



TECHNICAL MEMORANDUM #5

Date: June 5, 2015

Project #: 18078

To: Stakeholder Advisory Committee

Cc: Project Management Team

From: Kelly Laustsen, Bart Rudolph and Marc Butorac, P.E., PTOE

Project: City of Banks Bicycle and Pedestrian Master Plan

Subject: Alternatives Development

This memorandum provides an assessment of potential bicycle and pedestrian projects, policies, program, pilot projects and study alternatives to be included in the Bicycle and Pedestrian Plan (BPP). It also provides an overview of the plan elements, evaluation methodology, and proposed project list.

BACKGROUND

A bicycle and pedestrian master plan is needed to identify, coordinate, and leverage current and upcoming efforts, investment, and opportunities to create a safe and seamless biking and walking environment in the City. The plan will prioritize the expansion and enhancement of the existing system to create an integrated bikeway and pedestrian network to encourage people to bike and walk in, around, and through the City. It will include preferred bicycle and pedestrian projects, policies, programs, pilot projects, studies, cost estimates and potential funding sources.

The intent of the BPP is to provide a bicycle and pedestrian system that is accessible for all types of users, regardless of age or ability. Bicyclists are commonly split up in to four groups based on their interest and confidence, from “strong and fearless” riders to “no way no how” riders. The BPP will target riders in between these extremes that are “enthused and confident” or “interested but concerned.” The creation of a BPP will ensure the community is designed so people can stroll, exercise, shop and bike in a safe and friendly environment. Improvement of the bike and pedestrian system will aid the City in pursuing high levels of livability with distinctive and memorable streets and pathways that are enjoyable, safe and friendly places to live, work, and visit.

PLAN ELEMENTS

The final BPP will include the following elements, which will be assessed using the evaluation metrics as referenced above:

- **Projects** – capital investments made to improve the existing bicycle and pedestrian system. Examples include bike lanes, sidewalk improvements, and benches.
- **Policies** – statements adopted in the BPP that are intended to influence and guide City decisions and actions relating to bicycle and pedestrian planning. As an example, policies could be related to sidewalk design guidelines, bicycle treatment at intersections, or requirements for new development. Ultimately, the BBP policies would be incorporated in the Transportation System Plan, comprehensive plan and zoning code.
- **Programs** – plans of action aimed at accomplishing an identified county goal(s) and/or objective(s) that commonly include such details on what work is to be done, by whom, when, and the intended outcome of the action. An example is implementing a walking bus program.
- **Pilot Projects** – activities planned as a test or trial of a proposed transportation project or program. An example is temporarily striping a bike lane to test its performance over a 6-month time period.
- **Future Studies** – research and investigation to be completed by the City after the BPP is completed. Such studies will not be done during the BPP process due to lack of available data, a need for guidance and/or analysis from responsible agencies, and/or the need for a focused public involvement and analysis process beyond the BPP scope of work and budget.

Note that the term “project” is used throughout this memorandum to refer to the plan elements for ease and brevity. For example, the “projects” for evaluation described in the next section include all elements of the plan, including capital projects, policies, programs, pilot projects, and future studies.

PROJECTS FOR EVALUATION

This memorandum provides a preliminary list of potential projects for inclusion in the BPP and initial evaluation of each project. The list was developed based on the following:

- **Previously Identified Projects:** these projects were identified based on a variety of documents, including the City’s Transportation System Plan, Park and Recreation Master Plan, Banks Main Street Revitalization Plan, and Council Creek Regional Trail (CCRT) Master Plan. The documents were reviewed and projects identified and mapped in *Technical Memorandum #2: Baseline Information*.
- **Stakeholder Advisory Committee (SAC) and Public Suggested Projects:** these projects were developed based on input received from the SAC during stakeholder interviews, a kick-off walking tour, and subsequent meetings. Public input was also gathered via the interactive map for the project, available on the project website www.banksbpp.com.
- **New Identified Projects:** these projects are needed to address gaps or deficiencies in the existing transportation system that were not addressed in either of the project lists described above.



New Identified Projects

As indicated above, additional projects were developed beyond those previously identified or suggested by the SAC or public to address gaps or deficiencies in the existing transportation system. The project team developed these projects based on the assessment of the transportation system in *Technical Memorandum #3: Systems Inventory and Evaluation*. Projects to fill gaps in the bicycle and pedestrian system were selected based on high-priority needs, considering the following:

- Connectivity: projects that connect existing bicycle facilities or key areas (i.e. residential and commercial areas, existing trail networks);
- Gaps: projects that fill gaps in the existing bicycle network (i.e. segment of roadway missing bicycle lanes);
- Proximity to activity centers and destinations such as schools, commercial areas, residential areas, parks, natural resources, trails, etc.;
- Proximity to bus stops and routes; and
- Roadway volumes: as a general rule of thumb, bikeways are recommended on roadways with AADTs over 3,000.

PROJECT EVALUATION METHODOLOGY

The preliminary project list has been developed based on the vision, goals and objectives developed in *Technical Memorandum #1*. The intent of this initial evaluation is to identify:

- Which projects should be included into the BPP;
- Which projects need refinement; and
- Which projects should not be carried forward for additional evaluation.

