

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

ORDINANCE NO. 11-O-676

IN THE MATTER OF ORDINANCE NO. 11-O-676, AN ORDINANCE AMENDING CHAPTER 3 BIKEWAY SYSTEM AND CHAPTER 7 BICYCLE MASTER PLAN 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 City of Brookings recognizes the growing importance of alternate modes of transportation.
2. Noise, air pollution, and traffic congestion could be mitigated if more short trips were taken by bicycle or on foot.
3. A good system of bicycle facilities will encourage all age groups of residents and tourists to gain the healthful benefits from biking and walking.
4. The City of Brookings will benefit economically by encouraging bicycle tourism with the *Bicycle Master Plan*.
5. The City of Brookings recognizes that adding infrastructure that encourages biking and walking will lengthen the life span of our existing vehicle transportation facilities by lessening the load on them.
6. Staff sent the 45 day notice to DLCDC as required under ORS 197.610 for post acknowledgement plan amendments for the proposed changes to the Transportation System Plan.
7. Staff conducted a workshop with the Brookings Planning Commission on October 4, 2010. Staff conducted a public hearing before the Planning Commission on January 4, 2011. The Commission recommended approval to City Council.
8. Following public notice, as required by law, the Brookings City Council conducted a hearing on Monday, January 24, 2011 at 7:00 PM at Brookings City Hall. Approval was given to the Transportation System Plan that is attached hereto and incorporated by reference.

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 3 Bikeway System and Chapter 7 Bicycle Master Plan of the Transportation System Plan.

Section 3. Severance Clause

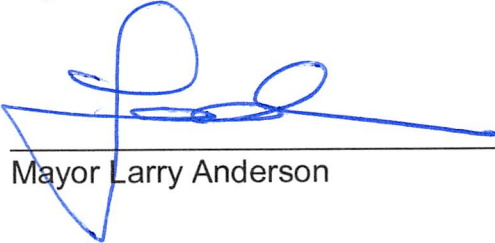
If any section, subsection, sentence, clauses or phrases of this ordinance is, for any reason, held to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining portions or this ordinance.

Section 1. Effective Date


This ordinance shall take effect 30 days following its passage.

First reading: January 24, 2011
Second reading: January 24, 2011
Passage: January 29, 2011
Effective date: February 23, 2011

Signed by me in authentication of its passage this 25th day of January, 2011.



Mayor Larry Anderson

ATTEST:


City Recorder Joyce Heffington

Chapter 3

Bikeway System

Like pedestrians, bicyclists are often overlooked when considering transportation facilities. Cycling is a very efficient mode of travel. Bicycles take up less space on the road or parked, do not contribute to air or noise pollution, and offer higher speeds than walking. Since Brookings is a small town, a cyclist can travel to any destination in town in a very short time.

Bicycling is encouraged to reduce the use of automobiles for short trips to reduce some of the negative aspects of urban development. Noise, air pollution, and traffic congestion could be mitigated if more short trips were taken by bicycle or on foot. Typically, a short trip that would be taken by bicycle is around two miles. Chapter 17.170 Street Standards was revised in 2010 to require consideration of bicycle use on all new streets. The revisions also require that new residential collectors provide a multi-use path for bicycles and pedestrians. These requirements were made to encourage the use of bicycles.

Bicycle facilities can be categorized into several classifications dependent upon the degree to which physical space is provided for cyclists and/or separation is provided from vehicular traffic. Typical classifications include:

- Shared roadway – Bicycles and vehicles share the same roadway. The shared roadway facility is best used when there is minimal vehicle traffic to conflict with bicycle traffic. Shared roadways that are on a designated bike route with a higher use of bicyclists, should have additional signage (“sharrows”) installed to alert vehicle drivers to the presence of bicycles.

A bicycle boulevard is a shared roadway which has been optimized for bicycle traffic by discouraging cut-through motor vehicle traffic and allowing only local traffic. They are designed to give priority to cyclists as through-going traffic.

- Shoulder bikeways – This bicycle facility consists of roadways with paved shoulders to accommodate bicycle traffic.
- Bicycle lanes – A separate lane adjacent to the vehicle travel lane for the exclusive use of bicyclists.
- Multi-use path – A paved 8 to 12 foot wide path that is separated from motorized vehicular traffic and is typically shared with pedestrians, wheelchairs, skaters, and other non-motorized users.
- Multi-use trail – An unpaved path that accommodates all-terrain bicycles and is typically shared with pedestrians.

