City of Bishop
PLANNING COMMISSION MEETING AGENDA

City Council Chambers – 301 West Line Street
Bishop, California 93514

DATE:
February 28, 2012
7:00 P.M.

NOTICE TO THE PUBLIC

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk (760) 873-5863. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35. 102-35.104 ADA Title II).

Any writing that is a public record that relates to an agenda item for open session distributed less than 72 hours prior to the meeting will be available for public inspection at City Hall, 377 West Line Street, Bishop, California.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENT: NOTICE TO THE PUBLIC: This time is set aside to receive public comment on matters not calendared on the agenda.

APPROVAL OF MINUTES

(1) Minutes of the Planning Commission meeting held on January 31, 2012 subject for approval.

CORRESPONDENCE

PUBLIC HEARING: If anyone wishes to appeal any decisions by the Planning Commission, they can do so by writing to the City Council within 5 days of the meeting.

NEW BUSINESS

(2) Auditorium Sidewalk Width

STAFF AND COMMISSION REPORTS

ADJOURNMENT: The next regularly scheduled meeting of the Planning Commission will be March 27, 2012 at 7:00 P.M. in the Bishop City Council Chambers, 301 West Line Street, Bishop.

City of Bishop
PLANNING COMMISSION MINUTES
City Council Chambers – 301 West Line Street
Bishop, California 93514

January 31, 2012

CALL TO ORDER:

Vice Chairman Lowthorp called the meeting to order at 7:05 P.M.

PLEDGE OF ALLEGIANCE:

The Pledge of Allegiance was led by Chairman Lowthorp.

COMMISSIONERS PRESENT:

Lowthorp, Hardy, Bhakta, Gardner, Crom and Malloy

COMMISSIONERS ABSENT:

Huntley

OTHERS PRESENT:

Peter Tracy, City Attorney
Gary Schley, Public Services Officer
Michele Thomas, Secretary
David Grah, Public Works Director
Jim Ellis, Council Member

PUBLIC COMMENT

Vice Chairman Lowthorp asked if anyone wished to speak on a subject not calendared on the agenda. There was no public comment.

(1) APPROVAL OF MINUTES

MOTION

Commissioner Hardy moved to approve the minutes of the November 29, 2011 meeting as written.

Ayes: Malloy, Hardy, Lowthorp, Bhakta, and Gardner
Abstain: Crom

MOTION CARRIED: 5-0

CORRESPONDENCE

None

NEW BUSINESS

(2) Request for extension of time for Tentative Parcel Map 388 / 287 East Line Street

CONFLICT DECLARATION – 287 EAST LINE STREET

Commissioners Hardy and Malloy declared a conflict of interest due to their ownership of property located within 500 feet of the East Line Street property to be discussed. They left the Council Chambers for the duration of discussion and action on this agenda item.

Roger Barker, property owner of 287 East Line Street, asked for an extension of time for a condo conversion he is presently working on. Work commenced 8-9 years ago with the Tentative Parcel Map approved by the Planning Commission in 2008. Barker is approximately 90% complete with his project.

Crom asked what a reasonable time would be needed to finish the project. Schley stated 18 months would be a reasonable time to allow Barker to complete the project.

Crom moved to approve an 18 month extension of time for Tentative Parcel Map 388 / 287 East Line Street.

MOTION CARRIED 4-0

Commissioners Hardy and Malloy rejoined the meeting at 7:11 p.m.

PUBLIC HEARING

(3) Final Draft Mobility Element

The Mobility Element is the transportation chapter of the General Plan. The update to the chapter is funded by the Inyo Local Transportation Commission (LTC). The purpose of the Mobility Element is to define how the City will serve the mobility needs of residents, businesses, and visitors while enhancing its environmental, economic, and natural resources.

David Grah, City of Bishop Director of Public Works, reviewed with the Commission the final changes and recent comments received regarding the new Mobility Element. Of the changes suggested, five were to the Mobility Element, and one was to the associated Transportation Report.

Grah asked the Commission to consider the final changes to the Mobility Element and the Transportation Report and to recommend approval to the City Council.

Crom brought up a concern about the city having enough money to maintain and repair existing streets that are in poor condition. He brought up the same concern about the maintenance of additional new streets described in the Mobility Element.

Grah stated that a few years ago a pavement study indicated the overall pavement condition in the city was on the border line between fair and poor. In addition, the study indicated the cost to bring all the streets to fair condition and to maintain them there indefinitely will require about $1 million per year. In other words, unless the city is able to invest $1 million per year in pavement maintenance, the overall condition of the streets will continue to deteriorate. In contrast, before cuts to General Fund expenditures in recent years, the city only budgeted about $10,000 for street maintenance. Grah concurred with Crom that there is a major issue regarding funding for street maintenance, both for existing and proposed streets.

