



Appendix H Key Stakeholder Interviews



BANKS BICYCLE AND PEDESTRIAN MASTER PLAN

STAKEHOLDER INTERVIEWS

Project Introduction

The City of Banks' Bicycle and Pedestrian Master Plan ("BPP") will allow the community to develop a convenient and safe non-automobile transportation system for local trips within the city and tie in with regional trail systems. The BPP will identify access points, preferred alignments, key road crossing options, trail standards, design elements, regulatory requirements, preliminary cost estimates, and potential sources of funding while ensuring compliance with state and local standards.

The City's BPP will offer transportation options for City residents and tourists. The proposed bicycle and pedestrian routes will provide convenient access to attractors within Banks, reduce reliance on the automobile, and improve safety by considering parallel routes to Highways 6 and 47.

The draft Bicycle and Pedestrian Master Plan is scheduled to be completed in August 2015 with the adoption process extending through November 2015.

Interview Questions

1. Describe your interactions with the bicycle and pedestrian system in the City of Banks – i.e. as a user, policy maker, advocate, etc.
2. What challenges or barriers do you see to residents/visitors walking or bicycling in the City?
3. Are there any specific existing deficiencies in infrastructure that might prevent bicycling or walking?
4. Do you have any safety concerns related to the existing bicycle and pedestrian system?
5. What new connections would you like to see established or existing connections improved?
6. What type of pedestrian/bicycle facilities do you think are most needed in Banks? (i.e. bicycle lanes, multi-use paths, wider sidewalks, crossings, etc.)
7. What is your vision for the future bicycle and pedestrian system in Banks?
8. What are your top priorities for the bicycle and pedestrian system in Banks?
9. Is there anything else you think we should know to help inform the development of the BPP?

Interviewees

Interview summaries are provided for the following interviewees:

Name	Agency or Position	Interview held:
Leonard Punzel	Banks Bicycle Repair & Rentals	12.17.14
Anne Debbaut	ODOT/DLCD	12.17.14
Bruce Buffington	NW Bicycle Safety Council	12.19.14
Jolynn B. and Stacey G.	City Staff	12.30.14
Rachel Nelson	Planning Commission	1.9.15
Dan Keller	City Council	1.30.15
Michael Davis	Park, Recreation & Tree Board	2.2.15

STAKEHOLDER INTERVIEW SUMMARY – LEONARD PUNZEL – 12.17.14

Contact Information:

Leonard Punzel

lpunzel@hotmail.com

503-680-3269

Banks Bicycle Repair & Rentals

Interview Questions

1. Describe your interactions with the bicycle and pedestrian system in the City of Banks – i.e. as a user, policy maker, advocate, etc.

Leonard owns a bike shop near the trailhead for the Banks-Vernonia Trail.

He typically avoids riding on the roads in town (he has had experiences with cars forcing him off the road, doors opening).

He typically rides on the Banks-Vernonia Trail which he likes.

2. What challenges or barriers do you see to residents/visitors walking or bicycling in the City?

Leonard noted some challenges with the bike route down main street, including:

- On-street parking in the northern end (old town), businesses are close to the road
- Main St is not that wide, especially on the northern end
- Industry (log trucks) go through town, has seen a car door taken off by a truck

Leonard doesn't think it is feasible to put a bike lane through Main St, so an off-street route would be the best of both worlds (for bikes and vehicles on Main Street).

Leonard noted that there are two distinct communities/areas in Banks:

- South end where businesses are more off the street, wider
- North end (old town) where business are right on the street

3. Are there any specific existing deficiencies in infrastructure that might prevent bicycling or walking?

See above related to Main Street.

Sidewalks all through town, but could be more crosswalks on Main Street. Leonard noted that cars will typically stop and be courteous to pedestrians anyway.

4. Do you have any safety concerns related to the existing bicycle and pedestrian system?

See above.

Leonard noted that the route out from Hillsboro is risky for bikes and has safety problems.

Otherwise Leonard hasn't noted any safety issues, but has observed that a lot of riders don't pay attention to cars.

5. What new connections would you like to see established or existing connections improved?

Leonard doesn't know what new connections might be available.

6. What type of pedestrian/bicycle facilities do you think are most needed in Banks? (i.e. bicycle lanes, multi-use paths, wider sidewalks, crossings, etc.)

Leonard noted that there is a route one block off to the east of Main Street that could serve as a bicycle route, although there are some obstacles (like the bus barn). He also noted he saw a map that takes a route to the west that would also work.

7. What is your vision for the future bicycle and pedestrian system in Banks?

Leonard noted that to get more visitors from the Banks-Vernonia Trail, Banks needs more activities. A B&B would be helpful. While there are neat people in town, they need to catch the vision and develop more activities in town. He would love to see more interest in the town of Banks.

