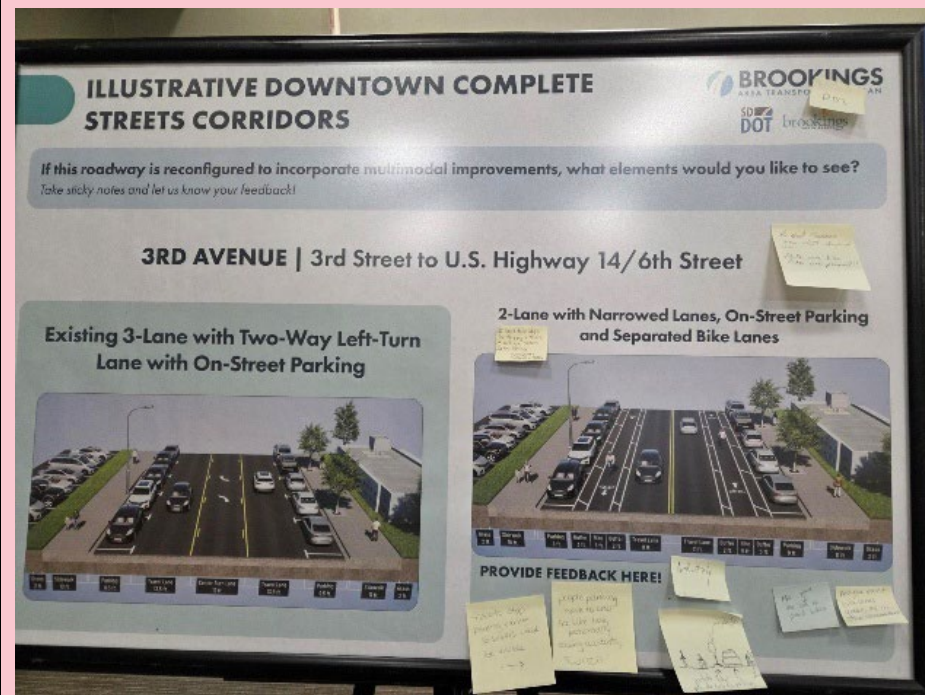
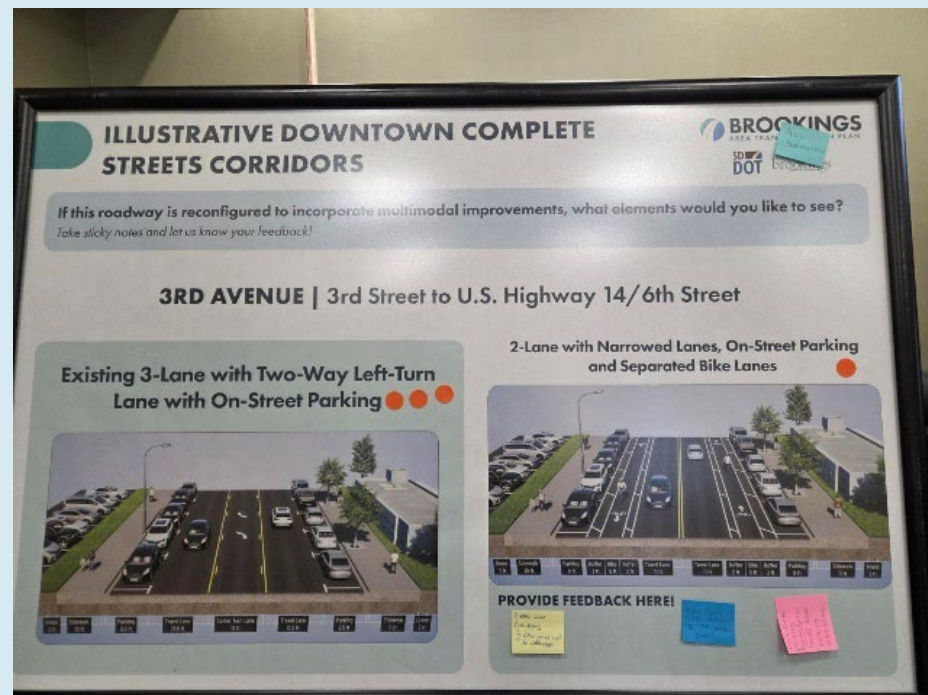
Intersection & Roadway Corridor Projects



No comments received.



Illustrative Downtown Complete Streets Corridors – 3rd Street (3rd Street to U.S. Highway 14/6th Street)



Illustrative Downtown Complete Streets Corridors – 5th Avenue (3rd Street to U.S. Highway 14/6th Street)

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!

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

PROVIDE FEEDBACK HERE!

