



City of Bandon
TRANSPORTATION SYSTEM PLAN

OPEN HOUSE #2

APRIL 24, 2024

MEETING GUIDELINES



- Let us know when you'd like to speak
- If we don't get to your comment/question, feel free to talk with the project team after the presentation or email Dana:
dnichols@ci.bandon.or.us
- Please promote respectful dialogue and comments

AGENDA



- Welcome and Introductions
- TSP Context (Review)
 - Overview of project
- Draft Improvements
- Beach Loop Project
- Next Steps



WHAT IS A TSP?



- Transportation System Plan (TSP)
- Addresses transportation needs now and into the future
 - 20-year plan
- Contains:
 - Projects (ex: new sidewalks)
 - Programs (ex: parking management)
 - Policies (ex: coordination with transit providers)
 - Standards (ex: street widths)
- Updating Bandon's 2000 TSP!



WHAT IS A TSP?



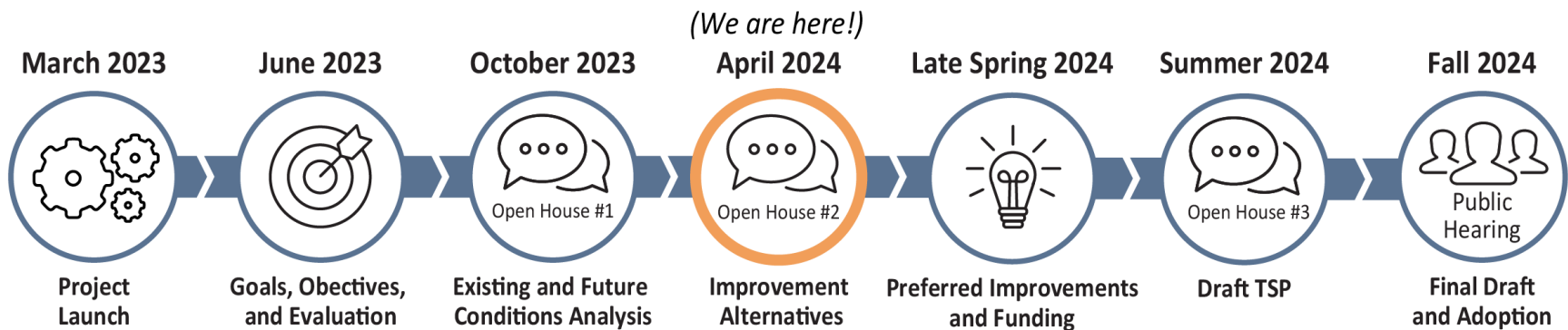
- Will look at all modes (ways of getting around)
 - Walking
 - Driving
 - Biking
 - Bus
 - Freight / deliveries
- Special focus on:
 - U.S. 101 solutions – balancing the needs of those who use it
 - Developing streets for all people no matter how they travel
 - Addressing tourism travel impacts
 - More connections across and through town



SCHEDULE



Expected to continue into late 2024



We are here!



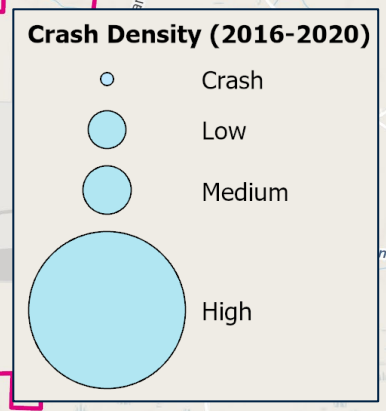
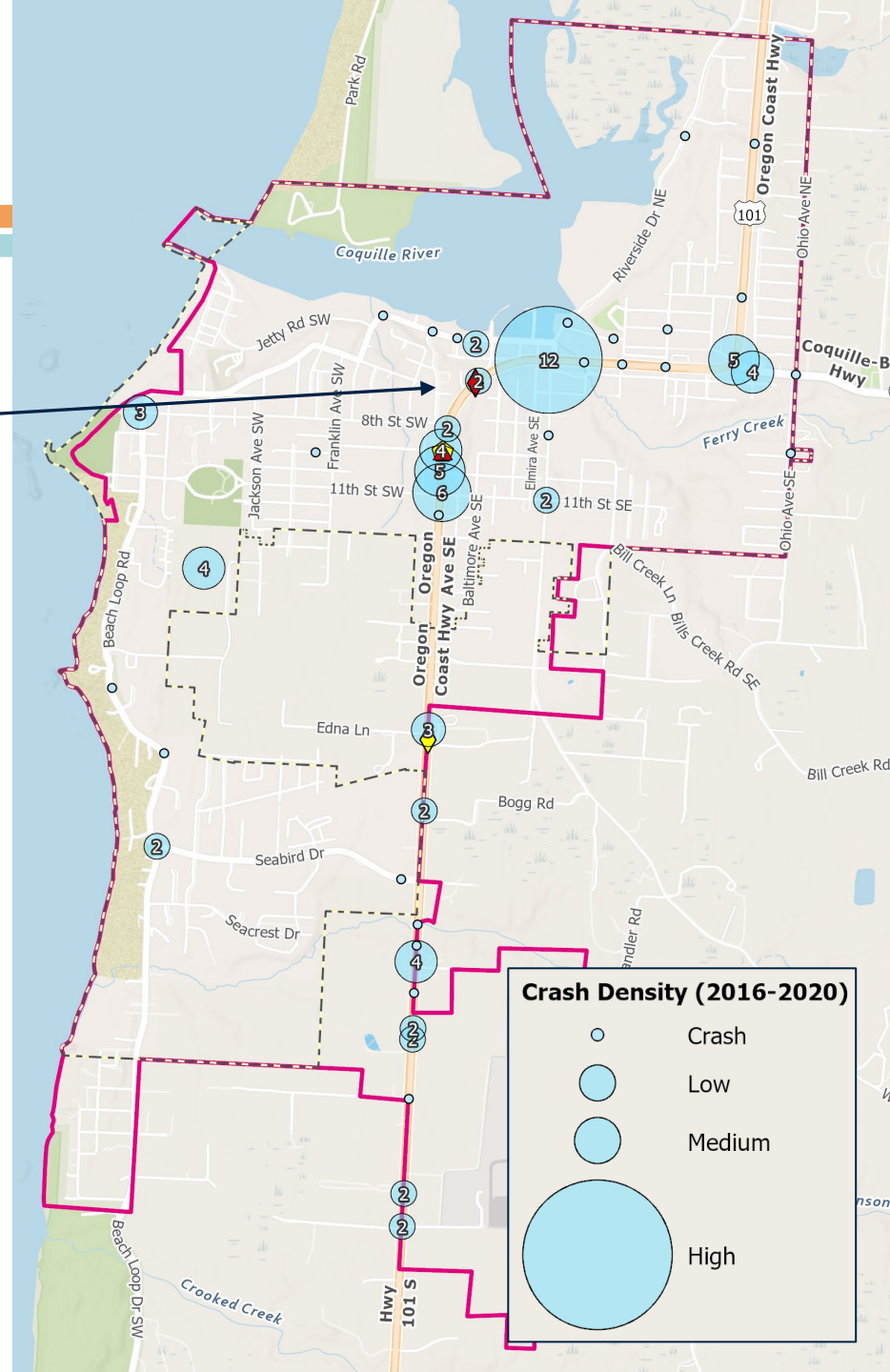
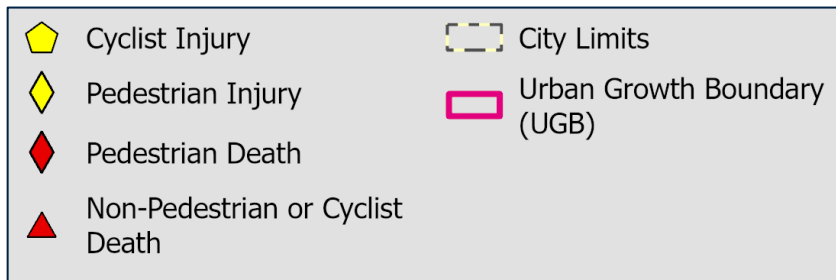
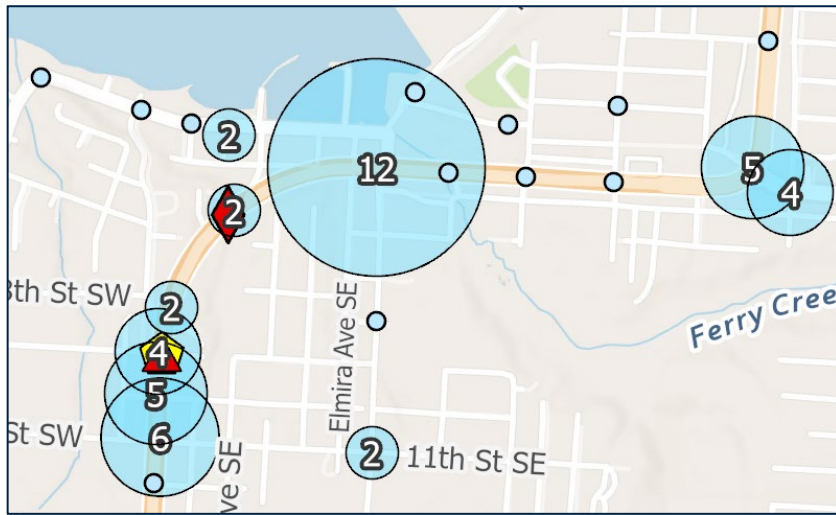
DRAFT TRANSPORTATION IMPROVEMENTS

U.S. 101 ISSUES AND NEEDS (REVIEW)



- **Bike/Pedestrian Deficiencies:** Sidewalks generally are not separated from vehicle traffic. No bike lanes are present from OR 42S to 13th Street.
- **ODOT's Highway Design Manual:** recommends separated bicycle facilities in most of the corridor.
- **Capacity:** Traffic is generally not expected to exceed standards
- **Speeding:** especially on the 5-lane section
- **Aesthetics:** minimal landscaping, placemaking features