Each project has been evaluated based on whether or not it supports the previously identified goals and objectives. Each goal (livability, safety and health, accessibility, financial responsibility and economic vitality) is supported with at least one objective. The objectives provide a more detailed breakdown of goals with more specific ends the City desires to achieve. Evaluation criteria have been developed for each objective to provide a definable measure of how a proposed project may make progress towards the established objectives.

The projects have been scored based on the framework identified in Table 1. As seen in the table, the goal assessment helps evaluate each evaluation criteria, objective, and ultimately project goal. The assessment relies heavily on the data generated and reviewed as part of the previous technical memorandums.

Table 1 Evaluation Criteria Matrix

| Goal | Objective | Evaluation Criterion | Goal Assessment |
|---|--|---|---|
| (1) Livability: provide for a high quality of life by providing transportation options and considering community values and interests. | Increase transportation choices in the Highway 6 and 47 corridors by adding more bicycle and pedestrian routes and connections to transit. | Does the project... (1) Improve or provide additional bicycle or pedestrian facilities within the Highway 6 and/or Highway 47 corridor(s)? - or - (2) Improve or provide an alternate route to the Highway 6 and/or Highway 47 corridors (s)? | 0 - Does not improve 1 - Expands/improves existing facility or creates a new partial corridor improvement 2 - Improves entire corridor or creates new alternate route |
| | Provide shorter trip lengths between destinations on the bicycle and pedestrian system than on-road networks. | Does the project... (1) Increase connectivity by eliminating an existing gap/barrier in infrastructure? - or - (2) Provide a new connection between facilities? - or - (3) Provide new bicycle/pedestrian facilities that result in a shorter or more direct trip than the road system provides? | 0 - Does not eliminate a gap/barrier or provide a shorter trip length 1 - Provides a moderate reduction in overall trip length or addresses a gap/barrier 2 - Provides a significant reduction in overall trip length or eliminates a gap/barrier |
| (2) Safety and Health: enable people to safely walk, run or cycle in and through the City. | Increase the safety of bicycle and pedestrian route users. | Does the project... Address a location with a proven crash history? | 0 - Improvement is not within an identified crash history location 1 - Improves existing facilities or provides new facilities at crash history location 2 - Implements safety related improvement based on data specific to the crash history location |
| | | Does the project... Implement a safety related solution or improves the safety performance of a facility based on available research and/or best management practices (BMP) regarding bicycle/pedestrian safety? | 0 - Improvement is not safety related or creates a potential safety concern 1 - Moderately helps to improve safety 2 - Implements a BMP aimed at improving safety at a specific location or corridor |
| | Minimize conflicts between people biking and walking and farm equipment, logging trucks and forestry related trucks. | Does the project... Eliminate or reduce conflicts between large scale vehicles and bicycles/pedestrians? | 0 - Does not address a known conflict 1 - Moderately helps to reduce conflict 2 - Reduces conflict by providing buffer or other known safety related measure |
| (3) Accessibility: develop a bicycle and pedestrian system that is accessible for all ages, skill levels, and interests. | Provide well-designed, visible, safe, and convenient access points and street/highway crossings. | Does the project... Provide new or modify existing crossing(s)/access point(s) with enhanced safety measures? | 0 - Does not improve a crossing or access point 1 - Improves or provides a new crossing or access point on a local road 2 - Improves or provides a new crossing or access point on a collector or higher classified road |
| | Implement the community vision for the overall bicycle and pedestrian route design, expressed through different treatments and design themes for distinctive sections. | Does the project... (1) Enhance access to system for all users? - or - (2) Improve the level of traffic stress? | 0 - Does not improve the system for all users 1 - Moderate improvements for all users 2 - Significant improvements for all users or improves overall level of traffic stress |
| (4) Financial Responsibility: use resources efficiently and invest in infrastructure that will serve the City for years to come. | Provide adequate funding to maintain the existing active transportation system while prioritizing investments in future facilities. | Does the project... Extend the life of an existing facility or provide a new facility with additional maintenance costs? | 0 - Provides a new facility with projected high maintenance costs 1 - Provides a new facility with projected low maintenance costs 2 - Extends the life of an existing facility or replaces eliminates the need for an existing facility |
| | | What is the feasibility of the project? Do barriers exist, such as land ownership, limited right-of-way, presence of significant natural resources, or regulation/zoning restrictions? | 0 - Significant barriers appear difficult or impossible to overcome 1 - Barriers exist, but improvement seems achievable 2 - No known barriers exist |
| (5) Economic Vitality: encourage tourism and investment in the downtown core. | Link regional and local trails to key attractors on the main street and downtown area, such as shopping, schools, residential areas, and other community destinations. | Does the project... Provide access to key attractors or destinations? - or - Provide access to undeveloped land (expanded UGB)? | 0 - Does not access an attractor/destination 1 - Improves existing access to one or more attractor(s)/destination(s) 2 - Provides new access to one or more attractor(s)/destination(S) |
| | | Does the project... Provide access or link to an existing or proposed regional trail network? | 0 - Provides an internal link within a neighborhood 1 - Improves system wide network connectivity within the City of Banks 2 - Connects to an existing regional trail or planned trail identified in a regional plan |

PROPOSED PROJECT LIST

This project list provided in *Attachment A* contains information about each project and the results of the evaluation process detailed in Table 1. The columns are described below:

- **ID:** unique identifying number randomly assigned to each proposed project.
- **Project Name/Description:** general description of the proposed project with the key elements identified.
- **Location:** location of the project, if applicable. The projects are also mapped on Figure A in *Attachment A*.
- **Purpose:** what the proposed project is intended to accomplish. Identifies if the proposed project addresses an identified gap in the existing bicycle or pedestrian infrastructure or incorporates an element that would improve or eliminate a known deficiency.
- **Category:** projects are classified in to general categories, including safety, access, pedestrian, crossing, education, etc.
- **Source:** identifies whether the project came from a previous plan, SAC, public, or project management team (PMT).
- **Cost estimate:** planning-level cost estimate, intended to provide a sense of magnitude.
- **Goal assessment:** the results of the evaluation process in Table 1 are shown for each goal, using the ratings 0, 1, and 2.
- **Total Goal Score:** the sum of the five goal scores.
- **Evaluation Priority:** the initial suggested priority for the project, based on the total goal score. Note that these are initial ratings and intended to provide a basis for further discussion. There are three possible priorities:
 - **High Priority:** if the total goal score is over 7.5, the project is categorized as a high priority and recommended to be included in the next stage of the BPP.
 - **Medium Priority:** if the total goal score is between 5 and 7.5, the project is categorized as a medium priority and recommended to be reevaluated for inclusion in the next stage of the BPP with possible revisions.
 - **Low Priority:** if the total goal score is under 5, the project is categorized as a low priority and recommended it be further assessed for potential removal from the BPP.
- **Notes:** this column includes any notes about the project, total goal score, or evaluation priority.

Table 2 on page 7 provides an example project from the list in *Attachment A*, showing the project information and indicating the degree to which the project supports each of the goals identified in the BPP.

NEXT STEPS

This memorandum was reviewed by the Stakeholder Advisory Committee (SAC) during SAC Meeting #2 on April 16th, 2015. SAC members were invited to comment on the methodology for evaluating the project list, suggest any additional projects that should be included on the list, and propose any changes to the priorities reflected in the project list. The project team reviewed the SAC's feedback and produced this updated memorandum and the updated project list shown in *Attachment B*. This updated project list was presented to the public during the May Open House for comment as well.

Table 2 Proposed Project List Example

| BBPP ID | Project Name/Description | Location | Purpose | Category | Source | Cost Estimate | Goal Assessment | | | | | Total Goal Score | Evaluation Priority | Notes |
|---------|----------------------------------|---|---|----------|----------------------------|---------------|-----------------|--------|--------|--------|--------|------------------|---------------------|-------|
| | | | | | | | Goal 1 | Goal 2 | Goal 3 | Goal 4 | Goal 5 | | | |
| 1 | Install advanced warning signage | Intersection of NW Banks Road and NW Aerts Road | Improve safety at the NW Banks Road and NW Aerts Road | Safety | Transportation System Plan | \$14,000 | 0.0 | 0.7 | 1.5 | 1.5 | 1.0 | 4.7 | Low | - |

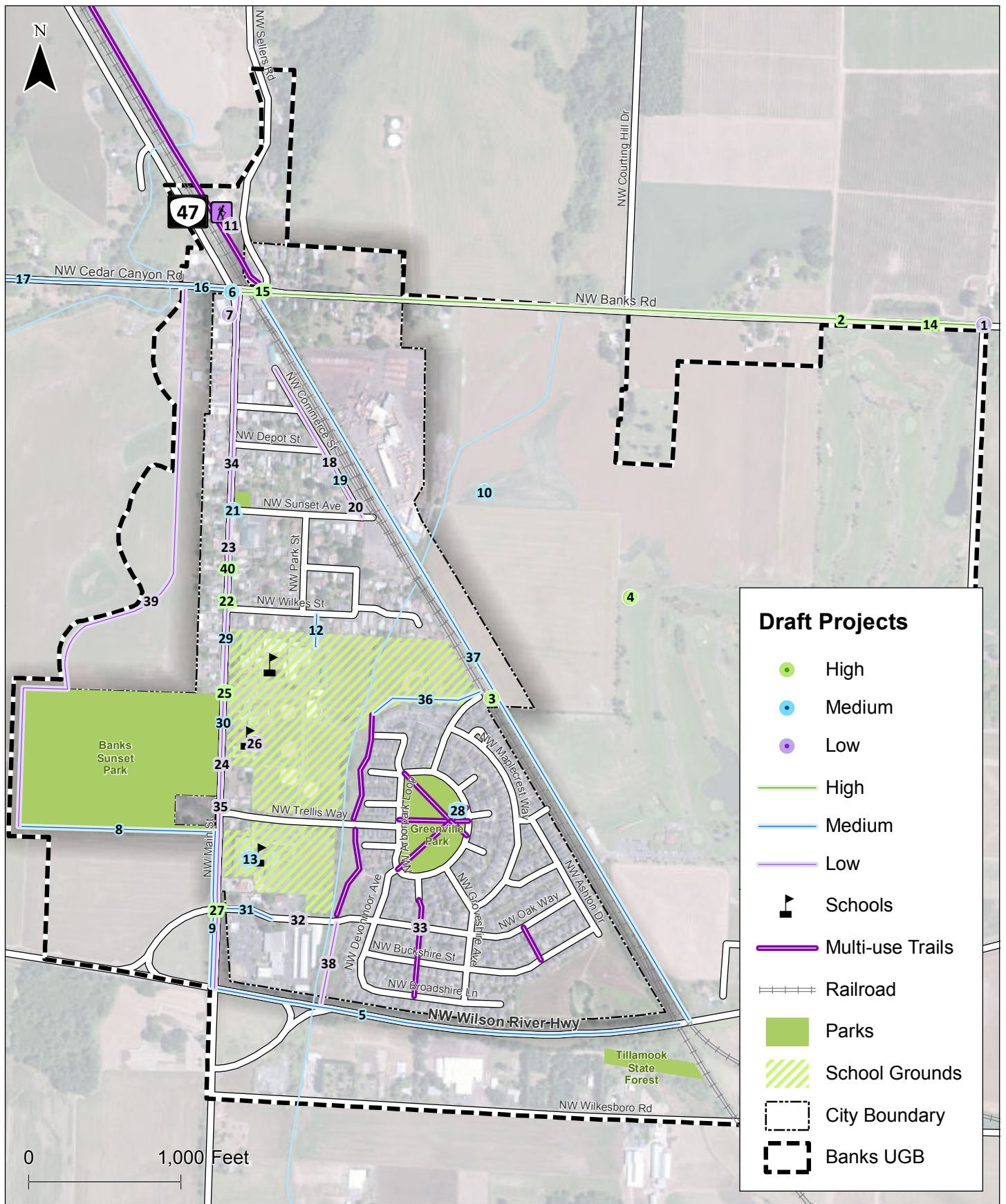
Goal 1 = Livability, Goal 2 = Safety and Health, Goal 3 = Accessibility, Goal 4 = Financial Responsibility, Goal 5 = Economic Vitality