Illustrative Downtown Complete Streets Corridors – Main Avenue (3rd Street to U.S. Highway 14/6th Street)

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

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 Curbside Separated Bike Lanes

PROVIDE FEEDBACK HERE!

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

Existing 2-Lane with On-Street Angle Parking

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

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

PROVIDE FEEDBACK HERE!

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

Existing 2-Lane with On-Street Angle Parking

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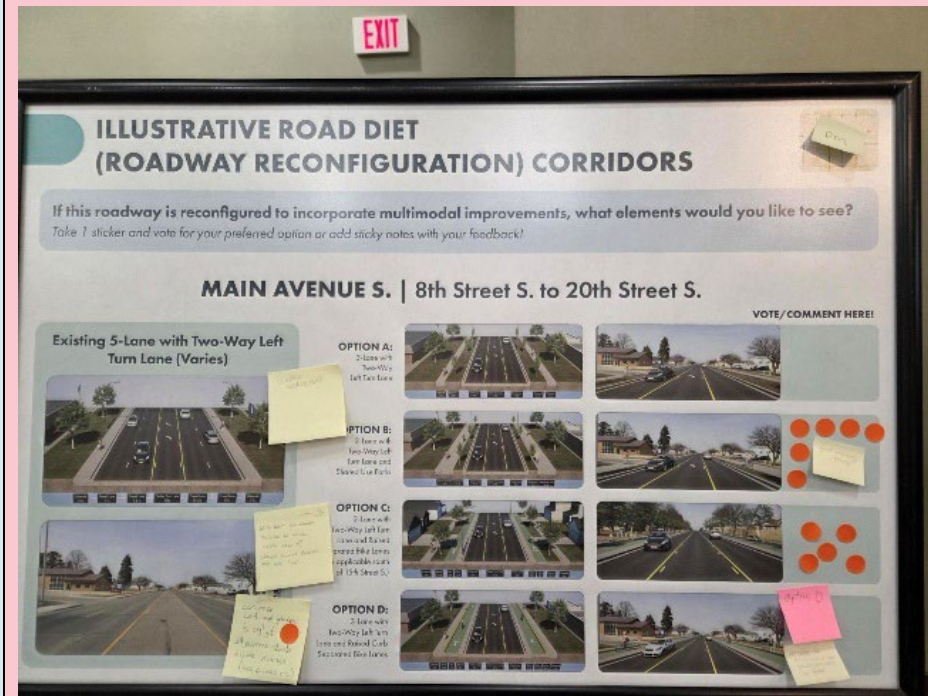
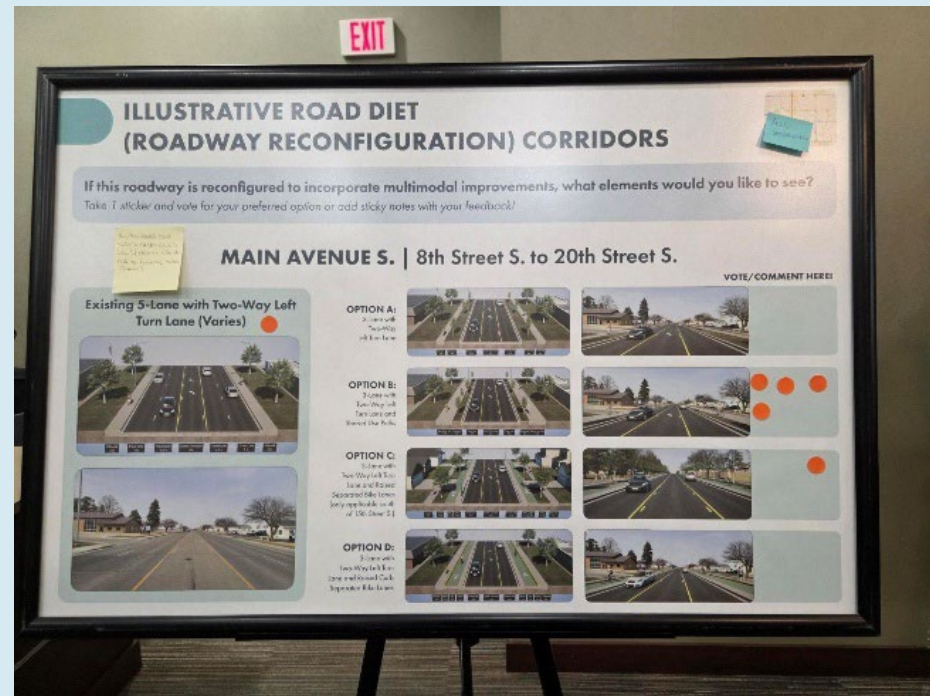
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PROVIDE FEEDBACK HERE!

