

City of Brookings **WORKSHOP Agenda**

CITY COUNCIL

Monday February 6, 2023, 4:00 PM

City Hall EOC, 888 Elk Drive, Brookings, OR 97415

A. Call to Order

B. Roll Call

C. Topics

1. Chetco Avenue Enhancements [Pg. 1]
 - a. ODOT Technical Memorandum [Pg. 4]
2. Mental Health Services [Pg. 7]
 - a. ADAPT PowerPoint Presentation [Pg. 8]
3. Fentanyl Police Update
4. Discussion on Community Events

D. Council Member Requests for Workshop Topics

E. Adjournment

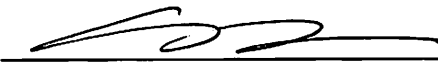
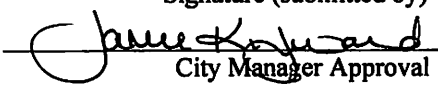
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CITY OF BROOKINGS

COUNCIL WORKSHOP REPORT

Meeting Date: February 6, 2023

Originating Dept: PW/DS


 Signature (submitted by)

 City Manager Approval

Subject: Chetco Avenue Enhancements

Background/Discussion:

Staff anticipated an increase in traffic volumes on Railroad Street once the street improvements projects were completed. The understanding was that much of the local traffic on Chetco Avenue would be diverted onto Railroad ultimately reducing congestion by enough to consider a lane reduction on Chetco Avenue. Staff requested ODOT perform an analysis of current traffic counts on both Chetco Avenue and Railroad Street in order to determine if a lane reduction could be supported by the data. The lane reduction from two lanes in each direction to one lane in each direction and a center turn lane would occur between Oak Street and Pacific Avenue.

Over the past several decades, staff has received complaints regarding safety, speed, lack of parking on Chetco Avenue in the core downtown. Action items resulting from community design committees, downtown master plan and strategic planning discussions indicate a need for some kind of relief to the downtown core portion of Chetco Avenue (Oak to Pacific). Action items include:

1. Reduction in speed (ODOT implemented in 2022)
2. Enhanced pedestrian crossings (ODOT/City enhanced crossing at Redwood Theater (2021). Future pedestrian crossing enhancements on Chetco Avenue include improvements at Pacific Avenue and 5th Street through SRTS Grant (2023-24) as well as Arnold and Ransom as part of the ODOT sidewalk project from Lucky Lane to Parkview (2024)
3. Enhanced safety for on-street parking – development of additional on-street parking along side streets (Mill, Center, Wharf, Fern, Willow, Oak). This provides options in leu of parking on Chetco Avenue.
4. Enhanced visibility between vehicular and pedestrian interactions i.e. crosswalks, offloading for parallel parking.
5. General walkability of the downtown core and encouraging visitors driving through to “stop and shop” in the downtown core.
6. Off Street parking – Fleet Street lot, addition of the Central Building lot, potential lots in the downtown core to be determined.

ODOT has provided an analysis (attached tech memo) of the traffic volumes on Chetco and Railroad as well as the following analysis and recommendation:

Railroad Street Improvements - Traffic Impacts

Traffic counts were collected at various intersections along US-101 and Railroad Street in 2022 to determine the impact that roadway improvements along Railroad St had on the volumes of traffic, both on Railroad St and US-101. The volume analysis found that although there was growth in traffic along Railroad St, there was also growth on US-101. It does not appear that the improvements on Railroad St. created substantial traffic diversion from US-101.

US-101 Traffic Volumes

The Table below shows the Average Annual Daily Traffic (AADT) for count locations through the City of Brookings. Because Brookings is a coastal destination, and US-101 a major coastal tourist route, there is a high seasonal variation in traffic. Automatic Traffic Recorders along US-101 indicate that average daily summer volumes in the area exceed the AADT by approximately 20%. With an AADT of approximately 17,500 vehicles in the downtown core, daily volumes are expected to be around 21,000 vehicles the peak months of summer.

MP	AADT	Count Location
355.38	9,033	South of Harris Heights Road, north city limits Brookings [0.02 miles]
356.13	10,767	South of Ransom Avenue [0.02 miles]
356.51	10,905	NW of Arnold Lane [0.02 miles]
357.06	17,519	West of Pacific Avenue [0.02 miles]
357.10	16,864	East of Pacific Avenue [0.02 miles]
357.35	17,524	East of Fern Avenue [0.02 miles]
357.59	19,794	East of Alder Street [0.02 miles]
357.98	21,131	On Chetco River Bridge, south city limits of Brookings

Guidance from FHWA regarding applicability of 3-lane cross-sections for various traffic volumes:

Several agencies have developed guidelines for selecting candidate Road Diet locations to mitigate any negative effect on traffic operations. FHWA has summarized average daily traffic (ADT) volume threshold guidelines for four-lane roadways:

Less than 10,000 ADT: A great candidate for Road Diets in most instances. Capacity will most likely not be affected.

