

BROWNSVILLE
COMPREHENSIVE
PLAN

Adopted by Ordinance No. 494, May 19, 1980

Acknowledged by the Land Conservation and
Development Commission February 4, 1982

CITY OF BROWNSVILLE

Founded 1846 as Kirk's Landing
Platted 1853 as Brownsville
Incorporated October 19, 1876, as Brownsville

Present City Council

Tony Gorsline, Mayor
Fred Smith Leo Haney
Pamela Miller Paul Cahill
Ray Bubak Chenoweth Robertson

Present Planning Commission

David Pond, Chair
George Weppler Anne Stein
Kim O'Brien Jerry Marsh
Tonia McConnell Violet Steinborn

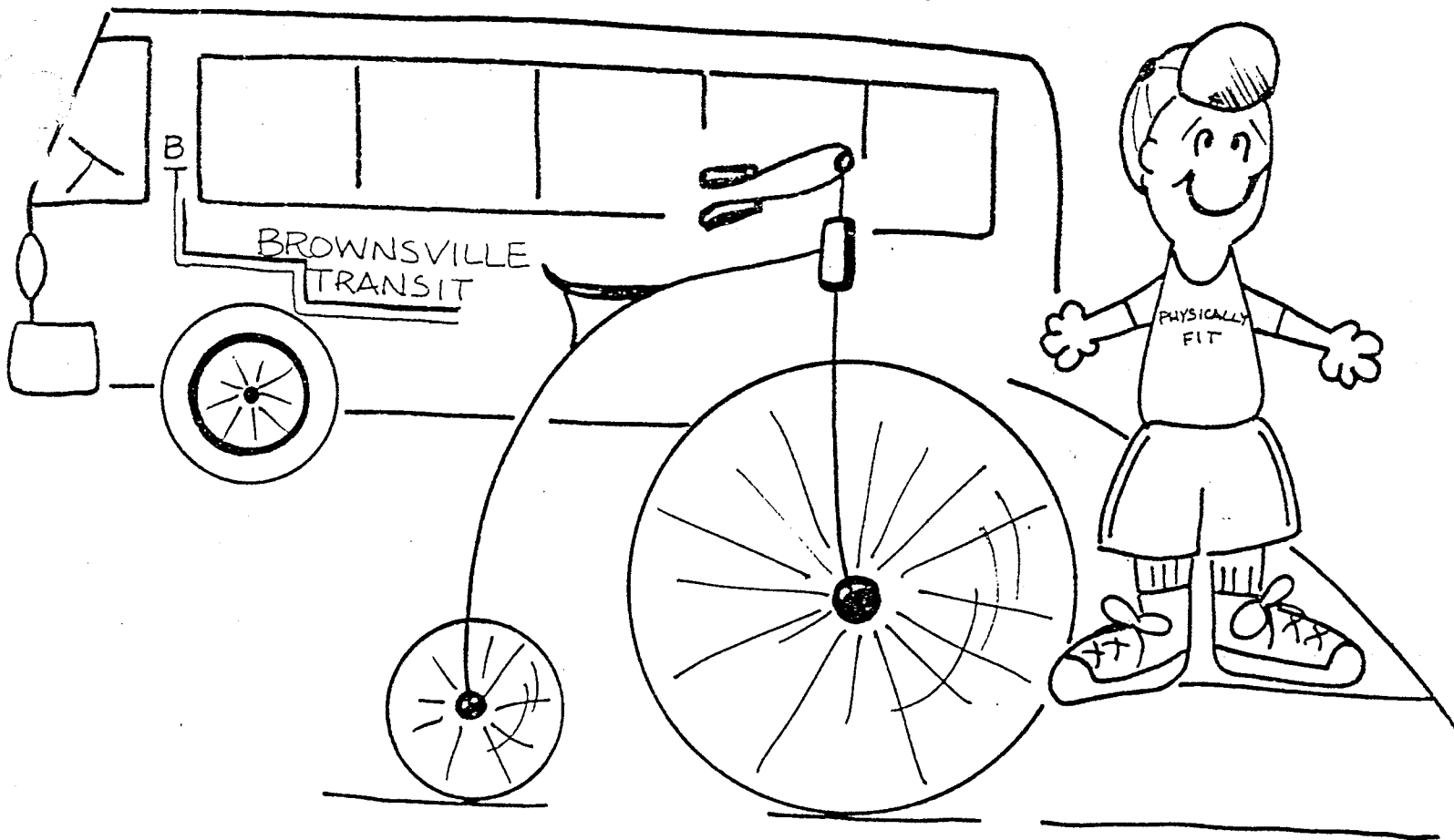
Citizens Who Have Contributed to the Development of the Comprehensive Plan

