

City of Banks



- Urban Growth Boundary
- - - City Limits

North Banks Public Outreach Event



Existing Conditions

Existing Two-Way Stop-Controlled Intersection



Forecasted Improvement Triggers

Increased delay on Banks Road Approach*

Intersection Meets Oregon Department of Transportation (ODOT) Traffic Signal Warrants*

Intersection Fails^{1*}

2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029²

* Includes the forecasted projections for East Banks growth due to Urban Growth Boundary (UGB) expansion

¹ According to Traffic Mobility Standards

² Future planning year according to Banks Transportation System Plan

Conceptual Roundabout Option #1



North Banks Public Outreach Event



Conceptual Roundabout Option #2



North Banks Public Outreach Event



Conceptual Signal Option



North Banks Public Outreach Event



Why a Roundabout?

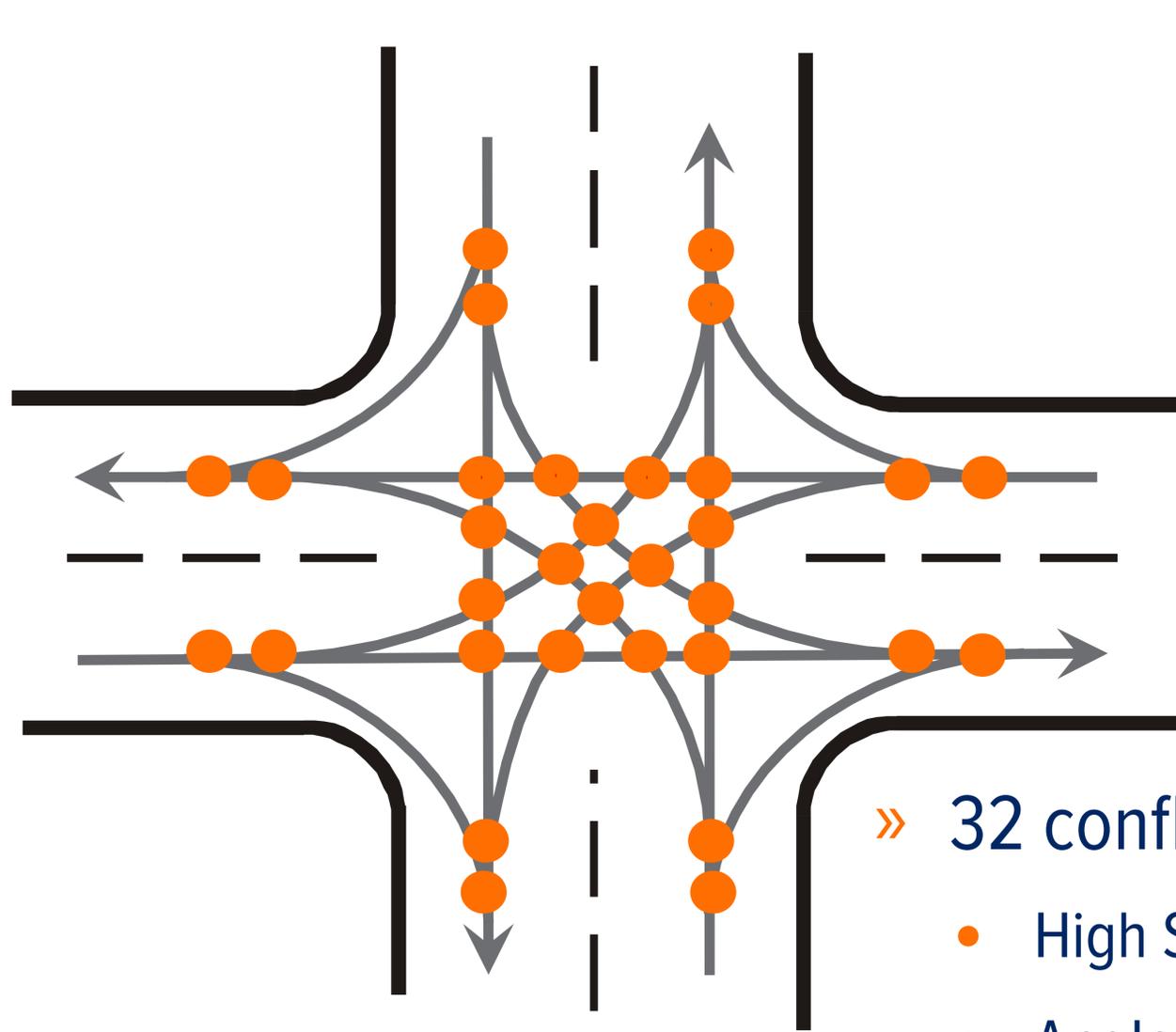
- » Proven safety benefit over signalized intersection:
 - 35% reduction in total crashes*
 - 75% reduction in injury crashes*
 - Over 90% reduction in fatalities*
 - Very little reported pedestrian and bicycle crash experience
- » Shorter delays than a signal
- » Less pollution as a result of lower idling time
- » “Gateway” enhancement