8. What are your top priorities for the bicycle and pedestrian system in Banks?

Leonard would like to see more ridership over driving, but thinks driving is due more to habit than anything else.

9. Is there anything else you think we should know to help inform the development of the BPP?

-

STAKEHOLDER INTERVIEW SUMMARY – ANNE DEBBAUT – 12.17.14

Contact Information:

Anne Debbaut
anne.debbaut@state.or.us
(503) 725-2182
ODOT/DLCD

Interview Questions

1. Describe your interactions with the bicycle and pedestrian system in the City of Banks – i.e. as a user, policy maker, advocate, etc.

Anne is the regional representative for DLCD.

Anne attended an educational outreach program in Banks. She recalls two key issues:

- Trying to get better circulation within the City
- Connecting the City with the Banks-Vernonia Trail (getting people that park at the trail head to come in to town)

2. What challenges or barriers do you see to residents/visitors walking or bicycling in the City?

Anne noted there are missing links in the sidewalks.

The connection between the trailhead and town has challenges (such as the lumber mill) and truck traffic on Main Street.

3. Are there any specific existing deficiencies in infrastructure that might prevent bicycling or walking?

See above.

4. Do you have any safety concerns related to the existing bicycle and pedestrian system?

Truck traffic on Main Street.

Area around the school is missing connections, such as to the grocery.

5. What new connections would you like to see established or existing connections improved?

Anne would like to see connections and consideration for the area annexed to the east and future development.

6. What type of pedestrian/bicycle facilities do you think are most needed in Banks? (i.e. bicycle lanes, multi-use paths, wider sidewalks, crossings, etc.)

All of these items need to be considered. Anne noted that ROW and historic buildings could constrain the type of facilities that could be used in some locations (i.e. insufficient width).

7. What is your vision for the future bicycle and pedestrian system in Banks?

Connections to the school from significant residential areas, access, Safe Routes to School considerations.

8. What are your top priorities for the bicycle and pedestrian system in Banks?

Economic development, tourism, providing places for people to go and park.

Accommodate future growth areas long term.

9. Is there anything else you think we should know to help inform the development of the BPP?

There is an engaged community in Banks and active property owners that will likely want to participate in process.

Anne is likely unable to make many meetings due to schedule, but happy to review documents and participate.

Anne suggests that Banks finds innovative, efficient, low- or no-cost solutions to providing parking for trail users.

STAKEHOLDER INTERVIEW SUMMARY – BRUCE BUFFINGTON – 12.19.14

Contact Information:

Bruce Buffington
nwbsc@comcast.net
971-570-4791
NW Bicycle Safety Council

Interview Questions

1. Describe your interactions with the bicycle and pedestrian system in the City of Banks – i.e. as a user, policy maker, advocate, etc.
Bruce served on Washington County Safety Committee, served with ODOT, gathered letters of support for some projects in Washington County
Leads bicycle rides in Northwest County
Helps with an event that goes through Banks
Worked on the opening of trailhead in Banks - October 29th, 2010
Helped found the Tualatin-Valley Scenic Bikeway
Lots of conversations with the City of Banks over the years
Bicycle club just donated a bike rack to the City – as part of beautification program
2. What challenges or barriers do you see to residents/visitors walking or bicycling in the City?
Greenville Park Area – not as friendly to what is going on in City of Banks, tension
Bruce has noted several occasions where people can't find places due to lack of signing (i.e. Banks Café)
Across from City Hall is a tavern that serves burgers, but never knew because no signage
Economic development for businesses – issue with signage
Traffic increased over time, bicycles ride through City and don't make stops at key locations/businesses (between high school and trailhead)
Entrance to Walnut/Highway – people stop there but not in town
Bruce leads the Banks Breakfast Ride – ride through town, only time you will see multiple bikes parked at a business in town
Businesses could consider discount for riders or identify themselves as a friendly stop for riders
Main Street is narrow with parking on both sides and trucks going through
 - Bike lane disappears
 - Might make people afraid to ride on the road

The City could be more support from schools to help with education – i.e. helmet wearing (limited resources) – his group donates helmets to City

The City is seasonal, with much less activity in the winter. Bruce noted the city is very friendly and there are lots of activities (like the golf course).

Bruce noted it is a nice trip to Vernonia – he once counted 73 bicycles at Black Bear Café. Vernonia is doing a lot more to support bicyclists, such as improved bicycle parking at Black Bear Café, Subway also has a bike rack, Blue House Café has indoor bike parking. Bicyclists have disposable income to spend.