There are limited bicycle facilities within the study area. The study area for the Bicycle Master Plan is the land inside the Brookings city limits, the Brookings Urban Growth Boundary (UGB), and south to the California/Oregon border. US 101/Chetco Avenue, Lower Harbor Road, Shopping Center Avenue, W. Benham Lane, and Oceanview Drive have designated bicycle lanes. In 2010, ODOT repaved Pioneer Road from Easy Street to Pacific Street and included bicycle lanes on this segment. Multi-use paths exist parallel to US 101 from Harris Beach State Park to Ransom Avenue and along Railroad Street from Wharf Street to Oak Street. US 101 within the study area is classified as a Statewide Bicycle Route in the Oregon Statewide Bicycle Plan. More specifically, US 101 is known as the Oregon Coast Bike Route. ODOT repaved Hwy 101/Chetco Avenue in 2006/2007. This paving project included bicycle lanes from Easy Street on the north to the Chetco River Bridge, except for the section from Pacific Avenue to Oak Street. Figure 3-4 shows the network of existing and proposed facilities located within Brookings and the UGB. The details of the Bicycle Master Plan can be found in Chapter 7.

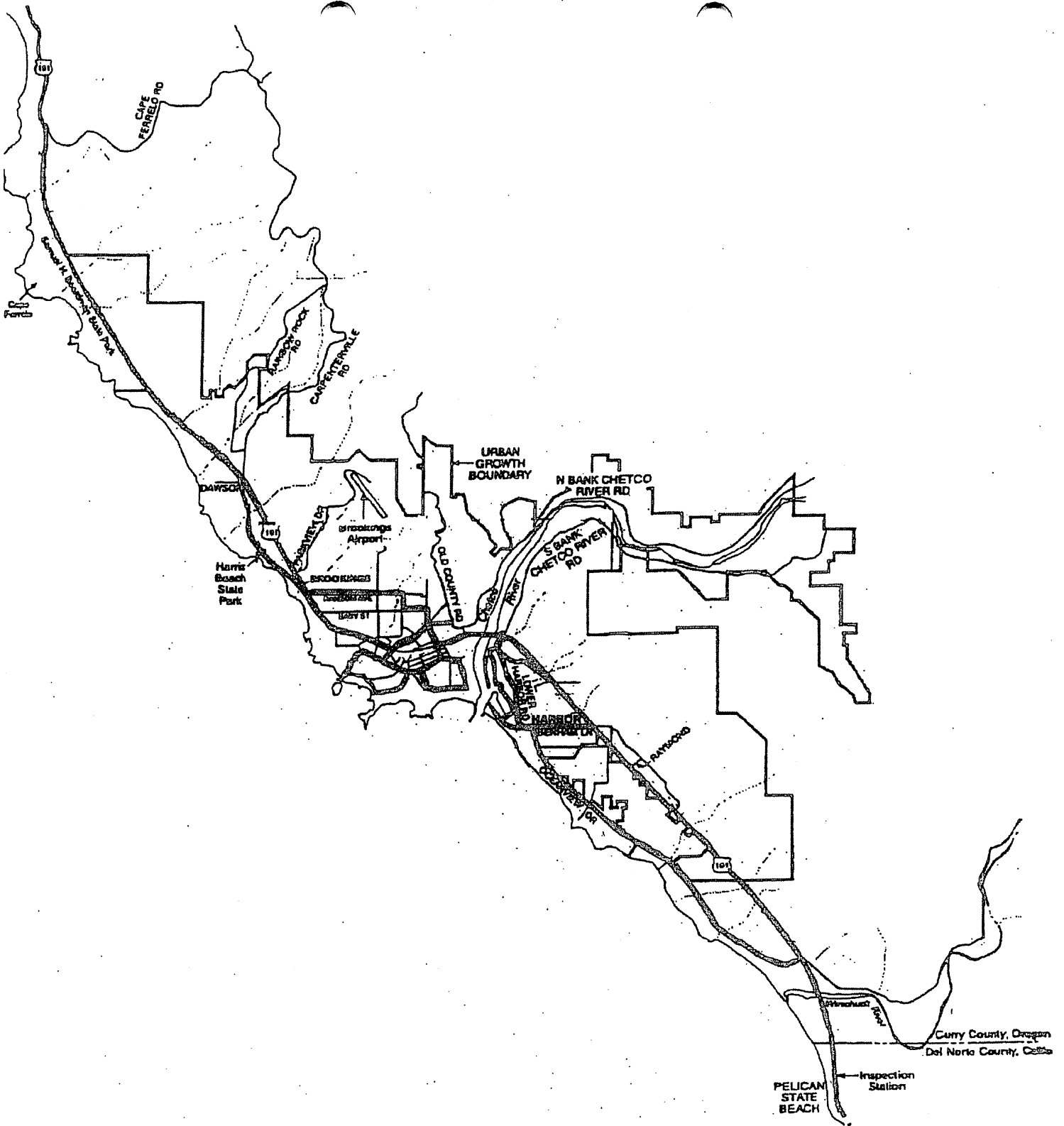




Figure 3-4
 Bicycle Route and Lane Location,
 Brookings UGA


 NOT TO SCALE


Bicycle Facilities –
existing & proposed

Source: South Coast Transportation Study
 Prepared by Parametrix, Inc., May 1996

Chapter 7

Bicycle Master Plan

Existing Facilities

US 101/Chetco Avenue functions as an arterial street through Brookings and is classified as the Statewide Bicycle Route in the Oregon Statewide Bicycle Plan. There are bicycle lanes from Easy Street on the north to the Chetco River Bridge, except for the section from Pacific Avenue to Oak Street where the lanes were omitted. To accommodate lanes in this downtown area, the on street parking would have to be removed. An incomplete, dilapidated multi-use path exists on Railroad Street, which parallels Chetco Avenue, in this area. The Brookings Bicycle Master Plan provides for an alternate route from US 101/Chetco Avenue south on Pacific Street to Railroad Street continuing to Oak Street where that route re-connects to Chetco Avenue.

