

Welcome to the

PEDESTRIAN AND BICYCLE PLAN Open House!

May 2023

PLEASE SIGN IN!

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information, call 541-942-3340.

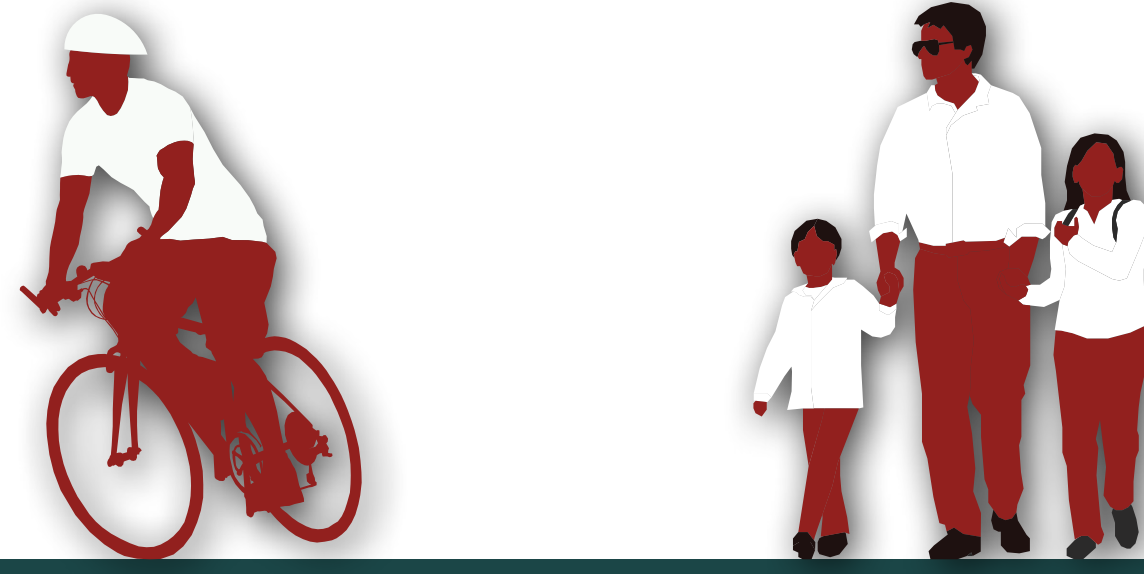
Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 541-942-3340.



