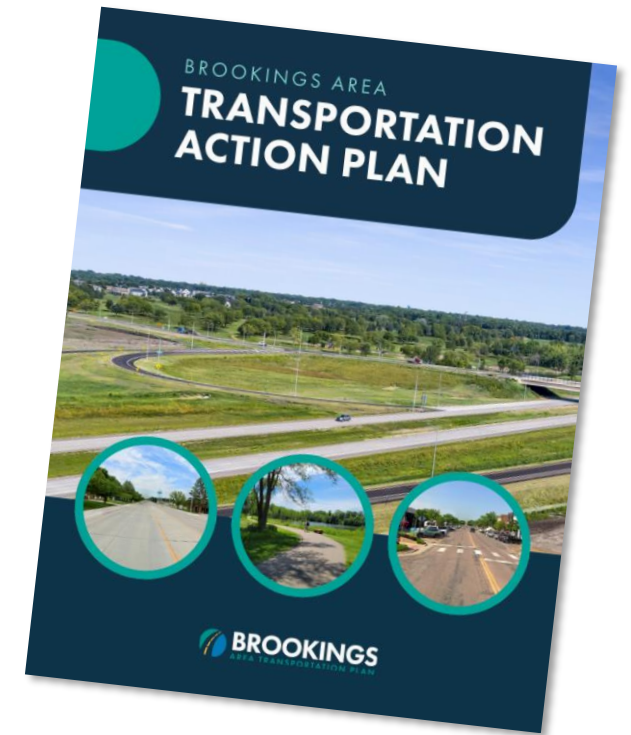


Brookings Area Transportation Plan Overview Presentation



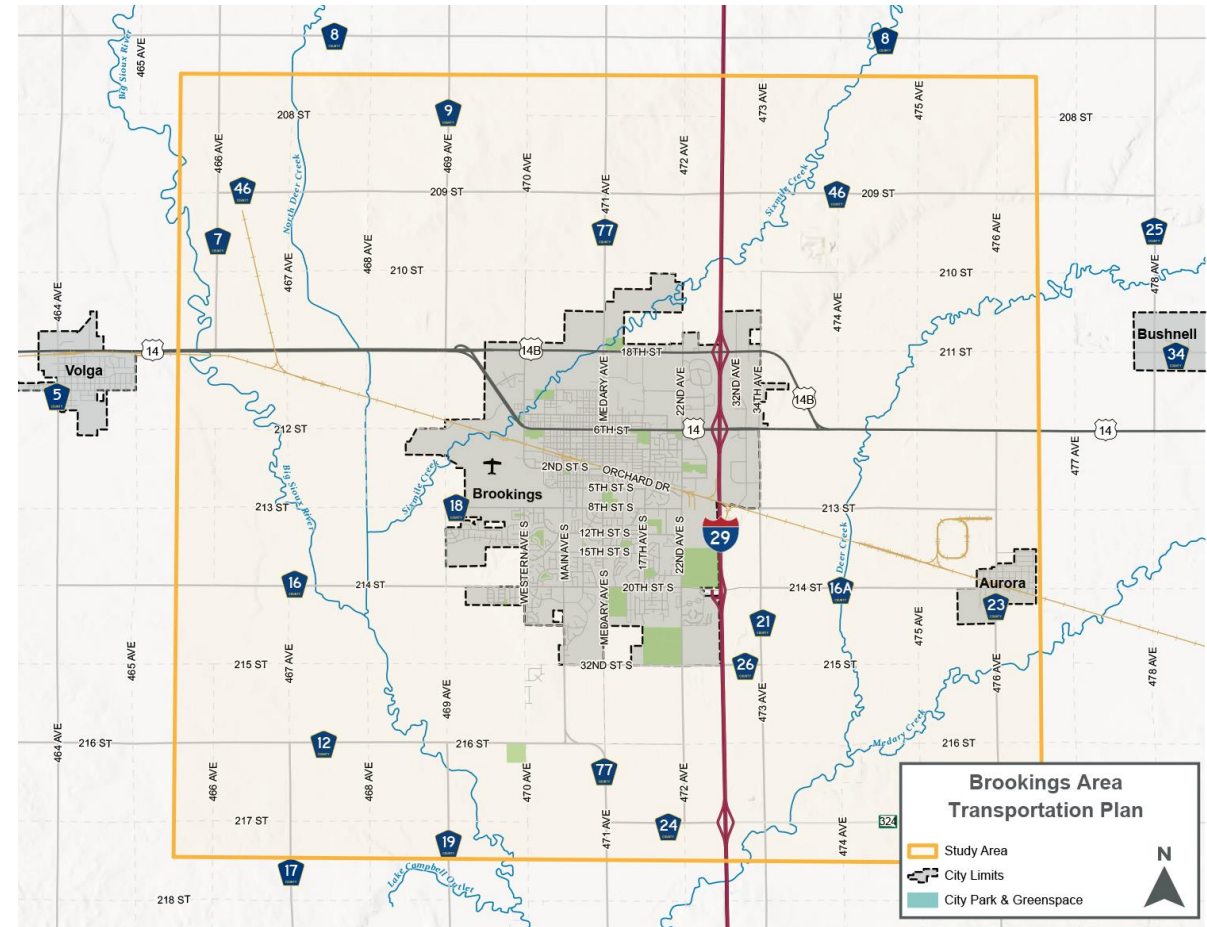
Brookings Area Transportation Plan (BATP)

- Long-range multimodal transportation plan (25-years) for Brookings area transportation network
- Guides transportation decisions and investments for bicyclists, pedestrians, transit users, and motorists
- Collaborative effort between City of Brookings, SDDOT, partnering agencies, study stakeholders, and the public



Study Area

- Includes **City of Brookings and City of Aurora limits** and the **Brookings Joint Jurisdictional Area**
- **North:** 208th Street
- **South:** SD Hwy 324 / BC Hwy 24 / 217th Street
- **East:** BC Hwy 23 / Broadway Avenue / 476th Avenue
- **West:** BC Hwy 7 / 466th Avenue