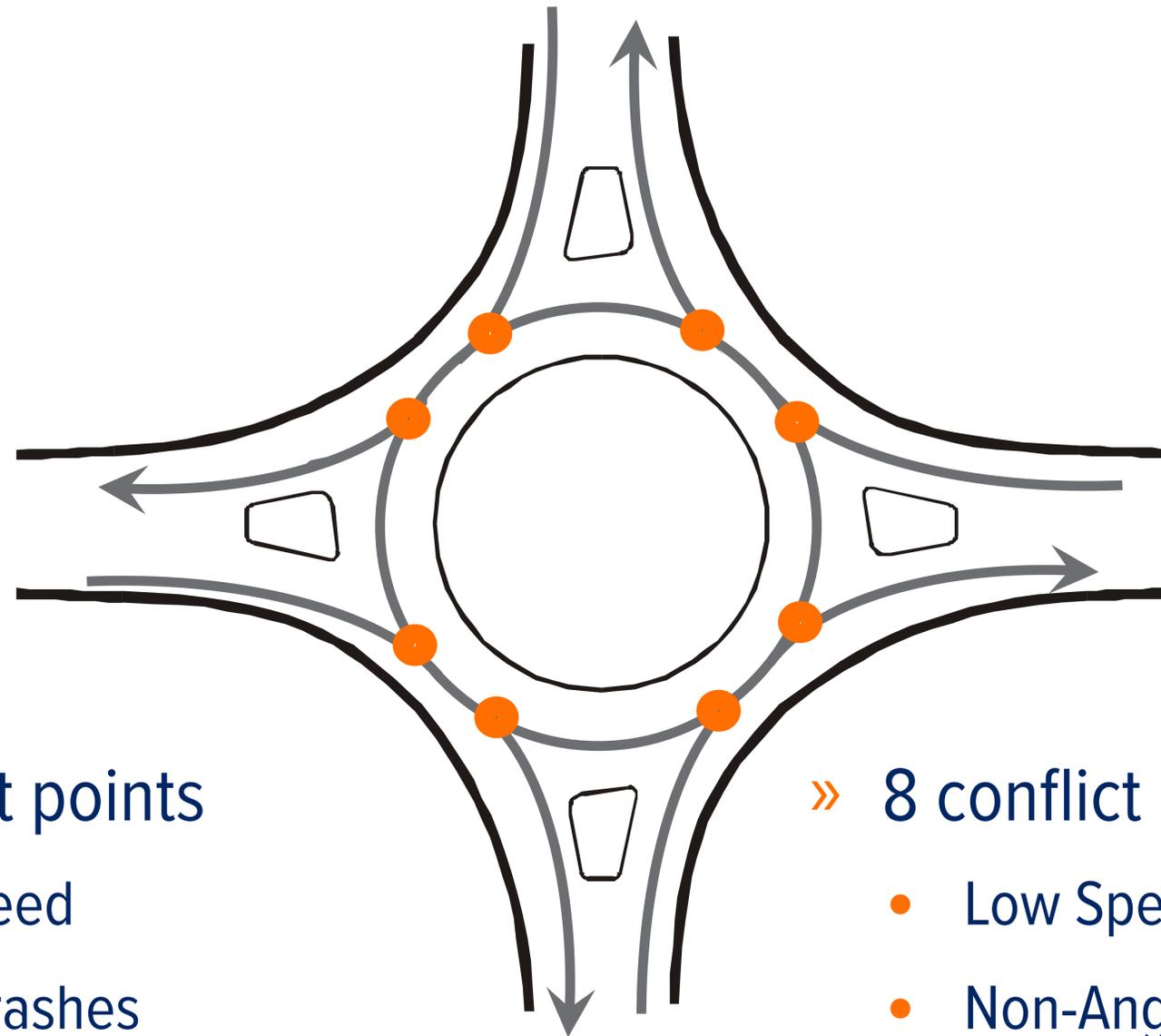
Roundabout at Highway 47

* National Cooperative Highway Research Program (NCHRP) Report 572: Roundabouts in the United States — A 2007 publication sponsored by the American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration (FHWA)

