



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

10/31/2011

TO: Subscribers to Notice of Adopted Plan  
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Brookings Plan Amendment  
DLCD File Number 003-11

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Wednesday, November 16, 2011

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

**\*NOTE:** The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Donna Colby-Hanks, City of Brookings  
Angela Lazarean, DLCD Urban Planning Specialist  
Dave Perry, DLCD Regional Representative

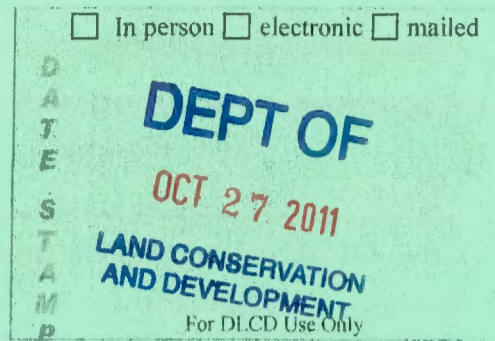
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FORM 2

# DLCD

## Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD  
**WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION**  
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: **City of Brookings**

Local file number: **CP-1-11**

Date of Adoption: **10/24/2011**

Date Mailed: **10/26/2011**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 8/12/2011

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Comprehensive Plan Text Amendment | <input type="checkbox"/> Comprehensive Plan Map Amendment |
| <input type="checkbox"/> Land Use Regulation Amendment                | <input type="checkbox"/> Zoning Map Amendment             |
| <input type="checkbox"/> New Land Use Regulation                      | <input type="checkbox"/> Other:                           |

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".  
Revisions to the Transportation System Plan to include recently adopted street standards.

Does the Adoption differ from proposal? Yes, Please explain below:

Minor revision to the location of arterial street standards as requested by ODOT

Plan Map Changed from: **n/a**

to:

Zone Map Changed from: **n/a**

to:

Location: **n/a**

Acres Involved:

Specify Density: Previous: **n/a**

New:

Applicable statewide planning goals:

- |                                     |                                     |                          |                          |                          |                          |                          |                          |                          |                          |                          |                                     |                          |                          |                          |                          |                          |                          |                          |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>1</b>                            | <b>2</b>                            | <b>3</b>                 | <b>4</b>                 | <b>5</b>                 | <b>6</b>                 | <b>7</b>                 | <b>8</b>                 | <b>9</b>                 | <b>10</b>                | <b>11</b>                | <b>12</b>                           | <b>13</b>                | <b>14</b>                | <b>15</b>                | <b>16</b>                | <b>17</b>                | <b>18</b>                | <b>19</b>                |
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Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes  No

If no, do the statewide planning goals apply?

Yes  No

If no, did Emergency Circumstances require immediate adoption?

Yes  No

DLCD file No. 003-11 (18930) [16811]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Curry County, Oregon Department of Transportation

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Local Contact: **Donna Colby-Hanks**

Phone: **(541) 469-1137** Extension:

Address: **898 Elk Drive**

Fax Number: **541-469-3650**

City: **Brookings, OR**

Zip: **97415-**

E-mail Address: **dcolbyhanks@brookings.or.us**

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## **ADOPTION SUBMITTAL REQUIREMENTS**

This form **must be mailed** to DLCD **within 5 working days after the final decision**  
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

**IN AND FOR THE CITY OF BROOKINGS  
STATE OF OREGON**

**ORDINANCE NO. 11-O-684**

IN THE MATTER OF ORDINANCE No. 11-O-684, AN ORDINANCE AMENDING CHAPTER 7:  
TRANSPORTATION SYSTEM PLAN, STREET DESIGN STANDARDS, OF THE BROOKINGS  
TRANSPORTATION SYSTEM PLAN.

Sections:

- Section 1. Findings
- Section 2. Amendments
- Section 3. Severance Clause
- Section 4. Effective Date

The City Council for the City of Brookings ordains as follows:

Section 1. Findings.

1. The Brookings Transportation System Plan is in need of being updated to incorporate the street standards adopted by the City Council on January 10, 2011.
2. Staff sent the 45 day notice to DLCDC as required under ORS 197.610 for post acknowledgment plan amendments for the proposed changes to the Transportation System Plan.
3. Staff conducted a public hearing before the Brookings City Planning Commission on October 4, 2011. The Commission recommended approval to the City Council.
4. Following public notice, as required by law, the Brookings City Council conducted a hearing on the proposed amendments on Monday, October 24, 2011 at 7:00 P.M. at Brookings City Hall. Approval was given to revisions to Chapter 7: Transportation System Plan, Street Design Standards, of the Transportation System Plan.

Section 2. Amendments

The City of Brookings Transportation System Plan (Ordinance No. 02-O-548, Attachment "G2", and its subsequent amendments) is amended as shown by the attached changes to Chapter 7: Transportation System Plan, Street Design Standards, of the Transportation System Plan.

Section 3. Severance Clause

If any section, subsection, sentence, clauses or phrases of this ordinance is, for any reason, held to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. Effective Date

This ordinance shall take effect 30 days following its passage.

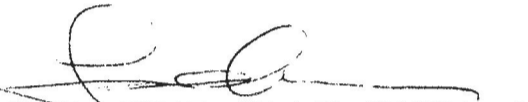
First reading: October 24, 2011

Second reading: October 24, 2011

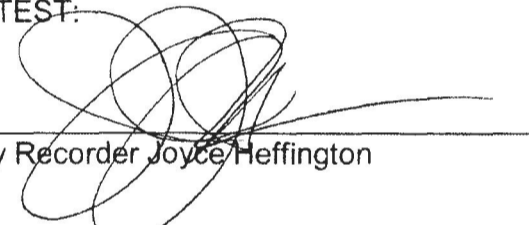
Passage: October 24, 2011

Effective date November 23, 2011

Signed by me in authentication of its passage this 25<sup>th</sup> day of October, 2011.

  
\_\_\_\_\_  
Mayor Larry Anderson

ATTEST:

  
\_\_\_\_\_  
City Recorder Joyce Heffington

## CHAPTER 7: TRANSPORTATION SYSTEM PLAN

The purpose of this chapter is to provide detailed operational plans for each of the transportation systems within the community. The Brookings Transportation System Plan covers all the transportation modes that exist and are interconnected throughout the urban area. Components of the street system plan include street classification standards, access management recommendations, transportation demand management measures, modal plans, and a system plan implementation program.

### Street Design Standards

Street standards relate the design of a roadway to its function. The function is determined by operational characteristics such as traffic volume, operating speed, safety, and capacity. Street standards are necessary to provide a community with roadways that are relatively safe, aesthetic, and easy to administer when new roadways are planned or constructed. They are based on experience, and policies and publications of the profession.

### Sidewalk and Bicycle Facility Standards

Sidewalks are required, in most cases, along all roads and shall be a minimum of ~~six~~ *five* feet in width, not including the curb width. Bicycle facilities may be required within, or adjacent to, streets if they are appropriate to the extension of existing or planned bicycle route(s). Requirements for integrating pedestrian and bicycle facilities into the existing roadway standards are somewhat vague. Oregon Revised Statute (ORS) 366.514 Use of Highway Fund for Footpaths and Bicycle Trails requires the inclusion of bikeways and walkways whenever highways, roads, and streets are constructed, reconstructed or relocated, with three exceptions (where there is no need or probable use, where safety would be jeopardized, or where the cost is excessively disproportionate to the need or probable use). Oregon Administrative Rule (OAR) 660-12 The Transportation Planning Rule requires bike lanes along arterials and major collectors and requires sidewalks along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways.

### Minimum Street Standards

The development of the Brookings Transportation System Plan provides the city with an opportunity to review and revise street design standards to more closely fit with the functional street classification, and the goals and objectives of the Transportation System Plan. Minimum street standards for US 101 and local streets are adopted by the City of Brookings and are shown in Table 7.1, unless alternative standards are approved in an adopted neighborhood circulation plan, or authorized by the Planning Commission. These standards shall also be used as guidance for existing streets. Standards for US 101 are approximations only. Highway standards are contained in the ODOT Highway Design Manual and are occasionally revised. The standards shown in the TSP are recommendations rather than adopted standards and therefore may be altered during the development of highway construction or reconstruction projects.

