

Banks Bicycle and Pedestrian Plan

SAC Meeting #2

April 16th, 2015



Agenda

- **Welcome and introductions**
- Review process used to develop project list and evaluation methodology
- Review draft project list and initial priorities
- Next Steps

Welcome and Introductions

- Agenda review/meeting purpose and outcomes
- Updates since last meeting

Agenda

- Welcome and introductions
- Review process used to develop project list and evaluation methodology
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- Next Steps

Project List & Evaluation Methodology

- Plan elements
- Projects for evaluation
- Evaluation criteria and scoring

Plan Elements

Projects

Capital Investments

Policies

Influence or Guide City Decisions

Programs

Plans of Action

Pilot Projects

Test or Trial of Project

Future Studies

Research or Investigation after BPP

Projects for Evaluation

Previously Identified Projects

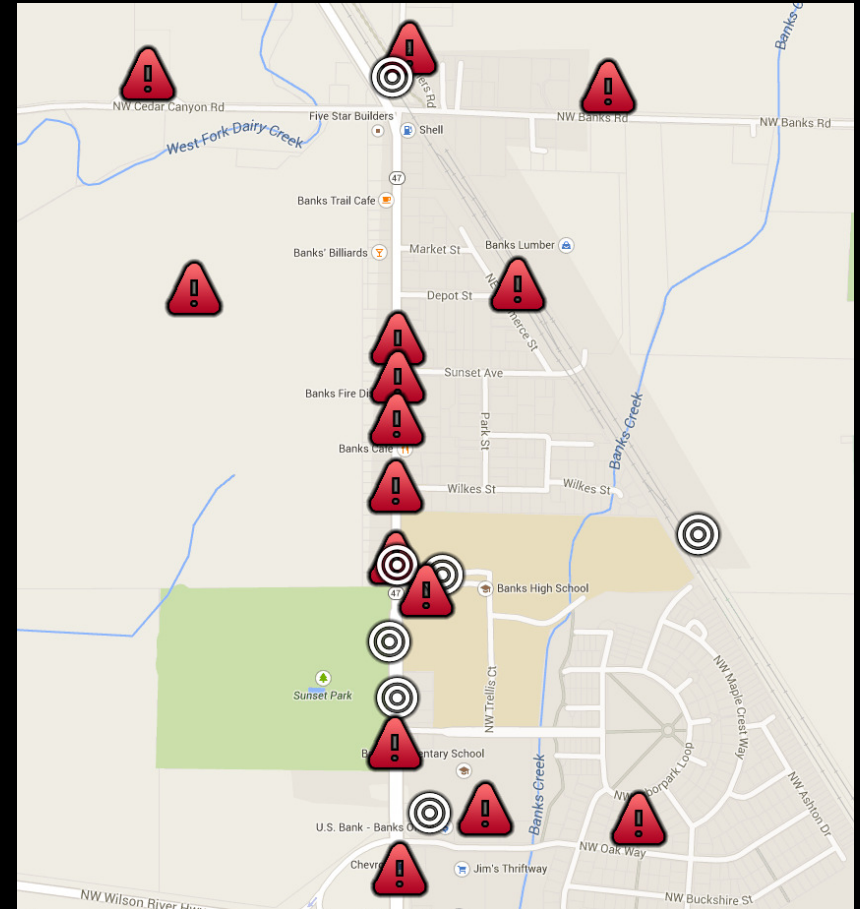
- Banks Transportation System Plan
- Park and Recreation Master Plan
- Banks Main Street Revitalization Plan
- Council Creek Regional Trail (CCRT) Master Plan
- Summarized in *Technical Memorandum #2: Baseline Information.*



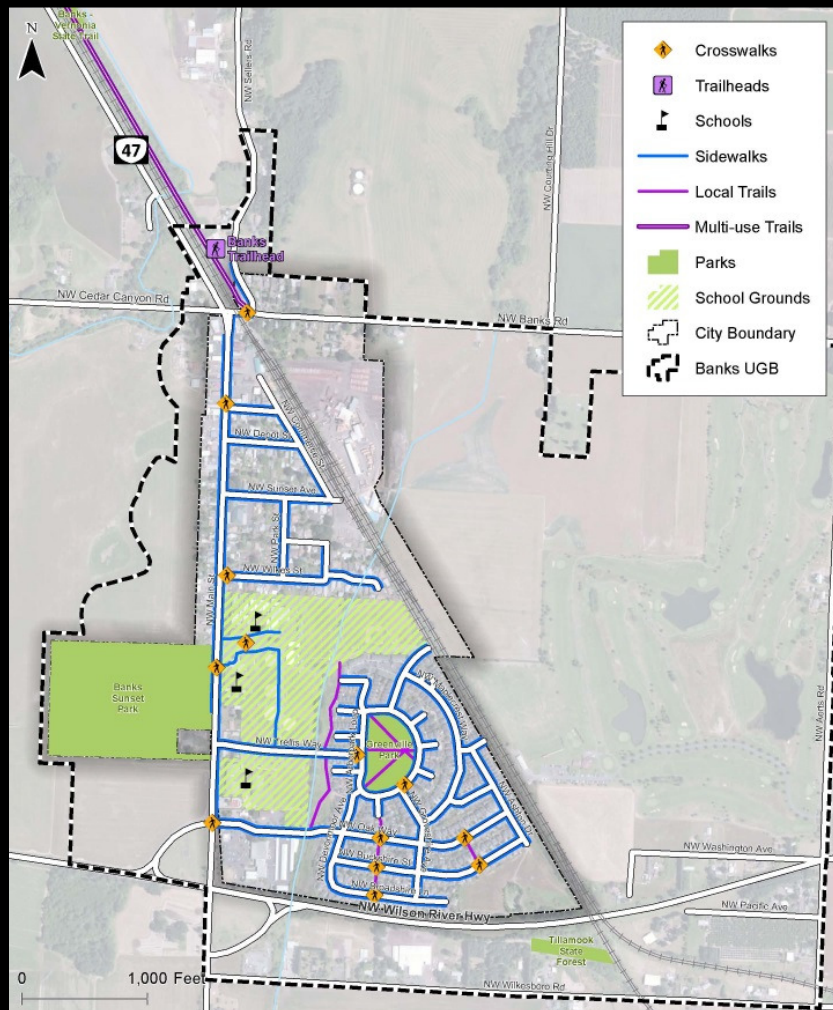
Projects for Evaluation

Stakeholder Advisory Committee (SAC) and Public Suggested Projects

- Stakeholder interviews
- Kick-off walking tour
- SAC Meeting #1
- Interactive online map



Projects for Evaluation



New Identified Projects

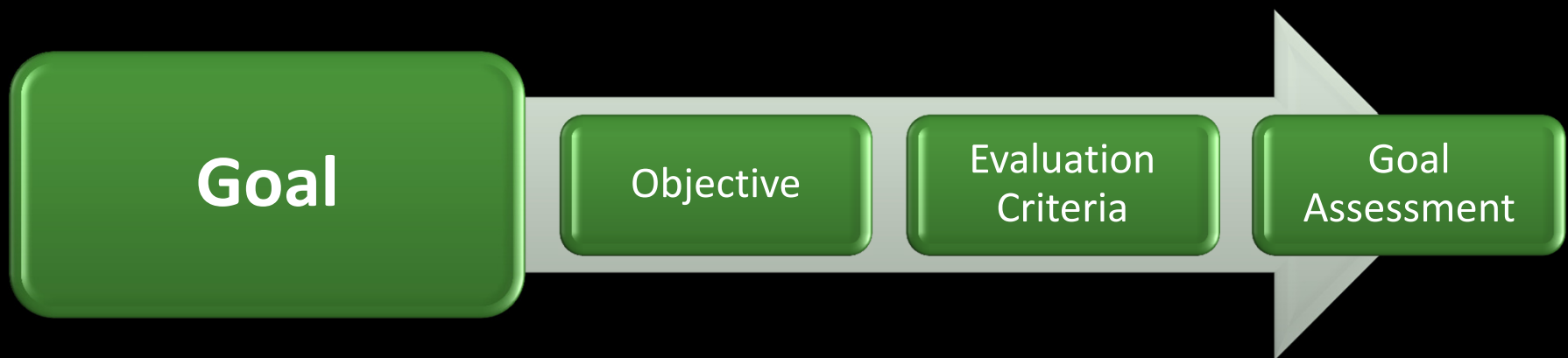
address gaps or deficiencies in the existing transportation system

Evaluation Criteria and Scoring

- Which projects should be included?
- Which projects need refinement?
- Which projects should not be carried forward for additional evaluation?

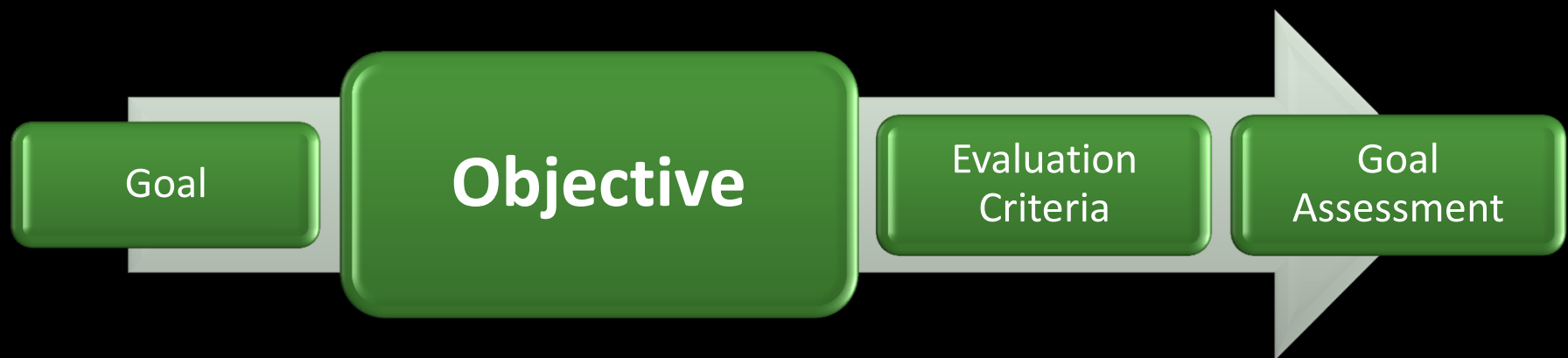
The preliminary project list has been developed based on the **vision, goals** and **objectives** developed in *Technical Memorandum #1*.