The entire segment of US 101 in Curry County is classified as a bicycle route in ODOT's Oregon coast Bike Route Map. On Chetco Avenue, north of Easy Street, the bike lanes are reduced to paved shoulders. The Master Plan provides for additional facilities in this area in the way of multi-use paths and shared roadways to encourage all age groups with a safer and more comfortable experience. South of the Chetco River the bike lanes are also reduced to paved shoulders. However, these shoulders do not have the signage/markings of bike lanes but they are 9.5 feet in width.

The interior of Azalea Park has been developed with a multi-use path. This path will connect the park with the multi-use paths proposed on Azalea Park Road, Pacific Avenue, Oak Street, Stout Park, and the school facilities.

Currently, US 101/Chetco Avenue, Lower Harbor Road, Shopping Center Avenue, W. Benham Lane, Pioneer Road, and Oceanview Drive have designated bicycle lanes. Multi-use paths exist parallel to US 101 from Harris Beach State Park to Ransom Avenue and along Railroad Street from Wharf Street to Oak Street.

Bicycle parking facilities (bicycle racks) are available at Easy Manor Park, Kalmiopsis School, Brookings-Harbor High School, Azalea Middle School, Southwestern Oregon Community College (SWOCC), Azalea Park, City Hall, Chetco Public Library, US Post Office, Fred Meyer, Bud Cross Park, O'Holleran's Restaurant, McDonald's Restaurant and Chase Bank.

Proposed Facilities

The goals and objectives of the City's Bicycle Master Plan includes reducing conflicts between bicyclists and motorized vehicle traffic, developing a system dedicated to bicycles, and providing opportunities for recreation and for the use of bicycles as an alternate means of transportation.

To enhance the quality of the walking and bicycling experience, a network of shared roadways, bicycle lanes and multi-use paths has been identified. This network will link the residential and commercial areas and also provide access to destinations such as the library, college, schools, parks, Bud Cross Park (swimming pool, ball fields, tennis courts), and Port of Brookings-Harbor area. Shared roadways, where bicyclists share normal vehicle lanes with motorists, are generally acceptable if speeds and traffic volumes are relatively low. Most residential streets in Brookings can accommodate bicyclists on these shared roadways. Additional signage, “sharrows”, to alert motor vehicle drivers to the presence of cyclists should be installed on the shared streets that are a designated section of the route depicted in the Plan.

Shared Roadways

Wharf Street is proposed as a shared facility from its intersection with Railroad Street to the terminus. This route will provide access to Chetco Point Park. From the terminus a multi-use trail or path will connect to Mill Beach. Mill Beach Road from its terminus to Railroad Street and Railroad Street from Mill Beach Road to Pacific Avenue are proposed as shared roadways to provide access to Mill Beach. Pacific Avenue, from US 101/Checto Avenue to Railroad Street, is proposed to be developed as a shared facility. Bike lanes or a multi-use path are options for this section of Pacific Avenue. Railroad Street from Oak Street to Del Norte Lane, Del Norte Lane from Railroad Street to Memory Lane, Memory Lane from Del Norte Lane to Tanbark Road, and Tanbark Road from Memory Lane to Railroad Street are proposed as shared roadways. This will provide access to the north jetty and an alternate route back to Railroad Street. Pine Street and Fern Avenue from Pine Street to Pacific Avenue are proposed as shared roadways. This will connect the proposed multi-use path in Stout Park to the multi-use path on Pacific Avenue.

Third Street from Ransom Avenue to Easy Street is proposed as a shared roadway to provide a route to Easy Manor Park. At the time use warrants Ransom Avenue being converted to a “bicycle boulevard”, bike lanes may be appropriate for this segment of Third Street. These streets should be marked as “sharrows”

Multi-use Paths

A multi-use path is proposed on Azalea Park Road, and Pacific Avenue from Azalea Park Road to US 101/Checto Avenue to connect the school complex to the Park and the Oregon Coast Bike Route. By being conveniently located and safe, students will be encouraged to utilize the path.

