

Brookings Transportation System Plan Final Technical Memorandum #1 Policy Background, Goal Setting and Evaluation Criteria

Prepared for

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ACRONYMS

AASHTO	American Association of State Highway Transportation Officials
ADAAG	Americans with Disabilities Act Accessibility Guidelines
AMP	Access Management Plan
BMP	Bicycle Master Plan
CalTrans	California Department of Transportation
CIP	Capital Improvement Program
EOA	Economic Opportunities Analysis
NEPA	National Environmental Policy Act
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OTC	Oregon Transportation Commission
OTIA	Oregon Transportation Investment Act
OTP	Oregon Transportation Plan
PSP	Pedestrian System Plan
SPIS	Safety Priority Index
STAs	special transportation areas
STIP	State Transportation Improvement Program
SWACT	South West Area Commission on Transportation
TSP	Transportation System Plan
UBAs	Urban Business Areas
v/c	volume-to-capacity

1. INTRODUCTION

This memorandum provides an overview of state, regional, and local documents that form the regulatory framework for transportation planning in the City of Brookings. It also defines the goals and objectives for the update to the Brookings Transportation System Plan (TSP). Evaluation criteria for selecting projects will also be discussed.

The documents reviewed are those identified in the scope of work. Although each document reviewed may contain many policies, strategies, standards and guidelines, only the policies and information pertinent to the City of Brookings and updating its TSP are included.

2. STATE, REGIONAL, AND LOCAL PLAN AND POLICY REVIEW

The following documents were reviewed for policies, standards, guidelines, projects and programs applicable to the City's transportation planning process and updated TSP.

State/ODOT

- Oregon Statewide Planning Goals and Guidelines (OAR 660-015) (last amended 2005)
- Oregon Transportation Plan (2006)
- Oregon Transportation Planning Rule (OAR 660-012) with amendments (last amended 2012)
- Oregon Access Management Rule (OAR 734-151) with amendments (last amended 2012)
- Oregon Highway Plan (last amended 2013)
- ODOT Highway Design Manual (2012)
- Oregon State Modal Plans (Bicycle and Pedestrian, Freight, Public Transportation, Aviation, Transportation Safety) (various years)
- Oregon State Transportation Improvement Program (2015-2018)

County/Regional Plans

- US 101 Corridor Plan (2014)
- US 101: Thomas Creek to Chetco River Access Management Plan (2003)
- Strategic Transportation Plan for Curry Public Transit, Inc (2014)
- Del Norte Regional Transportation Plan Aviation Section (2011)

Local Plans and Ordinances

- City of Brookings Comprehensive Plan (2011)
- City of Brookings Transportation System Plan (2002)
- City of Brookings Bicycle Master Plan (2011)
- City of Brookings Pedestrian System Plan (2002)
- City of Brookings Zoning Code (2014)
- City of Brookings Street Standards (2011)
- City of Brookings Urban Renewal Plan (2010)
- Constitution Area Refinement Study (2006)
- Downtown Brookings Highway 101 Transportation Solutions Project (2005)
- Downtown Brookings Master Plan (2003)
- City of Brookings Pavement Management Plan (2012)
- City of Brookings Economic Opportunities Analysis (2009)
- City of Brookings Council 2014 Strategic Plan (2014)
- Lone Ranch Master Plan Transportation Impact Study (2004)
- Harbor Area Transportation System Refinement Plan (2009)
- Harris Beach State Recreation Area Master Plan (2003)
- Brookings Parking Plan (2006)

2.1 STATE DOCUMENTS

State documents include overarching goals and policies which provide a regulatory context for the TSP update and also support the City of Brookings's strong commitment to integrated planning.

2.1.1 Oregon Statewide Planning Goals and Guidelines (OAR 660-015) (last amended 2005)

The State of Oregon established 19 statewide planning goals in 1973, which have been adopted as administrative rules and are implemented through local comprehensive planning. Goal 12 was established to provide and encourage a safe, convenient and economic transportation system. This goal has been addressed through the development of transportation studies and plans, which must be based upon an inventory of the local, regional and state needs. TSP's should conform to state and local land use plans and policies, identify impacts of proposed improvements, and provide a management program for implementation.

2.1.2 Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP), originally adopted in 1992, provides a policy framework for systematic planning for the future of Oregon's transportation system. The OTP meets statutory requirements in ORS 184.618(1) to develop a state transportation policy and comprehensive long-range plan for a multi-modal transportation system that addresses economic efficiency, orderly economic development, safety, and environmental quality. The 2006 OTP includes an emphasis on maintaining assets in place, optimizing existing system performance through technology and better system integration, creating sustainable funding, and investing in strategic capacity enhancements¹.

The OTP establishes goals, policies, strategies and initiatives to guide state multimodal, modal, regional, and local transportation system plans. The OTP provides the framework for prioritizing transportation improvements and funding, but it does not identify specific projects for development. As required by Oregon and federal statutes, the OTP guides development and investment in the transportation system through:

- Transportation goals and policies,
- Transportation investment scenarios and an implementation framework, and
- Key initiatives to implement the vision and policies.

Goals in the OTP include: Mobility and Accessibility; Management of the System; Economic Vitality; Sustainability; Safety and Security; Funding the Transportation System; and Coordination, Communication and Cooperation. Policies and strategies under many of these goals emphasize increasing coordination and cooperation among federal and state agencies, regional and local governments and private entities to achieve these goals.

The Implementation Framework section of the OTP describes the implementation process and how state multimodal, modal, regional and local transportation system plans will further refine the OTP's broad policies, investment strategies, and key initiatives. Local transportation system plans can further OTP implementation by defining standards, instituting performance measures, and requiring that operational strategies be developed².

¹ The OTP defines "asset management" as a "systematic process of maintaining, upgrading and operating physical assets cost-effectively. It combines engineering principles with sound business practices and economic theory, and it provides tools to facilitate a more organized, logical approach to decision-making. Asset management provides a framework for handling both short- and long-range planning."

² As stated in the Implementation section of the OTP, requirements for regional and local transportation system plans (TSPs) are found in the Transportation Planning Rule (OAR 660-012). Regional and local

The Implementation section also describes three investment levels, examples of the investment priorities for each level of investment, and their impacts on the transportation system. These levels are described as “flat funding” (Level 1), “maintaining and improving existing infrastructure” (Level 2), and “expanding facilities and services” (Level 3). The recommendation in the OTP is for the State to invest at levels closer to Level 3 “in order to be competitive economically and to have the transportation infrastructure and services that allow communities to function well.”