Attachment A: Draft Project List 4.7.15

| 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 accessing 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 UGB expansion area | Crossing | TSP | \$500,000 - \$1,000,000 | 2.0 | 0.7 | 2.0 | 1.0 | 2.0 | 7.7 | High | |
| 4 | Conduct Access to UGB 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 UGB area and eliminate the railroad as a barrier | Access | SAC #1 / Public /TSP | \$50,000 - \$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 6 / Main Street intersection | Provide pedestrian facilities on both sides of the Main Street corridor | Pedestrian | Tech Memo #3 | \$50,000 - \$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 Trellis 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 | |

| 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 | | | |
| 37 | Develop a state trail connecting Banks-Vernonia Trail to Highway 6 | Along railroad track between the Banks Trailhead and Highway 6 | Provide a protected bicycle and pedestrian connection to the Banks Trailhead from Highway 6 | Pedestrian, Bicycle | Park & Rec Plan | \$100,000 - \$500,000 | 2.0 | 1.7 | 1.0 | 0.5 | 2.0 | 7.2 | Medium | |
| 8 | Install a separated trail | along the westside circulator road and connect to Main Street (OR47) paralleling a new proposed road | Provide an alternative to Main Street, access future growth to the west, and align with future regional trail plans | Pedestrian, Bicycle | CCRT / Public | \$100,000 - \$500,000 | 2.0 | 1.7 | 1.0 | 0.5 | 1.5 | 6.7 | Medium | |
| 12 | Provide north/south pedestrian/bicycle access between Wilkes Street and the high school/middle school | Connect Wilkes Street with the schools to the south | Provide a direct connection between the schools and residential areas to the north | Pedestrian, Bicycle | SAC #1 | < \$25,000 | 2.0 | 0.7 | 2.0 | 1.0 | 1.0 | 6.7 | Medium | |
| 5 | Install a separated walking path | Parallel to Highway 6 between NW Main Street and railroad | Provide dedicated pedestrian facilities along Highway 6 | Pedestrian | Park & Rec Plan | \$100,000 - \$500,000 | 2.0 | 1.0 | 1.0 | 0.5 | 1.5 | 6.0 | Medium | |
| 9 | Install a separated trail | Along Main Street, south of downtown, to the OR 6 undercrossing | Eliminate conflicts between bicycles and vehicle traffic and align with future regional trail plans | Pedestrian, Bicycle | CCRT | \$100,000 - \$500,000 | 2.0 | 1.3 | 1.0 | 0.0 | 1.5 | 5.8 | Medium | |
| 13 | Conduct a vehicle circulation study at the elementary and middle schools | Banks Elementary School, Banks Middle School | Further study the issue of back-ups from school pick-up on to Main Street, look for opportunities to improve circulation at schools | Access, Parking | | \$50,000 - \$100,000 | 0.0 | 1.7 | 2.0 | 2.0 | 0.0 | 5.7 | Medium | |
| 31 | Extend bicycle lanes on NW Oak Way to the NW Oak Way/Main Street intersection | NW Oak Way | Eliminate the bicycle lane gap along NW Oak Way | Bicycle | Tech Memo #3 | < \$25,000 | 1.0 | 2.0 | 1.5 | 1.0 | 0.0 | 5.5 | Medium | |
| 10 | Install bicycle way-finding signs | Way-finding kiosks installed 3 locations: Main St/Hwy 6, Log Cabin Park, and Banks-Vernonia Trailhead | Give bicyclists and pedestrians direction to area amenities, tourist locations, the Banks Trailhead, and economic centers | Education | SAC #1 | \$25,000 - \$50,000 | 1.0 | 0.3 | 0.5 | 1.5 | 2.0 | 5.3 | Medium | Recommend high priority due to low cost and high value |
| 29 | Install curb extensions at select intersections | Main Street corridor | Provide speed control along Main Street | Safety | SAC #1 | \$25,000 - \$50,000 | 1.0 | 1.7 | 1.0 | 1.5 | 0.0 | 5.2 | Medium | |
| 30 | Install dynamic radar-activated speed limit signs | Main Street corridor | Provide speed control along Main Street | Safety | SAC #1 | \$25,000 - \$50,000 | 1.0 | 1.7 | 1.0 | 1.5 | 0.0 | 5.2 | Medium | |
| 16 | Install bicycle lanes, shoulders, or an off-street multi-use path | NW Cedar Canyon Road between Main Street and the future White Barn/Killin Wetlands parking area | Provide bicycle facilities accessing the potential future parking lot at the White Barn and Killin Wetlands | Bicycle | SAC #1 | \$50,000 - \$500,000 | 1.0 | 0.7 | 1.0 | 1.0 | 1.5 | 5.2 | Medium | |
| 17 | Install sidewalk or an off-street multi-use path | NW Cedar Canyon Road between Main Street and the future White Barn/Killin Wetlands parking area | Provide pedestrian facilities accessing the potential future parking lot at the White Barn and Killin Wetlands | Pedestrian | SAC #1 | \$50,000 - \$500,000 | 1.0 | 0.7 | 1.0 | 1.0 | 1.5 | 5.2 | Medium | |
| 36 | Develop a City Trail | Between the existing private trail on the west side of Arbor Village to the proposed railroad crossing | Connect Arbor Village to the proposed bicycle/pedestrian railroad crossing | Pedestrian, Bicycle | Park & Rec Plan | \$100,000 - \$500,000 | 1.5 | 0.7 | 1.0 | 0.5 | 1.5 | 5.2 | Medium | |