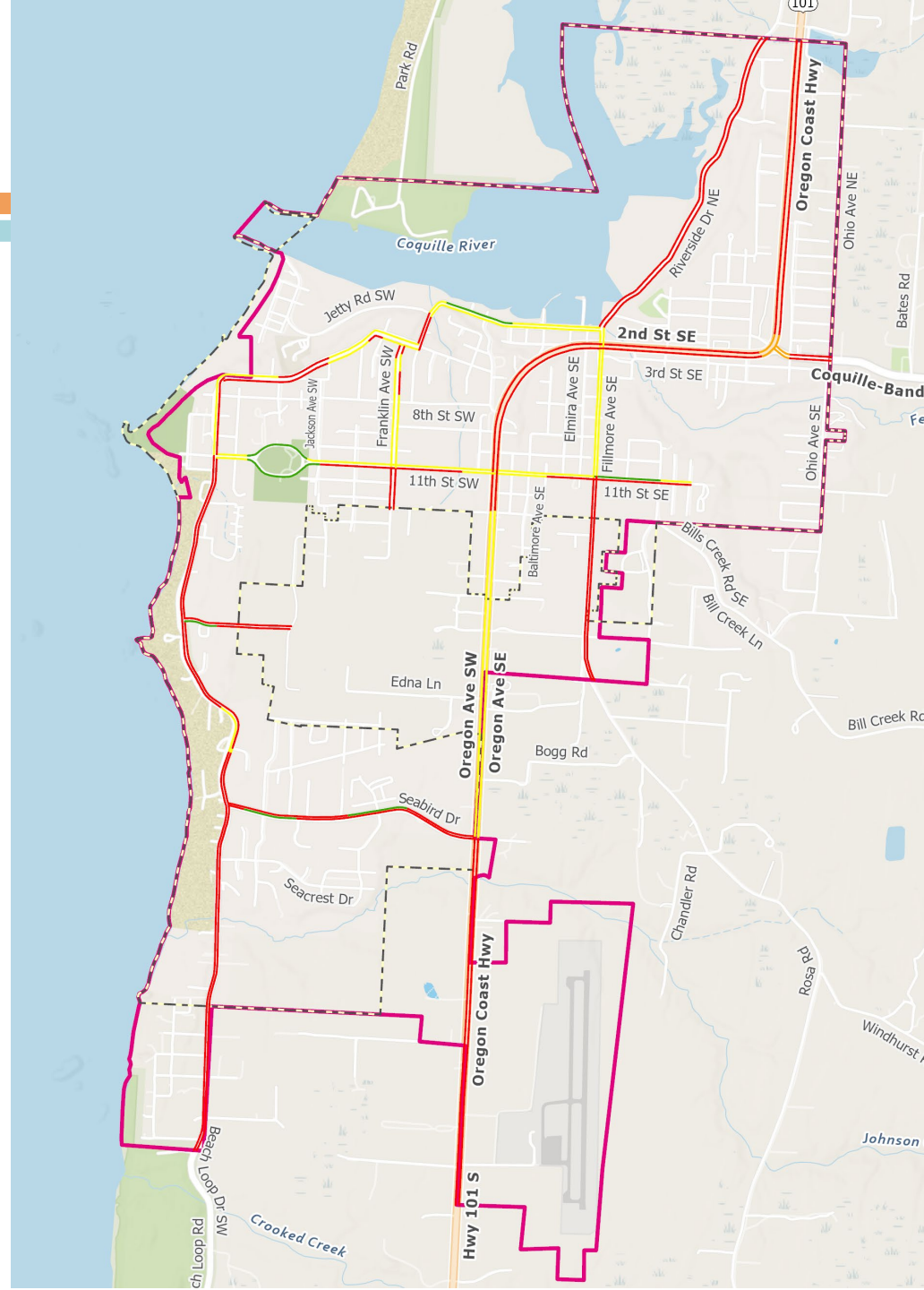
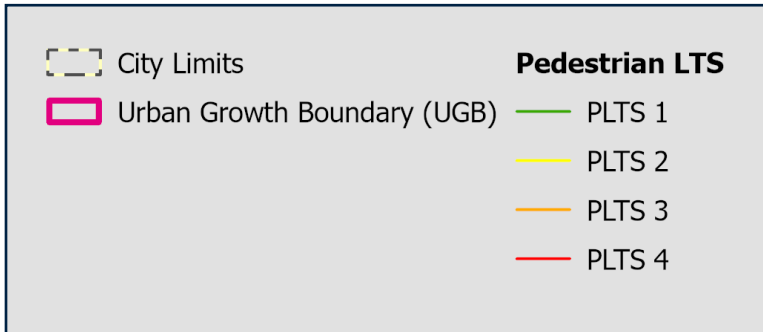
SAFETY REVIEW



LTS REVIEW

LTS = Level of Traffic Stress







- LTS 1 = Excellent
- LTS 2 = Good
- LTS 3 = Fair
- LTS 4 - Poor

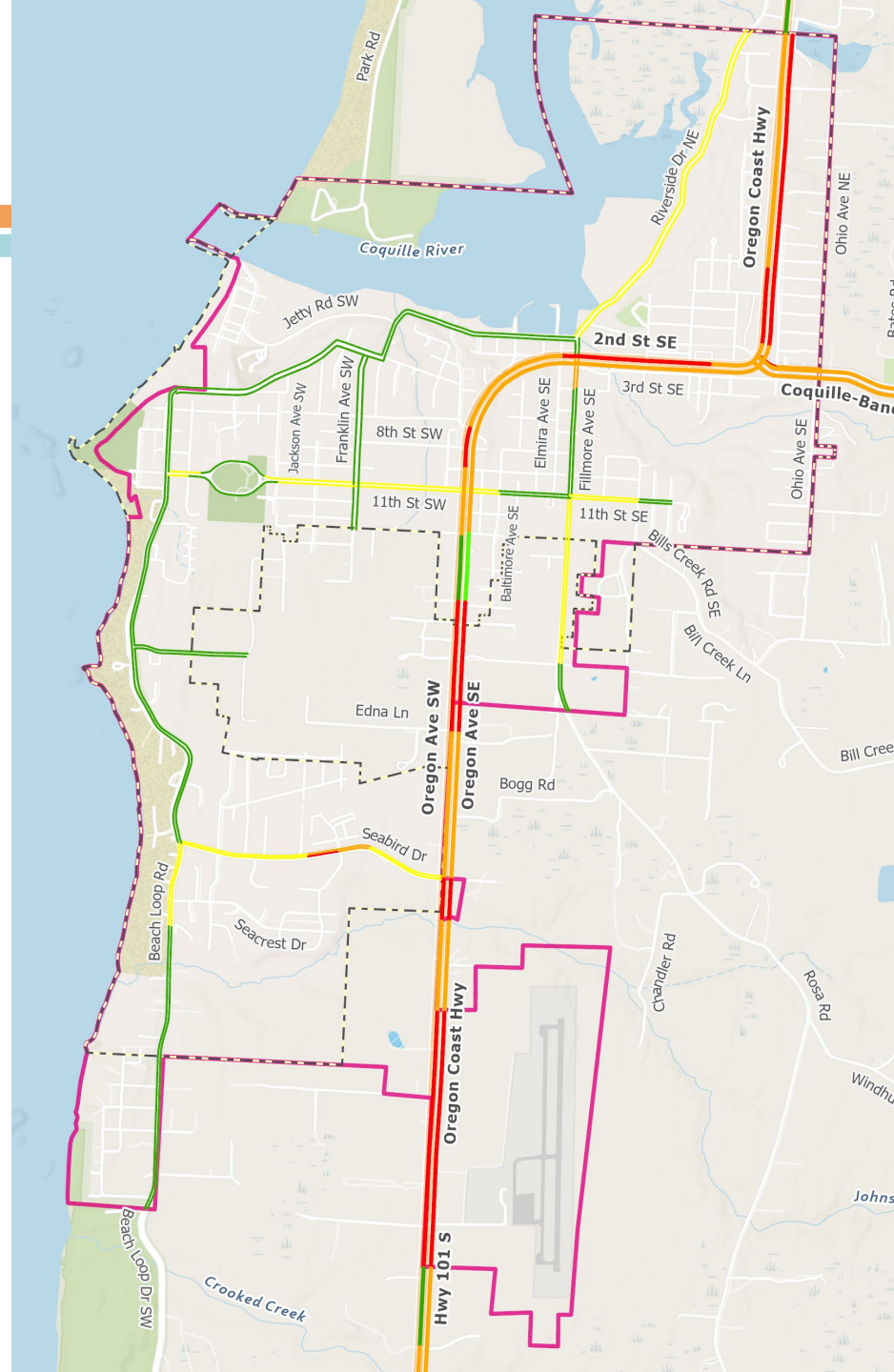


LTS REVIEW

LTS = Level of Traffic Stress

- LTS 1 = Excellent
- LTS 2 = Good
- LTS 3 = Fair
- LTS 4 - Poor

 City Limits	Bicycle LTS
 Urban Growth Boundary (UGB)	 BLTS 1
	 BLTS 2
	 BLTS 3
	 BLTS 4



U.S. 101 ALTERNATIVES - DISCUSSION



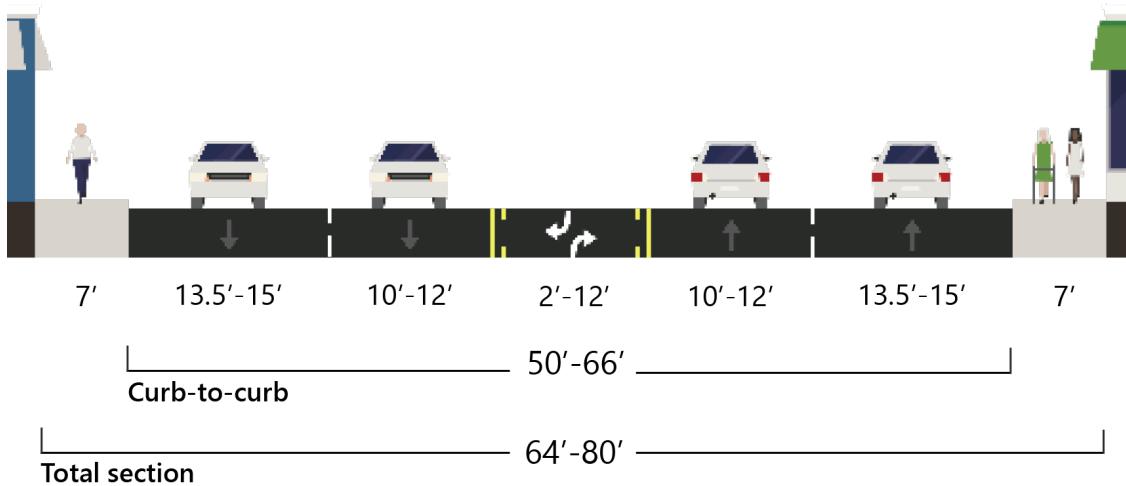
- If you could **accomplish 3 things** by changing U.S. 101, what would they be?
- How would you rank/prioritize those things?
- Please think about your answers, write them down on the sticky note, and give them to staff

U.S. 101 ALTERNATIVES



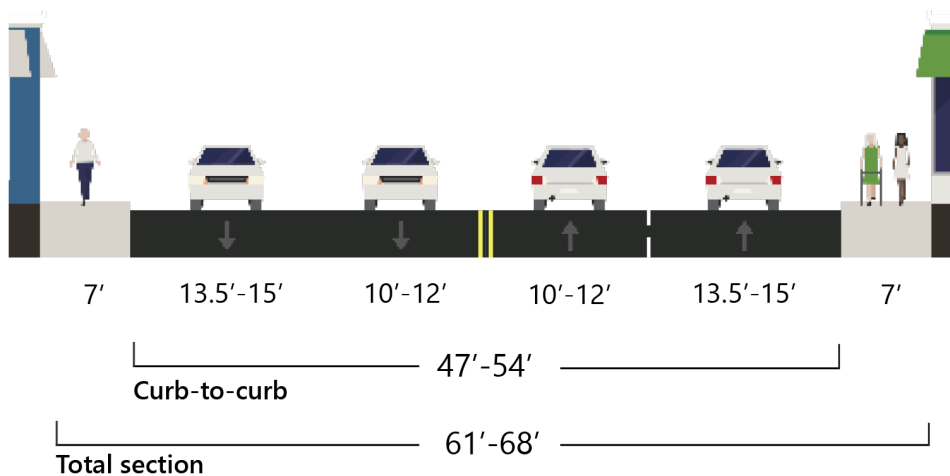
- “Alternatives” = different ways of tackling a problem
- Today: reviewing different ideas to hear your feedback
 - Which alternatives/ideas are better for the community?
 - Why?
- Think about the top 3 issues you identified – does one or more of these alternatives address your top issues?
- Your feedback will inform staff and Council
 - Will help move toward a “preferred” alternative