Finally, a list of “key initiatives” describes the OTP’s implementation priorities. The key initiatives frame plan implementation and reflect the directions of the OTP including system optimization, integration of transportation modes, integration of transportation, land use, the environment and the economy, and the need to make strategic investments using a sustainable funding structure. The key initiatives strive to create a sustainable funding plan using both traditional and new revenue sources.

2.1.3 Oregon Transportation Planning Rule (OAR 660-012) (last amended 2012)

The Transportation Planning Rule (OAR 660-012) was adopted in 1991 by the Land Conservation and Development Commission, with concurrence from ODOT, to implement Statewide Planning Goal 12³. The TPR requires cities with a population of 2,500 or greater to prepare and adopt a TSP. All counties are also required to prepare and adopt a TSP. The elements required in a TSP pursuant to Section -0020 include:

- A determination of transportation needs (per OAR 660-012-030);
- A road plan of arterial, collector, and local streets, standards for each functional classification, and between functional classifications in local, regional, and state transportation plans. The road plan and standards must show connections of existing and planned streets, and connections to community destinations;
- A public transportation plan;
- A bicycle and pedestrian plan;
- An air, rail, water, and pipeline transportation plan;
- Policies and land use regulations for TSP implementation (per OAR 660-012-045);and
- A transportation financing program.

The Brookings TSP update is intended to address all TSP elements as needed, including the road plan, bicycle and pedestrian plan, transit plan, implementation policies, land use regulations, and a financing program.

OAR Section 660-12-0045, Implementation of the TSP, requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors, and sites for their identified functions." Requirements from Section -0045 are outlined below:

TSPs must be consistent with the State TSP (the OTP), state multimodal, modal, and transportation facility plans.

³ The Oregon Statewide Planning Goal 12, Transportation, requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a safe, convenient, and economic transportation system. This is accomplished through the development of transportation system plans (TSPs) based on inventories of local, regional, and state transportation needs.

- Amend land use regulations to reflect and implement the Transportation System Plan.
- Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:
 - access management and control;
 - standards to protect future road and transit operations;
 - protection of public use airports;
 - coordinated review of land use decisions potentially affecting transportation facilities;
 - conditions to minimize development impacts to transportation facilities;
 - regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities; and
 - regulations assuring that amendments to land use applications, densities, and design standards are consistent with the Transportation System Plan.
- Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel.
- Identify improvements to facilitate bicycle and pedestrian trips in developed areas, which provide safer and more direct access within and between residential areas and neighborhood activity centers such as constructing walkways between cul-de-sacs and adjacent roads, walkways between buildings, and access between adjacent lots and uses.
- Establish street standards that minimize pavement width and total right-of-way.

OAR Section 660-12-0060, Plan and Land Use Regulation Amendments, requires local governments to assess amendments to land use regulation for a significant impact to an existing or planned transportation facility. This section of the TPR was amended in 2012. The elements required in a TSP pursuant to Section -0060 include:

- Ensure that allowed land uses are consistent with the identified function, capacity, and performance standard of the facility measures at the end of the planning period identified in the adopted TSP.
- A local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:
 - In the absence of the amendment, planned transportation facilities, improvements and services would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;
 - Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the

performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

- The amendment does not involve property located in an interchange area;
- For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway.
- Include amendments to comprehensive plans and land use regulations in the comprehensive plan, transportation system plan, the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site.
- An amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met:
 - The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;
 - The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and
 - The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

2.1.4 Oregon Access Management Rule (OAR 734-051) (last amended 2012)

Oregon Administrative Rule 734-051 defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. The provisions in the OAR apply to US 101 under Oregon State jurisdiction within the City of Brookings. The access management rules include spacing standards for varying types of state roadways. It also lists criteria for granting right of access and approach locations onto state highway facilities.

The spacing standards for US 101 are presented in **Table 2-1** below.

Table 2-1. Spacing Standards for Urban Statewide Highways

Posted Speed (mph)	Spacing (feet)
55 or higher	1,320
50	1,100
40 and 45	360
30 and 35	250
25 or lower	150

The Access Management Rule allows exceptions to the spacing standards for special transportation areas (STAs). The spacing standards identified by special transportation areas management plans, access management plans, corridor plans, interchange area management plans or interchange management areas, as adopted by the Oregon Transportation Commission take precedence over the spacing standards described in the Access Management Rule.

2.1.5 Oregon Highway Plan (last amended 2013)

The Oregon Highway Plan (OHP), an element and modal plan of the state’s comprehensive transportation plan (OTP), guides the planning, operations, and financing of ODOT’s Highway Division. Policies in the OHP emphasize the efficient management of the highway system to increase safety and maximize highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems.

The Oregon Transportation Commission (OTC) adopted the OHP in 1999 and in July 2006, ODOT published an update that includes amendments made from November 1999 through January 2006. The updated Brookings TSP will need to be consistent with the OHP and its amendments. The policies found within the OHP that apply to state facilities in the City of Brookings include:

- Policy 1A: State Highway Classification System;
- Policy 1B: Land Use and Transportation;
- Policy 1D: Scenic Byways;
- Policy 1E: Lifeline Routes;
- Policy 1F: Highway Mobility Standards;
- Policy 1G: Major Improvements;
- Policy 2B: Off-System Improvements;
- Policy 2D: Public Involvement;
- Policy 2F: Traffic Safety;
- Policy 3A: Classification and Spacing Standards;
- Policy 3B: Medians;
- Policy 4B: Alternative Passenger Modes;

- Policy 4D: Transportation Demand Management; and
- Policy 5A: Environmental Resources.

2.1.5.1 Policy 1A: State Highway Classification System

The state highway classification system includes five classifications: Interstate, Statewide, Regional, District, and Local Interest Roads. In addition, there are four special purpose categories that overlay the basic classifications: special land use areas, statewide freight route, scenic byways, and lifeline routes. These special designations supplement the highway classification system and are used to guide management, needs analysis, and investment decisions on the highway system.

There is one Statewide Highway (US 101) in the City of Brookings. Policy 1A defines Statewide Highways as follows:

Statewide Highways (NHS) typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.

2.1.5.2 Policy 1B: Land Use and Transportation

This policy recognizes the role of both the State and local governments related to the state highway system and calls for a coordinated approach to land use and transportation planning. Special Transportation Areas (STAs), Urban Business Areas (UBAs) and Commercial Centers (CCs) are included as action items under this policy. Within STAs, highways may be managed to provide a greater level of local access than ODOT standards would otherwise allow.

