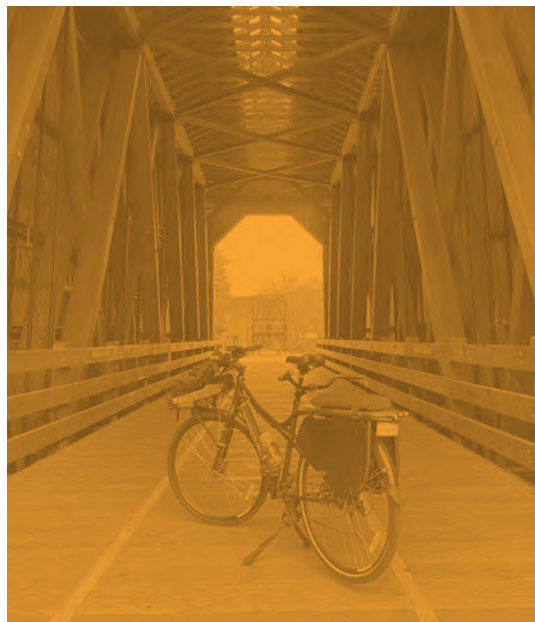




ADOPTION DRAFT

**Cottage Grove
Pedestrian and Bicycle Plan**

October 2024



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Oregon Department of Transportation

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This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act (FAST Act), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

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Executive Summary





The Cottage Grove Pedestrian and Bicycle Plan presents the ingredients for achieving the vision where “**walking and bicycling are safe, reliable and enjoyable travel modes for people of all ages and abilities, offering seamless access to essential destinations and recreational opportunities while providing healthy travel options for all.**” Bolstering this vision are four primary goals encompassing safety and comfort, access, equity and community support, and implementation.

While site visits and technical information were critical for identifying needs and opportunities, the recommendations in this Plan directly link to the insights of the true experts: Cottage Grove residents. Their intimate knowledge of the community, down to the smallest pothole, manifested itself in the form of thoughtful feedback online and at community events over the nearly two-year planning effort. Key themes from these community conversations included the following:

- People expressed widespread concerns about **safety** when walking or riding along and across busy streets.
- There is a strong desire for **better linkages** to **trails, parks** and **transit**.
- Seamless **sidewalk and curb ramp conditions** are crucial for **people with disabilities**.
- A strong desire exists for **next-generation bicycle facilities**, notably protected bike lanes on major streets.
- The presence (or absence) of end-of-trip facilities, like secure **bike parking**, can make or break a trip.
- Better **education** about **sharing the road** would benefit everyone regardless of how they move about community.



Walking and Bicycling in Cottage Grove Today

Whether it be children strolling to school or people pedaling on the Row River Trail, walking and bicycling are pillars in Cottage Grove’s transportation portfolio. The community benefits from many features that make walking and riding attractive today, notably:

- A vibrant and human-scaled downtown with well-connected streets and sidewalks, abundant crossing opportunities, relatively slow traffic, and important details like bike parking.
- Better connections to schools and businesses through the City’s recent Safe Routes to School Projects and the Oregon Department of Transportation’s (ODOT) upgrades on Highway 99.
- Local and regional assets like the Row River Trail and Covered Bridges Scenic Bikeway, providing recreational opportunities while encouraging visitors to explore Cottage Grove’s local businesses.
- The inclusion of sidewalks as existing streets are rebuilt and as new streets take shape.
- An informal network of local streets providing comfortable riding options for people of all ages and abilities.
- The City’s ongoing commitment to improving walkability and bikeability through “big moves” like the upcoming Main Street Revitalization Project and more Safe Routes to School projects.

At the same time, people on foot and bike encounter a number of challenges, such as:

- Sidewalk and bikeway gaps on major streets, which are particularly stressful when people walking or bicycling are forced to mix with vehicle traffic.
- Steep topography and limited street connectivity on Cottage Grove’s outskirts, forcing foot and bicycle traffic to follow circuitous routes, often on busy roads that are missing needed infrastructure. Other major connectivity barriers include the Central Oregon & Pacific Railroad, Coast Fork Willamette River and Interstate 5 (I-5).
- A nearly non-existing bicycle network between Highway 99 and I-5. These areas are home to multiple schools, job centers and concentrations of multi-family housing.
- Limited accessibility (missing curb ramps and crossing treatments) at Lane Transit District bus stops.



The Future of Walking and Bicycling in Cottage Grove

Cottage Grove holds tremendous potential for becoming one of Oregon’s best walking and bicycling communities. This potential can be realized through a robust pedestrian and bicycle network that is accessible, safe, comfortable and convenient for people of all ages and abilities. Diversifying transportation options will also improve quality of life while increasing Cottage Grove’s economic potential.

Figures A and B present the recommended walkway and bikeway networks. Key features include:

- A central focus on closing gaps to simplify trips for people biking, walking or using mobility assistance devices
- Longer network extensions, especially along major roads to connect with the outskirts of town and to new development areas
- Introduction of lower-stress bikeways such as protected bike lanes and neighborhood greenways, resulting in an all-ages-and-abilities network
- Transit access and stop improvements
- Crossing improvements at difficult intersections, particularly those along major streets where crossings can be challenging
- Completing Cottage Grove’s multi-use path network to fill gaps while expanding recreational opportunities

