



# BROOKINGS

## AREA TRANSPORTATION PLAN

### Stakeholder and Public Meetings #1 Summary

*Brookings, South Dakota*

*February 2025*



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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 – 3<sup>rd</sup> 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 / 6<sup>th</sup> Street and the US14 Bypass / 18<sup>th</sup> 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	Comment: Need more roundabouts to improve traffic flow.
Feb. 5, 2025	Comment Card	Comment: We need fewer roundabouts to avoid traffic confusion. Never add a diverging diamond interchange. Pave Western Ave S.
Feb. 5, 2025	Comment Card	Comment: 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 lead to accidents.

Feb. 5, 2025	Comment Card	<b>Comment:</b> I think the stop sign by the McDonalds from Jack Rabbit Ave to 6 <sup>th</sup> St needs to enforce no left turn from Jack Rabbit Ave to 6 <sup>th</sup> . 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 / 6 <sup>th</sup> Street and 8 <sup>th</sup> Street) and on 8 <sup>th</sup> Street (between 8 <sup>th</sup> 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 7 <sup>th</sup> Street intersection with a lot of this traffic coming from the student parking lot.
Feb. 5, 2025	Comment Map	Corner of 6 <sup>th</sup> and 17 <sup>th</sup> 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 & 476 <sup>th</sup> Avenue (Aurora Corner).
Feb. 5, 2025	Comment Map	Corner of 8 <sup>th</sup> Street and Jackrabbit Avenue is hard to see pedestrians and vehicles.
Feb. 5, 2025	Comment Map	Restrictive access corridor segment on 6 <sup>th</sup> Street causes illegal u turns and route diversion. More opportunities for u-turns on 6 <sup>th</sup> Street.
Feb. 5, 2025	Comment Map	Longer green lights for north/south travel on 17 <sup>th</sup> Ave and 6 <sup>th</sup> Street intersection.
Feb. 5, 2025	Comment Map	Notable bump on 20 <sup>th</sup> St S overpass bridge in EB direction.
Feb. 5, 2025	Comment Map	More speed enforcement on 17 <sup>th</sup> Ave. Too many cars flying by and not looking for crossing pedestrians.
Feb. 5, 2025	Comment Map	Could use more dust control / maintenance on 214 <sup>th</sup> St.
Feb. 5, 2025	Comment Map	Widen bridge for commercial and private vehicles/trailers (noted for 212 <sup>th</sup> Street near 468 <sup>th</sup> Avenue crossing Deer Creek).
<b>Public / Stakeholder Meeting Open Houses (Feb. 19, 2025)</b>		
Feb. 19, 2025	Comment Card	<b>Comment:</b> I would like to see more bike lanes around campus and down 6 <sup>th</sup> 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 by and around 6 <sup>th</sup> street.



Feb. 19, 2025	Comment Card	<b>Comment:</b> Proper left turn on the exit / entrance of Walmart.
Feb. 19, 2025	Comment Card	<b>Comment:</b> 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	<b>Comment:</b> I spoke with Jason ref. the intersection at 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 to be a hazard that was created.
Feb. 19, 2025	Comment Card	<b>Comment:</b> 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 + events on evenings and weekends. More public transit to reduce car volume! <b>Contact Information</b>
Feb. 19, 2025	Comment Card	<b>Comment:</b> 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	<b>Comment:</b> -add crosswalk and sidewalk between McCrory and Walmart -add crosswalk across Medary and 7th St

Feb. 19, 2025	Comment Card	<p><b>Comment:</b> 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</p>
Feb. 19, 2025	Comment Card	<p><b>Comment:</b> connect bike trail east of interstate across interstate along 14 bypass to bike trails on campus &amp; Seward park</p> <p><del>just</del> have bike lane on 14 bypass w/ traffic protection barrier</p>
Feb. 19, 2025	Comment Card	<p><b>Comment:</b> I feel that there could be a lot of improvement of walkability to downtown. There needs to be more bike lanes and clear cross walks 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.</p>
Feb. 19, 2025	Comment Card	<p><b>Comment:</b> During the widening of 6th Street there were plans of trees in the middle "lane" BUT state/country 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 especially at joining historic districts on 6th Street. THIS WOULD ENHANCE SAFETY AND PEDESTRIAN SAFETY BETWEEN CAMPUS AND DOWNTOWN SOUX FALLS <del>the</del> Boulevards with trees and sculptures are wonderful!</p>



Feb. 19, 2025	Comment Card	<b>Comment:</b> 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	<b>Comment:</b> I believe there should be better access from SDSU campus to downtown. This could include better roads and options or more streetscape. Most importantly it would include more walkability since there is no real connection to both places.
Feb. 19, 2025	Comment Card	<b>Comment:</b> I like the plans and ideas you guys presented but it would be nice to focus on some repairs in the city before others because then people knew you can maintain your town.
Feb. 19, 2025	Comment Map	Lots of city staff cross from city hall to the library on 3 <sup>rd</sup> Street and I think it warrants moving a crosswalk or adding mid-block cross walk.
Feb. 19, 2025	Comment Map	Bumpy at <ul style="list-style-type: none"> <li>- 20<sup>th</sup> St. S overpass</li> <li>- Medary Ave between 6<sup>th</sup> St and Bypass</li> </ul>
Feb. 19, 2025	Comment Map	Narrow streets in new development (lack of parking). Widen streets.
Feb. 19, 2025	Comment Map	Dips in streets <ul style="list-style-type: none"> <li>- 17<sup>th</sup> Ave</li> <li>- 3<sup>rd</sup> St.</li> <li>- On/off 22<sup>nd</sup> Ave</li> </ul>
Feb. 19, 2025	Comment Map	Avoid turn/zigzags on development roads
Feb. 19, 2025	Comment Map	12 <sup>th</sup> /Christine – visibility concerns with a tree
Feb. 19, 2025	Comment Map	8 <sup>th</sup> 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. 3 <sup>rd</sup> 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	4 <sup>th</sup> St/7 <sup>th</sup> Ave East/West (by Det. Center) vehicles treat this intersection like all-way stop.
Feb. 19, 2025	Comment Map	Bike/ped centered above 6 <sup>th</sup> St.
Feb. 19, 2025	Comment Map	Many streets with no yield/stop at either side of intersection – many cars approach at speed, higher risk of accidents/near misses.
Feb. 19, 2025	Comment Map	6 <sup>th</sup> Street is very clearly designed not for safety, in comparison to 8 <sup>th</sup> St. S or 22 <sup>nd</sup> 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: 6 <sup>th</sup> Street & Main Avenue)
Feb. 19, 2025	Comment Map	Crosswalk needed here for 72-hour lot use. * not painted on ground currently (Location: 5 <sup>th</sup> Street & 3 <sup>rd</sup> Avenue)
Feb. 19, 2025	Comment Map	Crosswalk needed here for 72-hour lot use. * not painted on ground currently (Location: 4 <sup>th</sup> Street & 3 <sup>rd</sup> Avenue)
Feb. 19, 2025	Comment Map	Bike path (or lane) East/West and North/South here? (Location: Along 5 <sup>th</sup> Avenue)
Feb. 19, 2025	Comment Map	Cars constantly roll through sign and don't yield to pedestrians here. (Location: Along 5 <sup>th</sup> Avenue)
Feb. 19, 2025	Comment Map	This intersection is difficult for all. (Location: Main Avenue & 3 <sup>rd</sup> Avenue / Front Street)
Feb. 19, 2025	Comment Map	See Downtown Master Plan for 3 <sup>rd</sup> Ave/5 <sup>th</sup> 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 commission. (Location: Along 20 <sup>th</sup> Street S; between Western Avenue and 16 <sup>th</sup> Avenue S)
Feb. 19, 2025	Comment Map	Main and 8 <sup>th</sup> Bad intersection (terrible) (Location: 8 <sup>th</sup> 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 20 <sup>th</sup> Street S, safer crossings points need to be identified for children crossing north and south across 20 <sup>th</sup> 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 6 <sup>th</sup> street. <ul style="list-style-type: none"> <li>- 6<sup>th</sup></li> <li>- Main</li> <li>- 22<sup>nd</sup></li> <li>- 32<sup>nd</sup> (LIC and DBL)</li> </ul>
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 (6 <sup>th</sup> and 22 <sup>nd</sup> )
Feb. 19, 2025	Comment Map	Ped crossing (Location: 22 <sup>nd</sup> Avenue & McCrory Gardens Drive)
Feb. 19, 2025	Comment Map	Bike lanes along bypass.
Feb. 19, 2025	Comment Map	Traffic easing (Location: Along 11 <sup>th</sup> Street near Medary Avenue)
Feb. 19, 2025	Comment Map	Ped crossing at 6 <sup>th</sup> and Western (Arts Festival)
Feb. 19, 2025	Comment Map	More pedestrian paths around Western and Veteran's Memorial Park (north of here)
Feb. 19, 2025	Comment Map	Consider signal warrants at 6 <sup>th</sup> /US14 and Western or potential reconfiguration
Feb. 19, 2025	Comment Map	More pedestrian crossing opportunities along 6 <sup>th</sup> 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 <ul style="list-style-type: none"> <li>- To improve safety for current travelers</li> <li>- To increase traffic here and reduce traffic from Aurora turning west on Highway 14</li> <li>- Aurora is adding 10-15 houses per year</li> </ul>
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 20 <sup>th</sup> Street. NO SPEED TRAP.
Feb. 19, 2025	Comment Map	Improve right turn from Interchange 130 to 22 <sup>nd</sup> Ave N – especially for semi trucks that go into center lane of 22 <sup>nd</sup> when turning.
Feb. 19, 2025	Comment Map	Speed limit at 35 mph west of 20 <sup>th</sup> street interchange should be closer to the interchange.
Feb. 19, 2025	Comment Map	Service road. (Location: Along 22 <sup>nd</sup> Avenue S between 12 <sup>th</sup> Street S and 20 <sup>th</sup> Street S)
Feb. 19, 2025	Comment Map	15 <sup>th</sup> /Main S route from Section 8 housing on corner, DSS offices between 15 <sup>th</sup> and 12 <sup>th</sup> 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 7 <sup>th</sup> Street.
Feb. 19, 2025	Comment Map	People do not currently understand the Pedestrian scramble at 3 <sup>rd</sup> 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 8 <sup>th</sup> St. S and 6 <sup>th</sup> St.
Feb. 19, 2025	Comment Map	Western Ave and 6 <sup>th</sup> street needs better pedestrian and bicycle crossings.
Feb. 19, 2025	Comment Map	6 <sup>th</sup> 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 3 <sup>rd</sup> Avenue)
Feb. 19, 2025	Comment Map	Need trees (as planned!) in middle lane when 6 <sup>th</sup> 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 6 <sup>th</sup> street to keep the flow of traffic, but provide safety for people walking.
Feb. 19, 2025	Comment Map	Stop sign (Location: 3 <sup>rd</sup> Avenue & Harvey Dunn Street)
Feb. 19, 2025	Comment Map	More cross walks (Location: Along 8 <sup>th</sup> Street west of Medary Avenue)
Feb. 19, 2025	Comment Map	Roundabout here (Location: 8 <sup>th</sup> Street & Medary Avenue)
Feb. 19, 2025	Comment Map	Wider sidewalks (Location: Along 8 <sup>th</sup> Avenue)

Feb. 19, 2025	Comment Map	Left turn from 11 <sup>th</sup> Street onto medary is slow – maybe traffic signal?
Feb. 19, 2025	Comment Map	Left turns (Location: US14 / 6 <sup>th</sup> Street & 12 <sup>th</sup> Avenue)
Feb. 19, 2025	Comment Map	Left turns (Location: Along US14 / 6 <sup>th</sup> Street between 13 <sup>th</sup> Avenue and 20 <sup>th</sup> Avenue)
Feb. 19, 2025	Comment Map	Yield on north approach (Location: Faculty Drive & 7 <sup>th</sup> Street)
Feb. 19, 2025	Comment Map	Continue sidewalk onto 20 <sup>th</sup> Ave. (Location: Along east side of 20 <sup>th</sup> Avenue)
Feb. 19, 2025	Comment Map	Add a crosswalk between Walmart and McCrory Gardens for students who walk there. Add sidewalk from 22 <sup>nd</sup> to Walmart
Feb. 19, 2025	Comment Map	Pedestrian walking bridge would be great here... (Location: Across I-29 between 25 <sup>th</sup> Avenue and 32 <sup>nd</sup> Avenue)
Feb. 19, 2025	Comment Map	Add bike bridge over I-29 <ul style="list-style-type: none"> <li>- on Brookings Master Plan</li> <li>- connect housing by SDSU and research park to future retail at Market Place</li> <li>- connect future housing north of Marketplace to SDSU and retail on 22<sup>nd</sup>/6<sup>th</sup></li> <li>- Connect bike path along 32<sup>nd</sup> to SDSU</li> </ul>
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 34 <sup>th</sup> /Bypass intersection with trucks traveling 65 through intersection.
Feb. 19, 2025	Comment Map	US14B/34 <sup>th</sup> – Consider checking signal warrants.
Feb. 19, 2025	Comment Map	Reduce speed from East Bypass to interchange from 65 to 55 mph.
<b>Other Comments (Jan. 31 – Mar. 7, 2025)</b>		
Feb. 4, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> This is an excellent road for bike lanes from Pioneer Park to Hillcrest. (Location: 5 <sup>th</sup> 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: 5 <sup>th</sup> Avenue in Downtown Area)

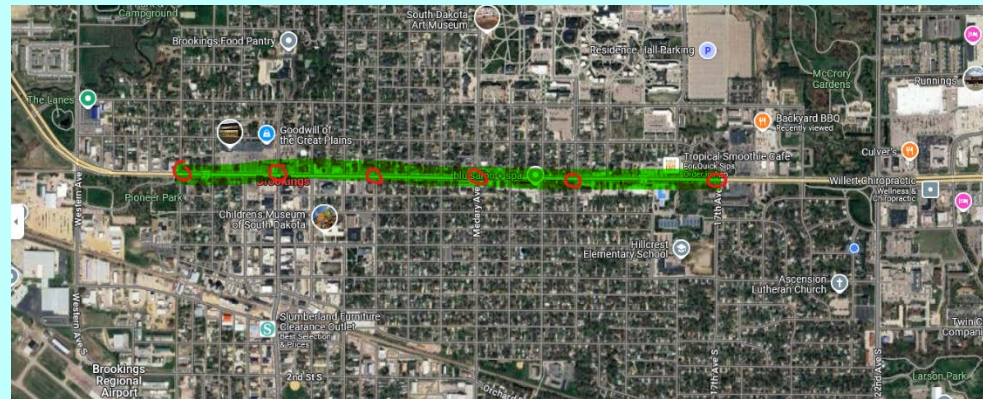
Feb. 4, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> Cars are constantly rolling through stop signs, driving too fast, turning through driving lanes to park on the opposite side, and not yielding to pedestrians. (Location: Near mid-block location along Main Avenue between 4 <sup>th</sup> Street and 5 <sup>th</sup> Street)
Feb. 4, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> There needs to be crosswalks and traffic calming measures on this street. (Location: 3 <sup>rd</sup> Avenue in Downtown Area)
Feb. 4, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> This intersection is very difficult and unsafe to walk across. (Location: 3 <sup>rd</sup> Street & 5 <sup>th</sup> Avenue)
Feb. 4, 2025	Online Comment Map	<u>Traffic Operations</u> This corner is too small for the amount of traffic that goes through it. (Location: US14 / 6 <sup>th</sup> Street & 17 <sup>th</sup> Avenue)
Feb. 4, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> 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 / 6 <sup>th</sup> Street near Hillcrest Aquatic Center)
Feb. 12, 2025	Email	<p>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.</p> <p><b>As chair of Brookings Historic Preservation Commission:</b> I want to elaborate on is a narrow section of the 6<sup>th</sup> 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 6<sup>th</sup> Street, between 5<sup>th</sup> Ave and Medary. Please see the attached as reference.</p> <p>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 6<sup>th</sup> 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 6<sup>th</sup> Street at any point, whether it is signaled or not. The town effectively feels cut in half unless you are in a car.</p> <p>I would simply ask that you take this small focus area into account when laying out any suggested streetscape improvements on 6<sup>th</sup> Street.</p> <p><b>As a parent to 3 young kids:</b> I would also like to ask you an honest opinion and likelihood of abandoning 6<sup>th</sup> 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 17<sup>th</sup> 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,</p>



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 17<sup>th</sup> 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



### ATTENTION NODES

"Attention nodes" can be thought of 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)

Feb. 13, 2025	Online Comment Map	<u>Safety</u> It is very difficult for pedestrians to cross Medary Ave in this location (Location: Medary Avenue & 2 <sup>nd</sup> Street)
Feb. 13, 2025	Online Comment Map	<u>Safety</u> It is difficult for pedestrians to cross Medary safely in this area. (Location: Medary Avenue & 4 <sup>th</sup> Street)
Feb. 14, 2025	Online Comment Map	<u>Traffic Operations</u> 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 & 15 <sup>th</sup> Street S)
Feb. 18, 2025	Online Comment Map	<u>Safety</u> needs stoplight or stop sign (Location: Medary Avenue S & 15 <sup>th</sup> Street S)
Feb. 18, 2025	Online Comment Map	<u>Safety</u> dangerous intersection (Location: US14 / 6 <sup>th</sup> Street & Western Avenue)
Feb. 19, 2025	Online Comment Map	<u>Safety</u> 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: 17 <sup>th</sup> Avenue)
Feb. 21, 2025	Online Comment Map	<u>Safety</u> 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: 3 <sup>rd</sup> Street & Medary Avenue)

Feb. 21, 2025	Online Comment Map	<p>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.</p> <p>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 between Good/South and Bad/North. (Location: US14 / 6<sup>th</sup> Street &amp; Main Avenue)</p>
Feb. 21, 2025	Online Comment Map	<p>Roundabout here. Stop asking people to be safe and just make them slow down. (Location: US14 / 6<sup>th</sup> Street &amp; BC Hwy 23 / 476<sup>th</sup> Avenue (Aurora Corner))</p>
Feb. 21, 2025	Online Comment Map	<p>Roundabout here. (Location: US14 / 6<sup>th</sup> Street &amp; 32<sup>nd</sup> Avenue)</p>
Feb. 21, 2025	Online Comment Map	<p><u>Safety</u> Should improve pedestrian crossing and sidewalks around the intersection (Location: US14 / 6<sup>th</sup> Street &amp; Medary Avenue)</p>
Feb. 21, 2025	Online Comment Map	<p><u>Bicycle/Pedestrian</u> Crossing 6th st can be pretty difficult from campus (Location: US14 / 6<sup>th</sup> Street)</p>
Feb. 21, 2025	Online Comment Map	<p>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)</p>
Feb. 21, 2025	Online Comment Map	<p>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: 3<sup>rd</sup> Street &amp; 5<sup>th</sup> Avenue)</p>
Feb. 21, 2025	Online Comment Map	<p>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)</p>
Feb. 21, 2025	Online Comment Map	<p>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: 3<sup>rd</sup> Avenue – Downtown)</p>
Feb. 21, 2025	Online Comment Map	<p>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: 5<sup>th</sup> Street &amp; 3<sup>rd</sup> Avenue)</p>

Feb. 21, 2025	Online Comment Map	<p>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.</p> <p>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 &lt; Economic Vitality &lt; 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.</p> <p>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.</p> <p>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 / 6<sup>th</sup> Street between Medary Avenue and 5<sup>th</sup> Avenue)</p>
Feb. 21, 2025	Online Comment Map	<p>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 1<sup>st</sup> Street S)</p>
Feb. 21, 2025	Online Comment Map	<p>Put roundabouts on all intersections on the bypass, for continuous movement and safety. (Location: US14 Bypass / 18<sup>th</sup> Street)</p>
Feb. 21, 2025	Online Comment Map	<p>Road diet Main Ave S to 2nd St South, for better economic vitality of this area. (Location: Main Avenue S between 1<sup>st</sup> Street S to 2<sup>nd</sup> Street S)</p>
Feb. 21, 2025	Online Comment Map	<p><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.</p>

Feb. 21, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> 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	<u>Traffic Operations</u> 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. <a href="https://cityofbrookings-sd.gov/874/Engineering-Specifications-and-Standards">https://cityofbrookings-sd.gov/874/Engineering-Specifications-and-Standards</a> (Location: Access in NW quadrant of US14 / 6 <sup>th</sup> Street & Main Avenue)
Feb. 21, 2025	Online Comment Map	Wish it were a roundabout here instead. Waiting here N/S is silly. (Location: 20 <sup>th</sup> Street S & 22 <sup>nd</sup> Avenue S)
Feb. 21, 2025	Online Comment Map	<u>Safety</u> 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 / 6 <sup>th</sup> Street near Jackrabbit Avenue)
Feb. 21, 2025	Online Comment Map	<u>Safety</u> This is a much-needed crossing, but under-utilized because 6 <sup>th</sup> 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 / 6 <sup>th</sup> Street near Hillcrest Aquatic Center)
Feb. 21, 2025	Online Comment Map	<u>Safety</u> 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 / 6 <sup>th</sup> Street & Western Avenue)
Feb. 21, 2025	Online Comment Map	<u>Traffic Operations</u> Roundabout here. (Location: 22 <sup>nd</sup> Avenue & University Boulevard)
Feb. 24, 2025	Online Comment Map	<u>Safety</u> 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 / 6 <sup>th</sup> Street & 22 <sup>nd</sup> Avenue)
Feb. 24, 2025	Online Comment Map	<u>Traffic Operations</u> Unless the developer's FDP will address this, this wants to be an intersection here; my recommendation, a roundabout. (Location: US14 / 6 <sup>th</sup> Street & Lefevre Drive)
Feb. 24, 2025	Online Comment Map	<u>Safety</u> Roundabout here, don't ask people to slow down, make them. (Location: US14 Bypass / 18 <sup>th</sup> Street & 22 <sup>nd</sup> Avenue)

Feb. 24, 2025	Online Comment Map	<u>Safety</u> 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 / 476 <sup>th</sup> Avenue & Spruce Street)
Feb. 24, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> Pedestrian crossing bump outs, get crossings down to 24' width. (Location: 5 <sup>th</sup> Street & 5 <sup>th</sup> Avenue)
Feb. 24, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> 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: 3 <sup>rd</sup> Street & Main Avenue)
Feb. 24, 2025	Online Comment Map	<u>Safety</u> Roundabout here. (Location: US14 Bypass / 18 <sup>th</sup> Street & Medary Avenue)
Feb. 24, 2025	Online Comment Map	<u>Safety</u> Hyvee's two extra driveways onto 22nd are dangerous. Would be good if we could somehow fix that, or eliminate left turns out. (Location: 22 <sup>nd</sup> Avenue near Hy-Vee parking lot driveways)
Feb. 24, 2025	Online Comment Map	<u>Safety</u> 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 / 6 <sup>th</sup> Street & Main Avenue)
Feb. 26, 2025	Online Comment Map	<u>Safety</u> 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 & 3 <sup>rd</sup> Avenue)
Feb. 27, 2025	Online Comment Map	<u>Safety</u> Add Pedestrian Crossing here with markers. Children run across this intersection attempting to go or leave boys and girls club. Very dangerous intersection. (Location: 12 <sup>th</sup> Street S & Southland Lane)
Feb. 27, 2025	Online Comment Map	<u>Safety</u> Make a pedestrian crossing here with markers. Students run through traffic after school and before school which is the busiest time. Extremely dangerous. (Location: 12 <sup>th</sup> Street S between 17 <sup>th</sup> Avenue and Mickelson Middle School driveways)
Feb. 27, 2025	Online Comment Map	<u>Safety</u> Add pedestrian cross with markers here. Children cross during heavy traffic before and after school. Extremely dangerous times. (Location: 12 <sup>th</sup> Street S near StoneyBrook Suites Assisted Living Facility)

Feb. 27, 2025	Online Comment Map	<u>Traffic Operations</u> 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: 20 <sup>th</sup> Street S & 17 <sup>th</sup> Avenue S)
Feb. 28, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> 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	<u>Bicycle/Pedestrian</u> Eliminate whatever this unnecessary lane is. It makes the intersection over-wide for pedestrians, near and between several schools no less. (Location: 3 <sup>rd</sup> Street & Medary Avenue)
Feb. 28, 2025	Online Comment Map	<u>Safety</u> 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 22 <sup>nd</sup> Avenue)
Feb. 28, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> This is a difficult sidewalk when on a bike going south and turning left. (Location: NW quadrant at 12 <sup>th</sup> Street S & 17 <sup>th</sup> Avenue S)
Feb. 28, 2025	Online Comment Map	<u>Traffic Operations</u> 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	<u>Bicycle/Pedestrian</u> Verify if sidewalk / trail connectivity here. There should be, both sides of the street. Recommend to add if not. (Location: East of 20 <sup>th</sup> Street S & Medary Avenue S)
Feb. 28, 2025	Online Comment Map	<u>Safety</u> Find a way to get this driveway removed. (Location: South HyVee driveway along 22 <sup>nd</sup> Avenue S)
Feb. 28, 2025	Online Comment Map	<u>Bicycle/Pedestrian</u> 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	<u>Safety</u> Stop sign here for easier pedestrian crossing to the City Building. (Location: 3 <sup>rd</sup> Street & 5 <sup>th</sup> Avenue)



Feb. 28, 2025	Email	<p>My students will be submitting on letters for you on March 6<sup>th</sup>.</p> <p>I would also like to add this major context and issue with the widening of 6<sup>th</sup> 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 6<sup>th</sup> Street.</p> <p><b><u>Here are a collection of public comments on record from 2014; 41 letters of public comments against the 6<sup>th</sup> street widening:</u></b>  <a href="https://www.cityofbrookings-sd.gov/DocumentCenter/View/2444/Public-Written-Comments-Main-to-Medary">https://www.cityofbrookings-sd.gov/DocumentCenter/View/2444/Public-Written-Comments-Main-to-Medary</a></p> <p>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 6<sup>th</sup> Street between Medary Ave and 7<sup>th</sup> Ave.</p> <p>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 6<sup>th</sup> street and 22<sup>nd</sup> Ave have been a NEW MAJOR asset to our visitors and to our community! We need this at the historic districts on 6<sup>th</sup> Street.</p> <p><b><u>6<sup>th</sup> Street Design Ad Hoc Committee minutes involved in street design of this street widening project in 2016:</u></b>  <a href="https://www.cityofbrookings-sd.gov/DocumentCenter/View/3811/6th-Street-Design-Ad-Hoc-Committee-Draft-Minutes-12116?bidId=">https://www.cityofbrookings-sd.gov/DocumentCenter/View/3811/6th-Street-Design-Ad-Hoc-Committee-Draft-Minutes-12116?bidId=</a></p> <p>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 <b>that specifically uplifts the historic districts</b>. 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 14/6<sup>th</sup> Street at the historic districts thus making it the perfect place for landscaping and trees. And helps with drainage!</p> <p>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!</p> <p>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!</p>
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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	<u>Bicycle/Pedestrian</u> 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: 8 <sup>th</sup> Street & Medary Avenue)
Mar. 6, 2025	Email	<p>Dear Transportation Planning Team,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your time and consideration. It is okay for this letter to be shared publicly.</p>

Mar. 6, 2025	Email	<p>Dear Transportation Planning Team,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your time and consideration. We appreciate your efforts to improve Brookings.</p>
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Mar. 6, 2025	Email	<p>Dear Transportation Planning Team,</p> <p>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.</p> <p><b>Parking</b> 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.</p> <p><b>Walkability and Public Transportation</b> 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.</p> <p><b>Zoning and Mixed-Use Development</b> 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.</p> <p><b>City Case Studies</b> 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</p>
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		<p>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.</p> <p><b>The Use of Vegetation and Medians</b> 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.</p> <p>Thank you for your time and consideration.</p> <p>It is okay for this letter to be shared publicly.</p>
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Mar. 6, 2025	Email	<p>Dear Transportation Planning Team,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>
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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	<p>Dear Transportation Planning Team,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your time and consideration.</p>
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Mar. 6, 2025	Email	<p>Dear Transportation Planning Team,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your time and consideration. We hope these ideas help contribute to making Brookings the best space it can be.</p>
Mar. 7, 2025	Online Comment Map	<p><u>Bicycle/Pedestrian</u></p> <p>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 / 6<sup>th</sup> Street: 7<sup>th</sup> Avenue to Medary Avenue near Historic Districts)</p>
Mar. 7, 2025	Online Comment Map	<p><u>Bicycle/Pedestrian</u></p> <p>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)</p>

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.

