

Banks Bicycle and Pedestrian Plan



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Prepared for:



August 2015



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This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the state of Oregon Fund. The contents of this document do not necessarily reflect views of the State of Oregon.

Adopted XXXX, 2015



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Section 1 Executive Summary



1. Executive Summary

The Banks Bicycle and Pedestrian Plan (BPP) was developed through a collaborative process, involving a team of stakeholders from the community and relying heavily on public input. The plan serves as an amendment to the City's Comprehensive Plan, addressing the existing condition of bicycle and pedestrian facilities in the City and opportunities for future improvement. The BPP is intended to guide the City in bicycle and pedestrian infrastructure in the future and outline priorities for the City. The following sections:

- § Plan Goals and Objectives highlights the purpose of the plan and overarching goals. The plan's goals were developed at the onset of the project to guide the development of the BPP.
- § Background and Related Documents provides a summary of related planning documents and their relationship to the BPP.
- § Public Involvement Process gives an overview of the tools used throughout the project to gather input from the community, including a project website, online surveys, and open house, and interactive maps.
- § Existing Conditions provides an assessment of the existing bicycle and pedestrian network, identifies pedestrian gaps and deficiencies and key opportunities and constraints throughout the City.
- § Alternatives Evaluation outlines the process used to develop and prioritize the plan elements, and ultimately selected for inclusion in the BPP.
- § Potential Funding Sources identifies potential federal, state and local funding sources that could be utilized to implement the BPP.
- § Bicycle and Pedestrian System Plan Maps high priority crossings, connections and routes and lists prioritized plan elements. Prospectus sheets are provided for the plan elements, which include information like priority, description, location, category, estimated cost, and funding sources for each plan element.
- § Recommended Code Revisions describes the relationship of the BPP to past planning documents and recommends revisions to City documents to facilitate adoption and implementation of the BPP as an amendment to the City's Comprehensive Plan.



Section 2 Plan Goals and Objectives



2. Plan Goals and Objectives

comfortable active (not automobile based) transportation system for local trips within the community and connections with regional transit systems. The BPP identifies access points, preferred alignments, key potential 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 BPP builds from relevant planning documents for the City (outlined in Section 2). It responds to the active transportation needs and opportunities discussed in the TSP, including the south within the existing Banks UGB (on the east side of Main Street) and connections from the UGB to other parts of the city, particularly to the downtown commercial area, the previous planning studies, such as the Banks Park and Recreation Plan Updated (2010) and Banks Main Street Revitalization (2014).



residents and tourists. The planned bicycle and pedestrian routes are intended to provide convenient access to attractions within Banks, reduce reliance on the automobile, and improve safety by considering parallel routes to Highways 6 and 47. Project goals and objectives for the BPP were developed with input from the project Stakeholder Advisory Committee (SAC). Goals provide direction for where the City would like to be in the future. A goal is met when outcomes can be cited for that goal. Objectives provide a more detailed breakdown of goals into specific outcomes the City desires to achieve. The goals and objectives for the project are detailed below.

Goals

Project goals provide broad guidance for the BPP that help direct where the City would like to be in the future. The project goals were developed with the project team and include:

- Livability provide for a high quality of life by providing transportation options and connecting to community values and interests.
- Safety and Health enable people to safely walk, run or cycle in and through the City.
- Accessibility develop a bicycle and pedestrian system that is accessible for all ages, skill levels and interests.



- § Financial Responsibility use resources efficiently and invest in infrastructure that will serve the years to come.
- § Economic Vitality encourage visitors and investment in the downtown core.
- § Community encourage community interest and participation in walking and biking.

Project Objectives

The following project objectives more specifically describe the project purpose and outcomes that the BPP will achieve.

- § Increase the number of people that walk and bike in Banks.
- § Link regional and local trails to key attractors on the main street and downtown area, such as schools, residential areas, and other community destinations.
- § Provide connect assets.
- § Increase transportation choices in the Highway 6 and 47 corridors by adding more bicycle and pedestrian routes and connections to transit.
- § Provide well designed, visible, safe, and convenient access points and street/highway crossings.
- § Provide shorter trip lengths between destinations on the bicycle and pedestrian system through networked networks.
- § Identify the community vision for the overall bicycle and pedestrian system, expressed through different treatments and design themes for distinctive sections.
- § Address safety and security of bicycle and pedestrian route users.
- § Link the urban growth areas to the downtown core and destinations on Main Street.
- § Provide adequate funding to maintain the existing active transportation system while providing investments in future facilities.
- § Minimize conflicts between people biking and walking and farm equipment, logging trucks and other related trucks.
- § Find innovative, efficient, low or no cost solutions to providing parking for trail users.