Harris Beach State Park has a short section of multi-use path from Chetco Avenue to Harris Beach Park Entrance Road. It is proposed to continue this facility with a “sharrow” on the Entrance Road which would connect to a proposed multi-use path near the Campground Ticket Booth. This multi-use path would utilize an old right-of-way adjacent to US 101 and then connect to Dawson Road. From this point a multi-use path on US 101/Checto Avenue will provide bicycle/pedestrian facilities to the new SWOCC campus in the Lone Ranch Masterplan area. The Lone Ranch Masterplan approval provides for numerous multi-use paths that connect all the uses within that development.

A multi-use path is proposed within Stout Park to connect the interior of the park with the proposed bicycle lanes or multi-use path on Oak Street and the shared roadway on Pine Street.

The City of Brookings plans to improve Railroad Street in the near future. The improvement plan will provide for bicycle facilities (bicycle lanes or multi-use path). A multi-use path currently exists on the north side of the street.

A multi-use path is proposed within the Brookings-Harbor Port to connect all the uses. It will alleviate congestion during the peak use periods by providing an alternate means of transportation. The proposed path will be off the existing roadways and will provide for a safer and more pleasant experience.

Bicycle Lanes

Oak Street from Railroad Street to Pacific Avenue is proposed with bicycle lanes or a multi-use path to connect and provide a more direct route from the schools to US 101/Chetco Avenue. From there the bicyclist can travel to the beach or access the proposed multi-use path within the Port of Brookings-Harbor.

Easy Street from Pioneer Road to Fern Avenue and Fern Avenue from Easy Street to Ransom Avenue are proposed with bicycle lanes. These bicycle lanes will connect the existing bicycle lanes on Pioneer Road to Ransom Avenue. Ransom Avenue is proposed as a shared roadway with “sharrows” and in the future, converted to a bicycle boulevard, when warranted.

Bicycle Boulevards

Ransom Avenue is proposed as a shared roadway with “sharrows”. It may, in the future, be converted to a bicycle boulevard. With this conversion the school complex would be connected by a more direct route to Harris Beach State Park and the SWOCC campus.

Bicycle Boulevards are created on existing residential streets that have a lower traffic volume and typically lower speeds. These streets are redesigned with traffic calming devices and traffic reduction crossings. Local traffic can access the boulevard while through traffic is discouraged. Signage is used to identify the routes for both motorists and bicyclists. Other signs alert users to road conditions. Pavement markings serve to remind cyclists and motorists that bicycle traffic has priority.

Urban Growth Area (UGA)

In the UGA south of the Chetco River, a multi-use path is proposed within the Brookings-Harbor Port to connect the internal uses to the bike lanes on Lower Harbor Road. Bike lanes exist on Shopping Center Avenue from Lower Harbor Road to West Hoffeldt Lane. It is proposed to have West Hoffeldt Lane from Shopping Center Avenue to Hwy 101 as a shared roadway to provide a connection to Hwy 101. To connect the bike lanes on West Benham Lane to the bike lanes on the southern end of Oceanview Drive that continue on to US Hwy 101, it is proposed

that Wenbourne Lane from West Benham Lane to Oceanview Drive and the northern portion of Oceanview Drive be shared facilities (“sharrows”) or developed with bike lanes.

Bicycle Parking Facilities (Racks)

Some bicycle parking facilities are available but these need to be expanded to encourage more riders. Several City owned locations that would benefit are Bankus Park, Mill Beach, Chetco Point Park, the downtown parking lot, expansive right-of-way adjacent to Alder Street, and expansive right-of-way at 623 Chetco Avenue. Parking facilities at Harris Beach State Park can provide convenience and safety to visitors. Several private locations have been identified that would benefit from bicycle parking facilities. These include the Greyhound Bus Station on Railroad Street, the Hemlock Plaza on Hemlock Street, and the Central Building on Chetco Avenue.

Typical rack designs cost about \$549 per rack (accommodates five bicycles) plus installation costs. An annual budget of approximately \$1,500 to \$2,000 should be established so that Brookings can place racks where needed and respond to requests for racks at specific locations.

Educational Component

The City of Brookings currently provides bicycle safety instruction with its Safety City program for pre-kindergarten children. The City will provide education to its citizens using appropriate signage, informative press releases to the local newspaper and radio station, and providing brochures describing bicycle routes and destinations at City Hall and other venues, when more facilities are constructed.

Priority of Proposed Facilities

These facilities may be constructed in a different order; this is a tentative priority list:

Priority #1

This project will include “sharrow” markings on Harris Beach Road, construction of multi-use path from the Harris Beach campground to the Carpenterville/Dawson Roads intersection, and the multi-use path from the Carpenterville/Dawson Roads intersection to the SWOCC campus.