Evaluation Criteria and Scoring



Evaluation Criteria and Scoring

- Each goal is supported with at least one objective
- Provide a more **detailed** breakdown of goals
- Include **specific** ends the City desires to achieve



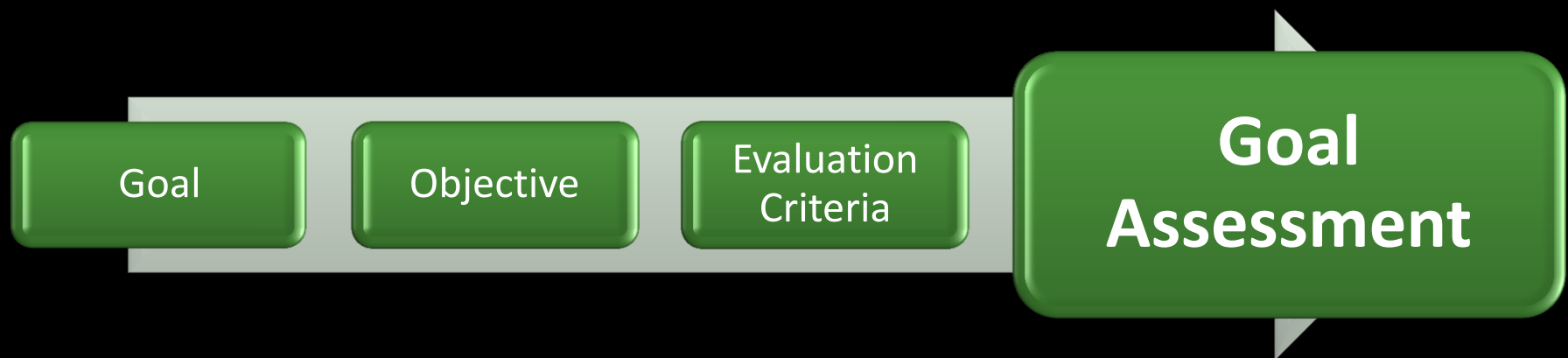
Evaluation Criteria and Scoring

- Evaluation criteria developed for each objective
- Provide a **definable measure** of progress towards the established objectives



Evaluation Criteria and Scoring

- Projects scored based on the framework using the ratings 0, 1, and 2
- Total project score = sum of five goal ratings



Evaluation Criteria and Scoring

Evaluation Priority:

- **High Priority:**
 - Total goal score > 7.5
 - Recommended to be included in the next stage of the BPP
- **Medium Priority:**
 - Total goal score between 5 and 7.5
 - Recommended to be reevaluated for inclusion in the next stage of the BPP with possible revisions
- **Low Priority:**
 - Total goal score < 5
 - Recommended to be further assessed for potential removal from the BPP
- *Note: these are initial ratings intended to provide a basis for further discussion*

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- **Review draft project list and initial priorities**
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Draft Project List & Initial Priorities

- Projects that should move up or down?
- Projects that should be removed?
- Projects that are missing?

Attachment A: Draft Project List 4.7.13

ID	Project Name/Description	Location	Purpose	Category	Source	Cost Estimate	Goal Assessment					Total Goal Score	Evaluation Priority	Notes
							1.Livability	2.Safety & Health	3.Accessibility	4.Financial Responsibility	5.Economic Vitality			
15	Install a rectangular rapid flash beacon (RRFB) or other similar treatment at pedestrian crossing on NW Banks Road	Pedestrian crossing on NW Banks Road acrossing the Banks Trailhead	To provide increased safety at pedestrian crossings accessing the Banks-Vernonia trailhead parking	Safety	Tech Memo #3	\$25,000 - \$50,000	1.5	1.7	2.0	1.5	2.0	8.7	High	
2	Reconstruct with widened sidewalks	NW Banks Road between Main Street to US 26	Provide dedicated pedestrian facilities on NW Banks Road	Pedestrian	TSP	> \$1,000,000	2.0	2.0	1.0	1.5	2.0	8.5	High	Recommend making low priority due to buildout
14	Install bicycle lanes, shoulders, or an off street multi-use path	NW Banks Road between Main Street to US 26	Provide dedicated bicycle facilities on NW Banks Road	Bicycle	SAC #1	\$100,000 - \$500,000	2.0	2.0	1.0	1.0	2.0	8.0	High	Recommend making low priority due to buildout
22	Install bicycle lanes	Main Street between the high school and Sunset Avenue	Extend existing bicycle lanes north to enhance safety and comfort for bicyclists	Bicycle	Walking Tour / Tech Memo #3	< \$25,000	2.0	2.0	1.0	1.0	2.0	8.0	High	
40	Conduct a pilot project to install bike lanes	Main Street between Banks HS and Depot Street	Test the feasibility and impact of providing bike lanes north of Sunset Park to the start of the downtown commercial area	Bicycle	Tech Memo #3	< \$25,000	2.0	2.0	1.0	1.0	2.0	8.0	High	
6	Install a marked crosswalk	NW Banks Road/Main Street /NW Cedar Canyon Road/ Highway 47 intersection	Improve safety at the NW Banks Road/Main Street /NW Cedar Canyon Road/ Highway 47 intersection	Safety, crossing	Main Street Plan	< \$25,000	1.0	1.3	1.5	2.0	2.0	7.8	High	
25	Relocate the pedestrian crosswalk and overhead beacon to the north or south of the high school driveways	Main Street, north or south of the two school driveways	Improve safety and visibility of the pedestrian crosswalk across Main Street at high school between two driveways	Pedestrian	Walking Tour	\$25,000 - \$50,000	1.0	1.7	2.0	2.0	1.0	7.7	High	
3	Construct pedestrian/bicycle overcrossing of railroad	At railroad, just north of Arbor Village neighborhood	Construct pedestrian/bicycle overcrossing of railroad to connect existing development to USB expansion area	Crossing	TSP	\$300,000 - \$1,000,000	2.0	0.7	2.0	1.0	2.0	7.7	High	
4	Conduct Access to USB Expansion Area feasibility study	TBD	Identify potential access points where bicycle and pedestrian facilities could be installed to connect the existing network to the expanded USB area and eliminate the railroad as a barrier	Access	SAC #1 / Public /TSP	\$30,000 - \$100,000	2.0	0.7	2.0	1.5	1.5	7.7	High	
27	Install sidewalk to fill the existing gap	West side of Main Street between Sunset Park and the Highway 47 / Main Street intersection	Provide pedestrian facilities on both sides of the Main Street corridor	Pedestrian	Tech Memo #3	\$30,000 - \$100,000	1.5	2.0	1.0	1.0	2.0	7.5	High	
28	Install a crosswalk and review opportunities for crossing enhancement, such as a raised speed table, overhead flashers, or traffic control	Across Main Street at the NW Trullo Court/Main Street intersection	Provide safe pedestrian access to Sunset Park	Pedestrian	Walking Tour	\$25,000 - \$50,000	1.5	1.3	2.0	1.5	1.0	7.3	Medium	
21	Install pedestrian crossing and review opportunities for crossing enhancement, such as raised speed tables or overhead flashers	Sunset Avenue / Main Street intersection	Improve safety at the Sunset Avenue / Main Street intersection	Crossing, Safety	Walking Tour	\$25,000 - \$50,000	1.0	1.7	2.0	1.5	1.0	7.2	Medium	

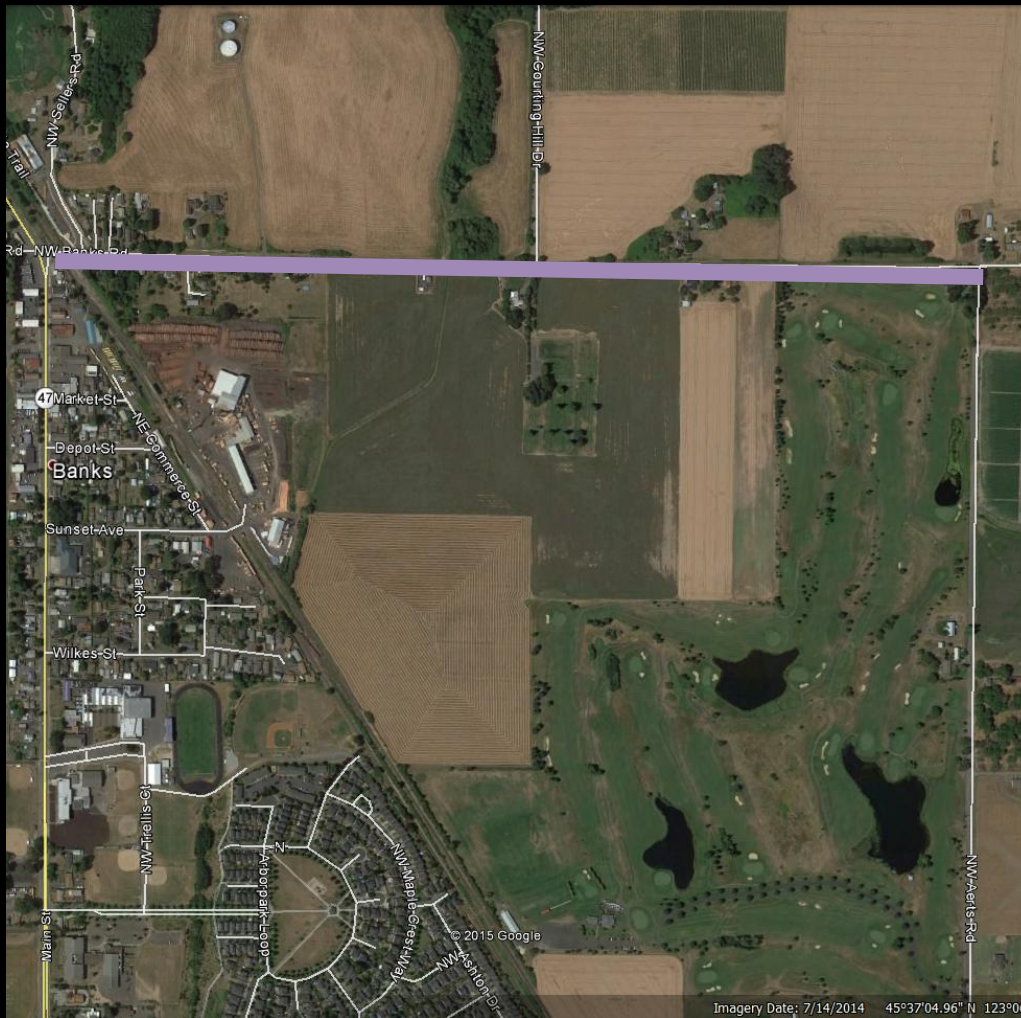
#15 Rectangular Rapid Flash Beacon (RRFB) at Pedestrian Crossing on NW Banks Road



