



Meeting Summary

Project: Cottage Grove Pedestrian & Bicycle Plan (10357863)

Subject: Project Advisory Committee Meeting #4 Summary

Date: Thursday, February 15, 2024

Location: Virtual meeting

Discussion Items:

Draft Comprehensive Plan and Code Amendments (Memo 5):

- Goals and Policies:
 - It was noted that connections to the Lane Council of Governments' "Link Lane" (a regional transit service) would be good to reference to ensure regional connectivity. This could be referenced under Goal #2 (Access).
 - It was questioned whether the term "disabilities" (referred to in policy under Goal #1) is intended to capture impairments beyond physical mobility issues. This term is intended to reference a broader set of impairments including visual, auditory, and cognitive impairments. The Pedestrian & Bicycle Plan is bearing that range of disabilities in mind.
- Land Development Code Updates:
 - It was noted that the presence of planter strips can complicate access for South Lane Wheels' paratransit services, as people using paratransit do not use traditional fixed-route transit stops. In particular, unimproved or unstable surfaces between the sidewalk and curb complicate the ability for wheelchair ramps to deploy from the paratransit vehicle. A hard surface is needed to facilitate wheelchair transitions between the ramp and the sidewalk. There was a general comment that these types of features in the right-of-way may add barriers to paratransit operations and make it more difficult for paratransit to provide adequate service to its users.
 - A question was raised about planter strips being shown in the cross-sections in the Transportation System Plan and Land Development Code, specifically whether a planter strip would be required if shown in the cross-section. It was noted that there is no prohibition from the planter strip being paved.
 - It was questioned whether the City could limit the required length of an unpaved planter strip, so as to provide a paved connection between the sidewalk and curb at regular intervals. This could be considered; however, there will likely be other situations and curbside conflicts that this kind of code requirement would not remedy, such as parked vehicles on the street, and other elements in the planter strip zone.

- Cross-Section Updates:
 - It was mentioned that the proposed cross-sections illustrate the ideal roadway composition and the minimum standard, particularly for the design of new roads. For existing roads (where space is typically constrained in an otherwise developed environment), the City could undertake a deviation procedure or an applicant through a variance application procedure to build something less than the standard.
 - It was commented that the cross-sections seem wide compared to the “skinny streets” recommended with the advent of Smart Growth. The PAC member clarified that they are in favor of the recommended cross-sections and that they were generally pointing out that the wider cross sections appear to contradict Smart Growth principles. It was remarked that Smart Growth principles are similar to current best practices for multimodal planning; it is just using different terminology such as “Complete Streets.” There are options for narrowing a street’s width (e.g., removing parking on one or both sides of the street). Especially in constrained existing roadway corridors, trade-offs in cross-section elements will likely need to be considered during the development of improvement projects.

Next Steps:

- PAC comments on Draft Memo 5 are due by Monday, February 26 to Eric Mongan at planner@cottagegrove.org.
- The Project Management Team will convene to update cross-section LDC standards/requirements to be clear and objective (at least as it is applied to residential development) to comply with state rules.