

CITY of LA GRANDE

City Council Work Session

Monday, March 11, 2024
6:00 p.m.

Council Chambers
La Grande City Hall
1000 Adams Avenue
La Grande, Oregon

You can view the Work Session on Facebook Live at the following link:
www.facebook.com/CityofLaGrande

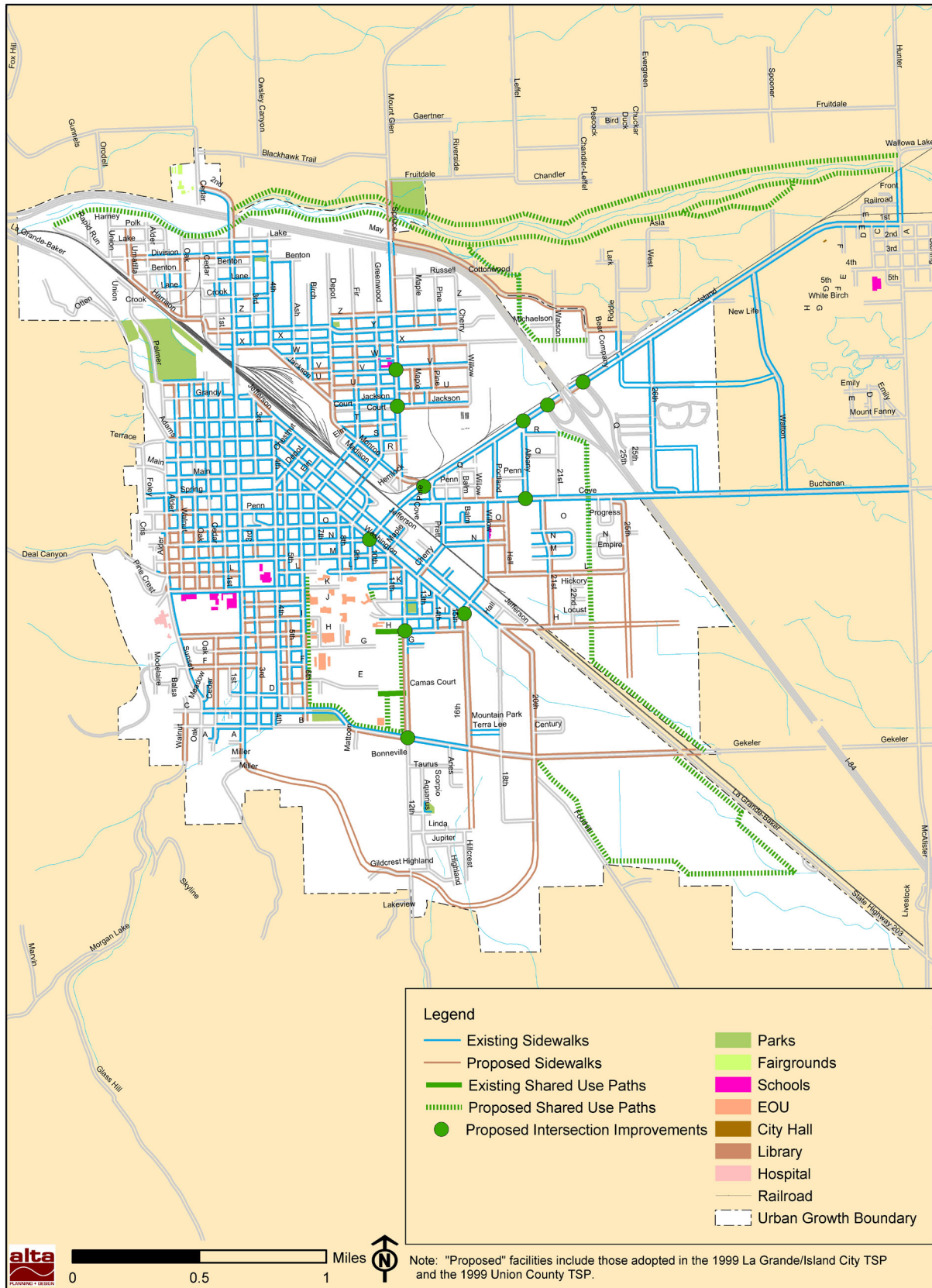
AGENDA

The purpose of a Work Session is to provide an opportunity to informally discuss topics of common concern and interest and to exchange ideas with Staff, not to make decisions or to direct Staff toward a specific action or conclusion beyond identifying additional information the Council would like to have presented at a later date. As no decisions are made, there will be no voting at the Work Session. The City Manager or members of the Staff may confirm any additional information required as part of any future discussions regarding the presented topic(s). If a Work Session topic subsequently requires official action, it will become an action (voting) item on a following Regular Session Agenda. In accordance with the Oregon Public Meetings Law, Council Work Sessions are open to the public; however, in order to make efficient use of time, public comments and questions generally are not entertained during the discussion segment of the Work Session. *Time will not be designated for public comments at the conclusion of the discussion.* Members of the public are routinely provided with an opportunity to address the Mayor and Council during the Public Comments portion of each Regular Session Agenda.

1. **CALL to ORDER** 6:00 p.m.
~ Justin B. Rock, Mayor
2. **Bike and Pedestrian Plan Discussion**
~ Michael Boquist, Community Development Director
~ Kyle Carpenter, Public Works Director
3. **ADJOURN** 7:00 p.m.