Provide increased safety at pedestrian crossings accessing the Banks-Vernonia trailhead parking

Recommended Priority: HIGH

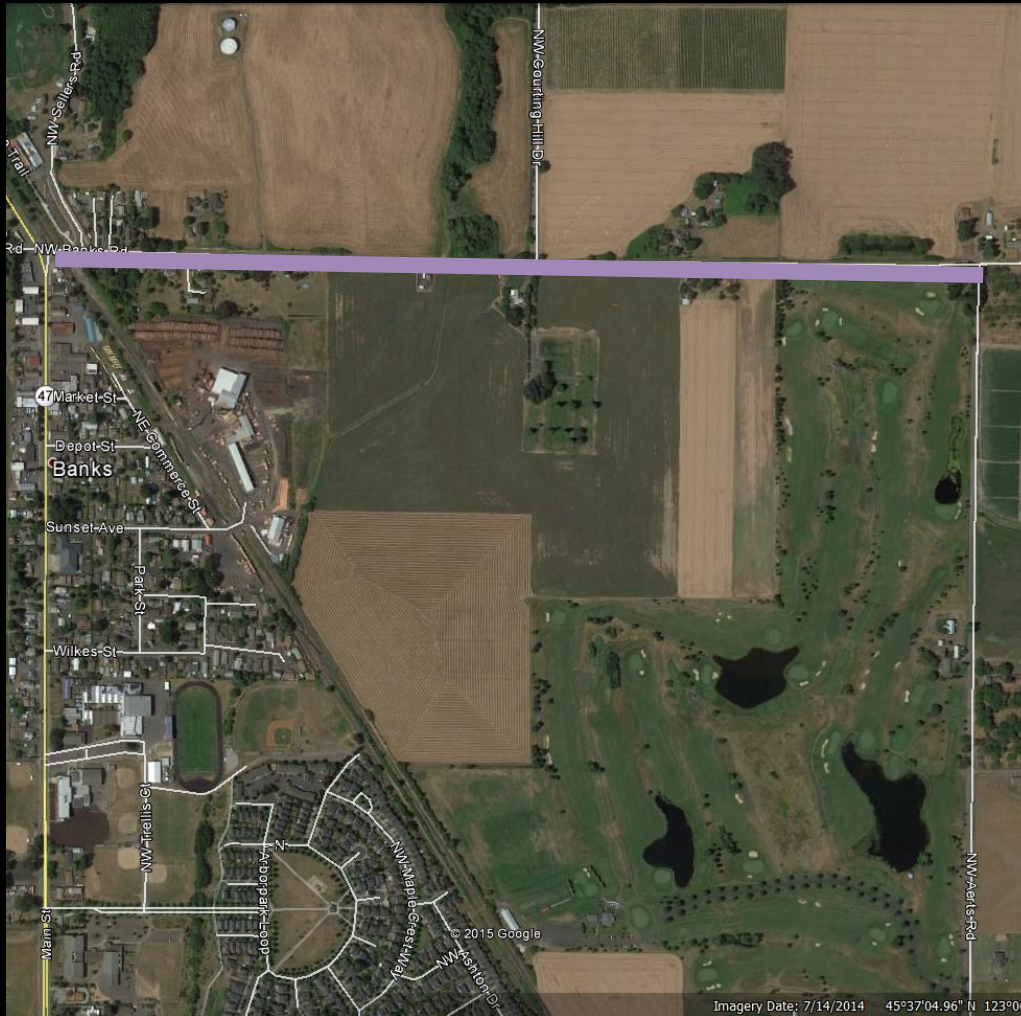
#2 Reconstruct NW Banks Road with Widened Sidewalks



Provide dedicated pedestrian facilities on NW Banks Road between Main Street and US 26

Recommended Priority: LOW

#14 Bicycle Lanes, Shoulders, or an Off-Street Multi-Use Path on NW Banks Road



Provide dedicated bicycle facilities on NW Banks Road between Main Street and US 26

Recommended Priority: LOW

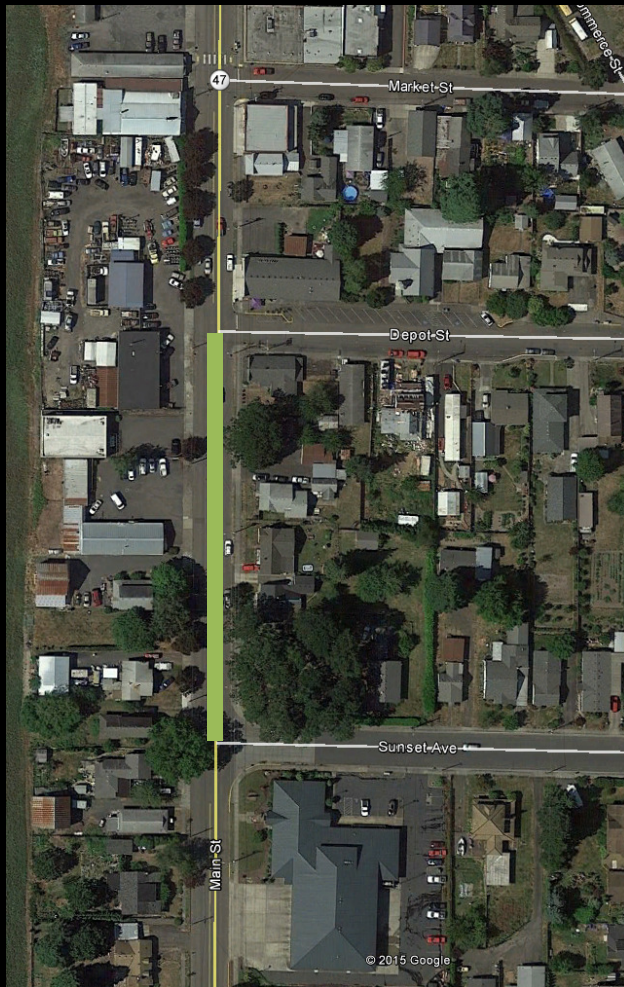
#22 Bicycle Lanes on Main Street



Extend existing bicycle lanes to enhance safety and comfort for bicyclists between the high school and Sunset Avenue

Recommended Priority: HIGH

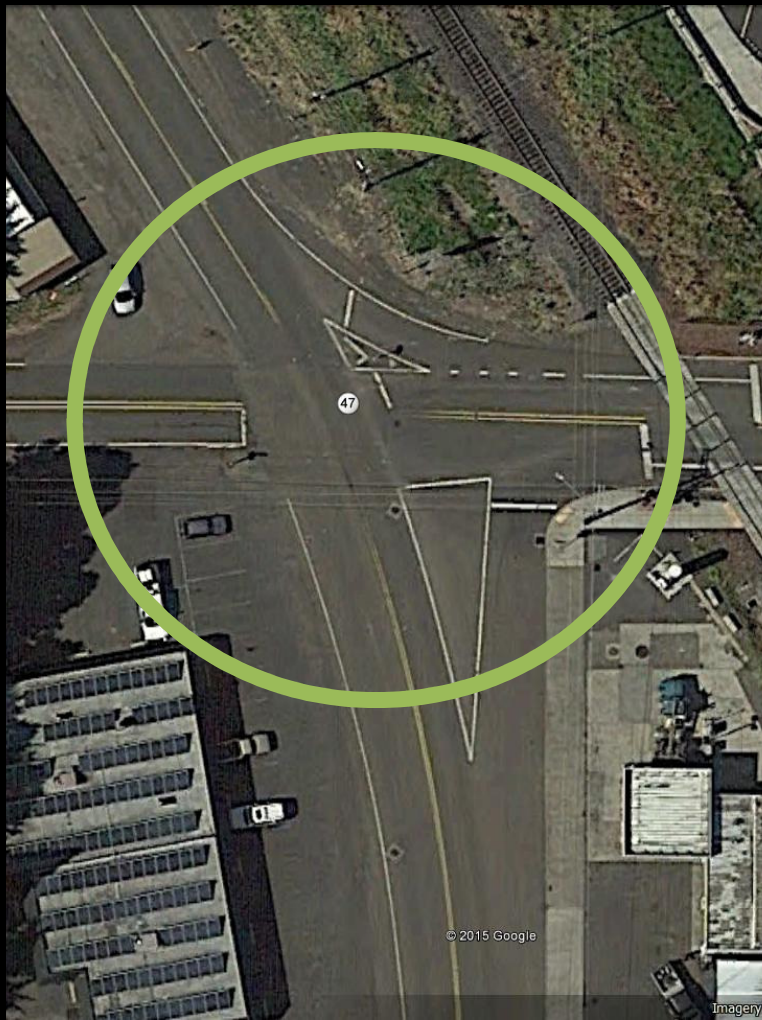
#40 Bike Lanes Pilot Project on Main Street



Test the feasibility and impact of providing bike lanes north of Sunset Park to the start of the downtown commercial area

Recommended Priority: HIGH

#6 Marked Crosswalk



Improve safety at the NW Banks Road/Main Street /NW Cedar Canyon Road/ Highway 47 intersection