Citywide Initiatives and Programs: Supporting the Network Investments

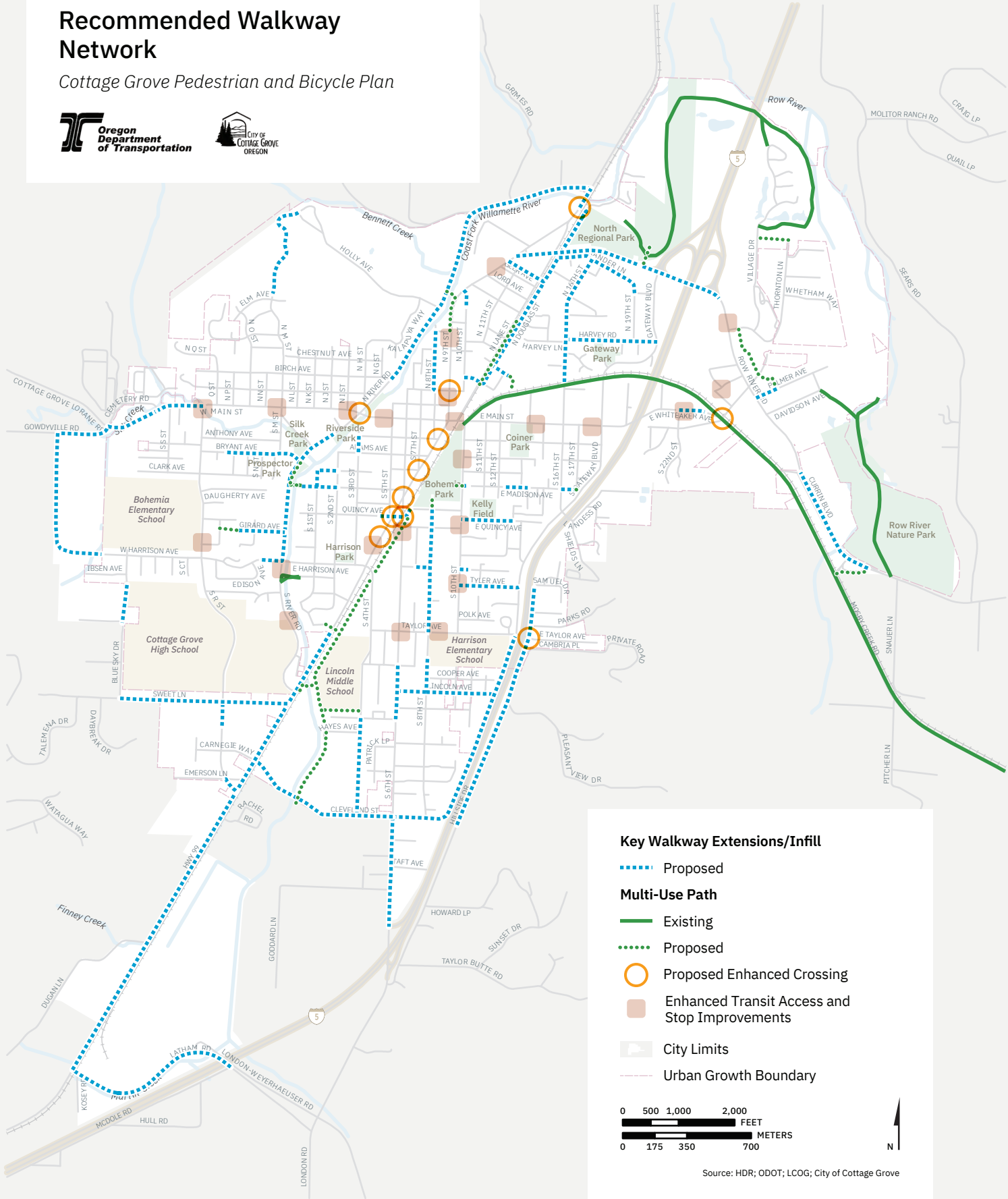
Cottage Grove would also greatly benefit from engineering, education, encouragement and other measures applied at the citywide level that, combined with building out the network, will transform Cottage Grove into a truly walkable and bikeable community. A sampling of such programs and initiatives includes:

- Sidewalk Infill Program
- ADA Transition Plan
- Safe Routes to School
- Bicycle Parking
- Ongoing Maintenance
- Targeted Enforcement
- Pedestrian/Bicycle/Transit Integration
- Mobility-on-Demand Pilot
- Bikeshare Pilot
- Marketing, Promotion and Encouragement
- Ongoing Community Engagement

FIGURE A

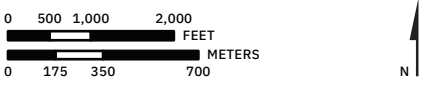
Recommended Walkway Network

Cottage Grove Pedestrian and Bicycle Plan



Key Walkway Extensions/Infill

- - - - Proposed
- Multi-Use Path**
- Existing
- · · · · Proposed
- Proposed Enhanced Crossing
- Enhanced Transit Access and Stop Improvements
- City Limits
- Urban Growth Boundary