Tere Wood Robbie Robertson
Richard Robertson Dorinda Nelson
Bill Yeldig Jim Pearce
Ruth Ganta Roy Mason
Joe Clark Harold Sharp
Lee Heckathorn James Claypool (Planner)
Irene Dressel Roy Vroman

City Staff

Ruth Hermach, City Administrator
Cathy Robertson, Administrative Assistant
Corky Wise, City Clerk
Jon Tressler, City Attorney
Bob Wilson, Maintenance Supervisor
Chick Fisher, Assistant Maintenance
Don McGarry, Street Cleaner
John L. Hruska, City Planner

TRANSPORTATION BACKGROUND STUDIES



TRANSPORTATION

The City of Brownsville has in the past been able to profit from the movement of people and goods. Starting with Kirk's Ferry and aided by the westward migration of America and the discovery of gold in California, Brownsville was in a good position to profit from transportation. The east side Territorial Highway passed through Brownsville, bringing settlers, travelers, and fortune seekers.

Today, Brownsville sits in the shadow of the major regional transportation links; Interstate Highway 5 and the main lines of the Southern Pacific Railroad and the Burlington Northern Railroad. Brownsville has been bypassed.

The bypassing of Brownsville must have begun when the first north-south roads were opened through the Willamette Valley, no longer necessitating travel along the foothills.

Although not being in the main stream has undoubtedly had a negative economic impact on Brownsville in recent years, the City has been able to avoid many of the undesirable effects associated with development along regional routes. The location of Brownsville may again prove to be desirable for many reasons.

One important factor is Brownsville's closeness to Interstate Highway 5, approximately 3 1/2 miles west of the City. Another factor is the regional population centers of Eugene-Springfield and Corvallis-Albany, of which Brownsville finds itself at the approximate locational midpoint. When one considers the possibilities which can be derived by a midpoint location between educational and research facilities available at the University of Oregon, Oregon State University, Lane and Linn-Benton Community Colleges and the opportunities and needs of established commercial and industrial centers, Brownsville's location is an asset.

Locally, Brownsville's transportation network has many desirable qualities. State Highway 228 passes through Brownsville providing a direct link to Interstate 5 and Sweet Home, and indirectly to the Santiam Pass. Traffic counts on Highway 228 indicate that traffic volumes have increased by between 14-18% from 1969 to 1978, with an

average daily traffic count for all vehicles at the intersection of Highway 228 and Main Street of 3650 vehicles.

The Brownsville-Lebanon Road which is Main Street inside the city limits of Brownsville is identified as "Federal Aid System A481," making Main Street eligible for Federal aid money for improvements and providing a link to Lebanon. Traffic counts indicate that the average daily traffic flow of all vehicles at the northern city limits has increased by 37% from 1969 to 1978. Traffic count information for both Highway 228 and the Brownsville-Lebanon Road was obtained in the Traffic Volume Tables published by the Oregon State Department of Transportation.

Aside from Highway 228 and the Brownsville-Lebanon Road (FAS-A481), the other major transportation facility in Brownsville is the Mill City Branch of the Southern Pacific Railroad.

This railroad facility, which originates in Springfield, passes through Brownsville along the western city limits. The railroad continues north from Brownsville where it ties into the Tallman Branch, thus enabling freight connections between Brownsville, Lebanon, Sweet Home, Mill City, and Albany. From Albany, freight can be sent or received over the Southern Pacific or Burlington Northern main lines, with nationwide capabilities.

Although some wood products are currently being transported over the rails south of Brownsville, the line has been abandoned from Springfield to Coburg and abandonment applications are pending from Springfield to Brownsville.¹ However, from Brownsville north it can be assumed that the trackage is stable and will continue to be in use.