Bruce would like to see bike stations put in with tools

The sidewalks are a little rough, narrow

Bruce thinks it is illegal to ride bikes on sidewalks

3. Are there any specific existing deficiencies in infrastructure that might prevent bicycling or walking?

See above

4. Do you have any safety concerns related to the existing bicycle and pedestrian system?

As long as bikes follow rules of road they are okay.

5. What new connections would you like to see established or existing connections improved?

Bruce noted that Log Cabin Park is widely used – the City did put in bike racks, water fountain, picnic tables.

- Use as an attraction for event ride
- Trees with canopy
- Put in porta potty - nice

6. What type of pedestrian/bicycle facilities do you think are most needed in Banks? (i.e. bicycle lanes, multi-use paths, wider sidewalks, crossings, etc.)

A restroom at Greenville Park would be helpful

Nice restroom at Log Cabin Park

7. What is your vision for the future bicycle and pedestrian system in Banks?

See comments above about increasing attractiveness for bicyclists, drawing in to buinssesses.

8. What are you top priorities for the bicycle and pedestrian system in Banks?

-

9. Is there anything else you think we should know to help inform the development of the BPP?

-



STAKEHOLDER INTERVIEW SUMMARY – JOLYNN B. AND STACEY G. – 12.30.14

Contact Information:

Jolynn B. and Stacey G

jbecker@cityofbanks.org

stacey@siegelplanning.com

City Staff

Interview Questions

1. Describe your interactions with the bicycle and pedestrian system in the City of Banks – i.e. as a user, policy maker, advocate, etc.

Jolynn: Very little involvement in development, as everything was established before she got here. Now the City is trying to create a master plan. Would like to consider south to west commuting, new areas east to the west, and developing multiple ways to travel north/south (now really only one way in and one way out). She walks around town.

Stacey: There is a need for options, as Main Street is really it. There is a good amount of sidewalk along Main Street and a small area of bike lane. The area is “haphazardly put together.” There is a need for a comprehensive look at the system. The City is in the position of having land in the UGB, starting to see applications for annexation and future development. The sidewalks are definitely used – pedestrians and bikes on sidewalk. Related to Main Street and crossings – need to look at places to cross, extending sidewalks, bulbouts. There are logging trucks and a feeling of not being safe. There is no buffering (like landscape medians). A challenge is how to increase level of comfort for people on the sidewalks.

2. What challenges or barriers do you see to residents/visitors walking or bicycling in the City?

Banks is a growing community - farming equipment on Main Street can take over half the road.

The width of Main Street limited. A question is whether it is preferred to keep bikes on Main Street or have an off street route? How do we balance that? Keeping bikes on Main Street helps with businesses, but could be a potential conflict with other users. How have other small communities dealt with this? What tools are out there?

Schools on Main Street – parking gets crazy. Many students don’t use buses but are picked up by parents. Traffic can back up on 47 down to light with cars waiting to get in to the school. How do we involve schools in coming up with a solution? Have talked about the problem before, but with school on Main Street there is not a lot of places to go in, queued to front door. What about staggering pick-up and drop-off times? All kids ride the same bus

(elementary, middle, high). Could access management be applied? The traffic is not as bad in the morning. Likely parents are mostly picking up students that live outside city limits.

Parking for bike trail – overflow on to Highway 47.

Bike parking along Highway 47.

Fire station on Main Street – warning lights. Corner of Main Street and Sunset a tricky spot – fire station, Log Cabin park, main in and out to lumber mill, intersection is very wide. Need to consider logging trucks, truck movements. Thinking about intersection in SE Portland with painting in the middle.

3. Are there any specific existing deficiencies in infrastructure that might prevent bicycling or walking?

See above.

4. Do you have any safety concerns related to the existing bicycle and pedestrian system?

See above.

5. What new connections would you like to see established or existing connections improved?

West to east (big one on Mayor's list). Need to consider all the land in the UGB and what makes sense. Banks Road is an easy way to get to the east side, but a small County road with not a lot of shoulders and limited sight distance.

Could consider a bike/ped bridge over railroad and whether it is cost justified.

Quail Valley Golf Course recently went through annexation and started a process with Parsons to look at east/west connections and railroad crossings. They are in early discussions with the City and property owners about how to make east/west connections and how to get ODOT approval. They are going to come in in January to discuss.

South to north connection along the rail that just goes straight up the rail right of way. Need for a multi-use connection north/south. Could consider a trail alongside Dairy Creek.

TSP creates another N/S street to the west of Highway 47.

6. What type of pedestrian/bicycle facilities do you think are most needed in Banks? (i.e. bicycle lanes, multi-use paths, wider sidewalks, crossings, etc.)