10,000-15,000 ADT: A good candidate for Road Diets in many instances. Agencies should conduct intersection analyses and consider signal retiming in conjunction with implementation.

15,000-20,000 ADT: A good candidate for Road Diets in some instances; however, capacity may be affected depending on conditions. Agencies should conduct a corridor analysis.

Greater than 20,000 ADT: Agencies should complete a feasibility study to determine whether the location is a good candidate. Some agencies have had success with Road Diets at higher traffic volumes.

Impacts on Land Use Actions

It is expected that a 3-lane cross section would create traffic conditions that exceed capacity and operational standards of the roadway. This would essentially create a moratorium on any land use action that would increase traffic in this area.

Experiences in other Jurisdictions

Within Region 3 there have been several lane configuration changes (4 to 3-lane) on State Highways, the highest volume location to date is on OR-99 north of Ashland with an AADT of approximately 16,500 vehicles. Ashland has some seasonal variation in traffic, but not as extreme as the coastal region. Peak season queuing and delays have been common on this corridor following the 3-lane conversion. In Reedsport (AADT approximately 10,000) peak holiday traffic has created extreme traffic queueing and delays, efforts are underway to convert one direction of traffic back to 2-lanes to reduce the traffic impacts.

Recommendation

ODOT Region 3 recommends that the City pursue alternatives that match community goals while maintaining two through lanes of traffic in each direction through the downtown core.

Staff is seeking direction from Council if there is interest in pursuing a formal request that ODOT conduct a corridor analysis and feasibility study.

Attachments:

- a. ODOT Technical Memorandum – Growth and Trend Analysis for US 101 from 5th Street to Oak Street for Railroad Street



Oregon

Kate Brown, Governor

Department of Transportation

Region 3 Traffic

3500 NW Stewart Parkway
Roseburg, OR 97470
Phone 541-957-3541

TECHNICAL MEMORANDUM

TO: Glen Pederson
Interim District 7 Manager

FROM: April Chase, PE
Region 3 Traffic Operations Engineer

DATE: November 1, 2022

SUBJECT: Growth and Trend Analysis for US 101 from 5th Street to Oak Street for Railroad Street

The purpose of this memo is to provide a growth comparison of counts collected in 2013 and 2022 on US 101 at 5th Street and Oak Street which connects to Railroad Street. Additional counts were collected on Railroad Street at 5th Street and Center Street to provide analysis of the traffic patterns on Railroad Street.

Background/Location

US 101 is an Oregon Scenic Byway that predominately runs north and south. The area was expected to experience significant growth and a Tech Memo was prepared by the Transportation Planning Analysis Unit (TPAU) in 2004. The report highlighted the section of US 101 between 5th Street and Oak Street with proposed alternative concepts to improve operations at these locations. Since then, there have been planning efforts that included this same segment. Those reports include the 2014 US 101 Striping & Lighting Corridor Review, the Brookings Transportation System Plan from May 2017, and the Oregon Coast Bike Route Plan from February 2021.

Growth Volume Analysis

To provide an updated vehicle volume growth evaluation, per vehicle class counts were collected in 2022 during the same period of late April and early May to match what was collected in 2013 on US 101 at 5th and Oak Streets. Table 1 compares the total unadjusted volumes from 2013 to 2022 at those intersections. The results indicate there is about twice as much growth occurring at 5th Street compared to Oak Street:

Table 1: Percent Growth on US 101 at 5th St and Oak St

Growth Analysis 12:00pm to 6:00pm				
Location	Volume 2013	Volume 2022	Annual Growth	Total Growth
US 101 @ 5th St	10029	11616	1.76%	15.82%
US 101 @ Oak St	9869	10473	0.68%	6.12%

A general review of the data at the intersection of US 101 at 5th Street indicates the most significant volume turning movement increases were for the NB-lefts and EB-rights with an average of 40 and 27 vehicles per hour (vph) respectively, and NB-rights showing the only decrease, averaging a reduction of about 25vph. At US 101 and Oak Street, the highest volume turning movement increase was the NB-right with an average increase of 57vph and the SB-left had the largest decrease with an average decrease of 27vph.