Priority #2

This project will include the multi-use paths on Pacific Avenue and Azalea Park Road from Chetco Avenue to Azalea Park, the multi-use path within Stout Park, and the bike lanes or multi-use path on Oak Street from Pacific Avenue to Railroad Street. The bike lanes on Easy Street from Pioneer Road to Fern Avenue and on Fern Avenue from Easy Street to Ransom Avenue will be included. Also included will be the “sharrow” markings on Ransom Avenue from Fern Avenue to Chetco Avenue, on Third Street from Ransom Avenue to Easy Street, on Pine Street, and on Fern Street from Pine Street to Pacific Avenue. This project will connect the schools to facilities constructed in Priority #1 on Chetco Avenue.

Priority #3

This project will include improvements to Railroad Street. The project will also include “sharrow” designations on portions of the following streets: Wharf Street, Pacific Avenue, Mill Beach Road, Railroad Street, Del Norte Lane, Memory Lane, and Tanbark Road as previously described in “Shared Roadways”. The multi-use trail or path from the terminus of Wharf Street to Mill Beach will be included.

Priority #4

This project will include the multi-use path within the Brookings-Harbor Port linking all internal uses, a picnic area at the terminus of the portion of the path on the jetty, and bike racks to accommodate bicyclists. This project will also include either the “sharrow” markings or bike lanes on Wenbourne Lane and the northern portion of Oceanview Drive and “sharrow markings on West Hoffeldt from Shopping Center Avenue to Hwy 101.

Priority #5

This project will include the conversion of Ransom Avenue from Fern Avenue to Chetco Avenue to a bicycle boulevard and bike lanes on Third Street from Ransom Avenue to Easy Street. This project will provide for bicyclists to be priority as they travel from the schools to Bud Cross Park and on to the SWOCC campus.

Priority of Proposed Bike Racks

Priority #1

This project will include bike racks at Harris Beach State Park, Bankus Park, the Downtown Parking Lot, and Northgate Shopping Center.

Priority #2

This project will include bike racks at Chetco Point Park, the beach access at the terminus of Mill Beach Road, and 623 Chetco Avenue right-of-way.

Priority #3

This project will include bike racks at Boulder Park and several private locations on Railroad Street and Chetco Avenue.

Bike Parking Facilities

Existing Locations		Proposed New Locations	
	Bikes Accommodated (bikes accommodated if rack repositioned)		Proposed Bikes Accommodated
Easy Manor Park	5	Greyhound Bus Station (private)	4
Kalmiopsis School	50	Northgate Shopping Center (private)	4
Brookings-Harbor High School	4	Hemlock Plaza (private)	6
Azalea Middle School	28	Bankus Park	6
SWOCC	3 (6)	Mill Beach	6
Azalea Park	8	Chetco Point Park	6
Library	5 (8)	Downtown Parking Lot	10
Post Office	4	Brookings-Harbor Port	10
Fred Meyer	10	623 Chetco ROW	10
Sports Complex (Bud Cross Park)	14	Central Building (private)	4
SWOCC Campus (proposed)	14	Harris Beach State Park (state)	6 -top 8 - bottom
Chase Bank	4		
O'Holleran's Restaurant	8		
McDonald's Restaurant	5		
City Hall	5		