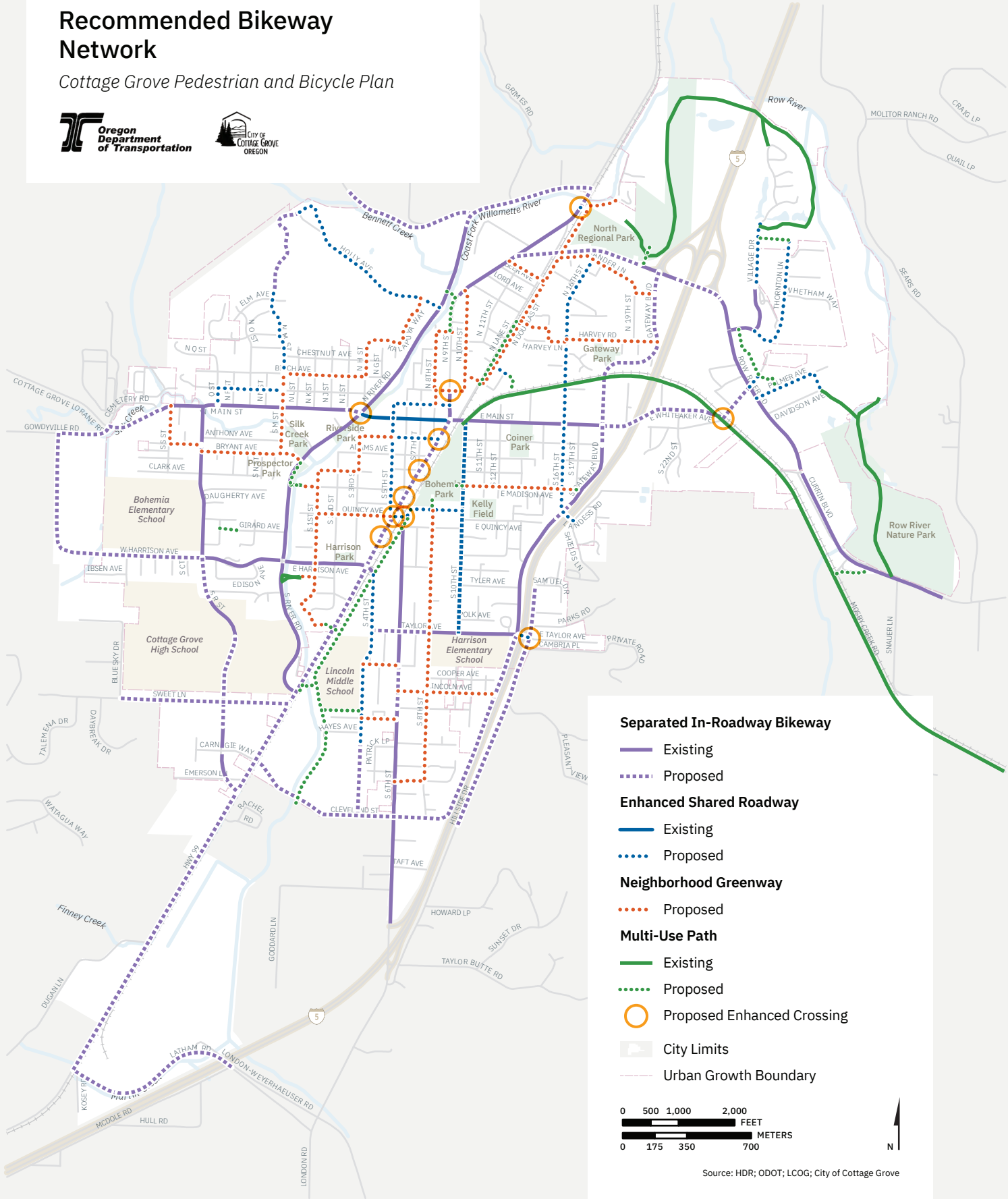


Source: HDR; ODOT; LCOG; City of Cottage Grove

FIGURE B

Recommended Bikeway Network

Cottage Grove Pedestrian and Bicycle Plan



Separated In-Roadway Bikeway

- Existing
- - - Proposed

Enhanced Shared Roadway

- Existing
- Proposed

Neighborhood Greenway

- Proposed

Multi-Use Path

- Existing
- Proposed

- Proposed Enhanced Crossing

- ▭ City Limits
- - - Urban Growth Boundary



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

Implementation: Putting the Plan into Action

Prioritizing Projects: Where Do We Start?

As with any long-range plan, the City and its partners will need to set priorities to align initial efforts with available resources. Each project in this Plan was evaluated against several criteria to gauge its relative importance, ultimately resulting in shorter/medium/longer-term prioritization tiers. As priorities may evolve over time for many reasons, the prioritization scheme should remain flexible and adaptable.

Updating the Comprehensive Plan, Transportation System Plan and Land Development Code

Cottage Grove's Transportation System Plan (TSP) contains the City's transportation policies, which are included by reference in the Comprehensive Plan. While the goals and objectives from this effort will reside in the Pedestrian and Bicycle Plan, they should be added by reference to the TSP.

The City should also update the Land Development Code (LDC) to establish the regulatory framework for implementing this Plan's recommendations. Key updates include:

- Amending the LDC's list of definitions to capture the updated walking and bicycling facility types described in this Plan, and adding these facility types to the list of conditions of approval.
- Updating the "Pedestrian Access and Circulation" section to be more specific about walkway and pathway improvements in site layout and design.
- Updating the City's street design standards to provide a safer and more comfortable environment for people on foot and bike.

Introduction and Plan Organization





The Cottage Grove Pedestrian and Bicycle Plan sets the long-term vision for walking and bicycling in our community. This Plan presents the projects, programs and other tools that will make walking and riding safe, enjoyable, healthy and affordable options for people of all ages and abilities whether they are traveling for work, school, errands or just for fun.

This Plan updates and replaces the pedestrian and bicycle elements of Cottage Grove’s TSP, while capturing and building on the many ideas emerging from recent planning efforts at the local and regional levels. This Plan opens with the overarching framework guiding the nearly two-year planning effort, followed by a discussion of the walking and bicycling environment today. The narrative then presents the future vision for walking and bicycling, including the projects, programs and implementation actions that are crucial for putting this Plan into action. Appendices at the end of this document include draft project memoranda as well as notes summarizing feedback collected at community events and other project meetings.



Community Engagement





As Cottage Grove residents are the true experts who know their community inside and out, this Plan is centered on their extensive input. Over the two-year planning effort, the City hosted open houses and tabling events at key milestones, while community members were also encouraged to weigh in at Planning Commission and City Council work sessions and hearings. A Project Advisory Committee, made up of interested residents, partner agencies/organizations and City leaders, also steered development of this effort from start to finish. For people more comfortable participating in an online environment, the Project Team developed a website complete with background materials and interactive commenting capabilities. Website traffic typically peaked at key points such as the publication of draft recommendations.



Vision, Goals and Objectives





Cottage Grove holds tremendous potential for becoming one of Oregon’s premier walking and bicycling communities. A long-range plan rooted in a solid vision with supporting goals and objectives is critical for achieving the community’s aspirations. This Plan presents a broad vision supported by four primary goals and 16 objectives:

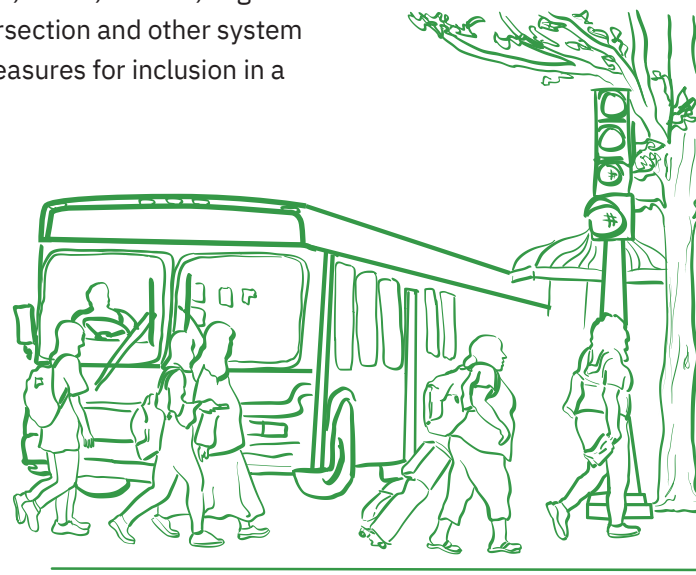
VISION: Walking and bicycling are safe, reliable and enjoyable travel modes for people of all ages and abilities in Cottage Grove, offering seamless access to essential destinations and recreational opportunities while providing healthy travel options for all.