An STA in Brookings was adopted in 2005, along Highway 101/Chetco Avenue between Pacific Avenue and Alder Street.

2.1.5.3 Policy 1D: Scenic Byways

It is the policy of the State of Oregon to preserve and enhance designated Scenic Byways, and to consider aesthetic and design elements along with safety and performance considerations on designated Byways. This policy requires that aesthetic guidelines be applied within public right-of-way on Scenic Byways to preserve scenic value. Management plans should be developed and impacts to the scenic qualities of Byways should be considered when designing plans and projects.

In 1998, the federal government designated Highway 101 as an All-American Road, which is the highest designation of Scenic Byway.

2.1.5.4 Policy 1E (Lifeline Routes)

Policy 1E assures that in the case of an earthquake, flooding, landslide, wild fire, or any other disaster, an emergency lifeline network will be available to support recovery. According to the Lifeline Selection Summary Report, US 101 from Coos Bay to the California border is a Tier 2 Lifeline Route, meaning that it provides redundancy to the Tier 1 lifeline system, allows direct access to more locations, and increases the traffic volume capacity. US 101 is the only route out of Brookings, and connects to a Tier 1 facility in Coos Bay. Classification of a

highway as a lifeline route, such as US 101, emphasizes its importance in the transportation network. The Lifeline Selection Summary Report was developed to provide additional details related to Policy 1E and is adopted as a part of the OHP.

2.1.5.5 Policy 1F: Highway Mobility Standards Access Management Policy

This policy addresses state highway performance expectations for planning and plan implementation or amendment, as well as providing guidance for managing access and traffic control systems. Action 1F.1 states that highway mobility standards apply to all state highway sections; for areas outside of the Portland Metro area, the maximum volume to capacity ratios for peak hour operating conditions in Table 6 apply. Action 1F.5 states that, where the volume-to-capacity (v/c) ratio is worse than the identified standards in the OHP and transportation improvements are not planned, the performance standard for the highway shall be to improve performance as much as feasible and to at least avoid further degradation of performance if measures to improve performance are infeasible.

The policy allows for the adoption of alternative highway mobility standards in cases such as metropolitan areas trying to strictly manage their growth, STAs, and in areas with unique environmental and land use constraints.

2.1.5.6 Policy 1G: Major Improvements

This policy requires maintaining performance and improving safety by improving efficiency and management before adding capacity.

2.1.5.7 Policy 2B: Off-System Improvements

This policy recognizes that the state may provide financial assistance to local jurisdictions to make improvements to local transportation systems if the improvements would provide a cost-effective means of improving the operations of the state highway system.

2.1.5.8 Policy 2D (Public Involvement)

Public involvement in transportation and planning and project development will be a critical part of the TSP update. This policy calls for input from citizen, business, regional and local government, state agencies and tribal governments regarding proposed policies, plans, programs and improvement projects that affect the state highway system.

2.1.5.9 Policy 2F: Traffic Safety

This policy emphasizes the state's efforts to improve safety of all users of the highway system. Action 2F.4 addresses the development and implementation of the Safety Management System to target resources to sites with the most significant safety issues.

2.1.5.10 Policy 3A: Classification and Spacing Standards

This policy addresses the location, spacing, and type of road and street intersections and approach roads on state highways. It includes standards for each highway classification. The adopted standards are found in Appendix C of the Oregon Highway Plan; generally, the minimum access spacing distance increases as either the highway's importance or posted speed increases. The access management spacing standards established in the OHP are implemented by OAR 734, Division 51.

2.1.5.11 Policy 3B: Medians

This policy establishes the state’s criteria for the placement of medians. It includes Action 3B.3 which requires the consideration of non-traversable medians for modernization of all urban, multi-lane Statewide (National Highway System) Highways. The criteria for consideration include:

- Forecasted average daily traffic greater than 28,000 vehicles per day during the 20-year planning period;
- A higher-than-average accident rate;
- Pedestrian crossing safety issues; and
- Topographic and alignment issues resulting in inadequate left-turn sight distances.

2.1.5.12 Policy 4B: Alternative Passenger Modes

This policy encourages the development of alternative passenger services and systems as part of broader corridor strategies and promotes the development of alternative passenger transportation services located off the highway system to help preserve the performance and function of the state highway system. The existing 2002 Brookings TSP includes plan elements for bicycle, pedestrian, and transit planning to provide transportation alternatives in the city.

2.1.5.13 Policy 4D: Transportation Demand Management

This policy establishes the state’s interest in supporting demand management strategies that reduce peak period single occupant vehicle travel, thereby improving the flow of traffic on the state highway system. The 2002 Brookings TSP discusses TDM strategies.

2.1.5.14 Policy 5A: Environmental Resources

This policy intends to protect the natural and built environment – including air quality, fish and wildlife habitat, migration routes, vegetation, and water resources from impacts from state highways and ODOT facilities.

2.1.6 ODOT Highway Design Manual (2012)

The Highway Design Manual includes ODOT standards and procedures for the location and design of new construction, major reconstruction, and resurfacing, restoration or rehabilitation projects. The Highway Design Manual is used for all projects that are located on state highways. The manual should be referred to in developing projects or any implementation measures in the Brookings TSP update affecting state facilities in the city.

The design standards in the manual will be integrated into the detailed design and engineering that will occur for projects once they are adopted as part of the TSP and are programmed as part of the City’s Capital Improvement Program (CIP) for transportation.

2.1.7 Oregon State Modal Plans (Bicycle and Pedestrian, Freight, Public Transportation, Aviation, Transportation Safety)

The Oregon State Modal Plans are elements of the Oregon State Transportation Plan. Each of the modal plans help to achieve the vision defined in the Oregon State Transportation Plan.

2.1.7.1 Oregon State Bicycle and Pedestrian Plan (1995)

The Bicycle and Pedestrian Plan was originally developed in 1995, and was incorporated as a modal element of the Oregon Transportation Plan (OTP) when the OTP was adopted in 2006.

The Bicycle and Pedestrian Plan provides the framework for cooperation between ODOT and local jurisdictions, and offers guidance to cities and counties for developing local bicycle and pedestrian plans. The Brookings TSP update will use the policies established in the Bicycle and Pedestrian Plan to provide recommendations for improvements.