Recommended Priority: HIGH

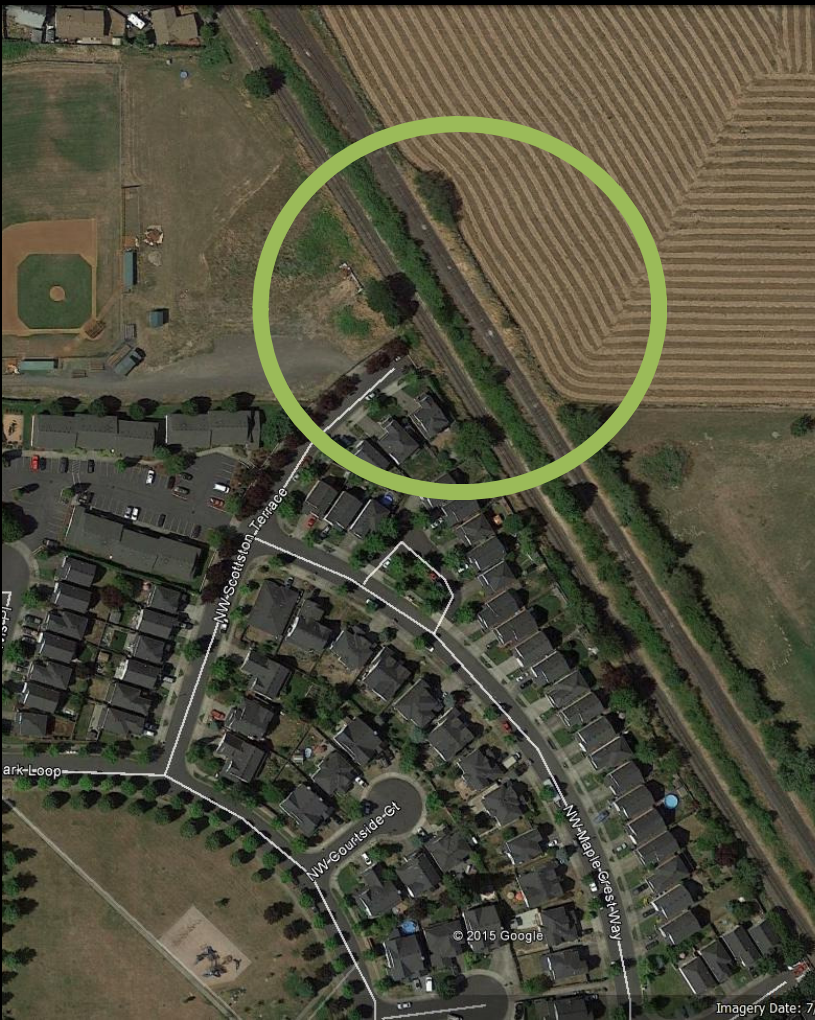
#25 Relocate Pedestrian Crosswalk and Overhead Beacon at High School



Improve safety and visibility of the pedestrian crosswalk across Main Street at high school between two driveways

Recommended Priority: HIGH

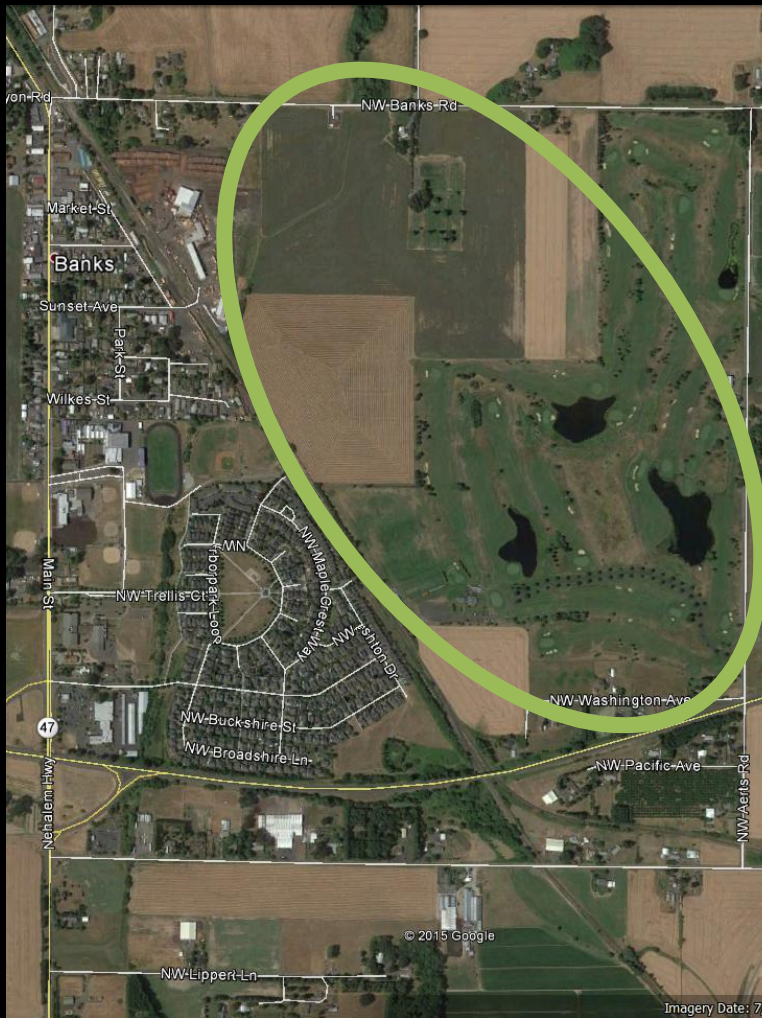
#3 Ped/Bike Overcrossing of Railroad



Construct pedestrian/bicycle overcrossing of railroad to connect existing development to UGB expansion area, just north of Arbor Village neighborhood

Recommended Priority: HIGH

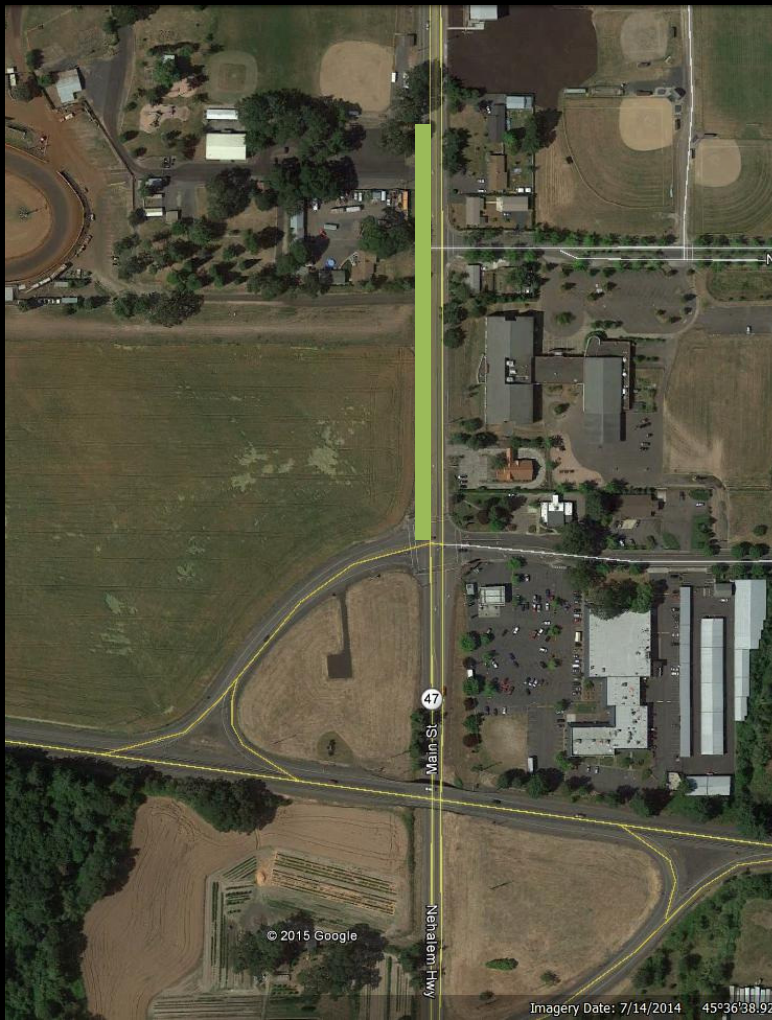
#4 Access to UGB Expansion Area Feasibility Study



Identify potential access points where bicycle and pedestrian facilities could be installed to connect the existing network to the expanded UGB area and eliminate the railroad as a barrier

Recommended Priority: HIGH

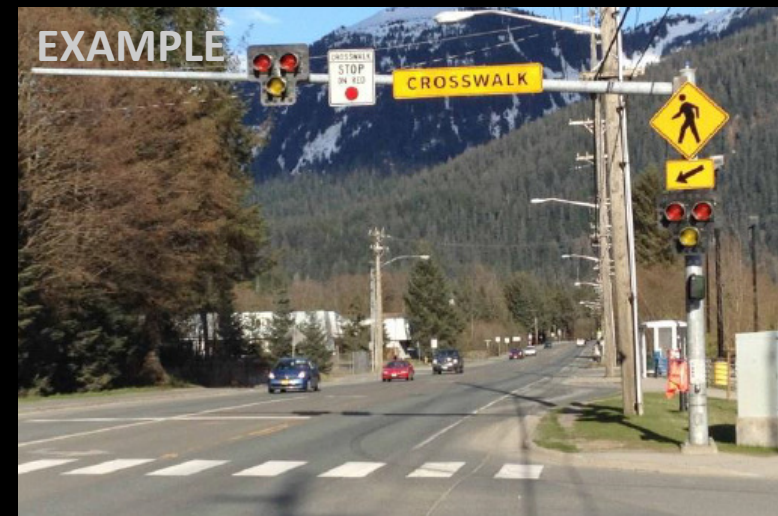
#27 Sidewalk on West Side of Main Street



Provide pedestrian facilities on both sides of the Main Street corridor by filling in the existing gap on the west side of Main Street between Sunset Park and the Highway 6/Amin Street intersection