GOAL 1 – SAFETY AND COMFORT: Provide a comfortable and safe walking and bicycling environment that is seamless, logical and intuitive.

- **Objective 1a:** Address multimodal safety concerns including documented collisions involving people walking or bicycling, pedestrian/bicycle risk factors, and problem locations identified by community members.
- **Objective 1b:** Develop lower-stress walking and bicycling facilities along and across Cottage Grove’s roadway network, and minimize conflicts between motor vehicles and vulnerable roadway users.
- **Objective 1c:** Fill in system gaps, particularly along higher-volume/higher-speed roadways and areas where higher concentrations of walking and bicycling activity are anticipated.
- **Objective 1d:** Update pedestrian and bicycle design standards and guidelines for consistency with state and national best practices, including the expanding palette of facility types such as neighborhood greenways, protected bike lanes and ADA accessibility enhancements.

GOAL 2 – ACCESS: Provide an active transportation network accessible to people of all ages and abilities, while providing local and regional connectivity.

- **Objective 2a:** Improve accessibility for people with physical, visual, audible, cognitive and other disabilities through the provision of corridor, intersection and other system improvements. Identify system deficiencies and countermeasures for inclusion in a future ADA Transition Plan.
- **Objective 2b:** Streamline access to schools, jobs, commercial areas, transit stops, school bus stops and visitor destinations via complete walkway and bikeway connections.
- **Objective 2c:** Identify and leverage non-roadway public easement/right-of-way opportunities to establish off-street path connections.



- **Objective 2d:** Coordinate closely with agency partners, including Lane County, Oregon Department of Transportation, Lane Transit District and South Lane Wheels to establish seamless active transportation linkages at jurisdictional boundaries and on non-City owned facilities.

GOAL 3 – EQUITY AND COMMUNITY SUPPORT: Meaningfully engage Cottage Grove residents when identifying and prioritizing active transportation improvements, with particular emphasis on historically underserved communities.

- **Objective 3a:** Deploy a multi-faceted approach for engaging Cottage Grove residents throughout the Plan development process, and for ongoing implementation efforts.
- **Objective 3b:** Prioritize Cottage Grove’s historically transportation disadvantaged communities, particularly those with limited travel options.
- **Objective 3c:** Develop project and program recommendations reflecting the community’s preferences and priorities.
- **Objective 3d:** Build a culture of support and respect for walking and bicycling by communicating its benefits through education, encouragement, outreach and other programmatic approaches.

GOAL 4 – IMPLEMENTATION: Utilize aspirational yet practical approaches for implementing the Pedestrian and Bicycle Plan.

- **Objective 4a:** Establish a clearly defined implementation strategy with a prioritized list of active transportation improvements.
- **Objective 4b:** Prioritize lower-cost investments that can be implemented in shorter timeframes.
- **Objective 4c:** Position the City to pursue federal, state, regional and other funding opportunities such as Safe Routes to School, Oregon Community Paths and other grants.
- **Objective 4d:** Update Cottage Grove’s Land Development Code to leverage future development and redevelopment in a way that fosters a walk- and bike-friendly environment.

Walking and Bicycling in Cottage Grove Today





Human-powered transportation has a long history in Cottage Grove, dating back to indigenous populations moving to and from villages throughout the Willamette Valley, and later, weary travelers plying the Applegate Trail in search of opportunities for a better life. Today, whether it be children strolling to school on newly built sidewalks, or people pedaling on the premier Row River Trail, walking and bicycling are pillars in Cottage Grove’s diverse transportation portfolio. The sections below describe the community’s current walking and bicycling environment, followed by summary of key places where people need and want to go to meet their daily needs.

The Walking Network

Like many Oregon communities, Cottage Grove is centered on a vibrant downtown with a diverse land use mix immediately surrounded by historic neighborhoods and a well-connected street grid. By and large, these ingredients make walking relatively easy and attractive for most people and for a variety of trips. As development progressed outward over time, system connectivity gradually eroded in part due to natural and man-made barriers such as rivers, hills, railroads and freeways, but also in response to evolving neighborhood design preferences such as cul-de-sac streets and limited-access subdivisions. Today, walking in Cottage Grove is experiencing a resurgence thanks to a multitude of a factors such as street design standards emphasizing sidewalk connectivity, corridor and intersection upgrades to improve accessibility for everyone, redevelopment projects that focus housing closer to transit and other essential destinations, and strategic investments on key routes to schools.

THINGS THAT ARE WORKING WELL

- Mentioned above, Downtown Cottage Grove boasts an attractive, human-scaled environment ideal for walking. Small blocks, complete sidewalks, abundant crossing opportunities, and relatively slow traffic all combine to make walking an attractive mode for residents, workers and visitors alike.
- The City’s recent and ongoing Safe Routes to School investments are creating healthy and fun travel options for Cottage Grove’s next generation, while deriving other benefits such as reduced traffic congestions and emissions around schools.
- Streets in new residential subdivisions are built with complete sidewalk networks, establishing pedestrian connectivity from the start.
- ODOT’s recent upgrades along Highway 99 on Cottage Grove’s north end, and pending improvements to the south, are vastly improving access along and across this key corridor.



- Through a variety of enhanced crossing treatments, both the City and ODOT have increased pedestrian permeability while reducing the barrier effect posed by major roads such as Row River Road, East Main Street and South 6th Street.
- While Cottage Grove’s array of covered bridges and the Row River Trail enhance connectivity for people on foot, these assets are economic drivers, drawing visitors from around the region and state, many of whom frequent local businesses in the community.
- Cottage Grove’s pending Main Street Revitalization Project will be a transformative “big move,” further bolstering the downtown core while addressing important walkability details such as improving intersection curb ramps for mobility-impaired pedestrians.

