

Banks Bicycle and Pedestrian Plan

SAC Kick-off Meeting

March 5th, 2015



Agenda

- Welcome and introductions
- Review existing documents and data
- Identification of gaps and deficiencies
- Review toolbox of pedestrian and bicycle treatments
- Next Steps



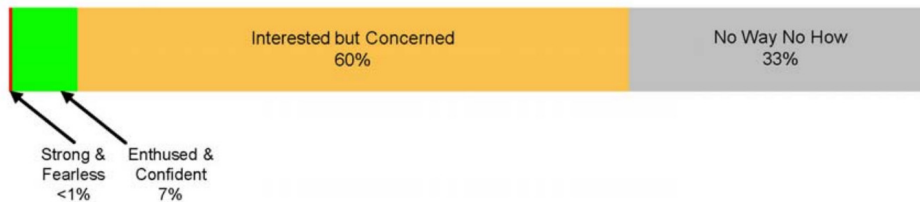
Welcome and Introductions

- Agenda review/meeting purpose and outcomes
- Update on parking management project



Types of Cyclists

Four Types of Transportation Cyclists in Portland By Proportion of Population



Source:
Roger Geller, Bicycle Coordinator
Portland Office of Transportation



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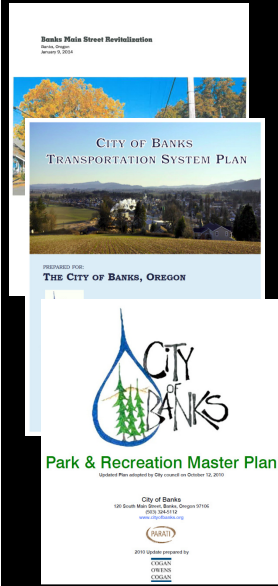
Existing Plans and Policies

- Tech Memo #2
- Relevant federal, state and local documents
- Key takeaways:
 - Documented needs
 - Identified projects

	Document	Key Application for BPP
Federal	Americans with Disabilities Act (ADA)	Guidance related to designing and planning for pedestrians with disabilities.
	Manual on Uniform Traffic Control Devices (MUTCD)	Guidance on how to properly sign and designate bicycle and pedestrian facilities.
State	Oregon Transportation Plan (OTP) (2006)	Provides high-level guidance on system plans, particularly related to goals and evaluation metrics.
	Bicycle and Pedestrian Plan (1995) (Currently being updated)	Provides general principles and policies for bicycle/pedestrian facilities on state highways.
	Oregon Bicycle and Pedestrian Design Guide (2011)	Designates design standards and recommendations for bicycle and pedestrian facilities on State highways.
	Statewide Planning Goal #12 (Transportation)	Provides high-level guidance for local comprehensive planning as required by State law.
	Transportation Planning Rule	Implements Statewide Planning Goal #12 and provides rulemaking regarding the required Transportation System Plans.
Local	Statewide Transportation Improvement Program (STIP) (2013-2018)	Identifies funding for, and scheduling of, transportation improvement projects and programs.
	Washington County Flood Plain and Drainage Hazard Area Development Standards (2014)	Contains provisions for developing areas in Special Flood Hazard Areas. Recreation and nature trails are permitted uses and activities.
	City Comprehensive Plan (1979, Amended 1989)	Provides the long-term vision for the city and develops policies to help implement that vision.
	City Transportation System Plan (TSP) (2010)	Identifies key issues and makes recommendations relating to transportation within the City.
	City Park and Recreation Master Plan (2010)	Identifies specific recommendations for trail system improvements.
	Banks Main Street Revitalization Plan (2014)	Provides a vision for Main Street and recommendations related to bicycle and pedestrian facilities and amenities.
	Urban Growth Boundary (UGB)	Identifies areas where future growth may occur. Housing tracks and other types of urban development are not allowed to occur outside of the UGB.
	City zoning and related ordinances	Identifies appropriate and desired land use areas within the City.
	City of Banks Design Standards (2014)	Identifies standards and requirements for designing street and bicycle/pedestrian facilities in the City.
	City Capital Improvement Program (CIP)	Identifies capital projects that are planned or scheduled in the near-term and identifies proposed funding.
Council Creek Regional Trail (CCRT) Master Plan (2014)	A new regional trail that proposes a route through Banks to connect with the Banks-Vernonia Trail.	
Tualatin Valley Scenic Bikeway	An established bikeway that routes through Banks from the Banks-Vernonia Trail to NW Wilkesboro Road via Main Street.	
Banks-Vernonia Trail	An established trail that generates additional bicycle and pedestrian traffic in the City.	
Salmonberry Trail (Banks to Tillamook) Concept Plan (2014)	A proposed regional trail with a possible link to the Banks-Vernonia Trail outside of the City.	