TABLE 7-1

Type of Street **	Minimum ROW (Feet)	Minimum Road Surface Width (Feet)	Pedestrian Improvements
State Highway Arterial <sup>1</sup>	84	70	5 – 12 feet, both sides
Residential Collector	50	36	10 foot multi-use path (in lieu of bike lanes and sidewalk)
Residential (Local)-***	42	28	5 feet, both sides
Residential (Local)*** <sup>6</sup> Maximum of 12 dwelling units taking access	38	24	5 feet, both sides
Residential (Local) *** Maximum of 8 dwelling units taking access and on-street parking available within 400 feet of this street. <sup>2</sup>	29	20	5 feet, one side
Downtown Core Area <sup>1</sup> (See Map 17.92.030-1)	50	36	5 – 8 feet, both sides
Residential One-Way Street <sup>2</sup>	34	20	5 feet, both sides
Half Street <sup>2, 5</sup>	½ of accepted standard	½ of accepted standard	5 feet, one side
Access Road Turn-Around	See public works document “General Engineering Requirements and Standard Specifications”		To be determined based on type of turn-around

Commercial/Industrial <sup>1</sup>	58	44	5 – 8 feet, both sides
Commercial One-Way Street	50	36	5 – 8 feet, both sides
Hillside Collector St. <sup>2,3,4,9</sup>	27	20	4 foot paved shoulder, one side
Hillside Local St. <sup>2,3,4,9</sup> Maximum of 12 dwelling units taking access	23	20	None.
Hillside One-Way Street <sup>2, 3, 4, 7,9</sup>	23	16	4-foot paved shoulder, one side
Alley	20	20	None

The following standard is the minimum standard for existing streets. This standard can only be used when the street is serving a limited area and approved by the City Council.

Existing residential streets	Minimum ROW	Minimum Road Surface Width	Pedestrian Improvements
Must be approved by the City Council in a Local Improvement District process. <sup>8, 2</sup>	30	16	Proposal by applicants

**\*\* If bike lanes are proposed, an additional 10 feet of right-of-way will be needed.**

**\*\*\* See layout guidelines in "Neighborhood Street Design Guidelines" document. Low impact development techniques such as landscaped buffers, vegetated swales, parking pavers, etc. are encouraged.**

<sup>1</sup>Sidewalks must be the maximum possible when adequate right-of-way is available.

<sup>2</sup>No parking on either side on pavement.

<sup>3</sup>Requires documentation that topographical constraints warrant use of hillside streets. Site plan committee approval required.



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<sup>4</sup>Alternative engineered designed standards may be considered and right-of way width may vary depending on topography.

<sup>5</sup>Only used when easement for second half width is secured on adjacent property. Must be approved by planning commission.

<sup>6</sup>Parking on one side only.

<sup>7</sup>Paved shoulder must be constructed to meet paved roadway standards.

<sup>8</sup> Parking facilities to be proposed by applicant

<sup>2</sup>Curbs may be required depending on City Engineer's recommendation.

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In areas where a neighborhood circulation plan has been adopted, the right-of-way and roadway width can be constructed to the standards below or at the standards of an adopted neighborhood circulation plan. Once a standard has been determined for any street segment, the remaining portion of the segment will be constructed at that standard at the discretion of the Planning Commission.

The existing collector streets listed below are not physically able to meet adopted collector standards as stated in the Table above. Any future improvements to these streets must meet the following standards. These streets are in the County's jurisdiction as of the date of this revision. When the existing street pavement is equivalent to the City's construction standards, the City will accept jurisdiction.

Specific Standards for Certain Streets	Right of Way (feet)	Minimum Road Surface Width (feet)	Sidewalk Improvements
Old County Road <sup>1,2</sup>	As needed	20 ft. and 4 ft. paved shoulder one side adjacent to the north-bound travel lane.	None
Parkview Dr. <sup>1,2</sup>	As needed	20 ft. and multi-use path on the predominantly western side	None
North Bank Chetco River Rd. <sup>2</sup>	As needed	Future improvements to match existing pavement.	None

1. When applicants engineer demonstrates there are constraints that make this standard impracticable, the 4 ft. paved shoulder or multi-use path may be eliminated. The City must review and agree with the analysis prior to Planning Commission review.

2. Parking prohibited on paved shoulder.

A good, well-connected grid system of relatively short blocks can minimize excessive volumes of motor vehicles by providing a series of equally attractive or restrictive travel options. This street pattern is also beneficial to pedestrians and bicyclists.

### Residential Streets

The design of a residential street affects its traffic operation, safety, and livability. The residential street should be designed to enhance the livability of the neighborhood as well as to accommodate fewer than 1,200 vehicles per day. Design speeds should be 15 to 25 mph. When traffic volumes exceed approximately 1,000 to 1,200 vehicles per day, the residents on that street will begin to notice the traffic as a noise and safety problem. To maintain neighborhoods, local residential streets should be designed to encourage low speed travel and to discourage through traffic.

### Minimum Standard for Local Residential Streets

Cul-de-sac or residential streets are intended to serve only the adjacent land in residential neighborhoods. Because the streets are short and the traffic volumes relatively low, the street width can be narrower than a residential collector street, allowing for the passage of two lanes of traffic when no vehicles are parked at the curb and one lane of traffic when vehicles are parked at the curb. Because cul-de-sac streets limit street and neighborhood connectivity, they should only be used where topographical or other environmental constraints prevent street connections. Where cul-de-sacs must be used, pedestrian and bicycle connections to adjacent cul-de-sacs or through streets should be included, where possible.

Local residential streets have property access as their main priority; through traffic movement is not encouraged. The majority of streets in Brookings are local residential streets. The recommended standard for residential streets is described below, and fits within the city's existing required minimum pavement width of 28 feet and the required minimum right-of-way of 42 feet. It also includes sidewalks, and on-street parking on both sides, however, if vehicles are parked on both sides of the road, only one moving lane will fit between the two parked cars, and on-coming traffic will have to yield. This is usually not a problem on low-volume residential streets. This cross section is shown in Figure 7-1. Standards for local streets that serve no more than 12 dwelling units or no more than 8 dwelling units are also found in this Figure. A Residential One-Way street option is also available as shown in Table 7-1.

Residential Collector streets consist of two 10-foot travel lanes and an 8-foot parking strip on both sides of the roadway. The resulting paved width is 36 feet. The standard also includes 5-foot sidewalks, adjacent to the curbs. These standards are within a right-of-way of 50 feet. This cross section is shown in Figure 7-3.

The Hillside Street standards shall be allowed in areas where documentation indicates the topographical constraints warrant their use. The Hillside Collector street standard provides for two 10 foot travel lanes and a four foot paved shoulder all within a 27 foot right-of-way. An option for a Hillside One Way street and Hillside Local street are also available as shown in Table 7-1. The cross sections for Hillside Streets are shown in Figure 7-4.

#### Minimum Standards for Commercial/Industrial Streets

Commercial/industrial streets serve short trips, provide access to each adjacent parcel and serve high volumes of truck traffic. The recommended standard for commercial/industrial streets meet the existing minimum pavement and right-of-way widths. The recommended standard for commercial/industrial streets consists of one 14-foot travel lane in each direction with an 8-foot parking strip on both sides of the street. The wide lanes are warranted to accommodate the high volume of large trucks using these streets. The resulting paved width is 44 feet. Five foot sidewalks are included on both sides of the street, and the roadway cross section fits within the existing street standards for commercial and industrial streets (see Figure 7-2).