Reduced Conflict Points



- » 32 conflict points
- High Speed
- Angle Crashes
- **High Impact**



- » 8 conflict points
- Low Speed
- Non-Angle Crashes
- **Low Impact**

* Source: NCHRP Report 672: Roundabouts: An Informational Guide

Intersection Users

- » Pedestrians
- » Bicyclists
- » Passenger Vehicles
- » Log Trucks
- » Lowboy Trucks
- » Semi-Trucks
- » Combines
- » Tractors
- » Firetrucks
- » Motor Homes/
Recreational Vehicles
- » School Buses
- » Other



Proposed Schedule

	2017	2018				2019				2020	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Public Open House 1	★	December 2017									
Preliminary Design		January – June 2018									
Final Design			July – December 2018								
Public Open House 2						★	January/February 2019				
Construction					June 2019 – June 2020						



How to Stay Involved

Open Houses

- » An additional open house is planned after final design and prior to the start of construction.

One-on-One Meetings

- » The project team is always available to talk about specific concerns or questions upon request.

Comments

- » Your comments and ideas are always welcome. Use the comment form provided at tonight's meeting or submit your comments electronically via the project website.

Electronic Mailing List

- » Periodic project update newsletters will be mailed electronically to interested parties who sign up.
- » Subscribe at the sign-in table today!

Mailer Updates/Flyers

- » Mailers will continue to be sent periodically to residents and businesses within the vicinity of the project to keep stakeholders informed of upcoming meetings and activities that impact traffic.
- » We encourage you to visit the website periodically and/or sign up to be added to the electronic mailing list.