| 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 | | | |
| 19 | Install sidewalk | NE Commerce Street between Sunset Avenue and Market Street | Provide pedestrian facilities on Commerce Street | Pedestrian | SAC #1 | \$50,000 - \$100,000 | 1.5 | 1.0 | 1.0 | 1.0 | 0.5 | 5.0 | Medium | |
| 24 | Install pedestrian-scale lighting | Main Street corridor | Improve lighting along Main Street, particularly for pedestrians | Pedestrian, Safety | SAC #1 | \$50,000 - \$100,000 | 0.5 | 1.3 | 1.5 | 0.5 | 1.0 | 4.8 | Low | |
| 1 | Install advanced warning signage | Intersection of NW Banks Road and NW Aerts Road | Improve safety at the NW Banks Road and NW Aerts Road | Safety | TSP | < \$25,000 | 0.0 | 0.7 | 1.5 | 1.5 | 1.0 | 4.7 | Low | |
| 23 | Resurface Main Street | Main Street between Wilkes Street and Sunset Avenue | Eliminate cracks running parallel along Main Street | Safety | Walking Tour | \$100,000 - \$500,000 | 0.5 | 0.7 | 0.5 | 2.0 | 1.0 | 4.7 | Low | |
| 38 | Extend the existing private trail | On the west side of Arbor Village from Oak to Highway 6 | Connect Arbor Village to Highway 6 | Pedestrian, Bicycle | Park & Rec Plan | \$50,000 - \$100,000 | 1.5 | 0.7 | 1.0 | 0.5 | 1.0 | 4.7 | Low | |
| 7 | Install new sidewalk and curb | SW corner of Five Star complex | Improve safety at the NW Banks Road/Main Street /NW Cedar Canyon Road/ Highway 47 intersection | Safety, Pedestrian | Main Street Plan | < \$25,000 | 0.5 | 1.3 | 0.5 | 1.0 | 1.0 | 4.3 | Low | |
| 20 | Review sight distance on Commerce Street and address deficiencies | NE Commerce Street between Sunset Avenue and Market Street | Eliminate sight distance issues along Commerce Street | Safety | SAC #1 | \$50,000 - \$100,000 | 0.5 | 1.0 | 1.0 | 1.5 | 0.0 | 4.0 | Low | |
| 35 | Review opportunities to install bicycle parking | Main Street corridor | Provide bicycle parking, particularly near businesses and other destinations | Bicycle | Main Street Plan | < \$25,000 | 0.5 | 0.0 | 0.5 | 2.0 | 1.0 | 4.0 | Low | |
| 32 | Improve sight distance and lighting | NW Oak Way at post office entrance | To replace the missing light and shrub at crosswalk accessing the post office | Safety | SAC #1 | < \$25,000 | 0.0 | 1.3 | 1.0 | 1.5 | 0.0 | 3.8 | Low | |
| 33 | Scale back / trim / remove landscaping and trees causing sight distance issues; install advance warn ing signs for crossings | Various locations within Arbor Village neighborhood | Increase sight distance at crosswalks within Arbor Village neighborhood | Safety | SAC #1 | < \$25,000 | 0.0 | 0.7 | 1.0 | 2.0 | 0.0 | 3.7 | Low | |
| 18 | Resurface Commerce Street | NE Commerce Street between Sunset Avenue and Market Street | Eliminate potholes on Commerce Street | Safety | SAC #1 | < \$25,000 | 0.5 | 0.3 | 0.5 | 2.0 | 0.0 | 3.3 | Low | |
| 34 | Review opportunities to install street furniture (benches, water fountains, trash cans, etc.) and create pedestrian gathering locations | Main Street corridor | Improve pedestrian environment and aesthetics on Main Street Corridor | Pedestrian | Main Street Plan | \$25,000 - \$50,000 | 0.5 | 0.0 | 0.5 | 1.0 | 1.0 | 3.0 | Low | |
| 11 | Conduct a Parking Management Study for the Banks Trailhead | Banks-Vernonia 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 | Parking | SAC #1 | \$50,000 - \$100,000 | 0.0 | 0.0 | 0.5 | 1.0 | 1.0 | 2.5 | Low | |
| 26 | Install bicycle parking at schools | Area schools | Addresses the lack of bicycle parking at the schools | Other | SAC #1 | < \$25,000 | 0.0 | 0.0 | 0.5 | 2.0 | 0.0 | 2.5 | Low | |