Figure 7-7

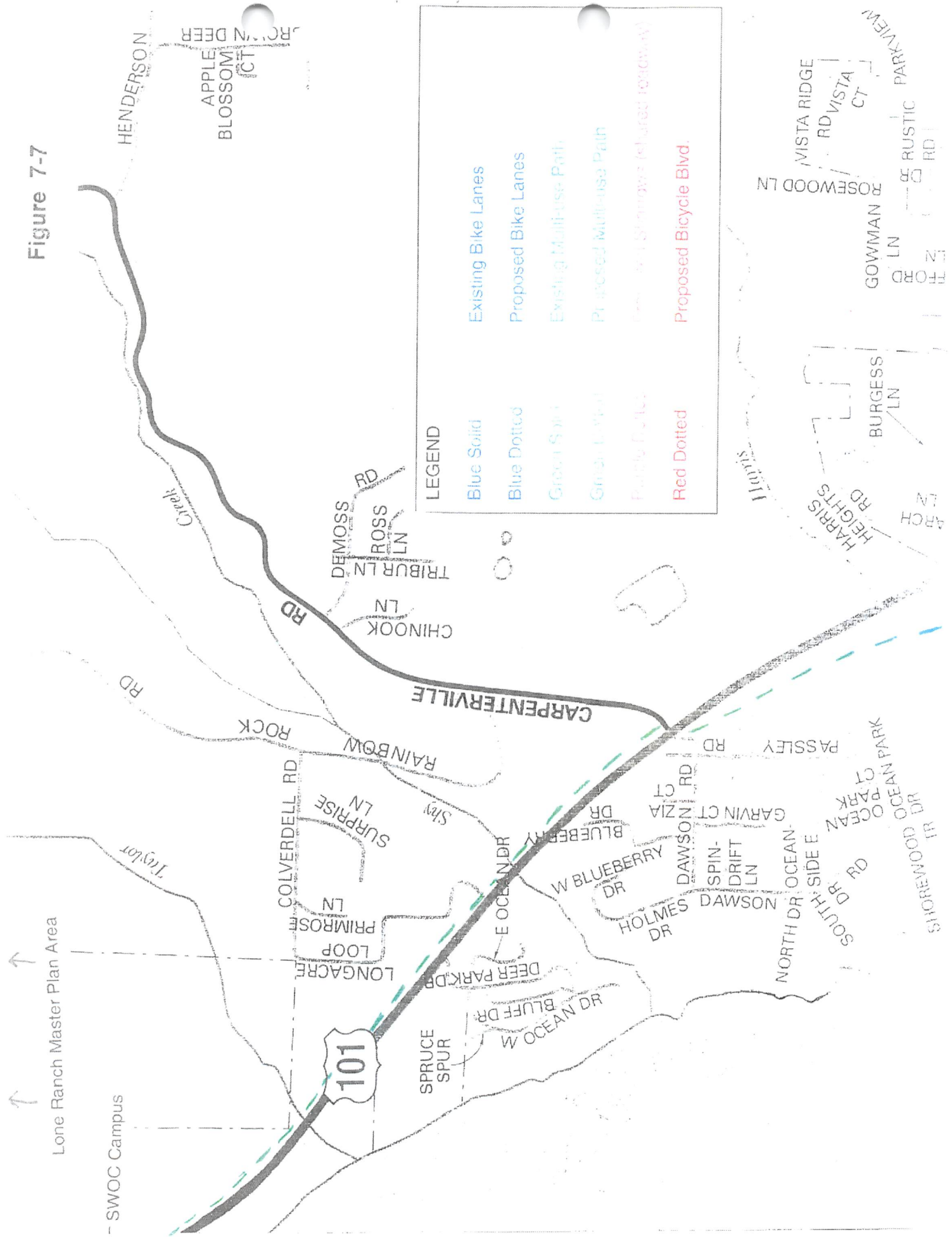