**COTTAGE GROVE
PEDESTRIAN AND BICYCLE PLAN**

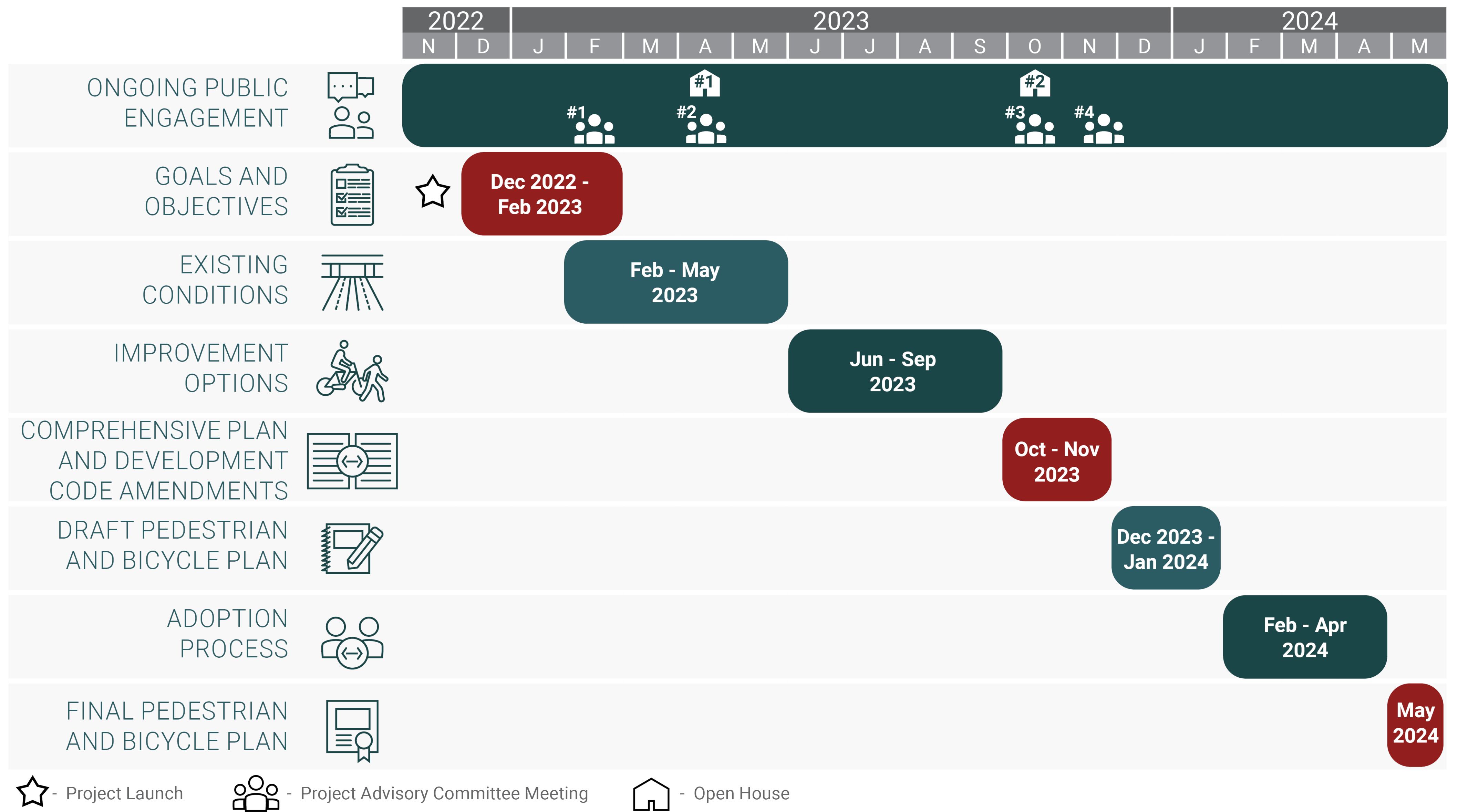
ABOUT THE PLAN

The City of Cottage Grove is planning for a more bikeable, walkable and livable community. The Pedestrian and Bicycle Plan will identify short- and long-range solutions to create convenient, comfortable and safe options for people who walk and bike throughout the community.



PROJECT TIMELINE

The Plan kicked off in November 2022 and will be finalized in April 2024. There are many opportunities to get involved throughout the development of the plan.



OUR VISION

Walking and bicycling are viable travel modes for people of all ages and abilities in Cottage Grove, offering seamless access to essential destinations and recreational opportunities while providing healthy travel options for all.



PLAN GOALS AND OBJECTIVES

The City of Cottage Grove is planning for a more bikeable, walkable and livable community. The Pedestrian and Bicycle Plan will identify short- and long-range solutions to create convenient, comfortable and safe options for people who walk and bike throughout the community.

Safety and Comfort: Provide a comfortable and safe walking and bicycling environment that is seamless, logical and intuitive.

Objectives:

- Address safety concerns and identify problem areas
- Improve biking and walking conditions for a safer, lower-stress experience
- Eliminate gaps in the pedestrian and bicycle network, especially in busier areas
- Update guidelines to design bicycle and pedestrian improvements consistent with state and national best practices

Access: Provide an active transportation network accessible to people of all ages and abilities, while providing local and regional connectivity.

Objectives:

- Improve accessibility for people with physical, visual, audible, cognitive and other disabilities
- Complete routes for people to walk and bike to schools, jobs, commercial areas and school bus or transit stops
- Identify opportunities for new path corridors away from the roadway system
- Work closely with transit providers to create seamless routes to transit stops and facilities

Equity and Community Support: Develop a plan for pedestrian and bicycle improvements that reflects our community's priorities, including historically underserved perspectives.