Recommended Priority: HIGH

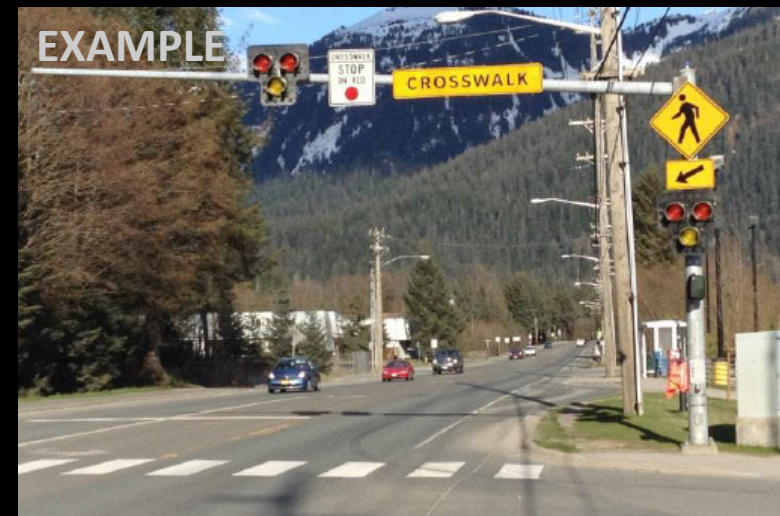
#28 Crosswalk, Speed Table, Overhead Flashers, or Traffic Control



Provide safe pedestrian access to Sunset Park by installing a crosswalk and review opportunities for crossing enhancement, such as a bulbouts, overhead flashers or traffic control

Recommended Priority: MEDIUM

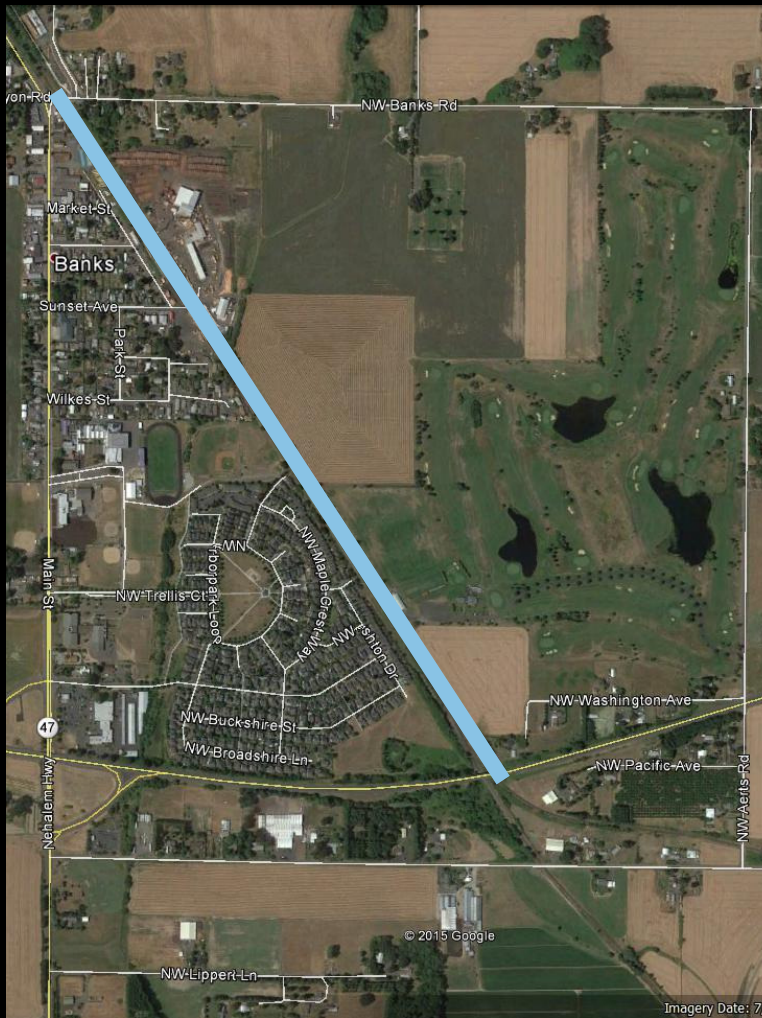
#21 Crosswalk, Speed Table, Overhead Flashers, or Traffic Control



Provide safe crossing at the Sunset Avenue/Main Street intersection by installing a crosswalk and review opportunities for crossing enhancement, such as a bulbouts, overhead flashers or traffic control

Recommended Priority: MEDIUM

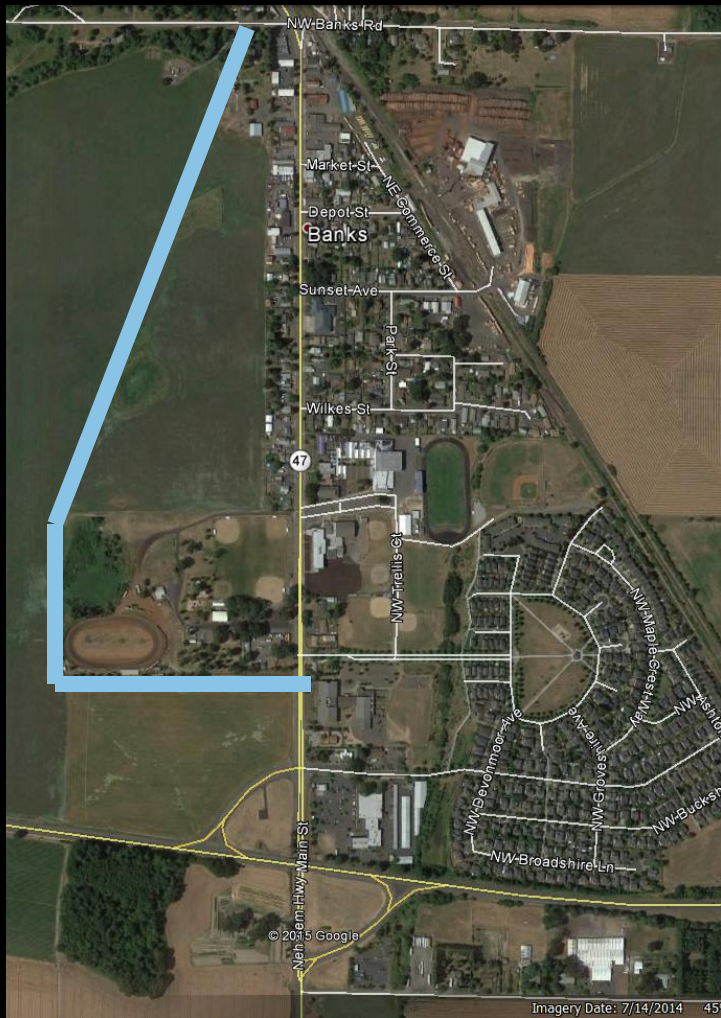
#37 State Trail Connecting Banks-Vernonia Trail to Highway 6



Provide a protected bicycle and pedestrian connection to the Banks Trailhead from Highway 6

Recommended Priority: MEDIUM

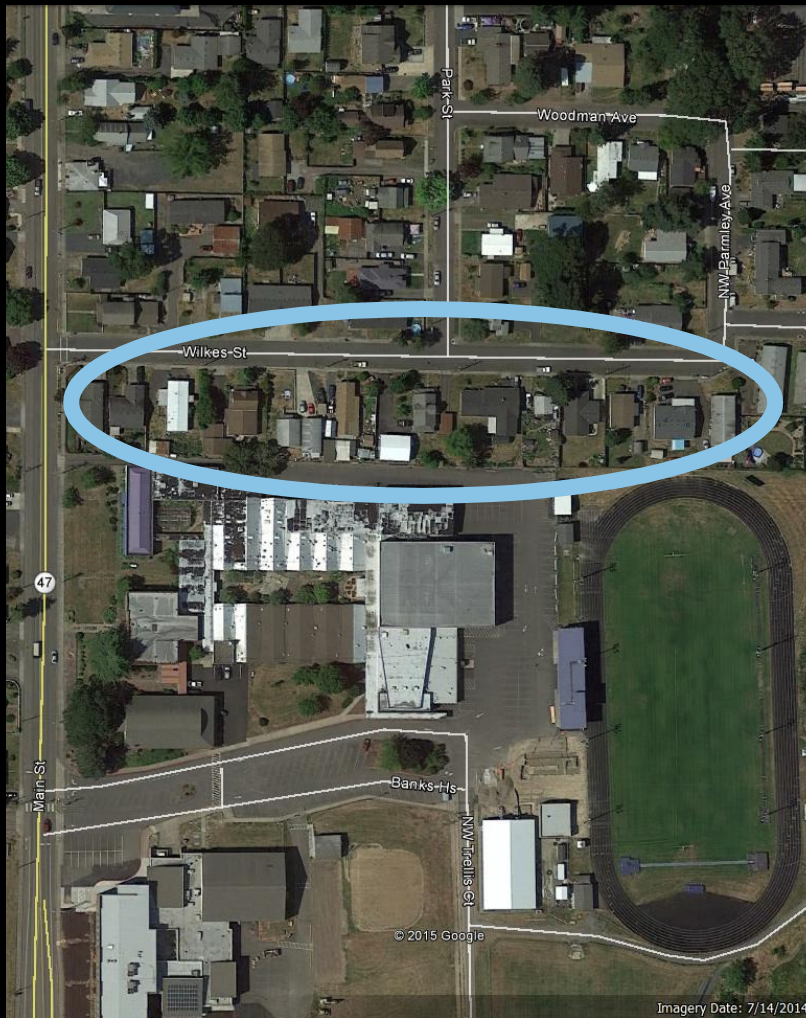
#8 Separated Trail Along Westside Circulator Road



Provide an alternative to Main Street, access future growth to the west, and align with future regional trail plans

Recommended Priority: MEDIUM

#12 Ped/Bike Access between Wilkes Street and the High School/Middle School



Provide a direct connection between the schools and residential areas to the north.