#### Minimum Standard for Alleys

Alleys can be a useful way to diminish street width by providing rear access and parking to residential areas. Including alleys in a subdivision design allows homes to be placed closer to the street and eliminates the need for garages to be the dominant architectural feature. This pattern, once common, has been recently revived as a way to build better neighborhoods. In addition, alleys can be useful in commercial and industrial areas, allowing rear access for delivery trucks. Alleys should be encouraged in the urban area of Brookings. The recommended standard for alleys includes two 10-foot paved travel lanes within a 20-foot right-of-way. The standards for alleys can be found in Table 7-1.

#### Recommended Standard for Arterial Streets/US 101.

Arterials connect cities and other major traffic generators; they serve both through traffic and trips of moderate length and access is usually controlled. Arterial streets form the primary roadway network within and through a region. They provide a continuous roadway system that distributes traffic between different neighborhoods and districts. Generally, arterial streets are high capacity roadways that carry high traffic volumes with minimal localized activity. Design speeds should be between 25 and 45 mph. The only street classified as an arterial in the City of Brookings is US 101. Standards for state highways are contained in ODOT's Highway Design Manual (HDM). The city has developed recommended standards for US 101 which are similar to those in the HDM. The rural design standards shall apply to that section of U.S. 101 from Carpenterville Rd. to the City's northern boundary. The urban design standards shall be applied to U.S. 101 south of the intersection of Carpenterville Rd. to the Benham Lane intersection. As sections of US 101 are built or reconstructed, the City recommends ODOT consider these standards in the design. Pursuant to Alternative 5 of the Downtown Brookings Traffic Solutions project, starting at approximately Mill Beach Rd., US 101 will have two 12 foot travel lanes in each direction with left turn pockets at Fifth St., Pacific Ave., Mill St., Center St., Wharf St., Fern Ave., Oak St., and Alder St. The street section would also include a concrete center divider and removal of all parking on both side of the street. Sidewalks along this section of the highway will vary in width.

#### US Highway 101 South of the City Limits

It is important to note that there is strong support in the community for extending the center turn lane on US 101 south for approximately five miles to the Oregon-California border. David Scott presented the consultant with a petition signed by over 300 citizens in favor of this improvement. Their understanding is that ODOT currently has sufficient right-of-way for a five-lane segment, and that no land acquisition would be required.

#### Bike Lanes

In cases where bikelanes are proposed within the street right-of-way, 10 feet of roadway pavement (between curbs) should be provided for a 5 foot bikelane on each side of the street. The striping should be done in conformance with the State Bicycle and Pedestrian Plan (1995). In cases where curb parking will exist with a bike lane, the bike lane will be located between the parking and travel lanes. In some situations, curb parking may have to be removed to permit a bike lane.

The bikelanes on new streets, or streets to be improved as part of the street system plan, should be added when the improvements are made. Project prioritization is found in Chapter 7, TSP, "Priority of Proposed Facilities".

On arterial and collector streets that are not scheduled to be improved as part of the street system plan, bike lanes may be added to the existing roadway at any time to encourage cycling, or when forecast traffic volumes exceed 2,500 to 3,000 vehicles per day. The striping of bike lanes on streets that lead directly to schools should be high priority.

#### Sidewalks

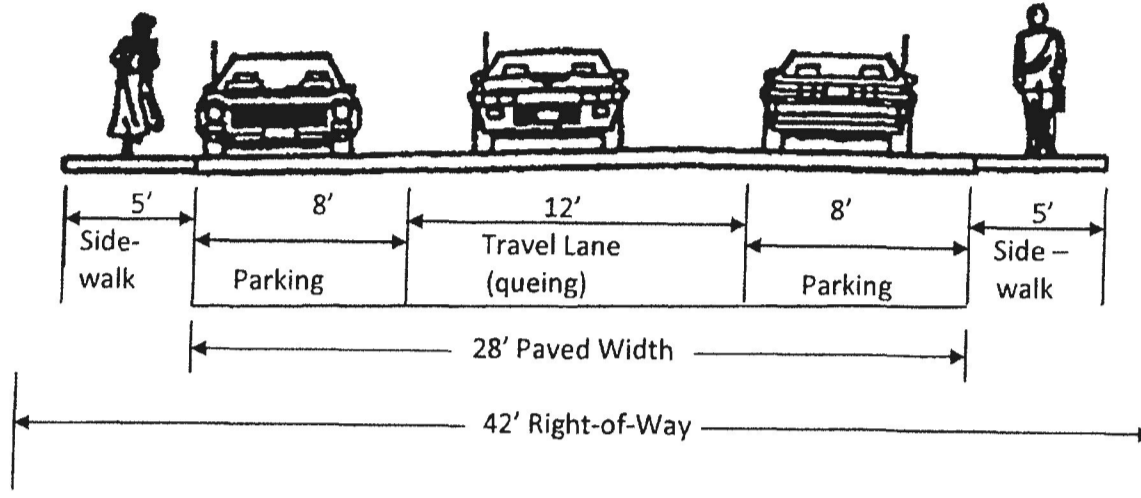
A complete pedestrian system should be implemented in the urban portion of Brookings. Sidewalk layout is shown on the cross sections in Figure 7-1 through Figure 7-3. Sidewalks should have a 5 foot wide paved width. In addition, pedestrian and bicycle connections should be provided between any cul-de-sac or other dead-end streets, if possible.

When sidewalks are located directly adjacent to the curb, they can include such impediments as mailboxes, street light poles, and sign poles, which reduce the effective width of the sidewalk. Sidewalks buffered from the street by a planting strip eliminate obstructions in the walkway, provide a more pleasing design as well as a buffer from traffic, and make the sidewalk more useable for disabled persons. To maintain a safe and convenient walkway for at least two adults, a five-foot sidewalk should be used in residential areas.

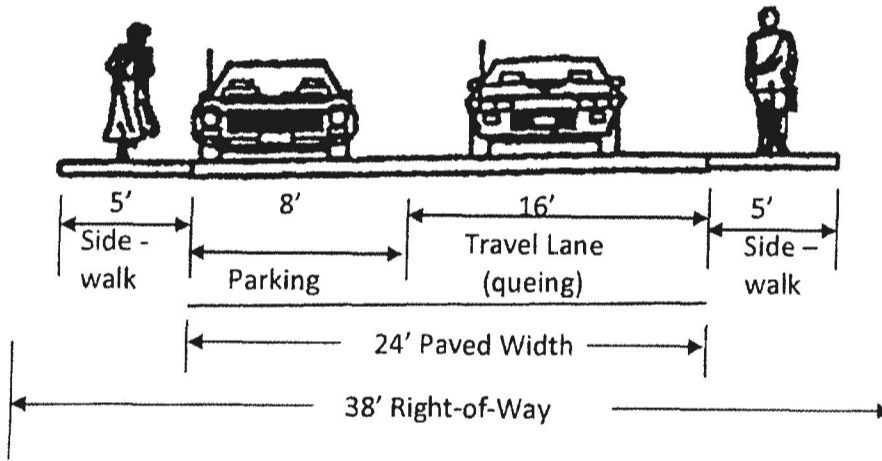
Another essential component of the sidewalk system is street crossings. Intersections must be designed to provide safe and comfortable crossing opportunities. This includes not only signal timing (to ensure adequate crossing time) and crosswalks, but also such enhancements as curb extensions as traffic calming measures and to decrease pedestrian crossing distance.

