

City of Bandon

CITY COUNCIL AGENDA DOCUMENTATION	DATE: November 6, 2017
SUBJECT: Planning Commission Meeting Minutes	ITEM NO: 6.2.1

BACKGROUND:

Meeting Minutes of the Planning Commission as submitted by Megan Worton, Planning Assistant

- August 24, 2017 – Work Session
- August 24, 2017 – Regular Meeting
- September 28, 2017 – Regular Meeting

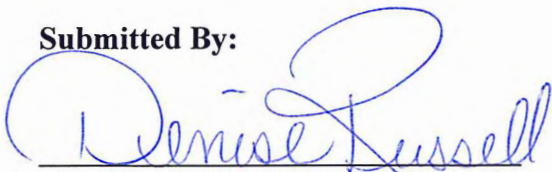
FISCAL IMPACT:

None

RECOMMENDATION:

For information only.

Submitted By:



Denise Russell, *City Recorder*

PLANNING COMMISSION WORK SESSION

BANDON CITY HALL

AUGUST 24, 2017

COMMISSION: ☒ David Kimes, Chair
☒ Sheryl Bremmer, Vice-Chair
☒ Daniel Graham, Commissioner
☒ David Reed, Commissioner
☒ Harv Schuboth, Commissioner
☒ Blythe Tiffany, Commissioner
☒ Gerald Slothower, Commissioner

STAFF: ☒ John McLaughlin, Planning Director
☒ Dana Nichols, City Planner
☐ Fred Carleton, City Attorney
☒ Megan Worton, Planning Assistant

1.0 ROLL CALL

Roll call was taken with those present and absent reflected above.

2.0 WORK SESSION

2.1 101 ROAD DIET

Mawson explained that the work session is not a formal meeting or public hearing related to any submitted plans, public comment is requested and encouraged. He described the City's interest in improving public safety and traffic hazards on highway 101 and introduced Chris Hunter, of Oregon Department of Transportation (ODOT).

Hunter stressed ODOT's desire to work with the City of Bandon and its community, and described a potential three lane highway conversion from the current five lane configuration. The three lane configuration could include safer pedestrian crossings, bulb-outs, wider turn lanes, wider sidewalks, bike lanes, and potential off-street parking in designated sections. All of which would greatly improve pedestrian safety, traffic hazards, and potentially increase tourism as well, by making Bandon more accessible.

Public comment was allowed in an informal manner. The main points of concern were greater impacted travel times during high traffic season, due to tourist and senior populations, and reduced accessibility to highway 101 due to congestion. Many suggested flashing light systems at cross walks, greater law enforcement, a reduction of legal speed limits, and an increase in signage rather than convert the road. Hunter acknowledged these suggestions and explained some of the limitations ODOT and the City of Bandon face, due to Bandon's local economy and configuration. Upon audience request he provided several other options that have been researched to resolve highway 101 safety issues, including closure of all cross walks, installation of center medians along the highway, and elimination of the ability to make left turns. Several proponents voiced their support of further discussion and action by both the City of Bandon and ODOT. Wayfinding agenda items 2.2 and 2.3 were postponed by Kimes to a date not yet determined.

Reed stated that the Road Diet is something good to think about, but perhaps counter measures, like consistent cross walk striping, speed feedback signs, greater enforcement, and additional passing lanes located to the North and South of Bandon, could be tried in advance of any major reconfiguration.

Tiffany reminded the Commission and audience of Bandon's limited law enforcement due to consistent negative voting for increased police funding, as well as previous parking along highway 101 and its removal once deemed hazardous. She expressed support for the idea of reducing speed limits, and concern for re-allowing hazardous parking along highway 101.

Bremmer expressed concern over potential increased congestion on highway 101, but proposed utilizing the three lane highway configuration to create safe trolley stops or large vehicle pull outs, which she feels would alleviate some current traffic issues as well as add valuable amenities to the community.

Graham agreed with Bremmer and clarified that the proposed three lane conversion would be on a temporary basis as a trial re-striping, as seen in Port Orford currently.

Schubotho agreed with both Bremmer and Graham, and further stressed the limited funds available for greater traffic law enforcement. He requested statistics from ODOT related to wait times and the impact on the community that a reconfiguration would generate. Schubotho stated that the reality of the situation is that Bandon is used as a passing lane.

Slothower suggested speed cameras be installed as a cost effective method to increase traffic law enforcement, and suggested that bike lanes be separated from vehicle lanes along any new highway 101 reconfiguration.

Kimes thanked Hunter for his time and presentation. He shared his opinion that greater enforcement often causes more accidents than it prevents due to the distraction it creates, as well his personal experience as a driver utilizing highway 101, who would be willing to give up the ability to pass slow vehicles if it increased public safety in our community.

Mawson thanked the audience, Commission and Hunter for their time, and reiterated that the presentation and discussion held in the work session are merely concepts and information, not plans, for the on-going discussion to be had with the community, ODOT, and City Council.

3.0 ADJOURN

Kimes adjourned the meeting at 8:56 p.m.

Minutes submitted by Megan Worton, Planning Assistant