Draft Projects

- High
- Medium
- Low
- High
- Medium
- Low
- Schools
- Multi-use Trails
- Railroad
- Parks
- School Grounds
- City Boundary
- Banks UGB

**Draft Project List
Banks, Oregon**

**Figure
A**



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Attachment B: Draft Project List post SAC Meeting

| ID | Project Name/Description | Location | Purpose | Category | Grouping | Source | Cost Estimate | Total Goal Score | Initial Evaluation Priority | Pre-SAC Meeting PMT Notes | SAC Notes | SAC Recommendations | Updated Evaluation Priority | Reasoning |
|---------|--|---|--|---------------------|-------------------------------|-----------------------------|-------------------------|------------------|-----------------------------|--|--|-----------------------|---------------------------------|---|
| 15 | Install a rectangular rapid flash beacon (RRFB) or other similar treatment | Pedestrian crossing on NW Banks Road accessing the Banks Trailhead | Provide increased safety at pedestrian crossings accessing the Banks-Vernonia | Safety | Trailhead access | Tech Memo #3 | \$25,000 - \$50,000 | 8.7 | High | | | Medium(1) | High | |
| 2 | Reconstruct with widened sidewalks | NW Banks Road between Main Street and US 26 | Provide dedicated pedestrian facilities on NW Banks Road | Pedestrian | UGB Access | TSP | > \$1,000,000 | 8.5 | High | Recommend making low priority due to build out | agree with note | Low (3) | Low | |
| 14 | Install bicycle lanes, shoulders, or an off-street multi-use path | NW Banks Road between Main Street and US 26 | Provide dedicated bicycle facilities on NW Banks Road | Bicycle | UGB Access | SAC #1 | \$100,000 - \$500,000 | 8.0 | High | Recommend making low priority due to build out | agree with note | Low (3) | Low | |
| 22 | Install bicycle lanes | Main Street between Banks High School and Sunset Avenue | Extend existing bicycle lanes north to enhance safety and comfort for bicyclists | Bicycle | Trailhead access/ Main Street | Walking Tour / Tech Memo #3 | < \$25,000 | 8.0 | High | | doesn't make the connection complete | Low (2) Medium (1) | Medium | |
| 40 | Conduct a pilot project to install bike lanes | Main Street between Banks High School 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 | Trailhead access/ Main Street | Tech Memo #3 | < \$25,000 | 8.0 | High | | doesn't make the connection complete Passing law If bike lane does not go all the way to the trailhead then not worth it | Low (2) Medium (1) | Medium | |
| 7B (6) | Install a marked crosswalk | Across the south leg of the NW Banks Road/Main Street intersection | Improve safety at the NW Banks Road/Main Street /NW Cedar Canyon Road/ Highway 47 intersection | Safety, crossing | Trailhead access/ Main Street | Main Street Plan | < \$25,000 | 7.8 | High | | depends on where it is. Low if project 7 is low. Review #7 with this must match to project 7 | Low (1) | High | |
| 25 | Modify/enhance the pedestrian crossing and review feasibility of consolidating driveways | Main Street crossing at Banks High School | Improve safety and visibility of the pedestrian crosswalk across Main Street at high school between two driveways | Pedestrian | School related | Walking Tour | \$25,000 - \$50,000 | 7.7 | High | | | - | High | |
| 4 | Conduct access to UGB expansion area feasibility study to identify the preferred location for a pedestrian/bicycle overcrossing of the | UGB expansion area | Identify potential access points where bicycle and pedestrian facilities could be installed to connect the existing network to the expanded UGB area and eliminate | Access | UGB Access | SAC #1 / Public /TSP | \$50,000 - \$100,000 | 7.7 | High | | can wait till later Low for now Consider UGB | Low (3) | High | Study is necessary to inform railroad crossings |
| 37B (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 UGB expansion area | Crossing | UGB Access | TSP | \$500,000 - \$1,000,000 | 7.7 | High | | research at grade, attach to 37 Low for now unless it connects to Banks Rd at grade high priority, tied to project 37 Consider UGB Connect to project 37. Consider at-grade option. | Low (3) | High | Project 37 given high priority |
| 27 | Install sidewalk to fill the existing gap | West side of Main Street between Sunset Park and the Main Street/NW Oak Way intersection | Provide pedestrian facilities on both sides of the Main Street corridor | Pedestrian | Trailhead access/ Main Street | Tech Memo #3 | \$50,000 - \$100,000 | 7.5 | High | | Oakway to Sunset Park Sidewalk will eventually be constructed with development (could be paid for) | - | High | |
| 28 | Install a crosswalk and review opportunities for crossing enhancements, such as a bulbouts, overhead flashers or traffic control. | Across Main Street at NW Trellis Court | Provide safe pedestrian access to Sunset Park | Pedestrian | Main Street | Walking Tour | \$25,000 - \$50,000 | 7.3 | Medium | | | - | Medium | |
| 21 | Install a crosswalk and review opportunities for crossing | Across Main Street at Sunset Avenue | Improve safety at the Sunset Avenue / Main Street intersection | Crossing, Safety | Main Street | Walking Tour | \$25,000 - \$50,000 | 7.2 | Medium | | it is already one of the better crossings, others need help more | Low (1) | Medium | |