Objectives:

- Include community members in the development of the plan and offer many ways to get involved
- Prioritize historically disadvantaged communities, such as people with disabilities, who have limited travel options
- Create a plan that reflects the priorities and preferences of Cottage Grove residents
- Build a culture of support and respect for bicycling and walking

Implementation: Utilize aspirational yet practical approaches to implement the plan.

Objectives:

- Develop an implementation strategy to put this plan into action
- Prioritize lower-cost investments with shorter project timelines
- Leverage state, regional and federal funding opportunities
- Update Land Development Code so future land use decisions foster a more walkable and bikeable Cottage Grove

PROJECT PRIORITIZATION CRITERIA

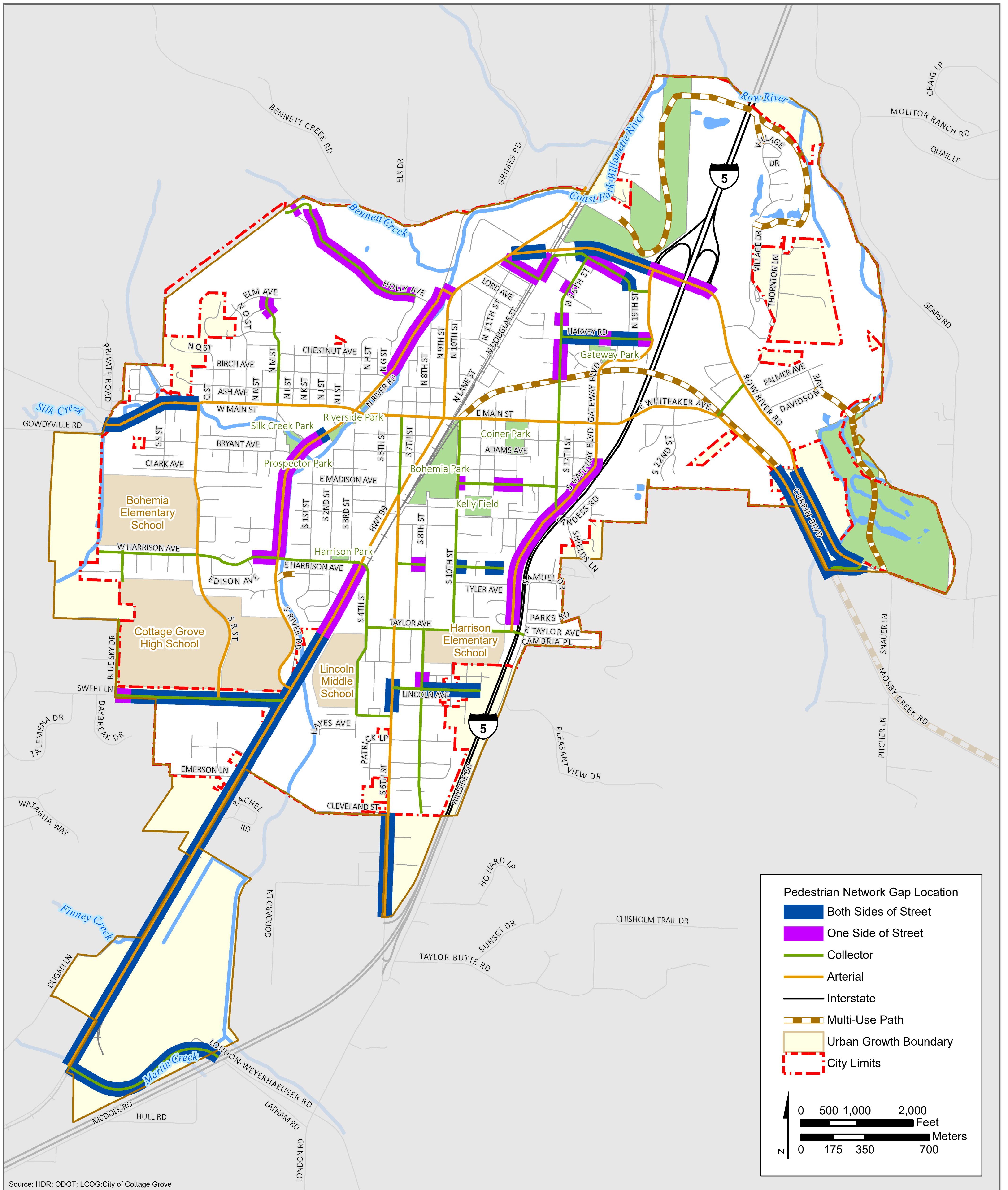
Why This Matters

The Final Plan will identify projects to improve walking and biking in Cottage Grove. Prioritizing the projects will help the City determine where to start first. The Project team will evaluate and prioritize potential improvements based on the following criteria:

Criterion	Description
Safety	Degree to which a project addresses a pedestrian/bicycle safety concern. Projects addressing documented ped/bike crashes, or locations of concern (e.g., “near-misses”) flagged by community members, will derive higher qualitative ratings.
Accessibility	Degree to which a project improves conditions for people with disabilities. Projects containing sidewalk enhancements and/or intersection crossing upgrades will derive higher qualitative ratings.