Existing Plans and Policies



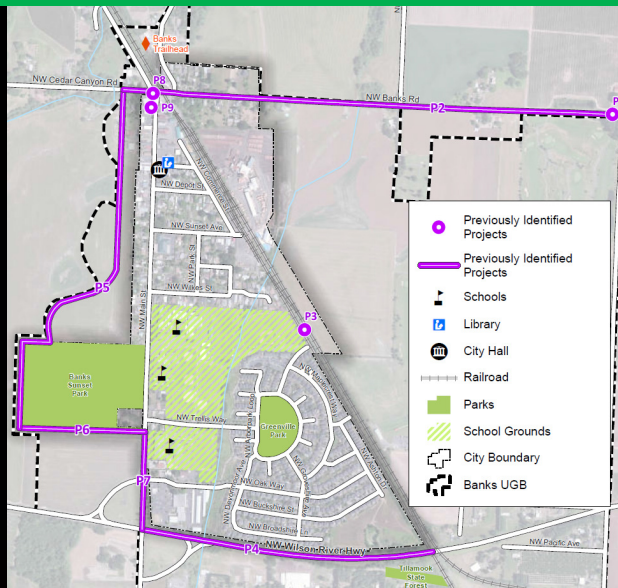
Documented needs:

- Better connectivity for bicycle/pedestrian facilities east-west and throughout the city
- A north-south bike route and/or the Banks-Vernonia Trail extended to the south end of town
- Safety improvements on Main Street
- Traffic calming treatments at OR 47 and Main Street
- Access management strategy along Main Street (OR 47)
- An east/west bicycle and pedestrian circulation system to service the expanded UGB area



Existing Plans and Policies

- Identified projects:

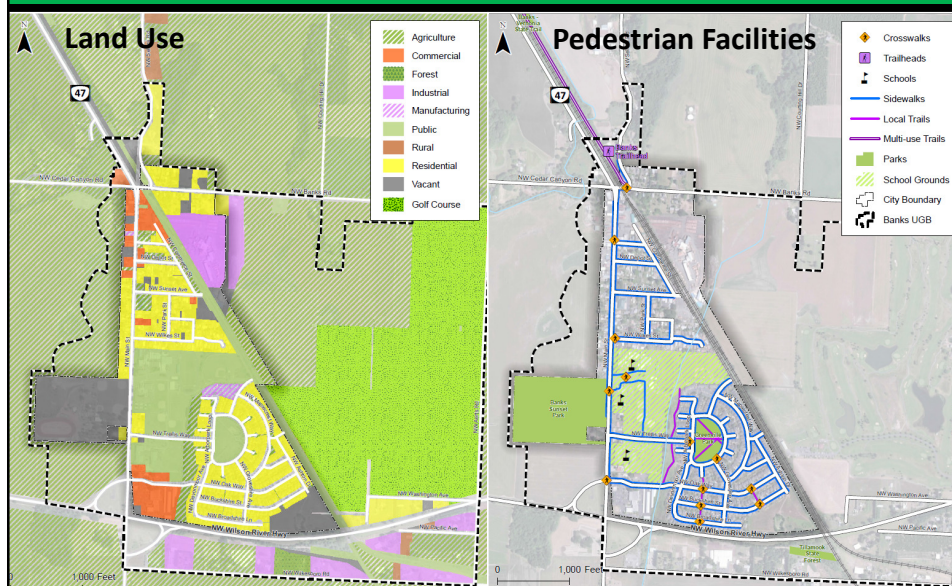


Existing Systems Inventory and Evaluation

- Mapped systems inventory of:
 1. Vacant and developable land
 2. Land use
 3. Zoning
 4. Comprehensive plan zoning
 5. Activity centers
 6. Historical resource survey
 7. Floodplain and wetlands
 8. Roadway functional classifications
 9. Speed limits and traffic control devices
 10. On-street parking and median locations
 11. Transit system
 12. Existing bicycle facilities
 13. Existing pedestrian facilities