Mar. 7, 2025

Email





Mar. 12, 2025	Email	<p>Location: Christine Ave. and 8<sup>th</sup> St. South.</p> <p>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.</p> <p><i>(Received post-comment period)</i></p>
Mar. 31, 2025	Email	<p>22<sup>nd</sup> Ave &amp; Minnesota Drive intersection: Resident is concerned this intersection is unsafe (pedestrians and motorists). A woman with a walker walked south of 6<sup>th</sup> St on the west side of 22<sup>nd</sup> Ave. She was trying to cross 22<sup>nd</sup> Ave to go to the Avera Clinic.</p> <p><i>(Received post-comment period)</i></p>

# 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 / 6<sup>th</sup> 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 / 18<sup>th</sup> Street shared-use path
3. **US14 Bypass / 18<sup>th</sup> 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. **8<sup>th</sup> Street:**
  - i. **Between 8<sup>th</sup> Avenue and Medary Avenue:** Add crosswalk pavement markings
  - ii. Widens sidewalks
5. **20<sup>th</sup> Avenue:**
  - i. Continue sidewalk along east side
6. **Western Avenue S:**
  - i. Extend sidewalk



- 7. 20<sup>th</sup> 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. 17<sup>th</sup> Avenue:**
  - i. Add separate shared-use path / bike trail
- 10. 5<sup>th</sup> Street:**
  - i. Consider bike lanes from Pioneer Park to Hillcrest Park
- 11. 5<sup>th</sup> 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 / 6<sup>th</sup> Street intersections:** safety
  - i. Improve crossing opportunities along corridor
- 2. 22<sup>nd</sup> Avenue (near McCrory Gardens):** safety
  - i. Add crosswalks
- 3. Medary Avenue & 7<sup>th</sup> Street:** safety
  - i. Add crosswalks.
- 4. US14 / 6<sup>th</sup> Street & Western Avenue:** safety
  - i. Add crosswalk, particularly needed during Brookings Arts Festival
  - ii. Extend sidewalk to the north
- 5. Main Avenue S & 15<sup>th</sup> Street S:** safety
  - i. Add crosswalks
  - ii. Consider pedestrian crossing signal
- 6. 8<sup>th</sup> Street S & Christine Avenue:** safety
  - i. Add crosswalks for school children
  - ii. 'T' intersection
- 7. 22<sup>nd</sup> Avenue & Minnesota Drive:** safety
  - i. Safety concerns raised for pedestrians crossing 22<sup>nd</sup> Avenue
- 8. 20<sup>th</sup> Street S & 17<sup>th</sup> Avenue:** safety
  - i. Add crosswalks.



**9. Mickelson Middle School area**

- i. Add crosswalks along 12<sup>th</sup> Street S between 17<sup>th</sup> Avenue S and Mickelson Middle School driveways
- ii. Add crosswalks along 12<sup>th</sup> Street S near StoneyBrook Suites Assisted Living Facility

**10. 15<sup>th</sup> Street S & Christine Avenue:**

- i. Add north/south crosswalk

**11. 20<sup>th</sup> 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. 20<sup>th</sup> 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 & 2<sup>nd</sup> Street S / Orchard Drive:**

- i. Safety concerns raised about pedestrian crossings

**15. Medary Avenue:**

- i. **Between US14 / 6<sup>th</sup> Street & US14 Bypass / 18<sup>th</sup> Street:**
  - i. Consider crosswalk consolidation
- ii. **Between 8<sup>th</sup> Street S and US14 / 6<sup>th</sup> Street:**
  - i. Add crosswalks
- iii. **Near High School Track:**
  - i. Consider mid-block crosswalk

**16. 8<sup>th</sup> Street S:**

- i. **Near High School:**
  - i. Add crosswalks
  - ii. Consider pedestrian crossing signal

**17. 12<sup>th</sup> Street S & Southland Lane:**

- i. Add crosswalk
- ii. Consider pedestrian crossing signal

**18. 3<sup>rd</sup> Avenue intersections:**

- i. Add crosswalks and traffic calming measures

**19. 3<sup>rd</sup> Street & 5<sup>th</sup> Avenue:**

- i. Consider crosswalks, traffic calming measures, and/or all-way stop control.
- ii. Difficult to cross for pedestrians

**20. US14 / 6<sup>th</sup> 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 / 6<sup>th</sup> Street & Main Avenue:**

- i. Review crosswalks for improvement opportunities

**22. US14 / 6<sup>th</sup> Street & Medary Avenue:**

- i. Review crosswalks and sidewalks at/near intersection for improvement opportunities

**23. 5<sup>th</sup> Avenue intersections:**

- i. Reduce crosswalks down to 24 ft. width with revised bump outs

**24. 3<sup>rd</sup> Street & Medary Avenue:**

- i. Reduce crosswalks widths

**25. 22<sup>nd</sup> Avenue S & Larson Park Area:**

- i. Improve crossing opportunities along 22<sup>nd</sup> Avenue S to Larson Park

**26. 12<sup>th</sup> Street S & 17<sup>th</sup> 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 / 6<sup>th</sup> 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 12<sup>th</sup> Avenue and 20<sup>th</sup> 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. 20<sup>th</sup> 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 / 6<sup>th</sup> Street and US14 Bypass / 18<sup>th</sup> Street:**
    - i. Bumpy road segment
    - ii. Improve lighting
  - b. **Between 20<sup>th</sup> Street S & 32<sup>nd</sup> Street S:**
    - i. Pave segment
  - c. Consider widening roadway through City
4. **17<sup>th</sup> Avenue:** maintenance
  - a. Notable valley gutter 'dips' in road segments
5. **3<sup>rd</sup> Street:** maintenance
  - a. Notable valley gutter 'dips' in road segments
6. **22<sup>nd</sup> Avenue Minor Streets:** maintenance
  - a. Notable valley gutter 'dips' in road segments (side-street approaches)
7. **BC Hwy 16A / 214<sup>th</sup> Street:** operations, safety
  - a. Improve / pave road from I-29 Exit 130 (20<sup>th</sup> Street S) interchange to City of Aurora
8. **3<sup>rd</sup> Avenue:**
  - a. Improve lighting
9. **US14 Bypass / 18<sup>th</sup> Street:** safety
  - a. Reduce posted speeds from 65 mph to 55 mph from 34<sup>th</sup> Avenue to US14 (to the east)
10. **Western Avenue S:** safety
  - a. Add lighting
11. **8<sup>th</sup> Street S:** operations
  - a. Consider need for additional lanes/capacity
12. **22<sup>nd</sup> 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 / 6<sup>th</sup> Street and US14 Bypass / 18<sup>th</sup> Street:**
    - i. Widen corridor
13. **15<sup>th</sup> Street S:**
  - a. Connect from Doral Drive to 22<sup>nd</sup> Avenue S
14. **Main Avenue: (Downtown):**
  - a. Avoid widen Main Avenue corridor downtown
15. **Main Avenue S:**
  - a. 1<sup>st</sup> Street S to 2<sup>nd</sup> 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. **22<sup>nd</sup> Avenue & Minnesota Drive:** safety
  - i. Corner curb in northeast quadrant juts out into the northbound lane
2. **8<sup>th</sup> 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 / 6<sup>th</sup> 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. **4<sup>th</sup> Street & 7<sup>th</sup> 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 / 6<sup>th</sup> Street & 22<sup>nd</sup> 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. **20<sup>th</sup> Street S & 22<sup>nd</sup> Avenue S:** operations, safety
  - i. Improve westbound right turning movement, particularly for truck traffic
  - ii. Consider roundabout control
7. **3<sup>rd</sup> 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 & 3<sup>rd</sup> Avenue:** safety
  - i. Consider yield control
  - ii. Consider stop control
9. **8<sup>th</sup> Street & Medary Avenue:** operations, safety
  - i. Consider roundabout control
  - ii. Consider additional traffic calming measures to retain all-way stop control
10. **7<sup>th</sup> Street & Faculty Drive:** safety
  - i. Consider yield control and evaluate the approach(es) most appropriate for signage

- 11. US14 Bypass / 18<sup>th</sup> Street & 34<sup>th</sup> 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. 20<sup>th</sup> Street S & Medary Avenue:** operations, safety
  - i. Consider roundabout control
- 13. Medary Avenue S & 15<sup>th</sup> Street S:** operations, safety
  - i. Consider all-way stop control and warrants
  - ii. Consider traffic control and warrants
- 14. 12<sup>th</sup> Street S & 17<sup>th</sup> Avenue S:** operations, safety
  - i. Consider turn lane needs and geometrics
- 15. 20<sup>th</sup> 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. 8<sup>th</sup> Street S & Elm Avenue:**
  - i. Review need for exclusive southbound left turn lane
- 17. 12<sup>th</sup> Street S & 22<sup>nd</sup> Avenue S:** operations
  - i. Consider traffic signal controls and warrants
- 18. 3<sup>rd</sup> Street & Medary Avenue:** operations, safety
  - i. Consider roundabout control
- 19. 8<sup>th</sup> Street S & 17<sup>th</sup> Avenue S:** operations, safety
  - i. Consider roundabout control
- 20. 20<sup>th</sup> Street S & 17<sup>th</sup> Avenue S:** operations
  - i. Consider traffic signal control and warrants
- 21. 15<sup>th</sup> Street S & Christine Avenue:** operations, safety
  - i. Consider all-way stop control and warrants
- 22. US14 / 6<sup>th</sup> Street & 12<sup>th</sup> Avenue:** operations
  - i. Review signal timings and pedestrian phases
- 23. US14 / 6<sup>th</sup> Street & 17<sup>th</sup> Avenue:** operations
  - i. Review signal timings and pedestrian phases
- 24. 22<sup>nd</sup> Avenue S & Orchard Drive:** operations
  - i. Consider need for left turn phases on eastbound and westbound approaches
- 25. US14 & BC Hwy 23 / 476<sup>th</sup> Avenue (Aurora Corner):** safety
  - i. Consider roundabout control
- 26. US14 / 6<sup>th</sup> Street & 32<sup>nd</sup> Avenue:** safety
  - i. Consider roundabout control
- 27. US14 / 6<sup>th</sup> 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. 3<sup>rd</sup> Street & 5<sup>th</sup> Avenue:** operations, safety
  - i. Consider all-way stop control and warrants
- 29. US14 Bypass / 18<sup>th</sup> Street Intersections:** safety
  - i. Consider roundabout control on all intersections
- 30. 22<sup>nd</sup> Avenue & University Boulevard:** operations, safety
  - i. Consider roundabout control
- 31. US14 / 6<sup>th</sup> Street & Lefevre Drive:**
  - i. Consider roundabout control
- 32. Broadway Avenue / 476<sup>th</sup> 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 / 6<sup>th</sup> Street:** safety
  - i. Additional bicycle and pedestrian facilities along 6<sup>th</sup> Street with connectivity to the SDSU campus
2. **Connectivity to K-12 schools:**
  - i. Connect all schools with shared-use paths
3. **5<sup>th</sup> 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. **20<sup>th</sup> Street S:** safety
  - i. **Between Western Avenue and 16<sup>th</sup> 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 20<sup>th</sup> Street S overpass shared-use path and BC Hwy 16A / 214<sup>th</sup> Street

#### Crossing Improvement Needs

1. **Bike Trail crossings along Medary Avenue S:** safety
  - i. **Between 20<sup>th</sup> Street S and 32<sup>nd</sup> Avenue:** Add lighting (near Fishback Soccer Park)
2. **3<sup>rd</sup> Street & 5<sup>th</sup> Avenue:** safety
  - i. Consider north/south crosswalks (particularly for the east leg) or
  - ii. Consider a midblock crosswalk on 3<sup>rd</sup> Street between 5<sup>th</sup> Avenue and 6<sup>th</sup> Avenue
3. **3<sup>rd</sup> Street & Medary Avenue:**
  - i. Consider shortening crosswalk widths (including a review of designated right turn lanes to determine a traffic operations need)
4. **4<sup>th</sup> Street & 3<sup>rd</sup> Avenue:** safety
  - i. Consider crosswalk pavement markings (east/west) based on connections to the 72 hour parking lot
5. **5<sup>th</sup> Street & 3<sup>rd</sup> 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 20<sup>th</sup> Street S and 32<sup>nd</sup> Avenue:** Add lighting (near Fishback Soccer Park)
2. **10<sup>th</sup> Street W:** safety
  - i. **Between Western Avenue and Sexauer Park:** Add lighting
3. **Main Avenue:** safety
  - i. **Between Swallow Ridge Circle and 32<sup>nd</sup> Street S:** Add lighting
  - ii. **Downtown area:** Avoid further street widening
4. **3<sup>rd</sup> Avenue:**
  - i. **Downtown:**
    - i. Diagonal parking (recommended in Downtown Master Plan)
5. **5<sup>th</sup> Avenue:**
  - i. **Downtown:**
    - i. Diagonal parking (recommended in Downtown Master Plan)
6. **20<sup>th</sup> Street S:** Safety
  - i. **Between Western Avenue and 16<sup>th</sup> Avenue S:**

### Intersections

1. **32<sup>nd</sup> Street S & Main Avenue:** safety
  - i. Add lighting
2. **3<sup>rd</sup> 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 / 6<sup>th</sup> Street:** safety
  - i. Vehicles were observing turning left in front of bicyclists
4. **Main Avenue & 3<sup>rd</sup> 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 / 6<sup>th</sup> Street:** safety
  - i. Additional bicycle and pedestrian facilities along 6<sup>th</sup> Street with connectivity to the SDSU campus

#### Crossing Improvement Needs

1. **Medary Avenue:**
  - i. **Between US14 / 6<sup>th</sup> Street and 8<sup>th</sup> Street:** additional crossing opportunities
2. **8<sup>th</sup> Street**
  - i. **Between 8<sup>th</sup> Avenue and Medary Avenue:** additional crossing opportunities

### Traffic & Safety

#### Roadway Segments/Corridors

1. **Western Avenue S:** operations, safety, and maintenance
  - i. Existing paved section: 8<sup>th</sup> Street S to Trail Ridge Road
  - ii. Existing gravel section: Trail Ridge Road to 32<sup>nd</sup> Street S
2. **US14 / 6<sup>th</sup> Street:** operations, safety
  - i. **Between 22<sup>nd</sup> Avenue and I-29:**
    - i. Restrictive access between 22<sup>nd</sup> 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 17<sup>th</sup> Avenue and 20<sup>th</sup> Avenue)
3. **20<sup>th</sup> Street S:** maintenance
  - i. **I-29 Exit 130 Overpass:** notable bump on bridge in eastbound direction
4. **17<sup>th</sup> Avenue:** safety
  - i. Consider increasing enforcement presence due to speeding vehicles.
5. **BC Hwy 16A / 214<sup>th</sup> Street:** maintenance
  - i. Consider increased grading and dust control.
6. **212<sup>th</sup> Street:** Bridge near 468<sup>th</sup> 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. **22<sup>nd</sup> Avenue S:** safety
  - i. **Near HyVee between Orchard Drive and 8<sup>th</sup> Street S**

## Intersections

- 1. Harvey Dunn Street & 3<sup>rd</sup> Avenue:** operations and safety
  - i. Uncontrolled intersection
  - ii. Consider two-way or all-way stop-control.
- 2. US14 / 6<sup>th</sup> Street & Jackrabbit Avenue:** safety
  - i. Consider restricting southbound left turning movements due to sight distance concerns with hill and eastbound traffic.
- 3. Medary Avenue & 7<sup>th</sup> 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 / 6<sup>th</sup> Street & 17<sup>th</sup> Avenue:** operations
  - i. Consider additional turn lanes.
  - ii. Consider signal timing refinement with longer north/south green times.
  - iii. Existing side-street approaches (17<sup>th</sup> Avenue): shared LT/T/RT single lane
  - iv. Existing US14 / 6<sup>th</sup> Street turn lanes: EB LT (TWLTL), EB RT, and WB LT (TWLTL)
- 5. US14 / 6<sup>th</sup> Street & BC Hwy 23 / 476<sup>th</sup> Avenue (Aurora Corner):** safety
  - i. 50% of crashes resulted in an injury
  - ii. 1 fatal and 1 serious injury crash were observed
- 6. 8<sup>th</sup> 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. 8<sup>th</sup> 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. 7<sup>th</sup> 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:

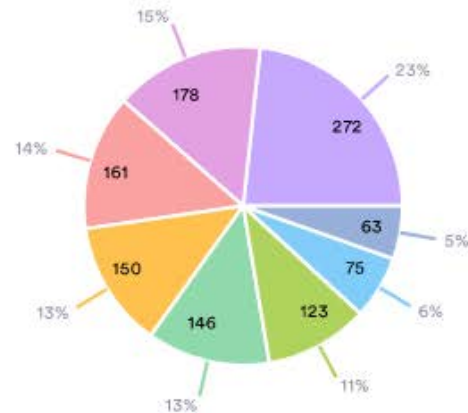
What goals or characteristics of the area’s transportation system should the Transportation Plan focus on? (Select up to 3)

- ☐ 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.

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

*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

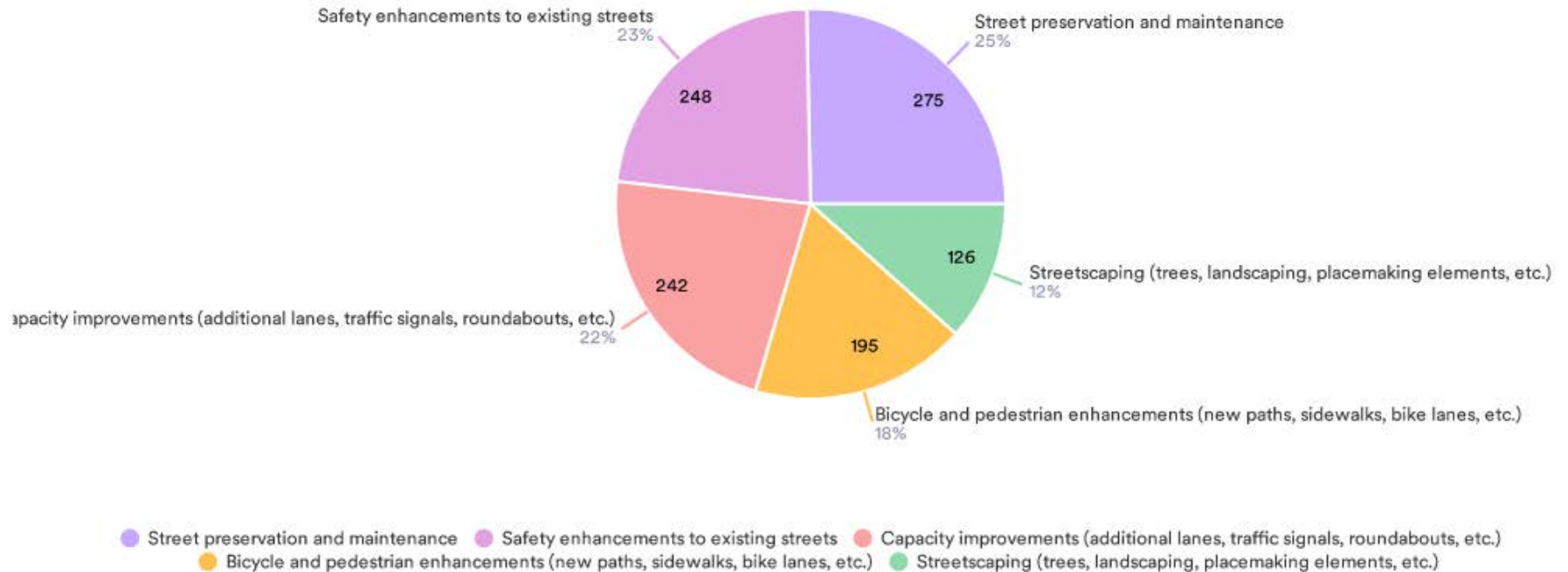
The question **‘What do you believe are the top budget priorities for transportation improvements in Brookings? (Select up to 3)’** was asked at the public and stakeholder meetings, on the virtual public meeting website, and through the travel survey. The goal of this question was to help the study team identify key funding priorities to address within the Brookings Area Transportation Plan. Categories to pick from:

What do you believe are the top budget priorities for transportation improvements in Brookings? (Select up to 3)

- ☐ Capacity improvements (additional lanes, traffic signals, roundabouts, etc.)
- ☐ Safety enhancements to existing streets
- ☐ Bicycle and pedestrian enhancements (new paths, sidewalks, bike lanes, etc.)
- ☐ Street preservation and maintenance
- ☐ Streetscaping (trees, landscaping, placemaking elements, etc.)

What do you believe are the top budget priorities for transportation improvements in Brookings? (Select up to 3)

1086 Responses- 24 Empty



*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)

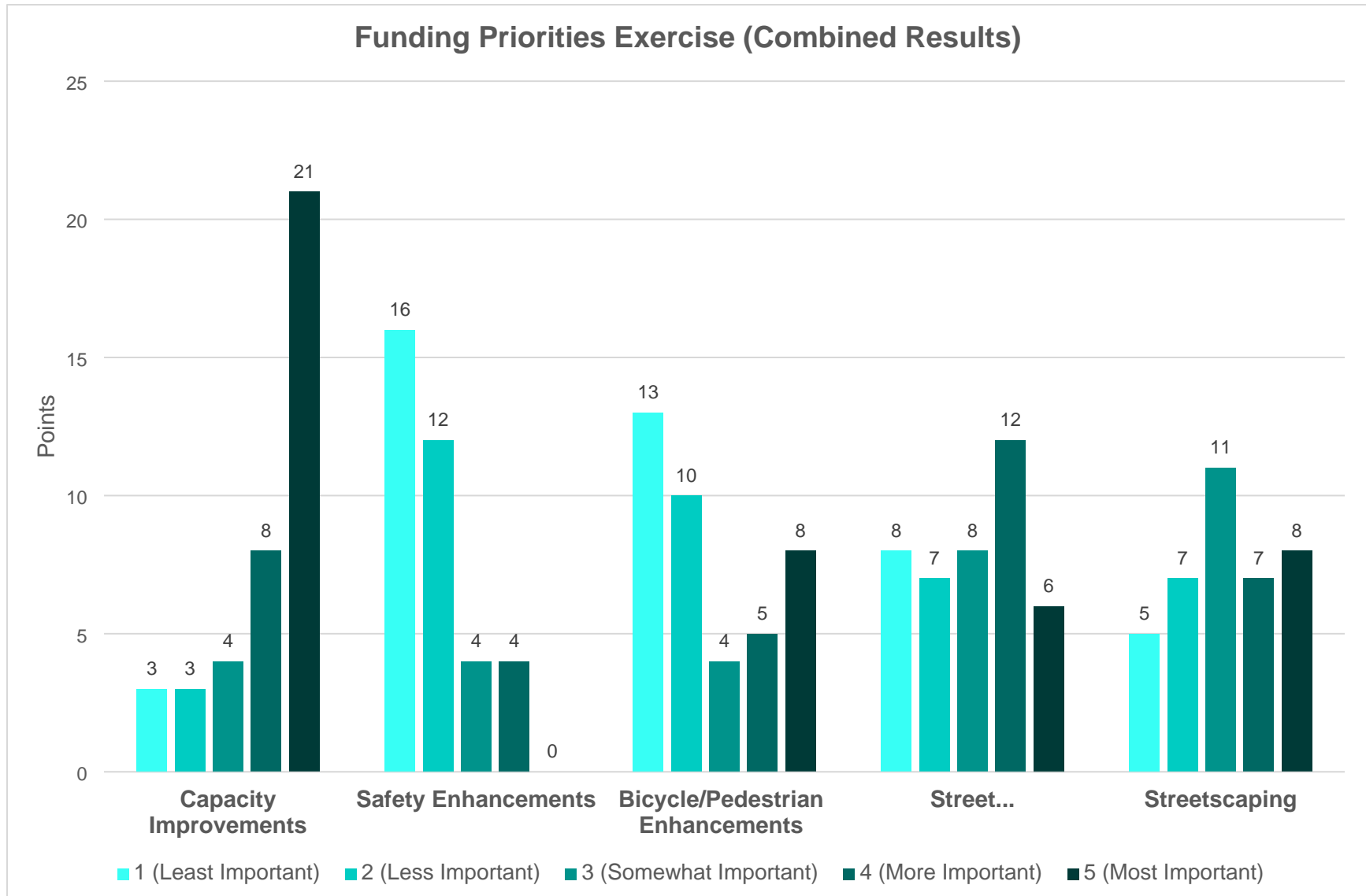


Figure 2: Funding Priorities Activity - Stakeholder and Public Meeting Open House Results

# 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 / 6<sup>th</sup> Street & Western Avenue, 20<sup>th</sup> Street S & Medary Avenue S, Medary Avenue S & 15<sup>th</sup> 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 / 6<sup>th</sup> Street & Western Avenue intersection
- Pedestrian/bicyclist facility and crossing improvements along US14 / 6<sup>th</sup> 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 / 6<sup>th</sup> 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**