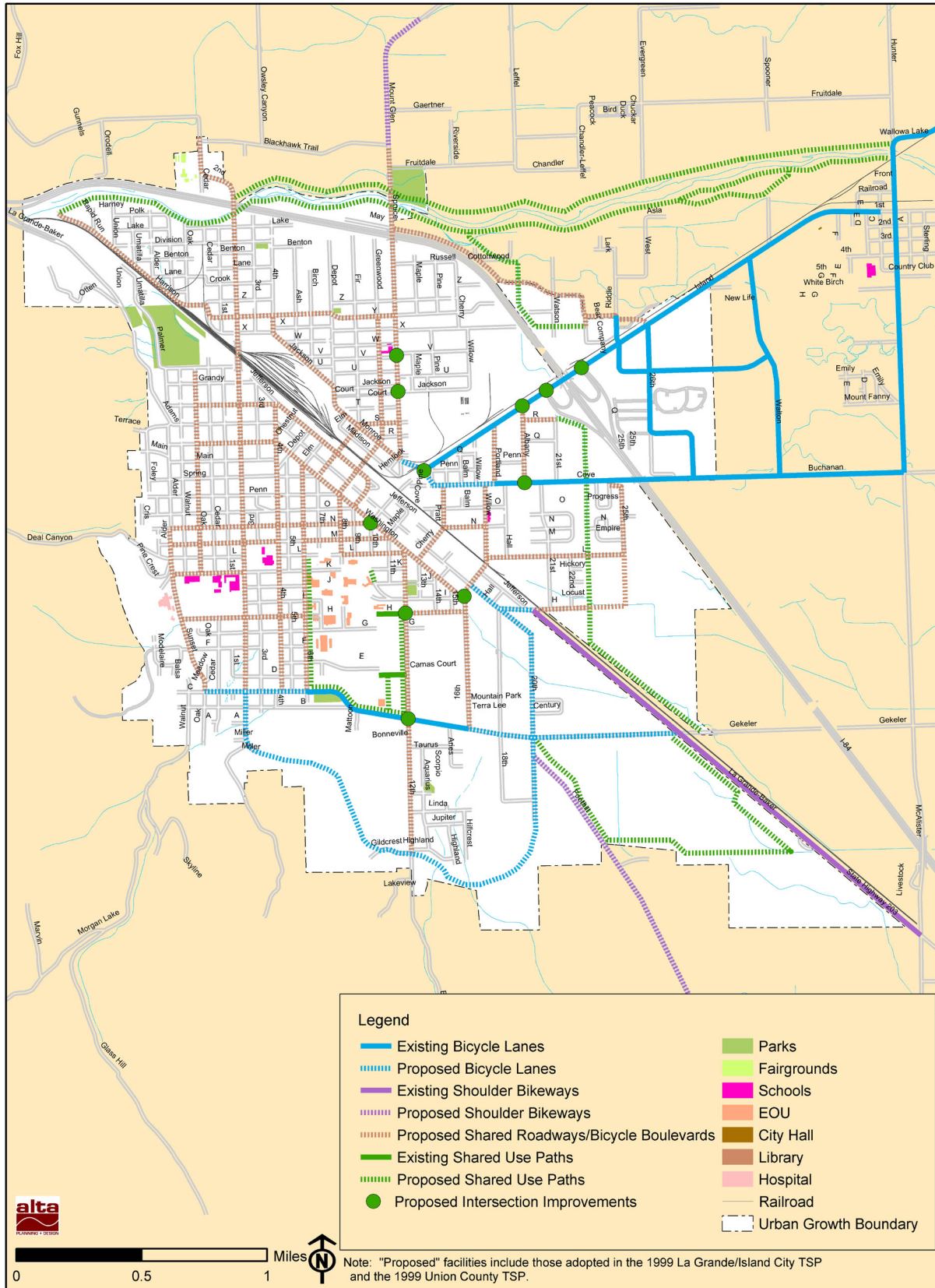
Stacey M. Stockhoff
City Recorder

Persons requiring special accommodations who wish to participate in the Work Session are encouraged to make arrangements prior to the meeting by calling 541-962-1309. The City of La Grande does not discriminate against individuals with disabilities



Map 3-1. Proposed Pedestrian System in La Grande





Map 3-4. Proposed Bicycle System in La Grande



Bicycle Boulevards

Shared roadways that incorporate treatments to accommodate cyclists are often called “bicycle boulevards.” Bicycle boulevards are developed through a combination of traffic calming measures and other streetscape treatments, and are intended to slow vehicle traffic while facilitating safe and convenient bicycle travel. Appropriate treatments depend on several factors including traffic volumes, vehicle and bicycle circulation patterns, street connectivity, street width, physical constraints, and other parameters. Most streets could be provided relatively inexpensive treatments like new signage, pavement markings, striping and signal improvements to facilitate bicyclists’ mobility and safety. Other potential treatments include curb extensions, medians, on-street parking delineation and other features that can be implemented at reasonable cost and are compatible with snow plowing and emergency vehicle accessibility. It should be noted that many bicycle boulevard treatments can also benefit pedestrians. Curb extensions, for instance, can reduce vehicle speeds on a street by creating a visual “pinch point” for motorists. They also improve the pedestrian environment by shortening the pedestrian crossing distance.

Bicycle Boulevard Applications

The following section describes recommended applications for La Grande’s proposed shared roadway/bicycle boulevard system. The treatments have been divided into five main categories based on their level of “intensity”, with Level 1 representing the least intensive treatments that could be implemented at relatively low cost. It should be noted that each successive application “level” would also include (where necessary) treatments identified for the previous levels. Furthermore, several treatments could fall within multiple categories as they achieve multiple goals.

Level 1: Signage

Bikeway signage is a cost-effective treatment the can improve the bicycling environment along La Grande’s bicycle boulevard system. Described below, signage can serve both wayfinding and safety purposes.