Study Advisory Team

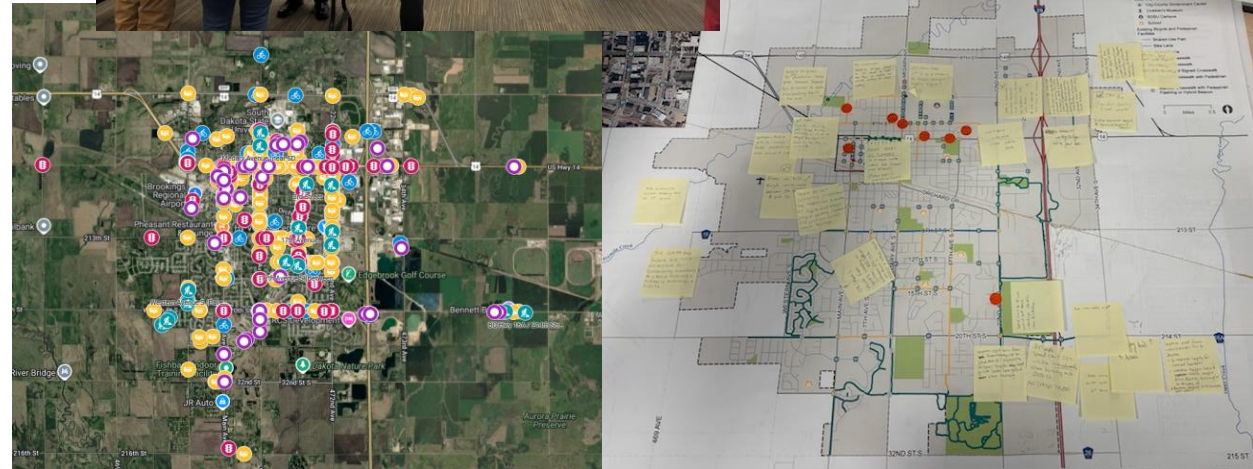
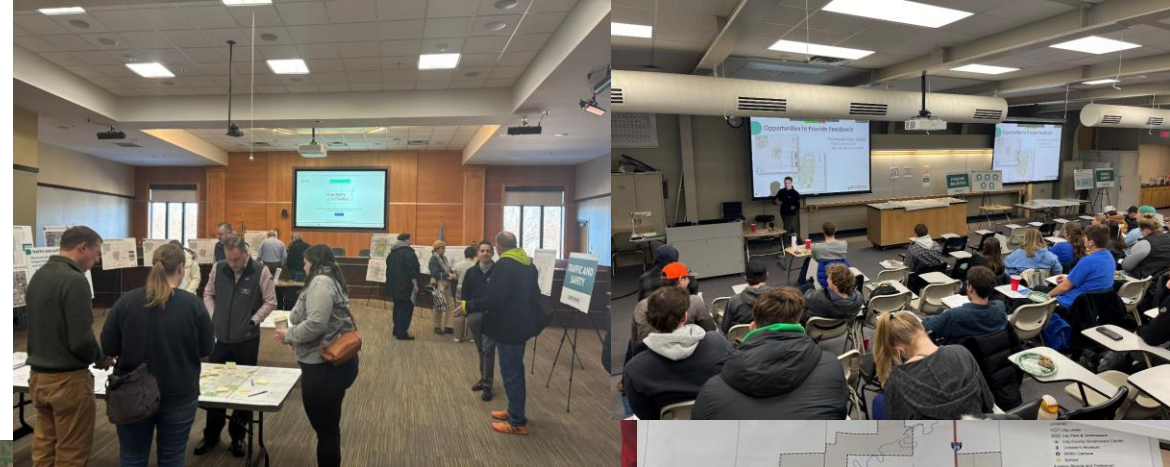
- City of Brookings
- South Dakota Department of Transportation (SDDOT)
- Brookings Municipal Utilities
- South Dakota State University (SDSU)
- City of Aurora
- Brookings County



Stakeholder/Public Meetings #1

Transportation 'Issues and Needs'

- February 19, 2025
- Stakeholder meetings (2)
- Public open house (*44 attendees*)
- SDSU Institute of Transportation Engineers (ITE) open house (*49 student attendees*)
- Travel survey (*470 responses*)
- [Meeting Summary Report](#)



Stakeholder/Public Meetings #2

Preliminary Recommendations

- February 25, 2026
- Stakeholder meetings (2)
- Public open house (*44 attendees*)
- SDSU Institute of Transportation Engineers (ITE) open house (*40 student attendees*)
- Illustrative corridor concept feedback opportunities (*road diets and downtown complete streets concepts*)

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

VOTING LEGEND
● Stakeholder Open House
● Public Meeting Open House
● SDSU/ITE Open House

Existing 4-Lane Undivided

OPTION A: 2-Lane with Two-Way Left-Turn Lane
Total Votes: 1 Overall Rank: #4

OPTION B: 2-Lane with Two-Way Left-Turn Lane and Separated Bike Lane
Total Votes: 1 Overall Rank: #1

OPTION C: 2-Lane with Two-Way Left-Turn Lane and Separated Bike Lane
Total Votes: 3 Overall Rank: #2

OPTION D: 2-Lane with Two-Way Left-Turn Lane and Separated Bike Lane
Total Votes: 2 Overall Rank: #3

VOTES FOR EXISTING SECTION | COMMENTS

VOTE/COMMENT HERE



ILLUSTRATIVE DOWNTOWN COMPLETE STREETS CORRIDORS

If this roadway is reconfigured to incorporate multimodal improvements, what elements would you like to see?
Take sticky notes and let us know your feedback!

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

VOTING LEGEND
● Stakeholder Open House
● Public Meeting Open House
● SDSU/ITE Open House

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

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

VOTES (EXISTING SECTION) | COMMENTS

VOTES (COMPLETE STREETS)

BATP Key Report Elements

1. Understanding

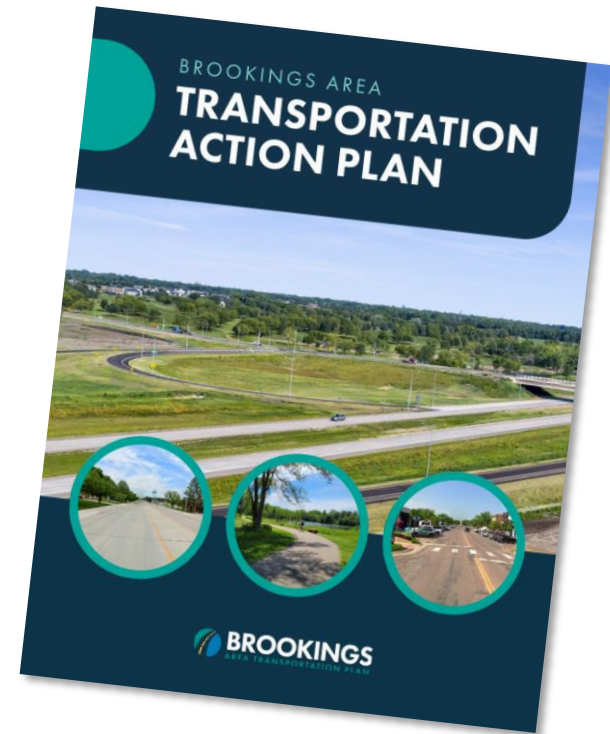
- a. Public Engagement
- b. Community Profile
- c. Baseline Conditions
- d. Issues and Needs

2. Standards and Project Development

- a. Major Roads Plan
- b. Roadway Standards and Guidelines
- c. Bicycle and Pedestrian Plan
- d. Safety Action Plan
- e. Build Conditions & Supplemental Scenarios

3. Implementation Plan

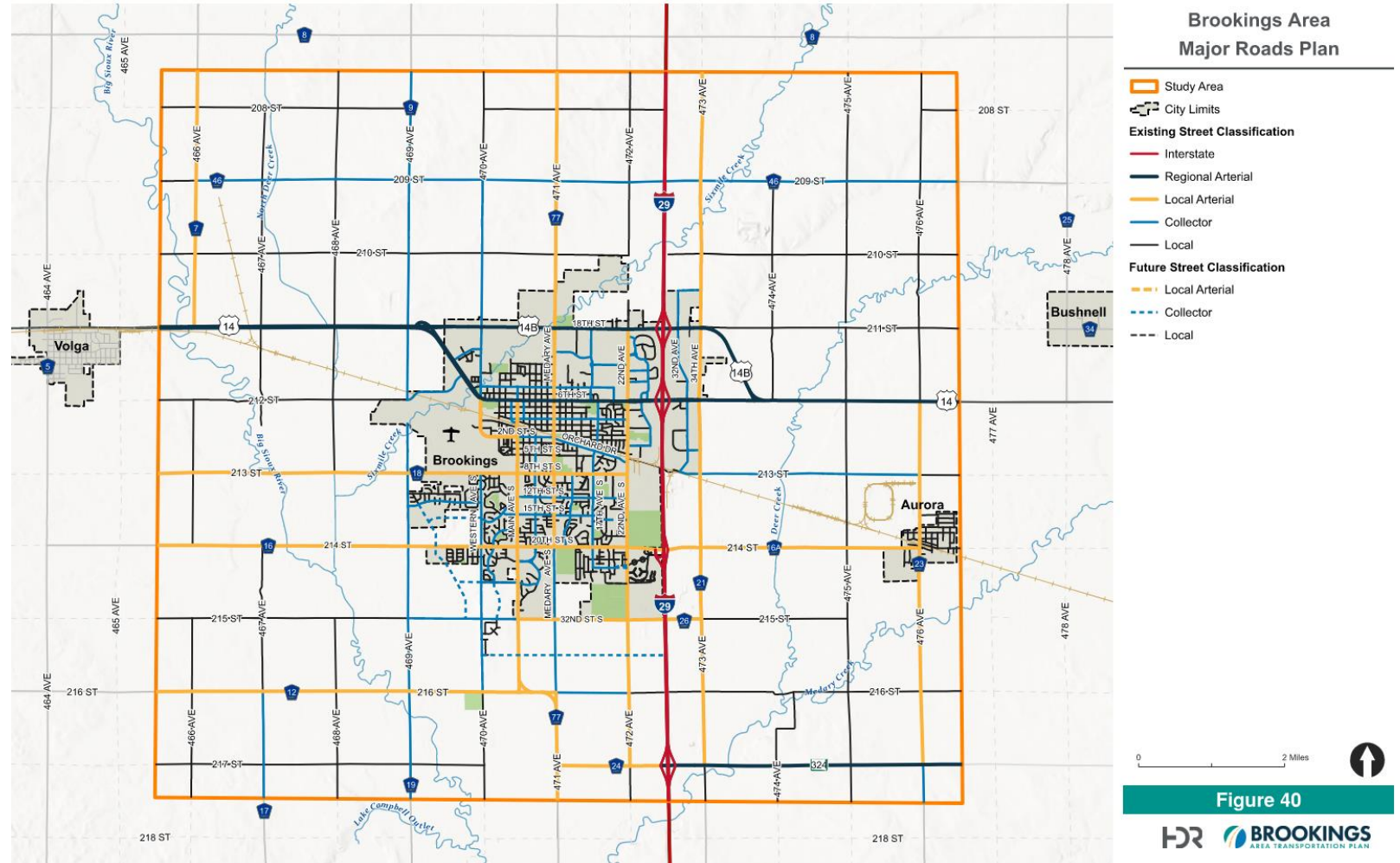
- a. Funding Analysis
- b. Prioritized Project Recommendations