Total users  
370

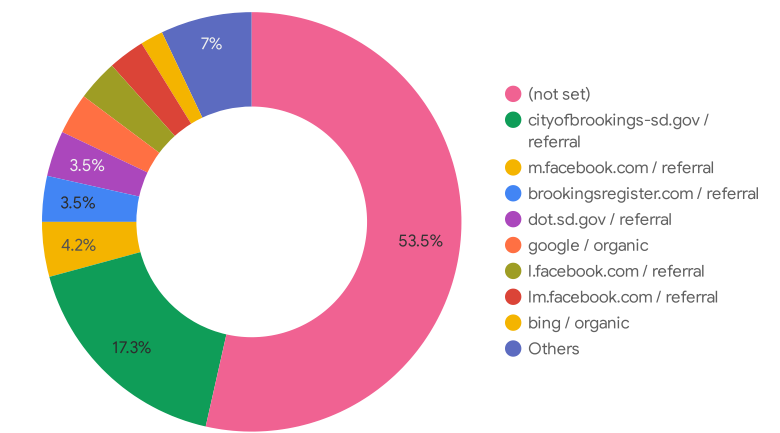
New users  
363

Engaged sessions  
284

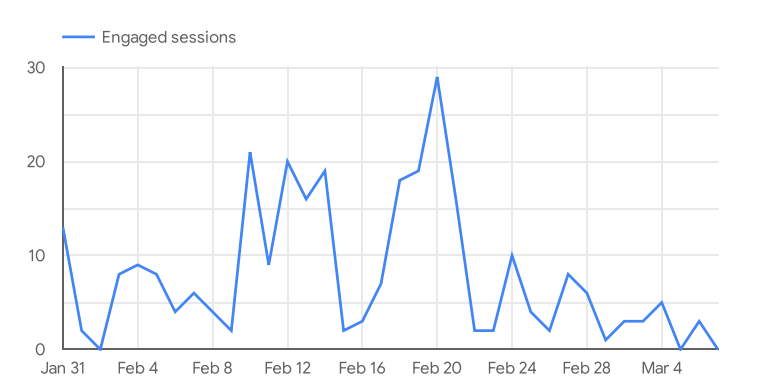
Views  
830

Average session duration  
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

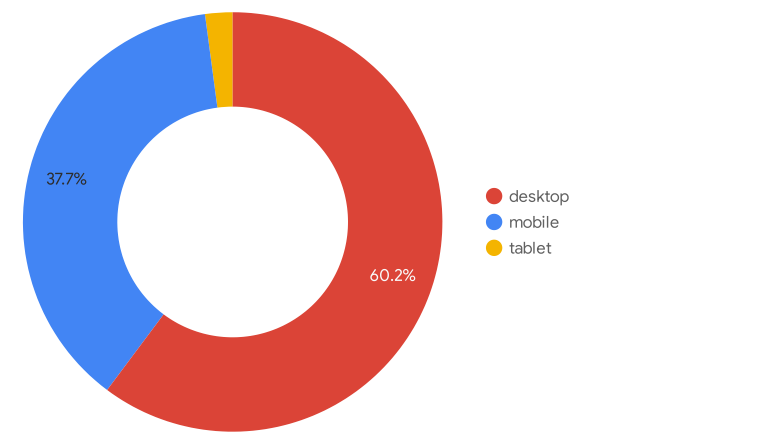
1 - 22 / 22

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





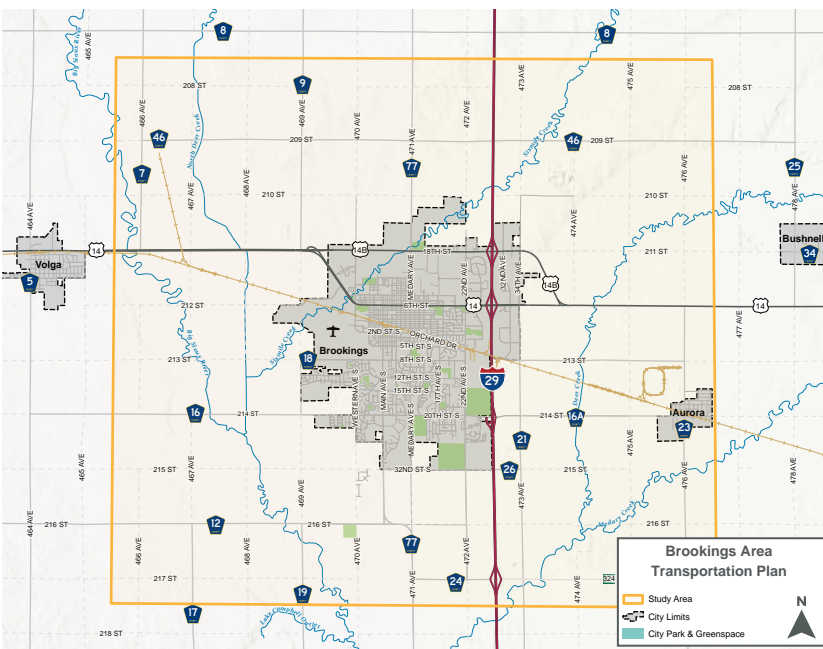
## **Appendix B: Informational Handout**

# 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



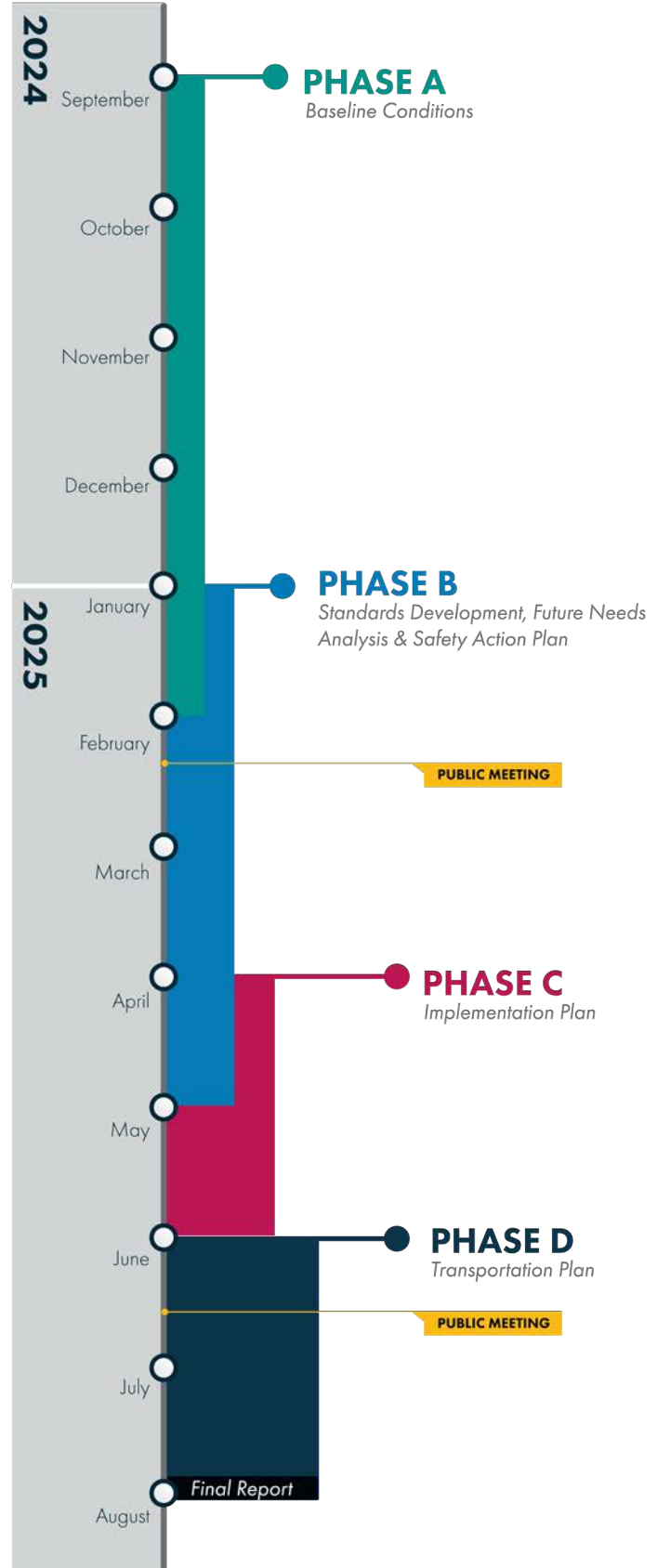
**SCAN THE QR CODE TO LEARN MORE ON THE STUDY WEBSITE!**



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

[WWW.BROOKINGSATP.COM](http://WWW.BROOKINGSATP.COM)

## Study Timeline



# 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

### Charlie Richter

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Consultant Project Manager

HDR

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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

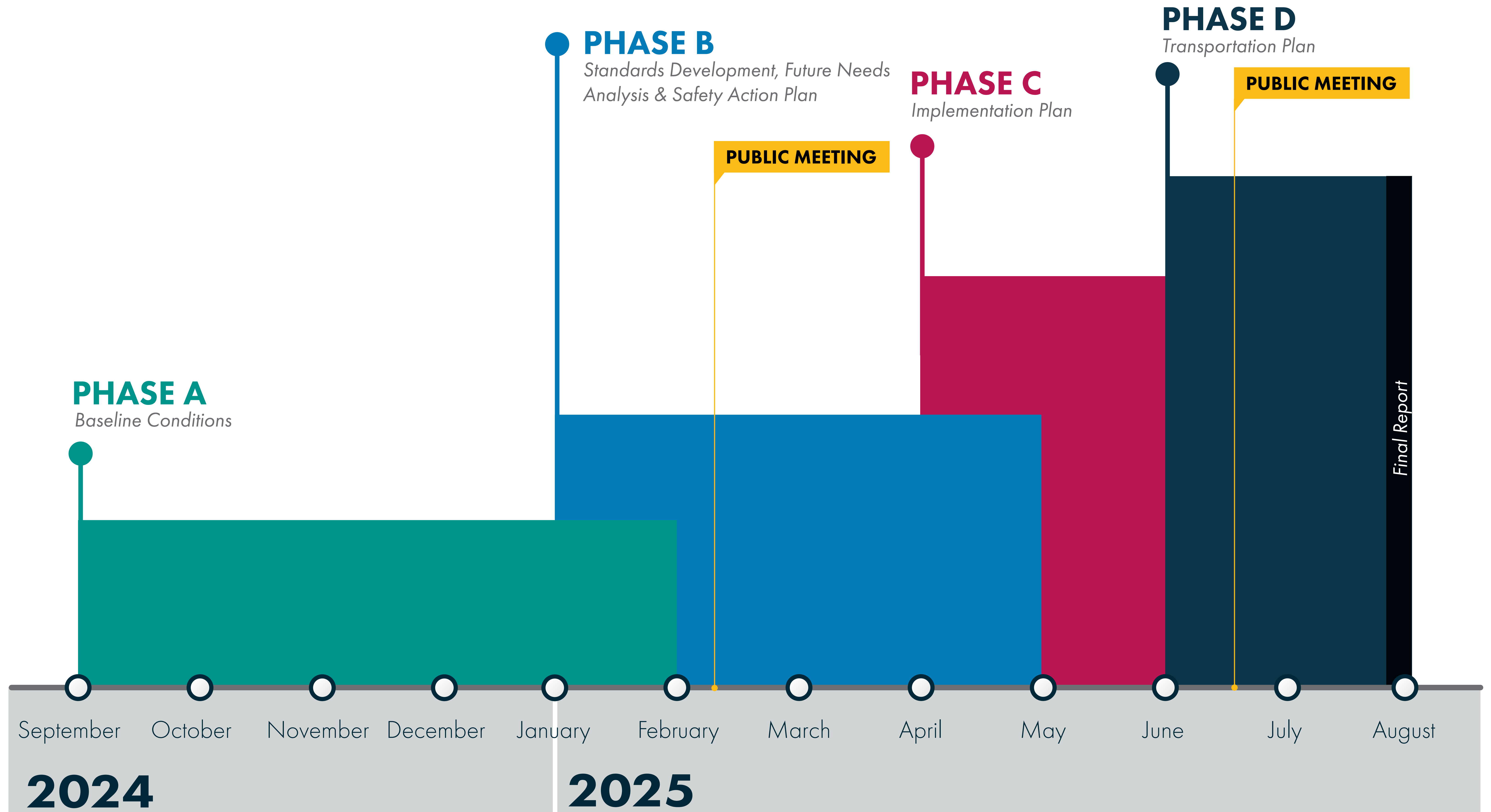
**PUBLIC MEETING OPEN HOUSE**

4-6 p.m.



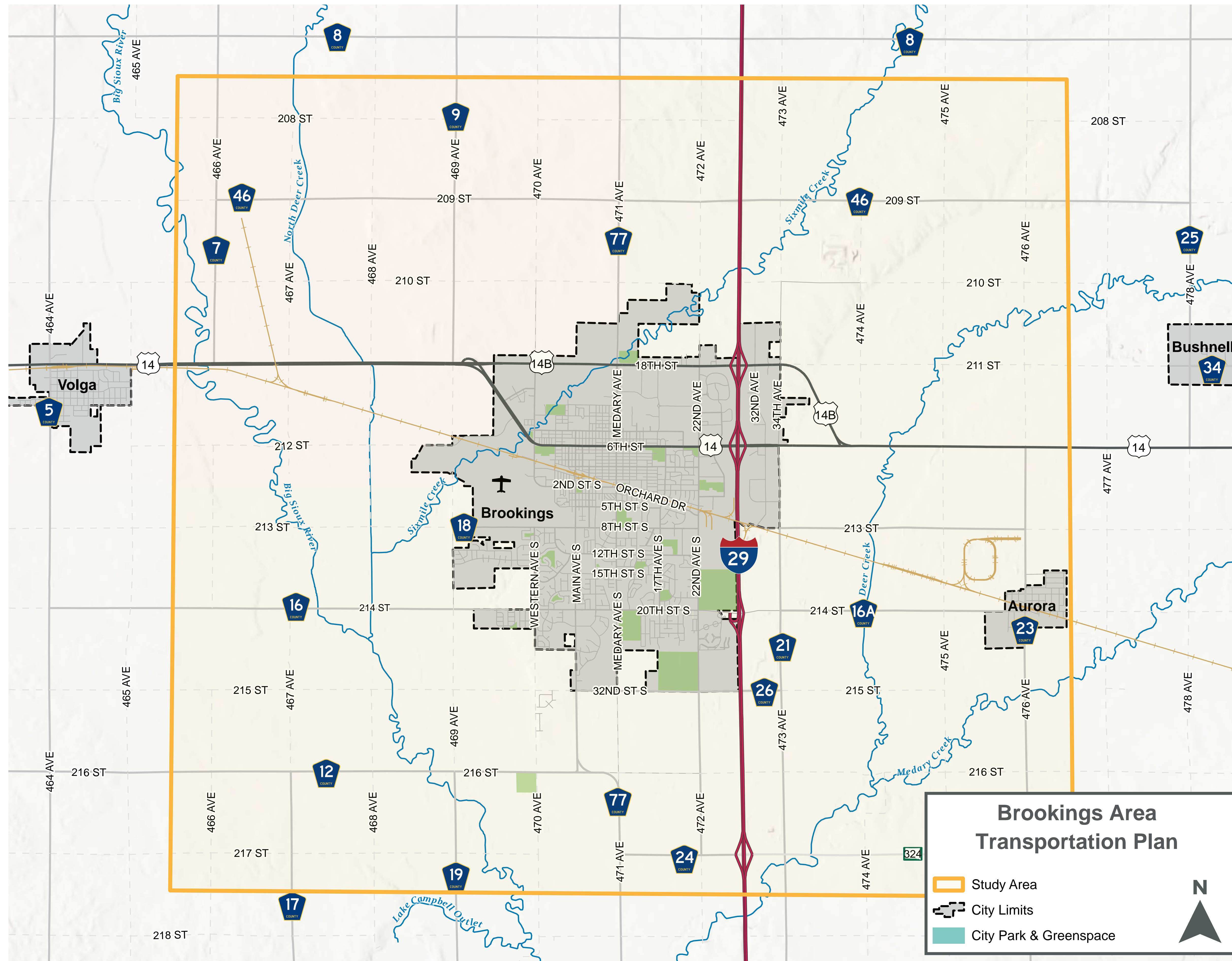
**BROOKINGS**  
AREA TRANSPORTATION PLAN

# STUDY SCHEDULE





# STUDY AREA





# TRAFFIC AND SAFETY



# TRAFFIC AND SAFETY ISSUES AND NEEDS

Please provide comments on where you see transportation issues and needs related to traffic and safety, such as:



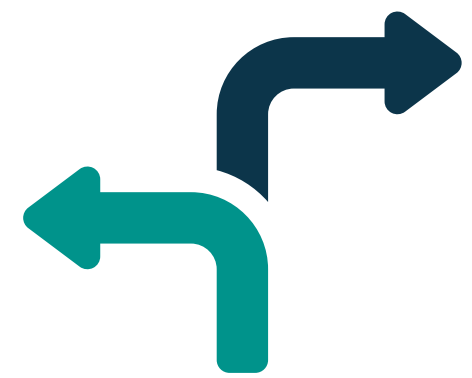
Safety (crashes, close-calls, etc.)



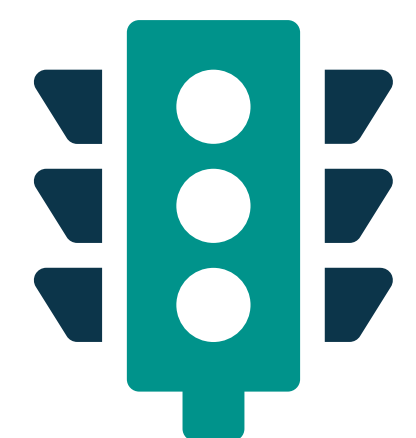
Traffic congestion



Speeding



Turn lanes, additional lanes, or medians

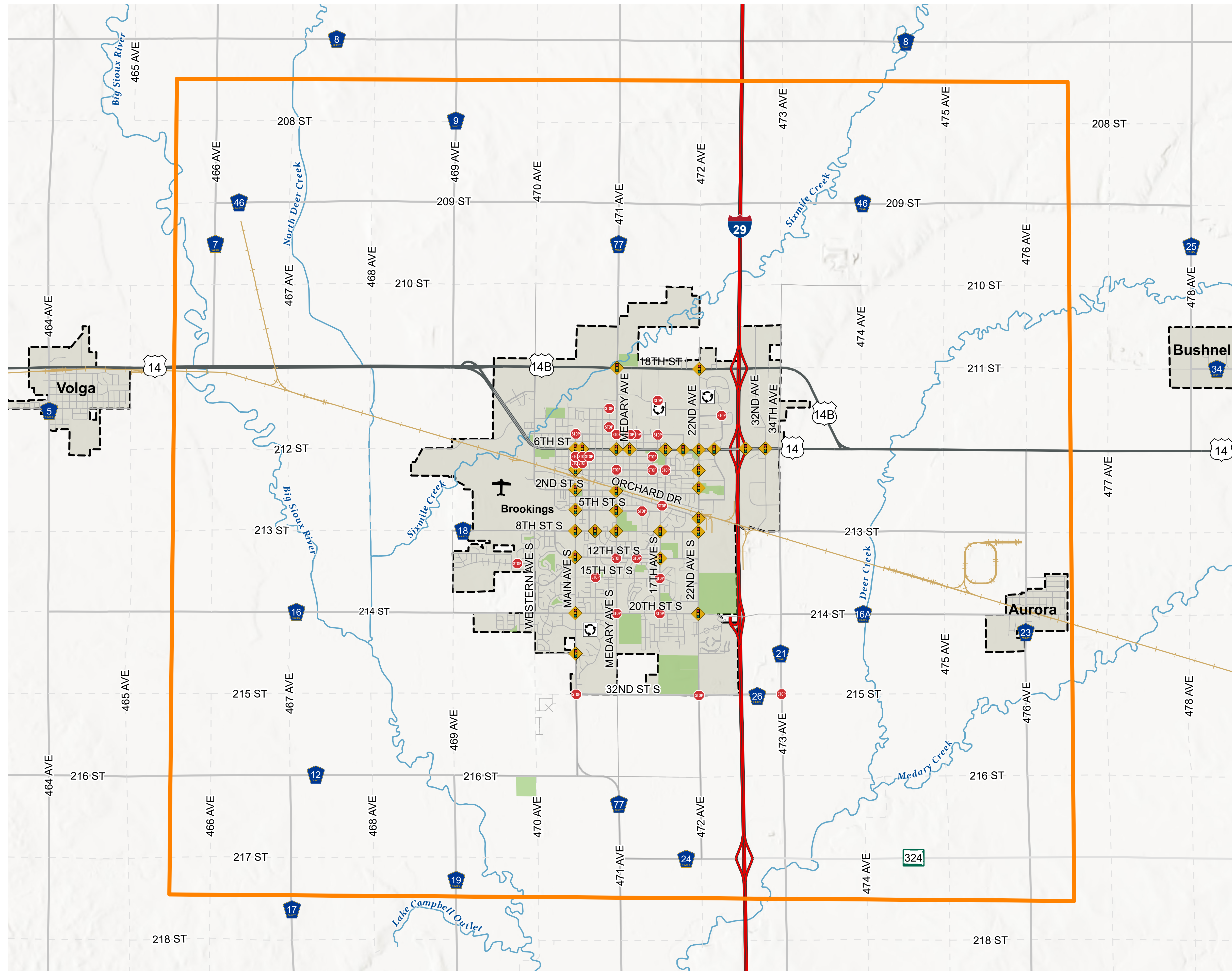


Traffic signal improvements

*(new signal, timing adjustments, signal upgrade, etc.)*



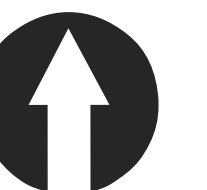
# EXISTING STREET NETWORK



## LEGEND

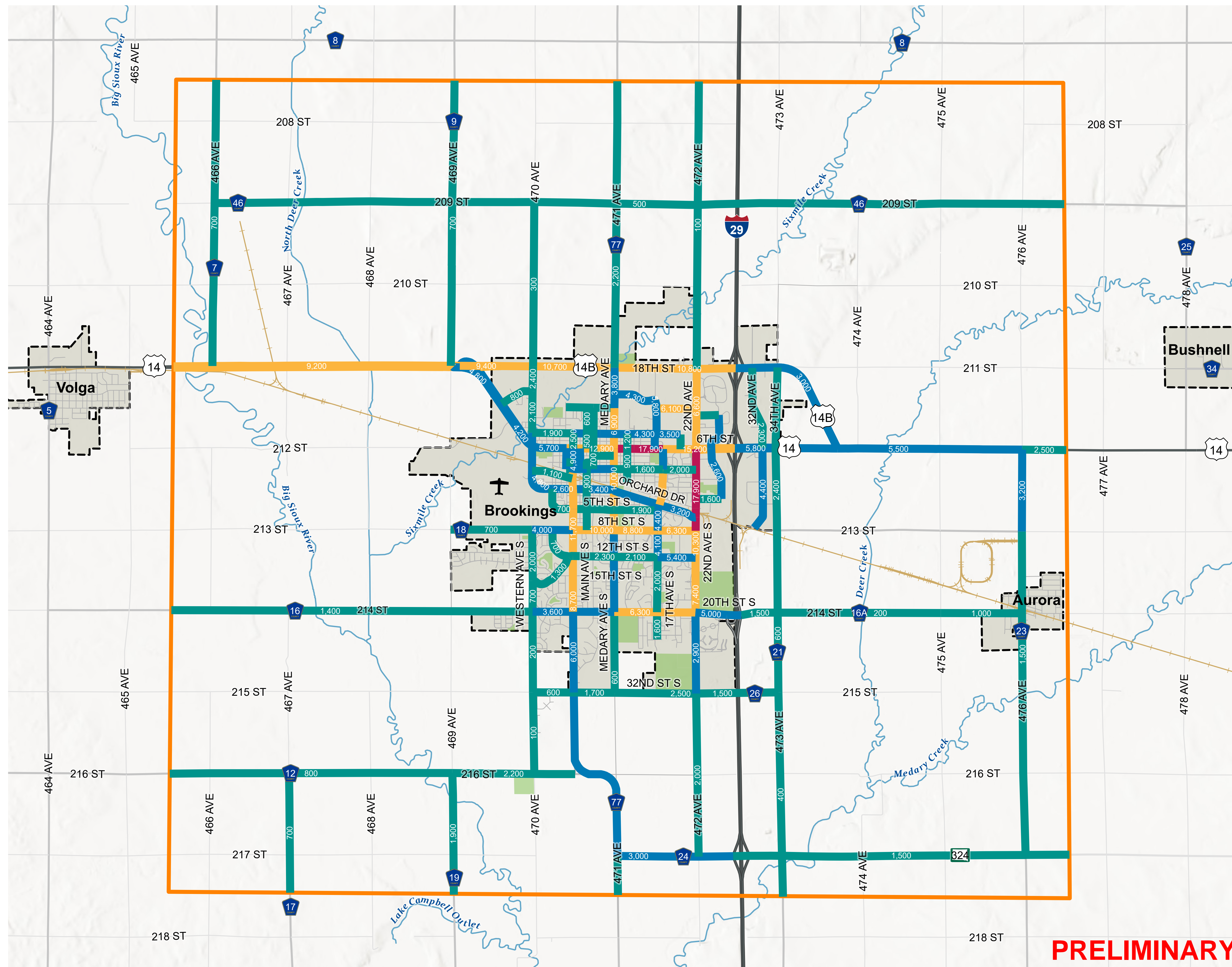
- Study Area
- City Limits
- City Park & Greenspace
- Roundabout Intersection
- All Way Stop-Control Intersections
- Signalized Intersections
- Interstate
- US Highways
- State Highways
- County Roads
- City Road
- Township Roads

0 2 Miles












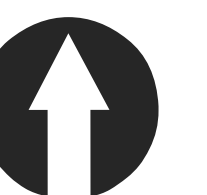
# EXISTING (2024) DAILY TRAFFIC VOLUMES



## LEGEND

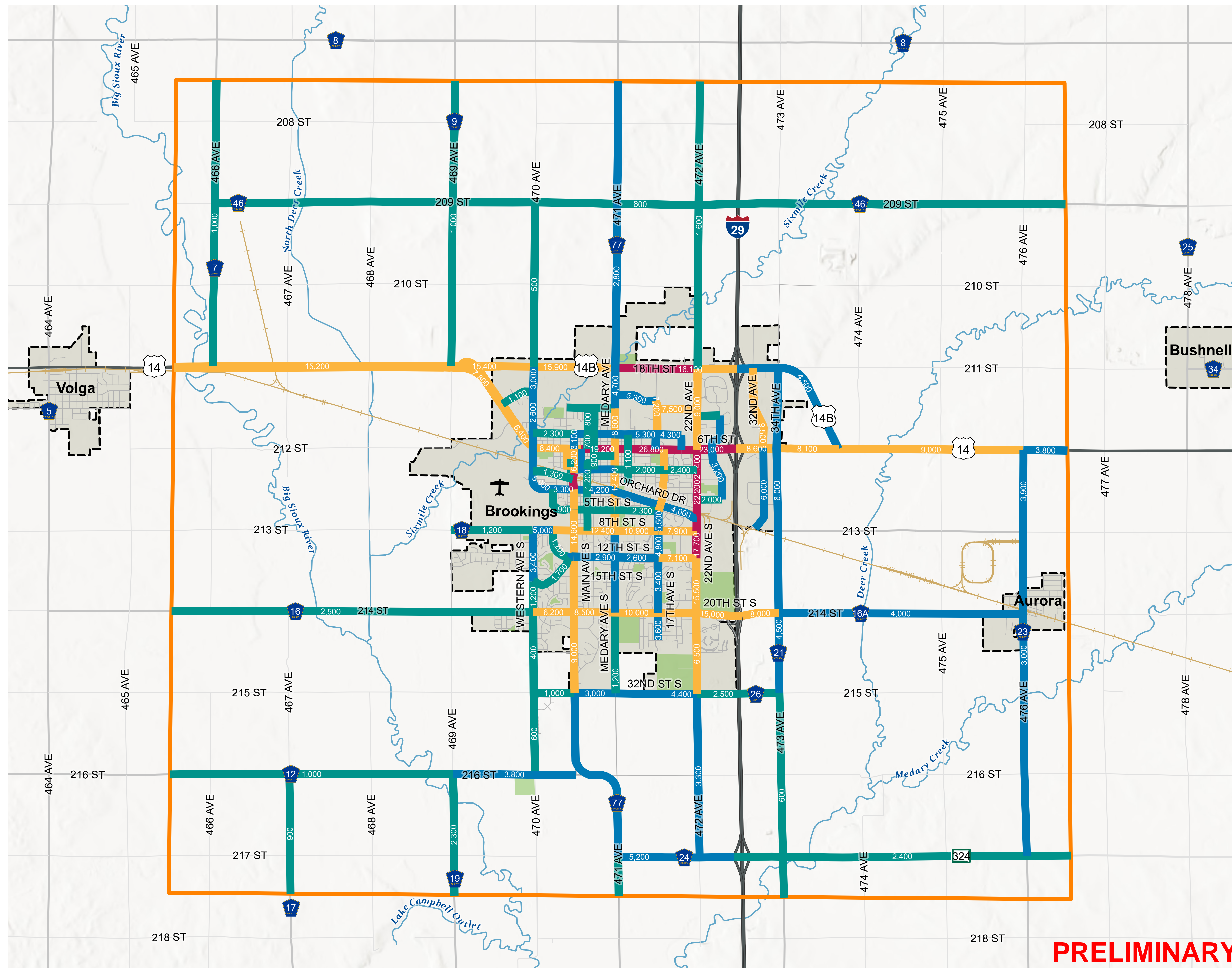
-  Study Area
-  City Limits
-  City Park & Greenspace
- Existing Traffic Counts
-  2,500 and Less
-  2,501 - 6,000
-  6,001 - 16,000
-  16,001 and More