Recommended Priority: MEDIUM

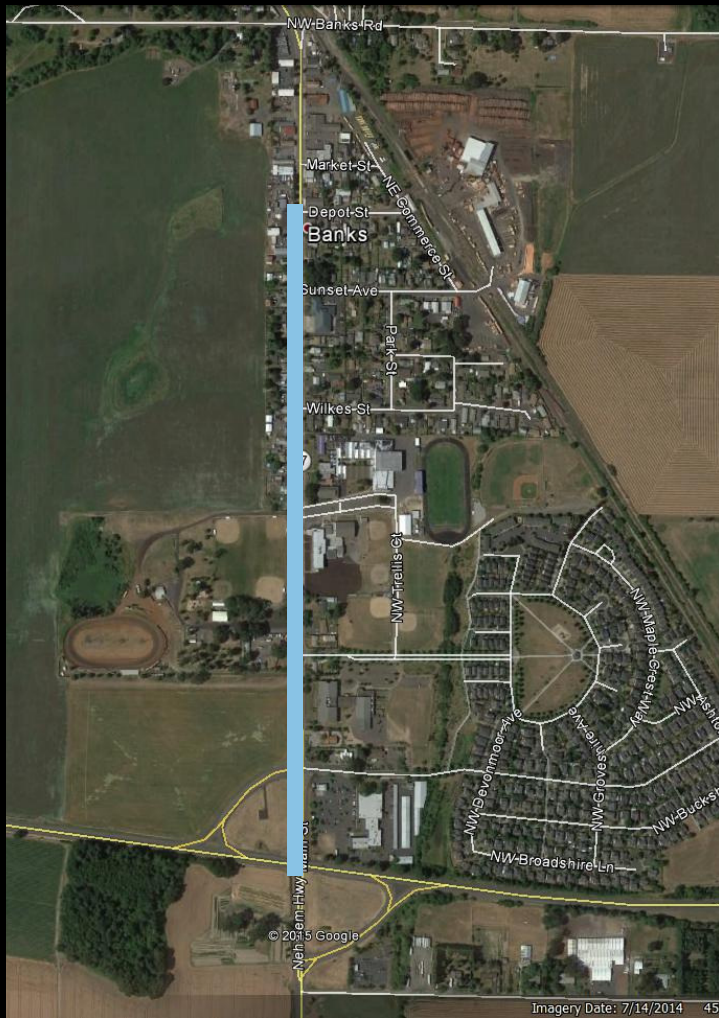
#5 Separated Walking Path Parallel to Highway 6



Provide dedicated pedestrian facilities along Highway 6

Recommended Priority:
MEDIUM

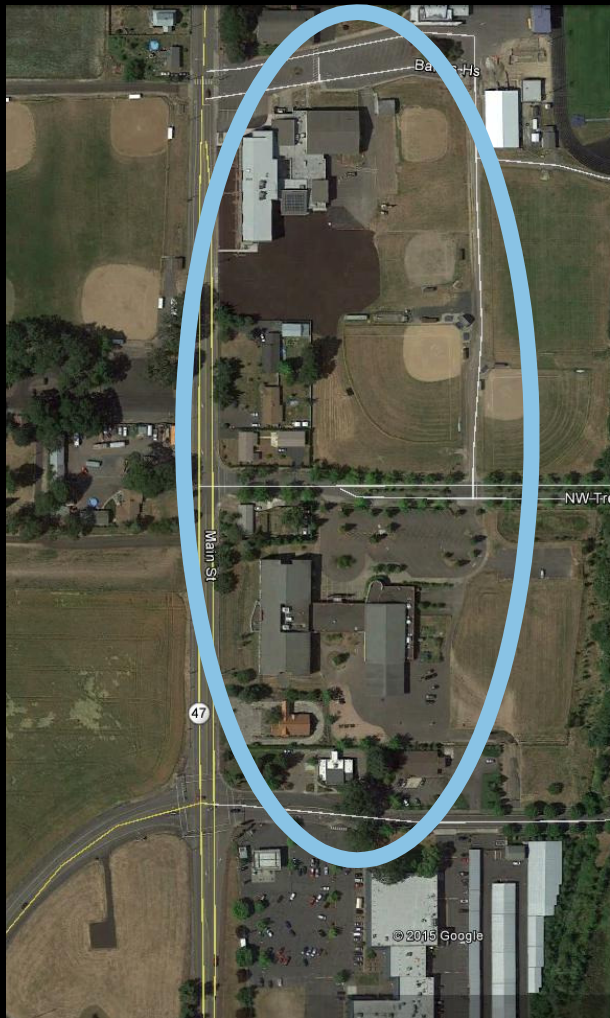
#9 Separated Trail Along Main Street



Separated trail along Main Street, south of downtown, to the OR 6 undercrossing to eliminate conflicts between bicycles and vehicle traffic and align with future regional trail plans

Recommended Priority: MEDIUM

#13 Vehicle Circulation Study at the Elementary and Middle Schools



Further study the issue of back-ups from school pick-up on to Main Street, look for opportunities to improve circulation at schools

Recommended Priority: MEDIUM

#31 Bicycle Lanes on NW Oak Way



Extend bicycle lanes on NW Oak Way to the NW Oak Way/Main Street intersection to eliminate the existing bicycle lane gap

Recommended Priority: MEDIUM

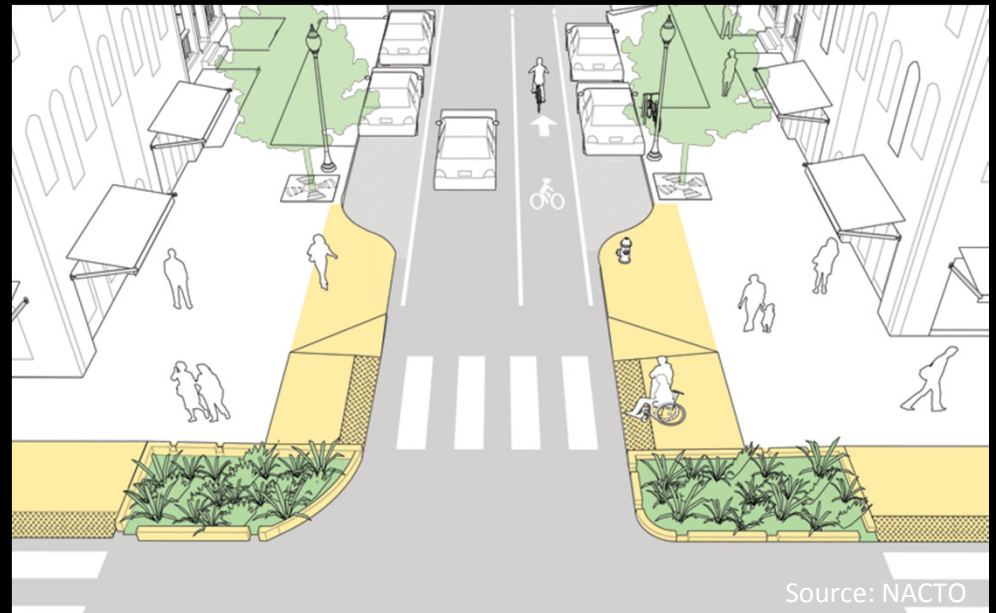
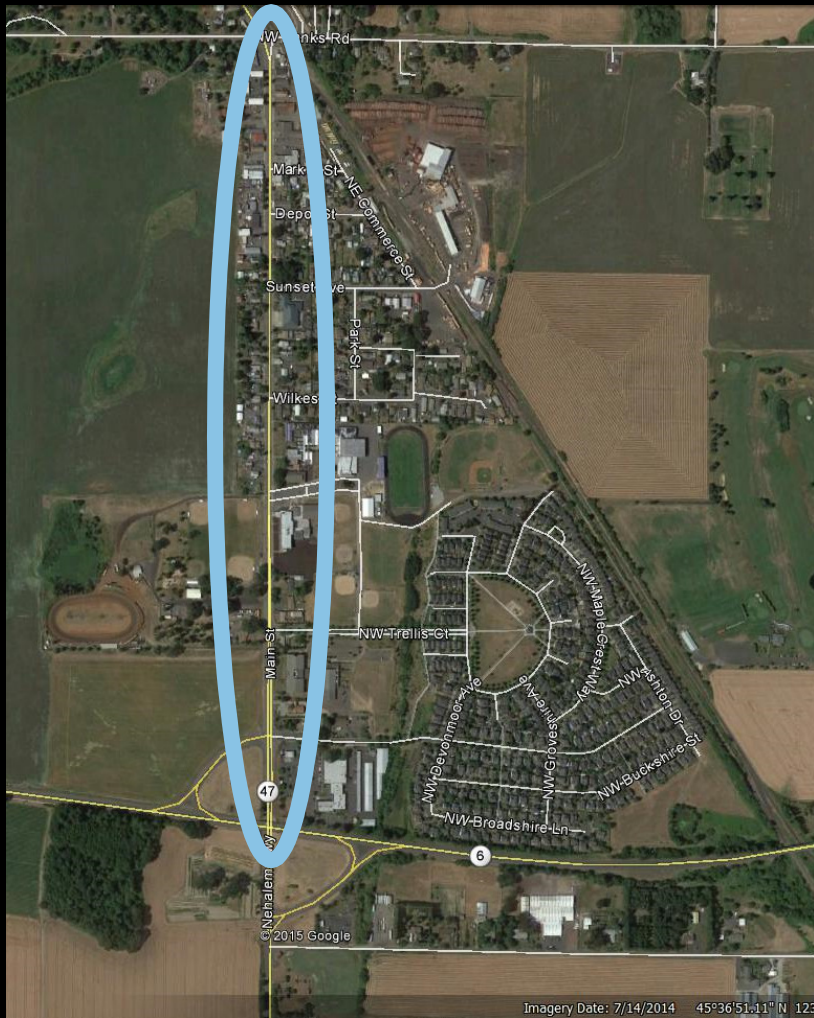
#10 Bicycle Way-Finding Signs



Give bicyclists and pedestrians direction to area amenities, tourist locations, the Banks Trailhead, and economic centers. 3 locations: Main St/Hwy 6, Log Cabin Park, and Banks-Vernonia Trailhead