The intent of the BPP is to reach all current and potential users of the pedestrian and bicycle system.



Section 3 Background and Related Documents

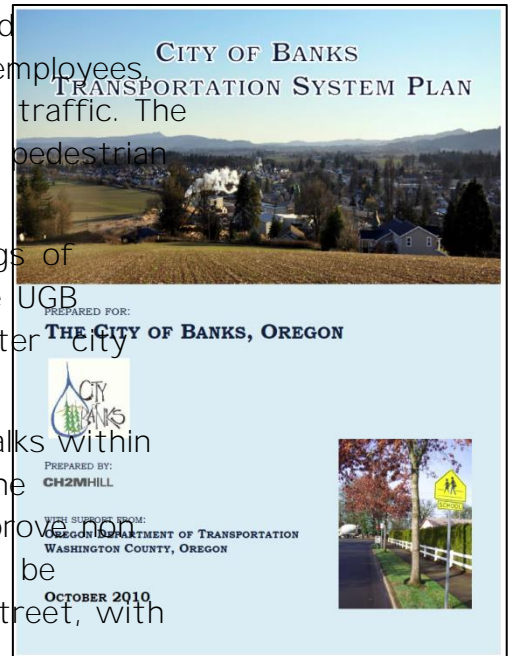


3. Background and Related Documents

Relevant federal, state, and local laws, plans, and policies were reviewed to provide background development of the Bicycle and Pedestrian Plan (BPP). The City of Banks has conducted several planning efforts for Main Street and must trails in and around the City. These plans provided valuable information about needs and opportunities in the City and included potential projects for consideration in the BPP. A few key local planning documents is provided below. follows with a summary of all documents reviewed as part of the development of the BPP.

City Transportation System Plan (TSP) (2010)

The TSP recognizes that Main Street also serves highway and tries to balance the needs of pedestrians, shoppers, employees, business owners, and residents with the needs of through traffic. The plan recognizes the following opportunities for bicycle and pedestrian connections:



- § Construct one or more pedestrian/bicycle overcrossings of the railroad to ensure east-west connectivity from the UGB expansion area east of the railroad to center city destinations.
- § Better connect bicycle lanes and pedestrian sidewalks within the city. Improvements should focus on connecting the existing system of bike lanes and sidewalks to improve non-motorized mobility. A north-south bike route should be established in the city in the area east of Main Street, with direct connections to the schools complex.
- § All new and modernized roadways should include bicycle and pedestrian accommodations.

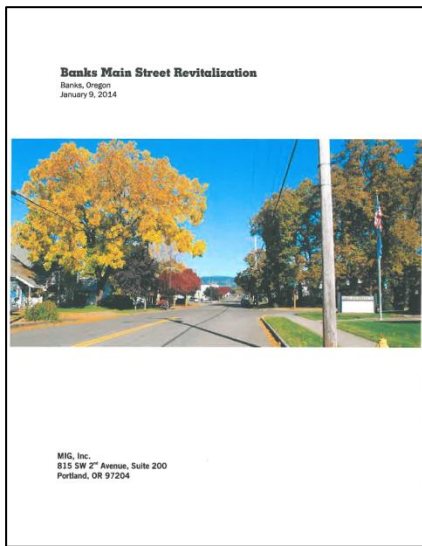
The following concepts were developed to address the needs identified in the TSP analysis:

- § Install advanced warning signage at the intersection of Banks Road and Aerts Road to warn of the reduced sight distance on the crest vertical curve, thereby improving safety conditions at the intersection.
- § Reconstruct Banks Road to increase the safety for motorists, pedestrians, and cyclists on Banks Road between Main Street (OR US 26) and the UGB.
- § Establish an east/west bicycle and pedestrian circulation system to service the expanded UGB.
- § Install a bicycle/pedestrian overcrossing or undercrossing of the railroad from the area east of the UGB (Banks expansion Area) to the eastside of Banks (Banks expansion Area).

The TSP identifies and addresses key issues relating to transportation within the City. The TSP is the starting point to identify and validate future bicycle and pedestrian improvements.