## Brookings Local Residential Streets Minimum Street Standards

(Unlimited dwellings taking access)



(Maximum of 12 dwellings taking access)



(Maximum of 8 dwellings taking access, on-street parking available within 400')

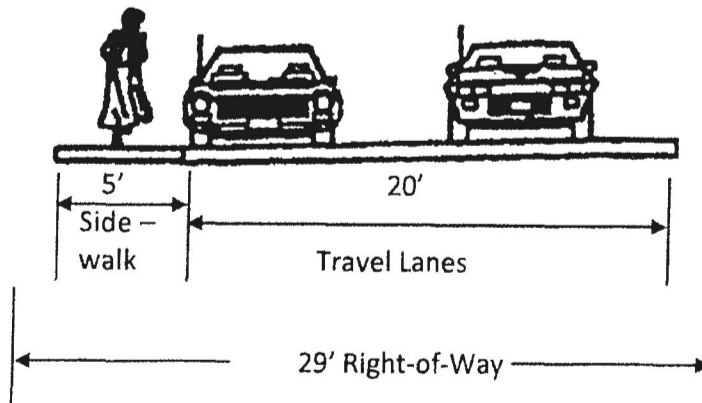
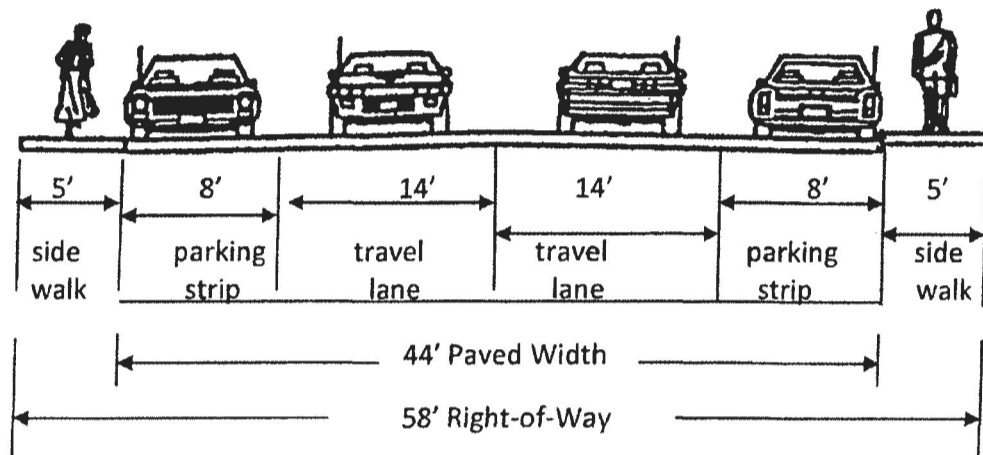


Figure 7-1

## Brookings Commercial Streets Minimum Street Standards

### Commercial / Industrial Streets



### Commercial One-Way

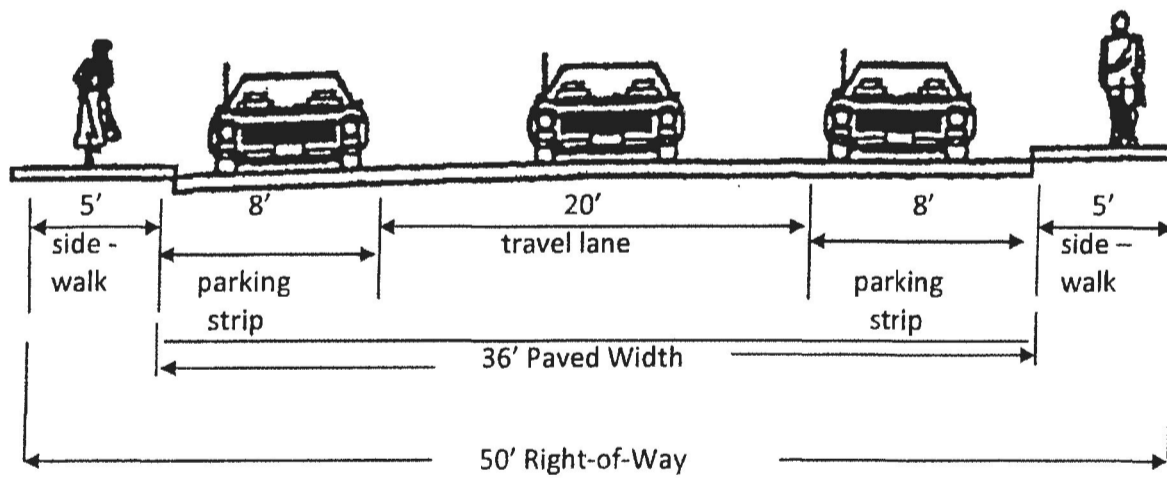
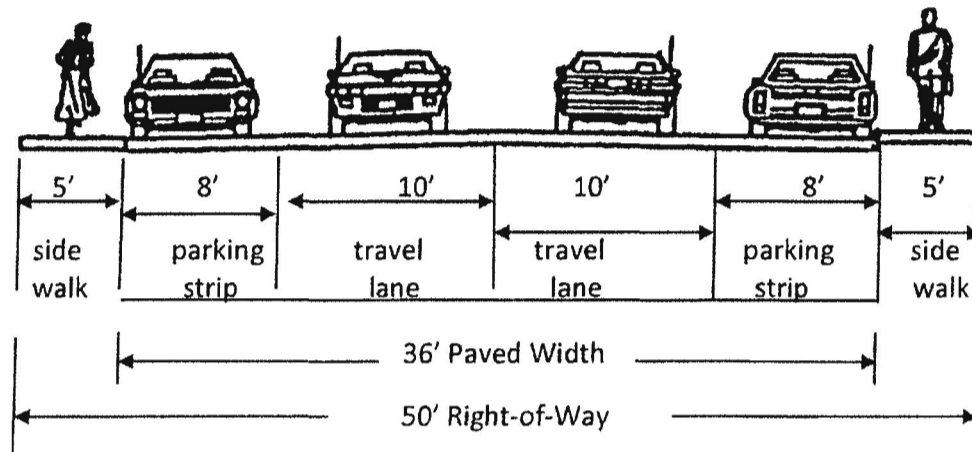


Figure 7-2

## Brookings Residential Streets Minimum Street Standards

### Residential Collector



### Residential One-Way

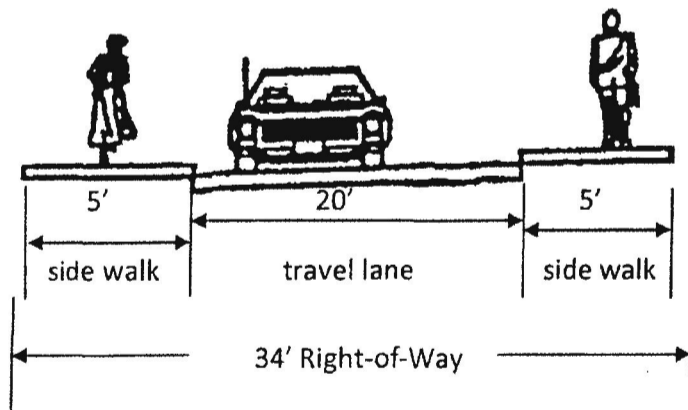
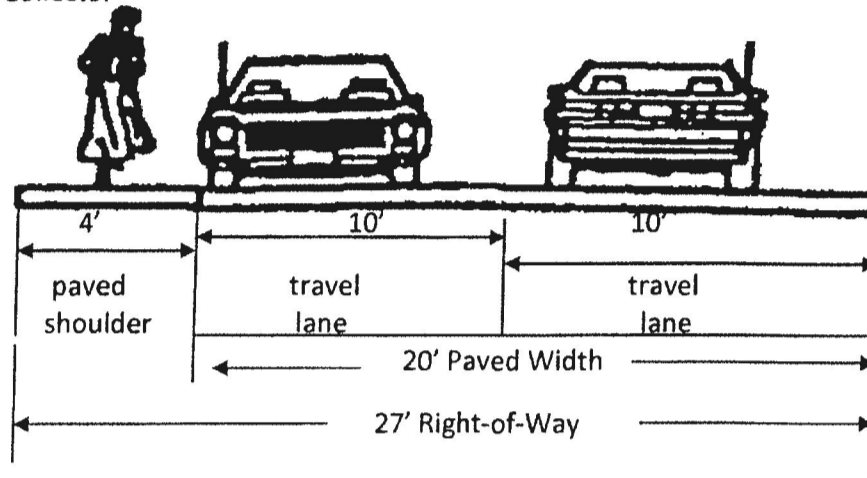