Line density, a measure of trackage use, has been determined to be 0 - 1.0 million gross tons. Track classes which regulate train speeds are established as Class 1 (south of Highway 228) and Class 2 (north of Highway 228). Class 1 has a maximum speed of 10 miles per hour, Class 2 has a maximum speed of 25 miles per hour. Weight restrictions on the Mill City Branch line are established at 263,000 pounds per 4 axle car.²

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1. Oregon Rail Plan, Oregon Department of Transportation.
 2. Ibid.

The rail facility in Brownsville coupled with Highway 228 can provide desirable access for industrial development. The existing industries in the Brownsville area, Woodex, Linn Plyboard, and Bohemia, Inc. all have rail access.

To provide for the safe and convenient movement of people and goods in Brownsville, a functional classification of streets was established. The classification was in part aided by the State Department of Transportation.

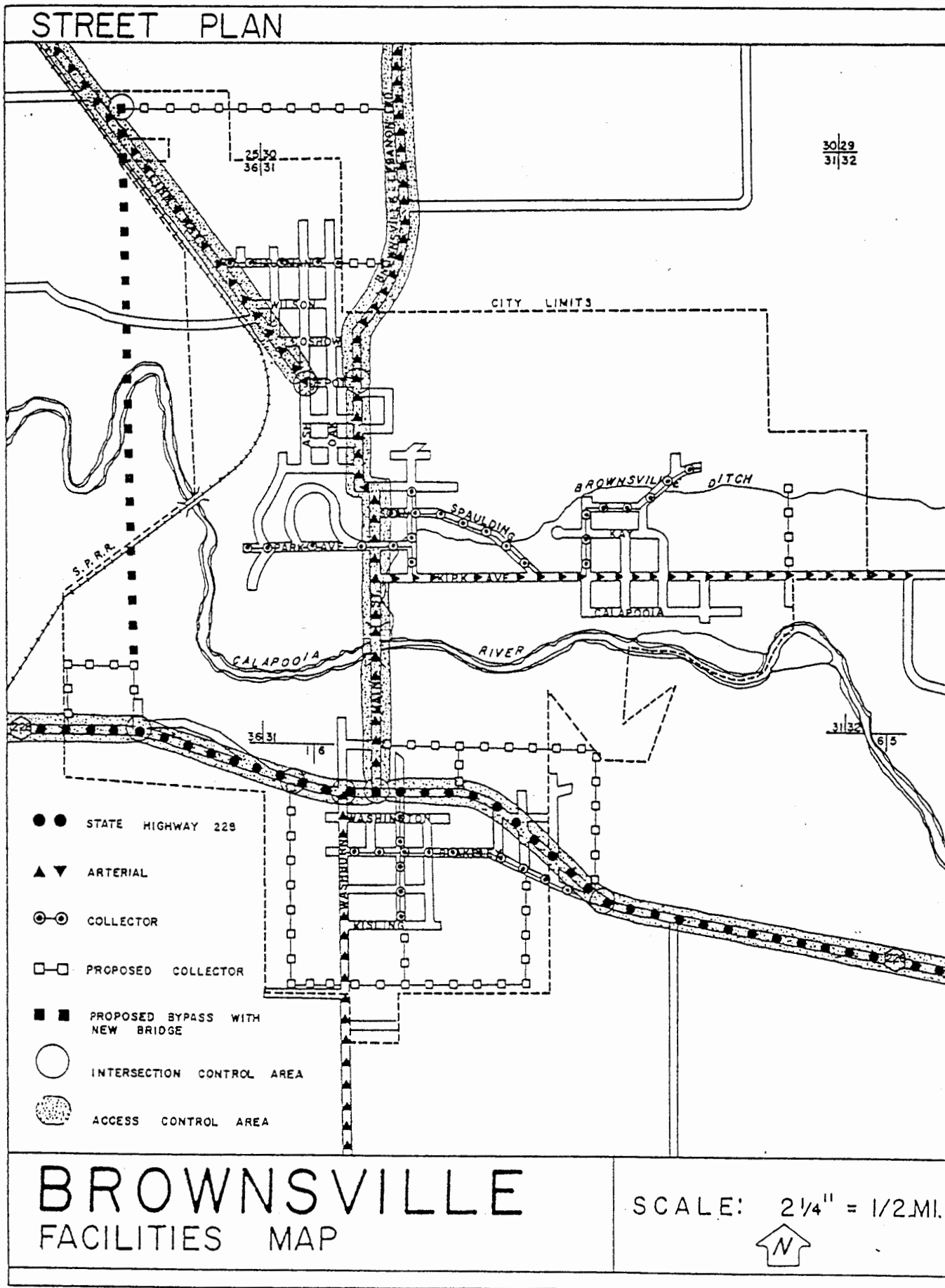
Functional classification (Figure 19.0) establishes the function of the street. Functions are helpful in establishing traffic flow and in street design as the street must be designed to carry the traffic flow.