| 37 | Develop a state trail connecting Banks-Vernonia Trail to Highway 6 | On the east side of the railroad track between the Banks Trailhead and Highway 6 | Provide a protected bicycle and pedestrian connection to the Banks Trailhead from Highway 6 | Pedestrian, Bicycle | Trailhead access | Park & Rec Plan | \$100,000 - \$500,000 | 7.2 | Medium | | This is the highest priority project for connectivity, attach to project 3 Tied to project 3, which side of tracks? When position on the draft project list is corrected Project located on west side of tracks | High (3) | High | There is insufficient ROW on the west side of the RR (25 feet between rail and path required). The path on the east side will be constructed with future development. |
| 8 | Install a multi-use trail on the west side of Banks per the Council Creek Regional Trail Master Plan | Along the planned westside circulator roadway (WCR) connecting NW Banks Road with planned trails to the south | Provide an alternative to Main Street, access future growth to the west, and align with future regional trail plans | Pedestrian, Bicycle | Regional plans | CCRT | \$100,000 - \$500,000 | 6.7 | Medium | | | Low (1) | Medium | |
| 12 | Provide north/south pedestrian/bicycle access | Between Wilkes Street and the schools to the south | Provide a direct connection between the schools and residential areas to the north | Pedestrian, Bicycle | School related | PMT | < \$25,000 | 6.7 | Medium | | School dsitric may be invovled in property purchase | Low (2) | Medium | Connection important for school access and potentially for access to future RR crossing |
| 5 | Install a separated walking path | Parallel to Highway 6 between NW Main Street and railroad | Provide dedicated pedestrian facilities along Highway 6 | Pedestrian | Other | Park & Rec Plan | \$100,000 - \$500,000 | 6.0 | Medium | | Low or not at all To nowhere right now | Low (4) | Low | |
| 9 | Install a separated trail | Along Main Street, south of downtown, to the OR 6 undercrossing | Eliminate conflicts between bicycles and vehicle traffic and align with future | Pedestrian, Bicycle | | CCRT | \$100,000 - \$500,000 | 5.8 | Medium | | Land owners impacted | Low (3) | Low | |
| 13 | Conduct a vehicle circulation study at the elementary and middle schools | Banks Elementary School, Banks Middle School | Further study the issue of back-ups from school pick-up on to Main Street, look for opportunities to improve circulation at schools | Access, Parking | School related | SAC #1 | \$50,000 - \$100,000 | 5.7 | Medium | | School is too close to Hwy 47 School has looked at options for a long time, but solutions are cost prohibitive. The school is located too close to the highway. | Low (2) High (1) | High | |
| 31 | Extend bicycle lanes | On NW Oak Way between the intersection of Main Street and existing bike lanes | Eliminate the bicycle lane gap along NW Oak Way | Bicycle | Other | Tech Memo #3 | < \$25,000 | 5.5 | Medium | | doesn't seem realistic High priority | Low (1) High (2) | High | |
| 10 | Install bicycle way-finding signs | Way-finding kiosks installed 3 locations: Main St/Hwy 6, Log Cabin Park, and Banks-Vernonia Trailhead | Give bicyclists and pedestrians direction to area amenities, tourist locations, the Banks Trailhead, and economic centers | Education | Trailhead access | SAC #1 | \$25,000 - \$50,000 | 5.3 | Medium | Recommend high priority due to low cost and high value | Signs would likely be state signs. | Low (2) High (1) | Medium | |
| 29 | Install curb extensions at select intersections | Main Street corridor | Provide speed control along Main Street | Safety | Main Street | SAC #1 | \$25,000 - \$50,000 | 5.2 | Medium | | Low priority. Farm equipment uses roadway. Curb extensions could be disadvantage for cyclists. | Low (2) | Medium | |
| 30 | Install dynamic radar-activated speed limit signs | Main Street corridor | Provide speed control along Main Street | Safety | Main Street | SAC #1 | \$25,000 - \$50,000 | 5.2 | Medium | | Maybe Issue is enforcement. Consider radar enforcement | Low (2) High (1) | Medium | |
| 16 | Install bicycle lanes, shoulders, or an off-street multi-use path | NW Cedar Canyon Road between Main Street and the future White Barn/Killin Wetlands parking area | Provide bicycle facilities accessing the potential future parking lot at the White Barn and Killin Wetlands | Bicycle | Other | SAC #1 | \$50,000 - \$500,000 | 5.2 | Medium | | Not in city | Low (3) | Low (Suggest project to County) | |
| 17 | Install sidewalk or an off-street multi-use path | NW Cedar Canyon Road between Main Street and the future White Barn/Killin | Provide pedestrian facilities accessing the potential future parking lot at the | Pedestrian | Other | SAC #1 | \$50,000 - \$500,000 | 5.2 | Medium | | Not in city | Low (2) | Low (Suggest project to County) | |
| 36 | Develop a City Trail | Between the existing private trail on the west side of Arbor Village to the proposed railroad crossing | Connect Arbor Village to the proposed bicycle/pedestrian railroad crossing | Pedestrian, Bicycle | UGB Access | Park & Rec Plan | \$100,000 - \$500,000 | 5.2 | Medium | | attach to project 37 High if project 37 is high Partner with project 37. | High (3) | High | |

