BROOKINGS AREA

SAFETY ACTION PLAN



BROOKINGS
AREA SAFETY ACTION PLAN

June 2026

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RESOLUTION 26-039

ADOPTING RESOLUTION FOR THE BROOKINGS AREA SAFETY ACTION PLAN (SAP) AND 2050 BROOKINGS VISION ZERO SAFETY GOAL COMMITMENT

BE IT RESOLVED by the City Council of the City of Brookings, South Dakota (the "City"), as follows:

WHEREAS, Federal regulations require all states to have a Strategic Highway Safety Plan (SHSP) which provides a comprehensive framework for reducing fatalities and serious injuries on public roadways; and

WHEREAS, recent safety data in South Dakota shows between 2019 and 2023 annual traffic fatalities have increased 38% and serious injuries have increased 10%; and

WHEREAS, the South Dakota Department of Transportation (SDDOT) is acting in cooperation with local communities to alter this trend through development and adoption of the 2024 South Dakota SHSP, a multi-disciplinary and data-driven effort to reduce fatalities and serious injuries across all public roads in South Dakota with goals to reduce traffic fatalities to 100 or fewer and serious injuries by 400 or fewer by 2029 (30% reduction); and

WHEREAS, the City of Brookings and surrounding area experienced 4 fatal and 17 serious injury crashes between January 2019 and June 2024 with 259 overall crashes resulting in an injury during this timeframe; and

WHEREAS, the City of Brookings, in conjunction with surrounding agencies including the City of Aurora, Brookings County, Brookings Municipal Utilities, South Dakota State University (SDSU), and the South Dakota Department of Transportation (SDDOT) performed a safety analysis for Brookings area utilizing crash records and traffic data consistent with the Safe Streets for All (SS4A) program guidelines as part of the Brookings Area Transportation Plan (BATP); and

WHEREAS, the Brookings Area Safety Action Plan (SAP) study area consists of all State, County, Township, and City owned roads, except Interstate 29, within the BATP study area boundaries; and

WHEREAS, based on the safety analysis, the Brookings Area SAP was prepared with an aim to reduce and eliminate fatal and serious injuries across all roadway users in the City of Brookings and surrounding growth areas including vulnerable road users (pedestrians, bicyclists, and personal conveyance device users), transit riders, and motorists; and

WHEREAS, one of the eight required components of a SS4A SAP is "Leadership Commitment and Goal Setting" towards an eventual goal of zero roadway fatalities and serious injuries and the proposed Brookings Area SAP consists of policy and project recommendations to achieve a long-term goal of eliminating roadway fatalities and serious injuries by 2050, consistent with the U.S. Department of Transportation's (USDOT) Safe System Approach (SSA), also adopted by the SDDOT in the 2024 South Dakota SHSP and 2023 South Dakota Vulnerable Road User Safety Assessment (VRUSA), and Vision Zero which align with best practices nationally to prioritize human life and creating a safe transportation network for all users; and

WHEREAS, the Brookings Area SAP will meet the requirements to allow the City of Brookings to apply for Implementation Grants from the USDOT SS4A discretionary grant program to fund improvements and strategies to reduce fatalities and serious injuries of all roadway users; and

WHEREAS, the Council finds the proposed Brookings Area SAP is based on federal, state, and local standards and provides for the health, safety, and welfare of the community and will support and guide the City's planning, investment, and policy decisions:

NOW, THEREFORE, BE IT RESOLVED, the City Council hereby authorizes the following items:

1. The City of Brookings hereby commits to the '2050 Brookings Vision Zero', a long-term goal of zero roadway fatalities and serious injuries by 2050 within the City and surrounding growth areas. The City pledges to use its resources, influence, and partnerships to make significant strides towards this outcome.
2. The City of Brookings recognizes that a share of the fatal and/or serious injury crashes within the surrounding Brookings area, occur on other jurisdictional roadways. Coordination with partners at the City of Aurora, Brookings County, SDSU, and SDDOT will be necessary to achieve a goal of zero roadway fatalities and serious injuries. Per the SAP, the City will focus and prioritize safety improvement locations within city limits and update the plan upon relevant roadway jurisdictional transfers.
3. The City of Brookings will strive to make progress toward the stated reduction targets by working within the framework of the Brookings Area SAP to achieve the goals, and it will monitor progress annually and adjust the plan as necessary to maintain momentum toward the ultimate goal of zero roadway fatalities and serious injuries.
4. The City of Brookings hereby approves and adopts the proposed Brookings Area SAP in conjunction with the Brookings Area Transportation Plan (BATP) and designates the Mayor to act as signatory in connection with future SS4A grant applications and related forms and to provide such additional information as may be required by the USDOT.

This Resolution shall be effective after its passage and approval according to law.

Passed and Approved this 23rd day of June, 2026.

CITY OF BROOKINGS, SD

Oepke G. Niemeyer, Mayor

ATTEST:

Bonnie Foster, City Clerk

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Abbreviations and Acronyms

AASHTO	American Association of State Highway and Transportation Officials
APS	Accessible Pedestrian Signal
AWSC	All-Way Stop-Control
BATP	Brookings Area Transportation Plan
BC	Brookings County
BMU	Brookings Municipal Utilities
EPDO	Equivalent Property Damage Only
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
GIS	Geographic Information System
HIN	High Injury Network
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
HWY	Highway
I-29	Interstate 29
LPI	Leading Pedestrian Interval
LOS	Level of Service
MEV	Million Entering Vehicles
MUTCD	Manual on Uniform Traffic Control Devices
MVMT	Million Vehicle Miles Traveled
NACTO	National Association of City Transportation Officials
NB	Northbound
NCHRP	National Cooperative Highway Research Program
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
PEDSAFE	Pedestrian Safety Guide and Countermeasure Selection System
PHB	Pedestrian Hybrid Beacon
RIRO	Right-In/Right-Out
ROW	Right-of-Way
RRFB	Rectangular Rapid Flashing Beacon
RTI	Ramp Terminal Interchange
SAP	Safety Action Plan
SB	Southbound
SDDOT	South Dakota Department of Transportation
SDDPS	South Dakota Department of Public Safety
SDSU	South Dakota State University

SHSP	Strategic Highway Safety Plan
SPN	Safety Priority Network
SRN	Systemic Risk Network
SRTS	Safe Routes to School
SSA	Safe System Approach
SS4A	Safe Streets and Roads for All
TIS	Traffic Impact Study
TWLTL	Two-Way Left-Turn Lane
TWSC	Two-Way Stop-Control
USDOT	United States Department of Transportation
VRU	Vulnerable Road Users
VRUSA	Vulnerable Road User Safety Assessment

1 Introduction

1.1 Purpose and Study Area

In conjunction with the Brookings Area Transportation Plan (BATP), the City of Brookings and partner agencies have developed the Brookings Area Safety Action Plan (SAP) following the Safe Streets and Roads for All (SS4A) program guidelines. The Brookings Area SAP is a comprehensive safety plan to eliminate fatalities and serious injuries on all public roads in the Brookings area by 2050 for all users including vulnerable road users (pedestrians, bicyclists, and personal conveyance device users), transit riders, and motorists. To fulfill these safety goals, the Brookings Area SAP formalizes a plan that summarizes existing safety issues, conveys and promotes safety goals, prioritizes safety improvements and strategies, and guides future funding opportunities.

As part of the BATP, a study advisory team was organized to guide the study and provide incremental input and feedback at key study milestones including elements of the SAP. This team consisted of the City of Brookings, City of Aurora, Brookings Municipal Utilities (BMU), Brookings County, South Dakota Department of Transportation (SDDOT), and South Dakota State University (SDSU) staff across a variety of multimodal transportation disciplines.

Study area limits, established in the BATP, reflect current City of Brookings limits and the long-range Brookings growth area, which generally encompasses a one to two-mile buffer surrounding Brookings city limits as shown in **Figure 1**. Roadway jurisdictions within study limits include township roads, county highways, and city streets. While Interstate 29 (I-29) traverses the study area, the SAP focuses on local area roadway safety and excludes I-29 from the safety analysis and improvement projects.

The purpose of the Brookings Area Safety Action Plan (SAP) is to:

- **Analyze safety issues and needs with a focus on high-injury locations.** This identifies safety issues and needs the study area currently faces through data collection and analysis, particularly with respect to injury crash locations, to establish the High Injury Network (HIN).
- **Identify systemic risk factors leading to crashes and locations for proactive safety improvements.** This determines notable crash types prevalent on the Brookings area roadway network that present safety challenges and establishes the Systemic Risk Network (SRN) where multiple notable crash types were detected at select intersections and corridor segments.
- **Establish recommendations for future safety improvements.** This includes a set of recommended safety improvement projects for locations identified in the Safety Priority Network (SPN) based on locations established in the HIN, SRN, and public feedback.
- **Align improvements with Safe Streets and Roads for All (SS4A) program requirements for Safety Action Plans (SAP).** This ensures all SS4A requirements are met to allow the City of Brookings to apply for SS4A implementation grant funding opportunities.

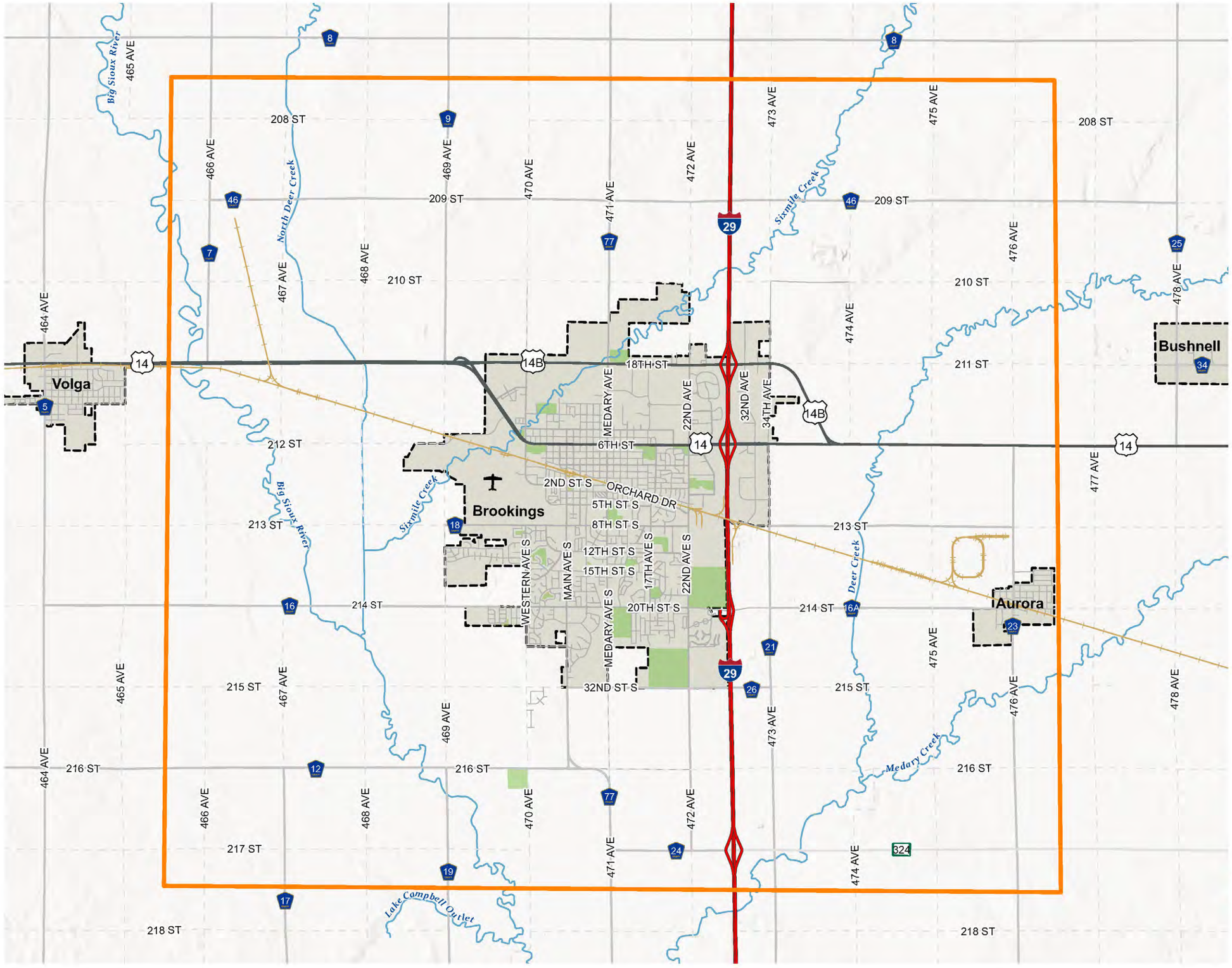


Figure 1

HDR

BROOKINGS AREA SAFETY ACTION PLAN

1.2 Vision and Goals

The City of Brookings completed the *City of Brookings 2040 Comprehensive Plan* in 2018 to provide a shared vision for future growth and development within Brookings and the surrounding area. Transportation and safety play key roles in supporting each of these plan elements, which highlight the importance of providing safe, efficient, and connected mobility for all users within the community.

Five key plan elements were established through this study and include (paraphrased):

- **Housing and Neighborhoods:** Create healthy neighborhoods with housing options, character and quality, and connections to community destinations for jobs, commerce, and recreation
- **Transportation:** Establish a transportation network that provides a safe and efficient means for all users and supports community and economic development
- **Municipal Services:** Strengthen existing public facilities and guide future infrastructure to support effective delivery of emergency services, encourage economic development, job creation, and quality of life improvements, and implement sustainable initiatives in Brookings
- **Quality of Life:** Provide well-connected and accessible park and recreation facilities, programs, and services to foster community, promote art into public amenities, and encourage sustainable construction materials and practices
- **Strategic Development Areas:** Follow recommendations for strategic development areas including South Main Avenue Corridor, 6th Street Corridor, Planning for the Future of Aging Mobile Home Parks, Bridging the Interstate Divide, and Strengthening Downtown

The comprehensive plan vision and elements were carried forward into the Brookings Area SAP. The SAP-specific vision and goals were developed through input received from the community and stakeholders, as well as guidance from the Study Advisory Team. The vision and goals will guide future transportation decisions and safety improvement investments based on the values of the community.

Brookings Area Safety Action Plan (SAP) Vision and Goals:

The Brookings Area SAP aims to reduce and eliminate fatalities and serious injuries by 2050 for all roadway users in the Brookings area, including vulnerable road users (pedestrians, bicyclists, and personal conveyance device users), transit riders, and motorists.



12th Street S & Southland Lane

1.3 Relevant Plans

Existing and past plans establish a foundation for the Brookings Area SAP. The Brookings Comprehensive Plan, Downtown Master Plan, Economic Development Master Plan, Area Housing Study, Bicycle Master Plan, and the prior Master Transportation Plan provide a vision for the community in which the transportation network is a key element. The Brookings County Comprehensive Land Use Plan and Master Transportation Plan coordinate the growth of cities within the county and transportation connections between them.

2040 City of Brookings Comprehensive Plan (2018)



The 2018 update to the *Brookings Comprehensive Plan* discusses the notable growth Brookings experienced in the recent decades and sets forth a vision for development and planning policies to achieve the community's vision for 2040.

Brookings County Comprehensive Land Use Plan Update (2016)

The latest *Brookings County Comprehensive Land Use Plan* update was adopted in February 2016. The plan recognizes the continued growth and associated challenges of the City of Brookings and other municipalities within the County. The comprehensive plan provides direction for growth and strategies to address the needs associated with growth through 2031.

Downtown Brookings Master Plan (2024)



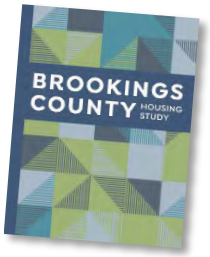
The *Downtown Brookings Master Plan* was adopted in October 2024. The plan creates a framework to shape the future of Downtown Brookings through intentional and strategic recommendations to build on existing strengths of the area, adapt to changing times, and update infrastructure for continued economic and community vitality of the downtown area.

City of Brookings Community Economic Development Master Plan (2023)



The latest *Community Economic Development Master Plan* update was completed in August 2023. The plan conducted extensive research to confirm community facts and trends, identify opportunities, allocate resources, and recruit businesses to spur continued growth in Brookings between 2023 and 2027 and beyond.

Brookings County Housing Study (2022)



The *Brookings County Housing Study*, completed in June 2022, conducted extensive research on the existing Brookings County housing market and potential future housing needs in the area. Based on anticipated trends and public engagement, recommended strategies were put forth for the county, cities, and community partners to help build an affordable, safe, and sustainable housing market for all.



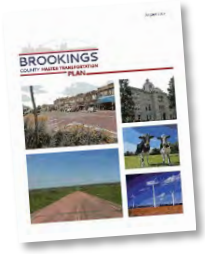
City of Brookings Parks & Recreation Master Plan (2022)

The latest *City of Brookings Parks & Recreation Master Plan* was adopted in 2022 and lays out a 10-year road map for the City of Brookings Parks, Recreation, and Forestry Department. This plan establishes a long-range guide focusing on sustainability and maximizing resources while providing a balance of facilities and amenities throughout the community.

City of Brookings Bicycle Master Plan (2017)



The *City of Brookings Bicycle Master Plan* was adopted in February 2017. This plan reviewed existing bicycle and pedestrian infrastructure, sought public input, and devised a bicycle facility plan through 2040. Goals for the plan include development of a connected and comfortable bicycle network for all users, adopting policies and programs that support bicycling, and implementing the plan efficiently and effectively.



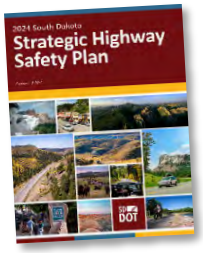
Brookings County Master Transportation Plan (2013)

The *Brookings County Master Transportation Plan* was adopted in August 2013. The plan examined transportation facility needs, potential solutions, and prioritization of future projects throughout the county transportation network outside of the City of Brookings.

Previous Brookings Area Master Transportation Plan (2011)



The previous *Brookings Area Master Transportation Plan* was adopted in June 2011 with cooperation and participation of the City of Brookings, City of Aurora, and Brookings County. The plan assessed existing (in 2010) and future transportation needs in the years 2020 and 2035, updated design standards, and compiled a list of future infrastructure projects. Since adoption, major changes have occurred to the Brookings area transportation network, including the I-29 Exit 130 (20th Street S) interchange, which necessitated updates to the plan.

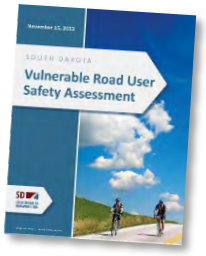


2024 South Dakota Strategic Highway Safety Plan (SHSP)

The *2024 South Dakota Strategic Highway Safety Plan (SHSP)* is a multi-disciplinary statewide plan which aims to reduce fatalities and serious injuries and improve safety on South Dakota's public roadways. Through data-driven analysis and stakeholder feedback from key safety representatives, nine areas of concern were selected as South Dakota's safety emphasis areas to concentrate efforts to reduce traffic-related deaths and serious injuries. Ultimately, the SHSP is intended to guide South Dakota's roadway infrastructure investments through the Highway Safety Improvement Program (HSIP) and behavioral safety programing through the Highway Safety Plan (HSP).

2023 South Dakota Vulnerable Road User Safety Assessment (VRUSA)

The *2023 South Dakota Vulnerable Road User Assessment (VRUSA)* is an addendum to South Dakota's SHSP. The VRUSA consists of an overview of the state's safety performance regarding vulnerable road users (VRU) based on historical crash data, identifies high-risk areas in the state for VRUs, summarizes consultation meetings with high-risk VRU safety areas, and presents programs, resources, and strategies that may be implemented to improve future VRU transportation in South Dakota.



Relevant area interchange and corridor studies include:

- **I-29 Exit 133 Interchange Modification Study (2024)**
- **214th Street Feasibility and Hydrology & Hydraulics Study (2024)**
- **US14-US14 Bypass Corridor Study (2020)**
- **I-29 Exit 130 (20th Street South) Interchange Justification Study (2020)**
- **22nd Avenue Corridor Study (2018)**

1.4 Safe Streets and Roads for All (SS4A) Program and the Safe System Approach (SSA)

SS4A is a competitive grant program established in 2021 through the Infrastructure Investment and Jobs Act passed by Congress. The United States Department of Transportation (USDOT) manages the SS4A fund, with $5 billion in funding available from 2022 to 2026. The program helps fund regional and local safety projects that will prevent roadway fatalities and serious injuries with an overall goal of zero roadway deaths and serious injuries.

Safe System Approach

The aim for zero roadway deaths and serious injuries is guided by the USDOT's Safe System Approach (SSA), which views safety as a shared responsibility among all individuals involved in the use, planning, design, or construction of the transportation network. **Figure 2** displays the principles of this approach around the outer ring in the graphic. The inner ring presents the elements or objectives of this approach.



Source: USDOT

Figure 2: Safe System Approach

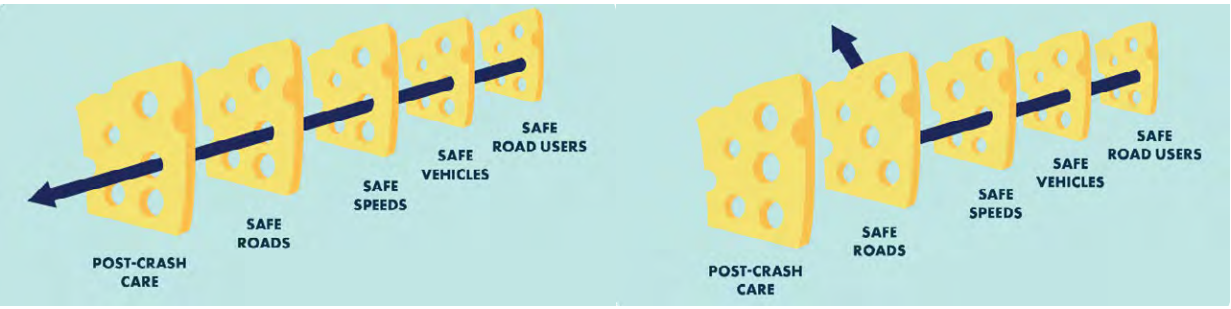
SSA is a shift from conventional road safety thinking because it focuses on both human mistakes and human vulnerabilities by designing systems with layers of protection. If one layer of safety fails, another will help prevent a crash or lessen the likelihood of serious injury or death **(Figure 3)**. This SAP and the overarching transportation plan align with the principles and objectives of the SSA and integrates this philosophy into the recommendations for street design and transportation policies for the City of Brookings.

The six core principles of the SSA are:

- **Death / Serious Injury is Unacceptable** – Fatal and serious injury crashes are the most impactful and thus most desirable to reduce and eliminate.
- **Humans Make Mistakes** – Mistakes will happen, but the transportation system can be designed to protect users so inevitable mistakes are not fatal.
- **Humans are Vulnerable** – Humans are frail in comparison to the physical forces that can be present in a crash; design must consider human tolerances.
- **Responsibility is Shared** – All stakeholders share responsibility for safety.
- **Safety is Proactive** – Safety cannot simply be a reactive approach. Latent risk is present but not always obvious.
- **Redundancy is Crucial** – Without redundancy, any failure in the system may lead to death or serious injury.

Along with the six core principles there are five elements of crash risk. These elements have an impact on crash risk that results in fatal or serious injury. These elements assign responsibility to key stakeholders to provide a safe system based on redundancy. With improvements in each of the key principles, a greater level of redundancy will be achieved.

- **Safer People** – Individuals should operate within the roadway network in a safe fashion. This includes all users, such as drivers, pedestrians, cyclists, and transit riders. Individuals from drivers and passengers to pedestrians can take steps to improve safety.
- **Safer Vehicles** – Vehicles should be designed to minimize occurrence and severity of crashes by using safety features.
- **Safer Speeds** – Reducing speeds improves the potential to avoid a crash and reduces kinetic energy that can lead to death and life-altering injuries in the event of a crash. Safer speed is a critical component of the SSA as it is a significant factor in crash injury outcomes, especially with VRUs. Safer speeds are promoted by roadway design, enforcement, and educational outreach.
- **Safer Roads** – Roadway design can add redundancy and create barriers when mistakes happen by separating users in time and space. The design of the roadway environment can reduce the potential severity of a crash in the event of a crash.
- **Post-Crash Care** – When a crash does occur, emergency medical service (EMS) responders can provide critical care to minimize the severity of injuries and even prevent death. Providing good care after an incident, and quickly, can help mitigate the worsening of injuries. Providing quick response can also reduce the amount of time that a secondary crash could occur.



Source: FHWA

Figure 3: Shared Responsibility Through SSA

Need for a Safety Action Plan

To be eligible for SS4A grant funding to implement future projects, the City of Brookings must complete a safety action plan that outlines the City's safety goals and creates an actionable framework for identifying safety issues and appropriate strategies to move toward zero roadway deaths and serious injuries **(Figure 4)**.

The safety action plan allows the City of Brookings and partner agencies to engage with stakeholders and the public to identify policy changes, strategies, and projects that will improve safety and determine what recommendations are suitable for the community. The safety action plan development was led by the City of Brookings with engagement from the City of Aurora, Brookings County, SDDOT, BMU, SDSU, stakeholder focus groups, and the general public. This feedback was essential to the plan development process, with engagement opportunities presented through outreach events, online surveys, social media, and open houses.



Figure 4: Components of a Safety Action Plan

2 Safety Action Plan Components and Self-Certification List

Based on Safe Streets and Roads for All (SS4A) program guidelines, the Brookings Area Safety Action Plan (SAP) is organized under the following chapters to conform with the Self-Certification Eligibility Worksheet components included in previous Safe Streets and Roads for All (SS4A) Notice of Funding Opportunities. Following the Self-Certification Eligibility Worksheet ensures that all requirements of the SS4A Program are met and that the agency may apply for future funding to implement the safety projects contained within this plan. **Table 1** includes the SS4A worksheet questions and references to related materials within the SAP. Questions 3, 6, and 8 must be "Yes". Three of the remaining five questions (1, 2, 4, 5, and 7) must be "Yes".



4th Street & 3rd Avenue

Table 1: SS4A Self-Certification Worksheet

SS4A SAFETY ACTION PLAN COMPONENT	SS4A WORKSHEET QUESTION	DOCUMENT LOCATION
1) Leadership Commitment and Goal Setting	Are **BOTH** of the following true? • A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and • The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.	Yes **Chapter 3**, **Figure 5**, and **Appendix A**
2) Planning Structure	To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?	Yes **Chapter 4**
3) Safety Analysis	Does the Action Plan include **ALL** of the following? • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs is also performed, as needed (e.g. high risk road features, specific safety needs of relevant road users); and • A geospatial identification (geographic or locational data using maps) of higher risk locations.	Yes **Chapter 5**, **Appendix B**, and **Appendix C**
4) Engagement and Collaboration	Did the Action Plan development include **ALL** of the following activities? • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and • Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.	Yes **Chapter 6** and **Appendix D**
5) Policy and Process Changes	Are **BOTH** of the following true? • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	Yes **Chapter 7**
6) Strategy and Project Selections	Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?	Yes **Chapter 8**
7) Progress and Transparency	Does the plan include **ALL** of the following? • A description of how progress will be measured over time that includes, at a minimum, outcome data. • The plan is posted publicly online.	Yes **Chapter 9**
8) Action Plan Date	Brookings Area Safety Action Plan Finalization Date: **June 23, 2026**	**June 23, 2026** **Figure 5** and **Appendix A**

3 Leadership Commitment and Goal Setting

The City of Brookings, by resolution and action, is committed to the **2050 Brookings Vision Zero**, a visionary Long-Range goal of zero roadway fatalities and serious injuries within current City limits and surrounding growth areas by 2050. This is demonstrated by the City Council resolution affirming this goal and commitment to safety, as well as approving the Brookings Area Safety Action Plan (SAP), at its regular meeting on June 23, 2026. The full text of the official resolution is shown in **Figure 5** and included in **Appendix A**.

Through the resolution, the City of Brookings commits to the following:

- The City of Brookings hereby commits to the '2050 Brookings Vision Zero', a Long-Range goal of zero roadway fatalities and serious injuries by 2050 within the City and surrounding growth areas. The City pledges to use its resources, influence, and partnerships to make significant strides towards this outcome.
- The City of Brookings recognizes that a share of the fatal and/or serious injury crashes within the surrounding Brookings area occur on other jurisdictional roadways. Coordination with partners at the City of Aurora, Brookings County, BMU, SDSU, and SDDOT will be necessary to achieve a goal of zero roadway fatalities and serious injuries. Per the SAP, the City will focus and prioritize safety improvement locations within city limits and update the plan upon relevant roadway jurisdictional transfers.
- The City of Brookings will strive to make progress toward the stated reduction targets by working within the framework of the Brookings Area SAP to achieve the goals and it will monitor progress annually and adjust the plan as necessary to maintain momentum toward the ultimate goal of zero roadway fatalities and serious injuries.
- The City of Brookings hereby approves and adopts the proposed Brookings Area SAP in conjunction with the Brookings Area Transportation Plan (BATP) and designates the Mayor to act as signatory in connection with future SS4A grant applications and related forms and to provide such additional information as may be required by the USDOT.

The City of Brookings' commitment and leadership in implementing safety-focused projects, strategies, and policies are also supported by many current programs and policies including recommendations incorporated into the recent BATP. This is exemplified by the City's approach to Complete Streets roadway design, outlined in the BATP, which focuses on providing a safe roadway for all users and modes of travel, including pedestrians, bicyclists, transit users, and motorists.

In addition, safety was woven into policy goals and objectives in the 2040 City of Brookings Comprehensive Plan Update including completing projects to establish a transportation network that provides a safe and efficient means for all users and supports community economic development, strengthen existing infrastructure to support effective delivery of emergency services and quality of life improvements, and improve quality of life through well-connected and accessible park and recreation facilities.

RESOLUTION 26-039

ADOPTING RESOLUTION FOR THE BROOKINGS AREA SAFETY ACTION PLAN (SAP) AND 2050 BROOKINGS VISION ZERO SAFETY GOAL COMMITMENT

BE IT RESOLVED by the City Council of the City of Brookings, South Dakota (the "City"), as follows:

WHEREAS, Federal regulations require all states to have a Strategic Highway Safety Plan (SHSP) which provides a comprehensive framework for reducing fatalities and serious injuries on public roadways; and

WHEREAS, recent safety data in South Dakota shows between 2019 and 2023 annual traffic fatalities have increased 38% and serious injuries have increased 10%; and

WHEREAS, the South Dakota Department of Transportation (SDDOT) is acting in cooperation with local communities to alter this trend through development and adoption of the 2024 South Dakota SHSP, a multi-disciplinary and data-driven effort to reduce fatalities and serious injuries across all public roads in South Dakota with goals to reduce traffic fatalities to 100 or fewer and serious injuries by 400 or fewer by 2029 (30% reduction); and

WHEREAS, the City of Brookings and surrounding area experienced 4 fatal and 17 serious injury crashes between January 2019 and June 2024 with 259 overall crashes resulting in an injury during this timeframe; and

WHEREAS, the City of Brookings, in conjunction with surrounding agencies including the City of Aurora, Brookings County, Brookings Municipal Utilities, South Dakota State University (SDSU), and the South Dakota Department of Transportation (SDDOT) performed a safety analysis for Brookings area utilizing crash records and traffic data consistent with the Safe Streets for All (SS4A) program guidelines as part of the Brookings Area Transportation Plan (BATP); and

WHEREAS, the Brookings Area Safety Action Plan (SAP) study area consists of all State, County, Township, and City owned roads, except Interstate 29, within the BATP study area boundaries; and

WHEREAS, based on the safety analysis, the Brookings Area SAP was prepared with an aim to reduce and eliminate fatal and serious injuries across all roadway users in the City of Brookings and surrounding growth areas including vulnerable road users (pedestrians, bicyclists, and personal conveyance device users), transit riders, and motorists; and

WHEREAS, one of the eight required components of a SS4A SAP is "Leadership Commitment and Goal Setting" towards an eventual goal of zero roadway fatalities and serious injuries and the proposed Brookings Area SAP consists of policy and project recommendations to achieve a long-term goal of eliminating roadway fatalities and serious injuries by 2050, consistent with the U.S. Department of Transportation's (USDOT) Safe System Approach (SSA), also adopted by the SDDOT in the 2024 South Dakota SHSP and 2023 South Dakota Vulnerable Road User Safety Assessment (VRUSA), and Vision Zero which align with best practices nationally to prioritize human life and creating a safe transportation network for all users; and

WHEREAS, the Brookings Area SAP will meet the requirements to allow the City of Brookings to apply for Implementation Grants from the USDOT SS4A discretionary grant program to fund improvements and strategies to reduce fatalities and serious injuries of all roadway users; and

WHEREAS, the Council finds the proposed Brookings Area SAP is based on federal, state, and local standards and provides for the health, safety, and welfare of the community and will support and guide the City's planning, investment, and policy decisions:

NOW, THEREFORE, BE IT RESOLVED, the City Council hereby authorizes the following items:

1. The City of Brookings hereby commits to the '2050 Brookings Vision Zero', a long-term goal of zero roadway fatalities and serious injuries by 2050 within the City and surrounding growth areas. The City pledges to use its resources, influence, and partnerships to make significant strides towards this outcome.
2. The City of Brookings recognizes that a share of the fatal and/or serious injury crashes within the surrounding Brookings area, occur on other jurisdictional roadways. Coordination with partners at the City of Aurora, Brookings County, SDSU, and SDDOT will be necessary to achieve a goal of zero roadway fatalities and serious injuries. Per the SAP, the City will focus and prioritize safety improvement locations within city limits and update the plan upon relevant roadway jurisdictional transfers.
3. The City of Brookings will strive to make progress toward the stated reduction targets by working within the framework of the Brookings Area SAP to achieve the goals, and it will monitor progress annually and adjust the plan as necessary to maintain momentum toward the ultimate goal of zero roadway fatalities and serious injuries.
4. The City of Brookings hereby approves and adopts the proposed Brookings Area SAP in conjunction with the Brookings Area Transportation Plan (BATP) and designates the Mayor to act as signatory in connection with future SS4A grant applications and related forms and to provide such additional information as may be required by the USDOT.

This Resolution shall be effective after its passage and approval according to law.

Passed and Approved this 23rd day of June, 2026.

CITY OF BROOKINGS, SD

Oepke G. Niemeyer, Mayor

ATTEST:

Bonnie Foster, City Clerk

Figure 5: City of Brookings Resolution Adopting the Brookings Area SAP and 2050 Brookings Vision Zero Safety Goal

4 Planning Structure

4.1 Brookings Area Transportation Plan Study Advisory Team

For the duration of the Brookings Area Transportation Plan (BATP), a Study Advisory Team was formed to review and provide feedback on study materials at major project milestones, including the Brookings Area Safety Action Plan (SAP) and interrelated safety analyses, attend related public and stakeholder open houses, and collaborate on area encompassing proposed plans and projects. Overall, six study advisory team meetings were held over the course of the project lifespan. The Study Advisory Team was designated from key area agency staff including the City of Brookings, City of Aurora, Brookings County, Brookings Municipal Utilities (BMU), South Dakota State University (SDSU), and South Dakota Department of Transportation (SDDOT), and area residents which comprised the following members:

City of Brookings:

- Ryan Miller (Community Development)
- Charlie Richter (Engineering Division)
- John Thompson (Public Works)

City of Aurora:

- Josh Jones (Mayor)

Brookings County:

- Brian Gustad (Highway Department)

SDDOT:

- Katrina Burckhard (Project Development)
- Steve Gramm (Project Development)
- Thomas Lindstrom (Watertown Area)
- Dan Martell (Aberdeen Region)
- Mark Peterson (Aberdeen Region)
- Joseph Updike (Traffic)

Brookings Municipal Utilities (BMU): Ryan Thompson

South Dakota State University (SDSU): Tanner Aiken (Facilities and Services)

Area Resident: Charlie Schnabel

4.2 Brookings Area Safety Action Plan Advisory Group

Following the adoption of the Brookings Area SAP, a Brookings Area SAP Advisory Group will be established to work towards the goal of zero roadway fatalities and serious injuries road all roadways by 2050 on the Brookings area roadway network, monitor progress on safety outcomes and goals, and implement identified projects and strategies. The Brookings SAP advisory group will consist of City of Brookings staff, elected officials, and/or other participants determined by the City of Brookings.

Members of the initial Brookings Area SAP advisory group are anticipated to include:

Brookings Area SAP Advisory Group Members:

- Ryan Miller (Community Development)
- Charlie Richter (Engineering Division)
- John Thompson (Public Works)
- Josh Bauman (Parks, Recreation, and Forestry)

Future updates to the Brookings Area SAP will reflect any changes in membership to the Brookings Area SAP advisory group.

The Brookings Area SAP includes recommended safety improvement locations that are within the current City of Brookings limits as well as future growth areas. It is expected that the City of Brookings and the Brookings Area SAP advisory group will collaborate with partner area agencies, including City of Aurora, Brookings County, SDDOT, BMU, and SDSU, where necessary on safety planning and project efforts involving area roadways not currently under the City of Brookings' jurisdiction. Further, it is anticipated that the Brookings Area SAP will be updated following roadway jurisdictional transfers of safety improvement locations to City of Brookings to specify safety projects and strategies for those facilities.



3rd Street & Main Avenue

5 Safety Analysis

5.1 Crash History Review

As part of the Brookings Area Transportation Plan (BATP), a crash history review was conducted to evaluate transportation safety performance within the City of Brookings and throughout the BATP study area. The safety review examined crashes associated with intersections, corridor segments, fatal and serious injuries, vulnerable road users (VRUs) (bicyclists and pedestrians), and 2024 South Dakota Strategic Highway Safety Plan (SHSP) safety emphasis areas. While all reported crashes were investigated, crashes that resulted in an injury were prioritized throughout the analysis in accordance with the Safe System Approach (SSA).

The analysis used data sourced from the State of South Dakota crash database of reported crashes from January 2019 through June 2024 (5 ½ years). Additional information is provided in the Crash History Review Memo in **Appendix B**. This review focused on the local area road network and does not include crashes along Interstate 29 (I-29) freeway or ramp segments present in the study area. Crashes occurring prior to or during roadway reconstruction projects in the study area were also excluded from the data selection.

Crash Review Methodology

The study area crash review focuses on crashes that occurred on local area system roadways such as state and county highways, township roads, and city streets. I-29 mainline and ramp crashes were thus excluded from the crash selection; however, a brief overview of crashes on those facilities was included in the review. In addition, study area intersection and corridor segment crashes that occurred prior to and during roadway reconstruction projects were also excluded from the crash data selection.

Crash characteristics such as total crashes, injury severity, manner of collision, month, year, light condition, road surface condition, roadway class description, and functional classification were summarized and tabulated for both crash and injury (persons involved in crashes that sustained an injury) frequencies at both a systemwide and site-specific level. Crash records were reviewed with respect to crash frequency and crash rates which account for traffic exposure. Crash rates and critical crash rates were calculated for both intersections and corridor segments. Intersection crash rates were calculated in terms of crashes per million entering vehicles (crashes/MEV). Corridor segment crash rates were calculated in terms of million vehicle miles traveled (crashes/MVMT).

Critical crash rates were calculated based on the statistical populations for each crash location (intersection or segment) using methods presented in the Highway Safety Manual (HSM) (American Association of State Highway and Transportation Officials (AASHTO), 2010). A critical crash rate accounts for a desired level of confidence (95 percent used in this study), vehicle exposure, and similar facility types. Intersections and segments where a crash rate meets or exceeds select proportions of the critical rate were noted for further investigation.

The select critical rate proportions, or elevated injury crash index tiers, include:

- **Tier 1 (higher priority):** injury crash rate exceeds **≥ 150%** of the critical injury crash rate
- **Tier 2 (medium priority):** injury crash rate is **between ≥ 100% and < 150%** of the critical injury crash rate
- **Tier 3 (lower priority):** injury crash rate is **between ≥ 75% and < 100%** of the critical injury crash rate

For all crash and critical crash rate calculations, crashes were converted to property damage only (PDO) equivalences. These Equivalent Property Damage Only (EPDO) rates were developed as outlined in the HSM based on crash history and severity weight factors provided by the SDDOT. The EPDO rate considers the distribution of crash severity for each site under consideration. It attaches greater importance, or weight, to crashes resulting in a fatality, then mid-level importance to those resulting in an injury, and less importance to property damage only crashes. By converting all crashes to PDO equivalents, a more reasonable comparison can be made between all intersections or corridor segments in terms of where the most crashes are occurring in relation to exposure.

Intersections and corridor segments were reviewed with and without non-injury (PDO) crashes to determine the following in support of developing the high injury network:

- Locations where fatal or serious injury crashes occurred
- Locations with crashes involving vulnerable road users (VRU) (i.e., bicyclists or pedestrians)
- Locations with notably elevated crash frequencies
- Locations with notably elevated injury crash rates (excluding non-injury crashes) in accordance with the Safe System Approach (SSA). The SSA is a guiding paradigm adopted by SDDOT, United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and National Highway Traffic Safety Administration (NHTSA) to eliminate crashes resulting in fatal or serious injuries.

Brookings Area and City of Brookings Crash Summary

A total of 1,447 crashes and 259 injury crashes were reported on local roads between January 2019 and June 2024 within the BATP study area. Total crashes saw a notable 18 percent decline in 2020 but steadily increased in subsequent years to previous levels by 2023, as shown in **Figure 6**. Injury crashes continually declined from 2019 to 2022 although a 75 percent increase was observed in 2023. It should be noted that 2020 coincided with the COVID-19 Public Health Pandemic that saw shelter-in-place orders and changes in daily work and travel habits.

Crashes by month are summarized in **Figure 7**. The fall and winter months of October through January exhibited the highest total crash frequencies with August and September observing the highest injury crashes. Winter weather is a time of heightened crash risk due to snow and ice road conditions and shortened daylight hours. The months with the lowest total crash frequency were April through July.

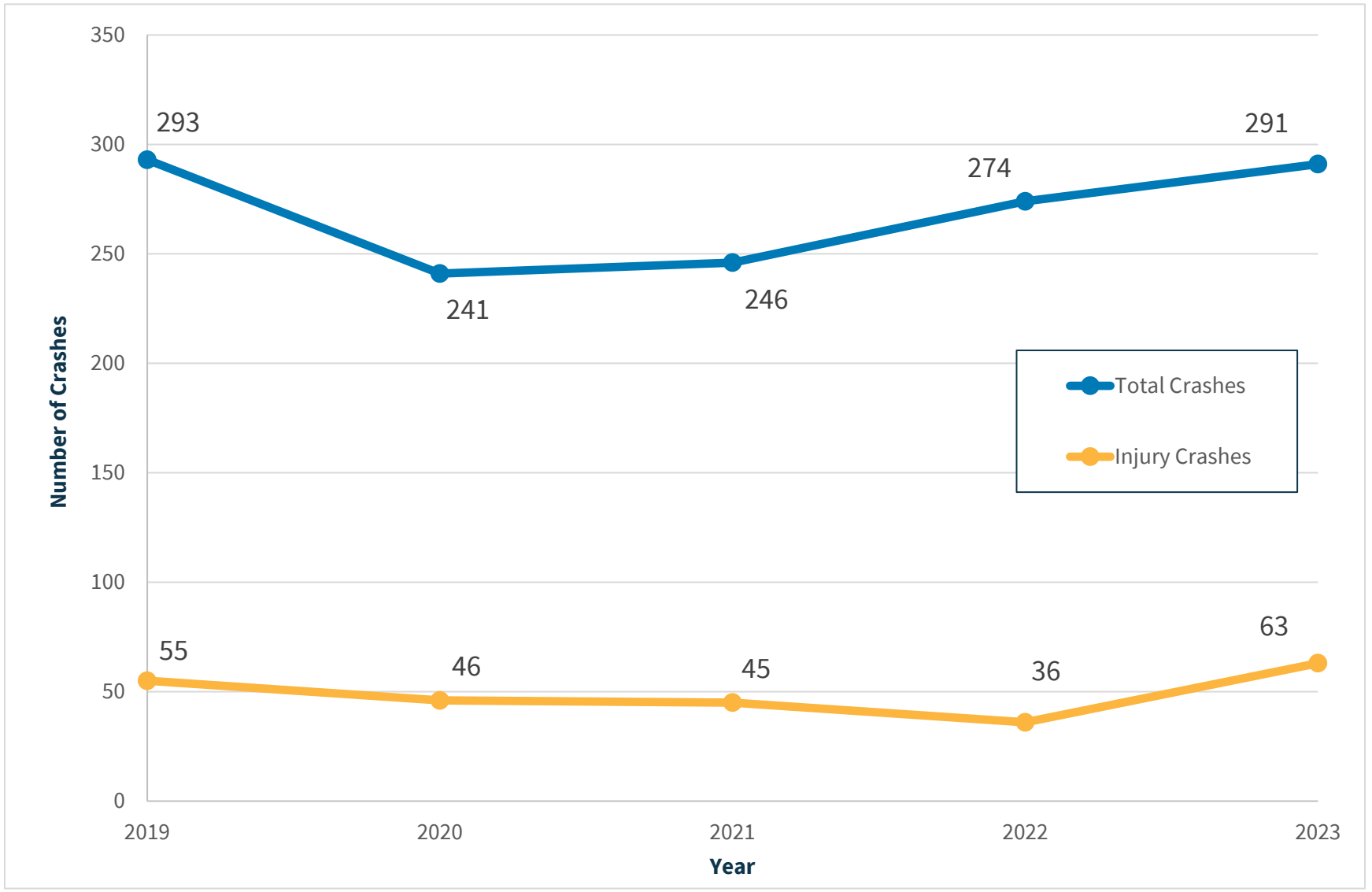


Figure 6: Brookings Area Annual Crash Frequencies (2019-2023)

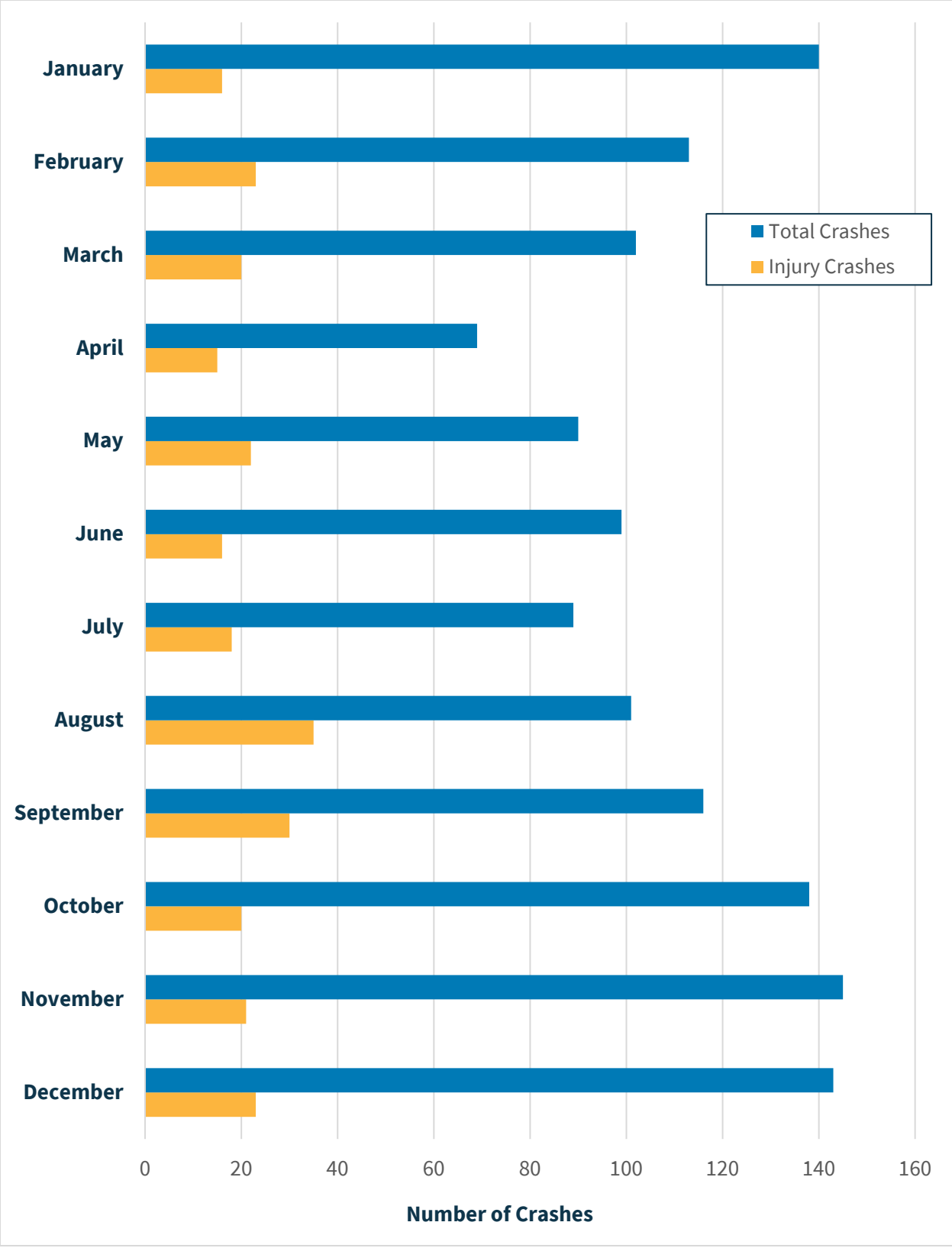


Figure 7: Brookings Area Crashes by Month (2019 – 2023)

Weighted crash density for the study area, which accounts for injury severity levels, is shown in **Figure 8**. Areas with higher crash density consist of high volumes and levels of conflict, such as I-29 interchanges and intersections along US14 / 6th Street, U14 Bypass / 18th Street, 22nd Avenue, Medary Avenue, Main Avenue, 8th Street S, and 17th Avenue corridors. Weighted crash density is depicted at for both the BATP study area **(Figure 8a)** and current City of Brookings limits **(Figure 8b)**.

Study area crashes sorted by injury severity and type (manner) of crash are shown in **Table 2** and **Table 3** respectively. Approximately 18 percent of the reported crashes resulted in an injury while the remaining 82 percent were property damage only (PDO). The most common crash types were single vehicle (34 percent), angle (33 percent), and rear-end (20 percent). Compared to 2024 South Dakota SHSP safety emphasis areas, crashes at intersections (38 percent), crashes involving young drivers (age 20 and younger) (33 percent), lane departures (23 percent), aggressive and speed-related crashes (16 percent), and crashes involving older drivers (15 percent) were the most frequent emphasis area crash types in the study area. Brookings area crash characteristics are visually summarized in **Figure 9** through **Figure 12**.

Table 2: Brookings Area Crashes by Severity (January 2019 – June 2024)

INJURY SEVERITY	CRASHES	PERCENT OF CRASHES
Fatal Injury	4	<0.3%
Serious Injury	17	1.2%
Minor Injury	105	7.3%
Possible Injury	133	9.2%
No Injury	945	65.3%
Wild Animal-Related	240	16.6%
Other	3	<0.3%
Total Crashes	**1,447**	

Table 3: Brookings Area Crashes by Manner of Crash (January 2019 – June 2024)

MANNER OF CRASHES	CRASHES	PERCENT OF CRASHES
Single Vehicle	493	34.1%
Angle	474	32.8%
Rear End	290	20.0%
Wild Animal-Related	106	7.3%
Sideswipe	64	4.4%
Head-on	20	1.4%
Total Crashes	**1,447**	

Weighted Crash Density
Brookings ATP Study Area
(January 2019 - June 2024)

- Study Area
- City Limits
- City Park & Greenspace

Weighted Crash Density

High

Low

Injury Severity	Crashes		Persons Involved	
Fatal Injury	4	<1%	4	<1%
Serious Injury	17	1%	23	1%
Minor Injury	105	7%	129	5%
Possible Injury	133	9%	165	7%
No Injury	945	65%	1,912	76%
Wild Animal Hit	240	17%	235	9%
Other	3	<1%	55	2%
Total	**1,447**		**2,369**	

Crash and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

<u>Note:</u> Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 — 2 Miles

Figure 8a

HDR

BROOKINGS AREA SAFETY ACTION PLAN

Weighted Crash Density
City of Brookings
(January 2019 - June 2024)

City Limits

City Park & Greenspace

Weighted Crash Density

High

Low

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	<1%	1	<1%
Serious Injury	11	1%	12	<1%
Minor Injury	72	7%	86	4%
Possible Injury	121	12%	141	7%
No Injury	780	76%	1,668	84%
Wild Animal Hit	38	4%	38	2%
Other	3	<1%	51	3%
Total	**1,026**		**1,997**	

Crash and persons involved frequencies reflect those reported within City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

<u>Note:</u> Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 1 Miles

Figure 8b

HDR BROOKINGS AREA SAFETY ACTION PLAN

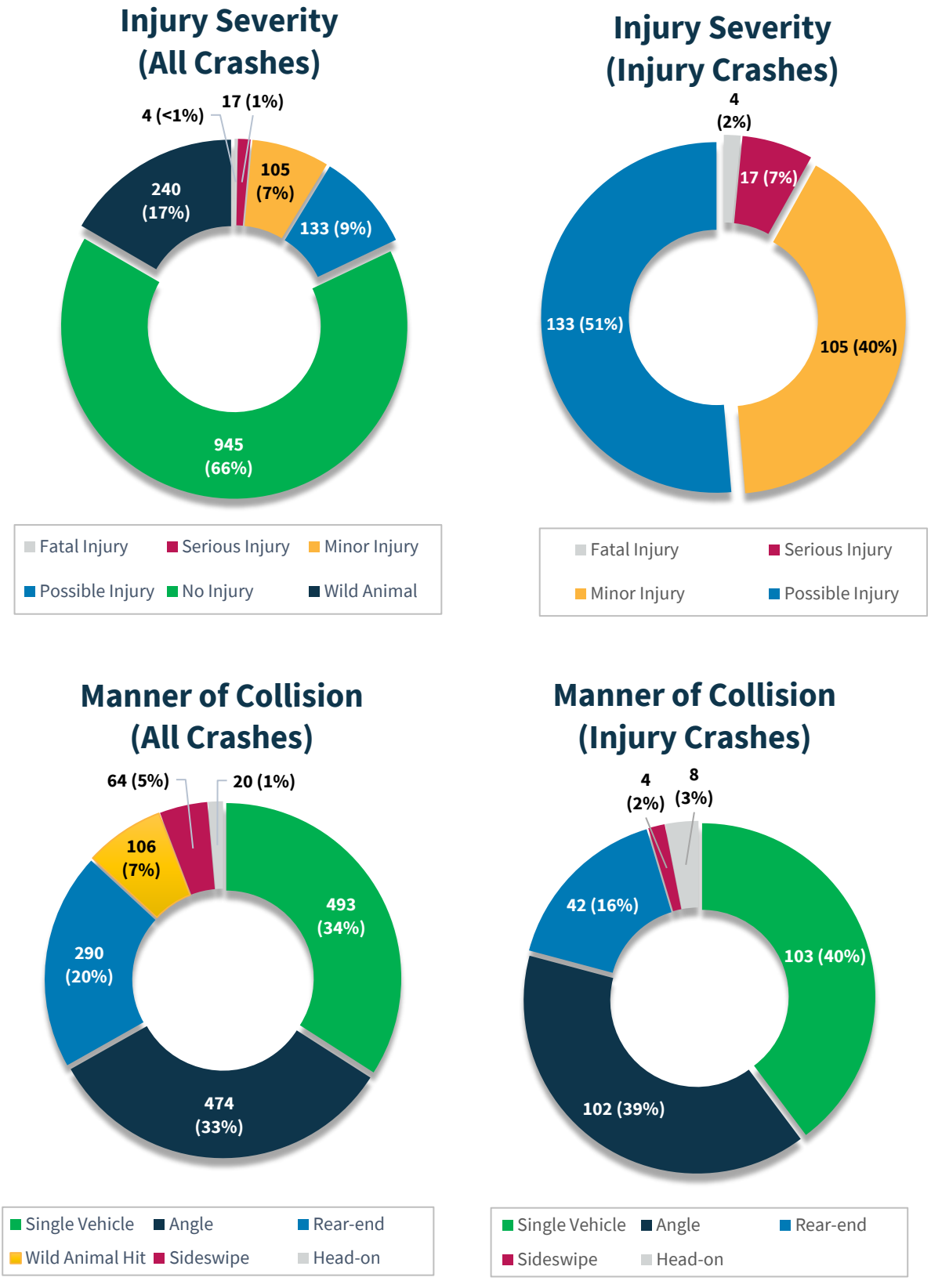


Figure 9: Brookings Area Crash Characteristics (Injury Severity and Manner of Collision)

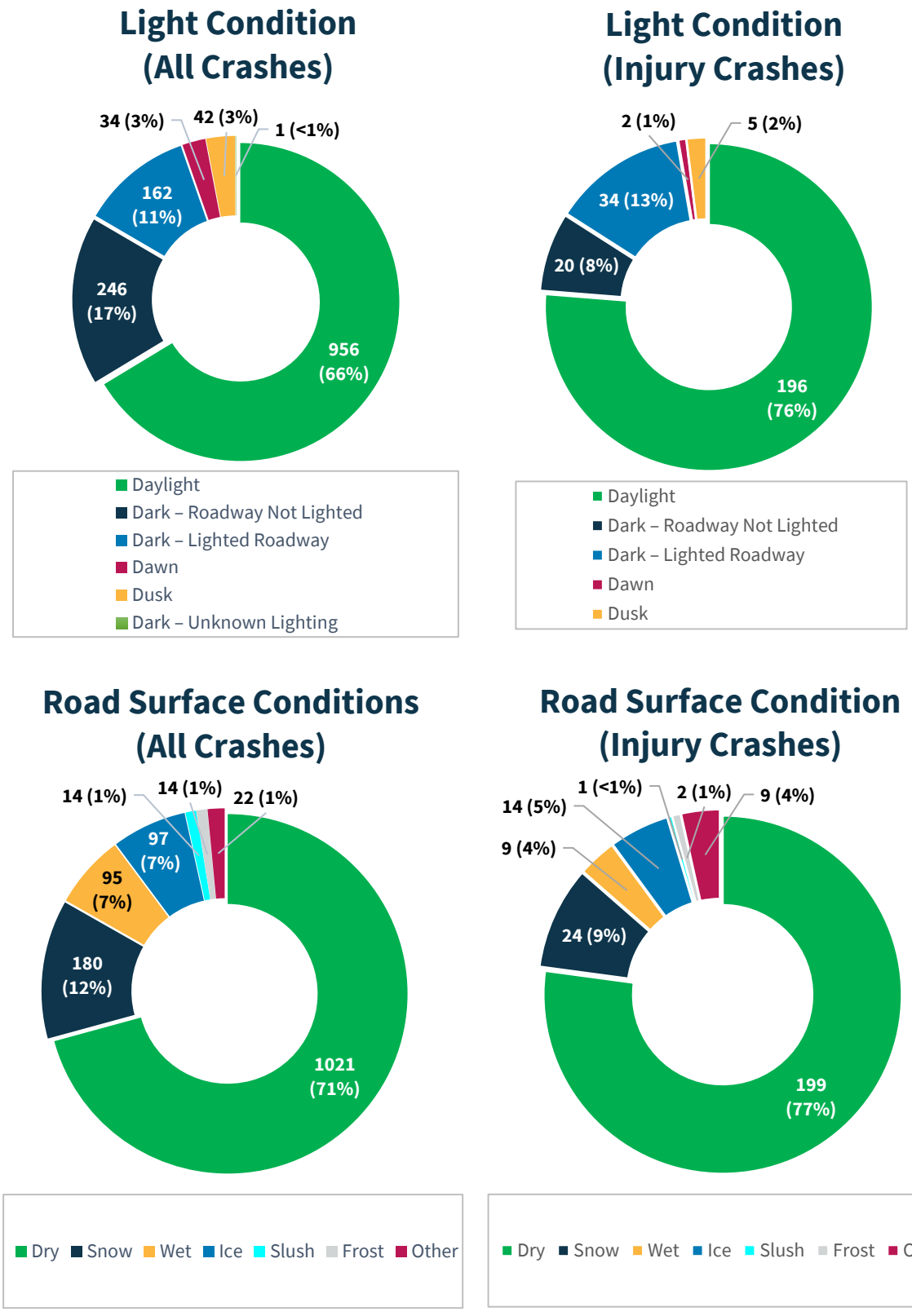


Figure 10: Brookings Area Crash Characteristics (Light Condition and Road Surface Condition)

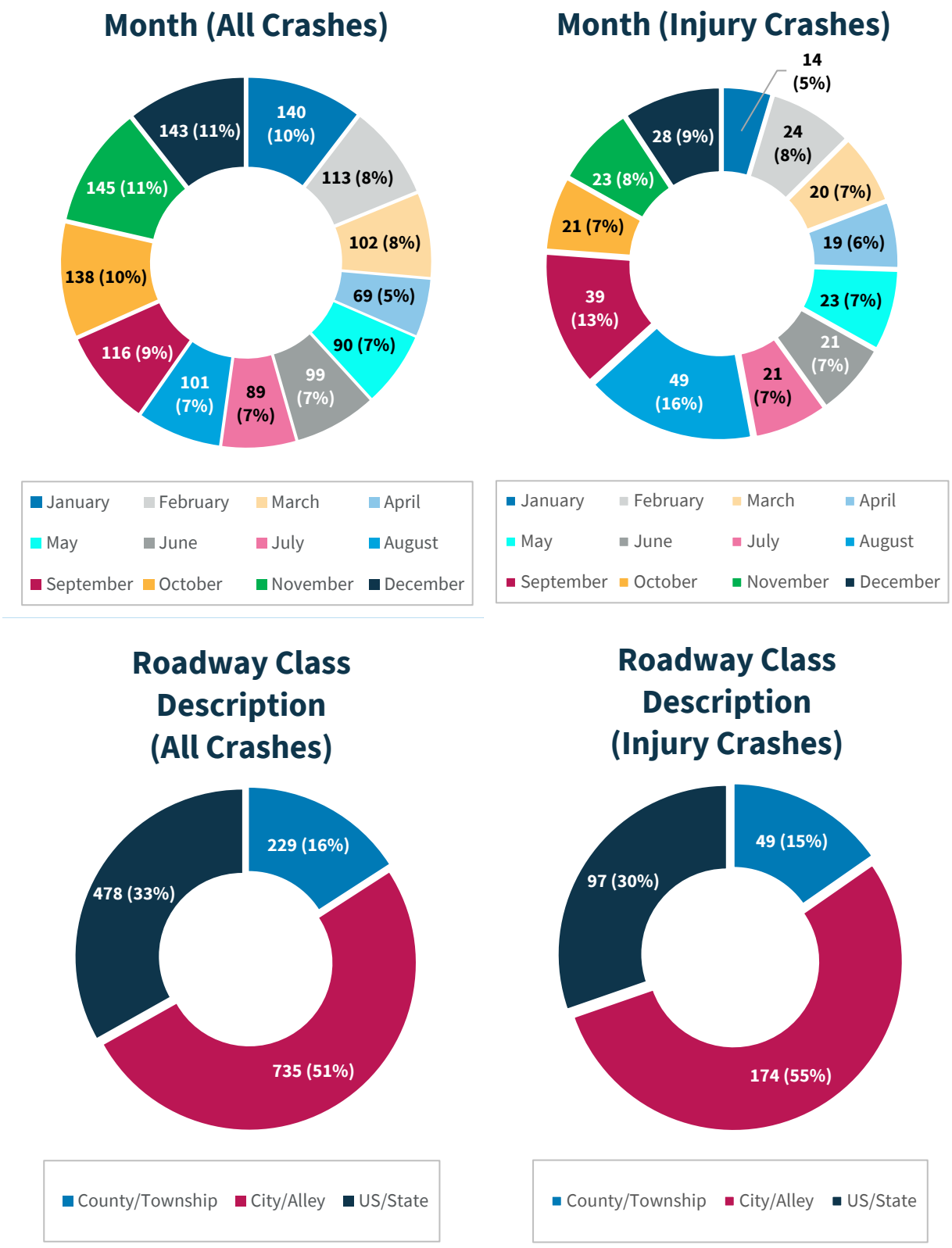
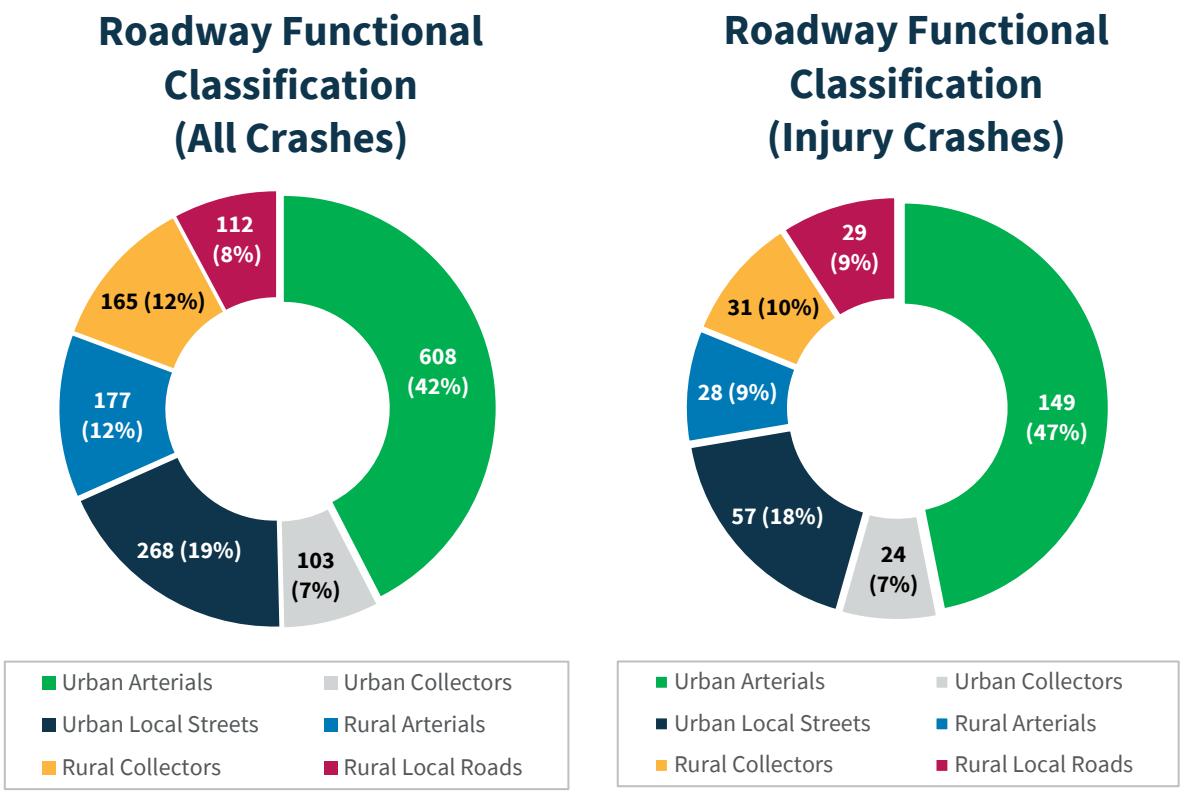


Figure 11: Brookings Area Crash Characteristics (Month and Jursidiction)



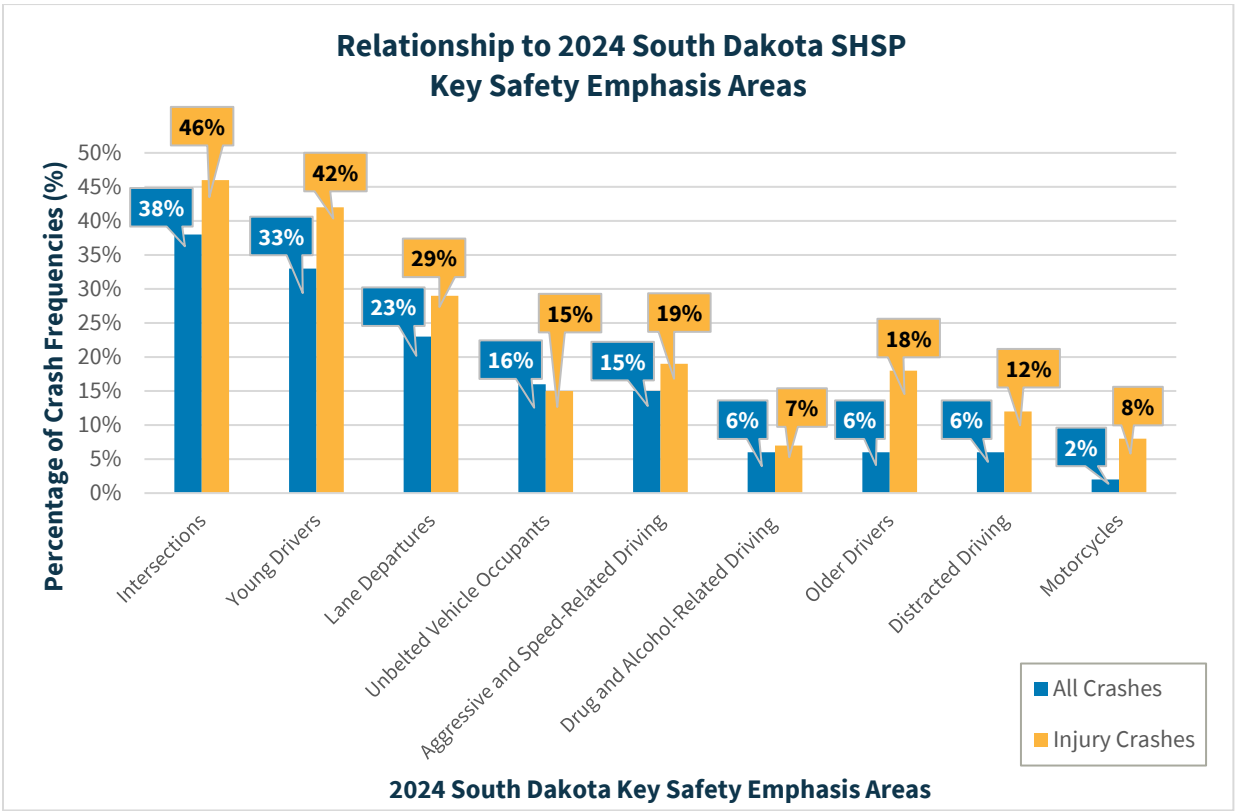


Figure 12: Brookings Area Crash Characteristics (Functional Classification and Correlation to 2024 South Dakota SHSP Safety Emphasis Areas)

Downtown Brookings Crash Summary

Similar to the overall study area, crashes were summarized for the Downtown Brookings area. A total of 49 crashes and 10 injury crashes were reported on downtown roads between January 2019 and June 2024. Total crashes, although relatively low, tripled between 2020 and 2021 and then started to decline in 2023, as shown in **Figure 13**. Injury crashes also increased from 1 to 5 crashes between 2020 and 2021 and returned to the pre-2021 average following that period.

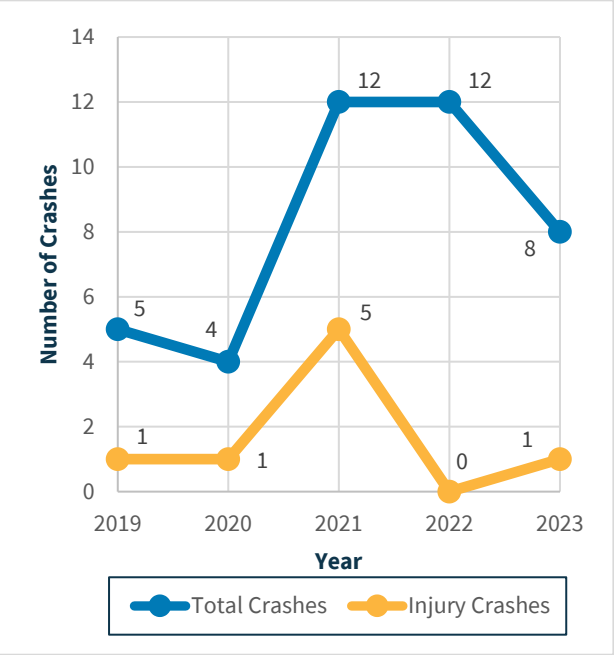


Figure 13: Downtown Brookings Annual Crashes (2019 – 2023)

Downtown area crashes by month are summarized in **Figure 14**. The months of October, December, January, February, and May exhibited the highest total crash frequencies. In addition to winter weather considerations with this time, several of these months correspond to when more SDSU college students are back on campus, the SDSU football season, end of the semester, Hobo Day, or spring graduation which typically involve more college student traffic downtown.

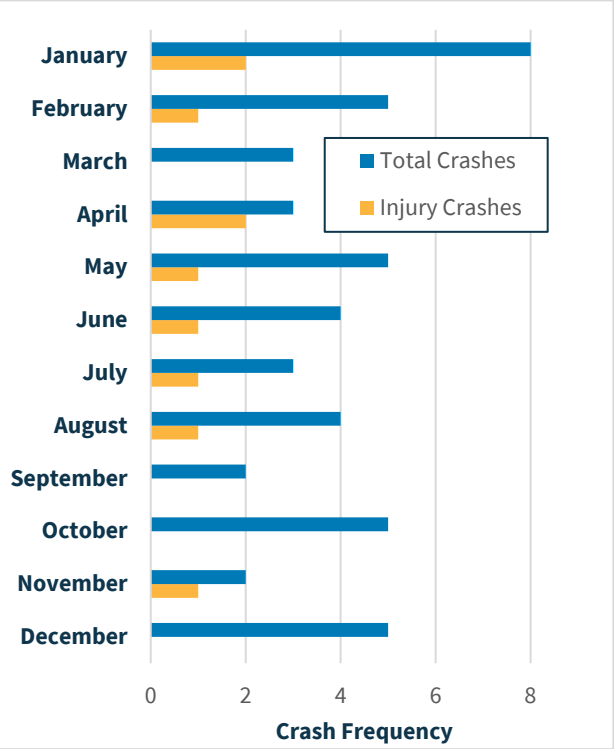
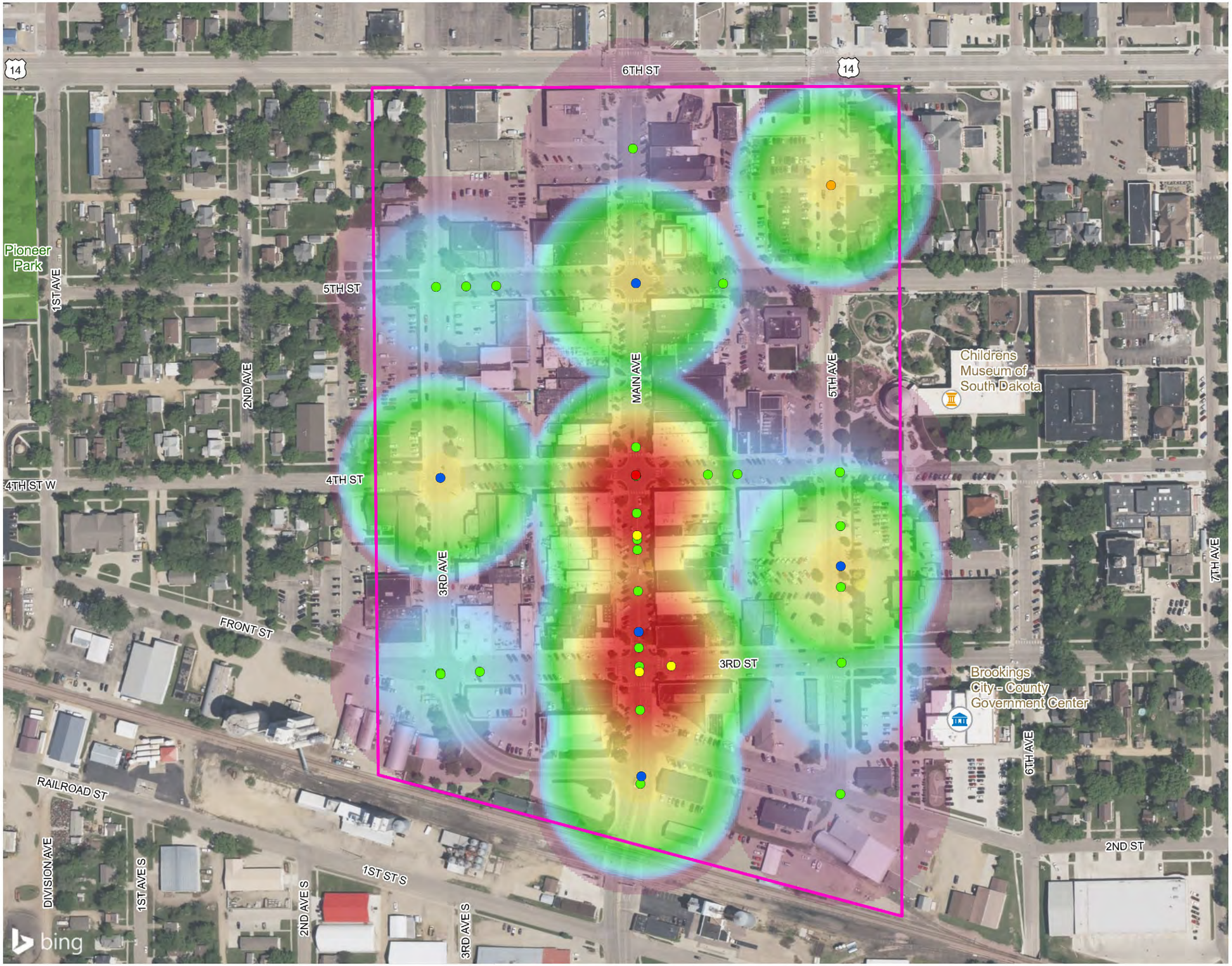


Figure 14: Downtown Brookings Crashes by Month (2019 – 2023)

Like the study area, weighted crash density was reviewed for Downtown Brookings and is depicted in **Figure 15**. Areas with higher crash density are consistent with high vehicle and pedestrian volumes and levels of conflict, such as along Main Avenue and portions of 3rd Avenue and 5th Avenue corridors. Intersections with higher crash densities include Main Avenue & 3rd Street and Main Avenue & 4th Street, where notably a bicyclist crash occurred in April 2024 which resulted in fatal injuries.



Weighted Crash Density
Downtown Brookings
(January 2019 - June 2024)

- Downtown Study Area
- City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Weighted Crash Density

- High
- Low

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	2%	2	2%
Serious Injury	1	2%	2	2%
Minor Injury	3	6%	7	7%
Possible Injury	5	10%	12	12%
No Injury	39	80%	79	77%
Wild Animal Hit	0	0%	0	0%
Other	0	0%	0	0%
Total	**49**		**102**	

Note: Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 250 Feet

Figure 15

HDR BROOKINGS AREA SAFETY ACTION PLAN

Downtown Brookings area crashes sorted by injury severity and type (manner) of crash are shown in **Table 4** and **Table 5** respectively. Approximately 20 percent of the reported crashes resulted in an injury while the remaining 80 percent were property damage only (PDO). The most common crash types were angle (55 percent), single vehicle (25 percent), and rear-end (18 percent). Compared to 2024 South Dakota SHSP safety emphasis areas, crashes at intersections (55 percent), crashes involving young drivers (age 20 and younger) (49 percent), lane departures (27 percent), crashes involving older drivers (24 percent), and aggressive and speed-related crashes (16 percent) were the most frequent emphasis area crash types in the study area. Each of these five emphasis area groups were represented proportionally higher in downtown area compared to the study area overall.

Table 4: Downtown Brookings Crashes by Severity (January 2019 – June 2024)

INJURY SEVERITY	CRASHES	PERCENT OF CRASHES
Fatal Injury	1	2.0%
Serious Injury	1	2.0%
Minor Injury	3	6.2%
Possible Injury	5	10.2%
No Injury	39	79.6%
Total Crashes	**49**	

Table 5: Downtown Brookings Crashes by Manner of Crash (January 2019 – June 2024)

MANNER OF CRASHES	CRASHES	PERCENT OF CRASHES
Angle	27	55.1%
Single Vehicle	12	24.5%
Rear End	9	18.4%
Sideswipe	1	2.0%
Head-on	0	0.0%
Total Crashes	**49**	



5th Street & Main Avenue

Brookings Area Interstate 29 Freeway and Ramp Segments

While the primary focus of the crash history review was the local roadway network, a cursory review of Brookings area I-29 freeway and ramp segment crash history was performed. This review consisted of reviewing trends at I-29 freeway and ramp segments in study area which are identified in cyan in **Figure 16**. Interchange ramp terminal intersections (RTI) are summarized separately in the intersection crash summary. The following crash trends on area freeway and ramp segments were observed:

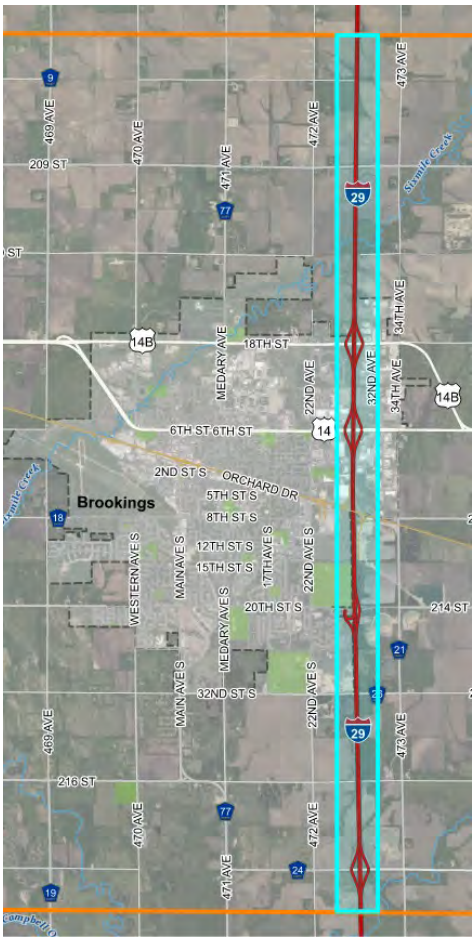


Figure 16: Brookings Area I-29 Freeway and Ramp Segments

Brookings Area I-29 Freeway Segments:

- 1 fatal injury crash occurred nearly 1 mile north of I-29 Exit 130 in the northbound direction involving a rear-end collision with a tractor/semi-trailer
- 2 serious injury crashes (1 in the northbound direction and 1 in the southbound direction) involving single vehicle collisions and lane departures during winter weather conditions
- 67 percent were single vehicle collisions (141 crashes)
- 30 percent occurred on winter weather road surface conditions (63 crashes)
- 21 percent were wild animal-related (44 crashes)
- 21 percent involved speeding (43 crashes)
- 10 percent were rear-end collisions (20 crashes)

Brookings Area I-29 Ramp Segments:

- No injury crashes occurred along study area interchange ramp segments
- I-29 Exit 133 (US14 Bypass / 18th Street) interchange ramp segments: 0 crashes
- I-29 Exit 132 (US14 / 6th Street) interchange ramp segments: 3 crashes
    - All occurred on the northbound off-ramp
    - All were non-injury collisions
    - All were rear-end collisions
- I-29 Exit 130 (20th Street S) interchange ramp segments: 0 crashes (since interchange opening in August 2023)

Intersections

Intersection crash history was reviewed to identify locations that may benefit from safety improvements. Crashes occurring within the intersection functional area were categorized as an intersection crash for this review. Intersections were reviewed using two methods:

- **Crash frequency:** number of crashes occurring at an intersection
- **Elevated crash index tiers:** accounts for injury crash frequency and traffic volumes entering an intersection to provide a normalized measure in terms of crashes per million entering vehicles (MEV), injury severity weighting factors, relationship to area wide intersection weighted injury crash rates, and tiers that correspond to safety priority

A summary of intersections with reported injury crashes is provided in **Table 6**. Major corridors exhibiting high frequency injury crash intersections include the following:

- US14 / 6th Street
- 22nd Avenue
- Medary Avenue
- Main Avenue
- 8th Street S
- US14 Bypass / 18th Street
- 17th Avenue



20th Street S & Larkspur Ridge Drive

Table 6: Brookings Area Intersection Weighted Injury Crash Indexes (January 2019 – June 2024)

RANK	INTERSECTION	TRAFFIC CONTROL DEVICE	TOTAL INJURY CRASHES	INJURY SEVERITY				WEIGHTED INJURY CRASHES	DAILY ENTERING VOLUME	WEIGHTED INJURY CRASH INDEX#
				Fatal	Serious	Minor	Possible			
1	22nd Avenue S & 20th Street S*	Signal	4	0	1	1	2	12	6,000	**4.23**
2	US14 & BC Hwy 23 / 476th Avenue	TWSC	6	1	1	3	1	27	4,900	**4.01**
3	4th Street & 11th Avenue	None	2	0	0	1	1	6	1,000	**2.39**
4	Main Avenue & 4th Street	AWSC	1	1	0	0	0	12	6,200	**1.51**
5	US14 / 6th Street & I-29 Exit 132 NB RTI	Signal	3	0	0	1	2	9	3,500	**1.45**
6	22nd Avenue & University Boulevard	TWSC	5	0	0	4	1	15	9,100	**1.42**
7	20th Street S & 17th Avenue S*	AWSC	1	0	0	0	1	3	4,200	**1.37**
8	4th Street & 9th Avenue	Yield	1	0	0	0	1	3	1,000	**1.20**
9	US14 / 6th Street & Sunrise Ridge Road	Signal	5	0	0	0	5	15	9,300	**1.18**
10	5th Street & 8th Avenue	Yield	1	0	0	1	0	3	1,200	**1.10**
11	US14 / 6th Street & Medary Avenue	Signal	9	0	0	4	5	27	21,100	**1.08**
12	US14 / 6th Street & 22nd Avenue	Signal	9	0	0	5	4	27	23,000	**1.01**
13	US14 Bypass / 18th Street & Medary Avenue	Signal	5	0	0	1	4	15	11,900	**0.97**
14	BC Hwy 77 & BC Hwy 24	TWSC	1	0	0	0	1	3	1,500	**0.96**
15	Medary Avenue & 11th Street	TWSC	3	0	0	2	1	9	6,300	**0.95**
16	US14 / 6th Street & 3rd Avenue	TWSC	3	0	0	2	1	9	8,600	**0.89**
17	12th Street S & Main Avenue S	Signal	4	0	0	2	2	12	11,200	**0.81**
18	SD324 & I-29 Exit 127 NB RTI	TWSC	1	0	0	0	1	3	2,000	**0.80**
19	22nd Avenue & South Wal-Mart Access	TWSC	3	0	1	1	1	9	10,300	**0.77**

RTI: Ramp Terminal Intersection; AWSC: All-Way Stop Control; TWSC: Two-Way Stop Control

* Crash totals exclude crashes that occurred before or during a major roadway project during the crash history review period; # Weighted Critical Index Ratio reflects injury crashes only#

Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Corridor Segments

Corridor segment crash history was reviewed to identify locations that may benefit from safety improvements. Crashes occurring outside of major intersection functional areas were categorized as a corridor segment crash for this review. Like intersections, corridor segments were reviewed using crash frequency and elevated crash index tiers. A summary of corridor segments with reported injury crashes is provided in **Table 7**.

Fatal and Serious Injury Crashes

Crashes that resulted in either a fatality or serious injury are shown in **Figure 17** with the BATP study area depicted in **Figure 17a** and the City of Brookings limits shown in **Figure 17b**. Throughout the BATP study area, four fatal and 17 serious injury crashes occurred between January 2019 and June 2024.

The four fatal injury crashes occurred at the following locations:

- **US14 & BC Hwy 23 intersection** (involved a motorcyclist lane departure)
- **SD324 (approx. ¼ mile east of 475th Ave)** (involved a wild animal collision with two vehicles)
- **470th Avenue (approx. ½ mile north of 209th St)** (single vehicle collision)
- **Main Avenue & 4th Street intersection** (vehicle / bicyclist collision)

Overall, fatal injury crashes were mostly observed in rural areas, while serious injury crashes were largely reported within City limits. For the 17 observed serious injury crashes, most were within City limits (65 percent), occurred along corridor segments (65 percent), were single vehicle collisions (59 percent), and took place on urban arterial streets (41 percent).

Vulnerable Road Users (Bicyclists and Pedestrians)

Vulnerable road user (bicyclist and pedestrian) related crashes, categorized by injury severity, are shown in **Figure 18**. In total, 28 such crashes occurred within City of Brookings limits from January 2019 through June 2024. Nearly 61 percent of VRU crashes involved pedestrians and 50 percent occurred on urban arterial streets. These crashes were most frequent along the Medary Avenue, Main Avenue, and US14 / 6th Street corridors. All crashes resulted in an injury, highlighting the innate vulnerability of people biking and walking and the high potential for them to be injured when struck by a motor vehicle.

3 VRU crashes resulted in either a fatality or serious injury and occurred at the following locations:

- **Main Avenue & 4th Street intersection** (vehicle / bicyclist collision)
- **5th Avenue (approx. 250 ft. from US14 / 6th St near alley)** (vehicle / pedestrian collision)
- **US14 / 6th Street & Campanile Avenue intersection** (vehicle / bicyclist collision)

Locations with multiple VRU crashes include:

- **8th Street & Jackrabbit Avenue intersection** (2 VRU crashes)
- **12th Street S & Christine Avenue intersection** (2 VRU crashes)
- **US14 / 6th Street & 17th Avenue intersection** (2 VRU crashes)
- **Medary Avenue & 11th Street intersection** (2 VRU crashes)

Table 7: Brookings Area Corridor Segments Weighted Injury Crash Indexes (January 2019 – June 2024)

RANK	CORRIDOR SEGMENT	TOTAL INJURY CRASHES	INJURY SEVERITY				WEIGHTED INJURY CRASHES	DAILY ENTERING VOLUME	LENGTH (MI)	WEIGHTED INJURY CRASH INDEX[#]
			Fatal	Serious	Minor	Possible				
1	**Western Avenue:** US14B / 18th St to 208th St	2	1	0	1	0	15	200	3.00	**5.86**
2	**BC Hwy 21:** 216th Street to BC Hwy 26 / 32nd St S	2	0	0	2	0	6	300	1.00	**2.69**
3	**Southland Lane:** 8th St S to 12th St S	2	0	0	1	1	6	1,500	0.33	**2.17**
4	**17th Avenue S:** 15th St S to 20th St S	2	0	0	0	2	6	1,300	0.43	**2.05**
5	**BC Hwy 12:** BC Hwy 77 to 470th Ave	2	0	0	2	0	6	1,500	0.50	**1.68**
6	**213th Street:** 466th Ave to W 16th Ave S	3	0	0	3	0	9	500	3.00	**1.64**
7	**BC Hwy 16:** 466th Avenue to 469th Avenue	3	0	0	3	0	9	500	3.00	**1.64**
8	**12th Street S:** Medary Avenue S to 17th Avenue S	2	0	0	0	2	6	1,900	0.54	**1.42**
9	**SD324:** I-29 Exit 127 NB RTI to BC Hwy 23	3	1	1	1	0	18	1,400	3.39	**1.40**
10	**5th Avenue:** US14 / 6th St to 5th Street	1	0	1	0	0	3	3,600	0.09	**1.37**
11	**US14 / 6th Street:** 17th Ave to 20th Ave	4	0	0	2	2	12	14,800	0.21	**1.31**
12	**Sunrise Ridge Road:** US14 / 6th St to 25th Ave	1	0	0	0	1	3	2,100	0.17	**1.30**
13	**Main Avenue:** 3rd St to 4th St	1	0	0	1	0	3	5,300	0.08	**1.18**
14	**472nd Avenue:** BC Hwy 24 to 218th St	1	0	1	0	0	3	500	1.00	**1.08**
15	**8th Street S:** Southland Ln to 17th Ave S	2	0	0	0	2	6	6,800	0.27	**0.95**
16	**Medary Avenue:** 3rd St to US14 / 6th St	2	0	0	1	1	6	8,900	0.25	**0.84**
17	**8th Street S:** Medary Ave S to 7th Ave S	2	0	0	1	1	6	8,600	0.26	**0.83**
18	**17th Avenue:** 3rd St to Orchard Dr	2	0	1	0	1	6	5,200	0.44	**0.82**
19	**Main Avenue S:** Sweetgrass/Blue Bell Dr to 20th St S	1	0	1	0	0	3	4,300	0.20	**0.79**
20	**BC Hwy 16A:** BC Hwy 21 to City of Aurora Limits	2	0	0	1	1	6	1,000	2.50	**0.77**
21	**5th Street S:** Medary Ave S to 17th Ave S	1	0	1	0	0	3	1,700	0.54	**0.75**

* Crash totals exclude crashes that occurred before or during a major roadway project during the crash history review period

[#] Weighted Critical Index Ratio reflects injury crashes only

Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Fatal & Serious Injury Crash History
Brookings ATP Study Area
(January 2019 - June 2024)

- Study Area
- City Limits
- City Park & Greenspace

Injury Severity

- Fatal
- Serious

Injury Severity	Crashes	Persons Involved
Fatal Injury	4	4
Serious Injury	17	23
Fatal & Serious Injury Total	**21**	**27**

Fatal & Serious Injury crash and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 2 Miles

Figure 17a

HDR BROOKINGS AREA SAFETY ACTION PLAN

Fatal & Serious Injury Crash History City of Brookings *(January 2019 - June 2024)*

City Limits

City Park & Greenspace

Injury Severity

- Fatal
- Serious

Injury Severity	Crashes	Persons Involved
Fatal Injury	1	1
Serious Injury	11	12
Fatal & Serious Injury Total	**12**	**13**

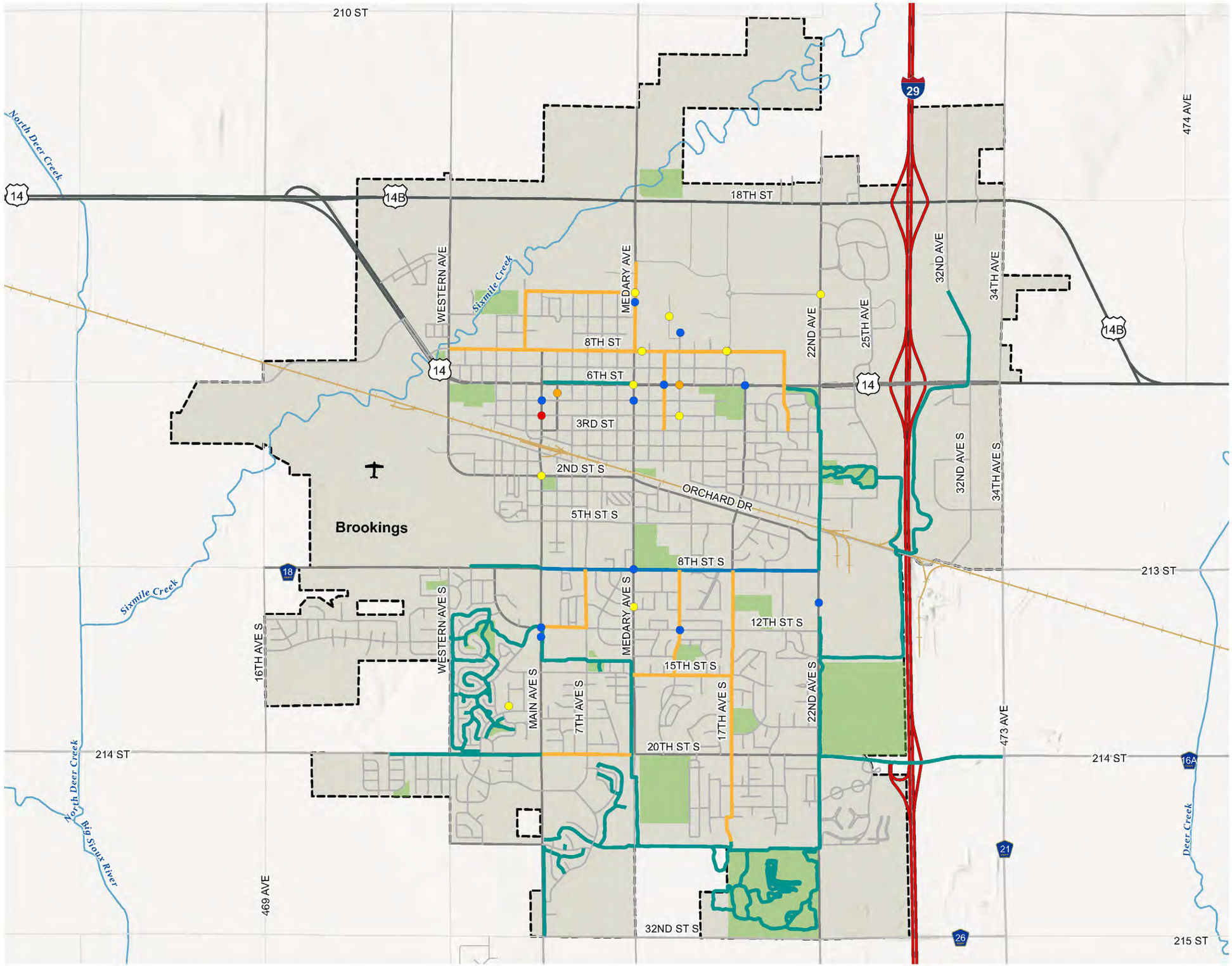
Fatal & Serious Injury crash and persons involved frequencies reflect those reported within the City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 1 Miles

Figure 17b

BROOKINGS AREA SAFETY ACTION PLAN

Vulnerable Road User (Bicyclists & Pedestrians) Crash History City of Brookings *(January 2019 - June 2024)*



City Limits
City Park & Greenspace
Shared-Use Path
Bike Lane
Shared Lane

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	4%	1	2%
Serious Injury	2	7%	2	4%
Minor Injury	12	43%	14	25%
Possible Injury	13	46%	12	22%
No Injury	0	0%	26	47%
VRU Total	28		55	

Vulnerable Road User crash and persons involved frequencies reflect those reported within the City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 1 Miles

Figure 18

HDR BROOKINGS AREA SAFETY ACTION PLAN

Railroad Crossings

Four crashes were reported at rail crossings from January 2019 to June 2024 and are summarized in **Table 8** and depicted in **Figure 19**. One minor injury crash occurred at the US14 railroad crossing which involved a westbound rear-end collision with another vehicle. All other crossing-related crashes were non-injury collisions. The dispersion of crashes across the three railroad crossing locations highlights the random nature of these crashes, even in urban areas with high traffic volumes. It is important to continually improve crossings through a systematic and opportunistic process of identifying and addressing potential conflicts with trains.

Table 8: Rail Crossing Crashes (January 2019 – June 2024)

ROADWAY	CROSSING LOCATION	CROSSING NUMBER	RAILROAD	TOTAL CRASHES	TRAINS / DAY	CROSSING CONTROL
US14	West of 467th Ave	197525N	RCPE	2	10	Active-flashing lights (mast and cantilever mounted)
Main Avenue	South of Front St	197481R	RCPE	1	10	Active-flashing lights (mast and cantilever mounted) and arm gates
Medary Avenue S	South of 1st St	197480J	RCPE	1	10	Active-flashing lights (mast and cantilever mounted) and arm gates



Railroad Crossing along 17th Avenue

Railroad Crossing Crash History Brookings ATP Study Area *(January 2019 - June 2024)*

- Study Area
- City Limits
- City Park & Greenspace
- At-Grade Railroad Crossing

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Injury Severity	Crashes		Persons Involved	
Fatal Injury	0	0%	0	0%
Serious Injury	0	0%	0	0%
Minor Injury	1	25%	1	13%
Possible Injury	0	0%	1	13%
No Injury	3	75%	6	75%
RR Crossing Total	4		8	

Railroad crossing-related crash and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 2 Miles

Figure 19

HDR BROOKINGS AREA SAFETY ACTION PLAN

High Injury Network (HIN)

Based on a compilation of the elevated injury crash index intersection and corridor segments, the Brookings area **High Injury Network (HIN)** was developed, as shown in **Figure 20**. HIN intersections and corridor segments are locations with injury crash rates higher than other locations when accounting for traffic exposure. These locations represent primary opportunities for reactive safety improvement projects. HIN locations are prioritized through the following tier system:

HIN Prioritization Tier System:

- **Tier 1 (higher priority):** injury crash rate at a Brookings area intersection or corridor segment exceeds **≥ 150%** of the critical injury crash rate **(Figure 20a)**

- **Tier 2 (medium priority):** injury crash rate at a Brookings area intersection or corridor segment is **between ≥ 100% and < 150%** of the critical injury crash rate **(Figure 20b)**

- **Tier 3 (lower priority):** injury crash rate at a Brookings area intersection or corridor segment is **between ≥ 75% and < 100%** of the critical injury crash rate **(Figure 20c)**



22nd Avenue & University Boulevard

High Injury Network
Tier 1 (Higher Priority) 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

Intersection	ID
22nd Avenue S & 20th Street S	1
US14 & BC Hwy 23 / 476th Avenue	2
4th Street & 11th Avenue	3
Main Avenue & 4th Street	4

Corridor Segment	ID
470th Ave: US14 Bypass to 208th St	A
BC Hwy 21: 216th St to 32nd St S	B
Southland Ln: 8th St S to 12th St S	C
17th Ave S: 15th St S to 20th St S	D
BC Hwy 12: BC Hwy 77 to 470th Ave	E
213th St: 466th Ave to 16th Ave S	F
BC Hwy 16: 466th Ave to 469th Ave	G

0 2 Miles

Note: High injury network locations are those with higher injury crash rates compared to other intersection 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.

Figure 20a

HDR BROOKINGS AREA SAFETY ACTION PLAN

High Injury Network
Tier 2 (Medium Priority) 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

Intersection	ID
US14 / 6th Street & I-29 Exit 132 NB RTI	5
22nd Avenue & University Boulevard	6
20th Street S & 17th Avenue S	7
4th Street & 9th Avenue	8
US14 / 6th Street & Sunrise Ridge Road	9
5th Street & 8th Avenue	10
US14 / 6th Street & Medary Avenue	11
US14 / 6th Street & 22nd Avenue	12

Corridor Segment	ID
12th St S: Medary Ave S to 17th Ave S	H
SD324: I-29 Exit 127 NB RTI to BC Hwy 23	I
5th Ave: US14 / 6th St to 5th St	J
US14 / 6th St: 17th Ave to 20th Ave	K
Sunrise Ridge Rd: US14 / 6th St to 25th Ave	L
Main Ave: 3rd St to 4th St	M
472nd Ave: BC Hwy 24 to 218th St	N

0 — 2 Miles

Note: High injury network locations are those with higher injury crash rates compared to other intersection 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.

Figure 20b

HDR BROOKINGS AREA SAFETY ACTION PLAN

High Injury Network
Tier 3 (Lower Priority) 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

Intersection	ID
US14 Bypass / 18th Street & Medary Avenue	13
BC Hwy 77 & BC Hwy 24	14
Medary Avenue & 11th Street	15
US14 / 6th Street & 3rd Avenue	16
12th Street S & Main Avenue S	17
SD324 & I-29 Exit 127 NB RTI	18
22nd Avenue S & South Wal-Mart Access	19

Corridor Segment	ID
8th St S: Southland Ln to 17th Ave S	O
Medary Ave: 3rd St to US14 / 6th St	P
8th St S: Medary Ave S to 7th Ave S	Q
17th Ave: 3rd St to Orchard Dr	R
Main Ave S: Sweetgrass Dr to 20th St S	S
BC Hwy 16A: BC Hwy 21 to Aurora limits	T
5th St S: Medary Ave S to 17th Ave S	U

0 — 2 Miles

Note: High injury network locations are those with higher injury crash rates compared to other intersection 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.

Figure 20c

HDR | BROOKINGS AREA SAFETY ACTION PLAN

5.2 Systemic Safety Analysis

Based on the reviewed crash records, a systemic safety analysis was conducted to determine crash characteristics that may present systemic safety risks for the Brookings area roadway network. These systemic crash characteristics were utilized for a network screening analysis to ascertain at which locations these crash types were occurring and if select intersection and corridor segments had multiple observances of these notable crash characteristics. Locations with multiple safety risk characteristics were compiled and identified in the **Systemic Risk Network (SRN)** in order to recommend and further prioritize Brookings area intersections and corridor segments for proactive safety improvement projects.

To determine crash locations which present potential safety risks, Brookings area intersections and corridor segments were screened for notable crash types, referred to here as SRN crash types. These SRN crash types screened for crashes that: 1) involved either severe injuries or a VRU, 2) were included as key safety emphasis areas for statewide planning efforts such as the 2024 South Dakota SHSP, or 3) were deemed significant due to an overrepresentation in the injury crash dataset compared to total crashes.

While the first two SRN crash type categories are relatively straightforward, the injury crash and total crash characteristic comparison required additional analysis. This analysis involved comparing the various crash characteristics, shown previously in **Figure 9** through **Figure 12**, and identifying which characteristics significantly increased from a proportionality standpoint when considering injury crashes only (an increase of two percent or greater). Broad categories with little potential use for this analysis, such as crashes occurring in daylight or on dry road surface conditions were removed from the dataset.

Based on this analysis, seven crash types were observed to have increased proportionality amongst injury crashes compared to total crashes which are depicted in **Figure 21**.

- Urban Arterial Crashes
- City Street Crashes
- Angle Crashes
- Single Vehicle Crashes
- August & September Crashes
- April & May Crashes
- Sand, Dirt, Mud, and Gravel Road Surface Conditions

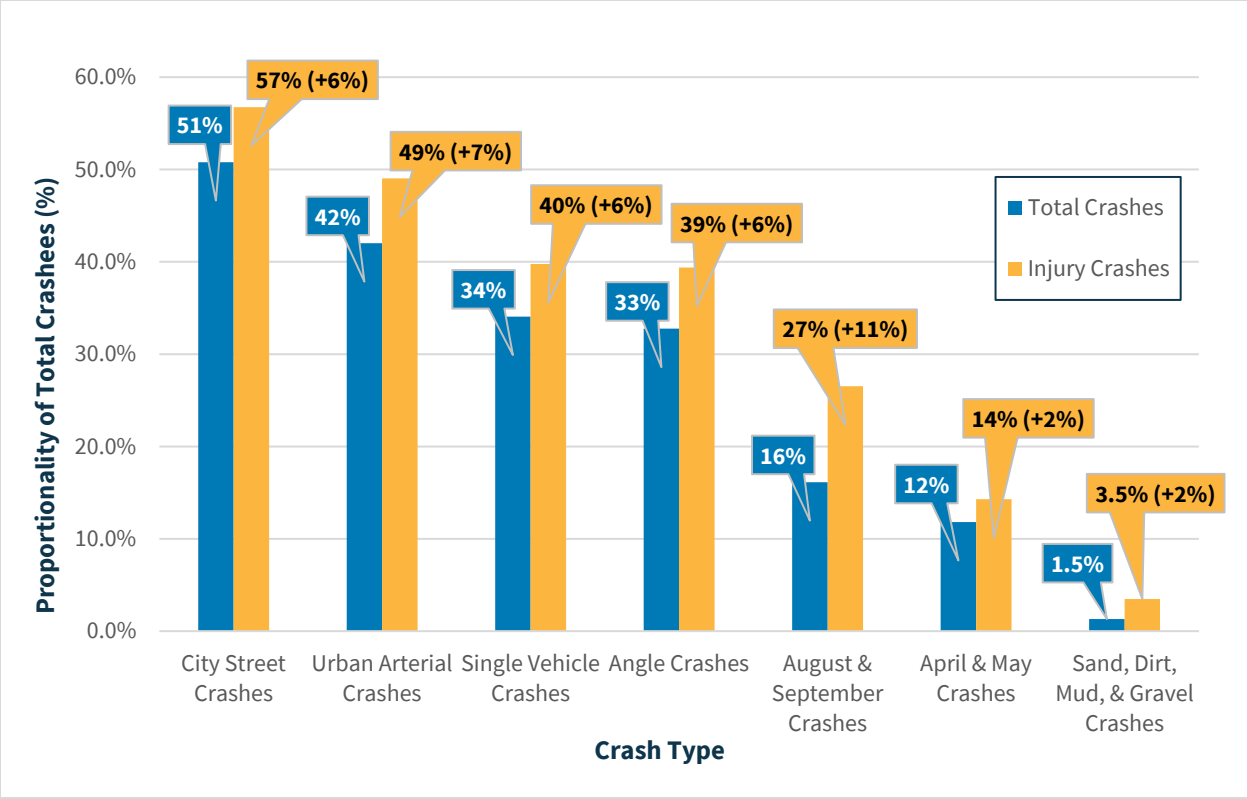
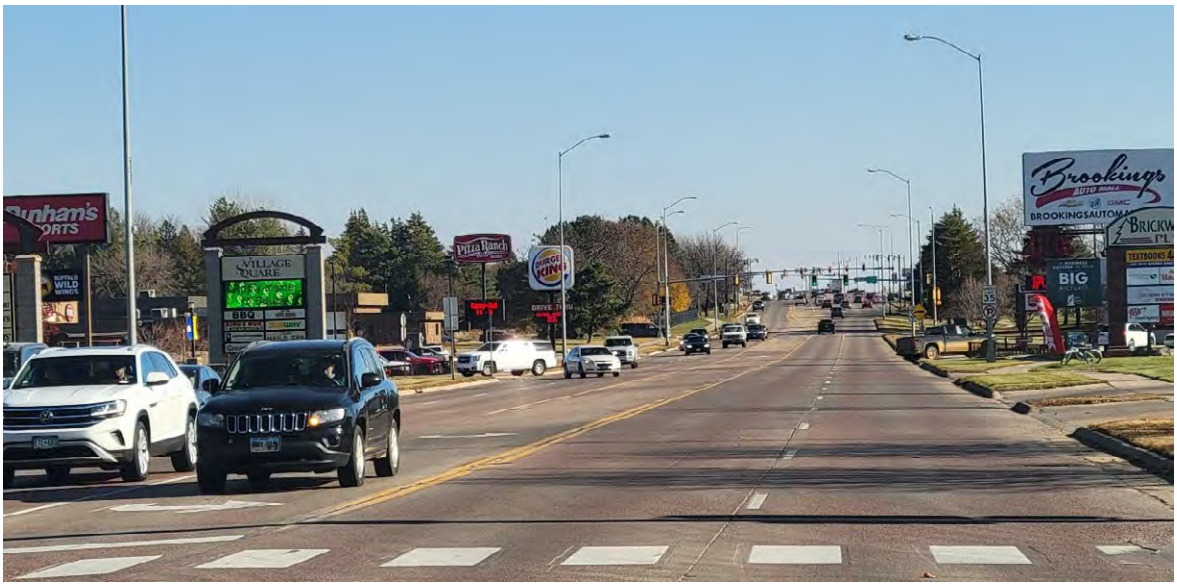


Figure 21: Crash Types with Increased Proportionality Amongst Injury Crashes

Overall, the following crash types were identified for the SRN screening process and are listed in **Table 9**. Each SRN crash type also includes a crash threshold, requiring a select number of frequencies of the SRN crash type for an intersection or corridor segment to be highlighted. These thresholds ranged from greater than or equal to one through seven and were established based on the injury status, vulnerability of the SRN crash type, or the overall SRN crash type frequency pool.



US14 / 6th Street Corridor (east of 17th Avenue)

Table 9: Systemic Risk Network Crash Types and Thresholds

Systemic Risk Network (SRN) Crash Types	Crash Threshold
Severe Injuries and Vulnerable Road Users	
Fatal & 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 Drivers	≥5
Lane Departures	≥5
Older Drivers	≥4
Aggressive & Speed-Related Driving	≥3
Drug & 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

Systemic Risk Network (SRN)

Based on the systemic safety analysis, intersection and corridor segments with multiple systemic crash characteristics were mapped to form the Brookings area **Systemic Risk Network (SRN)**, shown in **Figure 22**. These locations are prioritized and emphasized based on the number of multiple systemic crash characteristics (e.g., crashes involving speeding, lane departures, young drivers, and/or pedestrians) that occurred at each intersection or corridor segment regardless of injury severity. Intersections and corridor segments highlighted in this network represent opportunities for proactive safety improvements projects where risky behavior crashes have already occurred but may not have involved a fatality or serious injury.

Maps featuring individual SRN crash types for Brookings area intersections and corridor segments are provided in **Appendix C**. These individual SRN maps can be referenced for future safety projects and referenced for ongoing educational and enforcement strategies (e.g., locations for high visibility enforcement (HVE) efforts related to speeding, drug and alcohol-related driving, distracted driving etc.).

Systemic Risk Network

- 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

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

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

Figure 22

HDR BROOKINGS AREA SAFETY ACTION PLAN

6 Engagement and Collaboration

In conjunction with the Brookings Area Transportation (BATP), two sets of stakeholder and public open house events were hosted in February 2025 and February 2026, respectively. Each set of open houses included study information presented through display boards, maps, and online content to support discussion and community input. The study website, *www.brookingsatp.com*, provided a virtual option for reviewing and commenting on public open house materials. Feedback received during these events guided development of BATP goals, objectives, and recommendations. Stakeholders invited to these meetings included City of Brookings and Brookings County departments not represented on the Study Advisory Team (SAT), business owners, property owners, multimodal transportation advocates, and community leaders interested in the area's transportation network. Display materials and detailed survey information are compiled in **Appendix D**.

These public engagement events were insightful and informed the study team on several Brookings Area Safety Action Plan (SAP) items, including the High Injury Network (HIN), Systemic Risk Network (SRN), and Safety Priority Network (SPN). Safety and bicycle/pedestrian-related feedback received during each round of engagement is mapped in **Figure 30**.

6.1 Public and Stakeholder Open House Meetings #1 (Feb. 2025)

The first set of stakeholder and public open house meetings was held on Wednesday, February 19, 2025, at the Brookings City-County Government Center. The purpose of these first meetings was to introduce the study and gather public feedback on transportation-related issues and needs to be addressed by the study, the study's goals and objectives, and priorities for the Brookings area transportation network. In total, there were 61 attendees at the day's meetings, 17 at the stakeholder meetings and 44 at the public open house.



Public Open House #1: February 19, 2025

Opportunities to provide comments and input included an online travel survey, a budget priorities marble jar voting activity, and issues mapping.

The 16-question online travel survey gathered responses from approximately 470 unique respondents. The question "What goals or characteristics of the area's transportation system should the Transportation Plan focus on" pointed towards safety, efficiency and reliability, maintenance, bicycle and pedestrian connectivity, and accessibility as the top five priorities as shown in **Table 10**.

Additional findings related to questions on street network enhancements and budget strategy priorities, where respondents could select up to three options for each question, are provided in **Table 11** and **Table 12**, respectively.

Table 10: Transportation Plan Goals and Objectives

GOAL	PERCENT SELECTED
Safety	23%
Efficiency & Reliability	15%
Maintenance	14%
Bicycle and Pedestrian Connectivity	13%
Accessibility	13%
Economic	11%
Placemaking	6%
Resiliency	5%
	Total responses: 468

Totals may not equal 100% due to rounding.

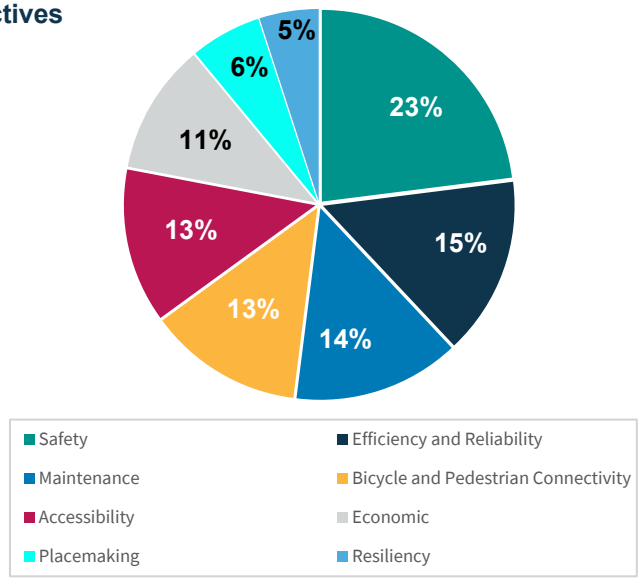


Table 11: Street Network Enhancements

ENHANCEMENTS	PERCENT SELECTED
Updated Traffic Signal Timing	18%
More Travel Lanes	17%
Turn Lanes	17%
Better Pavement Condition	16%
Roundabouts	10%
Other	22%
	Total responses: 1,071

Totals may not equal 100% due to rounding.

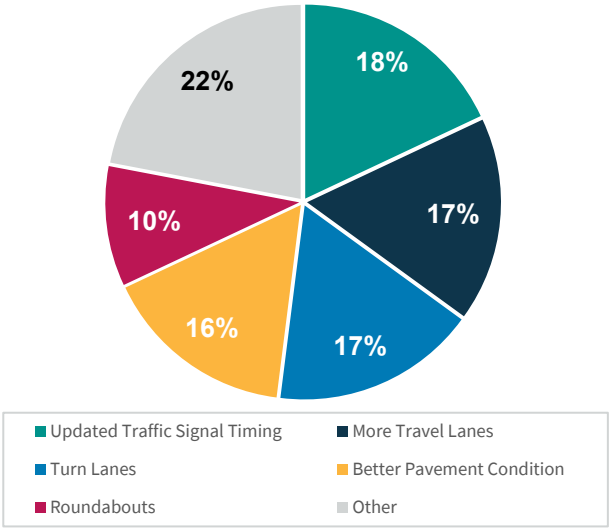
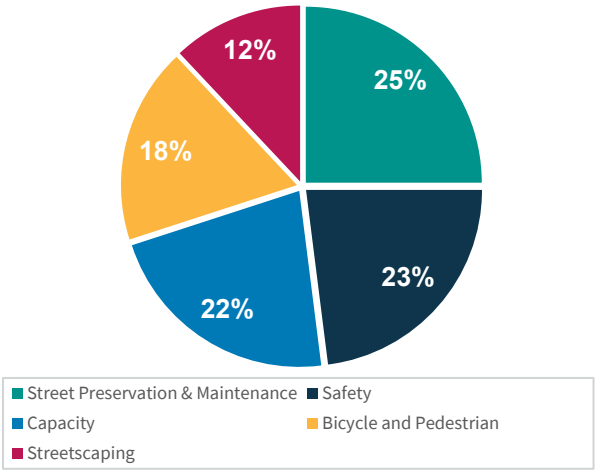


Table 12: Budget Strategy Priorities

STRATEGY	PERCENT SELECTED
Street Preservation & Maintenance	25%
Safety	23%
Capacity	22%
Bicycle & Pedestrian	18%
Streetscaping	12%
	Total responses: 1,086

Totals may not equal 100% due to rounding.

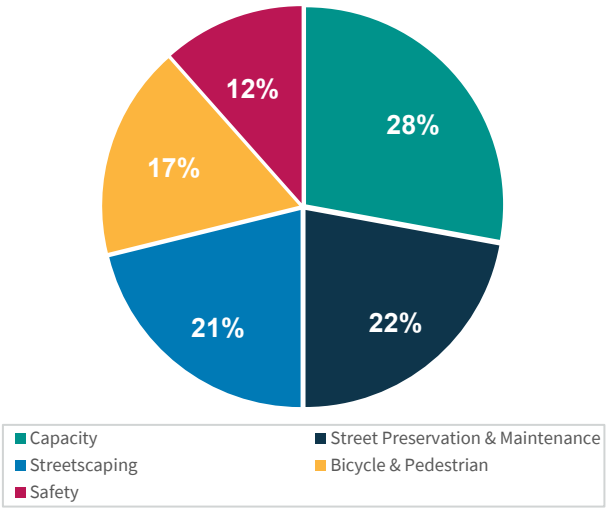


In-person attendee budget priorities were generally evenly split across capacity, safety, bicycle and pedestrian, and street preservation and maintenance improvements, as shown in **Table 13**. This activity differed from the online survey question in that respondents weighted their preference by importance (from least to most important), instead of top three.

Table 13: Budget Strategy Priorities (In-Person Voting)

STRATEGY	PERCENT SELECTED
Capacity	28%
Street Preservation & Maintenance	22%
Streetscaping	21%
Bicycle & Pedestrian	18%
Safety	12%
	Total votes: 79

Totals may not equal 100% due to rounding.



The travel survey also included several questions focused on the safety of the Brookings area transportation network. Two of the questions centered on general safety concerns and approaches to improve safety generated roughly 1,000 unique responses from survey participants. These results, along with specific locations identified for safety improvements through other survey questions and comment maps, were used to inform the issues and needs incorporated into the BATP and the related Brookings Area SAP.

Top concerns about safety on streets within Brookings?

- Turning across heavy vehicle traffic
- Missing sidewalk, bike lane, or trail connections
- Poor lighting or visibility
- Lack of safe bicycle and pedestrian crossing opportunities
- Driver speeds

Top approaches to improve safety?

- More separated bicyclist and pedestrian facilities like shared use paths or bike lanes
- Improved pedestrian crosswalk visibility with pavement markings, signage, and/or lighting
- Additional lighting and enhancements to visibility
- Traffic calming to manage vehicle speeds and aggressive driving
- Alternative intersections like roundabouts

The issues mapping activity identified several location-specific transportation related issues and needs consistent with the top transportation plan goals and objectives and budget strategy priorities. In general, these issues and needs focus on the following key areas:

- Bicycle and pedestrian infrastructure improvements
- Safety enhancements related to pedestrian and cyclist concerns at specific intersections and crossing locations
- Pedestrian crossings and connectivity and improved multimodal separation
- Complete street elements and streetscaping
- Roadway surfacing
- Traffic control modifications (e.g., stop signs, traffic signals, roundabouts)
- Long-range transportation planning goals (e.g. public transit, maintenance, priorities)

6.2 Public and Stakeholder Open House Meetings #2 (Feb. 2026)

The second set of stakeholder and public open house meetings occurred on Wednesday, February 25, 2026, at the Brookings City-County Government Center. The purpose of these open houses was to share BATP preliminary recommendations for stakeholder and public feedback. In total, there were 64 attendees at the day's meeting, 20 at the stakeholder meetings and 44 at the public open house. Feedback received through these engagement opportunities was considered as part of the process to refine and finalize recommendations.



Public Open House #2: February 25, 2026

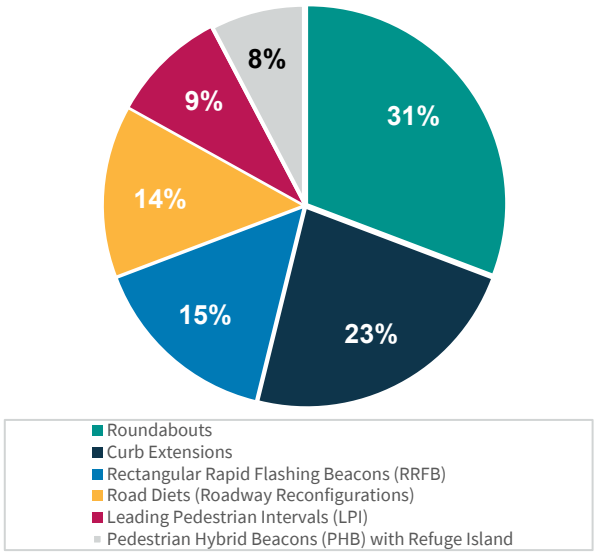
Presented preliminary recommendations focused on:

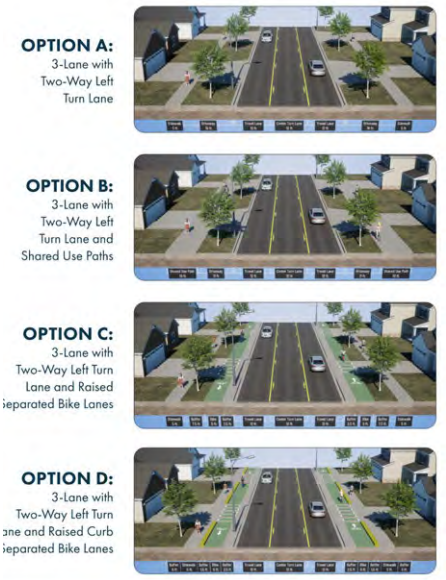
- **Major Roads Plan**, including the recommended Major Roads Plan, candidate roadways for future jurisdictional transfer, and street typical sections
- **Bicycle and Pedestrian Plan**, including recommended network and crossing improvements
- **Intersection and Roadway Corridor Projects**
- **Safety Action Plan**, including recommended safety projects and strategies activity **(Table 14)**
- **Illustrative Road Diet Corridor** activity boards for potential road diet typical section concepts for feedback on Medary Avenue, Main Avenue S, 15th Street S, and Summit Pass **(Figure 23** through **Figure 26)**
- **Illustrative Downtown Complete Streets Corridor** activity boards for potential typical section concepts that include bicycle and pedestrian improvements for feedback and polling on Main Avenue, 3rd Avenue, and 5th Avenue **(Figure 27** through **Figure 29)**

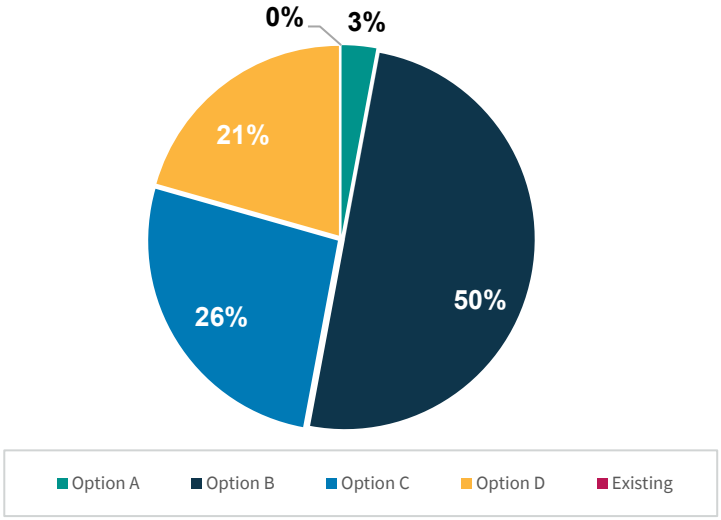
Table 14: Safety Strategy Priorities (In-Person Voting)

STRATEGY	PERCENT SELECTED
Roundabouts	31%
Curb Extensions	23%
Rectangular Rapid Flashing Beacons (RRFB)	15%
Road Diets (Roadway Reconfigurations)	14%
Leading Pedestrian Intervals (LPI)	9%
Pedestrian Hybrid Beacons (PHB) with Refuge Island	8%
	Total votes: 65

Totals may not equal 100% due to rounding.