There was no further public comment on this matter.

Vice Chairman Lowthorp closed the Public Hearing at 7:24 p.m.

NEW BUSINESS

(4) Discussion and recommendation of approval for Final Draft Mobility Element

Crom made a motion to approve the Final Draft Mobility Element and Transportation Report with authorization for the Vice-Chairman to execute a letter to the City Council approving the recommendation.

MOTION CARRIED 6-0

Vice-Chairman Lowthorp will be present at the 12 March City Council meeting to represent the Planning Commission's approval of the Final Draft Mobility Element and Transportation Report.

STAFF AND COMMISSION REPORTS:

Schley stated that we currently have one application for a Conditional Use Permit for signage on South Main Street. Schley is in the process of completing the environmental initial study. The application will be on the agenda for the March Planning Commission meeting.

Schley also mentioned to the commission that the City along with our consultant Bauer Planning and Environmental are actively in the process of applying for a Sustainable Communities Block Grant. If awarded, the grant will be used for an update of the General Plan.

ADJOURNMENT:

Vice Chairman Lowthorp adjourned the meeting at 7:29 P.M. The next scheduled meeting will be February 28, 2012 at 7:00 P.M. in the City Council Chambers.

Vice Chairman Lowthorp	Michele Thomas, Secretary

M E M O R A N D U M

TO: Planning Commission

FROM: Keith Caldwell, City Administrator

SUBJECT: NEW BUSINESS –Auditorium Sidewalk Width

DATE: February 28, 2012

Public Works request Planning Commission approval of an 8 foot sidewalk width for the Auditorium Sidewalk project in accordance with the Mobility Element of the General Plan.

RECOMMENDATION:

Review the request from city staff regarding an 8 foot sidewalk width for the Auditorium Sidewalk project.

To: Keith Caldwell, Director of Planning

From: David Grah, Director of Public Works

Subject: Approve Auditorium Sidewalk Width

Date: 22 February 2012

Previous: None

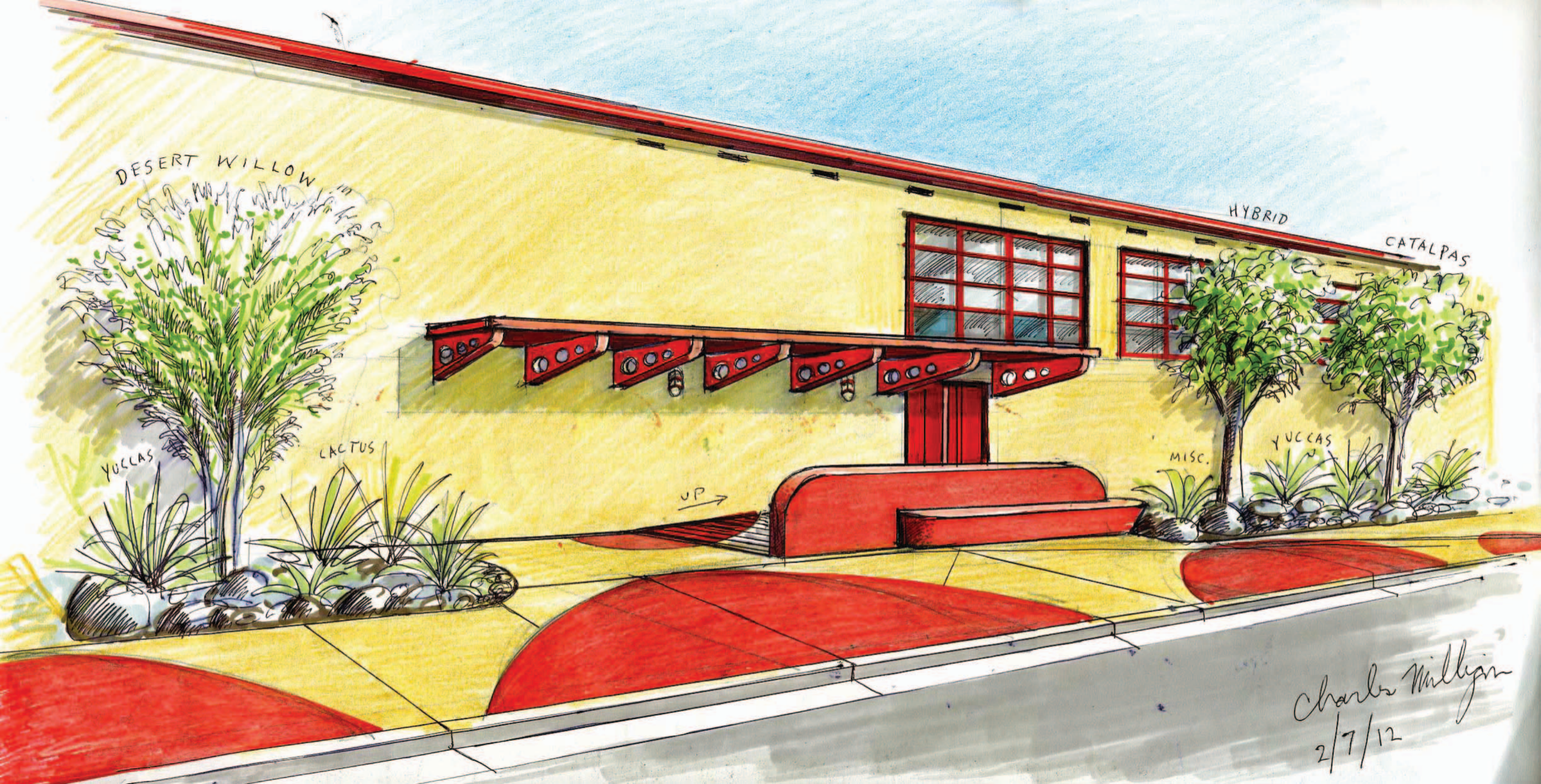
General:
Public Works requests that the Planning Commission approve an 8 foot sidewalk width for the Auditorium Sidewalk project.