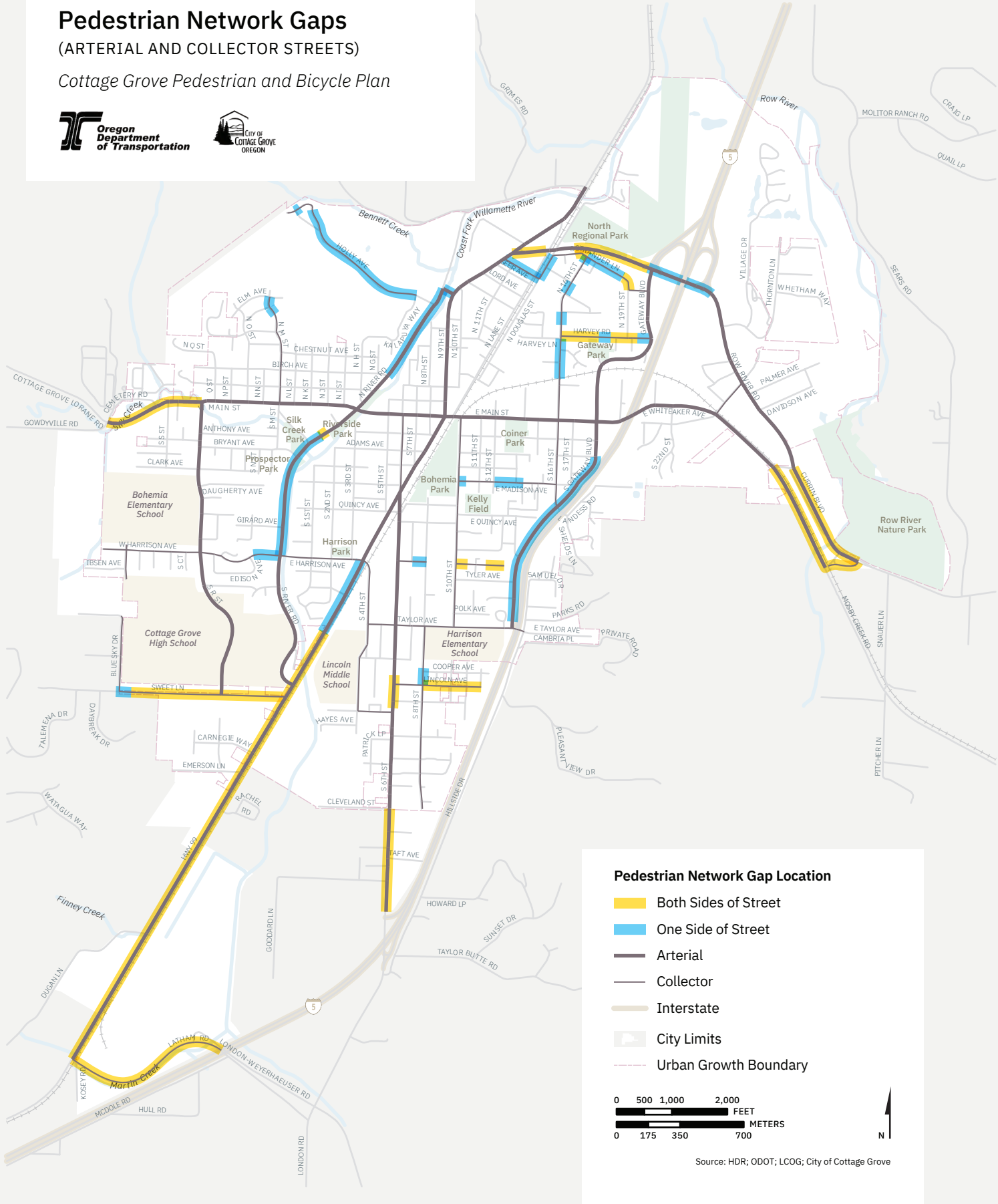
OPPORTUNITIES FOR IMPROVEMENT

- As shown in **Figure 1**, sidewalks are lacking on portions of Cottage Grove’s major street network, notably along River Road, the Cottage Grove Connector and segments of Highway 99. With high volumes of traffic moving at high speeds, these roads tend to be the most stressful for people walking, and are perhaps in the greatest need of infrastructure to improve pedestrian safety and comfort.
- Sidewalk gaps, even short gaps on local streets, render walking challenging, if not impossible, particularly for people with disabilities or other impairments. These barriers can “make-or-break” a trip by forcing people to walk in the street or abandon their trip altogether.
- Limited street connectivity, particularly in outlying neighborhoods, challenges the practicality of walking even where complete pedestrian infrastructure is in place. Circuitous routing and the extended time needed to overcome ostensibly short distances reduces the utility and attractiveness of walking compared with other travel modes.
- Lane Transit District’s Line 98 could realize greater ridership potential through improved transit stop conditions, notably access improvements such as accessible curb ramps and safe crossings, as well as transit stop upgrades such as shelters to shield passengers from inclement weather.
- The Central Oregon & Pacific Railroad, I-5, Coast Fork Willamette River limit east-west connectivity at the citywide scale, thereby funneling most traffic to a limited number of corridors.
- Between 2016 and 2020, nine people in Cottage Grove were involved in a collision with a motor vehicle while walking. One person lost their life; all others were injured. These incidents leave a lasting impact not only on the individual but also their loved ones, and also erode public confidence in the overall safety of walking.

FIGURE 1

Pedestrian Network Gaps (ARTERIAL AND COLLECTOR STREETS)

Cottage Grove Pedestrian and Bicycle Plan



The Bicycling Network

Cottage Grove’s bicycle network generally consists of conventional bike lanes on major streets, rural roadway shoulders, multi-use paths and a mix of formalized and informal environments where people driving and people bicycling share the same space. The bikeway network’s evolution has included a mix of incremental and opportunistic upgrades/retrofits on key corridors, plus big move” like the North Regional Park Trail and the Row River Trail. Other key advancements have included the creation of bike parking requirements in the City’s LDC, improved bicycle/transit integration and the emergence of small businesses either welcoming of, or directly catering to, people on two-wheeled conveyances. Combined, these efforts have created an expanding culture where bicycles are used for both transportation and recreation.