Recommended Priority: HIGH

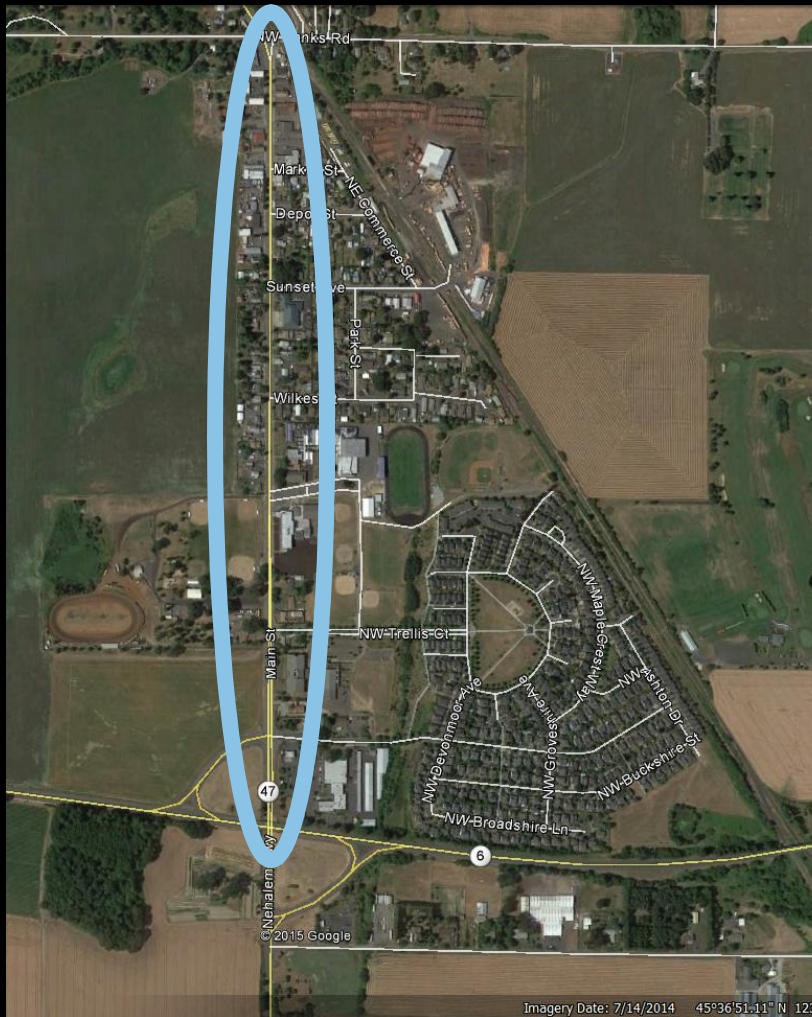
#29 Curb Extensions at Select Intersections



Provide speed control along Main Street

Recommended Priority: MEDIUM

#30 Dynamic Radar-Activated Speed Limit Signs

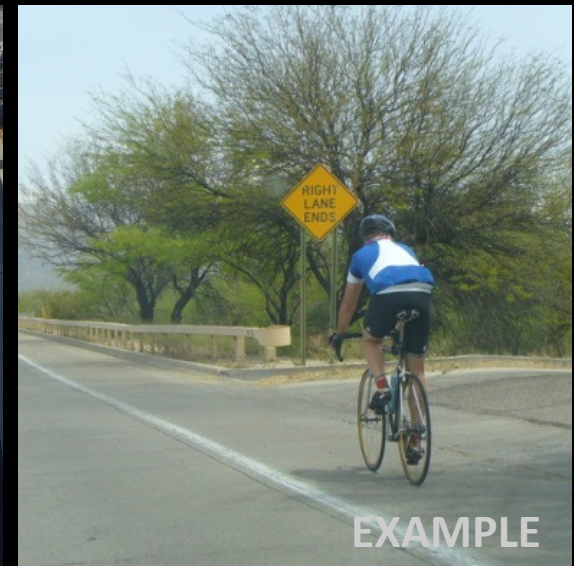
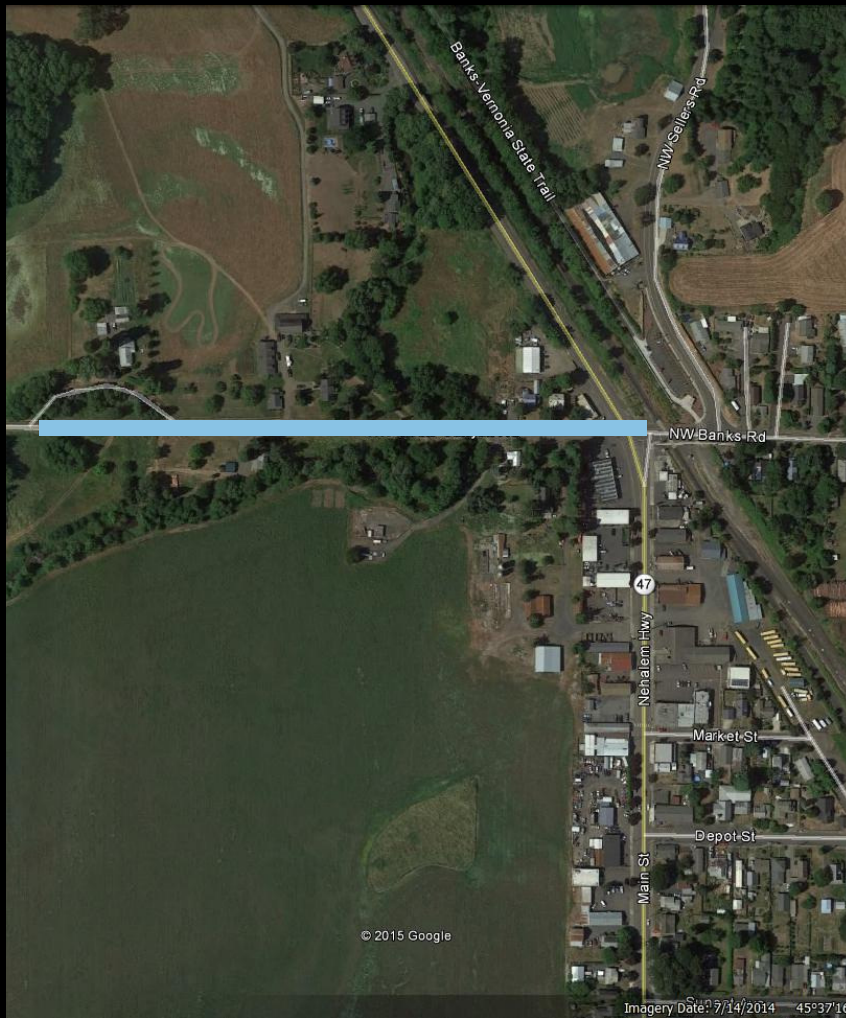


Source: tapconet.com

Provide speed control along Main Street

Recommended Priority: MEDIUM

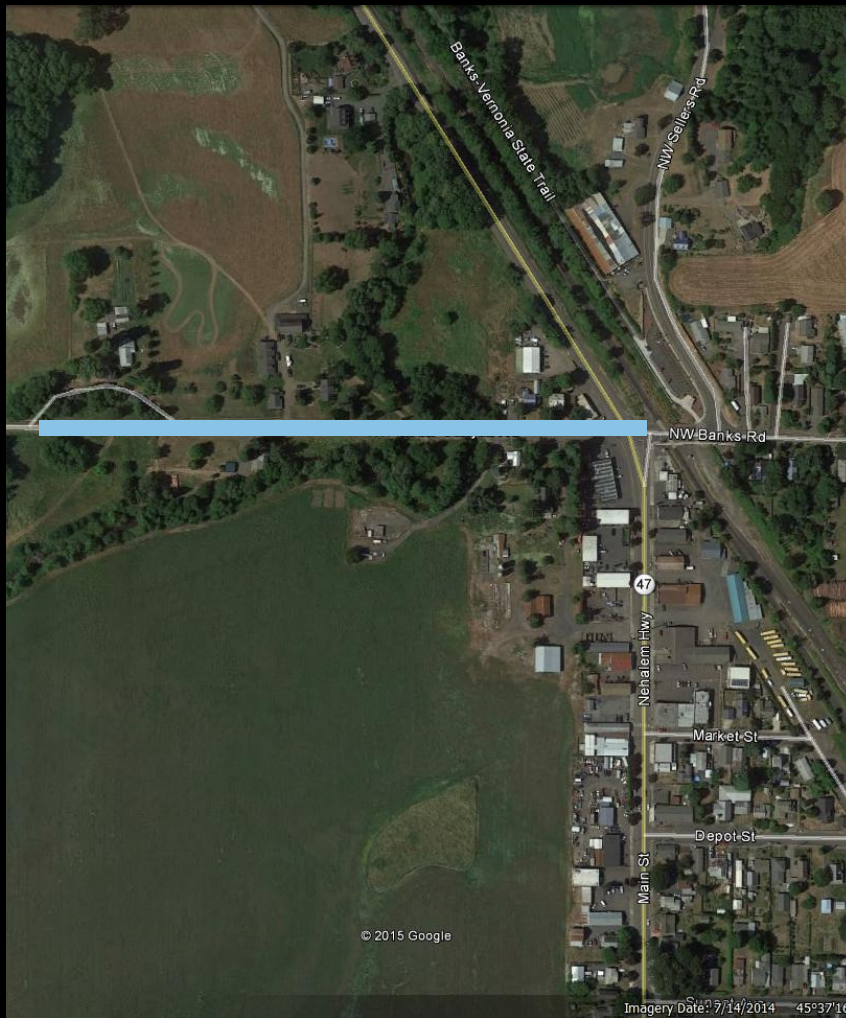
#16 Bicycle Lanes, Shoulders, or Off-Street Multi-Use Path on NW Cedar Canyon Road



Provide bicycle facilities along NW Cedar Canyon Road between Main Street and the potential future parking lot at the White Barn and Killin Wetlands

Recommended Priority: MEDIUM

#17 Sidewalk or Off-Street Multi-Use Path on NW Cedar Canyon Road



Provide pedestrian facilities along NW Cedar Canyon Road between Main Street and the potential future parking lot at the White Barn and Killin Wetlands