U.S. 101 EXISTING CONFIGURATION



Approximate dimensions where turn lane or median is present

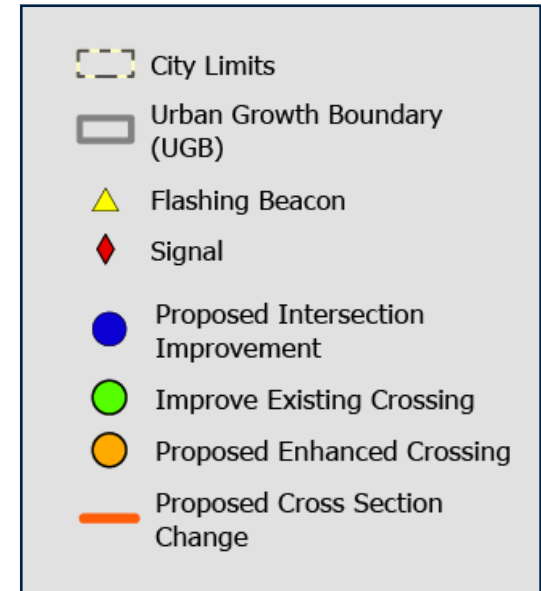
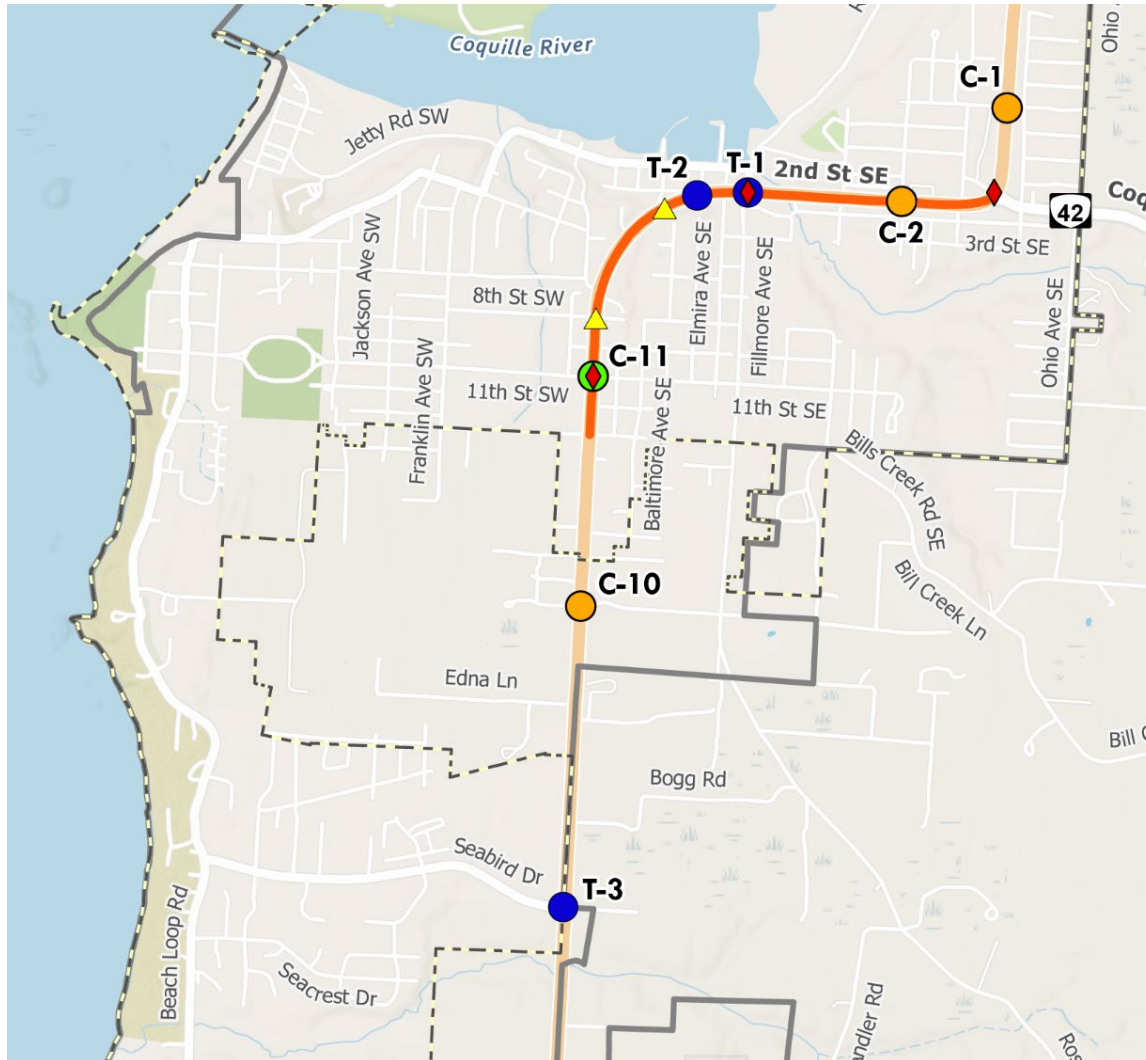
- 13th Street/Alabama Avenue to Chicago Ave
- June Ave to 2nd Street NE



Approximate dimensions where no turn lane is present

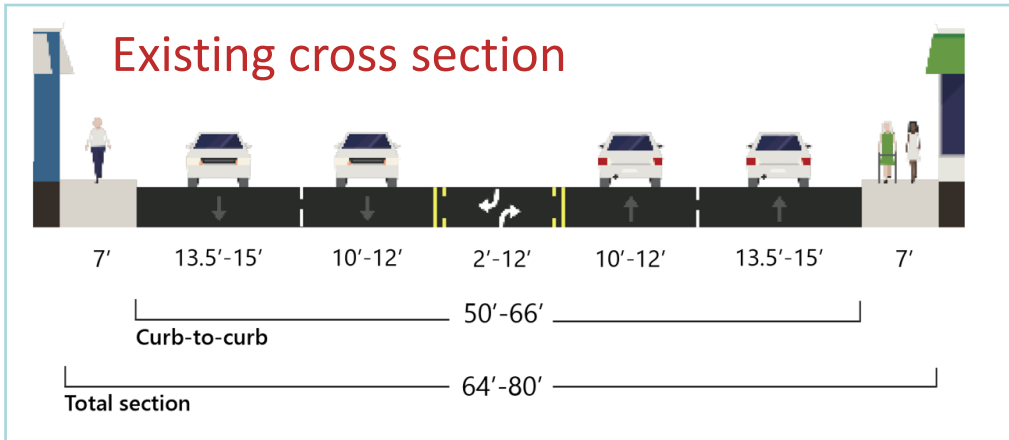
- Chicago Ave to June Ave

DRAFT IMPROVEMENTS (U.S. 101)

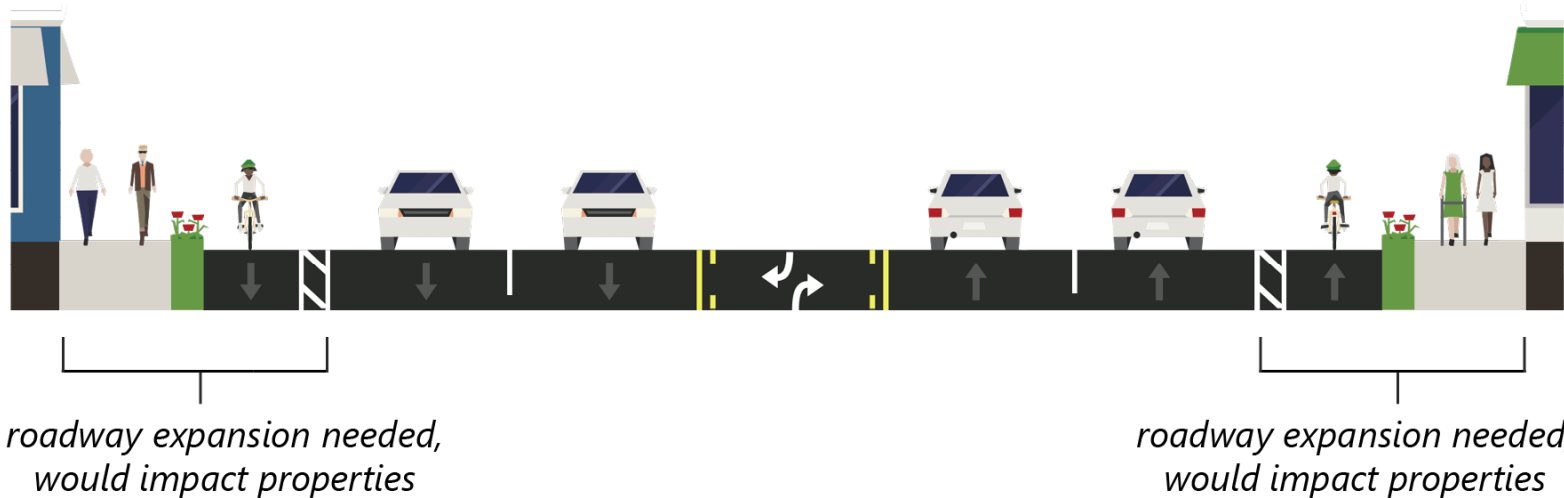


Note: Locations of Proposed Enhanced Crossings are approximate. U.S. 101 crossings will require ODOT approval.

U.S. 101 – ALT 1: ROADWAY WIDENING



- Improved bike/ped facilities
- Property/building impacts
- Design challenges
- Costly