Major Roads Plan

Major Roads Plan

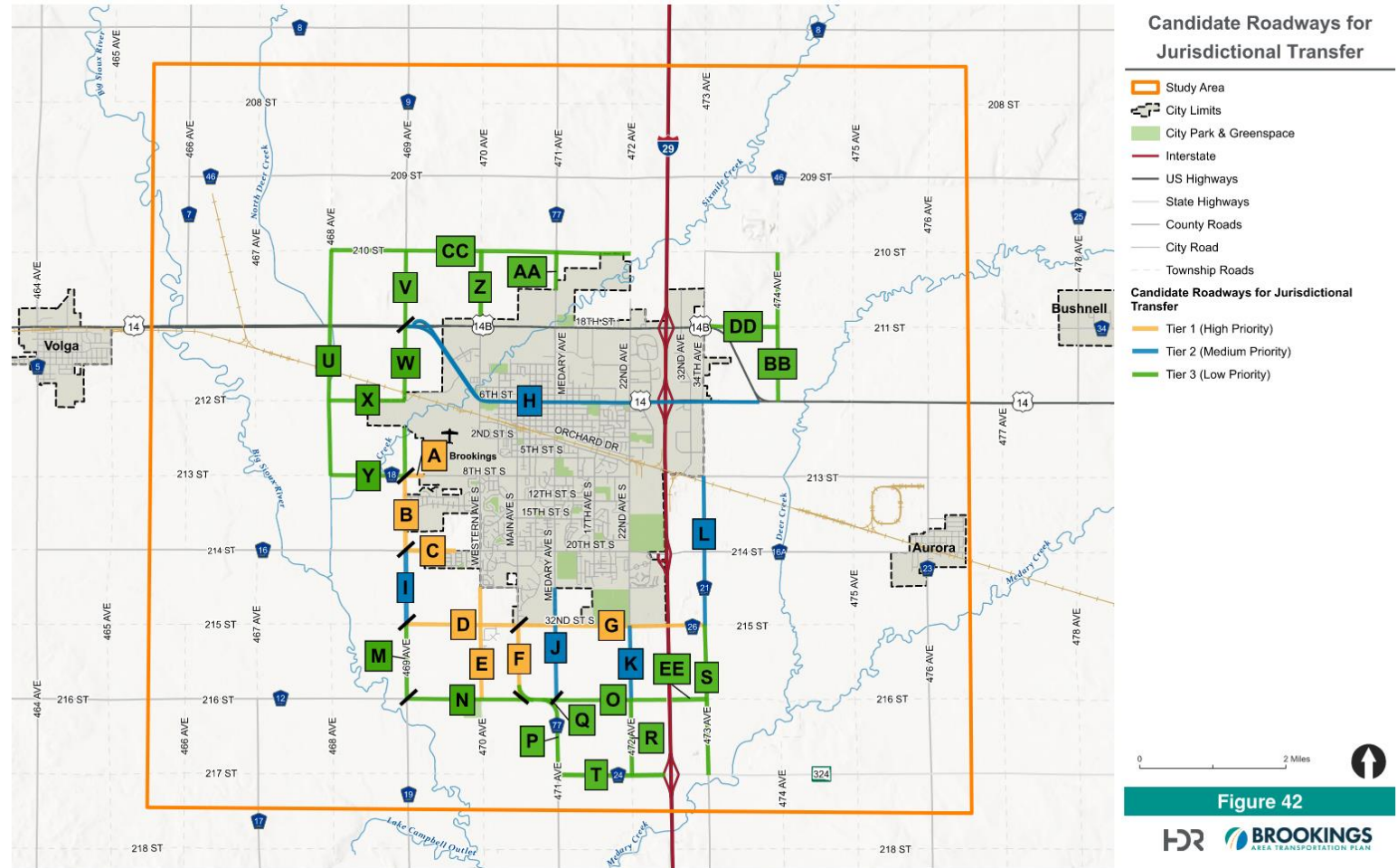
- Provides a long-range vision of all Brookings area public streets
- Establishes local area roadway classification and route prioritization
- Guides future development and transportation projects



Major Roads Plan

Candidate Roadways for Future Jurisdictional Transfer

- Identifies potential growth area roadways for jurisdictional transfer
- Implementation requires detailed agreements between agencies involved



Design Guidelines

Overview

- Supports Major Roads Plan
- Supports and Updates City Design Standards

Guidance (examples):

- Typical sections
- Traffic impact study requirements
- Traffic calming
- Complete streets
- Road diets
- Access spacing and management guidance
- Jurisdictional transfer guidance

Design Guidelines: Typical Sections

Arterial / Collector Streets

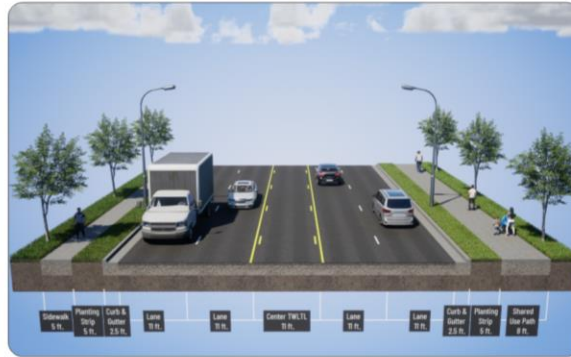
Urban 4-Lane Divided Arterial Typical Section with Full Raised Median

92-foot Right-of-Way



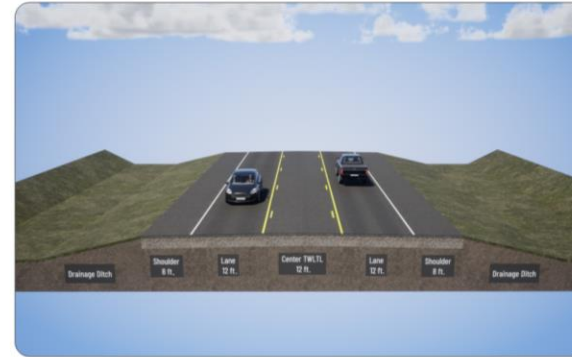
Urban 5-Lane Arterial Typical Section with Center Two-Way Left Turn Lane