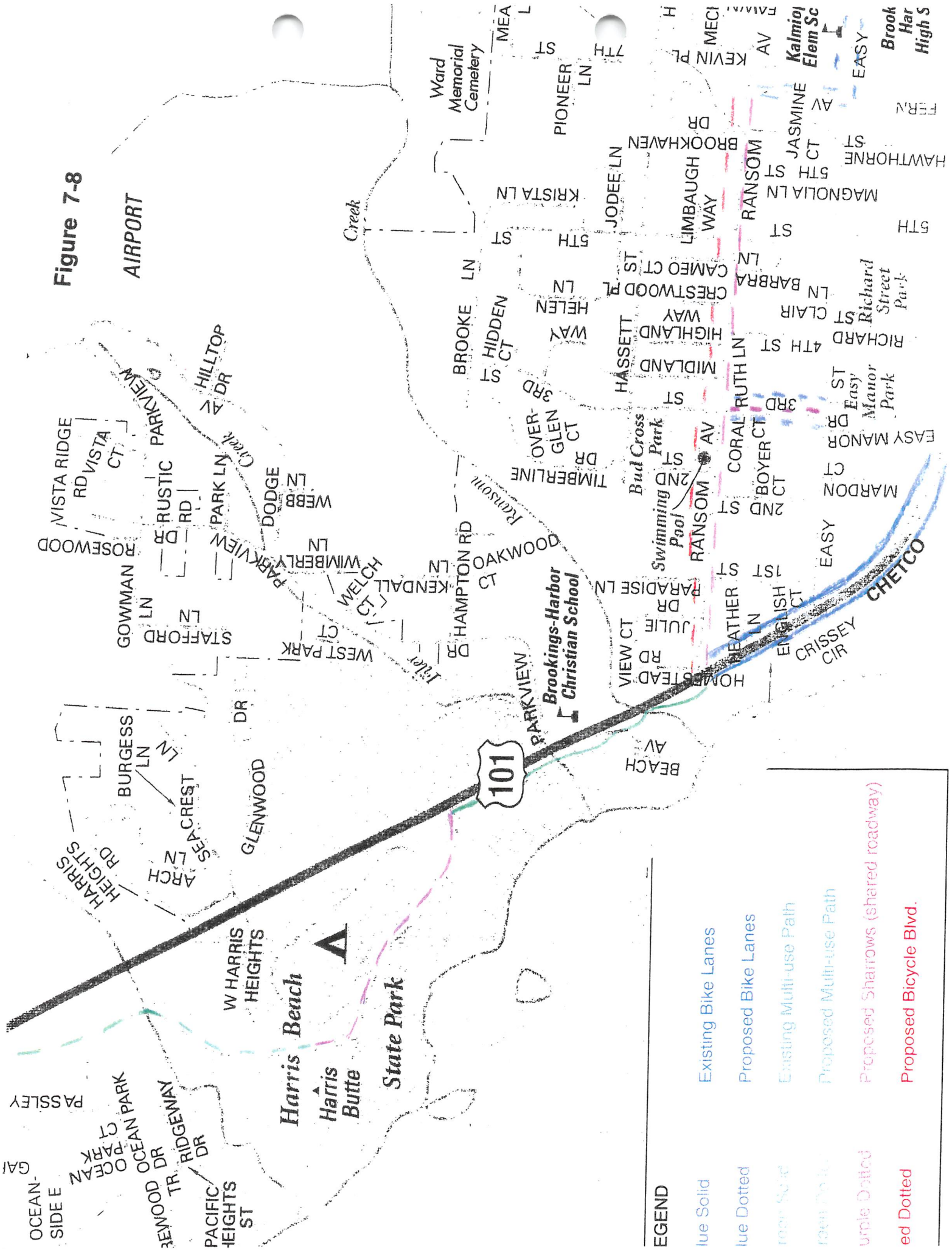
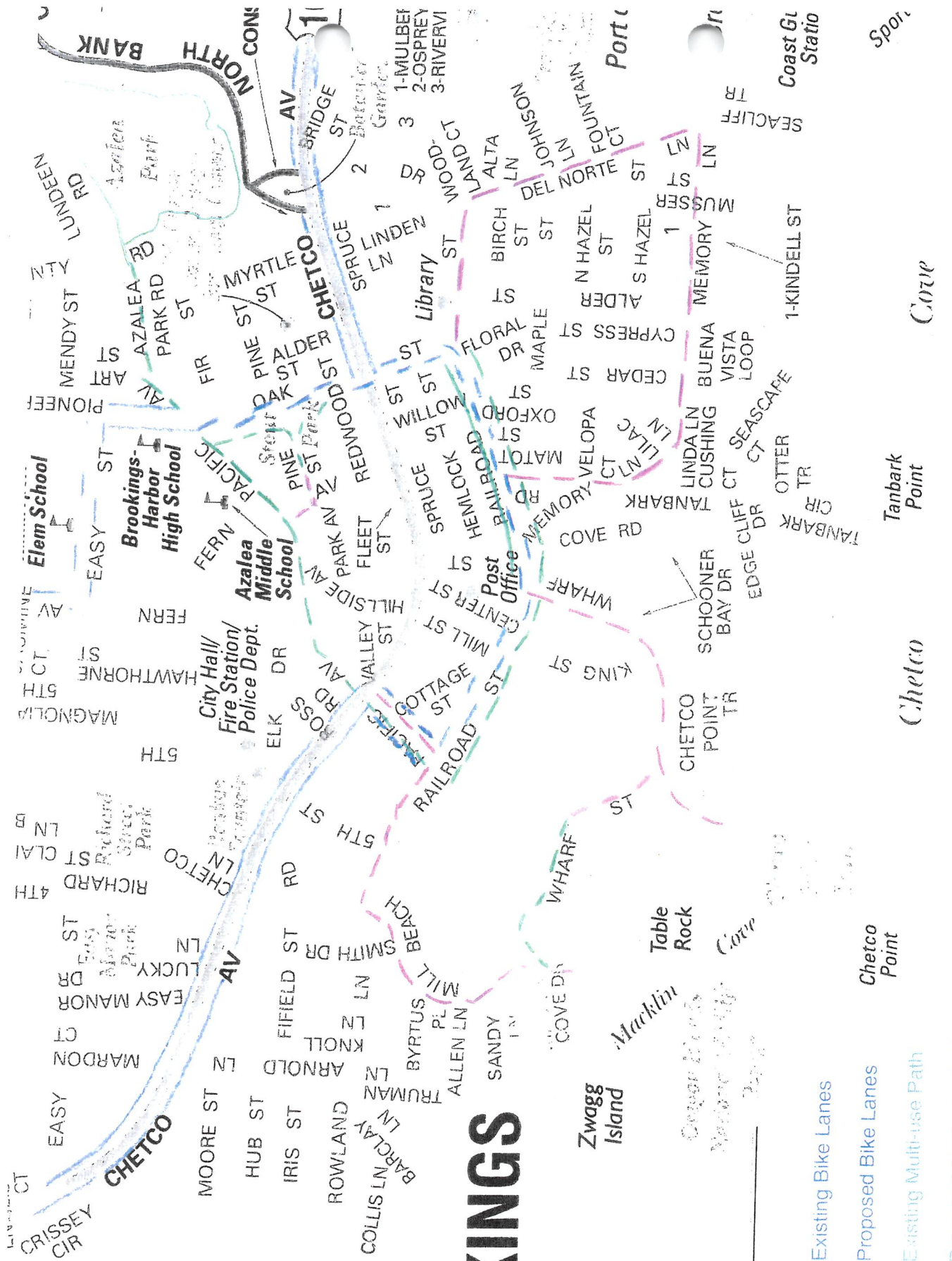