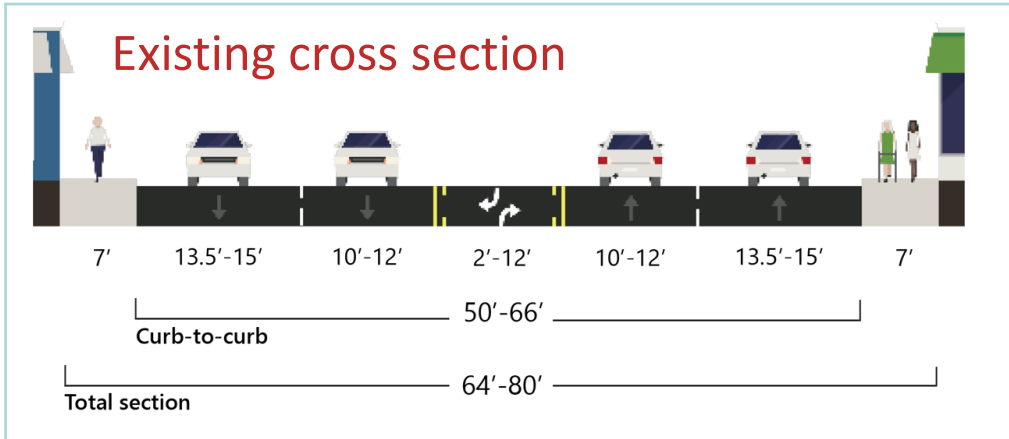


LANE RECONFIGURATIONS

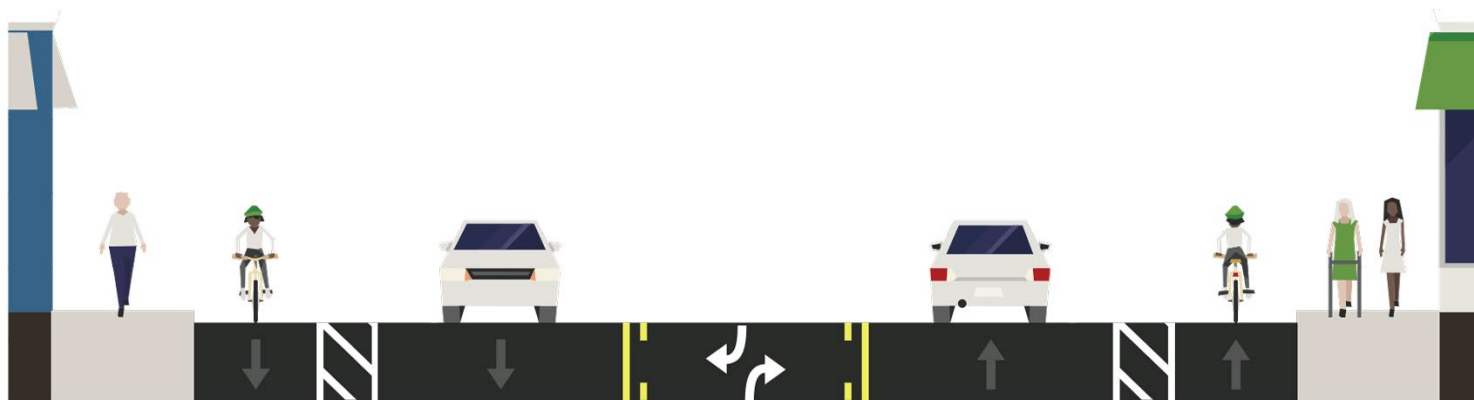


- Proven safety strategy for all users
- Can slow traffic, reduce crossing distances, and make it more comfortable to bike/walk/roll
- Can be implemented as a “pilot project”
- Generally, lane reconfigurations work well when daily traffic is below ~18,000 vehicles
 - U.S. 101 is between 8,000 and 14,000 vehicles per day
- Opens opportunities for doing other things with the freed-up roadway space
 - Bike lanes, landscaping, on-street parking, etc.

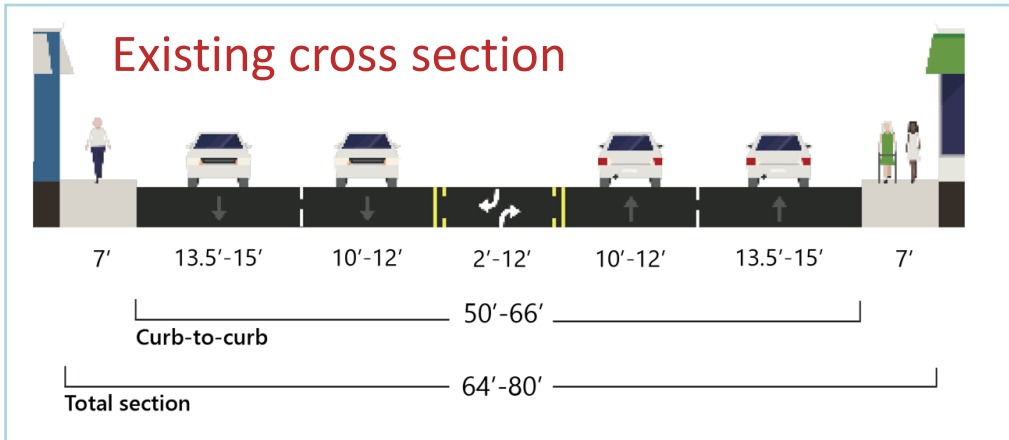
U.S. 101 – ALT 2: LANE RECONFIGURATION A



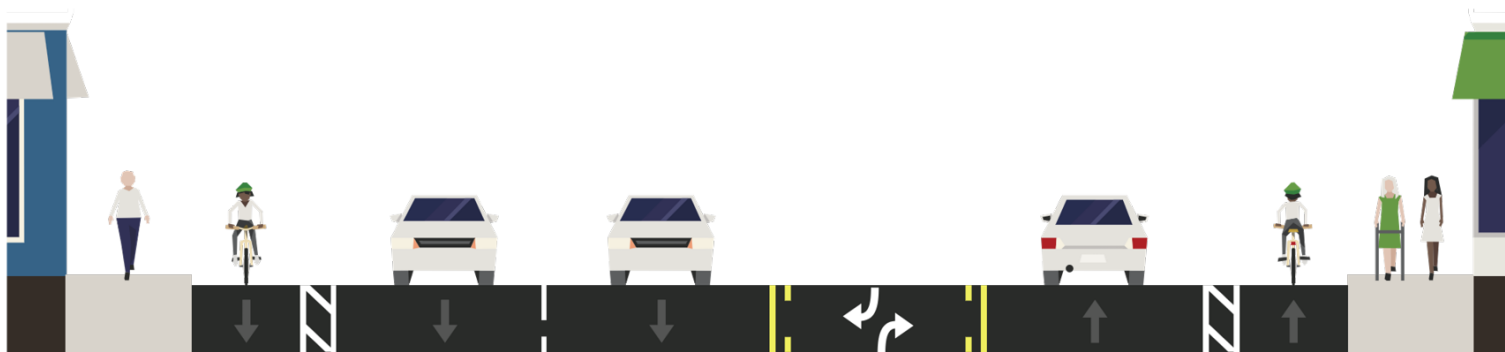
- Restripe existing roadway
- Improved bike/ped facilities
- Allows for beautification investments
- No property/building impacts
- Would meet traffic standards
- Cost effective



U.S. 101 – ALT 3: LANE RECONFIGURATION B

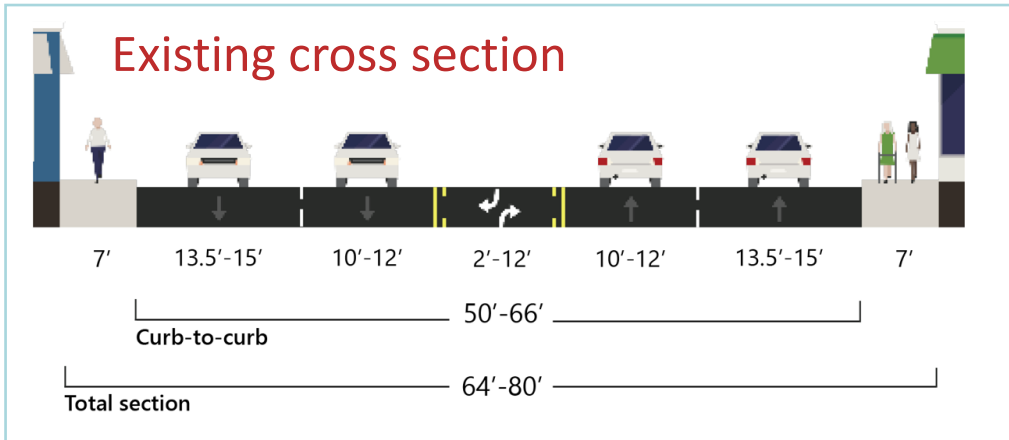


- Restripe existing roadway
- Safer bike/ped facilities (though less than Alt 2)
- Allows for beatification investments
- No property/building impacts
- Would meet traffic standards
- Cost effective

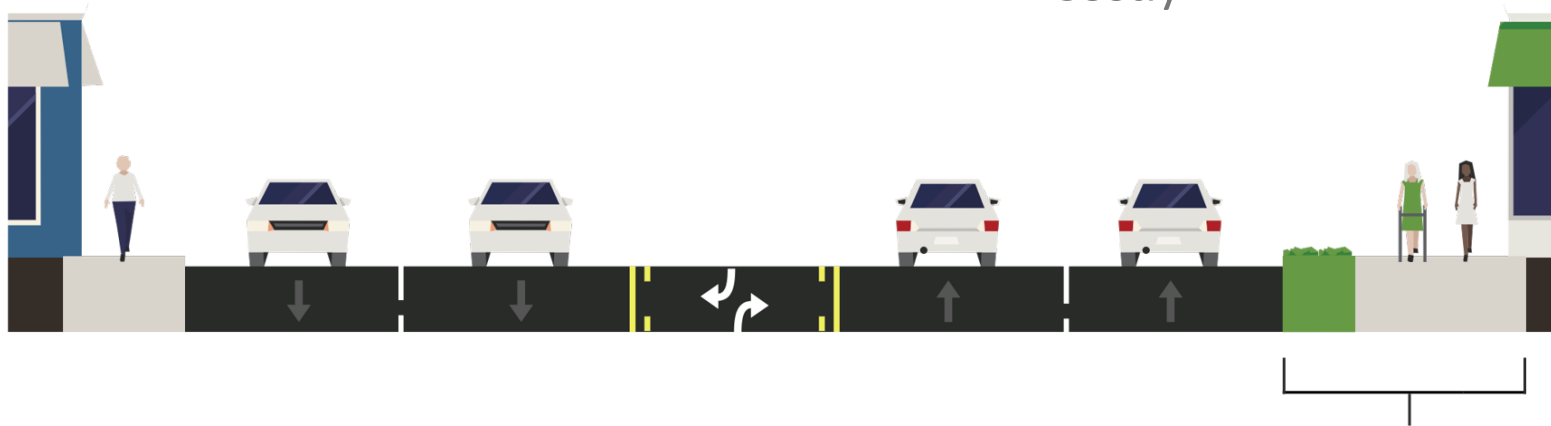


*Dual travel lanes could be retained either northbound or southbound. Traffic analysis shows that northbound and southbound volumes are similar.

U.S. 101 – ALT 4: SHARED USE PATH



- Maintains vehicle lanes as-is
- Improved bike/ped facilities
- Property/building impacts
- Access impacts
- Design challenges
- Costly



addition of path would impact properties and existing buildings

U.S. 101 – BEAUTIFICATION



U.S. 101
Tillamook, OR
Source: Otak



U.S. 101 – BEAUTIFICATION



U.S. 101

Florence, OR

Source: ReVision Florence

U.S. 101 – BEAUTIFICATION



Cascade Avenue

Sisters, OR

Source: GreenWorks



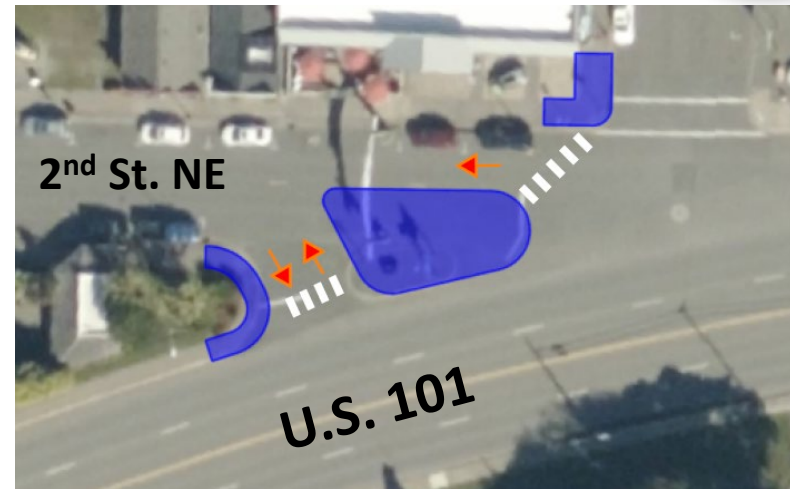
Alternative	Cost	Opportunities	Issues
1. Widen roadway	\$\$\$	<ul style="list-style-type: none"> Improved bike/ped Maintains travel lanes Meets ODOT standards 	<ul style="list-style-type: none"> Very expensive Major property/building impacts Likely infeasible
2. 5-to-3 lane reconfiguration	\$	<ul style="list-style-type: none"> Improved bike/ped Address speeding Mostly meets ODOT standards Low-cost Can test with pilot project 	<ul style="list-style-type: none"> Does not fully meet ODOT standards (need for buffered sidewalks) Potential travel pattern changes
3. 5-to-4 lane reconfiguration	\$	<ul style="list-style-type: none"> Improved bike/ped Partially addresses speeding Mostly meets ODOT standards Low-cost Can test with pilot project 	<ul style="list-style-type: none"> Does not fully meet ODOT standards (need for buffered sidewalks) Potential travel pattern changes
4. Add shared use path	\$\$	<ul style="list-style-type: none"> Improved bike/ped Mostly meets ODOT standards 	<ul style="list-style-type: none"> More costly Property/building impacts Does not address speeding, broader safety issues in corridor