Per vehicle class counts were collected on Railroad Street at the intersections of 5th Street and Center Street to analyze traffic flow, turning movements, and heavy vehicles on Railroad Street. Comparing these counts to the counts on US 101 at 5th and Oak Streets, the slight changes in the turning movement vehicle volumes on US 101 from 2013 to 2022 are likely due to the businesses along Railroad Street, namely the Fred Meyers shopping center.

Future volumes were developed following APM methodology using the Future Volume Tables and linear growth. Table 2 shows the 2027 volumes from the 2004 Tech Memo compared to the 2013 and 2022 volumes developed into 2027 future volumes:

Table 2: Project Future 2027 Volumes

Future Growth Analysis - Peak Hour 12:00pm to 1:00pm			
Location	Projected 2027 in 2004 Tech Memo	Projected 2027 from 2013 count	Projected 2027 from 2022 count
US 101 @ 5th St	3842	3030	3116
US 101 @ Oak St	3561	2656	2807

The existing August 2013 volume counts on Railroad Street between 5th Street and Center Street were developed using APM methodology. Volumes were adjusted to a per vehicle count for comparison to the May 2022 per vehicle counts. The results for the growth comparison are shown in Table 3:

Table 3: Percent Growth on Railroad St

Growth Analysis Railroad Street				
Location	Volume 2013	Volume 2022	Annual Growth	Total Growth
5th St	4901	5598	1.58%	14.22%
Center St	5162	6087	1.99%	17.92%

The nominal annual growth of less than 2% supports the businesses growth along Railroad Street.

The heavy vehicle (HV) percentages on Railroad Street were computed using the per vehicle class counts collected in May 2022. Railroad Street between 5th and Center Streets has 3.46% HV's and remains about the same at 3.16% going NB to US 101. There is an increase after Center Street to 20.03% HV's for traffic coming from the south and heading EB which is likely attributed to the mill on Center Street just south of the intersection of Railroad Street and Center Street.

The heavy vehicle percentages were computed for the intersections of US 101 at Center and Oak Streets and resulted in 3.15% HV and 3.02% HV, respectively, which indicated most of the heavy vehicles on Railroad Street are not using those road intersections to gain access to US 101.

CITY OF BROOKINGS

COUNCIL WORKSHOP REPORT

Meeting Date: February 6, 2023

Originating Dept: City Manager

Signature (submitted by)


City Manager Approval

Subject:

Mental Health Services in Brookings area.

Background/Discussion:

Councilor Morosky requested that the city council hold a workshop session to review and discuss mental health services being provided in Brookings and the surrounding area.

Invitations were sent to the following organizations to present information to the city council at their February 6 workshop about mental health services that are currently available to individuals experiencing a mental health crisis and the follow-up services available to address those with ongoing mental health needs:

- Adapt Integrated Health Care
- Brookings Core Response
- Curry Health Network
- Coast Community Health

Representatives from these organizations will be attending (in person or virtually), and available to answer questions. Attached is a PowerPoint presentation from Adapt. Coast Community Health and Brookings Core Response will have handouts available at the meeting. Curry Health Network is not currently a mental health provider but will be available to answer questions.

Attachments:

- a. PowerPoint Presentation - Adapt



An Oregon leader in primary care, behavioral health care, and prevention.