Recommended Priority: MEDIUM

#36 New City Trail



Develop a city trail between the existing private trail on the west side of Arbor Village to the proposed railroad crossing

Recommended Priority: MEDIUM

#19 Sidewalk on NE Commerce Street



Provide pedestrian facilities on Commerce Street between Sunset Avenue and Market Street

Recommended Priority: MEDIUM

#1 Advanced Warning Signage



Improve safety at the NW Banks Road and NW Aerts Road intersection

Recommended Priority: LOW

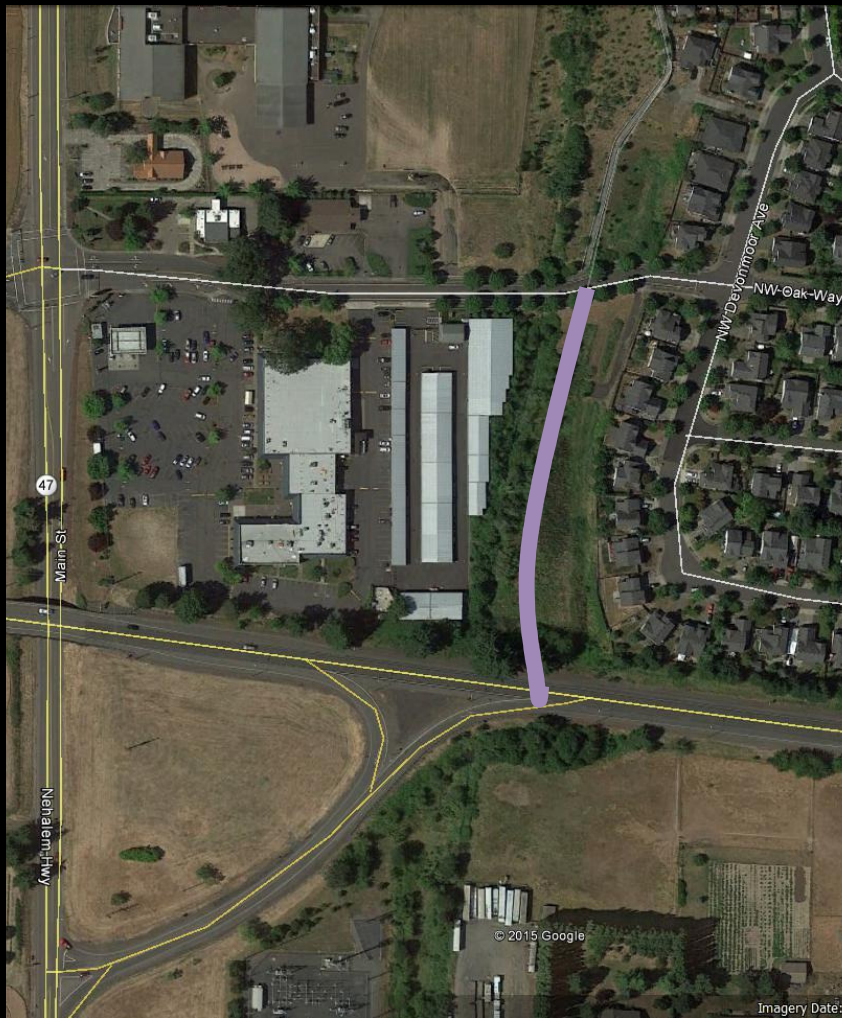
#23 Resurface Main Street



Eliminate cracks running parallel along Main Street between Wilkes Street and Sunset Avenue

Recommended Priority: LOW

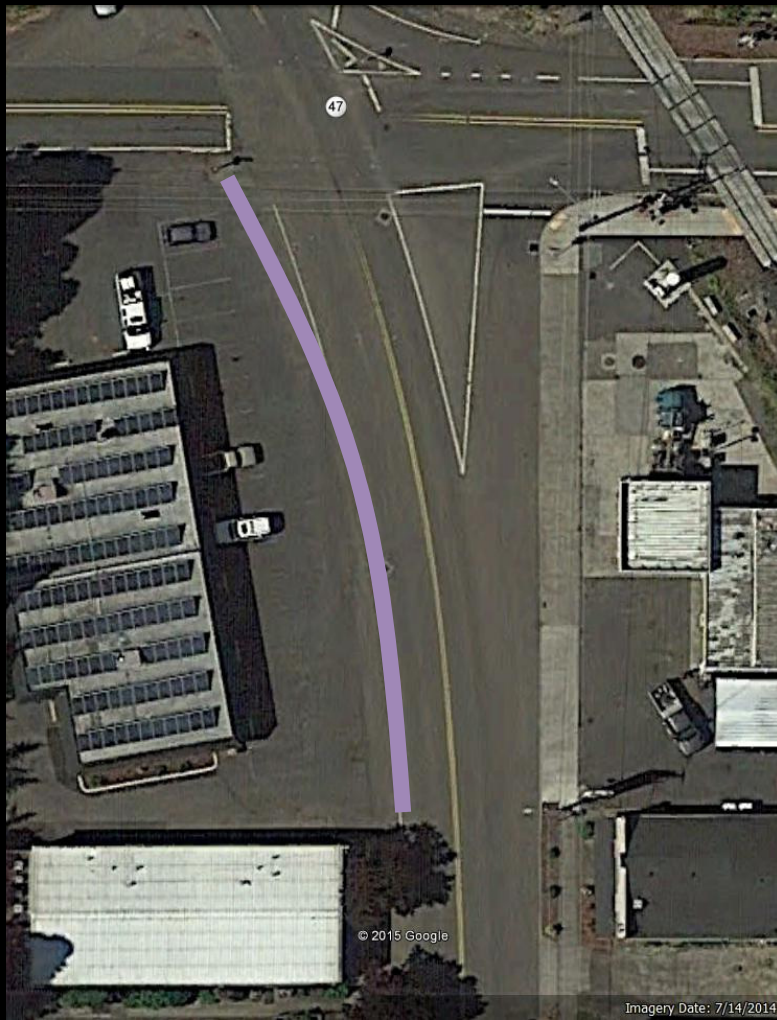
#38 New City Trail



Extend the existing private trail on the west side of Arbor Village from Oak to Highway 6

Recommended Priority: LOW

#7 Sidewalk and Curb



Improve safety at the NW Banks Road/Main Street /NW Cedar Canyon Road/ Highway 47 intersection by installing new sidewalk and curb at the SW corner of Five Star complex

Recommended Priority: LOW

#20 Review Sight Distance on Commerce Street and Address Deficiencies



Eliminate sight distance issues along Commerce Street between Sunset Avenue and Market Street

Recommended Priority: LOW

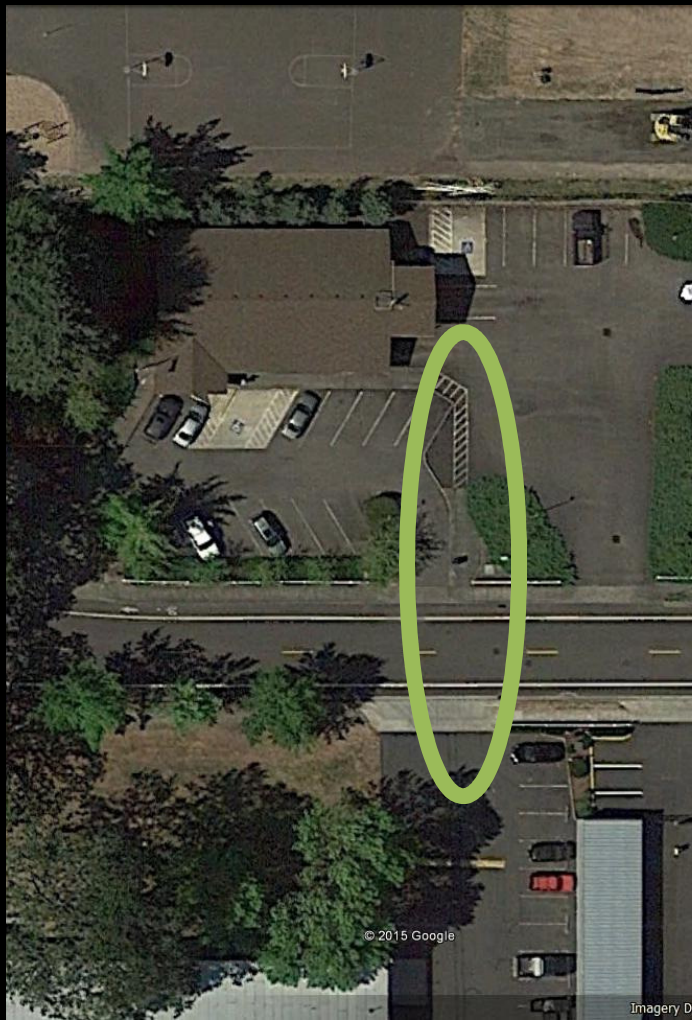
#35 Bicycle Parking



Review opportunities to install bicycle parking, particularly near businesses and other destinations along Main Street

Recommended Priority: LOW

#32 Improve Sight Distance and Lighting



Replace the missing light and shrub at crosswalk accessing the post office on NW Oak Way

Recommended Priority: HIGH

#33 Landscaping and Advance Warning Signs for Crossings



Scale back / trim / remove landscaping and trees causing sight distance issues; install advance warning signs for crossings at various locations within Arbor Village neighborhood



Recommended Priority: LOW

#18 Resurface Commerce Street



Resurface Commerce Street between
Sunset Avenue and Market Street to
eliminate potholes

Recommended Priority: LOW

#11 Parking Management Study for the Banks Trailhead



Further study the issue of crowded parking at the Banks-Vernonia trailhead and consider alternatives, such as additional parking areas or shared parking with businesses in town

Recommended Priority: LOW

#26 Bicycle Parking at Schools



Install bicycle parking to address the lack of bicycle parking at the schools

Recommended Priority: LOW

Next Steps

- Provide any comments on TM #5 by Thursday, April 30
 - klaustsen@kittelson.com
- Open House on Thursday, May 21 from 6:00-8:00 pm
- Virtual Open House May 20-31
 - Linked to www.banksbpp.com