2ND STREET/U.S. 101 INTERSECTION



Public Plaza Concept

- Removes 1 entrance to 2nd
- Creates public space
- Creates continuous sidewalk
- Provides pedestrian crossing
- Removes 3 - 4 parking spaces
- Potentially impacts freight mobility



Slip Lane Concept

- Reduces roadway width to slow vehicles turning onto 2nd
- Directs eastbound vehicles to use slip lane to access southbound U.S. 101
- Provides pedestrian crossings
- Maintains existing parking

DRAFT IMPROVEMENTS (PEDESTRIAN SYSTEM)



- **Shared-Use Paths:** provide space for pedestrians and bicyclists, free from vehicle traffic
- **Sidewalks:** high level of comfort, separation, and accessibility for people walking and using mobility devices
- **Sidepaths or Walkways:** can use pavement striping or gravel, cost-effective, less protection for pedestrians

DRAFT IMPROVEMENTS (PEDESTRIAN SYSTEM)



Standard Crossings: basic crossing improvements, typically lower cost:

- Pavement markings
- Signage

Enhanced Crossings: provide more protection:

- Raised crosswalks
- Illuminated signage
- Curb extensions
- Median refuge islands
- Pedestrian-activated flashing beacons



DRAFT IMPROVEMENTS (PEDESTRIAN SYSTEM)



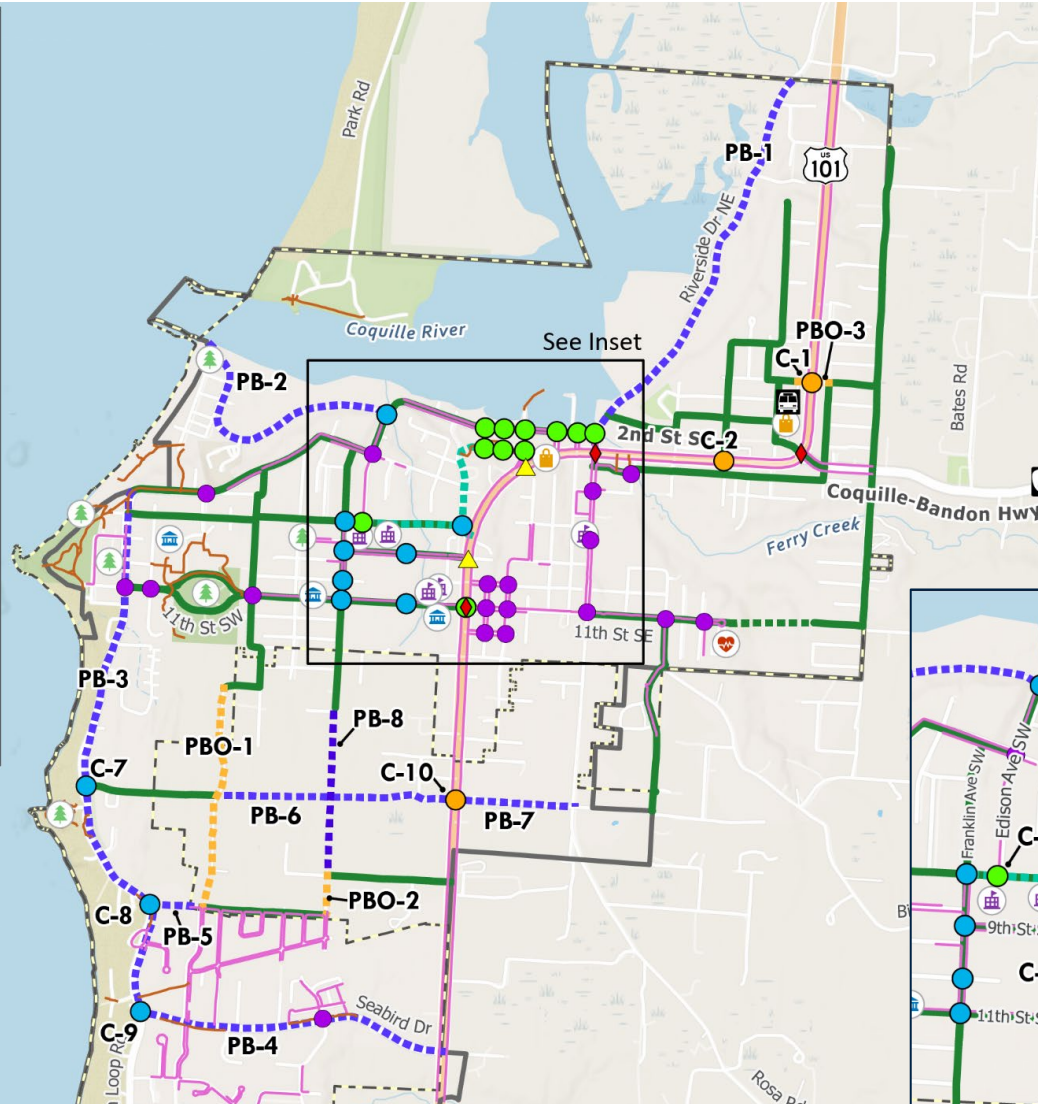
Proposed Pedestrian System

- Proposed Greenway
- - - Proposed Greenway (New Roadway)
- - - Proposed Pedestrian and Bike Facilities
- - - Proposed Pedestrian and Bike Only Path
- - - Proposed Sidewalk
- Improve Existing Crossing
- Proposed Enhanced Crossing
- Proposed Standard Crossing

Points of Interest

- Community Services
- Medical Clinics and Hospitals
- Parks
- Schools
- Shopping Centers

- Curry Public Transit
- Existing Marked Crosswalk
- US 101 Crossings**
- ▲ Flashing Beacon
- ◆ Signal
- Existing Trail
- Sidewalk
- City Limits
- Urban Growth Boundary (UGB)



DRAFT IMPROVEMENTS (BICYCLE SYSTEM)



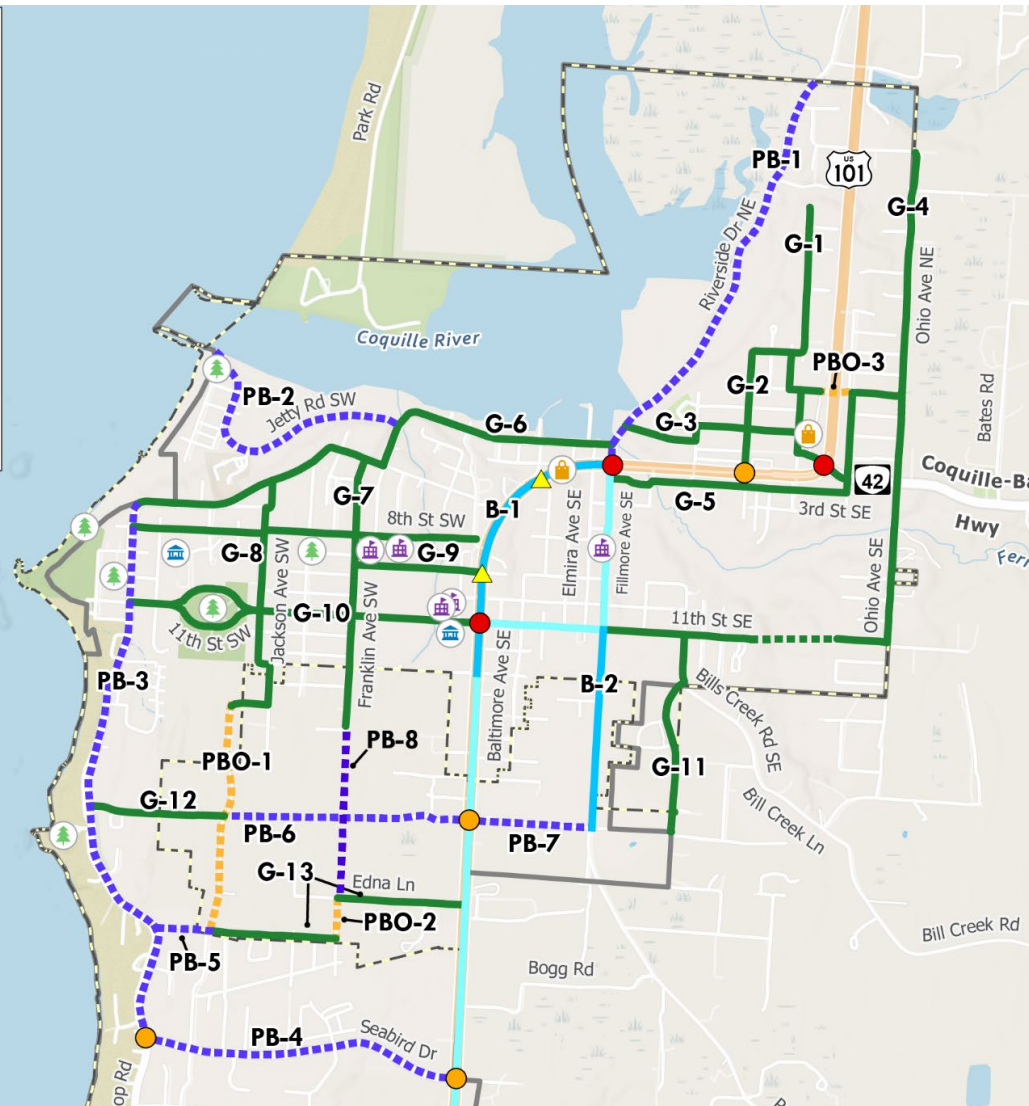
- **Shared-Use Paths:** provide space for pedestrians and bicyclists, physically separated from vehicle traffic
- **Bike Lanes:** provide a dedicated space for people to bike, visually separated by striping
- **Neighborhood Bikeways:** designated low-traffic streets, signage and sharrow markings

DRAFT IMPROVEMENTS (BICYCLE SYSTEM)



Proposed Bicycle System

- Existing Bike Lanes
- Proposed Greenway
- - - Proposed Greenway (New Roadway)
- - - Proposed Pedestrian and Bike Facilities
- - - Proposed Pedestrian and Bike Only Path
- Proposed Striped Bike Lanes
- Proposed Bike Crossing Improvements



Points of Interest

- Community Services
- Parks
- Schools
- Shopping Centers

US 101 Crossings

- Flashing Beacon
- Signal
- City Limits
- Urban Growth Boundary (UGB)