Need spaces for people to sit and rest if walking. A lot of the community is retired and likes to walk, but wants places to sit and rest. There is a real need to get people around the City more easily and safely. We need to keep in mind the population.

Remember logging equipment – some of it is pretty wide. Sometimes people need to pull over to let them through.

Main Street Revitalization workshop looked at having another connection like on the west side.

7. What is your vision for the future bicycle and pedestrian system in Banks?

Safety, accessibility, connectivity.

8. What are your top priorities for the bicycle and pedestrian system in Banks?



See above.

9. Is there anything else you think we should know to help inform the development of the BPP?

The objectives in the scope of work probably came from a few places - workshop from Main Street outreach program (on website), discussion with Council and Planning Commission, ODOT.

STAKEHOLDER INTERVIEW SUMMARY – RACHEL NELSON – 1.9.15

Contact Information:

Rachel Nelson
rnelson@cityofbanks.org
971-732-5425
Planning Commission

Interview Questions

1. Describe your interactions with the bicycle and pedestrian system in the City of Banks – i.e. as a user, policy maker, advocate, etc.

Rachel has been in Banks a little over a year. Married a member of City Council and got on the Planning Commission. Marketing/brand development background, come from that perspective. Still getting up to speed with working on government channels.

Rachel rides bikes with her kids around town and loves the Banks-Vernonia Trail. A concern is riding a bike from the development to the Banks-Vernonia Trail. A couple of back routes, but would like safer route with less traffic and better developed bike lanes to connect the development to Banks-Vernonia Trail.

Walking – walked to Sunset Park, down to Main Street. It would be great to have an enjoyable, pleasant place to walk. Uncomfortable walk (sidewalk widths, wayfinding, lack of inviting aesthetics, truck traffic, feeling of walking along a highway), so the area doesn't feel walkable.

2. What challenges or barriers do you see to residents/visitors walking or bicycling in the City?

Residences in Cedar Canyon and along NW Banks Road are currently not connected to the rest of Banks.

The Banks-Vernonia Trail is an amazing feature to have in such a small community. It would be great if there were trails to lead residents on Cedar Canyon/NW Banks Road to the trail and to downtown (Main Street Revitalization). Rachel wants to see forward momentum on that.

It would be great if close outlying areas would feel comfortable walking/biking to downtown or to trail. It doesn't currently feel safe for self (especially kids) to make that trip.

3. Are there any specific existing deficiencies in infrastructure that might prevent bicycling or walking?

Cedar Canyon and NW Banks Road – no bike lane. There are busy enough roads to not feel comfortable/safe biking on (as someone that isn't a bicyclist but will get on a bike to get around).

It would be wonderful from a community perspective to develop Banks-Vernonia Trail – an asset to the area.

4. Do you have any safety concerns related to the existing bicycle and pedestrian system?

See above.

5. What new connections would you like to see established or existing connections improved?

Connection across the railroad tracks. A question as to how we get vehicles across the railroad to the golf course (may develop homes in the future) and other pieces of land annexed in to City. Also, how do we get bikes/pedestrians over the railroad (between the golf course and downtown/trail)? It would be great to help revitalize downtown and build character. The golf course should be considered as point of connection.

There has been lots of talk about what may be developed on the golf course – may be inn, lodging, commercial space, housing.

6. What type of pedestrian/bicycle facilities do you think are most needed in Banks? (i.e. bicycle lanes, multi-use paths, wider sidewalks, crossings, etc.)

All of those facilities sound like good things – not educated enough on types of options. It sounds great to have paths off the main roadway. Banks is very scenic (unfortunately not the downtown area) – would love to see us use scenic options, like the Banks-Vernonia trail, to create options. A strength of the community and area is the rural, scenic nature combined with the fact that there are scenic areas in the vicinity (Helvetia, for example). There are not a lot of points of interest/destinations in Banks. It is an interesting mix of country and a community with amenities (golf course, things happening on Main Street, Banks-Vernonia Trail). Rachel wants to create an identify of Banks where biking is a way to get around. It could inspire people in the community to make use of biking and the trail and a point of the community (like Davis, CA).

7. What is your vision for the future bicycle and pedestrian system in Banks?

Facilities aren't geared to welcome people in and are not inviting. Banks could be a phenomenal place.

8. What are you top priorities for the bicycle and pedestrian system in Banks?

9. Is there anything else you think we should know to help inform the development of the BPP?

Looking forward to getting up to speed on the project. Her perspective is that she wants to see Banks have a vision behind it that develops it as a community and destination. She cares about design and aesthetics. This is a critical time, as Banks could some great choices now to make it a true destination. Rachel wants the City to think outside the box, have a high altitude vision, and bring that vision to life.