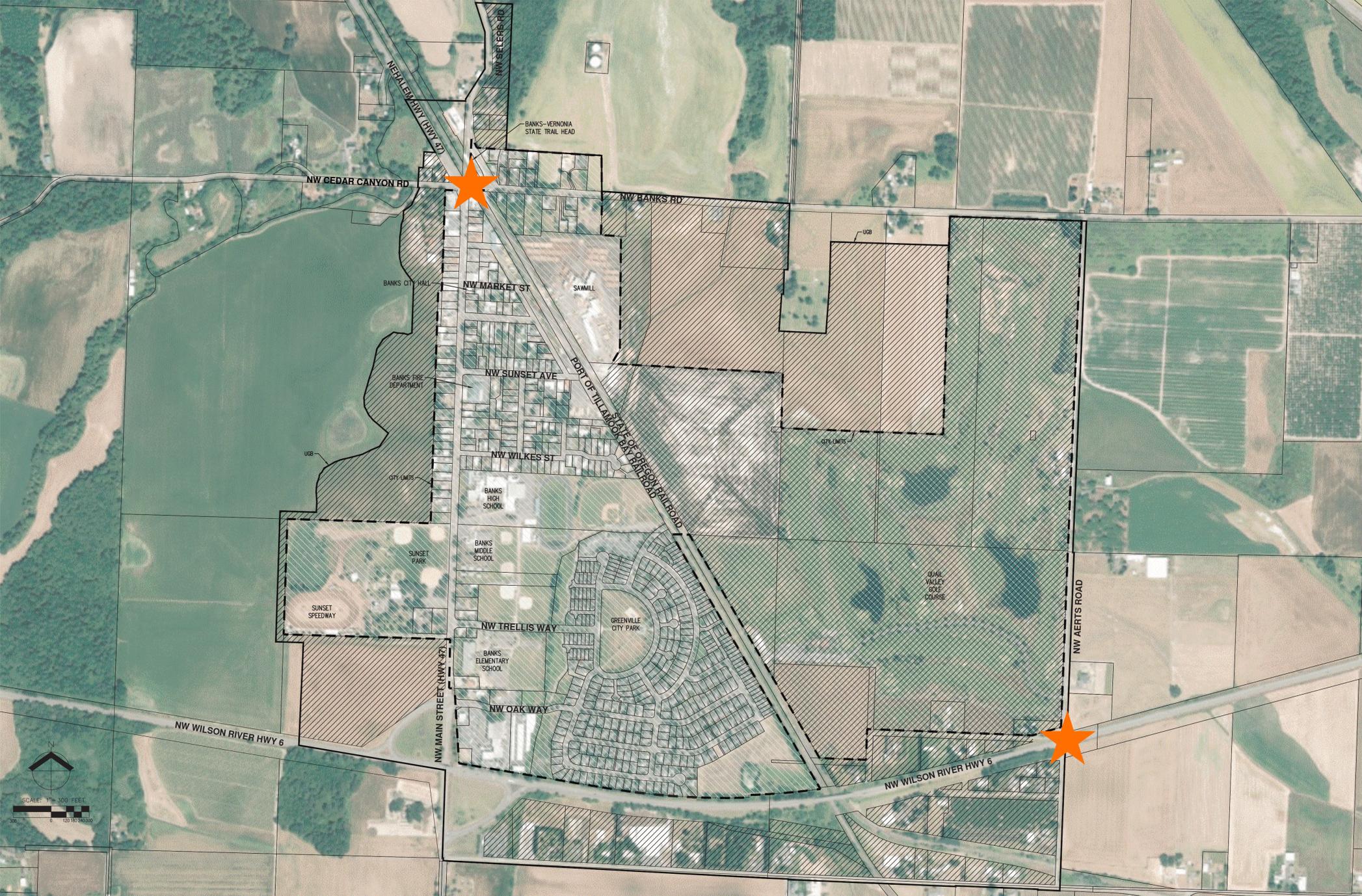
Project Website

- » A project-specific website will be kept up to date with project information at:
www.co.washington.or.us/transportationprojects

Post Your Ideas Here

1. Take a look at the aerial map.
What comes to mind?
2. Grab a Post-it note and pen.
3. Write a brief note on a Post-it note that identifies a concern, idea, issue, comment, or compliment.
4. Stick the note on the map in the general vicinity of where your note applies.
5. Too much information to write on one Post-it note? Complete a Comment Form before you leave.

Banks Expansion Areas



Urban Growth Boundary (UGB)

UGB Expansion Area

City Limits

Critical Intersections



Service Layer Credits: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Parametrix

Source: USDFW (NWI), RLIS, ODOT, DOGAMI, USGS (NHD), USDA (NAIP 2016 Aerial)

0 375 750 1,500 Feet

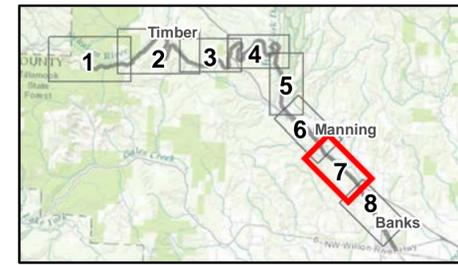
1 inch = 750 feet (plotted at 11x17)

- Mileposts
- ▨ Trestle/Bridge
- ⊗ Rail Crossing (Road)
- Rail
- Existing Trail
- ▭ Rail Right-of-Way

- ▭ Tax Lot
- Contour
- Stream/River
- ▨ Wetland
- Waterbody
- ▨ 100-Year Floodplain
- ▨ Park/Open Space