Wayfinding Signs

Bicycle wayfinding signs should be installed along La Grande’s bicycle boulevards and other cycling routes. Placing signs throughout the city indicating to bicyclists their direction of travel, location of destinations, and the riding time/distance to those destinations will increase users’ comfort and accessibility to the bicycle system. Wayfinding signs also visually cue motorists that they are driving along a bicycle route and should correspondingly use caution. Signs are typically placed at key locations leading to and along bicycle routes, including where multiple routes intersect. Note that too many road signs tend to clutter the right-of-way, and it is recommended that these signs be posted at a level most visible to bicyclists and pedestrians, rather than per vehicle signage standards. Care also needs to be taken that any signs are posted at the proper location and orientation to be visible to bicyclists.

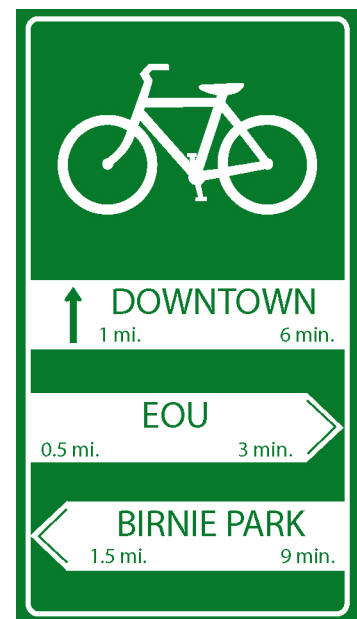


Figure 5-11. Wayfinding Signage Concept



Warning Signs

On bicycle boulevards with higher vehicle and bicycle volumes (e.g., 2nd, 4th, Spruce), the City should also consider installing additional warning signs advising motorists to “share the road” with cyclists. This signage would also be effective in areas with higher numbers of bicycle trips, such as schools, EOU and downtown.



Figure 5-12. Warning Sign

Level 2: Pavement Markings

A variety of pavement marking techniques can effectively improve bicycling conditions along bicycle boulevards.

Directional Pavement Markings

Directional pavement markings effectively lead cyclists along a bicycle boulevard (and reinforce cyclists that they are on a designated route). The markings take the form of small bicycle symbols (about one foot in diameter) placed every 600-800 feet along a linear corridor. When a bicycle boulevard travels along several streets (with multiple turns at intersections), additional markings accompanied by directional arrows are provided to guide cyclists through turns and other complex routing areas. Directional pavement markings also visually queue motorists that they are traveling along a bicycle route and should exercise caution.



Figure 5-13. Directional pavement marking

Shared Lane Markings (“Sharrows”)

Some communities use high-visibility pavement markings to delineate specifically where bicyclists should operate within the travel lane. These markings, known as shared lane markings or “sharrows,” are often used on streets where dedicated bicycle lanes are desirable but are not possible due to physical or other constraints. Sharrows are placed strategically in the travel lane to alert motorists of bicycle traffic, while also encouraging cyclists to ride at an appropriate distance from the “door zone” of adjacent parked cars. Placed in a linear pattern along a corridor (typically every 100-200 feet), sharrows also encourage cyclists to ride in a straight line so their movements are predictable to motorists. Although these pavement markings are not yet a nationally adopted standard, they are successfully used in many small and large communities throughout the U.S. Sharrows made of thermoplastic tend to last longer than traditional paint. In La Grande, sharrows could be used on bicycle boulevards with higher vehicle volumes, such as 2nd, 4th, 6th, Spruce, and other streets.

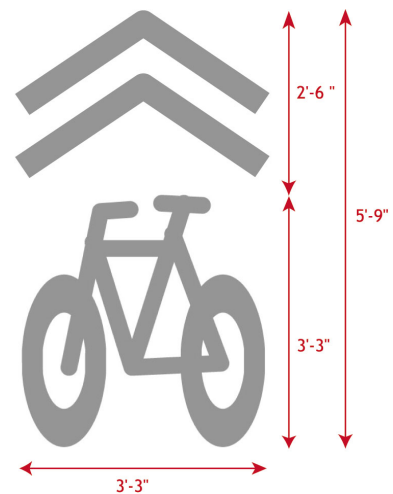


Figure 5-14. Shared Lane Marking