The plan defines ODOT principles and policies and describes actions that will assist local jurisdictions in understanding the principles and policies that ODOT follows in providing bicycle facilities and walkways along state highways. In order to achieve the plan's objectives, the strategies for system design are outlined, including:

- Providing bikeway and walkway systems and integrating with other transportation systems
- Providing a safe and accessible biking and walking environment
- Developing educational programs that improve bicycle and pedestrian safety

The document's Policy & Action section contains background information, legal mandates and current conditions, goals, actions and implementation strategies ODOT proposes to improve bicycle and pedestrian transportation.

The Design Guidelines for bicycle and pedestrian facilities was separated from the Oregon State Bicycle and Pedestrian Plan in 2011. The standards and designs shown in the plan are ODOT standards used on State Highway projects. These standards meet or exceed national standards as outlined in American Association of State Highway Transportation Officials (AASHTO) documents, the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and other documents. These standards are recommended but not required for use by local jurisdictions in Oregon.

2.1.7.2 Oregon Freight Plan (2011)

The Oregon Freight Plan is designed to guide freight-related operation, maintenance and investment decisions. The plan provides information on the economic benefits of freight and outlines strategies and actions to implement the freight goals and policies of the Oregon State Transportation Plan.

2.1.7.3 Oregon Public Transportation Plan (1997)

The Oregon Public Transportation Plan defines the statewide vision for public transportation and provides goals, policies, and strategies to implement the vision. The plan intends to demonstrate a strong commitment to public transportation in Oregon and to provide guidance for investing in available resources to strengthen the state's public transportation system.

2.1.7.4 Oregon Aviation Plan (2007)

The Oregon Aviation Plan provides a framework for implementing the statewide vision for aviation. Airport and policy development are guided by policies that include preservation; protection; safety; economic development; intermodal accessibility; environment; modernization and capacity; funding; advocacy and technical assistance; and state-owned airport management.

2.1.7.5 Oregon State Transportation Safety Plan (2011)

The Oregon State Transportation Safety Plan is the safety element for the Oregon Transportation Plan. The Transportation Safety Plan defines system improvement, legislative needs, and financial needs. The plan guides investment decisions that are incorporated in the Statewide Transportation Improvement Program.

2.1.8 Oregon State Transportation Improvement Program (2015-2018)

The State Transportation Improvement Program (STIP) is the programming and funding document for transportation projects and programs statewide. The projects and programs undergo a selection process managed by ODOT Regions or ODOT central offices. The document covers a period of four years and is updated every two years.

The 2012-2015 STIP includes several projects in Brookings as shown in **Table 2-2**.

Table 2-2. 2012-2015 STIP Projects in Brookings

Project Name (number)	Project Year	Total Cost	Description
Kalmiopsis Elementary School: East Street: Fern Avenue-Pioneer Road (16067)	2012-2013	\$490,000	Construct new sidewalks and bike lanes.
Harris Beach M/U Path: Ransom Ave-Dawson Ave (17880)	2011-2014	\$1,017,000	Construct a multi-use path.
South Bank Chetco River Road (8154)	2014	\$675,000	Stabilize embankment and roadway

The draft 2015-2018 STIP includes approximately \$3 million in funding for a project to improve Railroad Street in Brookings by adding a median, sidewalks and bike lanes, lighting, and bus stops (project number 18916).

2.2 COUNTY/REGIONAL PLANS

2.2.1 US 101 Corridor Plan (2014)

The US 101 Corridor Plan is currently being developed as of April 2014r. The study area extends from the southern end of the Brookings city limits to the Oregon/California border along US 101. The US 101 Corridor Plan is being developed for several reasons. The California Department of Transportation (CalTrans), in conjunction with the Smith River Rancheria Tribe, recently completed a Road Safety Audit (RSA) on the 10-mile section of US 101 south of the Oregon/California border. In addition, there have been two Safety Priority Index (SPIS) locations identified over the last few years. Improvement options to address safety needs at the SPIS sites and other problem locations were investigated as part of the Plan.

Tech Memo #2 of the US 101 Corridor Plan outlines goals, objectives, and evaluation criteria for the project. The Plan goals include:

- Goal 1: Improve Transportation Safety

- Goal 2: Maintain Traffic Operations
- Goal 3: Maximize Constructability of Transportation Improvements

Tech Memo #2 also notes that no bicycle facilities or sidewalks exist in the study area, and that shoulders are below the standard width for bicycle use along roughly half a mile of the corridor. The memo identifies an objective under Goal 1 to provide adequate bicycle and pedestrian facilities. Potential safety improvements resulting from the US 101 Corridor Plan could impact transportation conditions in the southern area of Brookings.

2.2.2 US 101: Thomas Creek to Chetco River Access Management Plan (2003)

The Oregon Department of Transportation (ODOT) and the City of Brookings developed the Thomas Creek to Chetco River Access Management Plan (AMP) in compliance with the Oregon Highway Plan (OHP) as well as in response to a South West Area Commission on Transportation (SWACT) directive for Oregon Transportation Investment Act (OTIA) funding. The AMP provides a comprehensive inventory of all public and private approaches along US 101 for the length of the project. The inventory identifies all rights of access between the adjoining properties and the state highway, including reservations, indentures, and grants of access. The AMP also includes additional relevant information such as zoning and land use for properties within the study area used in determining alternatives. Strategies for implementing the AMP include permitting existing approaches, narrowing deviating approaches, consolidating approaches, closures, sidewalk construction, and median construction. The AMP and TSP must be consistent with one another.

2.2.3 Strategic Transportation Plan for Curry Public Transit, Inc. (2014)

The Strategic Transportation Plan for Curry Public Transit, Inc. provides a strategic implementation plan for achieving the vision and mission statement for public transit in Curry County. The mission statement for Curry County Public Transit is to provide courteous, safe, and affordable public transportation to the general public, older adults, and persons with disabilities along the Southern Oregon coastal corridor. The vision is to maximize mobility, increase independence, and broaden boundaries. The major goals of the plan are:

1. Identify Marketing sources and opportunities and develop a workable long-term Marketing Plan.
2. Recruit at least one additional Director who will represent our current clientele and bring a more diverse awareness to the Board of Directors.
3. Educate drivers and staff adequately in disaster preparedness.
4. Work with cities of Brookings, Gold Beach, Port Orford and Bandon in conjunction with Oregon Department of Transportation for appropriate signage showing current bus stops along Highway 101 and placing bus shelters at bus stops.
5. Assist county in preparing Coordinated Human Services Transportation Plan.
6. Conduct feasibility studies to expand current Dial-a-Ride and Coast Express service to include evening, holidays and weekends and expand Dial-a-Ride boundaries.