83-foot Right-of-Way



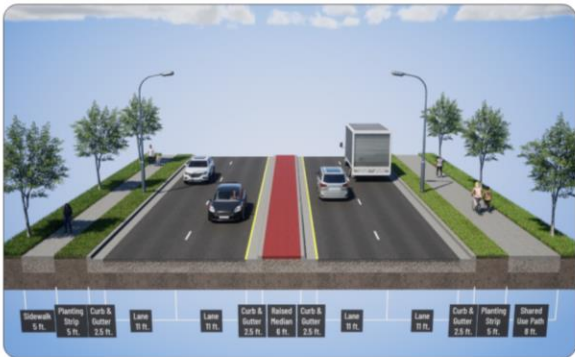
Rural 3-Lane Arterial Typical Section

80-foot Right-of-Way



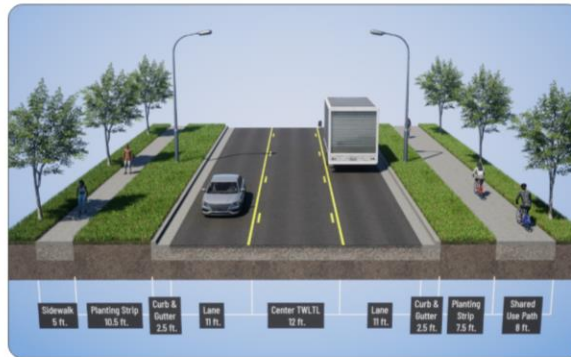
Urban 4-Lane Divided Arterial Typical Section with Hybrid Raised Median

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



Key Design Features:

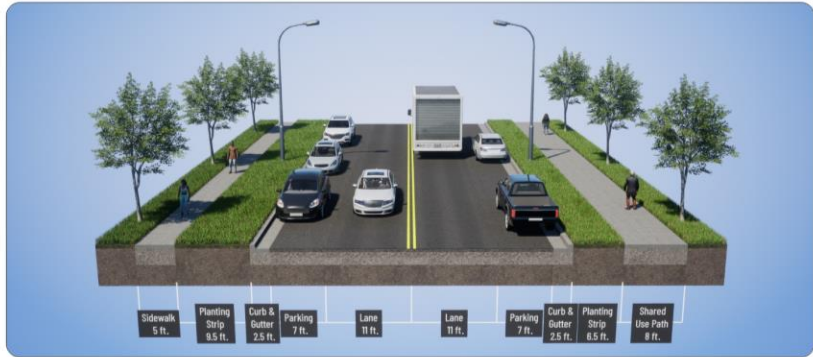
- 11 ft. lanes (urban)
- Shared Use Path on One Side (urban)

Design Guidelines: Typical Sections

Collector / Local Streets

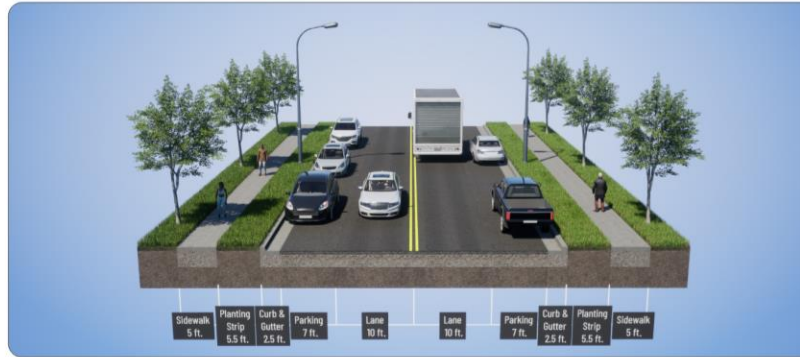
Urban 2-Lane Collector Typical Section with On-Street Parking (Both Sides)

70-foot Right-of-Way



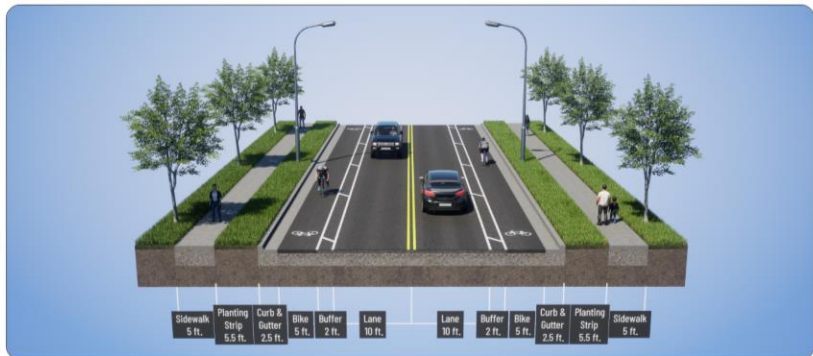
Urban 2-Lane Local Typical Section with On-Street Parking (Both Sides)

60-foot Right-of-Way



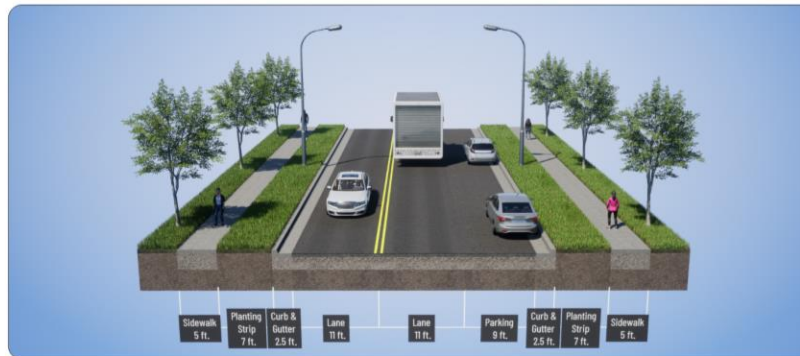
Urban Retrofit 2-Lane Collector and Local Typical Section with Separated Bike Lanes