0 2 Miles










# 2050 PLANNING HORIZON DAILY TRAFFIC VOLUMES



## LEGEND

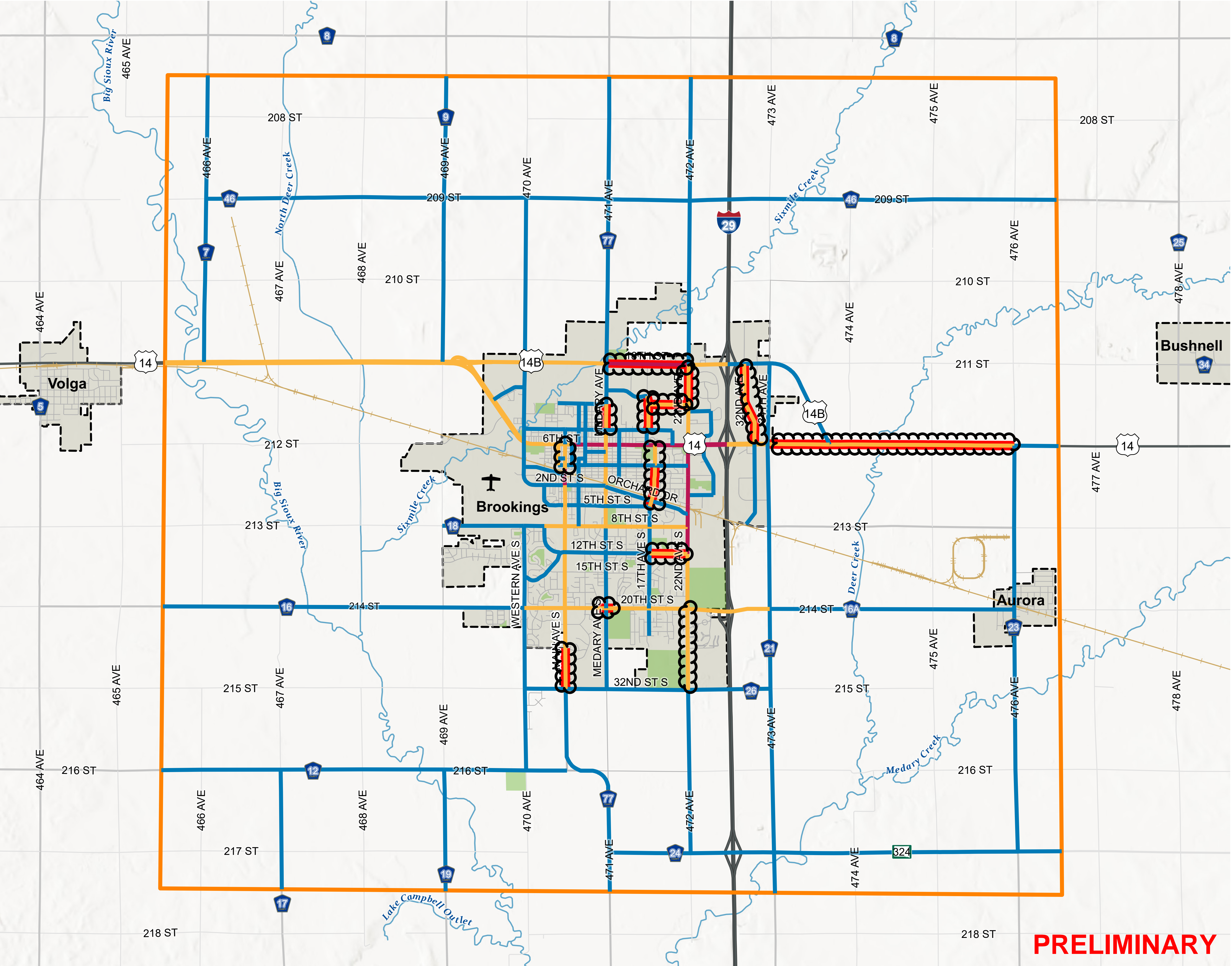
-  Study Area
-  City Limits
-  City Park & Greenspace
- 2050 Planning Horizon Counts
-  2,500 and Less
-  2,501 - 6,000
-  6,001 - 16,000
-  16,001 and More

0 2 Miles





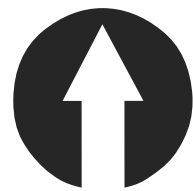
# LONG-RANGE (2050) ROADWAY SEGMENT CAPACITY NEEDS



## 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)

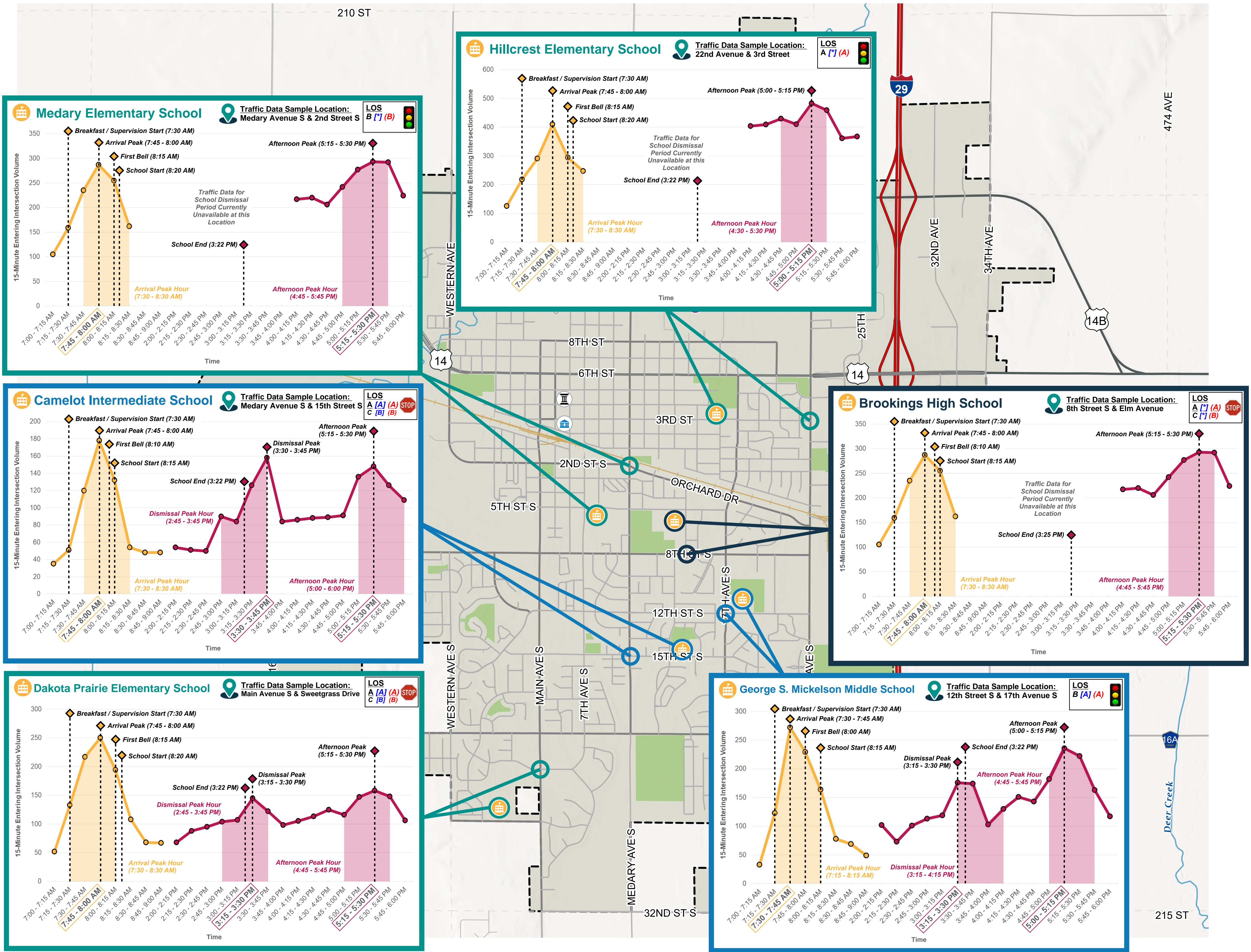
0 2 Miles



PRELIMINARY



# 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)

A / [B] / (C) - Overall Intersection

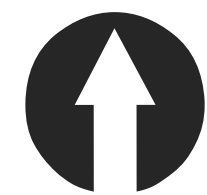
A / [B] / (C) - Worst-case Approach

\* Data unavailable

## NOTE

School area traffic trends reflect best currently available data at intersections near each Brookings area school.

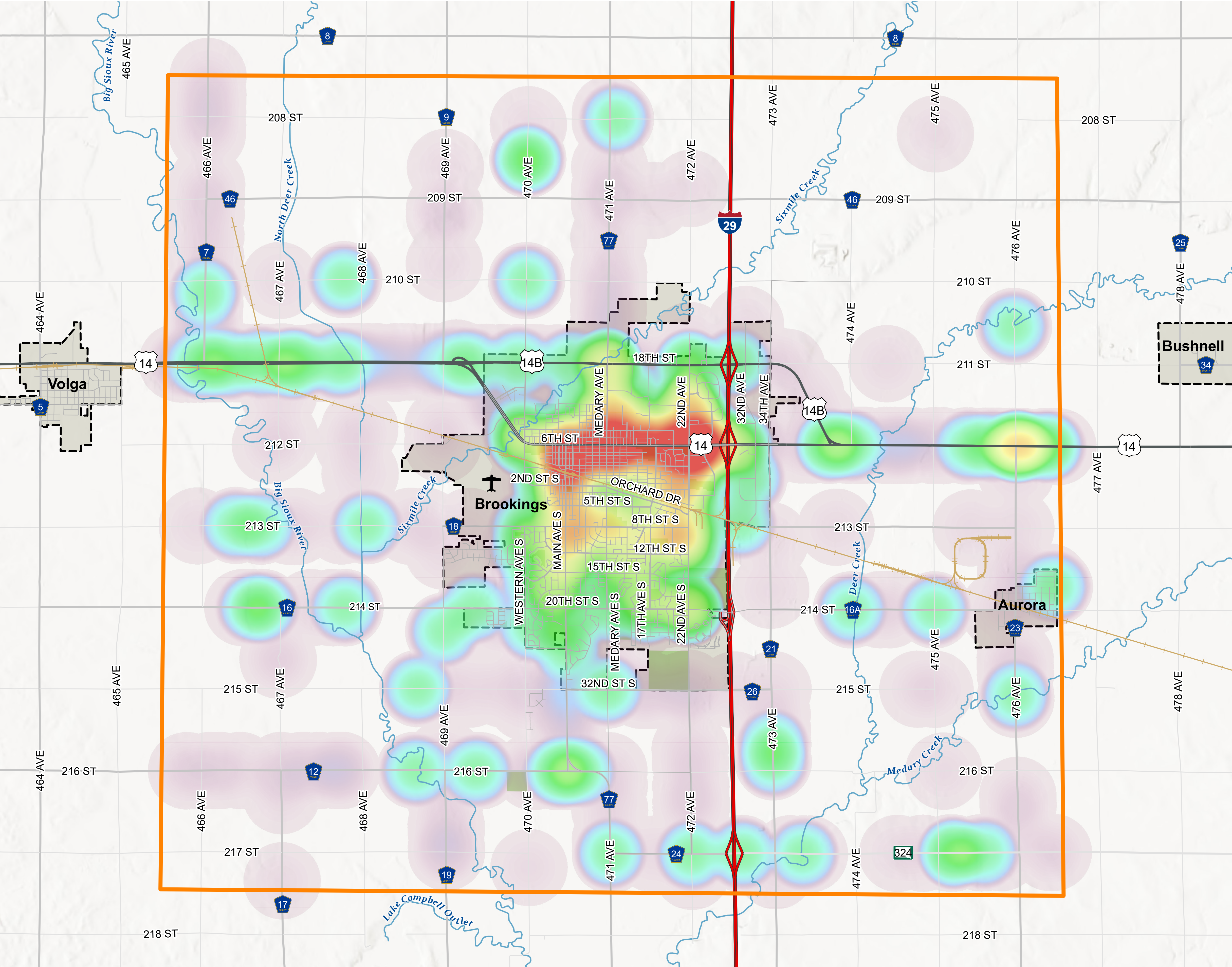
0 2 Miles





# WEIGHTED CRASH DENSITY

JANUARY 2019 – JUNE 2024 | BROOKINGS ATP STUDY AREA



## LEGEND

- Study Area
- City Limits
- City Park & Greenspace
- Weighted Crash Density
  - High
  - Low

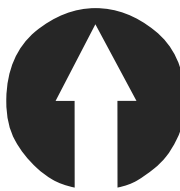
Injury Severity	Crashes		Persons Involved	
FATAL INJURY	4	<1%	4	<1%
SERIOUS INJURY	17	1%	23	1%
MINOR INJURY	105	7%	129	5%
POSSIBLE INJURY	133	9%	165	7%
NO INJURY	945	65%	1,912	76%
WILD ANIMAL HIT	240	17%	235	9%
OTHER	3	<1%	55	2%
TOTAL	1,447		2,369	

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.

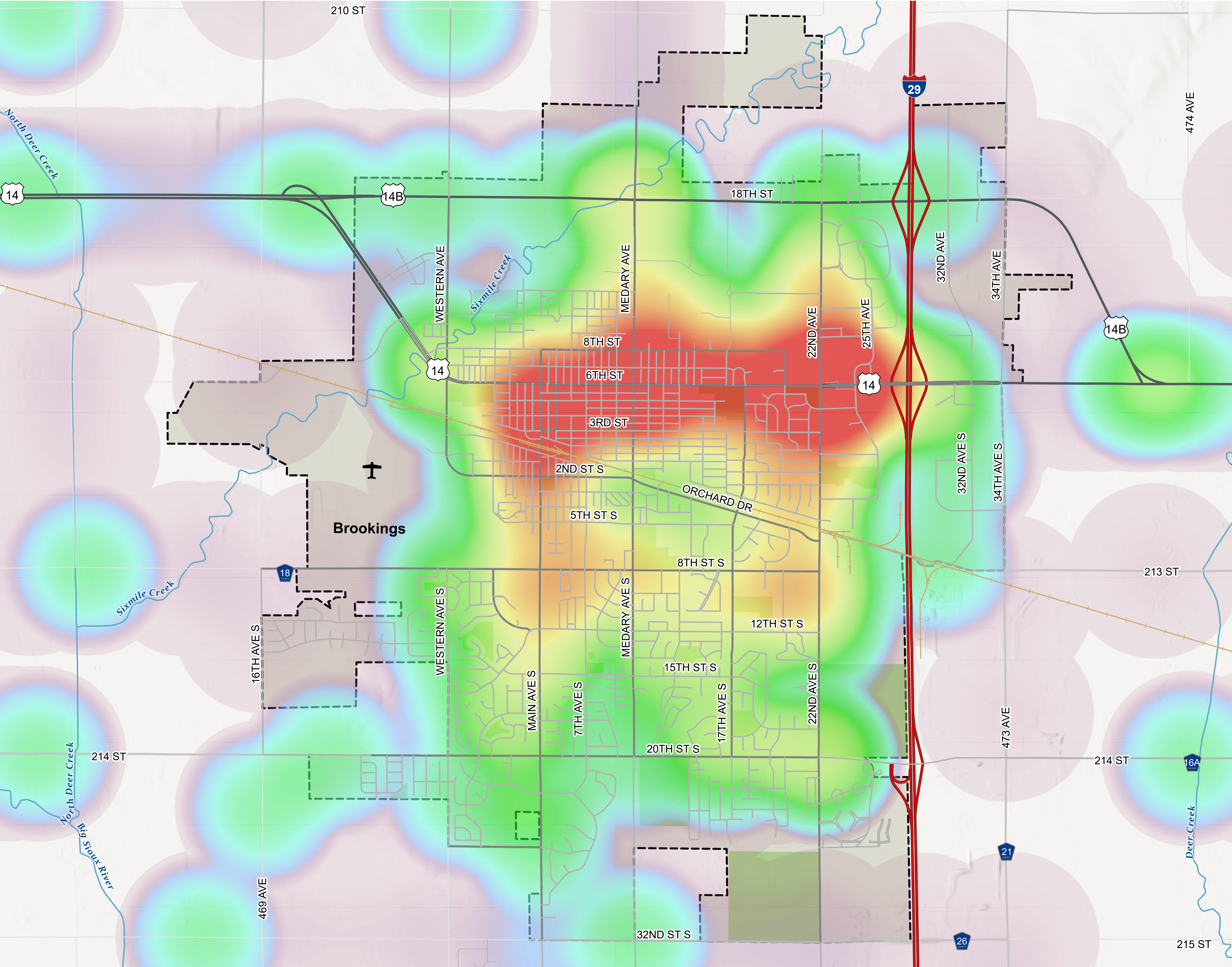
0 2 Miles





# WEIGHTED CRASH DENSITY

JANUARY 2019 – JUNE 2024 | CITY OF BROOKINGS



## LEGEND

- City Limits
- City Park & Greenspace
- Weighted Crash Density**
  - High
  - Low

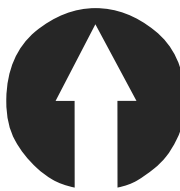
Injury Severity	Crashes		Persons Involved	
FATAL INJURY	1	<1%	1	<1%
SERIOUS INJURY	11	1%	12	<1%
MINOR INJURY	72	7%	86	4%
POSSIBLE INJURY	121	12%	141	7%
NO INJURY	780	76%	1,668	84%
WILD ANIMAL HIT	38	4%	38	2%
OTHER	3	<1%	51	3%
<b>TOTAL</b>	<b>1,026</b>		<b>1,997</b>	

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.

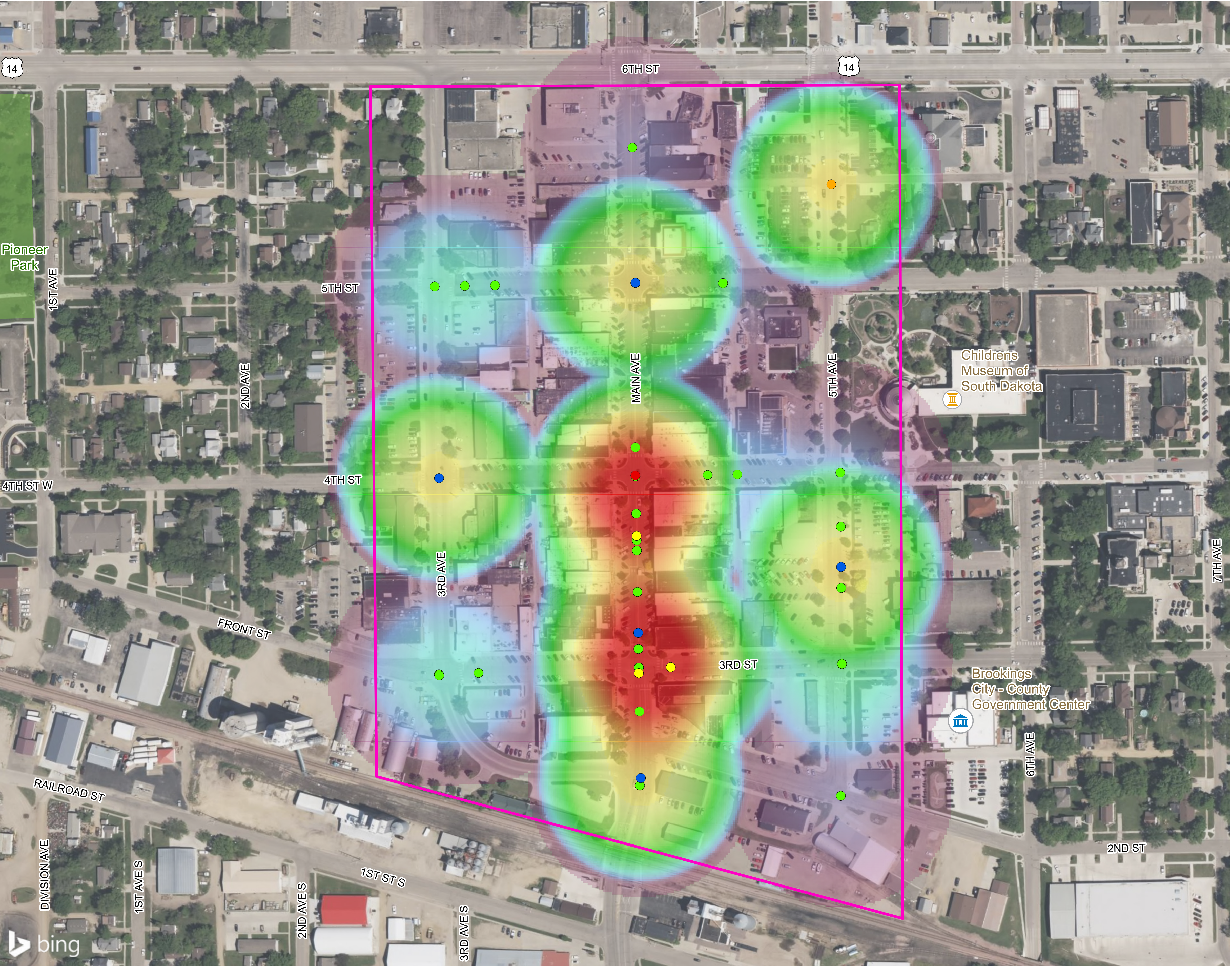
0 2 Miles





# WEIGHTED CRASH DENSITY

JANUARY 2019 – JUNE 2024 | DOWNTOWN BROOKINGS



## LEGEND

Downtown Study Area

City Park & Greenspace

Fatal

Serious

Minor

Possible

No Injury

Weighted Crash Density

High

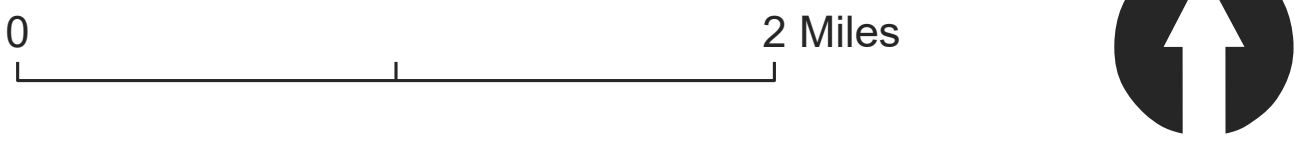
Low

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

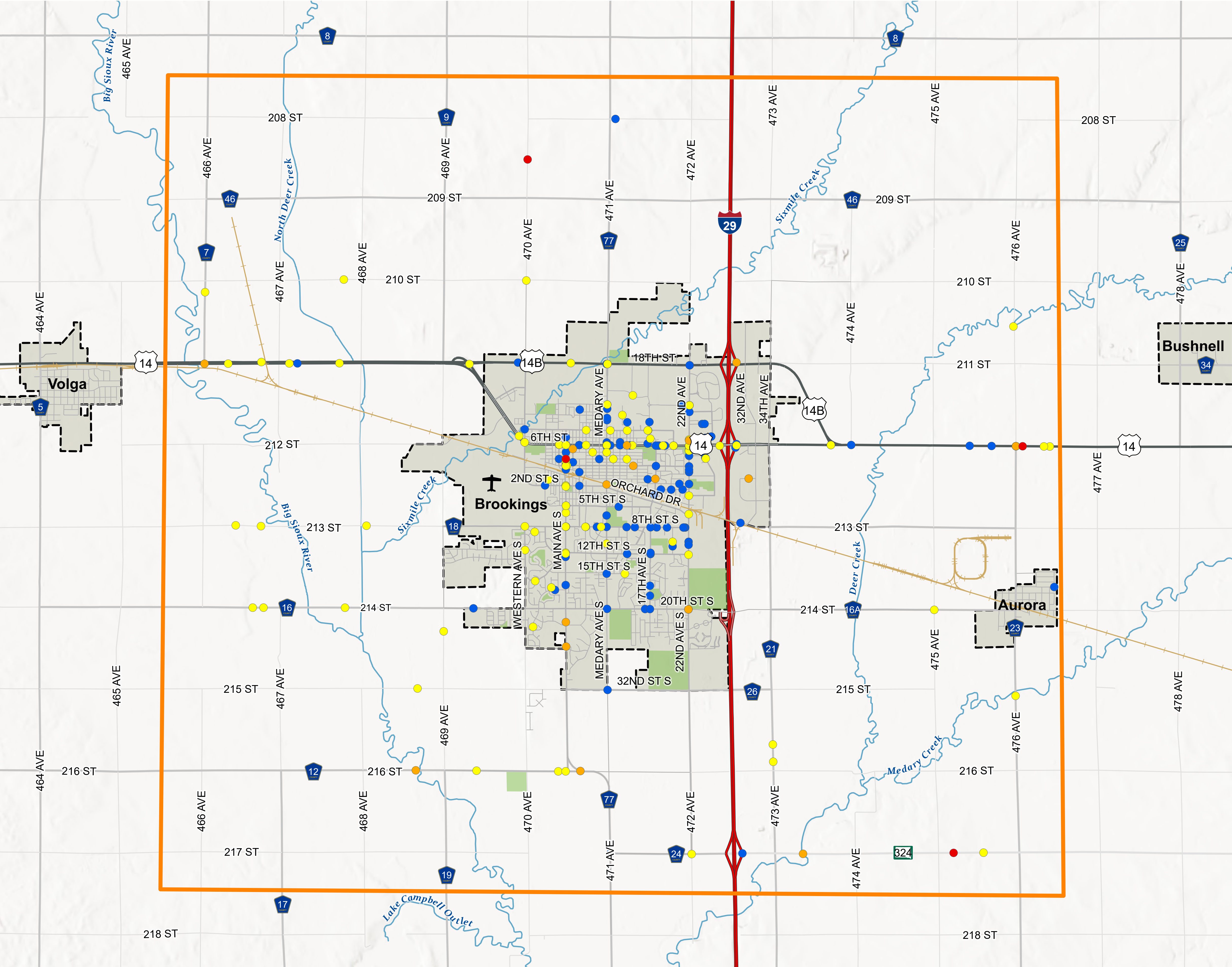
Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.