THINGS THAT ARE WORKING WELL

- As with the walking network, Downtown Cottage Grove’s human-scaled environment is ideal for bicycling. Small blocks, abundant crossing opportunities, and relatively slow traffic all create an environment suitable for bicycling. The presence of shared lane markings on Main Street also demonstrates the City’s commitment to increasing awareness of people moving on two wheels.
- Through the addition of buffered bike lanes, ODOT’s recent Highway 99 upgrades have vastly improved north-south connectivity in northern Cottage Grove while closing key gaps in the bikeway network. The agency is now exploring similar opportunities on the same corridor south of Main Street which, if implemented, would mark a transformative moment in Cottage Grove’s bikeway system evolution.
- Part of the Covered Bridges Scenic Bikeway, the 14-mile Row River Trail is an asset from both a transportation and recreation perspective. While providing important east-west linkages across town, this path draws visitors from throughout Oregon and beyond.
- The array of crossing enhancements on major streets, even if targeted for pedestrian safety, have similar benefits for people riding bicycles. These improvements break down real and perceived barriers while introducing a higher degree of safety for all vulnerable roadway users.
- Particularly in the well-connected street grid adjacent to Downtown, Cottage Grove boasts an attractive network of low-volume/low-speed streets that are comfortable for riders of all ages in their current form.
- End-of-trip facilities and intermodal connections are crucial for people on bicycles. Ample bike parking is available at many schools and businesses, while bike racks on LTD buses enable people to leverage transit when their travels take them outside the community.

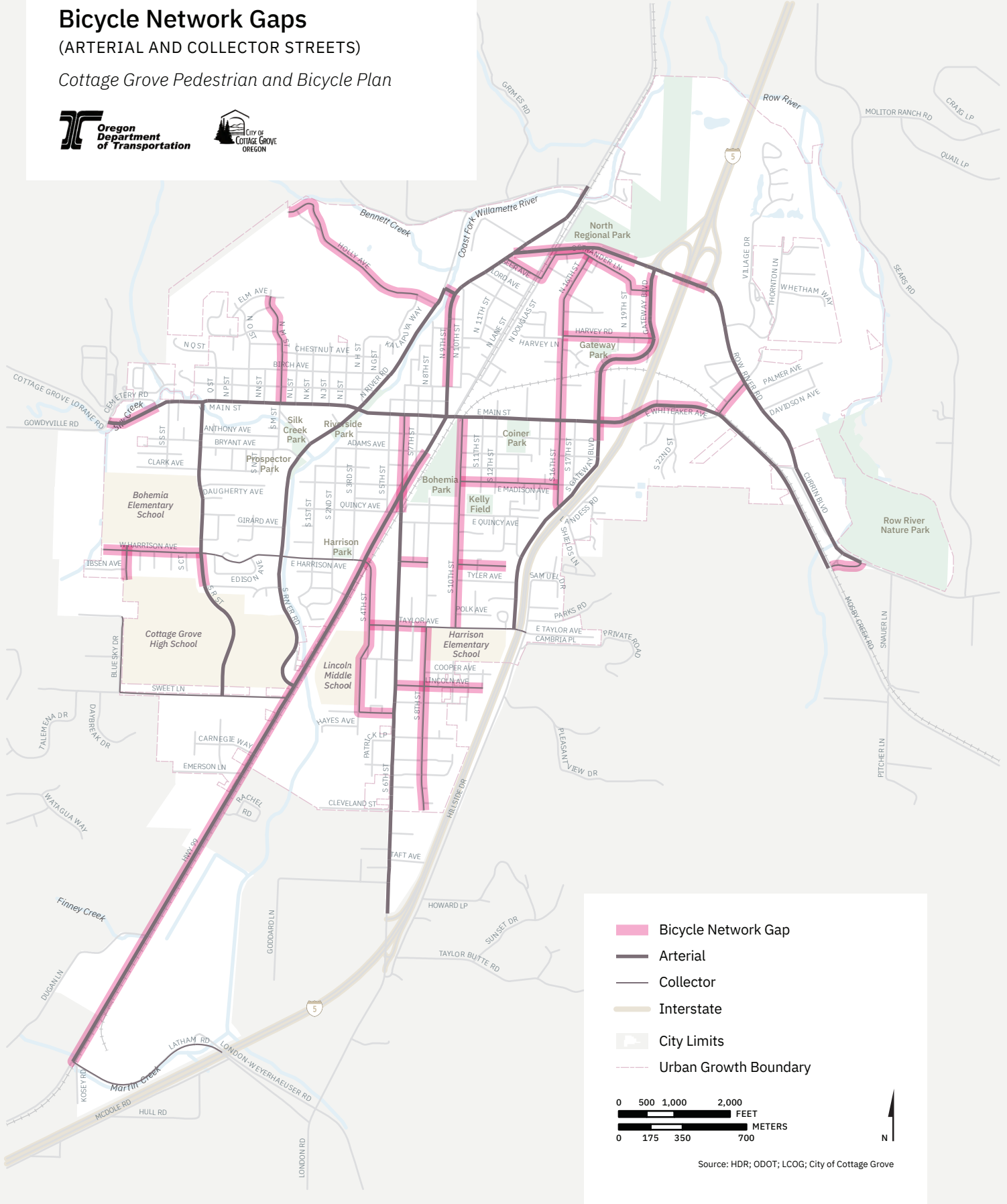


FIGURE 2

Bicycle Network Gaps

(ARTERIAL AND COLLECTOR STREETS)

Cottage Grove Pedestrian and Bicycle Plan



OPPORTUNITIES FOR IMPROVEMENT

- Despite Cottage Grove’s efforts to add bicycle facilities to the major street system, significant gaps remain as shown in **Figure 2**. Sample areas include long segments of Highway 99, 16th Street, East Main Street, the Cottage Grove Connector and West Harrison Avenue. As is the case with walking, these corridors are particularly stressful for people on bicycles when they are forced to mix with motor vehicles traveling at higher speeds.
- The bikeway network is generally nonexistent in the neighborhoods between Highway 99 and I-5. These areas are home to multiple schools, job centers and concentrations of multi-family housing.
- Steep topography and limited street connectivity on Cottage Grove’s outskirts presents challenges for some riders. These conditions often force people bicycling to follow circuitous routes which may detract from the riding experience, particularly if they are forced into stressful riding environments.
- The same east-west barriers (e.g., river, railroad, I-5) that impact walkability also affect bikeability. These conditions reinforce the importance of providing a safe and comfortable environment on the limited network of existing connections, and identifying potential new linkages.
- Between 2016 and 2020, nine people in Cottage Grove were involved in a collision with a motor vehicle while bicycling. All of these collisions involved people traveling along or across a major street, and every crash resulted in injuries to the person bicycling. As with crashes involving pedestrians, these incidents erode public confidence in the overall safety of human-powered transport.