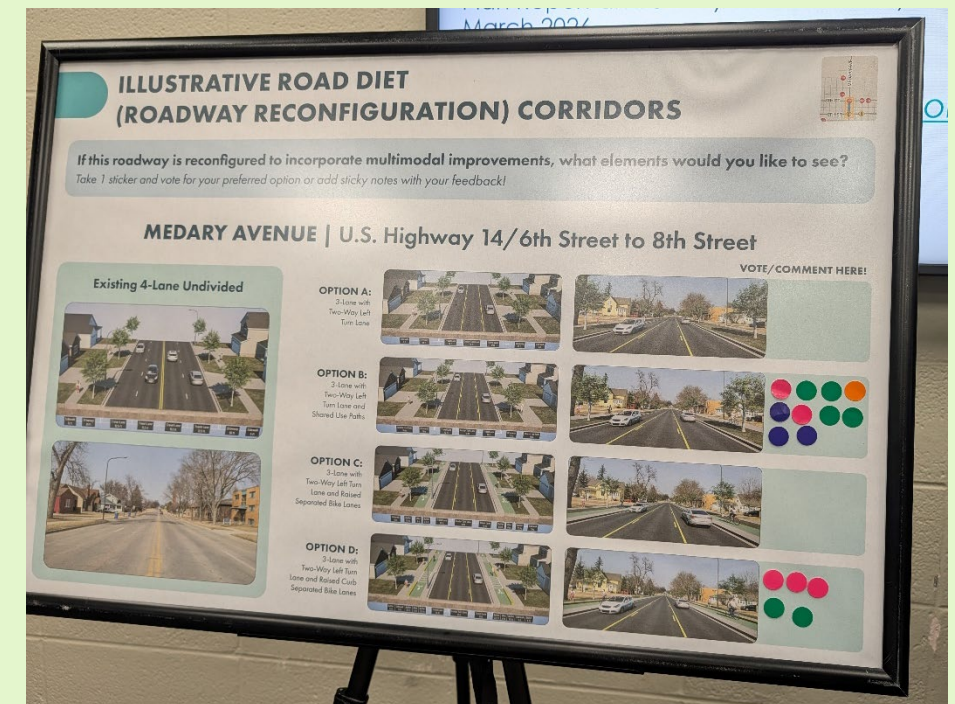
Illustrative Road Diet Corridors – Summit Pass (16th Avenue S. to Western Avenue S.)

Illustrative Road Diet Corridors – 15th Street S. (Medary Avenue S. to 17th Avenue S.)

Illustrative Road Diet Corridors – Main Avenue S. (8th Street S. to 20th Street S.)



Illustrative Road Diet Corridors – Medary Avenue (U.S. Highway 14/6th Street to 8th Street)



Safety Action Plan Safety Strategies

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!

<p>RECTANGULAR RAPID FLASHING BEACON</p> <p>Rectangular rapid flashing beacons (RRFBs) are used to alert drivers of potential hazards on roadways. They are typically used on roadways with high traffic volumes and are often used in conjunction with other safety measures such as lane closures and detours.</p> <p>VOTE HERE!</p>	<p>LEADING PEDESTRIAN INTERVALS</p> <p>Leading pedestrian intervals (LPIs) are a type of traffic signal timing that gives pedestrians a head start before vehicles are allowed to proceed. This helps reduce the risk of collisions between pedestrians and vehicles.</p> <p>VOTE HERE!</p>	<p>ROAD DIETS (ROADWAY RECONFIGURATIONS)</p> <p>Road diets involve narrowing roadways to reduce the number of lanes. This can help reduce traffic volume and improve safety by reducing the number of vehicles on the road.</p> <p>VOTE HERE!</p>
<p>PEDESTRIAN HYBRID BEACON WITH REFUGE ISLAND</p> <p>Pedestrian hybrid beacons (PHBs) are a type of traffic signal that gives pedestrians a head start before vehicles are allowed to proceed. They are often used in conjunction with refuge islands to provide a safe crossing area for pedestrians.</p> <p>VOTE HERE!</p>	<p>CURB EXTENSIONS</p> <p>Curbside extensions are a type of street design that extends the curb into the roadway to provide a safe crossing area for pedestrians. They are often used in conjunction with other safety measures such as crosswalks and traffic signals.</p> <p>VOTE HERE!</p>	<p>ROUNDABOUTS</p> <p>Roundabouts are a type of intersection design that allows traffic to flow in a circular pattern. They are often used in conjunction with other safety measures such as signage and landscaping.</p> <p>VOTE HERE!</p>

SOURCES: [Small text listing sources]

BROOKINGS SD DOT brookings

SAFETY ACTION PLAN | SAFETY STRATEGIES

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