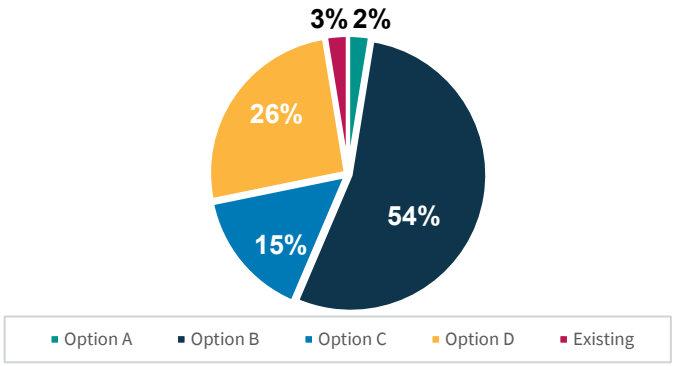


Illustrative Concept Comments:

- Consider right turn lanes where needed along illustrative road diet corridor concepts
- Option C (Raised Separated Bike Lanes) provides plenty of space between bicyclists and pedestrians
- Consider tree preservation in illustrative road diet corridor concepts

Figure 23: Illustrative Road Diet Corridor Medary Avenue (US14 / 6th St to 8th St) Feedback



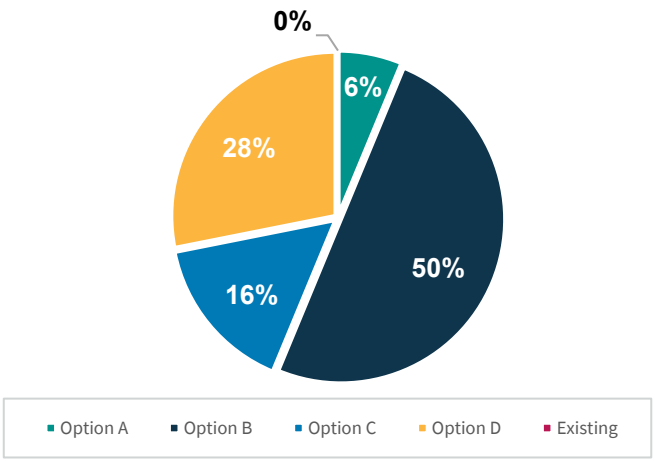


Illustrative Concept Comments:

- Main Avenue S traffic in the outer lane, particularly trucks, often slow to crawl while determining their turning route
- Buffers should include plantings such as trees or grasses
- Prefer concepts with greater degree of separation between bicyclists, pedestrians, and motorists

Figure 24: Illustrative Road Diet Corridor Main Avenue S (8th St S to 20th St S) Feedback



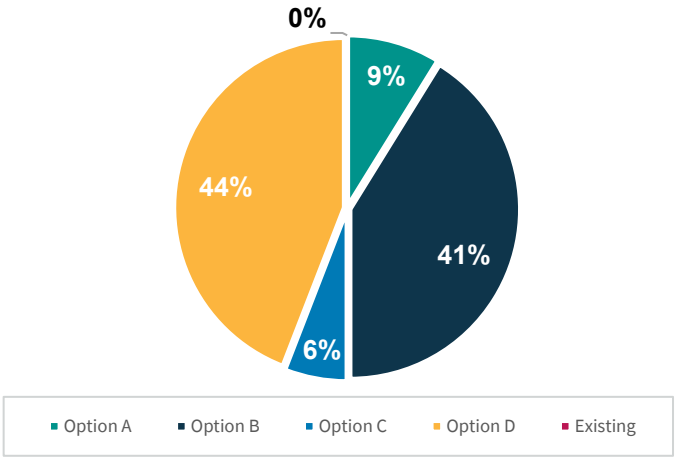


Illustrative Concept Comments:

- Speeding issues have been observed along 15th Street S
- Prefer wider sidewalks near schools
- Consider curb extensions at intersection crossings along this corridor

Figure 25: Illustrative Road Diet Corridor 15th Street S (Medary Ave S to 17th Ave S) Feedback



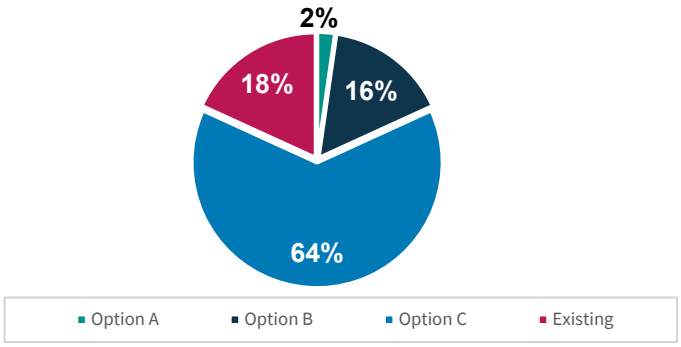


Illustrative Concept Comments:

- Consider alternatives that avoid motorists crossing bike lanes to park
- Prefer concepts with greater degree of separation between bicyclists, pedestrians, and motorists

Figure 26: Illustrative Road Diet Corridor Summit Pass (16th Ave S to Western Ave S) Feedback



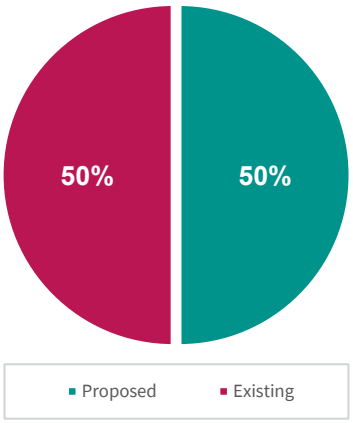


Illustrative Concept Comments:

- Mixed preferences for keeping the existing street section or Option C
- Prefer bike lane concepts with greater degree of separation between bicyclists, pedestrians, and motorists
- Add diagonal crosswalks at the 3rd Street & Main Avenue pedestrian scramble

Figure 27: Illustrative Downtown Complete Streets Corridor Main Avenue Feedback



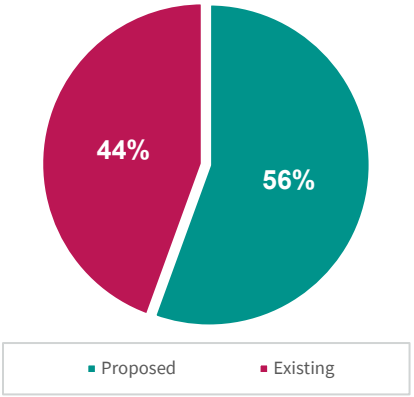


Illustrative Concept Comments:

- Consider bike lanes on one adjacent Downtown corridor but not both (either 3rd Avenue or 5th Avenue)
- Prefer bike lane concepts with on-street parking lanes between travel lanes and bike lanes

Figure 28: Illustrative Downtown Complete Streets Corridor 3rd Avenue Feedback





Illustrative Concept Comments:

- Consider bike lanes on one adjacent Downtown corridor but not both (either 3rd Avenue or 5th Avenue)
- Prefer bike lane concepts with on-street parking lanes between travel lanes and bike lanes

Figure 29: Illustrative Downtown Complete Streets Corridor 5th Avenue Feedback

6.3 Additional Outreach Opportunities

SDSU ITE Open House (February 2025)

During the first period of public engagement, an additional BATP open house was held in conjunction with the South Dakota State University (SDSU) Institute of Transportation Engineers (ITE) student chapter. This open house was held in the evening on Wednesday, February 5, 2025 at Crothers Engineering Hall on the SDSU campus. This event gave SDSU civil engineering students an opportunity to experience an open house meeting and provide input on Brookings area transportation issues and needs and goals for the study. Overall, there were 49 students in attendance at this meeting.



SDSU ITE Open House #1: February 5, 2025

Similar to the stakeholder and public open house, opportunities to provide comments and input included the travel survey, the budget priorities marble jar voting activity, and issues mapping. Frequent comments on issues and needs centered on the following items:

- Bicycle and pedestrian facility and crossing improvements along US14 / 6th Street with expanded connectivity to the SDSU Campus
- Safety enhancements for select intersections throughout the city
- Improve roadway lighting at select locations near the SDSU Campus
- Road maintenance

SDSU ITE Open House (March 2026)

Similar to the first round of public engagement, a second additional BATP open house was held at an SDSU ITE student chapter meeting on Wednesday, March 4, 2026 at Crothers Engineering Hall on the SDSU Campus. This event provided SDSU civil engineering students another opportunity to follow-up on the study, review preliminary recommendations, and provide feedback. Overall, there were 40 students in attendance at this meeting.



SDSU ITE Open House #2: March 4, 2026

The same materials presented at the February 2026 public and stakeholder open house meetings were shared at this additional open house. Feedback on the preliminary study recommendations included suggested locations for traffic control, turn lane, and signal improvements. Illustrative concept feedback was incorporated into the results previously reported.

Brookings Area Safety and Bike/Pedestrian Issues and Needs

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

Traffic and Safety Issues and Need Comments

- 10 or more comments
- 7 or more comments
- 3 or more comments
- Less than 3 comments

Bike/Ped Network and Safety Issues and Needs Comments

- 7 or more comments
- 3 or more comments
- Less than 3 comments

Both Categories

- 10 or more comments
- 7 or more comments
- 3 or more comments
- Less than 3 comments

0 2 Miles

Figure 30

HDR BROOKINGS AREA SAFETY ACTION PLAN

7 Policy and Process Changes

The City of Brookings has several key opportunities to standardize several practices and policies to improve safety performance on the Brookings Area roadway network. During the development of the Brookings Area Transportation Plan (BATP), City of Brookings design standards and polices were reviewed to determine areas for potential improvements. Several of these items related to safety were identified as part of the BATP and include:

1. Complete streets policy and standards
2. Traffic calming standards
3. Road Diet (Roadway Reconfigurations) standards
4. Turn lane standards
5. Traffic control guidelines
6. Traffic analysis and traffic impact study guidelines
7. Access management guidelines
8. Jurisdictional transfer guidelines
9. Active transportation toolbox for bicycles and pedestrians
10. Controlled and uncontrolled bicycle and pedestrian crossing guidelines
11. Safe routes to school planning guidance

Following the design standards review, the BATP outlined several key policy and standards recommendations including:

Complete Streets Policy Resolution

The City of Brookings already incorporates complete streets elements through existing design standards, development approval processes, and guidance outlined in this BATP. It is recommended the City of Brookings formalize this approach and adopt a resolution approving a Complete Streets Policy to plan for, design, and construct transportation improvement projects to promote safety and accommodate pedestrians, bicyclists, transit users, motorists, and persons of all abilities.

Roundabouts, Alternative Intersections, and Innovative Multimodal Elements

As part of the City's commitment to complete streets and transportation safety for all modes of travel, alternative intersections and innovative multimodal elements within or adjacent to intersections should continue to be considered and evaluated during a project's planning phase. A roundabout is one example of alternative intersection, which, depending on the setting, may bring several operational and safety benefits to the intersection for all modes of travel.

7.1 Complete Streets

The City of Brookings' approach to roadway design centers on Complete Streets, which focuses on providing a safe roadway for all users and modes of travel, including pedestrians, bicyclists, transit users, and motorists. Key Complete Street elements incorporated into the City's typical street sections include:

- 11 foot vehicle lanes
- Shared use paths/sidewalk on both sides of the street
- Planting strip buffer between pedestrian facilities and vehicular travel lanes; may include landscaping and lighting
- Consideration to number of lanes, street width, desired vehicle speed, access, bike lanes, pedestrian crossings, and on-street parking

Coordination and planning for complete streets should start early in the development and/or transportation improvement process. High-priority factors for consideration when integrating complete street elements include[1]:

- Corridors that provide primary access to key destinations such as parks, recreational areas, schools, employment centers, social services, and retail areas
- Corridors that offer access across natural or created barriers such as a river, major drainageway, freeway, or high-volume arterial street.
- Corridors where relatively high numbers of non-motorized transportation users are anticipated
- Corridors that provide connectivity and continuity of links to existing or future trail and path networks
- Lack of alternate, nearby options where a complete streets corridor would address convenience, connectivity, and safe route needs in the area

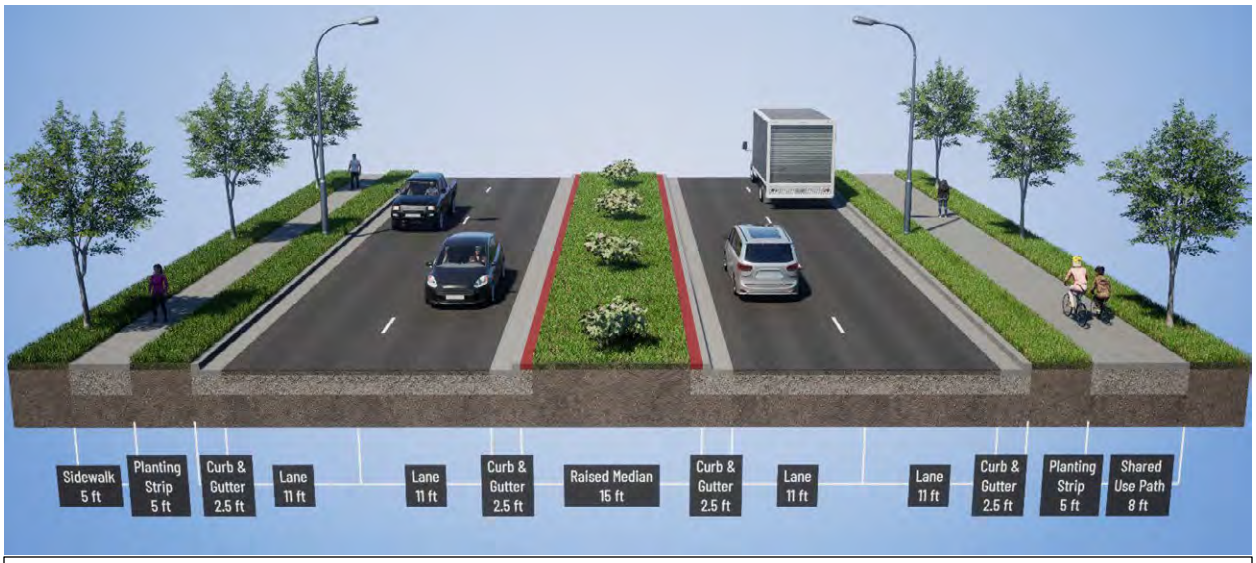
The impact of City of Brookings' use of complete streets is demonstrated in the various recommended typical multimodal street sections shown in **Figure 31** through **Figure 40**.

WHAT IS A COMPLETE STREET?

The United States Department of Transportation (USDOT) states, "Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicycles or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient".

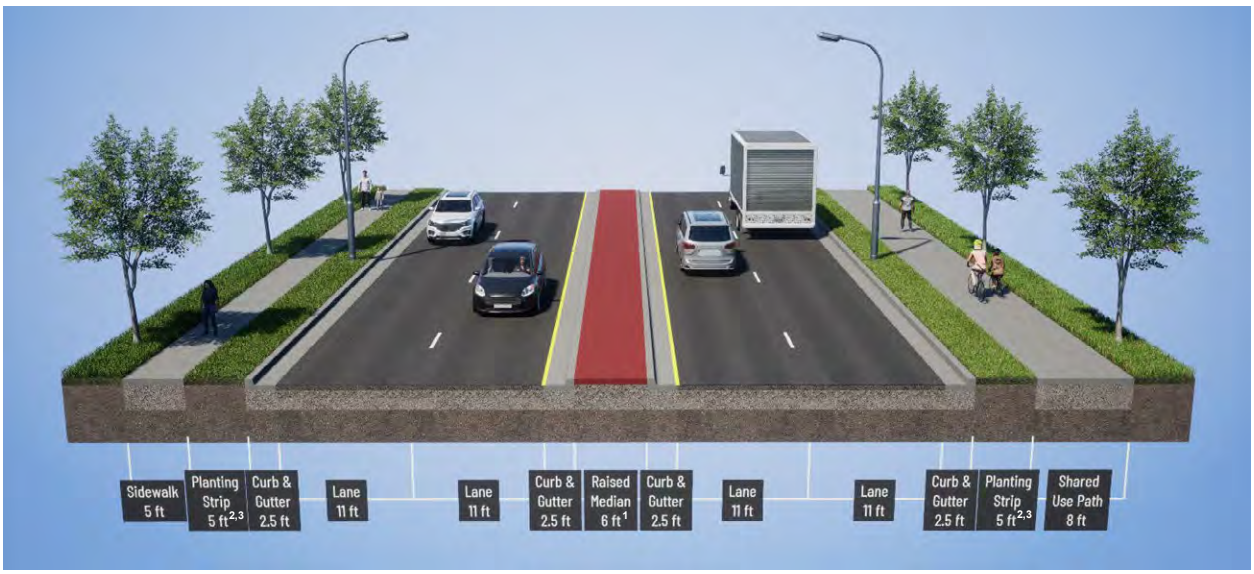
https://highways.dot.gov/complete-streets/complete-streets-resources

[1] Adapted from *City of Sioux Falls Complete Streets* priorities



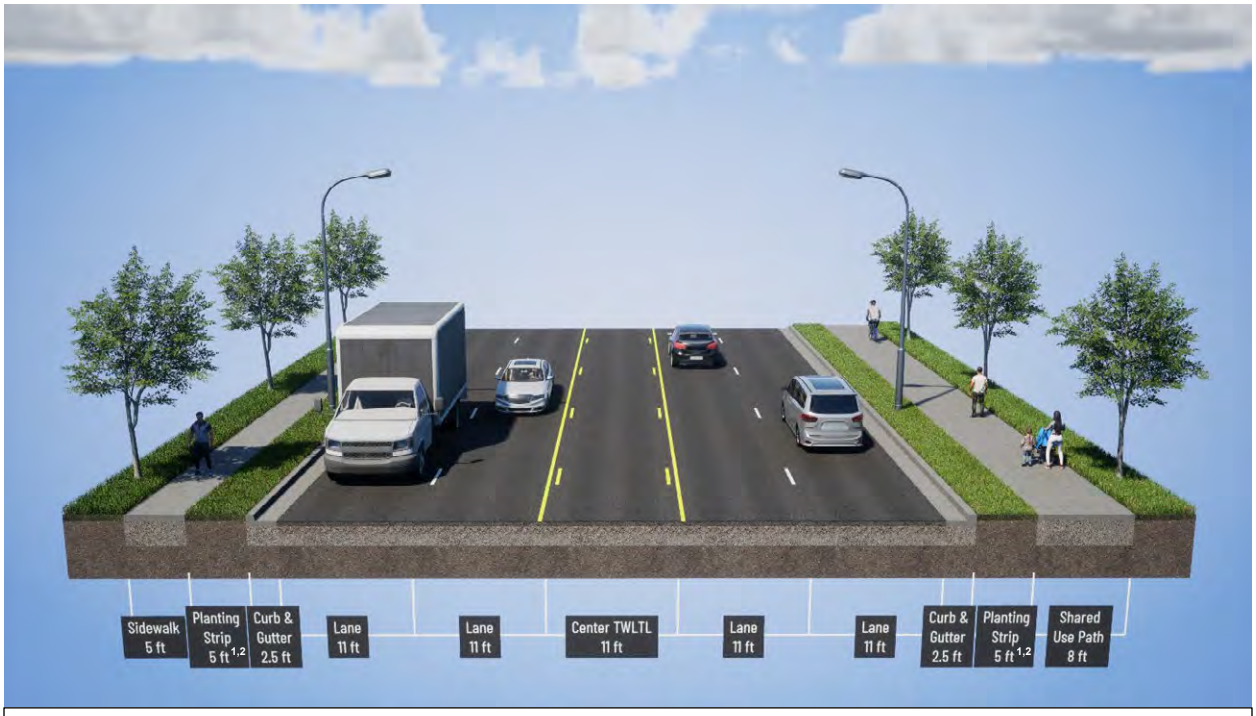
1 Raised Median Width: The full raised median width (15 ft.) includes width for a 11 ft. left turn lane and 4 ft. narrow raised median at select intersections and access locations.
2 Planting Strip Surfacing: Grass surfacing should be used for planting strip widths for 5 ft. or greater. Permeable concrete surfacing should be used for planting strip widths less than 5 ft (for areas with constrained ROW).
3 Planting Strip Width: Where possible, consider widening planting strips to provide greater separation between bicycle and pedestrian facilities (shared use paths or sidewalks) and vehicular travel lanes.

Figure 31: Urban 4-Lane Divided Arterial Typical Section with Full Raised Median (92-foot ROW)



1 Raised Median Width: The hybrid raised median width (6 ft.) includes width for a 11 ft. left turn lane (without a raised median) at select intersections and access locations.
2 Planting Strip Surfacing: Grass surfacing should be used for planting strip widths for 5 ft. or greater. Permeable concrete surfacing should be used for planting strip widths less than 5 ft (for areas with constrained ROW).
3 Planting Strip Width: Where possible, consider widening planting strips to provide greater separation between bicycle and pedestrian facilities (shared use paths / sidewalks) and vehicular travel lanes.

Figure 32: Urban 4-Lane Divided Arterial Typical Section with Hybrid Raised Median (83-foot ROW)



1 Planting Strip Surfacing: Grass surfacing should be used for planting strip widths for 5 ft. or greater. Permeable concrete surfacing should be used for planting strip widths less than 5 ft (for areas with constrained ROW).
2 Planting Strip Width: Where possible, consider widening planting strips to provide greater separation between bicycle and pedestrian facilities (shared use paths / sidewalks) and vehicular travel lanes.

Figure 33: Urban 5-Lane Arterial Typical Section with Center Two-Way Left Turn Lane (83-foot ROW)

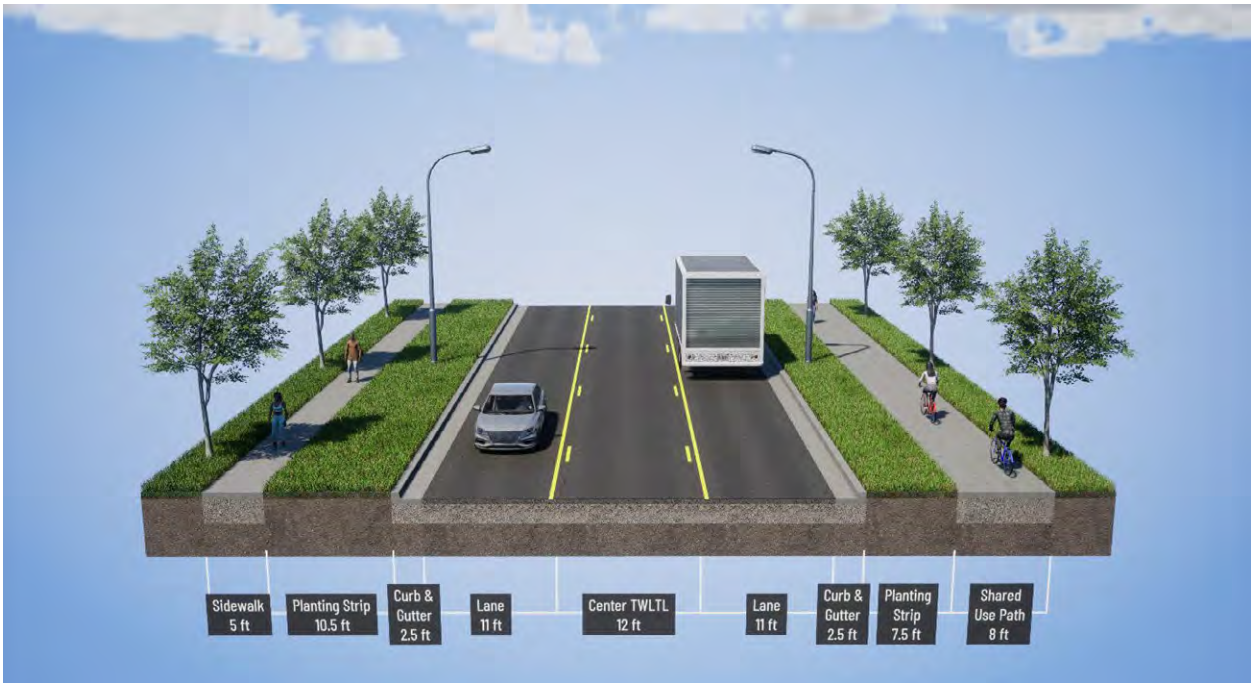


Figure 34: Urban 3-Lane Arterial and Collector Typical Section (70 to 80-foot ROW)

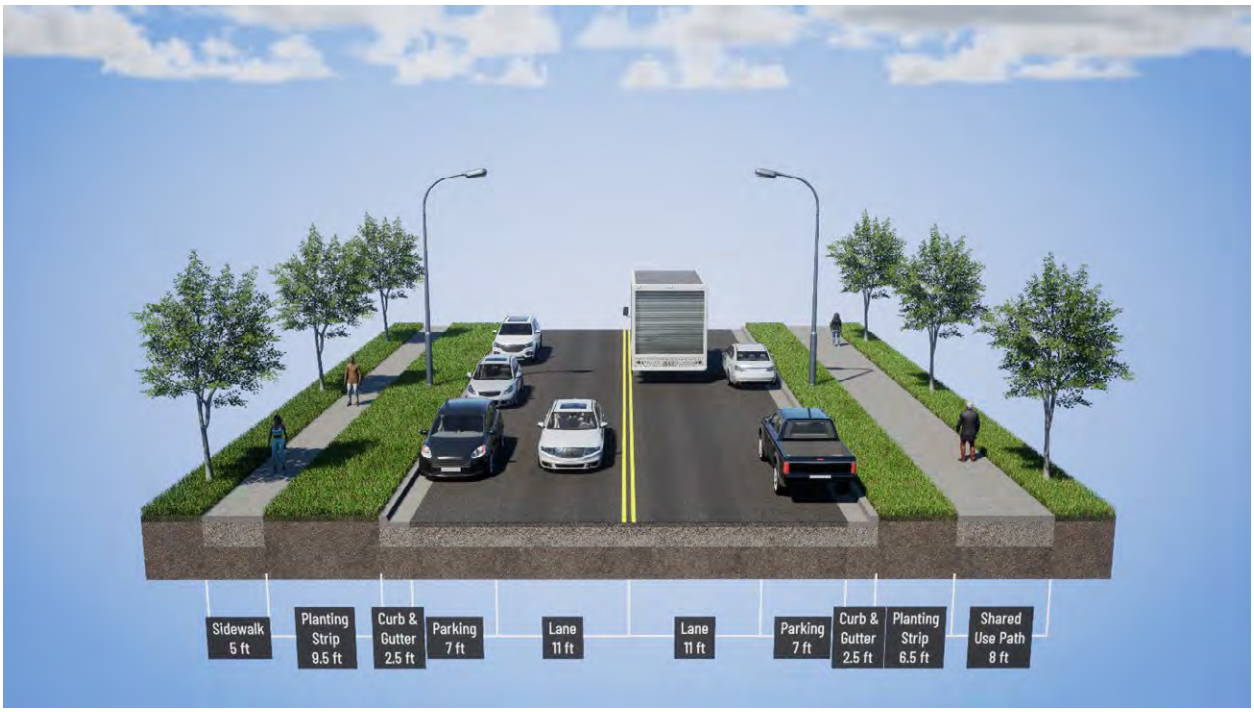


Figure 35: Urban 2-Lane Collector with On-Street Parking (70-foot ROW)

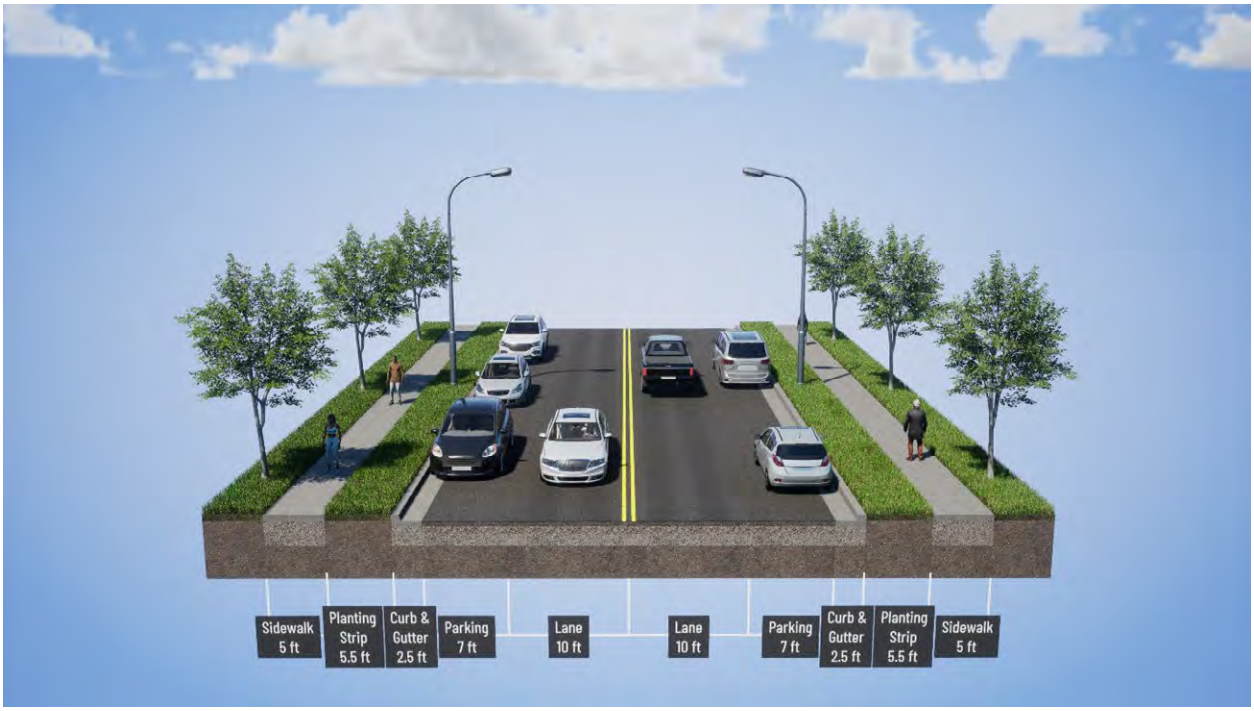


Figure 36: Urban 2-Lane Local Typical Section with On-Street Parking (60-foot ROW)



1 Bike Lane Buffer: For retrofitted bike lane locations, a buffer should be provided for additional separation between bicyclists and motorists and to mitigate the potential for conflicts between vehicle doors and bicyclists. Streets without on-street parking may exclude bike lane buffers in areas with constrained available street width.
2 Variations for On-Street Parking: Retrofitted buffered bike lanes can be considered on streets with on-street parking present on one or both sides. Ensure adequate ROW is available for the combined width of the bike lane and buffer for the parking lane. For locations with on-street parking on both sides, consider limiting on-street parking to one side.

Figure 37: Urban Retrofit 2-Lane Collector and Local Typical Section with Buffered Bike Lanes (60 to 70-foot ROW)



1 Lane Width: Consider 10 ft. lane widths on low volume residential local streets with one-sided on-street parking where street minimums less than 31 ft. are allowed for additional traffic calming.

Figure 38: Urban 2-Lane Local Typical Section with On-Street Parking (60-foot ROW)

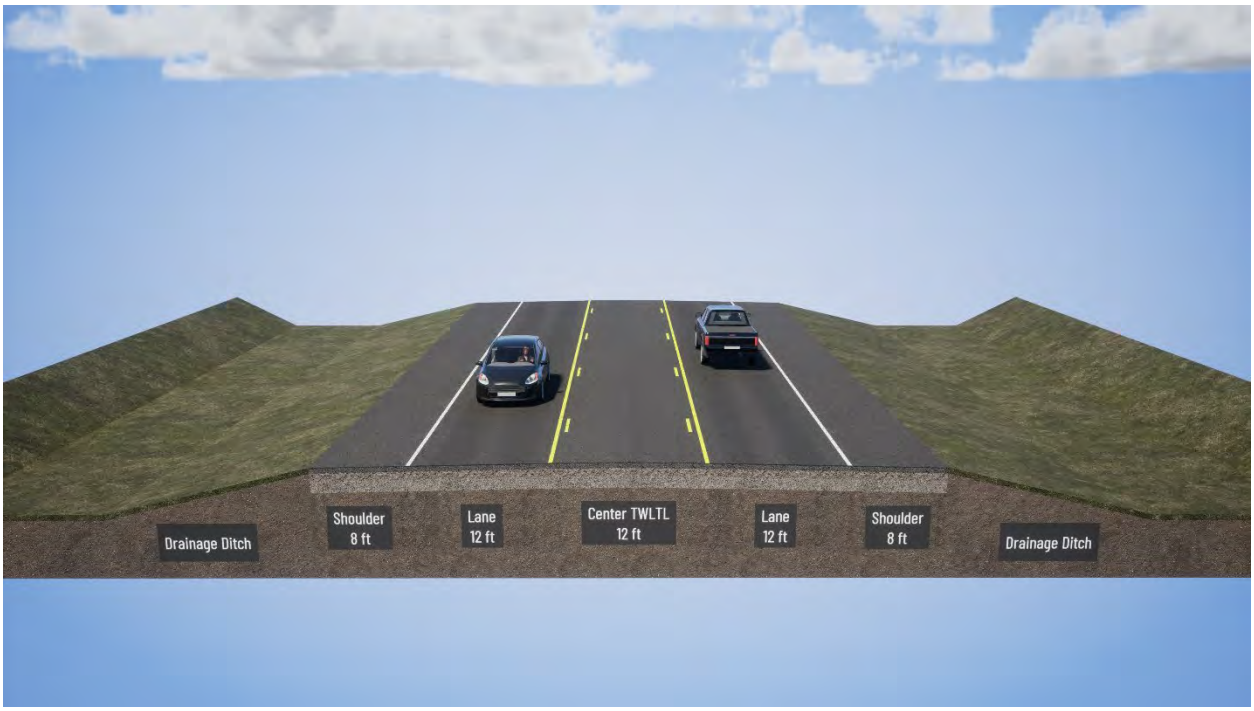


Figure 39: Rural 3-Lane Arterial Typical Section (80-foot ROW)

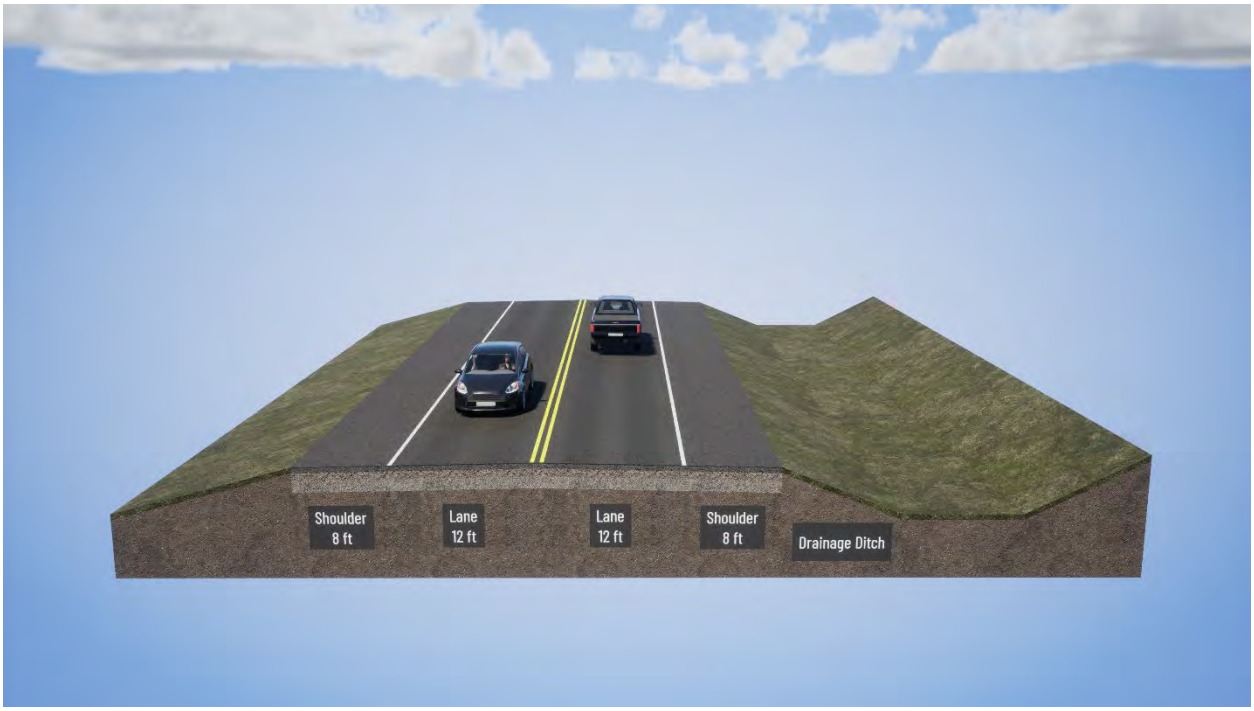


Figure 40: Rural 2-Lane Arterial or Collector Typical Section (70 to 80-foot ROW)

7.2 Traffic Calming

Traffic calming is the improvement of safety, mobility, and comfort for all street users by reducing vehicles speeds. Measures to calm traffic can increase the quality of life, create safe and attractive streets, and promote greater pedestrian and bicyclist use along residential or commercial streets. The City of Brookings has already implemented traffic calming measures such as roundabouts, raised crosswalks, road diets (e.g., 8th Street S), and curb extensions in areas with notable multimodal traffic (e.g., downtown, near the SDSU campus, residential neighborhoods).

Traffic calming strategies are generally categorized into four types, including:

- **Horizontal Deflections:** Shifts the horizontal alignment of the road to avoid straight paths which calms vehicular traffic as it navigates the alignment change
- **Vertical Deflections:** Creates a change in the height of the roadway to slow down motorists in order to maintain an acceptable level of comfort
- **Street Width Reduction:** Narrows the width of a vehicle travel lane or roadway to slow motorists to maintain an acceptable level of comfort and safety. This measure can also reduce pedestrian crossing distances and their exposure to vehicle conflicts.
- **Routing Restriction:** Prevents particular vehicle movements to minimize cut-through traffic

Traffic calming countermeasures for each category are identified in **Table 15**. The applicability of each traffic calming measure based on roadway functional classification and other street functions is shown in the matrix provided in **Table 16**.

Additional information can be found in the following resources:

- *FHWA Traffic Calming ePrimer*
- *ITE Traffic Calming Measure Fact Sheets*
- *DelDOT Traffic Calming Design Manual*

LOCAL ROAD DIET EXAMPLE (8th STREET S)

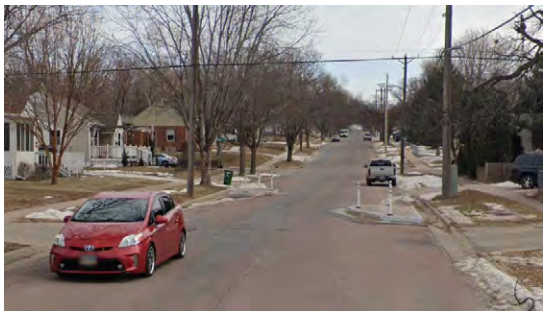
In the mid-1990s, a road diet was performed on 8th Street S, spanning from 22nd Avenue S to Main Avenue S, during a mill and overlay project. Prior to this project, the corridor was an undivided 4-lane roadway with no center left turn lanes, poor lane utilization, greater potential for rear-end collisions at signalized intersections, and minimal multimodal features. The road diet reconfigured the corridor to a 3-lane facility with a center left turn lane and on-street bike lanes to improve safety and operations for drivers, bicyclists, and pedestrians.

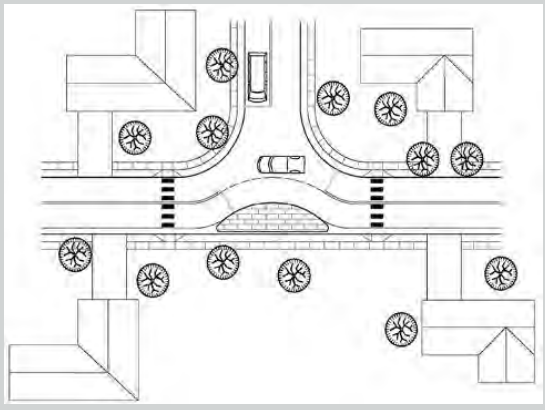


8th Street S Corridor

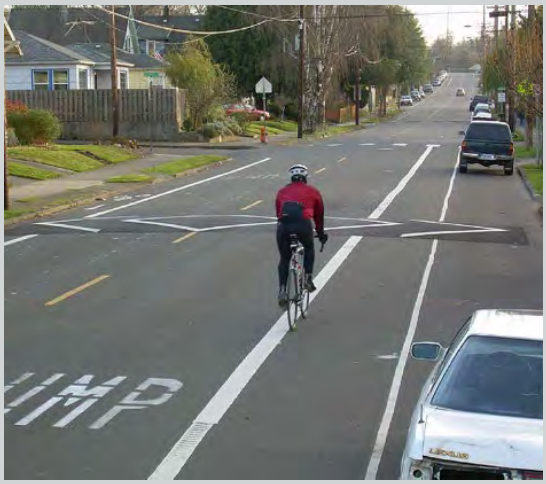
Table 15: Toolbox for Traffic Calming Measures

TREATMENT	DESCRIPTION
HORIZONTAL DEFLECTIONS	
Lateral Shift  Source: FHWA	Definition: A realignment of an otherwise straight street that causes travel lanes to shift in one direction Purpose: Reduce vehicular speeds along a street (mid-block) Considerations: • A lateral shift may be supplemented to reduce the likelihood of a motorist veering into opposing traffic. • Street Type: Collector, Local, and Select Arterial Streets • Speed Limit: 35 mph or less • Traffic Volumes: appropriate for all traffic levels

Chicane
 
Source: City of Sioux Falls, SD (*15th Street*)
	Definition: A series of alternating curves or lane shifts (multiple lateral shifts) which are positioned to force a motorist to steer back and forth out of a straight travel path
	
	Purpose: Reduce vehicular speeds along a street (mid-block)
	
	Considerations:
	• May reduce traffic volumes
	• Chicane curves or a chicane-like effect can be created with:
	  ○ Curb extensions alternating on each side of the street
	  ○ On-street parking alternating on each side of the street (assumes sufficient parking demand)
	• Street Type: Local or Low-Volume Collector Streets
	• Speed Limit: 35 mph or less
	• Traffic Volumes: up to 3,500 vehicles per day

Realigned Intersection  Source: Delaware Department of Transportation	Definition: The reconfiguration of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection Purpose: Reduce vehicles speeds through an intersection Considerations: • Most common application is converting a T-intersection with straight approaches into curving streets meeting at right angles. This removes all straight paths through the intersection. • Street Type: Collector and Local Streets • Speed Limit: 25 mph or less

TREATMENT	DESCRIPTION
Traffic Circle  Source: City of Sioux Falls, SD / Google Streetview (*9th Street & Duluth Avenue*)	Definition: A raised island placed within an unsignalized intersection around which traffic circulates Purpose: Reduce vehicles speeds when passing through an intersection and improve safety by minimizing angle collisions Considerations: • A traffic circle can have Stop or Yield signs on the intersection approaches • No splitter islands based on infrequent large vehicle left turn movements and the desire to fit within existing travel lanes • Traffic circles can be a painted area but are most effective with a raised curb and landscaping • Street Type: Intersection of two Local Streets • Speed Limit: 30 mph or less • Traffic Volumes: up to 3,500 vehicles per day for each intersection leg
Small Modern Roundabout / Mini-Roundabout  Source: FHWA	Definition: A raised island placed within an unsignalized intersection around which traffic circulates with splitter islands Purpose: Reduce vehicles speeds when passing through an intersection and improve safety by minimizing angle collisions Considerations: • Small Modern Roundabouts are non-traversable while Mini-Roundabouts are fully traversable • Splitter islands can be either mountable or at-grade to accommodate large vehicles • Street Type: Intersection of two Local Streets or Local and Collector Streets • Speed Limit: Relatively low speed limit • Traffic Volumes: lower traffic volumes than a full roundabout
Roundabout  Source: City of Brookings, SD / Google Streetview (*Sweetgrass Drive & Tallgrass Parkway*)	Definition: A raised island placed within an unsignalized intersection around which traffic circulates with splitter islands Purpose: Reduce vehicles speeds when passing through an intersection and improve safety by minimizing angle collisions Considerations: • Full roundabouts are designed to accommodate large vehicles circulating around the center island • Street Type: Intersection of two Arterial Streets or Arterial and Collector Streets • Speed Limit: typical urban operating speeds • Traffic Volumes: up to 60,000 entering vehicles per day

TREATMENT	DESCRIPTION
VERTICAL DEFLECTIONS	
Speed Hump  Source: FHWA	Definition: An elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow Purpose: Encourages motorists to slow vehicular speeds upstream and downstream of the speed hump (mid-block) Considerations: • A speed hump is typically 3 inches in height and 12 feet in length along the vehicle travel path axis • Street Type: Collector and Local Streets • Appropriate adjacent to a school, park, or community center • Speed Limit: 30 mph or less • Traffic Volumes: up to 4,000 vehicles per day
Speed Cushion  Source: FHWA	Definition: Consists of two or more raised areas placed laterally across a roadway. Speed cushions include gaps between raised areas that enable wide track vehicles to pass through this treatment without any vertical deflection. Purpose: Encourages motorists to slow vehicular speeds upstream and downstream of the speed cushion (mid-block) Considerations: • The height and length of the raised areas are comparable to a speed hump • Preferred alternative to speed humps on primary emergency response or transit routes with frequent service • Street Type: Collector and Local Streets • Speed Limit: up to 30 mph • Traffic Volumes: up to 4,000 vehicles per day
Speed Table  Source: FHWA	Definition: A raised area with a longer flat top placed across the roadway designed to physically limit the speed at which a vehicle can traverse it Purpose: Encourages motorists to slow vehicular speeds upstream and downstream of the speed table (mid-block) Considerations: • When a speed table is designated as a crosswalk through the use of striping it is known as a raised crosswalk. • Street Type: Collector and Local Streets and Arterial Streets in certain circumstances • Speed Limit: up to 35 mph • Traffic Volumes: up to 4,000 vehicles per day

TREATMENT	DESCRIPTION
Raised Crosswalk  Source: City of Brookings, SD / Google Streetview (*North Campus Drive*)	Definition: A variation of a flat-topped speed table which is marked and signed as a pedestrian crossing and conforms to a desired crosswalk width Purpose: Reduce vehicle speeds and increase pedestrian visibility and safety Considerations: • Can be located at intersections or mid-block locations • Typically between 3 and 6 inches above street level • Appropriate if there is an existing crosswalk or if a crosswalk is warranted based on local standards and criteria • Street Type: Collector, Local and Commercial District Arterial Streets • Speed Limit: up to 35 mph
Raised Intersection  Source: FHWA	Definition: A flat, raised area covering an entire intersection with ramps on all approaches Purpose: Reduce vehicle speeds and increase pedestrian visibility and safety Considerations: • Typical applications are in dense urban areas with notable pedestrian volumes with signalized or all-way stop-control • Appropriate if there are existing crosswalks on all four legs of an intersection or if crosswalks are warranted • Street Type: Collector, Local, and Commercial District Arterial Streets • Speed Limit: up to 35 mph • Traffic Volumes: up to 10,000 entering vehicles per day on each intersection approach
STREET WIDTH REDUCTION	
Curb Extension / Bulb-Out  Source: City of Brookings, SD / Google Streetview (3rd *Street & Main Avenue*)	Definition: A horizontal extension of the sidewalk into the street at intersections or mid-block locations that results in a narrower roadway section and shorter pedestrian crossing Purpose: Reduce vehicle speeds, shorten pedestrian crossing distances, and increase pedestrian visibility and safety Considerations: • Curb extensions combined with vertical deflection traffic calming measures (e.g. a raised crosswalk) can achieve greater reductions in vehicular speed • Street Type: Arterial, Collector, and Local Streets • Speed Limit: Appropriate for any speed limit provided adequate shy distance is provided between the travel lane and curb extension • Traffic Volumes: all levels of traffic volumes

TREATMENT	DESCRIPTION
Median Island  Source: City of Brookings, SD / Google Streetview (*Campanile Avenue between 7th and 8th Street*)	Definition: A raised island located along the street centerline that narrows the travel lanes at that location and slower vehicle speeds Purpose: Reduce vehicle speeds and improve safety Considerations: • Median islands can double as a pedestrian refugee island if a cut in the island and a marked crosswalk are provided • Provide visual queues about preferred vehicle speeds when placed at neighborhood entrances • Street Type: Arterial, Collector, and Local Streets • Speed Limit: Appropriate for any speed limit provided adequate shy distance between the travel lane and median island • Traffic Volumes: all levels of traffic volumes
On-Street Parking  Source: FHWA	Definition: On-street parking can effectively narrow the roadway travel lanes by adding side friction (on one side, both sides, or alternating sides) to traffic flow Purpose: Reduce vehicle speeds Considerations: • On-street parking is only an effective and safe traffic calming measure when parking lanes are occupied during period when traffic calming is desired • Street Type: Arterial, Collector, or Local Streets • Speed Limit: Appropriate for any speed limit provided adequate shy distance between travel and parking lanes • Traffic Volumes: all levels of traffic volumes
Road Diet (Roadway Reconfigurations)  Source: City of Sisseton, SD / Google Streetview (*SD Highway 10 / Hickory Street*)	Definition: The conversion of an undivided roadway to a cross-section with fewer or narrower through travel lanes and the possibility of reallocated space for other facilities such as bicycle lanes or a shared use path Purpose: Reduce vehicle speeds, shorten pedestrian crossing distances, and increase pedestrian visibility and safety Considerations: • Most common application is a conversion from an undivided four-lane roadway to a three-lane roadway • Street Type: Arterial, Collector, and Local Streets • Speed Limit: Appropriate for any speed limit • Traffic Volumes: all levels of traffic volumes (higher volume locations should be examined for appropriateness)

TREATMENT	DESCRIPTION
ROUTING RESTRICTION	
Diagonal Diverter  Source: FHWA	Definition: A physical barrier placed diagonally across a four-legged intersection which creates two unconnected intersections. Traffic approaching the intersection is restricted to one receive leg, rather than three. Purpose: Reduce vehicle speeds and cut-through traffic Considerations: • A cutout, gap, or channel can be provided in the diagonal diverter to allow at-grade bicyclist and pedestrian movements between all legs of the intersection • Breakaway delineators can be used in the diagonal diverter to enable emergency vehicle access • Street Type: Collector and Local Streets • Speed Limit: up to 25 mph • Traffic Volumes: up to 3,500 vehicles per day
Closure / Half-Closure  Source: City of Brookings, SD Google Streetview (*4th Street Half-Closure near Children's Museum*)	Definition: A physical barrier placed across a street to fully or partially close a street to through vehicle traffic Purpose: Reduce vehicle speeds and cut-through traffic Considerations: • Full closure can be designed to allow bicyclists and pedestrians to pass through • Consider the availability, capacity, and appropriateness of other alternative routes due to potential traffic shifts • A single closure may simply shift traffic onto other local streets so clusters of closures can be considered to more effectively lead through traffic to arterial and collector streets • Street Type: Local Streets • Speed Limit: up to 30 mph • Traffic Volumes: up to 4,000 daily vehicles in residential areas and 6,000 within a central business district
Median Barrier / Forced Turn Island  Source: City of Brookings, SD Google Streetview (*US14 / 6th Street & 25th Avenue*)	Definition: Physical turn restrictions at an intersection that can be used to eliminate specific traffic movements from entering or existing a side street Purpose: Reduce vehicle speeds and cut-through traffic and improve safety Considerations: • Raised islands are both used for median barriers (along the centerline at an intersection) and forced turn islands (at the approaches of intersections) • Street Type: Arterial, Collector, and Local Streets (to prevent movements to/from side streets) • Speed Limit: Side street speed limit of up to 25 mph

Table 16: Likelihood of Acceptability of Traffic Calming Measure[2]

TRAFFIC CALMING MEASURE	SEGMENT OR INTERESECTION	ROADWAY CLASSIFICATION			STREET FUNCTION	
		ARTERIAL	COLLECTOR	LOCAL	EMERGENCY ACCESS	TRANSIT ROUTE
HORIZONTAL DEFLECTION						
Lateral Shift	Segment	3	**5**	**5**	**5**	**5**
Chicane	Segment	*1*	**5**	**5**	3	3
Realigned Intersection	Intersection	*1*	**5**	**5**	**5**	**5**
Traffic Circle	Intersection	*1*	3	**5**	3	3
Small Modern & Mini-Roundabout	Intersection	3	3	**5**	**5**	**5**
Roundabout	Intersection	**5**	3	*1*	**5**	**5**
VERTICAL DEFLECTION						
Speed Hump	Segment	*1*	**5**	**5**	*1*	3
Speed Cushion	Segment	*1*	**5**	**5**	**5**	**5**
Speed Table	Segment	3	**5**	**5**	*1*	3
Offset Speed Table	Segment	3	**5**	**5**	**5**	3
Raised Crosswalk	Both	3	**5**	**5**	*1*	3
Raised Intersection	Intersection	3	**5**	**5**	3	3
STREET WIDTH REDUCTION						
Curb Extension / Bulb-Out	Intersection	**5**	**5**	**5**	**5**	**5**
Median Island	Both	**5**	**5**	**5**	**5**	**5**
On-Street Parking	Segment	**5**	**5**	**5**	**5**	**5**
Road Diet	Both	**5**	**5**	3	**5**	**5**
ROUTING RESTRICTION						
Diagonal Diverter	Intersection	*1*	3	3	*1*	3
Full Closure	Both	*1*	3	3	*1*	*1*
Half Closure	Intersection	*1*	**5**	**5**	3	3
Median Barrier	Intersection	3	**5**	**5**	*1*	3
Forced Turn Island	Intersection	3	**5**	**5**	3	3

5 – *Traffic calming measure is likely appropriate*

3 – *Traffic calming measure may be appropriate in specific contexts*

1 – Traffic calming measure is likely inappropriate

[2] Federal Highway Administration, *Traffic Calming ePrimer*.

7.3 Road Diet (Roadway Reconfigurations)

Road diets often describe the reconfiguration of existing streets in order to reduce the number of lanes, lane widths, and/or street widths. However, this mindset is also applicable to the design of new streets and supports the City of Brookings's desire to implement a sustainable transportation network and allocate space to all modes of travel.

Key linear elements incorporated into City of Brookings typical sections, particularly those shown in **Figure 34** through **Figure 38**, that support road diet methodology include:

- One through lane in each direction
- Continuous two-way left turn lane (TWLTL) or left turn lanes at select locations
- Bike lane
- Pedestrian refuge islands
- Boulevard space for grass, landscaping, etc.
- Wider sidewalk or share use paths

Road diet corridor segments should be considered when:

- Daily traffic volumes are less than 16,000
- Slower speeds and high level of multimodal mobility are desired
- Reallocation of available right-of-way to other transportation uses (e.g., bike lanes, wider walkways, on-street parking) is desired
- Right-of-way constraints are present
- Access density, corridor segment progression, and/or crash history would benefit from a center left turn lane (if not already present)

Additional information can be found in the following resources:

- *FHWA Road Diet Informational Guide*
- *NACTO Urban Street Design Guide*

WHAT IS A ROAD DIET?

A road diet is a 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 and roadway features.

BENEFITS OF A ROAD DIET

According to FHWA, benefits of a road diet include:

- Traffic calming
- Reduction of rear-end and left turn crashes with implementation of a center left turn lane
- Fewer lanes for pedestrians to cross
- Opportunities for pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops
- Supports a complete streets environment

FHWA has found that a 4-lane to 3-lane reduction may reduce total crashes between 19 and 47 percent.

Source: FHWA Road Diets (Roadway Reconfiguration) *https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration*

7.4 Turn Lanes

Installation of turn lanes at intersections and driveway access points often provide operational and safety benefits by removing turning vehicles from the through lanes. The *SDDOT Road Design Manual – Chapter 15*, provides guidance on when and where to install turn lanes on the major roadway at unsignalized intersections, based on:

1. Vehicular volume
2. Crash experience
3. Special cases
    a. Railroad crossings
    b. Geometric/safety concerns
    c. Non-traversable median (left turn lanes only)

These criteria are applicable to the unsignalized movements at a two-way stop-control intersection.

The need for turn lanes on stop-controlled approaches is typically based on operational analysis. At stop-controlled approaches where there is a high right turn volume, it is often advantageous to split left turn and right turn movements so a left turn vehicle waiting for a gap in traffic does not block right turn traffic.

Turn lanes at signalized intersections are determined by operational analysis. Installation of left turn lanes is generally advantageous to operations and safety even if not required to meet a target intersection operational measure.



8th Street S & Medary Avenue S

7.5 Traffic Control Guidelines

The *Manual on Uniform Traffic Control Devices (MUTCD)* provides extensive guidance on the use of traffic control devices, such as signs, pavement markings, and traffic signals. An engineering study should be conducted to determine the appropriate traffic control device using methodologies and warrants outlined in the MUTCD. The following summarizes considerations for intersection and crossing control for minor street approach control, all-way stop-control, traffic signals, and roundabouts.

Yield Control

Yield control can be considered at intersections where a full stop is not necessary at all times. The installation of yield control should be considered when engineering judgement indicates that the following conditions exist:

- **Sight distance:** where sight distance is adequate on approaches designated with yield control
- **Approach configurations:** all intersection approaches are a single lane (no turn lanes)
- **Crash history:**
    - **No control to yield:** two or more reported crashes in 12-month period which are susceptible to correction with yield control
    - **Minor road stop-control to yield:** two or fewer reported crashes in 12-month period
- **Traffic volumes:** volume thresholds of either 1,800 units per day or 140 units in the peak hour that account for entering vehicles, pedestrians, and bicycles
- **Intersection skew:** angle of intersection is between 90 and 75 degrees
- **Functional classification:** functional classification of intersecting streets is either two local streets or between local and collector streets

Other considerations include divided highway crossings, channelized turn lanes, merge movements, and low-volume rural roads.

Minor Road Stop-Control

Stop-control on the minor road approach can be considered at intersections when engineering judgement indicates one or more of the following conditions exist:

- **Sight distance:** a restricted view that requires road users to stop in order to adequately observe conflicting traffic on the through street
- **Crash history:**
    - **Four-Leg intersection:** three or more reported crashes in previous 12 months or six or more reported crashes in 36 months which are susceptible to correction with minor road control
    - **Three-Leg intersection:** three or more reported crashes in previous 12 months or five or more reported crashes in 36 months which are susceptible to correction with minor road control

- **Functional classification:** the intersection is of a lower functional classification with a higher functional classification road
- **Revaluation of all-way stop-control:** conditions that previously supported all-way stop-control no longer exist

Other considerations include low-volume rural road intersections where either the functional classification or sight distance criteria are met.

All-Way Stop-Control

All-way stop control is advantageous when traffic volumes are nearly equal on the two intersecting roadways. The installation of all-way stop should be based on an engineering study with the following considerations:

- **Crash experience:** five or more crashes in a 12-month period or six or more crashes in a 36-month period that are susceptible to correction by installation of all-way stop-control
- **Sight distance:** where sight distance is not adequate for a vehicle on the minor road approach to cross or turn onto the major road
- **Interim measure:** at an intersection that is transitioning to signal control or yield control at a circular intersection
- **8-hour volumes:** volume thresholds that account for entering vehicles, pedestrians, and bicycles for an 8-hour period of the day

Other considerations include left turn conflicts, vehicle/pedestrian conflicts, and intersections of two similar streets.

Traffic Signals

In locations where traffic signals are being considered (for either installation or removal), the MUTCD presents nine traffic signal warrants for analysis:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

The installation of a traffic signal should be based on engineering judgement after a thorough evaluation of the specific installation, considering site conditions and the overall context. The MUTCD also notes that “the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal” (MUTCD 11th Edition 4.C.01.03).

Protected Left Turn Phasing at Traffic Signals

There are five options for left turn phasing at a signalized intersection:

- Permitted (flashing yellow arrow)
- Protected (green arrow)
- Protected-permitted (green arrow followed by flashing yellow arrow, or vice-versa)
- Split phasing (where all movements on one approach have the right of way)
- Prohibited

Implementing the appropriate left turn phasing at a signalized intersection is important for both intersection operations and safety. *NCHRP Report 812, Signal Timing Manual, Second Edition*, Exhibit 4-16, provides left turn phasing guidelines to help select the least-restrictive left turn phasing at a signalized intersection based on a variety of variables. It is recommended this flow-chart be reviewed when determining left turn phasing at Brookings area signalized intersections.

Roundabouts

Consideration should be given to different intersection types when planning for reconstruction, such as comparing more traditional stop-control or signalized intersection types to roundabouts. A roundabout brings several key benefits if constructed in lieu of a signalized intersection:

- No traffic signal infrastructure, installation, and maintenance costs
- Roundabouts best handle off-peak traffic volumes, as traffic signals are generally inefficient during low-volume and off-peak conditions
- Roundabouts prolong the need for signalization and can often provide similar levels of capacity as signalized intersections
- Roundabouts provide safety benefits associated with reducing fatal and injury crashes



University Boulevard & Jackrabbit Avenue (near the SDSU Campus)

7.6 Traffic Analysis Guidelines

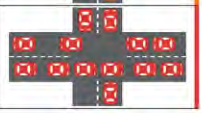
Level of Service (LOS)

Operational performance of highways is evaluated in terms of quality of service, which describes how well a transportation facility operates from a traveler's perspective. Quality of service is typically measured as 'Level of Service' (LOS), which is presented by a letter grade ranging from LOS A (free-flowing conditions) to LOS F (stopped / heavily delayed traffic). **Figure 41** provides a summary of LOS measures for different roadway facilities pertinent to the Brookings area.

Traffic operational analyses should be conducted in accordance with the current edition of:

- *SDDOT Road Design Manual*
- *Highway Capacity Manual (Transportation Research Board)*

The recommended minimum operating condition for Brookings area intersections and roadway segments, for both existing and future-year planning horizon traffic volumes, is LOS C.

	Unsignalized Intersection	Signalized Intersection	
A	Queuing is rare **Intersection Control Delay:** ≤10 seconds/vehicle	Very minimal queuing; excellent corridor progression and/or short cycle lengths **Intersection Control Delay:** ≤10 seconds/vehicle	
B	Occasional queuing **Intersection Control Delay:** >10–15 seconds/vehicle	Some queuing; good corridor progression and/or short cycle lengths **Intersection Control Delay:** >10–20 seconds/vehicle	
C	Regular queuing **Intersection Control Delay:** >15–25 seconds/vehicle	Regular queuing; not all demand may be serviced on some cycles (cycle failure) **Intersection Control Delay:** >20–35 seconds/vehicle	
D	Queue lengths increased **Intersection Control Delay:** >25–35 seconds/vehicle	Queue lengths increased; routine cycle failures **Intersection Control Delay:** >35–55 seconds/vehicle	
E	Significant queuing **Intersection Control Delay:** >35–50 seconds/vehicle	Long queues, congested conditions; majority of cycles fail **Intersection Control Delay:** >55–80 seconds/vehicle	
F	Volume to capacity ratio approaches 1.0; very long queues **Intersection Control Delay:** >50 seconds/vehicle	Volume to capacity ratio near 1.0; very long queues, almost all cycles fail **Intersection Control Delay:** >80 seconds/vehicle	

LOS Measures and Definitions: Highway Capacity Manual and SDDOT Road Design Manual

Note: Unsignalized intersection control delay shown for overall (or weighted) intersection delay, which accounts for the zero delay of the high-volume through movement on the major roadway. Two-way stop-control delay (TWSC) is measured from the worst-case stop-controlled approach with the same average delay (seconds/vehicle) thresholds.

Figure 41: Intersection Level of Service (LOS) Descriptions

Traffic Impact Studies

A traffic impact study (TIS) is an objective analysis of safety and operational impacts to the surrounding roadway network due to the generation of traffic or shifts in travel patterns from planned development or modified use. Information provided in a TIS aids government agencies in their decision on access permits, roadway improvement needs, and changes to traffic control within the study area associated with the proposed development.

A TIS will be required for any nonresidential development proposal when trip generation during the peak hour is expected to exceed 100 vehicles, residential development with 150 or more dwelling units, or at the discretion of the City of Brookings' City Engineer (or agency with authority to approve or deny public street access) based on a development's potential impacts to the transportation network.

When any of the required criteria are met, TIS reports will be required for the following items:

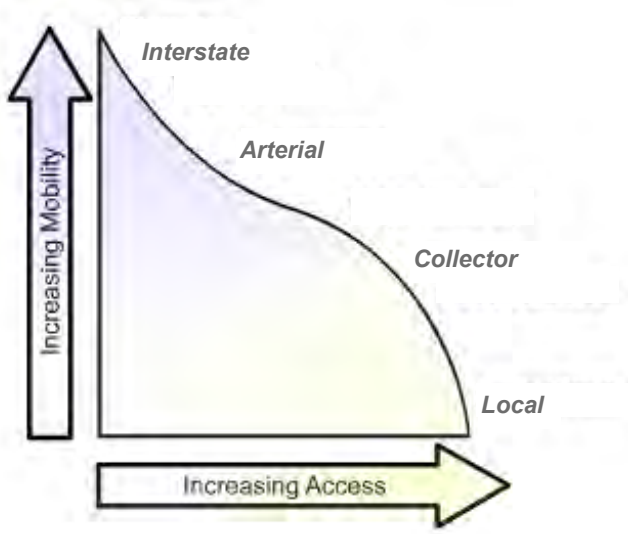
- For a Preliminary Plat
- For a Rezoning Application
- For a Final Plan or Final Development Plan if property has already been rezoned for the proposed use and no traffic report was required for rezoning
- Prior to issuance of a Building Permit, if the property has already been zoned/platted, and no previous traffic report less than two years old exists
- Additional access off an arterial street to an existing use is being requested
- Where access points are not defined or a site plan is not available at the time the traffic report is prepared, additional traffic analysis may be required when a site plan becomes available or access points are defined
- The developer will be required to submit a new traffic report if, after submitting the original traffic report, the land use intensity and traffic generation area increased
- When a new phase of a development is submitted for review, all previous traffic reports relating to the development that are more than two years old must be updated, unless it is determined by the City Engineer, that conditions have not changed to warrant an update

The preparation of a TIS is the responsibility of the developer and prepared by a licensed design professional with experience in transportation planning or traffic engineering. The recommended TIS methodology, expectations, and report format and content are presented in the *SDDOT Road Design Manual, Chapter 17 Access Management* and should be confirmed with the reviewing agency or agencies prior to starting the TIS. The developer will be notified at the preplanning stage if a traffic report is required. If insufficient information is available but the property appears to involve a sufficiently intense land use or at the discretion of the City of Brookings' City Engineer, the applicant will be informed that a traffic report is required.

7.7 Access Management Guidelines

Access management is an important consideration for providing safe and efficient ways of turning to and from streets and highways. The Transportation Research Board's *Access Management Manual* identifies several key access management principles applicable to the Brookings area:

1. Provide a specialized roadway system
2. Limit direct access to major roadways
3. Promote intersection hierarchy
4. Locate signals to favor through movements
5. Preserve the functional area of intersections and interchanges
6. Limit the number of conflict points
7. Separate conflict areas
8. Remove turning vehicles from through-traffic lanes



Adapted from FHWA Office of Operations – Access Management

Figure 42: Major Roads Plan Access and Mobility Relationship

Figure 42 illustrates the balance between access and mobility and the relationship with Major Roads Plan categories.

Recommended access management resources include:

- *Transportation Research Board Access Management Manual, 2nd Edition*
- *SDDOT Road Design Manual, Chapter 17 Access Management*

Jurisdictional Considerations

Access requirements for area roadways not under the City of Brookings jurisdiction should be reviewed when considering new access. Consideration should be given to both existing and future jurisdiction access requirements. If more of a regional corridor spanning multiple jurisdictions, access requirements for the corridor in neighboring jurisdictions should also be reviewed.

- State of South Dakota: *SDDOT Road Design Manual Chapter 17* and *South Dakota Administrate Rules Chapter 70:09:02*
- Brookings County: *Brookings County Master Transportation Plan*
- City of Aurora: *City of Aurora Code of Ordinances – Ordinance 304 – Subdivision Regulations*
- City of Volga: *City of Volga Code of Ordinances – Chapter 14*

Intersection Functional Area

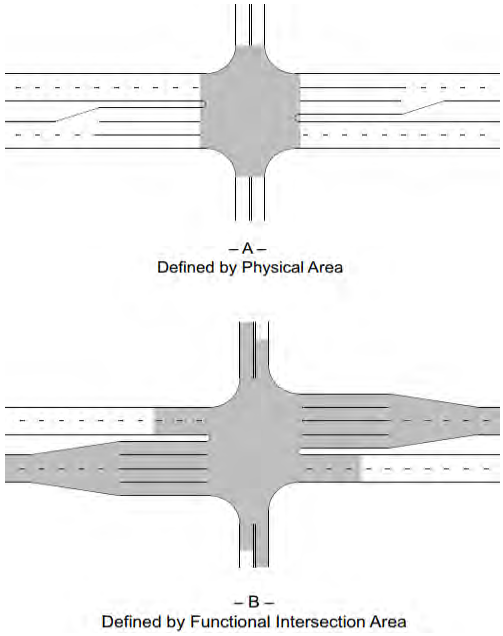
A core element of access location, spacing, and management is intersection functional area **(Figure 43** and **Figure 44)**. *AASHTO* states: "Ideally, driveways should not be located within the functional area of an intersection or in the influence area of an adjacent driveway."

It is important to manage the major intersection's functional area by restricting access upstream and downstream of the physical intersection. This provides a more sequential order of tasks for motorists approaching and traveling through the intersection physical area by limiting conflicts and simplifying the perception–reaction–maneuver process. In situations where access within the intersection functional area cannot be avoided, movements should be restricted to right-in right-out.

Methodology and values to calculate intersection functional area are provided in *SDDOT Road Design Manual – Chapter 17 Access Management*.

Intersection Area

Intersections consist of two components: A) physical area and B) functional area

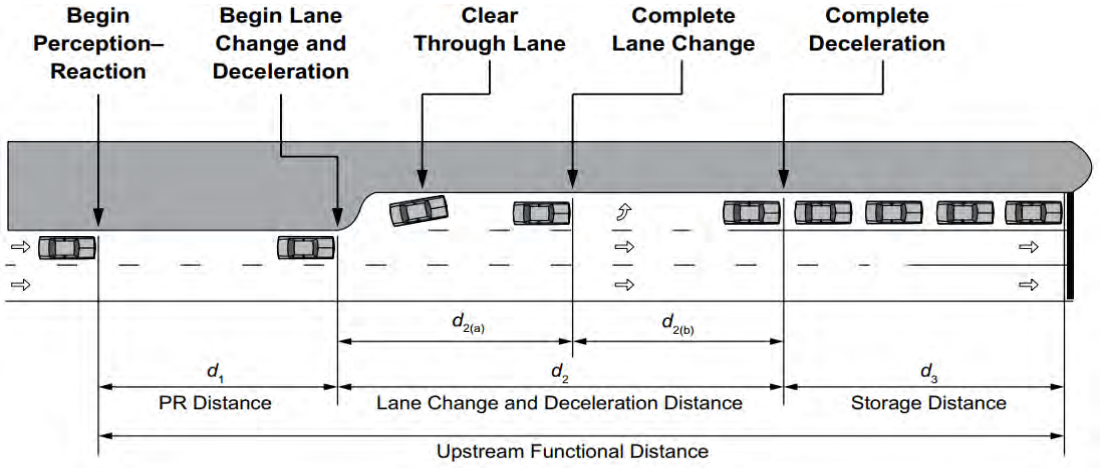


Source: AASHTO A Policy on Geometric Design of Highways and Streets, 7th Edition (2018)

Figure 43: Intersection Area

Intersection Functional Area Elements

The functional area upstream of the physical intersection accounts for 1) distance traveled during the perception-reaction time, 2) deceleration distance while the driver maneuvers to a stop, and 3) queue storage. Downstream functional area accounts for stopping sight distance and is shorter than the upstream functional area (**Figure 50**).



Source: AASHTO A Policy on Geometric Design of Highways and Streets, 7th Edition (2018)

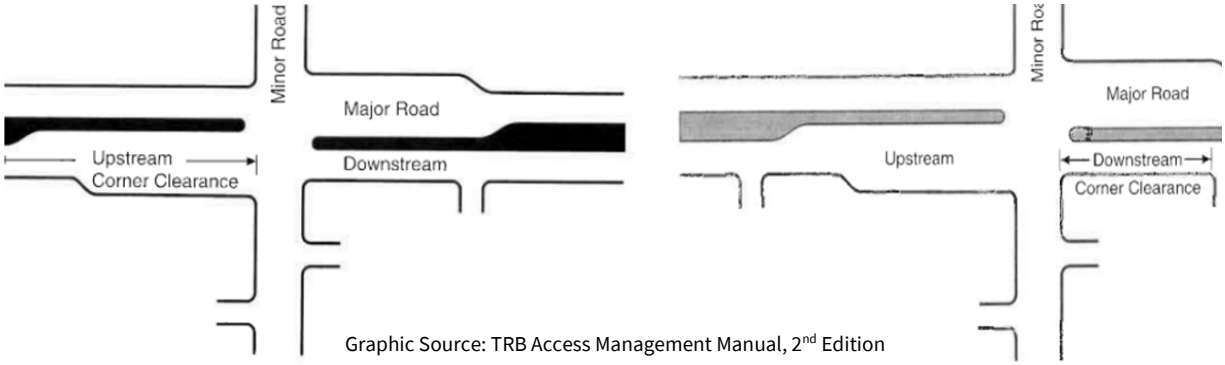
Figure 44: Intersection Functional Area Elements

Corner Clearance

Corner clearance is the minimum distance between a new access and the nearest crossroad intersection. It should provide drivers with adequate perception-reaction time to assess potential downstream conflicts and is aimed at preventing the location of driveways within the functional area of an intersection.

Upstream corner clearance is based on the upstream functional area of the intersection. Downstream corner clearance is based on stopping sight distance.

It is recommended all proposed access locations be evaluated for corner clearance. Recommended guidelines are provided in **Figure 45**.



Graphic Source: TRB Access Management Manual, 2nd Edition

SPEED (MPH)	UPSTREAM CORNER CLEARANCE (FEET)	DOWNSTREAM CORNER CLEARANCE (FEET)[2]
20	115 + queue[1]	115
25	160 + queue[1]	155
30	215 + queue[1]	200
35	300 + queue[1]	250
40	380 + queue[1]	305
45	460 + queue[1]	360
50	550 + queue[1]	425
55	645 + queue[1]	495

See SDDOT Road Design Manual Chapter 17 for additional information

Corner clearance is measured from the closest edge of pavement (intersection) to closest edge of pavement (proposed access)

Upstream Corner Clearance: equal or exceed the upstream functional area (d1+d2+d3)

[1] Analysis measured queue is applicable for signalized intersections

Downstream Corner Clearance: equal or exceed the stopping sight distance

[2] Stopping sight distance assumes level terrain

Figure 45: Corner Clearance

City of Brookings Major Roads Plan Access Standards

Access standards for new access points within the Brookings area, by Major Roads Plan category, are shown in **Table 17** and **Table 18**. Access requirements from other agencies with jurisdiction of the respective roadway or a corridor-specific access management plan or study may supersede these access spacing standards.

Table 17: City of Brookings Access Spacing

MAJOR ROADS PLAN CATEGORY	STREETS	TRAFFIC SIGNAL SPACING	MEDIAN OPENING	UNSIGNALIZED INTERSECTION SPACING
Regional Arterials	US14 / 6th Street, US14 Bypass / 18th Street	See *SDDOT Brookings Highway Access Classifications Map* and **Table 18**		
Local Arterials	All local arterials (22nd Avenue, 20th Street S, etc.)	¼ mile	660 feet	660 feet
Collectors & Locals	All collector and local streets	-	-	300 feet

Table 18: SDDOT Access Classification Criteria

ACCESS CLASSIFICATION	SIGNAL SPACING DISTANCE (MILE)	MEDIAN OPENING SPACING (MILE)	MINIMUM UNSIGNALIZED ACCESS SPACING (FEET)	ACCESS DENSITY	DENIAL OF DIRECT ACCESS WHEN OTHER AVAILABLE
Interstate	N/A	N/A	N/A	N/A	Yes
Expressway	½	1/2 F, 1/2 D	2640	At half-mile increments	Yes
Free Flow Urban	1/2	1/2 F, 1/4 D	1320	At quarter-mile increments	Yes
Intermediate Urban	1/2	1/2 F, 1/4 D	660	1 access/block face, right in/right out preferred	Yes
Urban Developed	1/4	1/4	100	2 access/block face	Yes
Urban Fringe	1/4	1/4	1000	5 access/side/mile	Yes
Rural	N/A	N/A	1000	5 access/side/mile	Yes

Source: Figure 17-4, SDDOT Road Design Manual – Chapter 17

Notes:

1. Access to the Interstate system is governed by SDDOT interchange policy. No access shall be provided on non-interstate routes within the following distance of interstate ramp terminals: 1/8 mile directional access, 1/4 mile full access.
2. N/A = Not Applicable, F = Full Movement – all turns and through movements provided, D = Directional Only – certain turning and through movements not provided.
3. SDDOT may defer to stricter local standards.
4. SDDOT will seek opportunities to reduce access density wherever possible.
5. Rural class minimum unsignalized access spacing may be reduced to 660 feet by the Area Engineer, based on results of an engineering study as described in 70:09:01:02.
6. Unsignalized access spacing also is subject to corner clearance analysis.

All access requests will be reviewed by the City of Brookings with consideration to access category criteria, right-of-way widths, traffic operations, surrounding access points, and other information relevant to the operation of the proposed access. Turn lanes and appropriate levels of intersection traffic control should be evaluated with each access request for access points being added, or modified, through development or redevelopment. Traffic operations and mobility should be prioritized for arterial travel at each local network or development access point.

On arterial streets, an unsignalized intersection or full movement access at approximately 660 feet from a major intersection may be evaluated through traffic analysis for consideration by the City of Brookings (or agency with jurisdiction of the applicable roadway segment if not City of Brookings). On the cross-street of an arterial intersection, at minimum, no access points should be located within the corner clearance distance upstream or downstream of an arterial street.

Existing access locations on arterial streets should be reviewed in conjunction with redevelopment, projects that modify the street, or as other opportunities or needs arise. It is recommended that for:

DEVELOPMENT ACCESS LOCATED WITHIN MAJOR (ARTERIAL) INTERSECTION FUNCTIONAL AREAS:

1. Close access and connect parcel to ¼-mile intersection via frontage, rearage, or development road
2. If closure is not feasible, construct median and restrict access to right-in right-out; consolidate multiple access points

ARTERIAL SEGMENTS WITH HIGH ACCESS DENSITY (CLOSELY SPACED DEVELOPMENT ACCESS POINTS)

1. Close access and connect parcel to ¼-mile intersection via frontage, rearage, or development road
2. If closure is not feasible, consolidate access points, construct median, and restrict access to 3/4 or right-in right out



US14 / 6th Street & 25th Avenue

7.8 Jurisdictional Transfer

Jurisdictional transfer is when ownership of a roadway is transferred from one roadway agency to another. For each agency having roadway jurisdiction/ownership, there may be a significant amount of cost associated with a transfer. It is typical for a roadway to be brought 'up to standards' or 'acceptable condition' by one or both parties involved in the transfer.

The overall objective of jurisdictional transfer is to provide for roadway ownership, operations, and maintenance at the proper jurisdictional level. Properly aligned roads provide the correct level of service and better align with user expectations for maintenance, operations, safety, and ride quality. It also provides efficiencies for transportation costs associated with constructing, operating, and maintaining the transportation network.

Jurisdictional Transfer Criteria

In the Brookings area, the following criteria should be considered in determining whether a roadway jurisdictional transfer is warranted:

System Continuity

- Is the roadway currently located within the boundary of a municipality?
- Is the roadway located adjacent and parallel to the boundary of a municipality?
- Is the roadway currently located within a municipal growth area?
- Is land on both sides annexed or planned to be annexed by the municipality?

Roadway Characteristics

- Does adjacent development contain urban roadway characteristics?
- Is there a desire for additional roadway amenities (sidewalks/shared-use paths)?
- Is there a need for public utilities?
- Are traffic volumes greater than 250 ADT (for Township gravel roadway)?
- Are traffic volumes greater than 2,500 ADT (for 2-lane County asphalt roadway)?

Roadway Classification

- How is the roadway functioning?
- What types of trips is it serving?
- What types of vehicles are using the roadway?
- What jurisdiction is best equipped to maintain the roadway?

Streamlined Maintenance and Funding Opportunities

- Is the segment an island or peninsula surrounded by a different jurisdiction?
- Would efficiency in maintenance and operation be improved with a transfer?
- What is the timeline for the next major investment?

Future Planning Documents

- Is the roadway in future growth areas identified in comprehensive plans?
- What is the timeline of growth in the area and potential annexation?
- Does this align with the roadway segment's next major investment?

Political Desire

- Are there special political considerations for a jurisdictional transfer?

While not an exhaustive set of criteria to identify road jurisdiction transfers, this list provides guidance for agencies considering whether a road may be better suited to be operated and maintained by a different agency. Ultimately, each agency must be agreeable to the transfer of jurisdiction to provide a level of service that is equitable from a resource and economic perspective.

Jurisdictional Transfer Process

The transfer of jurisdiction can be formalized in multiple ways including by Memorandum of Understanding, assignment of easement or right-of-way, or by other agreement as deemed necessary by the legal counsel of the state/city/county/township and should be considered on a case-by-case basis. In all cases, the agency/jurisdiction must be agreeable for the transfer of jurisdiction of a particular road facility.

A Life-Cycle Cost Analysis spreadsheet used by the SDDOT is recommended for determining the value of a roadway segment considered for jurisdictional transfer. The spreadsheet, which can be obtained from the SDDOT, is used to determine the present worth of the roadway, accounting for future maintenance and upkeep costs over the specified analysis period.



22nd Avenue S Corridor (south of 20th Street S)

7.10 Active Transportation Toolbox

Active transportation includes people biking, walking, and using small mobility devices (aka "micromobility"), which may be motorized, such as electric bicycles and scooters.

The design guidance documents listed below provide an array of treatments that can be used for biking, walking and micromobility. This section presents several tools that can be found in the guidance documents and are recommended in Brookings for routes and crossings. These toolboxes are not exhaustive of all available tools, but rather, they are key tools that can be used to start to make a significant improvement in active transportation safety, connectivity, and level of user comfort in Brookings. As projects move forward, additional tools provided in current guidance documents may also be considered.

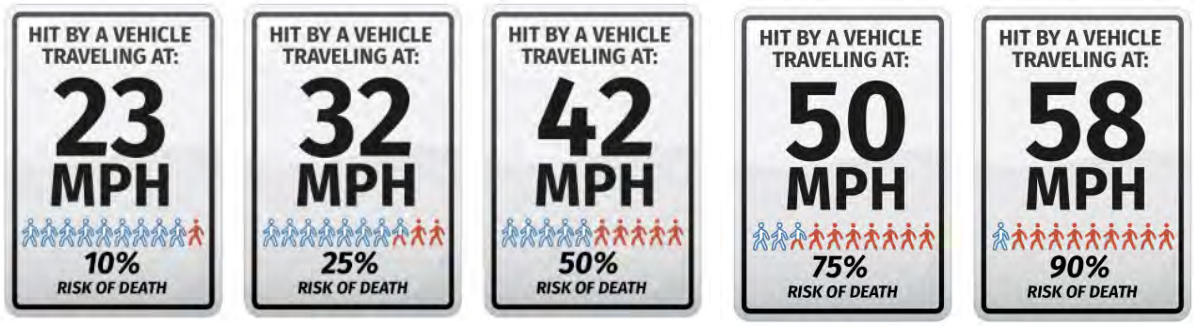
People biking are the flexible mode in the transportation system in terms of where they belong in the street right-of-way. They sometimes belong with people walking, they sometimes belong in their own space, and they sometimes belong with people driving. This is why one facility type for people biking does not fit across the entire transportation network.



Figure 46: Where do Bikes Belong?

The greater the vehicle speed, the greater the physical separation needed for people walking and biking. A shared street environment, where users are mixed, can be created for people walking, biking, and driving when target speeds are below 20 mph. In areas where vehicles travel faster, people walking and biking should be separated and protected from the vehicular traffic. The risk of death to a person who is hit by a vehicle rises exponentially as the speed of the vehicle increases, as depicted in **Figure 47**.[3]

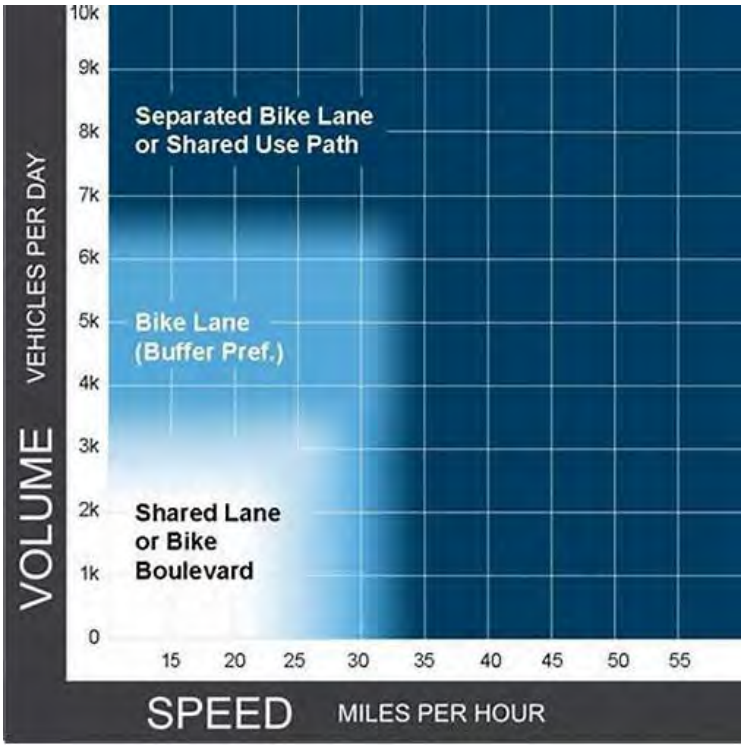
[3] Tefft, B.C., *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*. September 2011. AAA Foundation for Traffic Safety. *Impact Speed and a Pedestrian's Risk of Severe Injury or Death - AAA Foundation for Traffic Safety.* Accessed 01/08/2024.



Source: USDOT Pedestrian Safety Action Plan

Figure 47: Increased Risk of Death by Speed

Figure 48 depicts a FHWA chart with general volume and speed guidance on where different types of bicycle facilities should be used to improve safety.4F[4] Note that the transition from one type of facility to another type is a blurred line rather than a hard cutoff and engineering judgement and the types of users expected to use the facility should be considered. When available, prevailing speed should be used rather than posted speed.



Source: FHWA

Figure 48: Bikeway Selection Guide

[4] Schultheiss, Bill, et. al., *Bikeway Selection Guide*, FHWA. February 2019. Bikeway Selection Guide (dot.gov). Accessed 01/31/2024.

Sidewalks

Sidewalks are designed for people to walk and generally parallel the city's roadways, which makes it easier for people to walk for transportation purposes. Sidewalks are included with all public street projects and when properties develop with new construction or redevelopment.

Sidewalk Design Guidance

Sidewalk Width: 5 feet (with boulevard) or 6 feet (back of curb)

Sidewalks must be compliant with the Americans with Disabilities Act, which addresses the longitudinal and cross slope of the sidewalk and the need for detectable warnings at street crossings for people with visual impairment.



Figure 49: Sidewalk Example

Shared Use Paths (aka Trails)

Shared use paths are separated from the roadway and provide a low-stress facility for people walking, bicycling, and rolling. Many people refer to these facilities as "trails," "bike trails," or "bike paths." When shared use paths are located parallel to a roadway, they may be referred to as a "sidepath."

Shared Use Path Design Guidance

Path Width: 8-10 feet

Surfacing: Concrete or asphalt (hard-surfaced, all-weather path)

Standard shared use path width is 8 (minimum) to 10 feet per the SDDOT *Road Design Manual*, which references the AASHTO *Guide for the Development of Bicycle Facilities*.[5] Shared use paths can be attached to or detached from the curb depending on the roadway cross section. Detached designs provide more pedestrian and bicyclist comfort and protection from roadway traffic, while also providing space for streetscape beautification. Expanding to 12-foot-wide shared use paths is recommended where there is a high volume of people biking and walking to reduce conflict and when the path is located at the back-of-curb to provide additional buffer from the roadway. Shared use paths can also be located on an independent right-of-way, such as along a former railroad grade or through a river greenway. **Figure 50** shows an example shared use path as a sidepath and **Figure 51** shows a shared use path through a greenway corridor.

Shared use paths are an attractive bikeway solution for several reasons, including:

- Provide space for people both biking and walking
- Are comfortable for most people to use, including children
- Often require minimal (or no) additional right-of-way when located parallel to a road
- Provide connections and access to adjacent land uses
- Function similarly to a sidewalk

Due to the mixed-use environment of shared use paths with people biking and walking, signage indicating that people biking must yield to people walking may be used where conflict is likely to occur. Conflicts between vehicles and people biking and walking at driveways and intersections should also be considered during design and may require additional signage or design treatments.

[5] SDDOT, *ROAD DESIGN MANUAL CHAPTER 16*



Figure 50: Shared Use Path as a Sidepath Example



Figure 51: Shared Use Path in a Greenway Example

On-Street Bicycle Facilities

On-street bicycle facilities (which may be collectively referred to as "bikeways") provide the following benefits to bicycle connectivity:

- Improves bicycle friendliness on low volume, low speed roadways
- Provides connectivity between shared use paths
- Allows people biking to access more destinations
- Enables biking as a viable mode of transportation

Different types of facilities are appropriate in different roadway contexts, based upon street and right-of-way width, traffic speeds, volumes, and land use. **Table 19** describes the toolbox of on-street bicycle facilities.

On-Street Bicycle Facility Design Guidance

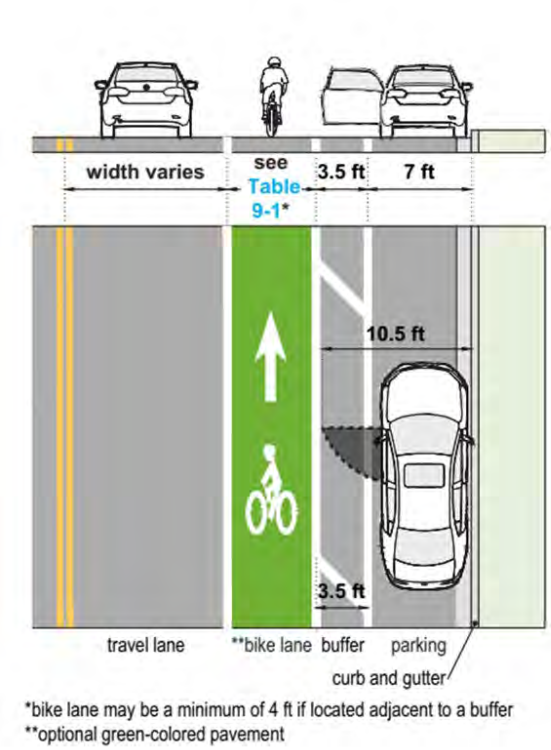
Bike Lane Width: 6 feet (5 feet minimum)

Buffered Bike Lane Widths: 2-3 foot buffer (18-inch buffer minimum)

Paved Shoulder Width: 5-10 feet (based on speed and vehicle volume)

Shared Lane Marking Frequency: Start of each block and intervals of 250 feet or less

When planning for bike lanes along parallel parking, the "door zone" of the vehicles must be taken into consideration. A vehicle's door may swing out about 3.5 feet. If the bicycle lane is adjacent to a row of parked vehicles, that door may enter the bicycle lane and hit a person biking there. To mitigate this concern, a buffer may be added between the row of parked cars and the bike lane to account for the "door zone."

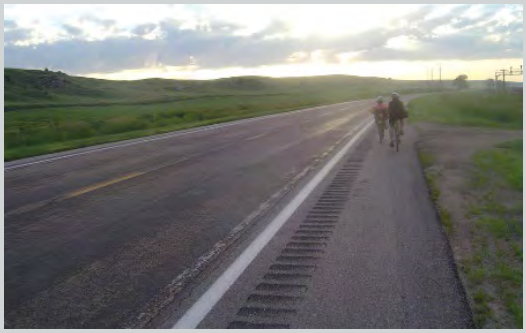


Source: AASHTO Guide for the Development of Bicycle Facilities

Figure 52: Door Zone

Table 19: Toolbox for On-Street Bicycle Facilities

TREATMENT	DESCRIPTION
Shared Lane Markings  Source: City of Brookings, SD	• May be suitable for streets with up to 3,000 vehicles per day and speeds up to 25 mph. • Indicate where bicyclists and automobiles share travel lanes. The markings indicate proper bicycle positioning within the travel lane. • May serve as directional or wayfinding guidance between bicycle lanes and pathways. • Provide no protection to cyclists but is comfortable to most cyclists due to low traffic volume and speed. • Require maintenance to remain visible. • May use traffic calming or traffic diversion to create a "bicycle boulevard" that serves as a bicycle-friendly on-street route for all ages and abilities. • Should be accompanied by "Bikes Allowed Use of Full Lane" MUTCD signage.
Conventional Bike Lanes  Source: City of Brookings, SD	• May be suitable for streets with up to 6,500 vehicles per day and speeds up to 30 mph. • Create a visual distinction between the vehicular travel lane and the bicycle lane. • Provide no physical protection. • Require maintenance to remain visible. • Green paint may be used to call attention to conflict areas such as bike lanes through intersections or across driveways. • Should be accompanied by "Bike Lane" MUTCD signage.
Buffered Bike Lanes 	• May be suitable for streets with up to 6,500 cars per day and speeds up to 30 mph. • Adds a painted 2' to 3' buffer between the bike lane and travel lane. May also add a buffer between parked cars and the bike lane. • Should be accompanied by "Bike Lane" MUTCD signage.

TREATMENT	DESCRIPTION
Separated Bike Lanes   [6]	• May be suitable for streets of any traffic volume or speed. • Adds a vertical element into the buffer space to improve level of comfort. • Vertical element may be a flexible delineator, low curb, concrete barriers, planters, or a customized structure. Parked cars can also serve as a vertical element. Wider and more significant separation is preferred along routes with higher speed traffic. • Must be designed to obviously deter vehicles from entering. • Should be accompanied by "Bike Lane" MUTCD signage.
Paved Shoulder 	• May be suitable for rural highways when a separated path is not possible. • Portion of the roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, maintenance activities, or avoidance and recovery maneuvers. • Typically used by "strong and fearless" cyclists due to proximity to fast-moving traffic. Not suitable for all ages and abilities. • Must NOT be signed or marked as a bike lane. • May use "Bicycle Use Shoulder Only" MUTCD signage.

[6] City of Boulder, *Boulder Installs Protected Bike Lane Infrastructure New to the U.S. | City of Boulder (bouldercolorado.gov).* October 24, 2023. Accessed 01/30/2024.

Front-Out Angle Parking

Many of the downtown streets in Brookings, along with a few other locations, currently provide back-out angle parking. This type of parking can be problematic for people biking in the street since motorists may have a difficult time seeing oncoming cyclists. To mitigate this concern, angle parking may be converted to front-out angle parking so that motorists have a clearer view of the road. Front-out angle parking is recommended on streets that have both recommended on-street bicycle facilities and angle parking within the street section.

Front-out angle parking has additional benefits including:

- Vehicles do not have to back into moving traffic
- Door swings point children toward the sidewalk rather than the street
- It is safer to access the trunk space from the sidewalk.



Figure 53: Front-Out Angle Parking Example

7.11 Controlled and Uncontrolled Crossings

Locations identified for crossing improvements include key intersections of the existing multimodal network. Additionally, recommended citywide policies to upgrade pedestrian and bicycle crossings to meet best practices are outlined below. Crossing improvements should be prioritized at pedestrian and bicycle crash locations, high-volume pedestrian locations, parks, schools, city services, and the downtown.

Crossing Treatments

For biking and walking to serve as viable transportation options, people need to be able to safely cross streets at intersections as well as mid-block. There are several tools that can be used to make crossing safer and more comfortable for all users. This includes strategies that make people crossing more visible, physically separate people crossing from people driving, provide dedicated time for each mode through the crossing, or slow or stop vehicular traffic near crossing points. For each tool, the tables below provide descriptions and key considerations to help provide a foundation for feasibility and understanding of benefits or drawbacks.

The list of potential crossing enhancement strategies assumes baseline implementation of curb ramps, accessible pedestrian signals at signalized intersections, lighting, crosswalk pavement markings, and signs per SDDOT standards and MUTCD guidance and only focuses on crossing enhancements beyond those items.

Lighting at crosswalks is particularly important since motorists may not be expecting a person to cross in the dark and visibility off to the sides of the road is reduced in the darkened conditions so motorists may not notice someone approaching a crossing. Lighting should be placed in advance of the crosswalk to avoid a silhouette effect of the pedestrian. **Figure 55** shows an example of this baseline intervention.



Continental Crosswalk, ADA Accessible Curb Ramps, and Detectable Warning Surfaces



Pedestrian Countdown Signal



Source: TAPCO

Figure 54: Sample Lighted Crosswalk

According to FHWA, high visibility crosswalks use patterns that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks[7]. High visibility crosswalks should be considered at all midblock pedestrian crossings and uncontrolled intersections. These crossings should utilize materials such as inlay or thermoplastic tape to provide highly reflective pavement markings. In addition, lighting and signage should be incorporated at these crossings to enhance visibility for all users.



Source: FHWA Proven Safety Countermeasures

Figure 55: High Visibility Crosswalk Example

Table 20 through **Table 23** present a compilation of crossing enhancement strategies using guidance from the following sources:

- *Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE)*
- *FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*
- *National Association of City Transportation Officials (NACTO) Urban Street Design Guide*
- *NACTO Designing for All Ages and Abilities*
- *City of Boulder Pedestrian Crossing Treatment Installation Guidelines*
- *Manual on Uniform Traffic Control Devices (MUTCD)*
- *Safe Travel for Every Pedestrian Decision Guide and Best Practices – Uncontrolled Intersections and Mid-Block Crossings*

[7] *Proven Safety Countermeasures - Crosswalk Visibility Enhancements*. Publication FHWA-SA-21-049. FHWA, U.S. Department of Transportation.

Table 20: Roadway Design Strategies

TREATMENT	DESCRIPTION	KEY CONSIDERATIONS
Curb Extension Bulb-out Bump-out 	Extension of sidewalk space into the street, narrowing the effective street width at the pedestrian crossing. Considered at intersection and midblock locations where there is high crossing activity, and no travel lane conflicts. Typical application in locations with on-street parking.	Shortens crossing distance, decreasing pedestrian exposure to vehicular conflicts. Provides opportunity to increase sidewalk space and streetscape beautification. Improves pedestrian visibility. Lowers vehicle speeds for turning and through traffic. Allows for traffic control and warning devices to be placed closer to travel lane and be more visible. Provides opportunity to store and treat stormwater runoff. May reduce available area for on-street parking.
Pedestrian Refuge Island Median / Crossing Islands  Source: NACTO Urban Street Design Guide	Raised island in the center of a street, separating opposing lanes of traffic. Cutouts for pedestrian access provides a refuge area for people crossing the street. Used in locations on single-lane or multi-lane streets where there is a defined midblock crossing desire line or at intersections.	Facilitates a two-stage crossing, where pedestrians can focus on each direction of traffic separately. Refuge area provides pedestrians with a better view of oncoming traffic and allows drivers to see pedestrians more easily. Can help split multi-lane roads into manageable crossing segments and supplement other pedestrian facility treatments.
Raised Crosswalks 	Speed tables outfitted with crosswalk markings and signage to facilitate pedestrian crossings. Crosswalk provides pedestrians with a level street crossing. Applied in locations where modal hierarchy is desired to promote better yielding compliance by drivers.	Channelizes pedestrians to an enhanced crossing location. Slows vehicular travel speeds. Improves pedestrian visibility and accessibility. Consider impacts to snowplows, emergency services, transit, and drainage.
Centerline Hardening  Source: AASHTO	Bollards and rubber curbs placed on the centerline to prevent drivers from cutting through intersections at a diagonal. Used in locations where there is a history or risk of turn-related crashes.	Forces drivers to slow down when making left turns. Improves driver reaction to pedestrians in the crosswalk. Improves visibility for pedestrians in the crosswalk.

TREATMENT	DESCRIPTION	KEY CONSIDERATIONS
Roundabouts  Source: FHWA	An intersection with a circular configuration to reduce vehicle speed and minimizes conflict points. Can replace signals, two-way stop controls, and all-way stop controls. Can be located in both single-lane and multi-lane intersections in both rural and urban areas.	Lower speeds and reduced conflict points reduce fatal and serious injury crashes substantially. Lower speeds and dedicated crosswalks and bicycle facilities create a more suitable environment for walking and biking. Can reduce delay and queuing compared to other intersection alternatives. Crosswalks can be supplemented with Rectangular Rapid Flashing Beacons or Pedestrian Hybrid Beacons. May need additional treatments to be comfortable for people with vision disabilities.
Traffic Circles **Mini Roundabouts** **Neighborhood Traffic Circles**  Source: NACTO	A type of roundabout with a smaller footprint than a typical roundabout. A suitable treatment for uncontrolled intersections. May be used in lieu of all-way or two-way stop-controlled intersections. Ideal on residential roads. Can be built within existing right-of-way.	Can be used to promote traffic calming and neighborhood beautification. Lowers speeds, which helps create a shared road for people driving and biking. Does not cause delay for people biking.

Table 21: Grade Separation Strategies

TREATMENT	DESCRIPTION	KEY CONSIDERATIONS
Grade-Separated Crossing (Overpass/Underpass) 	Pedestrian and bicycle-only overpass (bridge) or underpass (tunnel/culvert) of a street or topographical barrier. Provides separation of pedestrians and bicyclists from motor vehicle traffic, typically where no other pedestrian crossing facility is available. Typically applied in locations with defined pedestrian or bicycle route that extends across a major barrier.	Design may be dependent upon elevation of surrounding land. Out-of-direction travel or steep grades may deter people from using the designated crossing (e.g., people may choose to cross at-grade despite the provided tunnel or bridge). Can be used for public art. There may be high cost, large footprint, and visual impacts. Ongoing maintenance concerns, including potential flooding of tunnels.

Table 22: Signal and Sign Strategies

TREATMENT	DESCRIPTION	KEY CONSIDERATIONS
Rectangular Rapid Flashing Beacons (RRFB) 	Conspicuity enhancement to a marked crosswalk. RRFB supplements a crosswalk, the pavement-marked crosswalk assigns right-of-way to the pedestrian. Rapid flashing LED lights post-mounted between a pedestrian crossing warning sign and down arrow sign. Beacons may be push-button or passive pedestrian detection activated. Typically applied on two or four-lane streets at midblock or uncontrolled intersection approach crossings.	RRFBs increase driver yielding compliance. Solar panels reduce energy costs associated with the device. Wireless capabilities reduce installation cost. Signs and lights may be placed overhead to enhance visibility.
Pedestrian Hybrid Beacon (PHB) High Intensity Activated Crosswalk (HAWK)  Source: Google Street View	Pedestrian-actuated beacon used to warn and control traffic at an unsignalized, marked crosswalk. When actuated, the beacon displays a yellow indication followed by a solid red. During pedestrian clearance, the driver sees a flashing red 'wig-wag' pattern until the clearance interval has ended and the signal goes dark. Often considered along higher speed multi-lane streets.	Reduces pedestrian-vehicle conflicts and increases driver compliance to pedestrians in the crosswalk. Reduces vehicle delay when compared to a standard pedestrian traffic signal. Can be coordinated with intersection traffic signals. Compliance with pedestrians pushing the button may be an issue.
Automated Pedestrian Detection  Source: Automotive World	Detection devices sense when a pedestrian is waiting at a crosswalk and communicates with the traffic signal to actuate a pedestrian WALK phase. Some detection technology can extend a pedestrian clearance time for pedestrians that need additional time to cross.	Detection technology: microwave and infrared. Detection can operate on a delay to minimize false calls. Improves compliance with activating and/or waiting for a WALK indication or flashing beacon.
"State Law – Yield to Pedestrians Within Crosswalk" Signs  	MUTCD sign R1-6. In-street sign to remind road users of laws regarding yielding right-of-way at an unsignalized pedestrian crosswalk.	Effective in identifying crosswalk locations. Increased driver yielding compliance.

Table 23: Traffic Signal Phasing Strategies

TREATMENT	DESCRIPTION	KEY CONSIDERATIONS
Protected Left Turn or Right Turn Phasing; Prohibit Right Turn on Red 	Protected left or right turn phasing (solid turn arrow) to prohibit vehicles from turning into a crosswalk with a pedestrian-actuated WALK indication. Prohibiting right turn on red only allows right turns during a green indication. MUTCD sign R10-11.	Helps reduce conflicts between turning vehicles and pedestrians. NCHRP 812 provides protected-permitted left turn phasing guidance. Right turn on red prohibitions can help reduce conflicts, but challenges include compliance and intersection vehicular operations.
Pedestrian 'Scramble' Phase  Source: Google Earth	Dedicated pedestrian phase that prohibits all vehicles from entering to allow pedestrians to cross directly to any intersection quadrant (diagonally or perpendicular), instead of crossing one intersection leg at a time.	Increases pedestrian visibility. Reduces conflicts between vehicles and pedestrians. Reduces pedestrian crossing time and exposure. Can program controller to only run 'scramble' phase during certain times of day or special occasions.
Leading Pedestrian Interval 	Provides pedestrians a 3 to 7 second head start prior to a green indication for vehicles on the parallel street. Typically applied in locations with high pedestrian – turning vehicle conflicts or vulnerable pedestrian populations.	Increases pedestrian visibility for turning vehicles and driver yield compliance to pedestrians in the crosswalk. Helps reduce conflicts between turning vehicles and pedestrians.
Bicycle Signals  Source: Institute of Transportation Engineers	Uses three lens signal heads with green, yellow, and red bicycle signals. Applied in locations with high bicycle crossing traffic and configuration of existing bicycle facilities. Required at signalized intersections for counter-flow bike lanes and two-way bicycle lanes.	Allows safer crossings for bicyclists by clearly signaling when bicyclists should enter an intersection. May reduce stress and delays for a crossing bicyclist. Decreases conflicting bicycle and vehicle movements.

Crossing Distances

As redevelopment and new roads are constructed in Brookings, mid-block crossings should be considered when intersection spacing is larger than a quarter mile; however, crossing spacing is preferred for 1/8 of a mile in high-pedestrian areas such as schools, parks, public services, commercial and downtown areas. Mid-block crossings should be considered when there is a significant pedestrian desire route. They should be combined with other features to promote visibility and safety, as noted in **Table 22** and **Table 23**. **Figure 56** provides a schematic showing crossing distances and types of improvements based on the roadway context.

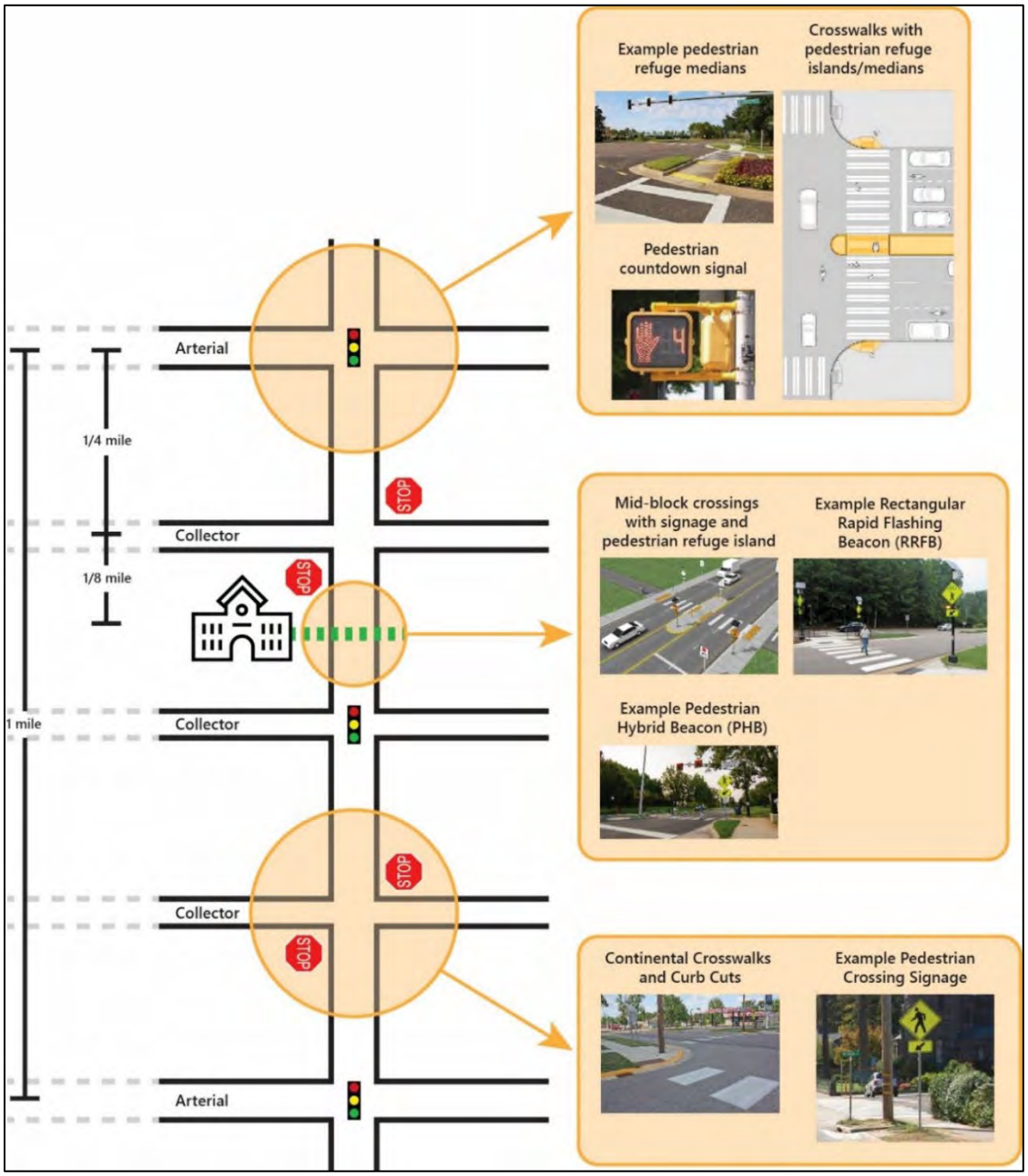


Figure 56: Recommended Crossing Spacing and Treatments

Crossing Improvements Screening

Planning-level policies and spot location improvements were determined using the *FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, shown in **Figure 57**. This guide reflects candidate improvements, or countermeasures, for existing or proposed crossings at uncontrolled intersections or mid-block crosswalks. Additional study may be required prior to implementation, such as reviewing additional guidance prior to installing a pedestrian hybrid beacon or all-way stop control or traffic signals at intersections.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	● 2 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6 7 9	○ 5 6 7 9	○ 5 6 ● 9
3 lanes with raised median (1 lane in each direction)	● 2 3 4 5	● ● 5 7 9	○ ● 5 ● 9	○ 3 4 5	○ ● 5 7 ● 9	○ ● 5 ● 9	○ ● 4 5 7 9	○ ● 5 ● 9	○ ● 5 ● 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	● 2 3 4 5 6 7 9	● ● 5 6 7 9	○ ● 5 6 ● 9	○ 3 4 5 6 7 9	○ ● 5 6 ● ● 9	○ ● 5 6 ● 9	○ ● 4 5 6 7 9	○ ● 5 6 ● 9	○ ● 5 6 ● 9
4+ lanes with raised median (2 or more lanes in each direction)	● ● 5 7 8 9	● ● 5 7 8 9	○ ● 5 ● 8 9	○ ● 5 7 8 9	○ ● 5 ● 8 9	○ ● 5 ● 8 9	○ ● 5 ● 8 9	○ ● 5 ● 8 9	○ ● 5 ● 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	● ● 5 6 7 8 9	○ ● 5 ● 6 7 8 9	○ ● 5 ● 6 ● 8 9	○ ● 5 ● 6 7 8 9	○ ● 5 ● 6 ● 8 9	○ ● 5 ● 6 ● 8 9	○ ● 5 ● 6 ● 8 9	○ ● 5 ● 6 ● 8 9	○ ● 5 ● 6 ● 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

AADT: Average Annual Daily Traffic

Source: *FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*

Figure 57: Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

7.12 Safe Routes to Schools

The active transportation infrastructure recommendations include some enhanced routes and crossings near schools. Since schools have unique active transportation needs based upon the ages of children walking and biking to the school, location of caregivers dropping off children, and buses entering and exiting, they benefit from a safe routes to school study and plan to address their specific needs. The City of Brookings and the school district should work together to establish school route plans for each school in the city and identify needed infrastructure improvements.

In addition to improved infrastructure, school programming can help children walk or bike to school safely. This may include expanding the area designated as the official "school zone" for the purpose of temporarily lowered speed limits, establishing "school streets," offering walking school buses and bike trains, and providing biking and walking curriculum in school.

School Route Planning and Zones

The school zone is important since it establishes where a school zone speed limit is enforced. South Dakota Codified Laws, Chapter 32-25, Section 14 addresses the speed limit in school zones:

> When passing a school during a school recess or while children are going to or leaving school during the opening or closing hours, the maximum lawful speed shall be fifteen miles per hour. A violation of this section is a Class 2 misdemeanor.

Additionally, Chapter 32-25, Section 14.1 addresses posted school zones:

> Municipalities and counties may establish posted school zones to regulate the traffic in the proximity of a school area. All traffic control devices used in school zones shall conform to a manual on traffic control for school areas adopted by the Department of Transportation. The manual shall provide a uniform system of warning, regulating, and guiding traffic through a school area. A municipality and county in the placement of traffic control devices as required by this section shall only be required to replace those currently used devices in the normal course of planned maintenance and replacement. Failure to obey such traffic control devices is a Class 2 misdemeanor.

The MUTCD notes that state statute defines school zone location, and the city should have a school route plan to guide how the school-related signs are used. Per the MUTCD, Section 7A.02 School Route Plans and School Crossings:

1. A school route plan for each school serving elementary to high school students should be prepared in order to develop uniformity in the use of school area traffic controls and to serve as the basis for a school traffic control plan for each school.
2. The school route plan, developed in a systematic manner by the school, law enforcement, and traffic officials responsible for school pedestrian safety, should consist of a map showing streets, the school, existing traffic controls, established school walk routes, and established school crossings.

School Streets

School streets are vehicle-free areas, typically one block, outside schools that are activated at the start and end of the school day for a short period of time. Temporary barriers and signage establish vehicular restrictions. This enables children to walk and bike to school with fewer vehicular interactions. School streets also reduce traffic congestion and improve air quality. If needed, some vehicles, such as emergency vehicles or school buses, may be allowed within the restricted area.

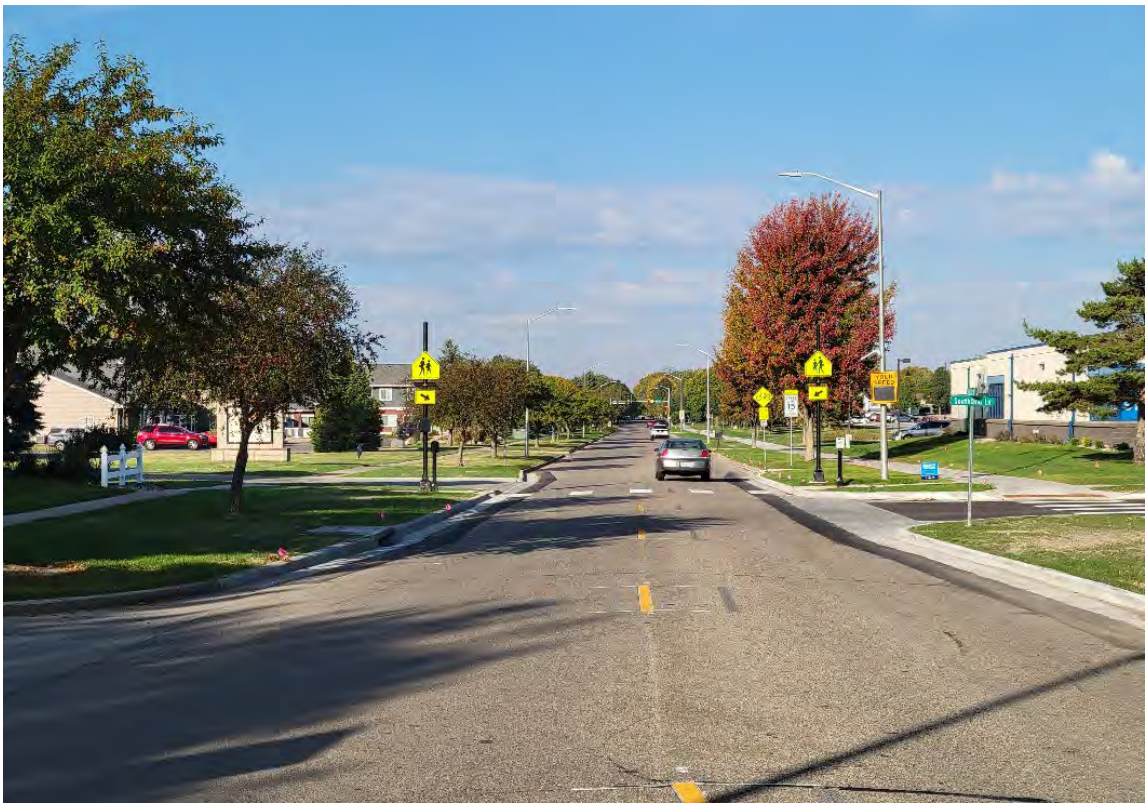
Walking School Buses and Bike Trains

A walking school bus is a group of students walking to school with the help of adult chaperones. The group follows a predetermined route to school, very similar to a traditional school bus. New students join at stops along the route. Bike Trains are similar to a walking school bus, but on bikes.

If managed and coordinated by the school district, and chaperoned by adults, walking school buses and bike trains can mitigate some of the safety concerns that parents have in letting children cross busy streets and navigate the bicycle or pedestrian network.

Bike and Walk Safety Curriculum

The Safe Routes Partnership offers sample curriculum for biking and walking safety for children. Learning the "rules of the road" and how to safely be a cyclist and pedestrian can be part of a school's physical education curriculum. Including bikes in the curriculum would help improve children's experience as cyclists and pedestrians.



12th Street S Corridor

8 Strategy and Project Selections

8.1 Safety Priority Network

Based on the Brookings area intersections and corridor segments highlighted by the High Injury Network (HIN), Systemic Risk Network (SRN), and public and stakeholder engagement, the **Safety Priority Network (SPN)** was established. The SPN represents future potential safety improvement project locations at select intersections and corridor segments in the Brookings area. Identified SPN locations were initially prioritized by the following tiered system and then compiled into larger corridor segment projects through study advisory team feedback:

SPN Prioritization Tier System:

- **Tier 1 (higher priority):** meets one or more of the following criteria
  - **HIN:** Exhibits an injury crash rate at a Brookings area intersection or corridor segment exceeding **≥ 150%** of the critical injury crash rate **(Figure 20a)**
  - **SRN:** Exhibits crash history with seven or more SRN crash types **(Figure 22)**
  - **Public Engagement:** Intersection or corridor segment identified as a potential safety concern or suggested for further prioritization through public feedback with 10 or more comments **(Figure 30)**

- **Tier 2 (medium priority):** meets one or more of the following criteria
  - **HIN:** Exhibits an injury crash rate at a Brookings area intersection or corridor segment **between ≥ 100% and < 150%** of the critical injury crash rate **(Figure 20b)**
  - **SRN:** Exhibits crash history with five or more SRN crash types **(Figure 22)**
  - **Public Engagement:** Intersection or corridor segment identified as a potential safety concern or suggested for further prioritization through public feedback with seven or more comments **(Figure 30)**

- **Tier 3 (lower priority):** meets one or more of the following criteria
  - **HIN:** Exhibits an injury crash rate at a Brookings area intersection or corridor segment **between ≥ 75% and < 100%** of the critical injury crash rate **(Figure 20c)**
  - **SRN:** Exhibits crash history with three or more SRN crash types **(Figure 22)**
  - **Public Engagement:** Intersection or corridor segment identified as a potential safety concern through public feedback with three or more comments **(Figure 30)**

In addition, SPN intersections and corridor segments were distinguished by their location within current City of Brookings limits as well as future growth areas. This distinction allows the City to focus safety improvement efforts on locations currently within their jurisdiction in the near and mid-term timeframes but also plan for future safety investments on likely roadway jurisdictional transfer candidates and collaborate with area agency partners.

SPN intersections and corridor segments within current City of Brookings limits and jurisdiction are identified in **Figure 58** and potential future safety projects and strategies for those locations are listed in **Table 24** and **Table 25**.

Recommended projects and strategies were based on the following items:

- Crash history records from January 2019 through June 2024
- Potential solutions derived primarily from the following resources:
  - SDDOT 2024 South Dakota Strategic Highway Safety Plan (SHSP)
  - SDDOT 2023 South Dakota Vulnerable Road User Safety Assessment (VRUSA)
  - SDDPS South Dakota Triennial Highway Safety Plan FY 2024-2026
  - FHWA Proven Safety Countermeasures
  - FHWA Safe System Roadway Design Hierarchy
  - NHTSA Countermeasures That Work
  - Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE)
  - FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
  - National Association of City Transportation Officials (NACTO) Urban Street Design Guide
  - NACTO Designing for All Ages and Abilities
  - Manual on Uniform Traffic Control Devices (MUTCD)
  - Safe Travel for Every Pedestrian Decision Guide and Best Practices – Uncontrolled Intersections and Mid-Block Crossings
- Projects and plans identified in the Brookings Area Transportation Plan (BATP)
  - Note: Potential safety projects are correlated to identified BATP project locations and timeframes
  - BATP projects derive from the following individual plans and analysis memos (for more information see the Brookings Area Transportation Plan):
    - *Special Event Traffic Assessments technical memo*
    - *Road Diet Evaluations technical memo*
    - *Intersection Control Evaluations technical memo*
    - *Future Conditions technical memo*
    - *Bicycle & Pedestrian Plan*

The suggested timeframe for project implementation is identified as follows:

- **Short-Term (<2031)**
- **Mid-Term (2031-2040)**
- **Long-Range (2041+)**

SPN locations in future Brookings growth areas, currently outside of City of Brookings limits and not under city jurisdiction, are identified in **Figure 59** and listed in **Table 26** and **Table 27**. These intersections and corridor segments should be re-evaluated for potential safety improvement projects upon jurisdictional transfer to the City of Brookings or completed as part of other agency projects.