60 to 70-foot Right-of-Way



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

60-foot Right-of-Way



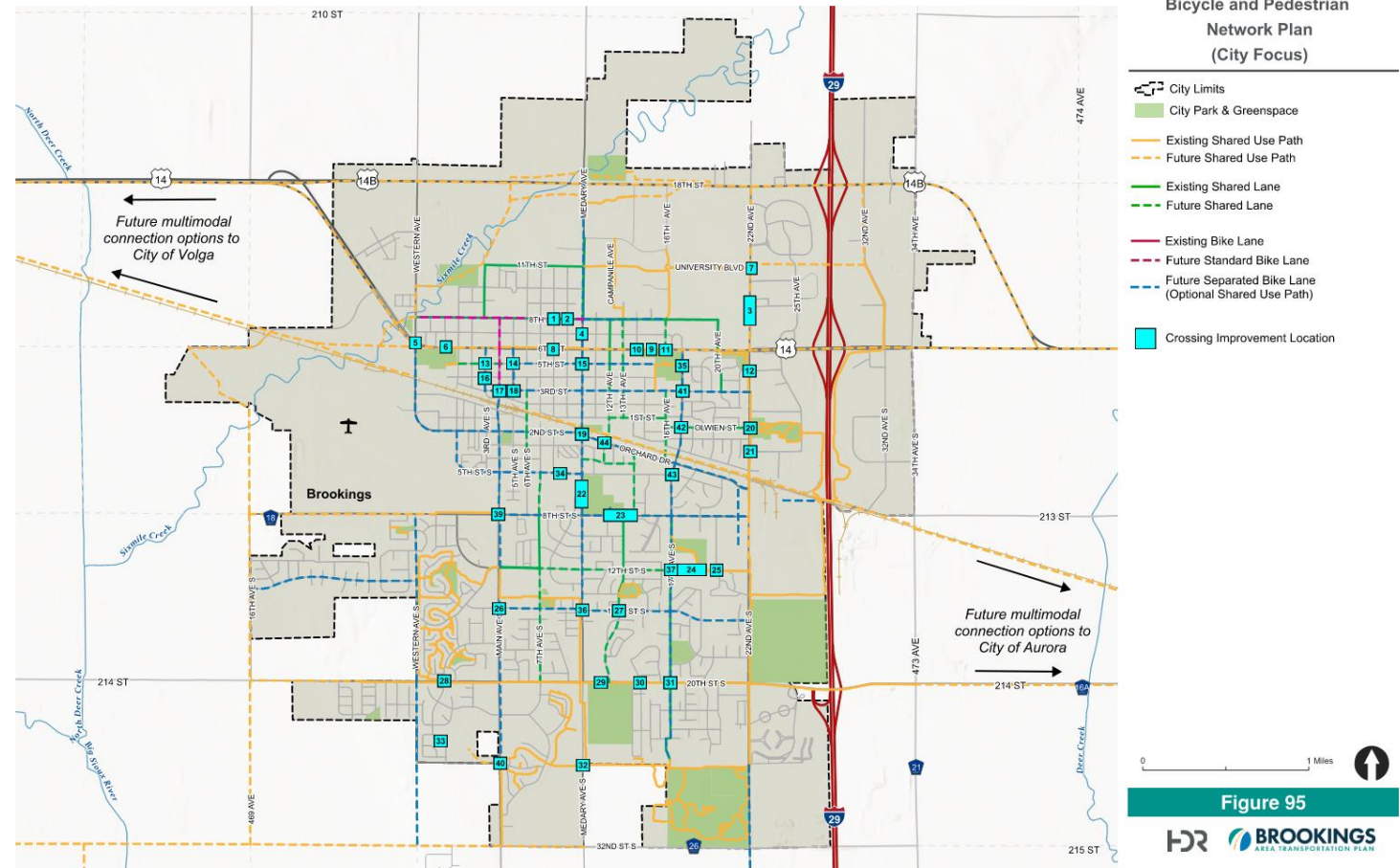
Key Design Features:

- 10 to 11 ft. lanes
- Option for buffered on-street bike lanes

Bicycle and Pedestrian Plan

Framework

- Updates **2017 City of Brookings Bicycle Master Plan** to incorporate:
 - 20th Street S interchange and shared use path
 - Planned SDDOT projects along US14 Bypass and the I-29 Exit 133 interchange
 - BATP public feedback
- Identifies:
 - Bicycle and pedestrian facility improvements
 - Pedestrian crossing improvements
 - Community connectivity opportunities
 - Illustrative Downtown Complete Streets Concepts



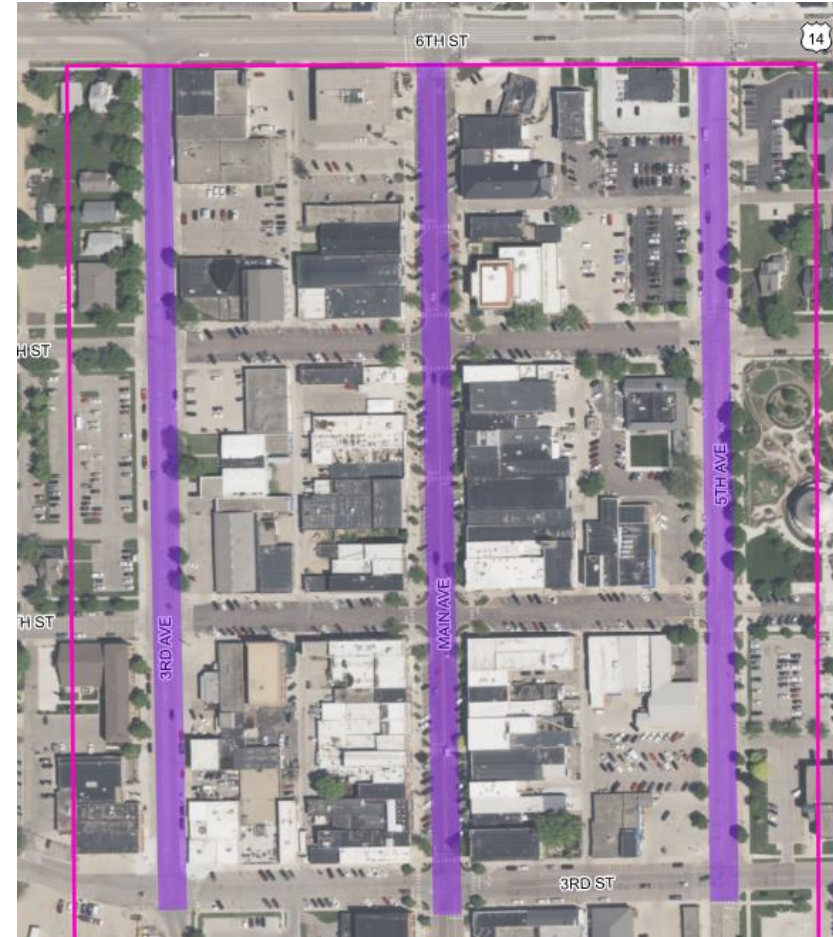
Bicycle & Pedestrian Plan – Illustrative Complete Streets Corridors

Complete Streets Corridors

- Streets designed with the safety and comfort of all road users in mind
- Provide traffic calming (*e.g., narrow travel lanes, add on-street bike lane buffers*)
- Ensure safety for vulnerable road users (*e.g., narrow pedestrian crossing distances, add bike lanes, increase vehicle separation*)

Illustrative Downtown Complete Streets Corridors (*received public feedback*):

- **Main Ave**: 3rd St to US14 / 6th St
- **3rd Ave**: 3rd St to US14 / 6th St
- **5th Ave**: 3rd St to US14 / 6th St



Bicycle & Pedestrian Plan – Illustrative Complete Streets Corridors

Complete Streets Corridors

- Streets designed with the safety and comfort of all road users in mind
- Provide traffic calming (*e.g., narrow travel lanes, add on-street bike lane buffers*)
- Ensure safety for vulnerable road users (*e.g., narrow pedestrian crossing distances, add bike lanes, increase vehicle separation*)

Illustrative Downtown Complete Streets Corridors (*received public feedback*):

- **Main Ave:** 3rd St to US14 / 6th St
- **3rd Ave:** 3rd St to US14 / 6th St
- **5th Ave:** 3rd St to US14 / 6th St



Bicycle & Pedestrian Plan – Illustrative Complete Streets Corridors

Main Avenue Concepts

- **Option A:** Conventional Bike Lanes
- **Option B:** Separated Bike Lanes
- **Option C:** Curb Separated Bike Lanes
- All concepts include narrowed travel lanes, bike lanes, and Front-Out Angle Parking.

3rd & 5th Avenue Concepts

- Conversion from 3-Lanes to 2-Lanes
- Narrowed travel lanes
- Retains on-street parallel parking
- Adds on-street separated bike lanes

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

Existing 2-Lane with On-Street Angle Parking

Total Votes: 8 Overall Rank: #2

VOTES FOR EXISTING SECTION | COMMENTS

Stakeholder Open House: 4 (blue dots)
Public Meeting Open House: 2 (red dots)
SDSU ITE Open House: 2 (green dots)

Comments: Scramble crossing @ 3rd & Main w/ Diagonal crosswalks. Bad for bikers (Option A). No bikes on Main Avenue (blue dot for existing section).

Options: Existing section (keep as is) (Option A). Either B or C. Prefer Option C. C is great (Option C). B could be on a budget (Option B).

VOTING LEGEND

- Stakeholder Open House (Blue dot)
- Public Meeting Open House (Red dot)
- SDSU ITE Open House (Green dot)

VOTE/COMMENT HERE!