2.2.4 Del Norte Regional Transportation Plan Aviation Section (2011)

The Del Norte Regional Transportation Plan includes information on the Del Norte County Regional Airport, which provides commercial aviation access for the city of Crescent City (located about 30 miles south of Brookings). The Border Coast Regional Airport Authority, which operates and maintains the Del Norte Regional Airport, has prioritized improvements that would allow the airport to meet future demand. These improvements include:

- A new 17,867 square foot terminal building,
- A new aircraft apron area
- New parking facilities
- Realignment of Dale Rupert Road and construction of new airport entrance circulation road.
- Implementation of infrastructure and utilities improvements necessary to support construction and operation of the terminal building, parking lot, and aircraft apron area.

2.3 LOCAL POLICY, PLANS, AND STANDARDS

2.3.1 City of Brookings Comprehensive Plan (2011)

The City's Comprehensive Plan is its central long-term land-use planning document. The Comprehensive Plan establishes policies that guide growth, development, and conservation of resources within the city. The relevant findings and policies in the Comprehensive Plan under Goal 12 (Transportation) and Goal 14 (Urbanization) impact the Brookings TSP update.

Goal 12 of the Comprehensive plan is to provide and encourage a safe, convenient and economic transportation system. Goal 12 policies include:

- The City will develop a system of streets that provides adequate access to all property in terms of utilities and fire and police protection in residential districts.
- All new commercial areas and new commercial development within existing commercial areas shall utilize the concepts of access management as provided in Section 168 of the Land Development Code and the transportation plan.
- The City will encourage improvement to airport facilities and assure that the airport approach safety zone is protected from encroachments. The City will coordinate development in the Brookings Urban Growth Boundary with the State of Oregon and Curry County in accordance with the Brookings State Airport Master Plan and the Model airport Safety Standards developed by the Oregon State Aeronautics Division.
- The City will develop a traffic circulation system, which allows adequate access to industrial and commercial land pursuant to Section 168 of the Land Development Code and the provision of the Transportation Systems Plan.
- Brookings will encourage the development of additional port facilities (see Goal 16).
- The City will make provisions for pedestrian traffic in residential areas and provide bike paths and walkways in other appropriate areas.
- Brookings will examine the need for and the feasibility of public transit and will encourage programs which meet the needs of transportation disadvantaged.
- On a regional level, the City of Brookings encourages reduction in the region's general isolation from the rest of Oregon, improvement of intra-regional transportation, construction of passing lanes and realignments on the entire length of Highway 101
- The City will cooperate with the Oregon Department of Transportation in implementation of the ODOT Six-Year Highway Improvement Program and ODOT Highway Maintenance Programs.

Goal 14 of the Comprehensive Plan is to provide for the orderly and efficient transition of land within the Urban Growth Boundary from rural to urban uses. Goal 14 policies that impact the TSP include:

- City shall maintain the livability of Brookings while providing appropriate land-use designation and adequate areas to accommodate expected growth.
- City shall encourage the orderly outward growth of the community in order to maintain costs of construction, maintenance, and extension of streets, utilities and public facilities at the lowest level possible.
- City shall encourage the development of industrial and commercial lands in such a way as to insure a proper diversification of the local and regional economy.
- City shall encourage improvement to airport facilities and insure that airport approach zones are protected.

2.3.2 City of Brookings Transportation System Plan (2002)

The City of Brookings Transportation System Plan (TSP) was adopted in 2002 as the City's 20-year comprehensive plan for transportation planning, projects, and programs. Once adopted, TSPs are elements of a City's Comprehensive Plan, replacing the original transportation element of the Comprehensive Plan. The 2002 TSP is TPR compliant and was developed to plan for substantial growth expected over a 20 year horizon.

The Brookings TSP establishes goals and policies to guide transportation planning in the City. It reports on existing conditions and estimates transportation needs based on traffic forecasts. Based on these needs, the TSP presents plans and recommended projects by mode, as well as a general transportation demand management program and a financing plan.

2.3.3 City of Brookings Bicycle Master Plan (2011)

The Bicycle Master Plan (BMP) serves as a modal plan of the 2002 TSP and was added to the TSP as an amendment in 2011. The BMP goals include reducing conflicts between bicyclists and motorized traffic, developing a system dedicated for the use of bicycles as transportation, and providing opportunities for recreation. Several goals and objectives within the 2002 TSP outside of the 2011 BMP encourage the use of bicycling and other non-motorized modes, including the following passages:

- "Provide a transportation system that can adapt to future travel modes and practices."
- "Improve safety for vehicle, bicycle, and pedestrian users."
- "Encourage alternative modes of transportation."
- "Increase the use of alternative modes of transportation (walking, bicycling, rideshare/carpooling, and transit) through improved access, safety, and service."
- "Encourage sidewalks, bikeways, and safe crossings on urban arterial and collector roads."
- "Periodically assess pedestrian and bicycle modes of transportation within the city and develop programs to meet demonstrated needs."

The bicycle network envisioned in the BMP will include a variety of bicycle facility types, such as shared roadways, multi-use paths, bicycle lanes and bicycle boulevards. The BMP also states that the city will provide educational information about bicycling to residents and

visitors. The BMP inventories existing bicycle facilities and also identifies five priority bicycle projects, including:

- improved bicycle access to Harris Beach campground;
- bike lanes, multi-use paths and shared lane markings on streets around the Brookings public schools and Azalea Park;
- bicycle improvements to Railroad Street;
- a multi-use path within the Brookings-Harbor Port; and
- converting Ransom Avenue to a bicycle boulevard.

2.3.4 City of Brookings Pedestrian System Plan (2002)

The Pedestrian System Plan (PSP) is included as a modal plan within the 2002 TSP. The PSP states that “A complete pedestrian system should be implemented in the city,” where “every paved street shall have sidewalks on both sides of the roadway” with several exceptions. As noted in the BMP above, the 2002 TSP references support for walking transportation in its goals and objectives. The PSP identifies the highest priority areas for completing the city’s sidewalk network to be along US 101 and in high pedestrian activity areas such as near businesses. The PSP’s primary goal is safety, with secondary goals of increasing livability and supporting economic activity.

2.3.5 City of Brookings Zoning (2014)

The City of Brookings maintains zoning code that indicates where and what type of development can take place. The code is current through Ordinance 14-O-729 and was passed on February 24th, 2014. The zoning code impacts transportation facilities and operations in the City. The zoning code should be evaluated for consistency with existing and planned transportation facilities and corridors in the updated TSP.