# 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	
	Count	Percentage	Count	Percentage
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	

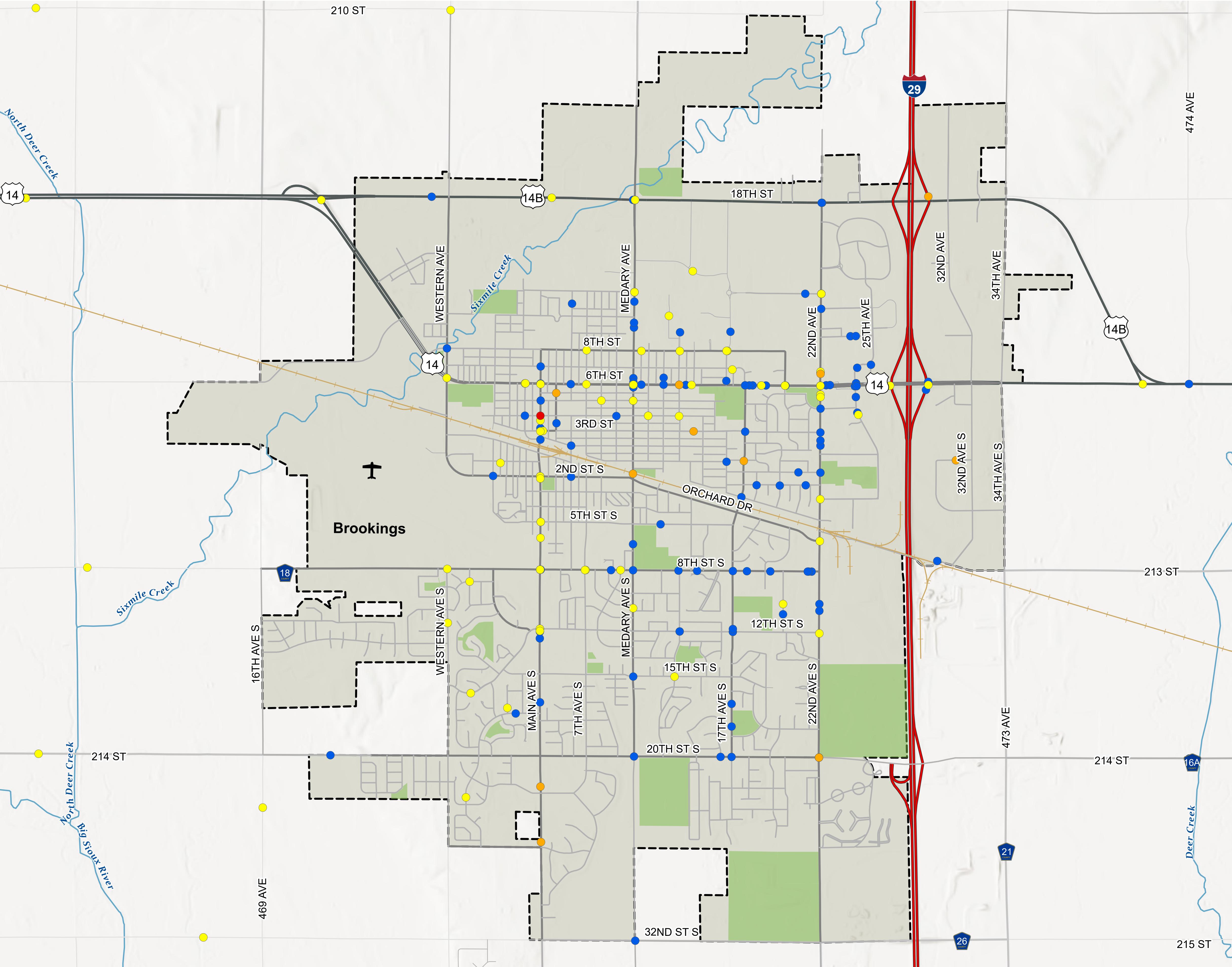
Injury crash (a crash that results in an injury) and persons involved frequencies reflect those reported within the Brookings ATP study area (except along I-29 mainline and ramp segments and locations that were reconstructed during the observation period).





# INJURY CRASHES

JANUARY 2019 – JUNE 2024 | CITY OF BROOKINGS



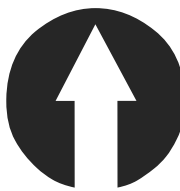
## LEGEND

- 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).*

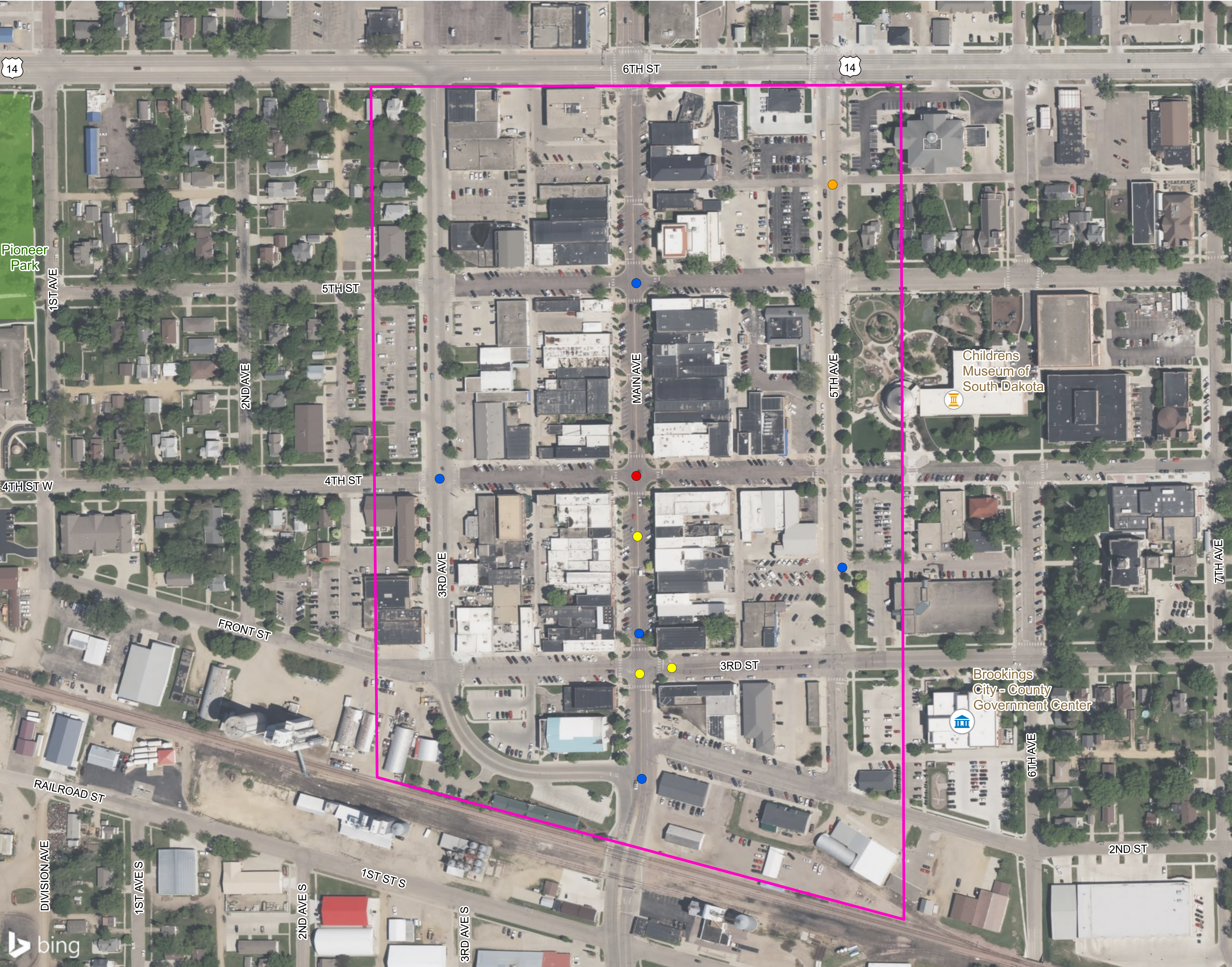
0 2 Miles





# INJURY CRASHES

JANUARY 2019 – JUNE 2024 | DOWNTOWN BROOKINGS



## LEGEND

- Downtown Study Area
- City Park & Greenspace

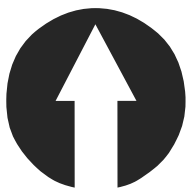
### Injury Severity

- 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).*

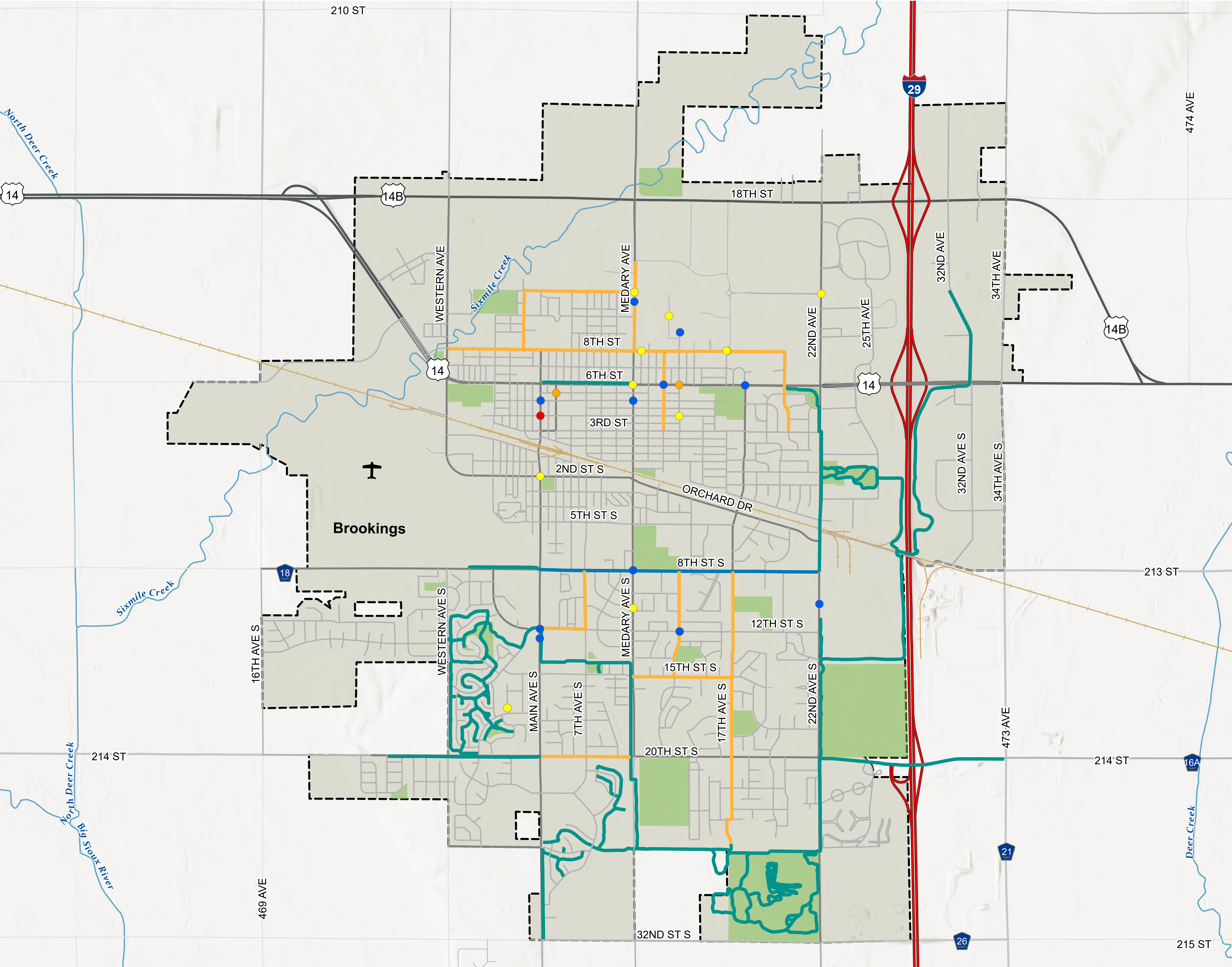
0 2 Miles





# 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

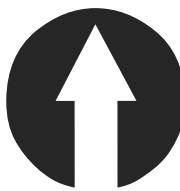
### Injury Severity

- Fatal
- Serious
- Minor
- Possible
- No Injury

Injury Severity	Crashes		Persons Involved	
	Count	Percentage	Count	Percentage
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)

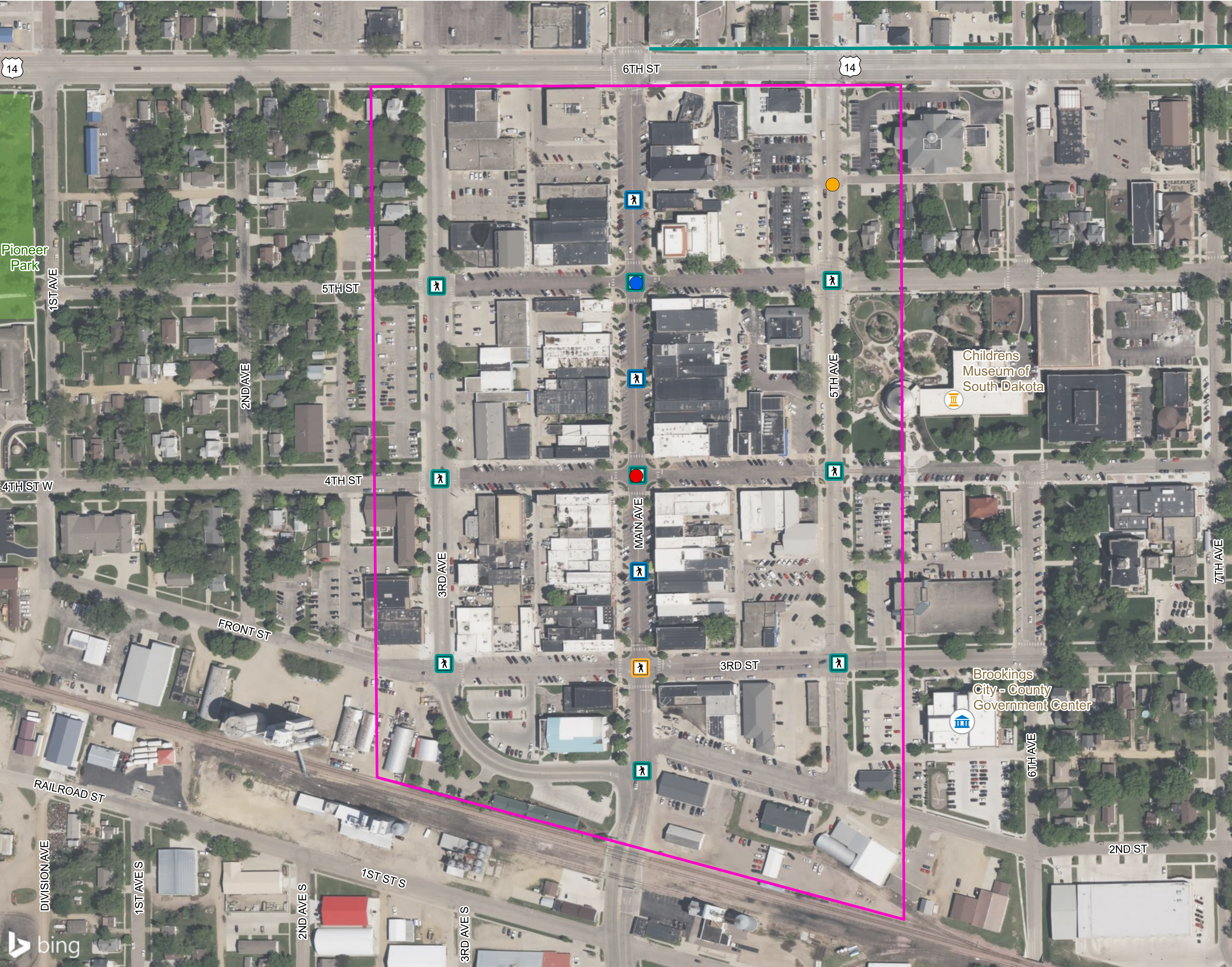
0 2 Miles





# 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

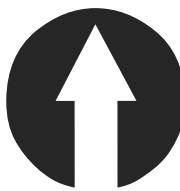
### Injury Severity

- 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).

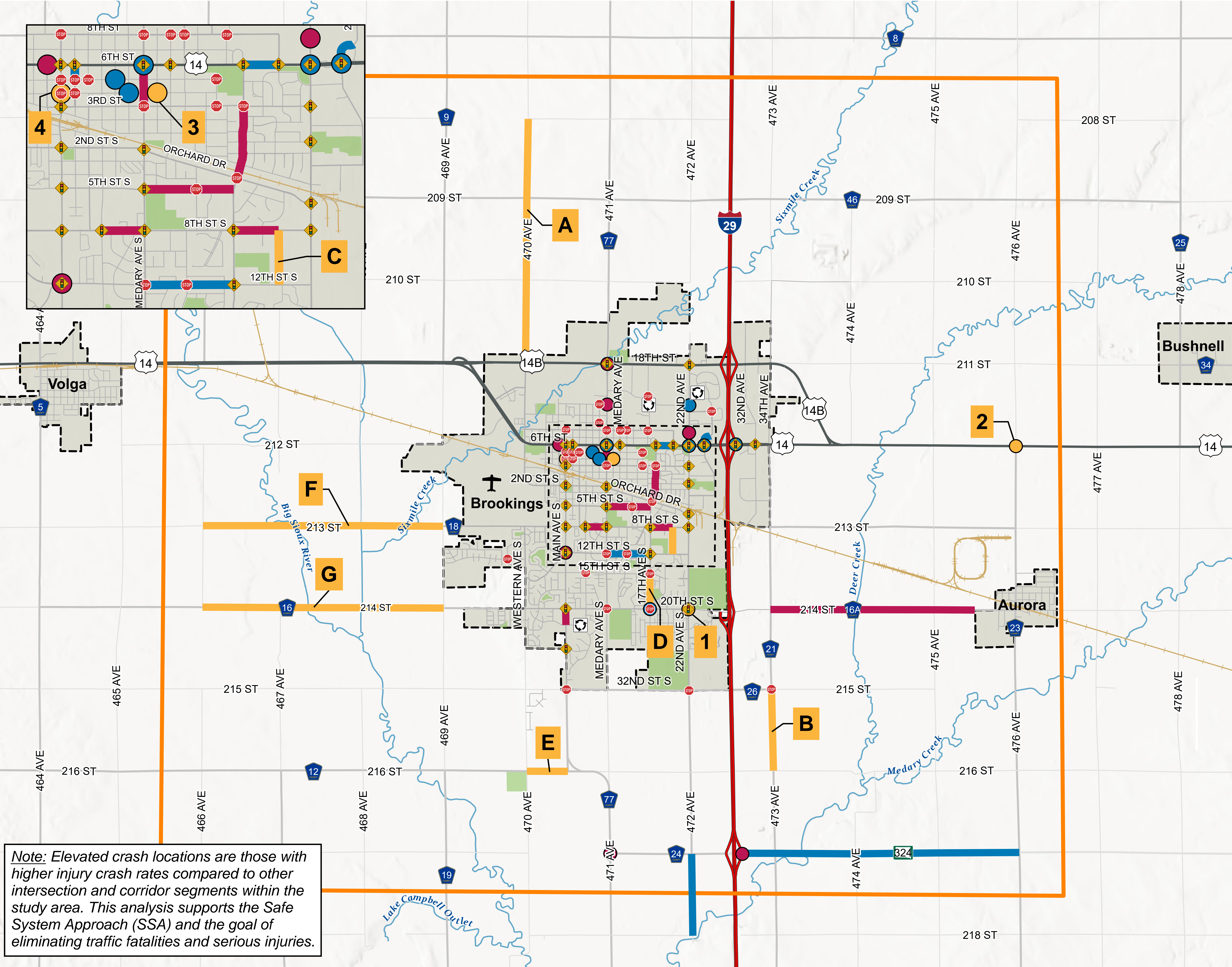
0 2 Miles





# INJURY CRASH ANALYSIS

JANUARY 2019 – JUNE 2024 | TIER 1 (HIGHER PRIORITY) LOCATIONS



## LEGEND

- All Way Stop-Control Intersections
- Roundabout Intersection
- Signalized Intersections

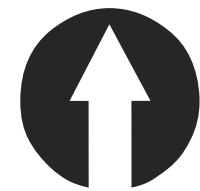
### Elevated Crash Index Intersections and Segments

- 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

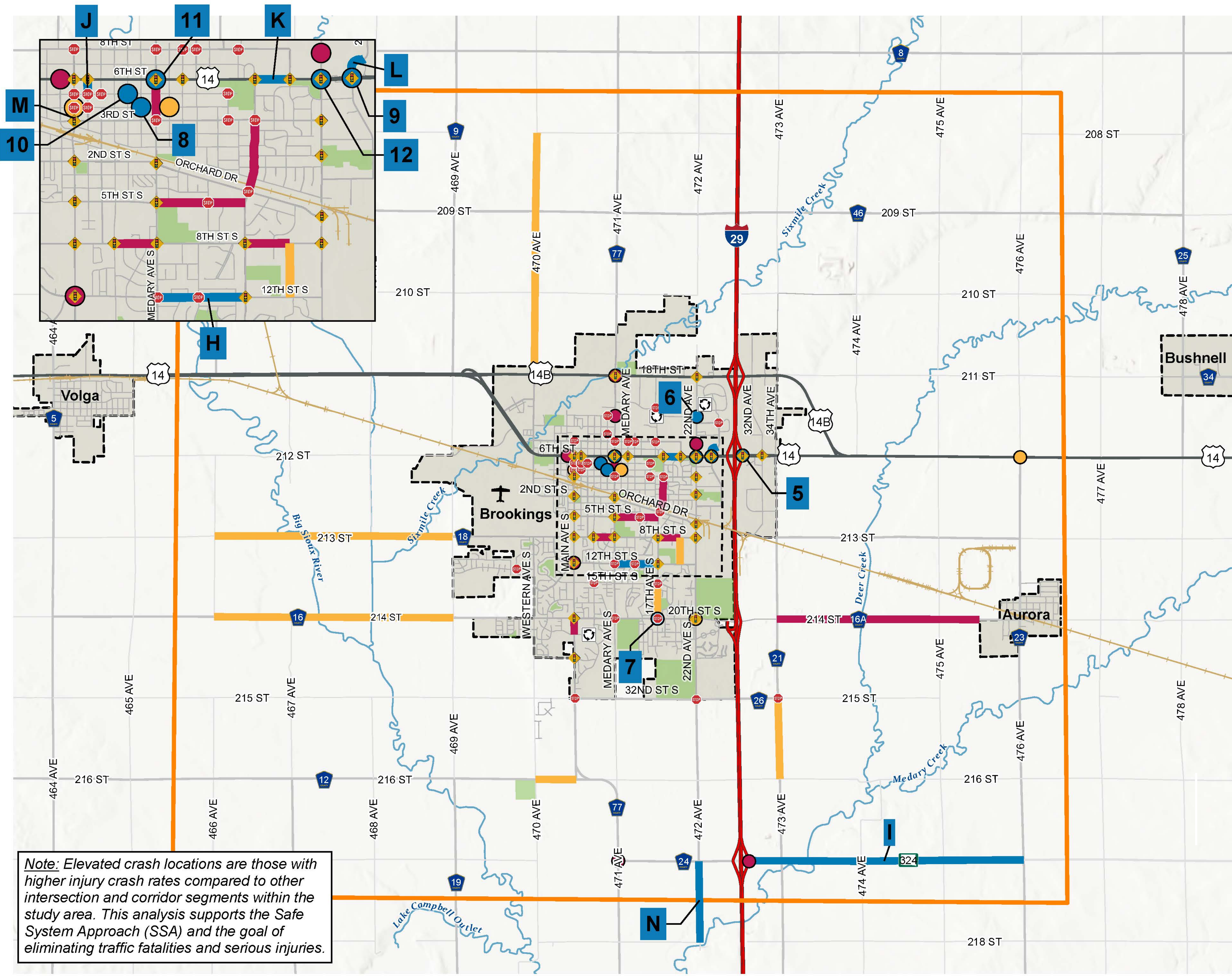
0 2 Miles





# INJURY CRASH ANALYSIS

JANUARY 2019 – JUNE 2024 | TIER 2 (MEDIUM PRIORITY)



## LEGEND

- All Way Stop-Control Intersections
- Roundabout Intersection
- Signalized Intersections

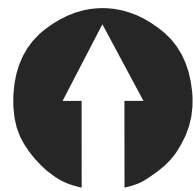
### Elevated Crash Index Intersections and Segments