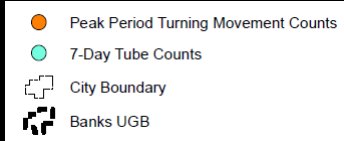


Existing Systems Inventory and Evaluation



Existing Systems Inventory and Evaluation

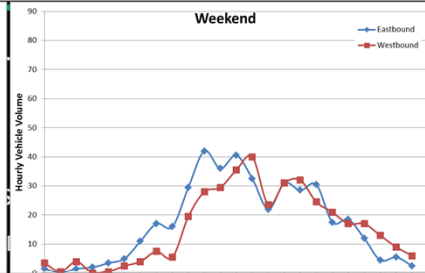
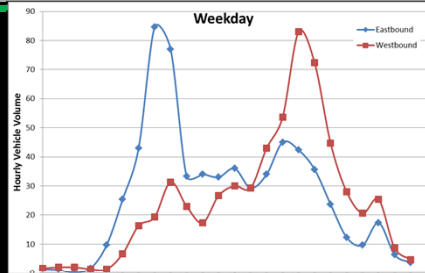
- Assessment of existing traffic counts



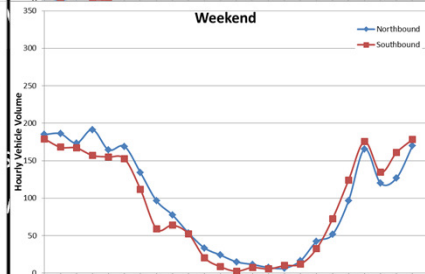
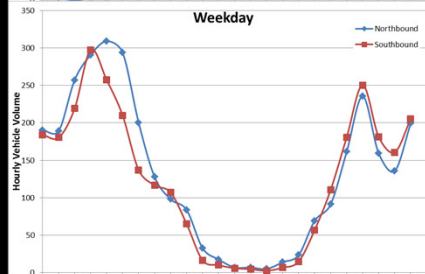
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Existing Systems Inventory and Evaluation

NW Banks Road



NW Main Street

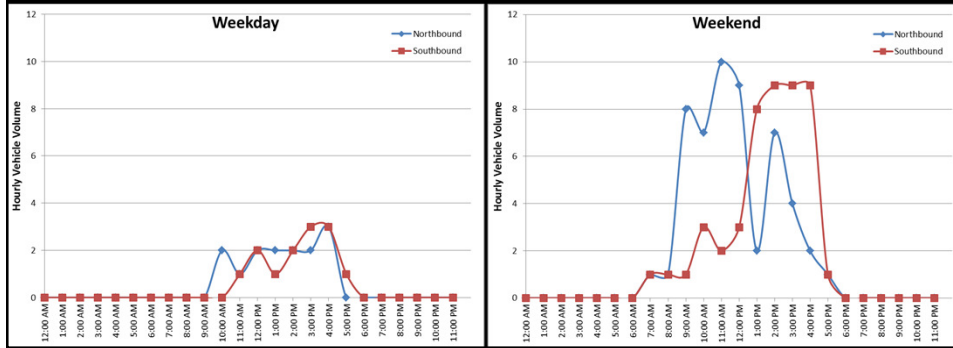


Existing Systems Inventory and Evaluation

Key takeaways from tube counts:

Banks-Vernonia Trail

- Average of ~50 bicyclists observed on a weekday, ~100 observed on weekend day (summing NB and SB)



Existing Systems Inventory and Evaluation

- Review of recent crash data (Jan 2009-Dec 2013)

- Non-Fatal Injury Crash
- ⚡ Pedestrian Involved Injury Crash
- 🚲 Bicycle Involved Injury Crash
- Property Damage Only
- City Boundary
- Banks UGB



Existing Systems Inventory and Evaluation

- Bicycle evaluation
 - Lack of infrastructure connecting southern part of Banks with Banks-Vernonia Trail
 - Bike lanes on Main Street terminate at High School
 - Challenging Main St/NW Banks Rd/NW Cedar Canyon Rd intersection



Existing Systems Inventory and Evaluation

- Pedestrian evaluation
 - Sidewalks on one side of most roads
 - Sidewalk ends on west side of Main Street at Sunset Park
 - Challenging Main St/NW Banks Rd/NW Cedar Canyon Rd intersection



Agenda

- Welcome and Introductions
- Review existing documents and data
- **Identification of gaps and deficiencies**
- Review toolbox of pedestrian and bicycle treatments
- Next Steps



Identification of Gaps and Deficiencies



Gap: a missing link in the network, such as a roadway without a bike or pedestrian facility.