Intersection	ID
22nd Ave. S. & 20th St. S.	1
22nd Ave. & University Blvd.	2
US14 / 6th St. & Western Ave.	3
20th St. S. & Medary Ave. S.	4
8th St. S. & Main Ave. S.	5
Core Area Local Intersections	6
20th St. S. & 17th Ave. S.	7
3rd St. & Main Ave.	8
22nd Ave. & Eastbrook Dr.	9
15th St. S. & Medary Ave. S.	10
Medary Ave. & 3rd St.	11
8th St. & Jackrabbit Ave.	12

Corridor Segment	ID
U.S. Highway 14 / 6th St: Western Ave. to 34th Ave.	A
22nd Ave.: U.S. Highway 14 / 6th St. to U.S. Highway 14 Bypass / 18th St.	B
Main Ave.: Front St. to U.S. Highway 14 / 6th St.	C
17th Ave. S.: 20th St. S. to US14 / 6th St.	D
8th St. S.: Medary Ave. S. to Elm Ave.	E
Southland Ln.: 12th St. S. to 8th St. S.	F
U.S. Highway 14 Bypass / 18th St.: Western Ave. to 34th Ave.	G
12th St. S.: Medary Ave. S. to 22nd Ave. S.	H
Sunrise Ridge Rd.: U.S. Highway 14 / 6th St. to 25th Ave.	I
5th Ave.: 3rd St. to U.S. Highway 14 / 6th St.	J
8th St. S.: Elm Ave. to 22nd Ave. S.	K
22nd Ave.: 8th St. S. to Orchard Dr.	L
Medary Ave.: 8th St. S. to U.S. Highway 14 / 6th St.	M
3rd Ave.: 3rd St. to U.S. Highway 14 / 6th St.	N
Medary Ave.: 8th St. to N. Campus Dr.	O

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

- 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 locations that were identified in the High Injury Network (HIN), Systemic Risk Network (SRN), and/or through public and stakeholder feedback. SPN intersections and corridor segments are compiled in the Brookings Area Safety Action Plan (SAP) as potential safety improvement project locations.

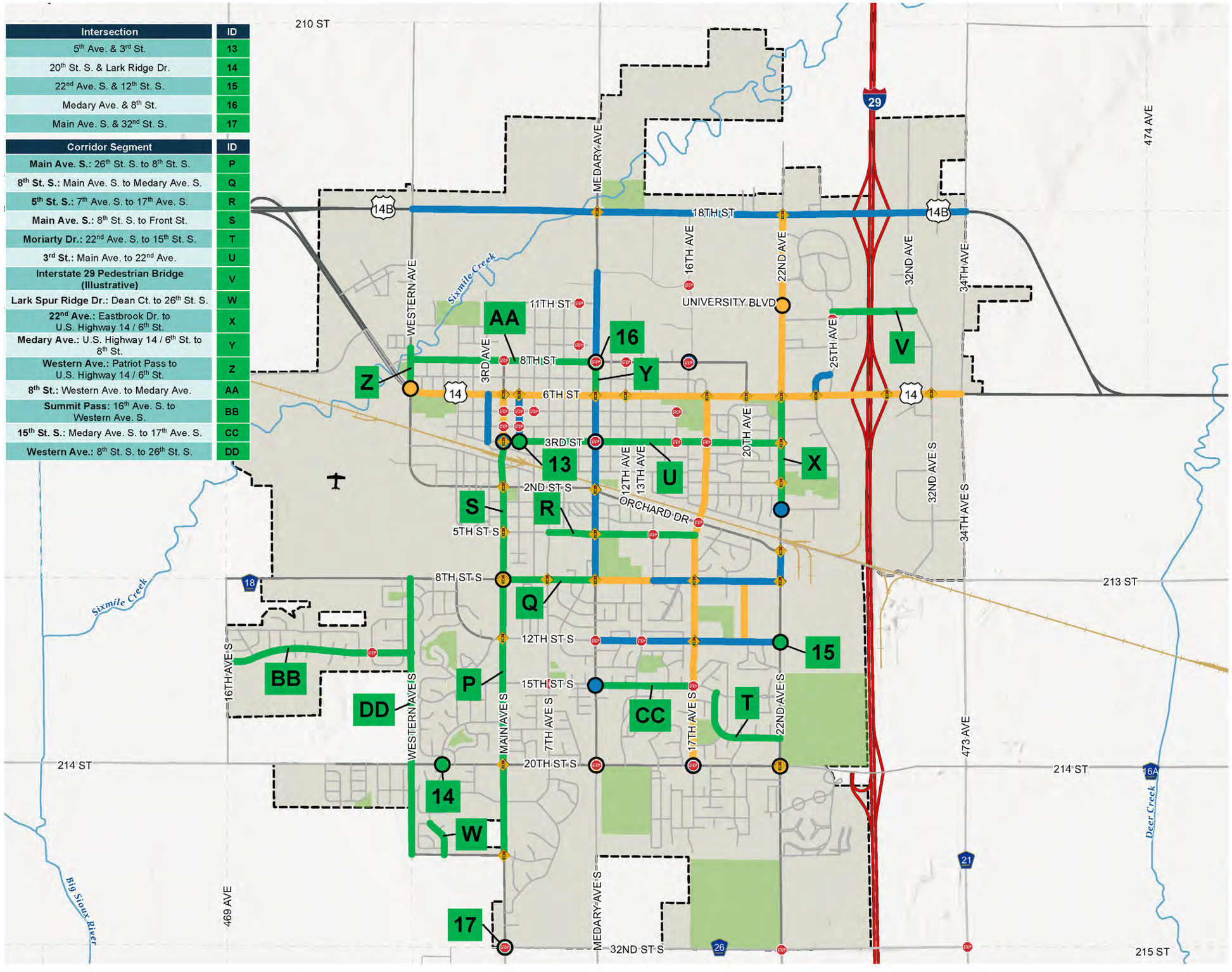
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Figure 58a

HDR BROOKINGS AREA SAFETY ACTION PLAN

Intersection	ID
5th Ave. & 3rd St.	13
20th St. S. & Lark Ridge Dr.	14
22nd Ave. S. & 12th St. S.	15
Medary Ave. & 8th St.	16
Main Ave. S. & 32nd St. S.	17

Corridor Segment	ID
Main Ave. S.: 26th St. S. to 8th St. S.	P
8th St. S.: Main Ave. S. to Medary Ave. S.	Q
5th St. S.: 7th Ave. S. to 17th Ave. S.	R
Main Ave. S.: 8th St. S. to Front St.	S
Moriarty Dr.: 22nd Ave. S. to 15th St. S.	T
3rd St.: Main Ave. to 22nd Ave.	U
Interstate 29 Pedestrian Bridge (Illustrative)	V
Lark Spur Ridge Dr.: Dean Ct. to 26th St. S.	W
22nd Ave.: Eastbrook Dr. to U.S. Highway 14 / 6th St.	X
Medary Ave.: U.S. Highway 14 / 6th St. to 8th St.	Y
Western Ave.: Patriot Pass to U.S. Highway 14 / 6th St.	Z
8th St.: Western Ave. to Medary Ave.	AA
Summit Pass: 16th Ave. S. to Western Ave. S.	BB
15th St. S.: Medary Ave. S. to 17th Ave. S.	CC
Western Ave.: 8th St. S. to 26th St. S.	DD



Safety Priority Network (City of Brookings) Tier 3 Locations

- 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 locations that were identified in the High Injury Network (HIN), Systemic Risk Network (SRN), and/or through public and stakeholder feedback. SPN intersections and corridor segments are compiled in the Brookings Area Safety Action Plan (SAP) as potential safety improvement project locations.

0 1 Miles

Figure 58b

HDR BROOKINGS AREA SAFETY ACTION PLAN

Table 24: Recommended SPN Intersection Safety Improvement Projects (City of Brookings)

INDEX	INTERSECTION	SPN PRIORITY TIER	SAFETY BASELINE (JAN. 2019 – JUNE 2024)	HIN, SRN, & ENGAGEMENT FEEDBACK	PROJECTS & STRATEGIES	TIMEFRAME	RELATED BATP PROJECTS
1	**22nd Avenue S & 20th Street S**	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 1.1 • 11-Month Total: 1 **Injury Crashes:** • Annual Average: 4.4 • 11-Month Total: 4 **All Crashes:** • Annual Average: 5.5 • 11-Month Total: 5 **VRU Crashes:** • Annual Average: 0.0 • 11-Month Total: 0	**HIN:** Tier 1 (#1 ranked intersection) **SRN:** 1 SRN Crash Type • Fatal & Serious Injury Crashes **Engagement Feedback:** • Westbound right turn lane and turning radii • Truck traffic accommodations • Traffic signal timing adjustments	Reconstruct northeast quadrant of the intersection to accommodate westbound right turning truck traffic. Move adjacent building to accommodate reconstruction.	**Short-Term**	20th Street S & 22nd Avenue S Intersection Reconfiguration Project **Short-Term**
					Restripe southbound approach lane configurations to include an exclusive left turn lane following reconstruction.	**Short-Term**	
					Continue to optimize traffic signal timings, including yellow change intervals, as traffic patterns evolve.	**Short-Term** to **Long-Range**	
2	**22nd Avenue & University Boulevard**	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.9 • 5 ½-Year Total: 5 **All Crashes:** • Annual Average: 3.6 • 5 ½-Year Total: 20 **VRU Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1	**HIN:** Tier 2 (#6 ranked intersection) **SRN:** Tier 1 (≥7 SRN Crash Types) • VRU (Bike/Ped) Crashes • Intersection-Related • Young Driver-Involved • Lane Departures • Aggressive & Speed-Related Driving • Drug & Alcohol-Related Driving • Unbelted Vehicle Occupants • City Street Crashes • Single Vehicle Crashes • Sand, Dirt, Mud, & Gravel Road Surface Condition Crashes **Engagement Feedback:** • Potential roundabout location	Evaluate use of dynamic speed feedback signs along 22nd Avenue (to the north) and University Boulevard (to the west).	**Short-Term**	22nd Avenue Corridor Reconstruction *(22nd Ave: US14 / 6th St to University Blvd)* **Mid-Term** 22nd Avenue Shared Use Path *(22nd Ave: US14 / 6th St to US14B / 18th St)* **Mid-Term** to **Long-Range** 22nd Avenue Corridor Reconstruction *(22nd Ave: University Blvd to US14B / 18th St)* **Long-Range**
					Evaluate reduced posted speed limit along University Boulevard.	**Short-Term** to **Mid-Term**	
					Consider replacing and enhancing existing pavement markings (wider or wet-reflective material).	**Short-Term** to **Mid-Term**	
					Install high visibility crosswalks across 22nd Avenue and University Boulevard approaches.	**Short-Term** to **Mid-Term**	
					Revise and realign northbound approach ADA ramps and northbound left turn bay pavement markings to provide space for high visibility crosswalks.	**Short-Term** to **Mid-Term**	
					Relocate fixed objects near intersection where possible.	**Short-Term** to **Mid-Term**	
					Reconstruct 22nd Avenue corridor from US14 / 6th Street to University Boulevard as an urban 5-lane arterial with a shared use path or sidewalk on either side.	**Mid-Term**	
					Potential enforcement location for drug and alcohol-related aggressive and speed-related driving through high visibility (HVE), nighttime, and sustained enforcement efforts.	**Short-Term** to **Long-Range**	
					Perform an intersection control evaluation to determine the feasibility of a roundabout configuration at this intersection during the 22nd Avenue corridor reconstruction design process. If feasible, consider incorporating into the final design plans.	**Mid-Term** to **Long-Range**	
					During the 22nd Avenue corridor reconstruction design process, evaluate the feasibility of a RRFB (with a roundabout) or PHB (unless or until signal warrants are met) at this intersection or adjacent corridor segments.	**Mid-Term** to **Long-Range**	
					If reconstructed as a standard two-way stop-controlled intersection, monitor traffic signal warrants as traffic growth and patterns evolve.	**Long-Range**	
					Reconstruct 22nd Avenue corridor from University Boulevard to US14 Bypass / 18th Street as an urban 5-lane arterial with a shared use path or sidewalk on either side.	**Long-Range**	

INDEX	INTERSECTION	SPN PRIORITY TIER	SAFETY BASELINE (JAN. 2019 – JUNE 2024)	HIN, SRN, & ENGAGEMENT FEEDBACK	PROJECTS & STRATEGIES	TIMEFRAME	RELATED BATP PROJECTS
3	**US14 / 6th Street & Western Avenue**	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **All Crashes:** • Annual Average: 2.7 • 5 ½-Year Total: 15 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** Tier 3 (≥3 SRN Crash Types) • Intersection-Related • Older Driver-Involved • Urban Arterial Crashes • Angle Crashes **Public Feedback:** • Potential roundabout location • Potential signal location • Speeding concerns • Turning movement and sight distance concerns • More adjacent pedestrian paths • Improve pedestrian crossings • Provide additional lighting	Evaluate use of dynamic speed feedback signs along US14 / 6th Street (to the west).	**Short-Term**	US14 / US14 Bypass (West) At-Grade Intersection Reconstruction **Mid-Term** US14 / 6th Street Shared Use Path *(US14 / 6th St: City Limits to Main Ave)* **Long-Range** US14 / 6th Street & Western Avenue Reconfiguration Project **Long-Range**
					Install yield line pavement markings at existing channelized northbound and southbound right turn lanes.	**Short-Term**	
					Install high visibility crosswalk markings at US14 / 6th Street and Western Avenue approaches with existing intersection configuration or any future intersection reconfiguration design process.	**Short-Term** to **Long-Range**	
					Further evaluate the feasibility of a roundabout configuration at this intersection during any future intersection reconfiguration design process. If feasible, consider incorporating into the final design plans, instead of a traffic signal, based on notable safety benefits identified in BATP analysis.	**Mid-Term** to **Long-Range**	
					If a roundabout configuration is not implemented in any future reconfiguration project, consider traffic signal installation.	**Mid-Term** to **Long-Range**	
					As part of any future intersection reconfiguration design plans, evaluate the inclusion of a controlled pedestrian crossing with a RRFB, PHB, or signal.	**Mid-Term** to **Long-Range**	
					Consider intersection reconfiguration project to reduce intersection skew angles and adjacent horizontal curvature, revise geometry to a multilane roundabout (or signalize), improve pedestrian crossings and paths, add a controlled pedestrian crossing (either a RRFB, PHB, or signal) and evaluate roadway lighting improvement needs.	**Mid-Term** to **Long-Range**	
					Coordinate any future intersection reconfiguration project with consideration to a potential road diet along Western Avenue (to the north).	**Mid-Term** to **Long-Range**	
					Install shared use path along US14 / 6th Street and/or adjacent alignment options.	**Long-Range**	
4	**20th Street S & Medary Avenue S**	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total:1 **All Crashes:** • Annual Average: 0.6 • 5 ½-Year Total: 3 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Public Feedback:** • Add sidewalk adjacent to intersection • Potential roundabout location • Dark location at night	Reconstruct intersection as a roundabout or signalized intersection with additional turn lanes. Evaluate intersection control during reconstruction design process.	**Short-Term** to **Mid-Term**	20th Street S & Medary Avenue S Reconstruction Project **Mid-Term**
					Incorporate high visibility pedestrian crosswalk along 20th Street S and Medary Avenue S approaches in future reconstruction projects.	**Short-Term** to **Mid-Term**	
					Provide additional roadway lighting in future reconstruction projects.	**Short-Term** to **Mid-Term**	
					Update intersection geometry to incorporate adjacent 20th Street S and Medary Avenue S shared use paths and additional sidewalk.	**Short-Term** to **Mid-Term**	
					Coordinate future intersection reconstruction project with any construction projects along Medary Avenue S near intersection.	**Short-Term** to **Mid-Term**	

INDEX	INTERSECTION	SPN PRIORITY TIER	SAFETY BASELINE (JAN. 2019 – JUNE 2024)	HIN, SRN, & ENGAGEMENT FEEDBACK	PROJECTS & STRATEGIES	TIMEFRAME	RELATED BATP PROJECTS
5	**8th Street S & Main Avenue S**	**Tier 1 High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.7 • 5 ½-Year Total: 4 **All Crashes:** • Annual Average: 3.1 • 5 ½-Year Total: 17 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** Tier 1 (≥7 SRN Crash Types) • Intersection-Related • Young Driver-Involved • Older Driver-Involved • Distracted Driving • Urban Arterial Crashes • City Street Crashes • Angle Crashes **Engagement Feedback:** • Turning movement and sight distance concerns between westbound and northbound movements due to southeast quadrant	Install separated bike path or shared use path along 8th St S.	**Short-Term**	8th Street S Separated Bike Lane (Optional Shared Use Path) *(8th St S: Main Ave S to 22nd Ave S)* **Short-Term** Main Avenue S Separated Bike Lane (Optional Shared Use Path) *(Main Ave S: Allyn Frerichs Trail to Front St)* **Mid-Term** Illustrative Main Avenue S Road Diet *(Main Ave S: 12th St S to 3rd St)* **Long-Range (Illustrative)**
					Install separated bike path or shared use path along Main Avenue S.	**Mid-Term**	
					Explore methods to improve westbound approach intersection sight distance.	**Short-Term** to **Mid-Term**	
					Update with high visibility crosswalk pavement markings (if needed).	**Short-Term** to **Mid-Term**	
					Continue to optimize traffic signal timings, including yellow change intervals, as traffic patterns evolve.	**Short-Term** to **Long-Range**	
					Potential enforcement location for distracted driving through high visibility enforcement (HVE) efforts.	**Short-Term** to **Long-Range**	
					Coordinate future intersection projects with illustrative potential Main Avenue S road diet (3-lane section) to evaluate Main Avenue S turn lanes and potential intersection sight distance improvements.	**Mid-Term** to **Long-Range**	
6	**Core Area Local Intersections**	**Tier 1 - High**	Safety baseline data varies based on specific intersection locations.	**HIN:** • 4th St & 11th Ave (Tier 1) • 4th St & 9th Ave (Tier 2) • 5th St & 8th Ave (Tier 2) **SRN:** • Harvey Dunn St & 3rd Ave (Tier 2) **Engagement Feedback:** Notable mentioned locations with safety or crossing concerns: • 4th St & 11th Ave • 4th St & 9th Ave • 5th St & 8th Ave • Harvey Dunn St & 3rd Ave	**4th St & 11th Ave Intersection:** Evaluate warrants for either yield or two-way stop-control by reviewing traffic volumes, crash history, and other criteria based on MUTCD guidelines (currently uncontrolled). If warranted, install appropriate signage and related pavement markings. Consider traffic circle or roundabout installation (temporary or permanent) to provide traffic calming.	**Short-Term**	N/A
					4th St & 9th Ave Intersection: Evaluate warrants for two-way stop-control by reviewing traffic volumes, crash history, and other criteria based on MUTCD guidelines (currently yield control). If warranted, install appropriate signage and related pavement markings. Consider traffic circle or roundabout installation (temporary or permanent) to provide traffic calming.	**Short-Term**	
					5th St & 8th Ave Intersection: Evaluate warrants for two-way stop-control by reviewing traffic volumes, crash history, and other criteria based on MUTCD guidelines (currently yield control). If warranted, install appropriate signage and related pavement markings. Consider traffic circle or roundabout installation (temporary or permanent) to provide traffic calming.	**Short-Term**	
					Harvey Dunn St & 3rd Ave Intersection: Evaluate warrants for either yield or two-way stop-control by reviewing traffic volumes, crash history, and other criteria based on MUTCD guidelines (currently uncontrolled). If warranted, install appropriate signage and related pavement markings. Consider traffic circle or roundabout installation to provide traffic calming.	**Short-Term**	
					17th Ave & Olwien St Intersection: Evaluate warrants for all-way stop-control by reviewing traffic volumes, crash history, and other criteria based on MUTCD guidelines (currently uncontrolled). If warranted, install appropriate signage and pavement markings.	**Short-Term** to **Mid-Term**	
					Perform a core areawide safety and signage review and analysis to determine improvements for local intersections in the Brookings core area (in addition to the intersections listed above). Evaluate the potential need for yield or stop control signage, related pavement markings, traffic circles or roundabouts, pedestrian/bicycle facilities, traffic calming measures, and other low-cost systemic treatments.	**Short-Term** to **Mid-Term**	

INDEX	INTERSECTION	SPN PRIORITY TIER	SAFETY BASELINE (JAN. 2019 – JUNE 2024)	HIN, SRN, & ENGAGEMENT FEEDBACK	PROJECTS & STRATEGIES	TIMEFRAME	RELATED BATP PROJECTS
7	**20th Street S & 17th Avenue S**	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 1-Year Total: 0 **Injury Crashes:** • Annual Average: 1.0 • 1-Year Total: 1 **All Crashes:** • Annual Average: 1.0 • 1-Year Total: 1 **VRU Crashes:** • Annual Average: 0.0 • 1-Year Total: 0	**HIN:** Tier 2 (#7 ranked intersection) **SRN:** N/A **Engagement Feedback:** • Consider traffic signal • Provide controlled pedestrian crosswalks	Install high-visibility pedestrian crosswalk pavement markings and stop bars on 20th Street S and 17th Avenue S approaches.	**Short-Term**	20th Street S & 17th Avenue S Reconstruction Project **Mid-Term** 17th Avenue S Standard Bike Lane / Shared Use Path *(17th Ave S: 20th St S to Orchard Dr/RR)* **Mid-Term**
					Reconstruct intersection as a roundabout or signalized intersection with additional turn lanes. Evaluate intersection control during reconstruction design process and raised crosswalks.	**Short-Term** to **Mid-Term**	
					If a roundabout configuration is not implemented in any future reconfiguration project, consider traffic signal installation.	**Short-Term** to **Mid-Term**	
					As part of any future intersection reconfiguration design plans, evaluate the inclusion of a controlled pedestrian crossing with a RRFB or signal.	**Short-Term** to **Mid-Term**	
					As part of any future intersection reconfiguration design plans, evaluate the feasibility of extending the existing southbound approach raised median to intersection and providing a pedestrian refugee island. Include in reconstruction project if feasible.	**Short-Term** to **Mid-Term**	
					Install standard bike lanes and/or a shared use path along 17th Avenue S (to the north).	**Mid-Term**	
8	**3rd Street & Main Avenue**	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.7 • 5 ½-Year Total: 4 **All Crashes:** • Annual Average: 3.1 • 5 ½-Year Total: 17 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** Tier 2 (≥5 SRN Crash Types) • Intersection-Related • Young Driver-Involved • Aggressive & Speed-Related Driving • Urban Arterial Crashes • City Street Crashes **Engagement Feedback:** • Evaluate design for left turning traffic • Design for pedestrians • Prioritization between vehicular and pedestrian traffic • Traffic signal timings	Evaluate use of dynamic speed feedback signs along Main Avenue (to the south) to calm speeds at a Downtown Brookings gateway location.	**Short-Term**	Main Avenue S Separated Bike Lane (Optional Shared Use Path) *(Main Ave S: 12th St S to 3rd St)* **Mid-Term** 3rd Street Separated Bike Lane (Optional Shared Use Path) *(3rd St: 3rd Ave to 22nd Ave)* **Mid-Term** Illustrative Main Avenue Complete Streets Standard or Separated Bike Lanes *(Main Ave: 3rd St to US14 / 6th St)* **Long-Range (Illustrative)**
					Evaluate posted speed limits along Main Avenue and consider reduction to 20 mph.	**Short-Term** to **Mid-Term**	
					Upgrade existing partial pedestrian scramble to a full pedestrian scramble. Revise corner curbs to allow breakthrough landscaping and diagonal crosswalk movements. Consider installation of corresponding high visibility diagonal pedestrian crosswalk pavement markings.	**Short-Term** to **Mid-Term**	
					Install signage to explain the pedestrian scramble functionality.	**Short-Term** to **Mid-Term**	
					Install separated bike lanes / shared use paths along Main Avenue S.	**Mid-Term**	
					Install separated bike lanes / shared use paths along 3rd St.	**Mid-Term**	
					Potential enforcement location for aggressive and speed-related driving through high visibility (HVE), nighttime, and sustained enforcement efforts.	**Short-Term** to **Long-Range**	
					Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, allowance of right on red turning traffic, as traffic patterns evolve.	**Short-Term** to **Long-Range**	
					Coordinate future intersection project with illustrative potential Main Avenue standard bike lanes and back-out angle parking in the downtown area (e.g. adjustments to curb extensions).	**Long-Range**	

INDEX	INTERSECTION	SPN PRIORITY TIER	SAFETY BASELINE (JAN. 2019 – JUNE 2024)	HIN, SRN, & ENGAGEMENT FEEDBACK	PROJECTS & STRATEGIES	TIMEFRAME	RELATED BATP PROJECTS
9	**22nd Avenue & Eastbrook Drive**	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.6 • 5 ½-Year Total: 3 **All Crashes:** • Annual Average: 1.8 • 5 ½-Year Total: 10 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** Tier 2 (≥5 SRN Crash Types) • Intersection-Related • Young Driver-Involved • Urban Arterial Crashes • City Street Crashes • Angle Crashes **Engagement Feedback:** • Several safety comment map mentions • Intersection sight distance • Lack of available gap time for side-street traffic during peak periods	Consider installation of dynamic speed feedback signs along 22nd Avenue (to the north and/or the south) to calm vehicle speeds.	**Short-Term**	22nd Avenue & Eastbrook Drive Traffic Signal Installation **Long-Range**
					Monitor crash records and related signal warrants at this intersection as traffic growth and patterns evolve.	**Short-Term** to **Mid-Term**	
					Monitor traffic volumes and related signal warrants at this intersection as growth and patterns evolve.	**Short-Term** to **Mid-Term**	
					Evaluate the feasibility of retrofitting a hybrid raised median within the existing center two-way left-turn lane along the 22nd Avenue approaches to improve access management within the intersection functional area.	**Short-Term** to **Long-Range**	
					Install traffic signal when warrants are met (with an emphasis on traffic volume based warrants). Coordinate signalization with the conversion of the signal at 22nd Avenue & Olwien Street to a PHB.	**Long-Range**	
10	**Medary Avenue S & 15th Street S**	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **All Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Consider all-way stop control • Consider roundabout • Concern for schoolchildren pedestrian crossing safety • Provide additional crossing lights or signs	Evaluate use of dynamic speed feedback signs along Medary Avenue S (to the south) near a gateway location to residential area.	**Short-Term**	Illustrative 15th Street S & Medary Avenue S All-Way Stop Control Installation **Long-Range (Illustrative)** 15th Street S Separated Bikes Lanes (Optional Shared Use Path) *(15th St S: Medary Ave S to 17th Ave S)* **Long-Range** Illustrative 15th Street S Road Diet *(15th St S: Medary Ave S to 17th Ave S)* **Long-Range (Illustrative)**
					Relocate/remove movable existing potential sight obstructions.	**Short-Term**	
					Monitor crash records and related signal warrants at this intersection as traffic growth and patterns evolve.	**Short-Term** to **Mid-Term**	
					Monitor traffic volumes and related signal warrants at this intersection as growth and patterns evolve.	**Short-Term** to **Mid-Term**	
					Consider implementation of an RRFB crossing with high visibility crosswalks, signage, and flashing elements.	**Short-Term** to **Mid-Term**	
					Consider a roundabout configuration at this intersection in lieu of the existing two-way stop-control or all-way stop-control.	**Short-Term** to **Long-Range**	
					Install urban features including curb and gutter and sidewalk along Medary Avenue S (to the south).	**Mid-Term** to **Long-Range**	
					Coordinate future intersection projects with illustrative potential 15th Street S road diet (revised 2-lane section).	**Mid-Term** to **Long-Range**	
					Install separated bike lanes / shared use path along 15th Street S.	**Long-Range**	
					Consider installation of all-way stop-control if warranted based on MUTCD guidelines.	**Long-Range**	
11	**Medary Avenue & 3rd Street**	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 0.6 • 5 ½-Year Total: 3 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Evaluate existing intersection geometry • Consider removing right turn lanes to shorten pedestrian crossing distances • Potential roundabout location	Perform an intersection control evaluation to determine the feasibility of a roundabout or traffic circle configuration and the impacts of the potential removal of exclusive right turn lanes. If feasible, consider incorporating into a future design/construction project.	**Short-Term** to **Mid-Term**	3rd Street Separated Bike Lane (Optional Shared Use Path) *(3rd St: 3rd Ave to 22nd Ave)* **Mid-Term** Medary Avenue Separated Bike Lanes / Shared Use Path *(Medary Ave: Allyn Frerichs Trail to US14B/ 18th St)* **Long-Range**
					Evaluate possibilities to shorten pedestrian crossing distances in coordination with the intersection control evaluation.	**Short-Term** to **Mid-Term**	
					Install separated bike lanes / shared use paths along 3rd Street.	**Mid-Term**	
					If feasible, consider reconstruction of intersection as a roundabout or traffic circle and/or revise turn lane configuration to shorten pedestrian crossing distances.	**Mid-Term** to **Long-Range**	
					Install separated bike lanes / shared use paths along Medary Avenue.	**Long-Range**	

INDEX	INTERSECTION	SPN PRIORITY TIER	SAFETY BASELINE (JAN. 2019 – JUNE 2024)	HIN, SRN, & ENGAGEMENT FEEDBACK	PROJECTS & STRATEGIES	TIMEFRAME	RELATED BATP PROJECTS
12	**8th Street & Jackrabbit Avenue**	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **All Crashes:** • Annual Average: 1.3 • 5 ½-Year Total: 7 **VRU Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2	**HIN:** N/A **SRN:** Tier 2 (≥5 SRN Crash Types) • VRU (Bike/Ped) Crashes • Intersection-Related • Young Driver-Involved • Unbelted Vehicle Occupants • City Street Crashes **Engagement Feedback:** • Visibility and sight distance issues between pedestrians and vehicles	Install yield line pavement markings at existing channelized westbound right turn lane.	**Short-Term**	8th Street Separated Bike Lanes / Shared Use Path *(8th St: Medary Ave to Jackrabbit Ave)* **Mid-Term**
					Perform an intersection control evaluation to determine the feasibility of a roundabout or traffic circle configuration and the possibility of an alignment shift of the southbound approach to reduce intersection skew angles. If feasible, consider incorporating into a future design/construction project.	**Short-Term** to **Mid-Term**	
					Install separated bike lanes / shared use path along 8th Street.	**Mid-Term**	
					Potential enforcement location for unbelted vehicle occupants (primary and secondary seat belt laws) through high visibility (HVE), nighttime, and sustained enforcement efforts.	**Short-Term** to **Long-Range**	
					As part of any future intersection reconfiguration design plans, evaluate including a controlled pedestrian crossing with a RRFB.	**Mid-Term** to **Long-Range**	
					If feasible, reconstruct the intersection as roundabout, traffic circle, or with a revised southbound approach alignment.	**Mid-Term** to **Long-Range**	
13	**5th Avenue & 3rd Street**	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 1.1 • 5 ½-Year Total: 6 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** Tier 3 (≥3 SRN Crash Types) • Intersection-Related • Urban Arterial Crashes • Angle Crashes **Engagement Feedback:** • Consider all-way stop-control • Shorten pedestrian crossing distances • Provide controlled pedestrian crosswalk for 3rd Street approaches	Evaluate use of dynamic speed feedback signs along 3rd Street (to the east) to calm speeds at a downtown gateway location.	**Short-Term**	3rd Street Separated Bike Lane (Optional Shared Use Path) *(3rd St: 3rd Ave to 22nd Ave)* **Mid-Term** 5th Avenue Separated Bike Lane (Optional Shared Use Path) *(5th Ave: 3rd St to US14 / 6th St)* **Long-Range** Illustrative 5th Avenue Complete Streets Project *(5th Ave: 3rd St to US14 / 6th St)* **Long-Range (Illustrative)**
					Install high visibility pedestrian crosswalk pavement markings along 3rd Street approaches.	**Short-Term**	
					Monitor crash records and related all-way stop-control warrants at this intersection as traffic growth and patterns evolve.	**Short-Term** to **Mid-Term**	
					Monitor traffic volumes and related all-way stop-control warrants at this intersection as growth and patterns evolve.	**Short-Term** to **Mid-Term**	
					Consider early installation of all-way stop-control based on permanent sight obstruction in the southwest quadrant to provide a controlled pedestrian crossing on 3rd Street. If installed, include stop bar pavement markings on all approaches.	**Short-Term** to **Mid-Term**	
					Consider installation of an RRFB to provide a controlled pedestrian crossing on a 3rd Avenue approach in lieu of all-way stop-control (can be used with a roundabout configuration).	**Short-Term** to **Mid-Term**	
					Consider curb extensions (temporary or permanent) on 3rd Street and 5th Avenue approaches to shorten pedestrian crossing distances and calm traffic entering downtown area.	**Short-Term** to **Mid-Term**	
					Consider feasibility of roundabout or traffic circle at this intersection in lieu of all-way stop-control.	**Short-Term** to **Mid-Term**	
					Install separated bike lanes / shared use path along 3rd Street.	**Mid-Term**	
					If all-way stop-control or an alternative design is not installed, review all-way stop-control warrants based on future traffic volumes anticipated to meet related warrant thresholds.	**Long-Range**	
					Coordinate future intersection projects with illustrative 5th Avenue Complete Streets Project (including buffered bike lanes, narrowed travel lanes, on-street parking, and conversion to 2-lane section).	**Mid-Term** to **Long-Range**	
					Install separated bike lanes / shared use path along 5th Avenue.	**Long-Range**	

INDEX	INTERSECTION	SPN PRIORITY TIER	SAFETY BASELINE (JAN. 2019 – JUNE 2024)	HIN, SRN, & ENGAGEMENT FEEDBACK	PROJECTS & STRATEGIES	TIMEFRAME	RELATED BATP PROJECTS
14	**20th Street S & Larkspur Ridge Drive**	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Visibility and sight distance issues with hill to the west along 20th Street S • Provide controlled pedestrian crossing for schoolchildren	Evaluate and potentially install high visibility pedestrian crosswalk pavement markings on 20th Street S approaches.	**Short-Term**	N/A
					Install pedestrian crosswalk signage on both sides of 20th Street S.	**Short-Term**	
					Replace pedestrian crosswalk signage with school crosswalk signage.	**Short-Term**	
					Consider installation of RRFB with advanced warning signage to provide a controlled pedestrian crossing.	**Short-Term** to **Mid-Term**	
					Consider alternatives to a RRFB such as a PHB and advanced flashing warning beacons.	**Short-Term** to **Mid-Term**	
15	**22nd Avenue S & 12th Street S**	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **All Crashes:** • Annual Average: 1.1 • 5 ½-Year Total: 6 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Consider traffic signal	Monitor crash records and related signal warrants at this intersection as traffic growth and patterns evolve.	**Short-Term** to **Mid-Term**	22nd Avenue S Corridor Reconstruction *(22nd Ave S: 8th St S to 12th St S)* **Short-Term** 22nd Avenue S Corridor Reconstruction *(22nd Ave S: 12th St S to 20th St S)* **Mid-Term**
					Monitor traffic volumes and related signal warrants at this intersection as growth and patterns evolve.	**Short-Term** to **Mid-Term**	
					Revaluate traffic signal warrants during 22nd Avenue S corridor reconstruction design process. Incorporate into design plans if updated forecasts and traffic and safety analysis indicate warrants are met, consistent with MUTCD guidance.	**Short-Term** to **Mid-Term**	
					Consider alternative intersection traffic control options such as a hybrid multilane roundabout or an urban continuous green T (CGT) intersection (stop-control or signalized).	**Short-Term** to **Mid-Term**	
					Consider installation of PHB on north approach with a pedestrian refuge island to provide a controlled pedestrian crosswalk during 22nd Avenue S corridor reconstruction design process. Install high visibility pedestrian crosswalks.	**Short-Term** to **Mid-Term**	
					If signal warrants are not met mid-term, revaluate near the 2050 planning horizon and install when/if warranted.	**Long-Range**	
16	**Medary Avenue & 8th Street**	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 0.9 • 5 ½-Year Total: 5 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Intersection works well under all-way stop-control • Potential roundabout location	Perform an intersection control evaluation to determine the feasibility of a roundabout or traffic circle configuration at this intersection during the intersection design process. If feasible, consider incorporating into the final design plans.	**Short-Term** to **Mid-Term**	Illustrative Medary Avenue Road Diet *(Medary Ave: US14 / 6th St to 8th St)* **Long-Range (Illustrative)** Medary Avenue Separated Bike Lanes / Shared Use Path *(Medary Ave: Allyn Frerichs Trail to US14B/ 18th St)* **Long-Range**
					If all-way stop-control is maintained, consider revised turn lane configurations by converted all shared left turn/through and exclusive right turn lanes approaches to exclusive left turn and shared through/right turn lane approaches.	**Short-Term** to **Mid-Term**	
					If a roundabout configuration is preferred, consider installation of RRFBs to aid controlled pedestrian crossings.	**Short-Term** to **Mid-Term**	
					Consider curb extensions (temporary or permanent) on 8th Street and Medary Avenue approaches to shorten pedestrian crossing distances and calm traffic speeds.	**Short-Term** to **Mid-Term**	
					Coordinate future intersection projects with illustrative potential Medary Avenue road diet (revised 3-lane section).	**Mid-Term** to **Long-Range**	
					Install separated bike lanes/shared use path along Medary Avenue S.	**Long-Range**	

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17	**Main Avenue S & 32nd Street S**		**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 0.7 • 5 ½-Year Total: 4 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Safety concerns at night • Improve roadway lighting	Install or add more roadway lighting near the intersection area.	**Short-Term** to **Long-Range**	Main Avenue S & 32nd Street Intersection Improvements **Long-Range** 32nd St S Shared Use Path *(32nd St S: West to Medary Ave S)* **Long-Range**
					Consider a roundabout configuration at this intersection in lieu of all-way stop-control or a future traffic signal (if /when warranted).	**Mid-Term** to **Long-Range**	
					If a conventional intersection configuration is preferred, monitor traffic signal warrants as traffic growth occurs and patterns evolve in the future. If/when warranted, install a traffic signal.	**Mid-Term** to **Long-Range**	

Short-Term (<2031) **Mid-Term (2031-2040)** **Long-Range (2041+)**

Table 25: Recommended SPN Corridor Segment Safety Improvement Projects (City of Brookings)

INDEX	CORRIDOR SEGMENT	SPN PRIORITY TIER	SAFETY BASELINE (JAN. 2019 – JUNE 2024)	HIN, SRN, & ENGAGEMENT FEEDBACK	PROJECTS & STRATEGIES	TIMEFRAME	RELATED BATP PROJECTS
A	**US14 / 6th Street** *(Western Avenue to 34th Avenue)*	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **Injury Crashes:** • Annual Average: 9.8 • 5 ½-Year Total: 54 **All Crashes:** • Annual Average: 51.6 • 5 ½-Year Total: 284 **VRU Crashes:** • Annual Average: 0.9 • 5 ½-Year Total: 5	**HIN:** • US14 / 6th St & I-29 Exit 132 NB RTI (Tier 2) • US14 / 6th St & Sunrise Ridge Rd (Tier 2) • US14 / 6th St & Medary Ave (Tier 2) • US14 / 6th St & 22nd Ave (Tier 2) • US14 / 6th St: 17th Ave to 20th Ave (Tier 2) • US14 / 6th St & 3rd Ave (Tier 3) **SRN:** • US14 / 6th St & Medary Ave (Tier 1) • US14 / 6th St & 22nd Ave (Tier 1) • US14 / 6th St & 17th Ave (Tier 1) • US14 / 6th St & Sunrise Ridge Rd (Tier 1) • US14 / 6th St & I-29 Exit 132 NB RTI (Tier 2) • US14 / 6th St & 25th Ave (Tier 2) • US14 / 6th St & 20th Ave (Tier 2) • US14 / 6th St & Campanile Ave (Tier 2) • US14 / 6th St & Jackrabbit Ave (Tier 3) • US14 / 6th St & 3rd Ave (Tier 3) • US14 / 6th St & Western Ave (Tier 3) • US14 / 6th St: 17th Ave to 20th Ave (Tier 3) • US14 / 6th St: Campanile Ave to Jackrabbit Ave (Tier 3) • US14 / 6th St: 5th Ave to Medary Ave (Tier 3) **Engagement Feedback:** • Improve walkability along corridor • Improve streetscaping, particularly near downtown • Consider bike lanes • Improve visibility of pedestrian crossings • Increase pedestrian crossing opportunities east of downtown • Consider center raised medians/pedestrian refuge areas • Continue to review and optimize corridor signal timings	Evaluate use of dynamic speed feedback signs along US14 / 6th Street at gateway locations along the corridor (e.g. west of Western Avenue, east of 25th Avenue, and/or east of 34th Avenue).	**Short-Term**	US14 / Street & Campanile Avenue Intersection Project **Mid-Term** US14 / US14 Bypass (West) At-Grade Intersection Reconstruction **Mid-Term** US14 / 6th Street Shared Use Path *(US14 / 6th St: City Limits to Main Ave)* **Long-Range** US14 / 6th Street Shared Use Path *(US14 / 6th St: Medary Ave to City Limits)* **Long-Range** US14 / 6th Street & Western Avenue Reconfiguration Project **Long-Range**
					Evaluate applicability of low-cost improvements for Older Drivers (e.g. oversized or supplemental signing).	**Short-Term** to **Mid-Term**	
					Consider temporary / demonstration projects between Western Avenue and Main Avenue during Brookings Summer Arts Festival to improve pedestrian safety (e.g. temporary pedestrian refuge islands, curb extensions, PHBs, or pedestrian malls).	**Short-Term** to **Long-Range**	
					US14 / 6th St & Western Ave Intersection: Coordinate with specific projects identified in SPN intersection project #3 (**Table 22**).	**Short-Term** to **Long-Range**	
					US14 / 6th St & Henry Ave Intersection: Add PHB with pedestrian refuge island on east approach. Install high visibility pedestrian crosswalk pavement markings and advanced warning signage. Project will provide a controlled crossing opportunity to Pioneer Park, particularly during the Brookings Summer Arts Festival.	**Short-Term** to **Long-Range**	
					US14 / 6th St & 7th Ave Intersection: Add PHB with pedestrian refuge island on east approach. Install high visibility pedestrian crosswalk pavement markings and advanced warning signage.	**Short-Term** to **Long-Range**	
					US14 / 6th St & 12th Ave Intersection: Review intersection traffic operations, signal warrants, and pedestrian crossing needs.	**Short-Term** to **Long-Range**	
					US14 / 6th St & Jackrabbit Ave Intersection: Review intersection traffic operations, signal warrants, and pedestrian crossing needs in accordance with findings at adjacent signalized intersections at 17th Avenue and 12th Avenue and with potential plans for a PHB at Jackrabbit Avenue.	**Short-Term** to **Long-Range**	
					US14 / 6th St & 17th Ave Intersection: Review intersection traffic operations and signal warrants.	**Short-Term** to **Long-Range**	
					US14 / 6th St & 34th Ave Intersection: Consider a roundabout configuration at this intersection in lieu of two-way stop-control or a future traffic signal (if warranted).	**Short-Term** to **Long-Range**	
					Remove existing PHB near Hillcrest Aquatic Center due to changes in pedestrian usage and revised routes. Review need and potential new location for another PHB near Hillcrest Park between 12th Avenue and 17th Avenue (e.g. US14 / 6th St & 14th Ave or US14 / 6th St & Jackrabbit Ave). Include high visibility pedestrian crosswalk pavement markings and crosswalk and advance warning signage.	**Short-Term** to **Long-Range**	
					Main Ave to Medary Ave: Consider retrofitting a hybrid raised median within the existing center two-way left-turn lane to improve access management and pedestrian safety. Include streetscaping and wayfinding elements where possible.	**Short-Term** to **Long-Range**	
					12th Ave to 20th Ave: Consider retrofitting a hybrid raised median within the existing center two-way left-turn lane to improve access management and pedestrian safety.	**Short-Term** to **Long-Range**	
					Continue to optimize traffic signal timings along the corridor as traffic patterns evolve, including special events.	**Short-Term** to **Long-Range**	

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					Review access management along the corridor and consolidate/relocate accesses outside of major intersection functional areas as opportunities arise.	**Short-Term** to **Long-Range**	
					Upgrade signalized intersections to video camera detection.	**Short-Term** to **Long-Range**	
					Evaluate and/or implement LPIs at select intersections where appropriate (e.g. Main Ave, Medary Ave, 17th Ave, and 22nd Ave).	**Short-Term** to **Long-Range**	
					Potential enforcement location for aggressive and speed-related, drug and alcohol-related, and distracted driving and primary and secondary seat belt laws through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
					Install shared use path along US14 / 6th Street between City Limits (west) and Main Avenue and between Medary Avenue and City Limits (east).	**Long-Range**	
B	**22nd Avenue** *(US14 / 6th Street to US14 Bypass / 18th Street)*	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 20 **All Crashes:** • Annual Average: 17.6 • 5 ½-Year Total: 97 **VRU Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1	**HIN:** • 22nd Ave & University Blvd (Tier 2) • US14 / 6th St & 22nd Ave (Tier 2) • 22nd Ave & South Wal-Mart Access (Tier 3) **SRN:** • US14 / 6th St & 22nd Ave (Tier 1) • 22nd Ave & University Blvd (Tier 1) • 22nd Ave & South Wal-Mart Access (Tier 1) • 22nd Ave & South Wal-Mart Access (Tier 3) **Engagement Feedback:** • Add crosswalks near McCrory Gardens • Widen 22nd Ave corridor • Review signal timings at US14 / 6th St • Consider roundabout at University Blvd	Evaluate use of dynamic speed feedback signs along 22nd Avenue at gateway locations along the corridor (e.g. north and/or south University Boulevard, south of US14 Bypass / 18th Street).	**Short-Term**	US14 Bypass Reconstruction *(US14B / 18th St: East of US14 (West) to East of 22nd Ave)* **Mid-Term** US14 Bypass / I-29 Interchange Reconstruction *(US14B / 18th St: East of 22nd Ave to 32nd Ave)* **Mid-Term** 22nd Avenue Corridor Reconstruction *(22nd Ave: US14 / 6th St to University Blvd)* **Mid-Term** 22nd Avenue Shared Use Path *(22nd Ave: US14 / 6th St to US14B / 18th St)* **Mid-Term** to **Long-Range** 22nd Avenue Corridor Reconstruction *(22nd Ave: University Blvd to US14B / 18th St)* **Long-Range**
					Evaluate applicability of low-cost improvement elements for older drivers (e.g. oversized or supplemental signing).	**Short-Term** to **Mid-Term**	
					Reconstruct 22nd Avenue corridor from US14 / 6th Street to University Boulevard as an urban 5-lane arterial with a shared use path or sidewalk on either side.	**Mid-Term**	
					22nd Ave & University Blvd Intersection: Coordinate with specific intersection improvement projects identified in SPN intersection project #2 (**Table 22**).	**Short-Term** to **Long-Range**	
					US14 Bypass / 18th St & 22nd Ave Intersection: Coordinate with specific intersection improvement projects identified for the US14 Bypass / 18th Street & 22nd Avenue intersection deriving from the US14 / US14 Bypass Corridor Study.	**Short-Term** to **Long-Range**	
					Potential enforcement location for aggressive and speed-related driving, drug and alcohol-related driving, primary and secondary seat belt laws, and distracted driving through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
					During the 22nd Avenue corridor reconstruction design process, evaluate the feasibility of a RRFB (with a roundabout) or PHB (unless or until signal warrants are met) between South Wal-Mart Access and University Boulevard.	**Mid-Term** to **Long-Range**	
					Reconstruct 22nd Avenue corridor from University Boulevard to US14 Bypass / 18th Street as an urban 5-lane arterial with a shared use path or sidewalk on either side.	**Long-Range**	

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C	**Main Avenue** *(Front Street to US14 / 6th Street)*	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **Injury Crashes:** • Annual Average: 1.8 • 5 ½-Year Total: 10 **All Crashes:** • Annual Average: 5.3 • 5 ½-Year Total: 29 **VRU Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2	**HIN:** • 4th St & Main Ave (Tier 1) **SRN:** • 3rd St & Main Ave (Tier 2) **Engagement Feedback:** • Avoid widening Main Ave downtown • Review crosswalks and sidewalks for improvement opportunities • Improve educational efforts on pedestrian scramble phase • Continue to optimize and refine signal timings at 3rd St • Review access management need at US14 / 6th St intersection • Vehicles and pedestrians have issues navigating Front St intersection • Offset 'T' intersection with skewed approach at Front St	Evaluate use of dynamic feedback signs along Main Avenue (to the south) to calm speeds at a Downtown Brookings gateway location.	**Short-Term**	Main Avenue S Separated Bike Lane (Optional Shared Use Path) *(Main Ave S: 12th St S to 3rd St)* **Mid-Term** Illustrative Main Avenue Standard Bike Lanes *(Main Ave: 3rd St to US14 / 6th St)* **Long-Range (Illustrative)**
					Evaluate posted speed limits along Main Avenue and consider reduction to 20 mph.	**Short-Term** to **Mid-Term**	
					Consider additional traffic calming measures such as speed bumps, raised crosswalks, RRFBs, etc.	**Short-Term** to **Mid-Term**	
					3rd St & Main Ave Intersection: Coordinate with specific intersection improvement projects identified in SPN intersection project #8 (**Table 22**).	**Short-Term** to **Long-Range**	
					Review access management near US14 / 6th Street & Main Avenue intersection and consolidate/relocate accesses outside of the intersection functional areas as opportunities arise.	**Short-Term** to **Long-Range**	
					Install separated bike lanes / shared use paths along Main Avenue S.	**Mid-Term**	
					Explore potential ways to revise the offset 'T' intersection at Front St as opportunities arise.	**Short-Term** to **Long-Range**	
					Consider the installation of the illustrative potential Main Avenue standard bike lanes and back-out angle parking in downtown area.	**Long-Range**	
D	**17th Avenue S** *(20th Street S to US14 / 6th Street)*	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **Injury Crashes:** • Annual Average: 2.2 • 5 ½-Year Total: 12 **All Crashes:** • Annual Average: 11.3 • 5 ½-Year Total: 62 **VRU Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2	**HIN:** • 17th Ave S: 15th St S to 20th St S (Tier 1) • 20th St S & 17th Ave S (Tier 2) • 17th Ave: 3rd St to Orchard Dr (Tier 3) **SRN:** • 17th Ave: 3rd St to Orchard Dr (Tier 1) • 8th St S & 17th Ave S (Tier 2) **Engagement Feedback:** • Add separate shared use path / bike trail • Add crosswalks at 20th St S & 17th Ave S • More sidewalk space in northwest quadrant at 12th St S & 17th Ave S • Valley gutter dips • Turn lanes and geometrics at 12th St S & 17th Ave S • Consider traffic signal warrants at 20th St S & 17th Ave S • Review signal timings and turn lane needs at US14 / 6th St & 17th Ave • Additional enforcement for speeding	Evaluate use of dynamic feedback signs along 17th Avenue at select locations (e.g. near school zones).	**Short-Term**	20th Street S & 17th Avenue S Reconstruction Project **Mid-Term** 17th Avenue S Standard Bike Lane / Shared Use Path *(17th Ave S: 20th St S to Orchard Dr/RR)* **Mid-Term**
					Hillcrest Elementary School / Park Area: Implement a school speed zone along 17th Avenue near the Hillcrest Elementary School and park area.	**Short-Term**	
					Evaluate need for traffic calming measures (e.g. narrowed lanes, raised crosswalks, RRFBs, crosswalks, etc.)	**Short-Term** to **Mid-Term**	
					20th St S & 17th Ave S Intersection: Coordinate with specific projects identified in SPN intersection project #7 (**Table 22**).	**Short-Term** to **Mid-Term**	
					17th Ave & Olwien St Intersection: Evaluate warrants for all-way top-control by reviewing traffic volumes, crash history, and other criteria based on MUTCD guidelines (currently uncontrolled). If warranted, install appropriate signage and related pavement markings.	**Short-Term** to **Mid-Term**	
					Evaluate Applicability of Low-Cost Improvement Elements for Older Drivers (e.g. oversized or supplemental signing).	**Short-Term** to **Mid-Term**	
					Orchard Dr to 8th St S: Re-stripe existing pavement markings and consider the addition edge line pavement markings.	**Short-Term** to **Mid-Term**	
					Install standard bike lanes along 17th Avenue S.	**Mid-Term**	
					12th St S & 17th Ave S Intersection: Consider adding more sidewalk space in northwest corner. Monitor intersection control and configuration needs.	**Short-Term** to **Long-Range**	
					Upgrade signalized intersections to video camera detection.	**Short-Term** to **Long-Range**	
					Incorporate 17th Avenue in a future Safe Routes to School Plan.	**Short-Term** to **Long-Range**	
					Potential enforcement location for aggressive and speed-related driving through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	

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E	**8th Street S** *(Medary Avenue S to Elm Avenue)*	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **All Crashes:** • Annual Average: 2.2 • 5 ½-Year Total: 12 **VRU Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1	**HIN:** N/A **SRN:** • 8th St S & Medary Ave S (Tier 2) **Engagement Feedback:** • 8th St S & Christine Ave crossing safety • 8th St S near Brookings High School crossing safety • Consider need for additional lanes • Consider roundabout control or traffic calming measures at 8th St S & Medary Ave S • Review need for southbound left turn lane at 8th St S & Elm Ave	Install separated bike lanes or a shared use path along 8th St S.	**Short-Term**	8th Street S Separated Bike Lane (Optional Shared Use Path) *(8th St S: Main Ave S to 22nd Ave S)* **Short-Term**
					Evaluate pedestrian crossing needs with regards to schoolchildren near Brookings High School (e.g. RRFBs, high visibility crosswalk pavement markings, additional lighting signage, yield here to pedestrian signage, advanced warning signage, pedestrian refuge islands).	**Short-Term** to **Mid-Term**	
					Add School Zone 15 mph speed limit at designated times.	**Short-Term** to **Long-Range**	
					Incorporate 8th Street S corridor in a future Safe Routes to School Plan.	**Short-Term** to **Long-Range**	
					Evaluate need for traffic calming measures (e.g. narrowed lanes, curb extensions, raised crosswalks, RRFBs, crosswalks, etc.)	**Short-Term** to **Long-Range**	
					Potential enforcement location for aggressive and speed-related driving, distracted driving, and primary and secondary seat belt laws through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
F	**Southland Lane** *(12th Street S to 8th Street S)*	**Tier 1 - High**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **All Crashes:** • Annual Average: 0.9 • 5 ½-Year Total: 5 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** Tier 1 (ranked #3) **SRN:** N/A **Engagement Feedback:** • Bicycle / pedestrian safety near Boys & Girls Club	Evaluate pedestrian crossing needs near Boys & Girls Club and 12th Street S & Southland Lane (e.g. RRFBs, high visibility crosswalk pavement markings, additional signage, yield here to pedestrian signage, yield pavement markings, advanced warning signage, pedestrian refuge islands).	**Short-Term**	N/A
					Extend School Zone speed limit east of this intersection.	**Short-Term**	
					Evaluate need for traffic calming measures (e.g. narrowed lanes, curb extensions, raised crosswalks, RRFBs, crosswalks, etc.)	**Short-Term** to **Long-Range**	
					Potential enforcement location for drug and alcohol-related driving, through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	

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G	**US14 Bypass / 18th Street** *(Western Avenue to 34th Avenue)*	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **Injury Crashes:** • Annual Average: 1.7 • 5 ½-Year Total: 9 **All Crashes:** • Annual Average: 7.7 • 5 ½-Year Total: 42 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** • US14B / 18th St & Medary Ave (Tier 3) **SRN:** • US14B / 18th St & Medary Ave (Tier 1) US14B / 18th St: Western Ave to Medary Ave (Tier 3) **Engagement Feedback:** • Bike trail connectivity to Sexauer Park and SDSU campus • Include separation for planned shared use path • Consider traffic signal warrants at US14B / 18th St & 34th Ave • Safety at US14B / 18th St intersections	Evaluate use of dynamic feedback signs along US14 Bypass / 18th Street at select locations (e.g. near interchange, 22nd Ave, etc.).	**Short-Term** to **Mid-Term**	US14 Bypass Reconstruction *(US14B / 18th St: East of US14 (West) to East of 22nd Ave)* **Mid-Term** US14 Bypass / I-29 Interchange Reconstruction *(US14B / 18th St: East of 22nd Ave to 32nd Ave)* **Mid-Term** US14 Bypass Shared Use Path *(US14B / 18th St: East of 22nd Ave to 32nd Ave)* **Mid-Term** US14 Bypass Reconstruction *(US14B / 18th St: East of 32nd Ave to US14 (East))* **Long-Range**
					Consider the installation of variable speed limits along the US14 Bypass / 18th Street to allow posted speed adjustments during inclement weather and road conditions and during special events.	**Short-Term** to **Mid-Term**	
					Install or add more roadway lighting along US14 Bypass / 18th St.	**Mid-Term**	
					Reconstruct US14 Bypass / 18th St. as an urban or suburban multilane corridor from east of US14 (west) and east of 22nd Avenue with a shared use path. Signalize Western Avenue when warranted.	**Mid-Term**	
					Reconstruct I-29 Exit 133 Interchange and US14 Bypass / 18th Street as an urban or suburban multilane corridor from east of 22nd Avenue to 32nd Avenue with a shared use path.	**Mid-Term**	
					US14B & Medary Ave Intersection: Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, allowance of right on red turning traffic, as traffic patterns evolve (including special events). Improve roadway lighting. Coordinate with US14 Bypass / 18th Street reconstruction projects.	**Short-Term** to **Long-Range**	
					Consider alternative intersection configurations along US14B / 18th Street if corridor functionality changes from a truck / bypass route to a more urbanized street corridor with less heavy vehicle traffic. Currently recommended concepts and planned programmed projects for this area derive from the US14 / US14 Bypass Corridor Study and I-29 Exit 133 Interchange Modification Study.	**Long-Range**	
					Potential enforcement location for aggressive and speed-related driving, drug and alcohol-related driving and distracted driving through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
					Reconstruct US14 Bypass / 18th Street as an urban or suburban multilane corridor from east of 32nd Avenue through 34th Avenue with a shared use path.	**Long-Range**	
H	**12th Street S** *(Medary Avenue S to 22nd Avenue S)*	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.9 • 5 ½-Year Total: 5 **All Crashes:** • Annual Average: 2.6 • 5 ½-Year Total: 14 **VRU Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2	**HIN:** • 12th St S: Medary Ave S to 17th Ave S (Tier 2) **SRN:** N/A **Engagement Feedback:** • Add crosswalk and consider pedestrian crossing signal at 12th St S & Southland Ln and near Mickelson Middle School • More sidewalk space in northwest quadrant at 12th St S & 17th Ave S • Turn lanes and geometrics at 12th St S & 17th Ave S • Review traffic signal warrants at 22nd Ave S & 12th St S	Extend School Zone speed limit east of Southland Lane.	**Short-Term**	N/A
					Evaluate additional pedestrian crossing needs near Mickelson Middle School, 12th Street S & Southland Lane, and 12th Street S and Christine Avenue (e.g. RRFBs, high visibility crosswalk pavement markings, additional signage, yield here to pedestrian signage, yield pavement markings, advanced warning signage, pedestrian refuge islands).	**Short-Term** to **Mid-Term**	
					22nd Ave S & 12th St S Intersection: Coordinate with specific projects identified in SPN intersection project #15 (**Table 22**).	**Short-Term** to **Long-Range**	
					12th St S & 17th Ave S Intersection: Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, allowance of right on red turning traffic, as traffic patterns evolve. Adjust signal heads if needed. Install video camera detection. Expand sidewalk concrete surfacing at corner curbs. Expand existing crosswalk pavement marking width to 8 ft. Consider installing curb extensions and/or a pedestrian scramble phase.	**Short-Term** to **Long-Range**	
					Evaluate need for traffic calming measures (e.g. narrowed lanes, curb extensions, raised crosswalks, RRFBs, roundabouts, chicanes etc.).	**Short-Term** to **Long-Range**	
					Potential enforcement location for primary and secondary seat belt laws through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	

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I	**Sunrise Ridge Road** *(US14 / 6th Street to 25th Avenue)*	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **All Crashes:** • Annual Average: 0.7 • 5 ½-Year Total: 4 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** • Sunrise Ridge Rd: US14 / 6th St to 25th Ave (Tier 2) • US14 / 6th St & Sunrise Ridge Rd (Tier 2) **SRN:** • US14 / 6th St & Sunrise Ridge Rd (Tier 1) **Engagement Feedback:** N/A	**US14 / 6th St & Sunrise Ridge Rd Intersection:** Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, as traffic patterns evolve.	**Short-Term** to **Long-Range**	N/A
					Potential enforcement location for aggressive and speed-related driving, drug and alcohol-related driving, and distracted driving through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
J	**5th Avenue** *(3rd Street to US14 / 6th Street)*	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **All Crashes:** • Annual Average: 2.9 • 5 ½-Year Total: 16 **VRU Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1	**HIN:** • 5th Ave: 5th St to US14 / 6th St (Tier 2) **SRN:** • 3rd St & 5th Ave (Tier 3) **Engagement Feedback:** • Consider reallocating space from two-way left turn for bicycle/pedestrian features • Consider crosswalks, traffic calming measures, and/or all-way stop-control at 3rd St & 5th Ave • Difficult for pedestrians to cross at 3rd St & 5th Ave	**5th St & 5th Ave Intersection:** Maintain high visibility pedestrian crosswalk pavement markings. Add curb extensions. Consider traffic circle/roundabout. Coordinate with future shared lanes, separated bike lanes, or shared use paths along 5th Street.	**Short-Term** to **Mid-Term**	5th Avenue Separated Bike Lanes / Shared Use Path *(5th Ave: 3rd St to US14 / 6th St)* **Long-Range** Illustrative 5th Avenue Complete Streets *(5th Ave: 3rd St to US14 / 6th St)* **Long-Range (Illustrative)**
					Evaluate posted speed limits along 5th Avenue and consider reduction to 20 mph.	**Short-Term** to **Mid-Term**	
					3rd St & 5th Ave Intersection: Coordinate with specific projects identified in SPN intersection project #13 (**Table 22**).	**Short-Term** to **Long-Range**	
					Evaluate need for traffic calming measures (e.g. narrowed lanes, curb extensions, raised or mid-block crosswalks, RRFBs, etc.).	**Short-Term** to **Long-Range**	
					Coordinate future intersection projects with illustrative 5th Avenue Complete Streets Project (including separated bike lanes, narrowed travel lanes, on-street parking, and conversion to 2-lane section).	**Mid-Term** to **Long-Range**	
					Install separated bikes lanes or shared use path along 5th Avenue with bike parking.	**Long-Range**	

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K	**8th Street S** *(Elm Avenue to 22nd Avenue S)*	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 1.3 • 5 ½-Year Total: 7 **All Crashes:** • Annual Average: 7.1 • 5 ½-Year Total: 39 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** • 8th St S: 17th Ave S to Southland Ln (Tier 3) **SRN:** • 8th St S & 17th Ave S (Tier 2) • 8th St S & HyVee/Lewis Access (Tier 3) **Engagement Feedback:** • Consider additional lanes along corridor • Consider roundabout control at 8th St S & 17th Ave S	Install separated bikes lanes or shared use paths along 8th Street S.	**Short-Term**	8th Street S Separated Bike Lane (Optional Shared Use Path) *(8th St S: Main Ave S to 22nd Ave S)* **Short-Term**
					Evaluate use of dynamic feedback signs along 8th St S at select locations (e.g. near 22nd Ave S, Medary Ave S, Main Ave S, near schools, etc.).	**Short-Term** to **Mid-Term**	
					8th St S & 17th Ave S Intersection: Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, as traffic patterns evolve. Install video camera detection. Expand sidewalk concrete surfacing at corner curbs. Expand existing crosswalk pavement marking width to 8 ft. Consider implementation of LPI.	**Short-Term** to **Long-Range**	
					8th St S & HyVee/Lewis Access Intersection: Monitor traffic volumes and crash records throughout planning horizon. Consider revising the access to a ¾ or right-in right-out access. Consider roundabout control.	**Short-Term** to **Long-Range**	
					Evaluate need for traffic calming measures (e.g. narrowed lanes, curb extensions, raised or mid-block crosswalks, RRFBs, etc.).	**Short-Term** to **Long-Range**	
					Evaluate access management needs along corridor and consolidate/relocate access locations where possible.	**Short-Term** to **Long-Range**	
					Evaluate applicability of alternative intersections such as roundabouts.	**Short-Term** to **Long-Range**	
					Evaluate Applicability of Low-Cost Improvement Elements for Older Drivers (e.g. oversized or supplemental signing).	**Short-Term** to **Long-Range**	
					Potential enforcement location for aggressive and speed-related driving and distracted driving through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
L	**22nd Avenue** *(8th Street S to Orchard Drive)*	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Review access management • Minimize turning conflict potential • Safety concerns with presence of driveway near 8th St S • Review access turn lanes	Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, as traffic patterns evolve.	**Short-Term** to **Long-Range**	N/A
					Evaluate applicability of low-cost improvement elements for older drivers (e.g. oversized or supplemental signing).	**Short-Term** to **Long-Range**	
					Review need for turn lanes at access locations.	**Short-Term** to **Long-Range**	
					Evaluate access management needs along corridor and consolidate/relocate access locations where possible.	**Short-Term** to **Long-Range**	
					Consider retrofitting a hybrid raised median within the existing center two-way left-turn lane to improve access management and pedestrian safety.	**Short-Term** to **Long-Range**	

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M	**Medary Avenue** *(8th Street S to US14 / 6th Street)*	**Tier 2 - Medium**	**<u>Fatal and Serious Injury Crashes:</u>** • Annual Average: 0.2 • 5 ½-Year Total: 1 **<u>Injury Crashes:</u>** • Annual Average: 2.6 • 5 ½-Year Total: 14 **<u>All Crashes:</u>** • Annual Average: 12.9 • 5 ½-Year Total: 71 **<u>VRU Crashes:</u>** • Annual Average: 0.6 • 5 ½-Year Total: 3	**<u>HIN:</u>** • US14 / 6th St & Medary Ave (Tier 2) • Medary Ave: 3rd St to US14 / 6th St (Tier 3) **<u>SRN:</u>** • US14 / 6th St & Medary Ave (Tier 1) **<u>Engagement Feedback:</u>** • Improve crossing opportunities near US14 / 6th St • Pedestrian crossing safety concerns at 2nd St S / Orchard Dr • Add crosswalks • Consider mid-block crosswalk near Brookings High School • Reduce crosswalk widths at 3rd St • Consider roundabout at 3rd St • Review turn lane needs at 3rd St	Evaluate use of dynamic feedback signs along Medary Avenue at select locations (e.g., near 3rd St, near schools, etc.).	**Short-Term** to **Mid-Term**	Medary Avenue S Separated Bike Lane (Optional Shared Use Path) *(Medary Ave S: 8th St S to US14 / 6th St)* **Long-Range**
					Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, as traffic patterns evolve.	**Short-Term** to **Long-Range**	
					Evaluate need for additional high visibility pedestrian crosswalk pavement markings near Brookings High School track and ball fields. Consider RRFBs and advance warning signage. Add 'Yield Here to Pedestrians' sign and yield pavement markings. Add a pedestrian refuge island.	**Short-Term** to **Long-Range**	
					<u>Medary Ave & 5th St Intersection:</u> Add high visibility pedestrian crosswalk markings on all approaches. Consider intersection reconfiguration or roundabout/traffic circle control. Consider temporary or permanent curb extensions to shorten pedestrian crosswalks. Consider RRFBs. Coordinate with future separated bike lanes / shared use path project on 5th Street.	**Short-Term** to **Long-Range**	
					<u>Medary Ave & 3rd St Intersection:</u> Consider intersection reconfiguration or roundabout/traffic circle control. Review turn lane needs and reconfigure to left turn lanes or remove right turn lanes if needed. Consider temporary or permanent curb extensions to shorten pedestrian crosswalks. Consider RRFBs. Coordinate with future separated bike lanes / shared use path project on 3rd Street.	**Short-Term** to **Long-Range**	
					<u>Medary Ave & 2nd St S / Orchard Dr Intersection:</u> Add pedestrian signals on north/south crossings. Upgrade to accessible pedestrian signals with audible and vibrotactile indicators. Consider a reconfigured or alternative intersection (e.g. roundabout). Install camera video detection. Review feasibility of reconfiguring east and west legs with exclusive left turn lanes.	**Short-Term** to **Long-Range**	
					Potential enforcement location for aggressive and speed-related driving, distracted driving, and primary and secondary seat belt laws through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
					Evaluate applicability of low-cost improvement elements for older drivers (e.g. oversized or supplemental signing).	**Short-Term** to **Long-Range**	
					Install separated bikes lanes or shared use paths along Medary Avenue S.	**Long-Range**	

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N	**3rd Avenue** *(3rd Street to US14 / 6th Street)*	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.7 • 5 ½-Year Total: 4 **All Crashes:** • Annual Average: 2.7 • 5 ½-Year Total: 15 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** • US14 / 6th St & 3rd Ave (Tier 3) **SRN:** • US14 / 6th St & 3rd Ave (Tier 3) **Engagement Feedback:** • Add crosswalks and traffic calming measures along 3rd Avenue and at intersections • Improve lighting • Consider crosswalk pavement markings (east/west) based on connections to 72 hour parking lot at 5th St and 4th St intersections • Consider diagonal parking	Evaluate use of dynamic feedback signs along 3rd Avenue.	**Short-Term** to **Mid-Term**	3rd Avenue Separated Bike Lanes / Shared Use Path *(3rd Ave: 3rd St to US14 / 6th St)* **Long-Range** Illustrative 3rd Avenue Complete Streets *(3rd Ave: 3rd St to US14 / 6th St)* **Long-Range (Illustrative)**
					Evaluate posted speed limits along Main Avenue and consider reduction to 20 mph.	**Short-Term** to **Mid-Term**	
					Improve or review roadway lighting along 3rd Avenue.	**Short-Term** to **Long-Range**	
					Install permanent curb extensions at 4th and 5th Street intersections.	**Short-Term** to **Long-Range**	
					Evaluate need for traffic calming measures (e.g. narrowed lanes, curb extensions, raised or mid-block crosswalks, roundabouts, traffic circles, RRFBs, etc.).	**Short-Term** to **Long-Range**	
					Coordinate future intersection projects with illustrative 3rd Avenue Complete Streets Project (including separated bike lanes, narrowed travel lanes, on-street parking, and conversion to 2-lane section).	**Mid-Term** to **Long-Range**	
					Install separated bikes lanes or shared use path along 3rd Avenue with bike parking.	**Long-Range**	
O	**Medary Avenue** *(8th Street to North Campus Drive)*	**Tier 2 - Medium**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 1.1 • 5 ½-Year Total: 6 **All Crashes:** • Annual Average: 3.3 • 5 ½-Year Total: 18 **VRU Crashes:** • Annual Average: 0.6 • 5 ½-Year Total: 3	**HIN:** • Medary Ave & 11th St (Tier 3) **SRN:** • Medary Ave & 11th St (Tier 3) **Engagement Feedback:** • Consider crosswalk consolidation • Improve lighting • Consider roundabout control and/or additional traffic calming measures at Medary Ave & 8th St	Evaluate use of dynamic feedback signs along Medary Avenue.	**Short-Term** to **Mid-Term**	Medary Avenue Separated Bike Lanes / Shared Use Path *(Medary Ave: Allyn Frerichs Trail to US14B/ 18th St)* **Long-Range**
					Medary Ave & 8th St Intersection: Coordinate with specific projects identified in SPN intersection project #16 (**Table 22**).	**Short-Term** to **Long-Range**	
					Medary Ave & 11th St Intersection: Consider extending curb extension on the east side of the intersection to the north (through the north leg crosswalk). Consider an RRFB.	**Short-Term** to **Long-Range**	
					Medary Ave & North Campus Dr Intersection: Consider a roundabout configuration at this intersection in lieu of two-way stop-control.	**Short-Term** to **Long-Range**	
					Review roadway lighting needs.	**Short-Term** to **Long-Range**	
					Review need for raised crosswalks and RRFBs along corridor.	**Short-Term** to **Long-Range**	
					Evaluate existing crosswalks to determine if select locations may be consolidated.	**Short-Term** to **Long-Range**	
					Install separated bike lanes / shared use path along Medary Avenue S.	**Long-Range**	

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P	**Main Avenue S** *(26th Street S to 8th Street S)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **Injury Crashes:** • Annual Average: 2.2 • 5 ½-Year Total: 12 **All Crashes:** • Annual Average: 9.3 • 5 ½-Year Total: 51 **VRU Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2	**HIN:** • Main Ave S & 12th St S (Tier 3) • Main Ave S: 20th St S to Sweetgrass Dr (Tier 3) **SRN:** • Main Ave S & 8th St S (Tier 1) • Main Ave S & 12th St S (Tier 2) • Main Ave S: 20th St S to Sweetgrass Dr (Tier 3) **Engagement Feedback:** • Review potential need for protected left turn signal phases for EB and WB directions at 20th St S & Main Ave S • Add or improve lighting • Sight distance at 8th Street S	Evaluate use of dynamic feedback signs along Main Avenue S.	**Short-Term** to **Mid-Term**	Main Avenue S Separated Bike Lanes (Optional Shared Use Path) *(Main Ave S: Allyn Frerichs Trail to Front St)* **Mid-Term** Main Avenue S Separated Bike Lanes (Optional Shared Use Path) *(Main Ave S: 26th St S to Allyn Frerichs Trail)* **Long-Range** Illustrative Main Avenue S Road Diet *(Main Ave S: 20th St S to 8th St S)* **Long-Range**
					Install separated bikes lanes / shared use path along Main Avenue S between Allyn Frerichs Trail and Front Street.	**Mid-Term**	
					Review roadway lighting needs.	**Short-Term** to **Long-Range**	
					Install separated bikes lanes / shared use path along Main Avenue S between 26th Street S and Allyn Frerichs Trail.	**Long-Range**	
					Potential enforcement location for aggressive and speed-related driving, drug and alcohol-related driving, distracted driving, and primary and secondary seat belt laws through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
					Evaluate applicability of low-cost improvement elements for older drivers (e.g. oversized or supplemental signing).	**Short-Term** to **Long-Range**	
					8th St S & Main Ave S Intersection: Coordinate with specific projects identified in SPN intersection project #5 (**Table 22**).	**Short-Term** to **Long-Range**	
					12th St S to 20th St S: Evaluate the feasibility of implementing a speed zone.	**Short-Term** to **Long-Range**	
					Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, as traffic patterns evolve.	**Short-Term** to **Long-Range**	
					Install video camera detection at signalized intersections.	**Short-Term** to **Long-Range**	
					Consider road diet from an undivided 4-lane section to a 3-lane section with a center two-way left turn lane. Consider elements such as curb extensions, on-street bike lanes, on-street parking, RRFBs, pedestrian refuge islands, etc. Consider temporary road diet with pavement markings and bollards until future reconstruction.	**Long-Range**	
Q	**8th Street S** *(Main Avenue S to Medary Avenue S)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 1.6 • 5 ½-Year Total: 9 **All Crashes:** • Annual Average: 7.1 • 5 ½-Year Total: 39 **VRU Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1	**HIN:** • 8th St S: 7th Ave S to Medary Ave S (Tier 3) **SRN:** • 8th St S & Main Ave S (Tier 1) • 8th St S & Medary Ave S (Tier 2) • 8th St S & 7th Ave S (Tier 3) • 8th St S: 7th Ave S to Medary Ave S (Tier 3) **Engagement Feedback:** • Consider additional lanes • Westbound sight line issues at 8th St S & Main Ave S • Consider signal timing refinement for cycle lengths and yellow clearance intervals at 8th St S & Main Ave S • Consider roundabouts	Install separated bike lanes / shared use paths along 8th Street S.	**Short-Term**	8th Street S Separated Bike Lane (Optional Shared Use Path) *(8th St S: Main Ave S to 22nd Ave S)* **Short-Term**
					Evaluate use of dynamic feedback signs along 8th Street S.	**Short-Term** to **Mid-Term**	
					Consider additional traffic calming measures such as speed bumps, raised crosswalks, RRFBs, etc.	**Short-Term** to **Mid-Term**	
					Install video camera detection at signalized intersections.	**Short-Term** to **Long-Range**	
					Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, as traffic patterns evolve.	**Short-Term** to **Long-Range**	
					Potential enforcement location for aggressive and speed-related driving, distracted driving, and primary and secondary seat belt laws through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
					8th St S & Main Ave S Intersection: Coordinate with specific projects identified in SPN intersection project #5 (**Table 22**).	**Short-Term** to **Long-Range**	

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R	**5th Street S** *(7th Avenue S to 17th Avenue S)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 1.6 • 5 ½-Year Total: 9 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** • 5th St S: Medary Ave S to 17th Ave S (Tier 3) **SRN:** N/A **Engagement Feedback:** • Consider roundabouts • School traffic queues	Evaluate use of dynamic feedback signs along 5th Street S.	**Short-Term** to **Mid-Term**	5th Street S Separated Bike Lane (Optional Shared Use Path) *(5th St S: Medary Elementary School to Medary Ave S)* **Long-Range**
					Revise existing mid-block crosswalk near Medary Elementary School to meet MUTCD guidelines. Consider curb extensions, pedestrian and advanced warning signage, RRFBs, and other traffic calming mesures.	**Short-Term** to **Mid-Term**	
					Evaluate potential pedestrian crossing needs (additional crosswalks, RRFBs, raised crosswalks, etc.)	**Short-Term** to **Long-Range**	
					Install separated bikes lanes / shared use paths along 5th Street S between Medary Elementary School and Medary Avenue S.	**Long-Range**	
S	**Main Avenue S** *(8th Street S to Front Street)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 2.2 • 5 ½-Year Total: 12 **All Crashes:** • Annual Average: 9.1 • 5 ½-Year Total: 50 **VRU Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1	**HIN:** N/A **SRN:** • 8th St S & Main Ave S (Tier 1) • Main Ave S & 2nd St S (Tier 2) • Main Ave S: 8th St S to 5th St S (Tier 3) **Engagement Feedback:** • Consider streetscaping to match downtown feel between 1st St S and 2nd St S • Consider a road diet between 1st St S and 2nd St S • Westbound sight line issues at 8th St S & Main Ave S • Consider signal timing refinement for cycle lengths and yellow clearance intervals at 8th St S & Main Ave S • Front St intersection is difficult to navigate	Evaluate use of dynamic feedback signs along Main Avenue S.	**Short-Term** to **Mid-Term**	Main Avenue S Separated Bike Lanes (Optional Shared Use Path) *(Main Ave S: Allyn Frerichs Trail to Front St)* **Mid-Term**
					Install separated bikes lanes / shared use path along Main Avenue S between Allyn Frerichs Trail and Front Street.	**Mid-Term**	
					Explore potential ways to revise the offset 'T' intersection at Front St as opportunities arise.	**Short-Term** to **Long-Range**	
					Continue to optimize traffic signal timings, including yellow change intervals, left turn phasing, as traffic patterns evolve.	**Short-Term** to **Long-Range**	
					Install video camera detection at signalized intersections.	**Short-Term** to **Long-Range**	
					8th St S & Main Ave S Intersection: Coordinate with specific projects identified in SPN intersection project #5 (**Table 22**).	**Short-Term** to **Long-Range**	
					Evaluate applicability of low-cost improvement elements for older drivers (e.g. oversized or supplemental signing).	**Short-Term** to **Long-Range**	
					Potential enforcement location for drug and alcohol-related driving and distracted driving through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
					Evaluate road diet from an undivided 4-lane section to a 3-lane section with a center two-way left turn lane. Consider elements such as curb extensions, on-street bike lanes, on-street parking, RRFBs, pedestrian refuge islands, etc. Consider temporary road diet with pavement markings and bollards until future reconstruction.	**Long-Range**	

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T	**Moriarty Drive** *(22nd Avenue S to 15th Street S)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 1.5 • 5 ½-Year Total: 8 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** Tier 3 (≥3 SRN Crash Types) • Drug and Alcohol-Related Driving • Single Vehicle Crashes • City Street Crashes **Engagement Feedback:** N/A	Consider installation of dynamic feedback signs along Moriarty Drive at select locations.	**Short-Term** to **Long-Range**	N/A
					Review potential need for yield or stop control at intersections along the corridor (e.g., Moriarty Drive & Doral Drive, etc.).	**Short-Term** to **Long-Range**	
					Consider additional traffic calming measures such as speed bumps or tables, curb extensions, chicanes, RRFBs, etc.	**Short-Term** to **Long-Range**	
					Potential enforcement location for drug and alcohol-related driving through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
U	**3rd Street** *(Main Avenue to 22nd Avenue)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **Injury Crashes:** • Annual Average: 1.1 • 5 ½-Year Total: 6 **All Crashes:** • Annual Average: 6.7 • 5 ½-Year Total: 37 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** • 3rd St & Main Ave (Tier 2) • 3rd St & 5th Ave (Tier 3) **Engagement Feedback:** • Consider crosswalks, traffic calming measures, and/or all-way stop control at 5th Ave • Reduce crosswalk widths at Medary Ave & 3rd St • Improve education efforts on pedestrian scramble at Main Ave • Reconfigure corner curbs for a full pedestrian scramble phase at Main Ave • Continue to optimize signal timings at Main Ave • Consider roundabout at Medary Ave & 3rd St • Consider crosswalks at 5th Ave • Review turn lane needs at Medary Ave & 3rd St	Evaluate use of dynamic feedback signs along 3rd Street.	**Short-Term** to **Mid-Term**	3rd Street Separated Bike Lane (Optional Shared Use Path) *(3rd St: 3rd Ave to 22nd Ave)* **Mid-Term**
					Install separated bike lanes / shared use paths along 3rd Street.	**Mid-Term**	
					Evaluate pedestrian crossing needs along the 3rd Street corridor including additional crosswalks, pavement markings, signage, controlled crossing devices, etc.	**Short-Term** to **Long-Range**	
					Consider additional traffic calming measures such as speed bumps, curb extensions, chicanes, RRFBs, etc.	**Short-Term** to **Long-Range**	
					3rd St & Main Ave Intersection: Coordinate with specific projects identified in SPN intersection project #8 (**Table 22**).	**Short-Term** to **Long-Range**	
					3rd St & 5th Ave Intersection: Coordinate with specific projects identified in SPN intersection project #13 (**Table 22**).	**Short-Term** to **Long-Range**	
					Medary Ave & 3rd St Intersection: Coordinate with specific projects identified in SPN intersection project #13 (**Table 22**).	**Short-Term** to **Long-Range**	

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V	**I-29 Pedestrian Bridge (Illustrative)** *(25th Avenue to 32nd Avenue)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Provide pedestrian bridge over I-29 • Connect lower-income housing and SDSU students to industrial parks • Connect east of I-29 to SDSU Campus and Sexauer Park Trail • Connect bike path along 32nd Ave to SDSU • Connect SDSU and research park to future housing north of and to retail in Marketplace development	Evaluate feasibility and take planning actions for a potential I-29 pedestrian bridge. Consider connectivity benefits and costs compared to planned shared use connections via US14 Bypass / 18th Street, 22nd Avenue, and 32nd Avenue.	**Long-Range**	Illustrative I-29 Shared Use Path Crossing *(Allyn Frerichs Trails Extension)* **Long-Range (Illustrative)**
W	**Lark Spur Ridge Drive** *(Dean Court to 26th Street S)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Consider speed bumps and additional traffic calming • Add pedestrian crosswalks Including near the walking path to the school • Vehicle speeds and children crossing the street • Add flashing sign for pedestrians at a potential crosswalk	Add high visibility pedestrian crosswalk markings at crosswalk to Dakota Prairie Elementary School.	**Short-Term** to **Mid-Term**	N/A
					Add school crosswalk signage and advance warning signage.	**Short-Term** to **Mid-Term**	
					Evaluate implementation of school speed zone.	**Short-Term** to **Mid-Term**	
					Consider temporary or permanent curb extensions.	**Short-Term** to **Mid-Term**	
					20th St S & Larkspur Ridge Dr Intersection: Coordinate with specific projects identified in SPN intersection project #14 (**Table 22**).	**Short-Term** to **Long-Range**	
X	**22nd Avenue** *(Eastbrook Drive to US14 / 6th Street)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 2.9 • 5 ½-Year Total: 16 **All Crashes:** • Annual Average: 14.0 • 5 ½-Year Total: 77 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** • US14 / 6th St & 22nd Ave (Tier 2) **SRN:** • US14 / 6th St & 22nd Ave (Tier 1) • 22nd Ave & Eastbrook Dr (Tier 2) **Engagement Feedback:** • Crossing safety concerns for pedestrians at 22nd Ave & Minnesota Dr • Improve crossing opportunities along 22nd Ave to Larson Park • Safety concerns at 22nd Ave & Eastbrook Dr • Northeast corner curb at Minnesota Dr intersection	Evaluate use of dynamic speed feedback signs along 22nd Avenue to calm vehicle speeds.	**Short-Term**	N/A
					Evaluate the feasibility of retrofitting a hybrid raised median within the existing center two-way left-turn lane along the 22nd Avenue approaches to improve access management within the intersection functional area.	**Short-Term** to **Long-Range**	
					22nd Ave & Eastbrook Dr Intersection: Coordinate with specific projects identified in SPN intersection project #9 (**Table 22**).	**Short-Term** to **Long-Range**	
					22nd Ave & Olwien St Intersection: Consider installing a PHB on north approach if/when a signal is added to Eastbrook Drive and the existing signal is removed at Olwien Street. If installed, include a pedestrian refuge island.	**Short-Term** to **Long-Range**	
					22nd Ave & Minnesota Dr Intersection: Add high visibility pedestrian crosswalk pavement markings on north approach. Add crosswalk signage and advance warning signage. Add PHB. Evaluate revised northeast corner curb geometrics.	**Short-Term** to **Long-Range**	

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Y	**Medary Avenue** *(US14 / 6th Street to 8th Street)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 0.6 • 5 ½-Year Total: 3 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Add crosswalks at Medary Ave & 7th St • Consider crosswalk consolidation • Improve lighting • Consider roundabout and traffic calming measures at Medary Ave & 8th St • Provide additional crossing opportunities • Rear-end close calls at Medary Ave & 7th St	Evaluate use of dynamic feedback signs along Medary Avenue.	**Short-Term** to **Mid-Term**	Illustrative Medary Avenue Road Diet *(Medary Ave: US14 / 6th St to 8th St)* **Long-Range (Illustrative)** Medary Avenue Separated Bike Lanes / Shared Use Path *(Medary Ave: Allyn Frerichs Trail to US14B/ 18th St)* **Long-Range**
					Medary Ave & 7th St Intersection: Add high visibility pedestrian crosswalk markings. Add crosswalk signage with RRFB and advanced warning signage. Add 'Yield Here to Pedestrians' sign and yield pavement markings. Coordinate with potential road diet project.	**Short-Term** to **Mid-Term**	
					Consider road diet from an undivided 4-lane section to a 3-lane section with a center two-way left turn lane. Consider elements such as curb extensions, on-street bike lanes, on-street parking, RRFBs, pedestrian refuge islands, etc. Consider temporary road diet with pavement markings and bollards until reconstruction occurs.	**Long-Range**	
					Review roadway lighting needs.	**Short-Term** to **Long-Range**	
					Medary Ave & 8th St Intersection: Coordinate with specific projects identified in SPN intersection project #16 (**Table 22**).	**Short-Term** to **Long-Range**	
					Install separated bike lanes / shared use paths along Medary Avenue.	**Long-Range**	
Z	**Western Avenue** *(Patriot Pass to US14 / 6th Street)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **All Crashes:** • Annual Average: 0.7 • 5 ½-Year Total: 4 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Sidewalk on Western Ave north of 8th St for pedestrian traffic • Add sidewalks • More pedestrian paths around Western and Veteran's Memorial Park	Consider installing sidewalk or additional pedestrian facilities on Western Avenue north of US14 / 6th Street.	**Short-Term** to **Long-Range**	N/A
					Consider road diet from an undivided 4-lane section to a 3-lane section with a center two-way left turn lane. Consider elements such as curb extensions, on-street bike lanes, on-street parking, RRFBs, pedestrian refuge islands, etc. Consider temporary road diet with pavement markings and bollards until reconstruction occurs.	**Long-Range**	
AA	**8th Street** *(Western Avenue to Medary Avenue)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **All Crashes:** • Annual Average: 2.9 • 5 ½-Year Total: 16 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Add crosswalks • Consider roundabout and traffic calming measures at Medary Ave & 8th St	**Medary Ave & 8th St Intersection:** Coordinate with specific projects identified in SPN intersection project #16 (**Table 22**).	**Short-Term** to **Long-Range**	N/A
					Evaluate crosswalk needs along corridor. Consider additional crosswalk locations and controlled crossing devices.	**Short-Term** to **Long-Range**	
					Consider additional traffic calming measures such as speed bumps, curb extensions, chicanes, RRFBs, etc.	**Short-Term** to **Long-Range**	

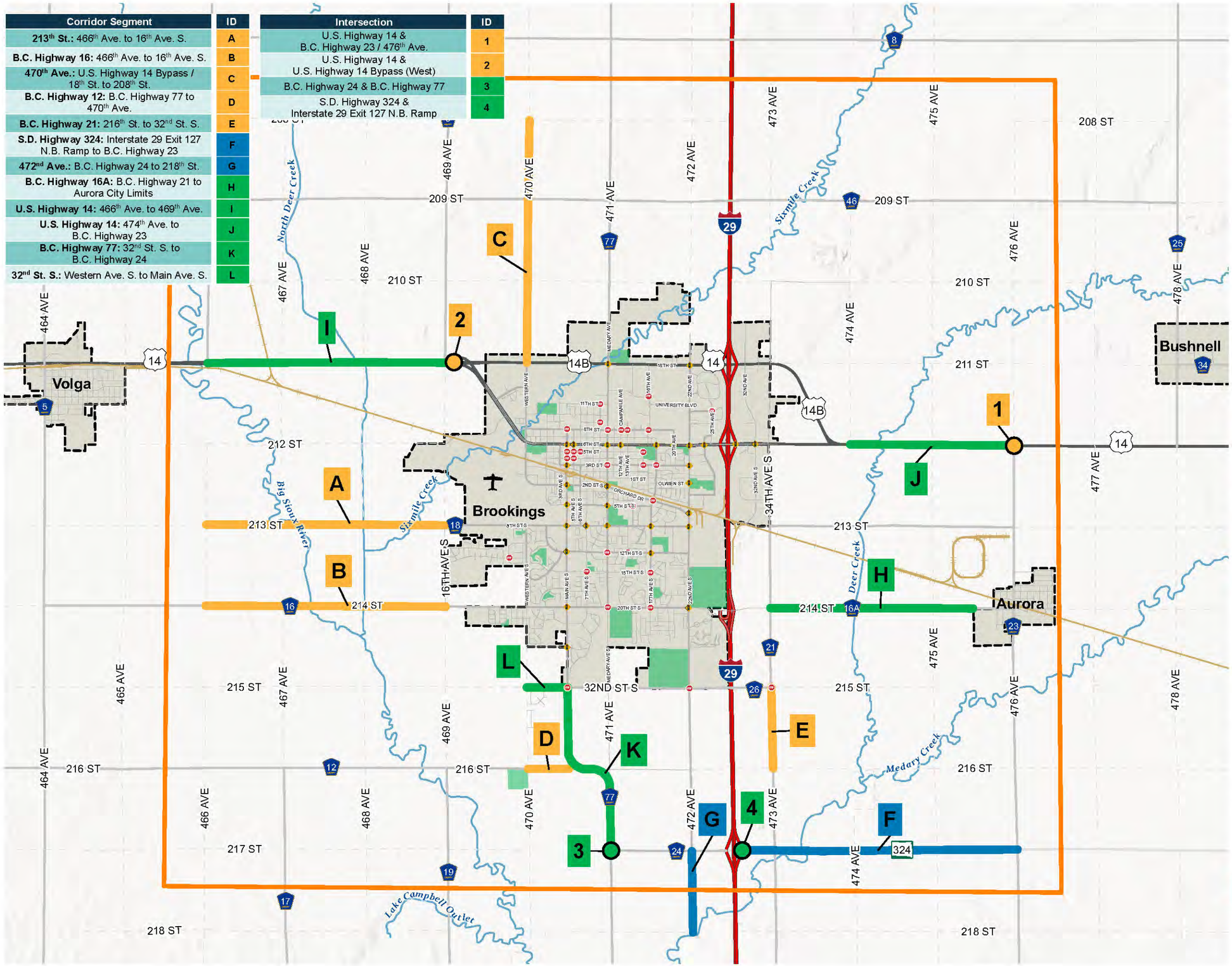
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BB	**Summit Pass** *(16th Avenue S to Western Avenue S)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **All Crashes:** • Annual Average: 0.2 • 5 ½-Year Total: 1 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Manage speeds and calm traffic	Evaluate use of dynamic feedback signs along Summit Pass.	**Short-Term** to **Mid-Term**	Illustrative Summit Pass Road Diet *(Summit Pass: 16th Ave S to Western Ave S)* **Long-Range**
					Consider additional traffic calming measures such as speed bumps, curb extensions, chicanes, RRFBs, etc.	**Short-Term** to **Long-Range**	
					Consider illustrative road diet project to narrow lanes, reduce crosswalk lengths, add more pedestrian features, and calm speeds. Consider elements such as curb extensions, on-street bike lanes, on-street parking, RRFBs, pedestrian refuge islands, etc. Consider temporary road diet with pavement markings and bollards until reconstruction occurs.	**Long-Range**	
CC	**15th Street S** *(Medary Avenue S to 17th Avenue S)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **All Crashes:** • Annual Average: 0.9 • 5 ½-Year Total: 5 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Add north/south crosswalk at 15th St S & Christine Ave • Consider all-way stop-control or signalization • Provide controlled pedestrian crosswalk for schoolchildren with signs, devices, and/or flashing elements • Improve crosswalk visibility • Intersections are very wide	Evaluate use of dynamic feedback signs along 15th Street S.	**Short-Term** to **Mid-Term**	15th Street S Separated Bikes Lanes (Optional Shared Use Path) *(15th St S: Medary Ave S to 17th Ave S)* **Long-Range** Illustrative 15th Street S Road Diet *(15th St S: Medary Ave S to 17th Ave S)* **Long-Range (Illustrative)**
					Medary Ave & 15th St S Intersection: Coordinate with specific projects identified in SPN intersection project #10 (**Table 22**).	**Short-Term** to **Long-Range**	
					15th St S & Christine Ave Intersection: Add high visibility pedestrian crosswalk pavement markings on all approaches. Add school crosswalk signage with RRFB and advance warning signage. Add 'Yield Here to Pedestrians' sign and yield pavement markings. Add curb extensions. Maintain School Zone 15 mph speed limit at designated times.	**Short-Term** to **Long-Range**	
					Consider additional traffic calming measures such as speed bumps, curb extensions, chicanes, RRFBs, additional mid-block crosswalks, temporary pedestrian crossing signage, etc.	**Short-Term** to **Long-Range**	
					Potential enforcement location for aggressive and speed-related driving through high visibility (HVE), nighttime, and sustained enforcement.	**Short-Term** to **Long-Range**	
					Install separated bike lanes / shared use path along 15th Street S.	**Long-Range**	
					Consider illustrative road diet project to narrow lanes, reduce crosswalk lengths, add more pedestrian features, and calm speeds. Consider elements such as curb extensions, on-street bike lanes, on-street parking, RRFBs, pedestrian refuge islands, etc. Consider temporary road diet with pavement markings and bollards until reconstruction occurs.	**Long-Range**	

INDEX	CORRIDOR SEGMENT	SPN PRIORITY TIER	SAFETY BASELINE (JAN. 2019 – JUNE 2024)	HIN, SRN, & ENGAGEMENT FEEDBACK	PROJECTS & STRATEGIES	TIMEFRAME	RELATED BATP PROJECTS
DD	**Western Avenue** *(8th Street S to 26th Street S)*	**Tier 3 - Low**	**Fatal and Serious Injury Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0 **Injury Crashes:** • Annual Average: 0.4 • 5 ½-Year Total: 2 **All Crashes:** • Annual Average: 1.3 • 5 ½-Year Total: 7 **VRU Crashes:** • Annual Average: 0.0 • 5 ½-Year Total: 0	**HIN:** N/A **SRN:** N/A **Engagement Feedback:** • Pave Western Avenue • Improve roadway lighting • Provide pedestrian/bicyclist facilities	**Trail Ridge Rd to 26th St S:** Pave Western Avenue south to current city limits.	**Mid-Term**	Western Avenue Pavement Project *(Western Ave: Trail Ridge Rd to 26th St S)* **Mid-Term** Western Avenue Separated Bikes Lanes (Optional Shared Use Path) *(Western Ave: 8th St S to 32nd St S)* **Long-Range**
					Western Ave & 8th St S Intersection: Consider a roundabout configuration at this intersection in lieu of two-way stop-control if feasible.	**Mid-Term** to **Long-Range**	
					Western Ave & Summit Pass Intersection: Consider a roundabout configuration at this intersection in lieu of two-way stop-control if feasible.	**Mid-Term** to **Long-Range**	
					Western Ave & Trail Ridge Rd Intersection: Consider a roundabout configuration at this intersection in lieu of two-way stop-control if feasible.	**Mid-Term** to **Long-Range**	
					Western Ave & 20th St S Intersection: Consider a roundabout configuration at this intersection in lieu of two-way stop-control if feasible.	**Mid-Term** to **Long-Range**	

Short-Term (<2031) **Mid-Term (2031-2040)** **Long-Range (2041+)**

Corridor Segment	ID
213th St.: 466th Ave. to 16th Ave. S.	A
B.C. Highway 16: 466th Ave. to 16th Ave. S.	B
470th Ave.: U.S. Highway 14 Bypass / 18th St. to 208th St.	C
B.C. Highway 12: B.C. Highway 77 to 470th Ave.	D
B.C. Highway 21: 216th St. to 32nd St. S.	E
S.D. Highway 324: Interstate 29 Exit 127 N.B. Ramp to B.C. Highway 23	F
472nd Ave.: B.C. Highway 24 to 218th St.	G
B.C. Highway 16A: B.C. Highway 21 to Aurora City Limits	H
U.S. Highway 14: 466th Ave. to 469th Ave.	I
U.S. Highway 14: 474th Ave. to B.C. Highway 23	J
B.C. Highway 77: 32nd St. S. to B.C. Highway 24	K
32nd St. S.: Western Ave. S. to Main Ave. S.	L

Intersection	ID
U.S. Highway 14 & B.C. Highway 23 / 476th Ave.	1
U.S. Highway 14 & U.S. Highway 14 Bypass (West)	2
B.C. Highway 24 & B.C. Highway 77	3
S.D. Highway 324 & Interstate 29 Exit 127 N.B. Ramp	4



Safety Priority Network (Brookings Growth Areas)

- Study Area
- 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 - Growth Areas

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 locations that were identified in the High Injury Network (HIN), Systemic Risk Network (SRN), and/or through public feedback. SPN intersections and corridor segments are compiled in the Brookings Area Safety Action Plan (SAP) as potential safety improvement project locations in future Brookings growth areas or by agency partners.

0 2 Miles

Figure 59

HDR BROOKINGS AREA SAFETY ACTION PLAN

Table 26: Recommended Future SPN Intersection Safety Improvement Locations (Future Brookings Growth Areas)

INDEX	INTERSECTION	SPN PRIORITY TIER
1	US14 & BC Hwy 23 / 476th Avenue	Tier 1 - High
2	US14 & US14 Bypass (West)	Tier 1 - High
3	BC Hwy 77 & BC Hwy 24	Tier 3 - Low
4	SD324 & I-29 Exit 127 NB RTI	Tier 3 - Low

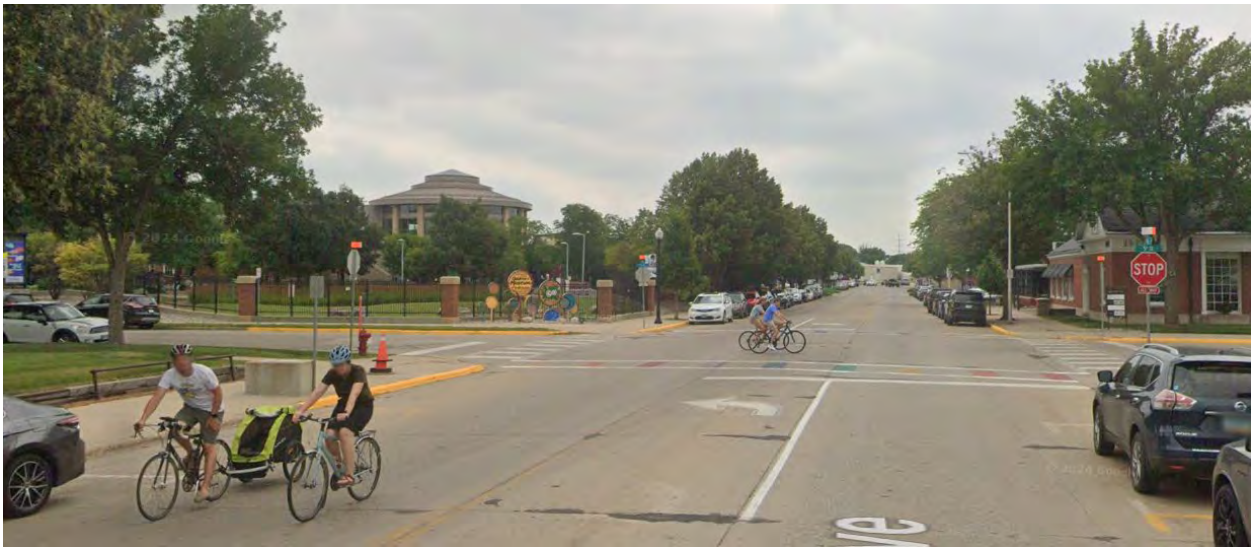
Table 27: Recommended Future SPN Corridor Segments Safety Improvement Projects (Future Brookings Growth Areas)

INDEX	CORRIDOR SEGMENT	SPN PRIORITY TIER
A	**213th Street:** 466th Avenue to 16th Avenue S	Tier 1 - High
B	**BC Hwy 16:** BC Hwy 7 to 469th Avenue	Tier 1 - High
C	**470th Avenue:** US14 Bypass / 18th Street to 208th Street	Tier 1 - High
D	**BC Hwy 12:** BC Hwy 77 to 470th Avenue	Tier 1 - High
E	**BC Hwy 21:** 216th Street to 32nd Street S	Tier 1 - High
F	**SD324:** I-29 Exit 127 NB RTI to BC Hwy 23	Tier 2 - Medium
G	**472nd Avenue:** BC Hwy 24 to 218th Street	Tier 2 - Medium
H	**BC Hwy 16A:** BC Hwy 21 to Aurora City Limits	Tier 3 - Low
I	**US14:** 466th Avenue to 469th Avenue	Tier 3 - Low
J	**US14:** 474th Avenue to BC Hwy 23	Tier 3 - Low
K	**BC Hwy 77:** 32nd Street S to BC Hwy 24	Tier 3 - Low
L	**32nd Street S:** Western Avenue S to Main Avenue S	Tier 3 - Low

8.2 Brookings Area Transportation Plan Bicycle & Pedestrian Plan Projects

In addition to the SPN projects, recommended Brookings Area Transportation Plan (BATP) bicycle and pedestrian projects from the BATP Bicycle & Pedestrian Plan are summarized in the following pages. These projects represent community wide opportunities to bolster safety for vulnerable road users (VRU) in a data-based and proactive manner.

Figure 60 shows proposed locations for shared use paths, shared lanes, and bikeways zoomed into the city and proposed locations for these crossing improvements. Similarly, **Table 28** summarizes the City of Brookings focused-multimodal facility recommendations and **Table 29** denotes regional multimodal facility recommendations. **Table 30** describes the recommended improvements at each proposed crossing location. Locations for multimodal facility and crossing improvements were identified by the City of Brookings, the public, and analysis of key crossing locations along the bicycle and pedestrian network.



5th Avenue & 5th Street

Bicycle and Pedestrian Network Plan (City Focus)

- 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

Brookings

Future multimodal connection options to City of Volga

Future multimodal connection options to City of Aurora

0 1 Miles

Figure 60

HDR BROOKINGS AREA SAFETY ACTION PLAN

Table 28: Bicycle and Pedestrian Project Recommendations (Within City Limits)

ROAD NAME	FROM (WEST/NORTH)	TO (EAST/SOUTH)	FACILITY TYPE	AADT	SPEED (MPH)	LENGTH (MILES)
North Brookings Area						
Trail Loop – North Segment	US14 / 6th St	32nd Ave	Shared Use Path	n/a	n/a	3.2
US14 Bypass / 18th Street	US14 / 6th St	34th Ave	Shared Use Path	3,000 – 10,800	45 – 55	3.9
22nd Avenue	US14 / 6th St	US14B / 18th St	Shared Use Path	6,600 – 10,170	35	1.0
Central Brookings Area						
I-29 Pedestrian Crossing	22nd Ave	32nd Ave	Shared Use Path	n/a	n/a	0.7
8th Street	Western Ave	Medary Ave	Shared Use Path	1,900 – 3,500	25	1.0
8th Street	Medary Ave	Jackrabbit Ave	Separated Bike Lane (Opt. Shared Use Path)	4,300 – 4,500	25	0.5
US14 / 6th Street	US14 / US14B / 18th St	Main Ave	Shared Use Path	4,000 – 5,700	30 – 65	1.8 – 4.5
US14 / 6th Street	Medary Ave	34th Ave	Shared Use Path	5,300 – 16,300	30 – 35	2.0
5th Street	5th Ave	Hillcrest Park	Separated Bike Lane (Opt. Shared Use Path)	800	25	0.9
3rd Street	3rd Ave	22nd Ave	Separated Bike Lane (Opt. Shared Use Path) *Requires gutter pan replacement	1,300 – 4,300	25	1.6
1st Street	12th Ave	16th Ave	Shared Lane	Low	25	0.3
Olwien Street	16th Ave	22nd Ave	Shared Lane	1,000	25	0.5
Trail Loop – Railroad Segment	6th Ave	Allyn Frerichs Trail	Shared Use Path	n/a	n/a	1.8
Western Avenue / 2nd Street S	Railroad	Medary Ave S	Separated Bike Lane (Opt. Shared Use Path)	2,600 – 4,800	25 – 35	1.3
Orchard Drive	Medary Ave S	22nd Ave S	Separated Bike Lane (Opt. Shared Use Path)	3,200 – 3,800	25	1.0
Division Avenue / 5th Street S	2nd St S	Main Ave S	Separated Bike Lane (Opt. Shared Use Path)	700	25	0.5
5th Street S	Main Ave S	Medary Ave S	Separated Bike Lane (Opt. Shared Use Path)	1,200	25	0.5
3M Access Trail	3M Entrance	Allyn Frerichs Trail East	Separated Bike Lane (Opt. Shared Use Path)	n/a	n/a	0.2
8th Street S	Main Ave S	22nd Ave S	Separated Bike Lane (Opt. Shared Use Path)	6,300 – 10,000	35	1.5
12th Street S	7th Ave S	17th Ave S	Shared Lanes	2,100 – 2,300	25	0.8
15th Street S	Main Ave S	22nd Ave S	Separated Bike Lane (Opt. Shared Use Path)	2,000	25	1.5
16th Avenue S	8th St S	20th St S	Shared Use Path	Low	35	1.0
Western Avenue S	8th St S	26th St S	Separated Bike Lane (Opt. Shared Use Path)	200 – 2,000	35	1.5

ROAD NAME	FROM (WEST/NORTH)	TO (EAST/SOUTH)	FACILITY TYPE	AADT	SPEED (MPH)	LENGTH (MILES)
Main Avenue	8th St	US14 / 6th St	Standard Bike Lane	2,500	25	0.2
Main Avenue	3rd St	12th St S	Separated Bike Lane (Opt. Shared Use Path)	11,700 – 13,300	25 – 35	1.1
Main Avenue S	Allyn Frerichs Trail	26th St S	Separated Bike Lane (Opt. Shared Use Path)	6,000	35	1.0
6th Avenue	3rd St	5th St S	Shared Lane	900	25	0.5
7th Avenue S	5th St S	8th St S	Share Lanee	n/a	25	0.3
7th Avenue S	12th St S	20th St S	Shared Lane	n/a	25	0.7
Medary Avenue	North of US14B / 18th St	Allyn Frerichs Trail	Separated Bike Lane (Opt. Shared Use Path)	2,200 – 10,000	25 – 35	2.5
12th Avenue	3rd St	Orchard Dr	Shared Lane	1,000	25	0.3
Campanile / 13th Avenue	8th St	1st St	Shared Lane	1,000	25	0.6
16th Avenue	Derdall Dr	Orchard Dr	Shared Lane	Low	25	0.4
Jackrabbit Avenue	8th St	US14 / 6th St	Shared Lane	3,600	25	0.2
Hillcrest Park Trail	US14 / 6th St	5th St	Shared Use Path	n/a	n/a	0.1
17th Avenue	US14 / 6th St	24th St S	Separated Bike Lane (Opt. Shared Use Path)	2,000 – 6,500	25	2.4
HyVee / Lewis Frontage Road	Orchard Dr	Lewis	Separated Bike Lane (Opt. Shared Use Path)	500 – 1,000	25	0.3
Christine Avenue	15th St S	20th St S	Shared Lane	n/a	25	0.5
Elm Avenue	Orchard Dr	8th St S	Shared Lane	n/a	25	0.4
Birch Avenue	Orchard Dr	Forest St	Shared Lane	n/a	25	0.1
Forest Street	Medary Ave S	Elm Ave	Shared Lane	n/a	25	0.3
Avalon Circle	24th St S	Allyn Frerichs Trail	Separated Bike Lane (Opt. Shared Use Path)	n/a	25	0.2
Downtown Brookings Area						
5th Street	Pioneer Park	5th Ave	Shared Lane	800 – 1,500	25	0.3
3rd Avenue	US14 / 6th St	3rd St	Separated Bike Lane (Opt. Shared Use Path) *Consider 20 mph posted speed limit	5,300	25	0.3
Main Avenue	US14 / 6th St	3rd St	Standard Bike Lane (with Front-Out Angle Parking) *Consider 20 mph posted speed limit	4,900	25	0.3
5th Avenue	US14 / 6th St	3rd St	Separated Bike Lane (Opt. Shared Use Path) *Consider 20 mph posted speed limit	3,500	25	0.3

ROAD NAME	FROM (WEST/NORTH)	TO (EAST/SOUTH)	FACILITY TYPE	AADT	SPEED (MPH)	LENGTH (MILES)
East Brookings Area						
32nd Avenue	US14B / 18th St	½ mile south of US14B / 18th St	Shared Use Path	2,300	25	0.5
South Brookings Area						
Trail Loop – West Airport Segment	Railroad	8th St S	Shared Use Path	n/a	n/a	1.7
8th Street S	16th Ave S	Onaka Tr	Shared Use Path	700 – 4,000	35	1.1
20th Street S	16th Ave S	Rio Grande Ave	Shared Use Path	1,400	35	0.7
26th Street S	Dakota Prairie Elementary School	Main Ave S	Shared Use Path	Low	25	0.2
32nd Street S	Maple Dr	Medary Ave S	Shared Use Path	600	55	0.7
22nd Avenue S	26th St S	32nd St S	Separated Bike Lane (Opt. Shared Use Path)	2,900	35	0.5

Table 29: Bicycle and Pedestrian Project Recommendations (Outside of City Limits)

ROAD NAME	FROM (WEST/NORTH)	TO (EAST/SOUTH)	FACILITY TYPE	AADT	SPEED (MPH)	LENGTH (MILES)
Northern Study Area						
US14 (Volga Trail Option)	BC Hwy 7	US14B / 18th St	Shared Use Path	9,200	65	3.1
US14 Railroad Trail (Volga Trail Option)	BC Hwy 7	469th Ave	Shared Use Path	n/a	n/a	3.1
Eastern Study Area						
US14 Bypass	34th Ave	US14	Shared Use Path	3,000	65	1.3
US14	34th Ave	BC Hwy 23	Shared Use Path	5,500	55 – 65	3.0
Railroad Trail (Auora Trail Option)	Allyn Frerichs Trail East	Broadway Ave	Shared Use Path	n/a	n/a	3.6
BC Hwy 16A (Aurora Trail Option)	BC Hwy 21	Broadway Ave	Shared Use Path	200 – 1,000	45	3.0
Southern Study Area						
215th Street (Lake Sanai Trail)	466th Ave	Maple Dr	Shared Use Path	1.000	35	4.4
468th Avenue (Lake Campbell Trail)	215th St	217th St	Shared Use Path	Low	35	2.0
469th Avenue	BC Hwy 16	215th St	Shared Use Path	Low	35	1.0
472nd Avenue	BC Hwy 26	BC Hwy 24	Separated Bike Lane (Opt. Shared Use Path)	2,000	55	2.0

Table 30: Key Pedestrian Crossing Improvements

ID	RECOMMENDATIONS	ROAD NAMES	NO. OF LANES	SPEED (MPH)	DAILY VOLUME (VEH/DAY)
1	Add high visibility crosswalk markings on all approaches. Add crosswalk signage on east and west approaches. Add "Yield Here to Pedestrians" sign and yield pavement markings. Consider addition of RRFBs. Consider curb extensions where there is on-street parking. Consider option of a traffic circle.	8th Street & 8th Avenue	2 and 2	25 and 25	2,355 and Unknown
2	Add high visibility crosswalk markings on all approaches. Add crosswalk signage on east and west approaches. Add "Yield Here to Pedestrians" sign and yield pavement markings. Consider addition of RRFBs. Consider curb extensions where there is on-street parking. Consider option of a traffic circle.	8th Street & 9th Avenue	2 and 2	25 and 25	2,355 and Unknown
3	Add high visibility crosswalk markings. Add crosswalk signage with RRFB and advance warning signage. Add "Yield Here to Pedestrians" sign and yield pavement markings. Consider option of PHB.	Near McCrory Garden Entrance & 22nd Avenue	2 and 3	N/A and 35	10,170
4	Add high visibility crosswalk markings. Considering adding crosswalk signage with RRFB and advance warning signage. Add "Yield Here to Pedestrians" sign and yield pavement markings. Consider option of PHB. Consider option of a road diet on Medary Avenue.	7th Street & Medary Avenue	2 and 4	25 and 25	Unknown and 5,905
5	Evaluate options for a traffic signal, including pedestrian crossings and signals, or multilane roundabout, including pedestrian crossings and refuges in the splitter islands. RRFBs or PHBs may be added to pedestrian crossings on roundabouts.	6th Street & Western Avenue	6 and 5	30 and 35	5,188 and 4,080
6	Add PHB with pedestrian refuge island on east approach. Include high visibility crosswalk markings and advance warning signage.	6th Street & Henry Avenue	5 and 2	30 and 25	5,188 and Unknown
7	Add high visibility crosswalk markings. Add crosswalk signage and advance warning signage. Add "Yield Here to Pedestrians" sign and yield pavement markings. Consider RRFB or PHB depending upon build-out timeframe. Consider roundabout.	22nd Avenue & University Boulevard	3 and 2	35 and 35	6,600 and 6,100

ID	RECOMMENDATIONS	ROAD NAMES	NO. OF LANES	SPEED (MPH)	DAILY VOLUME (VEH/DAY)
8	Add PHB on east approach with high visibility crosswalk markings and advance warning signage.	6th Street & 7th Avenue	5 and 2	30 and 25	11,225 and 605
9	Relocate or remove existing PHB at Hillcrest Aquatic Center.	6th Street	5	30	15,665
10	Consider as an alternative to existing PHB at Hillcrest Aquatic Center. Add PHB with pedestrian refuge island on east approach. Include high visibility crosswalk markings, crosswalk signage, and advance warning signage.	6th Street & 14th Avenue	5 and 2	30 and 25	15,665 and Unknown
11	Consider as an alternative to existing PHB at Hillcrest Aquatic Center. Add PHB with pedestrian refuge island on east approach. Include high visibility crosswalk markings, crosswalk signage, and advance warning signage.	6th Street & Jackrabbit Avenue	5 and 2	30 and 25	15,665 and Unknown
12	Add high visibility crosswalk markings on north approach. Add crosswalk signage and advance warning signage. Add PHB. Consider addition of pedestrian refuge island.	Minnesota Drive & 22nd Avenue	2-3 and 5	25 and 35	Unknown & 14,030
13	Add curb extensions on all approaches with on-street parking. Add high visibility crosswalk marking on north and south approaches, maintain on east and west approaches. Add "Yield Here to Pedestrians" sign and yield pavement markings. Add crosswalk signage on 3rd Avenue. Consider addition of RRFB. Consider option of a traffic circle/roundabout.	5th Street & 3rd Avenue	2 and 3	25 and 25	Unknown and 4,700
14	Add high visibility crosswalk markings. Add curb extensions. Consider traffic circle/roundabout.	5th Street & 5th Avenue	2 and 3	25 and 25	Unknown and 3,110
15	Add high visibility crosswalk markings on all approaches. Add crosswalk signage on Medary Avenue with RRFBs. Add curb extensions on 5th Street. Consider PHB or traffic circle/roundabout.	5th Street & Medary Avenue	2 and 3	25 and 25	Unknown and 8,185
16	Add curb extensions on all approaches with on-street parking. Add high visibility crosswalk marking on north and south approaches, maintain on east and west approaches. Add "Yield Here to Pedestrians" sign and yield pavement markings. Add crosswalk signage on 3rd Avenue. Consider addition of RRFB.	4th Street & 3rd Avenue	2 and 3	25 and 25	745 and 4,700

ID	RECOMMENDATIONS	ROAD NAMES	NO. OF LANES	SPEED (MPH)	DAILY VOLUME (VEH/DAY)
17	Upgrade to full pedestrian scramble using an exclusive pedestrian phase timed for diagonal crossing. Also allow pedestrian crossing concurrent with parallel traffic. Maintain high visibility crosswalks on all approaches. Add diagonal crosswalks through intersection and break through landscaping. Add signage explaining scramble. Continue to refine signal timings as traffic patterns evolve.	3rd Street & Main Avenue	2 and 2	25 and 25	3,045 and 11,880
18	Add high visibility crosswalk markings on east approach. Add crosswalk signage with RRFB and advance warning signage. Add "Yield Here to Pedestrians" sign and yield pavement markings. Consider curb extensions where there is on-street parking. Consider four-way stop or traffic circle/roundabout.	3rd Street & 5th Avenue	2 and 3	25 and 25	3,045 and 3,110
19	Add pedestrian signals on north/south crossings. Upgrade to accessible pedestrian signals with audible and vibrotactile indicators. Consider reconfigured intersection.	2nd Street S/Orchard Drive & Medary Avenue S	3 and 3	25 and 25	3, 085 and 8,905
20	Evaluate option to convert to a PHB with a pedestrian refuge island on north approach. Maintain high visibility crosswalk.	Olwien Street & 22nd Avenue S	2 and 5	25 and 35	Unknown and 14,770
21	Evaluate need for signal or PHB.	Eastbrook Drive & 22nd Avenue S	3 and 5	25 and 35	1,435 and 14,770
22	Evaluate need for additional crossing near high school track and ball fields along Mdary Avenue. Add high visibility crosswalk markings. Add school crosswalk signage with RRFB and advance warning signage. Add "Yield Here to Pedestrians" sign and yield pavement markings. Add pedestrian refuge island.	Near High School Track & Medary Avenue	N/A and 3	25	5,900
23	Evaluate crossing needs by high school. Potential additions include: high visibility crosswalk markings, school crosswalk signage with RRFB and advance warning signage, and "Yield Here to Pedestrians" signs and yield pavement markings. Add pedestrian refuge islands where left turn lanes are not needed. Add School Zone 15 mph speed limit at designated times. Consider option of PHBs.	8th Street S and Roberts, Christine, and Elm Avenues and Heritage Drive	3 and 2	35 and 25	8,590 and Unknown

ID	RECOMMENDATIONS	ROAD NAMES	NO. OF LANES	SPEED (MPH)	DAILY VOLUME (VEH/DAY)
24	Evaluate crossing needs by middle school. Potential additions include: high visibility crosswalk markings, school crosswalk signage with RRFB and advance warning signage, and "Yield Here to Pedestrians" signs and yield pavement markings.	12th Street S & TBD by Mickelson Middle School	2	25	3,005
25	Add "Yield Here to Pedestrians" sign and yield pavement markings. Extend School Zone speed limit east of this intersection.	12th Street S & Southland Lane	2 and 2	25 and 25	3,005 and Unknown
26	Add high visibility crosswalk on either north or south approach. Add crosswalk signage and advance warning signage. Add PHBs. Consider option of Main Avenue road diet.	15th Street S & Main Avenue S	2 and 5	25 and 35	Unknown and 8,665
27	Add high visibility crosswalk on all approaches. Add school crosswalk signage with RRFB and advance warning signage. Add "Yield Here to Pedestrians" sign and yield pavement markings. Add curb extensions. Maintain School Zone 15 mph speed limit at designated times.	15th Street S & Christine Ave	2 and 2	25 and 25	Unknown
28	Add high visibility crosswalk markings, install crosswalk signage on both sides of road, facing both directions, change to school crosswalk signage with RRFBs and advance warning sign. Add "Yield Here to Pedestrians" sign and yield pavement markings. Consider option for advanced flashing warning beacons and PHB instead of RRFBs.	W 20th Street S & Larkspur Ridge Drive / Half Moon Road	3 and 2	35 and 25	3,070 and Unknown
29	Add high visibility crosswalk markings, install crosswalk signage on both sides of road, facing both directions, with RRFBs and advance warning signage. Add "Yield Here to Pedestrians" sign and yield pavement markings. Consider option of PHBs.	20th Street S & Soccer Park	3	35	4,400
30	Add high visibility crosswalk markings, install crosswalk signage on both sides of road, facing both directions, with RRFBs and advance warning signage. Add "Yield Here to Pedestrians" sign and yield pavement markings. Consider option of PHBs.	20th Street S & Tanbury Lane	4 and 2	35 and 25	4,440 and Unknown
31	Maintain high visibility crosswalk markings. Consider roundabout. Consider raised crosswalks. Consider extending existing raised median (to the north) to the intersection approach.	20th Street S & 17th Avenue S	3 and 2	35 and 25	4,440 and 1,700

ID	RECOMMENDATIONS	ROAD NAMES	NO. OF LANES	SPEED (MPH)	DAILY VOLUME (VEH/DAY)
32	Add crosswalk signage and advance warning signage. Add lighting.	Trail Crossing & Medary Ave S	Trail and 2 (gravel)	35	240
33	Add high visibility crosswalk markings. Add school crosswalk signage and advance warning signage. Consider option of curb extensions.	Trail Crossing & Lakespur Ridge Drive	Trail and 2	25	Unknown
34	Revise existing mid-block crossing to meet MUTCD guidelines. Explore another location with new Medary Elementary School configuration. Add high visibility crosswalk marking to a new location. Add advancing warning signage. Consider curb extensions and an RRFB.	5th St S & Medary Elementary School	2	25	Low
35	Implement high visibility crosswalk upgrades for the adjacent shared use path.	17th Ave & Dakota St	2 and 2	25	4,900 and Unknown
36	Maintain high visibility crosswalks. Monitor traffic and safety records with respect to all-way stop control warrants and consider engineering judgement criteria. Consider RRFB with crossing and advanced warning signage (in lieu of all-way stop-control).	15th St S & Medary Ave	2 and 2	25	3,600 and 2,000
37	Consider curb extensions. Evaluate future implementation of LPIs or a pedestrian scramble phase. Update signal video detection.	12th St S & 17th Ave S	2 and 2	25	3,005 and 4,100
38	Add Speed Limit 15 mph when flashing beacons in school zone areas throughout the City of Brookings.	School Zones	N/A	N/A	N/A
39	Implement high visibility crosswalk upgrades (as needed).	8th St S & Main Ave S	5 and 3	35	8,400 and 11,700
40	Implement high visibility crosswalk upgrades (as needed).	26th St S & Main Ave S	3 and 3	25 and 35	Unknown and 6,000
41	Implement high visibility crosswalk upgrades (as needed). Add school zone on 17th Ave and school crossing signage.	3rd St & 17th Ave	2 and 2	25 and 25	2,000 and 4,900
42	Implement high visibility crosswalk upgrades (as needed). Consider crosswalk pavement markings and signage. Evaluate warrants for all-way stop-control.	Olwien St & 17th Ave	2 and 2	25 and 25	Unknown and 4,900
43	Implement high visibility crosswalk upgrades (as needed).	5th St S & 17th Ave S	2 and 2	25 and 25	1,900 and 6,500
44	Implement high visibility crosswalk upgrades (as needed).	Orchard Dr & Birch Ave	2 and 2	25 and 25	3,500 and Unknown

9 Progress and Transparency

The Brookings Area Safety Action Plan (SAP) provides background on existing safety issues and recommends several courses of action to improve the transportation network in the City of Brookings and surrounding growth area. To achieve the goal of eliminating all Brookings area roadway fatalities and serious injuries by 2050, measuring and tracking progress will be a key element for success. It is recommended that the City of Brookings monitor progress of recommendations within the Brookings Area SAP, with consideration to the following:

1. Post the Brookings Area SAP to the City of Brookings website
2. Track progress of implementing Brookings Area SAP recommendations through the potential safety and project-level performance measures identified in **Table 31** and **Table 32**
3. Complete a review of the Brookings Area SAP document, at a minimum, every 10 years
4. Update the Brookings Area SAP as needed to reflect modified policies and changed conditions
5. Update the Brookings Area SAP as needed to reflect roadway jurisdictional transfers and identify potential safety improvement projects for those locations
6. Incorporate policy and design guidance recommendations into local policy and procedures
7. Assess new technologies and strategies to improve safety of the multimodal transportation network

Table 31: Brookings Area SAP Safety Performance Measures

PERFORMANCE MEASURE	DESCRIPTION	BASELINE
Annual Fatal and Serious Injury Crashes	The total number of crashes involving either a fatality or serious injury during a calendar year.	Annual Average: 3.8 5 ½ -Year Total: 21
Annual Injury Crashes	The total number of crashes involving a fatality, serious injury, minor injury, or possible injury during a calendar year.	Annual Average: 47.1 5 ½ -Year Total: 259
Annual Crashes (All Severity Levels)	The total number of crashes during a calendar year.	Annual Average: 263.1 5 ½ -Year Total: 1,447
Annual Vulnerable Road User (VRU) Crashes	The total number of crashes involving a VRU (bicyclist or pedestrian) during a calendar year.	Annual Average: 5.1 5 ½ -Year Total: 28

Table 32: Brookings Area SAP Project-Level Performance Measures

PERFORMANCE MEASURE	DESCRIPTION
Intersection and Corridor Project Implementation	The number of projects implemented to address intersections and corridor segments identified in the Brookings Area Safety Priority Network (SPN) **(Figure 58** and **Figure 59)** or BATP Bicycle and Pedestrian Plan **(Figure 60)**.
Systemic Risk Network (SRN) Project Implementation	The number of projects implemented to address the identified systemic risk network (SRN) crash types.
Intersection and Corridor Post-Project Implementation Crash Trends	Crash trends for intersections and corridors where projects have been implemented focusing on: • Fatal and Serious Injury Crashes • Injury Crashes • All Crashes • VRU (Bicycle and Pedestrian) Crashes
Systemic Risk Network (SRN) Post-Project Implementation Crash Trends	Crash trends for intersections and corridors where projects have been implemented focusing on: • Fatal and Serious Injury Crashes • Injury Crashes • All Crashes • VRU (Bicycle and Pedestrian) Crashes • SRN Crash Types

Appendix

Appendix A: Official City Council Commitment Resolution

Appendix B: Crash History Review Technical Memo

Appendix C: Individual Systemic Risk Network Maps

Appendix D: Public & Stakeholder Engagement Summaries

Appendix A: Official City Council Commitment Resolution

RESOLUTION 26-039

ADOPTING RESOLUTION FOR THE BROOKINGS AREA SAFETY ACTION PLAN (SAP) AND 2050 BROOKINGS VISION ZERO SAFETY GOAL COMMITMENT

BE IT RESOLVED by the City Council of the City of Brookings, South Dakota (the "City"), as follows:

WHEREAS, Federal regulations require all states to have a Strategic Highway Safety Plan (SHSP) which provides a comprehensive framework for reducing fatalities and serious injuries on public roadways; and

WHEREAS, recent safety data in South Dakota shows between 2019 and 2023 annual traffic fatalities have increased 38% and serious injuries have increased 10%; and

WHEREAS, the South Dakota Department of Transportation (SDDOT) is acting in cooperation with local communities to alter this trend through development and adoption of the 2024 South Dakota SHSP, a multi-disciplinary and data-driven effort to reduce fatalities and serious injuries across all public roads in South Dakota with goals to reduce traffic fatalities to 100 or fewer and serious injuries by 400 or fewer by 2029 (30% reduction); and

WHEREAS, the City of Brookings and surrounding area experienced 4 fatal and 17 serious injury crashes between January 2019 and June 2024 with 259 overall crashes resulting in an injury during this timeframe; and

WHEREAS, the City of Brookings, in conjunction with surrounding agencies including the City of Aurora, Brookings County, Brookings Municipal Utilities, South Dakota State University (SDSU), and the South Dakota Department of Transportation (SDDOT) performed a safety analysis for Brookings area utilizing crash records and traffic data consistent with the Safe Streets for All (SS4A) program guidelines as part of the Brookings Area Transportation Plan (BATP); and

WHEREAS, the Brookings Area Safety Action Plan (SAP) study area consists of all State, County, Township, and City owned roads, except Interstate 29, within the BATP study area boundaries; and

WHEREAS, based on the safety analysis, the Brookings Area SAP was prepared with an aim to reduce and eliminate fatal and serious injuries across all roadway users in the City of Brookings and surrounding growth areas including vulnerable road users (pedestrians, bicyclists, and personal conveyance device users), transit riders, and motorists; and

WHEREAS, one of the eight required components of a SS4A SAP is "Leadership Commitment and Goal Setting" towards an eventual goal of zero roadway fatalities and serious injuries and the proposed Brookings Area SAP consists of policy and project recommendations to achieve a long-term goal of eliminating roadway fatalities and serious injuries by 2050, consistent with the U.S. Department of Transportation's (USDOT) Safe System Approach (SSA), also adopted by the SDDOT in the 2024 South Dakota SHSP and 2023 South Dakota Vulnerable Road User Safety Assessment (VRUSA), and Vision Zero which align with best practices nationally to prioritize human life and creating a safe transportation network for all users; and

WHEREAS, the Brookings Area SAP will meet the requirements to allow the City of Brookings to apply for Implementation Grants from the USDOT SS4A discretionary grant program to fund improvements and strategies to reduce fatalities and serious injuries of all roadway users; and

WHEREAS, the Council finds the proposed Brookings Area SAP is based on federal, state, and local standards and provides for the health, safety, and welfare of the community and will support and guide the City's planning, investment, and policy decisions:

NOW, THEREFORE, BE IT RESOLVED, the City Council hereby authorizes the following items:

1. The City of Brookings hereby commits to the '2050 Brookings Vision Zero', a long-term goal of zero roadway fatalities and serious injuries by 2050 within the City and surrounding growth areas. The City pledges to use its resources, influence, and partnerships to make significant strides towards this outcome.
2. The City of Brookings recognizes that a share of the fatal and/or serious injury crashes within the surrounding Brookings area, occur on other jurisdictional roadways. Coordination with partners at the City of Aurora, Brookings County, SDSU, and SDDOT will be necessary to achieve a goal of zero roadway fatalities and serious injuries. Per the SAP, the City will focus and prioritize safety improvement locations within city limits and update the plan upon relevant roadway jurisdictional transfers.
3. The City of Brookings will strive to make progress toward the stated reduction targets by working within the framework of the Brookings Area SAP to achieve the goals, and it will monitor progress annually and adjust the plan as necessary to maintain momentum toward the ultimate goal of zero roadway fatalities and serious injuries.
4. The City of Brookings hereby approves and adopts the proposed Brookings Area SAP in conjunction with the Brookings Area Transportation Plan (BATP) and designates the Mayor to act as signatory in connection with future SS4A grant applications and related forms and to provide such additional information as may be required by the USDOT.