- 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

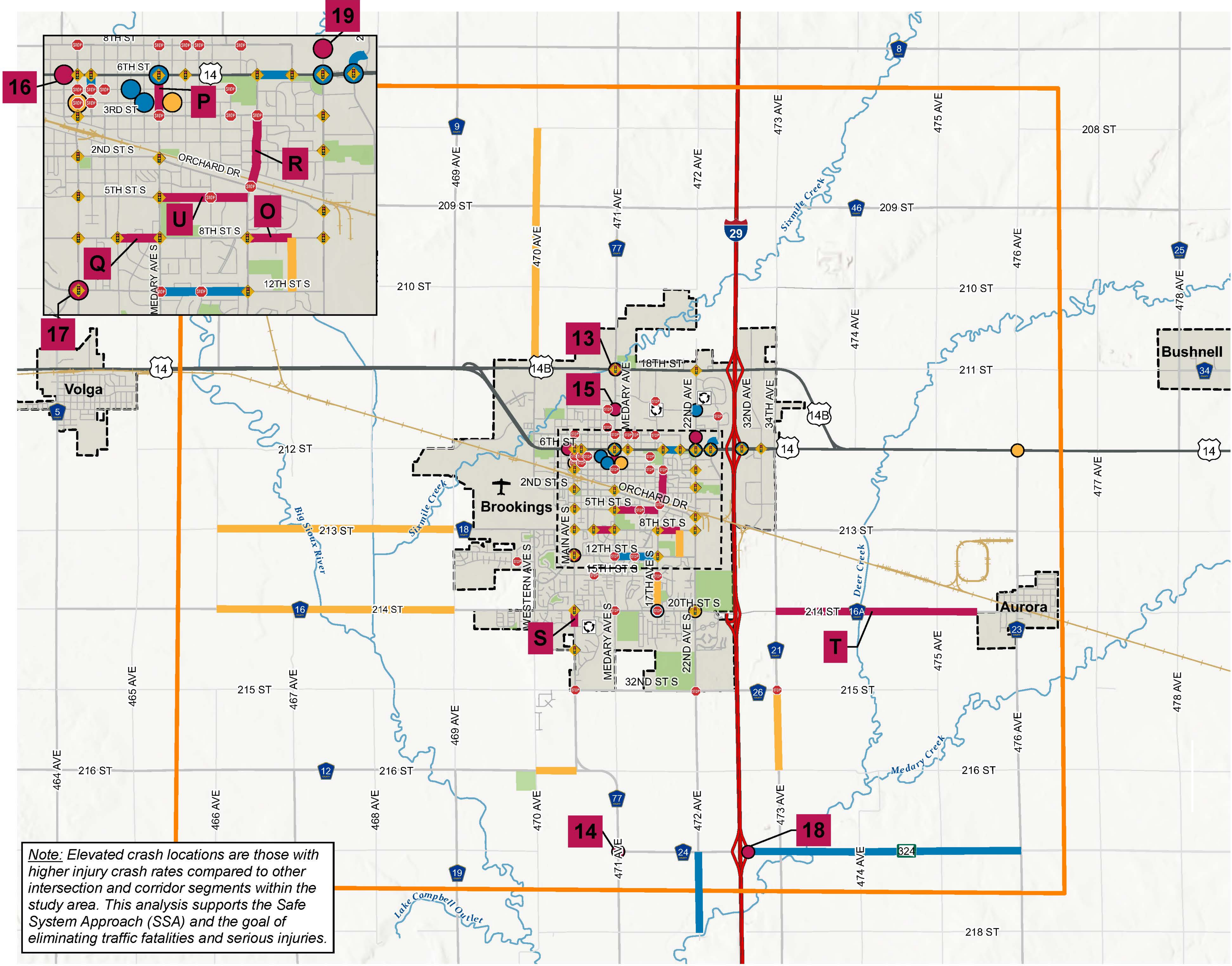
0 2 Miles





# 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

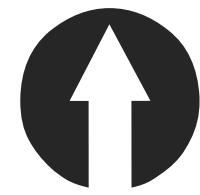
### Elevated Crash Index Intersections and Segments

- 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



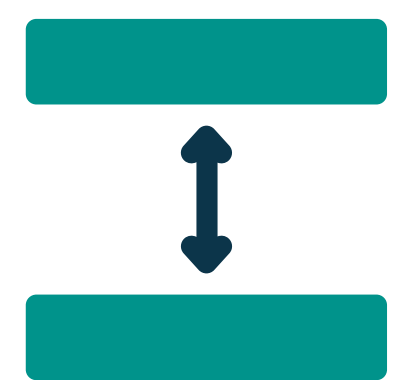


# BICYCLE AND PEDESTRIAN ISSUES AND NEEDS

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



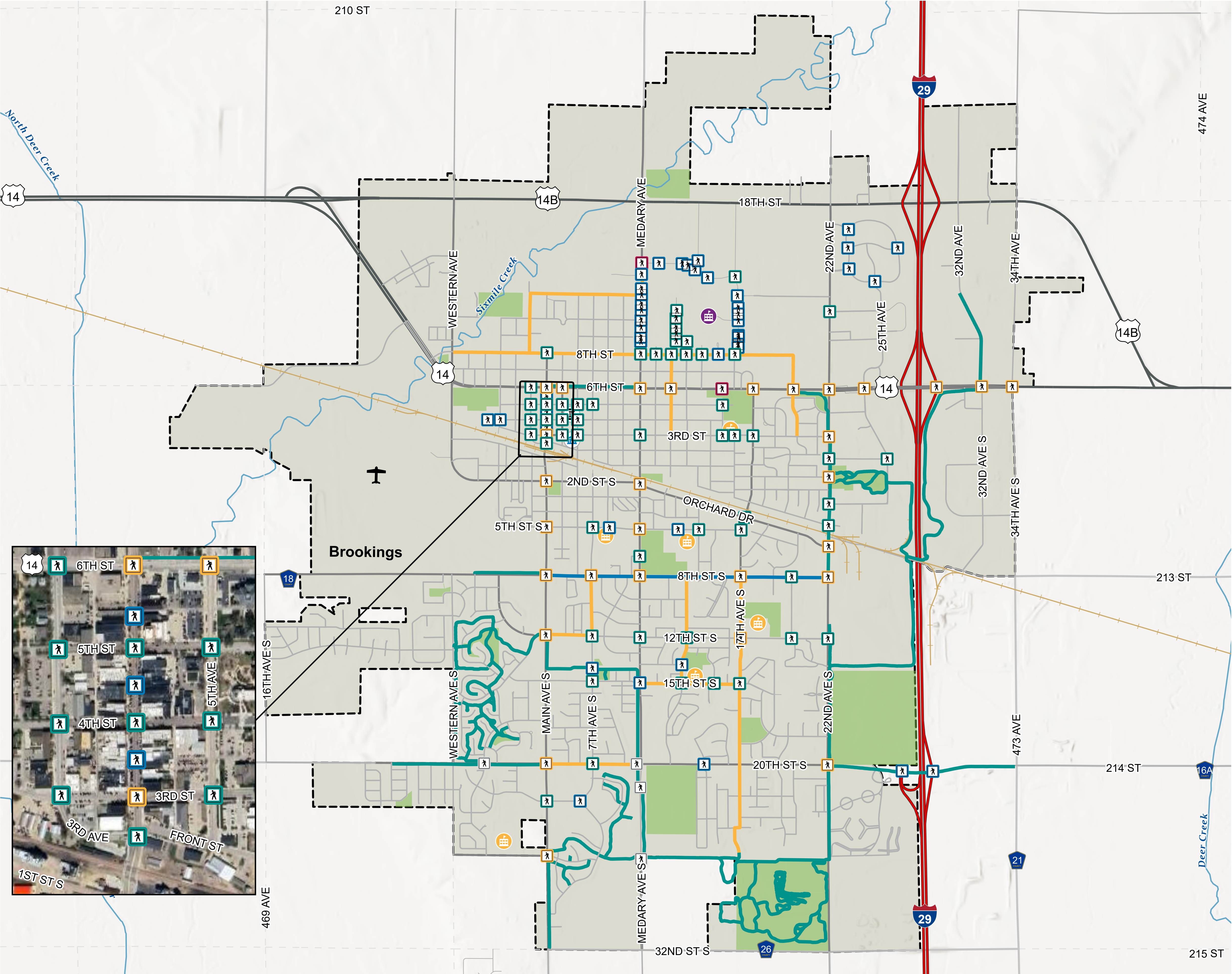
Sidewalk width or obstacles



Street crossing improvements



# EXISTING BICYCLE AND PEDESTRIAN FACILITIES



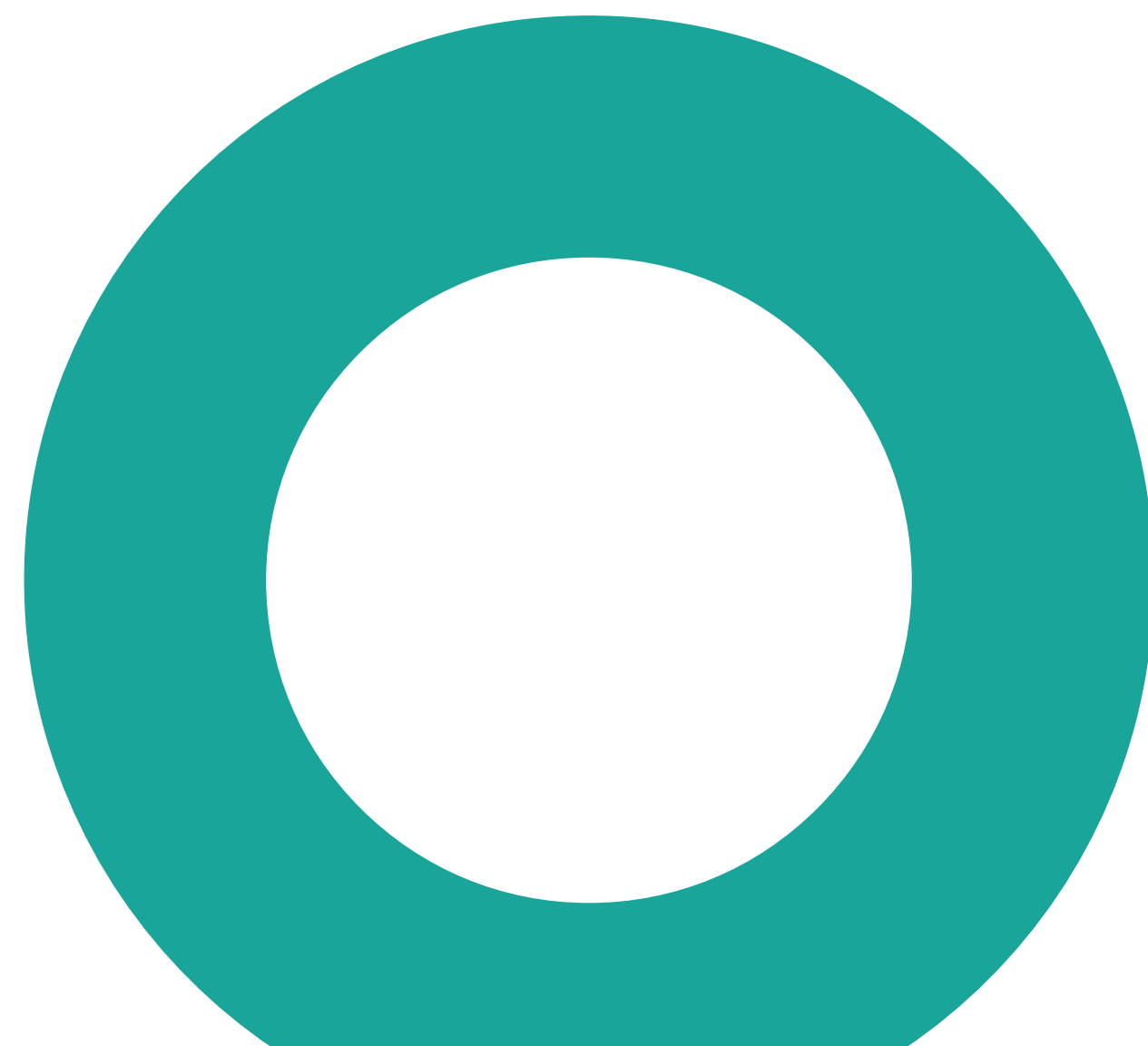


# FUNDING PRIORITIES

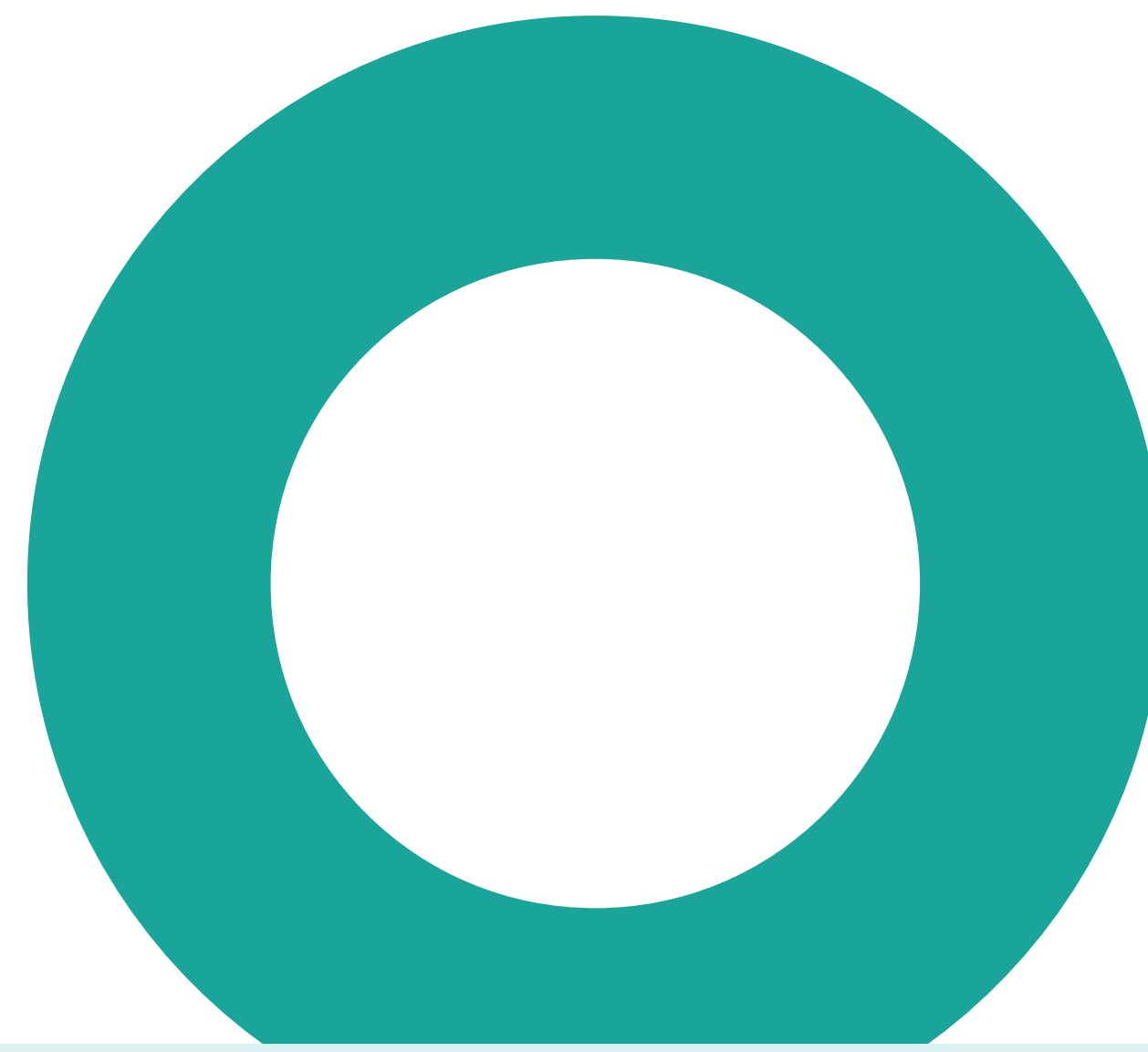




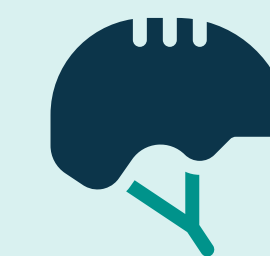
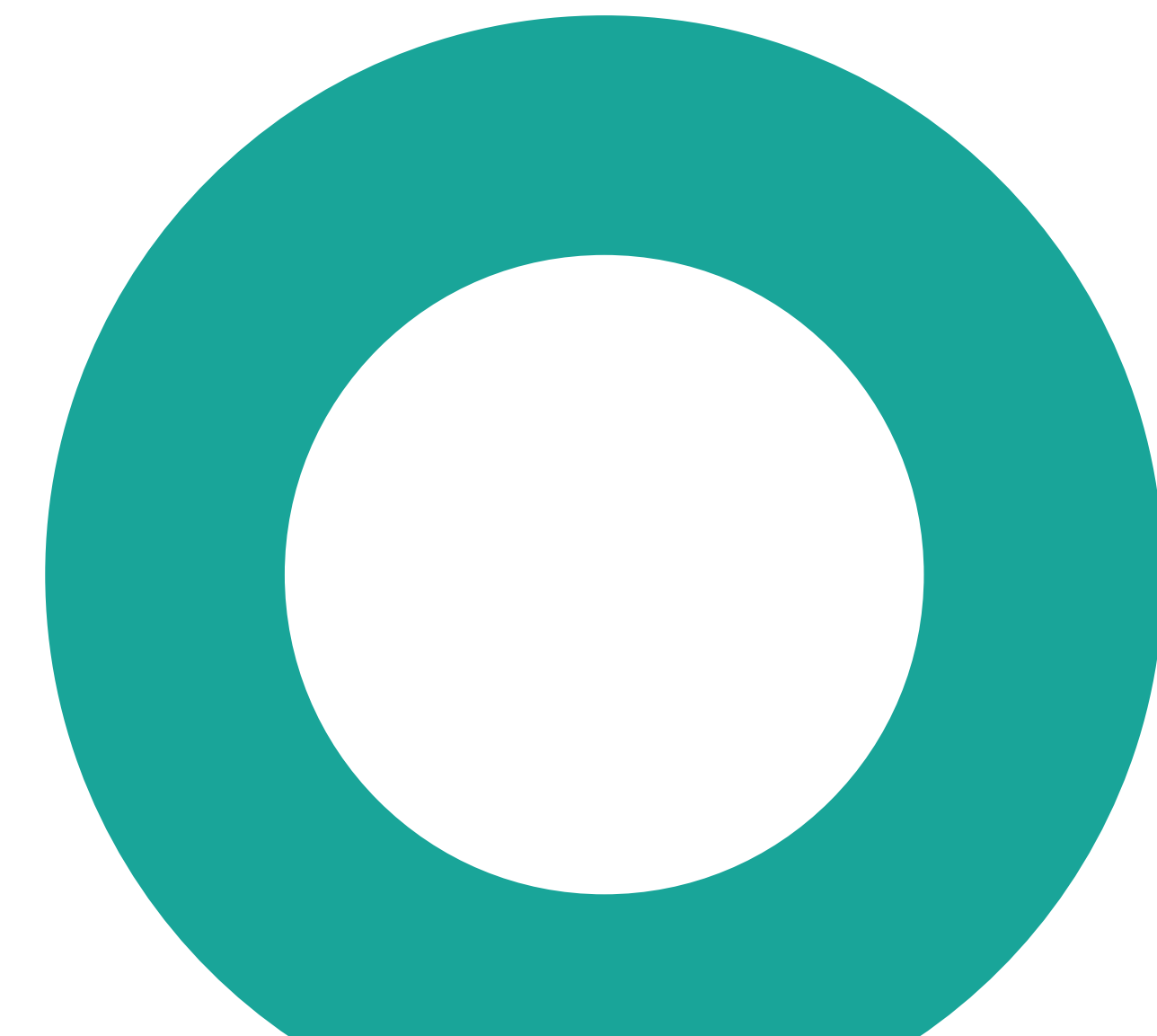
# WHAT ACTIVITIES WOULD YOU INVEST IN?



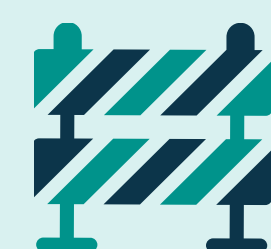
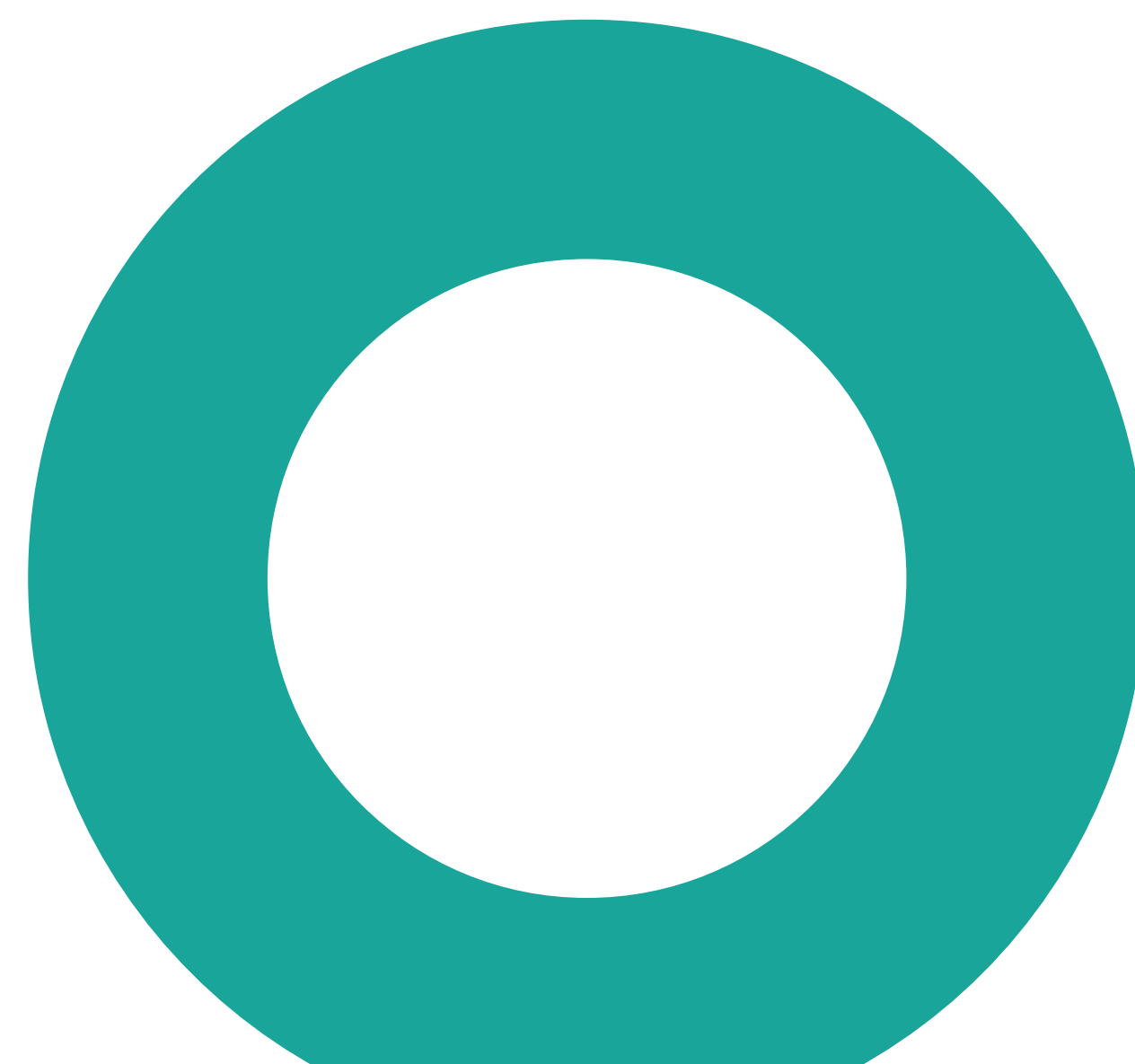
**Capacity Improvements**  
*Existing Streets*



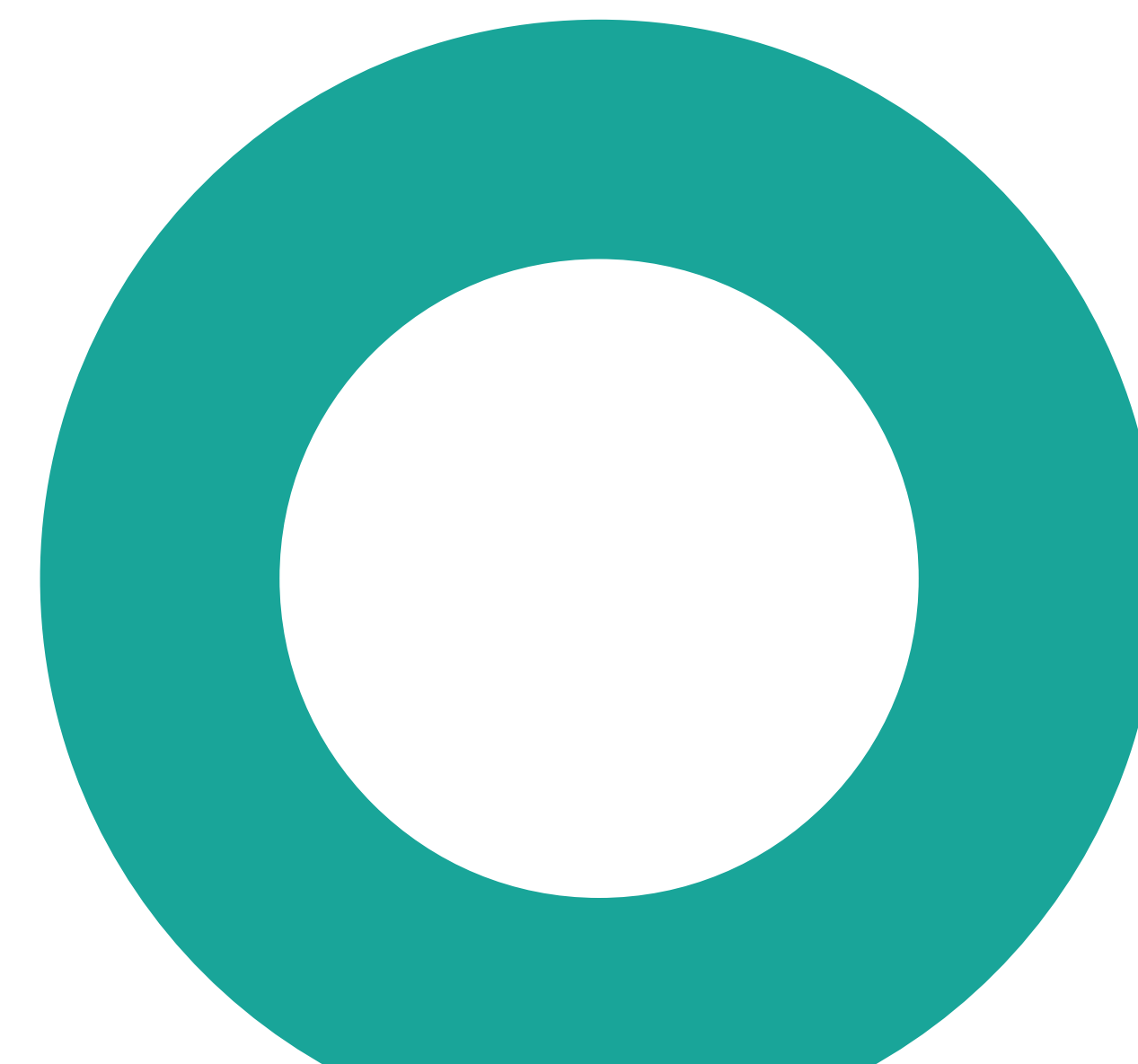
**Safety Enhancements**  
*Existing Streets*