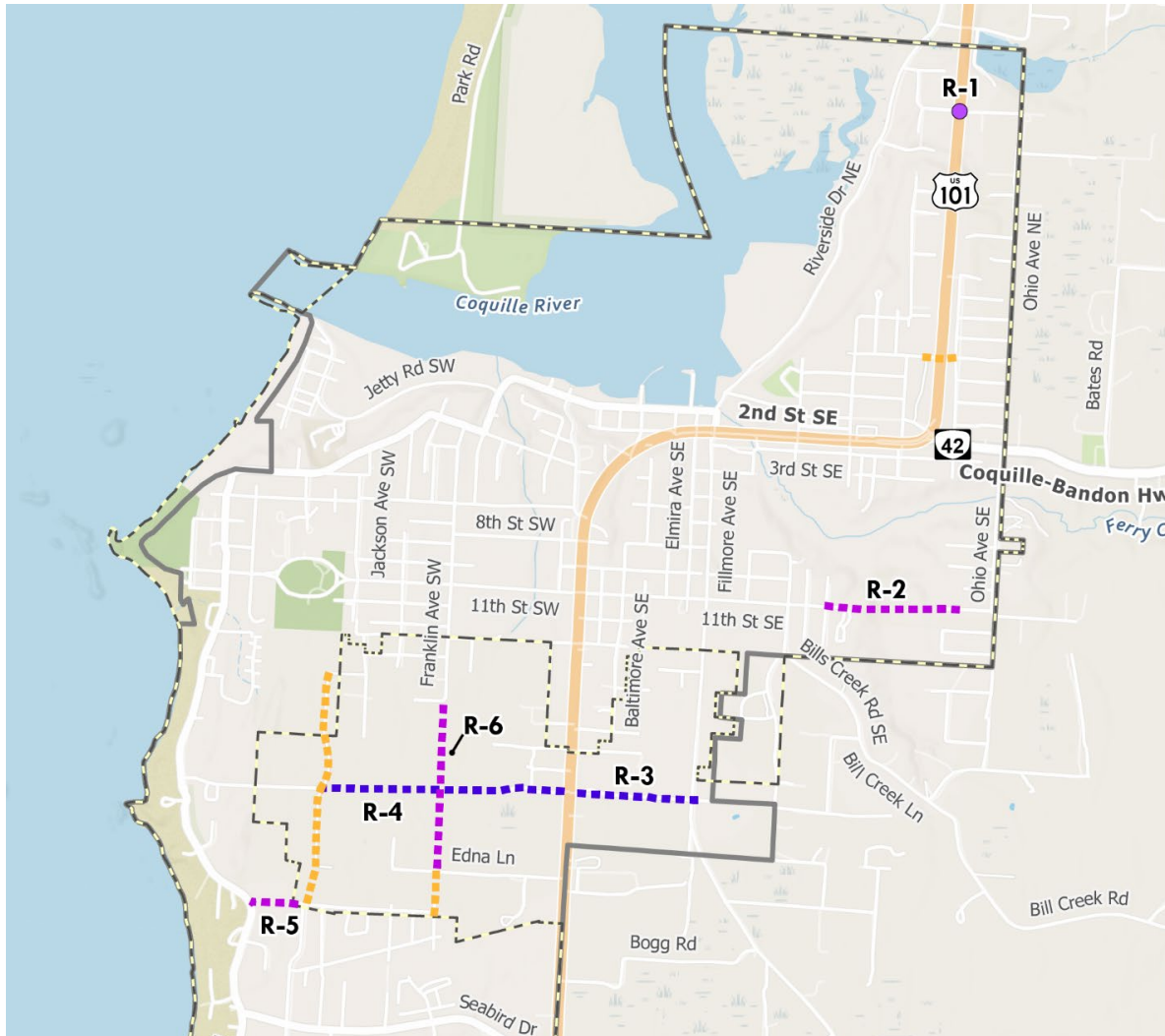
DRAFT IMPROVEMENTS (ROADWAY CONNECTIONS)



- **Lack of connections** through the Donut Hole
 - Contributes to traffic on Beach Loop Road and Seabird Drive
 - Need for more east-west redundancy for emergency services, evacuation
- New street connections make it easier to get around town, serve planned/future development
- New roadway connections include pedestrian and bicycle facilities



DRAFT IMPROVEMENTS (ROADWAY CONNECTIONS)



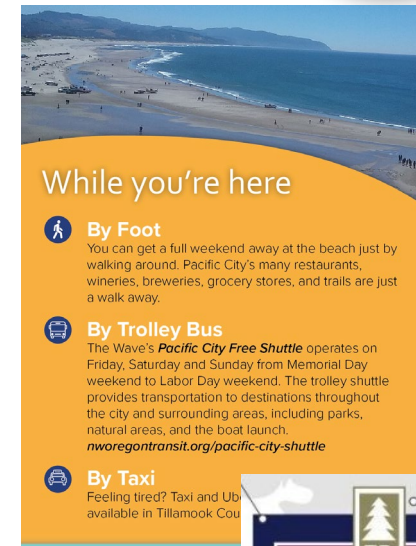
- Proposed Right-In Right-Out
- Proposed Pedestrian and Bike Only Path
- Proposed Collector
- Proposed Local Street
- City Limits
- Urban Growth Boundary (UGB)

Note: these are not defined alignments, but suggestions showing potential solutions for connections through the Donut Hole

DRAFT IMPROVEMENTS (PARKING)



- Focus area: Old Town
- Increase awareness of existing parking lots
- Implement time constraints or pricing
- Invest in shuttle
- Develop new parking lots for larger vehicles & satellite lots
- “Know before you go” travel information



DRAFT IMPROVEMENTS (PUBLIC TRANSPORTATION)



- Improve signage, consider covered shelter at existing bus stop
- Bike/ped access improvements to the existing bus stop
- Increasing awareness and frequency of existing transit
- Local circulator shuttle that connects to key destinations
- Rideshare services



DISCUSSION

DRAFT IMPROVEMENTS DISCUSSION



- Are these improvements right for Bandon?
- Which improvements would you prioritize?
- Is there anything we should add or change?





BEACH LOOP CONNECTOR DRAFT DESIGN CONCEPTS

BEACH LOOP DRIVE - DISCUSSION



- If you could **accomplish 3 things** by changing Beach Loop Drive, what would they be?
- How would you rank/prioritize those things?
- Please think about your answers, write them down on the sticky note, and give them to staff

BEACH LOOP DRIVE - INTRO



- This project will create a plan for a continuous, safe, and comfortable walking and cycling route on Beach Loop Drive from Madison Street to the south city limits
- A new design for Beach Loop Drive will seek to increase safety for all modes and center the scenic route as a prime destination for transportation and recreation.
- Improvements will consider and mitigate any impacts to environmentally sensitive areas.
- This project will be integrated into the Bandon TSP Update.

BEACH LOOP DRIVE - INTRO

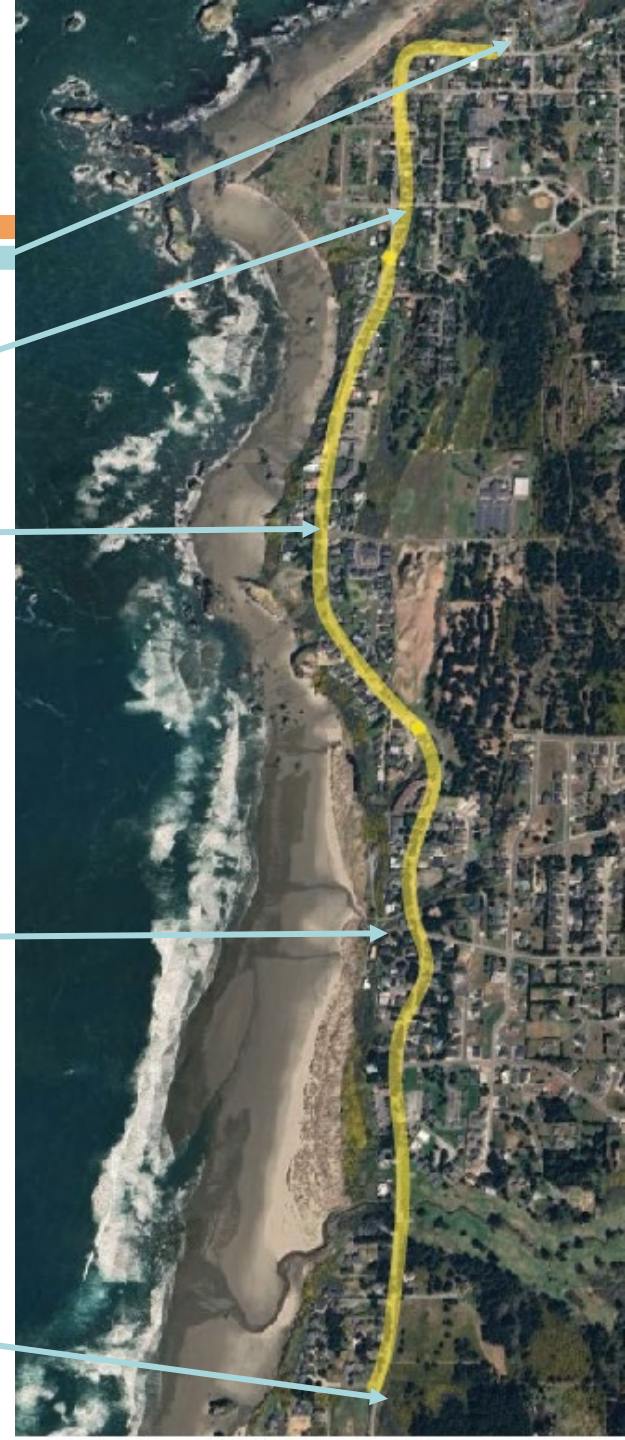
Madison Ave

11th Street

Face Rock Drive

Seabird Drive

South city limits



BEACH LOOP DRIVE – ISSUES AND NEEDS



- Beach Loop Drive lacks safe and comfortable facilities for people walking, cycling, or using a mobility device.
- Roadway shoulders are largely gravel surfaced. Paved sidewalks are disconnected and inconsistent.
- Conflicts between people driving, walking, and biking, especially during peak summer months.