Behavioral Health Services

Brookings-Harbor

PRESENTERS

Tara Modugno, MA, QMHP

Behavioral Health Director, Curry County

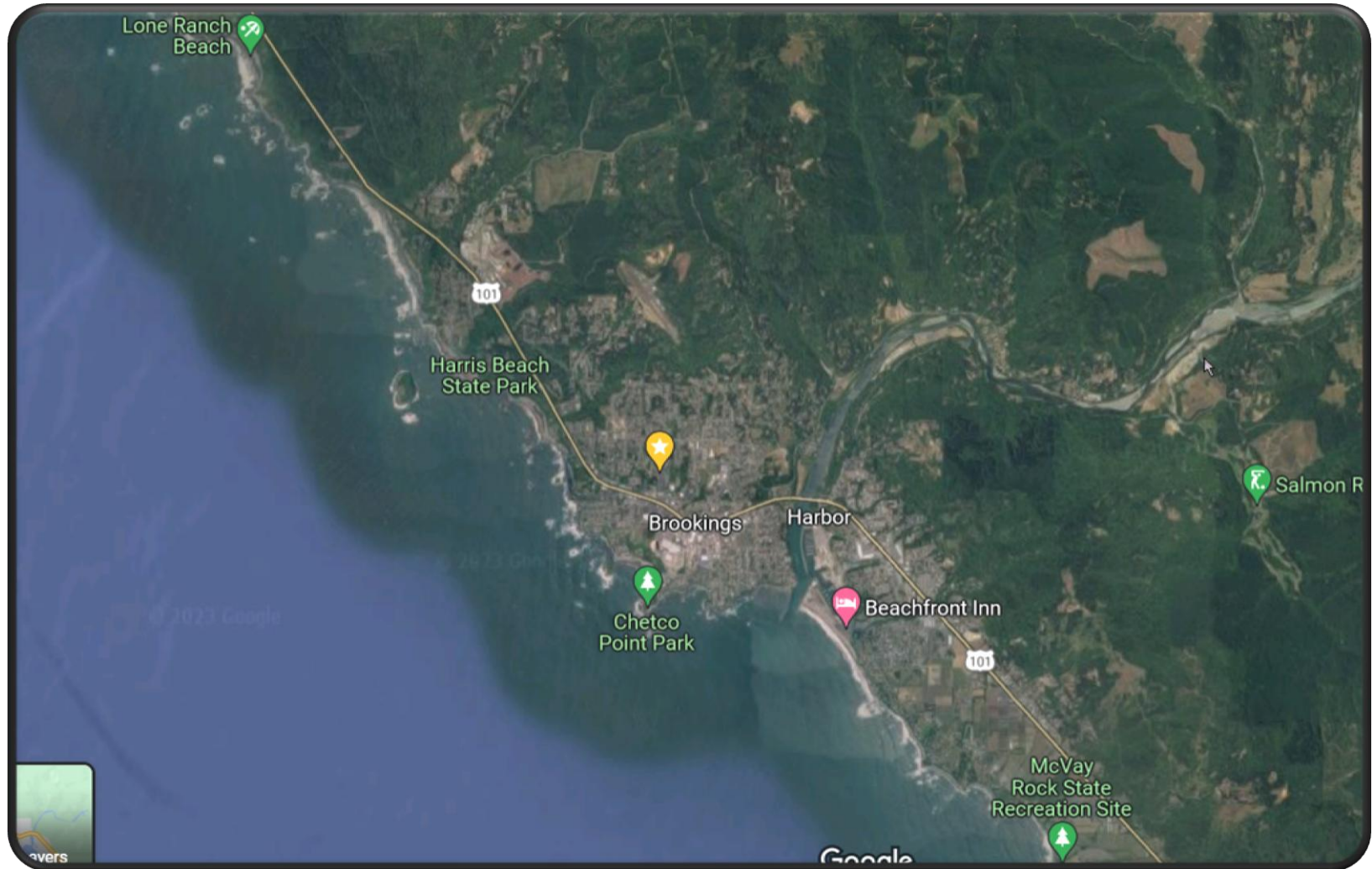
TaraM@adaptoregon.org

Jerry O'Sullivan, MBA, CPS

Chief of Regional Business Operations

JerryO@adaptoregon.org

Brookings-Harbor



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Adapt Services:

- Mobile Crisis Team
- Outpatient Mental Health Treatment Services
 - Adults
 - Youth
 - Families
- Psychiatric Services
- Case Management
- PSRB
- .370 Aid and Assist
- Fidelity Programs
 - ACT – A multidisciplinary team to support highest needs clients
 - EASA – Early Assessment for people who have had their first psychotic symptom
- Wrap Around - a multidisciplinary team supporting high needs youth
- IPS – Supported Employment
- IIBHT – Goal to Offer – Similar to ACT for youth
- Substance Use Treatment
 - Adults
 - Youth
- Gambling Treatment Goal to Offer
- Prevention – Problem Gambling – Suicide

Brookings-Harbor

Behavioral Health Resource Network

- Adapt
- Brookings CORE Response
- Focus is:
 - Connecting to people who are disconnected
 - Identify those that have a substance use issue
 - Screen for substance use
 - If they screen as likely having a SU disorder, help them get an Assessment
 - Help them engage in treatment and other services they need
 - Peers (5) provide many supports that include:
 - Outreach to unhoused
 - Outreach to those who recently experienced a crisis
 - Support to find or maintain shelter/housing
 - Support to find employment

Brookings-Harbor

Housing Update

- Hammond House Rebuild is out for bid
- Curry BH Housing Project
 - Two Grants received to support more BH housing
 - Waiting on one more to see if we can expand this project
 - Current funding will support 2-4 units
 - Additional funding would expand this to as many as 12 units
- Emergency Housing Funding to provide 1-3 days of a motel or other short term stay for people transitioning to a bed in treatment or back to the community and in need of a short stay
- We also have some long-term housing assistance for people with a behavioral health disorder – this would take the form of rental assistance, space rent, or other payments to keep someone housed



P.O. Box 1121, Roseburg, OR 97470

adaptoregon.org | 541-672-2691

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