This Resolution shall be effective after its passage and approval according to law.

Passed and Approved this 23rd day of June, 2026.

CITY OF BROOKINGS, SD

Oepke G. Niemeyer, Mayor

ATTEST:

Bonnie Foster, City Clerk

Appendix B: Crash History Review Technical Memo

Crash History Review Technical Memo

Date:	Thursday, March 27, 2025
Project:	Brookings Area Transportation Plan
To:	Study Advisory Team
From:	HDR
Subject:	Crash History Review Memo

Introduction

The purpose of this memorandum is to present and assess traffic safety throughout the City of Brookings and surrounding area. Crash and injury records were evaluated from a high-level perspective, including a focus on locations involving fatalities and serious injuries, vulnerable road users (i.e., bicyclists and pedestrians), railroad crossings, and select intersections and corridor segments within the Brookings Area Transportation Plan (ATP) study area (shown in **Figure 1**). This review will ultimately further the identification of the safety needs on the Brookings area road network and support the development of the Brookings ATP.

Crash records from the State of South Dakota crash database for January 2019 through June 2024 (the 5 ½ most recent years of complete data) were provided by the South Dakota Department of Transportation (SDDOT) and the South Dakota Department of Public Safety (SDDPS). The following sections summarize relevant crash and injury characteristics for the study area. Crash location and density maps are provided throughout the memo. See the **Key Findings and Next Steps** section for a complete summary.

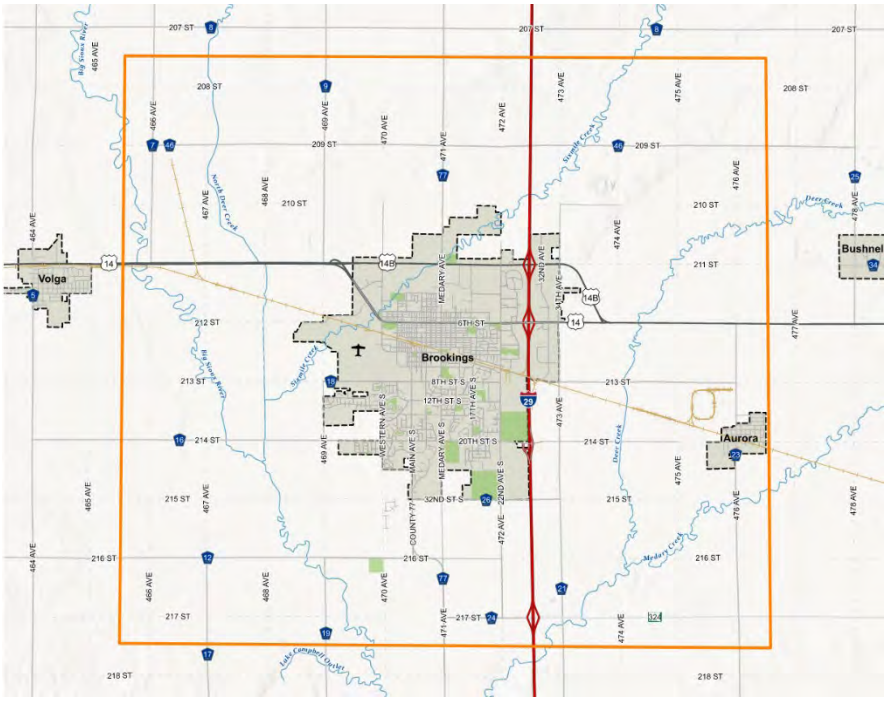


Figure 1: Study Area

Crash Review Methodology

Study area crashes were sorted into the following categories:

- **Brookings ATP Study Area Summary**
- **Downtown Brookings Area Summary**
- **Fatal and Serious Injury Crashes**
- **Vulnerable Road Users (Bicyclists and Pedestrians)**
- **Railroad Crossings**
- **Intersections**
- **Corridor Segments**

This study area crash review focuses on crashes that occurred on local system roads such as area state highways and township, city, or county roadways. Interstate 29 mainline and ramp crashes were thus excluded from the crash selection; however, a brief crash history review for those facilities is included in the **Brookings ATP Study Area Summary** section. In addition, study area intersection and corridor segment crashes that occurred prior to and during roadway reconstruction projects (noted in the **Major Roadway Projects** section) were excluded.

Crash characteristics such as total crashes, injury severity, manner of collision, month, year, light condition, road surface condition, roadway class description, and functional classification were summarized and tabulated from both a crash and injury (persons involved in crashes that sustained an injury) perspective. Crash rates and critical crash rates were calculated for both intersections and corridor segments. Intersection crash rates were calculated in terms of crashes per million entering vehicles (crashes/MEV). Corridor segment crash rates were calculated in terms of crashes per million vehicle miles traveled (crashes/MVMT).

Critical crash rates were calculated based on the statistical populations for each crash location (intersection or segment) using methods presented in the Highway Safety Manual (American Association of State Highway and Transportation Officials (AASHTO), 2010). A critical crash rate accounts for a desired level of confidence (95 percent used in this study), vehicle exposure, and similar facility types. Intersections and segments where a crash rate meets or exceeds select proportions of the critical rate were noted for further investigation.

The select critical rate proportions, or elevated crash index tiers, include:

- **Tier 1 (higher priority):** crash rate exceeds **≥ 150%** of the critical crash rate
- **Tier 2 (medium priority):** crash rate is **between ≥ 100% and < 150%** of the critical crash rate
- **Tier 3 (lower priority):** crash rate is **between ≥ 75% and < 100%** of the critical crash rate

For all crash and critical crash rate calculations, crashes were converted to property damage only (PDO) equivalences. These Equivalent Property Damage Only (EPDO) rates were developed as outlined in the Highway Safety Manual (HSM) based on crash history and severity weight factors provided by the SDDOT. The EPDO rate considers the distribution of crash severity for each site under consideration. It attaches higher importance, or weight, to crashes resulting in a fatality, medium importance to those resulting in an injury, and lower importance to property damage only crashes. Conversion of crashes to PDO equivalents allows a more fair comparison between intersections and between corridor segments accounting for both severity and traffic exposure.

Intersections and corridor segments with elevated crash indexes were reviewed with and without non-injury (PDO) crashes to determine:

- Locations with notably elevated crash frequencies across all severities
- Locations with notably elevated injury crash frequencies in accordance with the Safe System Approach (SSA). The SSA is a guiding paradigm adopted by SDDOT, United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and National Highway Traffic Safety Administration (NHTSA) to eliminate crashes that result in fatalities and serious injuries.

Injury severity classification definitions, used throughout this analysis, are adapted from *South Dakota's Motor Vehicle Traffic Accident Reporting Instruction Manual*[1]:

- Fatal Injury (K): An injury which results in death. An injury caused death that occurs within 30 days of a crash is considered a crash fatality.

- Serious Injury (A): Any injury, other than a fatal injury, which results in one or more of the following: crush injuries, significant burns, paralysis, severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, or unconsciousness at or when taken from the scene, unable to leave crash scene without assistance.

- Minor Injury (B): Any injury, other than a fatal or serious injury, which is evident to observers at the crash scene including: lumps on head, abrasions, bruises, or minor lacerations.

- Possible Injury (C): Any injury reported or claimed which is not a fatal, serious, or minor injury including: momentary unconsciousness, claims of non-evident/visible injuries, limping, nausea, hysteria, or complaint of pain.

- No Injury (O): No injuries.

[1] South Dakota's Motor Vehicle Traffic Accident Reporting Instruction Manual. *South Dakota Department of Public Safety*. 2024. https://dps.sd.gov/application/files/7517/2175/8983/accident-records-instruction-manual-2024.pdf

Major Roadway Projects

Major roadway reconstruction projects occurring during the analysis timeframe include:

- **22nd Avenue Corridor:** phased roadway reconstruction with wider lanes and sidewalks
  - **Phase 1 – Minnesota Drive to Eastbrook Drive:** completed in November 2019
  - **Phase 2 – Eastbrook Drive to 8th Street S:** completed in September 2023
- **20th Street S Corridor:** reconstruction to a 3-lane roadway
  - **Main Avenue S to Western Avenue S:** completed in November 2019
  - **Western Avenue S to Rio Grande Avenue:** completed in October 2020
- **I-29 Exit 130 (20th Street S) Interchange and 20th Street S:** construction of new interchange and cross-street between Spring 2022 and Summer 2023 (opened in August 2023)
- **15th Street S and 7th Avenue Intersection/Corridor:** Extension of 15th Street S and 7th Avenue corridors and related intersection construction (completed in 2022)

Other spot location projects during the analysis timeframe include:

- **US14 Bypass / 18th Street & 22nd Avenue Intersection:** installation of temporary traffic signal control (completed in May 2020)
- **8th Street S & Medary Avenue S Intersection:** installation of westbound and northbound right turn lane and signal upgrades including flashing yellow arrow (FYA) left turn signal heads and phasing, northbound and westbound right turn overlap signal heads and phasing, and retroreflective signal head backplates (completed in September 2021)
- **17th Avenue S & Orchard Drive Intersection:** reconfiguration of lanes to exclusive left turn and shared through/right turn lanes for the northbound and southbound approaches (completed in July 2023)
- **20th Street S & 17th Avenue S Intersection:** traffic control reconfiguration to all-way stop-control (AWSC) (completed in July 2023)
- **5th Street & 5th Avenue Intersection:** removal of existing signal control and conversion to all-way stop-control (AWSC) (completed in May 2024)

Planned reconstruction projects (occurring post-crash review period) within the study area include:

- **20th Street S & 22nd Avenue S Intersection:** Revised southbound approach lane configurations to shared left/through and exclusive right turn lane (completed in July 2024)
- **University Boulevard corridor:** Reconstructed with a raised median and revised eastbound approach lane configurations of left turn and shared through/right lanes at 22nd Avenue intersection (completed November 2024)
- **US14-US14 Bypass Corridor Study Recommended Projects:**
  - **Construct westbound right turn lane at 466th Avenue:** anticipated 2025 – 2030
  - **Reconstruct US14/US14 Bypass (West) intersection as an at-grade intersection:** anticipated 2030 – 2040
  - **Signalize (when warranted) and add northbound right turn lane at Western Avenue:** anticipated 2025 – 2030
  - **Reconstruct 22nd Avenue intersection:** anticipated with I-29 Exit 133 reconstruction

- **Reconstruct US14 Bypass from US14 (West) to I-29 as a 4-Lane Divided cross-section:** anticipated 2030 – 2035
- **Reconstruct I-29 Exit 133 (US14 Bypass) interchange:** anticipated 2030 – 2035
- **Reconstruct US14 Bypass from I-29 to US14 (East) as a 4-Lane Divided cross-section:** anticipated 2030 – 2035
- **Reconstruct US14/US14 Bypass (East) intersection as an urban continuous green T (CGT) intersection:** anticipated beyond 2040

Brookings ATP Study Area Summary

To assess the overall safety performance of the Brookings ATP study area roadway network, all crashes, persons (involved in crashes), and injuries (involved persons who sustained an injury) were summarized by select characteristics. 1,447 total crashes were reported (1,026 within City of Brookings limits) between January 2019 and June 2024. As previously mentioned, these figures, exclude I-29 mainline and ramps and roadway project locations prior to and during construction.

Annual crash frequencies and trends are depicted in **Figure 2**. **Table 1** presents summarized characteristics by injury severity, month, year, manner of collision, light condition, road surface condition, roadway class description, and functional classification. Crash locations, in terms of overall injury severity, weighted crash density, and injury crashes, are depicted in **Figure 3** through **Figure 8**.

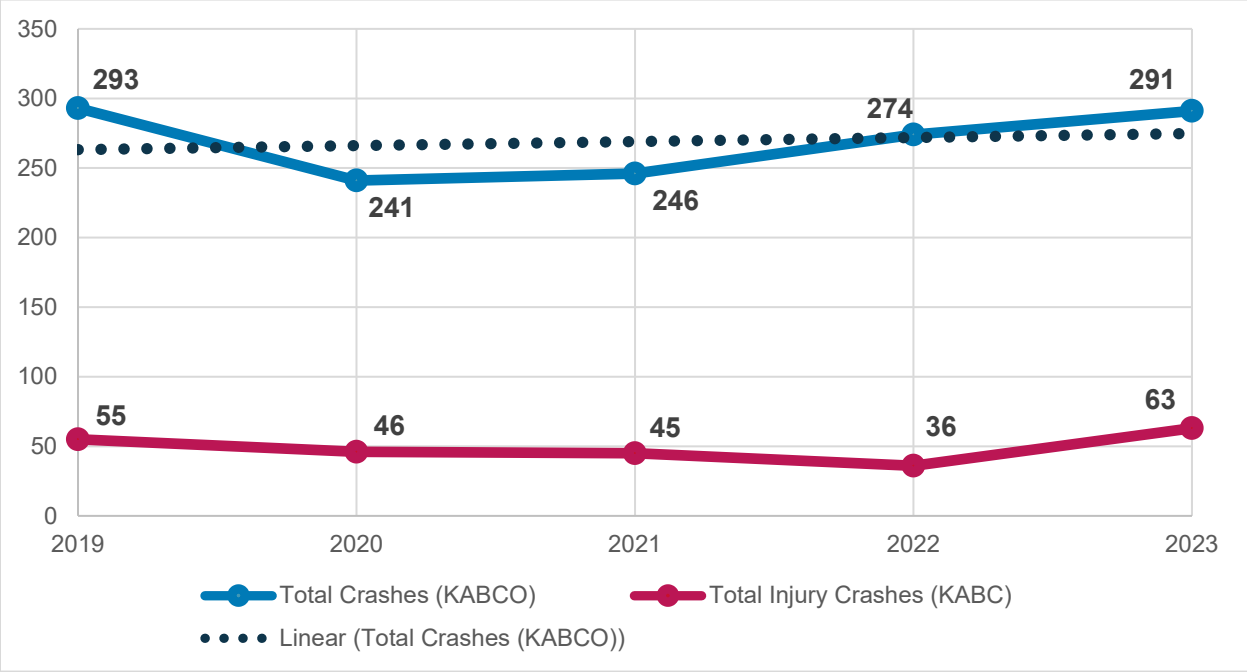


Figure 2: Brookings ATP Study Area Annual Crashes (2019 – 2023)

Table 1: Brookings ATP Study Area Crash and Injury History (January 2019 – June 2024)

Injury Severity	Crashes		Persons	
Fatal Injury (K)	4	<1%	4	<1%
Serious Injury (A)	17	1%	23	1%
Minor Injury (B)	105	7%	129	5%
Possible Injury (C)	133	9%	165	7%
No Injury (O)	945	65%	1,912	76%
Wild Animal Hit	240	17%	235	9%
Total (KABCO)	**1,447**		**2,523**	
Injuries (KABC)	**259**		**321**	

Year	Crashes*		Injuries*	
2019	293	22%	64	21%
2020	241	18%	54	18%
2021	246	18%	60	20%
2022	274	20%	48	16%
2023	291	22%	76	25%

Month	Crashes*		Injuries*	
January	140	10%	14	5%
February	113	8%	24	8%
March	102	8%	20	7%
April	69	5%	19	6%
May	90	7%	23	8%
June	99	7%	21	7%
July	89	7%	21	7%
August	101	8%	49	16%
September	116	9%	39	13%
October	138	10%	21	7%
November	145	11%	23	8%
December	143	11%	28	9%

Roadway Class Description	Crashes		Injuries	
County/Township	229	16%	49	15%
City/Alley	735	51%	174	54%
US/State	478	33%	97	30%

Manner of Collision	Crashes		Injuries	
Single Vehicle	493	34%	114	36%
Angle	474	33%	136	42%
Rear-end	290	20%	47	15%
Sideswipe	64	4%	6	1%
Head-on	20	1%	18	6%

Road Surface Condition	Crashes		Injuries	
Dry	1,021	71%	246	78%
Snow	180	12%	28	9%
Ice	97	7%	16	5%
Wet	92	6%	12	4%
Frost	14	1%	3	1%
Slush	14	1%	1	<1%

Light Condition	Crashes		Injuries	
Daylight	956	66%	243	76%
Dark – Roadway Not Lighted	246	17%	23	7%
Dark – Lighted Roadway	162	11%	45	14%
Dusk	42	3%	6	2%
Dawn	34	2%	2	<1%
Dark – Unknown Lighting	6	<1%	2	<1%

Functional Class	Crashes		Injuries	
Urban Arterials	608	42%	149	46%
Urban Collectors	103	7%	24	8%
Urban Local Streets	168	12%	57	18%
Rural Arterials	177	12%	28	9%
Rural Collectors	165	11%	31	10%
Rural Local Roads	112	8%	29	9%

* Indicates the data presented reflects only 2019-2023 (last 5 full years of available data) due to temporal based characteristic comparisons that would be skewed by the inclusion of partial January to June 2024 data.

Relationship to 2024 South Dakota SHSP Emphasis Areas

In addition to general characteristics, Brookings ATP study area crashes and injuries were also reviewed in terms of their relationship to the nine safety emphasis areas identified in the *2024 South Dakota Strategic Highway Safety Plan (SHSP)*[2]. A ranked breakdown of the emphasis area crashes and injuries is provided in **Table 2**. Based on this review, the top three most frequent SHSP emphasis area crash types were intersection-related, involved young drivers (age 20 and younger), and lane departures.

Table 2: Brookings ATP Study Area Crashes and Injuries (January 2019 – June 2024) by 2024 SD SHSP Emphasis Areas

2024 South Dakota SHSP Emphasis Area	All Crashes				Injury Crashes			
	Crashes		Persons		Crashes		Injuries	
Intersections	554	38%	1115	44%	118	46%	151	47%
Young Drivers	474	33%	955	38%	110	42%	141	44%
Lane Departures	329	23%	503	20%	74	29%	95	30%
Aggressive & Speed-Related Driving	228	16%	439	17%	39	15%	55	17%
Older Drivers	224	15%	454	18%	49	19%	60	19%
Distracted Driving	90	6%	186	7%	17	7%	19	6%
Unbelted Vehicle Occupants	86	6%	91	4%	46	18%	43	13%
Drug & Alcohol-Related Driving	84	6%	87	3%	30	12%	25	8%
Motorcycles	23	2%	37	1%	22	8%	26	8%
Total	**1,447**		**2,523**		**259**		**321**	

[2] *2024 South Dakota Strategic Highway Safety Plan*. South Dakota Department of Transportation.

Crash History
Brookings ATP Study Area
(*January 2019 - June 2024*)

- Study Area
- City Limits
- City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury
- Wild Animal Hit

Injury Severity	Crashes		Persons Involved	
Fatal Injury	4	<1%	4	<1%
Serious Injury	17	1%	23	1%
Minor Injury	105	7%	129	5%
Possible Injury	133	9%	165	7%
No Injury	945	65%	1,912	76%
Wild Animal Hit	240	17%	235	9%
Other	3	<1%	55	2%
Total	**1,447**		**2,369**	

Crash and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 — 2 Miles

Figure 3

HDR BROOKINGS AREA TRANSPORTATION PLAN

Crash History
City of Brookings
(January 2019 - June 2024)

City Limits

City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury
- Wild Animal Hit

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	<1%	1	<1%
Serious Injury	11	1%	12	<1%
Minor Injury	72	7%	86	4%
Possible Injury	121	12%	141	7%
No Injury	780	76%	1,668	84%
Wild Animal Hit	38	4%	38	2%
Other	3	<1%	51	3%
Total	**1,026**		**1,997**	

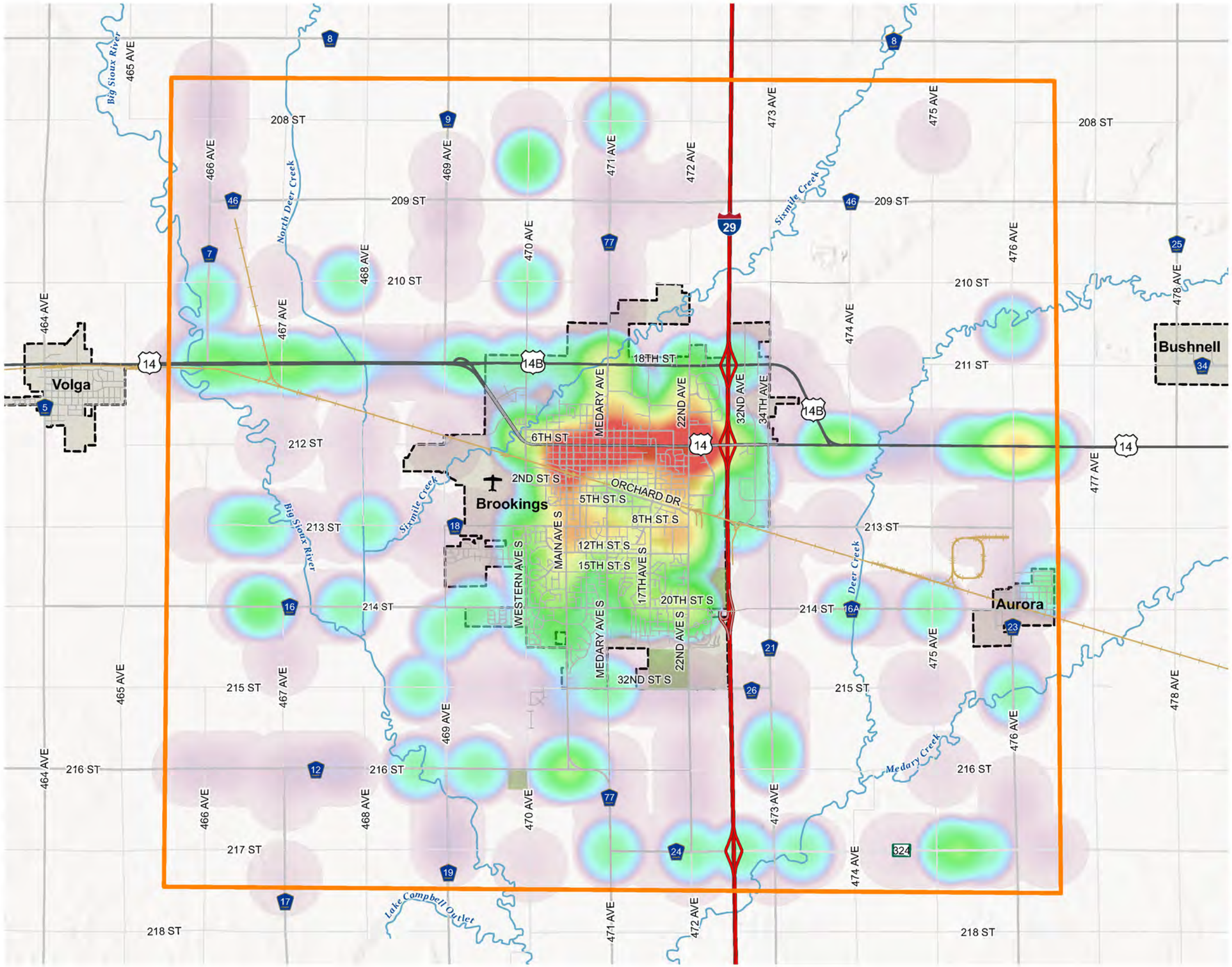
Crash and persons involved frequencies reflect those reported within City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 1 Miles

Figure 4

HDR BROOKINGS AREA TRANSPORTATION PLAN

Weighted Crash Density
Brookings ATP Study Area
(January 2019 - June 2024)



Study Area

City Limits

City Park & Greenspace

Weighted Crash Density

High

Low

Injury Severity	Crashes		Persons Involved	
Fatal Injury	4	<1%	4	<1%
Serious Injury	17	1%	23	1%
Minor Injury	105	7%	129	5%
Possible Injury	133	9%	165	7%
No Injury	945	65%	1,912	76%
Wild Animal Hit	240	17%	235	9%
Other	3	<1%	55	2%
Total	**1,447**		**2,369**	

Crash and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

<u>Note:</u> Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

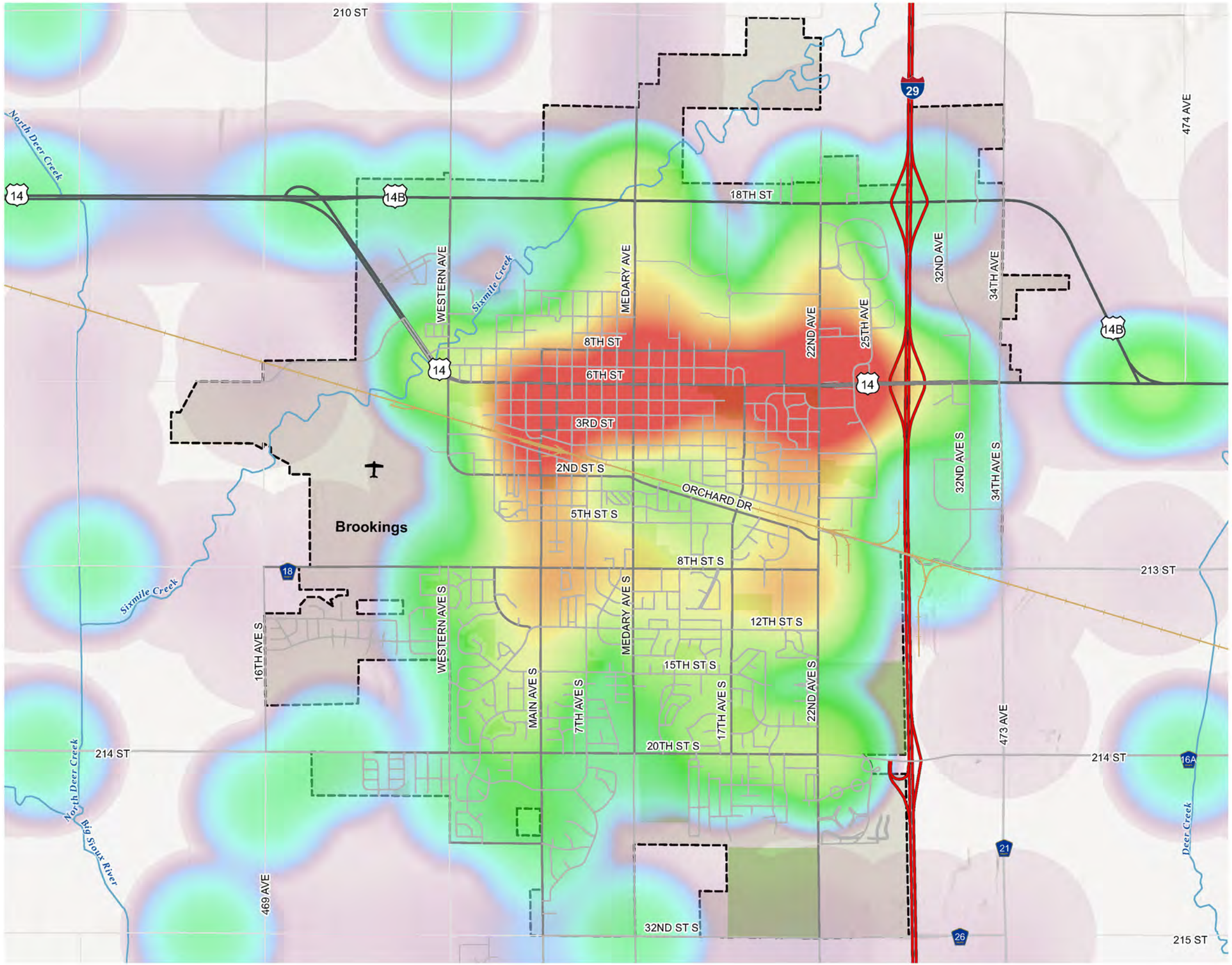
0 — 2 Miles

Figure 5

HDR

BROOKINGS AREA TRANSPORTATION PLAN

Weighted Crash Density
City of Brookings
(January 2019 - June 2024)



City Limits

City Park & Greenspace

Weighted Crash Density

High

Low

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	<1%	1	<1%
Serious Injury	11	1%	12	<1%
Minor Injury	72	7%	86	4%
Possible Injury	121	12%	141	7%
No Injury	780	76%	1,668	84%
Wild Animal Hit	38	4%	38	2%
Other	3	<1%	51	3%
Total	**1,026**		**1,997**	

Crash and persons involved frequencies reflect those reported within City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

<u>Note:</u> Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 — 1 Miles

Figure 6

HDR

BROOKINGS AREA TRANSPORTATION PLAN

Injury Crash History
Brookings ATP Study Area
(January 2019 - June 2024)

- Study Area
- City Limits
- City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible

Injury Severity	Crashes		Persons Involved	
Fatal Injury	4	1%	4	1%
Serious Injury	17	7%	23	7%
Minor Injury	105	41%	129	40%
Possible Injury	133	51%	165	52%
Injury Total	**259**		**321**	

Injury crash (a crash that results in an injury) and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 2 Miles

Figure 7a

HDR BROOKINGS AREA TRANSPORTATION PLAN

Injury Crash History
City of Brookings
(January 2019 - June 2024)

City Limits

City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	<1%	1	<1%
Serious Injury	11	5%	12	5%
Minor Injury	72	35%	86	36%
Possible Injury	121	59%	141	59%
Injury Total	**205**		**240**	

Injury crash (a crash that results in an injury) and persons involved frequencies reflect those reported within City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 1 Miles

Figure 7b

HDR BROOKINGS AREA TRANSPORTATION PLAN

Interstate 29 Freeway and Ramp Safety Overview

Although the bulk of the crash history review is focused on the local street network, a cursory review of Brookings area Interstate 29 freeway and ramp segment crash history was performed. Crashes that occurred prior to and during construction of the I-29 Exit 130 (20th Street S) interchange were removed from the analyzed data selection. Summarized crash characteristics these segments are included in **Table 3** (freeway segments) and **Table 4** (ramp segments).

The following crash trends on area freeway and ramp segments were observed:

All Crashes

I-29 Freeway Segments (217 total crashes)

- 67% were single vehicle collisions (141 crashes)
- 30% occurred on winter weather road conditions (63 crashes)
- 21% involved speeding (43 crashes)
- 21% were wild animal-related (44 crashes)
- 10% were rear-end collisions (20 crashes)

I-29 Ramp Segments (3 total crashes)

- I-29 Exit 133 (US14 Bypass / 18th Street) interchange: 0 crashes
- I-29 Exit 132 (US14 / 6th Street) interchange: 3 crashes
    - All occurred on the northbound off-ramp
    - All were non-injury collisions
    - All were rear-end collisions
- I-29 Exit 130 (20th Street S) interchange: 0 crashes

Injury Crashes

I-29 Freeway Segments (17 injury crashes) ***[8% of total]***

- 1 fatal injury crash occurred nearly 1 mile north of I-29 Exit 130 in the northbound direction involving a rear-end collision between a passenger vehicle a tractor/semi-trailer
- 2 serious injury crashes (1 in the northbound direction and 1 in the southbound direction) involving single vehicle collisions and lane departures during winter weather conditions

I-29 Ramp Segments (0 injury crashes)

- No injury crashes occurred along study area interchange ramp segments

Table 3: Brookings Area Interstate 29 Corridor Freeway Segment Crash Characteristics (January 2019 – June 2024)

Corridor Segment	Limits	Miles	Daily Volume	Total Crashes	Injury Severity						Manner of Collision					Speeding	Winter Weather
					Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Injury	Wild Animal	Single Vehicle	Rear-end	Head-on	Angle	Sideswipe		
Interstate 29 (NB)	Northern Study Limit to 208th St	0.50	5,300	8	0	0	0	0	4	4	4	1	0	0	0	2	2
	208th St to North of Exit 133 (US14 Bypass)	2.76	5,300	27	0	0	1	0	15	11	16	3	0	1	2	7	12
	US14 Bypass Interchange Area (Exit 133)	0.47	5,900	1	0	0	0	0	1	0	1	0	0	0	0	0	0
	South of Exit 133 (US14 Bypass) to North of Exit 132 (US14 / 6th St)	2.65	6,600	5	0	0	0	0	3	2	4	0	0	0	0	2	3
	US14 / 6th Street Interchange Area (Exit 132)	0.48	6,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South of Exit 132 (US14 / 6th St) to North of Exit 130 (20th St S)	1.66	6,600	14	1	0	1	1	8	3	8	4	0	1	0	5	5
	20th St S Interchange Area (Exit 130)	0.43	6,600	3	0	0	0	0	1	2	1	0	0	0	0	0	0
	South of Exit 130 (20th St S) to North of Exit 127 (SD324)	2.50	6,600	21	0	0	3	1	7	10	14	1	0	0	0	3	3
	SD324 Interchange Area (Exit 127)	0.48	7,000	1	0	0	0	0	1	0	1	0	0	0	0	0	0
	South of Exit 127 (SD324) to 218th St	0.76	7,500	19	0	0	0	0	8	11	12	0	0	0	0	4	6
	218th St to Southern Study Limit	0.49	7,500	11	0	1	0	0	4	6	9	0	0	0	1	3	5
Interstate 29 (SB)	Northern Study Limit to 208th St	0.50	5,300	8	0	0	0	0	2	6	4	1	0	0	0	0	1
	208th St to North of Exit 133 (US14 Bypass)	2.76	5,300	27	0	0	1	1	12	13	20	4	0	0	0	4	6
	US14 Bypass Interchange Area (Exit 133)	0.47	5,900	2	0	0	0	0	1	1	2	0	0	0	0	0	0
	South of Exit 133 (US14 Bypass) to North of Exit 132 (US14 / 6th St)	2.65	6,600	5	0	0	0	0	1	4	3	0	0	0	0	0	0
	US14 / 6th St Interchange Area (Exit 132)	0.48	6,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South of Exit 132 (US14 / 6th Street) to North of Exit 130 (20th St S)	1.66	6,600	12	0	0	2	1	9	0	8	1	0	2	1	4	6
	20th St S Interchange Area (Exit 130)	0.43	6,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South of Exit 130 (20th St S) to North of Exit 127 (SD324)	2.50	6,600	24	0	0	0	1	13	10	14	3	0	1	0	4	6
	SD324 Interchange Area (Exit 127)	0.48	7,000	3	0	0	0	0	2	1	2	1	0	0	0	1	0
	South of Exit 127 (SD324) to 218th St	0.76	7,500	23	0	1	0	0	14	8	17	0	0	0	2	4	7
	218th St to Southern Study Limit	0.49	7,500	3	0	0	0	1	1	1	1	1	0	0	0	0	1
			Totals	217	1	2	8	6	107	93	141	20	0	5	6	43	63

Table 4: Brookings Area Interstate 29 Corridor Ramp Segment Crash Characteristics (January 2019 – June 2024)

Interchange	Limits	Miles	Daily Volume	Total Crashes	Injury Severity						Manner of Collision					Speeding	Winter Weather
					Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Injury	Wild Animal	Single Vehicle	Rear-end	Head-on	Angle	Sideswipe		
Interstate 29 Exit 133 (US14 Bypass / 18th Street)	I-29 Southbound Off-Ramp	0.25	1,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Southbound On-Ramp	0.25	1,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Northbound Off-Ramp	0.25	1,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Northbound On-Ramp	0.25	1,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interstate 29 Exit 132 (US14 / 6th Street)	I-29 Southbound Off-Ramp	0.25	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Southbound On-Ramp	0.25	2,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Northbound Off-Ramp	0.25	2,000	3	0	0	0	0	3	0	0	3	0	0	0	0	0
	I-29 Northbound On-Ramp	0.25	1,700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interstate 29 Exit 130 (20th Street S)	I-29 Southbound Off-Ramp	0.25	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Southbound On-Ramp	0.30	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Northbound Off-Ramp	0.25	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Northbound On-Ramp	0.25	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interstate 29 Exit 127 (SD324)	I-29 Southbound Off-Ramp	0.25	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Southbound On-Ramp	0.25	1,100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Northbound Off-Ramp	0.25	1,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	I-29 Northbound On-Ramp	0.25	900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Totals	3	0	0	0	0	3	0	0	3	0	0	0	0	0

Downtown Brookings Area Summary

Similarly, all crashes, persons (involved in crashes), and injuries (involved persons who sustained an injury) were summarized by select characteristics for the Downtown Brookings area. The extents of this area are bound by south of US14 / 6th Street (to the north), the railroad tracks (to the south), 5th Avenue (to the east), and 3rd Avenue (to the west). 49 total crashes were reported in the downtown area between January 2019 and June 2024.

Annual crash frequencies and trends are depicted in **Figure 9**. **Table 5** presents summarized characteristics by injury severity, month, year, manner of collision, light condition, road surface condition, and functional classification. Crash locations, in terms of overall injury severity, weighted crash density, and injury crashes, are depicted in **Figure 10** through **Figure 12**.

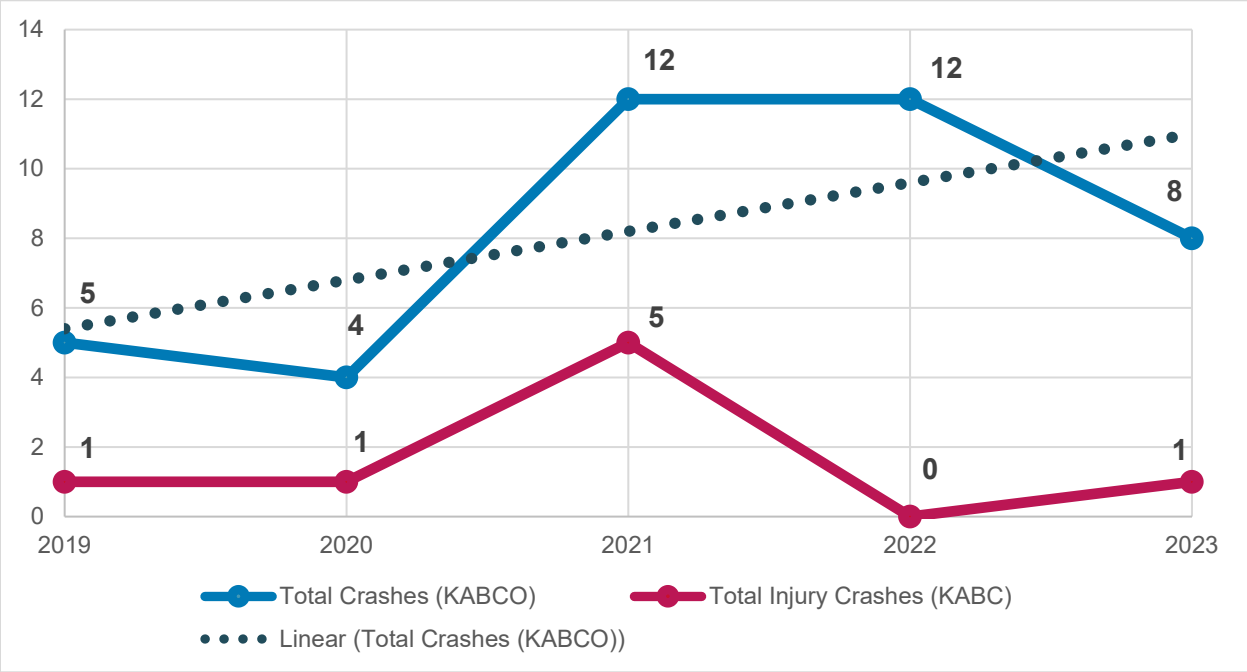


Figure 9: Downtown Brookings Area Annual Crashes (2019 – 2023)

Table 5: Downtown Brookings Area Crash and Injury History (January 2019 – June 2024)

Injury Severity	Crashes		Persons	
Fatal Injury (K)	1	2%	2	2%
Serious Injury (A)	1	2%	2	2%
Minor Injury (B)	3	6%	7	7%
Possible Injury (C)	5	10%	12	12%
No Injury (O)	39	80%	79	77%
Wild Animal Hit	0	0%	0	0%
Total (KABCO)	**49**		**102**	
Injuries (KABC)	**10**		**23**	

Year	Crashes*		Injuries*	
2019	5	10%	1	10%
2020	4	8%	1	10%
2021	12	24%	5	50%
2022	12	24%	0	0%
2023	8	16%	1	10%

Month	Crashes*		Injuries*	
January	6	15%	1	13%
February	3	7%	1	13%
March	1	2%	0	0%
April	2	5%	1	13%
May	5	12%	1	13%
June	3	7%	1	13%
July	3	7%	1	13%
August	4	10%	1	13%
September	2	5%	0	0%
October	5	12%	0	0%
November	2	5%	1	13%
December	5	12%	0	0%

Manner of Collision	Crashes		Injuries	
Angle	27	55%	3	30%
Single Vehicle	12	24%	5	50%
Rear-end	9	18%	2	20%
Sideswipe	1	2%	0	0%
Head-on	0	0%	0	0%

Road Surface Condition	Crashes		Injuries	
Dry	37	76%	7	70%
Snow	6	12%	1	10%
Ice	3	6%	2	20%
Wet	3	6%	0	0%
Frost	0	0%	0	0%
Slush	0	0%	0	0%

Light Condition	Crashes		Injuries	
Daylight	40	82%	9	90%
Dark – Lighted Roadway	7	14%	1	10%
Dark – Roadway Not Lighted	1	2%	0	0%
Dusk	1	2%	0	0%
Dawn	0	0%	0	0%
Dark – Unknown Lighting	0	0%	0	0%

Functional Class	Crashes		Injuries	
Urban Arterials	24	49%	6	60%
Urban Collectors	10	20%	1	10%
Urban Local Streets	15	31%	3	30%

* Indicates the data presented reflects only 2019-2023 (last 5 full years of available data) due to temporal based characteristic comparisons that would be skewed by the inclusion of partial January to June 2024 data.

Relationship to 2024 South Dakota SHSP Emphasis Areas

In addition to general characteristics, Downtown Brookings crashes and injuries were also reviewed in terms of their relationship to the nine safety emphasis areas identified in the *2024 South Dakota Strategic Highway Safety Plan (SHSP)*[3]. A ranked breakdown of the emphasis area crashes and injuries is provided in **Table 6**. Similar to the Brookings ATP study area, the top three most frequent SHSP emphasis area crash types were intersection-related, involved young drivers (age 20 and younger), and lane departures.

Table 6: Downtown Brookings Crashes and Injuries (January 2019 – June 2024) by 2024 SD SHSP Emphasis Areas

2024 South Dakota SHSP Emphasis Area	All Crashes				Injury Crashes			
	Crashes		Persons		Crashes		Injuries	
Intersections	27	55%	54	53%	5	50%	5	50%
Young Drivers	24	49%	50	49%	6	60%	6	60%
Lane Departures	13	27%	30	29%	3	30%	3	30%
Older Drivers	12	24%	24	24%	1	10%	1	10%
Aggressive & Speed-Related Driving	8	16%	15	15%	3	30%	3	30%
Unbelted Vehicle Occupants	1	2%	2	2%	1	10%	1	10%
Distracted Driving	1	2%	2	2%	0	0%	0	0%
Drug & Alcohol-Related Driving	0	0%	0	0%	0	0%	0	0%
Motorcycles	0	0%	0	0%	0	0%	0	0%
Total	**49**		**102**		**10**		**10**	

[3] *2024 South Dakota Strategic Highway Safety Plan*. South Dakota Department of Transportation.

Crash History
Downtown Brookings
(January 2019 - June 2024)

Downtown Study Area

City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	2%	2	2%
Serious Injury	1	2%	2	2%
Minor Injury	3	6%	7	7%
Possible Injury	5	10%	12	12%
No Injury	39	80%	79	77%
Wild Animal Hit	0	0%	0	0%
Other	0	0%	0	0%
Total	**49**		**102**	

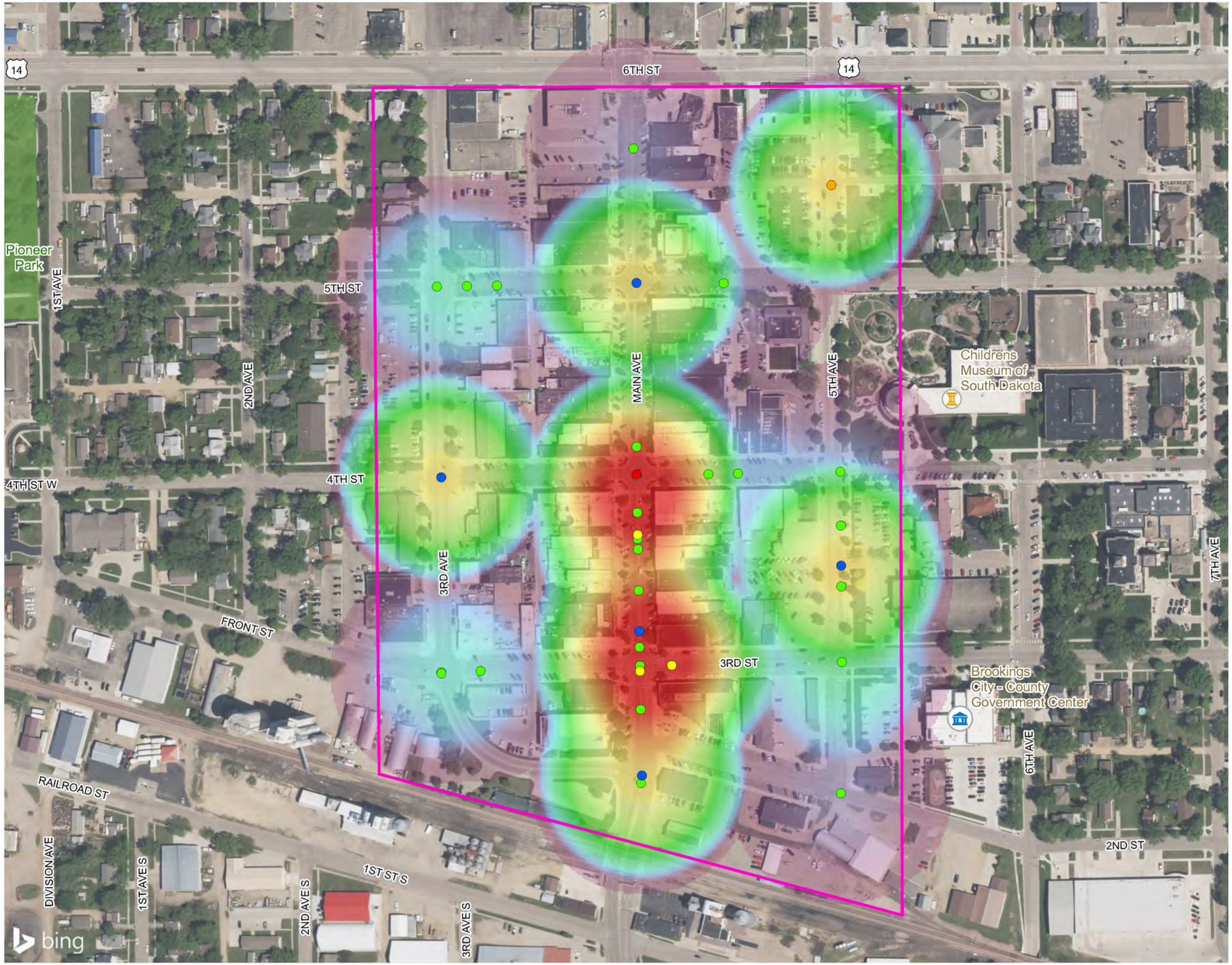
Crash and persons involved frequencies reflect those reported within the Downtown Brookings study area (except locations with traffic control changes during the observation period).

0 250 Feet

Figure 10

HDR BROOKINGS AREA TRANSPORTATION PLAN

Weighted Crash Density
Downtown Brookings
(January 2019 - June 2024)



Downtown Study Area

City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Weighted Crash Density

High

Low

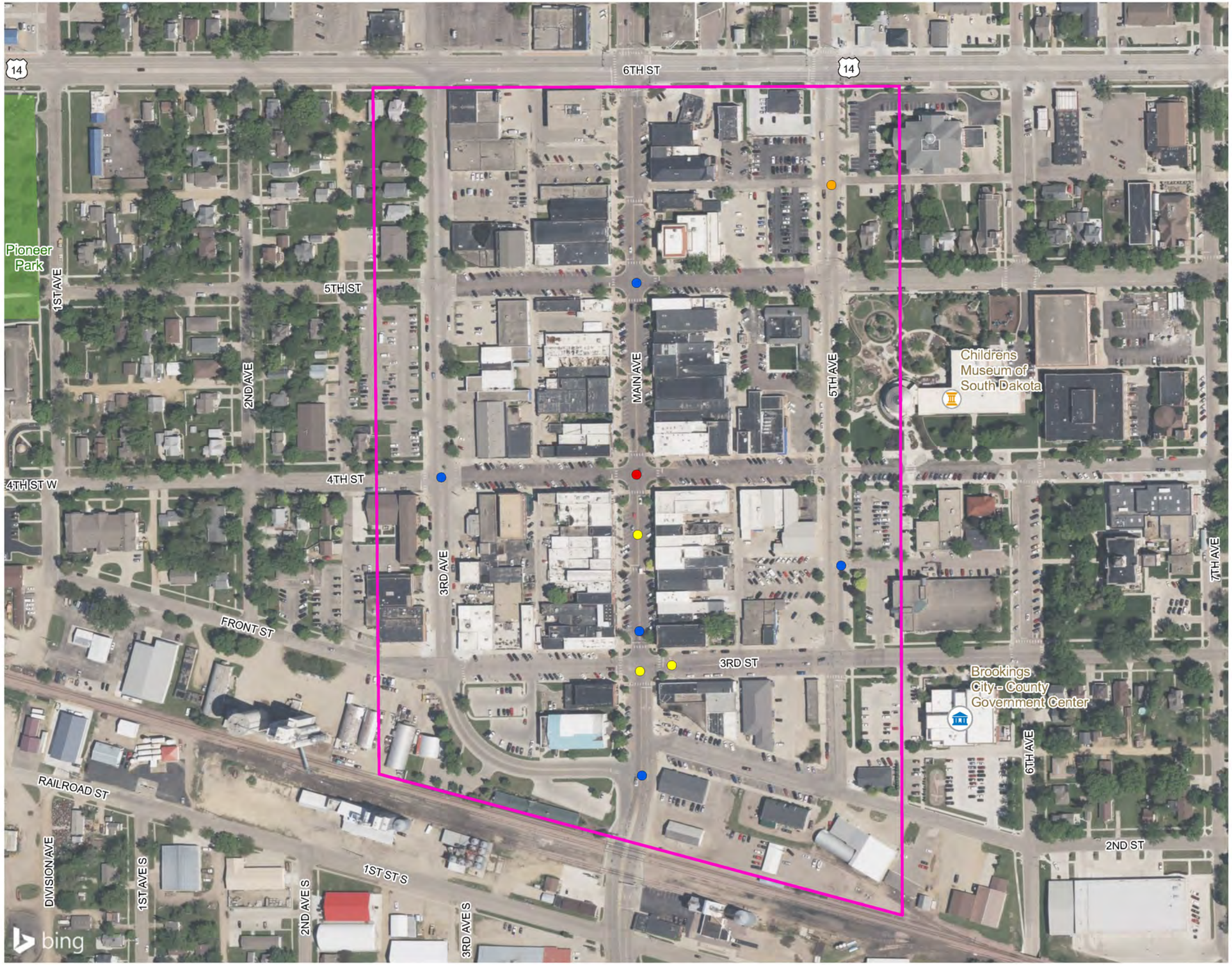
Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	2%	2	2%
Serious Injury	1	2%	2	2%
Minor Injury	3	6%	7	7%
Possible Injury	5	10%	12	12%
No Injury	39	80%	79	77%
Wild Animal Hit	0	0%	0	0%
Other	0	0%	0	0%
Total	**49**		**102**	

<u>Note:</u> Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 250 Feet

Figure 11

HDR BROOKINGS AREA TRANSPORTATION PLAN



Injury Crash History
Downtown Brookings
(January 2019 - June 2024)

Downtown Study Area

City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	10%	2	9%
Serious Injury	1	10%	2	9%
Minor Injury	3	30%	7	30%
Possible Injury	5	50%	12	52%
Injury Total	**10**		**23**	

Injury crash (a crash that results in an injury) and persons involved frequencies reflect those reported within the Downtown Brookings study area (except locations with traffic control changes during the observation period).

0 250 Feet

Figure 12

HDR BROOKINGS AREA TRANSPORTATION PLAN

Fatal and Serious Injury Crashes

Overall, 21 fatal and serious injury crashes occurred in the Brookings ATP study area, 12 in the City of Brookings limits, and 2 within the Downtown Brookings study area from January 2019 to June 2024. Fatal and serious injury crashes are depicted in **Figure 13** through **Figure 15**.

4 fatal injury crashes were reported within the study area:

US14 & BC Hwy 23 / 476th Avenue intersection:

- Date: June 21, 2019
- Description: A westbound single vehicle motorcycle crash (east of 476th Avenue) where the motorcyclist ran off the road and struck a tree and highway traffic sign/post which resulted in an overturn/rollover. This crash occurred during the daylight and dry road conditions and the motorcyclist was wearing helmet and eye protection.

SD324 approximately ¼ mile east of 475th Avenue:

- Date: November 20, 2020
- Description: A wild animal crash involving eastbound and westbound vehicles that occurred at night under dry road conditions. The person involved was a younger driver (age 20 or younger).

470th Avenue approximately ½ mile north of 209th Street:

- Date: December 5, 2020
- Description: A northbound single vehicle crash where ran off the road, overturned/rolled over, and struck a fence. This crash occurred at night on dry road conditions. The driver was not wearing a seatbelt and alcohol usage had been reported.

Main Avenue & 4th Street intersection:

- Date: April 12, 2024
- Description: A single vehicle crash between an eastbound right turning school bus and northbound bicyclist (using the west leg sidewalk/crosswalk). This crash occurred during the day and on dry road conditions.

17 serious injury crashes were reported in study area with the following attributes:

- 11 serious injury crashes occurred within current City of Brookings limits
- 1 serious injury crash occurred in Downtown Brookings along 5th Avenue near an alley approximately 250 ft. south of US14 / 6th Street. This crash was a westbound left turning single vehicle collision with a pedestrian during the day and on dry road conditions.
- 65% were segment-related
- 59% were single vehicle collisions
- 53% occurred on City streets
- 41% occurred on Urban Arterial streets
- 35% were intersection-related
- 35% involved fixed object collisions
- 29% involved motorcycles
- 29% occurred on US/State roads
- 29% occurred on Rural Collector roads
- 24% occurred at night on lighted roads
- 18% occurred on County/Township roads
- 18% were angle collisions
- 18% were head-on collisions

Fatal & Serious Injury Crash History Brookings ATP Study Area *(January 2019 - June 2024)*

- Study Area
- City Limits
- City Park & Greenspace

Injury Severity

- Fatal
- Serious

Injury Severity	Crashes	Persons Involved
Fatal Injury	4	4
Serious Injury	17	23
Fatal & Serious Injury Total	**21**	**27**

Fatal & Serious Injury crash and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 2 Miles

Figure 13

HDR BROOKINGS AREA TRANSPORTATION PLAN

Fatal & Serious Injury Crash History City of Brookings *(January 2019 - June 2024)*

City Limits

City Park & Greenspace

Injury Severity

- Fatal
- Serious

Injury Severity	Crashes	Persons Involved
Fatal Injury	1	1
Serious Injury	11	12
Fatal & Serious Injury Total	**12**	**13**

Fatal & Serious Injury crash and persons involved frequencies reflect those reported within the City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

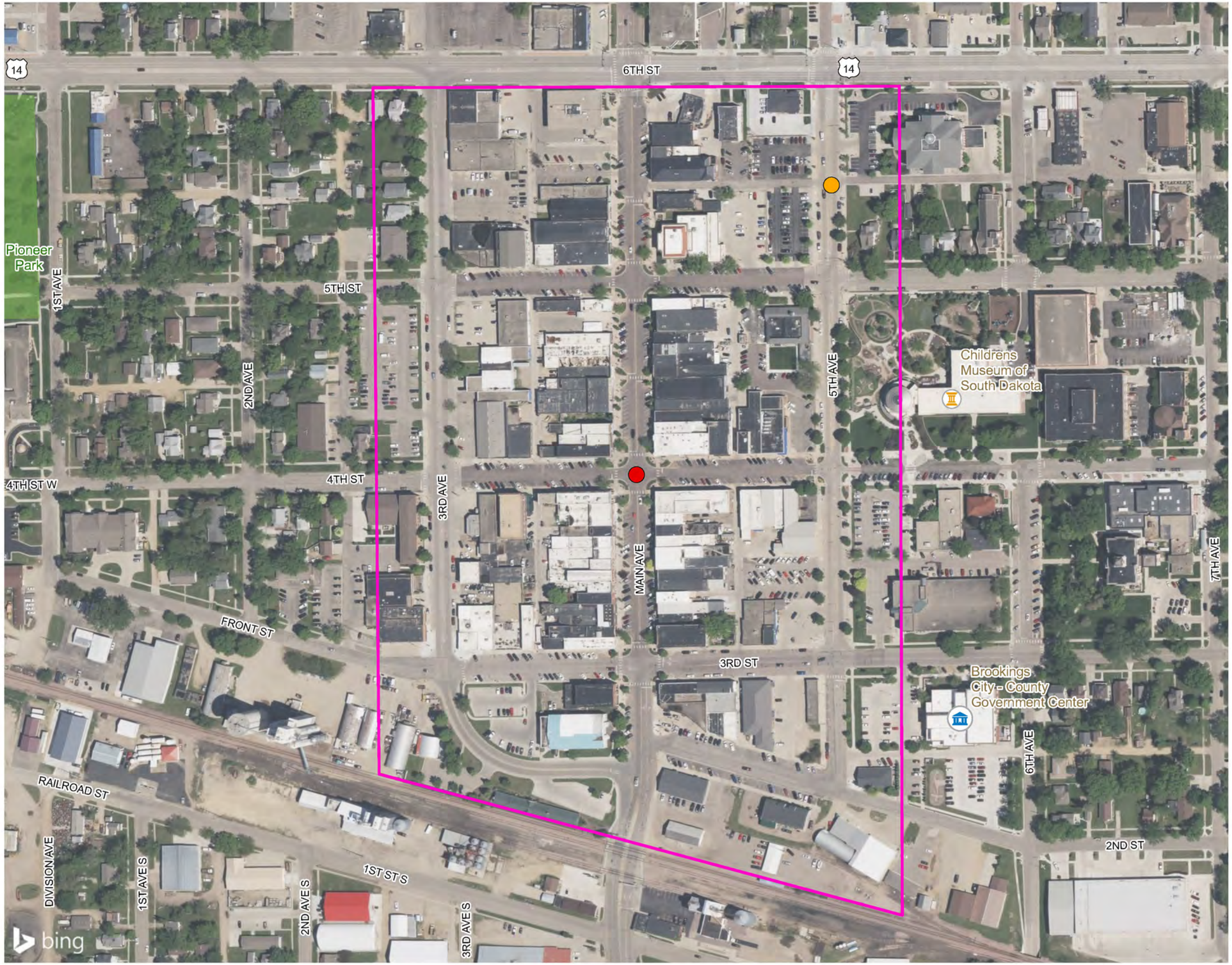
0 1 Miles

Figure 14

BROOKINGS AREA TRANSPORTATION PLAN

Fatal & Serious Injury Crash History Downtown Brookings

(January 2019 - June 2024)



Downtown Study Area

City Park & Greenspace

Injury Severity

- Fatal
- Serious

Injury Severity	Crashes	Persons Involved
Fatal Injury	1	2
Serious Injury	1	2
Fatal & Serious Injury Total	**2**	**4**

Fatal & Serious Injury crash and persons involved frequencies reflect those reported within the Downtown Brookings study area (except locations with traffic control changes during the observation period).

0 250 Feet

Figure 15

HDR BROOKINGS AREA TRANSPORTATION PLAN

Vulnerable Road Users (Bicyclists and Pedestrians)

Vulnerable road users (VRUs) are non-motorists such as persons walking, biking, or using a personal conveyance device (i.e., bicyclists and pedestrians)[4]. As part of the crash history review, crashes involving VRUs within the study area were assessed. Overall, 28 VRU crashes were reported within the Brookings ATP study area (all within current City of Brookings limits) and 3 within the Downtown Brookings study area from January 2019 to June 2024. VRU crashes are depicted in **Figure 16** through **Figure 18.** Trends from VRU-related crashes included the following:

<u>Brookings ATP Study Area VRU crashes: 28 crashes</u>

- 61% were pedestrian-related (17 crashes)
- 39% were bicyclist-related (11 crashes)
- All VRU-related crashes resulted in an injury
    - 1 fatal injury bicyclist-related crash at Main Avenue & 4th Street intersection
    - 2 serious injury VRU-related crashes
        - 1 pedestrian-related crash along 5th Avenue approximately 250 ft. from US14 / 6th Street near alley
        - 1 bicyclist-related crash at US14 / 6th Street & Campanile / 13th Avenue intersection involving a conflict with an eastbound vehicle
    - 43% were minor injury crashes (12 crashes)
    - 46% were possible injury crashes (13 crashes)
- 96% occurred on dry road conditions
- 79% occurred in dawn or daylight conditions
- 64% were intersection-related
    - 2 pedestrian-related crashes occurred at 8th Street & Jackrabbit Avenue
    - 2 bicyclist-related crashes occurred at 12th Street S & Christine Avenue during school day arrival and dismissal periods
    - 1 pedestrian-related and 1 bicyclist-related crash at:
        - US14 / 6th Street & 17th Avenue / Faculty Drive
        - Medary Avenue & 11th Street
- 50% occurred on Urban Arterial streets
- 39% occurred on Urban Local streets
- 36% were segment-related
- 18% occurred at night along lighted roadways

<u>Downtown Brookings Study Area VRU crashes: 3 crashes</u>

- 67% were pedestrian-related (2 crashes)
    - 1 serious injury crash along 5th Avenue approximately 250 ft. from US14 / 6th Street near alley
    - 1 possible injury crash at Main Avenue & 5th Street intersection
- 33% were bicyclist-related (1 crash)
    - Fatal injury crash at Main Avenue & 4th Street intersection

[4] *2023 South Dakota Vulnerable Road User Safety Assessment*. South Dakota Department of Transportation.

Vulnerable Road User (Bicyclists & Pedestrians) Crash History Brookings ATP Study Area *(January 2019 - June 2024)*

- Study Area
- City Limits
- City Park & Greenspace
- Shared-Use Path
- Bike Lane
- Shared Lane

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	4%	1	2%
Serious Injury	2	7%	2	4%
Minor Injury	12	43%	14	25%
Possible Injury	13	46%	12	22%
No Injury	0	0%	26	47%
VRU Total	28		55	

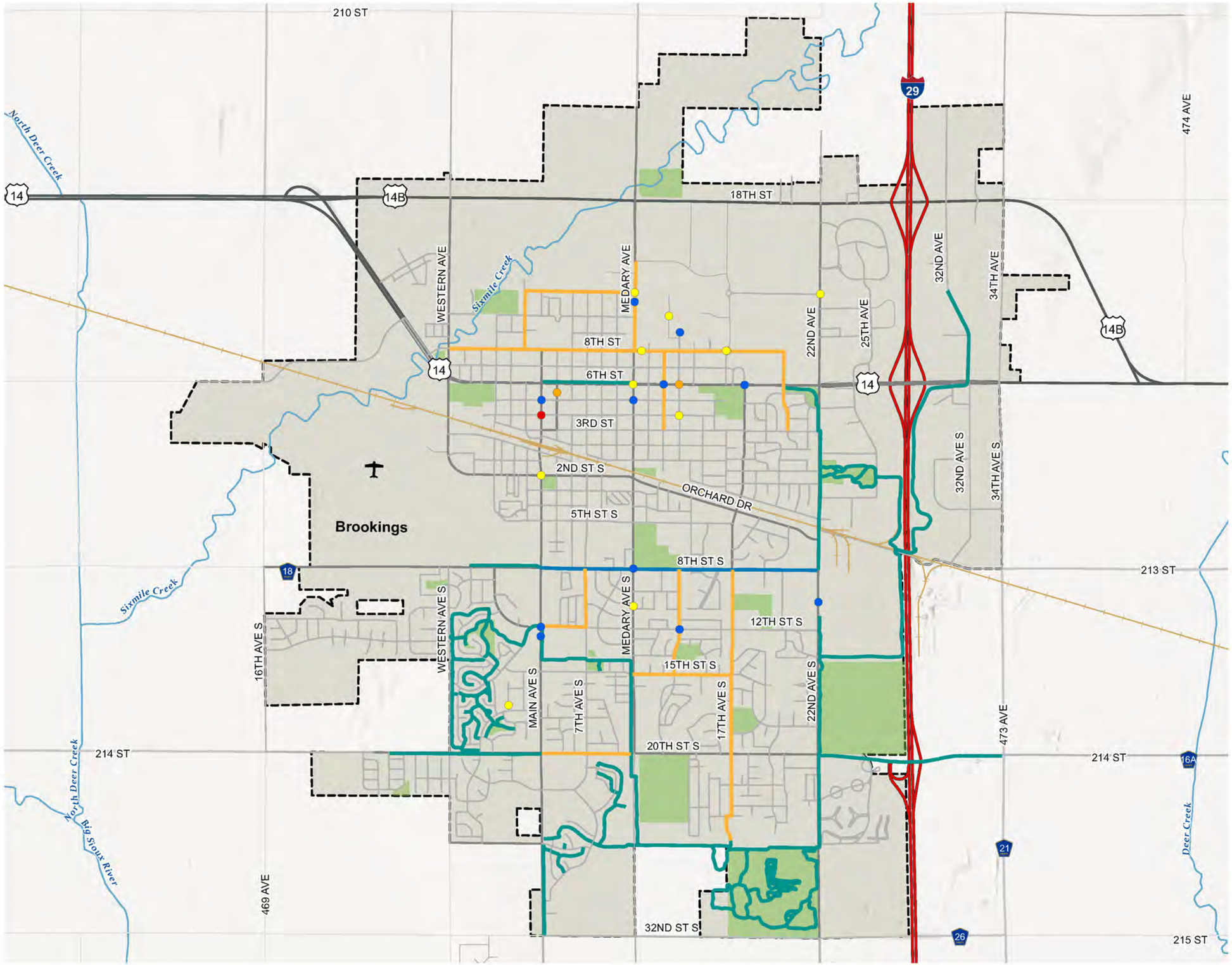
Vulnerable Road User (VRU) crash and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 2 Miles

Figure 16

HDR BROOKINGS AREA TRANSPORTATION PLAN

Vulnerable Road User (Bicyclists & Pedestrians) Crash History City of Brookings *(January 2019 - June 2024)*



- City Limits
- City Park & Greenspace
- Shared-Use Path
- Bike Lane
- Shared Lane

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

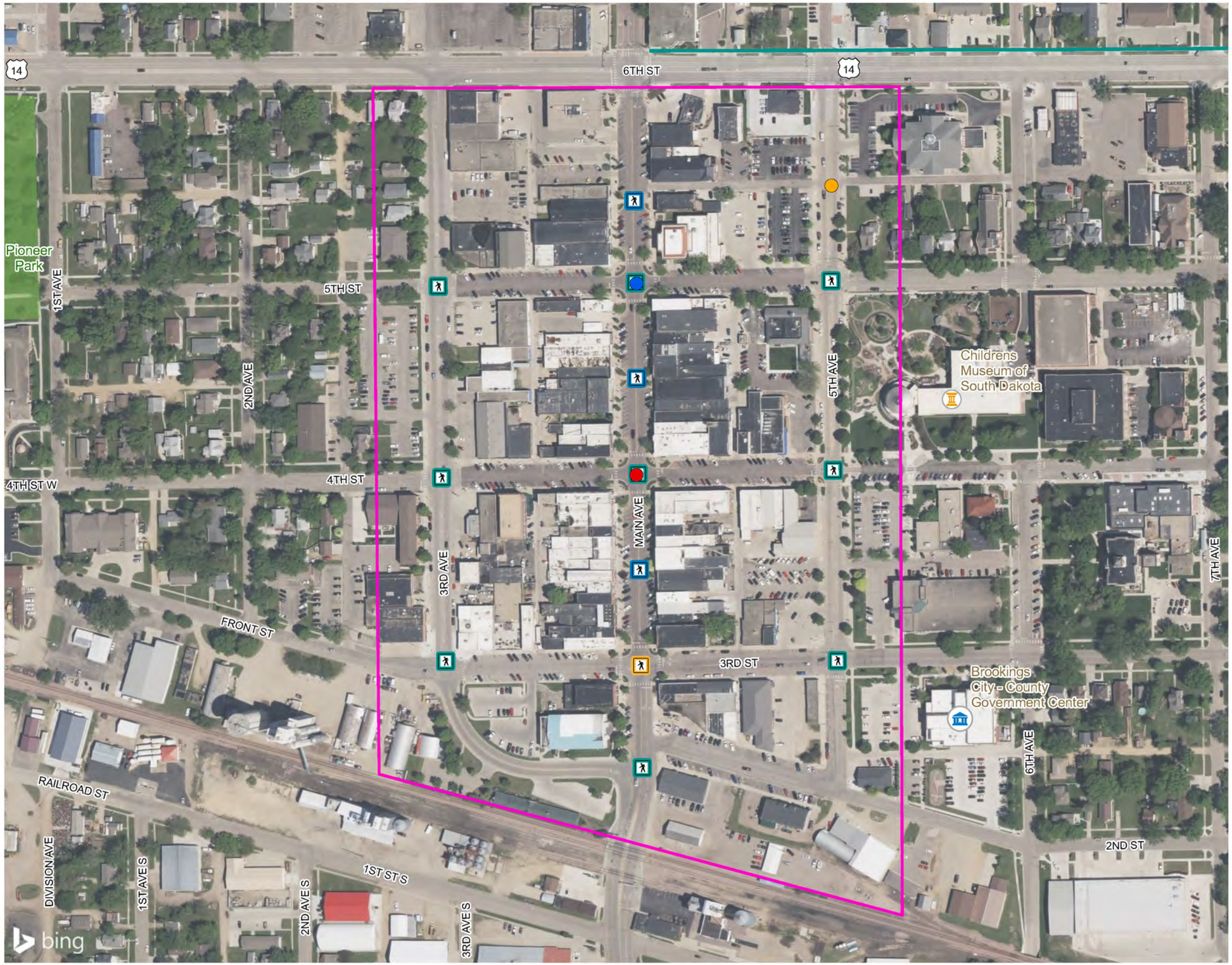
Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	4%	1	2%
Serious Injury	2	7%	2	4%
Minor Injury	12	43%	14	25%
Possible Injury	13	46%	12	22%
No Injury	0	0%	26	47%
VRU Total	28		55	

Vulnerable Road User crash and persons involved frequencies reflect those reported within the City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 1 Miles

Figure 17

HDR BROOKINGS AREA TRANSPORTATION PLAN



Vulnerable Road User (Bicyclists & Pedestrians) Crash History Downtown Brookings

(January 2019 - June 2024)

- Downtown Study Area
- City Park & Greenspace
- Shared-Use Path
- Marked Crosswalk
- Marked and Signed Crosswalk
- Marked Crosswalk with Pedestrian Signal

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Injury Severity	Crashes		Persons Involved	
Fatal Injury	1	33%	1	17%
Serious Injury	1	33%	1	17%
Minor Injury	0	0%	0	0%
Possible Injury	1	33%	1	17%
No Injury	0	0%	3	50%
VRU Total	3		6	

Vulnerable Road User crash and persons involved frequencies reflect those reported within the Downtown Brookings study area (except locations with traffic control changes during the observation period).

0 250 Feet

Figure 18

HDR BROOKINGS AREA TRANSPORTATION PLAN

Railroad Crossings

Rail lines cross through Brookings in the northwest/southeast direction in the central portion of the city. All of these lines are owned and operated by Rapid City, Pierre, & Eastern Railroad (RCPE) as part of a connection to Minnesota (to the east) and Huron, SD (to the west). The Federal Railroad Administration (FRA) maintains an inventory[5] of rail crossings throughout the United States. Their inventory indicates that there are 22 public at-grade highway/railroad crossings within the Brookings ATP study area.

The crash history at highway/railroad crossings was reviewed between January 2019 and June 2024. 4 reported crashes occurred at or were related to a rail crossing, which are summarized in **Table 7** and depicted in **Figure 19**.

Overall, the dispersion of crashes across four railroad crossing locations highlights the random nature of these crashes, even in urban areas with higher traffic volumes. The location with the highest crash frequency, two crashes, was the RCPE crossing on US14 west of 467th Avenue. One minor injury crash occurred at this crossing which involved a westbound rear-end collision with another vehicle. All other railroad crossing related crashes were non-injury collisions. It is important to continually improve crossings through a systemic process of identifying and addressing potential issues of vehicle-train, vehicle-pedestrian, and vehicle-vehicle conflicts as well as single-vehicle lane departure risks.

Table 7: Railroad Crossing Crashes (January 2019 - June 2024)

Roadway Corridor	Crossing Location	Crossing Number	Railroad	Total Crashes	Trains / Day	Crossing Control
US14	West of 467th Avenue	197525N	RCPE	2	10	Active – flashing lights (mast and cantilever mounted)
Main Avenue	South of Front Street	197481R	RCPE	1	10	Active – flashing lights (mast and cantilever mounted) and gate arms
Medary Avenue S	South of 1st Street	197480J	RCPE	1	10	Active – flashing lights (mast and cantilever mounted) and gate arms

[5] FRA – Safety Map. USDOT. fragis.fra.dot.gov/GISFRASafety/

Railroad Crossing Crash History Brookings ATP Study Area *(January 2019 - June 2024)*

- Study Area
- City Limits
- City Park & Greenspace
- At-Grade Railroad Crossing

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Injury Severity	Crashes		Persons Involved	
Fatal Injury	0	0%	0	0%
Serious Injury	0	0%	0	0%
Minor Injury	1	25%	1	13%
Possible Injury	0	0%	1	13%
No Injury	3	75%	6	75%
RR Crossing Total	4		8	

Railroad crossing-related crash and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 2 Miles

Figure 16

HDR BROOKINGS AREA TRANSPORTATION PLAN

Intersections

Throughout the study area, intersections with notable observed crash frequency were identified within GIS (62 total). Crashes located within the intersection area were categorized as an intersection-related crashes. This analysis, while robust, was conducted at a high-level with a focus on locations with either notable crash frequencies or weighted crash rates that met or exceeded 75% of weighted critical crash rates (also identified as elevated crash index locations).

Crash Frequency

Crash frequency is defined as the total number of crashes that occurred at an intersection. Crash frequency is important as it indicates locations with frequent crash events. However, it does not consider traffic exposure which can lead to an under-emphasis of intersections with lower traffic volumes and an overemphasis of intersections with higher traffic volumes. The 24 intersections with 8 or more reported crashes are ranked by overall crash frequency in **Table 8** (injury severity and manner of collision) and **Table 9** (light condition and road surface condition). Trends from intersections within the top ten highest crash frequency (and not shown in the elevated crash locations list) include:

- **US14 / 6th Street & 17th Avenue / Faculty Drive (18 crashes):**
  - 83% were non-injury crashes (15 crashes)
  - 50% were angle collisions (9 crashes) typically between eastbound or westbound and northbound through movements
  - 39% were rear-end collisions (7 crashes)
  - 28% occurred on wet or frosty road conditions (5 crashes)
  - 2 VRU-related crashes were reported which both resulted in injuries

- **US14 / 6th Street & 20th Avenue (18 crashes):**
  - 83% were non-injury crashes (15 crashes)
  - 61% were angle collisions (11 crashes)
  - 39% were eastbound or westbound rear-end collisions (7 crashes)
  - 33% occurred on wet or snowy road conditions (6 crashes)
  - 17% involved distracted driving (3 crashes)

- **8th Street S & Main Avenue S (17 crashes):**
  - 71% were non-injury crashes (12 crashes)
  - 41% were angle collisions (7 crashes)
  - 41% were rear-end collisions (7 crashes)
  - 35% occurred at dusk or night on lighted roads (6 crashes)
  - 35% occurred on wet, snowy, slushy, or frosty road conditions (6 crashes)

- **US14 (WB) & US14 Bypass (WB) [West] (17 crashes):**
  - All were non-injury crashes
  - 76% were rear-end collisions (13 crashes) primarily in the southbound direction
  - 18% involved distracted driving (3 crashes)

- **US14 / 6th Street & Western Avenue (15 crashes):**
  - 87% were non-injury crashes (13 crashes)
  - 73% were angle collisions (11 crashes) primarily between eastbound or westbound and northbound through movements
  - 47% occurred on wet, snowy, or icy road conditions (7 crashes)
  - 20% occurred at dusk or night (3 crashes)

- **22nd Avenue & South Wal-Mart Access (15 crashes):**
  - 1 serious injury crash reported
  - 93% were angle collisions (14 crashes) primarily between northbound through and westbound left turn movements
  - 80% were non-injury crashes (12 crashes)
  - 20% occurred at night on lighted roads (3 crashes)
  - 20% occurred on wet or snowy road conditions (3 crashes)

- *Note: Trends at identified elevated crash index intersections are described in the 'Weighted Critical Index Ratios' sub-section.*

Intersections along major study area corridors with high crash frequency intersections include:

- **US14 / 6th Street:** 1st-2nd, 4-6th, 8-9th, 13th, 16-17th, and 20th-22nd highest crash frequency intersections (13 of 24)
- **22nd Avenue:** 1st, 3rd, 10th, and 14th highest crash frequency intersection (4 of 24)
- **Medary Avenue:** 2nd, 15th, 23rd, and 24th highest crash frequency intersections (4 of 24)
- **Main Avenue:** 7th, 11th, and 18-19th highest crash frequency intersections (4 of 24)
- **8th Street S:** 7th, 12th, and 24th highest crash frequency intersections (3 of 24)
- **US14 Bypass / 18th Street:** 8th and 15th highest crash frequency intersections (2 of 24)
- **17th Avenue:** 5th and 12th highest crash frequency intersections (2 of 24)

Table 8: Brookings Area Intersection Crash Frequency Rankings – Injury Severity and Manner of Collision (January 2019 – June 2024) [All Crashes]

Rank	Intersection	Traffic Control Device	Daily Entering Volume	Total Crashes		Injury Severity						Manner of Collision				
				Crashes	Weighted Crashes	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Injury	Wild Animal	Single Vehicle	Rear-end	Head-on	Angle	Sideswipe
1	US14 / 6th Street & 22nd Avenue	Signal	23,000	47	65	0	0	5	4	38	0	0	17	0	17	13
2	US14 / 6th Street & Medary Avenue	Signal	21,100	39	57	0	0	4	5	30	0	3	10	0	24	2
3	22nd Avenue & University Boulevard	TWSC	9,100	20	30	0	0	4	1	14	1	9	5	0	4	1
4	US14 / 6th Street & Sunrise Ridge Road	Signal	9,300	20	30	0	0	0	5	15	0	0	6	0	12	2
5	US14 / 6th Street & 17th Avenue / Faculty Drive	Signal	17,900	18	24	0	0	0	3	15	0	2	7	0	9	0
6	US14 / 6th Street & 20th Avenue	Signal	16,300	18	24	0	0	2	1	15	0	0	7	0	11	0
7	8th Street S & Main Avenue S	Signal	15,900	17	25	0	0	1	3	12	1	1	7	1	7	1
8	US14 (WB) & US14 Bypass (WB) [West]	TWSC	5,000	17	17	0	0	0	0	17	0	2	13	0	0	2
9	US14 / 6th Street & Western Avenue	TWSC	6,900	15	19	0	0	1	1	13	0	2	2	0	11	0
10	22nd Avenue & South Wal-Mart Access	TWSC	10,300	15	21	0	1	1	1	12	0	0	1	0	14	0
11	Main Avenue & 2nd Street S	Signal	13,100	13	21	0	0	2	2	9	0	2	2	1	6	2
12	8th Street S & 17th Avenue S	Signal	11,100	13	15	0	0	0	1	12	0	1	3	1	8	0
13	US14 & BC Hwy 7 / 466th Avenue	TWSC	4,400	13	15	0	1	0	0	5	7	8	0	0	0	0
14	22nd Avenue & Eastbrook Drive*	TWSC	14,200	12	14	0	0	1	0	11	0	0	1	0	10	1
15	US14 Bypass / 18th Street & Medary Avenue	Signal	11,900	12	22	0	0	1	4	7	0	0	6	0	5	1
16	US14 & BC Hwy 23 / 476th Avenue	TWSC	4,900	12	33	1	1	3	1	5	1	4	1	0	7	0
17	US14 / 6th Street & I-29 Exit 132 NB RTI	Signal	4,400	11	17	0	0	1	2	8	0	1	7	0	2	1
18	12th Street S & Main Avenue S	Signal	11,200	10	18	0	0	2	2	6	0	2	1	0	7	0
19	3rd Street & Main Avenue	Signal	10,800	10	16	0	0	2	1	7	0	4	3	0	3	0
20	US14 / 6th Street & Jackrabbit Avenue	TWSC	17,400	10	12	0	0	0	1	9	0	0	2	0	7	1
21	US14 / 6th Street & 25th Avenue	TWSC	7,600	10	10	0	0	0	0	10	0	0	2	0	8	0
22	US14 / 6th Street & Campanile / 13th Avenue	TWSC	15,400	9	13	0	1	0	1	7	0	1	4	0	4	0
23	Medary Avenue & 11th Street	TWSC	6,300	9	14	0	0	2	1	5	0	3	2	0	4	0
24	8th Street S & Medary Avenue S*	Signal	12,900	8	10	0	0	0	1	7	0	2	5	0	0	1

RTI: Ramp Terminal Intersection; AWSC: All-Way Stop Control; TWSC: Two-Way Stop Control
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section

Table 9: Brookings Area Intersection Crash Frequency Rankings – Light Condition and Road Surface Condition (January 2019 – June 2024) [All Crashes]

Rank	Intersection	Traffic Control Device	Daily Entering Volume	Total Crashes		Light Condition				Road Surface Condition				
				Crashes	Weighted Crashes	Daylight	Dark – Not Lighted	Dark - Lighted	Dawn/ Dusk	Dry	Wet	Snow	Slush / Ice / Frost	Other
1	US14 / 6th Street & 22nd Avenue	Signal	23,000	47	65	32	0	12	3	30	6	6	4	1
2	US14 / 6th Street & Medary Avenue	Signal	21,100	39	57	34	0	5	0	30	4	4	1	0
3	22nd Avenue & University Boulevard	TWSC	9,100	20	30	12	4	3	1	12	0	3	4	1
4	US14 / 6th Street & Sunrise Ridge Road	Signal	9,300	20	30	16	0	2	1	15	3	1	1	0
5	US14 / 6th Street & 17th Avenue / Faculty Drive	Signal	17,900	18	24	17	0	1	0	13	4	0	1	0
6	US14 / 6th Street & 20th Avenue	Signal	16,300	18	24	16	1	0	1	12	1	5	0	0
7	8th Street S & Main Avenue S	Signal	15,900	17	25	11	0	5	1	11	1	3	2	0
8	US14 (WB) & US14 Bypass (WB) [West]	TWSC	5,000	17	17	15	1	0	1	16	0	0	1	0
9	US14 / 6th Street & Western Avenue	TWSC	6,900	15	19	11	1	1	2	8	1	3	3	0
10	22nd Avenue & South Wal-Mart Access	TWSC	10,300	15	21	12	0	3	0	12	1	2	0	0
11	Main Avenue & 2nd Street S	Signal	13,100	13	21	8	0	4	1	8	0	4	1	0
12	8th Street S & 17th Avenue S	Signal	11,100	13	15	11	1	1	0	8	0	4	1	0
13	US14 & BC Hwy 7 / 466th Avenue	TWSC	4,400	13	15	3	9	0	1	9	0	2	2	0
14	22nd Avenue & Eastbrook Drive*	TWSC	14,200	12	14	12	0	0	0	10	0	2	0	0
15	US14 Bypass / 18th Street & Medary Avenue	Signal	11,900	12	22	10	0	0	2	10	2	0	0	0
16	US14 & BC Hwy 23 / 476th Avenue	TWSC	4,900	12	33	9	3	0	0	8	0	1	2	1
17	US14 / 6th Street & I-29 Exit 132 NB RTI	Signal	4,400	11	17	11	0	0	0	8	2	0	1	0
18	12th Street S & Main Avenue S	Signal	11,200	10	18	10	0	0	0	10	0	0	0	0
19	3rd Street & Main Avenue	Signal	10,800	10	16	8	1	1	0	6	2	0	2	0
20	US14 / 6th Street & Jackrabbit Avenue	TWSC	17,400	10	12	9	0	1	0	6	2	1	1	0
21	US14 / 6th Street & 25th Avenue	TWSC	7,600	10	10	7	0	2	1	7	2	0	1	0
22	US14 / 6th Street & Campanile / 13th Avenue	TWSC	15,400	9	13	9	0	0	0	7	2	0	0	0
23	Medary Avenue & 11th Street	TWSC	6,300	9	14	8	0	1	0	5	0	1	3	0
24	8th Street S & Medary Avenue S*	Signal	12,900	8	10	7	0	1	0	6	0	1	1	0

RTI: Ramp Terminal Intersection; AWSC: All-Way Stop Control; TWSC: Two-Way Stop Control
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section

Weighted Critical Index Ratios

Critical index ratios (crash rates in proportion to critical crash rates) were calculated to further assess traffic safety conditions within the Brookings area. Weighted crashes were utilized in the calculation of the critical index ratios to better determine and prioritize which intersections exhibited notable safety issues based on injury severity and regardless of traffic exposure. Based on the resulting weighted critical index ratios, elevated crash index tiers were developed to indicate locations with elevated crash rates with priorities of higher, medium, and lower. These locations were first observed with all crash severity types then filtered further based on injury crashes only in order prioritize intersections with notable amounts of injury crashes in accordance with the SSA.

The select elevated crash index tiers include:

- **Tier 1 (higher priority): ≥ 1.50**
- **Tier 2 (medium priority): ≥ 1.00 and 1.50**
- **Tier 3 (lower priority): ≥ 0.75 and < 1.00**

22 intersections exhibited a crash rate greater than or equal to 75% of the critical rate when considering all crash severity types which include:

Tier 1 – Elevated Crash Index Intersections (higher priority): (≥ 1.50)

1) **22nd Avenue S & 20th Street S (5 total crashes) [2.80]**
2) **US14 & BC Hwy 23 / 476th Avenue (12 total crashes) [2.54]**
3) **4th Street & 11th Avenue (4 total crashes) [1.91]**
4) **4th Street & 9th Avenue (5 total crashes) [1.67]**
5) **5th Street & 8th Avenue (5 total crashes) [1.52]**

Tier 2 – Elevated Crash Index Intersections (medium priority): (1.00-1.50)

6) **22nd Avenue & University Boulevard (20 total crashes) [1.41]**
7) **US14 / 6th Street & I-29 Exit 132 NB RTI (11 total crashes) [1.37]**
8) **US14 / 6th Street & Sunrise Ridge Road (20 total crashes) [1.35]**
9) **US14 / 6th Street & 22nd Avenue (47 total crashes) [1.33]**
10) **BC Hwy 77 / 471st Avenue & BC Hwy 24 / 217th Street (5 total crashes) [1.29]**
11) **US14 (WB) & US14 Bypass (WB) [West] (17 total crashes) [1.28]**
12) **US14 & BC Hwy 7 / 466th Avenue (13 total crashes) [1.27]**
13) **US14 / 6th Street & Medary Avenue (39 total crashes) [1.26]**
14) **US14 / 6th Street & Western Avenue (15 total crashes) [1.11]**

Tier 3 – Elevated Crash Index Intersections (lower priority): (0.75-1.00)

15) **SD324 & I-29 Exit 127 NB RTI (6 total crashes) [0.99]**
16) **Main Avenue & 4th Street (4 total crashes) [0.96]**
17) **Sunrise Ridge Road & 25th Avenue (5 total crashes) [0.94]**
18) **BC Hwy 24 / 217th Street & 472nd Avenue (5 total crashes) [0.92]**
19) **22nd Avenue & South Wal-Mart Access (15 total crashes) [0.89]**
20) **Medary Avenue & 11th Street (9 total crashes) [0.86]**
21) **20th Street S & 17th Avenue S (1 total crash) [0.84]**
22) **US14 Bypass & Medary Avenue (12 total crashes) [0.80]**

When reviewing injury crashes only, 19 intersections exhibited an injury crash rate greater than or equal to 75% of the critical rate (depicted in **Figure 20** and Error! Reference source not found.) which include:

Tier 1 – Elevated Crash Index Intersections (higher priority): (≥ 1.50)

1) **22nd Avenue S & 20th Street S (4 injury crashes) [4.23]**
   - 80% of total crashes resulted in an injury
   - 1 serious injury crash involving an angle collision between eastbound and northbound through movements at night where the eastbound driver failed to yield and comply with the flashing red signal
   - All injury crashes were angle collisions between eastbound or westbound and northbound or southbound through movements
   - All injury crashes involved drivers that disregarded traffic signs or signals and/or failed to yield to another vehicle
   - 1 injury crash involved alcohol use and speeding (1 injury crash)

2) **US14 & BC Hwy 23 / 476th Avenue (6 injury crashes) [4.01]**
   - 50% of total crashes resulted in an injury
   - 1 fatal injury crash involving a westbound motorcyclist lane departure crash
   - 1 serious injury crash involving an angle collision between eastbound through and northbound left turning movements where the northbound driver disregarded the stop sign or failed to yield
   - 83% were angle collisions (5 injury crashes)
   - 1 possible injury crash involving an angle collision and alcohol use

3) **4th Street & 11th Avenue (2 injury crashes) [2.39]**
   - 50% of total crashes resulted in an injury
   - Both injury crashes were angle collisions between northbound and westbound through movements
   - 1 injury crash occurred on snowy road conditions

4) **4th Street & Main Avenue (1 injury crash) [1.51]**
   - 25% of total crashes resulted in an injury
   - 1 fatal injury crash involving a single vehicle collision between an eastbound right turning school bus and northbound bicyclist

Tier 2 – Elevated Crash Index Intersections (medium priority): (1.00-1.50)

5) **US14 / 6th Street & I-29 Exit 132 NB RTI (3 injury crashes) [1.45]**
   - 27% of total crashes resulted in an injury
   - 2 possible injury crashes were rear-end collisions
     - 1 westbound rear-end collision between a vehicle and truck
     - 1 northbound rear-end collision involving distracted driving
   - 1 minor injury crash involving an angle collision between eastbound through and northbound left turning movements

6) **22nd Avenue & University Boulevard (5 injury crashes)** [1.42]
   - 25% of total crashes resulted in an injury
   - 80% of injury crashes were single vehicle collisions (4 injury crashes)
     - 2 eastbound through movement lane departure crashes
     - 1 pedestrian-related crash with a southbound through vehicle movement
     - 1 southbound right turning movement lane departure crash on snowy road conditions
   - 80% of injury crashes occurred at night (4 injury crashes)
   - 80% of injury crashes occurred in December (4 injury crashes)
   - 60% of injury crashes occurred on weekends (3 injury crashes)
   - 40% of injury crashes occurred on snowy or frosty road conditions (2 injury crashes)
   - 40% of injury crashes involved alcohol use (2 injury crashes)
   - 1 injury crash was an angle collision between southbound and westbound through movements involving a failure to yield

7) **20th Street S & 17th Avenue S (1 injury crash)** [1.37]
   - 1 possible injury crash which involved an eastbound rear-end collision on wet road conditions and distracted driving

8) **4th Street & 9th Avenue (1 injury crash)** [1.20]
   - 20% of total crashes resulted in an injury
   - 1 possible injury crash involving an angle collision between northbound through and westbound left turning movements at a driveway access located within the intersection functional area (on the east leg) where a driver failed to yield

9) **US14 / 6th Street & Sunrise Ridge Road (5 injury crashes)** [1.18]
   - 25% of total crashes resulted in an injury
   - 60% of injury crashes were angle collisions (3 injury crashes)
     - 2 involved southbound and eastbound movements
     - 1 involved westbound through and northbound U-turn movements
   - 40% of injury crashes were rear-end collisions (2 injury crashes)
   - 1 injury crash occurred at night
   - 1 injury crash occurred on wet road conditions
   - 1 injury crash involved alcohol use

10) **5th Street & 8th Avenue (1 injury crash)** [1.10]
   - 20% of total crashes resulted in an injury
   - 1 minor injury crash involving an angle collision between westbound and northbound through movements

11) US14 / 6th Street & Medary Avenue (9 injury crashes) [1.08]

- 23% of total crashes resulted in an injury
- 78% of injury crashes were angle collisions (7 injury crashes) primarily between eastbound or westbound and northbound or southbound through movements
- 22% of injury crashes were single vehicle collisions
  - 1 involved a pedestrian and a westbound vehicle
  - 1 eastbound lane departure crash involving drug use

12) US14 / 6th Street & 22nd Avenue (9 injury crashes) [1.01]

- 19% of total crashes resulted in an injury
- 56% of injury crashes were angle collisions (5 injury crashes)
  - 2 were located at the driveway within the intersection functional area on the south leg near Dairy Queen
- 55% of injury crashes occurred at dusk or during the night (5 injury crashes)
- 33% of injury crashes were westbound rear-end collisions (3 injury crashes)
- 1 injury crash involved drug use

Tier 3 – Elevated Crash Index Intersections (lower priority): (0.75-1.00)

13) US14 Bypass & Medary Avenue (5 injury crashes) [0.97]

- 42% of total crashes resulted in an injury
- 80% of injury crashes were angle collisions (4 injury crashes) which primarily involved left turning movements
- 40% of injury crashes occurred at dusk (2 injury crashes)
- 1 injury crash was an eastbound rear-end collision that occurred on wet road conditions and involved distracted driving
- 1 injury crash involved alcohol use

14) BC Hwy 77 / 471st Avenue & BC Hwy 24 / 217th Street (1 injury crash) [0.96]

- 20% of total crashes resulted in an injury
- 1 possible injury crash involving an angle collision between northbound through and southbound left turning movements, speeding, and occurred under snowy road conditions

15) Medary Avenue & 11th Street (3 injury crashes) [0.95]

- 33% of total crashes resulted in an injury
- 67% of injury crashes were single vehicle collisions (2 injury crashes)
  - 67% of injury crashes involved either a pedestrian or bicyclist (2 injury crashes)
    - The pedestrian crash occurred at night
- 1 injury crash involved an angle collision between southbound through and eastbound left turning movements that occurred on icy road conditions

16) **US14 / 6th Street & 3rd Avenue (3 injury crashes) [0.89]**
   - 50% of total crashes resulted in an injury
   - 67% of injury crashes were angle collisions between eastbound through and northbound left turning movements (2 injury crashes)
   - 1 injury crash was a lane departure where the driver ran off the road and hit a light pole

17) **12th Street S & Main Avenue S (4 injury crashes) [0.81]**
   - 40% of total crashes resulted in an injury
   - 75% of injury crashes were angle collisions (3 injury crashes) primarily between northbound through and southbound or westbound left turning movements
   - 1 injury crash was a single vehicle collision between a pedestrian and a northbound left turning vehicle

18) **SD324 & I-29 Exit 127 NB RTI (1 injury crash) [0.80]**
   - 17% of total crashes resulted in an injury
   - 1 possible injury crash involving an angle collision between westbound and northbound through movements

19) **22nd Avenue & South Wal-Mart Access (3 injury crashes) [0.77]**
   - 20% of total crashes resulted in an injury
   - 1 serious injury crash involving an angle collision between a northbound through moving vehicle and a southbound left turning motorcyclist
   - All injury crashes were angle collisions between northbound through and westbound or southbound left turning movements

The 19 intersections with reported injury crashes are ranked by weighted critical index ratios in **Table 10** (injury severity and manner of collision) and **Table 11** (light condition and road surface condition). Crash rate and related weighted critical index ratio calculations in **Table 12** (for all crashes) and **Table 13** (for injury crashes only).

Table 10: Brookings Area Intersection Weighted Critical Index Ratio Rankings – Injury Severity and Manner of Collision (January 2019 – June 2024) [Injury Crashes]

Rank	Intersection	Traffic Control Device	Daily Entering Volume	Injury Crashes		Injury Severity						Manner of Collision					Weighted Critical Index Ratio#
				Crashes	Weighted Crashes	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Injury	Wild Animal	Single Vehicle	Rear-end	Head-on	Angle	Sideswipe	
1	22nd Avenue S & 20th Street S*	Signal	6,000	4	12	0	1	1	2	0	0	0	0	0	4	0	**4.23**
2	US14 & BC Hwy 23 / 476th Avenue	TWSC	4,900	6	27	1	1	3	1	0	0	1	0	0	5	0	**4.01**
3	4th Street & 11th Avenue	None	1,000	2	6	0	0	1	1	0	0	0	0	0	2	0	**2.39**
4	Main Avenue & 4th Street	AWSC	6,200	1	12	1	0	0	0	0	0	1	0	0	0	0	**1.51**
5	US14 / 6th Street & I-29 Exit 132 NB RTI	Signal	3,500	3	9	0	0	1	2	0	0	0	2	0	1	0	**1.45**
6	22nd Avenue & University Boulevard	TWSC	9,100	5	15	0	0	4	1	0	0	4	0	0	1	0	**1.42**
7	20th Street S & 17th Avenue S*	AWSC	4,200	1	3	0	0	0	1	0	0	0	1	0	0	0	**1.37**
8	4th Street & 9th Avenue	Yield	1,000	1	3	0	0	0	1	0	0	0	0	0	1	0	**1.20**
9	US14 / 6th Street & Sunrise Ridge Road	Signal	9,300	5	15	0	0	0	5	0	0	0	2	0	3	0	**1.18**
10	5th Street & 8th Avenue	Yield	1,200	1	3	0	0	1	0	0	0	0	0	0	1	0	**1.10**
11	US14 / 6th Street & Medary Avenue	Signal	21,100	9	27	0	0	4	5	0	0	2	0	0	7	0	**1.08**
12	US14 / 6th Street & 22nd Avenue	Signal	23,000	9	27	0	0	5	4	0	0	0	3	0	5	1	**1.01**
13	US14 Bypass / 18th Street & Medary Avenue	Signal	11,900	5	15	0	0	1	4	0	0	0	1	0	4	0	**0.97**
14	BC Hwy 77 / 471st Avenue & BC Hwy 24 / 217th Street	TWSC	1,500	1	3	0	0	0	1	0	0	0	0	0	1	0	**0.96**
15	Medary Avenue & 11th Street	TWSC	6,300	3	9	0	0	2	1	0	0	2	0	0	1	0	**0.95**
16	US14 / 6th Street & 3rd Avenue	TWSC	8,600	3	9	0	0	2	1	0	0	1	0	0	2	0	**0.89**
17	12th Street S & Main Avenue S	Signal	11,200	4	12	0	0	2	2	0	0	1	0	0	3	0	**0.81**
18	SD324 & I-29 Exit 127 NB RTI	TWSC	2,000	1	3	0	0	0	1	0	0	0	0	0	1	0	**0.80**
19	22nd Avenue & South Wal-Mart Access	TWSC	10,300	3	9	0	1	1	1	0	0	0	0	0	3	0	**0.77**

RTI: Ramp Terminal Intersection; AWSC: All-Way Stop Control; TWSC: Two-Way Stop Control
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section
# Weighted Critical Index Ratio reflects injury crashes only
Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Table 11: Brookings Area Intersection Weighted Critical Index Ratio Rankings – Light Condition and Road Surface Condition (January 2019 – June 2024) [Injury Crashes]

Rank	Intersection	Traffic Control Device	Daily Entering Volume	Injury Crashes		Light Condition				Road Surface Condition					Weighted Critical Index Ratio#
				Crashes	Weighted Crashes	Daylight	Dark – Not Lighted	Dark - Lighted	Dawn/ Dusk	Dry	Wet	Snow	Slush / Ice / Frost	Other	
1	22nd Avenue S & 20th Street S*	Signal	6,000	4	12	3	0	1	0	4	0	0	0	0	**4.23**
2	US14 & BC Hwy 23 / 476th Avenue	TWSC	4,900	6	27	5	1	0	0	5	0	0	1	0	**4.01**
3	4th Street & 11th Avenue	None	1,000	2	6	2	0	0	0	1	0	1	0	0	**2.39**
4	Main Avenue & 4th Street	AWSC	6,200	1	12	1	0	0	0	1	0	0	0	0	**1.51**
5	US14 / 6th Street & I-29 Exit 132 NB RTI	Signal	3,500	3	9	3	0	0	0	3	0	0	0	0	**1.45**
6	22nd Avenue & University Boulevard	TWSC	9,100	5	15	1	2	2	0	3	0	1	1	0	**1.42**
7	20th Street S & 17th Avenue S*	AWSC	4,200	1	3	1	0	0	0	0	1	0	0	0	**1.37**
8	4th Street & 9th Avenue	Yield	1,000	1	3	1	0	0	0	0	0	1	0	0	**1.20**
9	US14 / 6th Street & Sunrise Ridge Road	Signal	9,300	5	15	4	0	1	0	4	1	0	0	0	**1.18**
10	5th Street & 8th Avenue	Yield	1,200	1	3	1	0	0	0	1	0	0	0	0	**1.10**
11	US14 / 6th Street & Medary Avenue	Signal	21,100	9	27	9	0	0	0	8	0	1	0	0	**1.08**
12	US14 / 6th Street & 22nd Avenue	Signal	23,000	9	27	4	0	4	1	8	0	1	0	0	**1.01**
13	US14 Bypass / 18th Street & Medary Avenue	Signal	11,900	5	15	3	0	0	2	4	1	0	0	0	**0.97**
14	BC Hwy 77 / 471st Avenue & BC Hwy 24 / 217th Street	TWSC	1,500	1	3	1	0	0	0	0	0	1	0	0	**0.96**
15	Medary Avenue & 11th Street	TWSC	6,300	3	9	2	0	1	0	2	0	0	1	0	**0.95**
16	US14 / 6th Street & 3rd Avenue	TWSC	8,600	3	9	3	0	0	0	3	0	0	0	0	**0.89**
17	12th Street S & Main Avenue S	Signal	11,200	4	12	4	0	0	0	4	0	0	0	0	**0.81**
18	SD324 & I-29 Exit 127 NB RTI	TWSC	2,000	1	3	1	0	0	0	1	0	0	0	0	**0.80**
19	22nd Avenue & South Wal-Mart Access	TWSC	10,300	3	9	3	0	0	0	3	0	0	0	0	**0.77**

RTI: Ramp Terminal Intersection; AWSC: All-Way Stop Control; TWSC: Two-Way Stop Control
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section
# Weighted Critical Index Ratio reflects injury crashes only
Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Table 12: Brookings Area Intersection Weighted Critical Index Ratio Rankings – Crash Rates (January 2019 – June 2024) [All Crashes]

Rank	Intersection	Traffic Control Device	Daily Entering Volume	Total Crashes		Weighted Crash Rate	Weighted Critical Crash Rate	Weighted Critical Index Ratio
				Crashes	Weighted Crashes			
1	22nd Avenue S & 20th Street S	Signal	6,000	5	12	5.95	2.12	**2.80**
2	US14 & BC Hwy 23 / 476th Avenue	TWSC	4,900	12	33	3.36	1.32	**2.54**
3	4th Street & 11th Avenue	None	1,000	4	8	3.99	2.09	**1.91**
4	4th Street & 9th Avenue	Yield	1,000	5	7	3.49	2.09	**1.67**
5	5th Street & 8th Avenue	Yield	1,200	5	7	3.00	1.98	**1.52**
6	22nd Avenue & University Boulevard	TWSC	9,100	20	30	1.65	1.17	**1.41**
7	US14 / 6th Street & I-29 Exit 132 NB RTI	Signal	4,400	11	17	1.88	1.38	**1.37**
8	US14 / 6th Street & Sunrise Ridge Road	Signal	9,300	20	30	1.61	1.20	**1.35**
9	US14 / 6th Street & 22nd Avenue	Signal	23,000	47	65	1.41	1.05	**1.33**
10	BC Hwy 77 / 471st Avenue & BC Hwy 24 / 217th Street	TWSC	1,500	5	7	2.35	1.82	**1.29**
11	US14 (WB) & US14 Bypass (WB) [West]	TWSC	5,000	17	17	1.68	1.31	**1.28**
12	US14 & BC Hwy 7 / 466th Avenue	TWSC	4,400	13	15	1.71	1.35	**1.27**
13	US14 / 6th Street & Medary Avenue	Signal	21,100	39	57	1.35	1.06	**1.26**
14	US14 / 6th Street & Western Avenue	TWSC	6,900	15	19	1.37	1.23	**1.11**
15	SD324 & I-29 Exit 127 NB RTI	TWSC	2,500	6	8	1.52	1.53	**0.99**
16	Main Avenue & 4th Street	AWSC	6,200	4	15	1.21	1.26	**0.96**
17	Sunrise Ridge Road & 25th Avenue	TWSC	2,300	5	7	1.49	1.59	**0.94**
18	BC Hwy 24 / 217th Street & 472nd Avenue	TWSC	2,400	5	7	1.45	1.57	**0.92**
19	22nd Avenue & South Wal-Mart Access	TWSC	10,300	15	21	1.02	1.15	**0.89**
20	Medary Avenue & 11th Street	TWSC	6,300	9	14	1.10	1.28	**0.86**
21	20th Street S & 17th Avenue S	Signal	4,200	1	3	1.94	2.31	**0.84**
22	US14 Bypass / 18th Street & Medary Avenue	Signal	11,900	12	22	0.92	1.15	**0.80**
								HSM weighted average crash rate for study area signalized intersections (all crashes) = 0.82
								HSM weighted average crash rate for study area unsignalized intersection (all crashes) = 0.80

RTI: Ramp Terminal Intersection; AWSC: All-Way Stop Control; TWSC: Two-Way Stop Control
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section
Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Table 13: Brookings Area Intersection Weighted Critical Index Ratio Rankings – Crash Rates (January 2019 – June 2024) [Injury Crashes]

Rank	Intersection	Traffic Control Device	Daily Entering Volume	Injury Crashes		Weighted Crash Rate	Weighted Critical Crash Rate	Weighted Critical Index Ratio[#]
				Crashes	Weighted Crashes			
1	22nd Avenue S & 20th Street S*	Signal	6,000	4	12	5.95	1.41	**4.23**
2	US14 & BC Hwy 23 / 476th Avenue	TWSC	4,900	6	27	2.75	0.68	**4.01**
3	4th Street & 11th Avenue	None	1,000	2	6	2.99	1.25	**2.39**
4	Main Avenue & 4th Street	AWSC	6,200	1	12	0.97	0.64	**1.51**
5	US14 / 6th Street & I-29 Exit 132 NB RTI	Signal	3,500	3	9	1.28	0.88	**1.45**
6	22nd Avenue & University Boulevard	TWSC	9,100	5	15	0.83	0.58	**1.42**
7	20th Street S & 17th Avenue S*	AWSC	4,200	1	3	1.94	1.42	**1.37**
8	4th Street & 9th Avenue	Yield	1,000	1	3	1.49	1.25	**1.20**
9	US14 / 6th Street & Sunrise Ridge Road	Signal	9,300	5	15	0.81	0.69	**1.18**
10	5th Street & 8th Avenue	Yield	1,200	1	3	1.28	1.17	**1.10**
11	US14 / 6th Street & Medary Avenue	Signal	21,100	9	27	0.64	0.59	**1.08**
12	US14 / 6th Street & 22nd Avenue	Signal	23,000	9	27	0.58	0.58	**1.01**
13	US14 Bypass / 18th Street & Medary Avenue	Signal	11,900	5	15	0.63	0.65	**0.97**
14	BC Hwy 77 / 471st Avenue & BC Hwy 24 / 217th Street	TWSC	1,500	1	3	1.01	1.05	**0.96**
15	Medary Avenue & 11th Street	TWSC	6,300	3	9	0.71	0.75	**0.95**
16	US14 / 6th Street & 3rd Avenue	TWSC	8,600	3	9	0.52	0.59	**0.89**
17	12th Street S & Main Avenue S	Signal	11,200	4	12	0.53	0.66	**0.81**
18	SD324 & I-29 Exit 127 NB RTI	TWSC	2,000	1	3	0.74	0.92	**0.80**
19	22nd Avenue & South Wal-Mart Access	TWSC	10,300	3	9	0.44	0.56	**0.77**
HSM weighted average crash rate for study area signalized intersections (injury crashes) = 0.41 *HSM weighted average crash rate for study area unsignalized intersection (injury crashes) = 0.33*								

RTI: Ramp Terminal Intersection; AWSC: All-Way Stop Control; TWSC: Two-Way Stop Control

* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section

[#] Weighted Critical Index Ratio reflects injury crashes only

Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Corridor Segments

Similar to study area intersections, corridor segments between major intersections with notable observed crash frequency were mapped within GIS (61 total) to determine segment-related crashes for specific corridor segments. Crashes located between major intersection areas were categorized as a segment crash. This analysis, while robust, was performed at a high-level with a focus on locations with either notable crash frequencies or weighted crash rates that met or exceeded 75% of weighted critical crash rates (also identified as elevated crash index locations). It should be noted that the crash frequency tabulations for corridor segments include wild animal related crashes; however, those crashes are excluded from crash rate calculations.

Crash Frequency

The 22 corridor segments with 7 or more reported crashes are ranked by overall crash frequency in **Table 14** (injury severity and manner of collision) and **Table 15** (light condition and road surface condition). Trends from corridor segments within the top ten highest crash frequency list (and not shown in the elevated crash locations list) include:

- **US14: BC Hwy 9 / 469th Avenue to 467th Avenue (40 total crashes)**
  - 93% were non-injury crashes (37 crashes)
  - 75% were single vehicle collisions (30 crashes)
  - 65% occurred at night on unlighted roads (26 crashes)
  - 63% were wild animal-related (25 crashes)
  - 25% occurred on wet, snowy, or icy road conditions (10 crashes)
  - 13% involved speeding (5 crashes)

- **US14: 467th Avenue to BC Hwy 7 / 466th Avenue (25 total crashes)**
  - 92% were non-injury crashes (23 crashes)
  - 80% were wild animal-related (20 crashes)
  - 76% were single vehicle collisions (19 crashes)
  - 68% occurred at night on unlighted roads (17 crashes)
  - 28% occurred on wet, snowy, icy, or frosty road conditions (7 crashes)
  - 28% occurred in November (7 crashes)

- **US14: 474th Avenue to BC Hwy 23 / 476th Avenue (23 total crashes)**
  - 91% were non-injury crashes (21 crashes)
  - 61% were single vehicle collisions (14 crashes)
  - 48% occurred at night on unlighted roads (11 crashes)
  - 39% were wild animal-related (9 crashes)
  - 35% occurred on wet, icy, or frosty road conditions (8 crashes)
  - 17% involved speeding (4 crashes)

- **BC Hwy 7: US14 to 208th Street (19 total crashes)**
  - 95% were non-injury crashes (18 crashes)
  - 79% were wild animal-related (15 crashes)
  - 63% occurred between October and December (12 crashes)
  - 58% were single vehicle collisions (11 crashes)
  - 58% occurred at night on unlighted roads (11 crashes)

- **US14 / 6th Street: 5th Avenue to Medary Avenue (15 total crashes)**
  - 87% were non-injury crashes (13 crashes)
  - 53% occurred on wet, snowy, slushy, or icy road conditions (8 crashes)
  - 47% were angle collisions (7 crashes) at intersections along the segment between major intersections
  - 47% occurred in January and February (7 crashes)
  - 40% were rear-end collisions (6 crashes) primarily in the westbound direction

- **Medary Avenue / BC Hwy 77: US14 Bypass / 18th Street to 208th Street (15 total crashes)**
  - All were non-injury crashes
  - 73% were wild animal-related (11 crashes)
  - 73% occurred on County road segments (11 crashes)
  - 53% occurred at night on unlighted roads (8 crashes)
  - 47% were sideswipe collisions (7 crashes)
  - 40% were single vehicle collisions (6 crashes)
  - 33% occurred on Fridays (5 crashes)

- **BC Hwy 19: BC Hwy 12 to 218th Street (14 total crashes)**
  - All were non-injury crashes
  - 64% were wild animal-related (9 crashes)
  - 57% occurred at night on unlighted roads (8 crashes)
  - 50% were single vehicle collisions (7 crashes)
  - 50% occurred on Thursdays (7 crashes)

- **US14 / 6th Street: Campanile / 13th Avenue to Jackrabbit Avenue (12 total crashes)**
  - 83% were non-injury crashes (10 crashes)
  - 66% occurred on Thursdays or Fridays (8 crashes)
  - 58% occurred between August and October (7 crashes)
  - 42% were rear-end collisions (5 crashes)
  - 33% were angle collisions (4 crashes) primarily at driveways along this segment

- **<u>BC Hwy 77 / Main Avenue S</u>: BC Hwy 24 to BC Hwy 26 / 32nd Street S (12 total crashes)**
  - 1 serious injury crash involving a head-on collision between northbound and southbound vehicles along the S curves portion of this segment
  - 92% were non-injury crashes (11 crashes)
  - 67% occurred at night on unlighted roads (8 crashes)
  - 58% were single vehicle collisions (7 crashes)
  - 58% occurred between January and March (7 crashes)
  - 42% were wild animal-related (5 crashes)
  - 33% occurred on wet, snowy, or icy roads (4 crashes)

- **<u>US14 Bypass / 18th Street</u>: Western Avenue to Medary Avenue (11 total crashes)**
  - 91% were non-injury crashes (10 crashes)
  - 73% were wild animal-related (8 crashes)
  - 55% were single vehicle collisions (6 crashes)
  - 45% occurred at night on unlighted roads (5 crashes)

- *<u>Note</u>: Trends at identified elevated crash index corridor segments are described in the 'Weighted Critical Index Ratios' sub-section.*

Table 14: Brookings Area Corridor Segment Crash Frequency Rankings – Injury Severity and Manner of Collision (January 2019 – June 2024) [All Crashes]

Rank	Corridor Segment	Facility Type	Miles	Daily Volume	Total Crashes [W]		Injury Severity						Manner of Collision				
					Crashes	Weighted Crashes	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Injury	Wild Animal	Single Vehicle	Rear-end	Head-on	Angle	Sideswipe
1	**US14:** BC Hwy 9 / 469th Avenue to 467th Avenue	Rural 4-Lane Divided	2.00	4,000	40	46	0	0	2	1	12	25	30	2	0	3	0
2	**US14:** 467th Avenue to BC Hwy 7 / 466th Avenue	Rural 4-Lane Divided	0.92	4,000	25	29	0	0	2	0	3	20	19	2	0	0	0
3	**US14:** 474th Avenue to BC Hwy 23 / 476th Avenue	Rural 2-Lane	2.00	4,800	23	27	0	0	0	2	12	9	14	2	0	1	2
4	**BC Hwy 7:** US14 to 208th Street	Rural 2-Lane	3.00	600	19	21	0	0	1	0	3	15	11	0	0	0	0
5	**US14 / 6th Street:** 5th Avenue to Medary Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.42	11,600	15	19	0	0	1	1	13	0	0	6	1	7	1
6	**Medary Avenue / BC Hwy 77:** US14 Bypass / 18th Street to 208th Street	Rural 2-Lane	3.00	2,300	15	15	0	0	0	0	4	11	6	2	0	0	0
7	**BC Hwy 9:** BC Hwy 12 to 218th Street	Rural 2-Lane	2.00	1,000	14	14	0	0	0	0	5	9	7	1	0	0	0
8	**US14 / 6th Street:** Campanile / 13th Avenue to Jackrabbit Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.25	15,600	12	16	0	0	1	1	10	0	2	5	1	4	0
9	**BC Hwy 77 / / Main Avenue S:** BC Hwy 24 / 217th Street to BC Hwy 26 / 32nd Street S	Rural 2-Lane	2.33	1,500	12	14	0	1	0	0	6	5	7	1	1	0	0
10	**US14 Bypass / 18th Street:** Western Avenue to Medary Avenue	Rural 3-Lane Undivided (with center TWTWL)	1.00	7,900	11	13	0	0	1	0	2	8	6	1	0	0	0
11	**US14 / 6th Street:** 17th Avenue to 20th Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.21	14,800	11	19	0	0	2	2	7	0	0	3	0	5	3
12	**SD324:** I-29 Exit 127 NB RTI to BC Hwy 23 / 476th Avenue	Rural 2-Lane	3.39	1,400	10	25	1	1	1	0	3	4	8	0	1	0	0
13	**3rd Street:** Medary Avenue to 17th Avenue	Urban 2-Lane	0.60	2,100	8	10	0	1	0	0	7	0	2	0	0	6	0
14	**Moriarty Drive:** 15th Street S to 22nd Avenue	Urban 2-Lane	0.56	500	8	8	0	0	0	0	8	0	5	1	0	1	1
15	**BC Hwy 23 / 476th Avenue:** SD324 to City of Aurora Limits	Rural 2-Lane	2.69	1,000	8	10	0	0	1	0	1	6	4	0	0	0	0
16	**BC Hwy 12 / 216th Street:** BC Hwy 17 / 467th Avenue to 468th Avenue	Rural 2-Lane	1.00	1,200	8	8	0	0	0	0	2	6	6	0	0	0	0
17	**213th Street:** 466th Avenue to 469th Avenue / W 16th Avenue S	Rural Gravel	3.00	500	8	14	0	0	3	0	2	3	7	0	0	0	0
18	**US14 / 6th Street:** W 10th Street to US14	Rural 4-Lane Divided	1.00	2,100	7	9	0	0	1	0	3	3	5	1	0	0	0
19	**Main Ave S:** 8th Street S to 5th Street S	Rural 4-Lane Undivided	0.26	10,600	7	9	0	0	1	0	6	0	0	6	0	0	1
20	**17th Avenue S:** 3rd Street to Orchard Drive	Urban 2-Lane	0.44	5,200	7	11	0	1	0	1	5	0	2	3	0	2	0
21	**US14 Bypass:** Western Avenue to US14	Rural 3-Lane (with center TWLTL) / 4-Lane Undivided	1.00	4,000	7	9	0	0	0	1	2	4	6	0	0	0	1
22	**BC Hwy 16 / 214th Street:** 466th Avenue to 469th Avenue / W 16th Avenue S	Rural Gravel	3.00	500	7	13	0	0	3	0	1	3	6	0	0	0	0

TWLTL: Two-Way Left Turn Lane
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section
[W] Corridor segment crash frequency tables include wild animal hit crashes

Table 15: Brookings Area Corridor Segment Crash Frequency Rankings – Light Condition and Road Surface Condition (January 2019 – June 2024) [All Crashes]

Rank	Corridor Segment	Facility Type	Miles	Daily Volume	Total Crashes [W]		Light Condition				Road Surface Condition				
					Crashes	Weighted Crashes	Daylight	Dark – Not Lighted	Dark - Lighted	Dawn/ Dusk	Dry	Wet	Snow	Slush / Ice / Frost	Other
1	**US14:** BC Hwy 9 / 469th Avenue to 467th Avenue	Rural 4-Lane Divided	2.00	4,000	40	46	12	26	0	2	30	2	4	4	0
2	**US14:** 467th Avenue to BC Hwy 7 / 466th Avenue	Rural 4-Lane Divided	0.92	4,000	25	29	7	17	0	1	18	2	1	4	0
3	**US14:** 474th Avenue to BC Hwy 23 / 476th Avenue	Rural 2-Lane	2.00	4,800	23	27	10	11	0	2	15	3	0	5	0
4	**BC Hwy 7:** US14 to 208th Street	Rural 2-Lane	3.00	600	19	21	5	11	0	3	17	0	0	2	0
5	**US14 / 6th Street:** 5th Avenue to Medary Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.42	11,600	15	19	12	0	2	1	7	2	4	2	0
6	**Medary Avenue / BC Hwy 77:** US14 Bypass / 18th Street to 208th Street	Rural 2-Lane	3.00	2,300	15	15	4	8	0	3	14	0	1	0	0
7	**BC Hwy 9:** BC Hwy 12 to 218th Street	Rural 2-Lane	2.00	1,000	14	14	3	8	0	3	13	1	0	0	0
8	**US14 / 6th Street:** Campanile / 13th Avenue to Jackrabbit Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.25	15,600	12	16	12	0	0	0	11	0	0	1	0
9	**BC Hwy 77 / / Main Avenue S:** BC Hwy 24 / 217th Street to BC Hwy 26 / 32nd Street S	Rural 2-Lane	2.33	1,500	12	14	4	8	0	0	8	1	2	1	0
10	**US14 Bypass / 18th Street:** Western Avenue to Medary Avenue	Rural 3-Lane Undivided (with center TWTWL)	1.00	7,900	11	13	5	5	0	1	9	1	0	1	0
11	**US14 / 6th Street:** 17th Avenue to 20th Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.21	14,800	11	19	6	0	4	1	8	1	1	1	0
12	**SD324:** I-29 Exit 127 NB RTI to BC Hwy 23 / 476th Avenue	Rural 2-Lane	3.39	1,400	10	25	5	4	0	1	7	0	1	2	0
13	**3rd Street:** Medary Avenue to 17th Avenue	Urban 2-Lane	0.60	2,100	8	10	8	0	0	0	6	1	1	0	0
14	**Moriarty Drive:** 15th Street S to 22nd Avenue	Urban 2-Lane	0.56	500	8	8	4	0	4	0	4	0	2	2	0
15	**BC Hwy 23 / 476th Avenue:** SD324 to City of Aurora Limits	Rural 2-Lane	2.69	1,000	8	10	2	5	0	1	7	0	0	0	1
16	**BC Hwy 12 / 216th Street:** BC Hwy 17 / 467th Avenue to 468th Avenue	Rural 2-Lane	1.00	1,200	8	8	3	3	0	2	7	0	0	1	0
17	**213th Street:** 466th Avenue to 469th Avenue / W 16th Avenue S	Rural Gravel	3.00	500	8	14	5	2	0	1	4	1	1	1	1
18	**US14 / 6th Street:** W 10th Street to US14	Rural 4-Lane Divided	1.00	2,100	7	9	3	3	0	1	6	0	1	0	0
19	**Main Ave S:** 8th Street S to 5th Street S	Rural 4-Lane Undivided	0.26	10,600	7	9	5	0	2	0	4	0	2	1	0
20	**17th Avenue S:** 3rd Street to Orchard Drive	Urban 2-Lane	0.44	5,200	7	11	7	0	0	0	4	1	1	0	1
21	**US14 Bypass:** Western Avenue to US14	Rural 3-Lane (with center TWLTL) / 4-Lane Undivided	1.00	4,000	7	9	2	4	0	0	5	0	0	2	0
22	**BC Hwy 16 / 214th Street:** 466th Avenue to 469th Avenue / W 16th Avenue S	Rural Gravel	3.00	500	7	13	2	4	0	1	4	0	0	1	2

TWLTL: Two-Way Left Turn Lane
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section
[W] Corridor segment crash frequency tables include wild animal hit crashes

Weighted Critical Index Ratios

Similar to intersections, critical index ratios (crash rates in proportion to critical crash rates) were also calculated for corridor segments within the Brookings area. Based on the resulting weighted critical index ratios, elevated crash index tiers were developed to indicate locations with elevated crash rates with priorities of higher, medium, and lower. It should be noted that wild animal related crashes were excluded from this portion of the analysis.