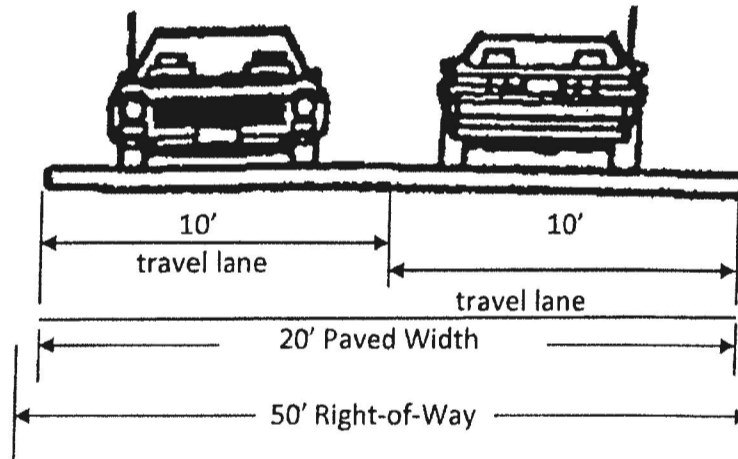
Figure 7-3

## Brookings Hillside Streets Minimum Street Standards

Hillside Collector



Hillside Local (maximum of 12 dwelling units taking access)



Hillside One-Way Street

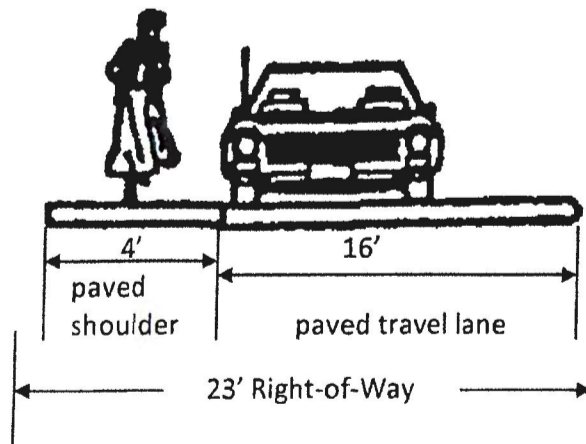


Figure 7-4



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STATE OF OREGON**

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This ordinance shall take effect 30 days following its passage.

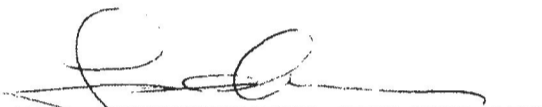
First reading: October 24, 2011

Second reading: October 24, 2011

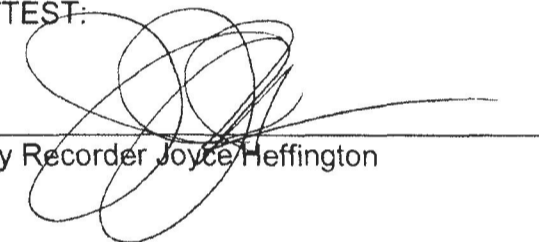
Passage: October 24, 2011

Effective date November 23, 2011

Signed by me in authentication of its passage this 25<sup>th</sup> day of October, 2011.

  
\_\_\_\_\_  
Mayor Larry Anderson

ATTEST:

  
\_\_\_\_\_  
City Recorder Joyce Heffington

## CHAPTER 7: TRANSPORTATION SYSTEM PLAN

The purpose of this chapter is to provide detailed operational plans for each of the transportation systems within the community. The Brookings Transportation System Plan covers all the transportation modes that exist and are interconnected throughout the urban area. Components of the street system plan include street classification standards, access management recommendations, transportation demand management measures, modal plans, and a system plan implementation program.

### Street Design Standards

Street standards relate the design of a roadway to its function. The function is determined by operational characteristics such as traffic volume, operating speed, safety, and capacity. Street standards are necessary to provide a community with roadways that are relatively safe, aesthetic, and easy to administer when new roadways are planned or constructed. They are based on experience, and policies and publications of the profession.

### Sidewalk and Bicycle Facility Standards

Sidewalks are required, in most cases, along all roads and shall be a minimum of ~~six~~ *five* feet in width, not including the curb width. Bicycle facilities may be required within, or adjacent to, streets if they are appropriate to the extension of existing or planned bicycle route(s). Requirements for integrating pedestrian and bicycle facilities into the existing roadway standards are somewhat vague. Oregon Revised Statute (ORS) 366.514 Use of Highway Fund for Footpaths and Bicycle Trails requires the inclusion of bikeways and walkways whenever highways, roads, and streets are constructed, reconstructed or relocated, with three exceptions (where there is no need or probable use, where safety would be jeopardized, or where the cost is excessively disproportionate to the need or probable use). Oregon Administrative Rule (OAR) 660-12 The Transportation Planning Rule requires bike lanes along arterials and major collectors and requires sidewalks along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways.

### Minimum Street Standards

The development of the Brookings Transportation System Plan provides the city with an opportunity to review and revise street design standards to more closely fit with the functional street classification, and the goals and objectives of the Transportation System Plan. Minimum street standards for US 101 and local streets are adopted by the City of Brookings and are shown in Table 7.1, unless alternative standards are approved in an adopted neighborhood circulation plan, or authorized by the Planning Commission. These standards shall also be used as guidance for existing streets. Standards for US 101 are approximations only. Highway standards are contained in the ODOT Highway Design Manual and are occasionally revised. The standards shown in the TSP are recommendations rather than adopted standards and therefore may be altered during the development of highway construction or reconstruction projects.

TABLE 7-1

Type of Street **	Minimum ROW (Feet)	Minimum Road Surface Width (Feet)	Pedestrian Improvements
State Highway Arterial <sup>1</sup>	84	70	5 – 12 feet, both sides
Residential Collector	50	36	10 foot multi-use path (in lieu of bike lanes and sidewalk)
Residential (Local)- ***	42	28	5 feet, both sides
Residential (Local) *** <sup>6</sup> Maximum of 12 dwelling units taking access	38	24	5 feet, both sides
Residential (Local) *** Maximum of 8 dwelling units taking access and on-street parking available within 400 feet of this street. <sup>2</sup>	29	20	5 feet, one side
Downtown Core Area <sup>1</sup> (See Map 17.92.030-1)	50	36	5 – 8 feet, both sides
Residential One-Way Street <sup>2</sup>	34	20	5 feet, both sides
Half Street <sup>2, 5</sup>	½ of accepted standard	½ of accepted standard	5 feet, one side
Access Road Turn-Around	See public works document “General Engineering Requirements and Standard Specifications”		To be determined based on type of turn-around

Commercial/Industrial <sup>1</sup>	58	44	5 – 8 feet, both sides
Commercial One-Way Street	50	36	5 – 8 feet, both sides
Hillside Collector St. <sup>2,3,4,9</sup>	27	20	4 foot paved shoulder, one side
Hillside Local St. <sup>2,3,4,9</sup> Maximum of 12 dwelling units taking access	23	20	None.
Hillside One-Way Street <sup>2,3,4,7,9</sup>	23	16	4-foot paved shoulder, one side
Alley	20	20	None

The following standard is the minimum standard for existing streets. This standard can only be used when the street is serving a limited area and approved by the City Council.

Existing residential streets	Minimum ROW	Minimum Road Surface Width	Pedestrian Improvements
Must be approved by the City Council in a Local Improvement District process. <sup>8,2</sup>	30	16	Proposal by applicants

**\*\* If bike lanes are proposed, an additional 10 feet of right-of-way will be needed.**

**\*\*\* See layout guidelines in "Neighborhood Street Design Guidelines" document. Low impact development techniques such as landscaped buffers, vegetated swales, parking pavers, etc. are encouraged.**

<sup>1</sup>Sidewalks must be the maximum possible when adequate right-of-way is available.

<sup>2</sup>No parking on either side on pavement.

<sup>3</sup>Requires documentation that topographical constraints warrant use of hillside streets. Site plan committee approval required.

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<sup>4</sup>Alternative engineered designed standards may be considered and right-of way width may vary depending on topography.