In Brownsville, four (4) functional classifications were established. The following is a list of functional classifications of Brownsville streets in order of greatest to least traffic flow:

1. State Highway: Highway 228.
2. Arterials: Main Street from Highway 228 to northern city limits (U.G.B.).
Linn Way from northern city limits to and including Depot Street to Main Street.
Washburn Street from Highway 228 to southern city limits.
Kirk Avenue from Main Street to eastern city limits.
3. Collectors: Park Avenue from Pioneer Park to Averill Street.
Averill Street* from the hill north of Old Town to Kirk Avenue.
Stanard Avenue from Main Street to Averill Street.
Spalding Avenue from Main Street to Kirk Avenue.
Putman Street from Kirk Avenue north to and including Spalding Avenue* to the hill north of Old Town.
Blakely Avenue from Washburn Street to Highway 228.
Templeton Street from Highway 228 to Kissingling.*
Hausman Avenue* from Linn Way to Oak Street.

* Proposed extension with new street development.

Figure 19.0



The transportation plan (in Goal and Policy section) also calls for the development of collector streets in some currently undeveloped sections of the city.

4. Minor Streets: All other streets and avenues which were not identified as State Highway, arterials, or collectors are considered minor streets.

A major problem with traffic movement in Brownsville is that north-south traffic is channelled through the center of Old Town. In addition, the bridge (built in 1938 over the Calapooia River on Main Street) is narrow, and cannot be widened. The combination of Old Town and the present bridge make the siting of a new bridge and arterial something which should be considered.

The transportation plan calls for such a bridge and arterial to be developed west of the city. This would enable Old Town to be bypassed by through traffic and could be an effective link between Highway 228 and the Brownsville-Lebanon Road (FAS-A481). In addition to safe and convenient traffic movement, development of a new bridge and arterial would enable new industrial areas to be opened north of the city. Since industrial traffic would pass through Old Town on its way to Highway 228, problems would be encountered without a bypass.