Banks Main Street Revitalization Plan (2014)



This plan recommends expanding the UGB and constructing a new wide circulator road that parallels Main Street. It also recommends Main Street safety improvements including pedestrian crossings, full curb extension, and a marked crosswalk at Banks Road and OR 47 to improve connections to the Banks/Vernonia Trail. A new sidewalk and curb at the SW corner at the Star complex is suggested to better delineate pedestrian and vehicle zones. An improved internal system of trails (as identified in the Banks and Recreation Master Plan), traffic calming at OR 47 and Main Street, and an access management strategy to enhance the pedestrian experience are recommended.

This plan provides a vision for Main Street and recommendations related to bicycle and pedestrian facilities and amenities in the area.

City Park and Recreation Master Plan (2010)

This plan recommends working with the County and State to explore the possibility of extending the Banks/Vernonia Trail to the south end of town or beyond. A separated walking path is proposed in the Highway 47 corridor. Walking trails are also proposed to extend from the existing trails west of Arbor Village to the north and south.

This plan identifies specific recommendations for a trail system. These recommendations should be reviewed and validated as part of the BPP.



Urban Growth Boundary (UGB)

The UGB includes the Quail Valley Golf Course

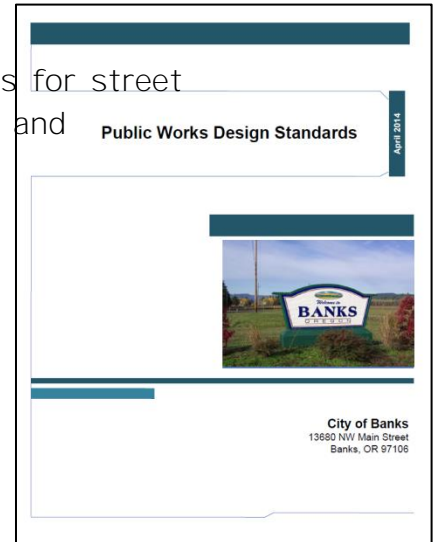
Housing tracts and other types of urban development are not allowed to occur beyond the UGB. The focus is on improvements within the UGB or within expected amendments.



City of Banks Design Standards (2014)

This document provides local design standards and requirements for street design, bicycle and pedestrian facilities, street parking standards, and other related design standards.

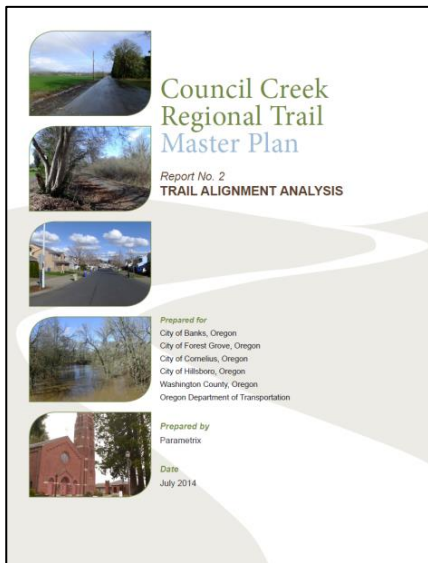
The bicycle and pedestrian facilities proposed in the BPP use the local design standards to ensure conformity.



Council Creek Regional Trail (CCRT) Master Plan (Hillsboro Forest Grove to Banks) (2014)

The Implementation Strategy Report recommends a widened sidewalk along the south side of NW Banks Road to better connect the Banks-Vernonia Trailhead to the adjacent multiuse trail is recommended to run parallel on the west side of the WCR to connect to Main Street, south of downtown, running parallel to a proposed road connecting the WCR to Main Street. The recommended trail will continue on the west side of Main Street (OR 47) through the Oregon undercrossing.

The BPP considers planning efforts, like the CCRT, so that the south side connections through the City with the Banks-Vernonia Trailhead do not conflict with each other.



Salmonberry Trail (Banks to Tillamook) Concept Plan (2014)

The Salmonberry Corridor offers a potential connective trail link between the Willamette Valley and the Oregon Coast, 86 miles of the Port of Tillamook Bay railroad. Segment 1 is the twenty-five mile easternmost segment of the corridor that connects Banks to Cochran. It is envisioned to link into the existing Banks-Vernonia Trail.

This trail may connect to the Banks-Vernonia Trail outside of the City limits, but could increase trail traffic and bring more bicyclists and pedestrians into the City of Banks.