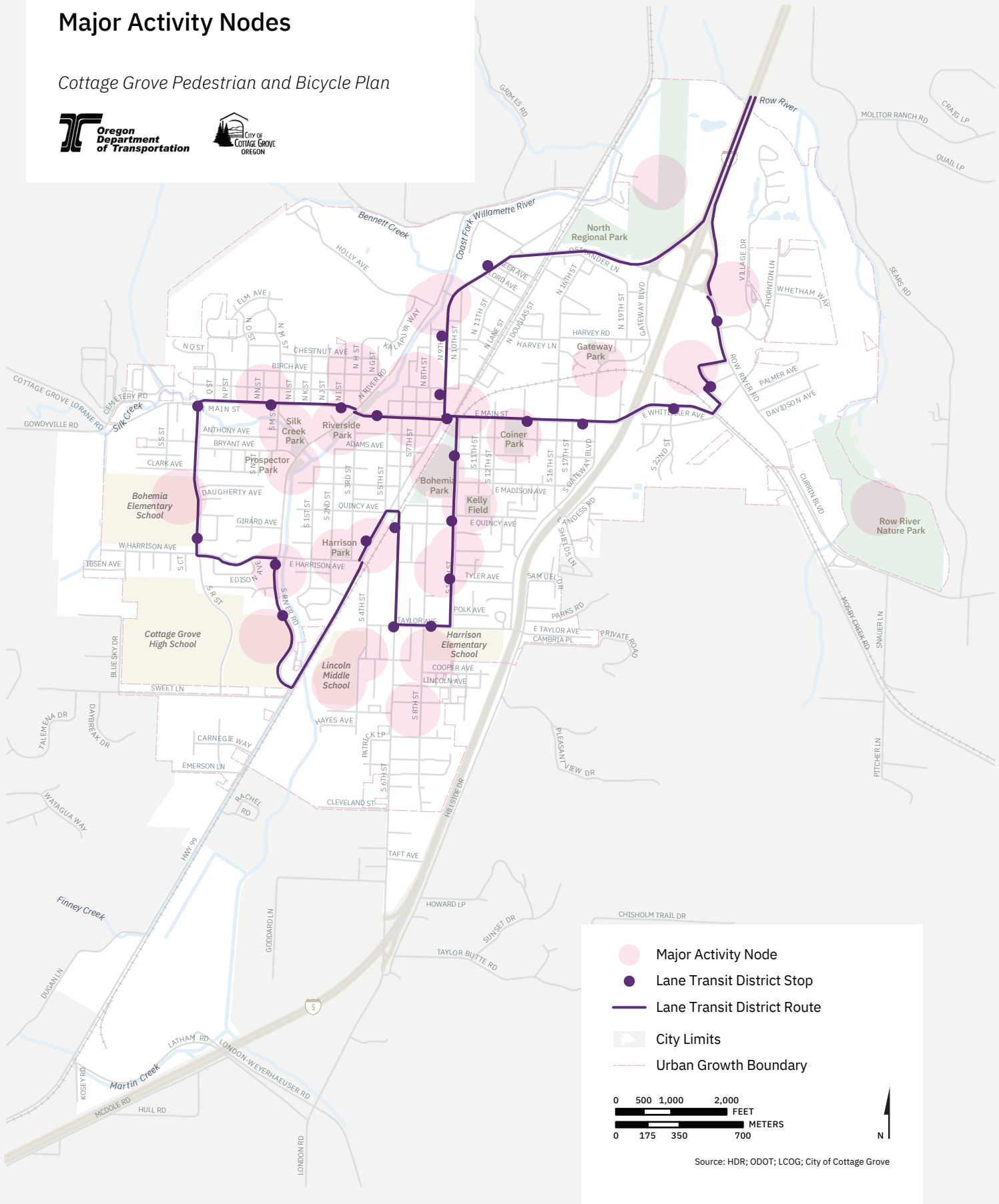
Where People Need and Want to Go

Whether it be running errands, commuting to school or work, buying groceries, attending medical appointments or meeting friends, walking and bicycling hold potential to play a prominent role in getting people to where they need to go. **Figure 3** illustrates, at a high level, where we can expect higher concentrations of movement in Cottage Grove. Examples include the following:

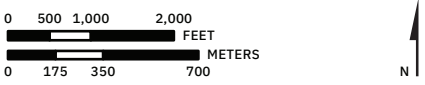
- With a dense cluster of civic and commercial destinations, Downtown Cottage Grove is easy to access regardless of travel mode. Even for people driving, the area is conducive to “park-once” behavior, where motorists park their vehicle and walk to multiple destinations, such as combining a trip to the library and City Hall.
- Schools and public parks are scattered throughout the community, drawing people of all ages and abilities. The City’s recent Safe Routes to School infrastructure improvements have vastly improved access to places like Lincoln Middle School, with similar improvements near Harrison Elementary School on the horizon. Bohemia Park, Cottage Grove’s crown jewel of parks, is a year-round destination and home to many events.
- Major job hubs, such as Cottage Grove’s Community Medical Center and commercial businesses near the I-5/Cottage Grove Connector interchange, draw visitors at nearly all hours of the day.
- LTD and South Lane Wheels offer fixed-route and on-demand services linking Cottage Grove with neighboring communities as far north as Creswell and Eugene. As all transit trips begin with a walking trip, seamless access to bus stops is critical for the success of these services.