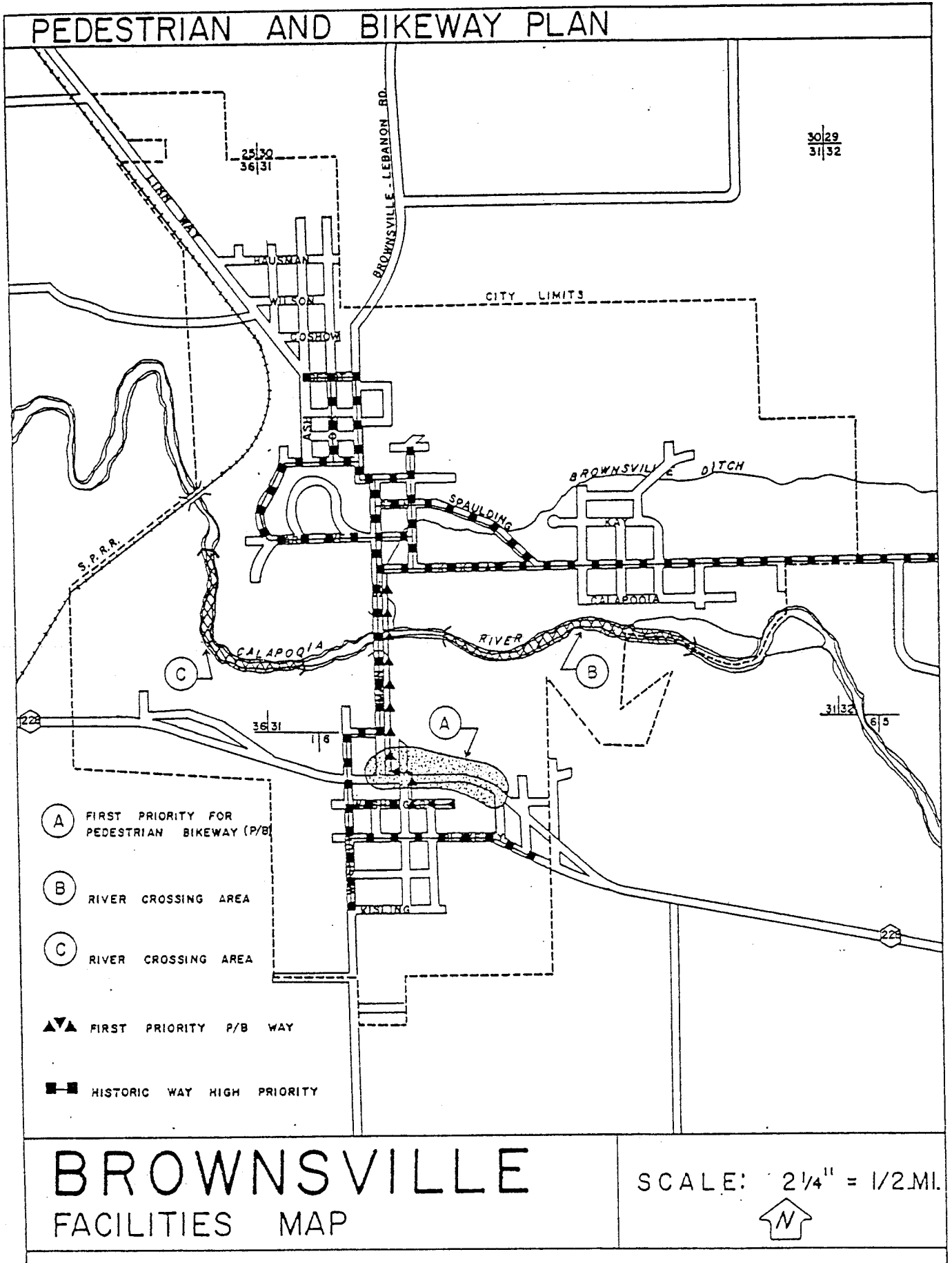
Pedestrian (non-motorized traffic): Figure 20.0 Movement in Brownsville is of three basic types.

The first is the movement of school children to and from Brownsville Elementary School. Because the elementary school is located south of Highway 228, crossing the Highway can be hazardous. At present, there are no improved pedestrian ways from north of Highway 228 to the elementary school.

The second type of pedestrian movement is concentrated around the commercial activities of Old Town. Although sidewalks are available in the Old Town commercial area, no attempt has been made to remove architectural barriers.

Postal service within 1/4 mile of the post office in Brownsville is limited to Post Office boxes, requiring daily trips to the Post Office, also located in Old Town.

Figure 20.0



A general statement is: Pedestrian movement in Old Town is not confined to the sidewalks. Increasing traffic volumes through Old Town will aggravate a potentially hazardous situation.

The third type of pedestrian movement in Brownsville is generated in the neighborhoods. Every day, activities have many people out of doors and moving. The closeness of Old Town and the parks to residential neighborhoods contributes to pedestrian movement.

Many areas of Brownsville do not have complete sidewalk systems, and it is not uncommon to come to the end of the sidewalk, and then use the street to complete the journey.

The lack of complete sidewalk systems makes viewing Brownsville's historic houses and sites difficult on foot. By establishing and developing a historic way, three things can be accomplished: 1) improved pedestrian systems connecting all parts of Brownsville, (historic structures are not concentrated in one area), 2) greater ease of viewing historic structures and Brownsville. Each year many people come to Brownsville as tourists viewing the collections of Brownsville's historic past, and 3) new development will be required to provide pedestrian ways, since much of this new development will take place on the vacant lands around the existing developed areas. In this way, pedestrian systems will be completed.