2.3.6 City of Brookings Street Standards (2011)

Street standards are used to relate the design of a roadway to its function. Street standards were updated in November of 2011. One major change made to the street standards during the update was the requirement to consider bicycle use on all new streets, and for residential collectors to provide a multi-use path for bicycle riders and pedestrians. The TSP update will allow the City to review and revise street design standards to more closely fit with the functional street classification, and the goals and objectives of the TSP.

2.3.7 City of Brookings Urban Renewal Plan (2010)

The Brookings Urban Renewal Plan describes goals and policies for urban renewal within a single geographic area of the city, called the Renewal Area⁴. The purpose of the plan is to eliminate blighting influences found in the Renewal Area, to implement goals and objectives of the Comprehensive Plan, assist in meeting the City’s economic development objectives through rehabilitation of older and historic structures, redevelopment of key sites, improving transportation utility facilities in the renewal area, assisting with the construction of needed

⁴ The Renewal Area follows the Highway 101 corridor from the Chetco River to Easy Street and includes the Azalea State Park and the area south of Highway 101 between Mill Beach Road and Tanbark Road to Chetco Point Park

public facilities, and creating public amenities. The following goals, objectives, and projects included in the Renewal Plan relate to the TSP update:

- Goal A: Promote Private Development
 - Objective 1: Enhance the environment for development and investment through improvements to streets, streetscapes, parks, and public buildings and spaces.
 - Objective 3: Help create economic vitality by creating activities and encouraging uses that bring a significant number of potential shoppers and investors.
- Goal C: Improvements to Streets, Streetscapes, and Open Spaces
 - Objective 1: Enhance streetscapes by installing street lighting, street furniture, banners, planters and other amenities.
 - Objective 2: Reconstruct existing roadways and sidewalks where needed and in a manner meeting the objectives of this plan.
 - Objective 3: Construct new streets to provide connectivity and encourage private investment.
 - Objective 4: Address and improve pedestrian safety in the renewal area.
 - Objective 5: Improve pedestrian and bicycle access to and through the renewal area. Create pedestrian spaces that are attractive areas for residents and employees that stimulate economic activity, and enhance livability.
- Goal E. Parking
 - Objective 1: Construct public parking to support businesses and activities in the Renewal Area.
- Project 701B Street, Curb, and Sidewalk Improvements
 - Improvements to street, curb, and sidewalk on Railroad, Chetco, Fern, Willow, Spruce, Hemlock, Alder, Wharf, and other streets in the Area.
 - Assist in local improvements identified in the Brookings Capital Improvements Program (CIP)
- Project 701D Streetscape Projects
 - Accent paving;
 - Decorative lighting;
 - Street trees, planters, and landscaping;
 - Furnishings, including benches, trash receptacles, bicycle racks;
 - Street and directional signage;
 - Public art;
 - Gateway monuments and landscape features.
- Project 701E Pedestrian, Bike, and Transit Improvements
 - Provide new bike paths or lanes in the renewal area;
 - Provide pedestrian connections to the waterfront.
- Project 701F Public Parking Facilities

- New lot at Fern and Spruce
- New lots at pockets along Railroad Street
- New RV parking lot.
- Project 703 Development and Redevelopment
 - Assisting development of a new medical facility
 - Assisting development of higher education facilities
 - Assisting the construction or expansion of job-creating projects.

2.3.8 Constitution Area Refinement Study (2006)

The City of Brookings Constitution Way Area Refinement Study (Brookings CARS) was conducted to clarify US 101/Constitution Way/Bridge Street intersection problems and identify transportation planning solutions for addressing those problems. The study concluded that current and projected intersection problems could be remedied through short-term and mid-term build alternatives:

- The Short-Term build alternative entails two phases of construction: Phase 1) installing a traffic signal at the US 101/Constitution Way/Bridge Street intersection, removing the ODOT weigh station, and conducting minor roadway geometry changes; and Phase 2) installing roadway improvements at the US 101/Oak Street and US 101/Alder Street intersections consistent with “Downtown Brookings US 101 Transportation Solutions Project Environmental Assessment” Alternative improvements.
- The Mid-Term build alternative entails construction of a grade-separated facility, either: design option 1) converting US 101 to an underpass with US 101 traffic passing under Constitution Way and Bridge Street; or design option 2) converting US 101 to an overpass with US 101 traffic passing over Constitution Way and Bridge Street.

The mid-term build alternative will need to be further analyzed as part of: 1) the City of Brookings Transportation System Plan (TSP); 2) National Environmental Policy Act (NEPA) classification; and 3) an Oregon Transportation Commission (OTC) adopted Facility Refinement Plan before a final design option is selected, funded and constructed.

2.3.9 Downtown Brookings – Highway 101 Transportation Solutions Project (2005)

The Downtown Brookings – Highway 101 Transportation Solutions Project addresses congestion, safety, and mobility issues in downtown Brookings on Highway 101 between Arnold Lane and Chetco River Bridge. The preferred alternative, Alternative 5, keeps all US 101 traffic flows on Chetco Avenue and removes “on-street” parking along both sides of Chetco Avenue so ‘back-to-back’ left-turn refuges can be constructed. A raised median would be constructed for much of the corridor. In 2006, a finding of No Significant Impact was concluded for the project. The Brookings TSP update should be consistent with the Downtown Brookings – Highway 101 Transportation Solutions Project.

2.3.10 Downtown Brookings Master Plan (2003)

The Downtown Brookings Master Plan provides the City’s vision to help both revitalize and plan future improvements in the core area of Downtown Brookings for both visitors and residents. The plan includes an appendix document composed of a

number of implementation tools and resources, including a set of architectural design guidelines, a series of recommended modifications to the City's zoning ordinance, and an extensive list of potential funding and community-based resources. The plan includes a downtown transportation system that proposes changes to Chetco Avenue, downtown parking, pedestrian facilities, public transportation and internal street circulation.

2.3.11 Brookings Pavement Management Plan (2012)

The Brookings Pavement Management Plan outlines the strategy for major pavement maintenance in the City. An inventory of existing ROW, maintenance strategies and costs for City streets is included. The TSP update should be consistent with the Pavement Management Plan.