User Level of Comfort	Degree to which a project establishes a lower-stress walking or bicycling environment. Projects deriving higher qualitative ratings include those providing greater separation between motor vehicles and vulnerable users along major roadways, lower-speed shared environments on minor streets, and off-street path corridors.
Gap Closure	Degree to which a project closes a gap in the existing active transportation network. Projects filling shorter gaps, particularly on higher-speed/higher-volume streets, will derive higher qualitative ratings.
Equity	Proximity of a project to historically transportation-disadvantaged populations including youth, seniors, Black, Indigenous and People of Color, lower-income residents, no-car households and people with limited English proficiency. Projects in the vicinity of multiple transportation-disadvantaged groups will derive higher qualitative ratings.
Community Support	Degree to which community members express support for improving a particular corridor, intersection or area. Projects in locations/areas voiced by the community (via various public outreach activities) will derive higher qualitative ratings.
Land Use and Transit Linkages	Proximity of a project to schools, commercial and employment nodes, and transit/school bus stops. Projects in vicinity of higher concentrations of these uses will derive higher qualitative ratings.
Cost and Complexity	Planning-level project cost estimate. Projects with lower costs and less complexity will receive higher qualitative ratings.

PEDESTRIAN NETWORK GAPS

(Arterial and Collector Streets)