It should be noted that the average household makes seven one-way automobile trips daily, most being of short to medium distance (under 5 miles). Many of these trips could as easily be made on a bicycle or on foot. Considering that almost one quarter of all direct energy used in Oregon powers the private automobile,³ pedestrian movement should be encouraged.

Public Transportation is another method of reducing the dependence on the private automobile and saving energy. Brownsville is served by two (2) public transportation systems. The first is Trailways Bus Lines, which provides freight and passenger service. However,

3. Relationships of Energy to Land Use, Marsha and Bill Macke, Yamhill County Planning Department.

due to low ridership, the bus no longer makes scheduled stops in Brownsville unless letting off passengers or freight. Those who wish to ride the bus should first contact either the Eugene or Sweet Home Trailways station.

Utilizing Highway 228, the Trailways Bus passes through Brownsville headed towards Eugene at 11:20 a.m. daily. Twice a day the bus passes through Brownsville on its way to Sweet Home and Bend at 1:25 p.m. and again at 7:53 p.m.

The other public transportation system is the Linn County Bus, which is owned and operated by Linn County. The Linn County Bus provides service to Brownsville twice a week on Wednesday and Thursday. The Wednesday schedule brings the bus to Brownsville at 8:43 a.m. where it stops at the Pantry Grocery and the Senior Center in Old Town before going on to Sweet Home, Lebanon and arriving in Albany at 10:20 a.m. On Wednesday afternoon, the bus leaves Albany at 2:00 p.m. and travels through Lebanon and Sweet Home before returning to Brownsville at 3:35 p.m., again stopping at Pantry Grocery and the Senior Center.

On Thursday, the Linn County Bus arrives in Brownsville at 9:53 a.m. stopping at the Pantry Grocery and Senior Center and then moving on to Sweet Home and Lebanon, and then back to Sweet Home. On Thursday afternoon, the bus returns from Sweet Home arriving in Brownsville at 3:32 p.m.

The Linn County Bus is designed to help Senior Citizens reach social, commercial, and health services, and as such, seniors have priority. However, the Linn County Bus is available to all who wish to ride: free of charge. Donations are accepted.

Public transportation can be an increasingly beneficial transportation alternative to the citizens of Brownsville. However, at this time, bus schedules are not designed to complement work schedules or prolonged visits in neighboring cities.

The community of Brownsville will need to actively pursue improved public transportation.

Until such a time as alternative transportation is available, the community can help themselves by sharing rides

with neighbors and developing car and van pools to places of employment and other activities outside of Brownsville.

An action the city can take to encourage car and van pool is to establish parking areas that are able to be used by car/van poolers and as stops for the public transportation systems.

Airports: There are no airports in the Brownsville Planning Area. The closest airport is Pioneer Villa Airport located just south of Brownsville-Halsey exit on Interstate 5. Pioneer Villa Airport is a small private field.

The closest airport to Brownsville which is identified by the State of Oregon as a general utility airport is the Lebanon State Airport. Other airports include Daniels Field at the Harrisburg exit of Interstate 5, Albany General Utility Airport in Albany, Langmack Airport in Sweet Home, and Mahlon Sweet Field in Eugene (which offers passenger and air freight service).

Access Controls: Unlimited access to the major streets and highways in Brownsville will only cause unsafe traffic movement and to some extent damage the potential of abutting property.

To provide for safe traffic movement and the highest use of the land adjacent to the major streets, access controls can be used. It should be noted that access controls are not designed to restrict the use of property but only to maintain safe and convenient traffic movement for both motorized and non-motorized traffic.

With access controls, developments will be required to share common access points. The long range effect of access controls will provide greater use of the land. It will control strip development and reduce the need to shop by car: as a result, energy can be saved.