The select elevated crash index tiers include:

- **Tier 1 (higher priority): ≥ 1.50**
- **Tier 2 (medium priority): ≥ 1.00 and 1.50**
- **Tier 3 (lower priority): ≥ 0.75 and < 1.00**

22 corridor segments exhibited a crash rate greater than or equal to 75% of the critical rate when considering all crash severity types which include:

Tier 1 – Elevated Crash Index Corridor Segments (higher priority): (≥ 1.50)

1) **Western / 470th Avenue: US14 Bypass to 208th Street (3 total crashes) [3.47]**
2) **BC Hwy 21: 216th Street to BC Hwy 26 / 215th Street (5 total crashes) [2.30]**
3) **Moriarty Drive: 15th Street S to 22nd Avenue S (8 total crashes) [2.26]**
4) **Southland Lane: 8th Street S to 12th Street S (5 total crashes) [1.78]**
5) **BC Hwy 7: US14 to 208th Street (19 total crashes) [1.54]**
6) **Main Avenue: 3rd Street to 4th Street (5 total crashes) [1.53]**

Tier 2 – Elevated Crash Index Corridor Segments (medium priority): (1.00-1.50)

7) **17th Avenue S: 15th Street S to 20th Street S (4 total crash) [1.47]**
8) **Sunrise Ridge Road: US14 / 6th Street to 25th Avenue (4 total crashes) [1.47]**
9) **BC Hwy 12: BC Hwy 77 to 470th Avenue (6 total crashes) [1.46]**
10) **213th Street: 466th Avenue to 469th / W 16th Avenue (8 total crashes) [1.25]**
11) **US14: 467th Avenue to BC Hwy 7 (25 total crashes) [1.25]**
12) **BC Hwy 16: 466th Avenue to 469th Avenue (7 total crashes) [1.16]**
13) **12th Street S: Medary Avenue S to 17th Avenue S (6 total crashes) [1.08]**
14) **3rd Street: Medary Avenue to 17th Avenue (8 total crashes) [1.02]**
15) **US14: BC Hwy 9 / 469th Avenue to 467th Avenue (40 total crashes) [1.01]**
16) **BC Hwy 19: BC Hwy 12 to 218th Street (14 total crashes) [1.01]**

Tier 3 – Elevated Crash Index Corridor Segments (lower priority): (0.75-1.00)

17) **US14 / 6th Street: 17th Avenue to 20th Avenue (11 total crashes) [0.95]**
18) **SD324: I-29 Exit 127 NB RTI to BC Hwy 23 (10 total crashes) [0.86]**
19) **BC Hwy 12: BC Hwy 17 / 467th Avenue to 468th Avenue (2 total crashes) [0.81]**
20) **472nd Avenue: BC Hwy 24 to 218th Street (2 total crashes) [0.78]**
21) **5th Avenue: US14 / 6th Street to 5th Street (1 total crash) [0.78]**
22) **BC Hwy 9: 210th Street to BC Hwy 46 (4 total crashes) [0.77]**

When reviewing injury crashes only, 21 corridor segments exhibited a crash rate greater than or equal to 75% of the critical rate (depicted in **Figure 20** and Error! Reference source not found.) which include:

Tier 1 – Elevated Crash Index Corridor Segments (higher priority): (≥ 1.50)

1) **Western / 470th Avenue: US14 Bypass to 208th Street (2 injury crashes) [5.86]**
   - 66% of total crashes resulted in an injury
   - 1 fatal injury crash involving a northbound lane departure that occurred approximately ½ mile north of 209th Street at night on dry road conditions. The driver was not wearing a seatbelt and alcohol usage had been reported.
   - 1 minor injury crash involving a lane departure near the intersection of 470th Avenue & 210th Street

2) **BC Hwy 21: 216th Street to BC Hwy 26 / 215th Street (2 injury crashes) [2.69]**
   - 40% of total crashes resulted in an injury
   - 2 minor injury crashes involving single vehicle collisions within 1/3 mile north of 216th Street that were lane departures involving alcohol use or speeding

3) **Southland Lane: 8th Street S to 12th Street S (2 injury crashes) [2.17]**
   - 40% of total crashes resulted in an injury
   - Both injury crashes occurred on snowy or icy road conditions in December
   - 1 minor injury crash involving a lane departure located approximately 1000 ft. south of 8th Street S where the driver struck a light pole and was using drugs
   - 1 possible injury crash involving an angle collision located at a driveway access approximately 500 ft. north of 12th Street S that occurred between southbound through and eastbound left turning movements

4) **17th Avenue S: 15th Street S to 20th Street S (2 injury crash) [2.05]**
   - 50% of total crashes resulted in an injury
   - 1 possible injury crash involving an angle collision located at the Black Hills Circle intersection between southbound through and eastbound left turning movements possibly due a snowbank vision obstruction
   - 1 possible injury crash involving a northbound lane departure located approximately 300 ft. north of Pebble Beach Drive where the driver struck a parked vehicle

5) **BC Hwy 12: BC Hwy 77 to 470th Avenue (2 injury crashes) [1.68]**
   - 33% of total crashes resulted in an injury
   - 2 minor injury crashes involving a single vehicle collision where an eastbound through or southbound right turning motorcyclist overturned/rolled over

6) **213th Street: 466th Avenue to 469th / W 16th Avenue (3 injury crashes) [1.64]**
   - 38% of total crashes resulted in an injury
   - 3 minor injury crashes involving single vehicle lane departures that resulted in an overturn/rollover

7) **BC Hwy 16: 466th Avenue to 469th Avenue (3 injury crashes) [1.64]**
   - 43% of total crashes resulted in an injury
   - 3 minor injury crashes involving single vehicle lane departures where a vehicle either overturn/rolled over or struck a fixed object and typically involved speeding or alcohol use

Tier 2 – Elevated Crash Index Corridor Segments (medium priority): (1.00-1.50)

8) **12th Street S: Medary Avenue S to 17th Avenue S (2 injury crashes) [1.42]**
   - 33% of total crashes resulted in an injury
   - 2 possible injury crashes involving eastbound through vehicle / bicyclist collisions at the 12th Street S & Christine Avenue intersection that likely occurred on a school day during arrival and dismissal periods

9) **SD324: I-29 Exit 127 NB RTI to BC Hwy 23 (3 injury crashes) [1.40]**
   - 30% of total crashes resulted in an injury
   - 1 fatal injury crash involving eastbound and westbound vehicles and a wild animal that occurred approximately ¼ mile east of 475th Avenue.
   - 1 serious injury crash involving a head-on collision between eastbound and westbound through movements likely due to overtaking/passing in foggy weather conditions.

10) **5th Avenue: US14 / 6th Street to 5th Street (1 injury crash) [1.37]**
   - 1 serious injury crash near an alley approximately 250 ft. south of US14 / 6th Street involving a westbound left turning vehicle / pedestrian collision

11) **US14 / 6th Street: 17th Avenue to 20th Avenue (4 injury crashes) [1.31]**
   - 36% of total crashes resulted in an injury
   - All were angle collisions at driveway accesses where one or both vehicles were entering or exiting at:
     - Commercial access for the Village Square (approx. 450 ft. east of 17th Avenue) [2 injury crashes]
     - Commercial access for the Brickwood Plazza (approx. 190 ft. east of 17th Avenue)
     - Commercial entry access for Arby's (approx. 520 ft. east of 17th Avenue)
   - All injury crashes occurred on Thursdays or Fridays between early afternoon to early evening hours (1 pm to 8 pm)
   - 75% involved a young driver (age 20 or younger) (3 injury crashes)

12) **Sunrise Ridge Road: US14 / 6th Street to 25th Avenue (1 injury crash) [1.30]**
   - 25% of total crashes resulted in an injury
   - 1 possible injury crash that involved an angle collision at the Blue Tide Car Wash / Southeast Wal-Mart commercial access (approx. 530 ft. north of US14 / 6th Street) between northbound through and southbound right turning movements where a fatigued driver failed to keep in their proper lane

13) **Main Avenue: 3rd Street to 4th Street (1 injury crash) [1.18]**
   - 20% of total crashes resulted in an injury
   - 1 minor injury crash involving an angle collision (located approx. 140 ft. south of 4th Street) between a northbound through and parked/backing movements

14) **472nd Avenue: BC Hwy 24 to 218th Street (1 injury crash) [1.08]**
   - 50% of total crashes resulted in an injury
   - 1 serious injury crash involving a northbound single vehicle lane departure (located approx. ½ mile south of BC Hwy 24) where alcohol use was reported

Tier 3 – Elevated Crash Index Corridor Segments (lower priority): (0.75-1.00)

15) **8th Street S: Southland Lane to 17th Avenue S (2 injury crashes) [0.95]**
   - 40% of total crashes resulted in an injury
   - 1 possible injury crash involving an angle collision at an apartment driveway access (located approx. 220 ft. east of Park Avenue) between westbound through and northbound left turning movements
   - 1 possible injury crash involving a westbound rear-end collision (located approx. 390 ft. east of 17th Avenue S) and distracted driving

16) **Medary Avenue: 3rd Street to US14 / 6th Street (2 injury crashes) [0.84]**
   - 33% of total crashes resulted in an injury
   - 1 minor injury crash involving an angle collision with a motorcyclist at the Medary Avenue & 5th Street intersection between northbound through and westbound left turning movements
   - 1 possible injury crash involving an eastbound vehicle / bicyclist collision at the Medary Avenue & 5th Street intersection

17) **8th Street S: Medary Avenue S to 7th Avenue S (2 injury crashes) [0.83]**
   - 33% of total crashes resulted in an injury
   - 1 minor and 1 possible injury crashes involving eastbound rear-end collisions at the following locations:
     - 8th Street S & Pheasant Run Road intersection
     - Between Pamela Drive and Prairie View Drive

18) **17th Avenue: 3rd Street to Orchard Drive (2 injury crashes) [0.82]**
   - 29% of total crashes resulted in an injury
   - 1 serious injury crash involving a northbound motorcyclist and sandy/dirty road conditions which resulted in an overturn/rollover at the 17th Avenue & 1st Street intersection
   - 1 possible injury crash involving a southbound rear-end collision at the 17th Avenue & Derdall Drive intersection

19) **Main Avenue S: Sweetgrass / Blue Bell Drive to 20th Street S (1 injury crash)** **[0.79]**
    - 33% of total crashes resulted in an injury
    - 1 serious injury crash involving a head-on collision (located just north of the Main Avenue S & Sweetgrass / Blue Bell Drive intersection) between northbound and southbound movements at night on lighted roads where one driver was speeding and using alcohol and crossed the centerline

20) **BC Hwy 16A: BC Hwy 21 to Aurora City Limits (2 injury crashes)** **[0.77]**
    - 40% of total crashes resulted in an injury
    - 1 minor injury crash involving an angle collision between westbound and southbound through movements and vegetation sight obstructions which resulted in an overturn/rollover
    - 1 possible injury crash involving a westbound truck lane departure on snowy road conditions (located approx. 1 mile east of BC Hwy 21) where the driver struck a snowbank, jackknifed, and ran off the road

21) **5th Street S:** Medary Avenue S to 17th Avenue S (1 injury crash) **[0.75]**
    - 25% of total crashes resulted in an injury
    - 1 possible injury crash (located approx. 800 ft. east of Medary Avenue S) involving a westbound lane departure at night where the driver struck a parked vehicle

Corridor segments ranked by weighted critical index ratios in **Table 16** (injury severity and manner of collision) and **Table 17** (light condition and road surface condition). Crash rate and related weighted critical index ratio calculations are shown in **Table 18** (for all crashes) and **Table 19** (for injury crashes only).

Table 16: Brookings Area Corridor Segment Weighted Critical Index Ratio Rankings – Injury Severity and Manner of Collision (January 2019 – June 2024) [Injury Crashes]

Rank	Corridor Segment	Facility Type	Miles	Daily Volume	Injury Crashes [NW]		Injury Severity						Manner of Collision					Weighted Critical Index Ratio[#]
					Crashes	Weighted Crashes	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Injury	Wild Animal	Single Vehicle	Rear-end	Head-on	Angle	Sideswipe	
1	**Western / 470th Avenue:** US14 Bypass / 18th Street to 208th Street	Rural Gravel	3.00	200	2	15	1	0	1	0	0	0	2	0	0	0	0	**5.86**
2	**BC Hwy 21:** 216th Street to BC Hwy 26 / 32nd Street S	Rural 2-Lane	1.00	300	2	6	0	0	2	0	0	0	2	0	0	0	0	**2.69**
3	**Southland Lane:** 8th Street S to 12th Street S	Urban 2-Lane	0.33	1,500	2	6	0	0	1	1	0	0	1	0	0	1	0	**2.17**
4	**17th Avenue S:** 15th Street S to 20th Street S	Urban 2-Lane	0.43	1,300	2	6	0	0	0	2	0	0	1	0	0	1	0	**2.05**
5	**BC Hwy 12:** BC Hwy 77 to 470th Avenue	Rural 2-Lane	0.50	1,500	2	6	0	0	2	0	0	0	2	0	0	0	0	**1.68**
6	**213th Street:** 466th Avenue to 469th Avenue / W 16th Avenue S	Rural Gravel	3.00	500	3	9	0	0	3	0	0	0	3	0	0	0	0	**1.64**
7	**BC Hwy 16:** 466th Avenue to 469th Avenue	Rural Gravel	3.00	500	3	9	0	0	3	0	0	0	3	0	0	0	0	**1.64**
8	**12th Street S:** Medary Avenue S to 17th Avenue S	Urban 2-Lane	0.54	1,900	2	6	0	0	0	2	0	0	2	0	0	0	0	**1.42**
9	**SD324:** I-29 Exit 127 NB RTI to BC Hwy 23	Rural 2-Lane	3.39	1,400	3	18	1	1	1	0	0	0	2	0	1	0	0	**1.40**
10	**5th Avenue:** US14 / 6th Street to 5th Street	Urban 3-Lane Undivided (with center TWLTL)	0.09	3,600	1	3	0	1	0	0	0	0	1	0	0	0	0	**1.37**
11	**US14 / 6th Street:** 17th Avenue to 20th Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.21	14,800	4	12	0	0	2	2	0	0	0	0	0	4	0	**1.31**
12	**Sunrise Ridge Road:** US14 / 6th Street to 25th Avenue	Urban 3-Lane Undivided (with center TWLTL)	0.17	2,100	1	3	0	0	0	1	0	0	0	0	0	1	0	**1.30**
13	**Main Avenue:** 3rd Street to 4th Street	Urban 2-Lane	0.08	5,300	1	3	0	0	1	0	0	0	0	0	0	1	0	**1.18**
14	**472nd Avenue:** BC Hwy 24 to 218th Street	Rural Gravel	1.00	500	1	3	0	1	0	0	0	0	1	0	0	0	0	**1.08**
15	**8th Street S:** Southland Lane to 17th Avenue S	Urban 3-Lane Undivided (with center TWLTL)	0.27	6,800	2	6	0	0	0	2	0	0	0	1	0	1	0	**0.95**
16	**Medary Avenue:** 3rd Street to US14 / 6th Street	Urban 3-Lane Undivided (with center TWLTL)	0.25	8,900	2	6	0	0	1	1	0	0	1	0	0	1	0	**0.84**
17	**8th Street S:** Medary Avenue S to 7th Avenue S	Urban 3-Lane Undivided (with center TWLTL)	0.26	8,600	2	6	0	0	1	1	0	0	0	2	0	0	0	**0.83**
18	**17th Avenue:** 3rd Street to Orchard Drive	Urban 2-Lane	0.44	5,200	2	6	0	1	0	1	0	0	1	1	0	0	0	**0.82**
19	**Main Avenue S:** Sweetgrass / Blue Bell Drive to 20th Street S	Urban 3-Lane / 5-Lane Undivided (with center TWLTL)	0.20	4,300	1	3	0	1	0	0	0	0	0	0	1	0	0	**0.79**
20	**BC Hwy 16A:** BC Hwy 21 to City of Aurora Limits	Rural Gravel	2.50	1,000	2	6	0	0	1	1	0	0	1	0	0	1	0	**0.77**
21	**5th Street S:** Medary Avenue S to 17th Avenue S	Rural 2-Lane	0.54	1,700	1	3	0	1	0	0	0	0	1	0	0	0	0	**0.75**

TWLTL: Two-Way Left Turn Lane
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section
[NW] Corridor segment weighted critical index ratio tables do not include wild animal hit crashes
[#] Weighted Critical Index Ratio reflects injury crashes only
Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Table 17: Brookings Area Corridor Segment Weighted Critical Index Ratio Rankings – Light Condition and Road Surface Condition (January 2019 – June 2024) [Injury Crashes]

Rank	Corridor Segment	Facility Type	Miles	Daily Volume	Injury Crashes [NW]		Light Condition				Road Surface Condition					Weighted Critical Index Ratio[#]
					Crashes	Weighted Crashes	Daylight	Dark – Not Lighted	Dark - Lighted	Dawn/ Dusk	Dry	Wet	Snow	Slush / Ice / Frost	Other	
1	**Western / 470th Avenue:** US14 Bypass / 18th Street to 208th Street	Rural Gravel	3.00	200	2	15	0	1	1	0	1	0	0	0	1	**5.86**
2	**BC Hwy 21:** 216th Street to BC Hwy 26 / 32nd Street S	Rural 2-Lane	1.00	300	2	6	2	0	0	0	1	0	0	1	0	**2.69**
3	**Southland Lane:** 8th Street S to 12th Street S	Urban 2-Lane	0.33	1,500	2	6	1	0	0	1	0	0	1	1	0	**2.17**
4	**17th Avenue S:** 15th Street S to 20th Street S	Urban 2-Lane	0.43	1,300	2	6	2	0	0	0	2	0	0	0	0	**2.05**
5	**BC Hwy 12:** BC Hwy 77 to 470th Avenue	Rural 2-Lane	0.50	1,500	2	6	2	0	0	0	2	0	0	0	0	**1.68**
6	**213th Street:** 466th Avenue to 469th Avenue / W 16th Avenue S	Rural Gravel	3.00	500	3	9	3	0	0	0	3	0	0	0	0	**1.64**
7	**BC Hwy 16:** 466th Avenue to 469th Avenue	Rural Gravel	3.00	500	3	9	2	1	0	0	2	0	0	1	0	**1.64**
8	**12th Street S:** Medary Avenue S to 17th Avenue S	Urban 2-Lane	0.54	1,900	2	6	1	0	0	1	2	0	0	0	0	**1.42**
9	**SD324:** I-29 Exit 127 NB RTI to BC Hwy 23	Rural 2-Lane	3.39	1,400	3	18	2	1	0	0	2	0	0	1	0	**1.40**
10	**5th Avenue:** US14 / 6th Street to 5th Street	Urban 3-Lane Undivided (with center TWLTL)	0.09	3,600	1	3	1	0	0	0	1	0	0	0	0	**1.37**
11	**US14 / 6th Street:** 17th Avenue to 20th Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.21	14,800	4	12	3	0	1	0	3	0	1	0	0	**1.31**
12	**Sunrise Ridge Road:** US14 / 6th Street to 25th Avenue	Urban 3-Lane Undivided (with center TWLTL)	0.17	2,100	1	3	0	0	1	0	1	0	0	0	0	**1.30**
13	**Main Avenue:** 3rd Street to 4th Street	Urban 2-Lane	0.08	5,300	1	3	1	0	0	0	1	0	0	0	0	**1.18**
14	**472nd Avenue:** BC Hwy 24 to 218th Street	Rural Gravel	1.00	500	1	3	1	0	0	0	0	0	0	0	1	**1.08**
15	**8th Street S:** Southland Lane to 17th Avenue S	Urban 3-Lane Undivided (with center TWLTL)	0.27	6,800	2	6	2	0	0	0	2	0	0	0	0	**0.95**
16	**Medary Avenue:** 3rd Street to US14 / 6th Street	Urban 3-Lane Undivided (with center TWLTL)	0.25	8,900	2	6	2	0	0	0	2	0	0	0	0	**0.84**
17	**8th Street S:** Medary Avenue S to 7th Avenue S	Urban 3-Lane Undivided (with center TWLTL)	0.26	8,600	2	6	2	0	0	0	2	0	0	0	0	**0.83**
18	**17th Avenue:** 3rd Street to Orchard Drive	Urban 2-Lane	0.44	5,200	2	6	2	0	0	0	1	0	0	0	1	**0.82**
19	**Main Avenue S:** Sweetgrass / Blue Bell Drive to 20th Street S	Urban 3-Lane / 5-Lane Undivided (with center TWLTL)	0.20	4,300	1	3	0	0	1	0	1	0	0	0	0	**0.79**
20	**BC Hwy 16A:** BC Hwy 21 to City of Aurora Limits	Rural Gravel	2.50	1,000	2	6	2	0	0	0	1	0	1	0	0	**0.77**
21	**5th Street S:** Medary Avenue S to 17th Avenue S	Rural 2-Lane	0.54	1,700	1	3	0	0	0	1	0	0	1	0	0	**0.75**

TWLTL: Two-Way Left Turn Lane
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section
[NW] Corridor segment weighted critical index ratio tables do not include wild animal hit crashes
[#] Weighted Critical Index Ratio reflects injury crashes only
Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Table 18: Brookings Area Corridor Segment Weighted Critical Index Ratio Rankings – Crash Rates (January 2019 – June 2024) [All Crashes]

Rank	Corridor Segment	Facility Type	Miles	Daily Volume	Total Crashes [NW]		Weighted Crash Rate	Weighted Critical Crash Rate	Weighted Critical Index Ratio
					Crashes	Weighted Crashes			
1	**470th Avenue / Western Avenue:** US14 Bypass / 18th Street to 208th Street	Rural Gravel	3.00	200	3	16	18.58	5.36	**3.47**
2	**BC Hwy 21:** 216th Street to BC Hwy 26 / 215th Street	Rural 2-Lane	1.00	300	5	9	13.59	5.90	**2.30**
3	**Moriarty Drive:** 15th Street S to 22nd Avenue	Urban 2-Lane	0.56	500	8	8	14.23	6.29	**2.26**
4	**Southland Lane:** 8th Street S to 12th Street S	Urban 2-Lane	0.33	1,500	5	9	9.06	5.10	**1.78**
5	**BC Hwy 7:** US14 to 208th Street	Rural 2-Lane	3.00	600	19	21	5.43	3.53	**1.54**
6	**Main Avenue:** 3rd Street to 4th Street	Urban 2-Lane	0.08	5,300	5	7	8.27	5.39	**1.53**
7	**17th Avenue S:** 15th Street S to 20th Street S	Urban 2-Lane	0.43	1,300	4	8	7.27	4.93	**1.47**
8	**Sunrise Ridge Road:** US14 / 6th Street to 25th Avenue	Urban 3-Lane Undivided (with center TWLTL)	0.17	2,100	4	6	8.44	5.74	**1.47**
9	**BC Hwy 12:** BC Hwy 77 to 470th Ave	Rural 2-Lane	0.50	1,500	6	10	6.50	4.45	**1.46**
10	**213th Street:** 466th Avenue to 469th / W 16th Avenue S	Rural Gravel	3.00	500	8	14	4.65	3.73	**1.25**
11	**US14:** 467th Avenue to BC Hwy 7	Rural 4-Lane Divided	0.92	4,000	25	29	3.89	3.12	**1.25**
12	**BC Hwy 16:** 466th Avenue to 469th Avenue / W 16th Avenue S	Rural Gravel	3.00	500	7	13	4.32	3.73	**1.16**
13	**12th Street S:** Medary Avenue to 17th Avenue	Urban 2-Lane	0.54	1,900	6	9	4.44	4.12	**1.08**
14	**3rd Street:** Medary Avenue to 17th Avenue	Urban 2-Lane	0.60	2,100	8	10	3.96	3.89	**1.02**
15	**US14:** BC Hwy 9 / 469th Avenue to 467th Avenue	Rural 4-Lane Divided	2.00	4,000	40	46	2.84	2.80	**1.01**
16	**BC Hwy 19:** BC Hwy 12 to 218th Street	Rural 2-Lane	2.00	1,000	14	14	3.55	3.52	**1.01**
17	**US14 / 6th Street:** 17th Avenue to 20th Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.21	14,800	11	19	3.05	3.22	**0.95**
18	**SD324:** I-29 Exit 127 NB RTI to BC Hwy 23	Rural 2-Lane	3.39	1,400	10	25	2.59	3.00	**0.86**
19	**BC Hwy 12:** BC Hwy 17 / 467th Avenue to 468th Avenue	Rural 2-Lane	1.00	1,200	8	8	3.46	3.98	**0.81**
20	**472nd Avenue:** BC Hwy 24 to 218th Street	Rural Gravel	1.00	500	2	4	3.99	5.08	**0.78**
21	**5th Avenue:** US14 / 6th Street to 5th Street	Urban 3-Lane Undivided (with center TWLTL)	0.09	3,600	1	3	4.68	5.97	**0.78**
22	**5th Street S:** Medary Avenue S to 17th Avenue S	Urban 2-Lane	0.54	1,700	4	6	3.23	4.21	**0.77**
									HSM weighted average crash rate for study area corridor segments (all crashes) = 2.17

TWLTL: Two-Way Left Turn Lane
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section
[NW] Corridor segment weighted critical index ratio tables do not include wild animal hit crashes
[#] Weighted Critical Index Ratio reflects injury crashes only
Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Table 19: Brookings Area Corridor Segment Weighted Critical Index Ratio Rankings – Crash Rates (January 2019 – June 2024) [Injury Crashes]

Rank	Corridor Segment	Facility Type	Miles	Daily Volume	Injury Crashes [NW]		Weighted Crash Rate	Weighted Critical Crash Rate	Weighted Critical Index Ratio
					Crashes	Weighted Crashes			
1	**Western / 470th Avenue:** US14 Bypass / 18th Street to 208th Street	Rural Gravel	3.00	200	2	15	17.42	2.97	**5.86**
2	**BC Hwy 21:** 216th Street to BC Hwy 26 / 32nd Street S	Rural 2-Lane	1.00	300	2	6	9.06	3.37	**2.69**
3	**Southland Lane:** 8th Street S to 12th Street S	Urban 2-Lane	0.33	1,500	2	6	6.04	2.78	**2.17**
4	**17th Avenue S:** 15th Street S to 20th Street S	Urban 2-Lane	0.43	1,300	2	6	5.46	2.66	**2.05**
5	**BC Hwy 12:** BC Hwy 77 to 470th Avenue	Rural 2-Lane	0.50	1,500	2	6	3.90	2.32	**1.68**
6	**213th Street:** 466th Avenue to 469th Avenue / W 16th Avenue S	Rural Gravel	3.00	500	3	9	2.99	1.82	**1.64**
7	**BC Hwy 16:** 466th Avenue to 469th Avenue	Rural Gravel	3.00	500	3	9	2.99	1.82	**1.64**
8	**12th Street S:** Medary Avenue S to 17th Avenue S	Urban 2-Lane	0.54	1,900	2	6	2.96	2.08	**1.42**
9	**SD324:** I-29 Exit 127 NB RTI to BC Hwy 23	Rural 2-Lane	3.39	1,400	3	18	1.86	1.33	**1.40**
10	**5th Avenue:** US14 / 6th Street to 5th Street	Urban 3-Lane Undivided (with center TWLTL)	0.09	3,600	1	3	4.68	3.42	**1.37**
11	**US14 / 6th Street:** 17th Avenue to 20th Avenue	Urban 5-Lane Undivided (with center TWLTL)	0.21	14,800	4	12	1.93	1.47	**1.31**
12	**Sunrise Ridge Road:** US14 / 6th Street to 25th Avenue	Urban 3-Lane Undivided (with center TWLTL)	0.17	2,100	1	3	4.22	3.25	**1.30**
13	**Main Avenue:** 3rd Street to 4th Street	Urban 2-Lane	0.08	5,300	1	3	3.54	2.99	**1.18**
14	**472nd Avenue:** BC Hwy 24 to 218th Street	Rural Gravel	1.00	500	1	3	2.99	2.77	**1.08**
15	**8th Street S:** Southland Lane to 17th Avenue S	Urban 3-Lane Undivided (with center TWLTL)	0.27	6,800	2	6	1.62	1.70	**0.95**
16	**Medary Avenue:** 3rd Street to US14 / 6th Street	Urban 3-Lane Undivided (with center TWLTL)	0.25	8,900	2	6	1.35	1.61	**0.84**
17	**8th Street S:** Medary Avenue S to 7th Avenue S	Urban 3-Lane Undivided (with center TWLTL)	0.26	8,600	2	6	1.35	1.61	**0.83**
18	**17th Avenue:** 3rd Street to Orchard Drive	Urban 2-Lane	0.44	5,200	2	6	1.31	1.60	**0.82**
19	**Main Avenue S:** Sweetgrass / Blue Bell Drive to 20th Street S	Urban 3-Lane / 5-Lane Undivided (with center TWLTL)	0.20	4,300	1	3	1.75	2.22	**0.79**
20	**BC Hwy 16A:** BC Hwy 21 to City of Aurora Limits	Rural Gravel	2.50	1,000	2	6	1.20	1.56	**0.77**
21	**5th Street S:** Medary Avenue S to 17th Avenue S	Urban 2-Lane	0.54	1,700	1	3	1.61	2.15	**0.75**
									HSM weighted average crash rate for study area corridor segments (injury crashes) = 0.80

TWLTL: Two-Way Left Turn Lane
* Crash selection reflects revised data selection based on major roadway projects detailed in the '**Major Roadway Projects**' section
[NW] Corridor segment weighted critical index ratio tables do not include wild animal hit crashes
[#] Weighted Critical Index Ratio reflects injury crashes only
Elevated Crash Index Tiers: **Tier 1 (higher priority): ≥ 1.50**, **Tier 2 (medium priority): 1.00-1.50**, **Tier 3 (lower priority): 0.75-1.00**

Key Findings and Next Steps

Upon review of the crash data, several key trends were observed:

Brookings ATP Study Area Summary

- 1,447 total crashes involving 2,523 persons (January 2019 – June 2024) [see **Figure 3**]
- 71% occurred within City of Brookings limits (1,026 crashes) [see **Figure 4**]
- 51% occurred on City streets (735 crashes)
- 42% occurred on urban arterial roads (608 crashes)
- 34% were single vehicle crashes (493 crashes)
- 33% were angle collisions (474 crashes)
- 33% occurred on US/State highways (478 crashes)
- 31% occurred on rural roads (454 crashes)
- 27% occurred on wet, snowy, icy, slushy, or frosty road conditions (397 crashes)
- 20% were rear-end collisions (290 crashes)
- 19% occurred on urban local streets (168 crashes)
- 18% resulted in an injury (259 crashes)
- 17% occurred at night without the presence of roadway lighting (246 crashes)
- Correlation to 2024 SD SHSP Emphasis Areas:
    - 38% Intersections (554 crashes)
    - 33% Young Drivers (474 crashes)
    - 23% Lane Departures (329 crashes)
- 217 crashes occurred on I-29 freeway segments and 3 crashes occurred on I-29 ramp segments in the study area
    - 1 fatal injury crash (located nearly 1 mile north of I-29 Exit 130) involving a northbound rear-end collision
    - 2 serious injury single vehicle crashes occurred along I-29 freeway segments
    - No injury crashes occurred along ramp segments

Downtown Brookings Area Summary

- 49 total crashes involving 102 persons (January 2019 – June 2024) [see **Figure 10**]
- 55% were angle collisions (27 crashes)
- 49% occurred on either Main Avenue or 5th Avenue (24 crashes)
- 24% were single vehicle collisions (12 crashes)
- 24% occurred on wet, snowy, or icy road conditions (12 crashes)
- 20% resulted in an injury (10 crashes)
    - 1 fatal injury VRU-related crash at Main Avenue & 4th Street intersection
    - 1 serious injury VRU-related crash along 5th Avenue near alley driveway
- 18% were rear-end collisions (9 crashes)
- Correlation to 2024 SD SHSP Emphasis Areas:
    - 55% Intersections (27 crashes)
    - 49% Young Drivers (24 crashes)
    - 27% Lane Departures (13 crashes)

Fatal and Serious Injury Crashes

21 total fatal and serious injury crashes (January 2019 – June 2024) [see **Figure 13** through **Figure 15**]

- 4 fatal injury crashes at the following locations:
  - US14 & BC Hwy 23 / 476th Avenue intersection involving a motorcyclist lane departure
  - SD324 (approx. ¼ mile east of 475th Avenue) involving a wild animal crash with two vehicles
  - 470th Avenue (approx. ½ mile north of 209th Street) involving a single vehicle collision
  - Main Avenue & 4th Street intersection involving a school bus and bicyclist
- 17 serious injury crashes
  - 65% occurred within City of Brookings limits (11 serious injury crashes)
  - 65% were segment-related
  - 59% were single vehicle collisions
  - 41% occurred on urban arterial streets
  - 35% were intersection-related
  - 35% involved fixed object collisions

Vulnerable Road User (Bicyclist and Pedestrian) Crashes

- 28 total VRU crashes (January 2019 – June 2024) [see **Figure 16** through **Figure 18**]
- 3 VRU crashes occurred in the downtown study area
- All VRU crashes in a resulted in an injury and included the following severe crashes:
  - 1 fatal injury bicyclist-related crash at Main Avenue & 4th Street intersection
  - 2 serious injury crashes involving:
    - 1 pedestrian-related crash along 5th Avenue approx. 250 ft. from US14 / 6th Street near alley
    - 1 bicyclist-related crash at US14 / 6th Street & Campanile / 13th Avenue intersection
- 61% of total VRU crashes involved Pedestrians (17 crashes)
- 50% occurred on urban arterial streets
- 39% occurred on urban local streets
- 39% of total VRU crashes involved Bicyclists (11 crashes)
- Locations with 2 VRU crashes:
  - 8th Street & Jackrabbit Avenue intersection
  - 12th Street S & Christine Avenue intersection
  - US14 / 6th Street & 17th Avenue / Faculty Drive intersection
  - Medary Avenue & 11th Street intersection

Intersections

- 24 intersections observed with 8 crashes or more
- US14 / 6th Street & 22nd Avenue intersection observed the highest crash frequency (47)
- 19 intersections with elevated injury crash indexes (**Figure 20** through **Figure 22**):
  1) 22nd Avenue S & 20th Street S
  2) US14 & BC Hwy 23 / 476th Avenue
  3) 4th Street & 11th Avenue
  4) Main Avenue & 4th Street
  5) US14 / 6th Street & I-29 Exit 132 NB RTI
  6) 22nd Avenue & University Boulevard
  7) 20th Street S & 17th Avenue S
  8) 4th Street & 9th Avenue
  9) US14 / 6th Street & Sunrise Ridge Road
  10) 5th Street & 8th Avenue
  11) US14 / 6th Street & Medary Avenue
  12) US14 / 6th Street & 22nd Avenue
  13) US14 Bypass & Medary Avenue
  14) BC Hwy 77 & BC Hwy 24
  15) Medary Avenue & 11th Street
  16) US14 / 6th Street & 3rd Avenue
  17) 12th Street S & Main Avenue S
  18) SD324 & I-29 Exit 127 NB RTI
  19) 22nd Avenue & South Wal-Mart Access

Corridor Segments

- 22 corridor segments observed with 7 crashes or more (including wild animal crashes)
- US14 from BC Hwy 9 / 469th Avenue to 467th Avenue observed the highest crash frequency (40)
- 21 corridor segments with elevated injury crash indexes include (**Figure 20**):
  1) **Western / 470th Avenue:** US14 Bypass / 18th Street to 208th Street
  2) **BC Hwy 21:** 216th Street to BC Hewy 26 / 32nd Street S
  3) **Southland Lane:** 8th Street S to 12th Street S
  4) **17th Avenue S:** 15th Street S to 20th Street S
  5) **BC Hwy 12:** BC Hwy 77 to 470th Avenue
  6) **213th Street:** 466th Avenue to 469th / W 16th Avenue S
  7) **BC Hwy 16:** 466th Avenue to 469th Avenue
  8) **12th Street S:** Medary Avenue S to 17th Avenue S
  9) **SD324:** I-29 Exit 127 NB RTI to BC Hwy 23
  10) **5th Avenue:** US14 / 6th Street to 5th Street
  11) **US14 / 6th Street:** 17th Avenue to 20th Avenue
  12) **Sunrise Ridge Road:** US14 / 6th Street to 25th Avenue
  13) **Main Avenue:** 3rd Street to 4th Street
  14) **472nd Avenue:** BC Hwy 24 to 218th Street
  15) **8th Street S:** Southland Lane to 17th Avenue S
  16) **Medary Avenue:** 3rd Street to US14 / 6th Street
  17) **8th Street S:** Medary Avenue S to 7th Avenue S
  18) **17th Avenue:** 3rd Street to Orchard Drive
  19) **Main Avenue S:** Sweetgrass / Blue Bell Drive to 20th Street S
  20) **BC Hwy 16A:** BC Hwy 21 to City of Aurora Limits
  21) **5th Street S:** Medary Avenue S to 17th Avenue S

Next Steps

This systemic analysis provides a safety performance background on the existing conditions and historical trends of Brookings area roadway network. Overall, 1,447 total crashes involving 2,523 persons occurred in the Brookings ATP study area from January 2019 through June 2024. Of those crashes, 259 crashes resulted in an injury (18% of total) including 4 fatal injury and 17 serious injury crashes. In relationship to the 2024 South Dakota SHSP, the three most observed safety emphasis area crash types include those at intersections, involving young drivers (age 20 and younger), and lane departures. A total of 28 crashes involving VRUs (i.e., bicyclists and pedestrians) were observed.

In addition, the Downtown Brookings study area crashes, encircled by US14 / 6th Street (to the north), the railroad tracks (to the south), 5th Avenue (to the east), and 3rd Avenue (to the west), were reviewed. Overall, 49 total crashes involving 102 persons occurred in the Downtown Brookings area from January 2019 through June 2024. Of those, 10 crashes resulted in an injury (20% of total) including 1 fatal injury and 1 serious injury crash. The observed 2024 South Dakota SHSP safety emphasis area categories matched the overall Brookings ATP study area. A total of 3 crashes involving VRUs were observed with 1 fatal injury bicyclist-related crash reported at the Main Avenue & 4th Street intersection and 1 serious injury pedestrian-related crash reported along 5th Avenue.

Intersections and corridor segments were reviewed in terms of crash frequency and crash rates with a particular focus on elevated injury crash rate locations. Those locations with elevated injury crash rates are identified in the previous lists and depicted in **Figure 20** through **Figure 22**. Common attributes of highlighted intersection locations include highly trafficked signalized intersections, two-way stop-control intersections, and local street intersections with either yield or no traffic control. Prevalent characteristics of highlighted corridor segment locations include rural 2-lane highways and gravel roads (particularly on facilities just outside of Brookings city limits), urban undivided 3-lane or 5-lane streets with greater access density, and urban 2-lane arterial or collector streets. By identifying key factors and locations, this analysis will help inform study area improvements and projects in the final Brookings Area Transportation Plan and serve as an analytical basis for the Brookings Area Safety Action Plan.

Injury Crash Analysis
Tier 1 (Higher Priority) 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

Intersection	ID
22nd Avenue S & 20th Street S	1
US14 & BC Hwy 23 / 476th Avenue	2
4th Street & 11th Avenue	3
Main Avenue & 4th Street	4

Corridor Segment	ID
470th Ave: US14 Bypass to 208th St	A
BC Hwy 21: 216th St to 32nd St S	B
Southland Ln: 8th St S to 12th St S	C
17th Ave S: 15th St S to 20th St S	D
BC Hwy 12: BC Hwy 77 to 470th Ave	E
213th St: 466th Ave to W 16th St SW	F
BC Hwy 16: 466th Ave to 469th Ave	G

0 2 Miles

Note: Elevated crash locations are those with higher injury crash rates compared to other intersection 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.

Figure 20

HDR BROOKINGS AREA TRANSPORTATION PLAN

Injury Crash Analysis
Tier 2 (Medium Priority) 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

Intersection	ID
US14 / 6th Street & I-29 Exit 132 NB RTI	5
22nd Avenue & University Boulevard	6
20th Street S & 17th Avenue S	7
4th Street & 9th Avenue	8
US14 / 6th Street & Sunrise Ridge Road	9
5th Street & 8th Avenue	10
US14 / 6th Street & Medary Avenue	11
US14 / 6th Street & 22nd Avenue	12

Corridor Segment	ID
12th St S: Medary Ave S to 17th Ave S	H
SD324: I-29 Exit 127 NB RTI to BC Hwy 23	I
5th Ave: US14 / 6th St to 5th St	J
US14 / 6th St: 17th Ave to 20th Ave	K
Sunrise Ridge Rd: US14 / 6th St to 25th Ave	L
Main Ave: 3rd St to 4th St	M
472nd Ave: BC Hwy 24 to 218th St	N

0 2 Miles

Note: Elevated crash locations are those with higher injury crash rates compared to other intersection 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.

Figure 21

HDR BROOKINGS AREA TRANSPORTATION PLAN

Injury Crash Analysis
Tier 3 (Lower Priority) 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

Intersection	ID
US14 Bypass / 18th Street & Medary Avenue	13
BC Hwy 77 & BC Hwy 24	14
Medary Avenue & 11th Street	15
US14 / 6th Street & 3rd Avenue	16
12th Street S & Main Avenue S	17
SD324 & I-29 Exit 127 NB RTI	18
22nd Avenue S & South Wal-Mart Access	19

Corridor Segment	ID
8th St S: Southland Ln to 17th Ave S	O
Medary Ave: 3rd St to US14 / 6th St	P
8th St S: Medary Ave S to 7th Ave S	Q
17th Ave: 3rd St to Orchard Dr	R
Main Ave S: Sweetgrass Dr to 20th St S	S
BC Hwy 16A: BC Hwy 21 to Aurora limits	T
5th St S: Medary Ave S to 17th Ave S	U

0 2 Miles

Note: Elevated crash locations are those with higher injury crash rates compared to other intersection 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.

Figure 22

HDR BROOKINGS AREA TRANSPORTATION PLAN

Appendix C: Individual Systemic Risk Network Category Maps

Fatal and Serious Injury Crash Network

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

Systemic Risk Network (SRN)

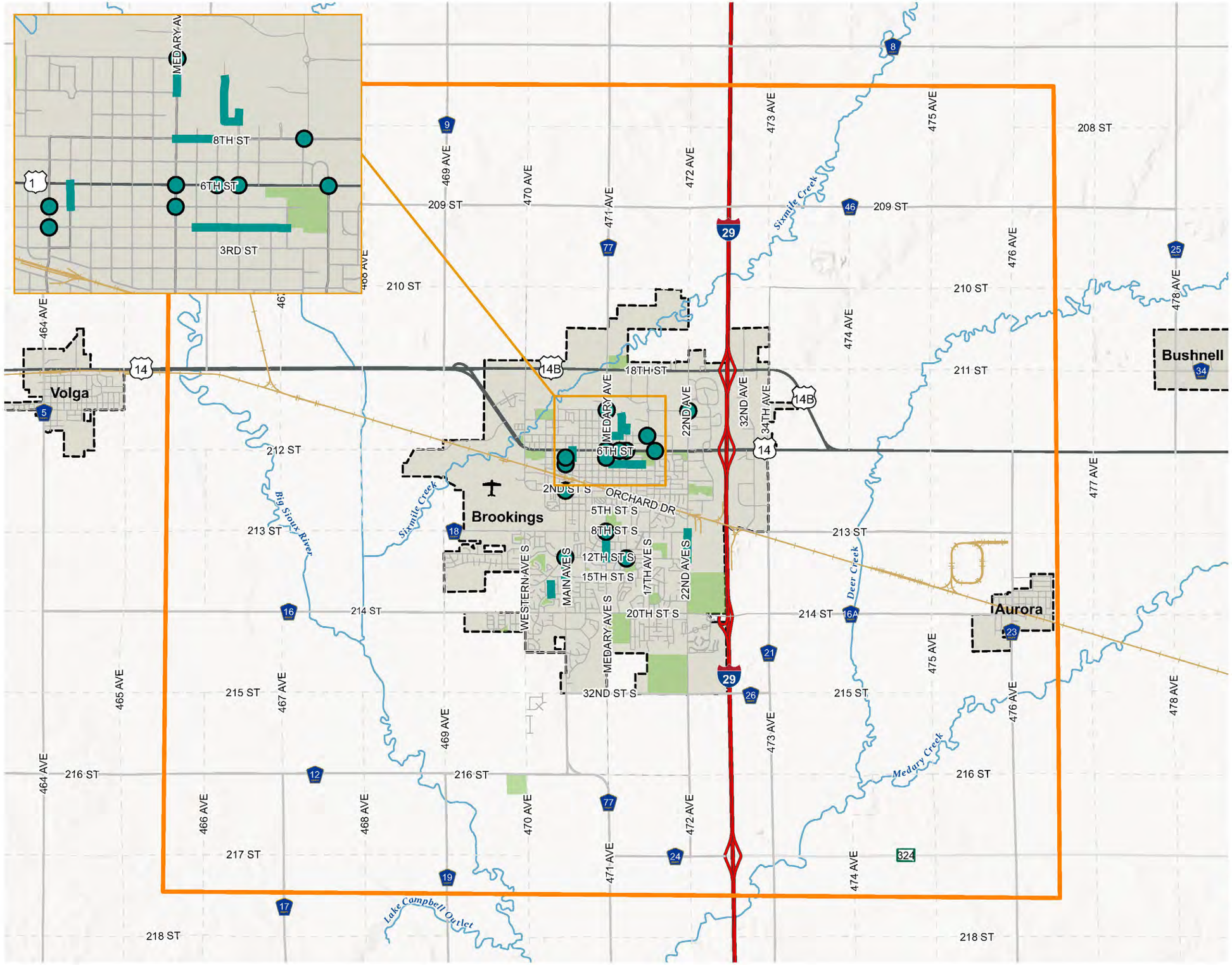
- Intersections
- Segments

SRN Threshold: ≥1

0 2 Miles

Figure C-1

BROOKINGS AREA SAFETY ACTION PLAN



Vulnerable Road User Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥1

Figure C-2

BROOKINGS AREA SAFETY ACTION PLAN

Intersection-Related Crash Network

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

Systemic Risk Network (SRN)

- Intersections

SRN Threshold: ≥6

0 2 Miles

Figure C-3

HDR

BROOKINGS AREA SAFETY ACTION PLAN

Young Driver Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥5

0 2 Miles

Figure C-4

HDR

BROOKINGS AREA SAFETY ACTION PLAN

Lane Departure Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥5

0 2 Miles

Figure C-5

BROOKINGS AREA SAFETY ACTION PLAN

Older Driver Crash Network

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

Systemic Risk Network (SRN)

- Intersections

SRN Threshold: ≥4

0 2 Miles

Figure C-6

HDR

BROOKINGS AREA SAFETY ACTION PLAN

Aggressive & Speed-Related Driving Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥3

0 2 Miles

Figure C-7

HDR

BROOKINGS AREA SAFETY ACTION PLAN

Drug & Alcohol-Related Driving Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥2

0 2 Miles

Figure C-8

BROOKINGS AREA SAFETY ACTION PLAN

Distracted Driving Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥2

0 2 Miles

Figure C-9

HDR BROOKINGS AREA SAFETY ACTION PLAN

Unbelted Vehicle Occupant Crash Network

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

Systemic Risk Network (SRN)

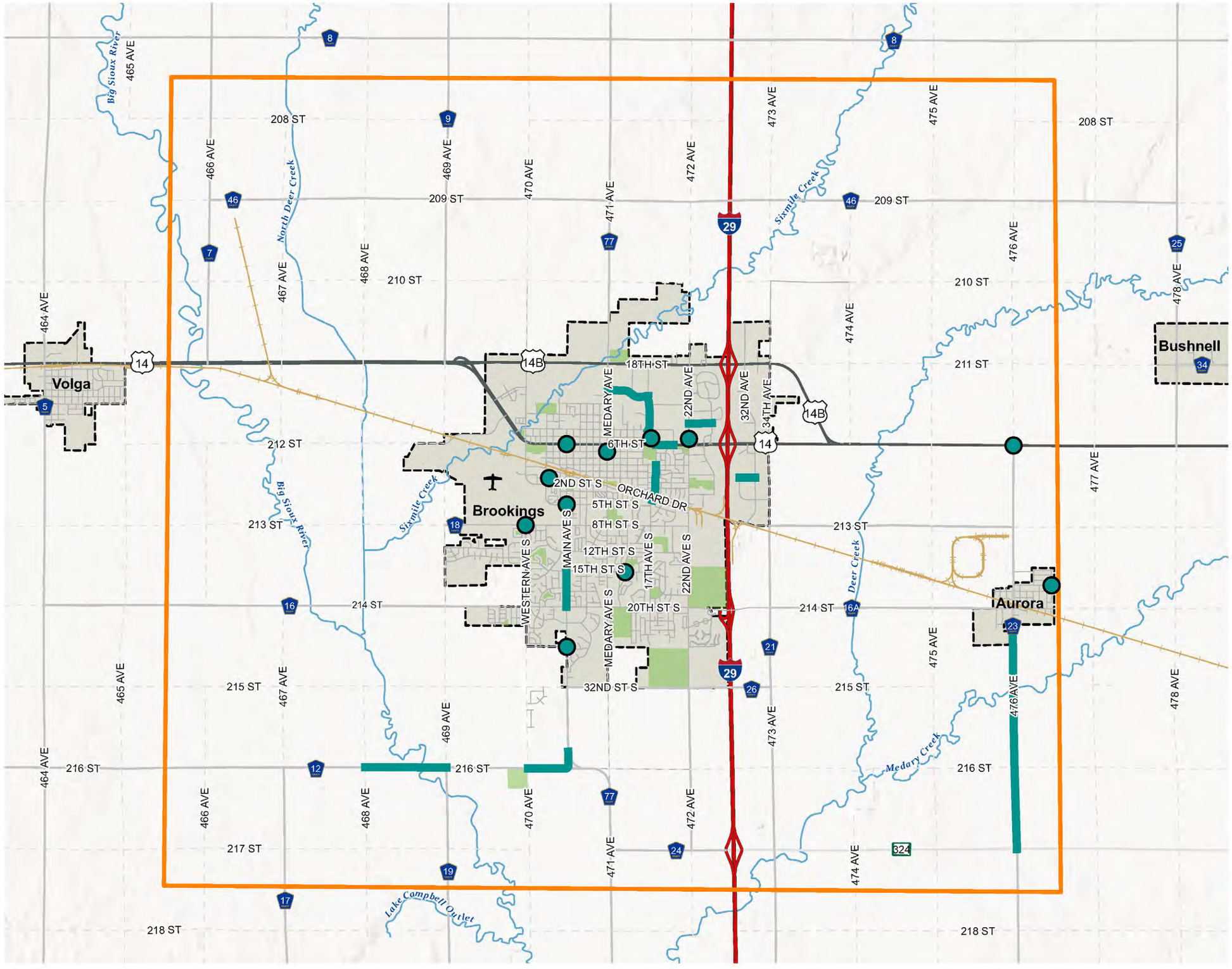
- Intersections
- Segments

SRN Threshold: ≥2

0 2 Miles

Figure C-10

HDR BROOKINGS AREA SAFETY ACTION PLAN



Motorcycle Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

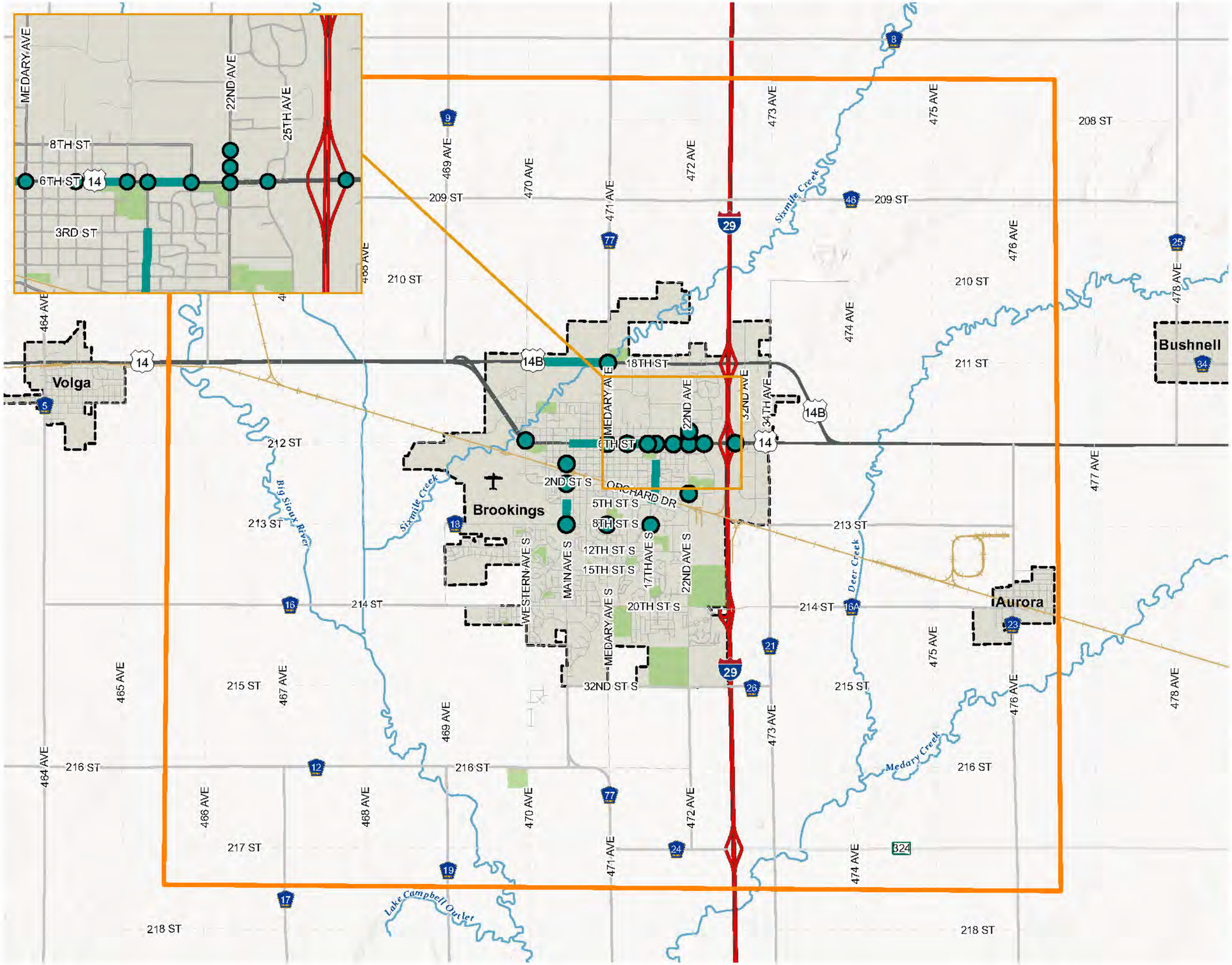
SRN Threshold: ≥1

0 — 2 Miles

Figure C-11

HDR

BROOKINGS AREA SAFETY ACTION PLAN



Urban Arterial Crash Network

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

Systemic Risk Network (SRN)

- Segments
- Intersections

SRN Threshold: ≥7

0 2 Miles

Figure C-12

HDR

BROOKINGS AREA SAFETY ACTION PLAN

City Street Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥6

0 2 Miles

Figure C-13

HDR

BROOKINGS AREA SAFETY ACTION PLAN

Angle Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥6

0 2 Miles

Figure C-14

HDR

BROOKINGS AREA SAFETY ACTION PLAN

Single Vehicle Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥5

0 2 Miles

Figure C-15

HDR

BROOKINGS AREA SAFETY ACTION PLAN

August & September Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥4

0 2 Miles

Figure C-16

HDR

BROOKINGS AREA SAFETY ACTION PLAN

April & May Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥3

0 2 Miles

Figure C-17

HDR BROOKINGS AREA SAFETY ACTION PLAN

Sand, Dirt, Mud, & Gravel Crash Network

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

Systemic Risk Network (SRN)

- Intersections
- Segments

SRN Threshold: ≥1

0 2 Miles

Figure C-18

BROOKINGS AREA SAFETY ACTION PLAN

Appendix D: Public & Stakeholder Engagement Materials



BROOKINGS
AREA TRANSPORTATION PLAN

Stakeholder and Public Meetings #1 Summary

Brookings, South Dakota

February 2025

SD DEPARTMENT OF TRANSPORTATION

brookings SOUTH DAKOTA

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Stakeholder and Public Meetings Overview

Stakeholder and Public Meeting Outreach

- 30 stakeholder letters mailed Wednesday, Feb. 5, 2025
- Social media posts shared by South Dakota Department of Transportation (SDDOT) and City of Brookings
- Downtown Brookings business group newsletter notice shared on Tuesday, Feb. 4, 2025
- Flyers posted in the following locations from Monday, Feb. 10 through Friday, Mar. 7, 2025:
    - Brookings Activity Center
    - Brookings City-County Government Center
    - Brookings Multicultural Center
    - Brookings Public Library
    - Brookings area laundromats (2 locations)
    - Crothers Engineering Hall (South Dakota State University (SDSU) campus)
- Public Notices:
    - Printed in The Brookings Register on Friday, Jan. 31 and Friday, Feb. 7, 2025
    - Posted online via The Brookings Register website from Friday, Jan. 31 through Wednesday, Feb. 19, 2025 (https://brookingsregister.com/)
    - Printed in the Town and Country Shopper on Tuesday, Feb. 4 and Tuesday, Feb. 11, 2025

Stakeholder Meeting Open Houses

- Wednesday, Feb. 19, 2025; 12-1 p.m. or 2-3 p.m. (CT)
- Brookings City-County Government Center – Room 300
- In-Person Attendance: 17 ~ plus Study Team Members (combined)
    - 12-1 p.m.: 10 ~ plus Study Team Members
    - 2-3 p.m.: 7 ~ plus Study Team Members

Public Meeting Open House

- Wednesday, Feb. 19, 2025; 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, Feb. 5, 2025; 5:15-6:15 p.m. (CT)
- SDSU Campus – Crother Engineering Hall – Room 204
- In-Person Attendance: 49 ~ 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 Brookings area transportation issues and needs.

Virtual (Online) Comment Period

- Friday, Jan. 31 – Friday, Mar. 7, 2025
- 74 total virtual comments
    - 62 online map comments
    - 12 emails

Study Digital Insights

- Study website: https://brookingsatp.com/

- Study website users (Jan. 31 – Mar. 7, 2025): 370 total users

- Study website access:
    - Direct: 152
    - City of Brookings website: 49
    - Facebook: 29
    - The Brookings Register website: 10
    - SDDOT website: 10
    - Organic search: 9

- Devices used to access study website:
    - Desktop: 222 (60%)
    - Mobile: 140 (38%)
    - Tablet: 8 (2%)

- Transportation survey: https://hdr.jotform.com/250266207529053
    - Total survey responses: 470

Key Themes and Feedback

Key themes and feedback from public involvement activities associated with the Brookings Area Transportation Plan Public Meeting Open House #1 are summarized below.

Key Themes from Public Involvement Feedback

Bicycle and Pedestrian Infrastructure Improvements:

- Requests for more bike lanes, protected bike paths, and trail connections, especially along US14 / 6th Street and the US14 Bypass / 18th Street
- Enhanced walkability through wider sidewalks, more crosswalks, and improved sidewalk conditions
- Suggestions for better campus-to-downtown connections and more pedestrian-friendly design considerations

Safety Enhancements:

- Concerns about pedestrian and cyclist safety, including the need for barriers, clearer crosswalks, and protected bike lanes
- The need for safety improvements at specific intersections and crossing locations

Aesthetic and Environmental Improvements:

- Interest in streetscaping along 6th Street and near historic districts
- Desire for visual enhancements that also contribute to pedestrian comfort and safety, like shaded walkways and boulevard designs

Long-Range Considerations:

- Emphasis on making safety and bicycle and pedestrian improvements top priorities in transportation planning efforts
- Focus on a balanced approach between repairs and maintenance of existing facilities and new infrastructure projects
- Interest in expanding public transportation options to reduce car dependency and increase accessibility

For further discussion, please see the following related report sections:

- **Written Comments**
- **Stakeholder and Public Meeting ‘Issues and Needs’ Summary**
- **Travel Survey Summary**

Key Insights from Top Three Goals Travel Survey Question

The question 'What goals or characteristics of the area's transportation should the Transportation Plan focus on? (Select up to 3)' was asked at the public and stakeholder meetings, on the study website, and through the travel survey. The goal of this question was to help the study identify key transportation priorities to address within the Brookings Area Transportation Plan. The top categories to prioritize were:

1. **Safety: Reducing the risk of harm to users of Brookings' transportation system (cars, bikes, and pedestrians)**
   a. 272 responses selected this category (23% of total)

2. **Efficiency and Reliability: Providing for the efficient and reliable movement of people, service, and goods, and efficient circulation of traffic in developments and near schools**
   a. 178 responses selected this category (15% of total)

3. **Maintenance: Effectively manage and preserve the existing transportation with the goal in keeping it in a state of good repair**
   a. 161 responses selected this category (14% of total)

4. **Bicycle and Pedestrian Connections: Providing enhanced infrastructure and connections for pedestrians and bicyclists**
   a. 150 responses selected this category (13% of total)

5. **Accessibility: Connecting people to goods and services as well as providing choices for different modes of transportation (car, bike, bus, etc.)**
   a. 146 responses selected this category (13% of total)

For further discussion, please see the following related report sections:

- **Top Three Goals Summary**
- **Travel Survey Summary**
- **Appendix D: Travel Survey Response Summary**

Key Findings from Funding Priorities Question and Activity

Several methods were utilized to gauge public feedback on what top budget priorities should be outlined for transportation improvements in Brookings. Similar to the 'Top Three Goals' question, the question 'What do you believe are the top budget priorities for transportation improvements in Brookings? (Select up to 3)' was included.

Responses to this question, ranked by response rate, include:

1. **Street Preservation and Maintenance:** 275 responses (25% of total)
2. **Safety Enhancements to Existing Streets:** 248 responses (23% of total)
3. **Capacity Improvements:** 242 responses (22% of total)
4. **Bicycle and Pedestrian Enhancements:** 195 responses (18% of total)
5. **Streetscaping:** 126 responses (12% of total)

Similarly, an in-person funding priorities activity station was included at each public and stakeholder open house. This activity invited attendees to place colored beads (with each color representing levels of importance – (1) least important to (5) most important) into jars representing the five funding priority categories.

Based on responses, the following is the ranking of the five funding priority categories:

1. **Capacity Improvements:**
    a. 159 overall points (factored by importance)
    b. 21 responses for most important (5), 8 responses for very important (4)
2. **Street Preservation/Maintenance:**
    a. 124 overall points (factored by importance)
    b. 6 responses for most important (5), 12 responses for very important (4)
3. **Streetscaping:**
    a. 120 overall points (factored by importance)
    b. 8 responses for most important (5), 7 responses for very important (4)
4. **Bicycle and Pedestrian Enhancements:**
    a. 105 overall points (factored by importance)
    b. 8 responses for most important (5), 5 responses for very important (4)
5. **Safety Enhancements:**
    a. 68 overall points (factored by importance)
    b. 4 responses for very important (4)

For further discussion, please see the following related report sections:

- **Funding Priorities Summary**
- **Travel Survey Summary**

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.

View comments in online map format here.

From the Study Team: Thank you for your interest in the Brookings Area Transportation Plan and providing comments. Your feedback will be shared with the Study Advisory Team (SAT), made up of representatives from the South Dakota Department of Transportation (SDDOT), City of Brookings, Brookings County, City of Aurora, Brookings Municipal Utilities, and South Dakota State University (SDSU) for consideration as we work towards developing the long-range projects and plan for the Brookings Area Transportation Plan.

Table 1: Written Comment Summary

Date	Method	Comment
SDSU ITE Student Organization Open House (Feb. 5, 2025)		
Feb. 5, 2025	Comment Card	Need more roundabouts to improve traffic flow.
Feb. 5, 2025	Comment Card	We need fewer roundabouts to avoid traffic confusion. Never add a diverging diamond interchange. Pave Western Ave S.
Feb. 5, 2025	Comment Card	I believe a four way stop controlled (4ST) or at least two way stop controlled (2ST) should be implemented at the intersection of Harvey Dunn Street and Third Ave. The lack of stop at that intersection could to accidents.
Feb. 5, 2025	Comment Card	I think the stop sign by the McDonalds from Jackrabbit Ave to 6th St needs to enforce no left turn from Jackrabbit Ave to 6th. The turning lane can't see traffic from the bottom of the hill.
Feb. 5, 2025	Comment Map	Add new crosswalks on Medary Avenue (between US14 / 6th Street and 8th Street) and on 8th Street (between 8th Avenue and Medary Avenue) to improve pedestrian crossing opportunities.
Feb. 5, 2025	Comment Map	Have seen several close calls involving rear ends at Medary Avenue and 7th Street intersection with a lot of this traffic coming from the student parking lot.
Feb. 5, 2025	Comment Map	Corner of 6th and 17th needs more lanes!
Feb. 5, 2025	Comment Map	Full sized airport. Delta? American?

Feb. 5, 2025	Comment Map	Pave Western Ave South!
Feb. 5, 2025	Comment Map	Safety concern noted at US14 & 476th Avenue (Aurora Corner).
Feb. 5, 2025	Comment Map	Corner of 8th Street and Jackrabbit Avenue is hard to see pedestrians and vehicles.
Feb. 5, 2025	Comment Map	Restrictive access corridor segment on 6th Street causes illegal u turns and route diversion. More opportunities for u-turns on 6th Street.
Feb. 5, 2025	Comment Map	Longer green lights for north/south travel on 17th Ave and 6th Street intersection.
Feb. 5, 2025	Comment Map	Notable bump on 20th St S overpass bridge in EB direction.
Feb. 5, 2025	Comment Map	More speed enforcement on 17th Ave. Too may cars flying by and not looking for crossing pedestrians.
Feb. 5, 2025	Comment Map	Could use more dust control / maintenance on 214th St.
Feb. 5, 2025	Comment Map	Widen bridge for commercial and private vehicles/trailers *(noted for 212th Street near 468th Avenue crossing Deer Creek*).
Public / Stakeholder Meeting Open Houses (Feb. 19, 2025)		
Feb. 19, 2025	Comment Card	I would like to see more bike lanes around campus and down street. I am a college student at South Dakota State University. I see students often biking to and from campus, even in cold weather. I believe it may be beneficial to implement more bike friendly infrastructure on and around 6th Street.
Feb. 19, 2025	Comment Card	Proper left turn on the exit / entrance of Walmart.
Feb. 19, 2025	Comment Card	In my opinion, safety is the most important part of transportation. So developing on safety, whether its barriers on 6th Street or the pedestrian bridges I mentioned on the comments map, something needs to be changed.
Feb. 19, 2025	Comment Card	I spoke with Jason ref. the intersection of 22nd Avenue and Minnesota, specifically the Northeast corner. The curb on the NE corner juts out into the northbound lane. This occurred when 2 separate construction projects were built. I believe this is a hazard that was created.
Feb. 19, 2025	Comment Card	Overall, I would love to see more bicycle infrastructure including greater connectivity of bike trails, designated and/or protected bike lanes, and more community education about sharrows and what cyclists' turn signals mean. Additionally, it would be great to have expanded public transportation with better hours for the BATA bus so people can access community meetings and events on evenings and weekends. More public transit to reduce car volume!
Feb. 19, 2025	Comment Card	I would like to see better walkability along 6th Street. It would be beneficial to add more crosswalks as well.
Feb. 19, 2025	Comment Card	- Add crosswalk and sidewalk between McCrory and Walmart - Add crosswalk across Medary and 7th St
Feb. 19, 2025	Comment Card	I would like to see better walkability aspects throughout the City of Brookings. Main Street is nice, but I don't want my only access to it to be by car. Adding trees on busy streets will allow the walk to feel safer increasing sidewalk width.

Feb. 19, 2025	Comment Card	Connect bike trail east of interstate across interstate along 14 bypass to bike trails on campus and Sexauer Park. Have bike lan on 14 Bypass with traffic protection barrier.
Feb. 19, 2025	Comment Card	I feel that there could be a lot of improvement of walkability to downtown. There needs to be more bike lanes and clear crosswalks when crossing sixth street. The sidewalks could also be redone because there are a lot of uneven sidewalks. Finally there could be more trees and plants to make it safer and better to look at.
Feb. 19, 2025	Comment Card	During the widening of 6th Street there were plans of trees in the middle "lane" but state/county paid for the road and Brookings would need to pay for the median with landscaping. BRING THIS IDEA BACK! Would like to see more trees on 6th Street specifically at joining historic districts on 6th Street. THIS WOULD INTRINSICALLY ADD PEDESTRIAN SAFETY BETWEEN CAMPUS AND DOWNTOWN. Sioux Falls boulevards withs trees and sculptures are wonderful!
Feb. 19, 2025	Comment Card	Crosswalks should be made more visible. I'm not sure exactly how. I know on crosswalks on campus there are flashing lights on easily missed crosswalks. This could be helpful especially downtown or near Sixth Street.
Feb. 19, 2025	Comment Card	I believe there should be better access from SDSU Campus to downtown. This could inlcude better roads and options or more streetscaping. Most importantly it would include more walkability since there is no real connection to both places.
Feb. 19, 2025	Comment Card	I like the plans and ideas you guys presented but it would be nice to fcous on some repairs in the City before others because then people know you can maintain your town.
Feb. 19, 2025	Comment Map	Lots of city staff cross from city hall to the library on 3rd Street and I think it warrants moving a crosswalk or adding mid-block cross walk.
Feb. 19, 2025	Comment Map	Bumpy at - 20th St. S overpass - Medary Ave between 6th St and Bypass
Feb. 19, 2025	Comment Map	Narrow streets in new development (lack of parking). Widen streets.
Feb. 19, 2025	Comment Map	Dips in streets - 17th Ave - 3rd St. - On/off 22nd Ave
Feb. 19, 2025	Comment Map	Avoid turn/zigzags on development roads
Feb. 19, 2025	Comment Map	12th/Christine – visibility concerns with a tree
Feb. 19, 2025	Comment Map	8th St. S/Main – signal timing issues. Turns to next cycle too fast (detection?) (predictability with yellow times)
Feb. 19, 2025	Comment Map	Eliminate any designated right turn lanes in all residential areas. 3rd and Medary is best example. Shorten crosswalks!
Feb. 19, 2025	Comment Map	Roundabout for Western and US14
Feb. 19, 2025	Comment Map	3 agree (with 'Roundabout for Western and US14') comment

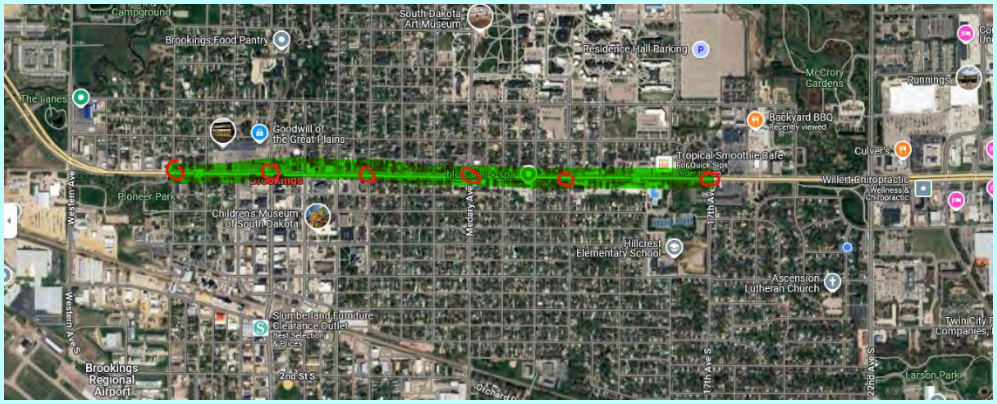
Feb. 19, 2025	Comment Map	For business vitality and historical preservation, please don't ever widen downtown main.
Feb. 19, 2025	Comment Map	Connect all K-12 with mixed use paths. Collectors get on 1 side. Arterials get on both sides.
Feb. 19, 2025	Comment Map	4th St/7th Ave East/West (by Det. Center) vehicles treat this intersection like all-way stop.
Feb. 19, 2025	Comment Map	Bike/ped centered above 6th St.
Feb. 19, 2025	Comment Map	Many streets wth no yield/stop at either side of intersection – many cars approach at speed, higher risk of accidents/near misses.
Feb. 19, 2025	Comment Map	6th Street is very clearly designed not for safety, in comparison to 8th St. S or 22nd Ave.
Feb. 19, 2025	Comment Map	Connectivity to east side of interstate on a road/roads that don't have interstate access?
Feb. 19, 2025	Comment Map	"Cars turn left in front of bicycles". *(Location: 6th Street & Main Avenue)*
Feb. 19, 2025	Comment Map	Crosswalk needed here for 72-hour lot use. * not painted on ground currently *(Location: 5th Street & 3rd Avenue)*
Feb. 19, 2025	Comment Map	Crosswalk needed here for 72-hour lot use. * not painted on ground currently *(Location: 4th Street & 3rd Avenue)*
Feb. 19, 2025	Comment Map	Bike path (or lane) East/West and North/South here? *(Location: Along 5th Avenue)*
Feb. 19, 2025	Comment Map	Cars constantly roll through sign and don't yield to pedestrians here. *(Location: Along 5th Avenue)*
Feb. 19, 2025	Comment Map	This intersection is difficult for all. *(Location: Main Avenue & 3rd Avenue / Front Street)*
Feb. 19, 2025	Comment Map	See Downtown Master Plan for 3rd Ave/5th Ave diagonal parking and 72 hr lot cross walks. FYI – "Walk your Wheels" vinyl stickers upcoming in downtown district
Feb. 19, 2025	Comment Map	Heard many concerns about ped/vehicle conflicts on this street in planning commision. *(Location: Along 20th Street S; between Western Avenue and 16th Avenue S)*
Feb. 19, 2025	Comment Map	Main and 8th Bad intersection (terrible) *(Location: 8th Street S & Main Avenue S)*
Feb. 19, 2025	Comment Map	With current traffic numbers and anticipated traffic growth as well as increased housing south of 20th Street S, safer crossings points need to be identified for children crossing north and south across 20th Street South, especially during school times.
Feb. 19, 2025	Comment Map	Bike trail between Volga and Aurora along railroad tracks.

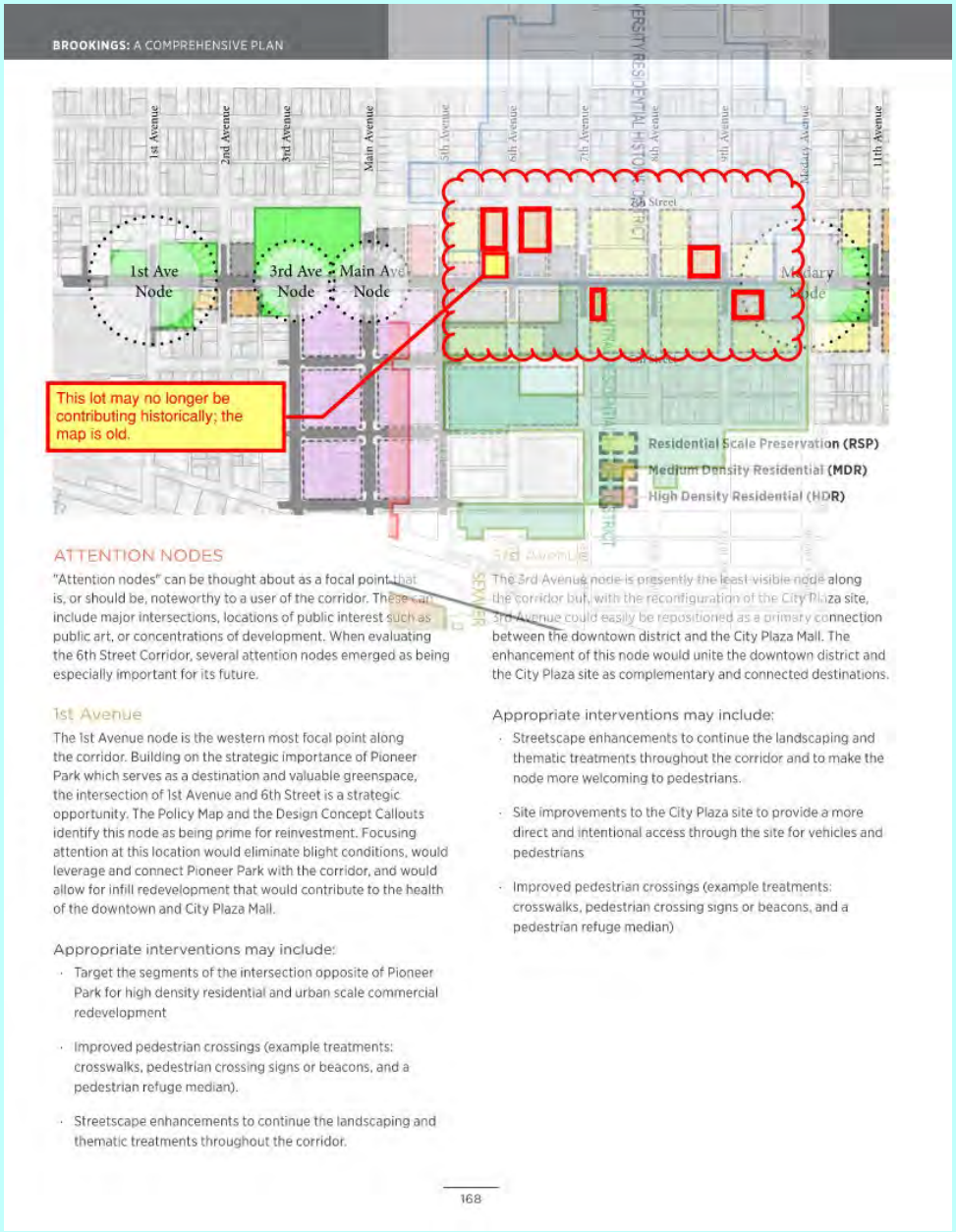
Feb. 19, 2025	Comment Map	Reference BNSF guidelines 7.2.a – unlikely that we'll get them to budge.
Feb. 19, 2025	Comment Map	Wayfinding all over.
Feb. 19, 2025	Comment Map	5 agree (with 'Wayfinding all over') comment
Feb. 19, 2025	Comment Map	Continue streetscape all along 6th street. - 6th - Main - 22nd - 32nd (LIC and DBL)
Feb. 19, 2025	Comment Map	Cross bike trail over interstate to connect across campus to Sexauer Park Trail.
Feb. 19, 2025	Comment Map	Crossing signal no long enough for blind people or wheelchair users (6th and 22nd)
Feb. 19, 2025	Comment Map	Ped crossing *(Location: 22nd Avenue & McCrory Gardens Drive)*
Feb. 19, 2025	Comment Map	Bike lanes along bypass.
Feb. 19, 2025	Comment Map	Traffic easing *(Location: Along 11th Street near Medary Avenue)*
Feb. 19, 2025	Comment Map	Ped crossing at 6th and Western (Arts Festival)
Feb. 19, 2025	Comment Map	More pedestrian paths around Western and Veteran's Memoral Park (north of here)
Feb. 19, 2025	Comment Map	Consider signal warrants at 6th/US14 and Western or potential reconfiguration
Feb. 19, 2025	Comment Map	More pedestrian crossing opportunities along 6th Street east of DT
Feb. 19, 2025	Comment Map	SDSU runners go north on 471 Ave gravel – dangerous with traffic and runners
Feb. 19, 2025	Comment Map	Improve road from interchange 130 to Aurora - To improve safety for current travelers - To increase traffic here and reduce traffic from Aurora turning west on Highway 14 - Aurora is adding 10-15 houses per year
Feb. 19, 2025	Comment Map	Help paving road to Aurora
Feb. 19, 2025	Comment Map	35 MPH speed limit sign visible immediately when turning onto 20th Street. NO SPEED TRAP.
Feb. 19, 2025	Comment Map	Improve right turn from Interchange 130 to 22nd Ave N – especially for semi trucks that go into center lane of 22nd when turning.

Feb. 19, 2025	Comment Map	Speed limit at 35 mph west of 20th street interchange should be closer to the interchange.
Feb. 19, 2025	Comment Map	Service road. *(Location: Along 22nd Avenue S between 12th Street S and 20th Street S)*
Feb. 19, 2025	Comment Map	15th/Main S route from Section 8 housing on corner, DSS offices between 15th and 12th on Main S. Need crosswalk here.
Feb. 19, 2025	Comment Map	The BATA bus hours are not accessible for community members to attend evening and weekend meetings and events.
Feb. 19, 2025	Comment Map	Add crosswalk across Medary Ave on 7th Street.
Feb. 19, 2025	Comment Map	People do not currently understand the Pedestrian scramble at 3rd Street and Main – people are getting impatient and just run across – needs signage.
Feb. 19, 2025	Comment Map	Almost no N/S bicycle connections between 8th St. S and 6th St.
Feb. 19, 2025	Comment Map	Western Ave and 6th street needs better pedestrian and bicycle crossings.
Feb. 19, 2025	Comment Map	6th and Main – consider allowing peds/bikes to entry crosswalks on all red or delayed turn signal so people can see them in crosswalk.
Feb. 19, 2025	Comment Map	Better lighting over street. *(Location: Along 3rd Avenue)*
Feb. 19, 2025	Comment Map	Need trees (as planned!) in middle lane when 6th street was widened (road diet) and native plants.
Feb. 19, 2025	Comment Map	Would be great for new pedestrian/bike path through Sexauer Park to connect to more bike/walking trails in the area.
Feb. 19, 2025	Comment Map	Big investment: pedestrian bridges plotted on 6th street to keep the flow of traffic, but provide safety for people walking.
Feb. 19, 2025	Comment Map	Stop sign *(Location: 3rd Avenue & Harvey Dunn Street)*
Feb. 19, 2025	Comment Map	More cross walks *(Location: Along 8th Street west of Medary Avenue)*
Feb. 19, 2025	Comment Map	Roundabout here *(Location: 8th Street & Medary Avenue)*
Feb. 19, 2025	Comment Map	Wider sidewalks *(Location: Along 8th Avenue)*
Feb. 19, 2025	Comment Map	Left turn from 11th Street onto medary is slow – maybe traffic signal?
Feb. 19, 2025	Comment Map	Left turns *(Location: US14 / 6th Street & 12th Avenue)*

Feb. 19, 2025	Comment Map	Left turns *(Location: Along US14 / 6th Street between 13th Avenue and 20th Avenue)*
Feb. 19, 2025	Comment Map	Yield on north approach *(Location: Faculty Drive & 7th Street)*
Feb. 19, 2025	Comment Map	Continue sidewalk onto 20th Ave. *(Location: Along east side of 20th Avenue)*
Feb. 19, 2025	Comment Map	Add a crosswalk between Walmart and McCrory Gardens for students who walk there. Add sidewalk from 22nd to Walmart
Feb. 19, 2025	Comment Map	Pedestrian walking bridge would be great here… *(Location: Across I-29 between 25th Avenue and 32nd Avenue)*
Feb. 19, 2025	Comment Map	Add bike bridge over I-29 - on Brookings Master Plan - connect housing by SDSU and research park to future retail at Market Place - connect future housing north of Marketplace to SDSU and retail on 22nd/6th - Connect bike path along 32nd to SDSU
Feb. 19, 2025	Comment Map	Reduce speed on curve from 65 to 55 and on straight segments from 55 to 45. I've had several near misses at 34th/Bypass intersection with trucks traveling 65 through intersection.
Feb. 19, 2025	Comment Map	US14B/34th – Consider checking signal warrants.
Feb. 19, 2025	Comment Map	Reduce speed from East Bypass to interchange from 65 to 55 mph.
Other Comments (Jan. 31 – Mar. 7, 2025)		
Feb. 4, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> This is an excellent road for bike lanes from Pioneer Park to Hillcrest. *(Location: 5th Street)*
Feb. 4, 2025	Online Comment Map	<u>Traffic Operations</u> This street still operates like Central Elementary is open. It has a turn lane, but no where to turn. It can become more pedestrian friendly and add more parking. *(Location: 5th Avenue in Downtown Area)*
Feb. 4, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> Cars are constantly rolling through stop signs, driving too fast, turning through driving lanes to park on the opposite side, and not yielding to pedestrians. *(Location: Near mid-block location along Main Avenue between 4th Street and 5th Street)*

Feb. 4, 2025	Online Comment Map	Bicycle/Pedestrian There needs to be crosswalks and traffic calming measures on this street. *(Location: 3rd Avenue in Downtown Area)*
Feb. 4, 2025	Online Comment Map	Bicycle/Pedestrian This intersection is very difficult and unsafe to walk across. *(Location: 3rd Street & 5th Avenue)*
Feb. 4, 2025	Online Comment Map	Traffic Operations This corner is too small for the amount of traffic that goes through it. *(Location: US14 / 6th Street & 17th Avenue)*
Feb. 4, 2025	Online Comment Map	Bicycle/Pedestrian This is not a normal path for pedestrians to take. The crosswalk is out of the way, leads to a closed entrance, and is frequently missed by cars. *(Location: Pedestrian Signal on US14 / 6th Street near Hillcrest Aquatic Center)*
Feb. 12, 2025	Email	I've been notified to be a stakeholder for the upcoming stakeholder meetings for the BATP, of which I am very thankful for! Thank you! I have two very specific items to bring to your attention, which couldn't possibly fit in the survey response, and won't fit within the stakeholder meeting timeframes either. **As chair of Brookings Historic Preservation Commission:** I want to elaborate on is a narrow section of the 6th Street corridor, which is between two of our residential historic districts. The BHPC feels threatened by the current Comp Plan 2040, specifically the future land use designations along 6th Street, between 5th Ave and Medary. Please see the attached as reference. Though I recognize the comp plan is out of your scope and intent for BATP, I do want to believe that streetscape design can help assuage concerns regarding future development of the historic districts, which shares many common values with other constraints such as pedestrian safety, affordable housing, etc. When 6th Street was widened in the past few years by DOT in this area, and with the removal of many historic and mature trees, many in our community found it to be devastating and disheartening for the future. I am fearful to take my kids across 6th Street at any point, whether it is signaled or not. The town effectively feels cut in half unless you are in a car. I would simply ask that you take this small focus area into account when laying out any suggested streetscape improvements on 6th Street. **As a parent to 3 young kids:** I would also like to ask you an honest opinion and likelihood of abandoning 6th Street entirely as part of DOT control for Hwy 14. We have a bypass which serves a good purpose and is a continuation of the highway. Between 17th Ave at the east end and Pioneer Park to the west, I would like to see a future Brookings which is entirely walkable between north and south, a Brookings which is not 'cut in half'. Below is a screenshot of my dream. All of the elementary schools are south of this line, and many affordable houses are north of it, putting a commuter burden on some lower-income families that would rather have their kids walk. All parts in green highlighter might be: 3-lane (2+left turn) 36-40' between curb walls, then 5' landscaping and 10' MUP's in the boulevard space both sides. All told, that's only using 70' of the 85-90' ROW along this stretch. I'd envision parallel or 60deg parking added between Medary and 17th both sides, as it's inevitable all that will be mixed use higher intensity in the future to serve SDSU, and I'm tired of trying to make these big buildings work without on-street parking

		available for developers. All red circles would be 4-way stop signs with pedestrian bump-outs where any on-street parking is provided, sim to DT Main. I've mentioned this to a couple people before with essentially no response at all, but I'm curious to hear what a planning consultant might say. Brookings, if any SD community, would support this. Thank you! 


BROOKINGS: A COMPREHENSIVE PLAN
1st Avenue
2nd Avenue
3rd Avenue
Main Avenue
5th Avenue
6th Avenue
7th Avenue
8th Avenue
9th Avenue
Medary Avenue
11th Avenue
1st Ave Node
3rd Ave Node
Main Ave Node
This lot may no longer be contributing historically; the map is old.
Residential Scale Preservation (RSP)
Medium Density Residential (MDR)
High Density Residential (HDR)
ATTENTION NODES
"Attention nodes" can be thought about as a focal point that is, or should be, noteworthy to a user of the corridor. These can include major intersections, locations of public interest such as public art, or concentrations of development. When evaluating the 6th Street Corridor, several attention nodes emerged as being especially important for its future.
1st Avenue
The 1st Avenue node is the western most focal point along the corridor. Building on the strategic importance of Pioneer Park which serves as a destination and valuable greenspace, the intersection of 1st Avenue and 6th Street is a strategic opportunity. The Policy Map and the Design Concept Callouts identify this node as being prime for reinvestment. Focusing attention at this location would eliminate blight conditions, would leverage and connect Pioneer Park with the corridor, and would allow for infill redevelopment that would contribute to the health of the downtown and City Plaza Mall.
Appropriate interventions may include:
· Target the segments of the intersection opposite of Pioneer Park for high density residential and urban scale commercial redevelopment
· Improved pedestrian crossings (example treatments: crosswalks, pedestrian crossing signs or beacons, and a pedestrian refuge median).
· Streetscape enhancements to continue the landscaping and thematic treatments throughout the corridor.
The 3rd Avenue node is presently the least visible node along the corridor but, with the reconfiguration of the City Plaza site, 3rd Avenue could easily be repositioned as a primary connection between the downtown district and the City Plaza Mall. The enhancement of this node would unite the downtown district and the City Plaza site as complementary and connected destinations.
Appropriate interventions may include:
· Streetscape enhancements to continue the landscaping and thematic treatments throughout the corridor and to make the node more welcoming to pedestrians.
· Site improvements to the City Plaza site to provide a more direct and intentional access through the site for vehicles and pedestrians
· Improved pedestrian crossings (example treatments: crosswalks, pedestrian crossing signs or beacons, and a pedestrian refuge median)
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Feb. 13, 2025	Online Comment Map	Safety It is very difficult for pedestrians to cross Medary Ave in this location *(Location: Medary Avenue & 2nd Street)*
Feb. 13, 2025	Online Comment Map	Safety It is difficult for pedestrians to cross Medary safely in this area. *(Location: Medary Avenue & 4th Street)*
Feb. 14, 2025	Online Comment Map	Traffic Operations A four way stop here may help with traffic flow and reduce speeds from traffic coming from the south at 35mph to a 25mph. speed zone *(Location: Medary Avenue S & 15th Street S)*
Feb. 18, 2025	Online Comment Map	Safety needs stoplight or stop sign *(Location: Medary Avenue S & 15th Street S)*
Feb. 18, 2025	Online Comment Map	Safety dangerous intersection *(Location: US14 / 6th Street & Western Avenue)*
Feb. 19, 2025	Online Comment Map	Safety 17th Ave was not designed like 22nd Ave or Main Ave and should not be widened or planned for load or speed increases. 17th Ave should serve the neighborhoods along the route and not be a short cut for people to speed to Papa Johns. 22nd Ave and Main Ave should be the north south people movers. 17th should remain 2 lane with parking on both sides. Any changes to 17th should be designed for pedestrian/bike improvements and safety rather than promoting increases in vehicle load and speed. *(Location: 17th Avenue)*
Feb. 21, 2025	Online Comment Map	Safety There should not be dedicated right-turn lanes here. It is not impassable for children, but I will not let my children cross this, as it is too wide. This is near one of very few areas in which to cross the tracks, and makes life very difficult for families to trust their kids to walk or bike to Medary or HS. It is unfortunate because between 6th and the tracks, it is the only stop sign in which families can cross Medary E-to-W. Families then have to choose whether to cross at unregulated through-way intersections, making decisions on car traffic timing, OR they come here and make other risks. Dedicated right-turn lanes are not needed here also from a matter of under-utilization. Dedicated right-turn lanes should not exist in residential neighborhoods, regardless of traffic studies. Safety should be the priority in Residential neighborhoods, not vehicle through-put. DUH. *(Location: 3rd Street & Medary Avenue)*

Feb. 21, 2025	Online Comment Map	This is a major area in which pedestrians WANT to cross, and WILL NOT cross. It is because we have unnecessarily widened this road here. We do not need dedicated right-turn lanes on this intersection. The lack of safety on this intersection is also why there is essentially no mercantile foot-traffic going to the north, and the "City Plaza" development will remain under-served and an eyesore until it is desirable and safe to walk there. The intersection is splitting economic vitality betweeen Good/South and Bad/North. *(Location: US14 / 6th Street & Main Avenue)*
Feb. 21, 2025	Online Comment Map	Roundabout here. Stop asking people to be safe and just make them slow down. *(Location: US14 / 6th Street & BC Hwy 23 / 476th Avenue (Aurora Corner))*
Feb. 21, 2025	Online Comment Map	Roundabout here. *(Location: US14 / 6th Street & 32nd Avenue)*
Feb. 21, 2025	Online Comment Map	Safety Should improve pedestrian crossing and sidewalks around the intersection *(Location: US14 / 6th Street & Medary Avenue)*
Feb. 21, 2025	Online Comment Map	Bicycle/Pedestrian Crossing 6th st can be pretty difficult from campus *(Location: US14 / 6th Street)*
Feb. 21, 2025	Online Comment Map	Main Avenue downtown is very important for Brookings' heritage, and widening Main would be utterly disastrous to the businesses on it. *(Location: Main Avenue – Downtown)*
Feb. 21, 2025	Online Comment Map	There should be a 4-way stop sign here, in line with what is proposed in the Downtown Brookings Master Plan recently adopted. Because 3rd Street is far too wide, crossing it N/S to get from Downtown to the City/County Building is dangerous. *(Location: 3rd Street & 5th Avenue)*
Feb. 21, 2025	Online Comment Map	Passenger Train Travel is back on the rise, and Brookings should start to plan out accordingly to make accommodations for this now, so we are ready for it in 25 years. The hub should be near downtown, as with all things, for economic vitality and cultural heritage. *(Location: Railroad tracks near downtown)*
Feb. 21, 2025	Online Comment Map	Near downtown, the streets do not need to be wider; what we need is meaningful parking density (60deg stalls) on both sides to support economic vitality and urban infill projects. The road sections are in most cases already wide enough to support this. *(Location: 3rd Avenue – Downtown)*
Feb. 21, 2025	Online Comment Map	This intersection and that to the south should be 4-way stop signs with pedestrian crossing bumpouts. Similar to Main, and what is now being slowly built back for people on 5th Avenue too. *(Location: 5th Street & 3rd Avenue)*

Feb. 21, 2025	Online Comment Map	The area on 6th Street between Medary and 5th (or so) is between two established historic districts. When this section of 6th was widened in the recent past, Brookings lost a bit of its natural charm and identity, as well as very old and beautiful trees, as well as made it yet more difficult for pedestrians to cross the street safely and without fear or intimidation. For those that care, it was defeating and discouraging for the future to know that we had no real say in the matter to protect our culture from the widening. For the sake of saving seconds on commute time, we lost some 100-year old beauty and also pedestrian safety N/S. All for the sake of seconds. Please stop considering widening streets through towns as the right solution, or faster speed through towns as what is important. It is not what is most important: Speed < Economic Vitality < Pedestrian Safety. Brookings as a city will benefit from through-traffic spending MORE time in it than less, more likelihood to stop and shop, or even to stop and throw down roots. We need to find ways to support new business developing, like on-street parking and appealing streetscapes for businesses, not to find faster ways to shuffle people to the nearest Walmart. People in cars will always be safe in comparison to those outside of them, and what is safer for pedestrians is ALSO safer for those in vehicles. 6th Street has always been difficult to cross in recent memory, because it has been designed for traffic through-put as the main focus. When it was widened, even lighted intersections are intimidating to most people to cross on foot or on bike. For young families with children, it is at most times undesirable to cross, and at other times dangerous. I don't want anything Undesirable or Dangerous representing our Brookings, let alone effectively splitting it in half for those that want to walk. Lastly, the demographic of Americans is shifting to that of more focus on active lifestyle, active transport, sustainability, and living smaller. This is a trend that is unlikely to die, because Americans will always follow the curve of Europeans in all things. These interests are fundamentally adverse to the law of the land being written for cars. I wish that traffic engineers would DESIGN for the future, not PRESCRIBE from the past. *(Location: US14 / 6th Street between Medary Avenue and 5th Avenue)*
Feb. 21, 2025	Online Comment Map	This area wants to be an extension of downtown but will never meaningfully be so until the streetscape is made the same. Businesses down here will suffer while vehicle throughput speed is prioritized. *(Location: Main Avenue S – South of 1st Street S)*
Feb. 21, 2025	Online Comment Map	Put roundabouts on all intersections on the bypass, for continuous movement and safety. *(Location: US14 Bypass / 18th Street)*
Feb. 21, 2025	Online Comment Map	Road diet Main Ave S to 2nd St South, for better economic vitality of this area. *(Location: Main Avenue S between 1st Street S to 2nd Street S)*
Feb. 21, 2025	Online Comment Map	<u>Safety</u> I live in this general area, realistically very close to Hillcrest Elementary. Our family wants to believe our children can one day bike to school, but we are nervous to let them do so, and therefore they don't. It's a burden on businesses' employers, and a burden on the environment, and a burden on others waiting in line at the drop-off. Very few kids walk or bike to school in comparison to those who could, which only exacerbates the problem of more parents frantically driving their kids between schools, which is an induced demand loop for more cars on the road because they feel like they have to. I'd like to believe in a future where parents are less concerned for their children's death as a pedestrian or bicyclist on a 3-block trip to school. That starts with designing streets for pedestrian safety first, and that starts with experts reconciling against past principles of wide = safe. Planning is meant to look to the future, not to the past.

Feb. 21, 2025	Online Comment Map	Bicycle/Pedestrian There is very poor bicyclist connectivity between each of the K-12 schools, or at least infrastructure that parents trust their kids on unsupervised. I believe that going N-S is specifically challenging, to some degree due to the limited number of railroad crossings. If MUPs are added soon I would suggest they are at all railroad crossing avenues specifically. 17th and Medary. Medary would be highest priority.
Feb. 21, 2025	Online Comment Map	Traffic Operations Will this plan make any recommendations toward driveway access locations? This pinned location has an absolutely ridiculous proximity to the ECR. Recognizing it was grandfathered, but what's to say it is illegal now on non-SDDOT streets? The City of Brookings is lagging behind on its online-available published engineering standards not being on the website; that might prevent designers from doing things like this. Low-hanging fruit item that would make a big difference: get the engineering design standards available. https://cityofbrookings-sd.gov/874/Engineering-Specifications-and-Standards *(Location: Access in NW quadrant of US14 / 6th Street & Main Avenue)*
Feb. 21, 2025	Online Comment Map	Wish it were a roundabout here instead. Waiting here N/S is silly. *(Location: 20th Street S & 22nd Avenue S)*
Feb. 21, 2025	Online Comment Map	Safety This is a quite dangerous section, and probably wouldn't be if traffic were not wanting to be 40mph over this little hill near a mcd. Design for slower, more continuous speeds (safety) and not stop/go throughput and you wouldn't feel worried here. *(Location: US14 / 6th Street near Jackrabbit Avenue)*
Feb. 21, 2025	Online Comment Map	Safety This is a much-needed crossing, but under-utilized because 6th street is so undesirable and intimidating to walk near. The crossing isn't at fault here. The street's design is inherently not safe. *(Location: Pedestrian Signal Crossing on US14 / 6th Street near Hillcrest Aquatic Center)*
Feb. 21, 2025	Online Comment Map	Safety Expecting people to slow down to 35 when you could land a plane on this road here... a speed limit sign will not fix this. You know what actually will. Make drivers feel cautious. *(Location: US14 / 6th Street & Western Avenue)*
Feb. 21, 2025	Online Comment Map	Traffic Operations Roundabout here. *(Location: 22nd Avenue & University Boulevard)*
Feb. 24, 2025	Online Comment Map	Safety This intersection is chosen year after year for a White Cane demonstration for awareness for the blind, because in Brookings, it is the scariest intersection in town to cross on foot. Even for able-bodied individuals it is tough to cross in time. *(Location: US14 / 6th Street & 22nd Avenue)*
Feb. 24, 2025	Online Comment Map	Traffic Operations Unless the developer's FDP will address this, this wants to be an intersection here; my recommendation, a roundabout. *(Location: US14 / 6th Street & Lefevre Drive)*
Feb. 24, 2025	Online Comment Map	Safety Roundabout here, don't ask people to slow down, make them. *(Location: US14 Bypass / 18th Street & 22nd Avenue)*

Feb. 24, 2025	Online Comment Map	Safety With the road designed the way it is, cars will never slow down to the speed limit here. If safety is a goal here, make the driver cautious and slow down: add a roundabout here. *(Location: Broadway Avenue / 476th Avenue & Spruce Street)*
Feb. 24, 2025	Online Comment Map	Bicycle/Pedestrian Pedestrian crossing bump outs, get crossings down to 24' width. *(Location: 5th Street & 5th Avenue)*
Feb. 24, 2025	Online Comment Map	Bicycle/Pedestrian The light here is not great for left turns. Should not have dedicated right turn lanes in an inherently pedestrian area. Design this for pedestrians, otherwise business will never thrive south of this intersection. *(Location: 3rd Street & Main Avenue)*
Feb. 24, 2025	Online Comment Map	Safety Roundabout here. *(Location: US14 Bypass / 18th Street & Medary Avenue)*
Feb. 24, 2025	Online Comment Map	Safety Hyvee's two extra driveways onto 22nd are dangerous. Would be good if we could somehow fix that, or eliminate left turns out. *(Location: 22nd Avenue near Hy-Vee parking lot driveways)*
Feb. 24, 2025	Online Comment Map	Safety Remove dedicated right turn lanes here, makes crossings disastrously wide and peds are reluctant to cross, cutting off downtown vitality to city plaza. *(Location: US14 / 6th Street & Main Avenue)*
Feb. 26, 2025	Online Comment Map	Safety This intersection could use a yield sign or maybe a stop sign. Drivers seem to go fast on both streets and I've had a few close calls here. *(Location: Harvey Dunn Street & 3rd Avenue)*
Feb. 27, 2025	Online Comment Map	Safety Add Pedestrian Crossing here with markers. Children run across this intersection attempting to go or leave boys and girls club. Very dangerous intersection. *(Location: 12th Street S & Southland Lane)*
Feb. 27, 2025	Online Comment Map	Safety Make a pedestrian crossing here with markers. Students run through traffic after school and before school which is the busiest time. Extremely dangerous. *(Location: 12th Street S between 17th Avenue and Mickelson Middle School driveways)*
Feb. 27, 2025	Online Comment Map	Safety Add pedestrian cross with markers here. Children cross during heavy traffic before and after school. Extremely dangerous times. *(Location: 12th Street S near StoneyBrook Suites Assisted Living Facility)*

Feb. 27, 2025	Online Comment Map	Traffic Operations The stop signs going east to west build up a lot of traffic. They should be removed or stop lights should be put in place. To help with the flow. *(Location: 20th Street S & 17th Avenue S)*
Feb. 28, 2025	Online Comment Map	Bicycle/Pedestrian Sunrise Ridge Rd is very dangerous for people walking toward 6th St. from Sunrise Ridge Circle to Minnesota Dr. There is no sidewalk on either side of the street and there is a lot of truck traffic from all the manufacturing companies on this road. I have talked to the city engineer about this problem and I don't believe anything was ever looked into it. *(Location: Sunrise Ridge Road)*
Feb. 28, 2025	Online Comment Map	Bicycle/Pedestrian Eliminate whatever this unnecessary lane is. It makes the intersection over-wide for pedestrians, near and between several schools no less. *(Location: 3rd Street & Medary Avenue)*
Feb. 28, 2025	Online Comment Map	Safety This playground is a great playground, but is effectively useless to pedestrians because 22nd Ave is so unsafe or at least undesirable to cross on foot. I live not far away and have several young kids, and would never walk here. That is a shame. *(Location: Larson Park near 22nd Avenue)*
Feb. 28, 2025	Online Comment Map	Bicycle/Pedestrian This is a difficult sidewalk when on a bike going south and turning left. *(Location: NW quadrant at 12th Street S & 17th Avenue S)*
Feb. 28, 2025	Online Comment Map	Traffic Operations It is unreasonable to expect people to only drive 45 on the areas south of town on this road; it is designed like the rest of the county road, and does not feel like you should move slower. *(Location: S Curves along Main Avenue S / BC Hwy 77)*
Feb. 28, 2025	Online Comment Map	Bicycle/Pedestrian Verify if sidewalk / trail connectivity here. There should be, both sides of the street. Recommend to add if not. *(Location: East of 20th Street S & Medary Avenue S)*
Feb. 28, 2025	Online Comment Map	Safety Find a way to get this driveway removed. *(Location: South HyVee driveway along 22nd Avenue S)*
Feb. 28, 2025	Online Comment Map	Bicycle/Pedestrian Main Ave DT in Brookings is absolutely wonderful and serves as a great example to other communities in South Dakota. Do not recommend to widen it or you'll make a fool of yourselves as professional planners. *(Location: Main Avenue – Downtown)*
Feb. 28, 2025	Online Comment Map	Safety Stop sign here for easier pedestrian crossing to the City Building. *(Location: 3rd Street & 5th Avenue)*

Feb. 28, 2025	Email	My students will be submitting on letters for you on March 6th. I would also like to add this major context and issue with the widening of 6th Street project that MANY Brookings residents opposed as it was detrimental to the mature trees, walkability, and general appearance of the historic residential districts joining together at 6th Street. **Here are a collection of public comments on record from 2014; 41 letters of public comments against the 6th street widening:** https://www.cityofbrookings-sd.gov/DocumentCenter/View/2444/Public-Written-Comments-Main-to-Medary The sentiment is still the same in 2025. People are still heartbroken about this whole thing. But it doesn't have to be this way! In fact, all neighbors are welcoming of a median of trees along three blocks on 6th Street between Medary Ave and 7th Ave. I wanted to point out these two letters from the collection, one being from Les who is an architect and firm owner in town and was chair of the Historic Preservation Committee in 2014. Leah's comment is another great letter. Since the city entry landscaping projects, the new signage and trees at 6th street and 22nd Ave have been a NEW MAJOR asset to our visitors and to our community! We need this at the historic districts on 6th Street. **6th Street Design Ad Hoc Committee minutes involved in street design of this street widening project in 2016:** 6th Street Design Ad Hoc Committee Draft Minutes (12/11/2016) This committee lays out the process for adding trees to the state-owned property: the City of Brookings must propose a design, then be approved by City Council, then be submitted to the state for a "Right to Occupy" permit. Then the project would be funded by the City of Brookings. As I meet with Nick and Holly today, I believe the city council would be very interested in this specific area for a pilot project of street medians with trees. There are long time residents of Brookings that could possibly be financially supportive to a pilot project here **that specifically uplifts the historic districts.** The whole process is possible but was tabled by City of Brookings in 2016. I believe the middle turn lane is not necessary for the HWY 14/6th Street at the historic districts thus making it the perfect place for landscaping and trees. And helps with drainage! Medians with trees, landscaping natural grasses, and sculptures have been well received in the new developments within Sioux Falls even with the reservations of snow removal impediment. I think that is a great sign to try this out in Brookings! Thank you so much for your work on this and for proving the open house in Brookings! I am so happy to have the opportunity to discuss and promote walkability in my city!

Mar. 3, 2025	Email	I'd like to provide feedback on the Brookings Area Transportation Plan. Specifically, I'd like to address the walkability issues in the central historic district. Brookings would benefit from the addition of a median of trees on Sixth Street. Not only would this improve walkability, but it would also restore the tree-lined streets that were removed when Sixth Street was widened. Also, the addition of historic street light fixtures within the historic districts would encourage more people to walk in this area.
Mar. 3, 2025	Online Comment Map	Bicycle/Pedestrian I use this intersection to walk to school every day. I think the four way stop works well. I have almost gotten hit by a car once who was not paying attention to the stop signs. I think it is important that cars come to a complete stop. A roundabout out would be unsafe for pedestrians here. Keep a four way stop please! *(Location: 8th Street & Medary Avenue)*
Mar. 6, 2025	Email	Dear Transportation Planning Team, We are writing this letter to urge the city to actively pursue initiatives that make Brookings more walkable. As our city continues to grow, it is essential that we prioritize pedestrian-friendly infrastructure to promote public health, reduce traffic congestion, and create a more vibrant urban experience. Cities around the world, such as Seoul, New York, and Copenhagen have successfully implemented initiatives like converting highways into parks, expanding pedestrian spaces, and reducing parking to encourage biking and walking. These measures have improved livability, increased property values, and enhanced environmental health. Brookings, too, could benefit from similar strategies, such as introducing temporary car-free areas to test pedestrian-friendly changes. In addition, improving walkability around grocery stores and retail centers would greatly enhance convenience and accessibility for residents. Many of these areas are currently designed with cars in mind, making them difficult and sometimes unsafe for pedestrians to navigate. Adding better crosswalks, wider sidewalks, and traffic-calming measures near these high-traffic zones would encourage more people to walk for their daily errands. Creating pedestrian-friendly retail hubs not only improves local business engagement but also reduces the need for excessive parking and vehicle congestion. By making our streets safer and more accessible for pedestrians, we can foster a healthier, more connected, and more enjoyable city for all residents. I sincerely hope the Transportation Planning Team will take these suggestions into consideration as we plan for a safer and more sustainable future. Thank you for your time and consideration. It is okay for this letter to be shared publicly.

Mar. 6, 2025	Email	Dear Transportation Planning Team, Brookings is a great city to reside and go to school, but it has its flaws as well. One of the biggest issues with Brookings is how dependent people are on their vehicles to move about the town. This dependency on vehicles means there are a lot more drivers on the roads. The extra drivers on the roads make walking and biking more dangerous for those who choose not to drive. The most problematic area for walkers is 6th Street near campus, where a lot of faculty and students are crossing at all times of the day to get to and from campus. An improvement for pedestrian safety, like refuge islands, in this region would be greatly appreciated. We think zoning should be improved in some areas of town. For example, implementing more grocery stores further towards the middle of town may improve the city's walkability. When choosing how to arrive to a store, the most preferred option of transportation is by car. Additionally, more green spaces and public art should be added in order to enhance the overall community's experiences as we travel through town. Encouraging community involvement and supporting local artists' work would be a great step for this. For new, potential green spaces, transforming the area into community gardens and promoting sustainability will have a powerful impact on Brookings. Much of the town of Brookings is turning into one large parking lot. We believe there are better ways to use our planet's surface than to cover it with pavement and let it sit vacant. We need to get businesses to consolidate their parking lots and give what's left over to mother nature. The extra green spaces will help draw people to walk through these spaces and perhaps even draw them into the businesses nearby. If it is felt that we cannot lose any more parking spaces, we will need to start working vertically instead of horizontally. Brookings can enhance its streets and public spaces by shaping them for pedestrians, not just surrounding buildings. People feel most comfortable in spaces that offer both open views and a sense of refuge. Thoughtfully designed streets and plazas encourage walking, boost local businesses, and improve safety. Good design overcomes bad weather, as proven by cities worldwide. By prioritizing these elements, we think Brookings can become a more connected, thriving, and pedestrian-friendly city. Thank you for your time and consideration. We appreciate your efforts to improve Brookings.

Mar. 6, 2025	Email	Dear Transportation Planning Team, We hope you are doing well. We are writing today to respond to the call/prompt given asking residents to express their concerns and grievances about the city of Brookings. As senior architecture students, we have all lived in Brookings for the past couple of years and thus have experienced both the positives and negatives of how the city runs. Parking Brookings' residents rely heavily on cars and parking lots, making many roads unsafe for pedestrians. A prime example is 6th Street, a five-lane road with continuous traffic that creates a physical and psychological barrier between downtown and the South Dakota State University (SDSU) campus. Much of the traffic on the SDSU campus, as well as in downtown areas, is caused by people searching for parking. If parking alternatives, such as on-site parking, off-street parking, and parking permits were consolidated and managed collectively, traffic could be redirected, helping to reduce congestion in walkable areas. Consider strategies that limit parking availability downtown. The abundance of free parking lots incentivizes driving rather than walking, biking, or using public transportation more people would be encouraged to walk, carpool, or seek alternative transit options if there was less parking and more free activities to do in the city. Walkability and Public Transportation Many students and residents find it challenging to use alternative transportation methods due to limited services. Students often struggle to store and transport bikes or scooters, making it difficult to travel between campus and the city efficiently. A city-wide bike-sharing and scooter rental program would offer a practical and environmentally friendly solution. Additionally, providing free or reduced-fare transit passes for students, seniors, and low-income residents would make public transit a more attractive option. Expanding and improving the public transportation system would encourage active mobility and make Brookings a more accessible city for all residents. While Brookings has the Brookings Area Transit Authority (BATA) system, that provides on-demand, door-to-door transportation for residents, it lacks fixed routes and frequent service. Expanding the public transportation system with fixed routes and regular services would make transit more reliable and accessible for more residents. A dedicated campus-to-downtown, residential-to-grocery, shuttles, with increased service frequency, and designated stops would encourage more people to use transit instead of driving. This would help reduce the parking congestion, promote walking, and biking. Zoning and Mixed-Use Development Brookings' current urban planning model encourages horizontal growth, impairing walkability by spreading out essential amenities and activities. The lack of mixed-use buildings and zoning contributes to a downtown that lacks diverse shopping, dining, and entertainment options. This limits opportunities for college students and residents to engage in local businesses and community spaces. Encouraging higher-density housing and mixed-use buildings would create a more vibrant and walkable city where people can live, work, and socialize within a compact, accessible area. City Case Studies Copenhagen and Minneapolis have a similar climate to Brookings, experiencing all four seasons and harsh winters. The city of Copenhagen can be used as an example of how a city has transformed to promote more walkability all year around. Pedestrian only streets improve connectivity in the city center, encourage a diverse range of people to live and spend time in the city center. During the winter months the streets transform to a winter wonderland and is filled with festive lights, holiday markets, and events. Minneapolis offers a vast sidewalk network and proximity to amenities and attractions and walking trails along the Mississippi River and its many lakes contribute to its walkability. Both of these cities prioritize a network of cycle

		paths, emphasizing cycle lanes over car lanes, high-capacity public transport options, and the city's urban design promotes creating urban gathering spaces all over the city. The Use of Vegetation and Medians The city of Brookings should invest in building more medians with vegetation and trees to enhance both the aesthetic and functional aspects of its streets. Vegetation and trees provide shading for cars and pedestrians, reduce the urban heat island effect and make streets more comfortable, especially during the summer. Additionally, medians can serve as pedestrian refuge islands, offering a safer space for those crossing wide streets by breaking up long crossing distances. A street like 6th street could greatly benefit from a redesign incorporating landscaped medians, making it more pedestrian-friendly, visually appealing, and ultimately a more inviting space for the community. Thank you for your time and consideration. It is okay for this letter to be shared publicly.

Mar. 6, 2025	Email	Dear Transportation Planning Team, As a group of senior architecture students, we have begun studying how to promote walkable environments within our local communities. Collectively, we have gained information on integrating insightful concepts within the Brookings area that could be beneficial when considering future transportation plans. One of the key principles of creating a walkable city is prioritizing pedestrian safety, which I have noticed is often overlooked in Brookings. Outside of the inner SDSU campus, many sidewalks run directly alongside busy streets, making walking feel unsafe and unprotected. A more pedestrian-friendly approach would be to design streets with a buffer of parked cars between the sidewalk and traffic, creating a protective barrier. Additionally, Brookings could consider incorporating smaller block sizes in future planning. Research shows that block size is the strongest predictor of pedestrian injury and death. Smaller blocks not only improve safety but also make walking more engaging by increasing destinations and reducing street widths, encouraging more people to walk. Lastly, Brookings could explore reducing unnecessary signage. In Wiltshire, UK, the removal of signage led to a 35% drop in collisions, demonstrating that a less cluttered, more intuitive street design can enhance safety. With an increasing number of young adults opting out of obtaining a driver's license, a shift towards not only walkable but also bikeable cities has emerged. Although many may assume that these principles are less applicable to Brookings due to its often unforgiving weather conditions, studies indicate that climate and topography have minimal impact on cycling rates—shown when comparing San Francisco, CA and Denver, CO biking rates. Instead, the most influential factors include the number of mixed-use developments, short trip distances, and well-planned biking infrastructure within communities. Within Brookings, expanding biking infrastructure could strengthen connections between different areas of town, making travel more convenient and enjoyable for residents, particularly the younger generations who commute short distances to school and local jobs. As bicycles serve both recreational and practical transportation purposes, integrating a well-designed cycling network into city planning would also encourage a healthier and safer community as positive effects can be seen in cases of diabetes, obesity, asthma, traffic accidents, and DUI instances. I have been living in the Brookings community full-time for two years, spending my summers in the city. During my free time, I often ride my longboard or go on walks throughout the city. I frequent most of the bike trails as well as streets around town. One thing that I have noticed is that the biking system is demarked only around the perimeter of the city, with interior trails quickly transitioning to standard sidewalks where riders and walkers do not mix well. Trails turn into a road lane, which is often ignored by driving traffic. The most danger is found in the crosswalks. Often, when I am trying to cross the road, the arch of the street is so significant that my tires get stuck in the drainage curb and asphalt, sending me flying forward. This happens so often that I end up riding in the street to avoid the impossible terrain. My ultimate recommendation is to have a clear and continuous walking/biking/longboarding system of trails that have smooth transitions and do not end randomly. Nodes at the end or midway through a trail with restrooms, water fountains, and benches would add to the ease of travel. Finally, as I have been a student here at SDSU for about four years now, I have had my fair share of parking struggles throughout the city of Brookings. Ever since I moved out of the dorms, my classmates and I alike, have always seemed to struggle to find open parking spaces in the designated parking lots. The struggle to find parking continues outside of campus limits, to the downtown area as well. This phenomenon of the lack of available parking is quite shocking, as it is a known fact that parking lots cover more acres of urban America than any other one thing. Whatever the issue may be, whether it is a lack of a sense of ownership or just a lack of available parking spaces in general, there do happen to be a few ways to help

		fix this problem. The first suggestion would be to eliminate on-street parking requirements that are found in nearly every city code across the US. Next, in areas with parking meters, pricing should be adjusted to maintain 85% capacity at all times, reducing the distance vehicles need to travel to find parking. Currently, Brookings has free parking but strategies that limit people to parking for a limited amount of time could help free up spots for more people. Finally, establishing “parking benefits districts” (PBDs) could help by charging market rates for curb parking and reinvesting the revenue into public services in the surrounding area. In closing, we sincerely appreciate your time and consideration in reviewing our insights and recommendations. As students invested in the future of Brookings, we believe that prioritizing walkability, biking infrastructure, and improved parking strategies will contribute to a safer, more accessible, and sustainable community. We hope our perspectives and experiences help inform future transportation planning efforts, and we would welcome any opportunity to further discuss these ideas. Thank you for your dedication to shaping the future of Brookings’ transportation system. It is okay for this letter to be shared publicly.