Background:
The city has the opportunity to replace a block of sidewalk using grant funds if it can be completed before July. The east side of the block of North Fowler between Line and Church along the City Auditorium was selected for replacement. The work includes curb, gutter, sidewalk, a curb ramp, tree removal, tree replacement, preserving most other landscaping, and a bench and wall. The project will probably use colored concrete. An artist rendering of the project is attached. To avoid potential impacts to nesting birds, trees were removed today, This removal was scheduled to be prior to bird nesting season which is usually defined as starting 1 March. The Council will consider advertising the project for construction bids at their meeting 26 February. Construction is expected to be complete in May or June.

To preserve new landscaping along the auditorium and to provide more room for new large trees behind the sidewalk adjacent to the City Hall parking lot, an 8 foot sidewalk is proposed instead of the 10 foot width called for in the Mobility Element of the General Plan. This narrower sidewalk will keep the back of sidewalk approximately where it is now and will provide about 9 feet of planter space between the sidewalk and the parking lot. Two new shade trees are planned next to the parking lot. They are planned to be Golden Rain or Tulip trees, which grow to be 40 to 100 feet tall. Selection is still underway on concrete color.

The City Council adopted the Mobility Element of the General Plan at their meeting 12 February. Policy 2.3 of the Mobility Element states that streets shall be dedicated and improved in accordance with the adopted street standards, with any modifications requiring approval by the Planning Commission. The project area is zoned C-1, Commercial, and the Mobility Element calls for 10 foot sidewalks in Commercial areas. As a result, the Planning Commission would need to approve the use of an 8 foot sidewalk for this project.

Recommendation:
That the Planning Commission approve an 8 foot sidewalk width for the Auditorium Sidewalk project.


DESERT WILLOW
HYBRID
CATALPAS
YUCCAS
CACTUS
UP
MISC.
YUCCAS
Charles Milligan
2/7/12

From:	David Grah
To:	"Michelle Thomas"
Cc:	"Gary Schley"; "Keith Caldwell"; "Deston Dishion"; ccarter@bishoppd.org
Subject:	FW: DRAFT RESPONSE Re: Trucks in Left Lane on Main in Bishop
Date:	Tuesday, February 07, 2012 9:51:22 AM

This is what came back from Caltrans on revisiting the idea of restricting trucks to the left lane through downtown Bishop. Their conclusion remains not to restrict trucks to the left lane through town, although they leave the door open for us to explore a test if we wanted.

I am not as certain as they that the lane restriction would not be a benefit, but I am reluctant to commit the time and expense to pursuing the idea further even if just for a test.

Would you pass this on to the Planning Commission for me?

-----Original Message-----
From: Terry Erlwein [mailto:terry_erlwein@dot.ca.gov]
Sent: Tuesday, February 07, 2012 8:22 AM
To: David Grah
Cc: Tom Hallenbeck; Craig Holste
Subject: Fw: DRAFT RESPONSE Re: Trucks in Left Lane on Main in Bishop

Hi Dave,

I looked over the BACCS study and the appendix with the discussion of the pros and cons of assigning truck lanes. I also did some research on the internet and found one study of note. I included the link at the bottom of the email.