<sup>5</sup>Only used when easement for second half width is secured on adjacent property. Must be approved by planning commission.

<sup>6</sup>Parking on one side only.

<sup>7</sup>Paved shoulder must be constructed to meet paved roadway standards.

<sup>8</sup>Parking facilities to be proposed by applicant

<sup>9</sup>Curbs may be required depending on City Engineer's recommendation.

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In areas where a neighborhood circulation plan has been adopted, the right-of-way and roadway width can be constructed to the standards below or at the standards of an adopted neighborhood circulation plan. Once a standard has been determined for any street segment, the remaining portion of the segment will be constructed at that standard at the discretion of the Planning Commission.

The existing collector streets listed below are not physically able to meet adopted collector standards as stated in the Table above. Any future improvements to these streets must meet the following standards. These streets are in the County's jurisdiction as of the date of this revision. When the existing street pavement is equivalent to the City's construction standards, the City will accept jurisdiction.

Specific Standards for Certain Streets	Right of Way (feet)	Minimum Road Surface Width (feet)	Sidewalk Improvements
Old County Road <sup>1,2</sup>	As needed	20 ft. and 4 ft. paved shoulder one side adjacent to the north-bound travel lane.	None
Parkview Dr. <sup>1,2</sup>	As needed	20 ft. and multi-use path on the predominantly western side	None
North Bank Chetco River Rd. <sup>2</sup>	As needed	Future improvements to match existing pavement.	None

1. When applicants engineer demonstrates there are constraints that make this standard impracticable, the 4 ft. paved shoulder or multi-use path may be eliminated. The City must review and agree with the analysis prior to Planning Commission review.

2. Parking prohibited on paved shoulder.

A good, well-connected grid system of relatively short blocks can minimize excessive volumes of motor vehicles by providing a series of equally attractive or restrictive travel options. This street pattern is also beneficial to pedestrians and bicyclists.

### Residential Streets

The design of a residential street affects its traffic operation, safety, and livability. The residential street should be designed to enhance the livability of the neighborhood as well as to accommodate fewer than 1,200 vehicles per day. Design speeds should be 15 to 25 mph. When traffic volumes exceed approximately 1,000 to 1,200 vehicles per day, the residents on that street will begin to notice the traffic as a noise and safety problem. To maintain neighborhoods, local residential streets should be designed to encourage low speed travel and to discourage through traffic.

### Minimum Standard for Local Residential Streets

Cul-de-sac or residential streets are intended to serve only the adjacent land in residential neighborhoods. Because the streets are short and the traffic volumes relatively low, the street width can be narrower than a residential collector street, allowing for the passage of two lanes of traffic when no vehicles are parked at the curb and one lane of traffic when vehicles are parked at the curb. Because cul-de-sac streets limit street and neighborhood connectivity, they should only be used where topographical or other environmental constraints prevent street connections. Where cul-de-sacs must be used, pedestrian and bicycle connections to adjacent cul-de-sacs or through streets should be included, where possible.

Local residential streets have property access as their main priority; through traffic movement is not encouraged. The majority of streets in Brookings are local residential streets. The recommended standard for residential streets is described below, and fits within the city's existing required minimum pavement width of 28 feet and the required minimum right-of-way of 42 feet. It also includes sidewalks, and on-street parking on both sides, however, if vehicles are parked on both sides of the road, only one moving lane will fit between the two parked cars, and on-coming traffic will have to yield. This is usually not a problem on low-volume residential streets. This cross section is shown in Figure 7-1. Standards for local streets that serve no more than 12 dwelling units or no more than 8 dwelling units are also found in this Figure. A Residential One-Way street option is also available as shown in Table 7-1.

Residential Collector streets consist of two 10-foot travel lanes and an 8-foot parking strip on both sides of the roadway. The resulting paved width is 36 feet. The standard also includes 5-foot sidewalks, adjacent to the curbs. These standards are within a right-of-way of 50 feet. This cross section is shown in Figure 7-3.

The Hillside Street standards shall be allowed in areas where documentation indicates the topographical constraints warrant their use. The Hillside Collector street standard provides for two 10 foot travel lanes and a four foot paved shoulder all within a 27 foot right-of-way. An option for a Hillside One Way street and Hillside Local street are also available as shown in Table 7-1. The cross sections for Hillside Streets are shown in Figure 7-4.

#### Minimum Standards for Commercial/Industrial Streets

Commercial/industrial streets serve short trips, provide access to each adjacent parcel and serve high volumes of truck traffic. The recommended standard for commercial/industrial streets meet the existing minimum pavement and right-of-way widths. The recommended standard for commercial/industrial streets consists of one 14-foot travel lane in each direction with an 8-foot parking strip on both sides of the street. The wide lanes are warranted to accommodate the high volume of large trucks using these streets. The resulting paved width is 44 feet. Five foot sidewalks are included on both sides of the street, and the roadway cross section fits within the existing street standards for commercial and industrial streets (see Figure 7-2).

#### Minimum Standard for Alleys

Alleys can be a useful way to diminish street width by providing rear access and parking to residential areas. Including alleys in a subdivision design allows homes to be placed closer to the street and eliminates the need for garages to be the dominant architectural feature. This pattern, once common, has been recently revived as a way to build better neighborhoods. In addition, alleys can be useful in commercial and industrial areas, allowing rear access for delivery trucks. Alleys should be encouraged in the urban area of Brookings. The recommended standard for alleys includes two 10-foot paved travel lanes within a 20-foot right-of-way. The standards for alleys can be found in Table 7-1.

#### Recommended Standard for Arterial Streets/US 101.

Arterials connect cities and other major traffic generators; they serve both through traffic and trips of moderate length and access is usually controlled. Arterial streets form the primary roadway network within and through a region. They provide a continuous roadway system that distributes traffic between different neighborhoods and districts. Generally, arterial streets are high capacity roadways that carry high traffic volumes with minimal localized activity. Design speeds should be between 25 and 45 mph. The only street classified as an arterial in the City of Brookings is US 101. Standards for state highways are contained in ODOT's Highway Design Manual (HDM). The city has developed recommended standards for US 101 which are similar to those in the HDM. The rural design standards shall apply to that section of U.S. 101 from Carpenterville Rd. to the City's northern boundary. The urban design standards shall be applied to U.S. 101 south of the intersection of Carpenterville Rd. to the Benham Lane intersection. As sections of US 101 are built or reconstructed, the City recommends ODOT consider these standards in the design. Pursuant to Alternative 5 of the Downtown Brookings Traffic Solutions project, starting at approximately Mill Beach Rd., US 101 will have two 12 foot travel lanes in each direction with left turn pockets at Fifth St., Pacific Ave., Mill St., Center St., Wharf St., Fern Ave., Oak St., and Alder St. The street section would also include a concrete center divider and removal of all parking on both side of the street. Sidewalks along this section of the highway will vary in width.



#### US Highway 101 South of the City Limits

It is important to note that there is strong support in the community for extending the center turn lane on US 101 south for approximately five miles to the Oregon-California border. David Scott presented the consultant with a petition signed by over 300 citizens in favor of this improvement. Their understanding is that ODOT currently has sufficient right-of-way for a five-lane segment, and that no land acquisition would be required.

#### Bike Lanes

In cases where bikelanes are proposed within the street right-of-way, 10 feet of roadway pavement (between curbs) should be provided for a 5 foot bikelane on each side of the street. The striping should be done in conformance with the State Bicycle and Pedestrian Plan (1995). In cases where curb parking will exist with a bike lane, the bike lane will be located between the parking and travel lanes. In some situations, curb parking may have to be removed to permit a bike lane.

The bikelanes on new streets, or streets to be improved as part of the street system plan, should be added when the improvements are made. Project prioritization is found in Chapter 7, TSP, "Priority of Proposed Facilities".

On arterial and collector streets that are not scheduled to be improved as part of the street system plan, bike lanes may be added to the existing roadway at any time to encourage cycling, or when forecast traffic volumes exceed 2,500 to 3,000 vehicles per day. The striping of bike lanes on streets that lead directly to schools should be high priority.