Mar. 6, 2025	Email	Dear Transportation Planning Team, Hello, we are writing to express our thoughts and concerns regarding the City of Brookings and its general walkability. Personally, we feel that certain places in the city, such as Walmart and Hy-Vee, are rather difficult to reach without the use of a vehicle due to the lack of pedestrian walkways. This problem could potentially be solved by adding more medians, crosswalks, and sidewalks to all main roads leading to these locations. An alternative approach would be to introduce the concept of rentable bikes or electric scooters such as Lime scooters to Brookings; This would create a convenient means of transportation for those without access to a vehicle. Additionally, incorporating more mixed-use zoning would also solve this issue by bringing accessible grocery options to those further from these locations. We believe that improving the pedestrian accessibility in Brookings would not only be beneficial to the safety of the community, but it would also push the efforts to more sustainable modes of transportation. Possible solutions could include adding additional sidewalks, crosswalks, and medians within the congested areas of 6th and 22nd to ease crossing these streets. An additional alternative would be to introduce an electric bike and scooter rental system – much like the Lime scooters that are used in other cities – this would provide affordable, convenient, and sustainable transportation options for those that do not have access to a vehicle or those that are not in a relative walking distance to these frequently visited locations. Lime scooters specifically have been very successful in many urban areas, demonstrating how a rental system could provide a flexible and ecofriendly solution for quick short travel. The implementation of mixed-use zoning and expanded housing options in the downtown area would also improve walkability in Brookings. By encouraging a blend of residential, commercial, and recreational spaces within close proximity, we can create a more vibrant, pedestrian-friendly environment that fosters economic growth and enhances community engagement. Increasing housing options downtown, including apartments, townhomes, and live-work spaces, will not only provide more accessibility for residents but also reduce reliance on vehicles, promoting a stronger local economy. Introducing a local grocery store to the downtown area or to the west-side of campus would create accessible access for residents that are not at a relative distance to the current grocery stores in Brookings. This could make the city more appealing for current and future residents. We encourage the city to prioritize policies that support mixed-use development and diverse housing choices to ensure a more thriving, accessible, and connected version of Brookings. As students at SDSU we value the City’s ongoing efforts to enhance the community and believe that prioritizing pedestrians would benefit residents and visitors. Thank you for taking our concerns into consideration, we look forward to the possibility of positive changes to make Brookings a safer walkable city. Thank you for your time and consideration.

Mar. 6, 2025	Email	Dear Transportation Planning Team, We are a group of Architecture students who have spent the last week studying Walkability in the Brookings. Walkability makes the difference between a good city layout and a great city layout. By improving Brookings walkability the city will become more friendly to pedestrians and help further enhance the downtown experience. We believe this can be done by developing refuge spaces, increasing parking options and investing in transport systems. The city of Brookings should focus on developing refuge spaces along streets, particularly 6th Street, where heavy traffic and a lack of stoplights make pedestrian crossings unsafe. These designated areas would serve as protected zones, offering pedestrians a safe pause point while navigating the five-lane road. To improve parking downtown, the city should consider building a well-designed parking garage to accommodate the growing number of visitors, shoppers, and employees. A multi-level parking structure would maximize space efficiency, reduce congestion on streets, and make it easier for people to access businesses and attractions. Further Integration of transit systems could aid the Brookings community. Currently Brookings has Rabbit Rides, taxi service and Lyft. All these systems help assist locals get to their destinations when driving or walking is not applicable. Brookings can get quite cold with temperatures reaching as low as -20°F this year. Walking in these conditions can be dangerous and citizens run the risk of frostbite. A reliable transport system would help commuters negate these risks and make Brookings a safer and friendlier city. Thank you for your time and consideration. We hope these ideas help contribute to making Brookings the best space it can be.
Mar. 7, 2025	Online Comment Map	Bicycle/Pedestrian I would love to see a median with trees from 7th Ave to Medary Ave to connect the Historic Districts. This would be perfect for Intervals of Pedestrian Respite, and also bring back trees that were removed in the 6th street widening. Would be great to use the "right to occupy" permit has seen in Sioux Falls and Spearfish new projects to get this old highway looking great! *(Location: US14 / 6th Street: 7th Avenue to Medary Avenue near Historic Districts)*
Mar. 7, 2025	Online Comment Map	Bicycle/Pedestrian This is City of Brookings property where the activity center walking path could potentially meet with a path to the Library front door. Currently just enters to alley and cars/parking. Unsafe when walking with children etc. *(Location: Brookings Activity Center – Downtown)*

Mar. 7, 2025	Email	There are several areas within City limits in Brookings that have puzzled me for years as to why they lack street lighting. Brookings in general does an excellent job of maintaining a well-lit city which both improves safety and appears more friendly/inviting during the long, dark days of winter in SD. Below are maps of 3 areas in Brookings that I think should be considered for adding a few street lights. Perhaps this is a larger topic that should be reviewed for the entire city as there may be additional areas that I am unaware of with similar missing lighting. Some of these areas have existing BMU power poles and seems like it would be relatively easy to add lights onto those existing structures. I would be happy to come to a meeting in the future or study session on this topic if desired, but wanted to start the dialogue and get your thoughts when you have time. Thank you for your time and consideration of this topic. 


4043001300000005
1018 WESTERN AVE
4043001300000010
121 W 10TH ST
4043001300000000
4043001200000000
This stretch of 10th Street W leading to Sexhaur Park does not have street lights and is quite dark with the undeveloped apple orchard to the south
909 1ST AVE
901 1ST AVE
4042000500000400


This 1/2 mile stretch without street lights is dark both for vehicles and pedestrians on the bike trail, but a few street lights near 32nd ave and the FIT would be most beneficial for safety
This intersection and driveway into the FIT building are both rather dangerous at night with lots of traffic in these areas
SWALLOWROCK
SWEETGRASS PL
BROOKINGS
MARKAES
4007400000000100

Mar. 12, 2025	Email	Location: Christine Ave. and 8th St. South. Issue: School age children crossing 8th St. South for school (versus crossing at Medary or 17th Ave.) Resident states that all ages of kids have been seen crossing at this "T" intersection. Crossing at this intersection is very unsafe at all times of the day as the traffic is moving at 35 MPH and is at times heavy. School bus traffic in the morning, pulling out of the bus yard, just west of Elm Ave. adds to the safety concerns. *(Received post-comment period)*
Mar. 31, 2025	Email	22nd Ave & Minnesota Drive intersection: Resident is concerned this intersection is unsafe (pedestrians and motorists). A woman with a walker walked south of 6th St on the west side of 22nd Ave. She was trying to cross 22nd Ave to go to the Avera Clinic. *(Received post-comment period)*

Stakeholder and Public Meetings 'Issues and Needs' Summary

The following section summarizes transportation issues and needs identified by public and stakeholder comments for consideration. Methods for recording these needs include written comment submission via comment card or study website, mark-up on the public meeting open house maps, and stakeholder meeting discussion/notes. Public comments and responses are grouped by topic and theme.

Comment topic key:

- Roadway segment
- Intersection
- Bicycle and Pedestrian
- Area-wide or long-range

Public Meeting and Online Comments and Map Markups

Bicycle & Pedestrian

Shared-use Path / Bike Lane / Sidewalk Needs

1. **US14 / 6th Street:** safety
    i. Improve walkability along corridor
    ii. Improve streetscaping, particularly near downtown
    iii. Consider bike lanes along corridor
    iv. Improve visibility of pedestrian crossings
    v. **East of Downtown:** increase pedestrian crossing opportunities
2. **Bike Trail:**
    i. **East of Interstate:** connect across Interstate via
        i. Pedestrian bridge over I-29 to Research Park or
        ii. Connectivity with planned US14 Bypass / 18th Street shared-use path
3. **US14 Bypass / 18th Street:**
    i. Connect to bike trails on campus and at Sexauer Park
    ii. Include traffic protection barriers or separation for planned shared-use path
4. **8th Street:**
    i. **Between 8th Avenue and Medary Avenue:** Add crosswalk pavement markings
    ii. Widens sidewalks
5. **20th Avenue:**
    i. Continue sidewalk along east side
6. **Western Avenue S:**
    i. Extend sidewalk

7. **20th Street S:**
    i. Complete sidewalk network, particularly near Medary Avenue and Fishback Soccer Complex
8. **Behind Boys & Girls Club to Torrey Pines/Moriarty neighborhood:**
    i. Add bike trail connectivity
9. **17th Avenue:**
    i. Add separate shared-use path / bike trail
10. **5th Street:**
    i. Consider bike lanes from Pioneer Park to Hillcrest Park
11. **5th Avenue:**
    i. Consider reallocating space from the center TWLTL to add bicycle/pedestrian features
12. **Sunrise Ridge Road:**
    i. Extend sidewalks in areas with gaps
        i. North from Larson Park area to Minnesota Drive
        ii. South from Larson Park area to Eastbrook Drive
13. **Brookings Activity Center / Public Library Area:**
    i. Consider sidewalk or path extension between Brookings Activity Center and Brookings Public Library

Crossing Improvement Needs

1. **US14 / 6th Street intersections:** safety
    i. Improve crossing opportunities along corridor
2. **22nd Avenue (near McCrory Gardens):** safety
    i. Add crosswalks
3. **Medary Avenue & 7th Street:** safety
    i. Add crosswalks.
4. **US14 / 6th Street & Western Avenue:** safety
    i. Add crosswalk, particularly needed during Brookings Arts Festival
    ii. Extend sidewalk to the north
5. **Main Avenue S & 15th Street S:** safety
    i. Add crosswalks
    ii. Consider pedestrian crossing signal
6. **8th Street S & Christine Avenue:** safety
    i. Add crosswalks for school children
    ii. 'T' intersection
7. **22nd Avenue & Minnesota Drive:** safety
    i. Safety concerns raised for pedestrians crossing 22nd Avenue
8. **20th Street S & 17th Avenue:** safety
    i. Add crosswalks.

9. **Mickelson Middle School area**
    i. Add crosswalks along 12th Street S between 17th Avenue S and Mickelson Middle School driveways
    ii. Add crosswalks along 12th Street S near StoneyBrook Suites Assisted Living Facility
10. **15th Street S & Christine Avenue:**
    i. Add north/south crosswalk
11. **20th Street S intersections:**
    i. Add crosswalk pavement markings
    ii. Consider mid-block crossing near Fishback Soccer Park
12. **Larkspur Ridge Drive (near Dakota Prairie Elementary School):**
    i. Add crosswalk pavement markings
    ii. Consider pedestrian crossing signal
13. **20th Street S & Half Moon Road / Larkspur Ridge Drive:**
    i. Safety concerns raised about pedestrian visibility in relation to the vertical curve west of the intersection
14. **Medary Avenue S & 2nd Street S / Orchard Drive:**
    i. Safety concerns raised about pedestrian crossings
15. **Medary Avenue:**
    i. **Between US14 / 6th Street & US14 Bypass / 18th Street:**
        i. Consider crosswalk consolidation
    ii. **Between 8th Street S and US14 / 6th Street:**
        i. Add crosswalks
    iii. **Near High School Track:**
        i. Consider mid-block crosswalk
16. **8th Street S:**
    i. **Near High School:**
        i. Add crosswalks
        ii. Consider pedestrian crossing signal
17. **12th Street S & Southland Lane:**
    i. Add crosswalk
    ii. Consider pedestrian crossing signal
18. **3rd Avenue intersections:**
    i. Add crosswalks and traffic calming measures
19. **3rd Street & 5th Avenue:**
    i. Consider crosswalks, traffic calming measures, and/or all-way stop control.
    ii. Difficult to cross for pedestrians
20. **US14 / 6th Street & Hillcrest Aquatic Center Pedestrian Signal:**
    i. Consider relocation or a second pedestrian crossing near this area
    ii. Consider additional pedestrian-friendly or traffic calming measures at this location
    iii. Existing crossing leads to a closed entrance for the Hillcrest Aquatic Center
21. **US14 / 6th Street & Main Avenue:**
    i. Review crosswalks for improvement opportunities

22. US14 / 6th Street & Medary Avenue:
- i. Review crosswalks and sidewalks at/near intersection for improvement opportunities

23. 5th Avenue intersections:
- i. Reduce crosswalks down to 24 ft. width with revised bump outs

24. 3rd Street & Medary Avenue:
- i. Reduce crosswalks widths

25. 22nd Avenue S & Larson Park Area:
- i. Improve crossing opportunities along 22nd Avenue S to Larson Park

26. 12th Street S & 17th Avenue S:
- i. Consider if the northwest quadrant sidewalk can be expanded to the north to allow more room for queuing pedestrians and bike movements

Traffic & Safety

Roadway Segments/Corridors

1. **US14 / 6th Street:**
   a. **Between Main Avenue / Downtown and SDSU Campus:** safety, streetscaping
      i. Expand streetscaping along this corridor segment to include:
         1. Raised median
         2. Trees or other streetscaping in the center raised median
         3. Pedestrian refuge areas in median for safer crossings
   b. Consider additional streetscaping along corridor
   c. Consider center raised medians/pedestrian refuge areas
   d. Continue to review and optimize corridor signal timings as traffic patterns evolve
   e. Between 12th Avenue and 20th Avenue:
      i. Consider methods to reduce potential left turn conflicts including access management treatments
      ii. Existing segment includes a center TWLTL and high access density
      iii. Consider sight distance concerns at Jackrabbit Avenue between southbound and eastbound traffic
   f. Review applicability of a road diet along corridor
      i. Brookings ATP Corridor Segment Capacity Review technical memo document planning-level capacity needs through 2050. Based on anticipated 2050 daily volumes approaching or exceeding 16,000 vehicles per day (threshold between 3-Lane and 4/5-Lane corridors based SDDOT Road Design Manual), a road diet is not recommended in this location.
2. **20th Street S:** maintenance, operations
   a. **I-29 Exit 130 Overpass:** bumpy road segment
   b. Consider need for additional lanes/capacity

3. **Medary Avenue:** maintenance
    a. **Between US14 / 6th Street and US14 Bypass / 18th Street:**
        i. Bumpy road segment
        ii. Improve lighting
    b. **Between 20th Street S & 32nd Street S:**
        i. Pave segment
    c. Consider widening roadway through City
4. **17th Avenue:** maintenance
    a. Notable valley gutter 'dips' in road segments
5. **3rd Street:** maintenance
    a. Notable valley gutter 'dips' in road segments
6. **22nd Avenue Minor Streets:** maintenance
    a. Notable valley gutter 'dips' in road segments (side-street approaches)
7. **BC Hwy 16A / 214th Street:** operations, safety
    a. Improve / pave road from I-29 Exit 130 (20th Street S) interchange to City of Aurora
8. **3rd Avenue:**
    a. Improve lighting
9. **US14 Bypass / 18th Street:** safety
    a. Reduce posted speeds from 65 mph to 55 mph from 34th Avenue to US14 (to the east)
10. **Western Avenue S:** safety
    a. Add lighting
11. **8th Street S:** operations
    a. Consider need for additional lanes/capacity
12. **22nd Avenue:** operations
    a. Consider need for exclusive right turn lanes at HyVee access locations
    b. Review access management treatments for HyVee access locations
    c. **Between US14 / 6th Street and US14 Bypass / 18th Street:**
        i. Widen corridor
13. **15th Street S:**
    a. Connect from Doral Drive to 22nd Avenue S
14. **Main Avenue: (Downtown):**
    a. Avoid widen Main Avenue corridor downtown
15. **Main Avenue S:**
    a. 1st Street S to 2nd Street S:
        i. Consider streetscaping to help make this area look and feel more like the Downtown core area
        ii. Consider road diet in this area
16. **Main Avenue S / BC Hwy 77:**
    a. S Curves: Consider traffic calming measure to match posted speed limit expectations

Intersections

1. **22nd Avenue & Minnesota Drive:** safety
    i. Corner curb in northeast quadrant juts out into the northbound lane
2. **8th Street S & Main Avenue S:** safety
    i. Sight line issues for westbound drivers observing northbound traffic due to the Bobcat equipment stored in southeast quadrant parking lot
    ii. Consider signal timing refinement due to concerns with cycle and yellow timings
    iii. Consider roundabout control
3. **US14 / 6th Street & Western Avenue:** operations, safety
    i. Consider roundabout control
    ii. Consider traffic signal warrants and control
    iii. Improve lighting.
    iv. Review skew angles and intersection geometry
4. **4th Street & 7th Avenue:** operations, safety
    i. Consider a stop control review to determine the effectiveness of the currently signed approaches
    ii. Stop signs currently posted on the northbound and southbound approaches
    iii. Vehicles have been observed treating this intersection like an all-way stop
5. **US 14 / 6th Street & 22nd Avenue:** operations, safety
    i. Review pedestrian signal timings to ensure adequate crosswalk timings for all users
    ii. Consider roundabout control
    iii. Consider additional pedestrian-friendly and traffic calming measures
6. **20th Street S & 22nd Avenue S:** operations, safety
    i. Improve westbound right turning movement, particularly for truck traffic
    ii. Consider roundabout control
7. **3rd Street & Main Avenue:** operations
    i. Improve educational efforts on pedestrian scramble phase
    ii. Review if additional signing is available to clarify scramble phase
    iii. Continue to optimize/refine signal timings
    iv. Reconfigure corner curbs to accommodate diagonal pedestrian crossing (full scramble)
    v. Consider all-way stop-control and warrants
8. **Harvey Dunn Street & 3rd Avenue:** safety
    i. Consider yield control
    ii. Consider stop control
9. **8th Street & Medary Avenue:** operations, safety
    i. Consider roundabout control
    ii. Consider additional traffic calming measures to retain all-way stop control
10. **7th Street & Faculty Drive:** safety
    i. Consider yield control and evaluate the approach(es) most appropriate for signage

11. **US14 Bypass / 18th Street & 34th Avenue:** operations, safety
    i. Consider traffic signal control and warrants
    ii. I-29 Exit 133 IMJR Signal Warrant Review:
        i. 3-Lane Build Option: 2035-2040 approximate year of need
        ii. Multilane Build Option: 2035-2045 approximate year of need
12. **20th Street S & Medary Avenue:** operations, safety
    i. Consider roundabout control
13. **Medary Avenue S & 15th Street S:** operations, safety
    i. Consider all-way stop control and warrants
    ii. Consider traffic control and warrants
14. **12th Street S & 17th Avenue S:** operations, safety
    i. Consider turn lane needs and geometrics
15. **20th Street S & Main Avenue S:** operations
    i. Review need for left turn signal phases on the eastbound and westbound approaches
    ii. Consider roundabout control
16. **8th Street S & Elm Avenue:**
    i. Review need for exclusive southbound left turn lane
17. **12th Street S & 22nd Avenue S:** operations
    i. Consider traffic signal controls and warrants
18. **3rd Street & Medary Avenue:** operations, safety
    i. Consider roundabout control
19. **8th Street S & 17th Avenue S:** operations, safety
    i. Consider roundabout control
20. **20th Street S & 17th Avenue S:** operations
    i. Consider traffic signal control and warrants
21. **15th Street S & Christine Avenue:** operations, safety
    i. Consider all-way stop control and warrants
22. **US14 / 6th Street & 12th Avenue:** operations
    i. Review signal timings and pedestrian phases
23. **US14 / 6th Street & 17th Avenue:** operations
    i. Review signal timings and pedestrian phases
24. **22nd Avenue S & Orchard Drive:** operations
    i. Consider need for left turn phases on eastbound and westbound approaches
25. **US14 & BC Hwy 23 / 476th Avenue (Aurora Corner):** safety
    i. Consider roundabout control
26. **US14 / 6th Street & 32nd Avenue:** safety
    i. Consider roundabout control
27. **US14 / 6th Street & Main Avenue**: safety
    i. Review turn lanes needs (particularly for right turn lanes) and opportunities to improve pedestrian crosswalks
    ii. Review access management treatments for access in the northwest quadrant of the intersection

28. **3rd Street & 5th Avenue:** operations, safety
    i. Consider all-way stop control and warrants
29. **US14 Bypass / 18th Street Intersections:** safety
    i. Consider roundabout control on all intersections
30. **22nd Avenue & University Boulevard:** operations, safety
    i. Consider roundabout control
31. **US14 / 6th Street & Lefevre Drive:**
    i. Consider roundabout control
32. **Broadway Avenue / 476th Avenue & Spruce Street (Aurora):** safety
    i. Consider roundabout control for traffic calming benefits

Long-Range Considerations

1. Expand bicycle connectivity and infrastructure including bike trails, designated, and/or protected bike lanes
2. Improve community education about shared vehicle/bicycle lanes and cyclist turn signals
3. Expand public transportation options with better hours
4. Improve walkability, streetscaping, and wayfinding throughout the city, particularly between the SDSU campus and Downtown Brookings
5. Improve crosswalk visibility through Brookings
6. Review intersection control at uncontrolled intersections
7. Consider opportunities to expand public transit options and hours of operation
8. Increase bicycle/pedestrian facility separation from roadways when opportunities arise
9. Continue road and snow maintenance efforts as transportation network system grows
10. Pursue complete streets implementation for a robust multimodal street network

Stakeholder Meeting Comments and Map Markups

Bicycle & Pedestrian

Shared-use Path / Bike Lane Needs

1. **US14 / 6th Street:** safety
    i. Additional bicycle and pedestrian facilities along 6th Street with connectivity to the SDSU campus
2. **Connectivity to K-12 schools:**
    i. Connect all schools with shared-use paths
3. **5th Avenue (Downtown):** safety
    i. Consider a bike path or lane along corridor
    ii. Vehicles constantly roll through traffic signs and don't yield to pedestrians along corridor
4. **20th Street S:** safety
    i. **Between Western Avenue and 16th Avenue:**
        i. Consider improved crossing opportunities
        ii. Have heard about pedestrian/vehicle conflicts along this segment
    ii. Identify further safe crosswalk locations (north/south), particularly for children during school times
5. **Community Connectivity:**
    i. Bike trail between Volga and Aurora near railroad tracks
    ii. Connectivity to Aurora via existing 20th Street S overpass shared-use path and BC Hwy 16A / 214th Street

Crossing Improvement Needs

1. **Bike Trail crossings along Medary Avenue S:** safety
    i. **Between 20th Street S and 32nd Avenue:** Add lighting (near Fishback Soccer Park)
2. **3rd Street & 5th Avenue:** safety
    i. Consider north/south crosswalks (particularly for the east leg) or
    ii. Consider a midblock crosswalk on 3rd Street between 5th Avenue and 6th Avenue
3. **3rd Street & Medary Avenue:**
    i. Consider shortening crosswalk widths (including a review of designated right turn lanes to determine a traffic operations need)
4. **4th Street & 3rd Avenue:** safety
    i. Consider crosswalk pavement markings (east/west) based on connections to the 72 hour parking lot
5. **5th Street & 3rd Avenue:** safety
    i. Consider crosswalk pavement markings (east/west) based on connections to the 72 hour parking lot

Traffic & Safety

Roadway Segments/Corridors

1. **Medary Avenue S:** safety
    i. **Between 20th Street S and 32nd Avenue:** Add lighting (near Fishback Soccer Park)
2. **10th Street W:** safety
    i. **Between Western Avenue and Sexauer Park:** Add lighting
3. **Main Avenue:** safety
    i. **Between Swallow Ridge Circle and 32nd Street S:** Add lighting
    ii. **Downtown area:** Avoid further street widening
4. **3rd Avenue:**
    i. **Downtown:**
        i. Diagonal parking (recommended in Downtown Master Plan)
5. **5th Avenue:**
    i. **Downtown:**
        i. Diagonal parking (recommended in Downtown Master Plan)
6. **20th Street S:** Safety
    i. Between Western Avenue and 16th Avenue S:

Intersections

1. **32nd Street S & Main Avenue:** safety
    i. Add lighting
2. **3rd Street & Medary Avenue:**
    i. Review intersection operations to determine if right turn lanes are needed. If not necessary from an operations standpoint, consider consolidating lanes and shorten crosswalks.
3. **US14 / 6th Street:** safety
    i. Vehicles were observing turning left in front of bicyclists
4. **Main Avenue & 3rd Avenue / Front Street:** safety
    i. Vehicles and pedestrians have difficulty navigating intersection
    ii. Offset 'T' intersection with skewed approach on Front Street

Long-Range Considerations

1. Improve lighting throughout the Brookings area
2. Increase number of separate bicycle/pedestrian facilities throughout the Brookings area
3. Consider opportunities to shorten crosswalks in neighborhood areas

SDSU ITE Open House Meeting Comments and Map Markups

Bicycle & Pedestrian

Shared-use Path / Bike Lane Needs

1. **US14 / 6th Street:** safety
    i. Additional bicycle and pedestrian facilities along 6th Street with connectivity to the SDSU campus

Crossing Improvement Needs

1. **Medary Avenue:**
    i. **Between US14 / 6th Street and 8th Street:** additional crossing opportunities
2. **8th Street**
    i. **Between 8th Avenue and Medary Avenue:** additional crossing opportunities

Traffic & Safety

Roadway Segments/Corridors

1. **Western Avenue S:** operations, safety, and maintenance
    i. Existing paved section: 8th Street S to Trail Ridge Road
    ii. Existing gravel section: Trail Ridge Road to 32nd Street S
2. **US14 / 6th Street:** operations, safety
    i. **Between 22nd Avenue and I-29:**
        i. Restrictive access between 22nd Avenue and I-29 causes illegal U-turns and route diversion.
        ii. Consider additional U-turn opportunities.
    ii. High access density areas along corridor and related potential left turn conflicts (such as between 17th Avenue and 20th Avenue)
3. **20th Street S:** maintenance
    i. **I-29 Exit 130 Overpass:** notable bump on bridge in eastbound direction
4. **17th Avenue:** safety
    i. Consider increasing enforcement presence due to speeding vehicles.
5. **BC Hwy 16A / 214th Street:** maintenance
    i. Consider increased grading and dust control.
6. **212th Street:** Bridge near 468th Avenue
    i. Consider widening bridge for commercial and private vehicles/trailers
7. **Jackrabbit Avenue:** Consider increased lighting near East SDSU parking lot.
8. **University Boulevard:** Consider increased lighting near East SDSU parking lot.
9. **22nd Avenue S:** safety
    i. **Near HyVee between Orchard Drive and 8th Street S**

Intersections

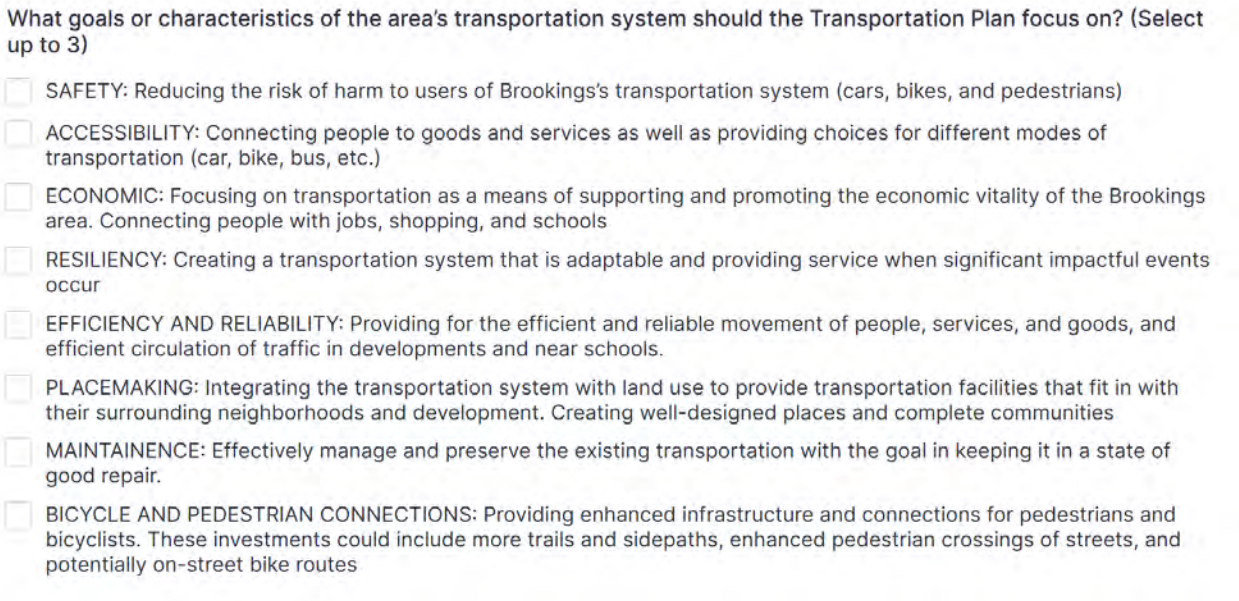
1. **Harvey Dunn Street & 3rd Avenue:** operations and safety
    i. Uncontrolled intersection
    ii. Consider two-way or all-way stop-control.
2. **US14 / 6th Street & Jackrabbit Avenue:** safety
    i. Consider restricting southbound left turning movements due to sight distance concerns with hill and eastbound traffic.
3. **Medary Avenue & 7th Street:** safety
    i. Concerns regarding rear-end close calls potentially tied to student traffic.
    ii. Existing Medary Avenue typical section: 4-lane undivided
4. **US14 / 6th Street & 17th Avenue:** operations
    i. Consider additional turn lanes.
    ii. Consider signal timing refinement with longer north/south green times.
    iii. Existing side-street approaches (17th Avenue): shared LT/T/RT single lane
    iv. Existing US14 / 6th Street turn lanes: EB LT (TWLTL), EB RT, and WB LT (TWLTL)
5. **US14 / 6th Street & BC Hwy 23 / 476th Avenue (Aurora Corner):** safety
    i. 50% of crashes resulted in an injury
    ii. 1 fatal and 1 serious injury crash were observed
6. **8th Street S & Main Avenue S:** safety
    i. Sight line issues for westbound drivers observing northbound traffic due to the Bobcat equipment stored in southeast quadrant parking lot
7. **8th Street & Jackrabbit Avenue:** safety
    i. Sight line concerns with monitoring vehicles and pedestrians
    ii. North leg skew
    iii. Westbound right turn channelized (yield control present)
8. **7th Street & Faculty Drive:** safety
    i. Consider adding yield control for northbound traffic

Long-Range Considerations

1. Improve traffic operations and safety improvements for multimodal travel, particularly bicycle/pedestrian facilities
2. Future roundabout locations near the SDSU campus and in other appropriate locations throughout the Brookings area
3. Consideration of service road (frontage or rearage roads) in areas with many driveways to avoid slowing traffic flows
4. Improve lighting near the SDSU campus and Downtown Brookings

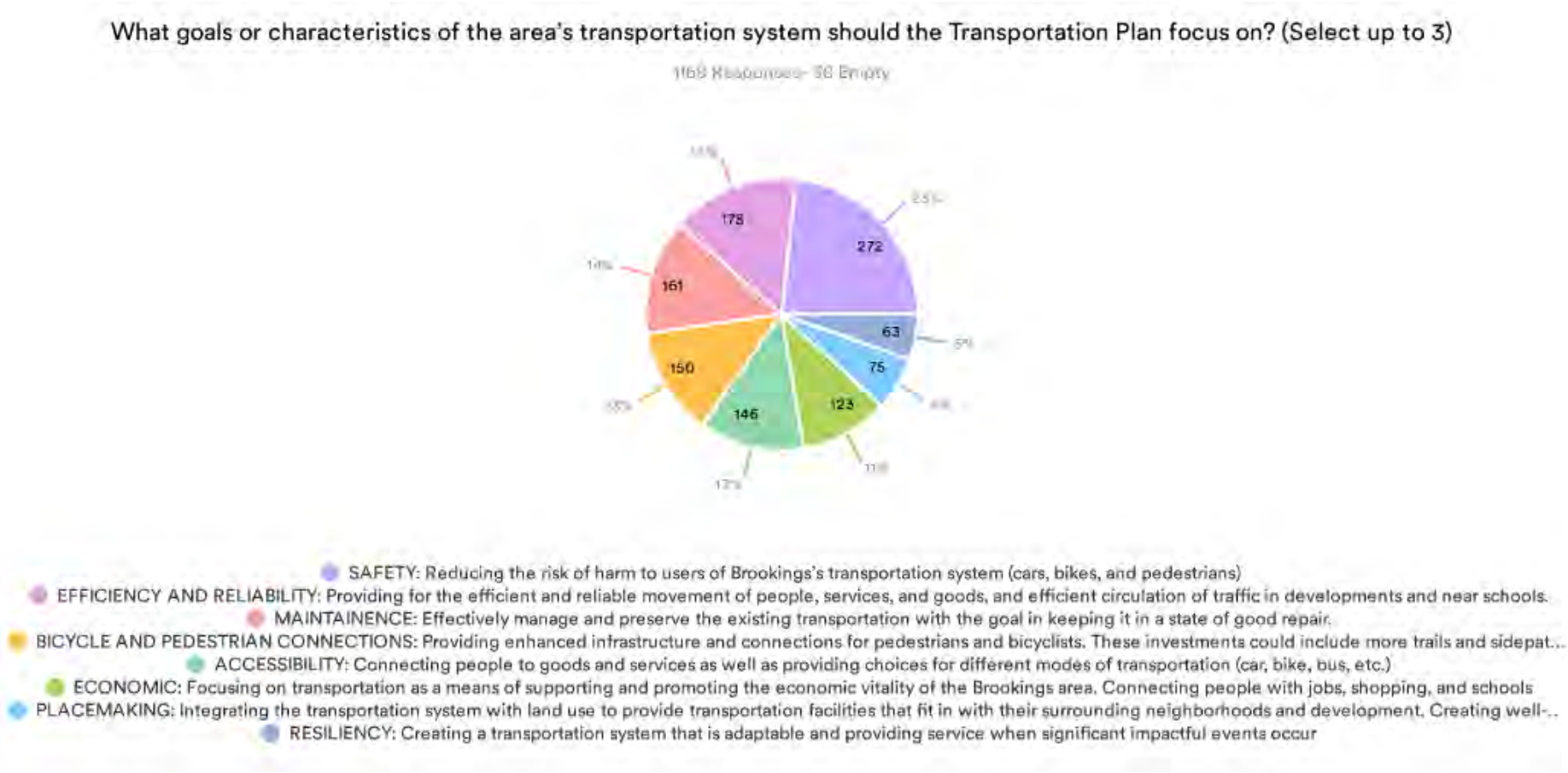
Top Three Goals Summary

The question **'What goals or characteristics of the area's transportation system should the Transportation Plan focus on? (Select up to 3)'** was asked at the public and stakeholder meetings, on the virtual public meeting website, and through the travel survey. The goal of this question was to help the study team identify key transportation priorities to address within the Brookings Area Transportation Plan. Categories to pick from:


What goals or characteristics of the area's transportation system should the Transportation Plan focus on? (Select up to 3)

- SAFETY: Reducing the risk of harm to users of Brookings's transportation system (cars, bikes, and pedestrians)
- ACCESSIBILITY: Connecting people to goods and services as well as providing choices for different modes of transportation (car, bike, bus, etc.)
- ECONOMIC: Focusing on transportation as a means of supporting and promoting the economic vitality of the Brookings area. Connecting people with jobs, shopping, and schools
- RESILIENCY: Creating a transportation system that is adaptable and providing service when significant impactful events occur
- EFFICIENCY AND RELIABILITY: Providing for the efficient and reliable movement of people, services, and goods, and efficient circulation of traffic in developments and near schools.
- PLACEMAKING: Integrating the transportation system with land use to provide transportation facilities that fit in with their surrounding neighborhoods and development. Creating well-designed places and complete communities
- MAINTAINENCE: Effectively manage and preserve the existing transportation with the goal in keeping it in a state of good repair.
- BICYCLE AND PEDESTRIAN CONNECTIONS: Providing enhanced infrastructure and connections for pedestrians and bicyclists. These investments could include more trails and sidepaths, enhanced pedestrian crossings of streets, and potentially on-street bike routes

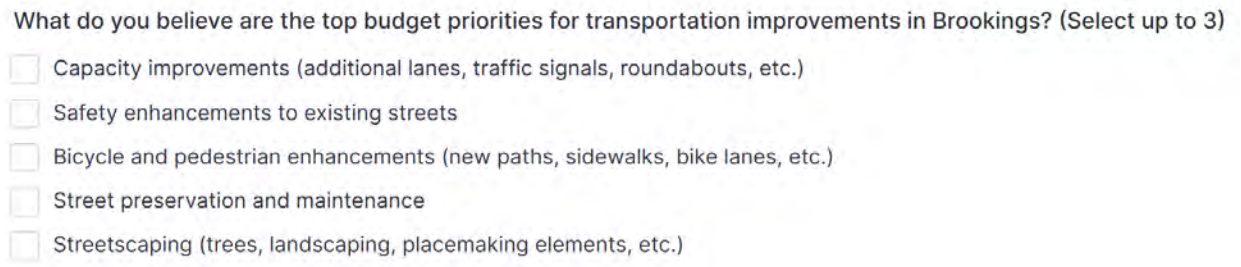
The following summarizes results of this question. Because it was asked through various methods, there was the opportunity for people to respond multiple times and thus these results should be looked at as an order of magnitude perspective of key priorities.

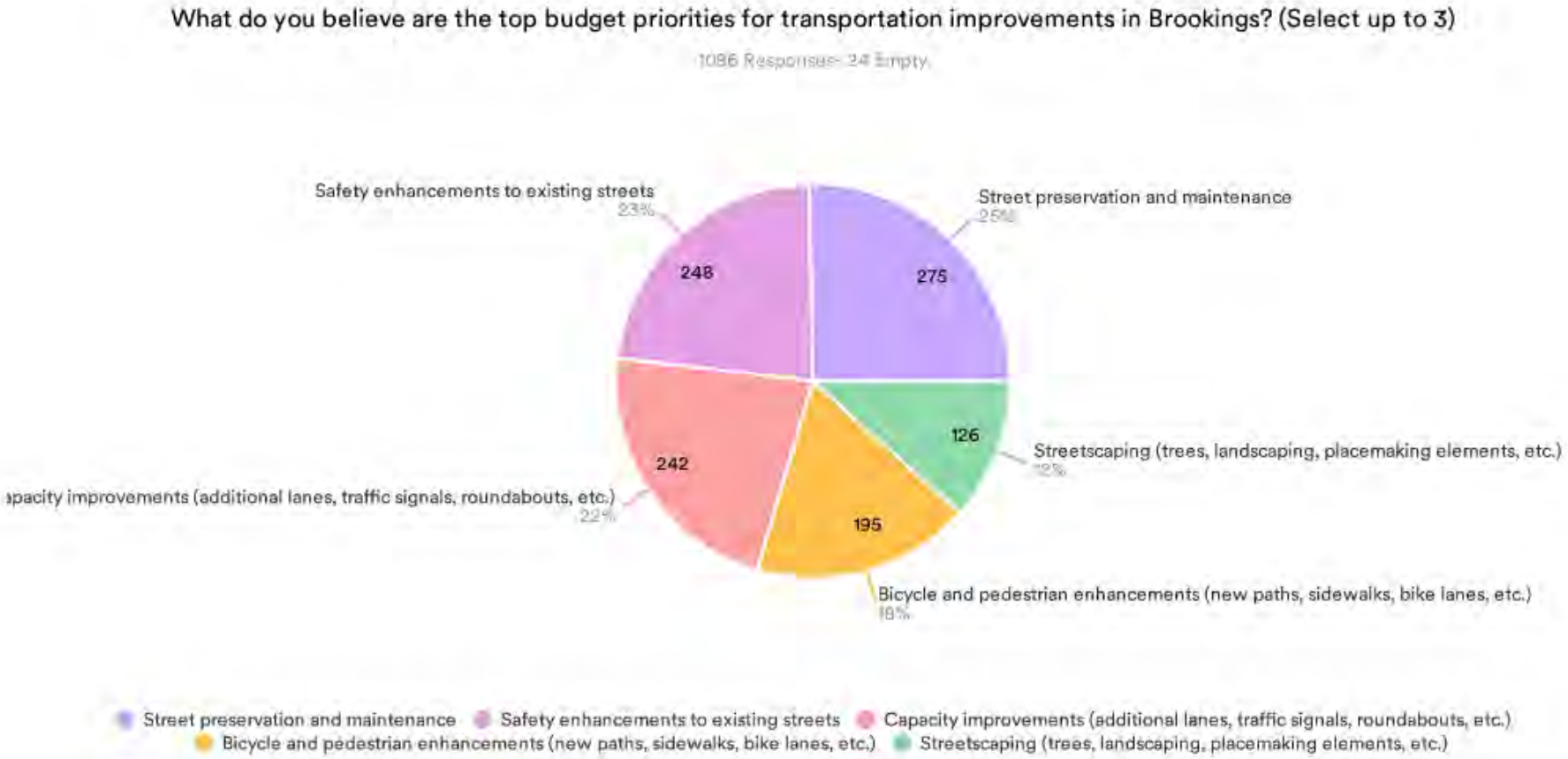


Note: Question asks respondent to choose up to three categories. Percentage reflects the number of times a category was selected out of all respondent selections.

Funding Priorities Summary

The question **'What do you believe are the top budget priorities for transportation improvements in Brookings? (Select up to 3)'** was asked at the public and stakeholder meetings, on the virtual public meeting website, and through the travel survey. The goal of this question was to help the study team identify key funding priorities to address within the Brookings Area Transportation Plan. Categories to pick from:





Note: Question asks respondent to choose up to three categories. Percentage reflects the number of times a category was selected out of all respondent selections.

In addition to the budget priorities question in the travel survey, a funding priorities activity station was included at each public and stakeholder open house. This activity, depicted in **Figure 1**, invited open house attendees to place colored beads (with each color representing levels of importance – (1) least important to (5) most important) into jars representing the following five funding priority categories:

- Capacity Improvements
- Safety Enhancements
- Bicycle/Pedestrian Enhancements
- Street Preservation/Maintenance
- Streetscaping



Figure 1: Funding Priorities Activity Station (in use at Public Open House - left; Funding Priority Categories display board - right)

Combined results from this activity during the stakeholder and public open house meetings are shown in **Figure 2**. Overall, the funding priority categories organized in order importance based on the responses:

- **Capacity Improvements:** 21 responses for most important (5), 8 responses for very important (4), 159 overall points (factored by importance)

- **Street Preservation/Maintenance:** 6 responses for most important (5), 12 responses for very important (4), 124 overall points (factored by importance)

- **Streetscaping:** 8 responses for most important (5), 7 responses for very important (4), 120 overall points (factored by importance)

- **Bicycle/Pedestrian Enhancements:** 8 responses for most important (5), 5 responses for very important (4), 105 overall points (factored by importance)

- **Safety Enhancements:** 4 responses for very important (4), 68 overall points (factored by importance)

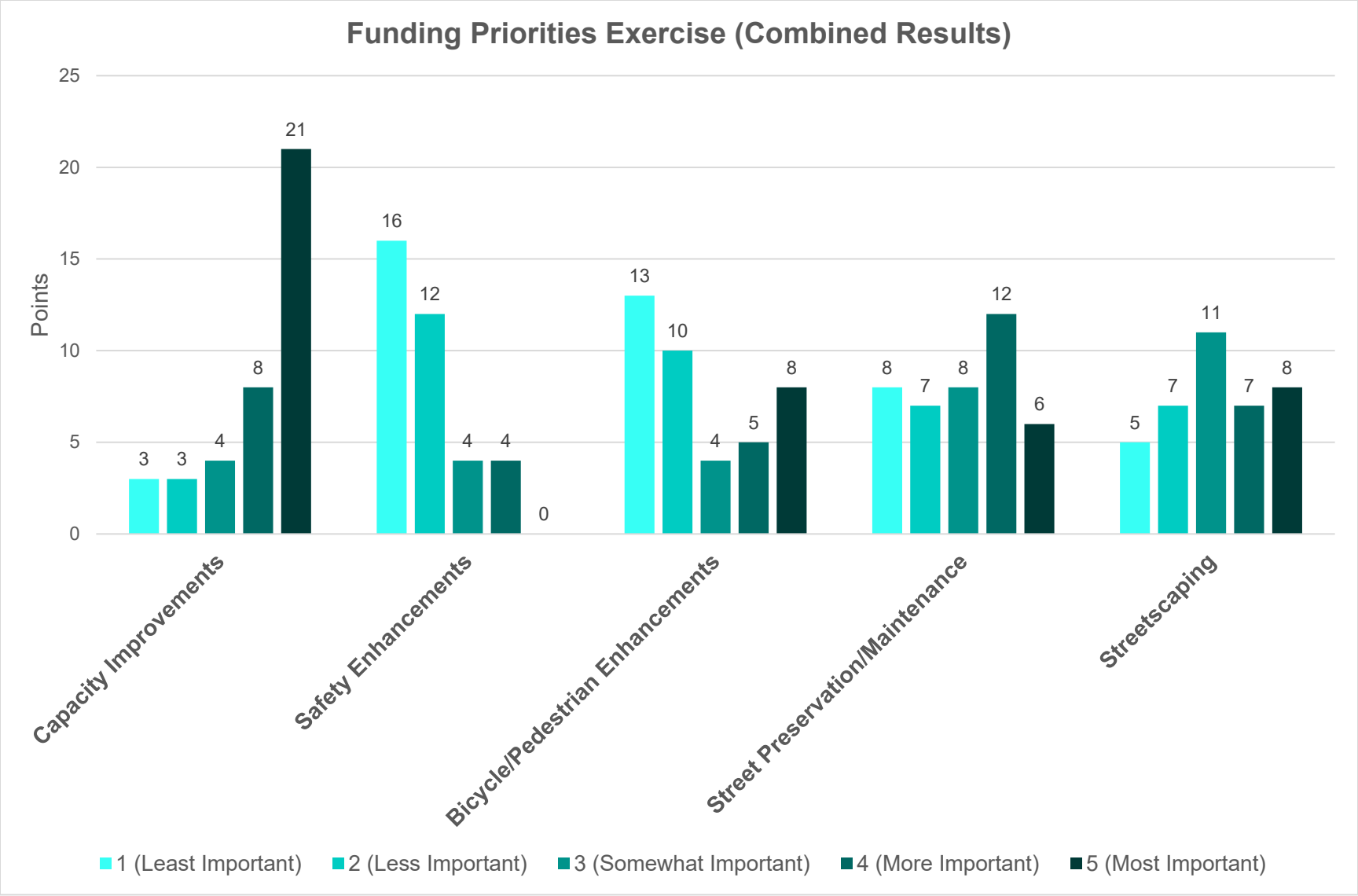


Figure 2: Funding Priorities Activity - Stakeholder and Public Meeting Open House Results

Travel Survey Summary

A travel survey was available through the study website starting on Jan. 31, 2025 and lasted through the end of the public comment period on March 7, 2025.

There were up to 470 responses, though not every respondent answered every question.

The full travel survey results are included in the **Appendix**. The survey consisted of 22 questions related to the issues and needs of the Brookings area transportation network and two demographic questions. Two questions (questions 6 and 20) offered survey participants an opportunity to submit specific responses for locations with safety issues to address and/or the most important transportation issue for the Brookings area that should be addressed. Summarized results for those questions are provided below.

Question 6: Are there any specific locations that you would like to suggest safety improvements for?

Full list of responses provided in the **Appendix**.

In general, topics primarily focused on item such as:

- Consideration of potential roundabout, traffic signal, or all-way stop-control intersection locations (commonly mentioned locations include US14 / 6th Street & Western Avenue, 20th Street S & Medary Avenue S, Medary Avenue S & 15th Street S)
- Pedestrian crossing improvements including pavement markings, reduced crossing widths, lighting, and controlled pedestrian signals
- Improved bicycle/pedestrian facility connectivity, particularly with regard to Brookings area parks and schools
- Increased lighting
- Additional turn lanes
- Improved signal timings and phasing
- Road maintenance, particularly with regard to snow maintenance and notable experienced ‘dips’ on valley gutters throughout the study area
- Sight distance concerns
- Greater separation for bicycle/pedestrian facilities
- Safety concerns for pedestrians and considerations of alternative traffic control for US14 / 6th Street & Western Avenue intersection
- Pedestrian/bicyclist facility and crossing improvements along US14 / 6th Street

Question 20: Overall, what is the most important transportation issue for the Brookings area that needs to be addressed?

Full list of responses provided in the **Appendix**.

In general, topics primarily focused on items such as:

- Traffic flow and safety concerns around school areas, particularly during peak arrival and dismissal periods
- Bicycle/pedestrian connectivity and walkability throughout the Brookings area
- Traffic and safety concerns at US14 / 6th Street & Western Avenue intersection
- Road maintenance improvements
- Availability of transit options
- Suggested intersection traffic control changes and additional turn lanes
- Capacity improvements on arterial roadways

Appendix

Appendix A: Website Analytics

Appendix B: Informational Handout

Appendix C: Display Boards

Appendix D: Travel Survey Response Summary

Appendix E: Travel Survey Question 6 and 20 Responses

Appendix F: Photos

Appendix A: Website Analytics

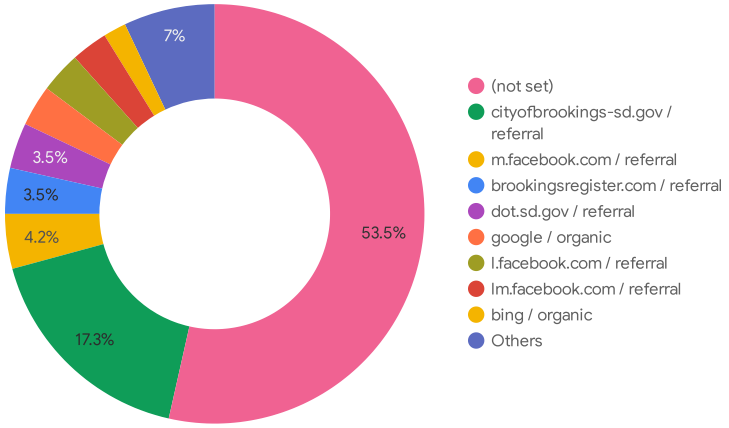
Brookings Area Transportation Plan - Web Analytics

Jan 31, 2025 - Mar 7, 2025

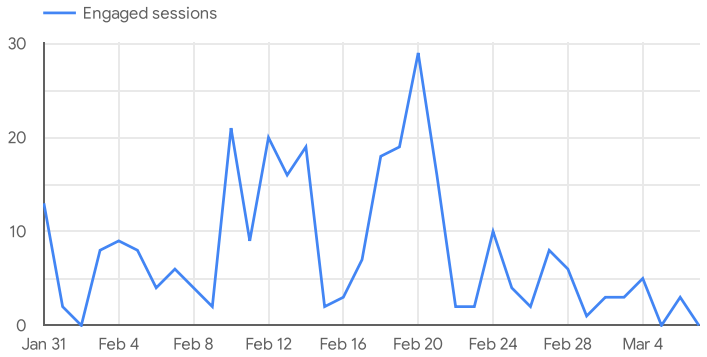
Site launch: [Month Day, Year]

Total users	New users	Engaged sessions	Views	Average session duration
370	363	284	830	00:03:14

Sessions by Acquisition



Engaged Sessions Per Day



Referrals & Social Media Sources

	Session source	Engaged sessions ▾
1.	(direct)	152
2.	cityofbrookings-sd.gov	49
3.	m.facebook.com	12
4.	brookingsregister.com	10
5.	dot.sd.gov	10
6.	google	9
7.	l.facebook.com	9
8.	lm.facebook.com	8

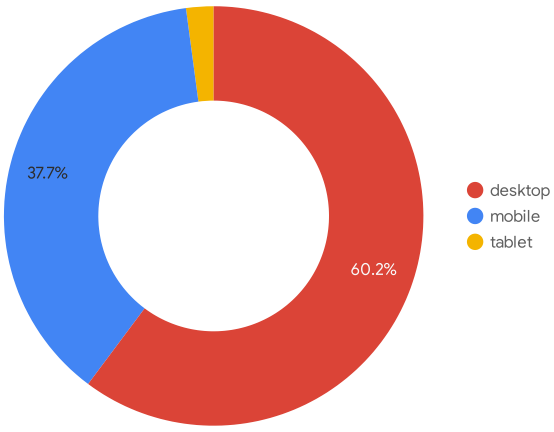
1 - 22 / 22

Sessions By Cities

	City	Engaged sessions ▾
1.	Brookings	150
2.	Sioux Falls	20
3.	Minneapolis	17
4.	Omaha	17
5.	St. Louis	17
6.	Dallas	15
7.	Chicago	8
8.	(not set)	6

1 - 72 / 72

Sessions by Device Category



Sessions By Page

	Page title	Enga... ▾
1.	Brookings Area Transportation Plan	246
2.	Brookings Area Transportation Plan | Comment Map	79
3.	Brookings Area Transportation Plan | Events	72
4.	Brookings Area Transportation Plan | Resources	50
5.	Brookings Area Transportation Plan | Contact	15

1 - 5 / 5

Appendix B: Informational Handout

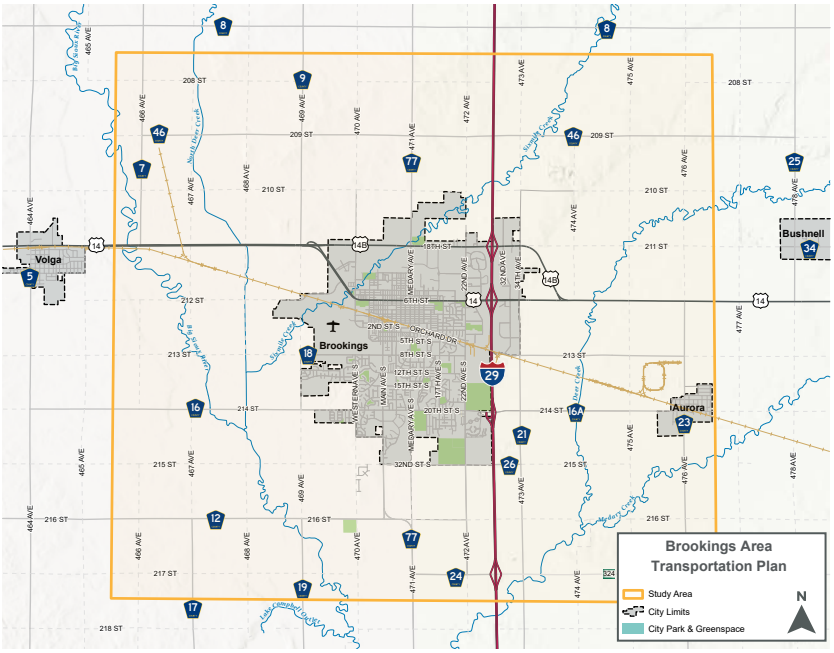
BROOKINGS
AREA TRANSPORTATION PLAN

PUBLIC MEETING OPEN HOUSE INFORMATION

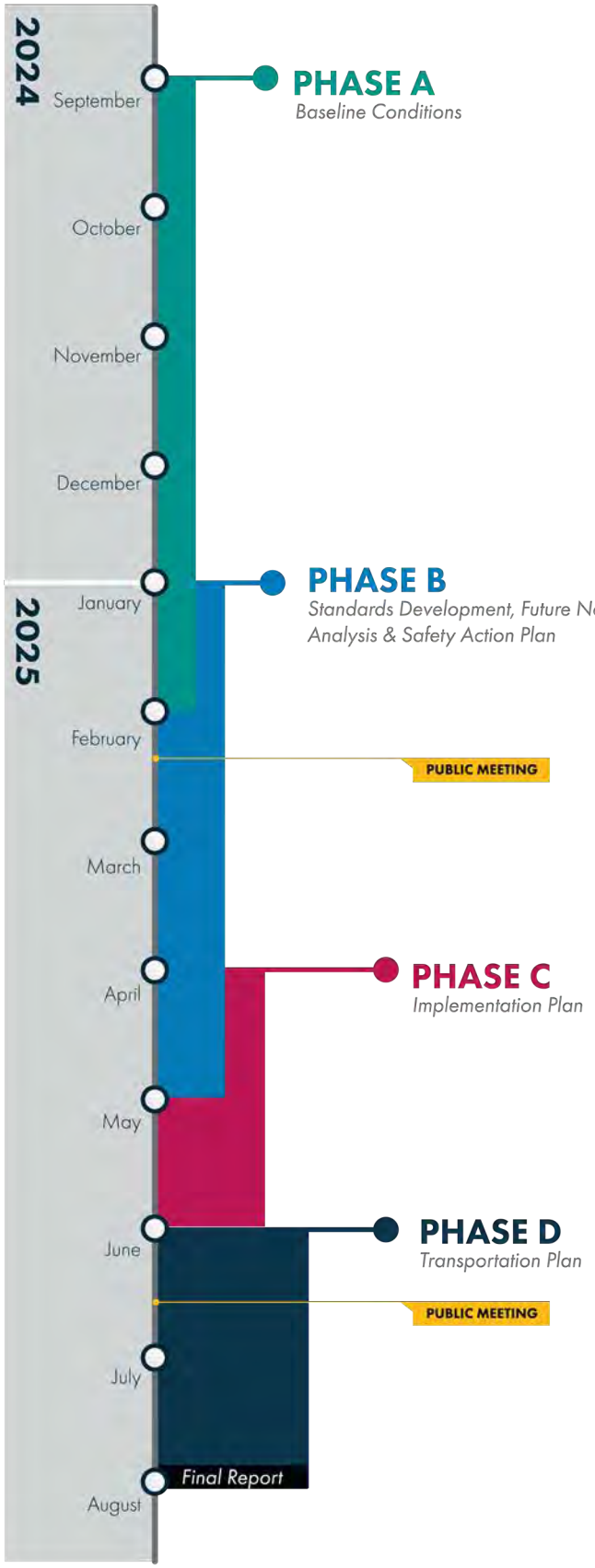
Study Overview

The Brookings Area Transportation Plan (BATP) is a collaborative effort between the City of Brookings, South Dakota Department of Transportation (SDDOT), partnering agencies, the public, and study stakeholders to develop a long-range transportation plan for the City of Brookings and surrounding area. This Plan will help guide transportation decisions and investments for primary modes of travel, including vehicle, bicycle, pedestrian, and transit. The study is currently in the preliminary stages of gathering information, conducting analyses, and receiving input from the public and area stakeholders to define transportation issues and needs within the Brookings area.

Study Area



Study Timeline



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

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

WWW.BROOKINGSATP.COM

Today's Meeting Objectives

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

In this first public meeting, the study team is looking for your help in identifying two key items:

Transportation issues and needs throughout the Brookings area to be addressed by the BATP.

Goals and priorities to be incorporated into the BATP.

STUDY CONTACTS

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CITY OF BROOKINGS

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crichter@cityofbrookings-sd.gov

Katrina Burckhard
SDDOT Project Manager
SDDOT

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katrina.burckhard@state.sd.us

Tom Cook
Consultant Project Manager
HDR

605-977-7773
thomas.cook@hdrinc.com

SCAN TO PROVIDE FEEDBACK!

Please provide all comments by **Friday, March 7, 2025** to help shape the BATP!

Online Comment Map

Show us on an interactive comment map where transportation improvements are needed.

Link: https://www.brookingsatp.com/comment-map/

Travel Survey

A survey is being conducted to learn more about the Brookings area's transportation issues, needs, and priorities for improvements. The survey may be completed online or by submitting a paper copy provided at the open house.

Link: https://hdr.jotform.com/250266207529053

Appendix C: Display Boards

WELCOME

PUBLIC MEETING OPEN HOUSE

4-6 p.m.

BROOKINGS
AREA TRANSPORTATION PLAN

STUDY SCHEDULE

BROOKINGS AREA TRANSPORTATION PLAN

PHASE A
Baseline Conditions

PHASE B
Standards Development, Future Needs Analysis & Safety Action Plan

PHASE C
Implementation Plan

PHASE D
Transportation Plan

PUBLIC MEETING

PUBLIC MEETING

PUBLIC MEETING

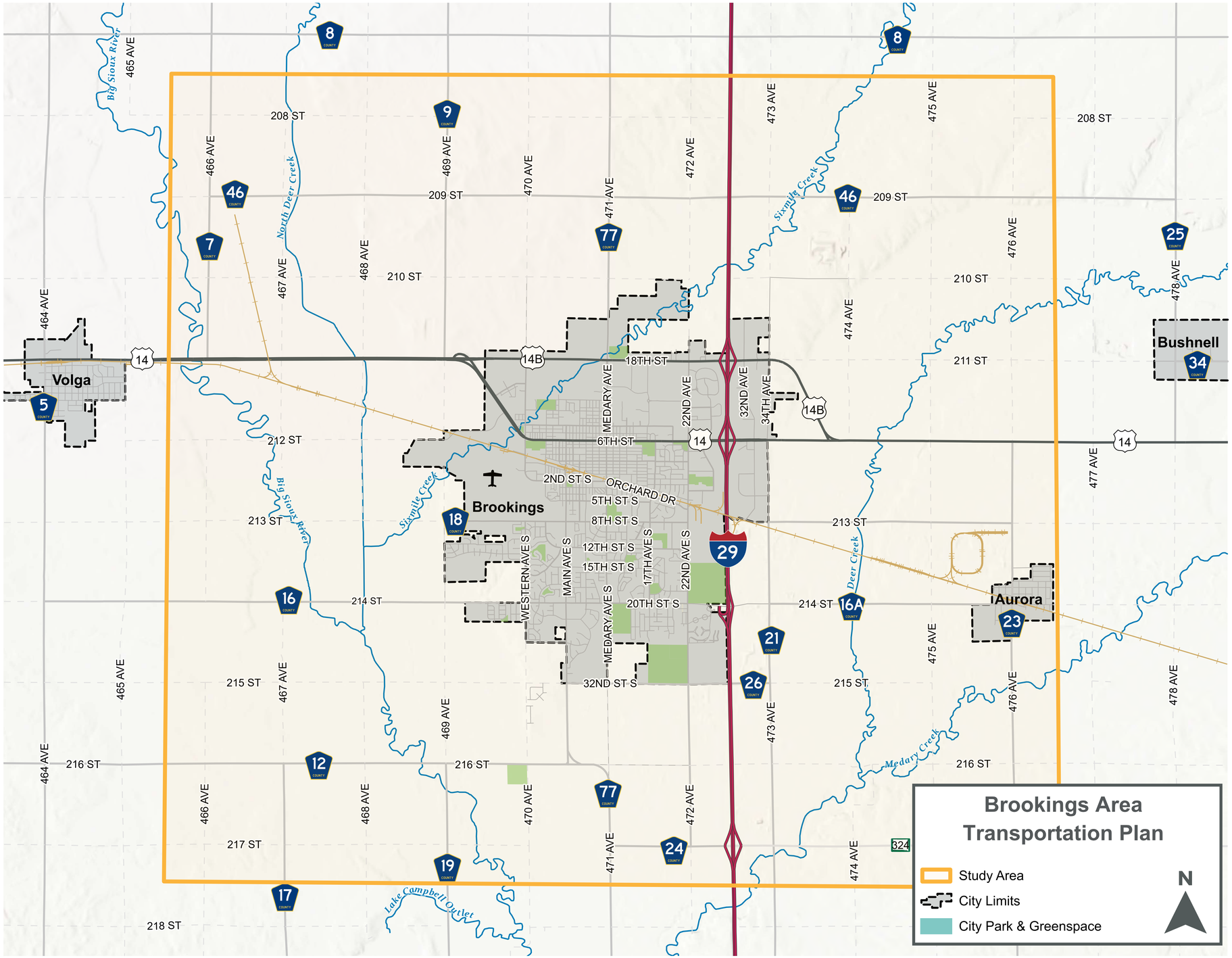
Final Report

September October November December January February March April May June July August

2024 **2025**

STUDY AREA

BROOKINGS AREA TRANSPORTATION PLAN



TRAFFIC AND SAFETY

BROOKINGS
AREA TRANSPORTATION PLAN

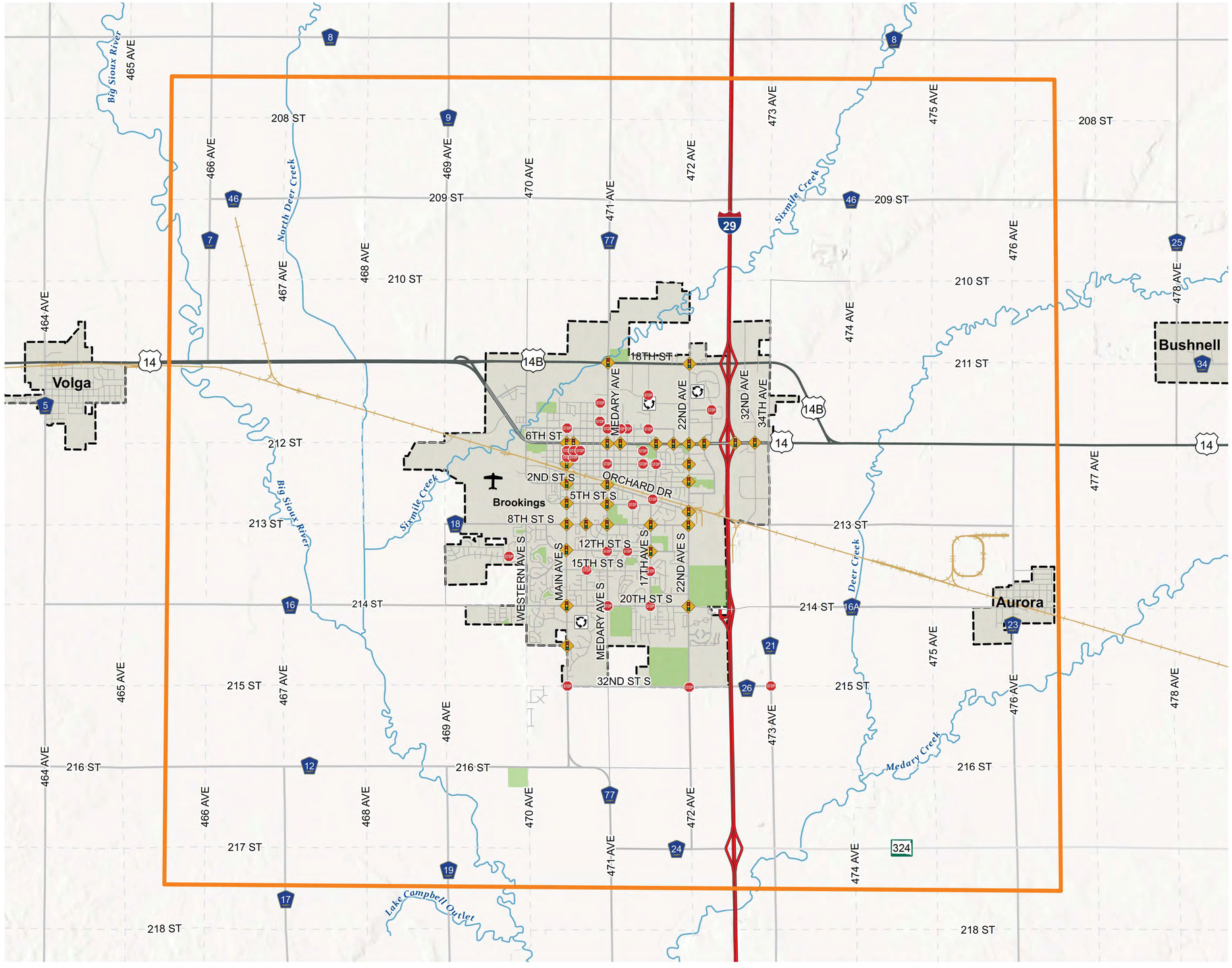
TRAFFIC AND SAFETY ISSUES AND NEEDS

Please provide comments on where you see transportation issues and needs related to traffic and safety, such as:

- Safety (crashes, close-calls, etc.)
- Traffic congestion
- Speeding
- Turn lanes, additional lanes, or medians
- Traffic signal improvements
  (new signal, timing adjustments, signal upgrade, etc.)

BROOKINGS
AREA TRANSPORTATION PLAN

EXISTING STREET NETWORK



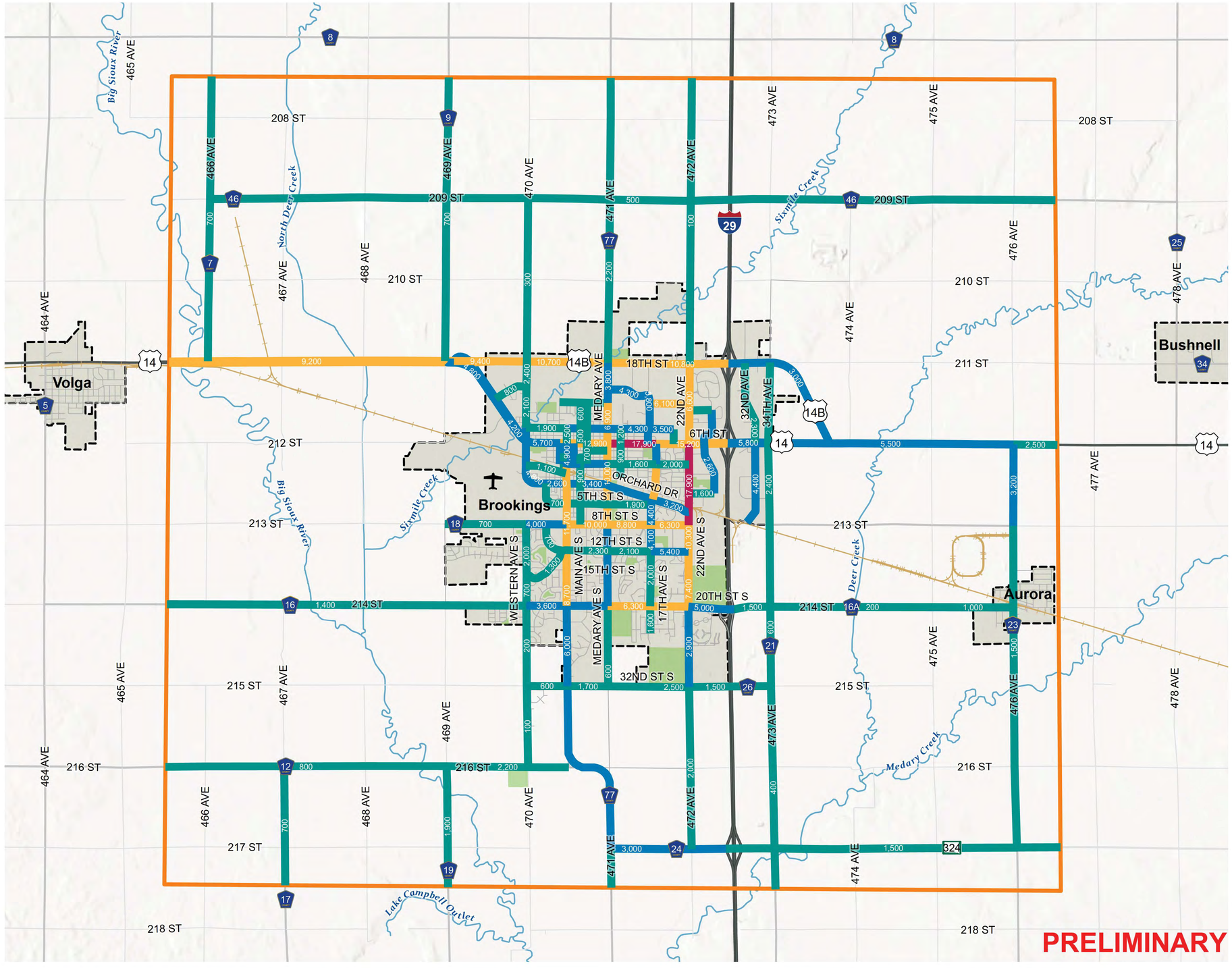
LEGEND

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

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

EXISTING (2024) DAILY TRAFFIC VOLUMES



LEGEND

- Study Area
- City Limits
- City Park & Greenspace

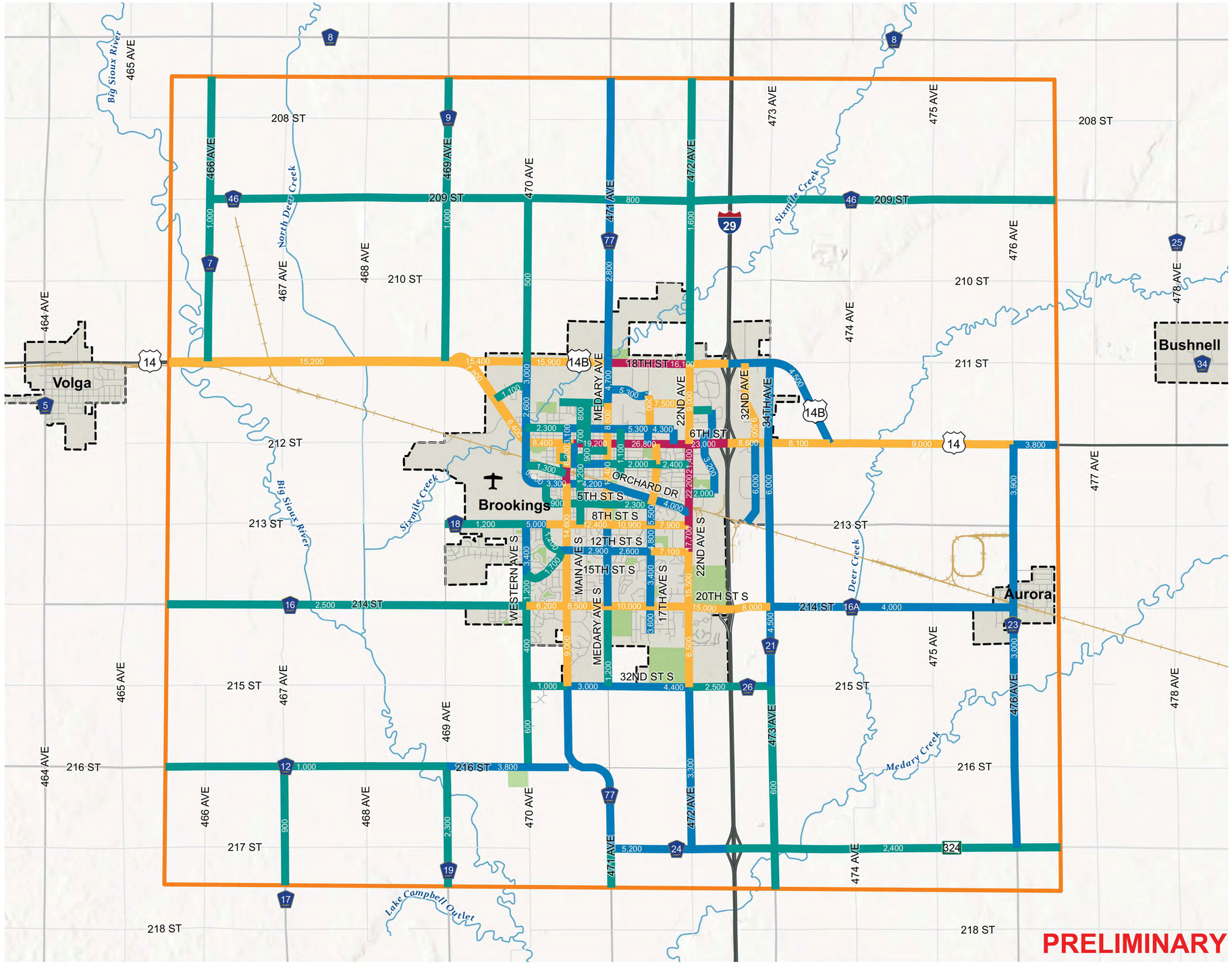
Existing Traffic Counts

- 2,500 and Less
- 2,501 - 6,000
- 6,001 - 16,000
- 16,001 and More

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

2050 PLANNING HORIZON DAILY TRAFFIC VOLUMES



LEGEND

- Study Area
- City Limits
- City Park & Greenspace

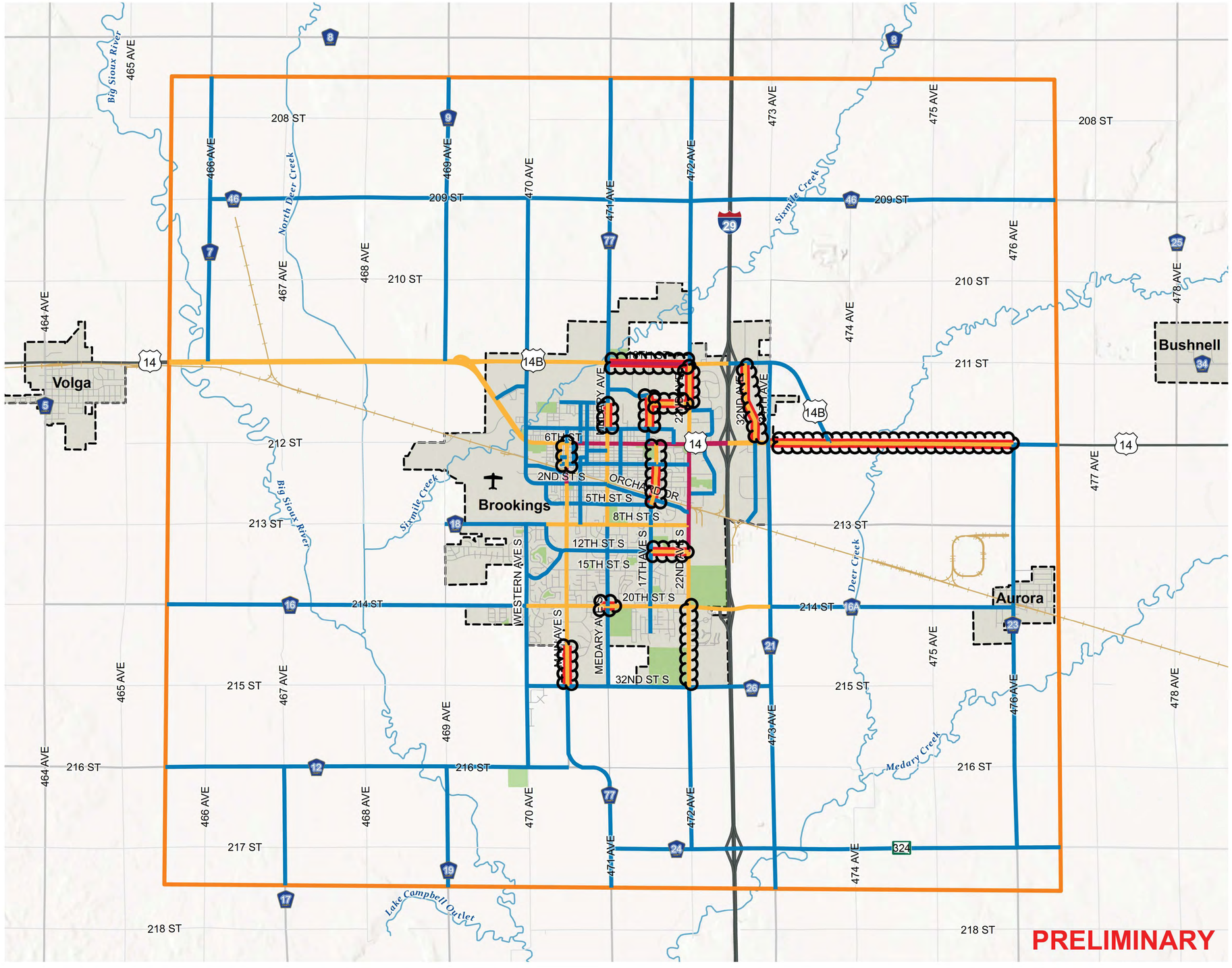
2050 Planning Horizon Counts

- 2,500 and Less
- 2,501 - 6,000
- 6,001 - 16,000
- 16,001 and More

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

LONG-RANGE (2050) ROADWAY SEGMENT CAPACITY NEEDS



LEGEND

- Study Area
- City Limits
- City Park & Greenspace

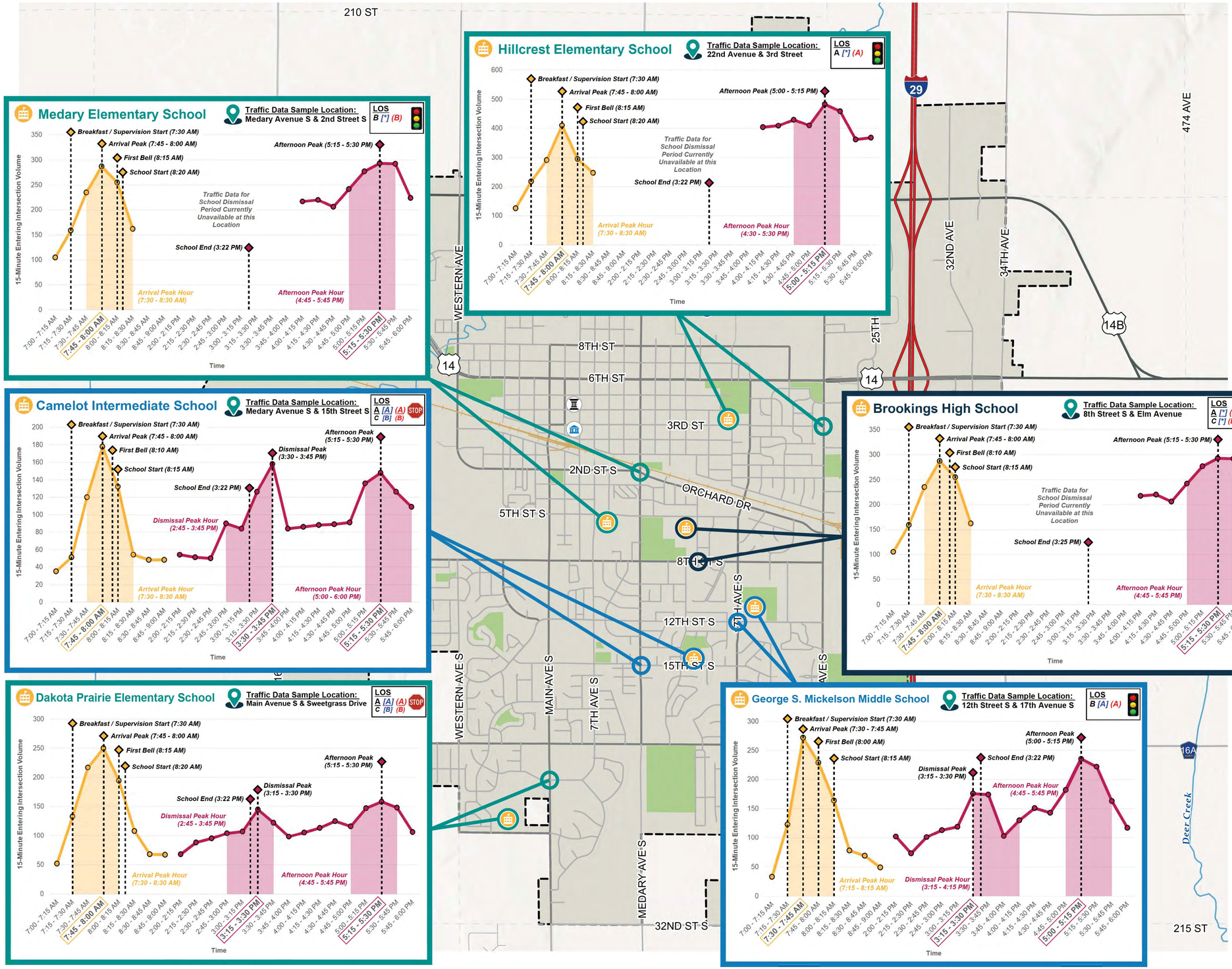
Estimated Minimum Number of Lanes
(based on Daily Traffic Forecasts)

- 2 Lanes
- 3 Lanes
- 4 / 5 Lanes
- Improvements Needed
  (Indicates estimated number of lanes exceeds existing number of lanes)

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

SCHOOL AREA TRAFFIC TRENDS



LEGEND

- City Limits
- City Park & Greenspace
- City-County Government Center
- Children's Museum
- School
- SDSU Campus

School Arrival & Dismissal Traffic

Key School Day Events

- Arrival / Morning
- Dismissal / Afternoon

Traffic

- 15-Min Entering Intersection Traffic Volumes
- 1-Hour Peak Traffic Period

2024 Existing Peak Hour Traffic Volumes

AM / School Arrival

[School Dismissal]

(PM / Afternoon)

2024 Existing Traffic Control & Level of Service (LOS)

A / ***[B]*** / ***(C)*** Traffic Signal

Two-Way Stop Control (Stop Signs) STOP

A / ***[B]*** / ***(C)*** - Overall Intersection
A / *[B]* / *(C)* - Worst-case Approach

** Data unavailable*

NOTE

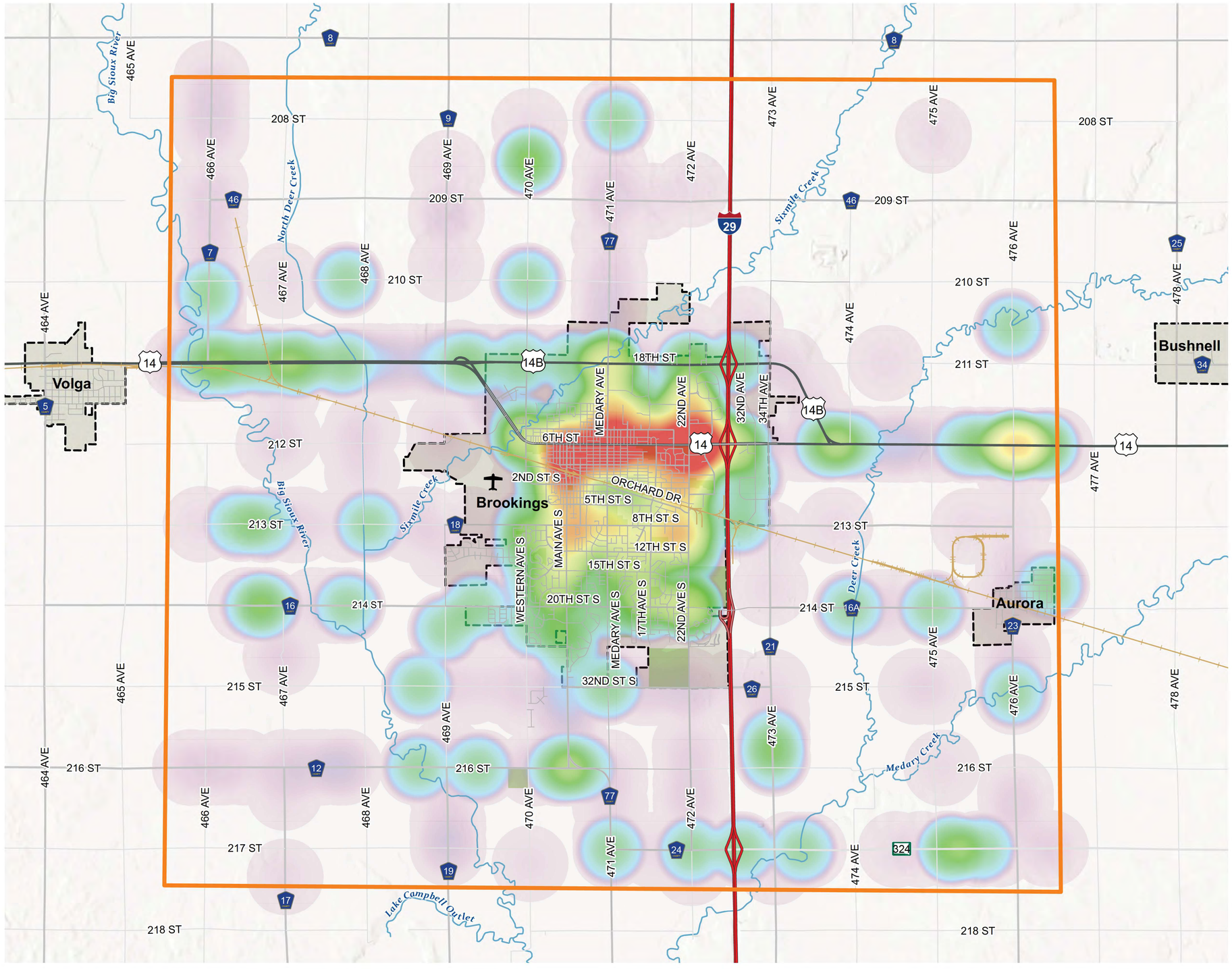
School area traffic trends reflect best currently available data at intersections near each Brookings area school.

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

WEIGHTED CRASH DENSITY

JANUARY 2019 – JUNE 2024 | BROOKINGS ATP STUDY AREA



LEGEND

- Study Area
- City Limits
- City Park & Greenspace

Weighted Crash Density

- High
- Low

Injury Severity	Crashes		Persons Involved	
FATAL INJURY	4	<1%	4	<1%
SERIOUS INJURY	17	1%	23	1%
MINOR INJURY	105	7%	129	5%
POSSIBLE INJURY	133	9%	165	7%
NO INJURY	945	65%	1,912	76%
WILD ANIMAL HIT	240	17%	235	9%
OTHER	3	<1%	55	2%
TOTAL	**1,447**		**2,369**	

Crash and persons involved frequencies reflect those reported within City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

NOTE

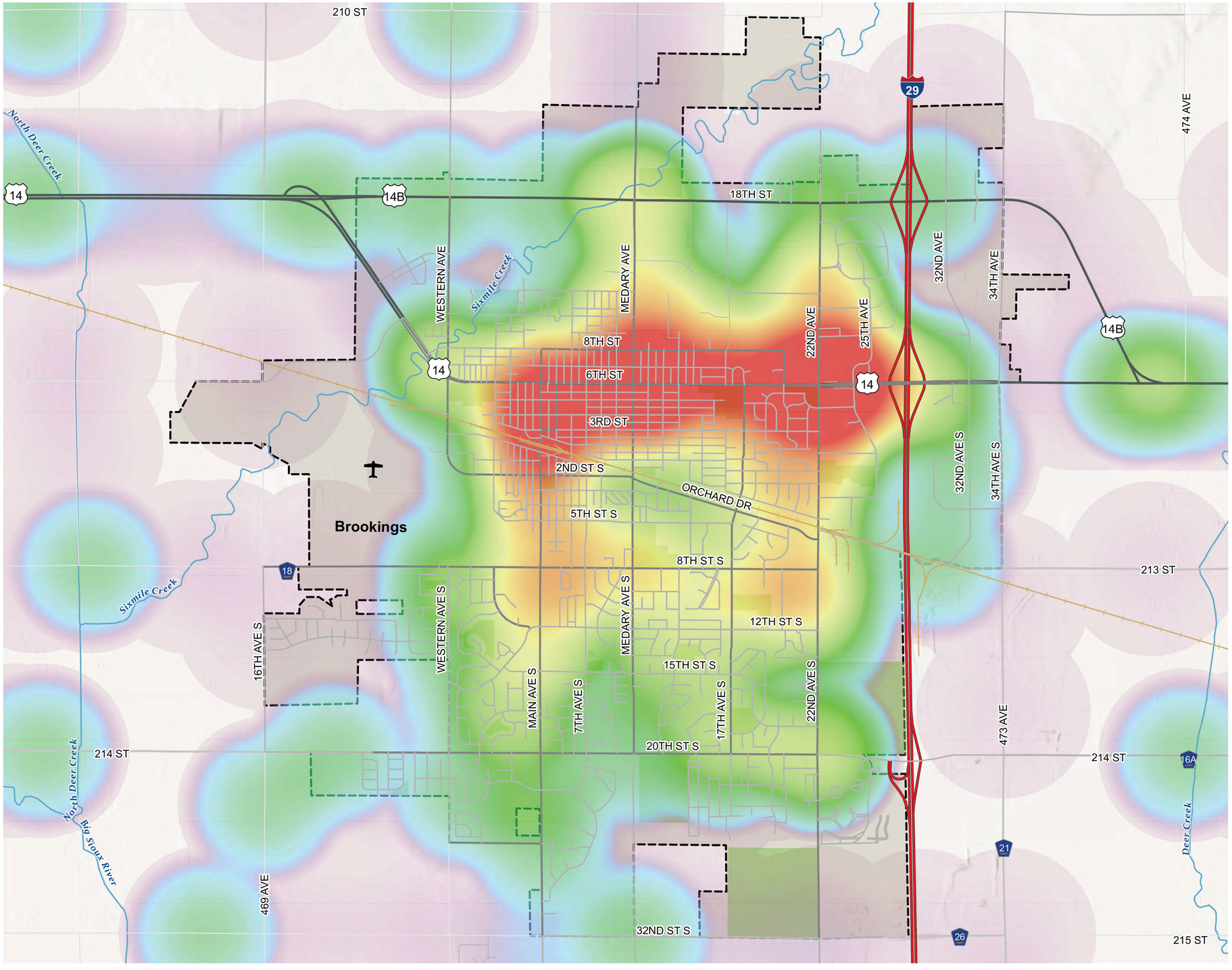
Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

WEIGHTED CRASH DENSITY

JANUARY 2019 – JUNE 2024 | CITY OF BROOKINGS



LEGEND

City Limits

City Park & Greenspace

Weighted Crash Density

High

Low

Injury Severity	Crashes		Persons Involved	
FATAL INJURY	1	<1%	1	<1%
SERIOUS INJURY	11	1%	12	<1%
MINOR INJURY	72	7%	86	4%
POSSIBLE INJURY	121	12%	141	7%
NO INJURY	780	76%	1,668	84%
WILD ANIMAL HIT	38	4%	38	2%
OTHER	3	<1%	51	3%
TOTAL	**1,026**		**1,997**	

Crash and persons involved frequencies reflect those reported within City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

NOTE

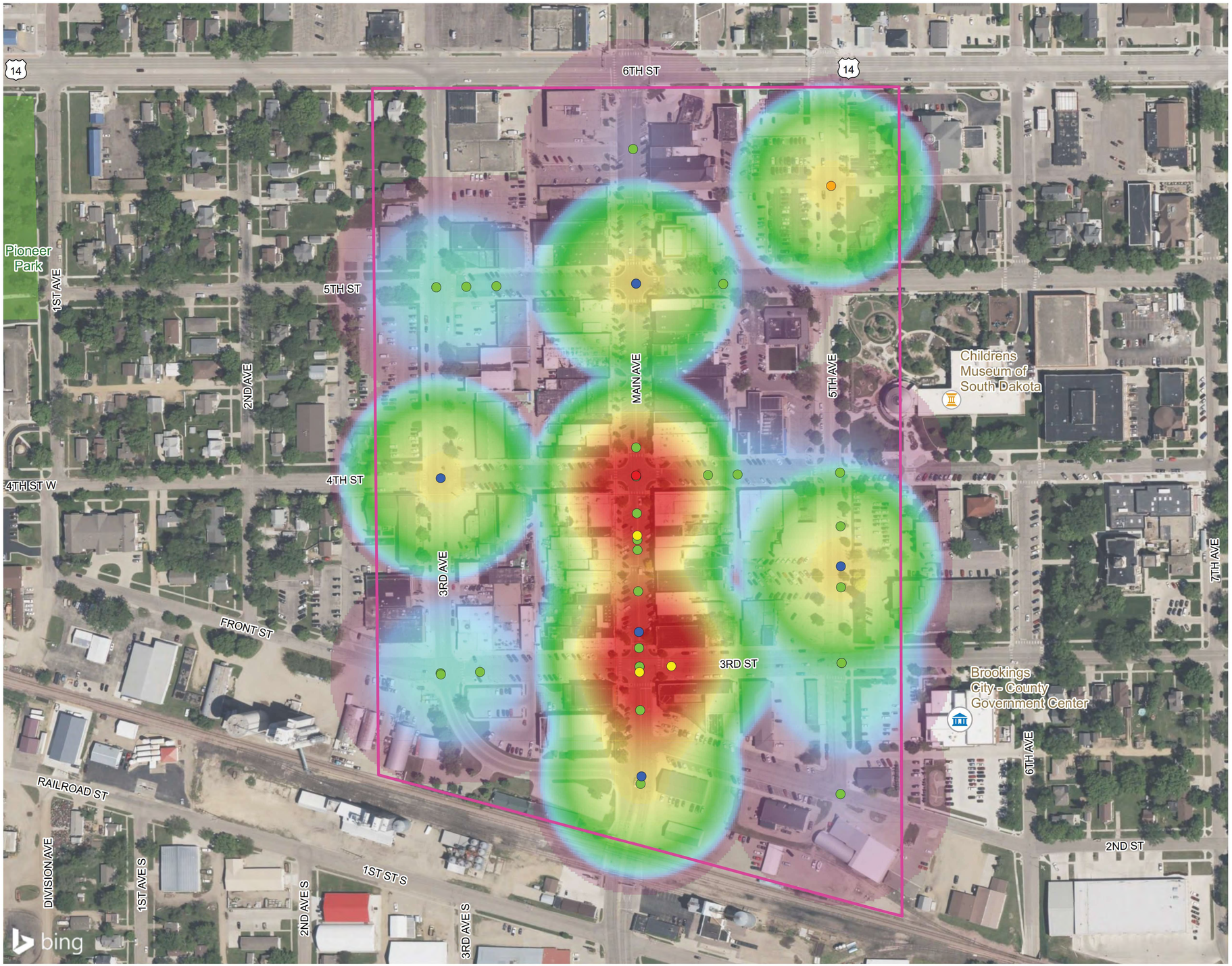
Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

WEIGHTED CRASH DENSITY

JANUARY 2019 – JUNE 2024 | DOWNTOWN BROOKINGS



LEGEND

- Downtown Study Area
- City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Weighted Crash Density

High

Low

Injury Severity	Crashes		Persons Involved	
FATAL INJURY	1	2%	2	2%
SERIOUS INJURY	1	2%	2	2%
MINOR INJURY	3	6%	7	7%
POSSIBLE INJURY	5	10%	12	12%
NO INJURY	39	80%	79	77%
WILD ANIMAL HIT	0	0%	0	0%
OTHER	0	0%	0	0%
TOTAL	**49**		**102**	

Crash and persons involved frequencies reflect those reported within the Downtown Brookings study area (except locations with traffic control changes during the observation period).

NOTE

Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

INJURY CRASHES

JANUARY 2019 – JUNE 2024 | BROOKINGS ATP STUDY AREA

LEGEND

- Study Area
- City Limits
- City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible

Injury Severity	Crashes		Persons Involved	
FATAL INJURY	4	1%	4	1%
SERIOUS INJURY	17	7%	23	7%
MINOR INJURY	105	41%	129	40%
POSSIBLE INJURY	133	51%	165	52%
TOTAL	**259**		**321**	

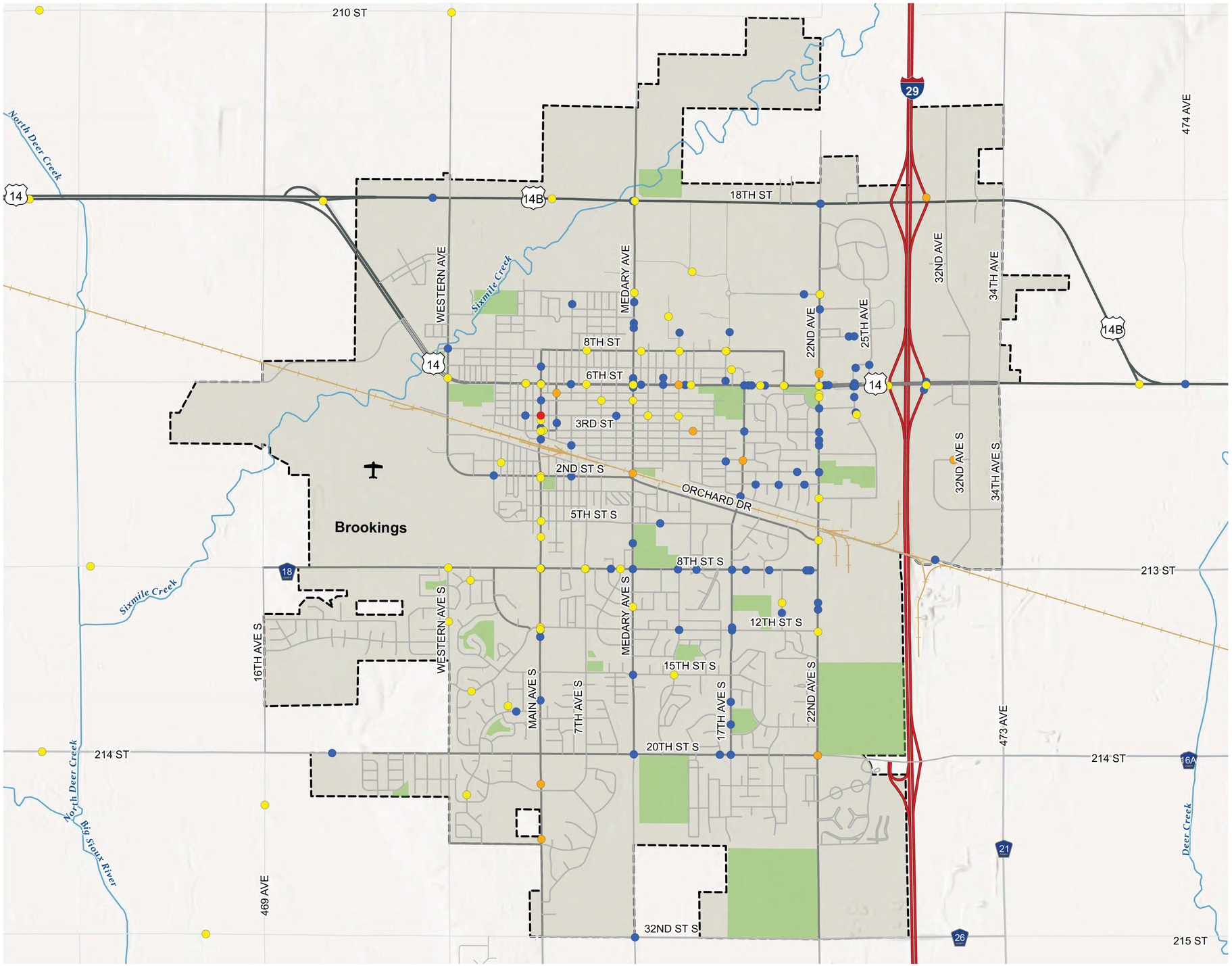
Injury crash (a crash that results in an injury) and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

INJURY CRASHES

JANUARY 2019 – JUNE 2024 | CITY OF BROOKINGS



LEGEND

- City Limits
- City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible

Injury Severity	Crashes		Persons Involved	
FATAL INJURY	1	<1%	1	<1%
SERIOUS INJURY	11	5%	12	5%
MINOR INJURY	72	35%	86	36%
POSSIBLE INJURY	121	59%	141	59%
TOTAL	**205**		**240**	

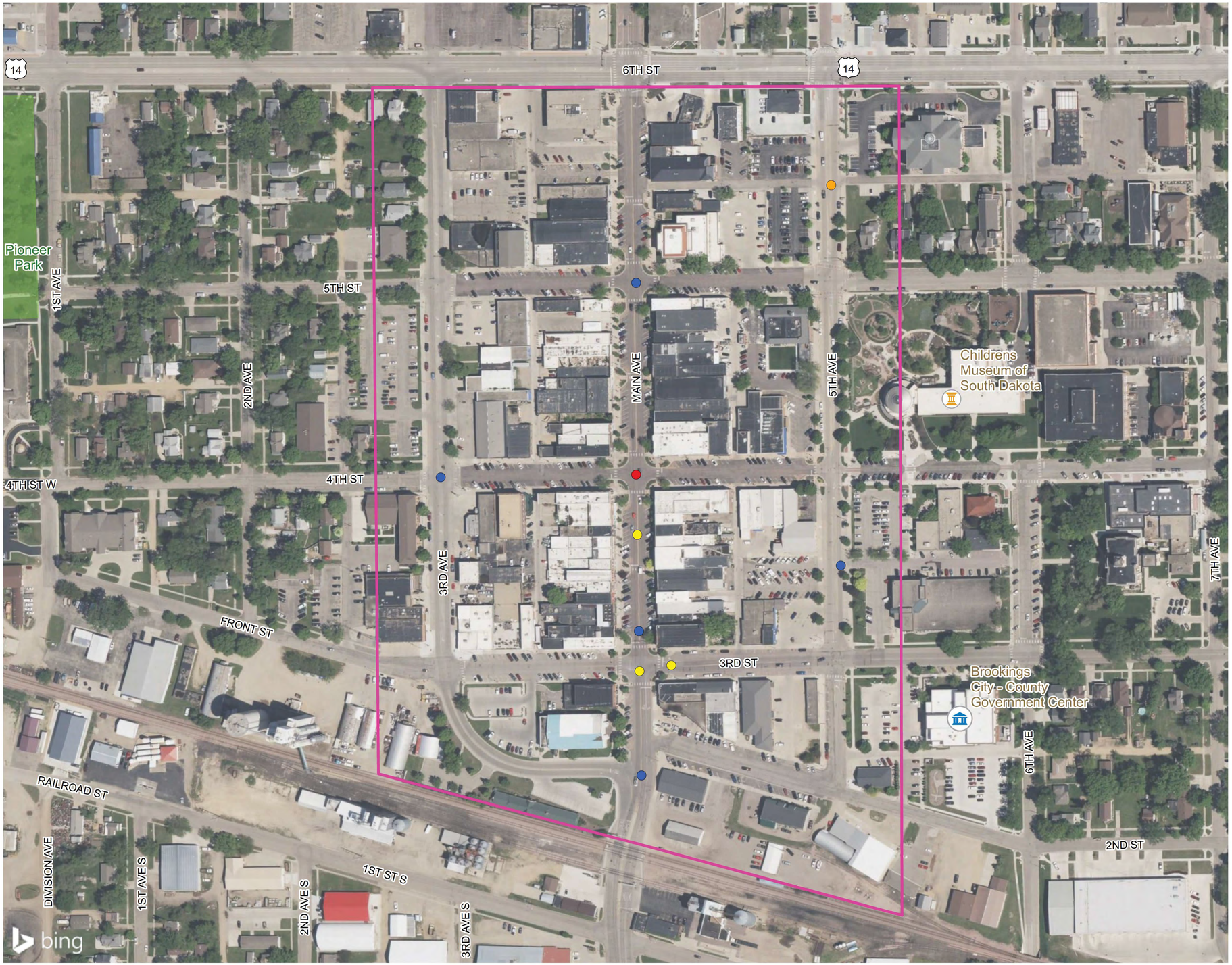
Injury crash (a crash that results in an injury) and persons involved frequencies reflect those reported within City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).

0 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

INJURY CRASHES

JANUARY 2019 – JUNE 2024 | DOWNTOWN BROOKINGS



LEGEND

- Downtown Study Area
- City Park & Greenspace

Injury Severity

- Fatal
- Serious
- Minor
- Possible

Injury Severity	Crashes		Persons Involved	
FATAL INJURY	1	2%	2	2%
SERIOUS INJURY	1	2%	2	2%
MINOR INJURY	3	6%	7	7%
POSSIBLE INJURY	5	10%	12	12%
TOTAL	**10**		**23**	

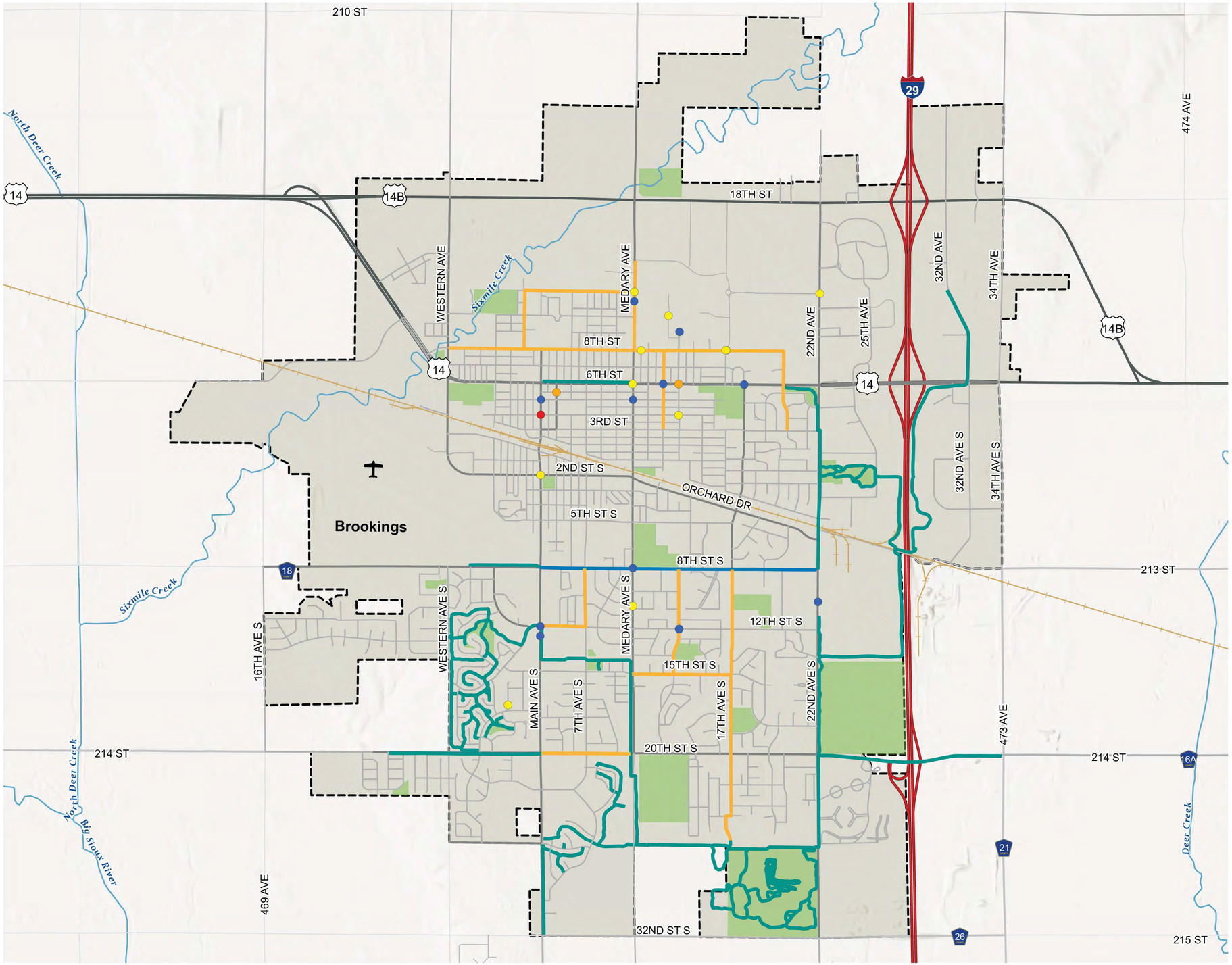
Injury crash (a crash that results in an injury) and persons involved frequencies reflect those reported within the Downtown Brookings study area (except locations with traffic control changes during the observation period).

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

VULNERABLE ROAD USER CRASHES

BICYCLISTS AND PEDESTRIANS | *JANUARY 2019 – JUNE 2024* | CITY OF BROOKINGS



LEGEND

- City Limits
- City Park & Greenspace
- Shared-Use Path
- Bike Lane
- Shared Lane

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Injury Severity	Crashes		Persons Involved	
FATAL INJURY	1	4%	1	2%
SERIOUS INJURY	2	7%	2	4%
MINOR INJURY	12	43%	14	25%
POSSIBLE INJURY	13	46%	12	22%
NO INJURY	0	0%	26	47%
TOTAL	**28**		**55**	

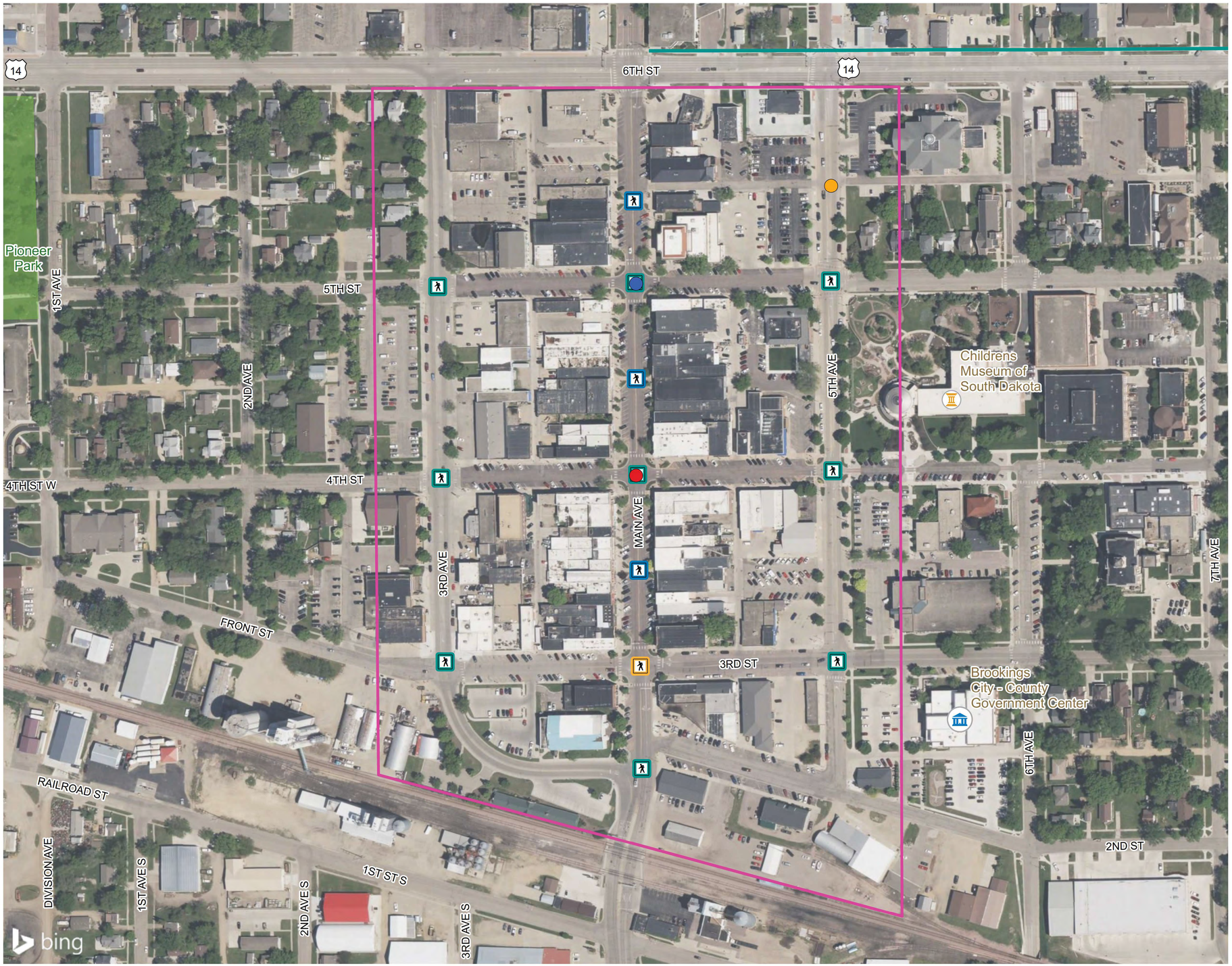
Vulnerable Road User crash and persons involved frequencies reflect those reported within the City of Brookings limits (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period)

0 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

VULNERABLE ROAD USER CRASHES

BICYCLISTS AND PEDESTRIANS | *JANUARY 2019 – JUNE 2024* | DOWNTOWN BROOKINGS



LEGEND

- Downtown Study Area
- City Park & Greenspace
- Shared-Use Path
- Marked Crosswalk
- Marked and Signed Crosswalk
- Marked Crosswalk with Pedestrian Signal

Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Injury Severity	Crashes	Persons Involved
FATAL INJURY	1	1
SERIOUS INJURY	1	1
MINOR INJURY	0	0
POSSIBLE INJURY	1	1
NO INJURY	0	3
TOTAL	**3**	**6**

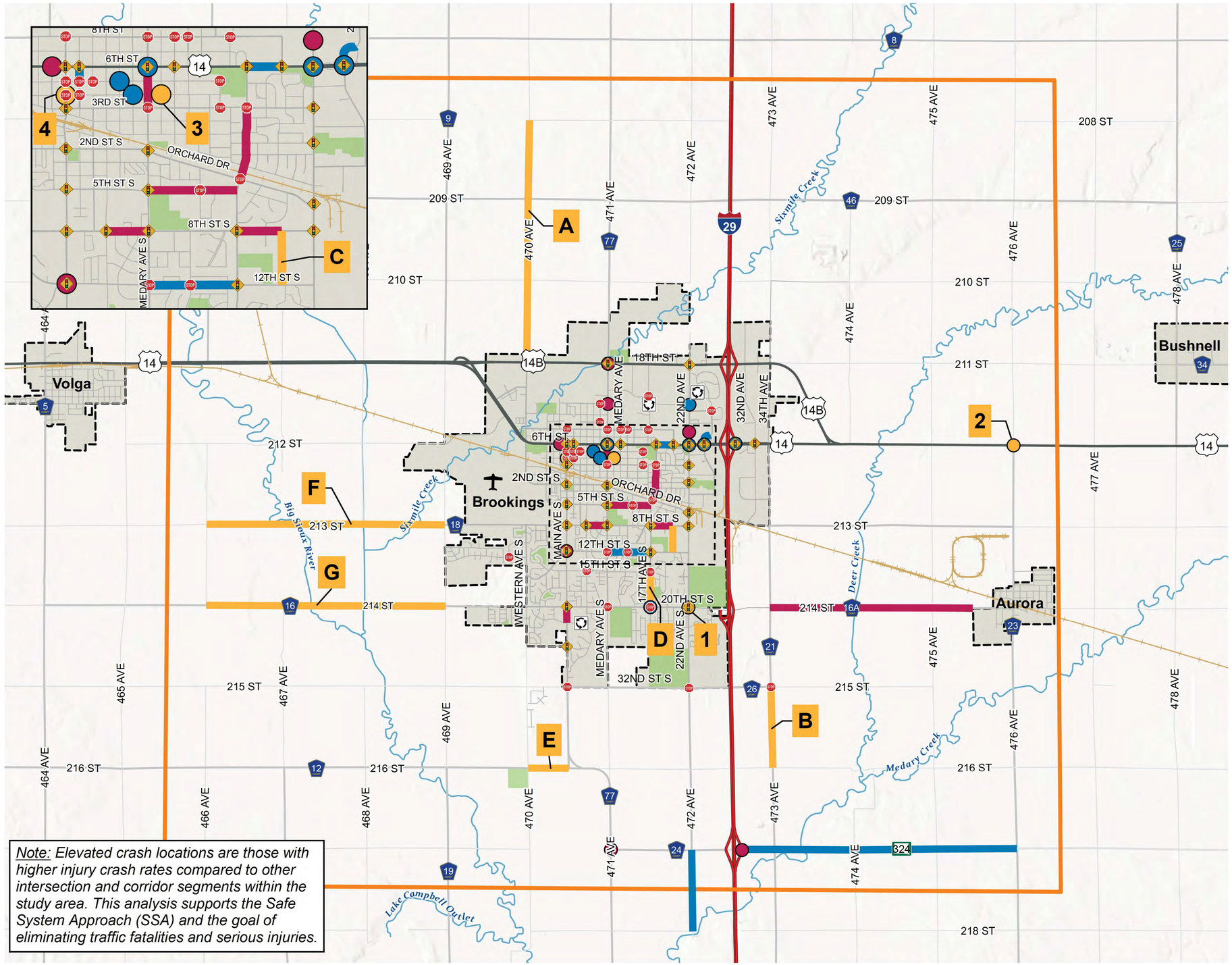
Vulnerable Road User crash and persons involved frequencies reflect those reported within the Downtown Brookings study area (except locations with traffic control changes during the observation period).

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

INJURY CRASH ANALYSIS

JANUARY 2019 – JUNE 2024 | TIER 1 (HIGHER PRIORITY) LOCATIONS



Note: Elevated crash locations are those with higher injury crash rates compared to other intersection 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.

LEGEND

- 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

Intersection	ID
22nd Avenue S & 20th Street S	1
US14 & BC Hwy 23 / 476th Avenue	2
4th Street & 11th Avenue	3
Main Avenue & 4th Street	4

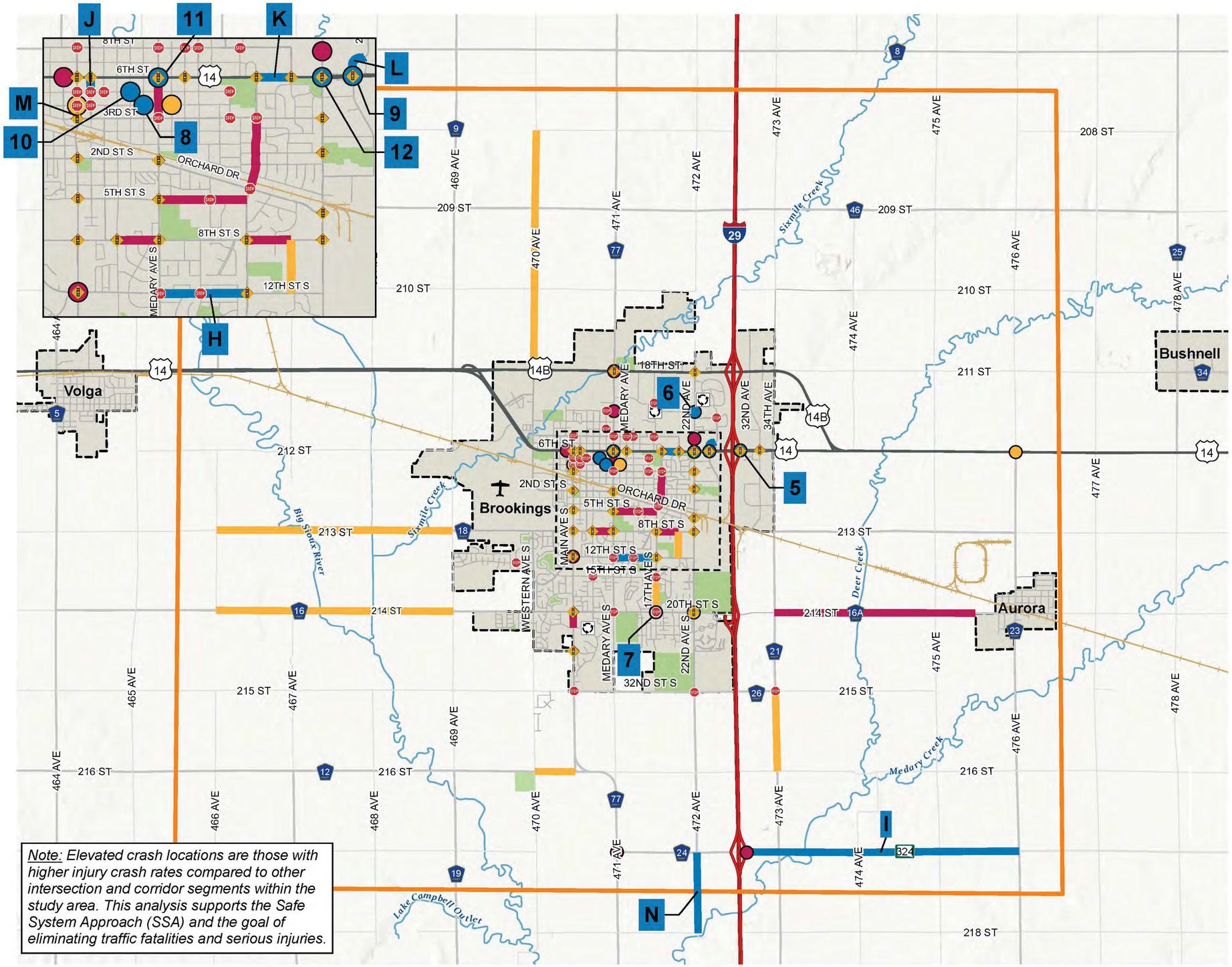
Corridor Segment	ID
470th Ave: US14 Bypass to 208th St	A
BC Hwy 21: 216th St to 32nd St S	B
Southland Ln: 8th St S to 12th St S	C
17th Ave S: 15th St S to 20th St S	D
BC Hwy 12: BC Hwy 77 to 470th Ave	E
213th St: 466th Ave to W 16th Ave	F
BC Hwy 16: 466th Ave to 469th Ave	G

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

INJURY CRASH ANALYSIS

JANUARY 2019 – JUNE 2024 | TIER 2 (MEDIUM PRIORITY)



Note: Elevated crash locations are those with higher injury crash rates compared to other intersection 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.