2.3.12 City of Brookings Economic Opportunities Analysis (2009)

The Brookings Economic Opportunities Analysis (EOA) is consistent with the requirements of statewide planning Goal 9 and the Goal 9 administrative rule (OAR 660-009). The EOA attempts to determine if Brookings has enough employment land to meet expected employment growth over the 2009 to 2029 period. This plan will help determine where future commercial and industrial development will occur, and should be considered in updating the TSP.

2.3.13 City of Brookings Council 2014 Strategic Plan (2014)

The 2014 Strategic Plan for the City Council summarizes the goals, objectives and action items that the City Council plans to address during 2014. The objectives and associated priority/action items that relate to the TSP include:

- Objective: Maintain Streets in safe/serviceable condition.
 - Priority/Action Item: Develop bicycle plan and pursue funding for improvements.
 - Priority/Action Item: Allocate \$150,000 annually for street reconstruction and major maintenance
 - Priority/Action Item: Improve pedestrian/vehicle safety; replace hazardous storm drain grate; make pedestrian facilities more accessible.
- Objective: Provide infrastructure to support economic growth
 - Priority/Action Item: Downtown beautification – traffic study to improve downtown parking.
 - Priority/Action Item: Expand bike paths 6-10 miles beyond city.
 - Priority/Action Item: Attract tourists to stop in downtown, develop RV parking along Frontage Road.
 - Priority/Action Item: Reconstruct uncompleted block of Hemlock Street.

2.3.14 Lone Ranch Master Plan Transportation Impact Study (2004)

The Lone Ranch Master Plan Transportation Impacts Study evaluates the transportation impacts of the proposed Lone Ranch development located on the east side of Highway 101. The development would consist of several residential land uses including 550 single family detached units, 300 townhome/condominiums, and 150 senior/assisted living units. The site

would also include a 31,500 square foot community college, a 2,500 square foot recreation center, gas station with convenience mart, and a 10,000 square foot shopping center. The project would add three full accesses and one emergency access on Highway 101. The full project would add a total of 981 additional trips (582 in and 399 out) during the PM peak hour. The 2002 TSP estimated a higher volume of PM peak hour trips from the project, so the updated TSP will need to reflect these changes. However, the 2002 TSP recommended project that would construct a one-way couplet to provide additional capacity for future growth would still be appropriate for improving congestion and delay at the Highway 101-Chetco Avenue/5th Street intersection.

2.3.15 Harbor Area Transportation System Refinement Plan (2009)

The Harbor Area Transportation System Refinement Plan is a joint effort between Curry County and the City of Brookings to address the need for transportation infrastructure in the Brookings Urban Growth Boundary South of the Chetco River. The primary objectives of this planning effort were to:

- Develop a road network for the planning area
- Create road standards for the planning area.

The Harbor Area Transportation System Refinement Plan makes a series of key recommendations that will be important to incorporate into the update of the TSP. These include:

- A new system of collector roads,
- Reclassification of several streets,
- Intersection improvements at several locations,
- Updates to the County's Principal Arterial design standards for US 101 through the area,
- Creation of new design standards for hillside collector streets,
- Creation of a Land Use Goal Exception for all roads outside the UGB,
- Creation of a local improvement district, or other similar mechanism, to fund ongoing maintenance of public roads in the study area.

2.3.16 Harris Beach State Recreation Area Master Plan (2003)

The Harris Beach State Recreation Area Master Plan provides issues, goals and development concepts for future improvements to the Harris Beach State Recreation Area. The plan includes proposals for a boardwalk trail through the wetland area to the beach and an improved entrance to the recreation area.

2.3.17 Brookings Parking Plan (2006)

The Brookings Parking Plan addresses parking needs in the downtown area of Brookings. Recent population growth in and near Brookings has impacted traffic circulation and parking in the downtown core. The Parking Plan supports other planning efforts focused in the downtown area and provides information on existing parking supply and demand. The Plan also makes several short-term parking recommendations. This plan should be incorporated in to the TSP update and serve as a basis for evaluating future parking needs in the City.

3. GOALS, OBJECTIVES, AND EVALUATION CRITERIA

A proposed set of goals, objectives, and evaluation criteria was defined and will be used to guide the City's future investment in transportation facilities and services. The goals describe the desired vision for the City's transportation system and the objectives identify actions to be taken to accomplish the goals. The evaluation criteria are measures used in determining the extent to which proposed projects and programs will meet the goals and objectives.

3.1 PURPOSE OF THE PLAN AND INTRODUCTION

In 2002, the City of Brookings adopted their Transportation System Plan (TSP) as the Transportation Element of the City's Comprehensive Plan. The 2002 TSP established a plan for transportation facilities and services to meet local, regional, and state needs and provided direction for allocation of resources to various types of transportation projects.

The update to the City of Brookings TSP is an important long-range planning tool for Brookings as it prepares for future growth in the community and region. The updated TSP was initiated in 2013 and will be completed in 2015. The completion of the updated TSP is timely for several reasons:

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

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

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

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

3.2 GOALS AND OBJECTIVES

The overarching goal and related objectives provide guidance on the types and priorities of policies, programs, studies and projects that are included in this transportation system plan.

3.2.1 Goal

To provide a balanced, multi-modal, safe, convenient, economical, and efficient transportation system for Brookings.

3.2.2 Objectives

- A. Develop a coordinated transportation system that facilitates the mobility and accessibility of community residents in a safe and efficient manner, and encourages alternatives to and reduced reliance upon the single-occupant automobile.
- B. Promote the development and maintenance of all transportation modes including bikeways, pedestrian ways, and public transportation where appropriate to all planned land uses, while minimizing adverse environmental impacts.
- C. Cooperate with and support regional public transportation planning efforts, including working with public and private agencies to promote the use of vanpools and park and ride.
- D. Promote and give high priority to bike and pedestrian ways in the downtown area, and in the vicinity of Kalmiopsis Elementary School and parks, including development of a Safe Routes to School Action Plan and the identification of locations where bicycle parking may be needed.
- E. Protect the function of the airport facilities in the City and develop and implement strategies that minimize conflicts with other transportation modes and adjacent land uses.
- F. Coordinate with the Oregon Department of Transportation and Curry County in the planning and provision of transportation services and in the implementation of the ODOT State Transportation Improvement Program (STIP) and provisions of the Oregon Highway Plan (OHP).
- G. Utilize the Transportation System Plan for guidance in all land use planning and project development activities.