Background and Related Documents Banks Bicycle and Pedestrian



Table 31. Relevant Federal, State and Local Documents

		M
Federal	Americans with Disabilities Act (ADA)	Guidance related to designing and planning for pedestrian 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 to goals and evaluation metrics.
	Bicycle and Pedestrian Plan (1995, <i>currently being updated</i>)	Provides general principles and policies for bicycle and pedestrian facilities on state highways.
	Oregon Bicycle and Pedestrian Design Guide (2008)	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 required by state law.
	Transportation Planning Rule	Implements Statewide Planning Goal #12 and provides rulemaking regarding the required Transportation System Plan.
	Statewide Transportation Improvement Program (STIP) (2012-2018)	Identifies funding for, and scheduling of, transportation improvement projects and programs.
Local	Washington County Flood Plain and Drainage Hazard Area Development Standards (2014)	Contains provisions for development in Special Flood Hazard Areas. Recreation and nature trails are permitted uses and activities.
	City Comprehensive Plan (1979, Amended 1988)	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 relating to bicycle and pedestrian facilities and amenities.
	Urban Growth Boundary (UGB)	Identifies areas where future growth may occur. Housing 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 (CORT) 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/Adams Street.
	Banks/Vernonia Trail	An established trail that generates additional bicycle and pedestrian traffic in the City.
	Salmonberry Trail (Banks to Tillamook) Conceptual Plan (2014)	A proposed regional trail with a possible link to the Banks/Vernonia Trail outside of the City.



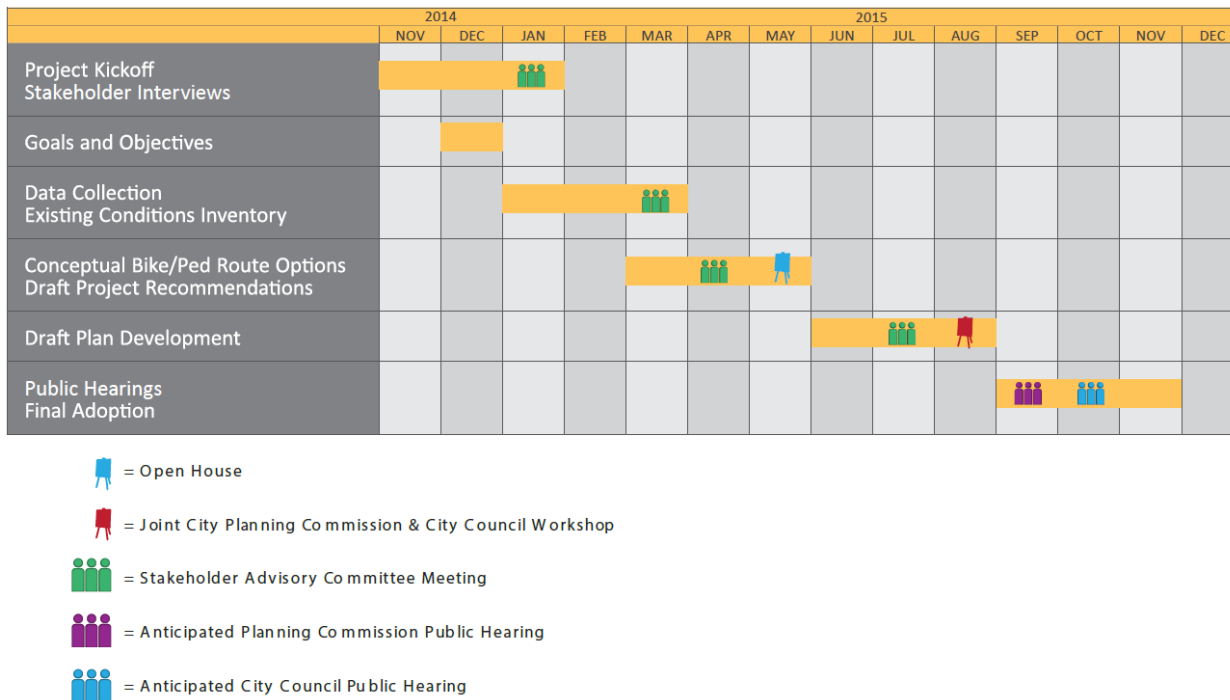
Section 4 Public Involvement Process



4. Public Involvement Process

Engagement with project stakeholders and the public was sought at regular intervals through the involvement was sought through regular meetings with a Stakeholder Advisory Committee (SAC), a website with materials, an online open house, and online interactive maps for the public to comment. In addition, joint adoption work sessions were held with the City of Banks Planning Commission and City Council. Finally, public adoption hearings were held at the project schedule in Exhibit 41. This exhibit illustrates these public involvement activities at key points throughout the project. An overview of the activities is provided in the following subsections.