Figure 7-8



EGEND	
Blue Solid	Existing Bike Lanes
Blue Dotted	Proposed Bike Lanes
Green Solid	Existing Multi-use Path
Green Dotted	Proposed Multi-use Path
Purple Dotted	Proposed Sharrows (shared roadway)
Red Dotted	Proposed Bicycle Blvd.



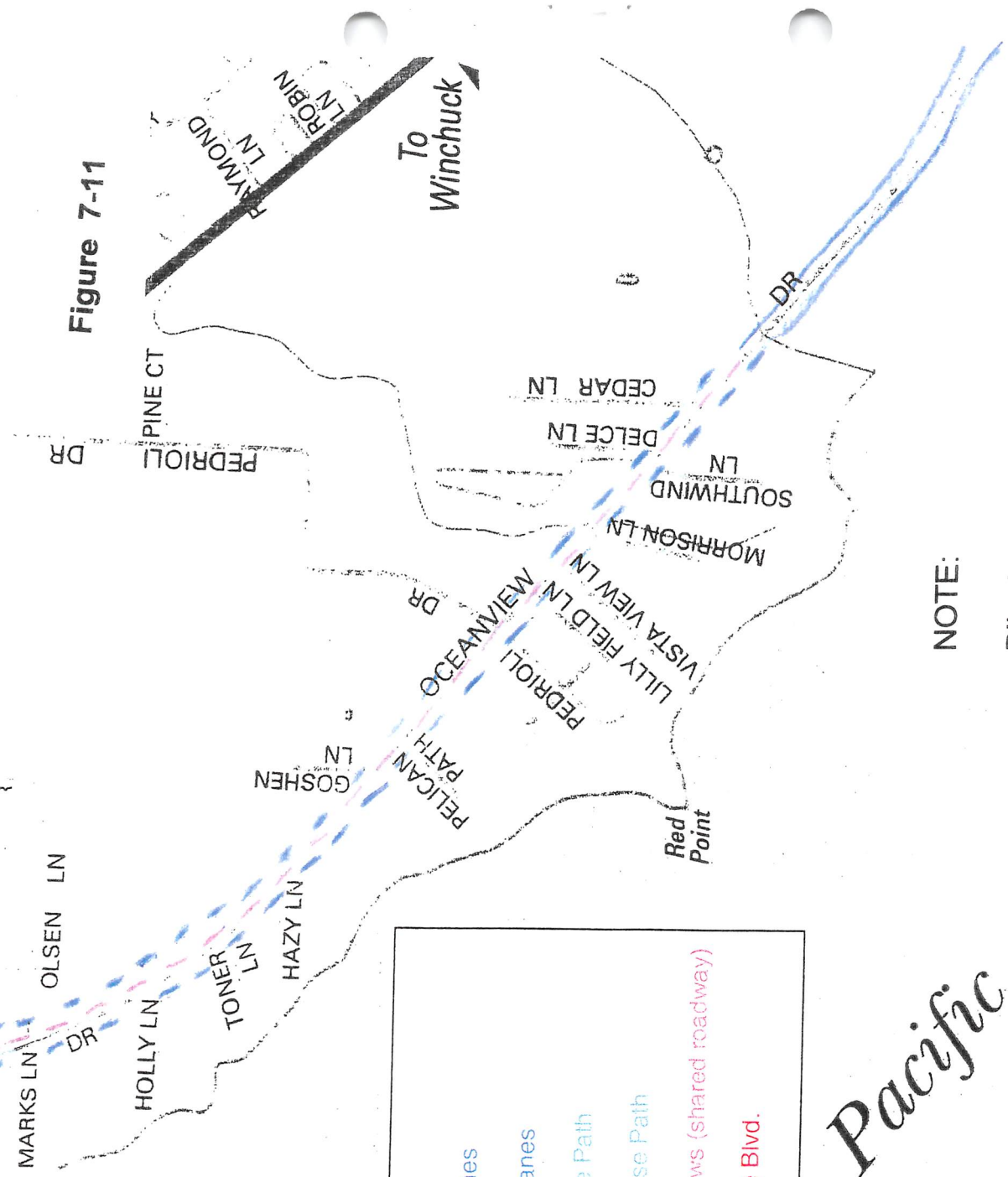
BROOKINGS

EGEND

- Existing Bike Lanes
- - - Proposed Bike Lanes
- Existing Multi-use Path
- - - Proposed Multi-use Path
- - - Proposed Sharrows (shared roadway)
- - - Proposed Bicycle Blvd.

Figure 7-9

Figure 7-11



LEGEND	
Blue Solid	Existing Bike Lanes
Blue Dotted	Proposed Bike Lanes
Green Solid	Existing Multi-use Path
Green Dotted	Proposed Multi-use Path
Purple Dotted	Proposed Sharrows (shared roadway)
Red Dotted	Proposed Bicycle Blvd.

NOTE:

Bike lanes on Oceanview Drive continue south to its intersection with US Hwy 101.

Pacific

Ocean