- ◆ Historic Landslide
- ▨ Landslide Deposit
- ▨ Scarp/Flank
- Fold
- Fault

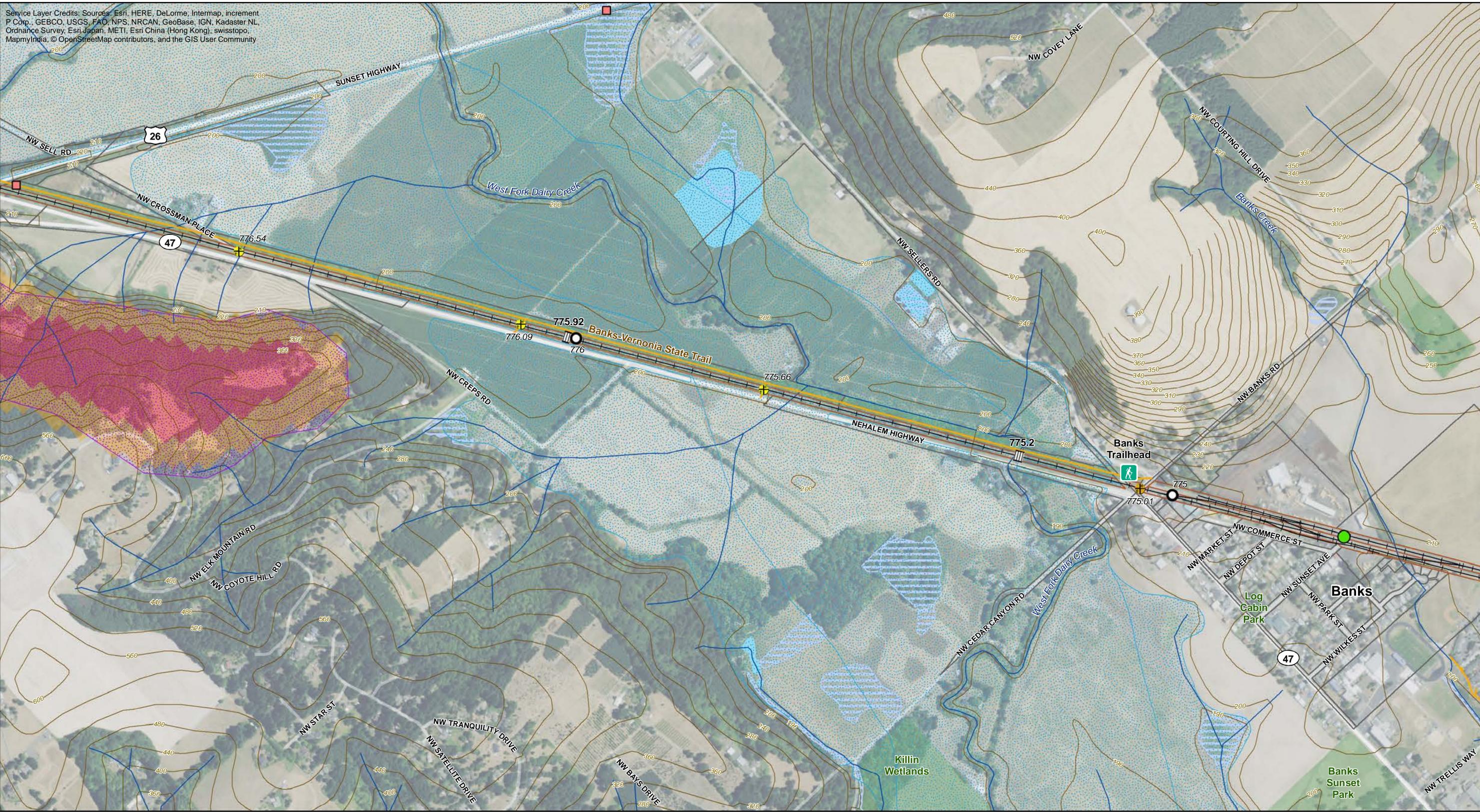
- Landslide Susceptibility**
- ▭ Very Low - Med (Not Displayed)
 - ▨ High
 - ▨ Very High



**Salmonberry Trail Valley Segment Study
BASE CONDITIONS**

Figure 7: MP 778.9 to US 26/OR 47 Interchange (OR 776.99)

Service Layer Credits: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



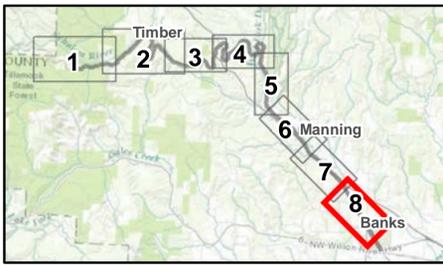
Parametrix
 Source: USDFW (NWI), RLIS, ODOT, DOGAMI, USGS (NHD), USDA (NAIP 2016 Aerial)
 0 375 750 1,500 Feet
 1 inch = 750 feet (plotted at 11x17)

- Mileposts
- ▨ Trestle/Bridge
- ✕ Rail Crossing (Road)
- ✕ Rail Crossing (Driveway/Field)
- Rail
- Existing Trail
- ▭ Rail Right-of-Way

- ▭ Tax Lot
- Contour
- Stream/River
- ▨ Wetland
- ▨ Waterbody
- ▨ 100-Year Floodplain
- ▨ Park/Open Space