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

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

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

VOTES (EXISTING SECTION) | COMMENTS

Stakeholder Open House: 4 (blue dots)
Public Meeting Open House: 2 (red dots)
SDSU ITE Open House: 2 (green dots)

Comments: Please opening lane to create the bike lane, potentially causing accidents. DWTC. How do you plan parking on 3rd? (1) Other lanes. (2) Parking. (3) Bike lanes need to substitute (one or two lanes near curb?). How does this convert to the other road that? (1) Other lanes. (2) Parking. (3) Bike lanes need to substitute (one or two lanes near curb?). (4) Other lanes. (5) Bike lanes on outside for bike safety.

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

VOTES (COMPLETE STREETS)

Stakeholder Open House: 4 (blue dots)
Public Meeting Open House: 2 (red dots)
SDSU ITE Open House: 2 (green dots)

Comments: I love this idea in theory & think it will be much better for all. Comments about parking and bikes. Make sure bike paths are paved? Do we really get this much bike safety? Seems excessive.

Safety Action Plan

Safety Action Plan

- Comprehensive plan to **reduce and eliminate fatal and serious injury crashes by 2050**
- Robust safety analysis focused on:
 - **Fatal and Injury crashes**
 - **Bicycle and pedestrian safety**
 - **Downtown safety**
- Aligns with **Safe Streets & Roads for All (SS4A)** grant program criteria

SAFETY ACTION PLAN

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



HIGH INJURY NETWORK (HIN)

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



SYSTEMIC RISK NETWORK (SRN)

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



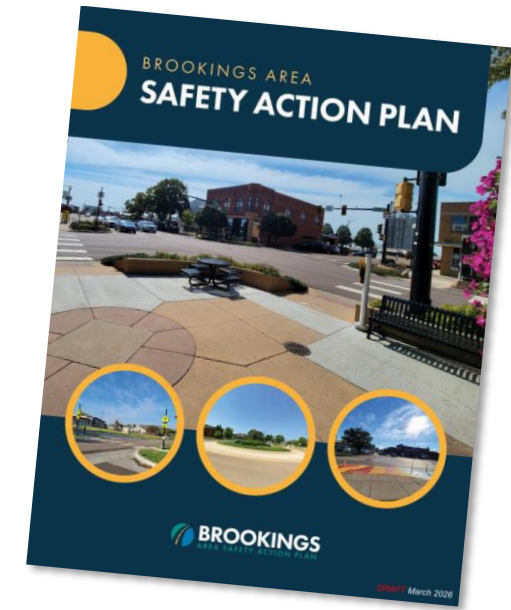
SAFETY PRIORITY NETWORK (SPN)

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

Safety Action Plan

Need for Safety Action Plan

- Reduce and eliminate fatal and serious injury crashes in the Brookings area (*improve safety*)
 - *Establishes long-range visionary safety goals through the Safety Action Plan adoption resolution*
- Position City of Brookings to be eligible for **SS4A Implementation Grant Funding** (*design/construction of safety projects*)
- Structured as a BATP appendix item and individual report



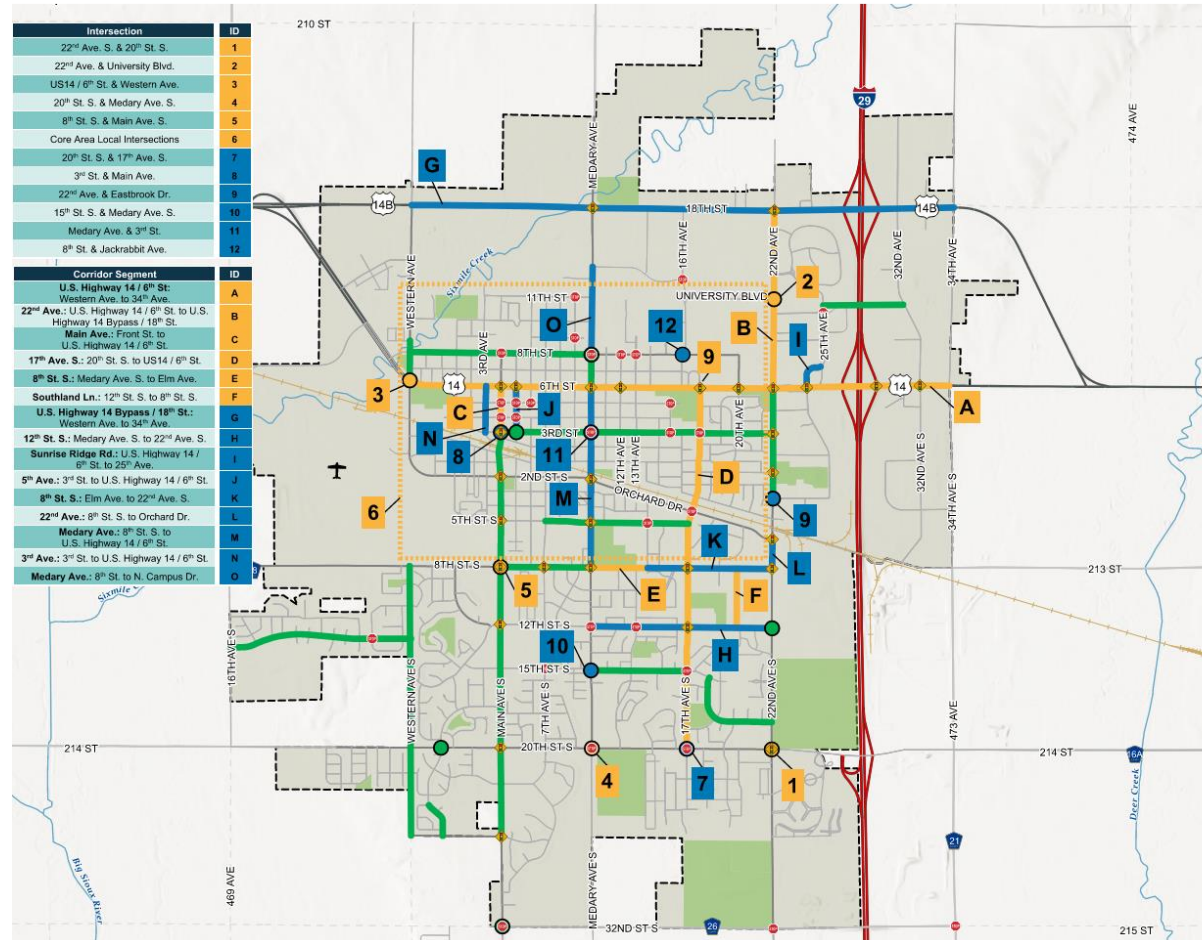
Safety Action Plan

Safety Priority Network (SPN)

- Identifies prioritized locations for potential future safety improvement projects
- Based on locations identified in the crash history and safety analysis, and/or through public and stakeholder feedback



SAFETY PRIORITY NETWORK (SPN)



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.