Deficiency: a bicycle or pedestrian facility that is not up to standards or sufficient to meet users' needs, such as a sidewalk that is too narrow (less than four feet) or not ADA compliant.



Identification of Gaps and Deficiencies

- Identified through:
 - Walking tour
 - Tech Memo #2
 - Tech Memo #3
 - Input from SAC and public



Identification of Gaps and Deficiencies

- Interactive map on www.banksbpp.com

BANKS
Bicycle and Pedestrian Plan

HOME LATEST NEWS MEETINGS DOCUMENTS MEETING MATERIALS PUBLIC OUTREACH SUBSCRIBE CONTACT

City of Banks Bicycle and Pedestrian Master Plan

The City of Banks Bicycle and Pedestrian Master Plan ("BPP") will allow the community to develop a convenient and safe non-automobile transportation system for local trips within the city and tie in with regional trail systems. The BPP will identify access points, preferred alignments, key road crossing options, trail standards, design elements, regulatory requirements, preliminary cost estimates, and potential sources of funding while ensuring compliance with state and local standards. The City's BPP will offer transportation options for City residents and tourists. The proposed bicycle and pedestrian routes will provide convenient access to attractions within Banks, reduce reliance on the automobile, and improve safety by considering parallel routes to Highways 6 and 47.

This project was made possible by a TGM Grant, which is an ODOT funded program to help "local communities plan for streets and land use in a way that leads to more livable, economically vital, and sustainable communities and that increases opportunities for transit, walking and bicycling." The City of Banks applied for the program and was selected based on a number of award criteria, including support of TGM objectives, provision of transportation choices, and promotion of environmental stewardship.

Stay tuned for updates as the project progresses and information about ways to get involved. There will be an in-person and virtual open house in May - more details to be provided here!

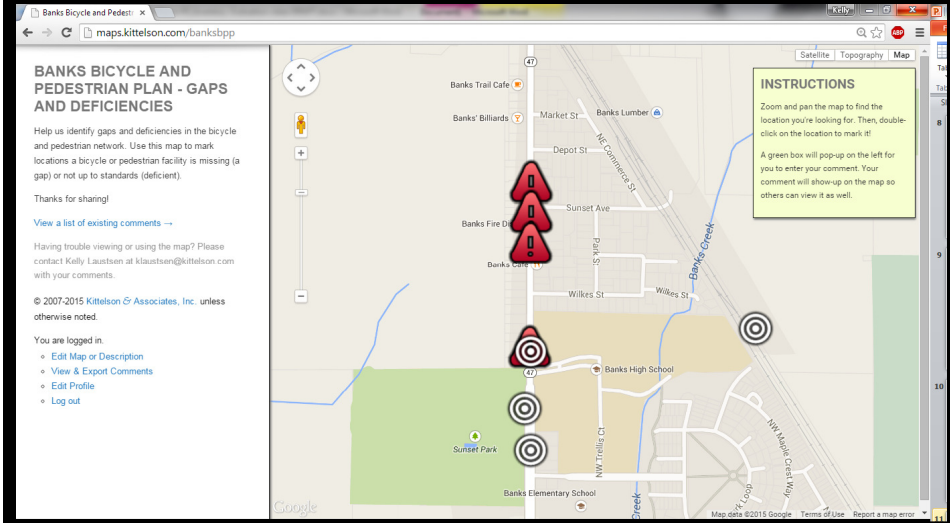
Provide comments on our interactive map of Banks!

Click the link [HERE](#) to visit our interactive comment map. Please use the map to help us identify gaps and deficiencies in the bicycle and pedestrian network. Your input is invaluable in shaping the future bicycle and pedestrian system in Banks.