LEGEND

- 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

Intersection	ID
US14 / 6th Street & I-29 Exit 132 NB RTI	5
22nd Avenue & University Boulevard	6
20th Street S & 17th Avenue S	7
4th Street & 9th Avenue	8
US14 / 6th Street & Sunrise Ridge Road	9
5th Street & 8th Avenue	10
US14 / 6th Street & Medary Avenue	11
US14 / 6th Street & 22nd Avenue	12

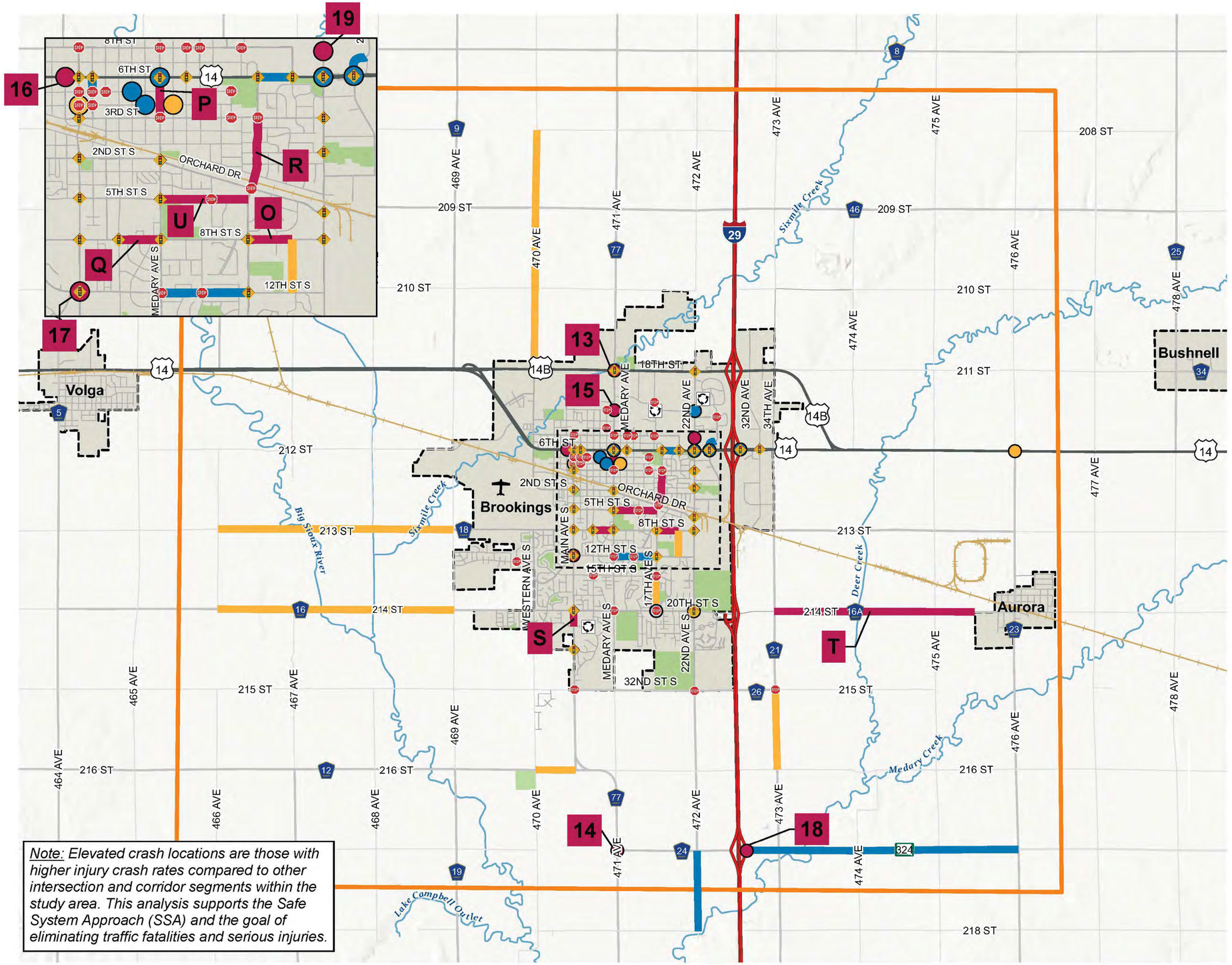
Corridor Segment	ID
12th St S: Medary Ave S to 17th Ave S	H
SD324: I-29 Exit 127 NB RTI to BC Hwy 23	I
5th Ave: US14 / 6th St to 5th St	J
US14 / 6th St: 17th Ave to 20th Ave	K
Sunrise Ridge Rd: US14 / 6th St to 25th Ave	L
Main Ave: 3rd St to 4th St	M
472nd Ave: BC Hwy 24 to 218th St	N

0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

INJURY CRASH ANALYSIS

JANUARY 2019 – JUNE 2024 | TIER 3 (LOWER PRIORITY) LOCATIONS



Note: Elevated crash locations are those with higher injury crash rates compared to other intersection 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.

LEGEND

- 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

Intersection	ID
US14 Bypass / 18th Street & Medary Avenue	13
BC Hwy 77 & BC Hwy 24	14
Medary Avenue & 11th Street	15
US14 / 6th Street & 3rd Avenue	16
12th Street S & Main Avenue S	17
SD324 & I-29 Exit 127 NB RTI	18
22nd Avenue & South Wal-Mart Access	19

Corridor Segment	ID
8th St S: Southland Ln to 17th Ave S	O
Medary Ave: 3rd St to US14 / 6th St	P
8th St S: Medary Ave S to 7th Ave S	Q
17th Ave: 3rd St to Orchard Dr	R
Main Ave S: Sweetgrass Dr to 20th St S	S
BC Hwy 16A: BC Hwy 21 to Aurora limits	T
5th St S: Medary Ave S to 17th Ave S	U

0 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

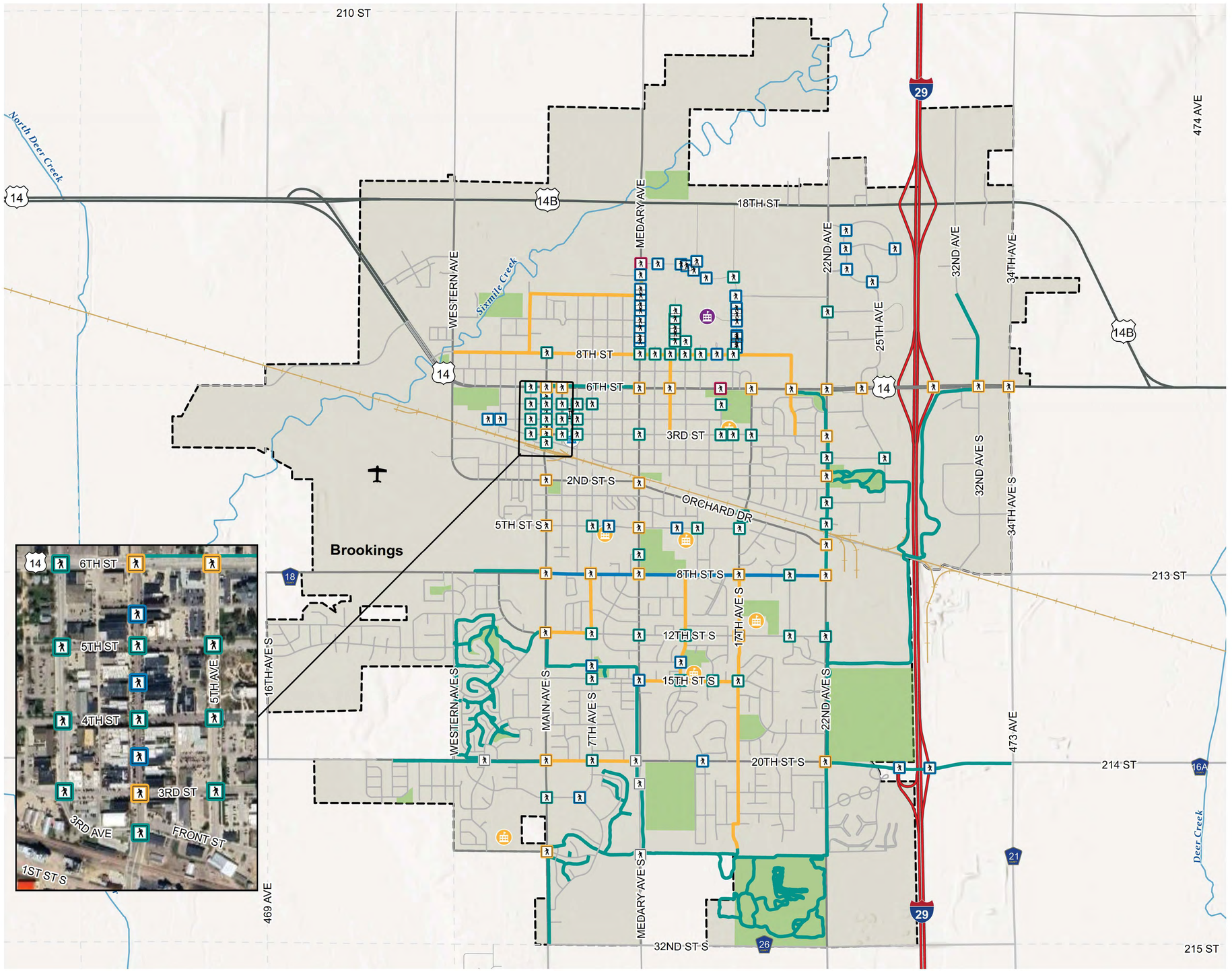
BICYCLE AND PEDESTRIAN ISSUES AND NEEDS

Please provide comments on where you see transportation issues and needs related to bicycle and pedestrian mobility and safety, such as:

- Future trail connections and extensions
- Gaps in sidewalk
- Sidewalk width or obstacles
- Street crossing improvements

BROOKINGS
AREA TRANSPORTATION PLAN

EXISTING BICYCLE AND PEDESTRIAN FACILITIES



LEGEND

- City Limits
- City Park & Greenspace
- City-County Government Center
- Children's Museum
- School
- SDSU Campus

Existing Bicycle and Pedestrian Facilities

- Shared-Use Path
- Bike Lane
- Shared Lane
- Marked Crosswalk
- Marked and Signed Crosswalk
- Marked Crosswalk with Pedestrian Signal
- Pedestrian Hybrid or Flashing Beacon

0 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

FUNDING PRIORITIES

BROOKINGS
AREA TRANSPORTATION PLAN

WHAT ACTIVITIES WOULD YOU INVEST IN?

Capacity Improvements
Existing Streets

Safety Enhancements
Existing Streets

Bicycle/Pedestrian Enhancements

Street Preservation/ Maintenance

Streetscaping

BROOKINGS
AREA TRANSPORTATION PLAN

TRAVEL SURVEY

BROOKINGS
AREA TRANSPORTATION PLAN

TRAVEL SURVEY

Please take the travel survey to help us better understand transportation issues and needs throughout the Brookings area and your goals for this study!

IF YOU WOULD LIKE TO COMPLETE THIS **SURVEY DIGITALLY**, PLEASE **SCAN THIS QR CODE** WITH YOUR SMARTPHONE.

BROOKINGS
AREA TRANSPORTATION PLAN

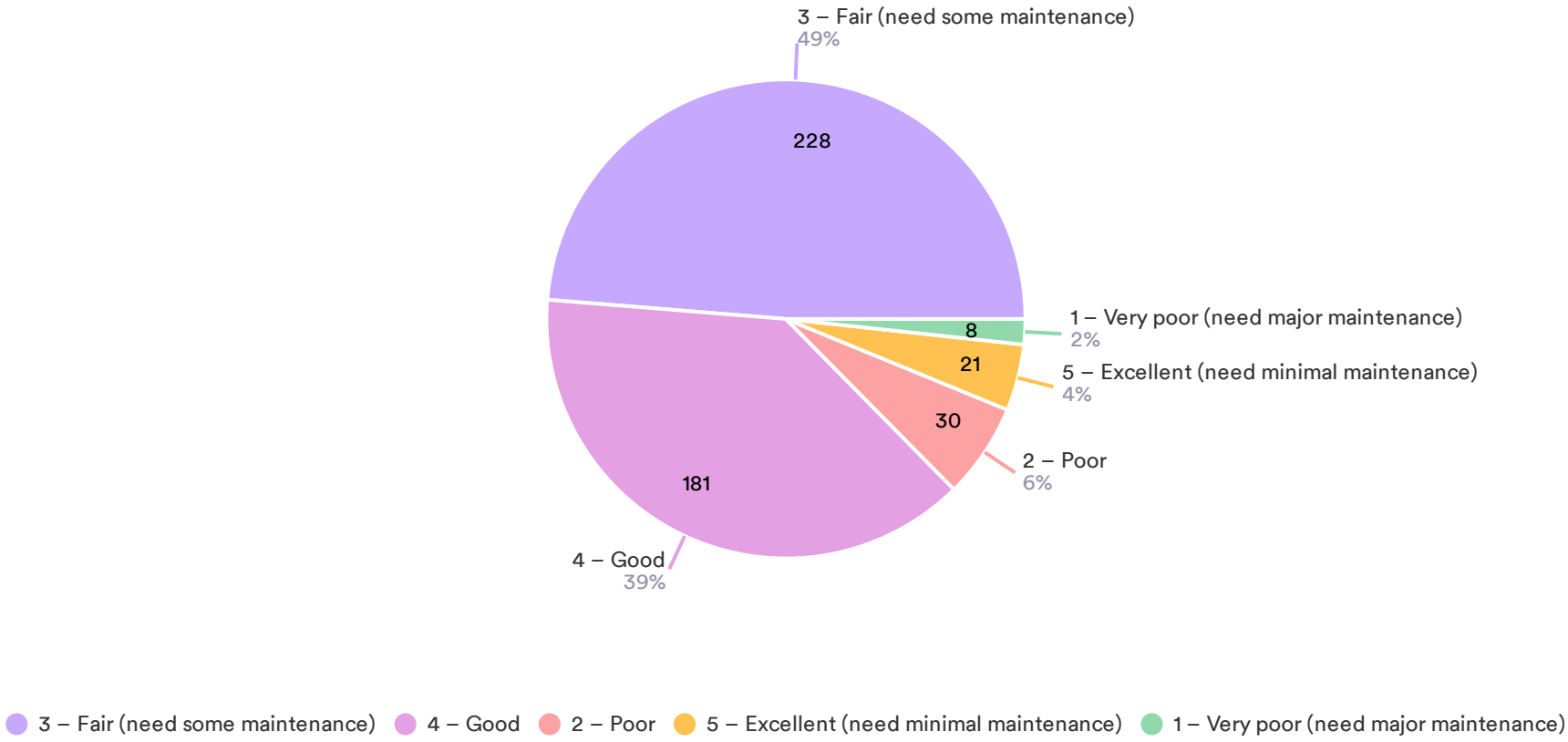
Appendix D: Travel Survey Response Summary

Brookings Area Transportation Plan – Public Travel Survey

Brookings Area Transportation Plan – Public Travel Survey

How would you rate the overall condition of the streets/roads in Brookings?

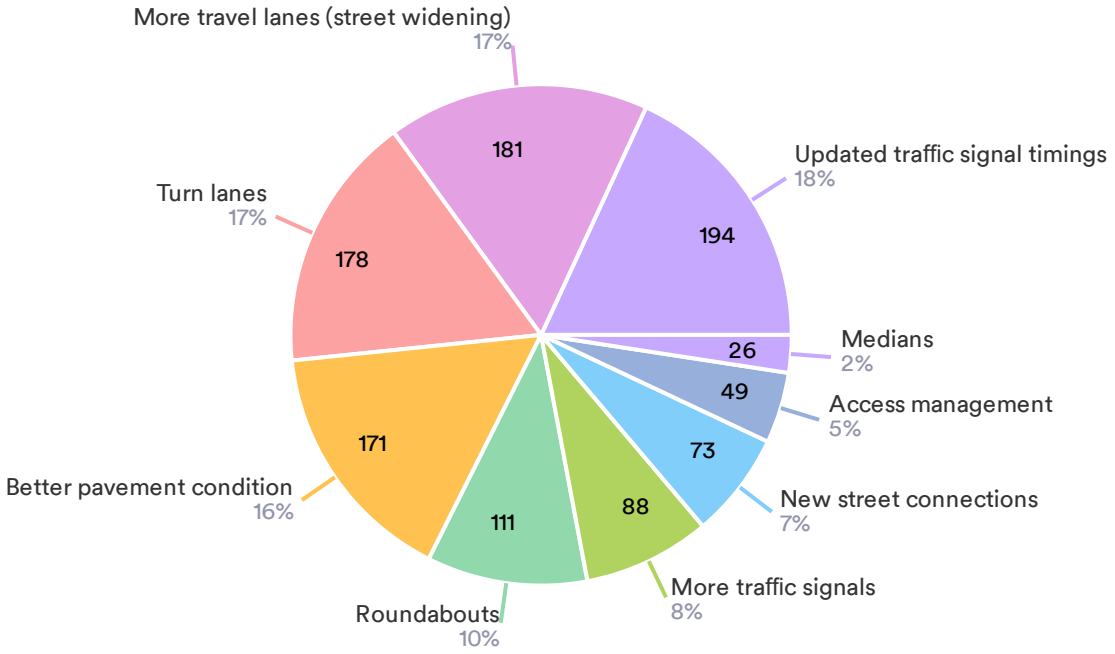
468 Responses- 2 Empty



Brookings Area Transportation Plan – Public Travel Survey

What improvements do you feel are necessary to enhance the street network in Brookings? (Select up to 3)

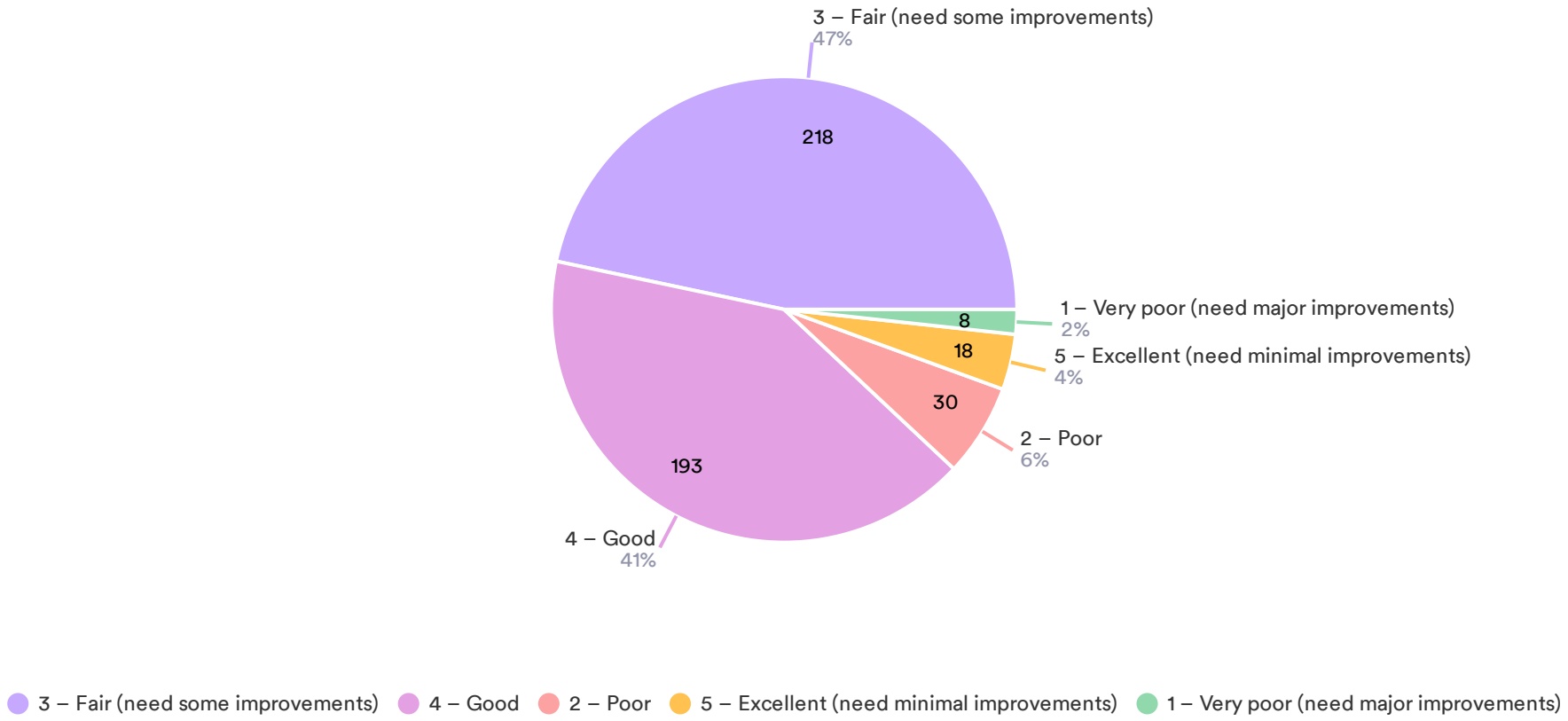
1071 Responses- 29 Empty



Brookings Area Transportation Plan – Public Travel Survey

How would you rate the overall safety of the streets, roads, intersections, and crossings in Brookings?

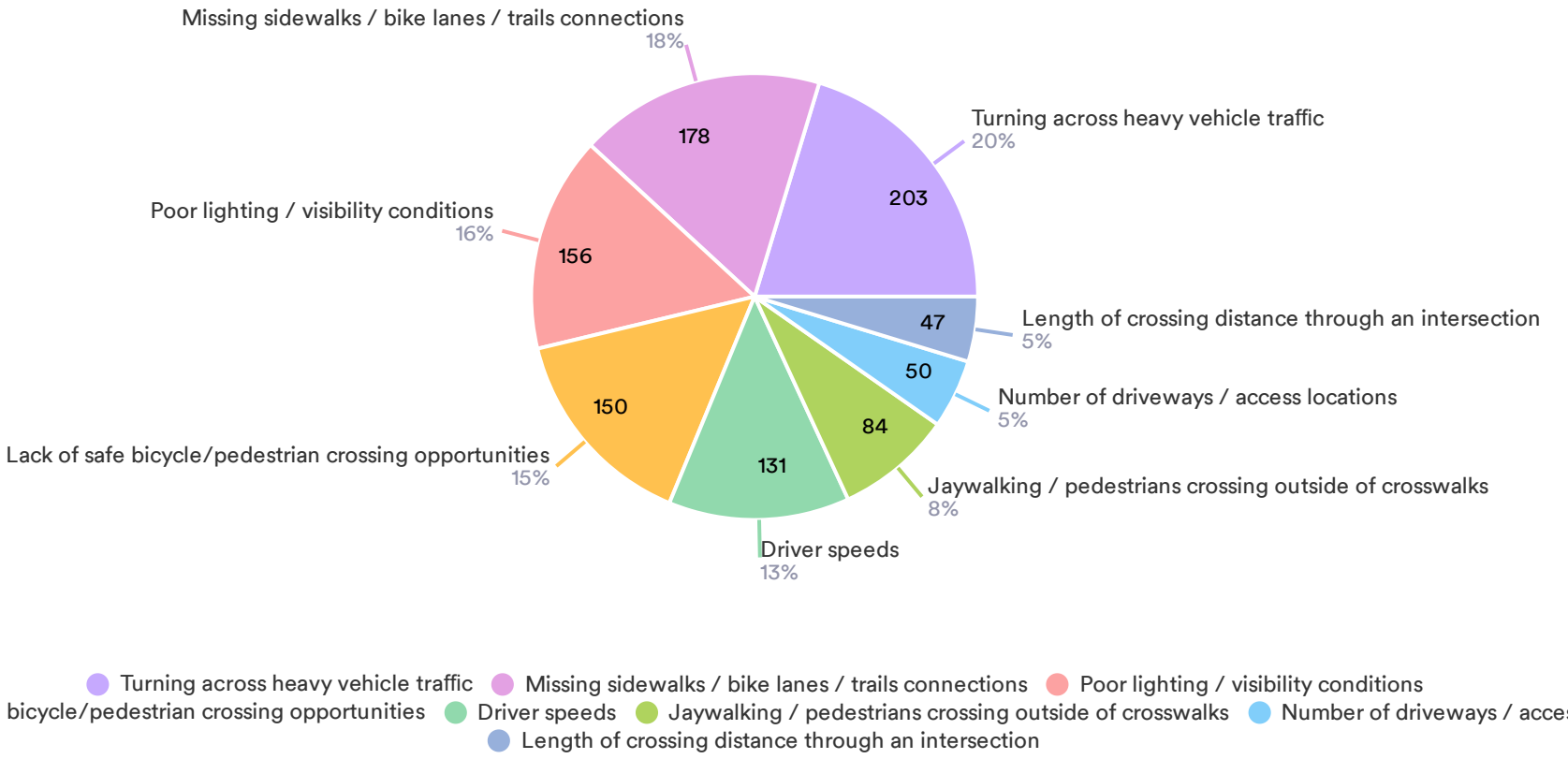
467 Responses- 3 Empty



Brookings Area Transportation Plan – Public Travel Survey

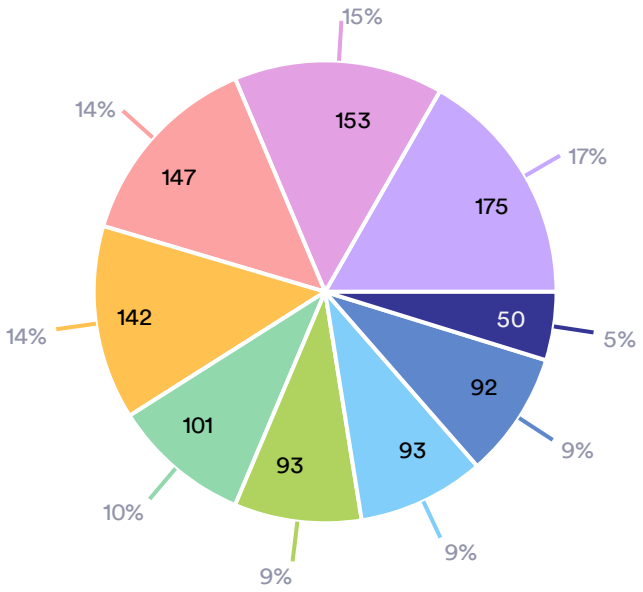
What makes you feel unsafe on area streets, roads, intersections, or crossing locations? (Select up to 3)

999 Responses- 28 Empty



Brookings Area Transportation Plan – Public Travel Survey

What improvements would enhance the safety of all users (drivers, pedestrians, cyclists, and others) in Brookings? (Select up to 3)



More separated bicyclist/pedestrian facilities (like a shared-use or bike path)
Improved pedestrian crosswalk visibility (high-visibility pavement markings, signage, and lighting)
Improved lighting and enhancements to visibility
Improvements to reduce aggressive driving like excessive speeding and red light running
Alternative intersections such as roundabouts
Installation of controlled pedestrian crossing devices to aid the ability of pedestrians crossing vehicular traffic
Traffic calming measures to manage vehicle speeds
Road maintenance improvements to reduce crashes due to loss of vehicle control
Medians or pedestrian refuge islands at crossing locations

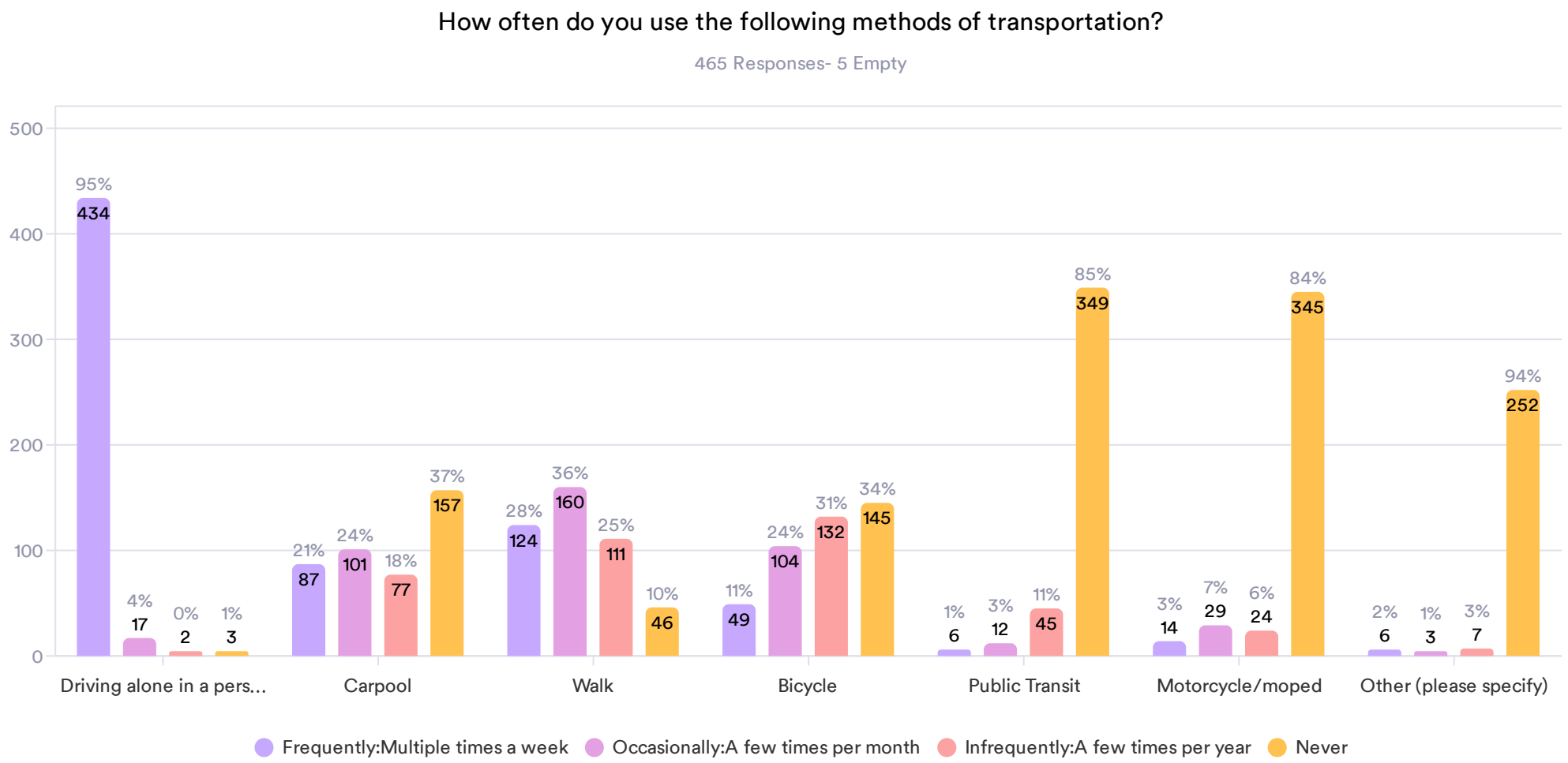
Brookings Area Transportation Plan – Public Travel Survey

Are there any specific locations that you would like to suggest safety improvements for?

191 Responses- 279 Empty

Data	Responses
Medary & 20th (roundabout), 17th & 20th (ped controlled crosswalk), Medary & 15th (4-way stop or round about and crosswalk); more crosswalks by middle school	1
17 Ave from 20th St to 6th St	1
6th street NEEDS easier travel for those not in vehicles. Also consider that bikers are protecting parked cars from traffic.	1
South Portion of the City, Near the soccer complex	1
Lights/ sidewalks and a road on western ave s as traffic drives fast day and night on that road and kids are having to walk from school on the road. At night it's very hard to see people out walking.	1
Re-painting crosswalks on Medary north of 6th St, paint bright or different colors?	1
A wider right turn lane 12th st onto 17th s. Pedestrian crossing lights or signs across medary (from15th). Crosswalk from christine to camelot	1
20th street from main until 22nd ave. Paint crosswalks and finish sidewalks.	1
Other entries	183

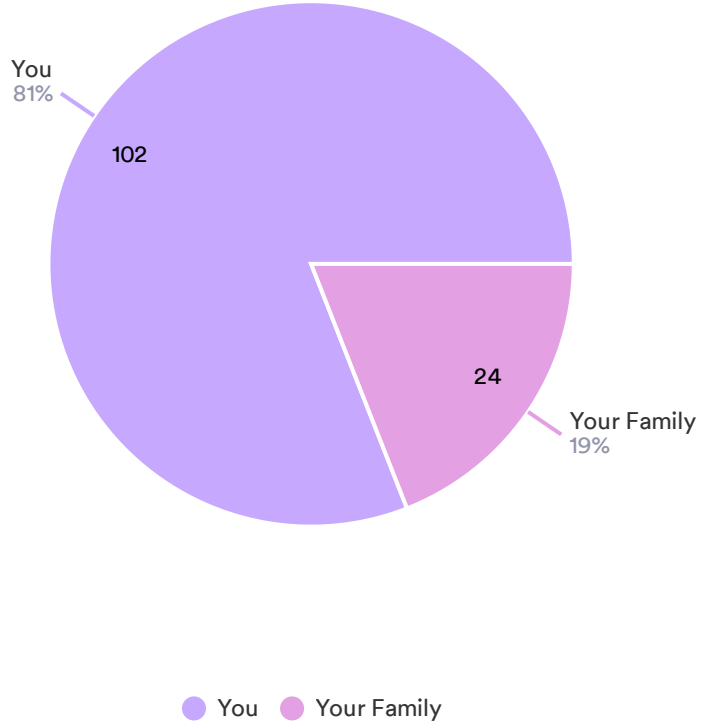
Brookings Area Transportation Plan – Public Travel Survey



Brookings Area Transportation Plan – Public Travel Survey

Strong and Fearless - willing to bicycle with motorized traffic on roads even if there are no bicycle lanes.

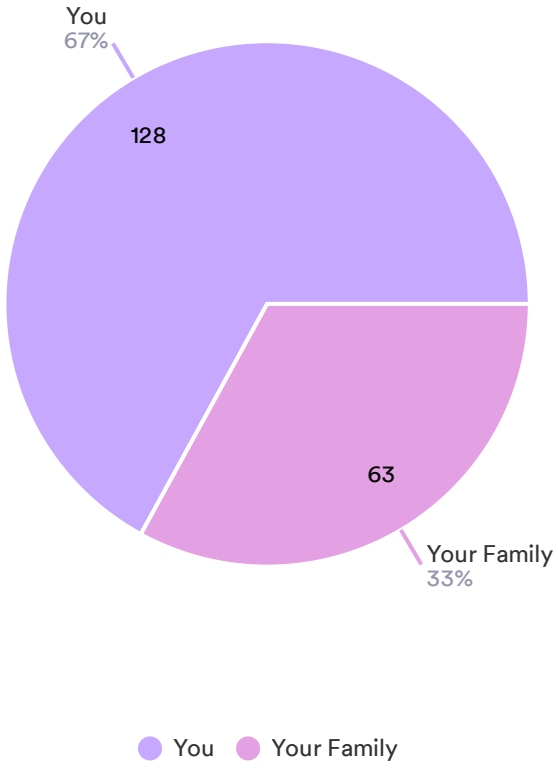
126 Responses- 356 Empty



Brookings Area Transportation Plan – Public Travel Survey

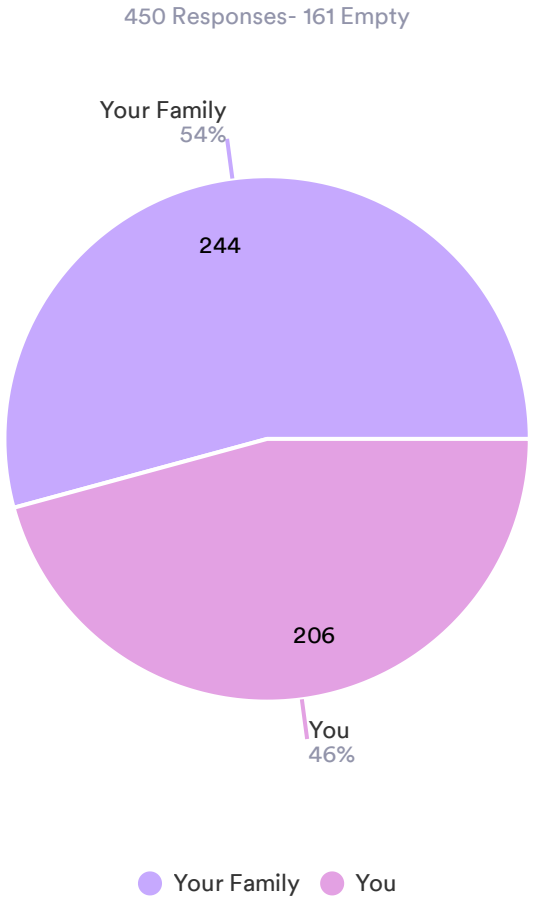
Enthused and Confident - willing to bicycle on a street if I/we can be in a bicycle lane.

191 Responses- 313 Empty



Brookings Area Transportation Plan – Public Travel Survey

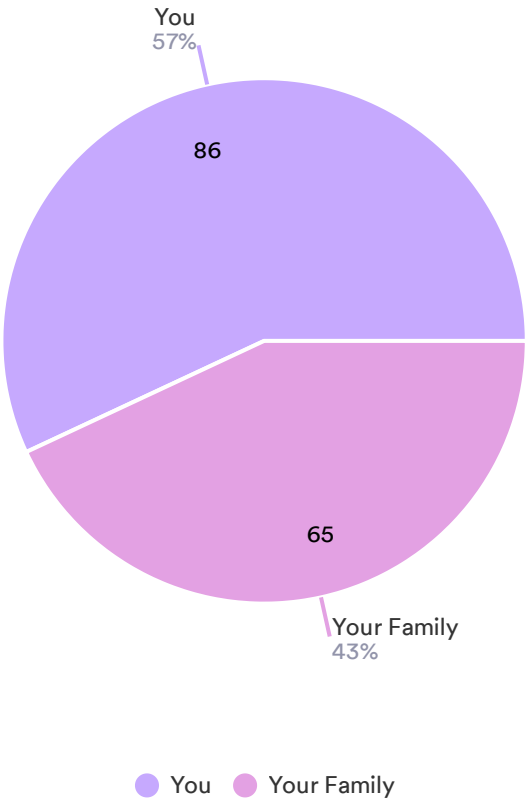
Interested but Concerned - willing to bicycle if I/we can use a route separated from motorized traffic, such as a paved shared-use path.



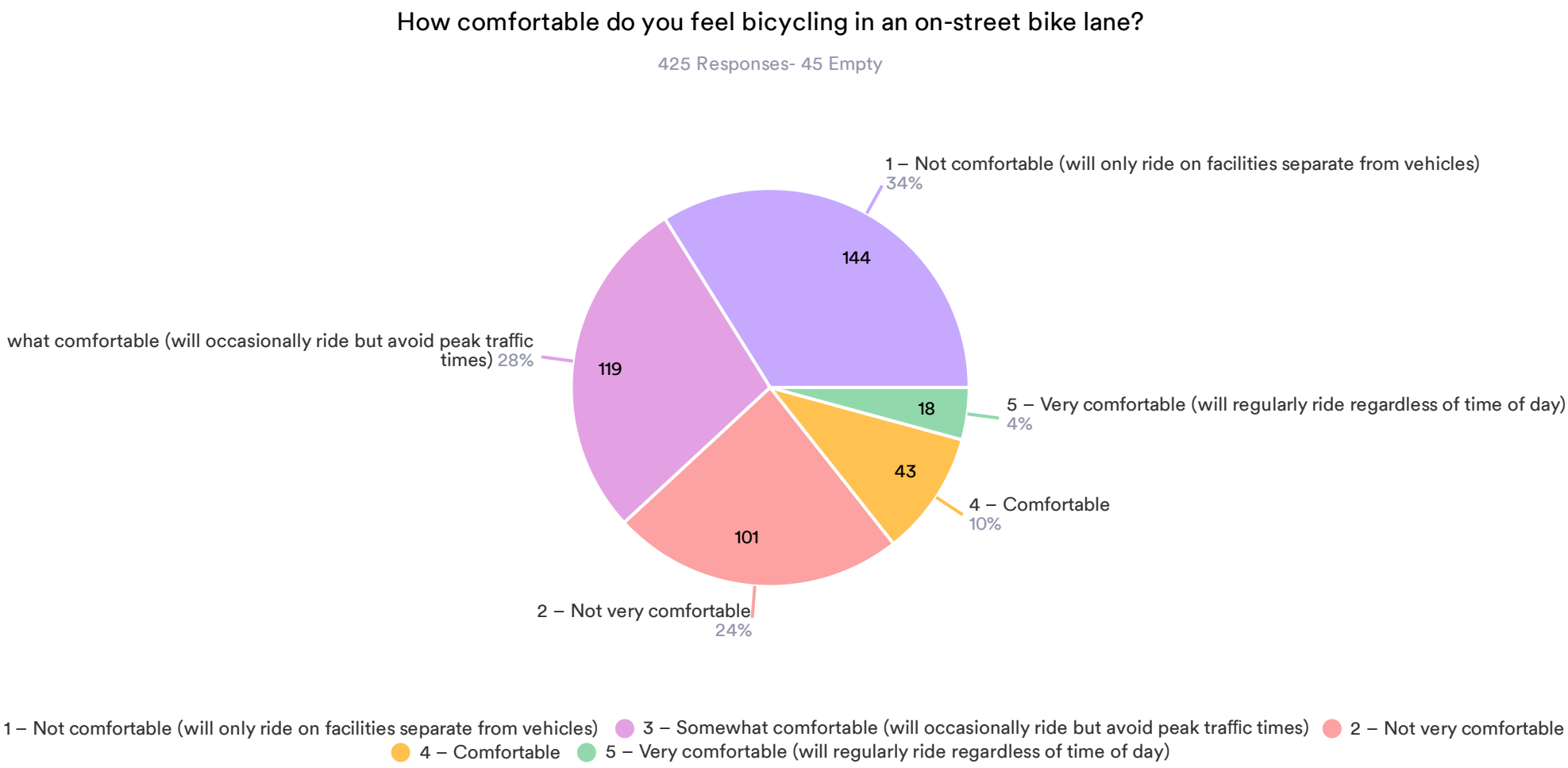
Brookings Area Transportation Plan – Public Travel Survey

No Way, No How - not interested in bicycling.

151 Responses- 361 Empty



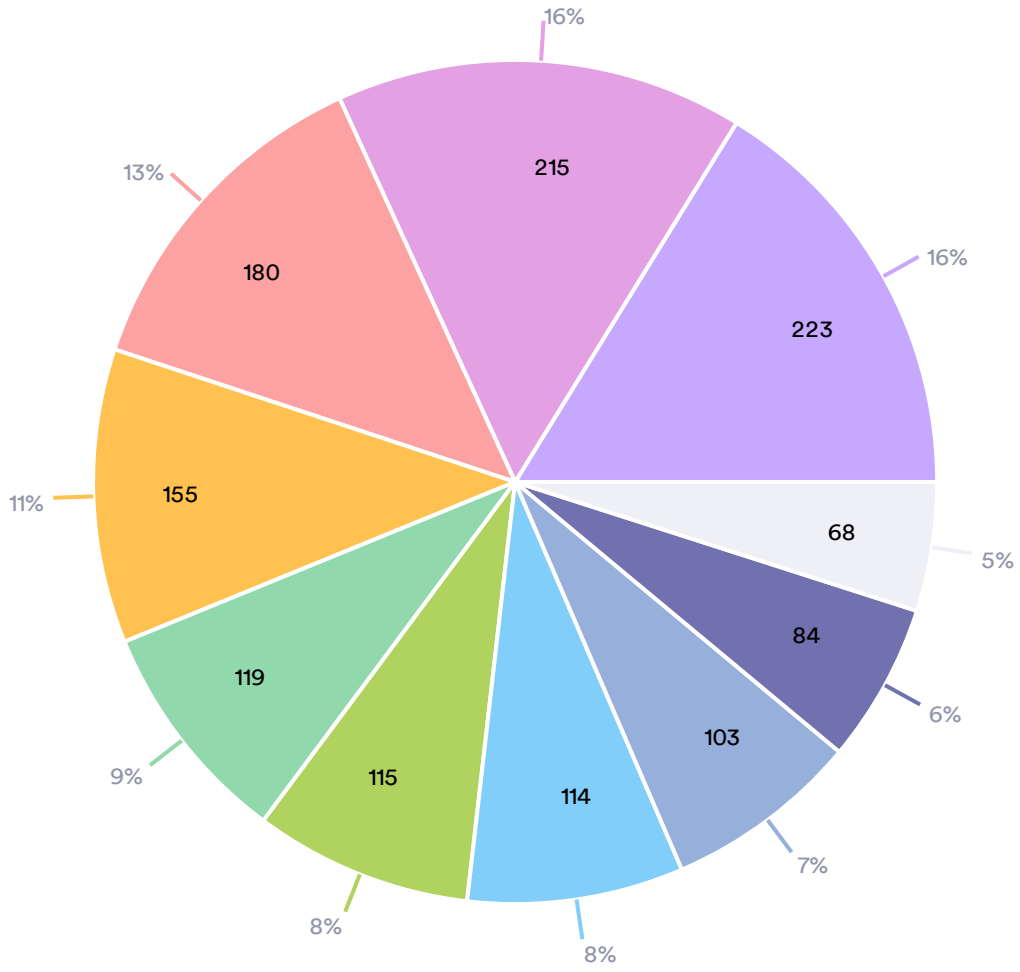
Brookings Area Transportation Plan – Public Travel Survey



Brookings Area Transportation Plan – Public Travel Survey

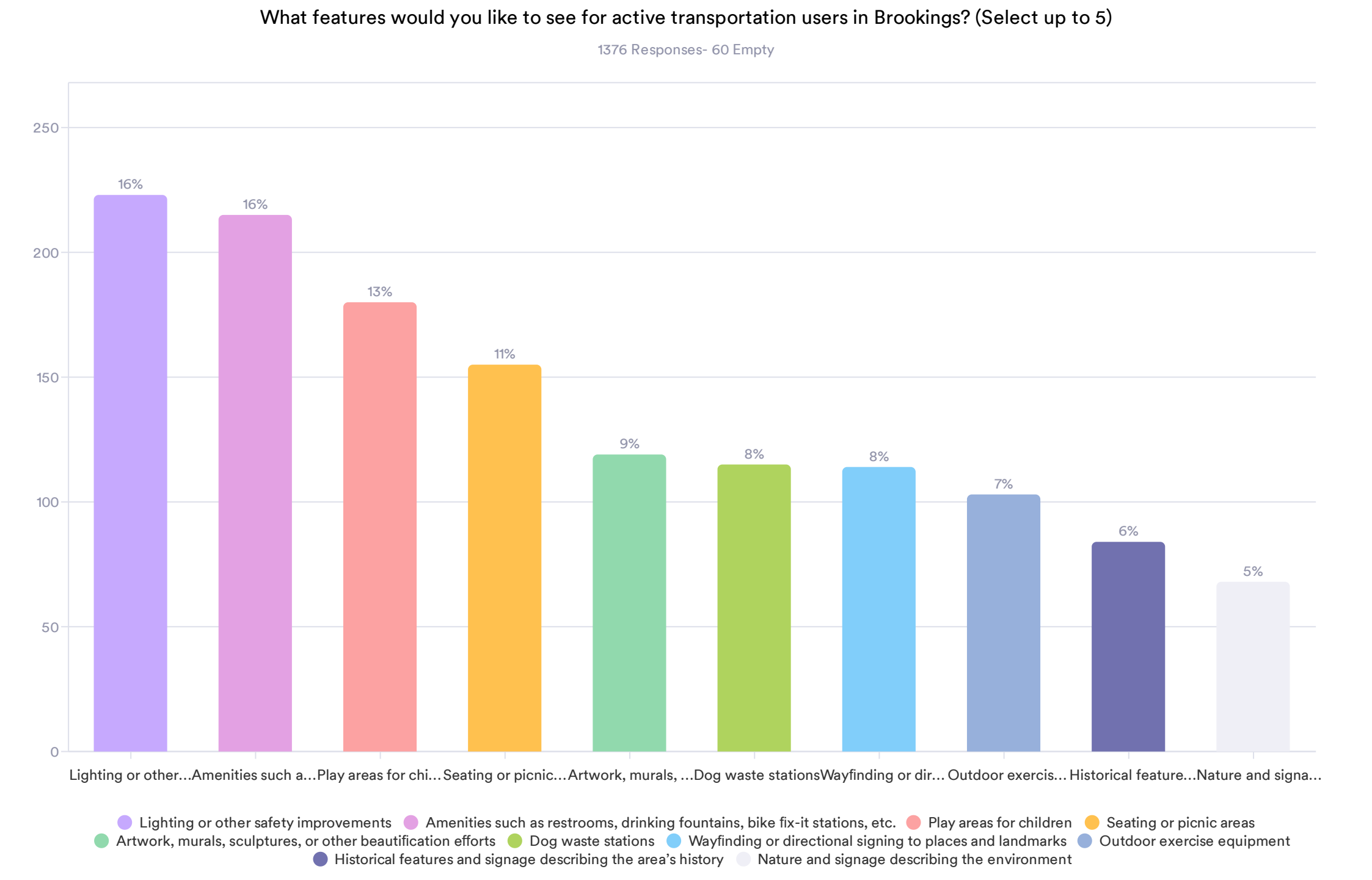
What features would you like to see for active transportation users in Brookings? (Select up to 5)

1376 Responses- 60 Empty



Lighting or other safety improvements
Amenities such as restrooms, drinking fountains, bike fix-it stations, etc.
Play areas for children
Seating or picnic areas
Artwork, murals, sculptures, or other beautification efforts
Dog waste stations
Wayfinding or directional signing to places and landmarks
Outdoor exercise equipment
Historical features and signage describing the area's history
Nature and signage describing the environment

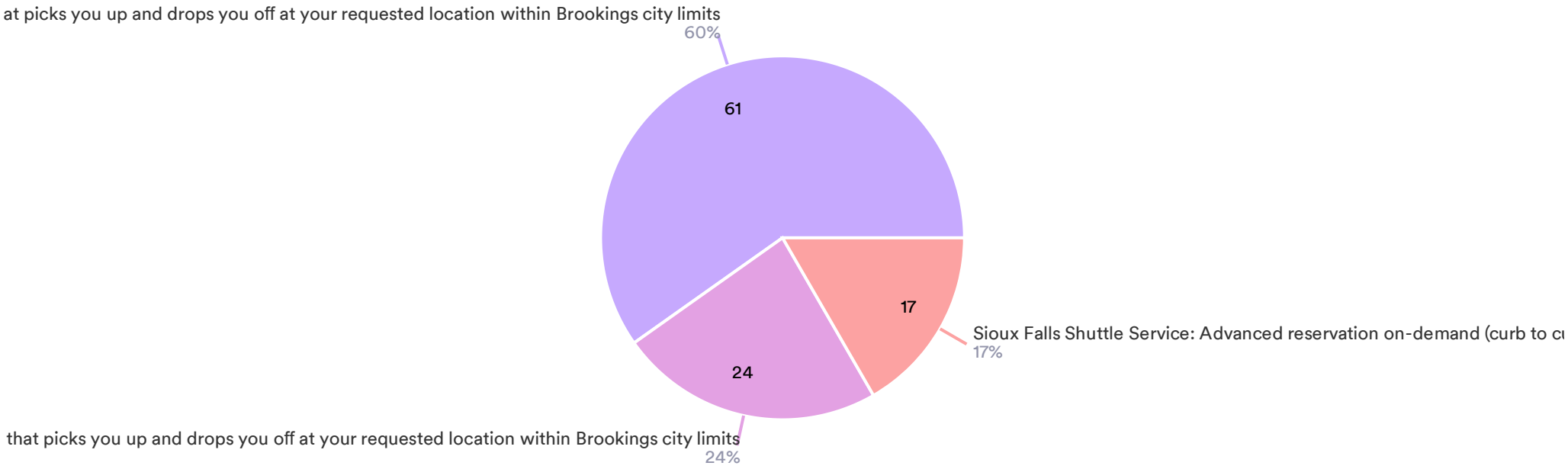
Brookings Area Transportation Plan – Public Travel Survey



Brookings Area Transportation Plan – Public Travel Survey

Do you utilize any of the following Brookings Area Transit Authority (BATA) transportation services? (Select all that apply)

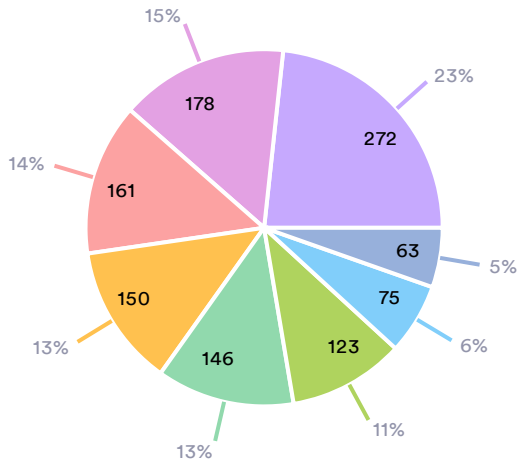
102 Responses- 394 Empty



Brookings Area Transportation Plan – Public Travel Survey

What goals or characteristics of the area's transportation system should the Transportation Plan focus on? (Select up to 3)

1168 Responses- 30 Empty



SAFETY: Reducing the risk of harm to users of Brookings's transportation system (cars, bikes, and pedestrians)

EFFICIENCY AND RELIABILITY: Providing for the efficient and reliable movement of people, services, and goods, and efficient circulation of traffic in developments and near schools.

MAINTAINENCE: Effectively manage and preserve the existing transportation with the goal in keeping it in a state of good repair.

BICYCLE AND PEDESTRIAN CONNECTIONS: Providing enhanced infrastructure and connections for pedestrians and bicyclists. These investments could include more trails and sidepat...ACCESSIBILITY: Connecting people to goods and services as well as providing choices for different modes of transportation (car, bike, bus, etc.)

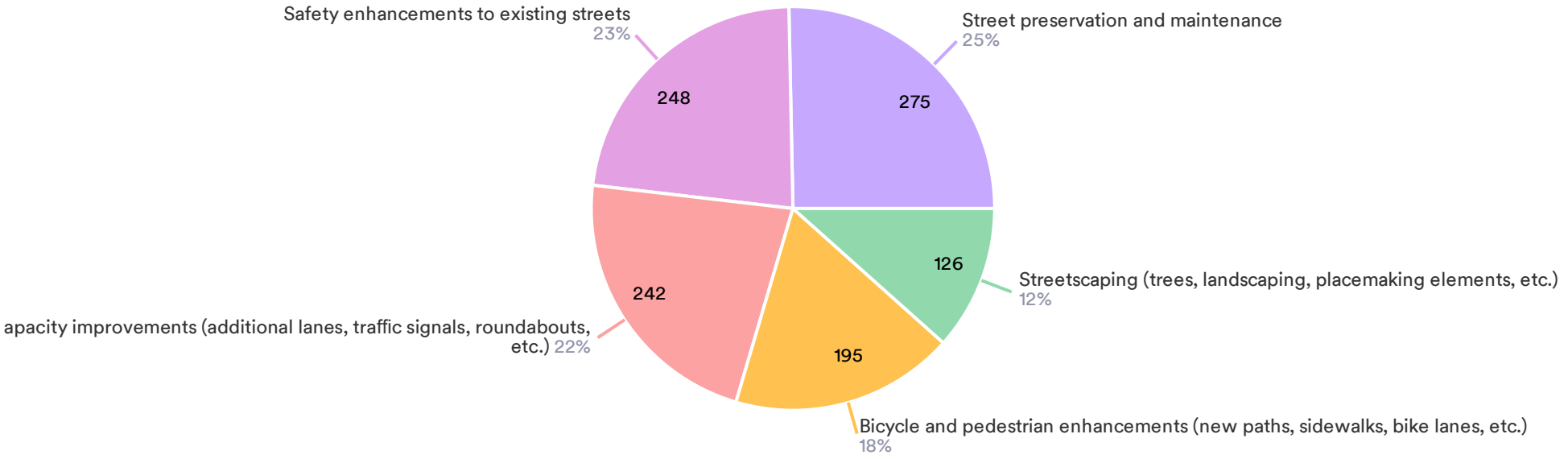
ECONOMIC: Focusing on transportation as a means of supporting and promoting the economic vitality of the Brookings area. Connecting people with jobs, shopping, and schools

PLACEMAKING: Integrating the transportation system with land use to provide transportation facilities that fit in with their surrounding neighborhoods and development. Creating well-...RESILIENCY: Creating a transportation system that is adaptable and providing service when significant impactful events occur

Brookings Area Transportation Plan – Public Travel Survey

What do you believe are the top budget priorities for transportation improvements in Brookings? (Select up to 3)

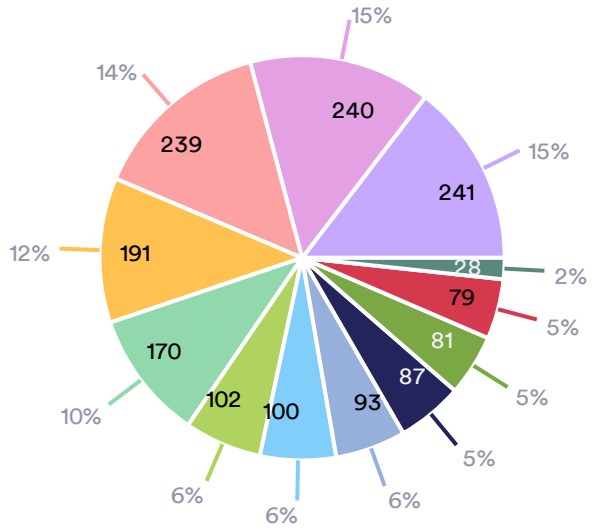
1086 Responses- 24 Empty



Brookings Area Transportation Plan – Public Travel Survey

Which issues below do you believe are most important and should be addressed in the Brookings Area Transportation Plan? (Select up to 5)

1651 Responses- 26 Empty

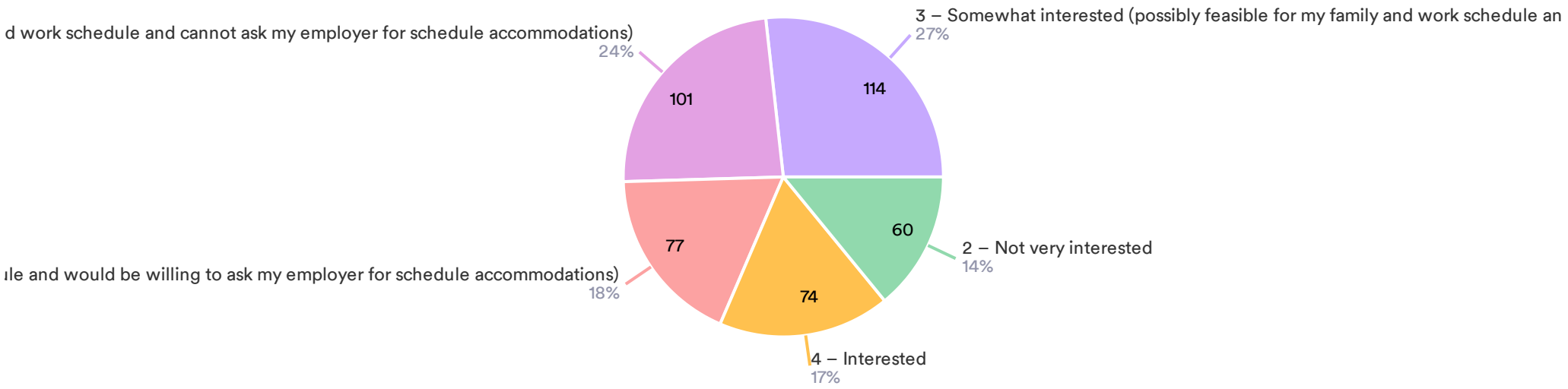


Improving vehicle traffic flow near schools
Ease of travelling to work, school, shopping, and recreational areas in Brookings
Improving traffic flow on area streets during rush hour
Improving weather response such as plowing snow
Improving the physical condition of roadways and sidewalks
Lack of safe crossings (no marked crosswalks or pedestrian signals)
Improving connectivity of existing biking facilities within Brookings
Too much traffic, dangerous drivers
Expand connectivity of biking facilities between Brookings, Aurora, Volga, and other surrounding communities
Improving public (transit) transportation options
Improving the availability of new transportation options like bike sharing, ridesharing (Lyft, Uber, etc.), and electric scooters
Reducing traffic blockages and noise from existing rail crossings

Brookings Area Transportation Plan – Public Travel Survey

Would you be interested in staggering school drop-off and pick-up times throughout Brookings to reduce congestion and delay during peak arrival and dismissal traffic times?

426 Responses- 44 Empty



Brookings Area Transportation Plan – Public Travel Survey

Overall, what is the is the most important transportation issue for the Brookings area that needs to be addressed?

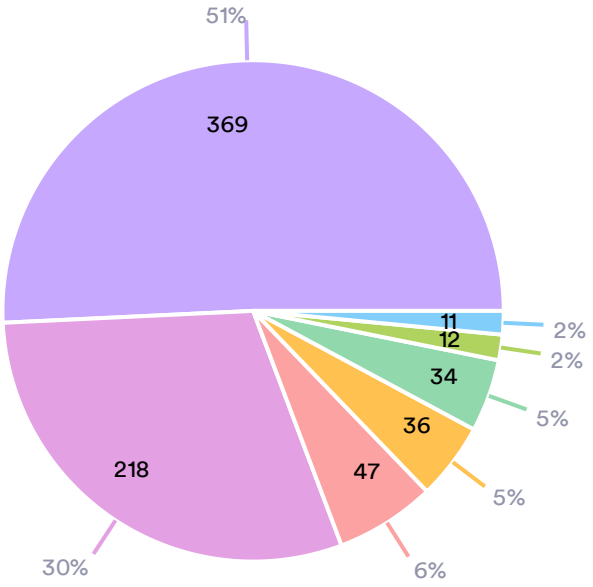
196 Responses- 274 Empty

Data	Responses
I really would like to see recreation trails extend to Volga and Aurora, etc. I'd love to go for a bike ride out to them, Sanderson Gardens, etc without having to worry about cars zipping by me at 65+ mph.	1
Very limited options if you need a ride at the spur of the moment. School traffic congestion. Healthy food access on the west side of town.	1
Traffic concerns around schools. Specifically Middle school. Public turns 17th Ave into 2 lanes of traffic. People turn left out of middle school holding up traffic in parking lot which then stops traffic on 12th St. I Always have kids use sidewalk while on bike or scooters for safety reasons.	1
Walkability of Brookings, including zoning restrictions that restrict grocery stores to the east side of Brookings. 6th street is also a hard and scary crossing, slowing down traffic, adding mediums, and adding vegetation (trees) that allow for comfortable human scale edges.	1
Legislation and city ordinances need to clearly outline regulations for LONGBOADERS. Skateboarding and longboarding have starkly different utility. Local police have harassed me because they do not understand the difference between the two mediums. I suggest including longboarders in the biking regulations, as they reach similar speeds. Longboarding is more of a commuting and cruising platform Skateboarding is more of a sport/ trick platform	1
Currently, stop lights crossing 6th St are very long if I'm on a bike. I assume they get triggered by car presence, but as a bike rider I've sat there for long periods (3-5 Minutes). No free or affordable shuttle/bus service connecting SDSU and downtown.	1
Improving the existing roads	1

Brookings Area Transportation Plan – Public Travel Survey

Do you...? (Select all that apply, applicable to household)

727 Responses- 3 Empty

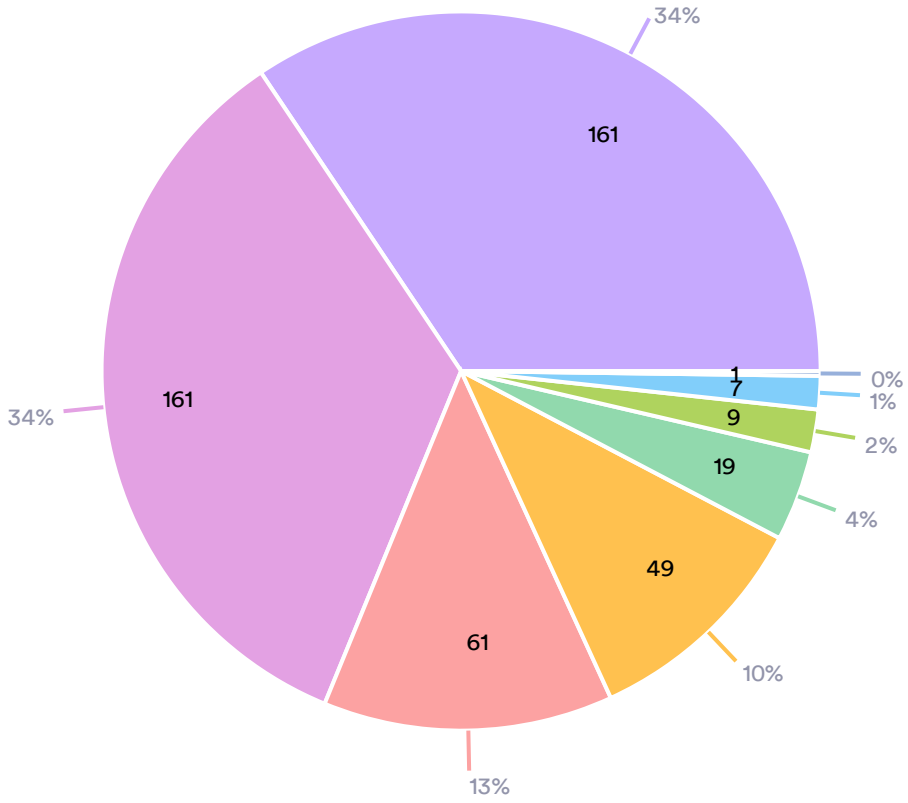


Live in Brookings
Work/attend school in Brookings
Live in a rural area (including a rural subdivision) surrounding Brookings
Work/attend school at home
Live in Aurora or Volga
Live in Arlington, Bruce, Elkton, or White
Work/attend school outside of Brookings (Aurora, Arlington, Bruce, Elkton, Volga, or White etc.)

Brookings Area Transportation Plan – Public Travel Survey

What is your age?

468 Responses- 2 Empty



Thank You!

Brookings Area Transportation Plan – Public Travel Survey

Appendix E: Travel Survey Question 6 and 20 Responses

Question 6: Are there any specific locations that you would like to suggest safety improvements for?

Medary & 20th (roundabout), 17th & 20th (ped controlled crosswalk), Medary & 15th (4-way stop or round about and crosswalk); more crosswalks by middle school
17 Ave from 20th St to 6th St
6th street NEEDS easier travel for those not in vehicles. Also consider that bikers are protecting parked cars from traffic.
South Portion of the City, Near the soccer complex
Lights/ sidewalks and a road on western ave s as traffic drives fast day and night on that road and kids are having to walk from school on the road. At night it's very hard to see people out walking.
Re-painting crosswalks on Medary north of 6th St, paint bright or different colors?
A wider right turn lane 12th st onto 17th s. Pedestrian crossing lights or signs across medary (from15th). Crosswalk from christine to camelot
20th street from main until 22nd ave. Paint crosswalks and finish sidewalks.
No roundabouts!!! They are horrible!!!!
More cross walks on 17th ave n 12th street by middle school.
Lack of sidewalk along north side of 20th St S near Medary, need a turn signal for the E/W traffic at 20th St S and Main (school traffic)
The 17th Ave and 12th street intersection is the worst in the city and is so congested. There should be a wider area for turning lanes at every direction.
Entrance on the west side of dakota prairie on larkspur ridge drive....put in a flashing light for children crossing/pedestrians with white lines on road
Historic Site, sidewalks are very uneven and unstable and corners of some blocks are not handicap accessible
20th street south pedestrian crossing from half moon road to larkspur ridge drive. Traffic coming east can't see over the hill to where the children cross the street on their way to and from school.
20th and south main needs a light with a left turn signal and also needs to be widened.
4way stop at 15st s and 17ave s for school kids crossing
Crossing 6th street as a pedestrian is always difficult even at stop lights and crosswalks. Sidewalks on main and 22nd are too close to the road and there are too many driveways crossing the sidewalk for pedestrian safety.
Turn signal on stop light for 20th st s and main Ave s so vehicles can turn off 20th on to main to get to dakota prairie without getting so backed up
The intersection of 6th street and western avenue is dangerous, especially when you're turning east.
Western Avenue and 6th Street is very dangerous to turn at. Western Ave needs sidewalks extended north
The pedestrian crossing on the north side of Medary & Orchard, and the driveway into the north parking lot of the middle school.
stop signs in historic brookings!!!
22nd Ave, 6th St. Main to 22nd Ave.
More lighting on Circle Drive. Light by intersection of Western and 6th Street.

Along 20th st, the sidewalks end next to the fishback soccer park, shortly before the 20th and Medary intersection. This seems like a missed opportunity to connect to the existing bike trail alongside Medary, and pedestrians are currently forced to walk on the shoulder to get to connect to the path, or take a very long detour through the soccer park parking lot to reach the path. A single sidewalk connection would do a great deal. Additionally, there is a space for a crosswalk on 20th between Medary and Christine Ave, that is not marked with paint or signage. Many children and families cross here to get to the soccer park, and cars seldom stop because the crossing is unmarked. Some paint and signs would be a cheap and easy fix.
Western Ave and 6th St - marked pedestrian crossing and possibly signal
In front of the middle school specifically but all k-12 schools also
Intersection of Main and 3rd is completely ridiculous now. No one knows what to do. Pedestrians come and hit the button, and then walk confusedly after looking around and trying to figure out why all the cars are stopped. Absolute madness to make one and only one intersection in our town fundamentally different from all of the rest.
There are actually areas where speed limits should be increased for safety reasons.
Intersection of 17th ave and 12th st needs separate left turn lane and same for 8th st and elm ave
Road maintenance - 22nd Ave south of Orchard Dr.
Crossing Medary ave , by 4th & 5th
Corner by Scooters
6th Street and Main avenue
12th ST & 22nd Ave needs traffic lights. Bicycle lanes on busy streets need barriers.
Crossing 6th st
A crosswalk between mcrory and walmart, and a continued sidewalk across from greek row
Crosswalks that go across 8th St S by the high school with no lights to alert cars to kids wanting to cross the street
Medery and 3rd St should be a roundabout. The long lines that are building up are completely unnecessary.
20th st needs to be a four lane from main all the way to 22nd. There needs to be stop signs added on medary and fifteenth. I think even a set of lights that are only on during the school year. That is a very dangerous crossing for children.
More proactive and extended operations of snow removal.
8th st south desperately needs to be a 5 lane and 20th st south should be as well with the overpass
Sidewalk on western Ave north of 8th St for pedestrian traffic, A roundabout for the intersection of western & 6th St.
Medary Avenue north of 6th Street where there is campus traffic. Traffic on 22nd Ave has also become heavy and drivers less cautious.
17th & 6th (horrible for left turns), old McCrory entrance & 6th (by fire station, horrible for left turns)
MORE CROSSINGS OVER THE TRAIN TRACKS, 17TH AVENUE IS VERY BUSY AND A NARROW ROAD
Everywhere. Also need to stop parking on both sides of the street. Streets are too narrow.

12th Street South/22nd Ave
The part of Medary Avenue that runs through South Dakota State University need more lights. Students in black coats are crossing in the crosswalks, but they are very hard to see.
Around all the schools and sdsu
Medary Ave. north of 6th and 6th Street
Pedestrian crossings on Medary ave through SDSU campus. TOO MANY and all are VERY POORLY illuminated, cars and people coming from every direction. Very poor design.
8th St and Main. The bobcat equipment blocks site of oncoming traffic from the south. Require them to backup their equipment, so we don't have to blindly enter oncoming traffic.
6th St. & 22nd Ave.
The intesection of 6th Street (HWY14) and Western Avenue is the scariest intersection in town.
SDSU campus for sure
Downtown difficult to see folks at crossings
Western Ave (Norh)sidewalks, 8th Street South/Main intersection, roundabout on Western Ave and 6th street intersection
22nd ave between 6th st and orchard
12th St S and 17th Ave, Orchard and 17th Ave, 16th Ave and 6th St
NA
The stop sign on 14th Ave and 6th street is a very dangerous intersection due to traffic turning onto campus, into Starbucks, or driving through town. There needs to be a safer way for vehicles to turn left onto 6th street from 14th Ave.
Snow removal from roads
Downtown, 6th Ave, 22nd, 8th St, 6th and 14 bypass near bowling alley.
17th Ave - extreme dips in the road
20th Street South and Medary
Medary Ave South and 20th St South
6th street and Western Ave intersection
6th and 22nd ave
Right turn lanes into HyVee on 22nd Ave
12th and Christine is a very dangerous intersection
pedestrian walkway to cross 8th St South from Elm Ave (High School)
Many of the 4-way stops on busier roads get way too congested.
I know it’s a major undertaking, but roundabouts can help so much! There are many areas that could benefit 20th & Main, 29th & 22nd, 22nd&6th
Medary and 6th street
6th street and 32nd Ave. At times waiting to turn on or go across hwy14 can be very long when little traffic moving through intersection.
Medary Avenue really needs to be widened all the way, it is far too narrow, Brookings growth has outpaced Medary's ability to channel traffic safely. As a main artery of the city, it needs strong consideration to be widened for traffic flow and safety
Medary Ave needs more crosswalks especially from 6th ST to 8th ST S, not just on 3rd and 5th

Medary Ave needs to be replaced..!
The width of roads on some of the main roads is still not great in areas. The vision on projects seems to be mediocre (example - when doing the 20th St. S and 22nd Ave intersection for the overpass, the road was blocked off for months and it left a small 4 block area of narrowed road. Why did we not remedy that at the same time. Do NOT get me started on what a cluster of ineptitude that actual intersection turned into. Project planning of any vision would have helped that. It is sad to think of the money wasted when things had to be re-done due to poor planning.
On highway 14 through town adding a median for peds
#1 I'm sorry but the 20th street South and 22nd Avenue south intersection is an absolute and unequivocal embarrassment to Civil Engineering. How did we screw up putting in a nice, new intersection and make it too narrow where there's no turning lane and vehicles can hit the stop light poles? There's also plenty of risk of wider turning vehicles slamming into stopped cars in other lanes as they turn. #2 For additional safety, how about we use Snow Emergencies to make sure the streets are able to be fully cleared? It's dangerous to have so many pockets of snow out there and then have it get tramped down to make ice. #3 Actually run snow plows when there's >~2 inches of snow and do in a way that minimizes the amount of traffic that drives on the snow turning our roads into ice rinks. Do it on at least the primary and secondary roads, trying to get to the tertiary roads when possible.
Turning left onto 22nd avenue, the intersection of 6th street and western avenue
Some of the lanes are'nt lined up 100% through intersections (like 6th street through 6th and Medary), and not all vehicles are aware of this, leading to close calls
Going on south main toward the FIT it is completely dark. There needs to be lighting going a little further out. It is near impossible to find corners or see anyone.
Keep traffic flowing by minimizing bikes on roads, we have many bike paths.
The intersection of 22nd Ave S and 20th St S needs lots of help.
The 4 way stop at 17th Ave S is not necessary. This intersection causes issues with how many people are turning. There are more outlets out of that area now and it seems unnecessary and hinders traffic flow.
The corner of 8th st s and 17th Ave is terrible with no turning lanes. Add a round about there and you will save us parents of middle schoolers time and anxiety. The crosswalk at Medary Ave and 15th st is not well identified. My kids walk home from Camelot and people do not stop. That is a busy intersection now.
Medary Avenue and other side streets
intersections near the high school
A stop light at 20th St S and 17th Ave S.
Intersection of 8th st south and main needs looking in to. When traveling west on 8th, coming up to main, difficult to see the northbound main traffic due to the bob cat dealers equipment, that curb seems to be too big.
Middle school
Around all k-12 schools, aurora corner on hwy 14,
Some green lights for turning left are only long enough to allow 2 cars through at time, extend them a little bit!!
School zones and main routes to schools

South main, 22nd Ave S need more stop lights. Too much street parking on Cumberland Ct. Rapid Valley, Sun Valley plows can't get up and down! Streets too narrow lots of street lights need maintenance. Manhole covers stick up in street that could cause damage to car tires
Areas near the middle school and access to 6th street
4 way stop on 15th s south and Christine Ave
Reduce the speed through Downtown on Main to 10 mph.
Would like to see a traffic light controlled pedestrian crossing from B&G Club to the Teen Club, Traffic light at 22nd Ave and 12th St. S., and a bike path behind the Teen Club to Torrey Pines/Moriarty neighborhood (there is already a foot path there)
1. Remove right-turn lanes at intersections, such as Medary/3rd Street. Left-turn are okay, right-turn dedicated lanes are completely unnecessary in most cases, and they widen intersections unnecessarily for our kids on foot. 2. Replace 3rd/Main with stop sign. That is a place for pedestrian safety first, not vehicle traffic through-put. 3. Wherever possible suggest to add 'chokers' or intersection bumpouts for crossing only driving lanes, not crossing on-street parking lanes on foot. 24' between curb walls.
6th & Western going south
please please please fill in the dips in the road. at least just a little bit. i have to slow down to literally 5mph to avoid scraping the underside of my car.
Corner of 6th and 17th, there are zero safe crossing options for children and college students!
22nd Ave by Scooters
Lighting in all neighbors is horrible since the new lights/bulbs were installed. That mixed with the overgrowth of many boulevard trees makes even walking/driving at night dangerous. It's ridiculous that right across the street from Hillcrest there are no sidewalks. I'm aware that was an agreement with Dale Larson years ago, but he hasn't lived there in decades. Red light running is out of control on 6th Street. Also, 6th & 12th light should be adjusted during school months/hours so college students don't have to stand in rain, snow, cold for so long. Button should trigger more quickly for them to cross. 17th in front of Hillcrest really took a beating from construction trucks. I hope they plan to repair that in 2025!
15th street south & Main, Medary & 15th street south during school busy times 745am-815am 3pm-4pm
There are many 4way stops in Brookings that I think could be improved by turning into a roundabout. Crossing 22nd Ave. in Brookings when walking can be challenging.
17/faculty drive-6th st light. Also reducing speeding on faculty drive
I would like to see, ride share drop off parking spaces out side the bars, not parking just drop off so they don't have to stop in middle of road to drop off passengers
All streets need improvement for tractor trailer acess... semis move the world , but not in brookings because there is not one intersection that is semi friendly...
More and better bike path(s)!
Intersection of 17th and 6th, 3rd and Medary, pedestrian crossing/SDSU traffic on 6th by McDonalds, Main and 3rd/Front intersection

6th street and western ave needs a traffic signal tough to pick up east bound traffic in bigger vehicles. It's a busy intersection, a long intersection for north south traffic. Lots of near misses and some serious accidents. People struggle to figure out whose turn it is to proceed. East bound traffic is supposed to be slowing, south bound on western it's tough to pick out eastbound traffic because of the angle, westbound isn't great either because drivers are often times exceeding limit to get out of town faster.
6th street
20th st and 22nd ave
8th and Main intersection has poor visibility
There is no way to trigger a signal change on a bike without leaving the road and hitting the pedestrian button. This is not safe or how a bike should travel.
Downtown. There is an abundance of jaywalking at all hours of the day.
20th st S and Main intersection: turn off flashing signal at 5:45am as there is lots of traffic from b.well and light should be changing red/green at that time
8th St s
6th St and 12th Ave light needs to be fixed. I drive the Rabbit Ride bus for BATA, and with 30-60 people on the bus and if I'm going 30, and that light turns red when nobody is even there waiting, it is a major safety issue. Some of these dips need to be fixed.
The major intersections along Medary Ave. could all be roundabouts. Also, could we please pave Medary Ave. south of the soccer complex?
Around the middle school (taking a left on to 17th) and 15th/Mustang Pass and Main
6th St/22nd Ave needs a No U-Turn sign, Orchard Dr/22nd Ave may need left turn arrows added to lights
Bikes are the biggest problem, either a dedicated path or sidewalks. They should not be on the roads because 90% of them can't even use the dedicated bike lane or follow traffic rules. And no more round abouts.
Near high school & 8th street S
Improved snow maintenance in the winter, what they do now is not effective and the roads are too slippery
3rd/Main and 6th St/22nd Ave. Intersections
I would like to see the flashing red arrows turned to yellow at the intersections overnight. I go to the gym at 4:45 in the morning and the flashing red creates a lot of confusion for cross traffic. Multiple times I have almost hit some/ almost been hit because of confusion on who has the right of way.
too many unmarked intersections in residential areas. Put up some stop signs!
Aggressive driving (especially red light running) happens everywhere :(
17th St by Middle School
8th st s and main ave - when westbound and turning R, equipment obstructs view of N bound traffic
Medary intersection between the elementary and high school.
The bumpouts downtown at the intersection of Main and 3rd could go. Turning traffic really holds things up. Those updated walking signals are worthless.
8th St South and Parkway-needs a median
Complete sidewalks along 20th street from Main to 17th.

Timberline Addition > stop signs to control driver speeds or Speed Signs/Traps.
Turning lanes at traffic lights. Actually teach people how to ride bikes legally. New traffic signals and better street lighting. The new LED street lights are garbage, they only shine down.
Long wait time at stop light of corner 17th St. and 6th St.
Medary and 5th St. South ...When high school lets out, the students speed to the intersection. We need cross guards after school at this intersection to maintain the safety of our Medary Elementary children as they cross the road with the aggressive high school drivers.
There are a lot of issues with buses turning at certain stop lights due to them needing to swing wide on right turns
Intersection of western and 6th st
Intersection of 22nd Ave and Eastbrook Dr
The intersection of 17th ave. and 12th st. near the middle school could use some improvement. There is a lot of traffic and no left turn lanes during the morning and afternoon pick-up/drop off. Additionally there is significant pedestrian traffic at this time as kids try to get to or leave school.
- More lighting on the crosswalks on Medary Avenue between 8th St and N Campus Drive. - For HyVee on 22nd Ave, widen the driveways even if that means combining into one driveway. - improve road between the new 130 interchange and Aurora
20th and Medary Intersection
A safer way to bike Medary, between 8th St S and 6th St—hard to cross 6th to get to Campus
I would like to see safe biking lane options to MMS and BHS.
4th st & 11th Ave
17th street- i would love to see a separate bike and pedestrian path. Also, how can we promote fewer cars and more walking, biking, and carpooling options. Traffic is bad because of all of the vehicles. My kids prefer to ride bikes to school, but i don't feel 17th is very safe. People speed, are distracted drivers, and block driveways. I would also like to see some pedestrian crossing signs on 3rd street. My child crosses 3rd street to get to Hillcrest, and cars rarely stop for her to cross. Another area that is an issue is 17th and 8th. Traffic is frequently backed up there. When traveling south on 17th there are often cars turning east onto 8th, but without the turn signal we often sit through 3-4 light cycles for the one car to turn. This is one if the most dangerous intersections in town
It is difficult for pedestrians to cross Medary ave.
Need to add turn signals on 20th and main ave. Also increase time to turn at intersections like 6th and 22nd, 6th and 17th ave
8th St S, Main St, Medary Ave
Create a bike path running parallel to 17th street that allows for students to safely travel to schools.
Middle school area at 12th St S and 17th Ave S. Intersection at 8th st s and 17th ave s. And at the high school at 8th st s and elm
Prohibit street parking on 17th avenue. With increased housing in the south and schools adjacent to 17th avenue, traffic has increased. Prohibit street parking south of 6th street to 12th street south.

17th Ave From 15th street intersection all the way down to 24th street. The road is so uneven(wavy/ bouncy
32 nd ave south west of main is terrible. Pave western ave south, south to 44th st s.
8th St S and 17th Ave. Also - crosswalks and turn lanes should be painted every year. Every single year.
20th and Main. Middle school area
resurface 17th, from 8th to 20th.
3rd Ave lighting 6th and main stop light horrible timing. Dips on streets horrible rough roads
Medary and 20th st.
School zones. i.e. Camelot has none to cross in front of the shool.
Better control around the schools. I have wittness multiple times of people turning at the intersection 12th ST and 17th Ave when student have been crossing having the right away and almost be hit by vehicles not paying attention or are in to much of a hurry to wait for them to reach the other side.
Main Ave close to FIT is awful at night and needs lighting in the street
Children crossing the road from Mickelson to the Boys and Girls club. Children run out in traffic to cross along the entire road. Update crosswalks between elementary club and teen center for safer crossing for staff and children. Thank you!
It would be nice to have a crosswalk (even a temporary one during track season) from the HS track over to the tball fields west of the track. The HS does utilize that field for track meets and practice and it is ver dangerous due to people not allowing students to cross. That section of Medary should also be a school zone so traffic is slowed down through that area. The second place would be the addition of a bike path or shoulder to 32nd st going up to River Ridge. There have been multiple times that students have been riding bike to get to or from the bike path by the FIT center and it is very dangerous due to the position of the sun and the slight hill going up to River Ridge. I have almost been hit and I have seen kids on bikes almost get hit. The road itself is in ROUGH shape and it is not a safe place for kids. We are fortunate to have the awesome bike path for those kids to take to town but it is NOT safe for them to get to it from that area.
8th street and Christine near the bus barn. Single turning lane for Christine and high school. No signs for shared lane
It is difficult for pedestrials to cross Medary Ave between 6th St and 8th St S. Drivers do not seem to know that pedestrians have the right of way, at intersections, even when crosswalks are not marked.
As a school bus driver the 2 biggest issues I face are the vast majority of intersections are to small to allow a long bus to make a right hand turn and people do NOT stop behind the stop lines making an already difficult and dangerous turn impossible.
The corner of 8th St S and Elm Ave, next to BHS. Turning lanes and a stoplight would be very helpful at certain times of day. The proximity to the Christine Ave intersection is also somewhat concerning as I frequently see children crossing there. Another trouble area is west 8th St S and the intersection with Western Ave. There is no sidewalk and many joggers, bicycles, and children.
On South larkspur add a cross walk to the walking path to the school right next to Helen Cir. Add a cross walk on Blue Bell as it crossed South main. Add speed bumps on larkspur. School traffic races down that road in the morning

17th and orchard
20th st & 17th ave
Stoplight on the corner of 17th and 20th instead of a 4 way stop (Kwik Star traffic is heavy)…sidewalk the full length of 20th, specifically by the Depot (many kids ride bikes and walk to get snacks and they have to walk on the road)
Improved snow removal on city streets during winter month.
20th Street South & Larkspur Avenue
Areas of new development with high volume of families with younger children that walk or ride a bike to school. I.E. Dakota Prairie Elementary area east and west of Main Ave S. Extend duration of left turn signal from I29 Northbound Exit onto HWY 14
20th St S and south main
12th st south by MMS and 17th st by MMS North parking lot what a mess
Intersection of 17th Avenue South and 12th Street South (Middle School!!) as well as the intersection of 17th Avenue South and 20th Street South.
Get the bicycles off the roads. It's so dangerous.
Yes- would love a sidewalk to connect on 20th by the soccer field so children can safely cross and the sidewalk doesn't end. Would also love for Medary & 15th to have a 4 way stop for children crossing to go to Camelot school.
12th street between middle school and Medary road. Parkway and 8th safer for pedestrian and kids to cross street. Mustang pass and main stop light to cross.
crosswalks at all school zones and better traffic management near all school zones during peak hours

Question 12: Overall, what is the most important transportation issue for the Brookings area that needs to be addressed?

Very limited options if you need a ride at the spur of the moment. School traffic congestion. Healthy food access on the west side of town.
Traffic concerns around schools. Specifically Middle school. Public turns 17th Ave into 2 lanes of traffic. People turn left out of middle school holding up traffic in parking lot which then stops traffic on 12th St. I Always have kids use sidewalk while on bike or scooters for safety reasons.
Walkability of Brookings, including zoning restrictions that restrict grocery stores to the east side of Brookings. 6th street is also a hard and scary crossing, slowing down traffic, adding mediums, and adding vegetation (trees) that allow for comfortable human scale edges.
Legislation and city ordinances need to clearly outline regulations for LONGBOADERS. Skateboarding and longboarding have starkly different utility. Local police have harassed me because they do not understand the difference between the two mediums. I suggest including longboarders in the biking regulations, as they reach similar speeds. Longboarding is more of a commuting and cruising platform Skateboarding is more of a sport/ trick platform
Currently, stop lights crossing 6th St are very long if I'm on a bike. I assume they get triggered by car presence, but as a bike rider I've sat there for long periods (3-5 Minutes). No free or affordable shuttle/bus service connecting SDSU and downtown.
Improving the existing roads
Busy streets around schools. Crosswalks need to be repainted.
Our lighting is horrible! Ever since we went to LED the neighborhoods are too dark. Our cul-de-sac kids used to be able to play basketball, etc., at night and when the bulbs changed they lost that ability. If it's scary to walk anywhere in Brookings after 6pm.
heavy traffic flow by school in mornings and evenings/ snowplowing needs to be more often
More busses for town kids.
Lighting
School traffic flow and safety, particularly things like turn signals on major routes; bike/walking trails
Less congestion and improved traffic flow in certain areas.
Not enough other options of transportation other than Bata bus or taxi services
Improve bicycle accessibility
A turn signal from 20th st (driving west) heading south on main street. Specifically around school start times.
More bulk pickup of school kids all over town would help a lot with rush hour and traffic flow. The town may have to help with school pick and drop off more.
Bicycle and pedestrian accessibility. Sidewalks and trails are not always available and don't connect. Sidewalks are not designed for bicycles. Many roads are too busy and have no shoulder or capacity to safely handle a bicyclist amongst car traffic (ex. Main)
Walkability and biking access. Especially on the west side of town. Need more trails.
School dropoffs. I would like to see more in-town bussing opportunities to reduce the number of personal vehicle congestion.

PARKING for one on the side streets. There are cars parked all over, across from each other etc and there is NO room for fire, ambulance or other emergency vehicles to get thru. Streets are too old to allow parking on both sides of the streets, especially in the older additions. Also, people parking in front of mail boxes blocking the mail carrier to deliver mail. Excessive speed and people playing on their phones. Local law enforcement are not giving enough tickets. I want to be a traffic cop! I could give many many tickets everyday for not properly stopping, make a right turn on red without stopping, running red lights, people speeding, especially on 6th St., 22nd Ave and 8th St. S. I also understand that law enforcement can't be everywhere all the time and there are not enough of the officers to do the patrolling.
difficultly crossing major roads for pedestrians
Support BATA. My child uses BATA 5 days a week for school. Also when I need to go to Sioux Falls sometimes I use BATA instead of my own car because it's more efficient than putting wear and rear on my car.
Maintenance and adding bike paths.
I feel that drivers generally do not stop for pedestrians unless crosswalks are marked. Marking existing crosswalks with additional paint / signs would help a great deal.
Making walking, biking, and public transportation easy, safe, and preferred. More emphasis on healthy, sustainable, and accessible means of transportation. Granted, I am from a more urban area but it surprises me how many people I know will drive for what I consider to be walkable or bikeable distances (and then drive to the gym!). More community education on safety for both bicyclists and motorists, include education on bicycle turn signals which many bicyclists do not seem to use and most motorists do not seem to understand Also, it seems like many community members, especially international students at SDSU, would benefit from increased public transportation options.
Intersections are to small and narrow for large vehicles PAVE MEDARY AVE AND WESTERN AVE ALREADY!!!
There are very few issues and we do not need anything remotely like a lot of the very specific bike stuff this survey is trying to get us to endorse. You should have answers like "not at all important" or "not needed" or "other - write in." I would have answered these questions much differently but none of your options reflect my opinions. One issue we do have is idiot drivers: people do not use 4 way stops and roundabouts effectively and I never see anyone get pulled over for left turns into the right lane and that sort of thing. Maybe the cops could enforce the no bikes on sidewalk laws downtown? City Gov: maintain our streets and associated infrastructure. Don't try to be fancy and do a bunch of unnecessary expensive bike lane things that will inconvenience drivers for the sake of like 10 dedicated bicyclists!
City planning and traffic flow management for future developments to steer traffic away from exists high-traffic centers allowing for improvements

Middle school intersection Brookings high school elm ave Rush hour peak traffic Separate left turn lanes
Bike pathways are not connected well or in good shape. It would be nice to have long distance options to go as family that are safe.
making more transportation options, bicycling, public transit, available and easy to use.
Not leaving heavy snow at the end of driveways.
As I college student I think pedestrian oriented transportation is the most important issue that needs to be addressed
Connection between downtown and sdsu campus
It relies too much on cars
Safer crosswalks for kids walking to school. Updated speed limits on main roads in town.
More roundabouts
20th street needs to be expanded to four lanes. With the new interchange the traffic gets very backed up. Especially at school drop off or pick up times at the depot corner. The line can almost back up to 7th ave south sometimes.
Well maintained roads in all seasons, fall/winter (snow/ice) and spring/summer (resurfacing/road repair)
The main issue is the lack of growth on main roads ie 8th street south and 20th st south. 8th street should have been a 5 lane road 5-10 years ago with all the traffic, schools and commuters.
The biggest issue that I deal with on a regular basis is the intersection of Western Ave and 6th Street. This intersection is a skewed intersection appears to be at the limit of the 60 degree max allowable angle from the AASHTO Green Book. This intersection would be an ideal candidate for a roundabout. Not only would it reduce the issue of improper sight distance for the incoming traffic from the north (on western) but it would reduce the oncoming traffic speed from eastbound Hwy 14 into town. I always see a police car posted up by La Cortia food trailer waiting for speeders to come through. If a roundabout was implemented there the speeds would be reduced to the appropriate in town speed and less serious accidents would occur at this location.
Traffic in Brookings seems to have increased significantly over the years and in addition, there also appears to be an increase in carelessness among drivers in terms of speed, passing, turning, etc. Driving near the high school during morning and after school is particularly dangerous because of dangerous drivers. Thus, overall, safety and courteous flow of traffic at all times is important. Examples of conditions that promote such behavior include the lack of traffic control. For example, the intersection of 8th Street South and Parkway Boulevard is very dangerous during rush hour. A stop light or three-way stop sign or some other means is necessary before someone gets hurt. Similarly, Christine Ave has also become busy at certain hours. There is only a stop sign on 10th St So for turning on to Christine. I have seen close calls there as well.
Construction detours are an issue, turning signals not appropriate for the amount of traffic, speeding on neighborhood streets, road rage, dangerous teenage driving
Improving flow in smaller intersections
There is 6 crossings across the tracks in Brookings. There needs to be more with Medary and 17th being a cluster

Driving at night is terrible. The striping on the streets needs to be upgraded with better product or spend the money and do it more often. . .the lines are impossible. 6th street and 22nd is practically a guessing game. Also, the timing of the lights on 6th street and Sunrise Ridge Road; turning north off 6th. . .gotta be right on the ball to get 2 1/2 vehicles through the light.
i think every year we need to be more planful to ensure we have all our lanes painted well and not 'worn' as we go into winter... night driving can be really dangerous without good markings and it seems like every year this is an issue.
Mixed transportation utilization.
Road Maintenance and Weather Response(Brookings LOVES the Solar Method-let it melt). :-(
The section of 20th street / 214th street between Brookings and Aurora should be paved. This would reduce the number of accidents caused by people turning left onto highway 14 into Brookings due to the alternate route, could shorten travel time for going to work, shopping, emergency services and reduce traffic past the ethanol plant.
Same old issue, what does Brookings have against 5 lane streets (or more), especially on the East-West corridors? Had 20th St S torn up for two years only to leave it at a shortsighted 3 lane with a stupid chokepoint at intersection with Medary Ave. Traffic is terrible on it, and on 8th St S since you castrated it. Also, we need an actual bypass, West side bypass would be very efficient (going to south side) and the North side bypass is a complete joke, ought to be a divided 5+ lane to deal with truck traffic, vehicle traffic, access issues aplenty, and a horrible overpass over the interstate there with no visibility and tons of large, slow moving traffic there. It should not take 15-20 minutes to drive from Campus to home on South side every day in Brookings. One more specific issue, the curb that bites everyone by Dairy Queen on 22nd Ave is inexcusable, dangerous, and embarrassing. Looks like they had Kindergarten engineers design that. FIX IT!
Proper signage at intersections. Better lit 3rd Ave
Expand existing Recreational Trail to go thru downtown Brookings and SDSU campus. Have it connect to form a loop around the city. Please!
The intersection at 6th Street (Hwy 14) and Western Avenue is terrifying to cross and really needs a stop light as the angle of the roads makes visibility awful. The second most awful intersection is on Main Street South at the "S-curves" which has an equally bad visibility angle, but there is generally less traffic there, so it is #2 on my list.
Addressing the extremely poorly designed new intersection of 20th Street South and 22nd Avenue. This intersection should have been built to meet the current needs and future needs and was NOT. The 4 lanes needs to be extended south through the intersection, all radii need to be larger to accommodate trucks turning and a number of utilities need to be moved. Retaining Wall in NE quadrant should also be eliminated and dirtwork blended to match. Currently this intersection is terrible due to these items and the traffic signal setup and timings are awful. 22nd Avenue from 6th Street North should be widened also. There really needs to be a buffer between the sidewalk and the street on 22nd Avenue in its entirety as it is too busy a Street to have pedestrians right up against the lanes of travel.
Large expense of Bus transit, poor road conditions, bikes not having a place to be and not having them obey the rules.
We have lots of international students / visitors and many guests at SDSU. We need to have a more frequent and affordable connection between Sioux Falls (including the airport) for visitors or for our students.

Need streets plowed more often
1. Street widening. The conversion of primary homes to income properties on heavy traffic roads (17th Ave for example) has led to more street parking, driveways full of cars, and overall congestion. This isn't likely to change as primary home construction continues on the edges of town. 2. Traffic flow to concentrated areas. As Brookings grows west and southwest, is there an opportunity for new roads that create better traffic flow to the main areas of town. That would be dope.
Affordable transportation for those without means of getting to where they need to go.
Winter maintenance needs to be improved. I came from Lower Brule Reservation that had two plows for plow removal. Roads expanded from lower Brule almost to Fort Pierre. The snow removal was much better. For emergency personnel, such as law enforcement, fire departments, and individuals in healthcare in certain circumstances have no choice but to be on the roads on certain times. There are times when the snow plows could be out clearing the road ways but are not. Love Brookings, but hate that Brookings is known for their horrible snow maintenance.
My primary concern is whether there are plans to pave 20th St from the new interchange all the way east to Aurora. Currently getting to Hy-Vee for example requires a U-shaped route, either going north and getting stuck behind large grain trucks before making a left at a notoriously dangerous intersection onto Highway 14, or going far out of the way south to the old interchange to avoid all that. I'm sure paving a straight 3 mile stretch of road is more expensive than one would expect, but I'm hoping others have also expressed enough interest in this for your consideration. Thank you
Put the traffic lights back on the Main and 3rd, Main and 4th plus Children's Museum crossing on 5th street…
Fix pot holes and keep them plowed and I am happy. Maybe removing dead animals off the highway quicker; I don't like getting guts all over my car going to town.
I think the most important issue that needs to be addressed is ensuring that the transportation needs of our region continues to grow with the area.
Improving weather response such as plowing snow
Keep the expenses to a minimum. Focus on good roads and availability of public transit.
Timing of traffic signals in the morning on 6th street could be improved to facilitate better traffic flows. Currently motorists are forced to stop at just about every stoplight. this increases frustration and speed in between each light in an effort to beat the signal before it turns red. a more coordinated timing sequence to allow the majority of traffic to flow through a greater distance would be welcome.
Connection from Aurora to Brookings via 20th street.
Collect data on peak times of usage on the main flow streets and determine possible options for diverting traffic to other pathways by improving side streets. When does traffic flow the most east to west and north to south? What side streets can be improved that flow to other key areas of town?As far as roundabouts go I would start with how to best accommodate cargo truck traffic as this is a better option for them concerning the flow of traffic and being able safely access main routes in town. The roundabouts have to be large enough to handle semi-trucks and trailers. Smaller roundabouts would be next. A good example to look at for large trucks would be on HWY 59/60 in Worthington, MN leading north into town on the east side.

Traffic flow during rush hours due to school and workday ends. The intersection of 22nd Ave S and 20th St S needs to be wider or bigger to accommodate the rush traffic flow and occasional semi truck that struggle to make the turn and potentially collide with smaller vehicles. More bike paths across/in town would be great for bikes and electric wheeled small transport.
Have 15th St S. go through to 22nd Ave S., finish the plan for this roadway.
Traffic during events - Hobo Day, SDSU games/events, Concerts, Arts Festival, even rush hour. (Spending more funds on bike improvements isn't responsible spending - they can only be used a few months a year.)
This is may be beyond the scope of this survey, but I think Highway 14 into Brookings from the East should be 4 lanes. Marshall MN is half the population of Brookings but they have a 4-lane road into the city but we do not. Having that extra lane would be helpful when truck/semi traffic is heavy and they often go very slow because they are hauling heavy loads.
Making what we currently have safer for all modes of transportation.
Every park or green space should have a dog waste drop off, even in winter.
Capacity
Ongoing maintenance of our infrastructure.
There needs to be better public transportation. BATA is so so on a good day. Roundabouts need to be installed where traffic flow is highest, 6th & 22nd, 8th & Main, etc
My biggest annoyance when biking is the crosswalk buttons being placed right in the middle of the sidewalk. It makes riding super awkward while crossing. I would love to see less access for vehicles in the downtown area in order to increase the walkability. (raised walkways to force reduced speeds, car size limits for main street parking) I'm very excited about the changes to the intersection by Kool Beans making it more friendly for pedestrians.
too many running red lights
One major issue is drivers pushing the limits on lights, going across when green for intersecting lanes. Longer yellows at the major intersections like 6th and 22nd. The flashing yellow arrows are a logical addition and positive to traffic flow, ability to do u turns also helps on east side of I-29. Encouraging more bicycle use by safety is a positive for Brookings.
Medary Avenue really needs to be widened all the way, it is far too narrow, Brookings growth has outpaced Medary's ability to channel traffic safely. As a main artery of the city, it needs strong consideration to be widened for traffic flow and safety
Increasing the amount of safe or marked crossing signs, similar to how the SDSU campus has it
Chronically bad streets, like the dips on 17th Ave S. Traffic flow during the morning commute and school drop off; as well as for large events at the University or Swiftel Center (or whatever it is called now).
Medary Ave in the SDSU campus area is in poor condition ..12th st south is in poor condition…

Safer sidewalks stoplight timers...and honestly the city has missed out on some great roundabout opportunities instead of stoplights. widening main roads Overall vision for what the city layout will look like - we, as a city, tend to look at it more utilitarian. Slap something in that will work for now but not necessarily planning on growth. Then it's hard to adjust in the future.
Safe biking options. Brookings is a small town and they should be supporting more biking options as it's one of the best ways to get around town. Just last year a little girl died because of unsafe bike routes.
Get the intersection at 20th Street South and 22nd Avenue south "right". Some improvements have been made but that's been a band-aid and the intersection is still not what it should be. There's only going to be more traffic going through that intersection as Brookings grows South.
water valves that are elevated on sidewalks. major tripping hazard, as I have tripped many times. that would be my biggest concern. A nice to have would be maps on the walking/biking paths and better connecting points to the nature park to the city.
Road maintenance tends to cause issues with my vehicle needing tire repair occasionally. First instance that comes to mind is directly on the new overpass south of town, big tar bump that bottomed out my fender. The widening of 22nd was necessary, and traffic during school months getting to work is usually out of control. Unfortunately, when 22nd is closed annually is right when schools are starting and congest the roads in town tremendously. I would say overall road maintenance in Brookings is well maintained, there are just a few certain areas that need work, and take forever seemingly to get resolved. One other oversight is turning right onto Main Ave from driving East on 8th St. South. intersection, it is very difficult to see past the corner companies' machinery to look for oncoming traffic, there must be some sort of light timing solution, or just asking them to move some of their equipment for public safety.
Making communities that encourage people to walk or bike vs driving everywhere.
Streetscaping/maintenance. I hope that we continue to have better and safer traffic flow but regardless of what we have, we must maintain it very well and have it looking nice (trees, green space, etc) because that is what can really make a place special.
Too many people have moved in recently, overwhelming current street infrastructure. Businesses either need to be spread out/moved to the South part of town, or roads need to be reworked
Near the middle school, it is impossible to get through. There is so much congestion need left turn lanes to turn onto 17th ave from 12th as well as lanes to turn into the school
Must keep traffic flowing, need to minimize slow drivers, turning causing blockage in flow, pedestrians & bikes holding up traffic flow. More and more vehicles on roads need to move traffic efficiently.
Western Ave South needs to be paved from Trail Ridge Road to 44th St S.
The congestion around the middle school is the worst. Needs more crosswalks to get to the teen center on 8th st s as well.
I think they are doing a good job. I ride bike almost every day, quite often going out in the country to Volga or Aurora and would like to see either bike trails or like paths to take these lanes safely.
Follow traffic signs. Stop tailgating people. Drive road conditions appropriately. Be mindful of other cars around you.
Speed,no Turing lane

Flow of traffic during school drop-off/pick-up, rush hour and SDSU athletic events is horrible and I go out of my way to avoid being in Brookings as much as possible during these times. I've actually opted to not attend events because of this issue and the lack of improving it over the past few years.
Tons of uneven roads/pot holes, and both our family cars have had our windshields damaged from small debris/stones flying up, replacing a windshield is not a cheap fix. Also snow plowing is almost non existent!!
Reliability. Such as a dedicated public transportation system. I.e. A busing system that has regular routes and times. Our city continues to grow and it is time transportation meets that growth. There are people that are without vehicles, such as college students, people that can't afford the ridiculously high price of BATA, and people without regular access to a ride. In order for continued growth, we need transportation for those without.
Transportation on evenings and weekends and day before and after holidays & on holidays! BATA does not offer this service for people to attend events after hours events or on weekends/holidays. We need a transportation system that is more accommodating to all residents
I came on here to advocate leaving Camelot as it is today. Making an additional elementary will not improve anything. Students benefit more from being separated as 4th and 5th graders and learning more responsibilities away from K-3. It prepares them well for middle school. I've had three kids go through the school district and all say that Camelot was their favorite for various reasons.
A way to have transportation from Brookings to surrounding towns. A lot of people live on the outskirts of Brookings and it would be nice if people had a way to travel to Brookings if they don't have a car/transportation.
We need to create a system that prioritizes people over cars. Be creative there are so many successful plans available from communities all over the world. Areas that should be looked at are Western Avenue and 6th Street could be a great roundabout. Orchard/ 2nd Street S and Medary Avenue is another odd intersection. Reducing speeds on Main Avenue through Downtown. Orchard and 17th Ave is another four ways stop that doesn't flow correctly for East/ West Traffic due to the turning lanes added on 17th Ave. It is difficult to know who turn it is to go with so much happening on the Nouth South roads
I have a strong concern for international students at SDSU. I would love to see a dedicated bus route that runs down Medary, along the southern side of campus, up past Walmart, and back around to Medary. This would allow international students to have access to Walmart during colder days, particularly during winter break. Running the route downtown may also be helpful. During my time at another university I was able to take advantage of a bus route that ran every 15 minutes past the most popular off campus housing area, past a large parking lot, past a grocery store, through downtown, and then through campus. The bus route was accessible to everyone at a small cost but free for students with a scan of their ID card. It reduced overall traffic in town significantly. It also reduced reliance on the few parking spaces near campus which is a concern I hear from students on a regular basis. I strongly believe that this would benefit students and the community as a whole.
More pedestrian and bike friendly
Weather response, lighting, and previously mentioned safety concerns

School drop off. Pamphlet stating quick drop off of children to improve flow, and no loitering taking up space while others need to get in and drop off children as well. Better thought when designing these schools for flow of dropping kids off...almost need an walk over pass into parking lot for an additional safe way to by pass the drop area and increase the flow of traffic and children. People think the have to wait till they are as close as possible to the entrance to let their kid out. This slows traffic and backs everything up as well...Kids can walk an extra little way further their legs won't fail them...it can get ridiculous..
Safety of children who live near schools to walk to said school. Empowering parents (like me) who want their kids to be able to walk to school but are hesitant for safety reasons. Finally prioritizing children above car through-put and fire dept radii / wide intersections. I want to see a future which emulates a distant past in which kids can be kids outside. It starts with transportation planning and priorities.
Conditions and snow removal
more reliable, cheaper, and easier access to public transportation. i don't want to have to pay a fortune or wait an hour for a ride to work if the weather is bad.
Main roads are busy with frequent traffic stops. Makes it hard to get across town.
We need new leadership at the City. It seems Paul is more interested in personal gain and acknowledgment than the city as a whole. There is so much waste and there has been a great deal of turnover. The council should address this if the City is to move forward! PLEASE!
Lighting. We want to feel safe to walk in the mornings and evenings either it's dark, but do not feel safe doing so. Also scary as a driver wondering who might pop out at intersections that we can see due to poor lighting.
I'm interested in replacing many of the 4way stops in Brookings with roundabouts, or at least a study on if that makes sense.
The lack of turning lanes & turning arrows, especially on faculty drive/17 Ave. - 6th st. Also something needs to be done to lessen the speeding on faculty drive. The street plowing during & after snow storms is horrible. The streets are to dangerous to drive on, especially the side streets.
School traffic and ride share drivers
Making city streets accessible for the people that are going to be doing the work on the city streets.... .semis...possibly semi trucks that can not make right hand corners in half of this town...
My kids use BATA the most. It would be nice to have a same day option with BATA. Have an app like LYFT, enter destination and it gives a time estimate to choose. Shows where bus is located.
Painted lines and markings in the street do not last very long and are always hard to see. Poor wayfinding and north/South connections.
Traffic signal at western ave & 6th street More lanes on 8th street south between main & 22nd Widen 8th street south west of western to 16th ave south Widen western Avenue & 2nd street south from Bypass to main ave Put in turning lane on bypass for eastbound traffic at western ave intersection Widen 22nd Ave from 6th street to bypass All way stop at 10th street & 25th Ave
School busses for in-town students!

Brookings Street Department can learn to remove snow and ice effectively and efficiently.
Flow of traffic by campus in the amount of vehicles and pedestrian crossings make travel flow very slow.
More public transportation options.
Connectivity between smaller communities and Brookings. These roads are poorly maintained and reduce the ease of traveling into Brookings for necessary activities.
The biggest transportation issue is that 6th st and 12th ave light. As with it being ridiculous, turning red for absolutely no reason. Bicycles need to stay off the road during rush hours for their safety. Would be nice to see more motorcycle awareness things around town.
Th stop sign at the intersection of 3rd st and Medary causes a ton of traffic backup. Sometimes the traffic in the morning is backed up to the train tracks. The stop sign seems unnecessary as there isn't a ton of traffic turning from that street. Removing would enhance traffic flow greatly.
With the staggered start, we'd need more details to determine if that would work well. It probably would be helpful for parents with kids at multiple schools, b/c then they wouldn't all need to be getting to their locations at the same time. But it depends on how staggered the times are. And what benefits there would be. Would that mean we could resume bussing? Would it just be to handle traffic better? Honestly, for most people, this won't even change anything, b/c they need to get to work when they need to get there, so they drop their kids off at a time that works for them, regardless of when the day technically starts. Honestly, if we had roundabouts along Medary -- especially Medary & 8th St. (right by campus) and then Medary & 5th St. S (I think? Right by Hillcrest) that would be terrific. Also, we really shouldn't have 4-way stops where there are turn lanes (in various places across town); they are just accidents waiting to happen. People don't follow normal 4-way stop rules anyway, so when there are people in the turn lanes it just becomes a mess when there are a few people in the intersection. And then if there's a pedestrian too, forget it! The whole thing is a mess. Also, there are literally some intersections with two-way traffic in both directions that do not have any stop signs! That is really unsafe. At least have stop signs for one direction that say "cross traffic does not stop" or something. Also, you all do a great job with the resources you have. I hope you get some constructive and helpful feedback from this survey (and not just complaints). Keep up the good work!
Parents dropping kids off in front of school at the stop sign at Medary elementary and stalling traffic.
Paving western between summit and 20th Street south
We don't need to spend a bunch of money on roundabouts and need to get bikers off the roads. If you can't maintain the speed limit, get off the road. Spend money on fixing the roads we have like 17th street and many others. And plowing streets sooner than 6 hours after the last snow flake lands.
Congestion and school safety during start/end times since there is no bus drop-off after school in city limits.
The cost of tokens for the bata bus especially for fixed income families. It's far to expensive especially when your on a fixed income and your only vehicle is broken down and you have kids to get to school

Lack of busing kids to and from school. I have school aged children who are old enough to be home alone, however, unless I leave work to bring the home, they have no way to get home as we live too far for them to walk. This is a major problem for a school district/town the size of Brookings to no have in town busing for children to get both to and from school. I think this would solve the traffic issue in town. If my children could ride a bus, I would be for staggered start if that was needed to make this happen
Safety at night.
the implementation of a comprehensive and accessible bus system for students within our city's limits. It is my belief that transportation is a fundamental aspect of a student's ability to succeed, and ensuring that all children have access to safe, reliable, and affordable transportation to and from school should be a priority for our school system.The benefits of a bus system extend far beyond convenience. For many families, especially those with working parents or those living in areas with limited access to public transportation, providing a safe and efficient way for students to get to school is crucial. Without reliable transportation, students may face barriers to consistent attendance, which directly impacts their education and future success.In addition, the environmental benefits of a well-organized school bus system should not be overlooked. A school bus system can reduce traffic congestion, lower carbon emissions, and promote a more sustainable community. By choosing school buses over individual car rides, we are not only ensuring that more students can attend school but also making a positive impact on our city's environment.From a safety perspective, buses offer a secure and structured mode of transportation. School buses are specifically designed to protect children and are operated by trained drivers, reducing the risks associated with alternative means of transportation, such as walking along busy streets or riding with unlicensed drivers.I also believe that a bus system can provide students with the opportunity to build a sense of community and responsibility. Riding the bus allows students to interact with their peers and fosters a sense of connection to their school and neighborhood.As a community, it is essential that we invest in our children's education and well-being by ensuring that transportation is not a barrier to learning. I urge you to consider the importance of providing a reliable and accessible bus system for students living within our city limits. It is an investment in our children's future and in the future of our community as a whole.
Safety in and around school drop off/pick up times could be better addressed with officers and school staff physically guiding traffic and encouraging movement at the drop off locations. Officers just parking menacingly to discourage speeding isn't enough. Actually address the turning issues around the middle school, watch for people on their phones, help kids cross the street. Be present physically, don't just sit in your cars (officers) or send out letters about drop off etiquette (schools).
Bad drivers! In order: red light running (happens daily), lack of blinkers, aggressive driving (tailgating etc)
Better ways for non-automobile traffic and pedestrian traffic. Also a desire should be to have a car free downtown.
We can either continue down this dangerous and destructive path of increasing vehicle access, and become a car-dependent hellscape like so many American cities, or we can improve alternative means of transit, such as having actual regularly scheduled busses, improved biking infrastructure, walkable neighborhoods outside of the immediate downtown core. We should concern ourselves not with making Brookings a great city for cars, but making it a great city for PEOPLE.
8th and 20th need to be widened.

Bussing/Transportation to school for those children within city limits.
Speedy Drivers, safe crossings for pedestrians.
Traffic issues at peak times. Need mores streets that cross the railroad tracks. Major congestion at certain times. Poor street lights, LED ones are terrible. Traffic control around schools. Especially high school, student drivers do not obey traffic laws at all.
Traffic congestion at school pickup times.
Bikes need to observe traffic lawsMany roads have the man hole covers right in the driving laneMain Street should be a one way
Pot holes
Schools need bus system
1. improved road from interchange 130 to Aurora. 2. improved public transportation 3. maintenance of existing roads
School traffic at drop off and pick up.
We need safe biking options for families to all schools and SDSU.
The area around Mickelson school, it's so congested and kids are walking amongst traffic
When the majority of working parents have an 8AM-5PM schedule and schools all start at the same time, it creates an extreme amount of congestion, and everyone is trying to get from point A to point B at once. This creates safety issues for pedestrians. I live in the Parkway Blvd neighborhood and gaining access to 8th St S in the morning is extremely difficult. I would love to see a staggered school schedule implemented, but would not be in favor of a school time that starts before 8AM (Exp: 8:05, 8:15, 8:25, etc.).
Snow plow more often
road maintenance
Allowing citizens transportation options. Move away from expensive, wasteful car dependence and infrastructure.
Having 3 main schools in an area-high school middle school, and camelot. That intersection of 17th ave s and 12th st s is terrible. And getting out of the main middle school parking lot, not allowing people to turn left is terrible. I don't have to go left to get to my next destination and if I go right, i face the congestion at the 8th st s and 17th ave s intersection. Round abouts in those 2 area wouldn't work as there is too much traffic.
Street parking on residential streets not wide enough to accommodate the traffic.
Dumping salt in snow without plowing Conditions of some pavement, there are a lot of roads with grooves that push the car around (south main) and waves (17th Ave s) that make motorcycles and moped appear to be bouncing out of their seats no matter the speed
I think fixing the current roads and keeping the roads that are in place now in better shape the hill on 32nd ave s is horrible in the winter doesn't get plowed and only half of the pot holes have been filled. When crews went there to fill pot holes fall of 2023 it's like they filled every other hole. If there's not enough money to fill the pot holes and make what we have decent than might not want to keep adding to it.

Streets that are busy enough to have painted turn lanes and/or crosswalks should be painted every summer. Maybe ask the school district to redesign the south parking lot at MMS. The two main MMS parking lots all dump out onto 17th Ave, causing traffic backups, irritated drivers, and safety risks for kids walking to MMS. Honestly - who thought that was a great idea? Such a poor design. It scares me to have my MMS kids walk to school, having to cross he 8th and 17th intersection and then cross the MMS north parking lot entrance. 17th should be widened between 3rd St and Orchard. Install a northbound turn lane at 17th Ave and 6th St. install a northbound turn lane at 17th Ave and 8th St S.
The roads are ridiculously bumpy.
Congestion during peak times
The morning drive around all the schools is crazy!
road conditions
The public transportation for sure, there should be a very serious action and plan of having an efficient public transport network with active and dynamic stop points, this is for several reasons one of them the extreme weather conditions, secondly having good numbers of students around the uni area living and that make reaching the facilities so difficult if there's no motor vehicle and if you wanna live nearby the rents come very expensive, thirdly the most common big commercial markets and properties are located faraway from the area like sioux falls and that would make the process of getting there very hard and private transportation like uber is relatively expensive. A very firm plan should be constructed to have a strong and feasible sustainable public transport infrastructure.
Safety around school areas. High school there are lots of students leaving at the same time trying to get on 8th St S Please no round abouts.
There are 3 main roads going north and south and 3 gping east and west. 8th street is too busy to be only 2 lanes. I work on 22nd Ave and witness multiple times a day traffic going 40+ mph with very little patrolling or speed enforcement.
Student safety after school with congestion of traffic, especially if school is called off due to weather and the whole town rushes to pick up. Thank you!
Intra city busing- nov thru april
Plowing snow in Brookings needs a lot of improvement. The community that I grew up in plowed the streets for anything more than a dusting very quickly. In Brookings, it seems like plowing doesn't happen until 3 inches or more accumulate, and then it's not very fast, so that by the time the plows come, there is a lot of packed snow on the road.
SAFETY! crosswalks need to be reworked in front of the middle school and Camalot school. Intersections widened a lot. They are made for small cars, not 40' long busses or other oversized vehicles. Stop lines moved back and enforced, and school zone speed limits enforced especially in rush hour traffic times. Intersections made into a 4 way stop in bus route zones would help improve traffic flow and reduce accidents.
Change of City leadership. It would help with better vision.
Many of the highly traveled streets need more lanes, like 8th St S, 20th St S, Main Ave S as you go toward Dakota Prairie. There also needs to be more turning lanes. For example, if you are driving on 6th St there are few turning lanes, and it slows down the flow of traffic. Also, bicyclists on the roads slows traffic down. Many times they don't follow road rules and don't use pathways provided, like along Main Ave S (I love those paths by the way).

The street lighting is horrible. Walking past sunset does not feel safe. Vehicle safety around schools is not great, but not sure how feasible it would be to stagger times. Would love school bus stops throughout town to limit the amount of vehicles that need to be around the schools.
I live on Helen Cir so I watch school traffic and it makes me nervous the number of people that try and skip waiting in the school car line and park on larkspur and our circle. Kids jump out and cross the street and cars are zooming down larkspur. I wish they would wait and go through the car line at school. Adding speed bumps to Larkspur would help and so would adding a pedestrian cross walk where the school walking path is on larkspur to connect the West side sidewalk
Highly recommend the staggering of start and end times to enhance convenience for families as well as reduce teachers waste time while waiting for families to pick up at multiple locations.
Turing lane by middle school And Turing lanes and tragic lights down 12th street for middle school .
Snow removal & traffic signal additions
Creating a public transit system for those without vehicles/bikes to use
School drop off/pick up congestion.
More affordable, reliable public transportation options that do not need to be scheduled in advance with a 30 minute drop off window. Safe pedestrian crossings for visually impaired. Better winter snow maintenance on side streets - not blocking people in with giant snow berms.
Keep our roads maintained
Add stop/yield signs at intersections to reduce confusion. Get rid of dips at intersections!!
More stoplights and stop signs for safety and more efficient traveling. Especially on 20th street south/medary , 20th st. S/17th Ave intersections . Also, there is a very dangerous intersection on 20th street south. Many people/families/children cross 20th street south on foot and bikes from the Moriarty Heights neighborhood. When crossing 20th Street South from Larkspur ridge drive onto half moon road, there is a hill to the west blocking the pedestrians' view of any oncoming traffic. Cars come zooming over that hill at incredible speeds from the west. There needs to be a stop sign to Control Traffic. It's only a matter of time before a terrible car vs pedestrian accident occurs.
Congestion during busy times. That also includes traffic light times (sometimes when I get the left, green arrow it turns yellow as I'm turning and I'm the first car), I would love to see more one lane roundabouts, and clear pedestrian crossings. They all cause congestion and a lack of safety/increase dangerous behavior (ppl running lights just to get through so they don't have to wait).
Back up during school arrival and dismissal on roads
Traffic flow around schools. MMS needs a turning lane and signal at the stoplight
More opportunity for quick travel (35+mph) streets that run North and South, better management of traffic in school areas during peak times, specifically, but not limited to, the MMS area of 17th Ave and 8th St So.
Improving current conditions of roads in Brookings itself and on Highway 14 from Brookings to Aurora.