| ID | Project Name/Description | Location | Purpose | Category | Grouping | Source | Cost Estimate | Total Goal Score | Initial Evaluation Priority | Pre-SAC Meeting PMT Notes | SAC Notes | SAC Recommendations | Updated Evaluation Priority | Reasoning |
|----|---|--|--|---------------------|-------------------------------|------------------|-----------------------|------------------|-----------------------------|---------------------------|--|-----------------------|-------------------------------|-----------------------------------|
| 19 | Install sidewalk on the east side of the street and fill any gaps | NE Commerce Street between Sunset Avenue and Market Street | Provide pedestrian facilities on both sides of Commerce Street | Pedestrian | Other | SAC #1 | \$50,000 - \$100,000 | 5.0 | Medium | | Project fills gaps. | - | Low | |
| 24 | Install pedestrian-scale lighting | Main Street corridor | Improve lighting along Main Street, particularly for pedestrians | Pedestrian, Safety | Main Street | SAC #1 | \$50,000 - \$100,000 | 4.8 | Low | | | - | Low | |
| 1 | Install advanced warning signage | Intersection of NW Banks Road and NW Aerts Road | Improve safety at the NW Banks Road and NW Aerts Road intersection | Safety | Other | TSP | < \$25,000 | 4.7 | Low | | | - | Low | |
| 23 | Resurface Main Street | Main Street between Wilkes Street and Sunset Avenue | Eliminate cracks running parallel along Main Street | Safety | Main Street | Walking Tour | \$100,000 - \$500,000 | 4.7 | Low | | let ODOT do it some day ODOT | Remove (1) | Low (Suggest project to ODOT) | |
| 38 | Extend the existing private trail | On the west side of Arbor Village from Oak to Highway 6 | Connect Arbor Village to Highway 6 | Pedestrian, Bicycle | Other | Park & Rec Plan | \$50,000 - \$100,000 | 4.7 | Low | | | Remove (1) Low (1) | Low | Consider option to go under Hwy 6 |
| 7 | Install new sidewalk and curb | West side of Main Street along Five Star complex | Improve safety at the NW Banks Road/Main Street /NW Cedar Canyon Road/ Highway 47 intersection | Safety, Pedestrian | Trailhead access/ Main Street | Main Street Plan | < \$25,000 | 4.3 | Low | | connect to project 6 With project 6 High priority - match with project #6. | High (1) | High | |
| 20 | Review sight distance on Commerce Street and address deficiencies | NE Commerce Street between Sunset Avenue and Market Street | Eliminate sight distance issues along Commerce Street | Safety | Other | SAC #1 | \$50,000 - \$100,000 | 4.0 | Low | | | - | Low | |
| 35 | Review opportunities to install bicycle parking | Main Street corridor | Provide bicycle parking, particularly near businesses and other destinations | Bicycle | Main Street | Main Street Plan | < \$25,000 | 4.0 | Low | | Explore using vehicle parking space for bicycle parking. | Medium (1) | Medium | |
| 32 | Improve sight distance and lighting | NW Oak Way at post office entrance | Improve safety and visibility at the crosswalk accessing the post office | Safety | Other | SAC #1 | < \$25,000 | 3.8 | Low | High | | High (1) | Medium | |
| 33 | Scale back / trim / remove landscaping and trees causing sight distance issues; install advance warning signs for crossings | Various locations within Arbor Village neighborhood | Increase sight distance at crosswalks within Arbor Village neighborhood | Safety | Other | SAC #1 | < \$25,000 | 3.7 | Low | | too vague | - | Low | |
| 18 | Resurface Commerce Street | NE Commerce Street between Sunset Avenue and Market Street | Eliminate potholes on Commerce Street | Safety | Other | SAC #1 | < \$25,000 | 3.3 | Low | | | - | Low | |
| 34 | Review opportunities to install street furniture (benches, water fountains, trash cans, etc.) and create pedestrian gathering locations | Main Street corridor | Improve pedestrian environment and aesthetics on Main Street Corridor | Pedestrian | Main Street | Main Street Plan | \$25,000 - \$50,000 | 3.0 | Low | | wait on Main Street Plan | Low (1) | Low | |
| 11 | Conduct a Parking Management Study for the Banks Trailhead | Banks-Vernonia 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 | Parking | Trailhead access | SAC #1 | \$50,000 - \$100,000 | 2.5 | Low | | Workshop | Medium (1) | Medium | |
| 26 | Install bicycle parking at schools | Area schools | Addresses the lack of bicycle parking at the schools | Other | School related | SAC #1 | < \$25,000 | 2.5 | Low | | Just installed at Middle School Middle schools just added bike parking. | High (1) | Medium | |