Identification of Gaps and Deficiencies

- <http://maps.kittelson.com/banksbpp>



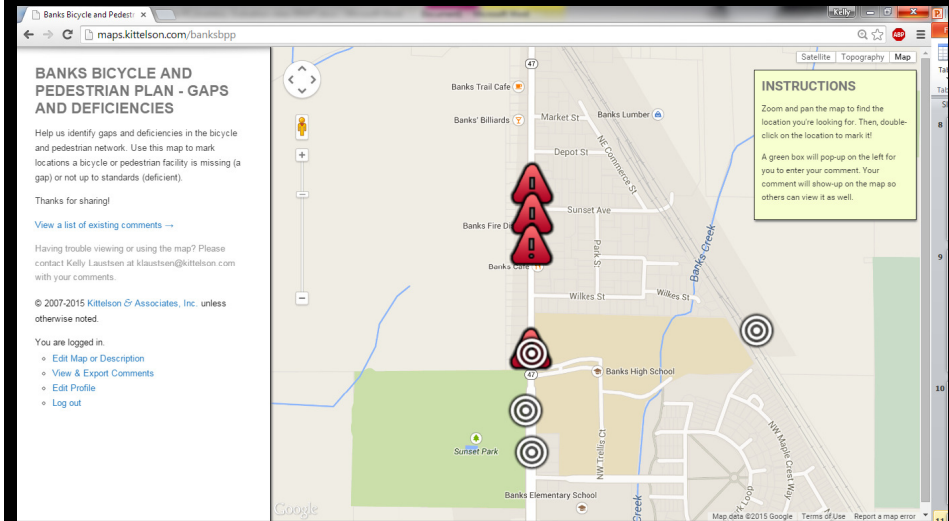
Identification of Gaps and Deficiencies

- Group exercise to identify gaps and deficiencies



Identification of Gaps and Deficiencies

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Toolbox of Treatments

- Pedestrian and bicycle treatment options:
 - Bicycle facilities
 - Pedestrian facilities
 - General crossing treatments
 - Railroad crossing treatments
 - Bicycle intersection treatments
 - Pedestrian/bicycle amenities
- Will be used throughout the BPP to identify potential treatments



Toolbox of Treatments








- Organized by treatment option and listed from highest to lowest protection


General Crossing Treatments	CT-1	Grade Separated Crossing		High Level of Separation/Protection
	CT-2	Pedestrian Signal		
	CT-3	Pedestrian Hybrid Beacon		
	CT-4	Rapid Rectangular Flashing Beacon		
	CT-5	High Visibility Crosswalk		



Toolbox of Treatments








- Organized by treatment type from highest to lowest protection


General Crossing Treatments	CT-1	Grade Separated Crossing		  Low Level of Separation/Protection
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				 Low Level of Separation/Protection



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				High Level of Separation/Protection  Low Level of Separation/Protection



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Toolbox of Treatments


- Toolbox provides:

- Category
- Description
- Benefits/Constraints
- Image(s)
- Typical Applications
- Design Considerations
- Additional Guidance

Solutions Toolbox 

 **Bicycle Facilities**

MULTI-USE PATH




Springwater Trail, Portland, OR



Cobbles, RI

Multi-use paths are paved, bi-directional, trails away from roadways that can serve both pedestrians and bicyclists. Multi-use paths can be used to create longer distance links within and between communities and provide regional connections. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.

<p>Benefits</p> <ul style="list-style-type: none"> Provides facility for both pedestrians and bicyclists in less space than separate facilities. Separation from motor vehicles can attract users of all levels. 	<p>Constraints</p> <ul style="list-style-type: none"> May be unsafe in areas with frequent crossings or driveways. When parallel to roadways, requires substantial space for buffer. Potential for conflicts between bicyclists and pedestrians due to shared facility. Isolated paths may introduce personal security concerns.
<p>Typical Applications</p> <ul style="list-style-type: none"> Medium to long distance links within and between communities that also serve as recreational facilities. Parallel to roads in rural areas where sidewalks and on-street facilities are not present. 	
<p>Design Considerations</p> <ul style="list-style-type: none"> Best suited in areas where roadway crossings can be minimized (such as parallel to travel barriers such as highways, railroad tracks, rivers, shorelines, natural areas, etc.) Necessitate high-visibility treatments for crossings. A minimum width of 10 feet is recommended for low-pedestrian/bicycle traffic contexts; 12 to 20 feet should be considered in areas with moderate to high levels of bicycle and pedestrian traffic. Pavement markings can be used to indicate distinct space for pedestrian and bicycle travel. 	
<p>Additional Guidance</p> <ul style="list-style-type: none"> ASHITO Guide for the Development of Bicycle Facilities Main Gateway Trails ODOT Highway Design Manual 	

BF-1 

Next Steps

- Provide any comments on TM #2, #3, and #4 by Thursday, March 19
 - klaustsen@kittelson.com
- SAC Meeting #2 on Thursday, April 16 from 3:00-5:00 pm
 - Technical memorandum #5
- Open House on Thursday, May 21 from 6:00-8:00 pm
- Virtual Open House May 20-31