#### Sidewalks

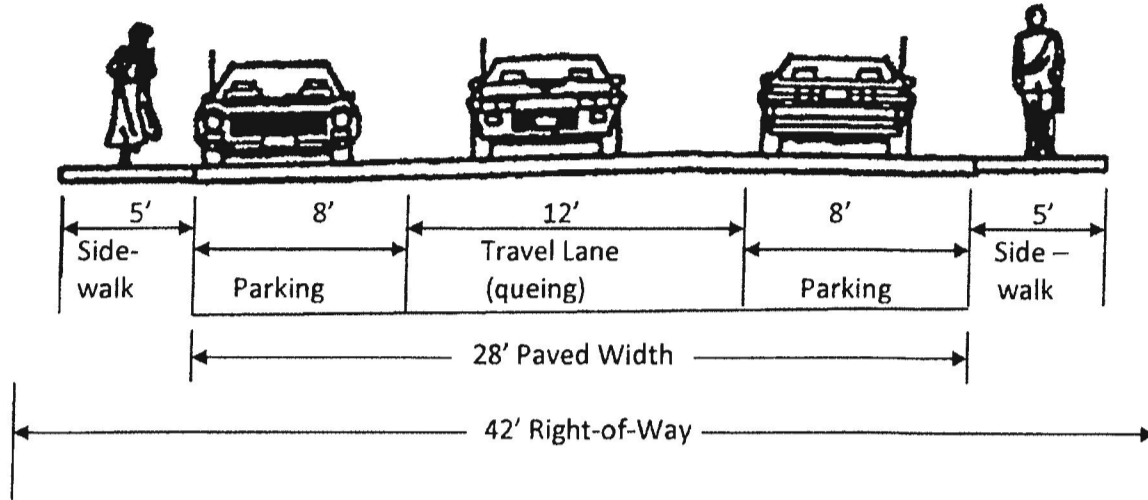
A complete pedestrian system should be implemented in the urban portion of Brookings. Sidewalk layout is shown on the cross sections in Figure 7-1 through Figure 7-3. Sidewalks should have a 5 foot wide paved width. In addition, pedestrian and bicycle connections should be provided between any cul-de-sac or other dead-end streets, if possible.

When sidewalks are located directly adjacent to the curb, they can include such impediments as mailboxes, street light poles, and sign poles, which reduce the effective width of the sidewalk. Sidewalks buffered from the street by a planting strip eliminate obstructions in the walkway, provide a more pleasing design as well as a buffer from traffic, and make the sidewalk more useable for disabled persons. To maintain a safe and convenient walkway for at least two adults, a five-foot sidewalk should be used in residential areas.

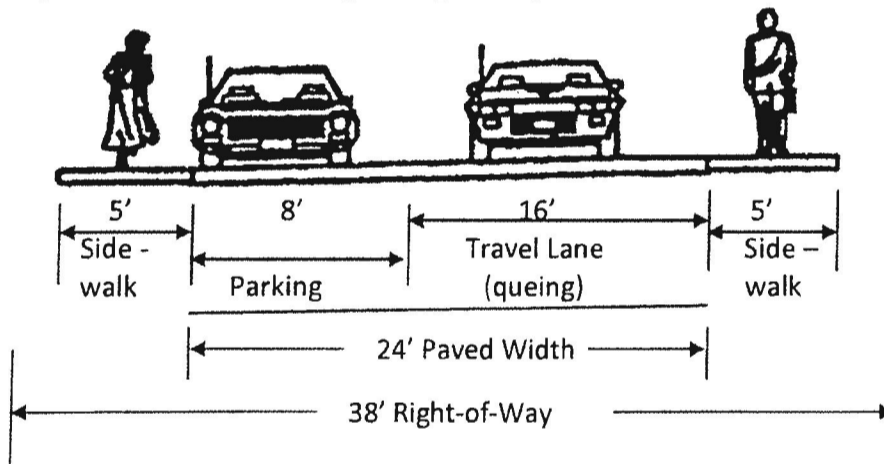
Another essential component of the sidewalk system is street crossings. Intersections must be designed to provide safe and comfortable crossing opportunities. This includes not only signal timing (to ensure adequate crossing time) and crosswalks, but also such enhancements as curb extensions as traffic calming measures and to decrease pedestrian crossing distance.

## Brookings Local Residential Streets Minimum Street Standards

(Unlimited dwellings taking access)



(Maximum of 12 dwellings taking access)



(Maximum of 8 dwellings taking access, on-street parking available within 400')

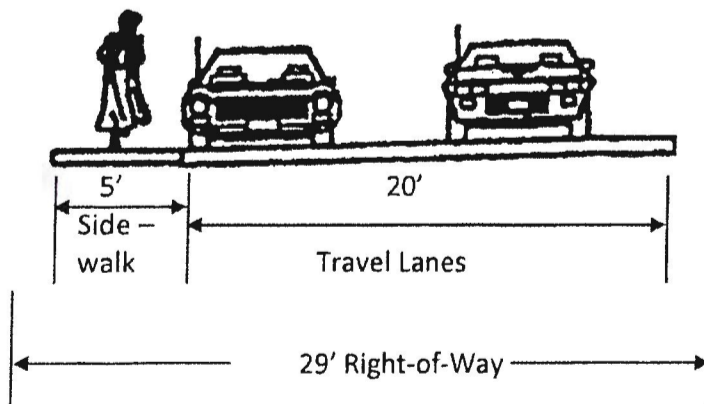
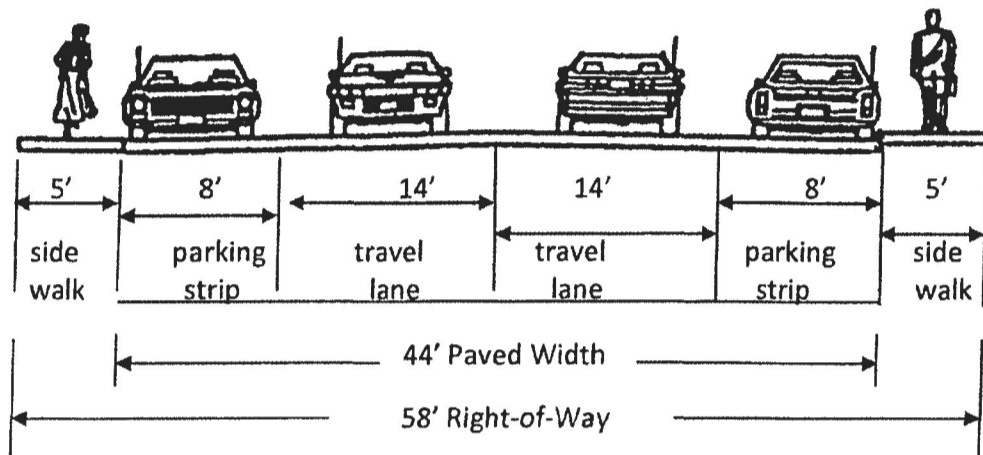