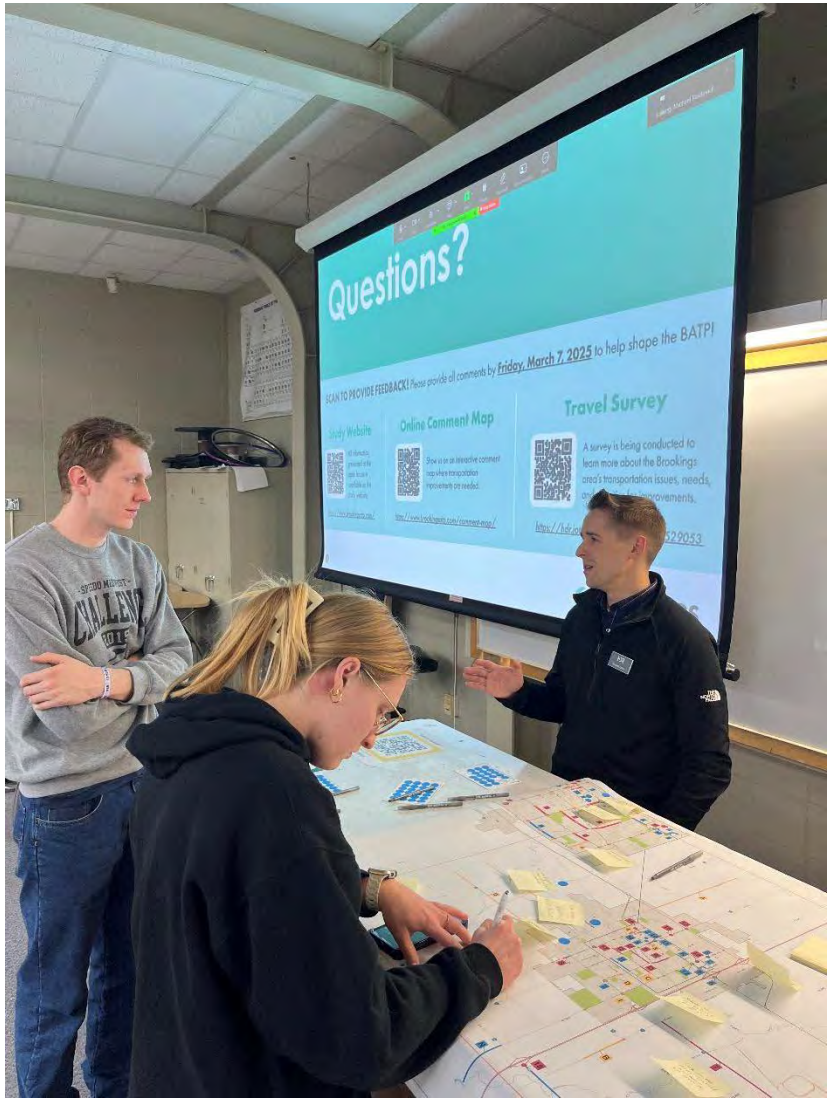
Appendix F: Photos

SDSU ITE Open House

Feb. 5, 2025


TRAFFIC AND SAFETY


Opportunities to Provide Feedback
FUNDING PRIORITIES
TRAVEL SURVEY


Questions?
Travel Survey
Online Comment Map




FUNDING
PRIORITIES


INJURY CRASHES

Public & Stakeholder Open Houses

Feb. 19, 2025

Photos


BROOKINGS
SD DOT
WELCOME
Brookings Area Transportation Plan
Stakeholder Meetings | February 19, 2025
PEDESTRIAN FACILITIES
BICYCLE AND PED


INJURY CRASH ANALYSIS
WEIGHTED CRASH DENSITY
SCHOOL AREA TRAFFIC TRENDS


Display Boards


Display Boards
EXISTING BICYCLE AND PEDESTRIAN FACILITIES
BROOKINGS
EXIT


EXIT
FUNDI
PRIORIT
BROOKINGS


TRAFFIC A
SAFETY


TRAFFIC AND SAFETY





BROOKINGS
AREA TRANSPORTATION PLAN

Stakeholder and Public Meetings #2 Summary

Brookings, South Dakota

February and March 2026

SD DEPARTMENT OF TRANSPORTATION

brookings SOUTH DAKOTA

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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.

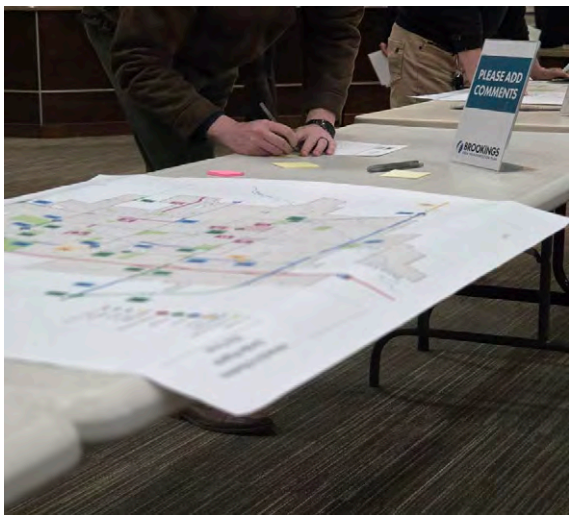
Study Digital Insights

- 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 BATP 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 / Dakotah 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 ese 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]**

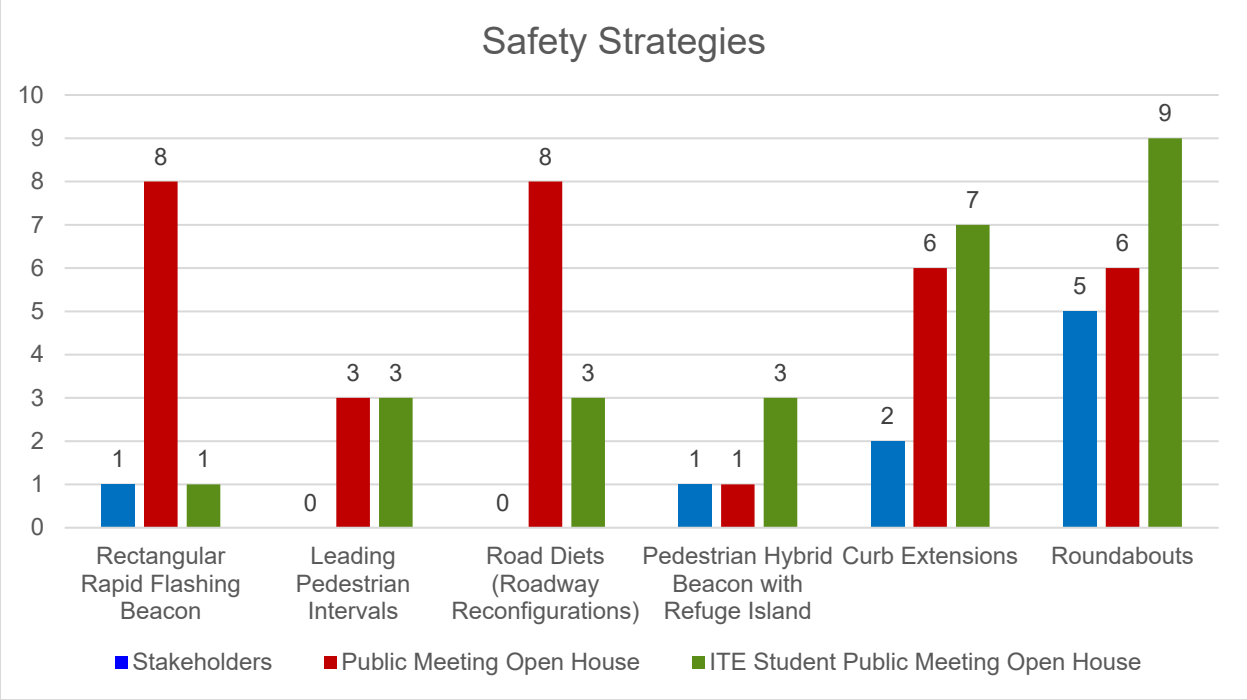


Figure 1: Safety Strategies Activity Board - Voting Results

SAFETY ACTION PLAN | *SAFETY STRATEGIES*

VOTING LEGEND

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

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

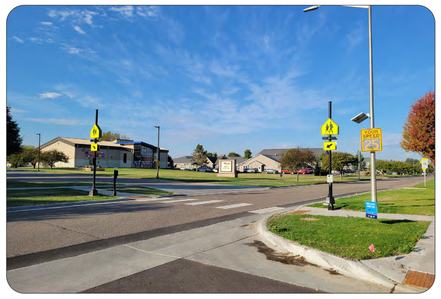
Take three stickers and vote on your top strategies!

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)



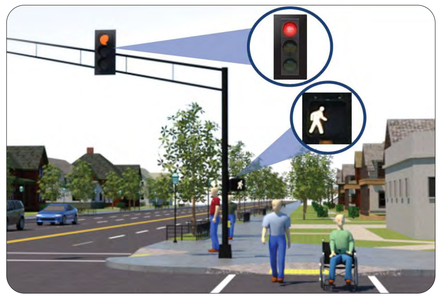
VOTE HERE!

Total Votes: 6 Overall Rank: #5

LEADING PEDESTRIAN INTERVALS

Leading pedestrians 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*

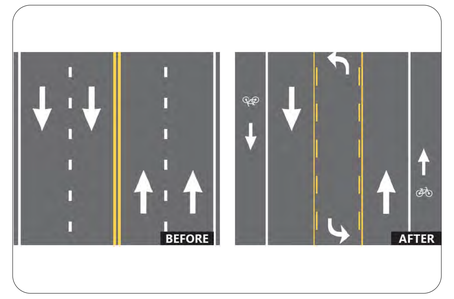


VOTE HERE!

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!

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.

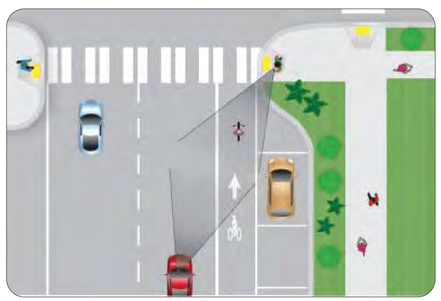


VOTE HERE!

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.



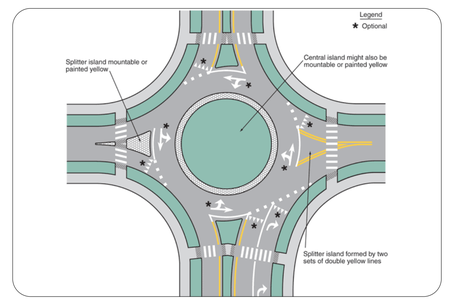
VOTE HERE!

Total Votes: 20 Overall Rank: #1

ROUNDABOUTS

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!

SOURCES

FHWA: *https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb*
FHWA: *https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons*
FHWA: *https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval*
PEDSAFE: *http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=5*
FHWA: *https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration*
FHWA: *https://mutcd.fhwa.dot.gov/htm/2009/part3/fig3c_03_longdesc.htm*

BROOKINGS AREA TRANSPORTATION PLAN | SD DOT | brookings SOUTH DAKOTA

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

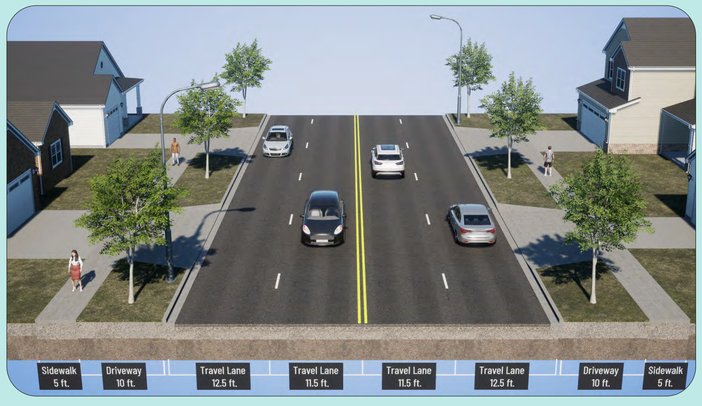
If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

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!

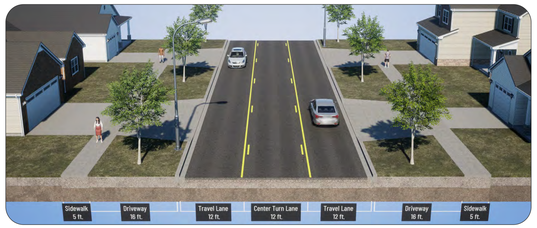
Existing 4-Lane Undivided



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)**

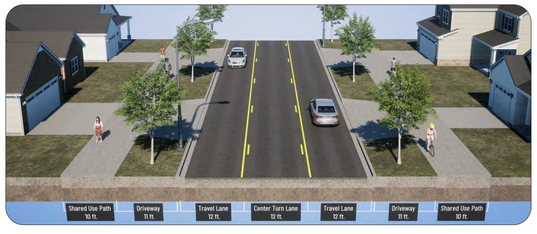
OPTION A:
3-Lane with Two-Way Left Turn Lane





Total Votes: 1 Overall Rank: #4

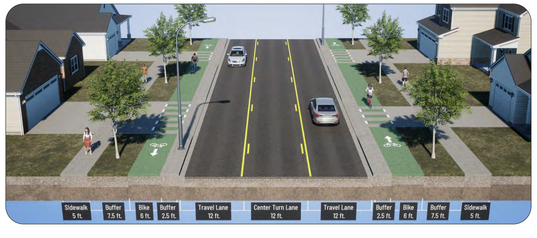
OPTION B:
3-Lane with Two-Way Left Turn Lane and Shared Use Paths





Total Votes: 17 Overall Rank: #1

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





Total Votes: 9 Overall Rank: #2

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





Total Votes: 7 Overall Rank: #3

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!

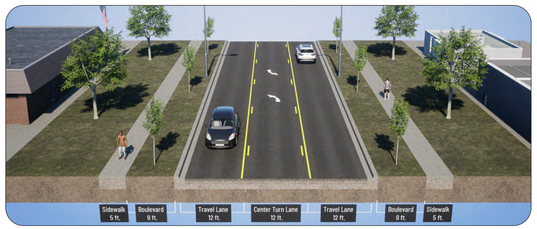
Existing 5-Lane with Two-Way Left Turn Lane (Varies)



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)**

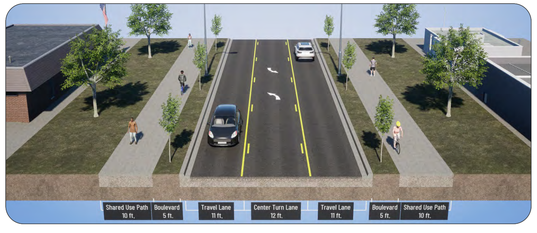
OPTION A:
3-Lane with Two-Way Left Turn Lane





Total Votes: 1 Overall Rank: #4

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





Total Votes: 21 Overall Rank: #1

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

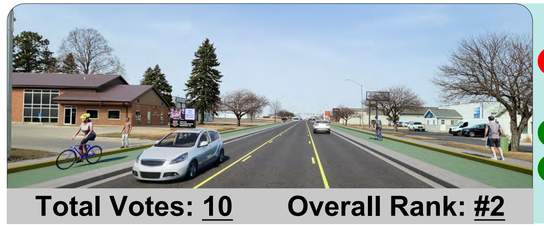




Total Votes: 6 Overall Rank: #3

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





Total Votes: 10 Overall Rank: #2

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

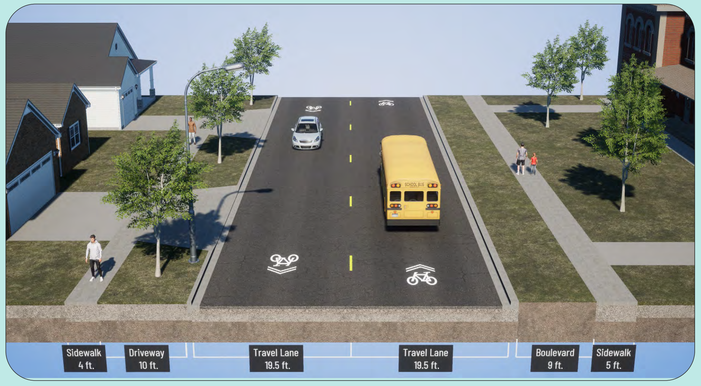
- Stakeholder Open House
- Public Meeting Open House
- SDSU ITE Open House

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.

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

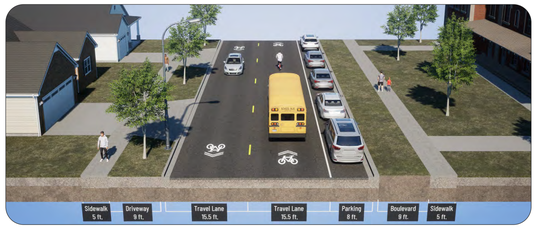


VOTES FOR EXISTING SECTION | COMMENTS

- Speeding issues along 15th Street S
- 10' wide sidewalks near school is nice
- Either **Option C** or **D**
- Make school sidewalks 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)**

VOTE/COMMENT HERE!

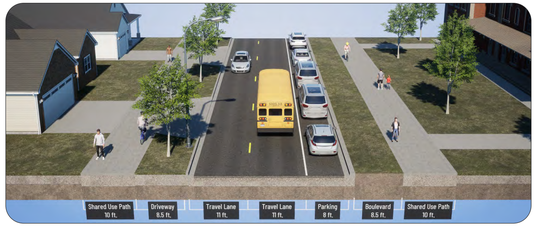
OPTION A: Narrowed 2-Lane with On-Street Parking (One-Side) and Shared Lanes





Total Votes: 2 Overall Rank: #4

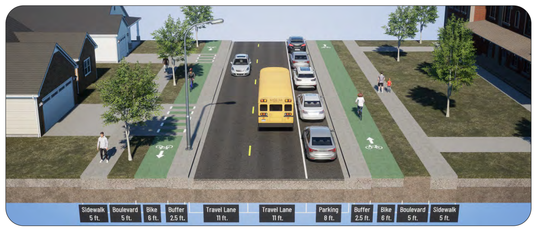
OPTION B: Narrowed 2-Lane with On-Street Parking (One-Side) and Shared Use Paths





Total Votes: 16 Overall Rank: #1

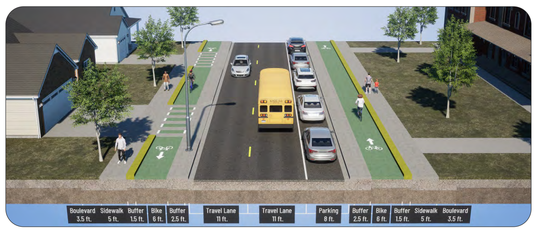
OPTION C: Narrowed 2-Lane with On-Street Parking (One Side) and Raised Separated Bike Lanes





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



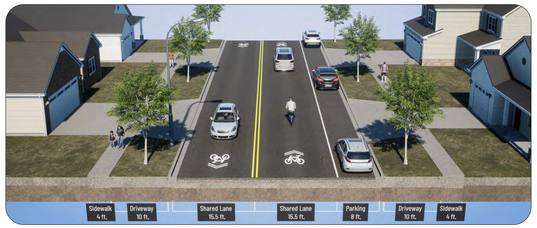
VOTES FOR EXISTING SECTION | COMMENTS

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

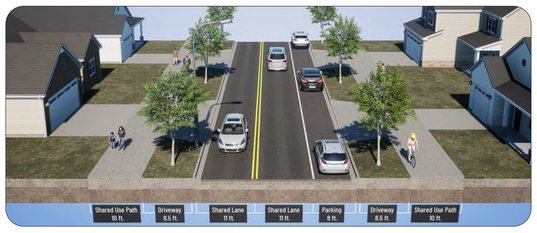




Total Votes: 3 Overall Rank: #3

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

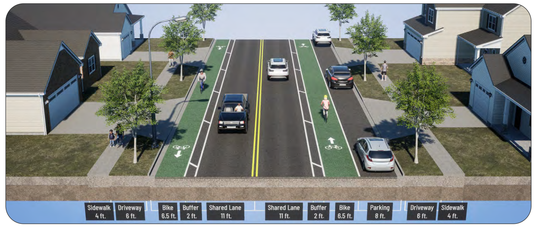




Total Votes: 14 Overall Rank: #2

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





Total Votes: 2 Overall Rank: #4

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





Total Votes: 15 Overall Rank: #1

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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

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT | brookings SOUTH DAKOTA

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!

VOTING LEGEND

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

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

VOTE/COMMENT HERE!

Existing 2-Lane with On-Street Angle Parking

Total Votes: 8 **Overall Rank: #2**

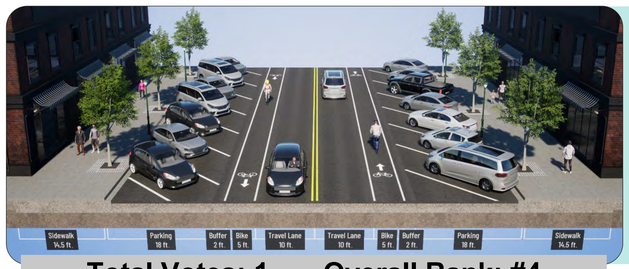


VOTES FOR EXISTING SECTION | COMMENTS

- Scramble crossing @ 3rd & Main w/ Diagonal crosswalks
- OPTION D No bikes on Main Avenue *(blue dots for existing section)*
- Existing section (keep as is)
- Bad for bikers **(Option A)**
- Either B or C Prefer **Option C**
- Prefer **(Option C)**
- C is great **(Option C)** B could be on a budget **(Option B)**

OPTION A:

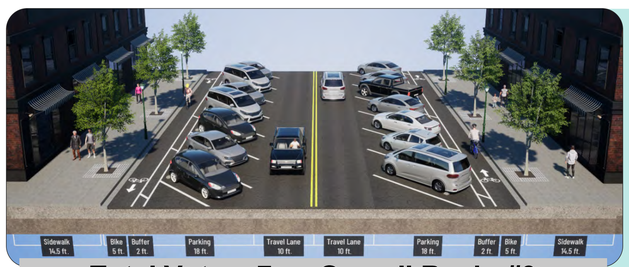
2-Lane with Narrowed Travel Lanes, On-Street Front-Out Angle Parking and Conventional Bike Lanes



Total Votes: 1 **Overall Rank: #4**

OPTION B:

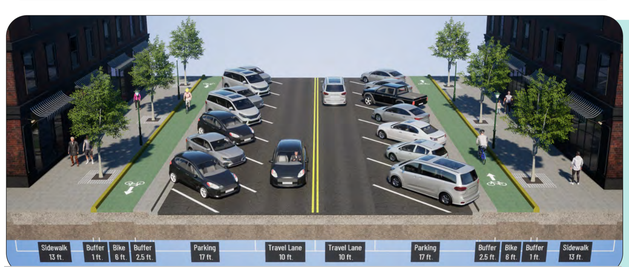
2-Lane with Narrowed Travel Lanes, On-Street Front-Out Angle Parking and Separated Bike Lanes



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

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT | brookings SOUTH DAKOTA

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!

VOTING LEGEND

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

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



VOTES (EXISTING SECTION) | COMMENTS

- Bike lanes
  Parking
  Travel lane
  Travel lane
  Parking
  Bike Lane
  (prefer bike lanes near curb)
- People parking have to cross the bike lane, potentially causing accidents, SWITCH
- I love this idea in theory & think it will be much safer for all. Concerned about parking and bikes.
- Maybe paint bike lanes green, as in other illustrations
- Make sure bike paths are plowed!!

VOTES (COMPLETE STREETS)

- No. Use parked cars to protect bikes.
- Have to stop parking earlier so bikers could be visible
- 1) Other lanes
  2) Parking
  3) Bike lanes next to walkways
  (prefer bike lanes near curb)
- Provide curbed buffer / separation from parking lane (maybe with trees?)
- Do we really get this much bike traffic? Seems excessive.
- How does this connect to the other road diet?
- Definitely
- Bike lane on outside for biker safety

ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT | brookings SOUTH DAKOTA

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

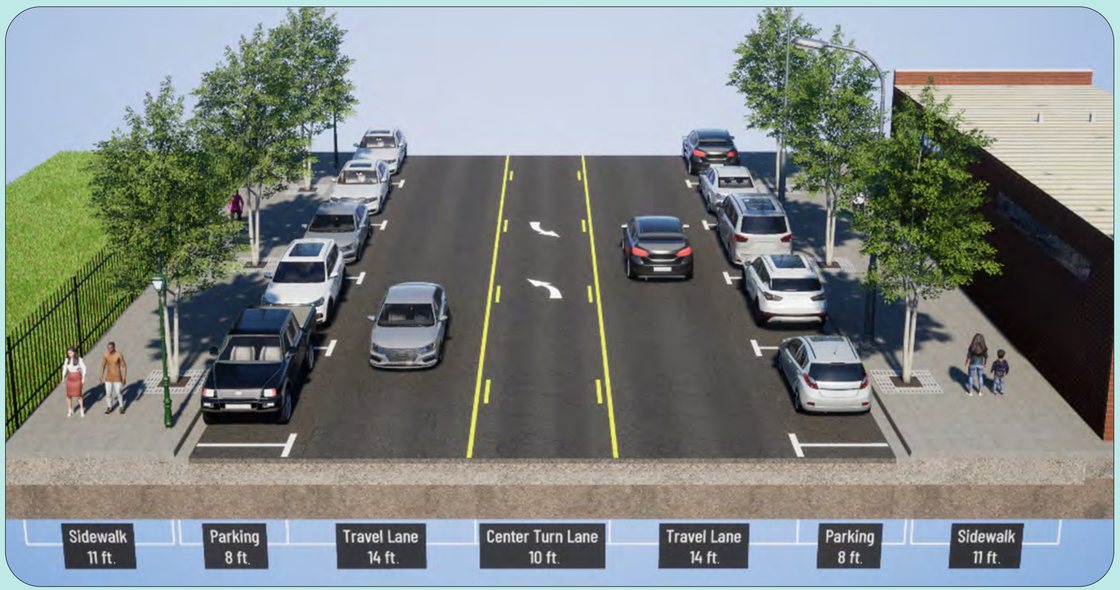
Take sticky notes and let us know your feedback!

VOTING LEGEND

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

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

VOTES (EXISTING SECTION) | VOTES (COMPLETE STREETS) | COMMENTS

Definitely Yes

Bike lanes should be on outside
Safety for Both Bikes and drivers
Second

Bike lanes on 3rd or 5th not both!

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

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

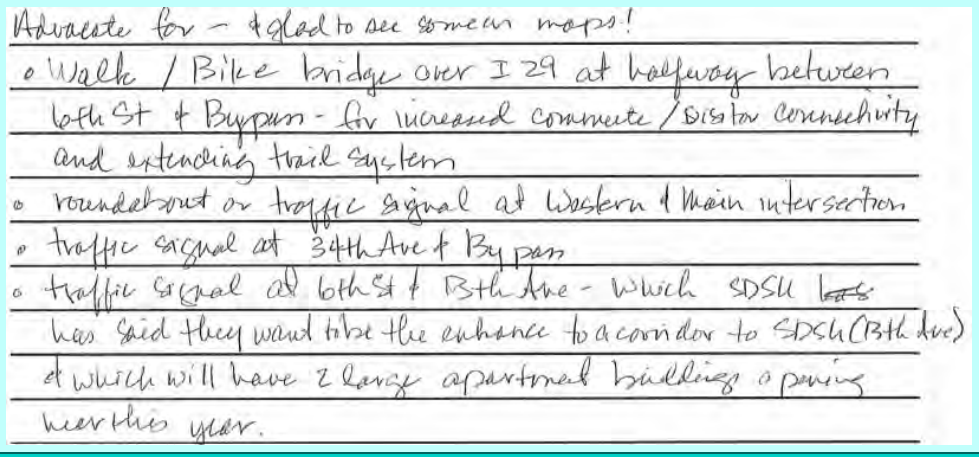
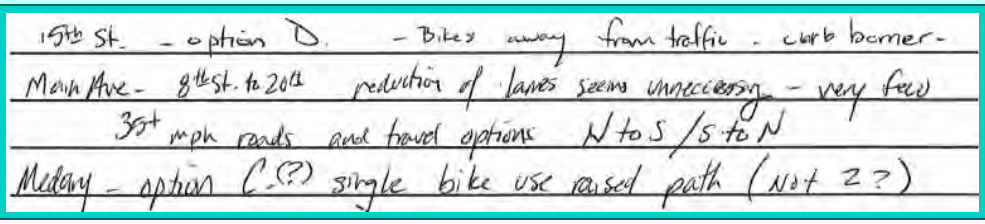
Make it a ROAD DIET!
Less asphalt, more sidewalk, and MORE GREEN!

Look at comments on 3rd Ave
SWITCH parking and bike lane.
Agree
YES

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	Other 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.)*
Feb. 10, 2026	Online Comment Map	Access 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)*
Feb. 10, 2026	Online Comment Map	Safety 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)*
Feb. 25, 2026	Comment Card	
Feb. 25, 2026	Comment Card	

Feb. 25, 2026	Emailed Comment Form	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.
Feb. 26, 2026	Online Comment Map	Safety 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)*
March 4, 2026	Online Comment Form	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.
March 6, 2026	Online Comment Form	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.
March 6, 2026	Emailed Comment	Brookings Area Transportation Planners, 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. 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.

		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. 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. 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. 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.
March 6, 2026	Online Comment Form	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.

March 6, 2026	Online Comment Form	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. 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. 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.
March 9, 2026	Online Comment Form	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.
March 9, 2026	Online Comment Form	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.
March 10, 2026	Emailed Comment	Dear Brookings Area Transportation Planning Committee, 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. 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. 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. 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.

		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. We believe targeted improvements along this corridor will improve accessibility, local vitality, and multimodal connectivity without requiring a complete rebuild.
March 10, 2026	Emailed Comment	Brookings Area Transportation Planning Committee, 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. 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. 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. 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. 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. 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.

		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.
March 10, 2026	Emailed Comment	To the Brookings Area Transportation Planners, 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. 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. 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. 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, *Walkable Cities,* 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. 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. Furthermore, we encourage city officials to reconsider current parking requirements and mandates within Brookings, particularly along 6th Street and Main Avenue. According to *Ordinance No. 06-14, Sec. 94-433(c)(2)b.*, 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

		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. Research supports the relationship between parking requirements and housing costs. In *Walkable Cities*, 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. 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.
March 10, 2026	Emailed Comment	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. 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. 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.

		These spaces would be utilized by the local birds, insects, and small wildlife. Natural areas promote healthier, more vibrant communities. 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. 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. 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.

Appendix

Appendix A: Website Analytics

Appendix B: Informational Handout

Appendix C: Display Boards

Appendix D: Activity Board Results

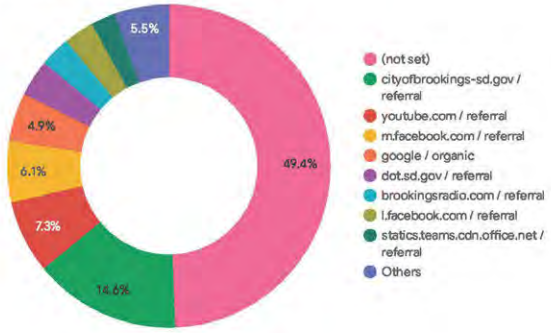
Appendix A: Website Analytics

Brookings Area Transportation Plan - Web Analytics

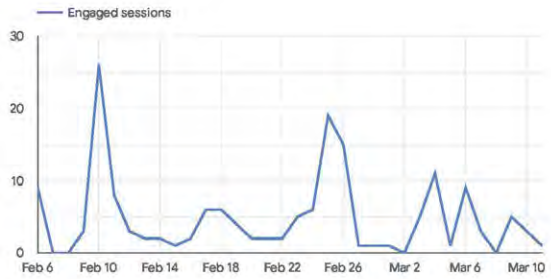
Feb 6, 2026 - Mar 12, 2026

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

Sessions by Acquisition



Engaged Sessions Per Day



Referrals & Social Media Sources

	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

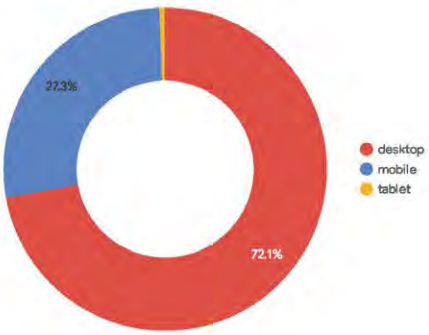
1 - 16 / 16

Sessions By Cities

	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

	Page title	Enga...
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

BROOKINGS AREA TRANSPORTATION PLAN

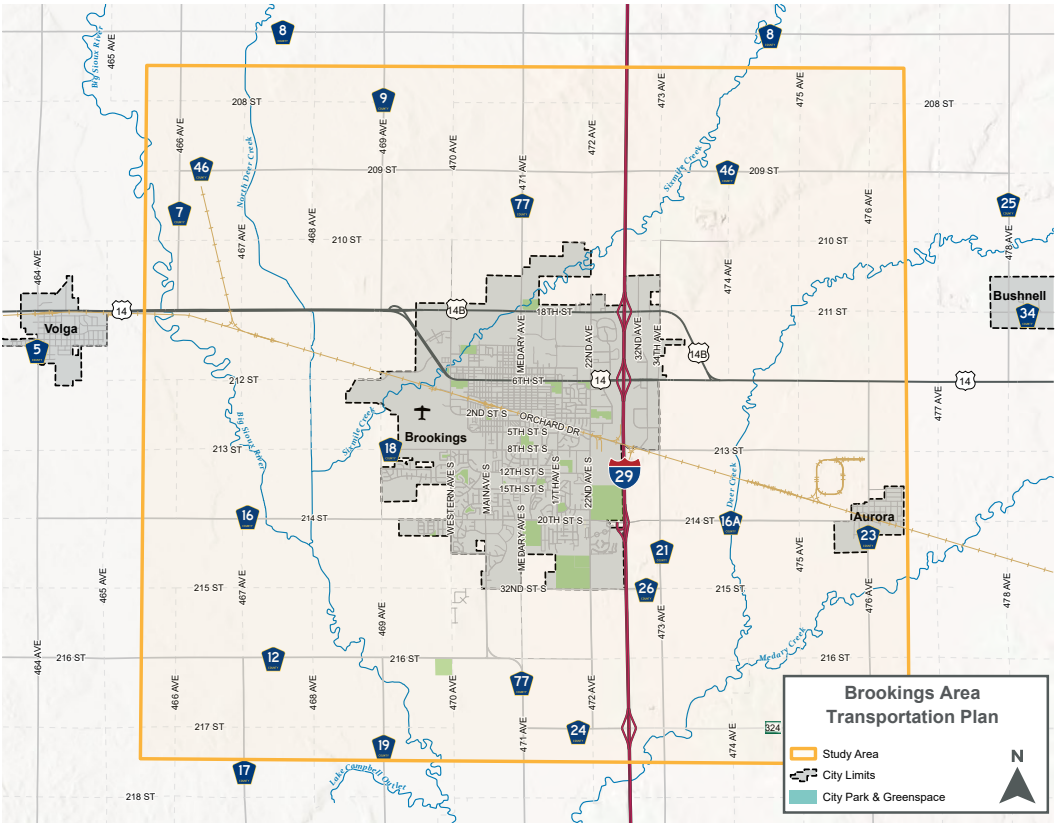
Study Overview

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.

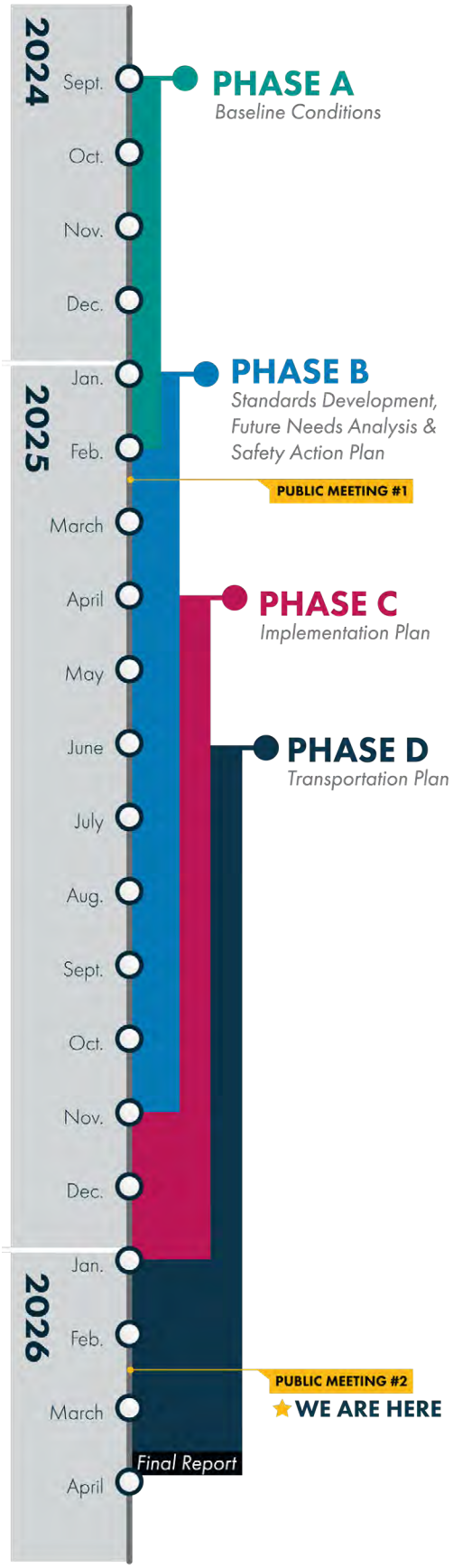
The study team is currently developing the final report and is gathering feedback from the public and area stakeholders to help refine project recommendations.

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

BROOKINGS AREA TRANSPORTATION PLAN

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.

STUDY CONTACTS

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SDDOT
605-773-6641 Katrina.Burckhard@state.sd.us

Tom Cook, *Consultant Project Manager*
HDR
605-977-7773 Thomas.Cook@hdrinc.com

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

SCAN TO PROVIDE FEEDBACK!

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

SD DOT

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Appendix C: Display Boards

WELCOME

PUBLIC MEETING OPEN HOUSE

4-6 p.m.

BROOKINGS AREA TRANSPORTATION PLAN

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STUDY SCHEDULE

PHASE A
Baseline Conditions

PHASE B
Standards Development, Future Needs Analysis & Safety Action Plan

PHASE C
Implementation Plan

PHASE D
Transportation Plan

PUBLIC MEETING #1

WE ARE HERE

PUBLIC MEETING #2

Final Report

Sept. Oct. Nov. Dec. Jan. Feb. March April May June July Aug. Sept. Oct. Nov. Dec. Jan. Feb. March April

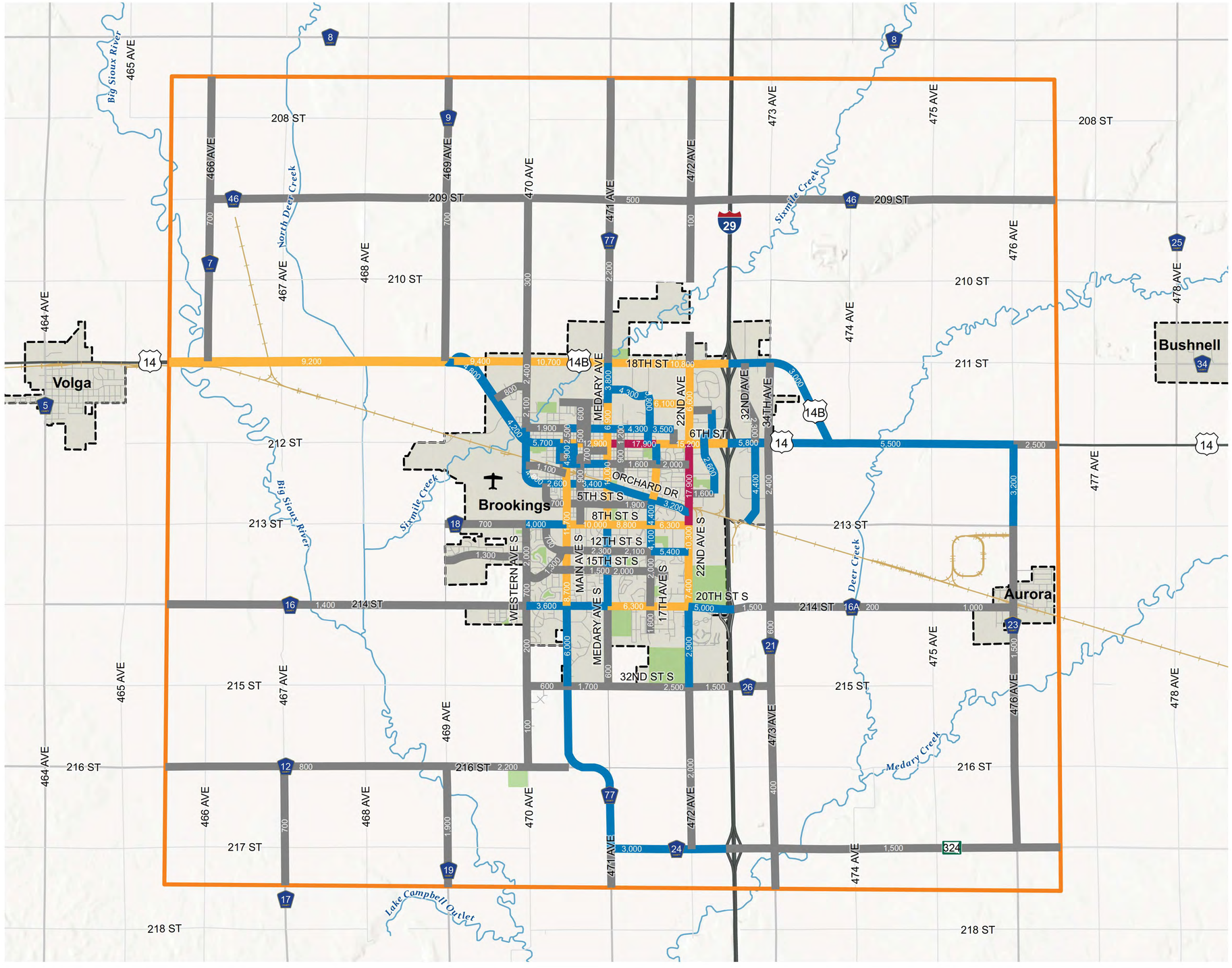
2024 **2025** **2026**

BROOKINGS AREA TRANSPORTATION PLAN

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EXISTING (2024) DAILY TRAFFIC VOLUMES



LEGEND

- Study Area
- City Limits
- City Park & Greenspace

Existing (2024) Daily Traffic Volumes

- 2,500 and Less
- 2,501 - 6,000
- 6,001 - 16,000
- 16,001 and More

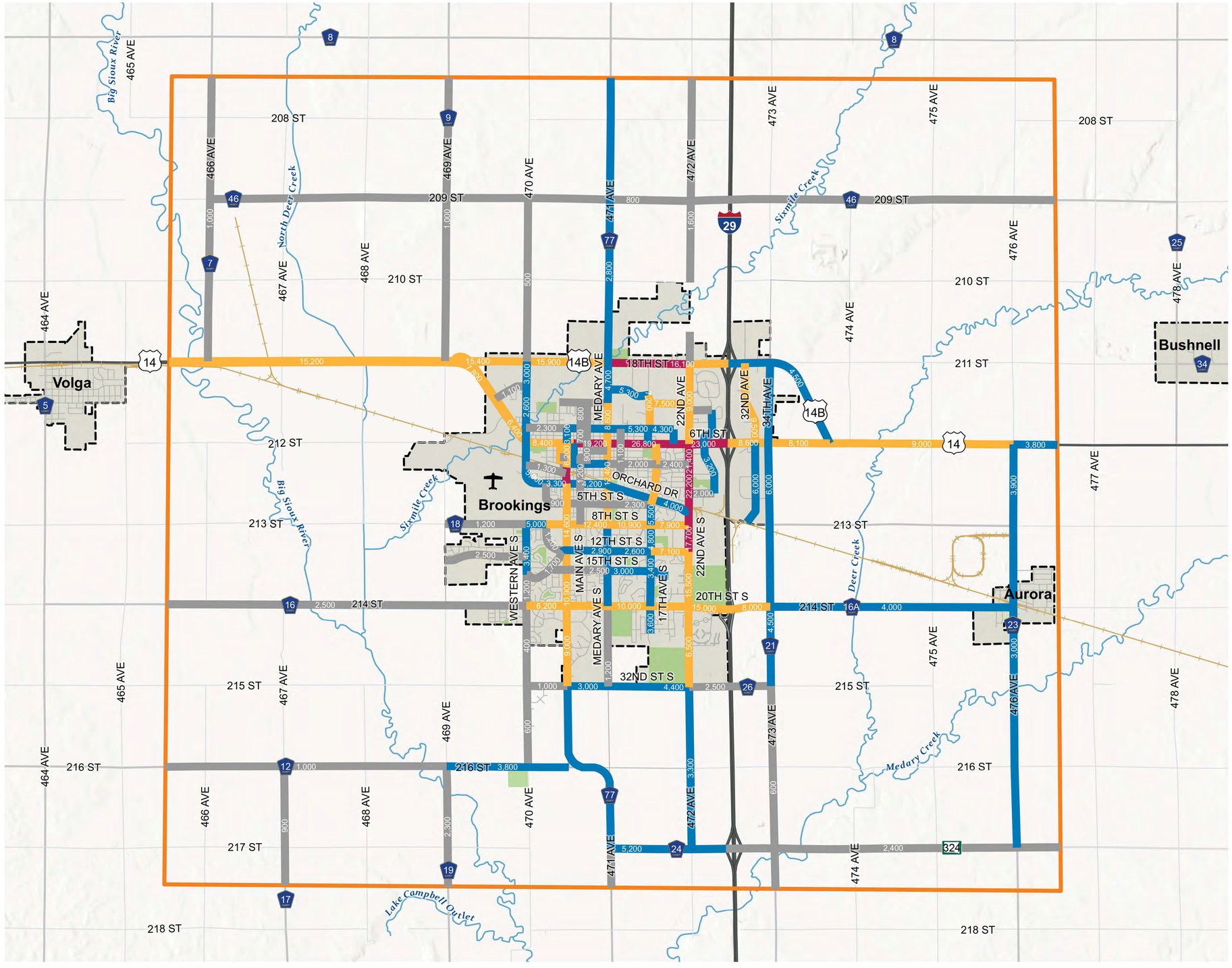
0 — 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

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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

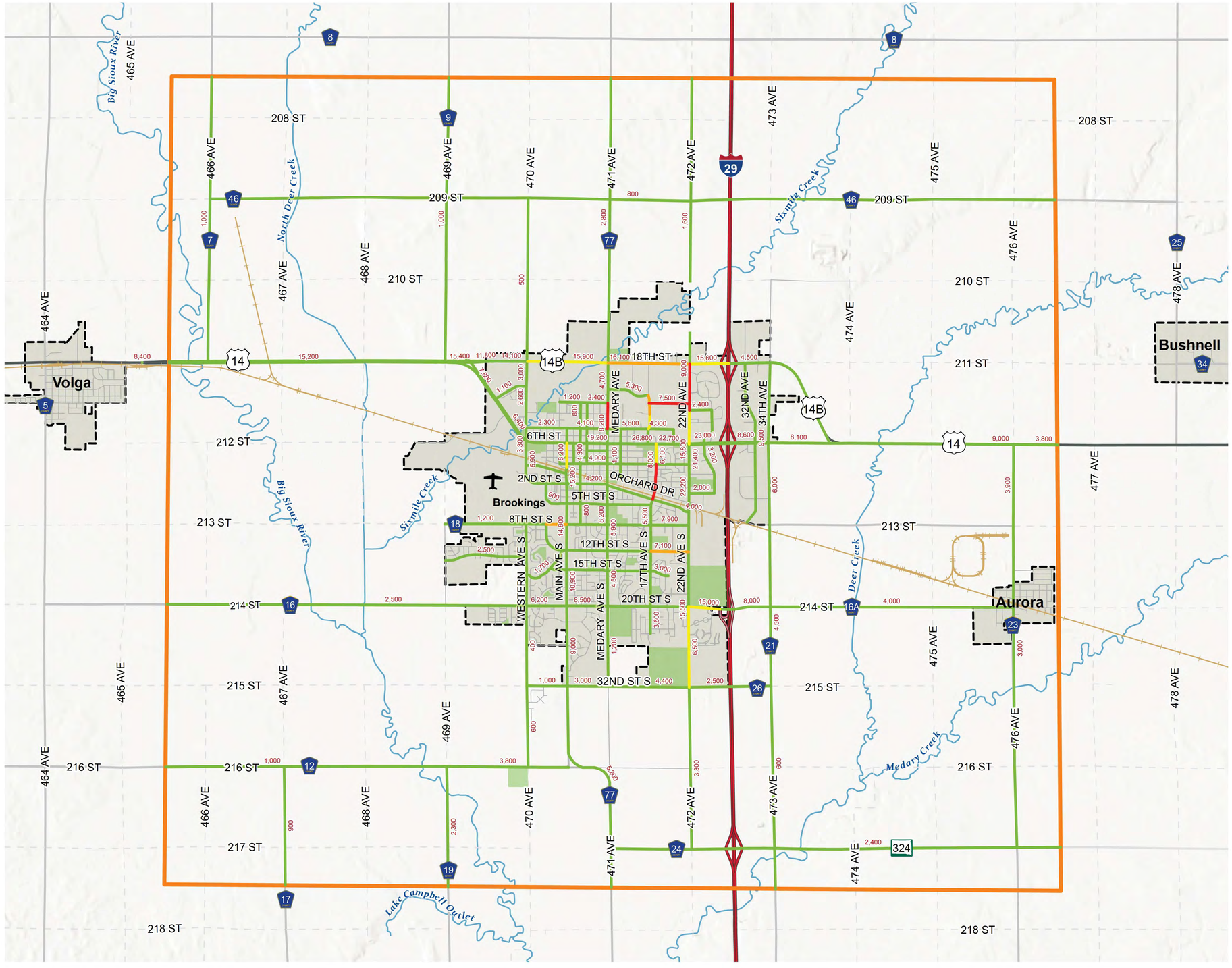
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BROOKINGS AREA TRANSPORTATION PLAN

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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

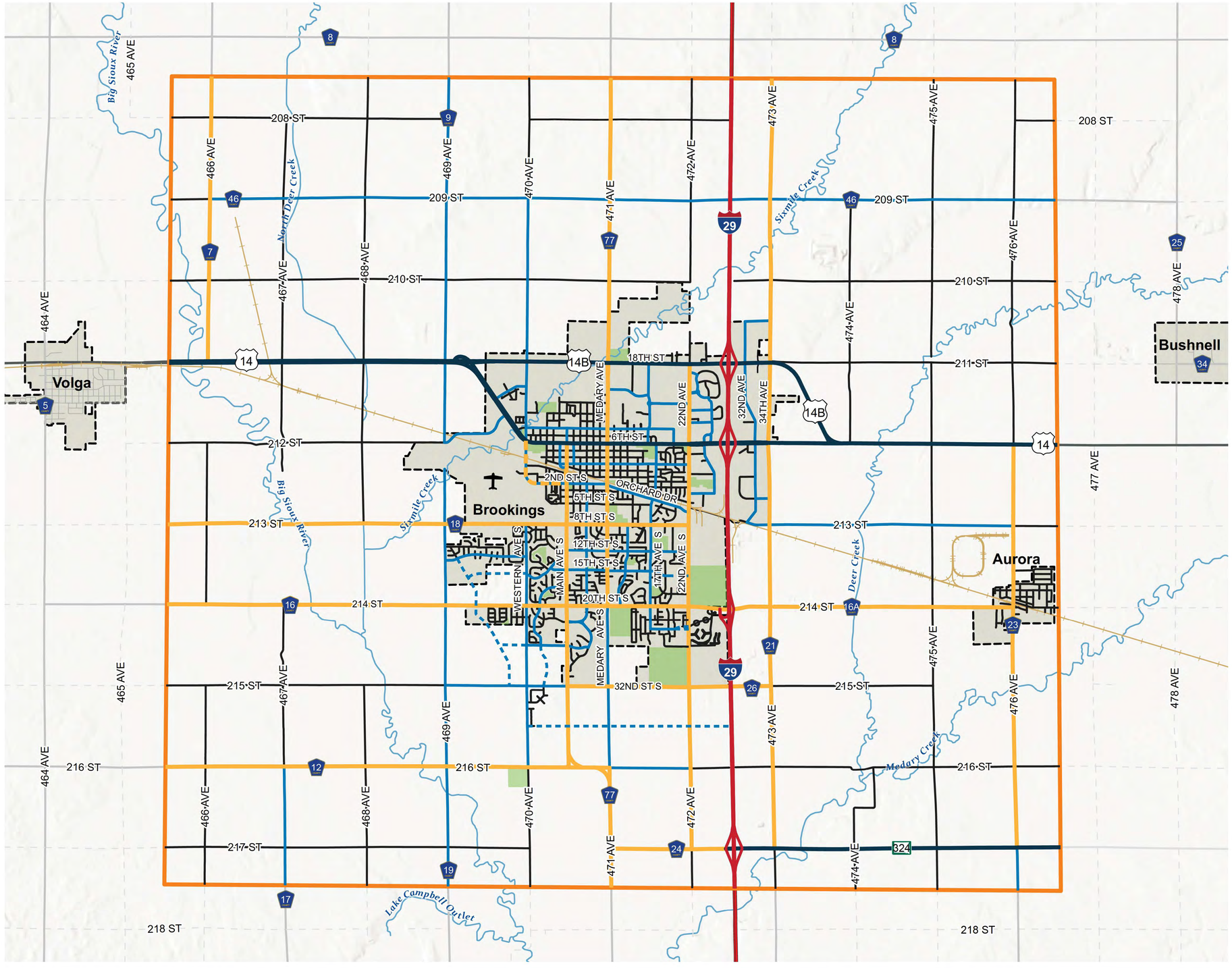
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BROOKINGS AREA TRANSPORTATION PLAN

SD DOT

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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

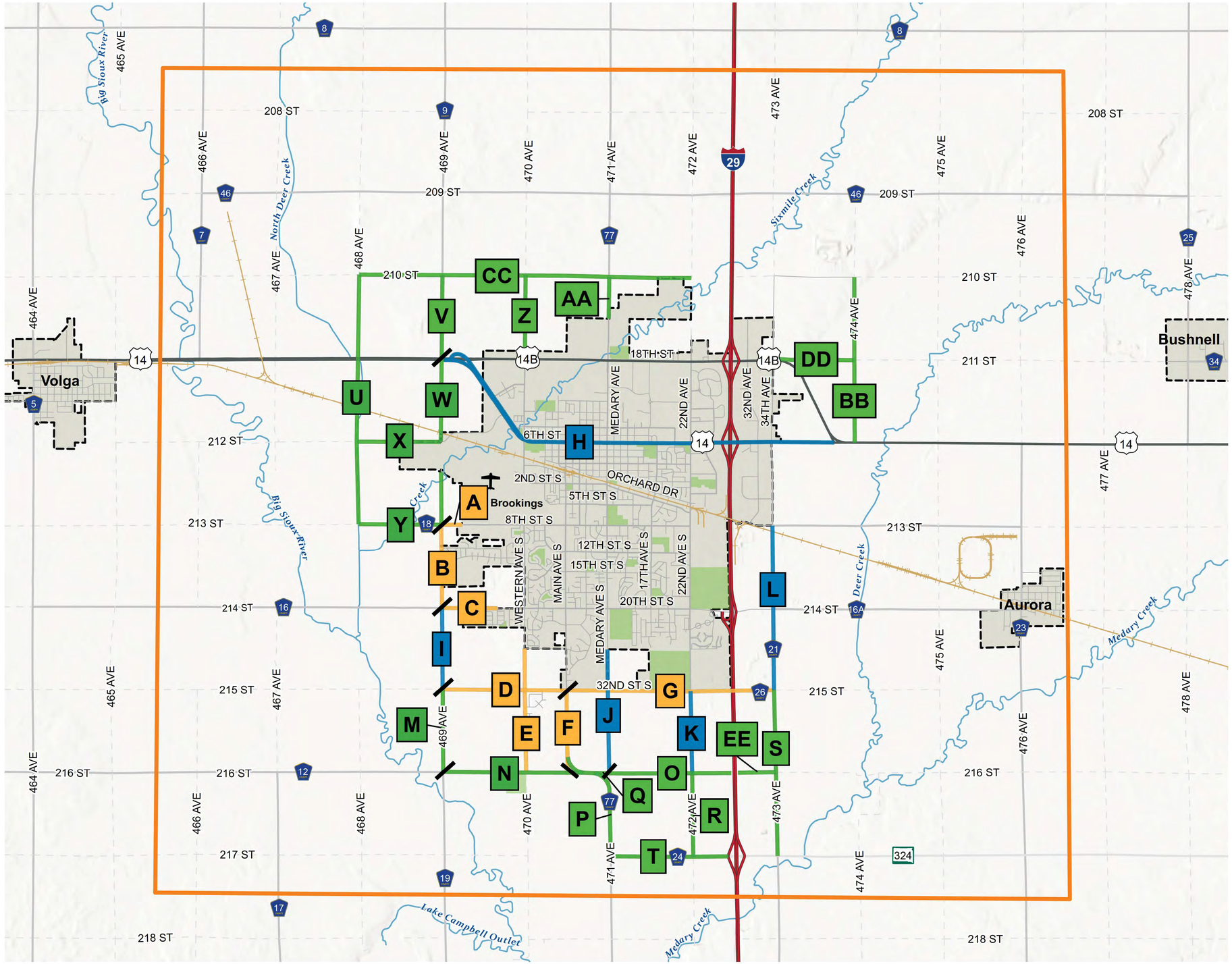
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BROOKINGS AREA TRANSPORTATION PLAN

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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

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT brookings SOUTH DAKOTA

STREET TYPICAL SECTIONS

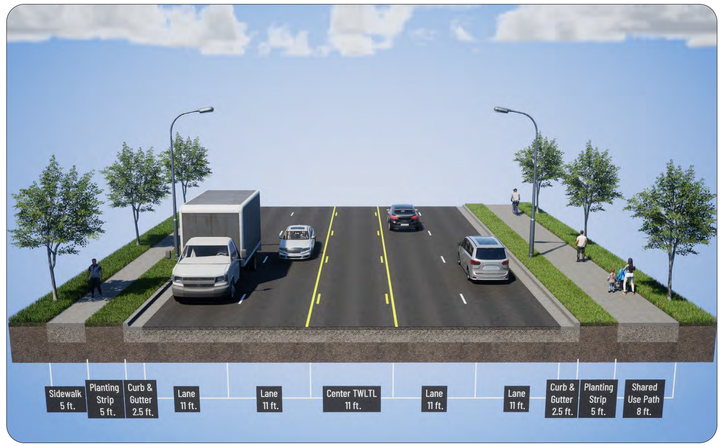
Urban 4-Lane Divided Arterial Typical Section with Full Raised Median

92-foot Right-of-Way



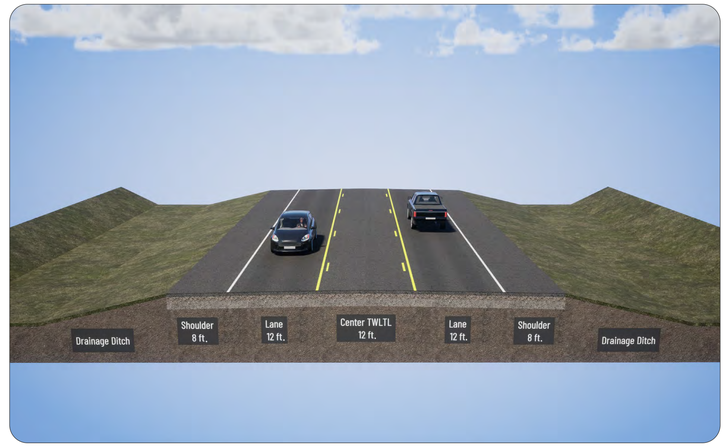
Urban 5-Lane Arterial Typical Section with Center Two-Way Left Turn Lane

83-foot Right-of-Way



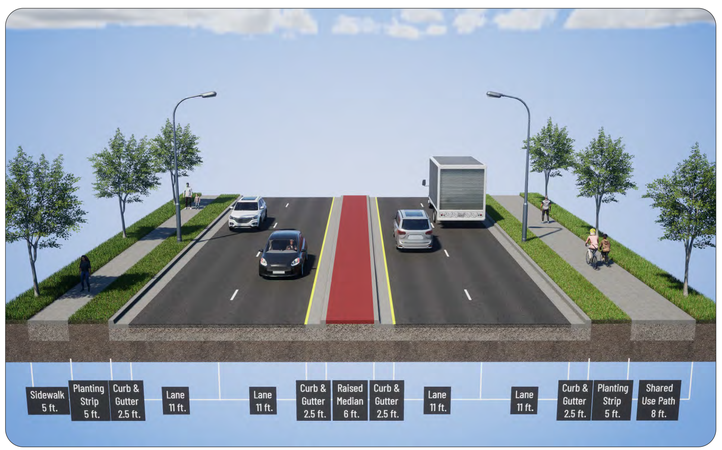
Rural 3-Lane Arterial Typical Section

80-foot Right-of-Way



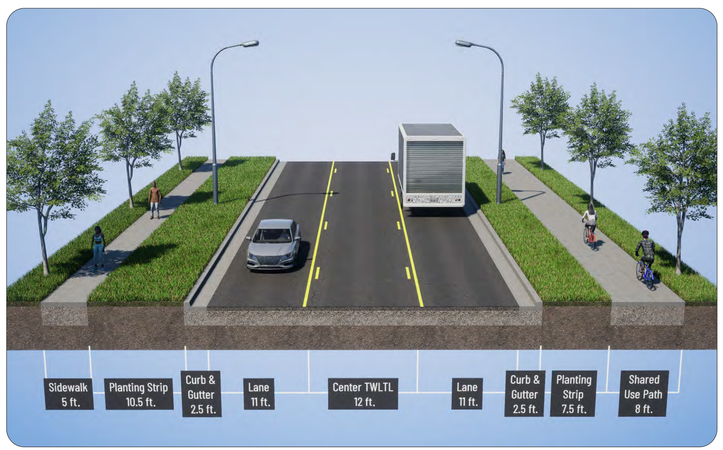
Urban 4-Lane Divided Arterial Typical Section with Hybrid Raised Median

83-foot Right-of-Way



Urban 3-Lane Arterial and Collector Typical Section

70 to 80-foot Right-of-Way



Rural 2-Lane Arterial and Collector Typical Section

70 to 80-foot Right-of-Way

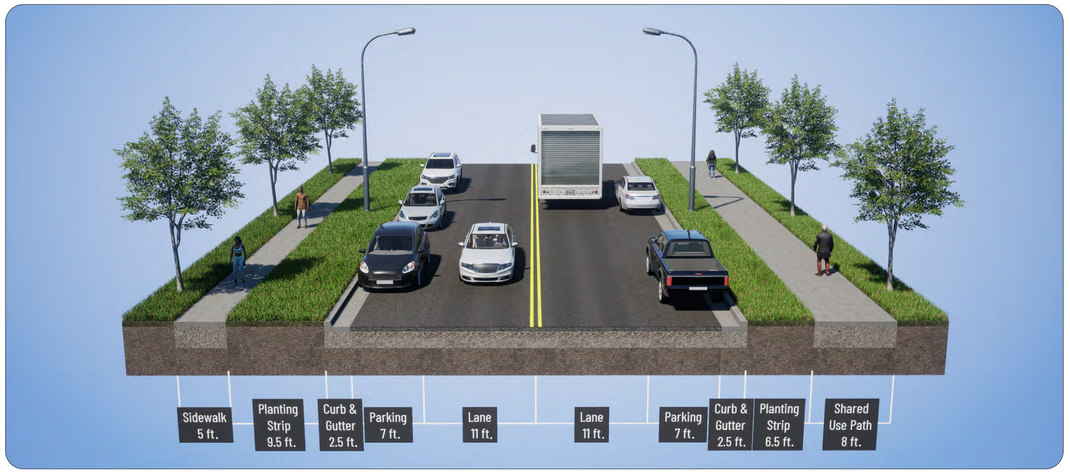


BROOKINGS AREA TRANSPORTATION PLAN
SD DOT
brookings SOUTH DAKOTA

STREET TYPICAL SECTIONS

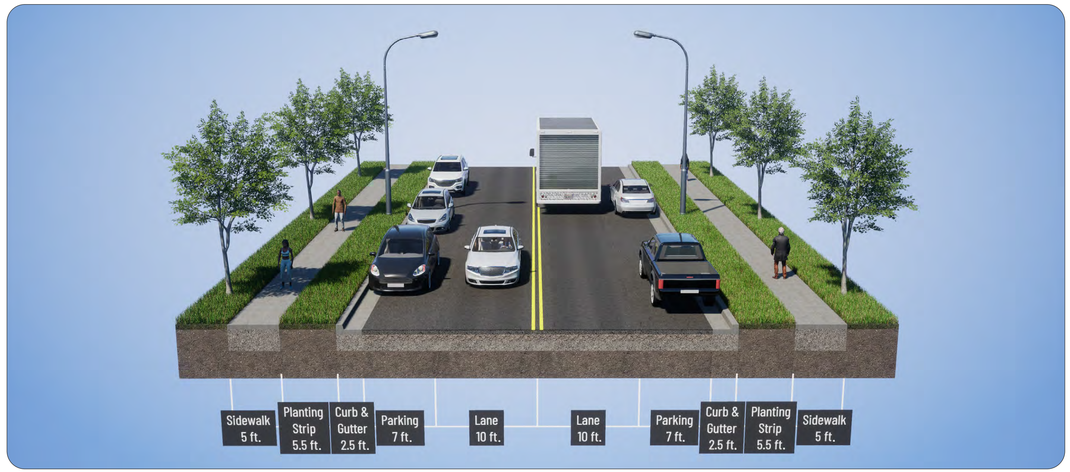
Urban 2-Lane Collector Typical Section with On-Street Parking (Both Sides)

70-foot Right-of-Way



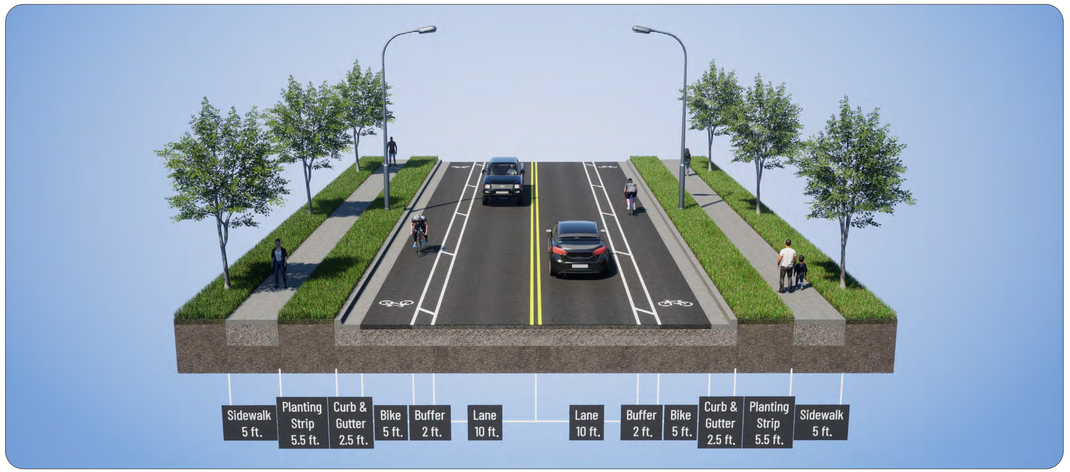
Urban 2-Lane Local Typical Section with On-Street Parking (Both Sides)

60-foot Right-of-Way



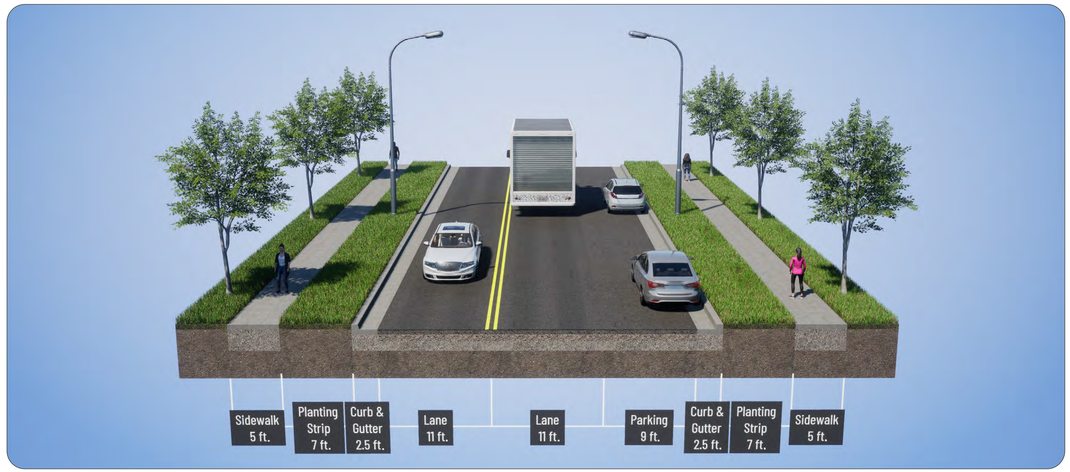
Urban Retrofit 2-Lane Collector and Local Typical Section with Separated Bike Lanes

60 to 70-foot Right-of-Way



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

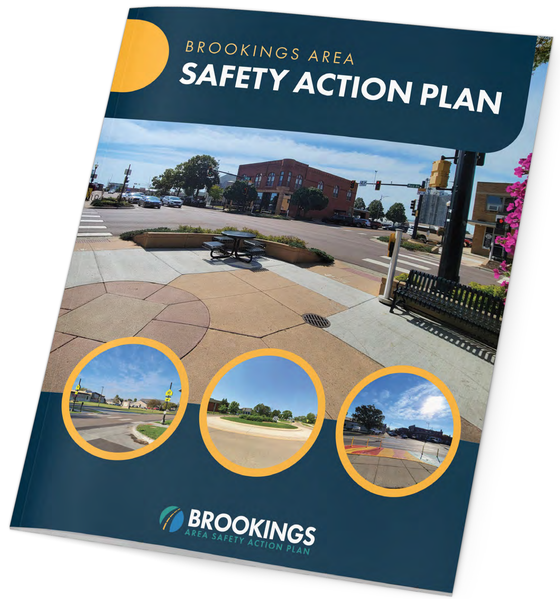
60-foot Right-of-Way



BROOKINGS AREA TRANSPORTATION PLAN
SD DOT
brookings SOUTH DAKOTA

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

BROOKINGS AREA TRANSPORTATION PLAN
SD DOT
brookings SOUTH DAKOTA

SAFETY ACTION PLAN | *SAFETY STRATEGIES*

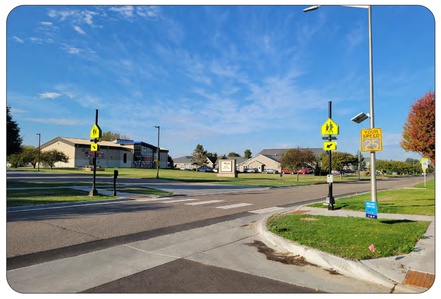
WHAT SAFETY STRATEGIES SHOULD BE CONSIDERED AS PART OF FUTURE PROJECTS?

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).

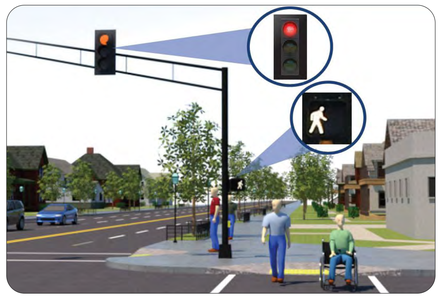
12th Street S (near Boys & Girls Club)



VOTE HERE!

LEADING PEDESTRIAN INTERVALS

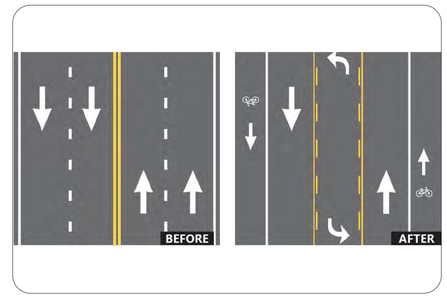
Leading pedestrians intervals provide pedestrians a three to seven second head start prior to a green indication for vehicles on the parallel street. This additional uninterrupted crossing time increases pedestrian visibility for turning vehicles, improves driver yield compliance to pedestrians in the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

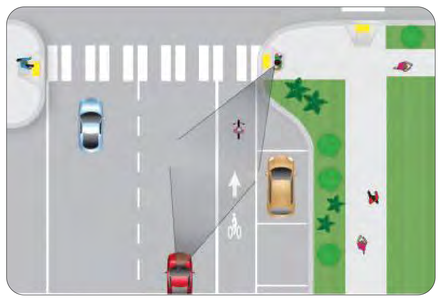
Pedestrian hybrid beacons use flashing lights to improve driver yielding to pedestrians at unsignalized crossings, especially on higher-speed roadways. Refuge islands can be added within a center median to provide additional space for pedestrians to wait to cross the remaining lanes of traffic, minimize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



VOTE HERE!

CURB EXTENSIONS

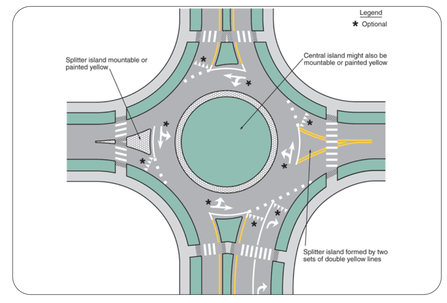
Curb extensions narrow the roadway and create shorter crossing distances for pedestrians. Curb extensions may be placed at intersections or mid-block locations. In addition, curb extension installations can be permanent (with concrete curb and gutter and sidewalk) or temporary (with pavement markings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

ROUNDABOUTS

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!

SOURCES

FHWA: *https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb*
FHWA: *https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons*
FHWA: *https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval*
PEDSAFE: *http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=5*
FHWA: *https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration*
FHWA: *https://mutcd.fhwa.dot.gov/htm/2009/part3/fig3c_03_longdesc.htm*

BROOKINGS AREA TRANSPORTATION PLAN
SD DOT
brookings SOUTH DAKOTA

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

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

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

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

- All Way Stop-Control Intersections
- Roundabout Intersection
- Signalized Intersections

Elevated Crash Index Intersections and Segments

- Tier 1 - Higher Priority
- Tier 2 - Medium Priority
- Tier 3 - Lower Priority
- Study Area
- City Limits
- City Park & Greenspace

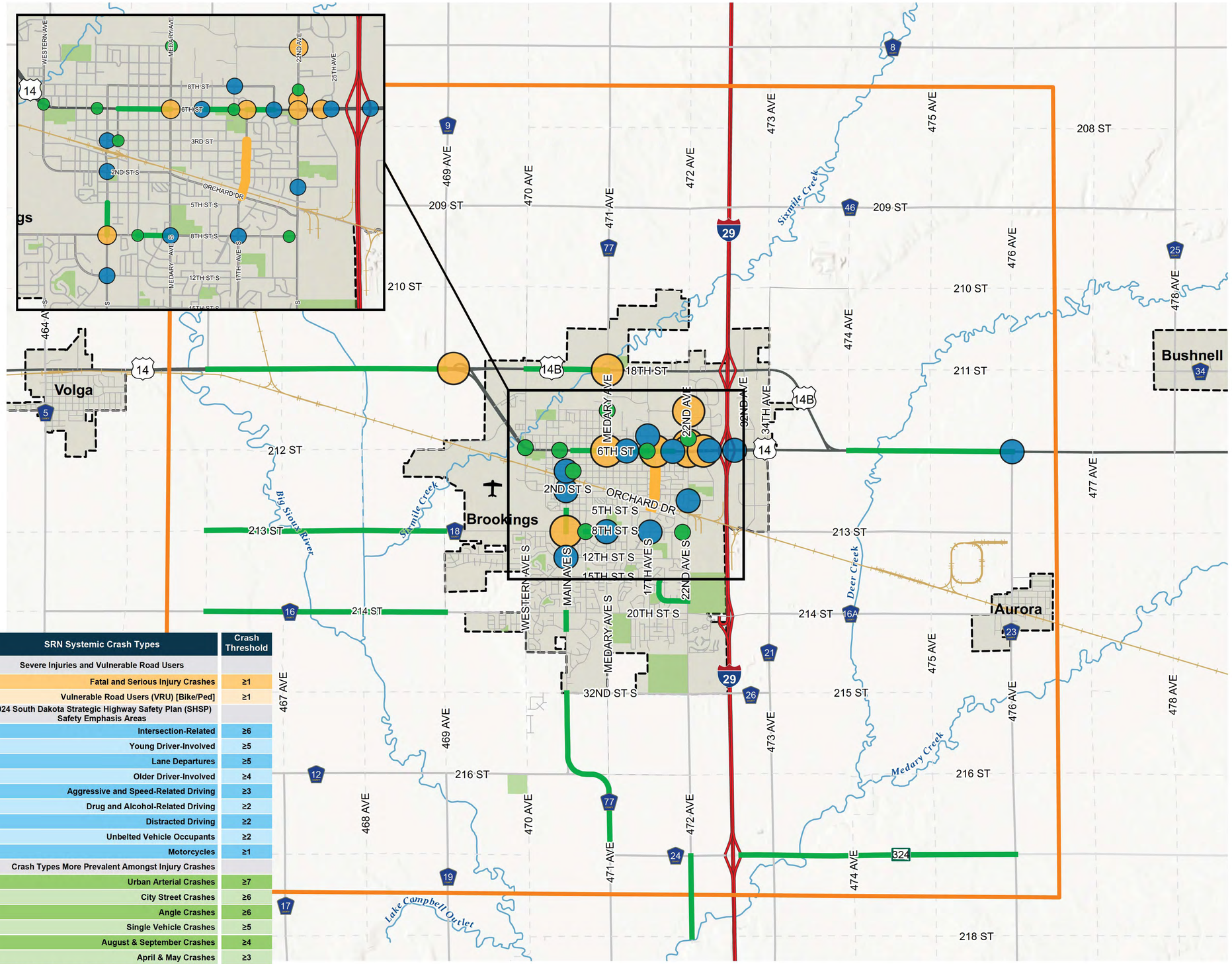
0 2 Miles

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

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT brookings SOUTH DAKOTA

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

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

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

BROOKINGS AREA TRANSPORTATION PLAN

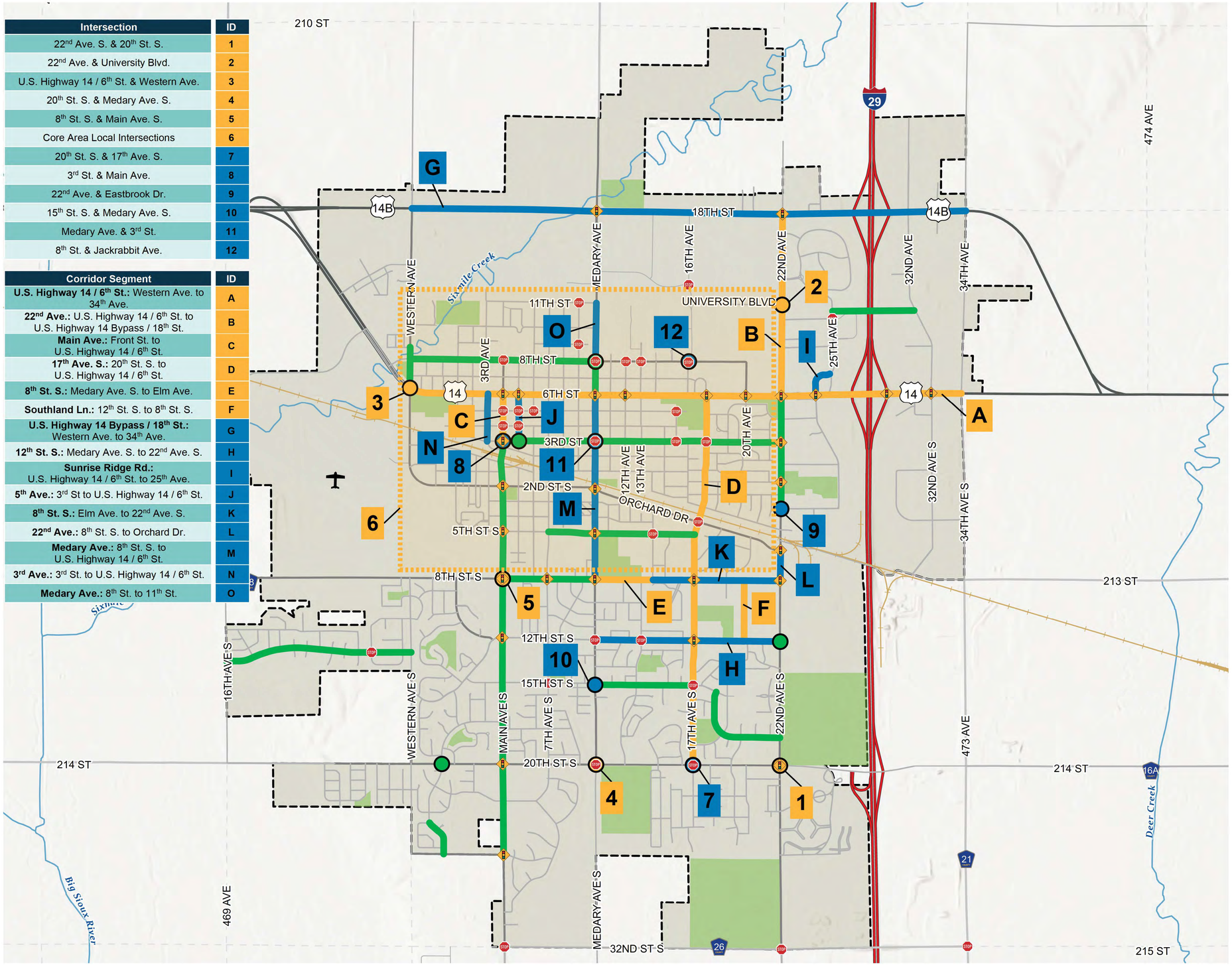
SD DOT

brookings SOUTH DAKOTA

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

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

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

0 2 Miles

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT brookings SOUTH DAKOTA

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

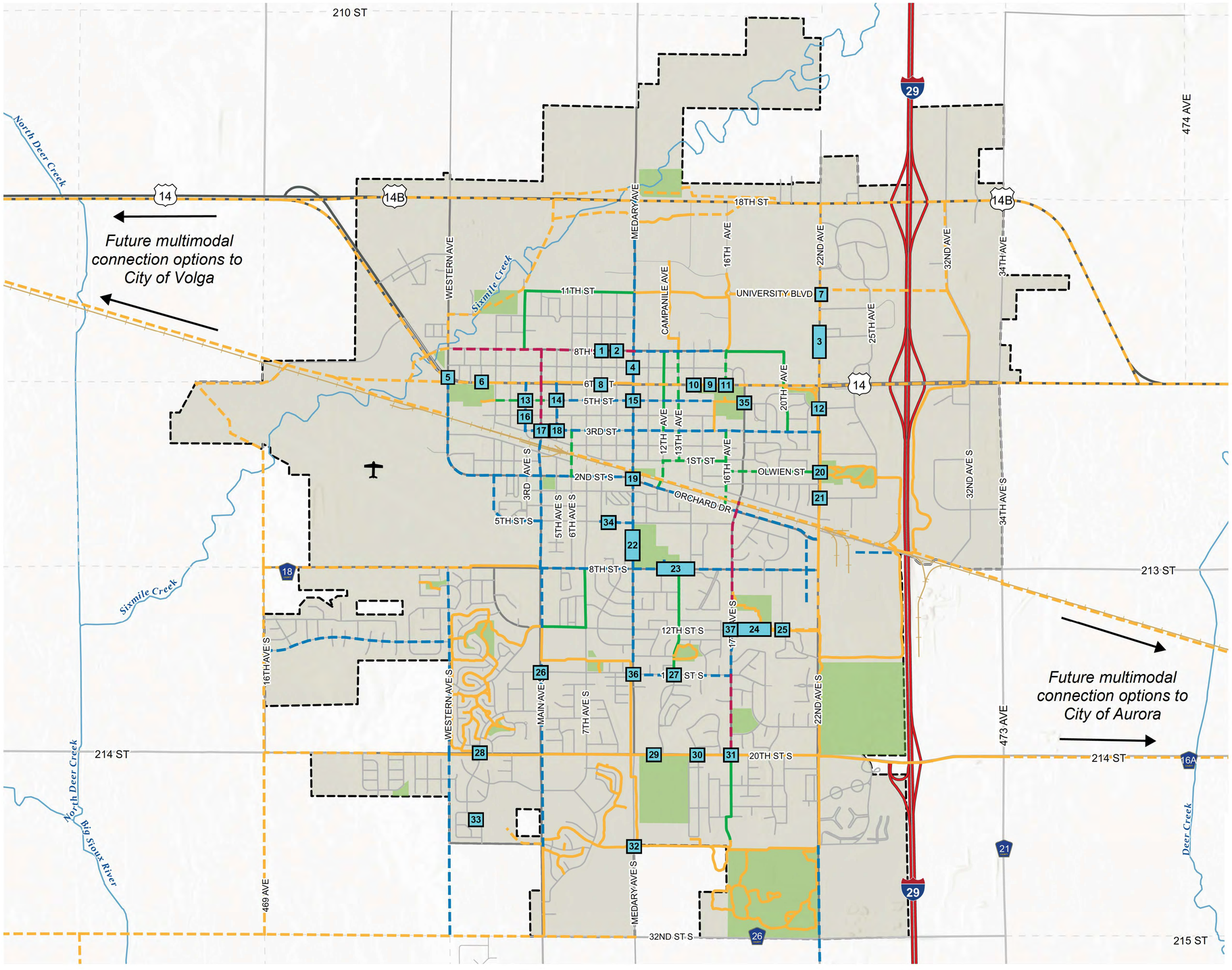
Note: The recommended intersection and roadway corridor projects represent major projects to be completed through the 2050 Planning Horizon. These projects were identified based on notable capacity or safety needs and planned area SDDOT or City of Brookings projects.

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT

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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

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT

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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

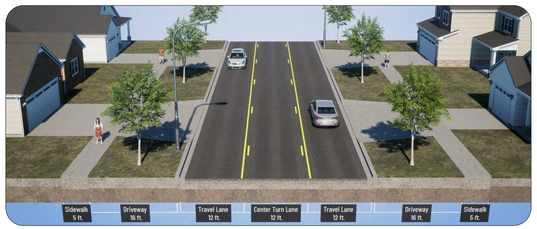
VOTE/COMMENT HERE!

Existing 4-Lane Undivided



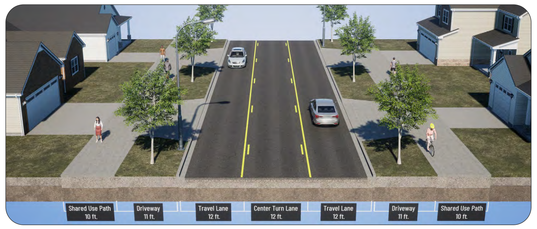


OPTION A:
3-Lane with Two-Way Left Turn Lane



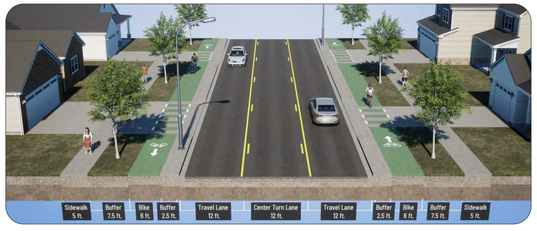


OPTION B:
3-Lane with Two-Way Left Turn Lane and Shared Use Paths



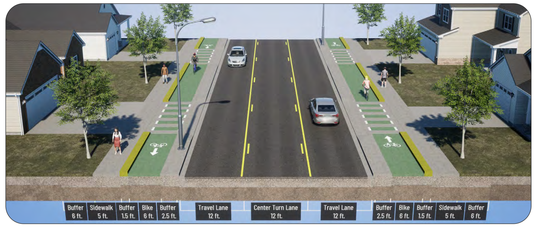


OPTION C:
3-Lane with Two-Way Left Turn Lane and Raised Separated Bike Lanes



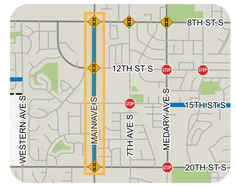


OPTION D:
3-Lane with Two-Way Left Turn Lane and Raised Curb Separated Bike Lanes





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.

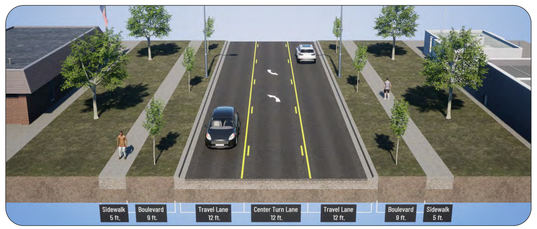
VOTE/COMMENT HERE!

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



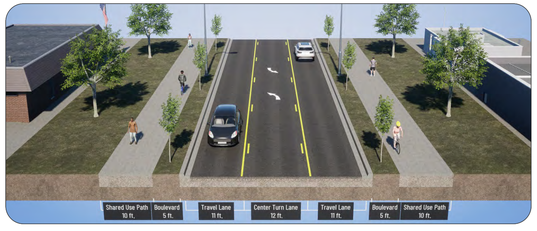


OPTION A:
3-Lane with Two-Way Left Turn Lane



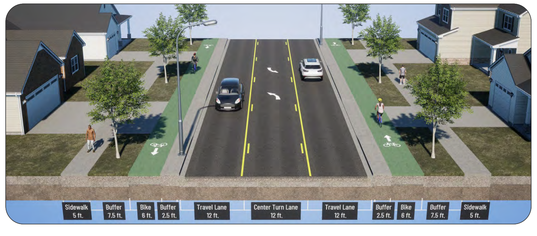


OPTION B:
3-Lane with Two-Way Left Turn Lane and Shared Use Paths





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



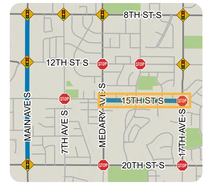


OPTION D:
3-Lane with Two-Way Left Turn Lane and Raised Curb Separated Bike Lanes





ILLUSTRATIVE ROAD DIET (ROADWAY RECONFIGURATION) CORRIDORS



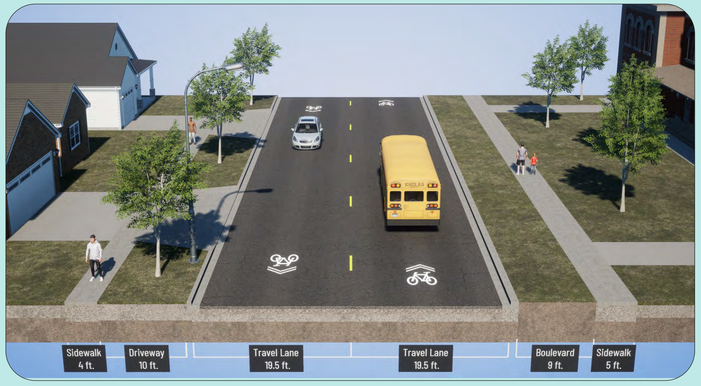
If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?

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.

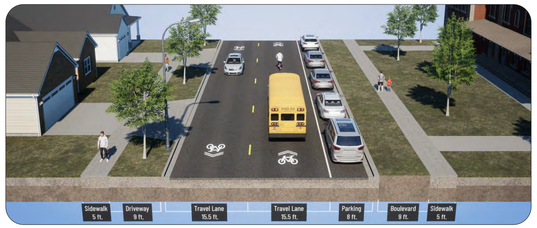
VOTE/COMMENT HERE!

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





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



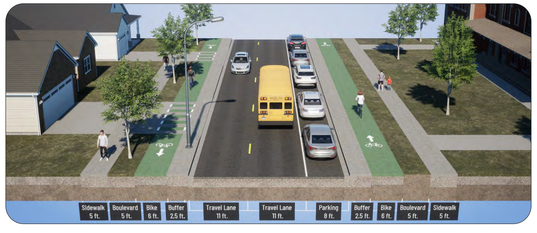


OPTION B:
Narrowed 2-Lane with On-Street Parking (One-Side) and Shared Use Paths



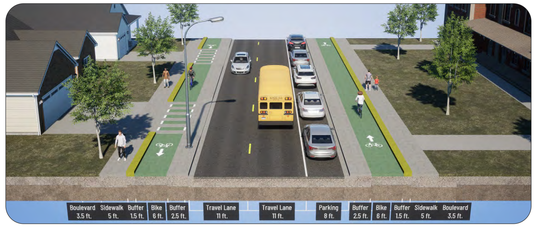


OPTION C:
Narrowed 2-Lane with On-Street Parking (One Side) and Raised Separated Bike Lanes





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.

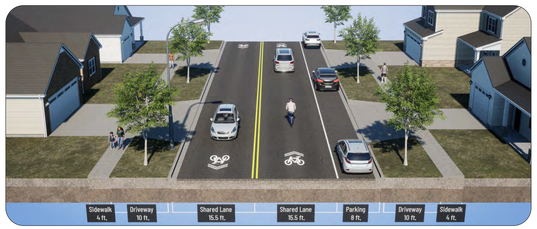
VOTE/COMMENT HERE!

Existing 2-Lane with On-Street Parking



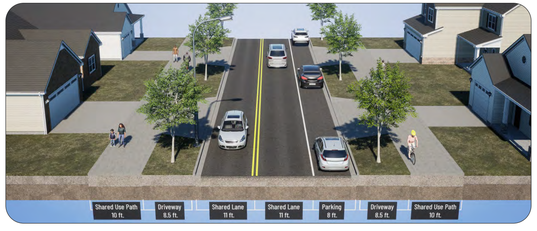


OPTION A:
Narrowed 2-Lane with On-Street Parking (One Side) and Shared Lanes



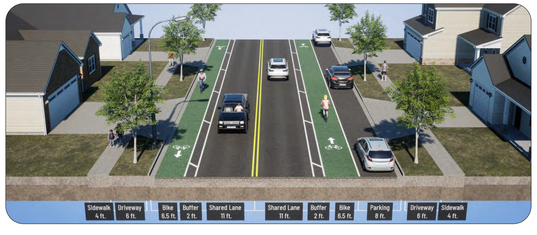


OPTION B:
Narrowed 2-Lane with On-Street Parking (One Side) and Shared Use Paths





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

BROOKINGS AREA TRANSPORTATION PLAN

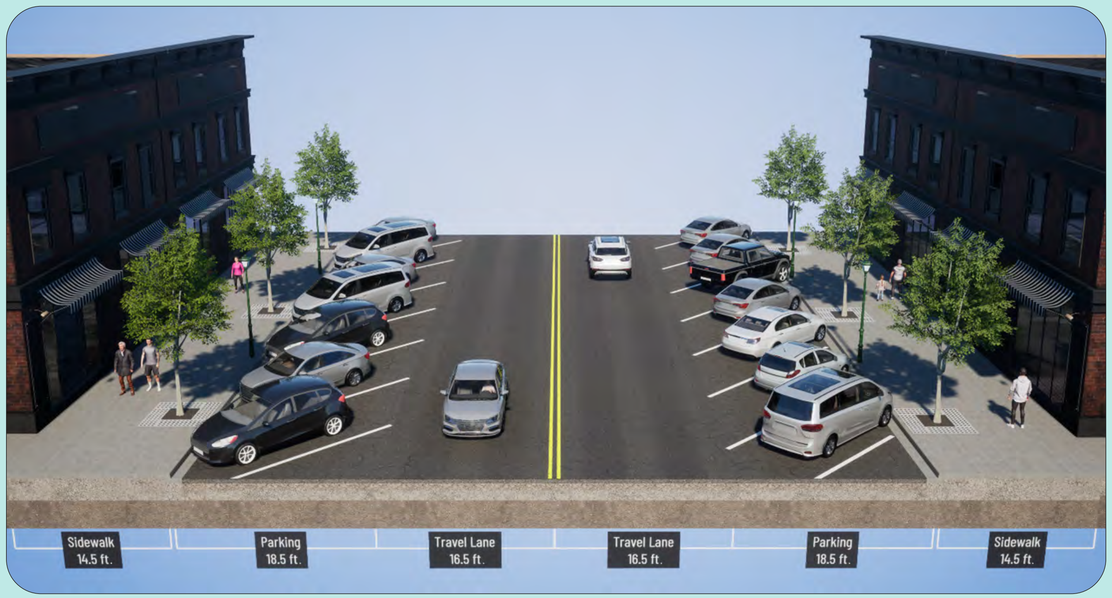
SD DOT | brookings SOUTH DAKOTA

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.*

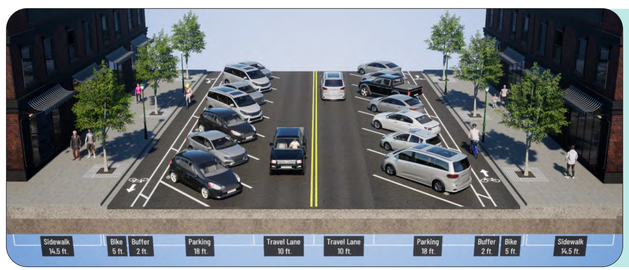
Front-Out Angle Parking *is where motorists back into angled parking spaces and exit driving forward. Front-Out Angle Parking is recommended on streets that feature both on-street bicycle facilities and angle parking to improve visibility for bicyclists. Additional benefits include vehicles not having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

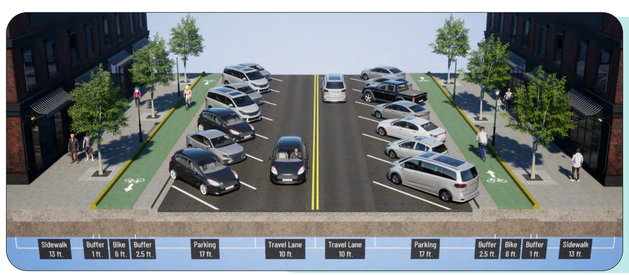
OPTION A:
2-Lane with Narrowed Travel Lanes, On-Street Front-Out Angle Parking and Conventional Bike Lanes



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

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT | brookings SOUTH DAKOTA

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

BROOKINGS AREA TRANSPORTATION PLAN

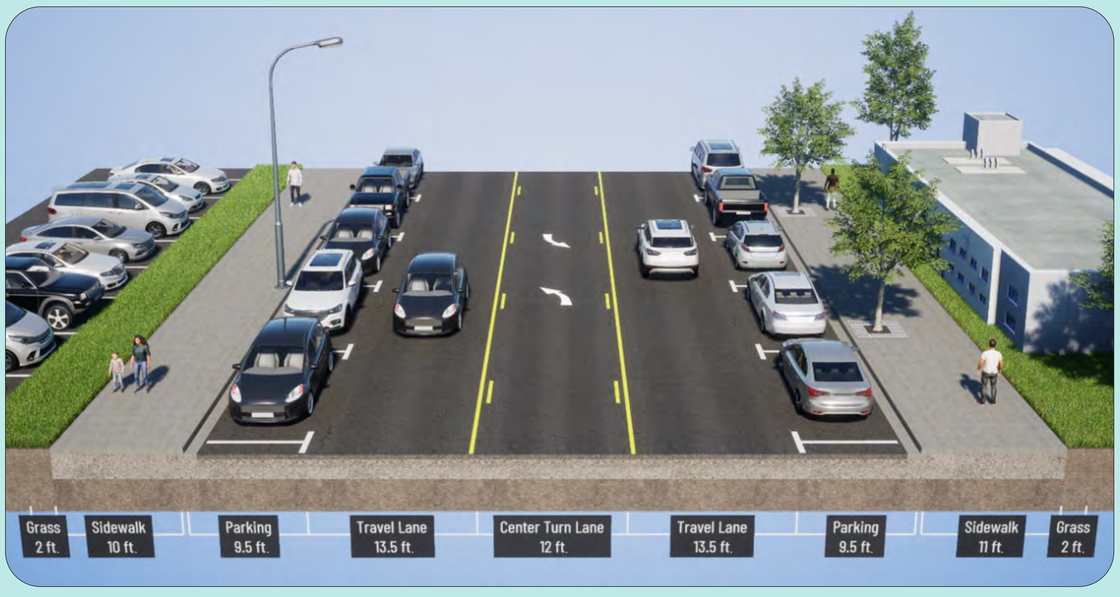
SD DOT | brookings SOUTH DAKOTA

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

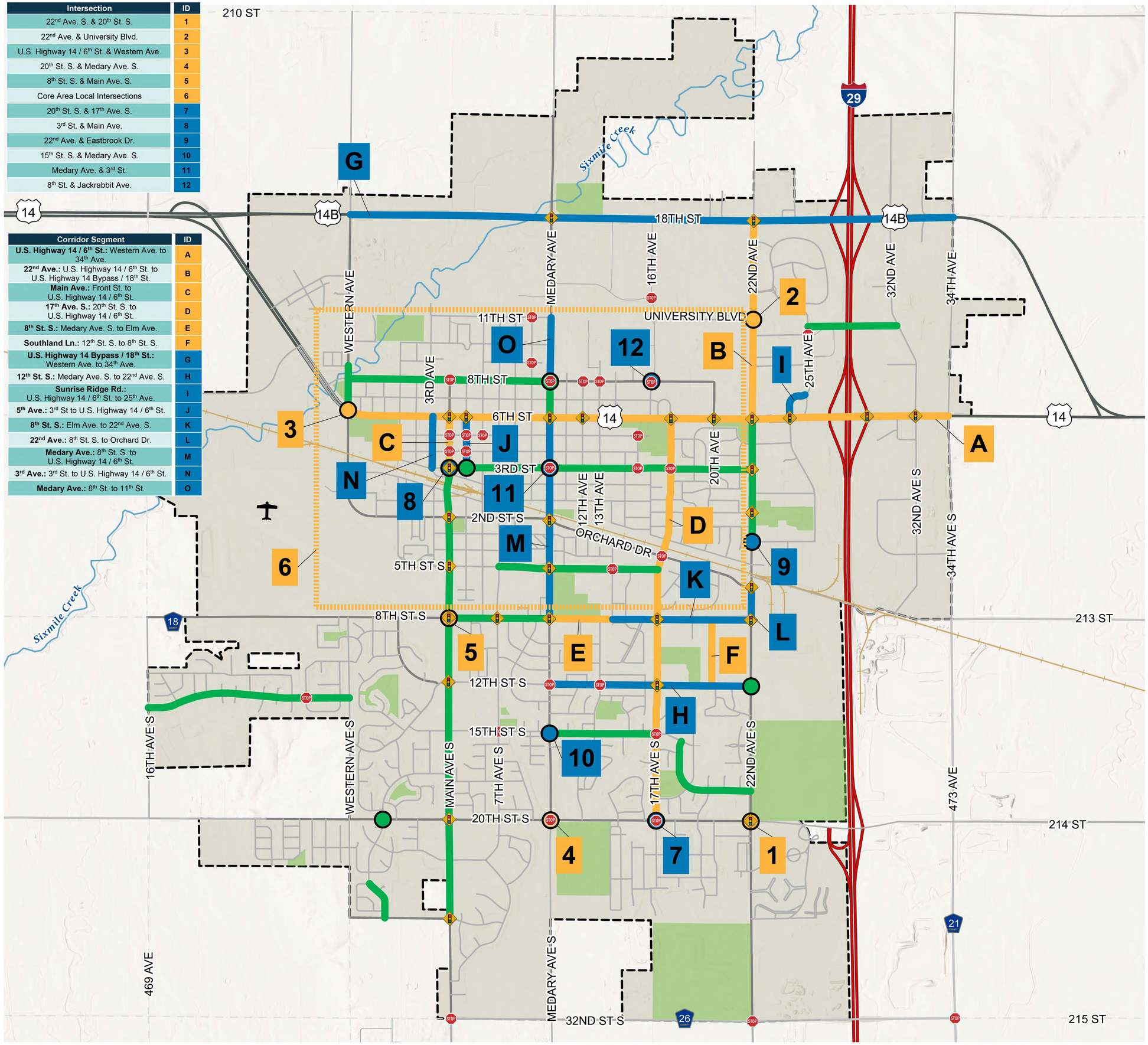


PROVIDE FEEDBACK HERE!

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

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

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



Safety Priority Network

- 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.

0 0.7 Miles

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT brookings SOUTH DAKOTA

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.

0 0.7 Miles

BROOKINGS AREA TRANSPORTATION PLAN

SD DOT brookings SOUTH DAKOTA

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

210 ST
213 ST
214 ST
469 AVE
473 AVE
Sixmile Creek
14
14B
29
18
21
26
WESTERN AVE
MEDARY AVE
CAMPANILE AVE
16TH AVE
22ND AVE
25TH AVE
32ND AVE
34TH AVE
11TH ST
UNIVERSITY BLVD
8TH ST
6TH ST
5TH ST
3RD ST
1ST ST
2ND ST S
5TH ST S
8TH ST S
12TH ST S
20TH ST S
ORCHARD DR
OLWIEN ST
12TH AVE
13TH AVE
3RD AVE S
5TH AVE S
6TH AVE S
16TH AVE S
MAIN AVE
7TH AVE S
17TH AVE S
22ND AVE S
32ND AVE S
34TH AVE S
MEDARY AVE S
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37

Future multimodal connection options to City of Volga

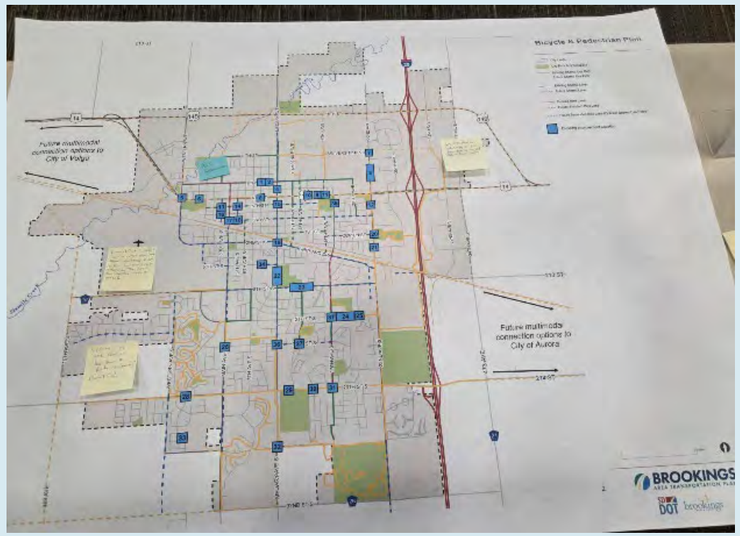
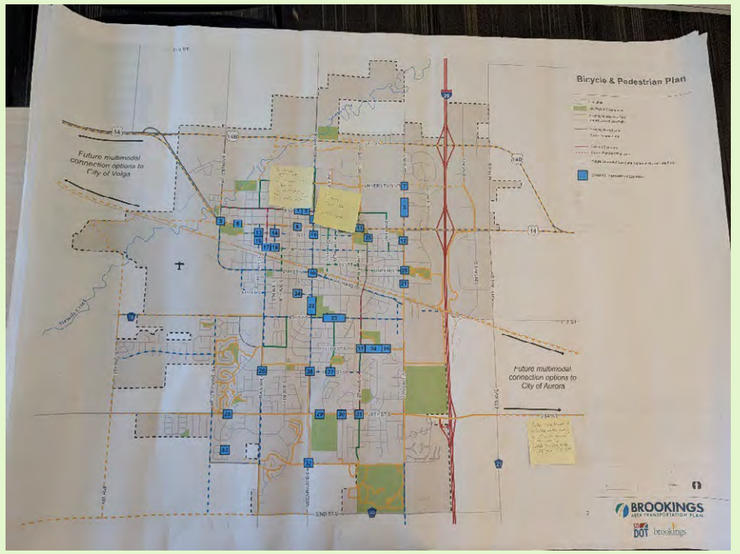
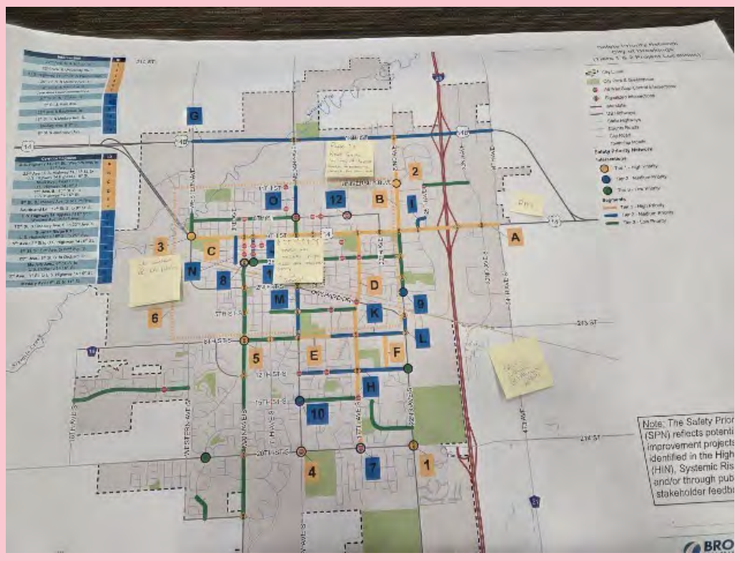
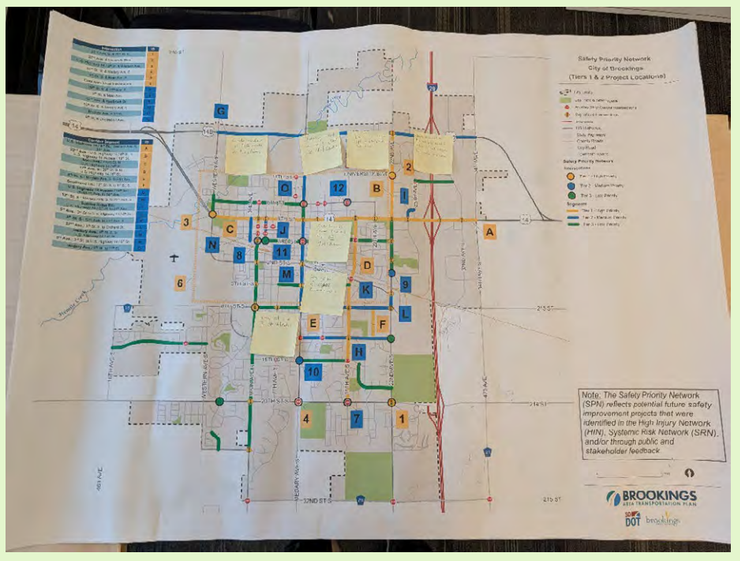
Future multimodal connection options to City of Aurora

0 0.7 Miles

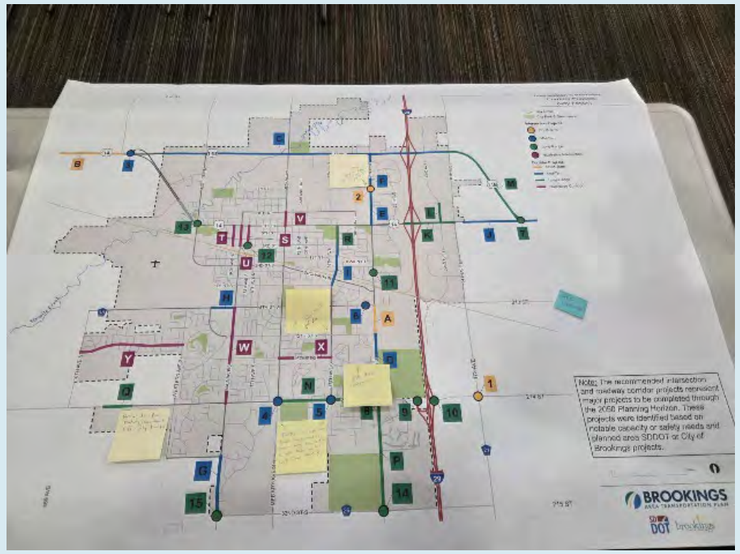
BROOKINGS AREA TRANSPORTATION PLAN

SD DOT brookings SOUTH DAKOTA

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		
		

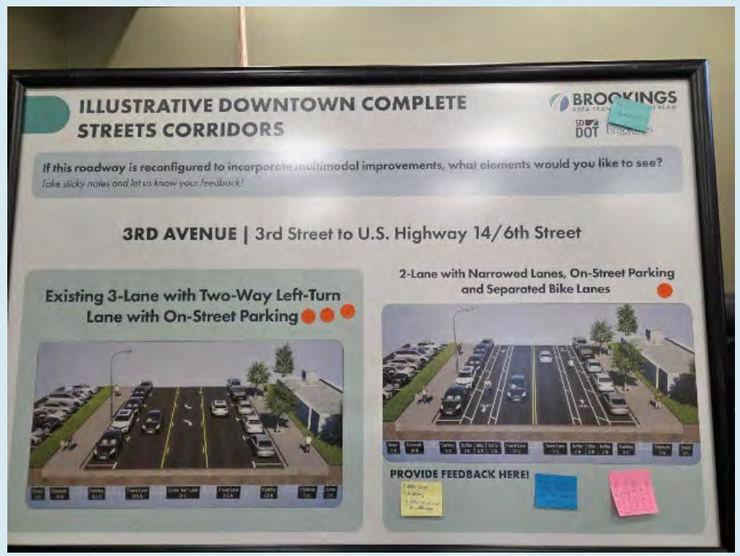
Intersection & Roadway Corridor Projects

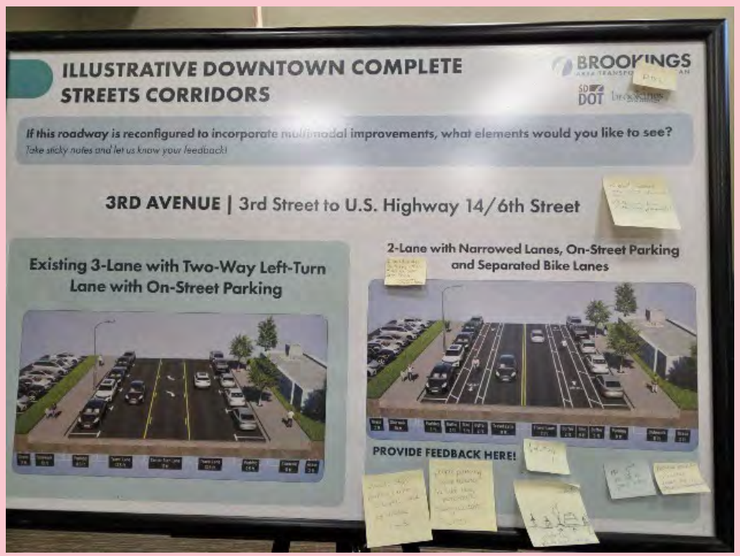


No comments received.



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

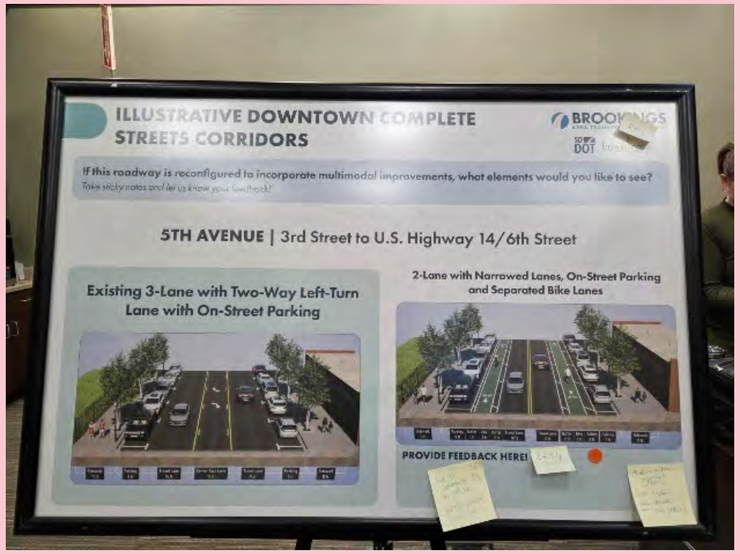






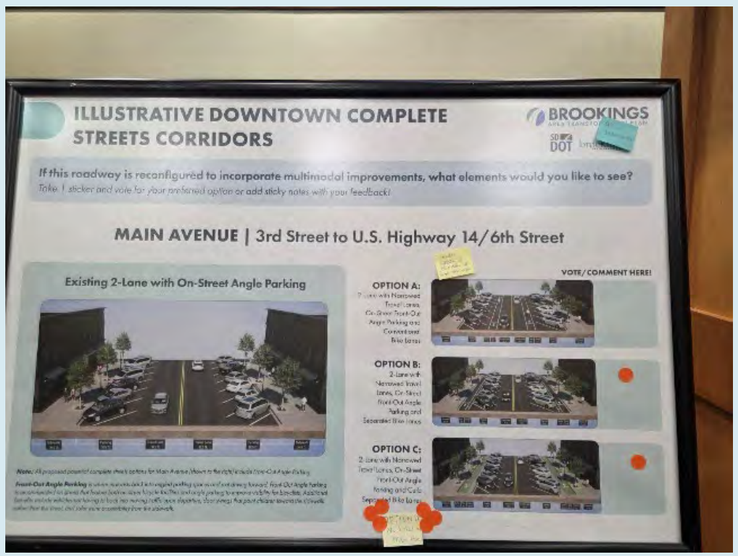
Illustrative Downtown Complete Streets Corridors – 5th Avenue (3rd Street to U.S. Highway 14/6th Street)

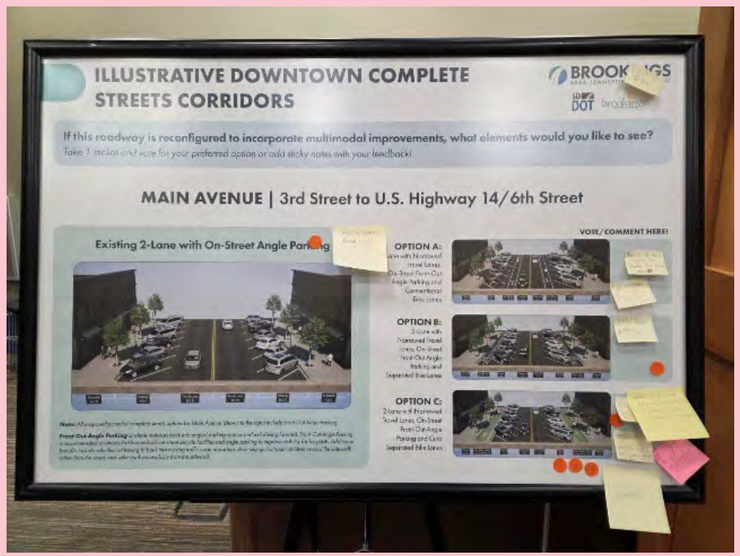






Illustrative Downtown Complete Streets Corridors – Main Avenue (3rd Street to U.S. Highway 14/6th Street)

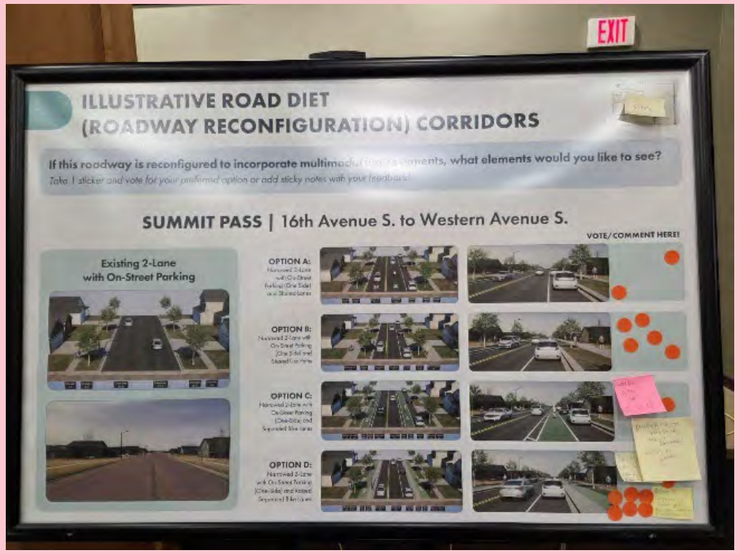






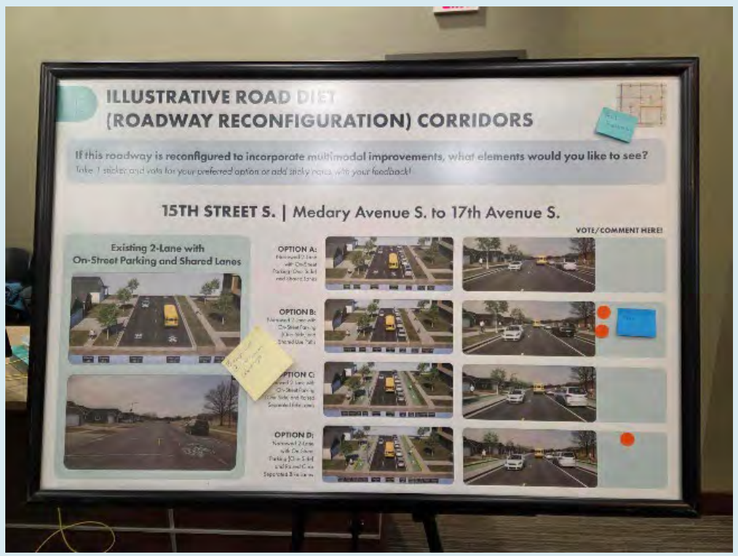
Illustrative Road Diet Corridors – Summit Pass (16th Avenue S. to Western Avenue S.)

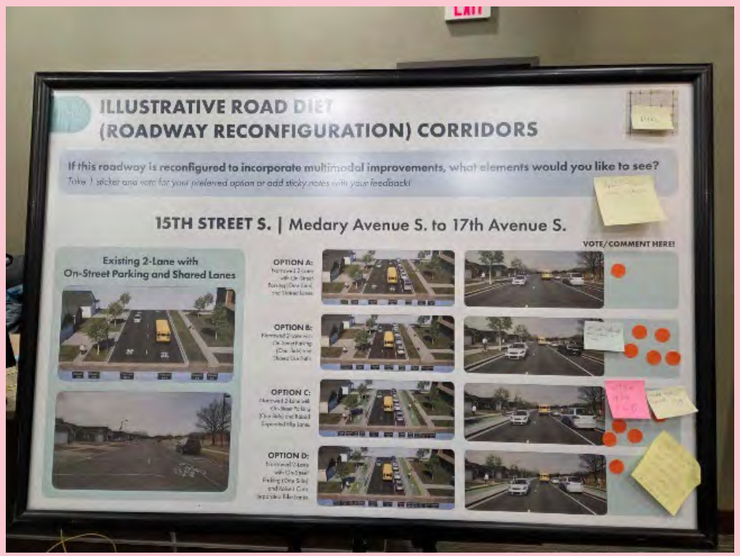






Illustrative Road Diet Corridors – 15th Street S. (Medary Avenue S. to 17th Avenue S.)

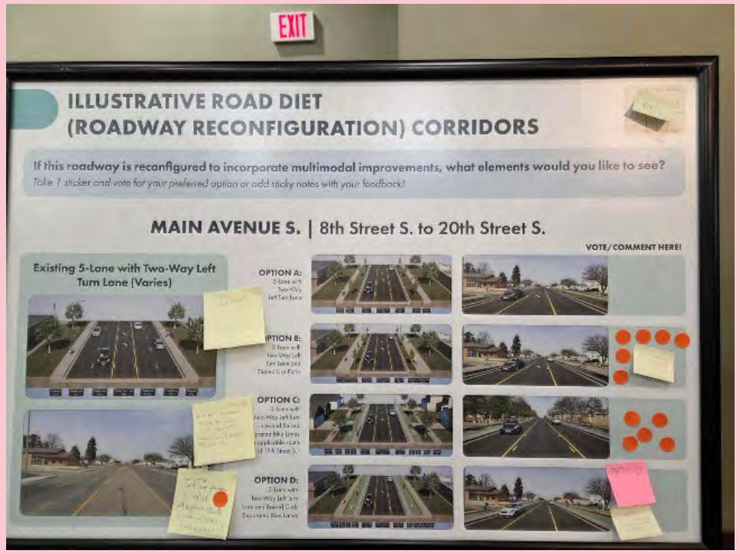






Illustrative Road Diet Corridors – Main Avenue S. (8th Street S. to 20th Street S.)



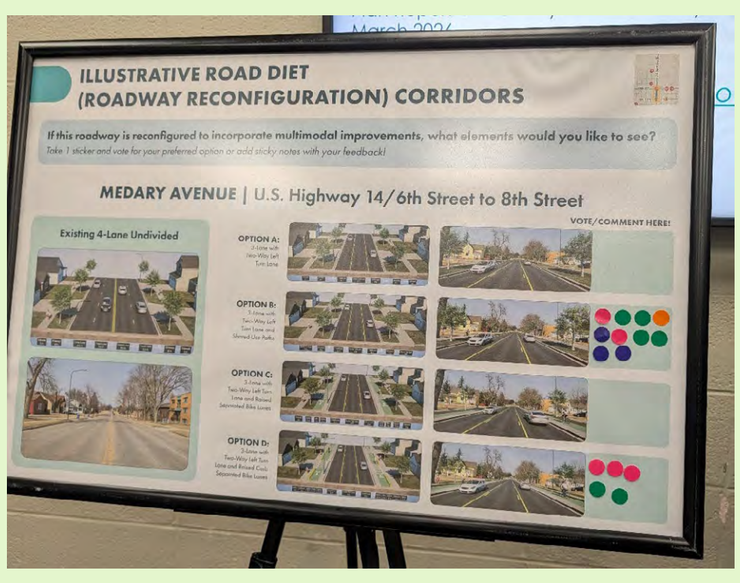




Illustrative Road Diet Corridors – Medary Avenue (U.S. Highway 14/6th Street to 8th Street)







Safety Action Plan Safety Strategies





