

Brent Bybee

From: Troy Baker <tbaker@andersonperry.com>
Sent: Wednesday, March 12, 2025 2:26 PM
To: Brent Bybee
Cc: Tony Tirico
Subject: ARCO Sidewalk

Brent,

When we reviewed the site plan for the proposed ARCO located at the intersection of Huntington and Burgess Roads, the property-tight 10-foot asphalt pathway shown on the site plan seemed appropriate given the rural nature of the roadways. We have seen separated combined pedestrian/bike pathways for other jurisdictions that desired additional safety by separating bike riders and pedestrians from vehicular traffic on higher speed roadways. Hard core cyclists will tend to use the bike lanes on the roads, whereas casual riders will most likely ride their bikes on the separated path to the convenience store. Drainage swales along the roadways also have lower maintenance than the catch basins and drywells that would go in with sidewalk improvements.

We assumed the developer's design engineer had talked to City regarding the proposed asphalt pathway since there is a callout on the site plan that states, "Proposed 10' Asphalt Path per City of La Pine Standards". Since it is our understanding that the City of La Pine does not currently have a rural arterial standard with separated asphalt paths in the TSP, we recommend the City use the term "interim improvements" for the asphalt pathway shown on plans and require the developer to sign a non-remonstrance agreement for a future local improvement district (LID) to improve Huntington Road and Burgess Road.

Thanks, and please let us know if you have additional questions or concerns.

Troy



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