In thinking about this several things come to mind. I went first to the vehicle code which states :

21655. (a) Whenever the Department of Transportation or local authorities with respect to highways under their respective jurisdictions determines upon the basis of an engineering and traffic investigation that the designation of a specific lane or lanes for the travel of vehicles required to travel at reduced speeds would facilitate the safe and orderly movement of traffic, the department or local authority may designate a specific lane or lanes for the travel of vehicles which are subject to the provisions of Section 22406 and shall erect signs at reasonable intervals giving notice thereof.

(b) Any trailer bus, except as provided in Section 21655.5, and any vehicle subject to the provisions of Section 22406 (commercial vehicle) shall be driven in the lane or lanes designated pursuant to subdivision (a) whenever signs have been erected giving notice of that designation. Except as otherwise provided in this subdivision, when a specific lane or lanes have not been so designated, any of those vehicles shall be driven in the right-hand lane for traffic or as close as practicable to the right edge or curb. If, however, a specific lane or lanes have not been designated on a divided highway having four or more clearly marked lanes for traffic in one direction, any of those vehicles may also be driven in the lane to the immediate left of that right-hand lane, unless otherwise prohibited under this code. When overtaking and passing another vehicle proceeding in the same direction, the driver shall use either the designated lane, the lane

to the immediate left of the right-hand lane, or the right-hand lane for traffic as permitted under this code. This subdivision does not apply to a driver who is preparing for a left- or right-hand turn or who is entering into or exiting from a highway or to a driver who must necessarily drive in a lane other than the right-hand lane to continue on his or her intended route.

This could be overcome with a City ordinance assigning lanes for tucks. However I think enforcement of a lane restriction presents difficulties in and of itself. Foremost in my mind is where would a violator pull over? That alone could cause problems with blocking lanes, intersections or even just sight distance.

There are already signs at each end of town making it clear that trucks are allowed to use both lanes in the limits of Bishop. I think the weave is not probably a problem for drivers familiar with the area and in times of off peak traffic. I think a driver navigating through town with the roadside signing or a GPS could have problems with being forced to make two lane changes in the 0.85 miles between Jay St and Park St., especially in times of heavier traffic. Of particular concern to me is drivers making a last minute, fast move to the right (the blind side of a large vehicle) to catch US 6.

The Florida study, link attached below, states in the conclusions "The results of the corridor analysis indicated restricting trucks to the right lane reduced travel time when compared to the existing scenario of no restriction. The savings in travel time were found to be statistically significant. The results showed the average travel speed of passenger cars increased when trucks were restricted to the right lane. The average truck travel speed decreased following the restriction, but statistical analysis showed the decrease was not significant. .....further showed restricting trucks to the center lane or to the left lane diminished roadway operational performance. These two restriction scenarios were associated with increased travel time, delay, and reduced travel speed for both passenger cars and trucks. The analysis showed that restricting trucks to the left lane had the most undesirable results due in part to the fact that trucks must access driveways located on the right from the right lane. Thus, they have to change lanes to access these driveways." The study also discussed safety aspects of increased vehicle conflicts caused by multiple lane changes. The final discussion of the benefits of lane assignment for trucks found small merit in considering assignment of trucks to the right lane however concluded that restricting trucks to the left or center lanes should not be considered for implementation.

I'm not basing my opinion on the Florida study alone however, it supports studies done by the TRB and others that find little benefit or even detriment to restricting trucks to any specific lane.

So, I'm going to leave it the way it is currently posted. If the City feels strongly enough to pass an ordinance, assure enforcement and put the necessary signs and markings in place, the idea could be tested. The caveat would have to be that if any operational or safety issues developed, the changes would have to be reversed.

Terry Erlwein PE
District 9 Traffic Operations Engineer
760-872-0650

http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_TE/FDOT_BD543_10_rpt_v3.pdf

David Grah
<davegrah@ca-bishop.us>
01/31/2012 04:37 PM

To
'Terry Erlwein'
<terry_erlwein@dot.ca.gov>
cc
'Craig Holste'
<craig_holste@dot.ca.gov>
Subject
Trucks in Left Lane on Main in Bishop

The Chairman of the Bishop Planning Commission is a truck driver and questions the conclusion reached as part of the Bishop Area Access and Circulation Study that restricting trucks to the left lanes on Main Street was not desirable. As I understand it, the conclusion was substantially based on the difficulty or undesirability of trucks continuing from Main Street north on Highway 6 having to weave from the left lane to the right lane to turn on Highway 6. His opinion is this weave would not be a problem and this idea should be pursued to improve the safety and pedestrian experience downtown. I drove big trucks for a time as well, and I have to admit, I don't see much problem in trucks weaving from the left to right lane once out of the core of downtown (say Park or Yaney Street). Any chance you would want to revisit this conclusion?

David Grah
Director of Public Works
City of Bishop California