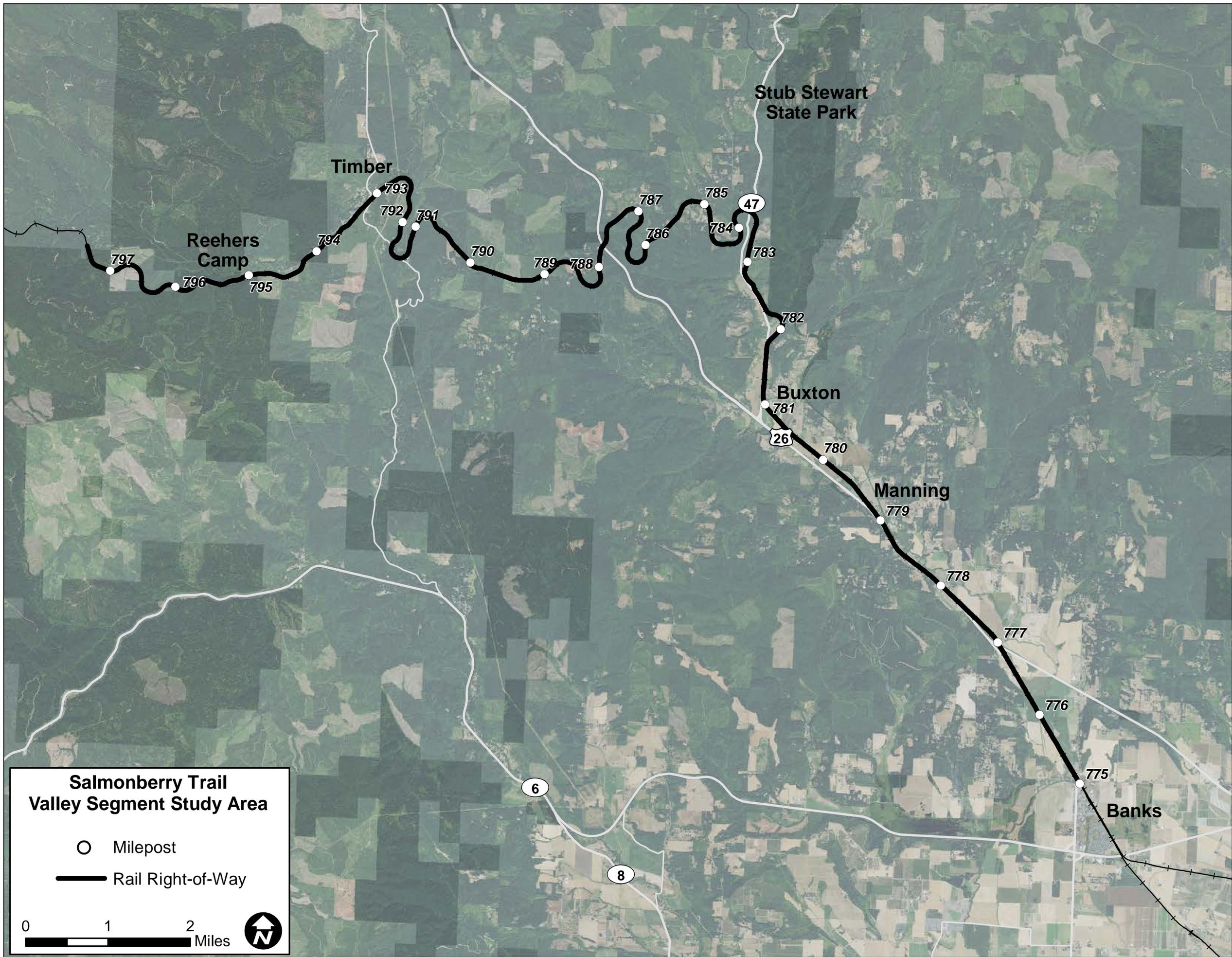
- ◆ Historic Landslide
- ▨ Landslide Deposit
- ▨ Scarp/Flank
- Fold
- Fault

- Landslide Susceptibility**
- ▭ Very Low - Med (Not Displayed)
 - ▭ High
 - ▭ Very High
 - DEQ Env. Cleanup Site



**Salmonberry Trail Valley Segment Study
 BASE CONDITIONS**

Figure 8: MP 776.99 to north end of City of Banks (MP 775)



Stub Stewart State Park

Timber

Reehers Camp

Buxton

Manning

Banks

Salmonberry Trail Valley Segment Study Area

○ Milepost

— Rail Right-of-Way

0 1 2 Miles