**Bicycle/Pedestrian Enhancements**



**Street Preservation/  
Maintenance**



**Streetscaping**

# 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.



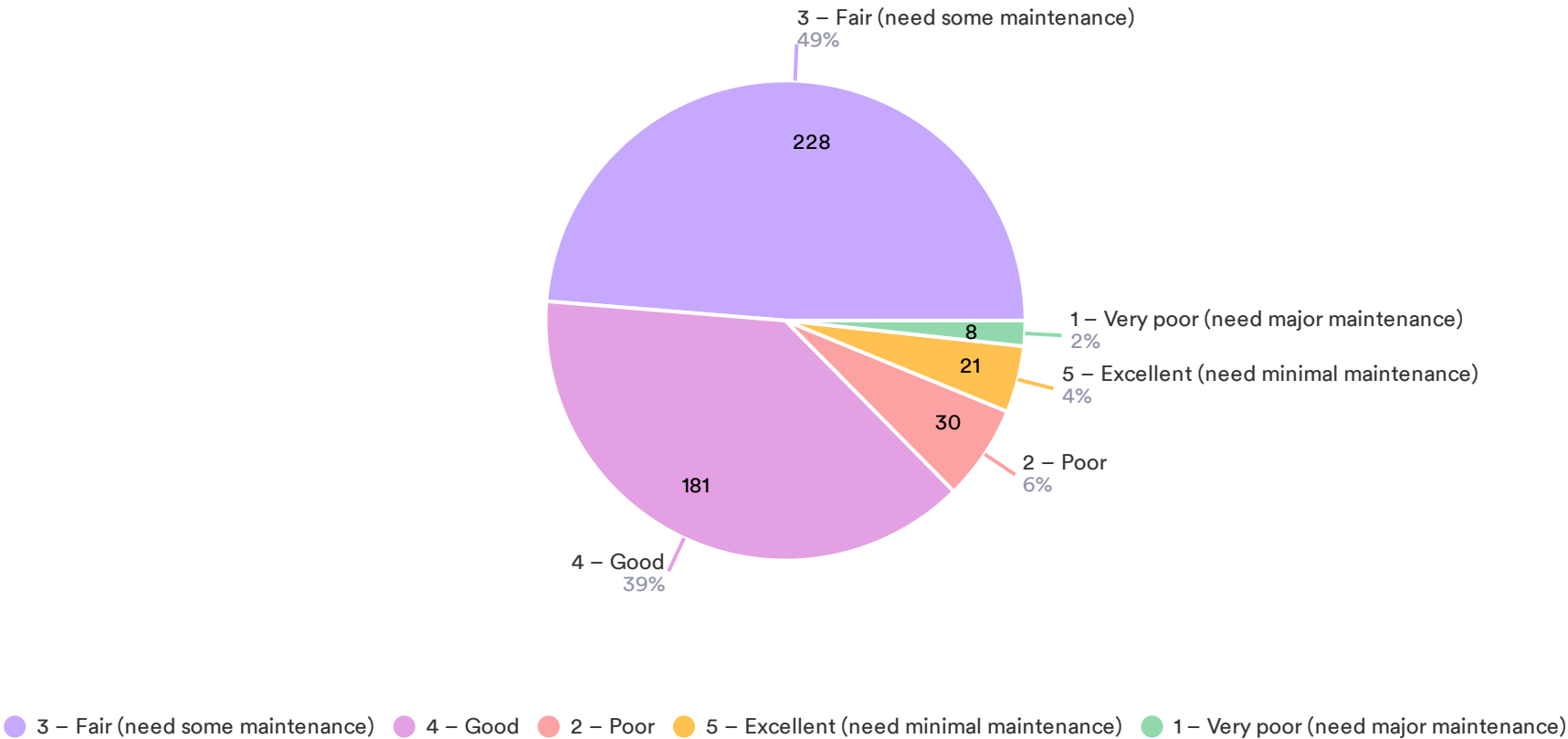
## **Appendix D: Travel Survey Response Summary**

# **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?

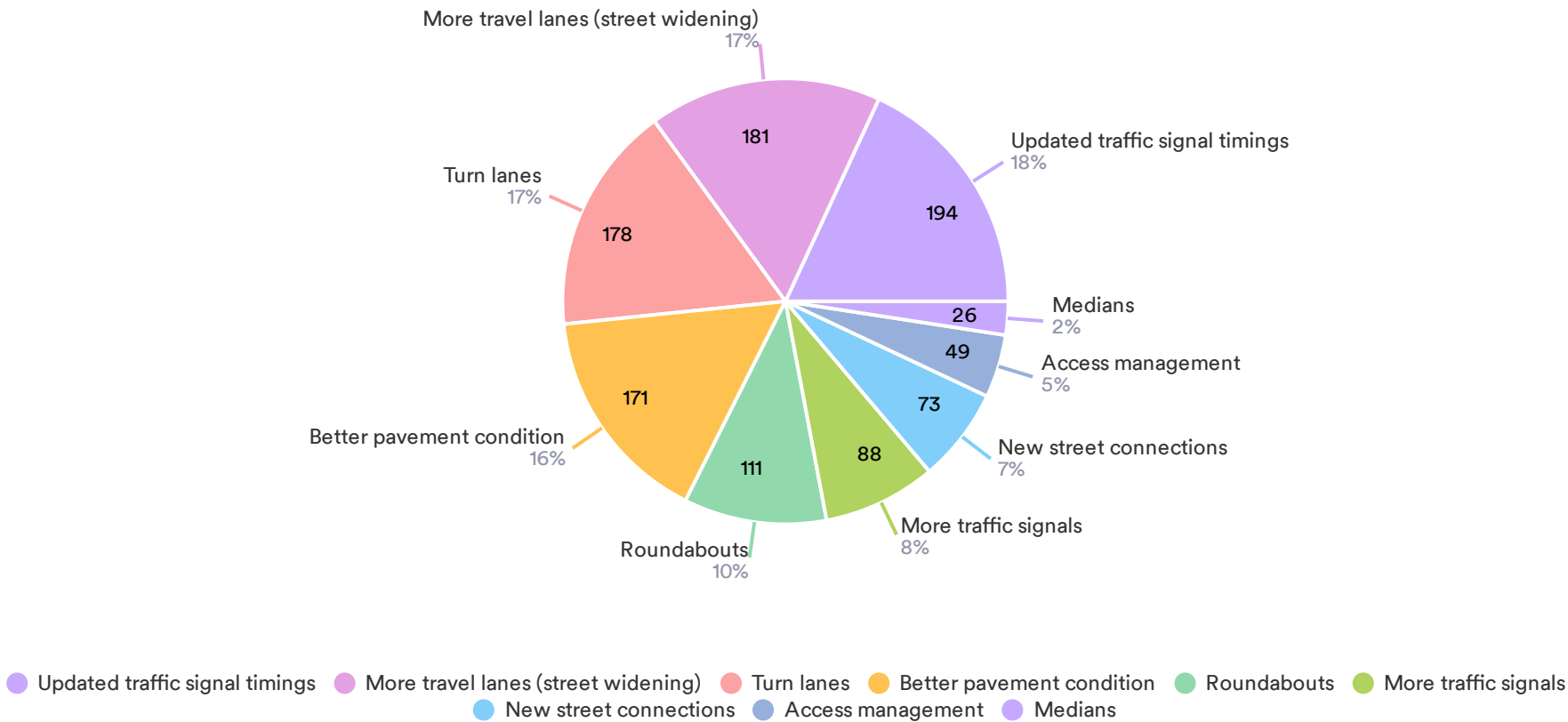
468 Responses- 2 Empty



# 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

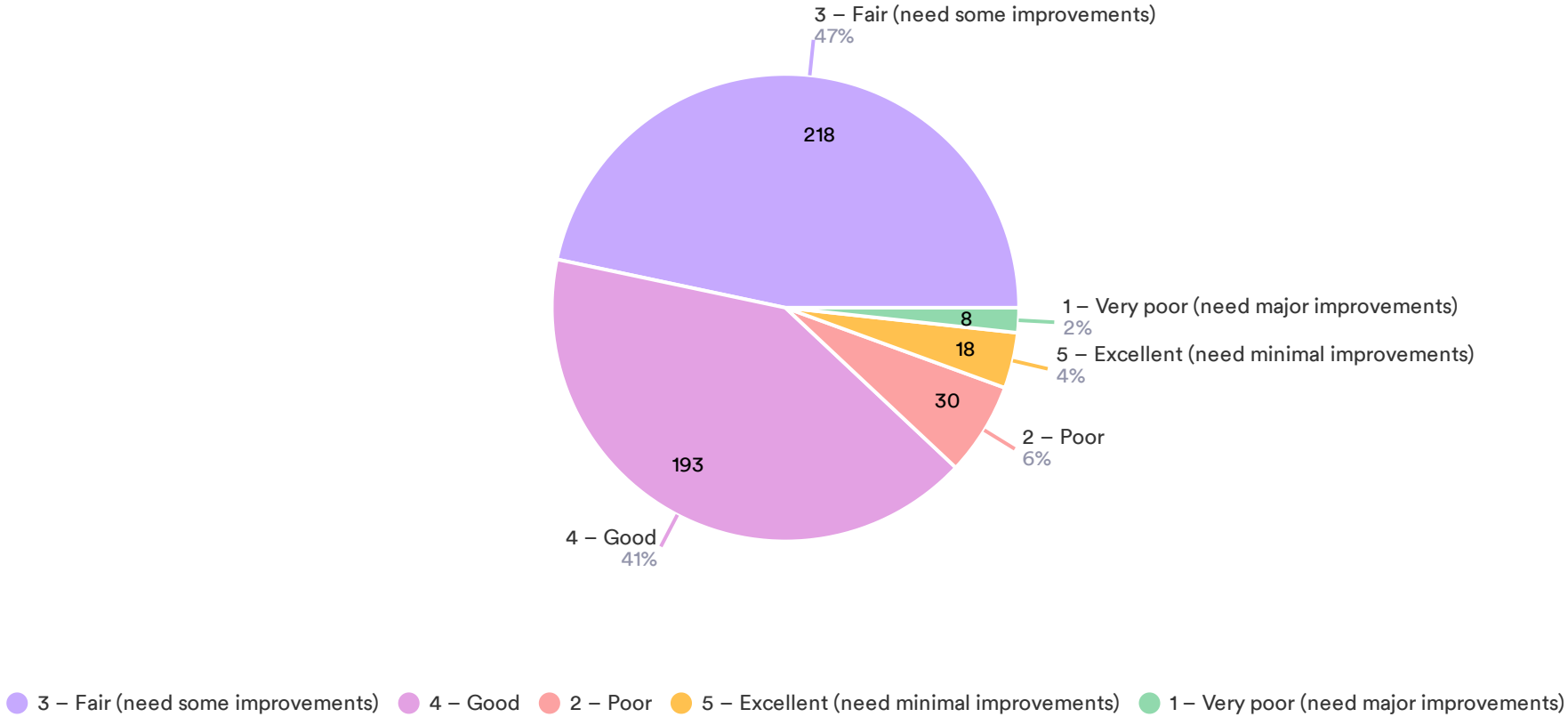




# Brookings Area Transportation Plan – Public Travel Survey

How would you rate the overall safety of the streets, roads, intersections, and crossings in Brookings?

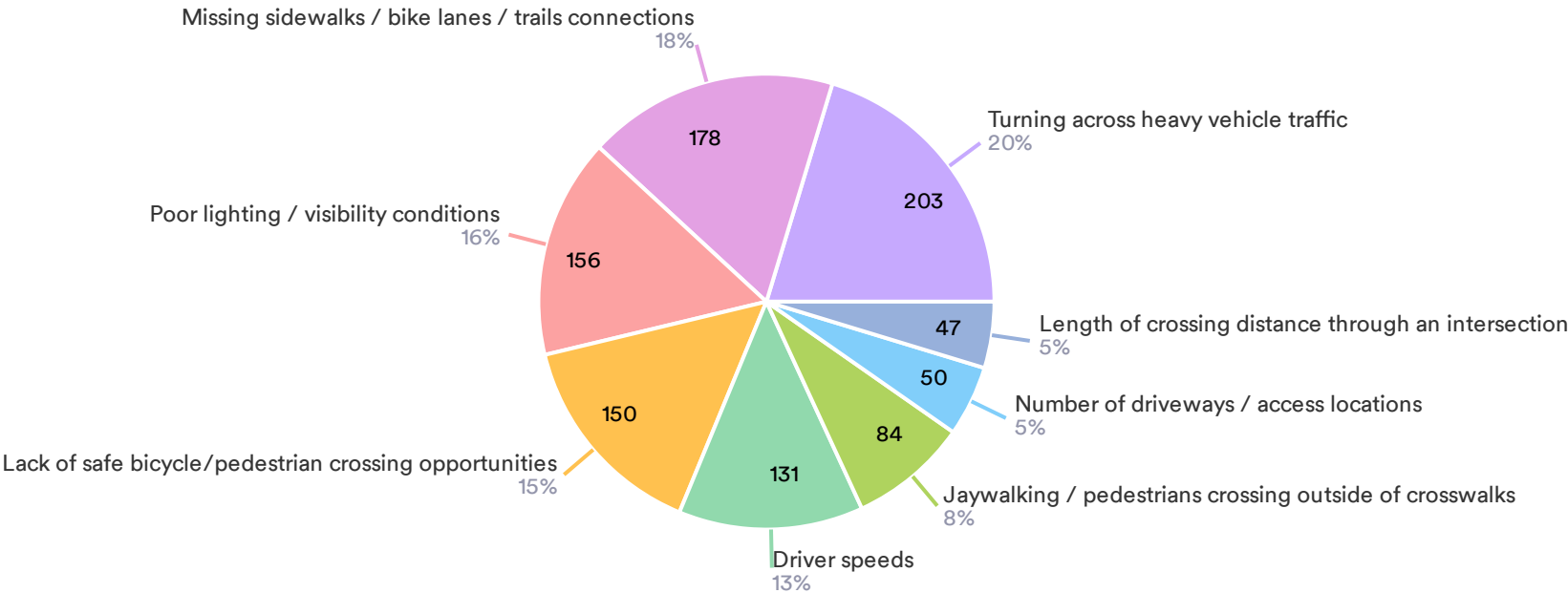
467 Responses- 3 Empty



# Brookings Area Transportation Plan – Public Travel Survey

What makes you feel unsafe on area streets, roads, intersections, or crossing locations? (Select up to 3)

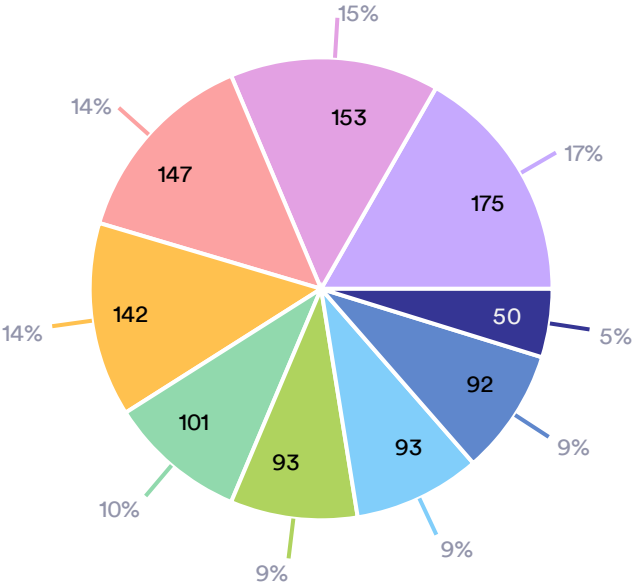
999 Responses- 28 Empty



- Turning across heavy vehicle traffic
- Missing sidewalks / bike lanes / trails connections
- Poor lighting / visibility conditions
- Lack of safe bicycle/pedestrian crossing opportunities
- Driver speeds
- Jaywalking / pedestrians crossing outside of crosswalks
- Number of driveways / access locations
- Length of crossing distance through an intersection

# 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 lighting and enhancements to visibility
- Alternative intersections such as roundabouts
- Traffic calming measures to manage vehicle speeds
- Medians or pedestrian refuge islands at crossing locations
- Improved pedestrian crosswalk visibility (high-visibility pavement markings, signage, and lighting)
- Improvements to reduce aggressive driving like excessive speeding and red light running
- Installation of controlled pedestrian crossing devices to aid the ability of pedestrians crossing vehicular traffic
- Road maintenance improvements to reduce crashes due to loss of vehicle control

# Brookings Area Transportation Plan – Public Travel Survey

Are there any specific locations that you would like to suggest safety improvements for?

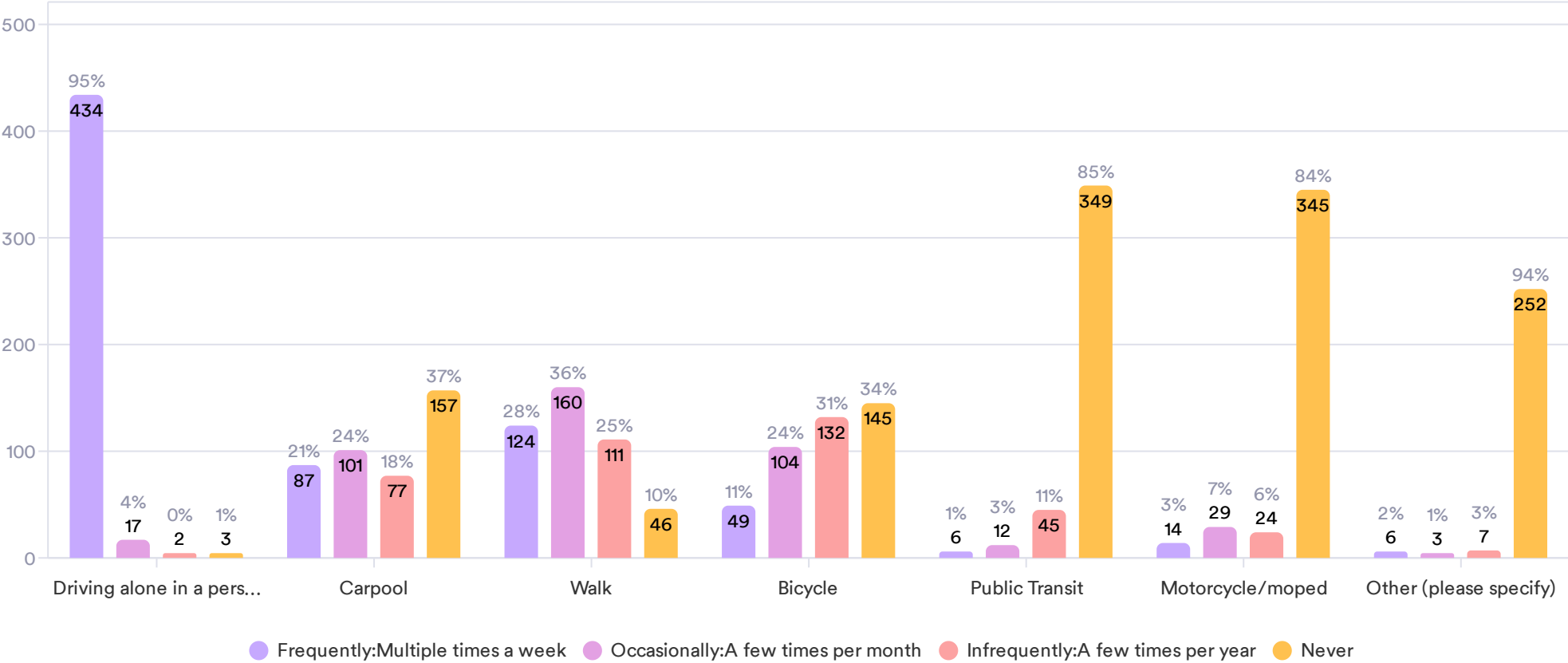
191 Responses- 279 Empty

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

How often do you use the following methods of transportation?

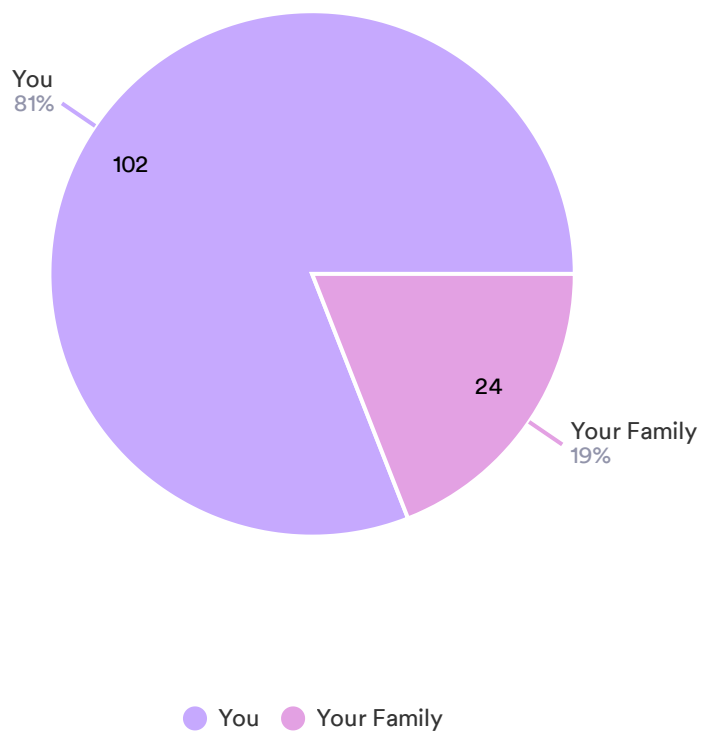
465 Responses- 5 Empty



# 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.

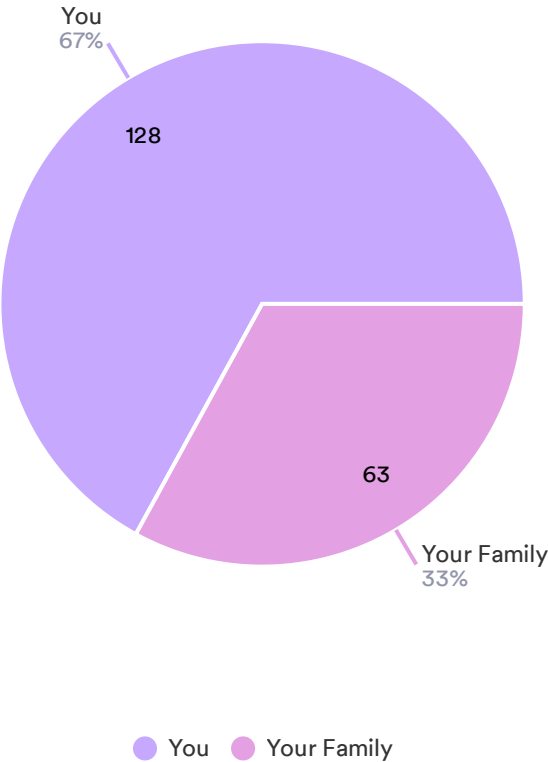
126 Responses- 356 Empty



# Brookings Area Transportation Plan – Public Travel Survey

Enthusied and Confident - willing to bicycle on a street if I/we can be in a bicycle lane.

191 Responses- 313 Empty

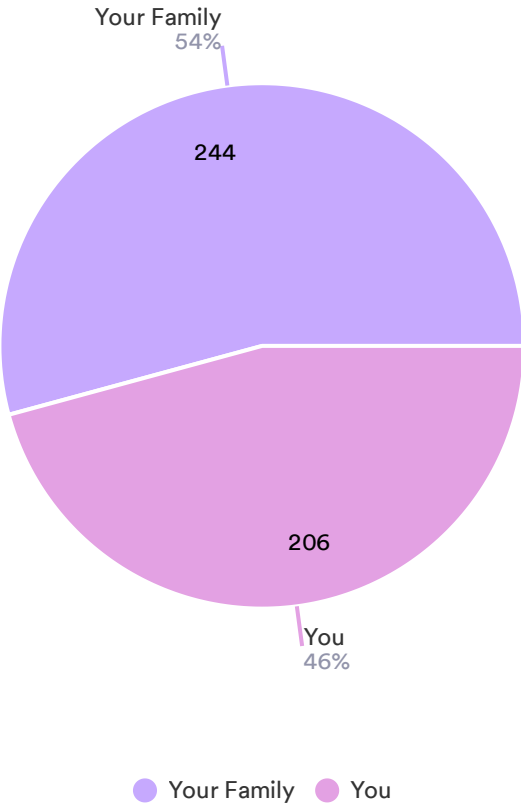




# Brookings Area Transportation Plan – Public Travel Survey

Interested but Concerned - willing to bicycle if I/we can use a route separated from motorized traffic, such as a paved shared-use path.

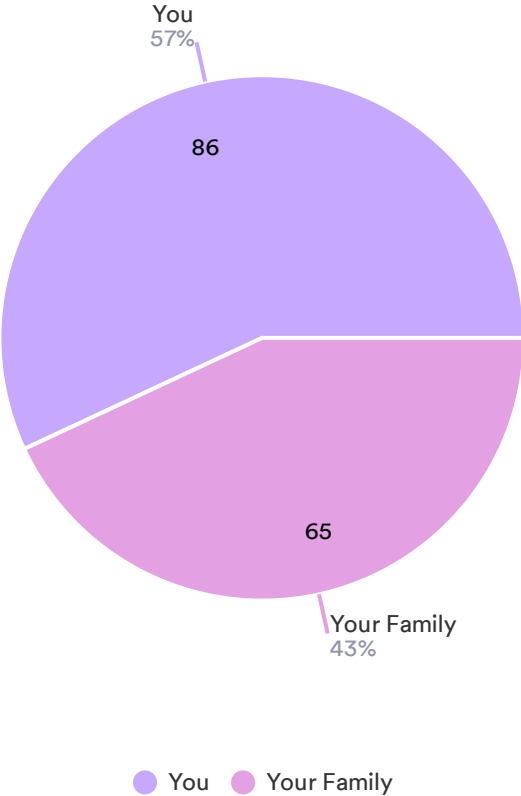
450 Responses- 161 Empty



# Brookings Area Transportation Plan – Public Travel Survey

No Way, No How - not interested in bicycling.

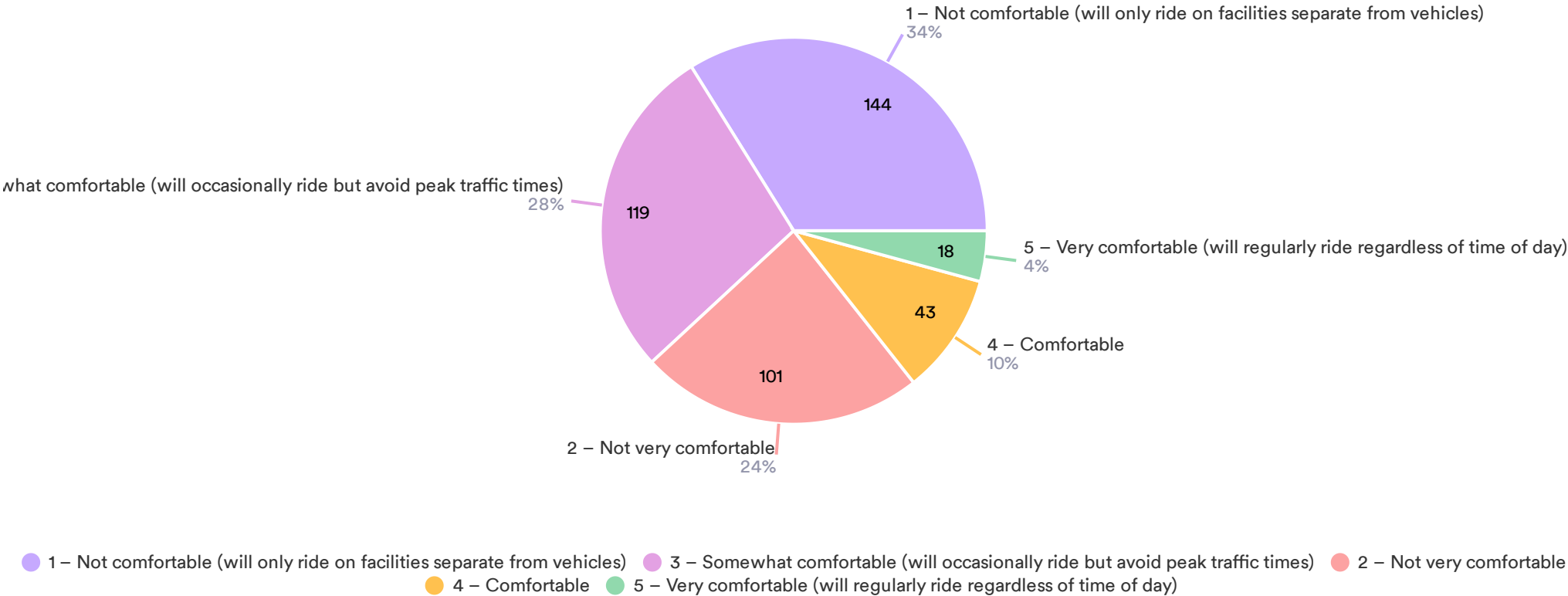
151 Responses- 361 Empty



# Brookings Area Transportation Plan – Public Travel Survey

How comfortable do you feel bicycling in an on-street bike lane?