Exhibit 41 Project Schedule



Specific steps were taken to provide opportunities for participation by federal Title VI communities. In the project, the City provided information and prepared updates on the project. # announcements sent with the water bill mailings to residents, and flyers in businesses. Meetings were held at City Council chambers, which is ADA accessible and a central location for City residents. The sections provide additional details about the various public involvement activities. The Title VI report prepared by the City for the project is available in Appendix A.

Stakeholder Advisory Committee

The Stakeholder Advisory Committee (SAC) was formed at the beginning of the project and met throughout the project to review project materials and provide feedback to the project team. The members were selected to provide representation from a variety of local agencies, businesses, property owners, ODOT departments, etc. The SAC helped kick the project off with a tour of the City and reviewed and provided comments on Technical Memorandums prepared during the course of the project (provided in Appendices B-F). Key stakeholders were interviewed at the start of the project to provide

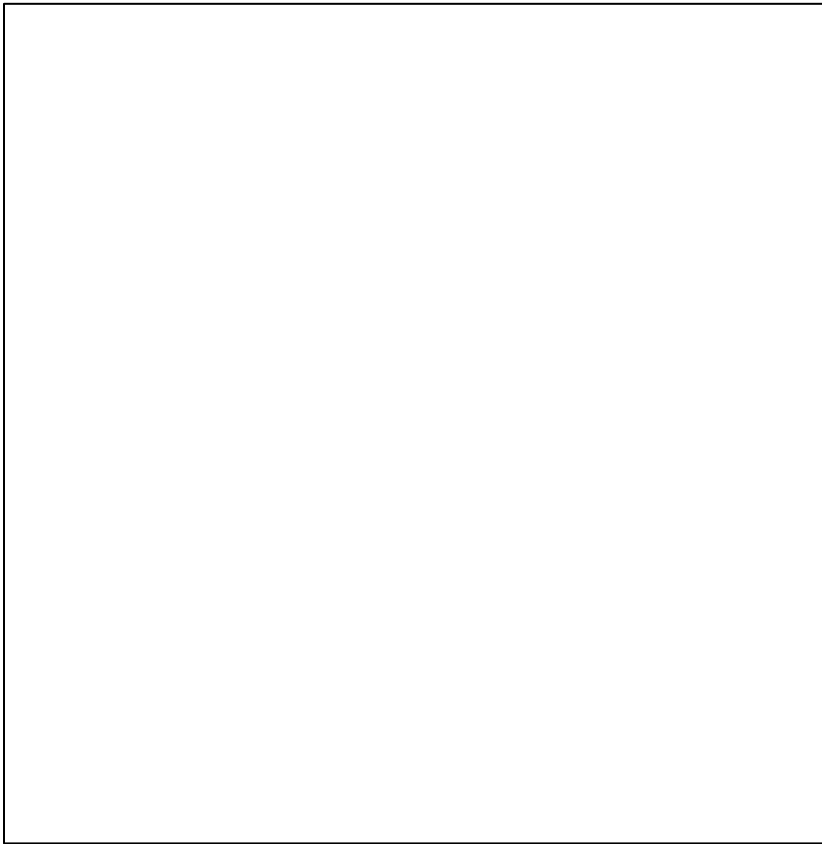


background and perspective for the project team. Summaries of the stakeholder interviews are provided in *Appendix G*. The SAC members also provided input on the first draft projects for inclusion in the BPP draft BPP document. Meeting notes from the SAC meetings are provided in *Appendix H*.

Website

The website for the Banks BPP (banksbpp.com) provided updates throughout the project and housed documents for the SAC review, information about meetings and public outreach, and memorandums as well as the draft and final BPP. A screenshot from the website is shown in *Exhibit 2*.

Exhibit 2 Project Website



Online and In-person Open House

Online and in-person open houses were held in May to share the project progress with the public and gather input on the draft plan elements. Both open houses featured exhibits with information about the project, goals and objectives, existing plans and previously identified projects, and draft project recommendations categorized into their prioritization groups (high, medium, and low). The worksheets given to open house participants are shown in *Exhibit 4*.

