

the City of Banks. The transit service providers will be responsible for any upgrades or changes to any transit services provided.

Any motor vehicle project that recommends a traffic control change will require an Intersection Control Evaluation. This evaluation would take place prior to the design and construction phases to determine the appropriate control and gain agency approval.

SETTING PRIORITIES

The TSP compared all proposed projects using the TSP goals (detailed in the "Vision" section of the TSP). Priorities are assigned to each project based on how it contributes to achieving the transportation goals of Banks. Feedback from local stakeholders was also incorporated into the prioritization process. Low-cost projects tend to be given a higher priority since they would have more immediate impacts and spread investments across the city. Projects, priorities and potential funding sources identified in the Banks Bicycle and Pedestrian Plan¹¹ (BBPP) were incorporate into the TSP project lists.

The TSP identifies 19 motor vehicle projects with an estimated cost of ~~almost \$78 million~~ and 15 active transportation projects with an estimated cost of almost \$7 million. The motor vehicle and active transportation projects are shown in Figures 8 and 9 respectively. The available funding for transportation projects over the next 20 years is not expected to cover the total cost of TSP projects.

approximately \$80 million

The following pages include the financially constrained and aspirational projects in table form and on accompanying maps. Table 3 shows the Financially Constrained and Aspirational motor vehicle projects (labeled package 1 and 2, respectively). Table 4 summarizes the Financially Constrained and Aspirational active transportation projects for Banks (labeled package 1 and 2, respectively).

The city has discretion to implement the projects in a different order than is reflected in the project tables. Future circumstances could allow the City to fund projects on the aspirational project list to address an unexpected transportation need or take advantage of a funding opportunity.

The financially constrained plan identifies the transportation solutions that the city prioritizes for funding and implementation over the next twenty years, presented as package 1 in Table 3 (Motor Vehicle Projects) and Table 4 (Active Transportation Projects). The combined financially constrained project lists include 16 projects, totaling an estimated ~~\$62~~ million worth of investments (in 2023 dollars). The projects will be funded with a combination of sources. The anticipated primary funding source is identified for each project in the tables. Funding for the City projects will mainly come from Transportation System Development Charges (SDCs), while funding for the County projects is anticipated to come from the Transportation Development Tax (TDT) credit program.

\$64

¹¹ Banks Bicycle and Pedestrian Plan, Kittelson & Associates, Inc., 2015.

TABLE 3: MOTOR VEHICLE PROJECTS

ID	NAME	COST ESTIMATE	POTENTIAL FUNDING SOURCE	PRIORITY	PACKAGE*	SUPPORT GOALS
PACKAGE 1						
2	Washington Avenue Closure at Aerts Road	\$1,500,000	City/Developer	High	1	2, 7, 8
	Disconnect Washington Avenue from Aerts Road and construct a cul-de-sac. This project to be completed in conjunction with the Aerts Rd/OR 6 intersection upgrade (Project 5).					
3	Banks Rd/Aerts Rd Intersection Improvements	\$1,200,000	County/Developer	High	1	2, 7, 8
	Realign intersection to the west to meet sight distance requirements and install advanced warning signage on all three legs of intersection to improve safety. (BBPP project #24)					
4	Banks Rd Upgrade	\$7,800,000	City/County/Developer	Medium	1	1, 2, 3, 5, 6, 7, 8
	Transfer jurisdiction of Banks Rd within the UGB to the City of Banks. Upgrade Banks Rd-Cedar Canyon Rd from Aerts Rd to west UGB. Build to Banks Collector standard with multi-use path or Washington County Collector standards, by jurisdiction. (BBPP project #23)					
5	Aerts Rd/OR 6 Intersection Improvement	\$4,500,000	ODOT/County/Developer	High	1	1, 2, 3, 7, 8
	Install a single lane roundabout with a dedicated westbound right turn lane. This project to be completed in conjunction with the Washington Avenue closure (Project 2).					
6	Oak Way/OR 47 Intersection Improvement	\$800,000	City/ODOT	High	1	1, 2, 3, 7, 8
	Extend eastbound left turn lane to provide additional vehicle storage, re-time signal, add protected-permissive phasing for east-west approaches, install new signal heads as needed, and add ADA compliant curbs.					
8	Wilkes St Extension in West Banks	\$1,900,000	City/Developer	Low	1	1, 3, 5, 7, 6
	Construct new east-west roadway from Wilkes St/Main St to the west to the City UGB. Build to City Collector standards.					
9	New North-South Collector in West Banks	\$4,900,000	City/Developer	Medium	1	1, 3, 4, 5, 6
5A	Aerts Rd/OR 6 Intersection Expansion	\$2,250,000	City/County	High	1	1, 2, 3, 7, 8
	Expand the single-lane roundabout to a multilane roundabout on the north, east, and west approaches.					

Project 5A would expand the single-lane roundabout at the OR 6/Aerts Road intersection (recommended improvement Project 5) to a multilane roundabout.

The TSP motor vehicle projects (shown in Table 3) include recommended improvements that would affect operations at several study intersection, as summarized below. The resulting study intersection operations with the TSP projects in place are shown in Table 3.

- Projects 2 and 5 at the OR 6/Aerts Road intersection would install a single lane roundabout with a westbound right turn lane and disconnect the Washington Avenue approach.
- Project 15 at OR 47/Trellis Way would install a traffic signal with northbound and westbound left turn lanes.
- Project 6 would apply signal phasing and timing upgrades at OR 47/Oak Way.
- Project 1 would realign Wilkesboro Road to connect to the existing OR 47/Lippert Lane intersection.

TABLE 3: FUTURE INTERSECTION OPERATIONS WITH TSP PROJECTS (PM PEAK HOUR)

INTERSECTION	CONTROL TYPE	MOBILITY STANDARD (V/C)	V/C RATIO	DELAY (SEC)	LOS
OR 6/AERTS ROAD	Single-lane Roundabout	0.85	0.84	22	C
	Multilane Roundabout	0.85	0.77	13.4	B
OR 47/TRELLIS WAY	Signal	0.90	0.63	17	B
OR 47/OAK WAY (OR 6 EB RAMP)	Signal	0.85	0.80	46	D
OR 47/LIPPERT LN	Stop Control	0.85	0.04/0.69	1/77	A/F

FUNDING

Transportation funding is commonly viewed as a user fee system where the users of the system pay for infrastructure through motor vehicle fees (such as gas tax and vehicle registration fees) or transit fares. However, a great share of motor vehicle user fees goes to road maintenance, operations, and preservation of the system rather than construction of new system capacity. Much of what the public views as new construction is commonly funded (partially or fully) through System Development Charges and frontage or off-site improvements required as mitigation for land development.

The City of Banks currently utilizes several sources to fund construction and maintenance of its transportation infrastructure as described below. Each source collects revenue each year that is used to repair street facilities or construct new streets, with some restrictions on the type and location of projects. In Banks, as in many other Oregon cities, street revenues are also used to fund administrative costs such as salaries, benefits, expenses, and other services related to street projects. Some sources of revenue are collected annually, while others are provided on a project-specific basis.