Figure 7-1

## Brookings Commercial Streets Minimum Street Standards

### Commercial / Industrial Streets



### Commercial One-Way

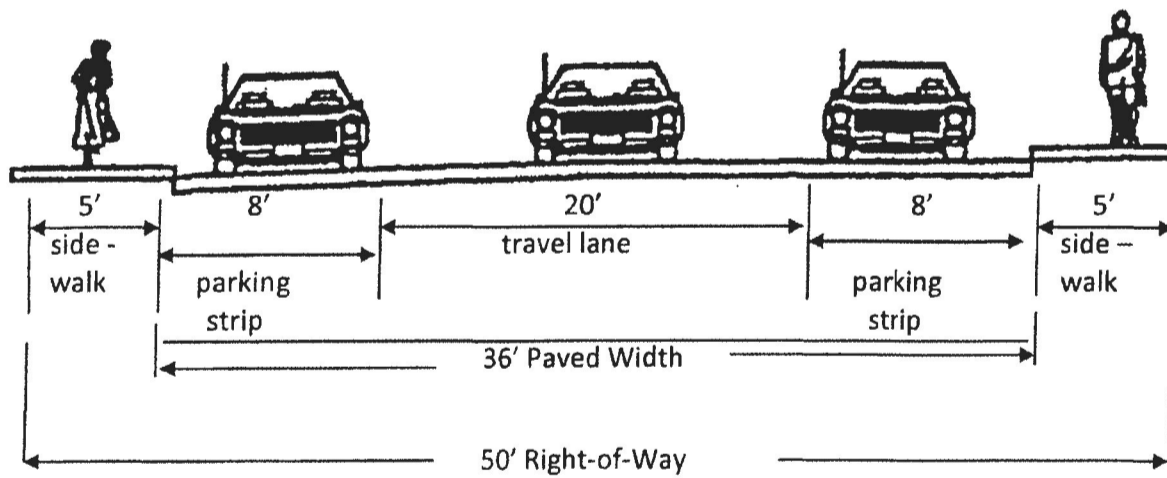
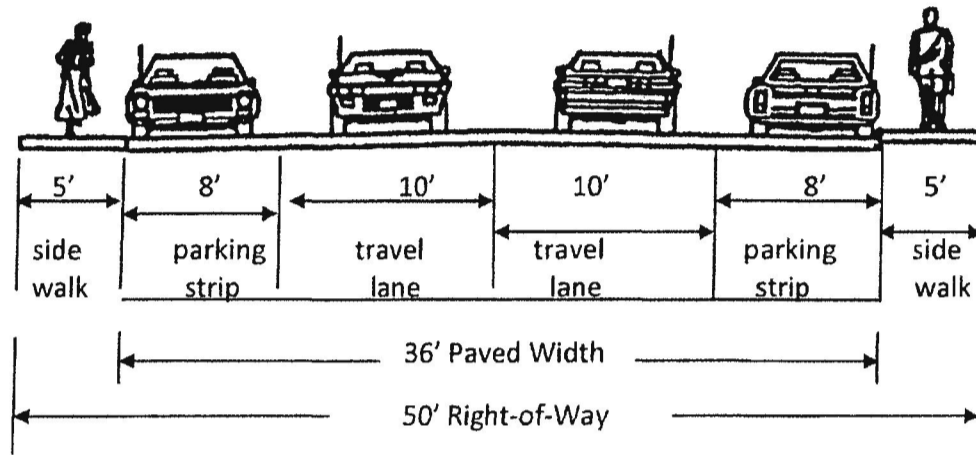


Figure 7-2

# Brookings Residential Streets Minimum Street Standards

## Residential Collector



## Residential One-Way

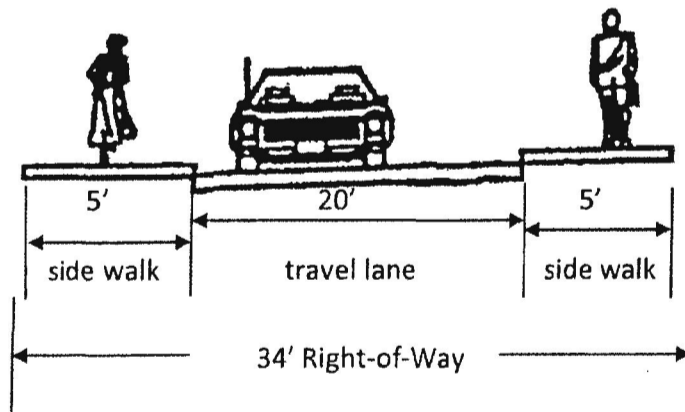
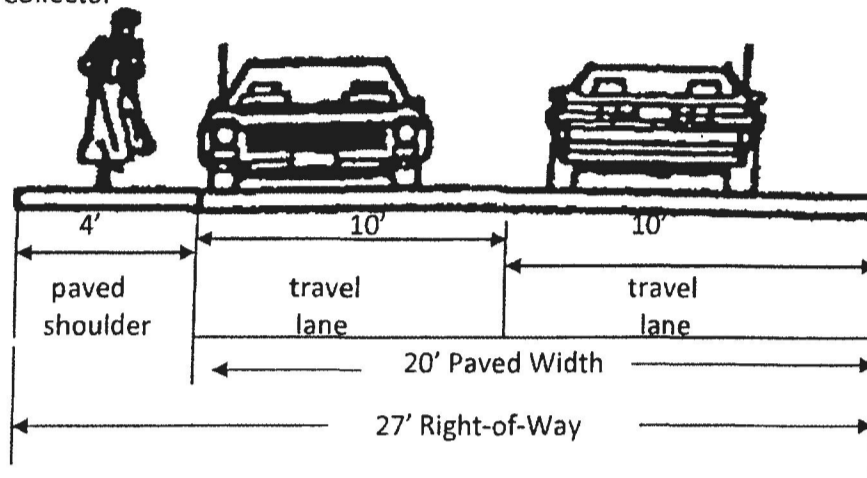


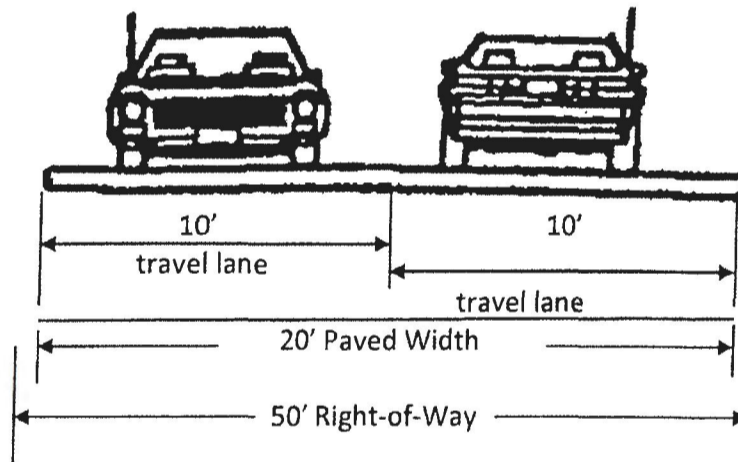
Figure 7-3

## Brookings Hillside Streets Minimum Street Standards

Hillside Collector



Hillside Local (maximum of 12 dwelling units taking access)



Hillside One-Way Street

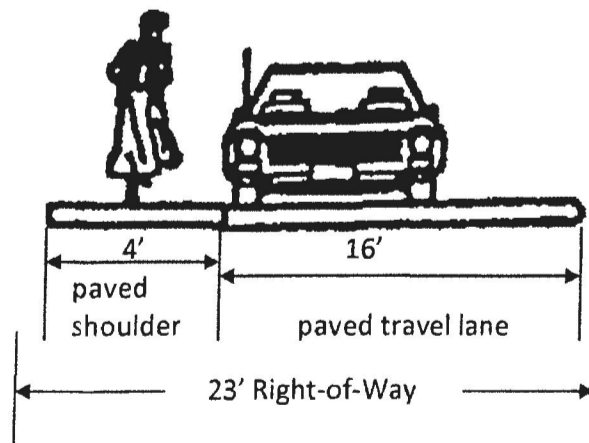
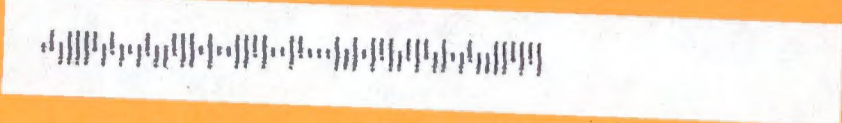


Figure 7-4



**DEPT OF**  
**OCT 27 2011**  
**LAND CONSERVATION  
AND DEVELOPMENT**

**CITY OF BROOKINGS**  
898 Elk Drive  
Brookings, OR 97415  
Ph: (541)469-2163 Fax: (541)469-3650

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**TO:**

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DLCD  
635 Capitol St. NE, Suite 150  
Salem, OR 97301-2540