Source: HDR; ODOT; LCOG; City of Cottage Grove

PEDESTRIAN INFRASTRUCTURE - CURRENT CONDITIONS



Sidewalk on W Main Street in Downtown Cottage Grove



Example of Excessive Weed Growth on a Local Sidewalk



Intermittent Sidewalk Gap



Missing Curb Ramps along Quincy Avenue



Typical Sidewalk on Highway 99



Recently Upgraded Curb Ramps near Lincoln Middle School



Sidewalk Gap on 6th Street



Multi-Use Path in Bohemia Park



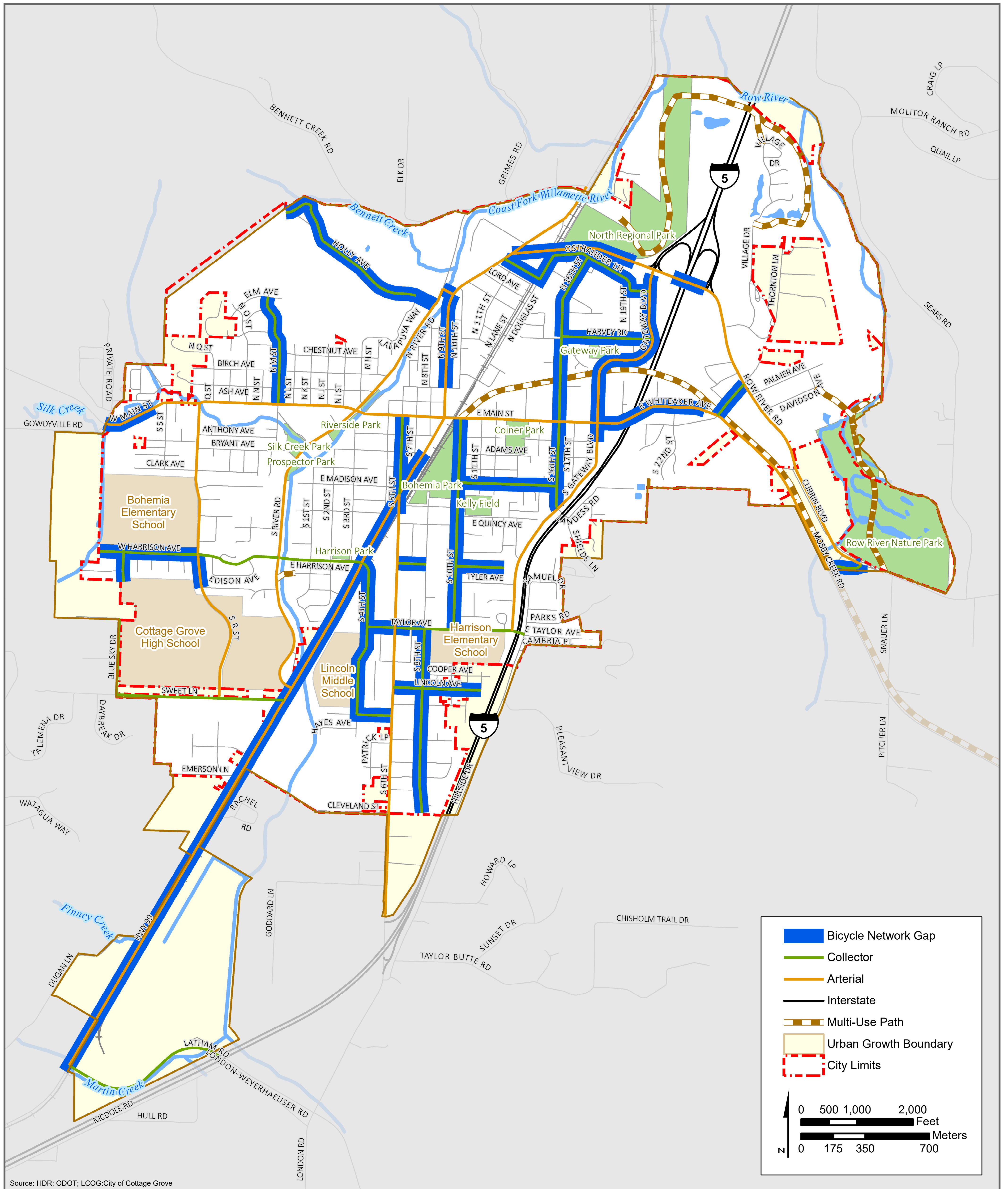
Example of Deteriorating Conditions on a Local Sidewalk



Row River Trail East of Downtown

BICYCLE NETWORK GAPS

(Arterial and Collector Streets)



BICYCLE INFRASTRUCTURE - CURRENT CONDITIONS



Typical Striped Bike Lane and Supplemental Signage



Typical Multi-Use Path (Row River Trail)