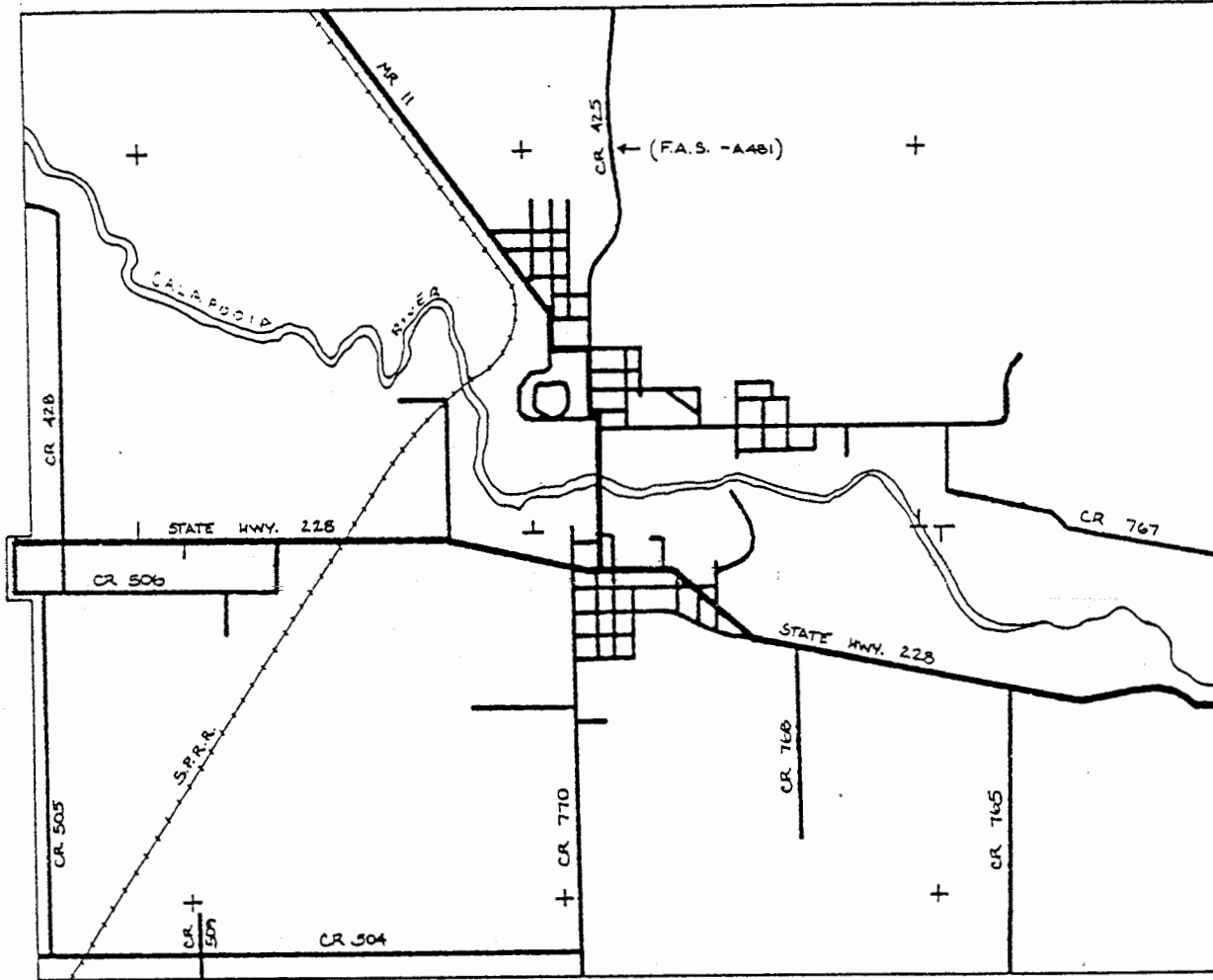
It should also be noted that access controls, to be effective, need to be applied to all types of development. It would do little good to have a street relatively free of commercial traffic, but reduced in function by residential traffic which backs out onto it.

In the development of access controls, the community will need to look at every situation carefully. The temporary use of an access point may serve the needs of a specific use if no other access is available or until a permanent access point can be developed.

As many communities across the nation have found, unlimited access to well travelled streets, can do more to change the character of the community than almost anything else.

Figure 20.1

TRANSPORTATION NETWORK



CR = COUNTY ROAD

BROWNSVILLE PLANNING AREA

SCALE: 1" = 1/2 MI.