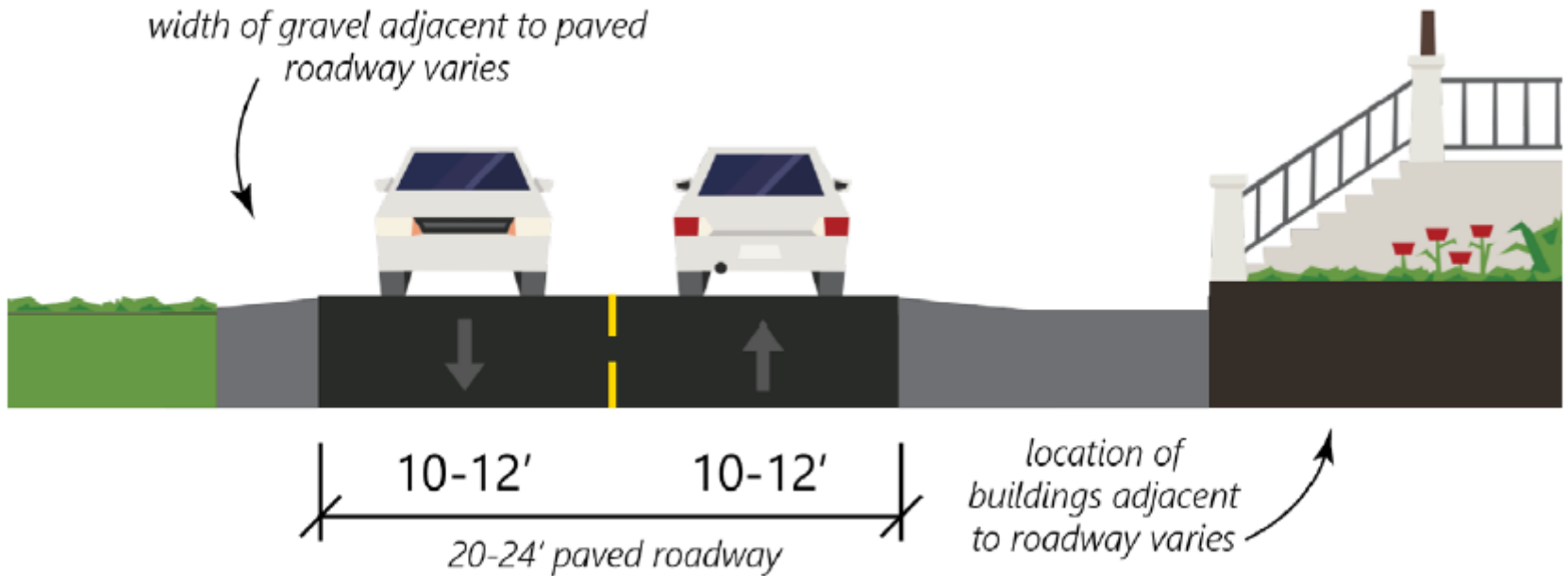
BEACH LOOP DRIVE – ISSUES AND NEEDS



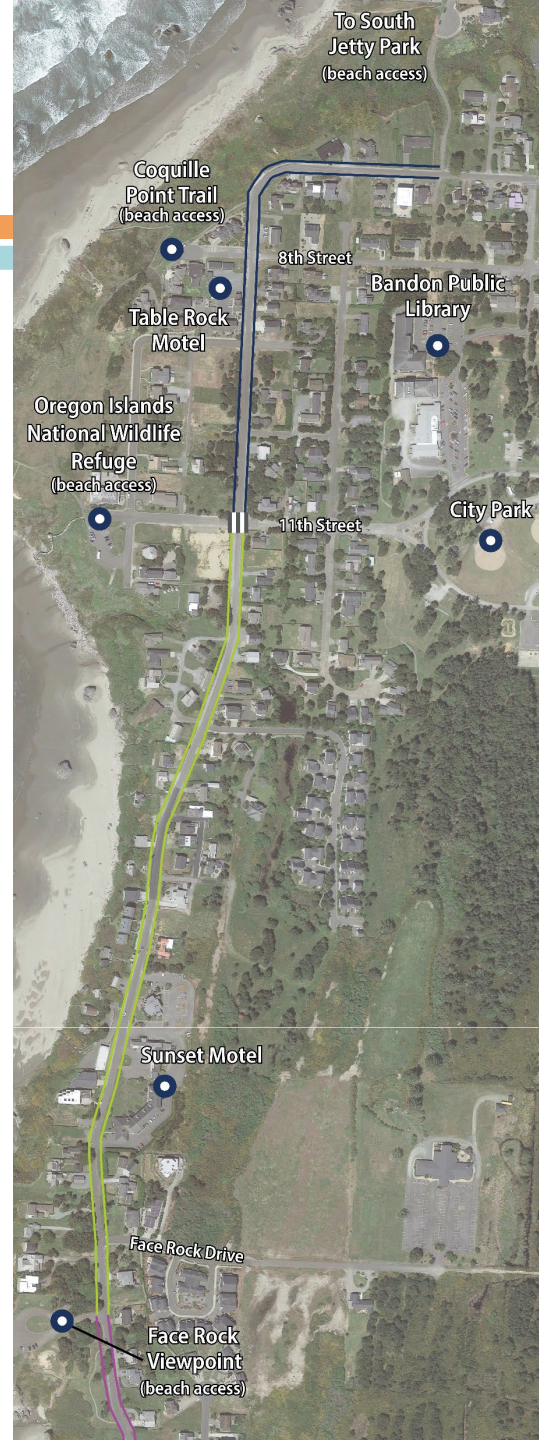
- Cars parking illegally on the roadway shoulder prohibit pedestrians from using the gravel shoulders and cause them to walk on the roadway.
- Building setbacks from the road vary, which affects the ability to add separated facilities for active transportation modes.



BEACH LOOP EXISTING CONFIGURATION



BEACH LOOP OVERVIEW



Legend

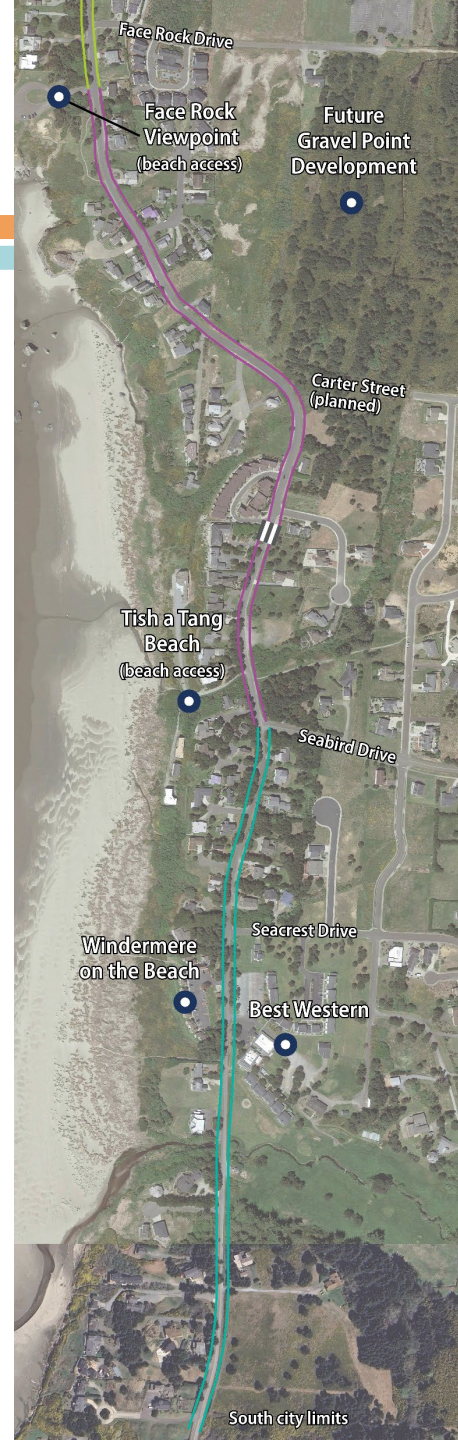
-  Segment #1
-  Segment #2
-  Segment #3
-  Segment #4
-  Key Destination
-  Existing Crosswalk

BEACH LOOP OVERVIEW

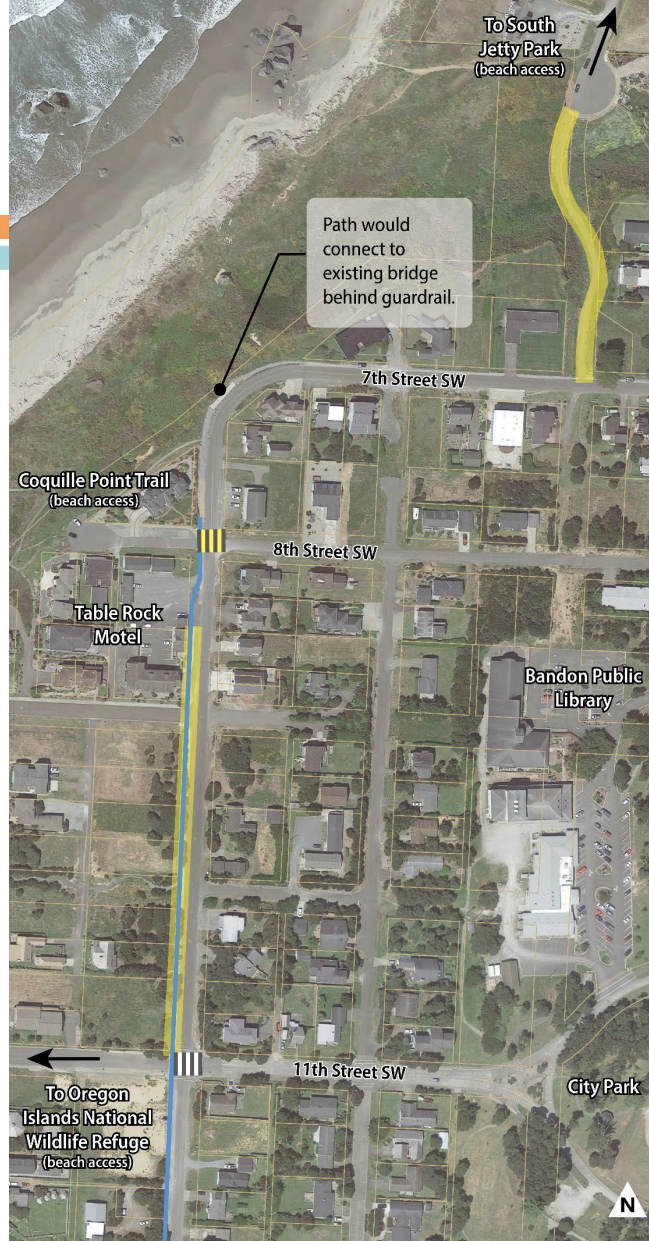


Legend

- Segment #1
- Segment #2
- Segment #3
- Segment #4
- Key Destination
- Existing Crosswalk



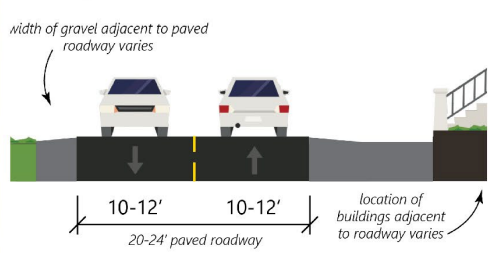
SEGMENT 1



Path would connect to existing bridge behind guardrail.

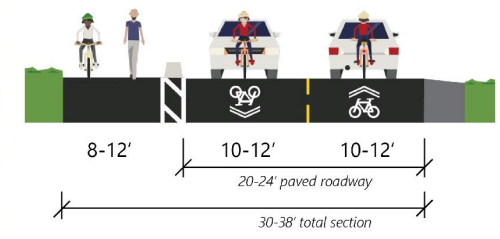
- ||| Existing Crosswalk
- ||| Proposed Crossing
- Storm Drain Infrastructure
- Existing Sidewalk/Path
- Locally Significant Wetlands