Typical Shared Roadway



Existing Bike Lane on W Main Street

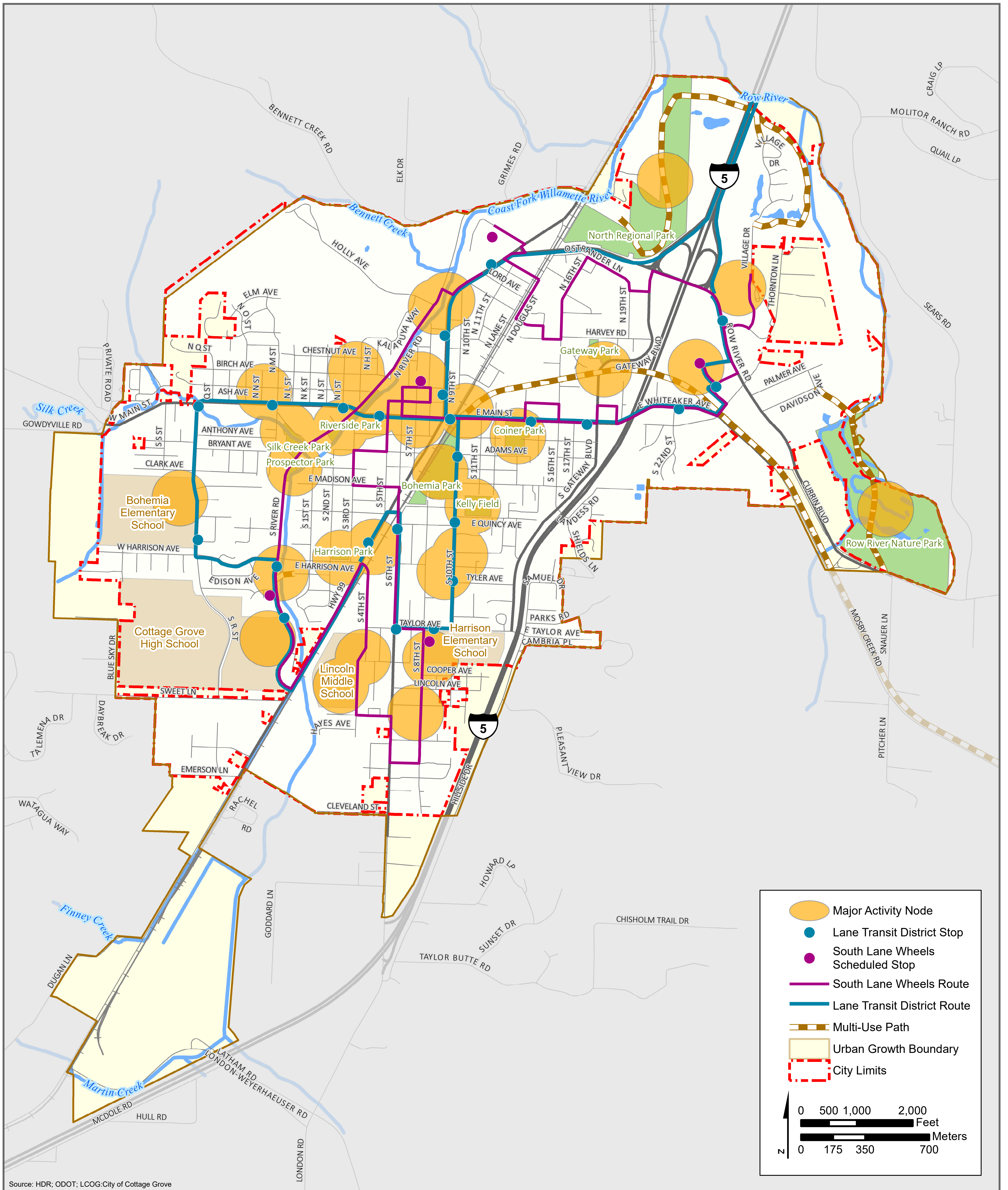


Rural Shoulder Bikeway on Highway 99 in Southern Cottage Grove



Typical Bike Lane Conflict

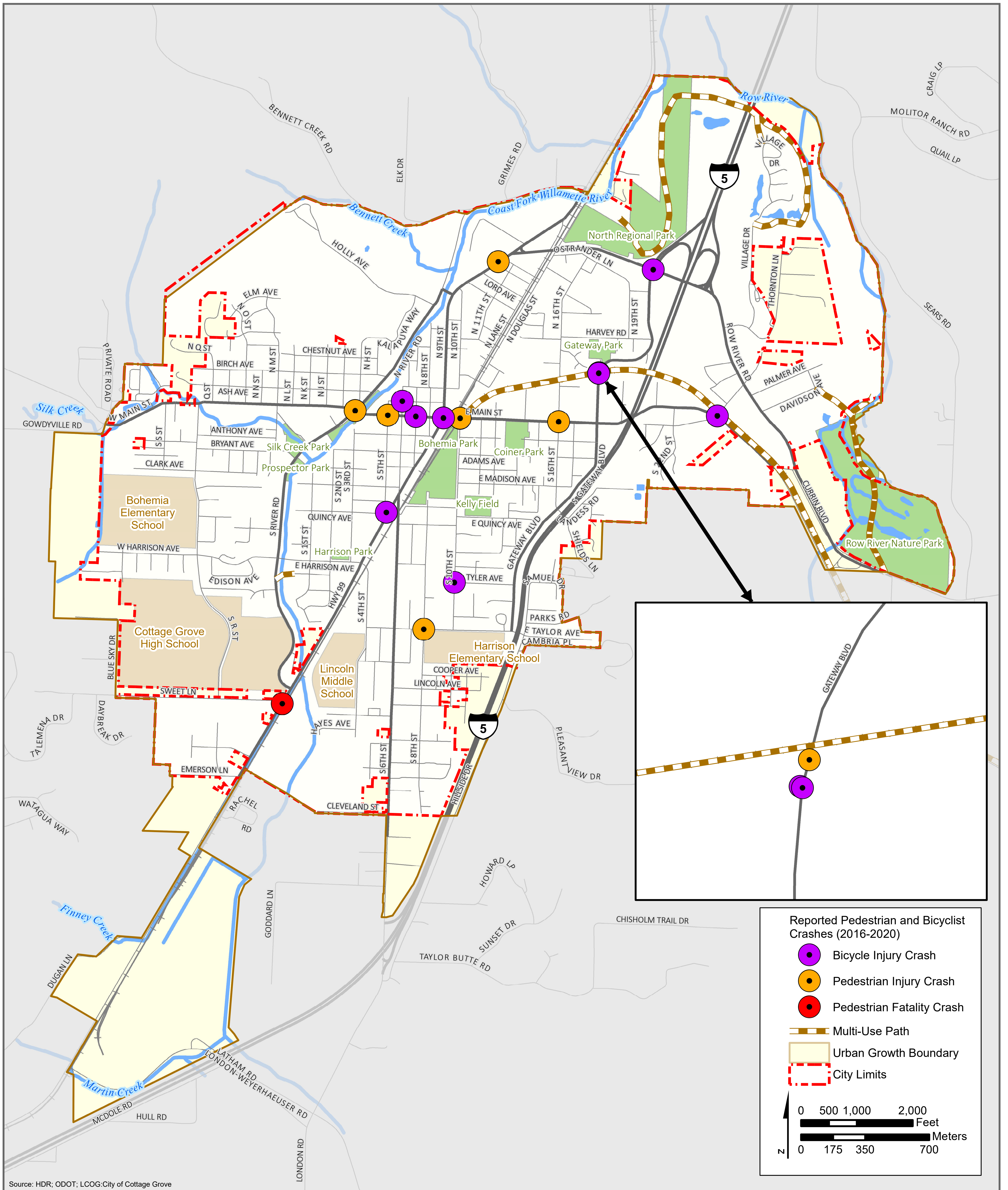
PEDESTRIAN/BICYCLE ACTIVITY NODES AND TRANSIT STOPS



- Major Activity Node
- Lane Transit District Stop
- South Lane Wheels Scheduled Stop
- South Lane Wheels Route
- Lane Transit District Route
- Multi-Use Path
- Urban Growth Boundary
- City Limits

0 500 1,000 2,000 Feet
0 175 350 700 Meters

REPORTED COLLISIONS INVOLVING PEOPLE WALKING OR BICYCLING, 2016-2020



Thank You

for attending the

Open House!

Join us in fall 2023 for the second open house, with a focus on improvement options.

Learn more online at walkbikecg.com