STAKEHOLDER INTERVIEW SUMMARY – DAN KELLER – 1.30.15

Contact Information:

Dan Keller

dkeller@cityofbanks.org

503-705-3819

City Council

Interview Questions

1. Describe your interactions with the bicycle and pedestrian system in the City of Banks – i.e. as a user, policy maker, advocate, etc.

Lived in town since 2001, serves on City Council. Kids ride bikes in town.

2. What challenges or barriers do you see to residents/visitors walking or bicycling in the City?

Broken sidewalks (act like a roller coaster in the downtown area on the west side of the street for bikes on them), no real paths in town.

With trailhead have seen significantly more bikes through town.

- Need a better parking system
- Challenges with parking at trailhead

Connectivity for high school (and residential areas).

On-street parking (little off street parking for businesses) and parking at elementary school is a challenge.

Logging trucks are a challenge.

Would like to see more people use bikes, but it isn't currently the safest.

3. Are there any specific existing deficiencies in infrastructure that might prevent bicycling or walking?

See above.

4. Do you have any safety concerns related to the existing bicycle and pedestrian system?

See above – particularly for bikes.

5. What new connections would you like to see established or existing connections improved?

Getting bikes over the railroad track

- Coming with development on the east side
- Connect bike traffic east/west and to the north

- There may be easements over the tracks on the south side that could be used for a connection.
6. What type of pedestrian/bicycle facilities do you think are most needed in Banks? (i.e. bicycle lanes, multi-use paths, wider sidewalks, crossings, etc.)
- Would like to make the City more inviting for people.
- The sidewalks are pretty restricted (especially since bikes use them), so need to be careful about how we change them.
- Infrastructure (like seating, bike parking) off the sidewalk could be good, especially by the library.
7. What is your vision for the future bicycle and pedestrian system in Banks?
- The City is very family oriented, so would like to focus on serving kids and connecting key destinations (library, trailhead, schools, supermarket).
8. What are your top priorities for the bicycle and pedestrian system in Banks?
- Connecting the City to the trailhead – could have parking farther south and develop a bike connection through town to the trailhead, more revenue for businesses.
9. Is there anything else you think we should know to help inform the development of the BPP?
- Washington County may have funds we can draw from for new development of bike/ped facilities (WCCC).
- Dan suggests we talk to the business owners group (Chamber of Commerce).
- Dan would like a recap of the timeline to share at the next council meeting.

STAKEHOLDER INTERVIEW SUMMARY – MICHAEL DAVIS – 2.2.2015

Contact Information:

Michael Davis

michaelz622@yahoo.com

971-317-1380

Parks, Recreation, & Tree Board Representative

Interview Questions

1. Describe your interactions with the bicycle and pedestrian system in the City of Banks – i.e. as a user, policy maker, advocate, etc.
Mike is in a volunteer position on the Park and Recreation Board.
Mike noted that there are very few bike lanes in Banks now and otherwise you are on your own.
He used to ride his bike through town, but you can't ride on sidewalk. It gets a "little hairy in the street" with parked cars and traffic, so he mostly walks now.
2. What challenges or barriers do you see to residents/visitors walking or bicycling in the City?
Most of the problems Mike sees are on Main Street. If a bike event comes through town riders need to weave around parked cars. It can be scary to drive down Main Street because Mike is worried about conflicts with bicyclists.
3. Are there any specific existing deficiencies in infrastructure that might prevent bicycling or walking?
Some of the sidewalks are a little small, but otherwise they are not bad. There is a wide sidewalk by the school. You do have to watch for bicyclists coming up behind you using the sidewalk.
4. Do you have any safety concerns related to the existing bicycle and pedestrian system?
Most concerns are related to biking on Main Street, particularly when there are cars parked on both sides of the street (so it is challenging for bikes and cars to pass).
5. What new connections would you like to see established or existing connections improved?
A bike path in town away from the highway would be great. It can get really busy in town, especially on the weekends. A bike path that went around Main Street would be awesome.
6. What type of pedestrian/bicycle facilities do you think are most needed in Banks? (i.e. bicycle lanes, multi-use paths, wider sidewalks, crossings, etc.)

A bike lane or path around Main Street.

7. What is your vision for the future bicycle and pedestrian system in Banks?
Bringing in visitors to the City and connecting them to trail on the north side.
8. What are your top priorities for the bicycle and pedestrian system in Banks?
A bike path or lane through town.
9. Is there anything else you think we should know to help inform the development of the BPP?
Not now – will call if further questions come up. Mike should be able to attend future SAC meetings.