Existing Segment 1



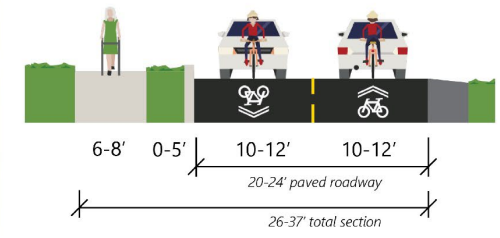
Alternative 1-A

Widened, Buffered Sidepath Shoulder and Sharrows

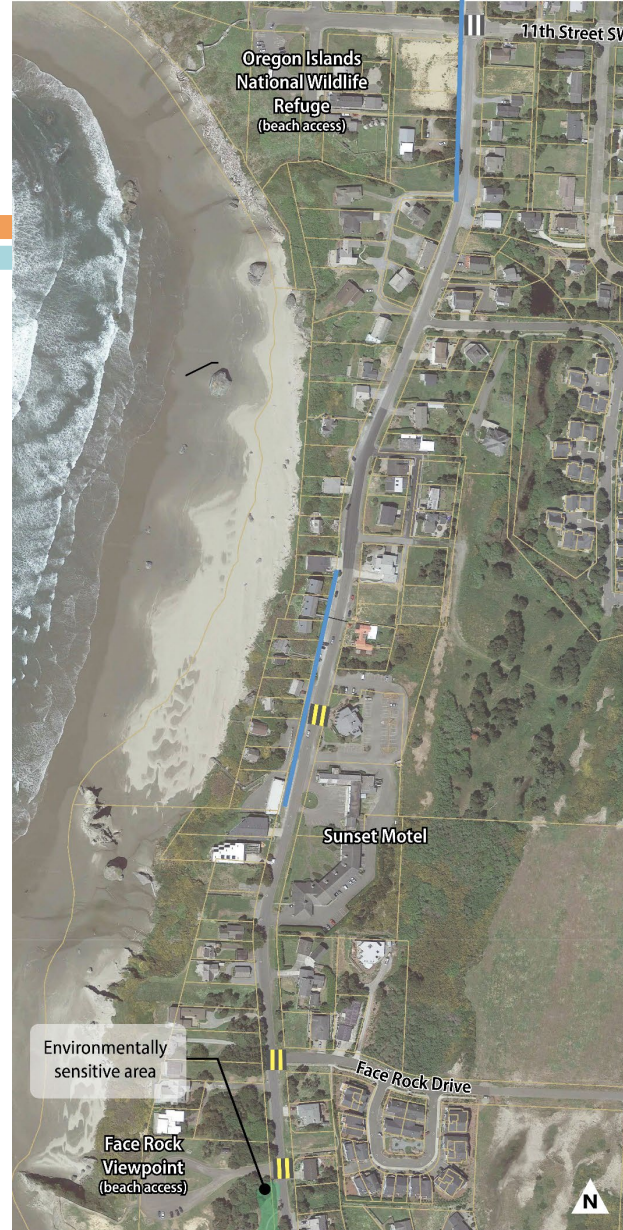


Alternative 1-B

Sidewalk and Sharrows



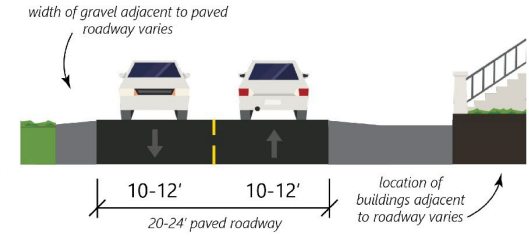
SEGMENT 2



- ||| Existing Crosswalk
- ||| Proposed Crossing
- Storm Drain Infrastructure
- Existing Sidewalk/Path
- Locally Significant Wetlands

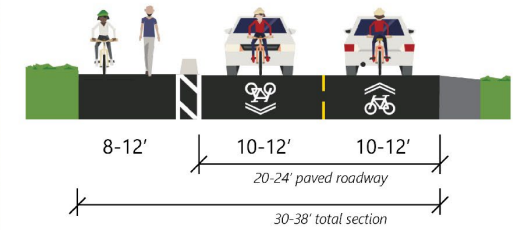
Existing Segment 2

(looking north)



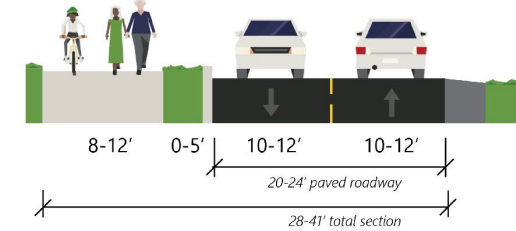
Alternative 2-A

Widened, Buffered Sidepath Shoulder and Sharrows

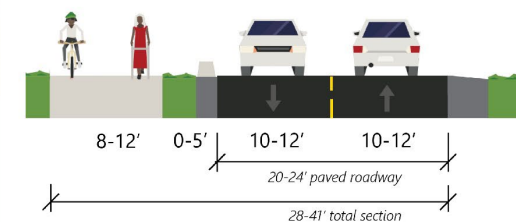


Alternative 2-B

Curbed Shared-Use Path

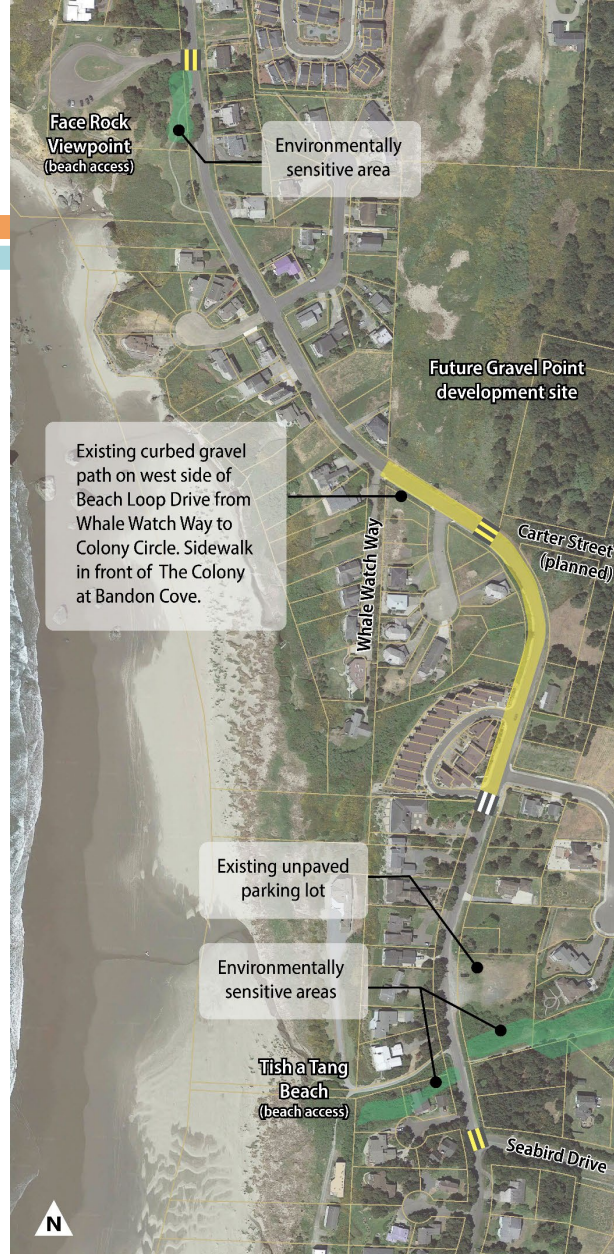


Traditional Curb



Extruded Curb

SEGMENT 3



Face Rock Viewpoint (beach access)

Environmentally sensitive area

Future Gravel Point development site

Existing curbed gravel path on west side of Beach Loop Drive from Whale Watch Way to Colony Circle. Sidewalk in front of The Colony at Bandon Cove.

Whale Watch Way

Carter Street (planned)

Existing unpaved parking lot

Environmentally sensitive areas

Tisha Tang Beach (beach access)

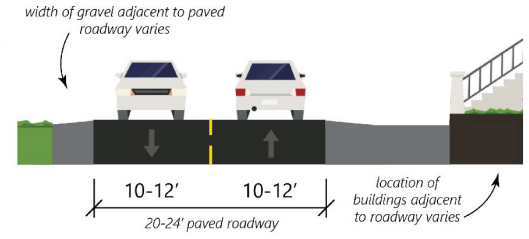
Seabird Drive



- ||| Existing Crosswalk
- ||| Proposed Crossing
- Existing Sidewalk/Path
- Locally Significant Wetlands

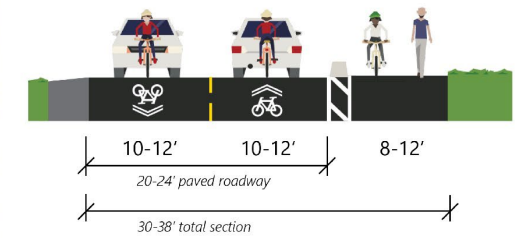
Existing Segment 3

(looking north)



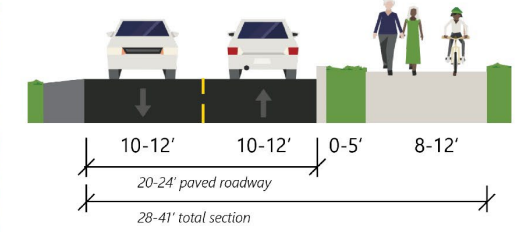
Alternative 3-A

Widened, Buffered Sidepath Shoulder and Sharrows



Alternative 3-B

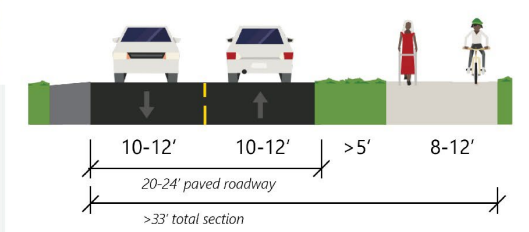
Curbed Shared-Use Path



Traditional curb shown (extruded curb also an option)

Alternative 3-C

Buffered Shared-Use Path



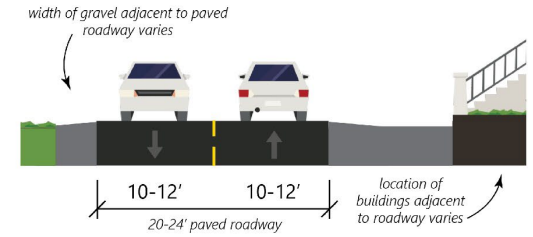
SEGMENT 4



- ||| Existing Crosswalk
- ||| Proposed Crossing
- Existing Sidewalk/Path
- Locally Significant Wetlands

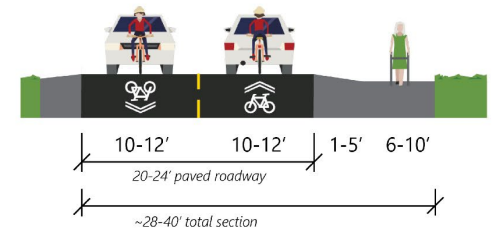
Existing Segment 4

(looking north)



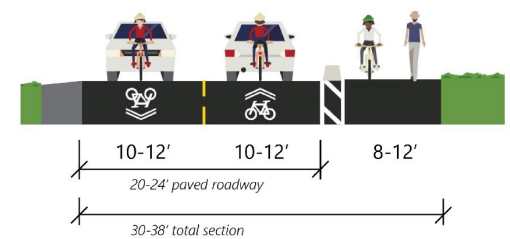
Alternative 4-A

Gravel Walking Path and Sharrows



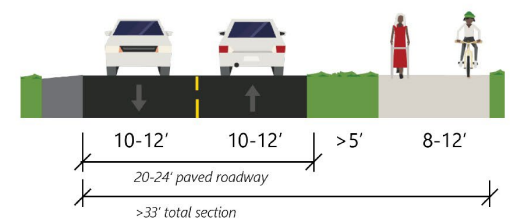
Alternative 4-B

Widened, Buffered Sidepath Shoulder and Sharrows



Alternative 4-C

Buffered Shared-Use Path



DRAFT IMPROVEMENTS DISCUSSION



- Are these concepts right for Beach Loop Drive?
- Which improvements would you prioritize?
- Is there anything we should add or change?





NEXT STEPS

COMMUNITY ENGAGEMENT



Milestone #2: Share information and gather public feedback about the draft transportation solutions

- Please fill out a paper survey today or take the survey online
- Spread the word!

Milestone #3: Gather feedback about the Draft TSP

Help us get the word out!



THANK YOU!