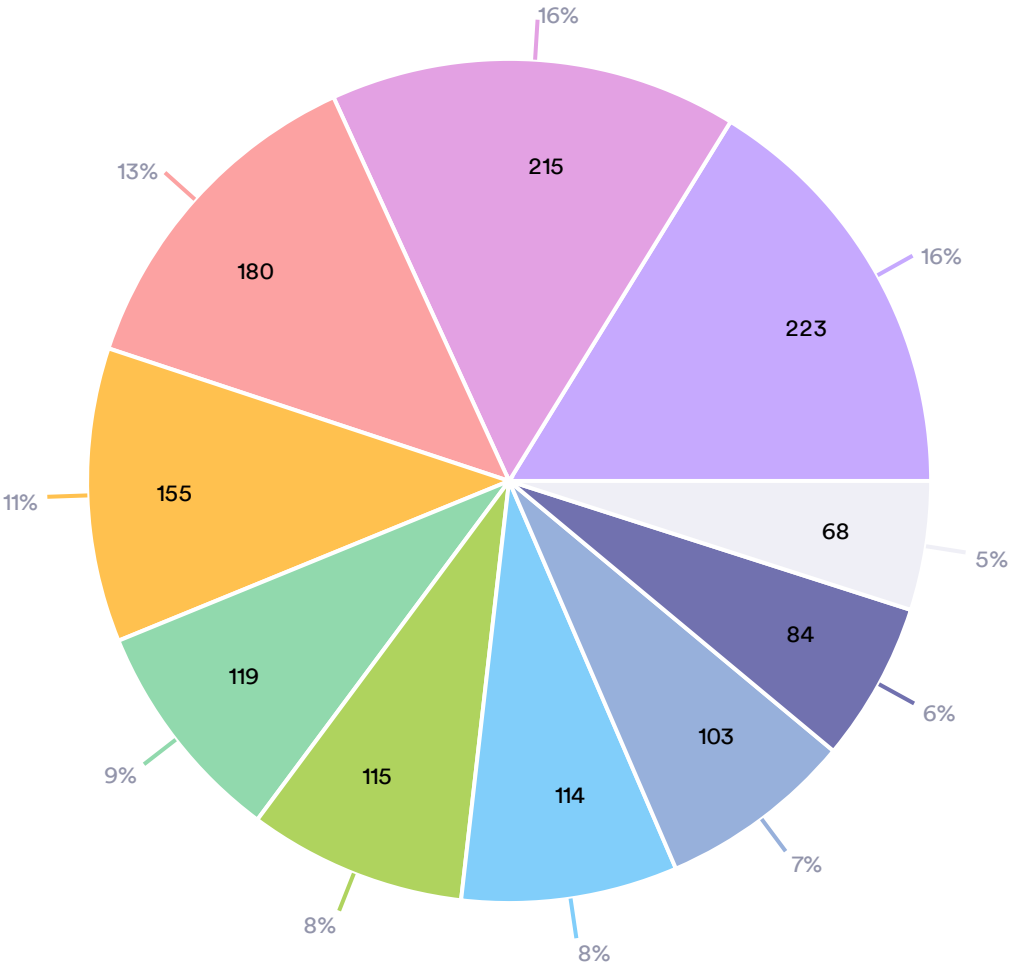
425 Responses- 45 Empty



# 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

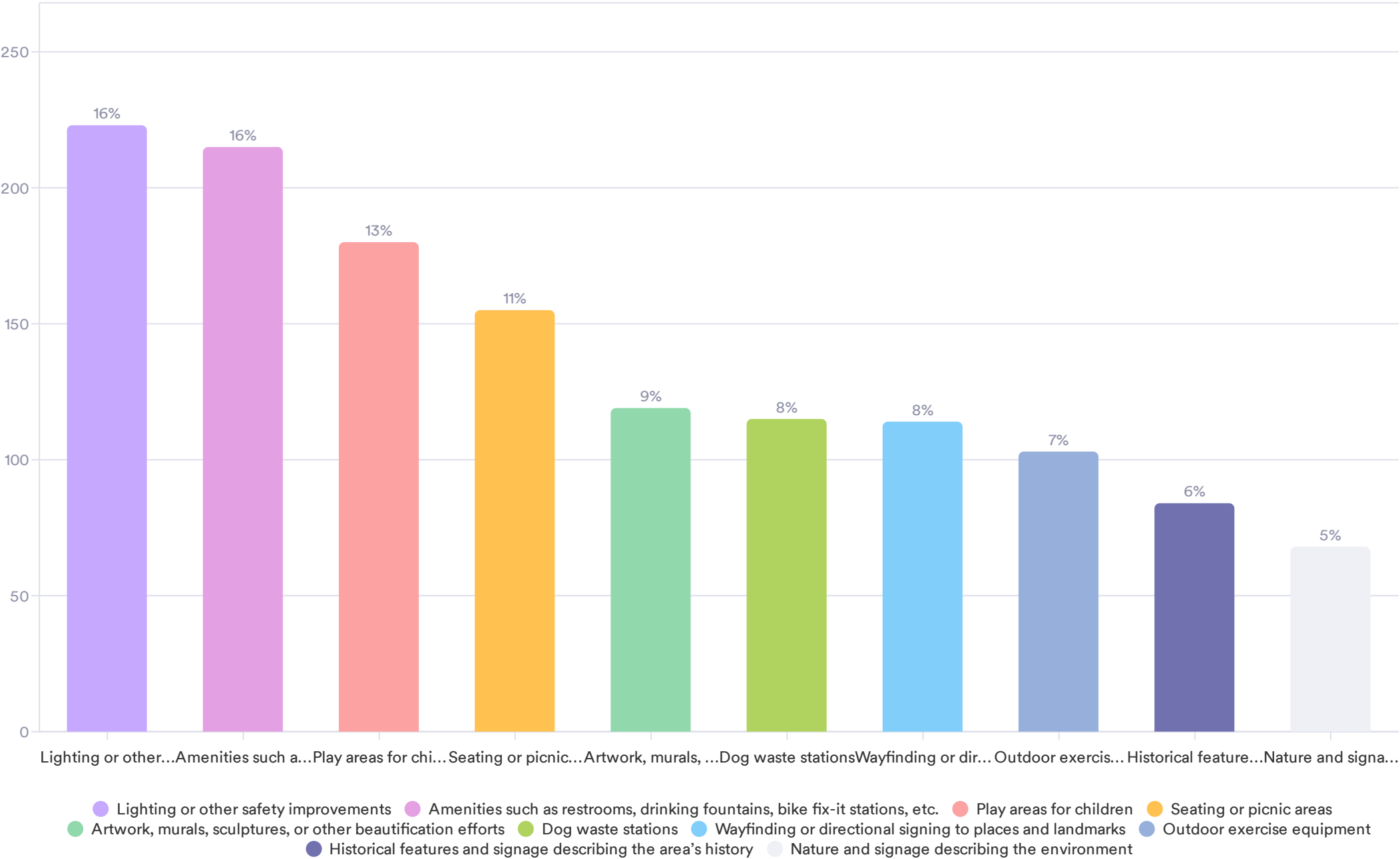


- Lighting or other safety improvements
- Amenities such as restrooms, drinking fountains, bike fix-it stations, etc.
- Play areas for children
- Seating or picnic areas
- Artwork, murals, sculptures, or other beautification efforts
- Dog waste stations
- Wayfinding or directional signing to places and 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

What features would you like to see for active transportation users in Brookings? (Select up to 5)

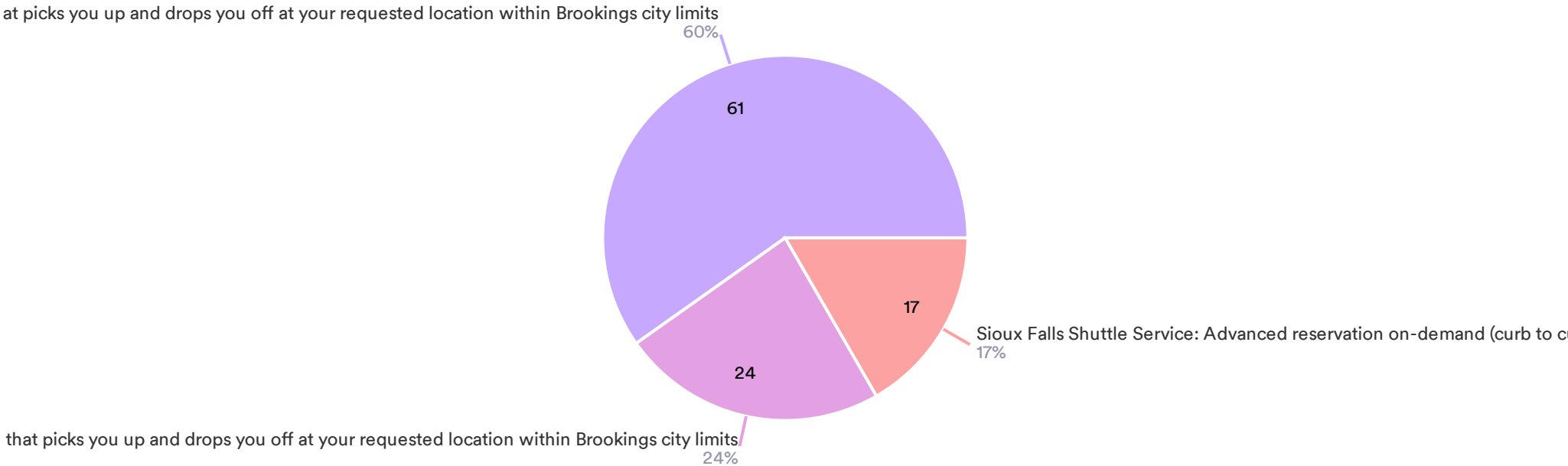
1376 Responses- 60 Empty



# 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

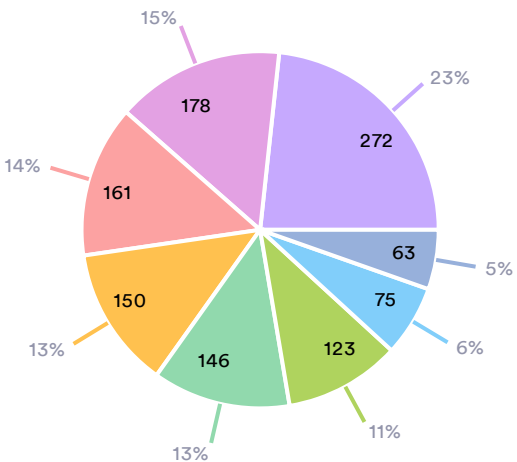


- Brookings Rides (within city limits): Scheduled on-demand (curb to curb) service that picks you up and drops you off at your requested location within Brookings city limits
- Brookings Same-Day Reservations: Same-day on-demand (curb to curb) service that picks you up and drops you off at your requested location within Brookings city limits
- Sioux Falls Shuttle Service: Advanced reservation on-demand (curb to curb) service for a one-way or round-trip ride between Brookings and Sioux Falls

# 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



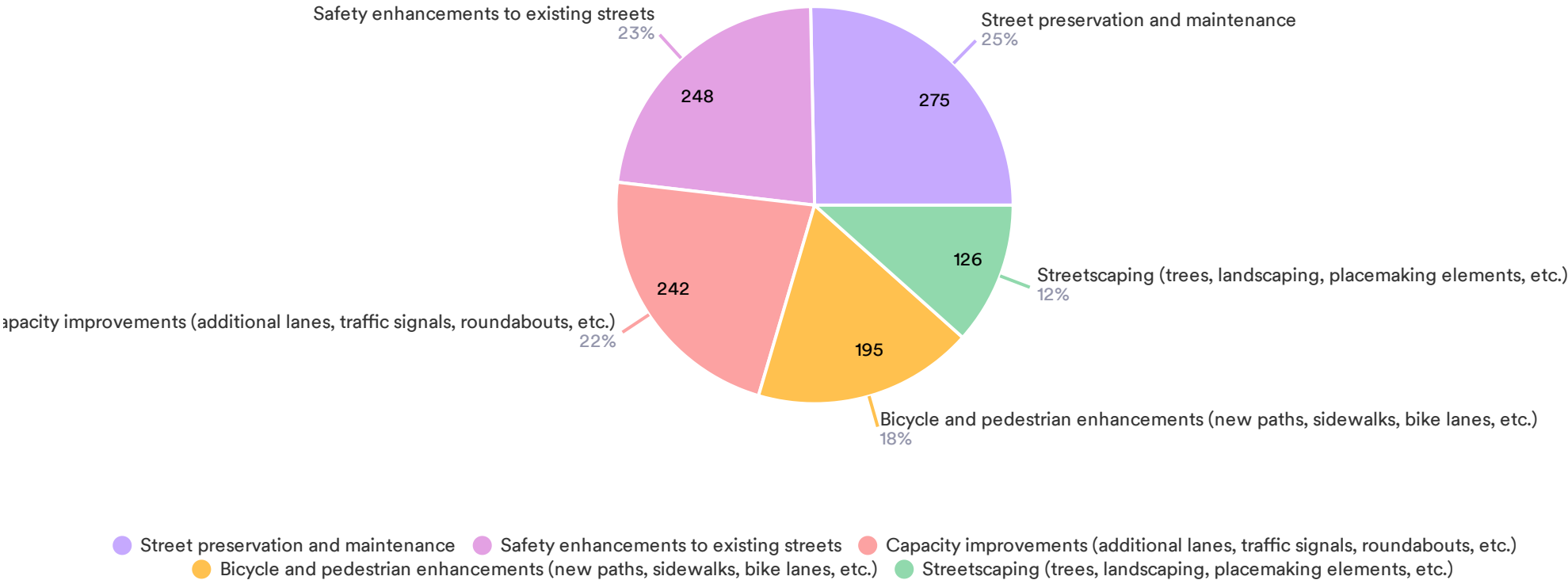
- SAFETY: Reducing the risk of harm to users of Brookings’s transportation system (cars, bikes, and pedestrians)
- EFFICIENCY AND RELIABILITY: Providing for the efficient and reliable movement of people, services, and goods, and efficient circulation of traffic in developments and near schools.
- MAINTAINENCE: 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)

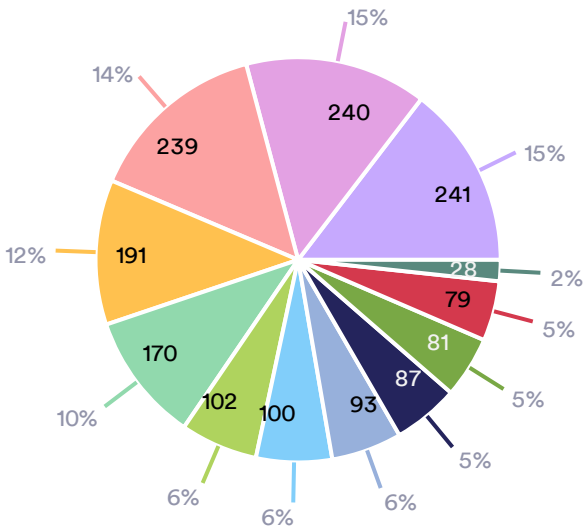
1086 Responses- 24 Empty



# 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

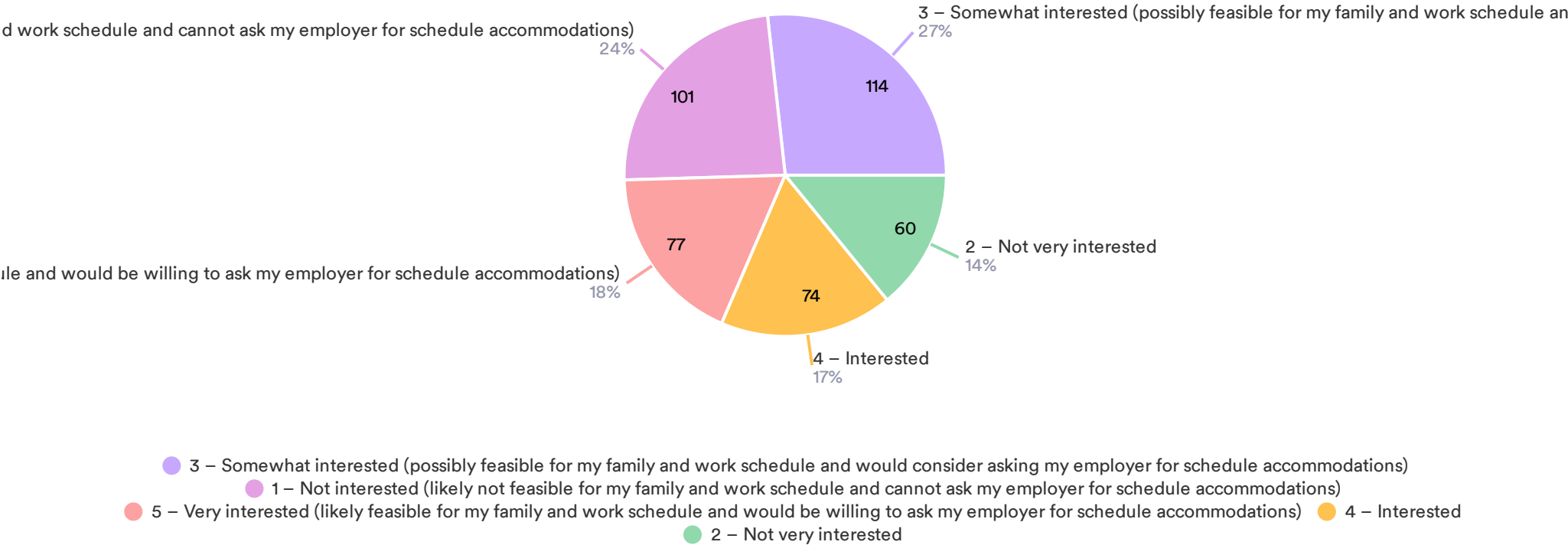


- Improving vehicle traffic flow near schools
- Ease of travelling to work, school, shopping, and recreational areas in Brookings
- Improving traffic flow on area streets during rush hour
- Improving weather response such as plowing snow
- Improving the physical condition of roadways and sidewalks
- 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?

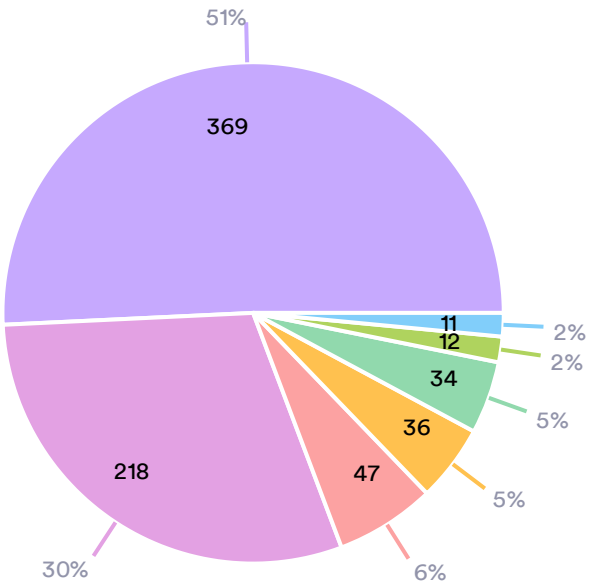
196 Responses- 274 Empty

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 medians, and adding vegetation (trees) that allow for comfortable human scale edges.	1
Legislation and city ordinances need to clearly outline regulations for LONGBOARDERS. 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

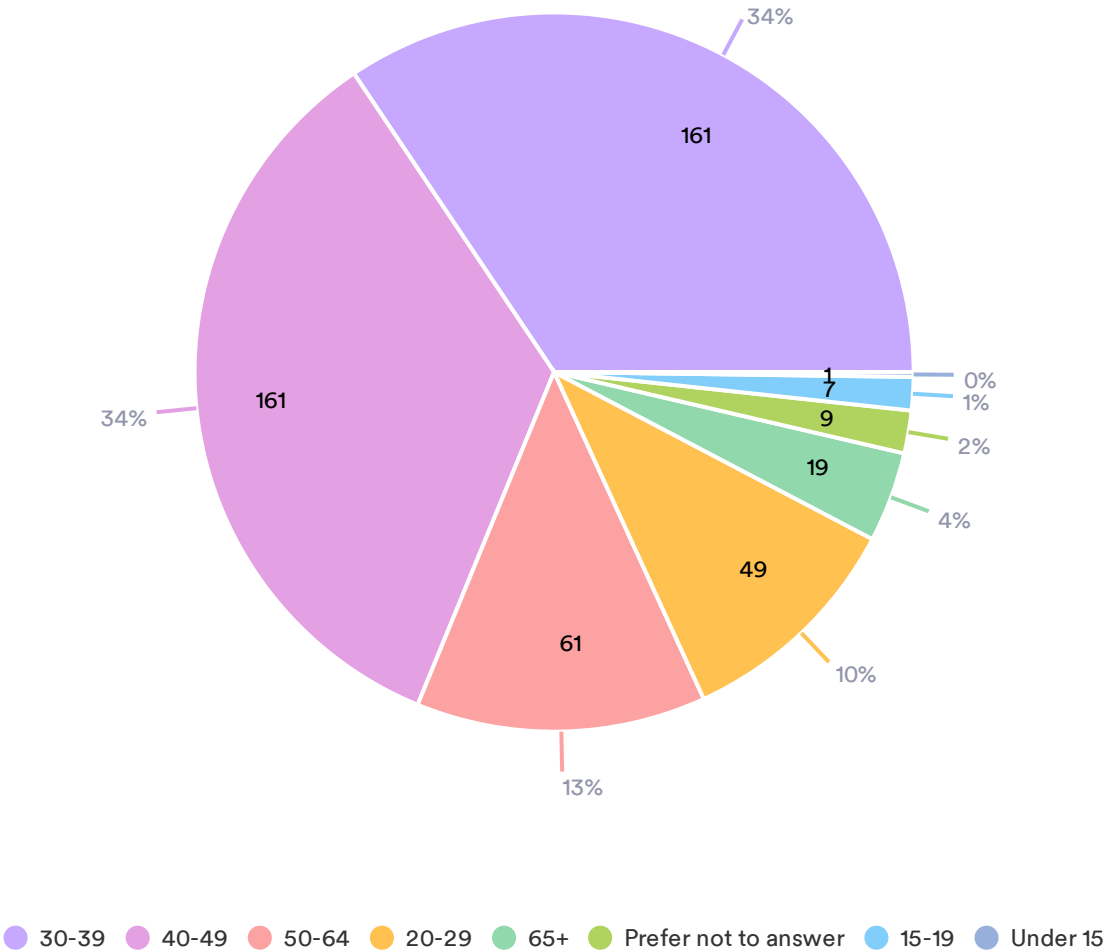


- Live in Brookings
- Work/attend school in Brookings
- Live in a rural area (including a rural subdivision) surrounding Brookings
- Work/attend school at home
- Live in Aurora or Volga
- Live in Arlington, Bruce, Elkton, or White
- Work/attend school outside of Brookings (Aurora, Arlington, Bruce, Elkton, 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 (from 15th). 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 aren't 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 access... 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 roundabouts.
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 pedestrians 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 medians, and adding vegetation (trees) that allow for comfortable human scale edges.
Legislation and city ordinances need to clearly outline regulations for LONGBOARDERS. 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.

<b>Need streets plowed more often</b>
<p>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.</p> <p>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.</p>
<b>Affordable transportation for those without means of getting to where they need to go.</b>
<p>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.</p> <p>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.</p> <p>Thank you</p>
Put the traffic lights back on the Main and 3rd, Main and 4th plus Children's Museum crossing on 5th street...
<p>Fix pot holes and keep them plowed and I am happy.</p> <p>Maybe removing dead animals off the highway quicker; I don't like getting guts all over my car going to town.</p>
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.
<b>Improving weather response such as plowing snow</b>
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.
<p>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.</p>

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...



<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>Making communities that encourage people to walk or bike vs driving everywhere.</p>
<p>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.</p>
<p>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</p>
<p>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</p>
<p>Must keep traffic flowing, need to minimize slow drivers, turning causing blockage in flow, pedestrians &amp; bikes holding up traffic flow. More and more vehicles on roads need to move traffic efficiently.</p>
<p>Western Ave South needs to be paved from Trail Ridge Road to 44th St S.</p>
<p>The congestion around the middle school is the worst. Needs more crosswalks to get to the teen center on 8th st s as well.</p>
<p>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.</p>
<p>Follow traffic signs. Stop tailgating people. Drive road conditions appropriately. Be mindful of other cars around you.</p>
<p>Speed,no Turing lane</p>

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 North 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

<p>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.</p> <p>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..</p>
<p>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.</p>
<p>Conditions and snow removal</p>
<p>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.</p>
<p>Main roads are busy with frequent traffic stops. Makes it hard to get across town.</p>
<p>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!</p>
<p>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.</p>
<p>I'm interested in replacing many of the 4way stops in Brookings with roundabouts, or at least a study on if that makes sense.</p>
<p>The lack of turning lanes &amp; turning arrows, especially on faculty drive/17 Ave. - 6th st. Also something needs to be done to lessen the speeding on faculty drive.</p>
<p>The street plowing during &amp; after snow storms is horrible. The streets are to dangerous to drive on, especially the side streets.</p>
<p>School traffic and ride share drivers</p>
<p>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...</p>
<p>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.</p>
<p>Painted lines and markings in the street do not last very long and are always hard to see. Poor wayfinding and north/South connections.</p>
<p>Traffic signal at western ave &amp; 6th street More lanes on 8th street south between main &amp; 22nd Widen 8th street south west of western to 16th ave south Widen western Avenue &amp; 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 &amp; 25th Ave</p>
<p>School busses for in-town students!</p>



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 the 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 roundabouts.

There are 3 main roads going north and south and 3 going 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











# Public & Stakeholder Open Houses

Feb. 19, 2025

Photos