Figure 97a



Build Conditions & Supplemental Scenarios

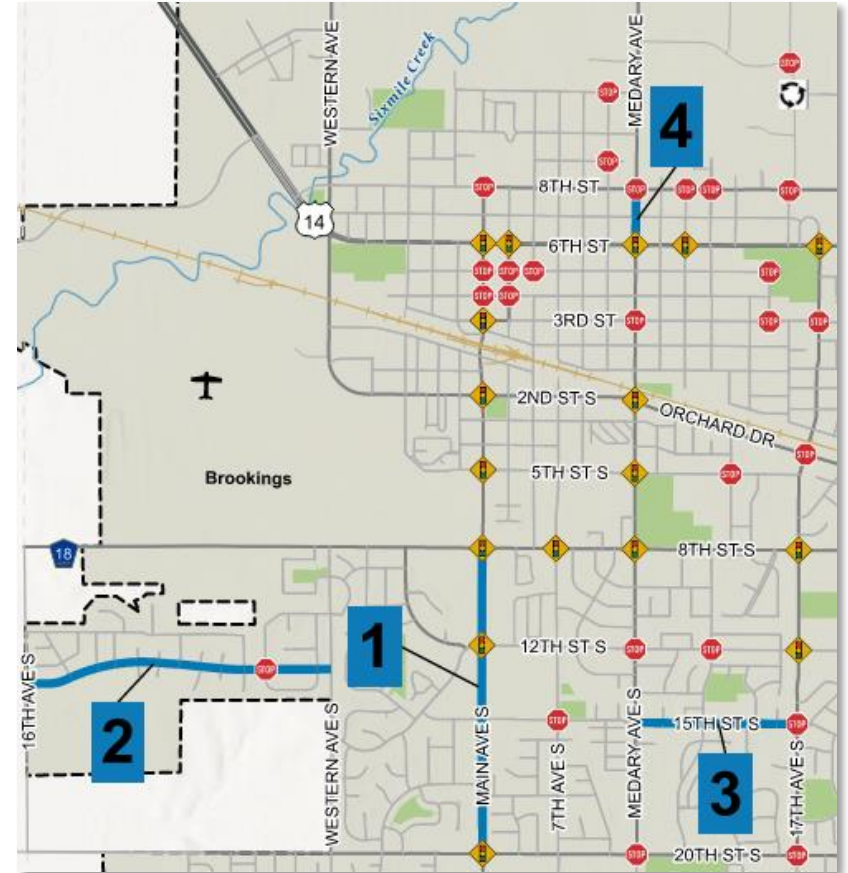
Build Conditions & Supplemental Scenarios

- Analyzes traffic operations of proposed or potential intersection and corridor concepts
- Includes review of:
 - Illustrative Downtown Complete Streets corridors
 - Illustrative Road Diet corridors

Illustrative Road Diet Corridors

Road Diet Evaluation Corridors

- **Road Diets:** Reconfigure streets to improve traffic and safety and reallocate space for other modes (bikes/pedestrians)
 - Several corridors were evaluated and identified as feasible for a potential future road diet
- 1) **Main Avenue S:** 8th St S to 20th St S (5-Lane to 3-Lane)
 - 2) **Summit Pass:** 16th Ave S to Western Ave S (Narrowed 2-Lane)
 - 3) **15th Street S:** Medary Ave S to 17th Ave S (Narrowed 2-Lane)
 - 4) **Medary Avenue:** 8th St to 6th St (4-Lane to 3-Lane)



Illustrative Road Diet Corridors

- Illustrative road diet concepts include four general proposed options that incorporate:

- Narrowed travel lanes for traffic calming
- Shortened pedestrian crossing distances
- Additional facilities like shared use paths and on-street separated bicycle lanes

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



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



VOTE/COMMENT HERE!

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



Implementation Plan

Road Map to Implement Recommendations

- Funding analysis
- Importance of grant funding (*e.g., SS4A Implementation funding for safety and bike/pedestrian projects*)

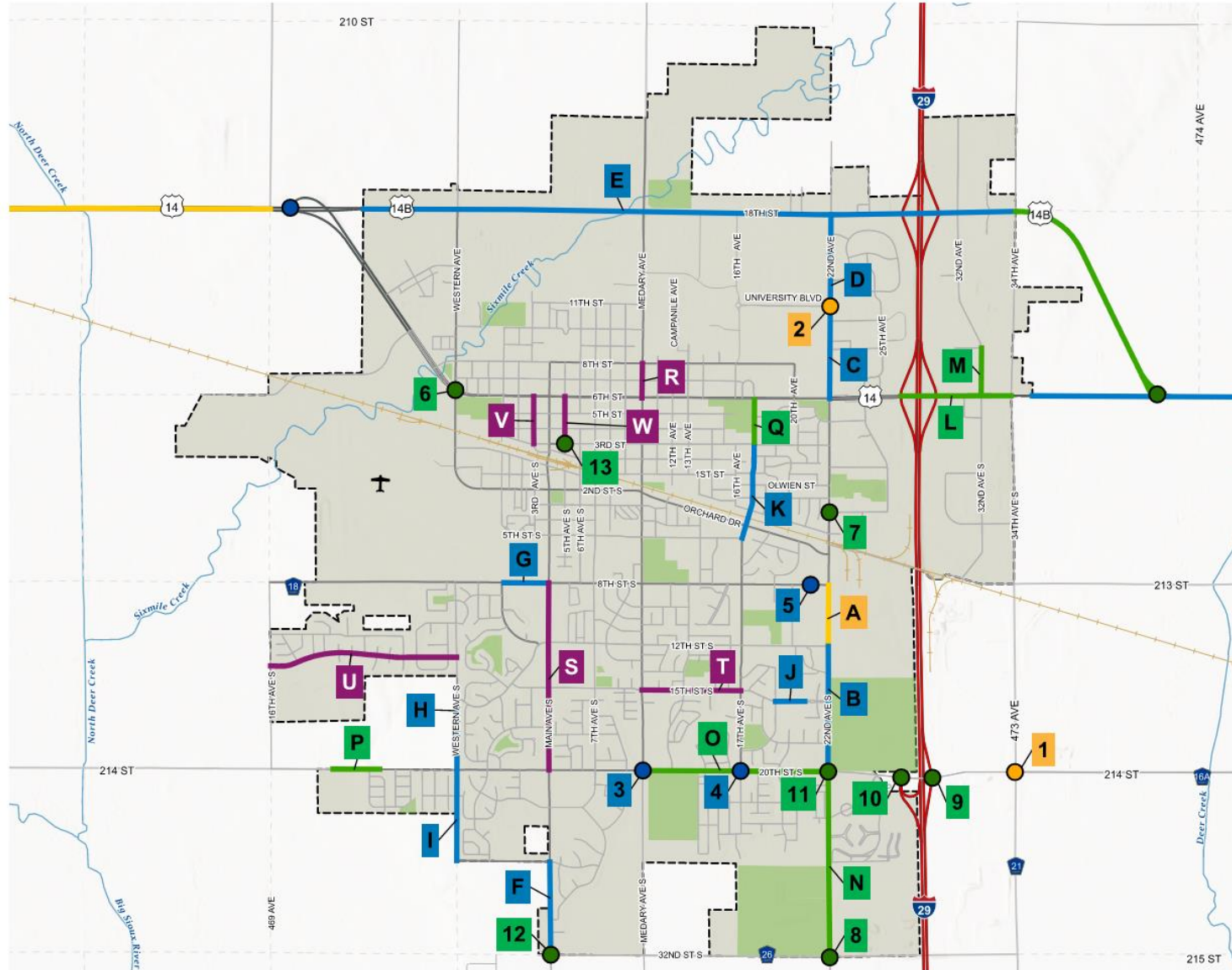
Project Prioritization

- **Short-term (<2031)**
- **Mid-term (2031-2040)**
- **Long-range (2041+)**
- **Illustrative (potential projects TBD)**

Implementation Plan

Intersection & Corridor Projects

- Projects based on identified traffic operations and safety needs through 2050



Recommended 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.