- H. Develop and regularly update, prioritize and maintain a Capital Improvements Program that identifies streets, curbs, sidewalks, bikeways and pedestrian ways that need repair/construction.
- I. Involve the public in the transportation planning process to encourage community support for the TSP.
- J. Identify projects to serve as a parallel alternative to US 101, to improve safety, and to reduce congestion of both streets.
- K. Participate in regional efforts to expand bicycle facilities beyond city limits to attract tourists to Downtown.
- L. Promote transportation projects that support economic development and local businesses in Brookings.

3.3 EVALUATION CRITERIA

The evaluation criteria are chosen to be consistent with the goals and objectives of the TSP. The criteria will be used to select the preferred alternative for projects and programs included in the TSP.

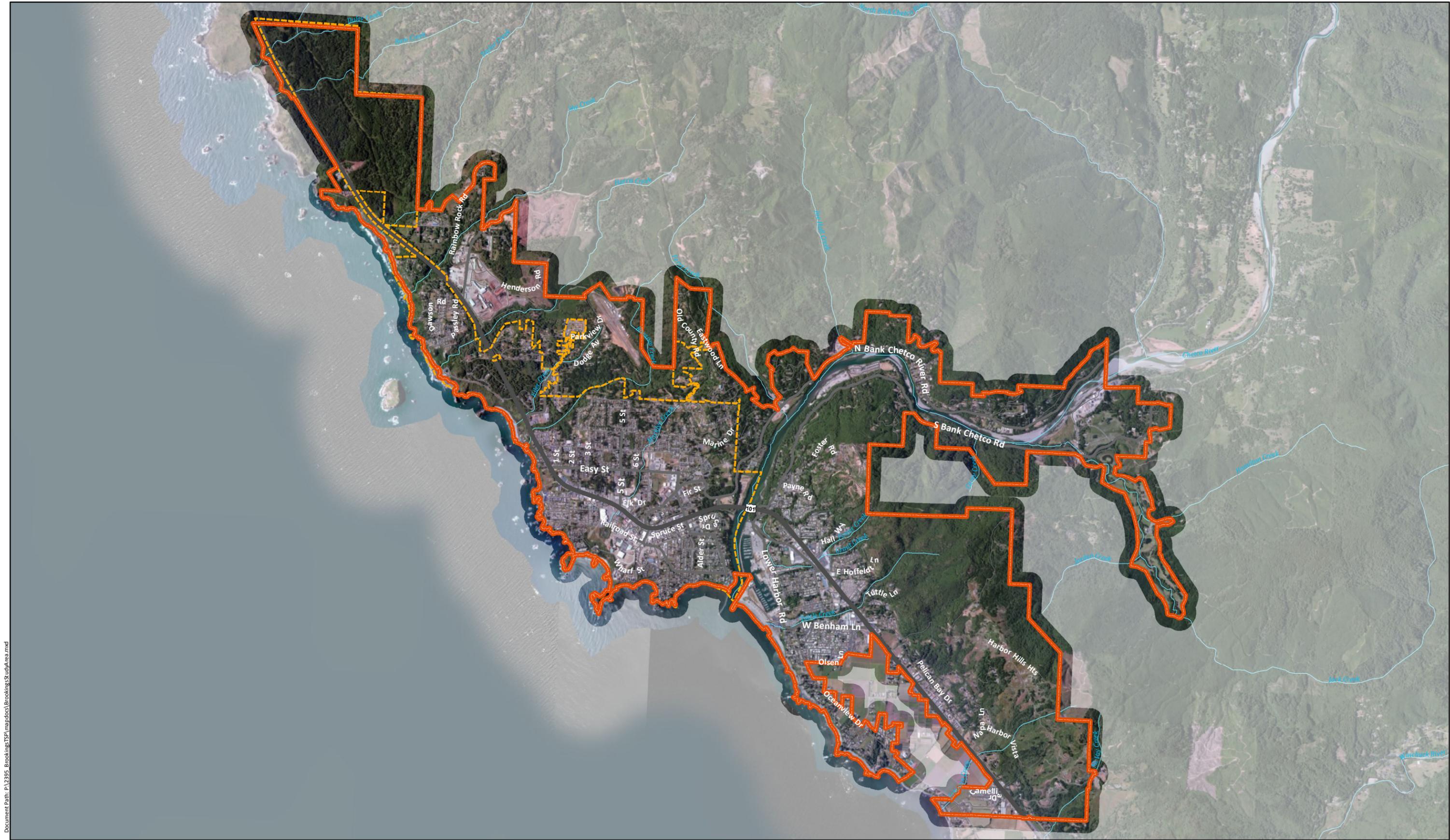
- A. Criteria 1: Connectivity – project or program supports local connectivity by improving connections to residential areas, places of employment, recreational facilities, and/or underserved areas of the community.
- B. Criteria 2: Spot Improvement – project fills in a gap in the existing network, overcomes a barrier, or serves an immediate safety need.
- C. Criteria 3: Funding Likelihood – Readiness and ease of securing a funding source for the project.
- D. Criteria 4: Safety – potential reduction in crash rate/severity or points of conflict.
- E. Criteria 5: Land Use – project is supportive of nearby existing and future land uses.
- F. Criteria 6: Cost – minimization of cost for construction and any right-of-way requirements.
- G. Criteria 7: Environmental Impact – impacts by level of significance (low/medium/high) to environmentally sensitive areas, including biological, historic, cultural, and archeological resources.
- H. Criteria 8: Impact to Title VI and Environmental Justice Populations - impacts by level of significance (low/medium/high) to environmental justice and Title VI populations (low income, minority and Hispanic populations).
- I. Criteria 9: Economic Development – project or program supports local businesses and economic development goals.

3.4 PROJECT AREA

Brookings is located on the southern coast of Oregon approximately five miles north of the Oregon-California border, on the north side of the Chetco River. Brookings is the largest city

in Curry County, with almost 30 percent of the county’s population or approximately 6,300 inhabitants.

The project area includes the City of Brookings and the unincorporated area of Curry County that is within the Urban Growth Boundary (UGB) (see **Figure 3-1**). Highway 101 is the major corridor for the movement of people, goods, and services to and from Brookings, and also serves as the City’s “Main Street”.



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Parametrix Source: City of Brookings, Oregon



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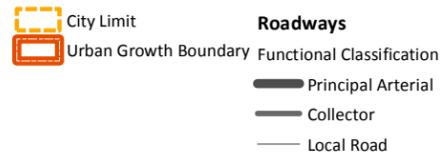


FIGURE 1
CITY OF BROOKINGS
STUDY AREA
 Transportation System Plan
 Brookings, Oregon