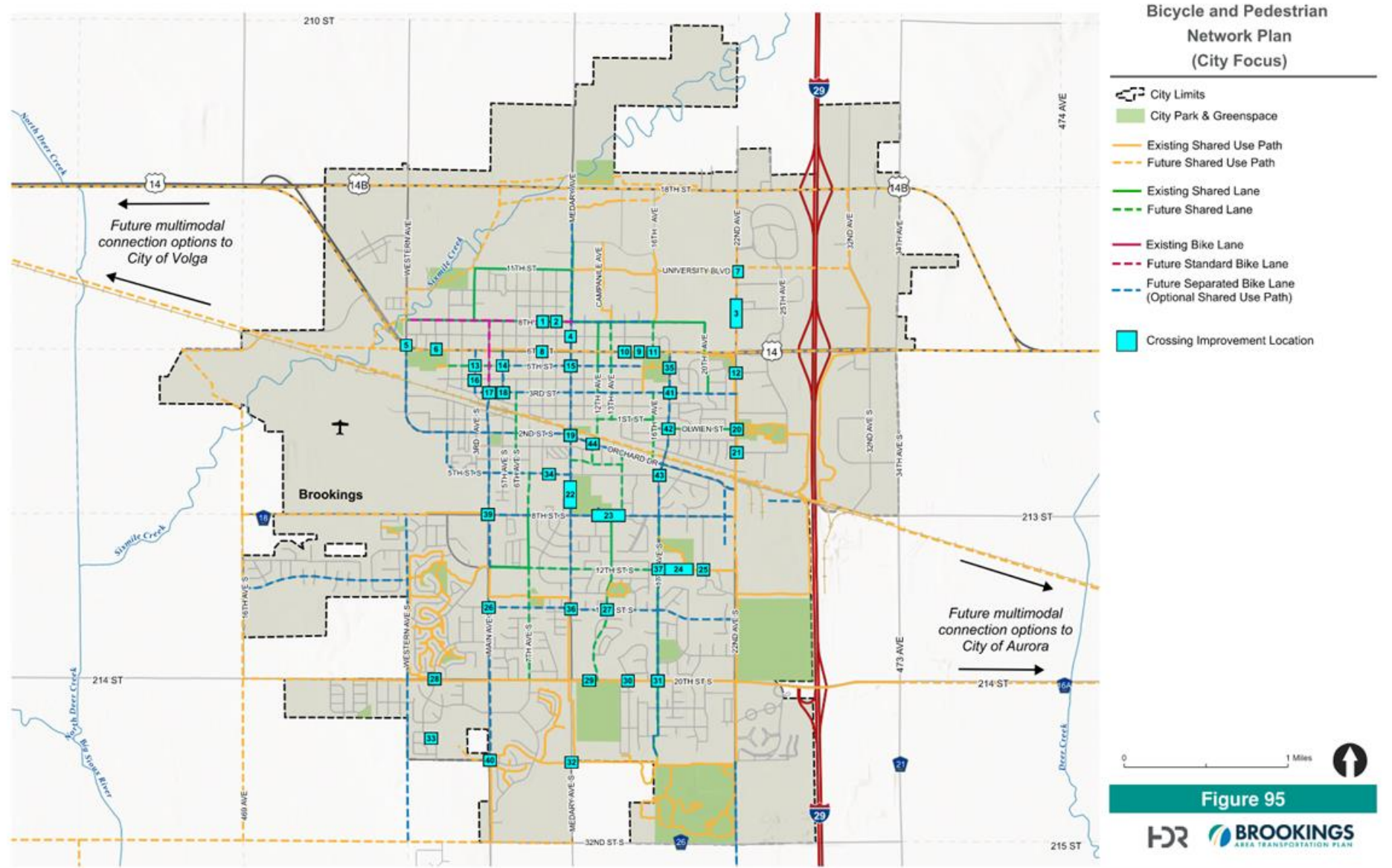


Figure 93

Implementation Plan

Bicycle & Pedestrian Projects

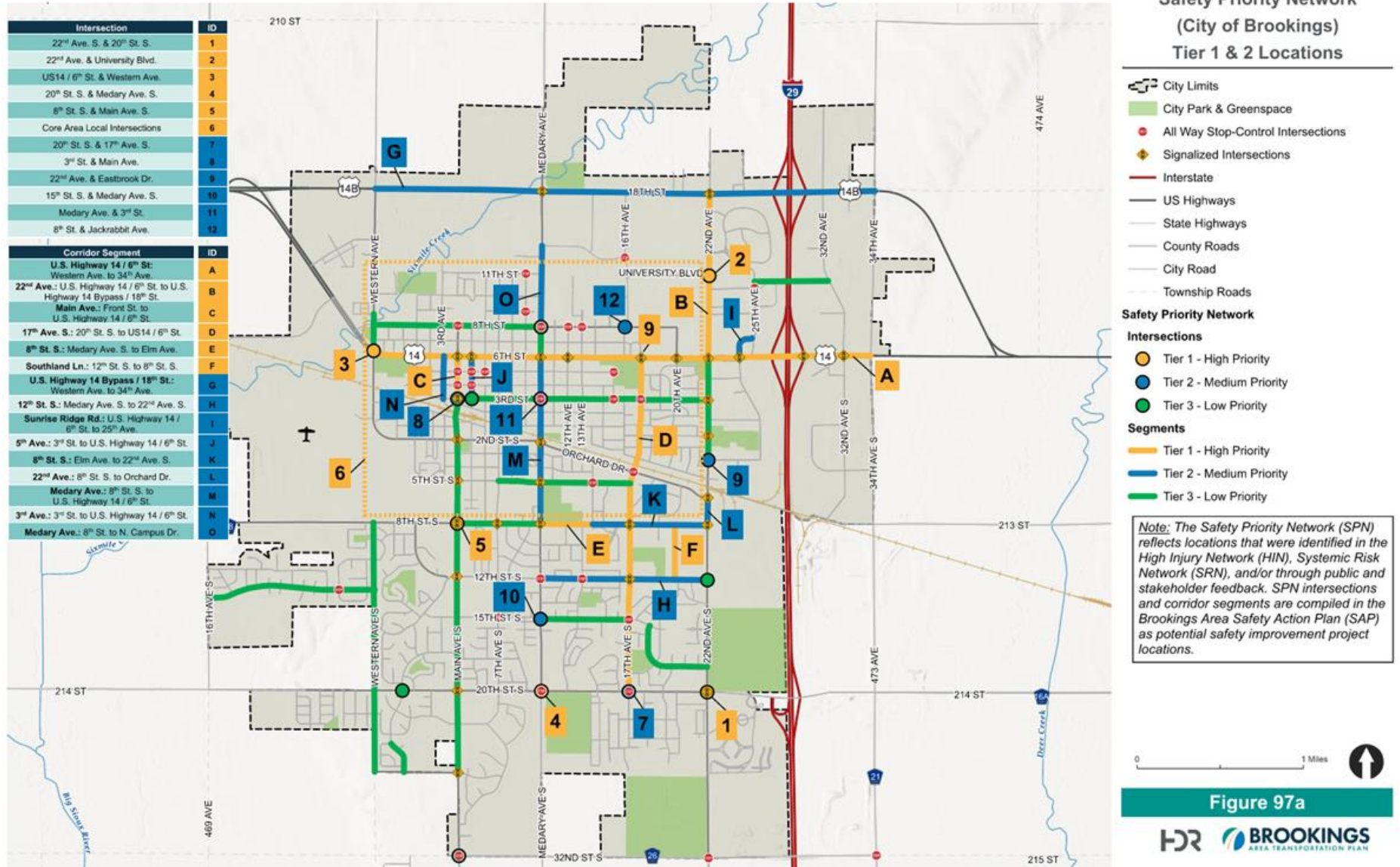
- Facility projects
- Crossing improvement projects



Implementation Plan

Safety Action Plan Projects

- Policy and Process Changes
 - Supports BATP Design Guidelines and Standards
- Strategy and Project Selections
 - High priority
 - Medium priority
 - Low priority



Long-Range Next Steps (following BATP and Safety Action Plan adoption)

- Further **prioritize/identify potential projects for a potential future SS4A Implementation Grant application**
 - Safety Action Plan plays a critical role and establishes the eligibility for this funding
- **Follow BATP Implementation Plan** for future intersection, corridor, bicycle and pedestrian, and safety projects
- **Focus on key safety and bicycle/pedestrian projects** in high-priority areas *(e.g., 6th Street, Downtown area, and 20th Street S)*
- **Update City of Brookings Engineering Design Standards** to incorporate BATP design guidance and recommendations
- **Develop Safe Routes to School Plan** to refine bicycle/pedestrian and safety improvement projects identified in the BATP and formalize school route plans

Questions?