FIGURE 3
Major Activity Nodes

Cottage Grove Pedestrian and Bicycle Plan



- Major Activity Node
- Lane Transit District Stop
- Lane Transit District Route
- City Limits
- Urban Growth Boundary



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

What We Heard from Community Members About Walking and Bicycling

Cottage Grove residents offered a wealth of insights about walking and bicycling in their community. Below are key themes emerging from conversations with the true experts who know the system inside and out:

- People expressed widespread concerns about **safety**, particularly crossing at major intersections.
- There is a strong desire for **improved connectivity** and access to **recreational trails and parks**.
- There is strong support for **improving transit connections** for people who walk and bike, including bike rack capacity and secure storage to allow for car-free trips from start to finish.
- Community members highlighted the need for improved **sidewalk and curb ramp conditions** to better serve **people with disabilities**.
- Several residents expressed a preference for **protected bike lanes**.
- **Improved signage and curb markings** were mentioned as a strategy to alert motorists that people on bicycles may be in the roadway.
- Enforcement of **traffic safety laws** was mentioned as a possible way to improve how people driving, walking and bicycling share the road.
- Several community members discussed the need for **bike parking**, especially the need for enclosed and lockable bike storage at destination points.
- **E-bikes** were mentioned as an emerging issue due to their high speed and potential conflicts with pedestrians.
- Several residents cited conflicts between different modes of travel and felt there was a need for **education about how to share the road**.



The Future of Walking and Bicycling in Cottage Grove





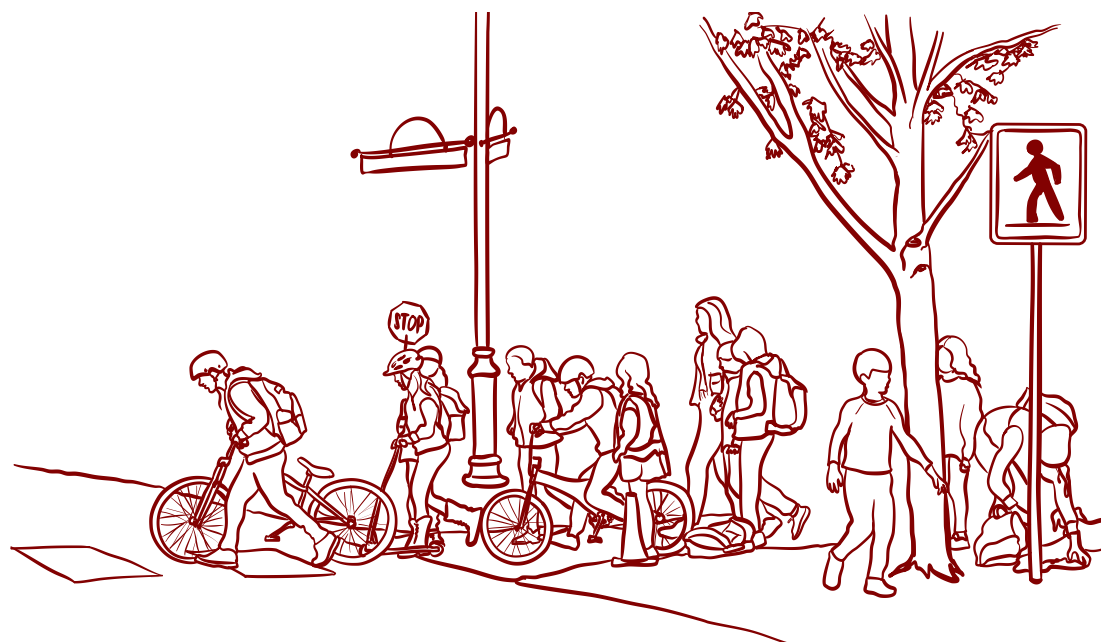
This section presents the long-term vision for walking and bicycling in Cottage Grove. The vision includes a robust pedestrian and bicycle network providing safe, comfortable and convenient connections for people of all ages and abilities; plus, a supporting package of programs and initiatives to bolster our on-the-ground investments.









Network Development Overview

This Plan’s overarching vision, goals and objectives set the guiding framework for developing the future network. Augmenting this guidance was the wealth of background data collected for this effort, the array of needs and solutions identified in previous plans, key insights offered by the Project Advisory Committee, and countless hours experiencing the community on foot, bike and transit. The people of Cottage Grove, however, were the most important source of ideas. Their bold yet practical solutions would fill system gaps, address higher-stress walking and riding environments, and create new connections to essential destinations.

Walking and Bicycling Infrastructure: What’s in a Name?

Coinciding with the advancement of walking and bicycling infrastructure design in recent decades, this Plan introduces some new facility types, and terminology, to the Cottage Grove context. These advancements reflect the growing need to improve safety and comfort if we truly seek to make walking and riding integral parts of daily life for the people of Cottage Grove. The table below presents the broader categories of pedestrian and bicycle improvements appearing in this Plan, along with sample infrastructure types falling within those categories.



IMPROVEMENT CATEGORY	SAMPLE INFRASTRUCTURE TREATMENTS	DESCRIPTION	SAMPLE IMAGE
Key Walkway Extensions/ Infill	Sidewalks	Sidewalk gap closure or sidewalk extension	
	Roadway shoulder	Clearly demarcated shoulder for walking; most appropriate on lower-volume/ lower-speed streets preferably as an interim measure	
Enhanced Crossings	High-visibility markings; enhanced signage	Continental (AKA, “ladder”) markings, signage in advance of the crossing and at the crossing itself	
	Illumination	Lighting located directly at the crossing location	
	Traffic control devices	Stop signs, signals, Pedestrian Hybrid Beacons, or Rectangular Rapid Flashing Beacons	
	Curb extensions; refuge islands	Shortens the pedestrian crossing distance while increasing visibility of the person waiting to cross the street	
Transit Access and Stop Improvements	Transit stop infrastructure	Shelters, illumination, rider information (e.g., posted map, fares, real-time arrivals), secure bicycle parking	
	Transit stop access	High-visibility crosswalks, curb ramps, sidewalk connections	

IMPROVEMENT CATEGORY	SAMPLE INFRASTRUCTURE TREATMENTS	DESCRIPTION	SAMPLE IMAGE
Neighborhood Greenways	Shared riding/driving environments on local streets, with motor vehicle speed and volume management devices (e.g., speed humps, speed cushions, chicanes, choker entrances)	Serve localized auto traffic but prioritize people on foot and bike	
Enhanced Shared Roadways	Shared riding/driving environments on other streets, with signage, pavement markings and possibly vehicle speed management devices	Similar to Neighborhood Greenways, but on higher-volume streets; these streets should be monitored carefully to determine when separation between people driving and people bicycling is needed	
Separated In-Roadway Bikeways	Protected bike lanes	Physical separation (provided by a vertical feature) between the bike lane and adjacent motor vehicle lanes	
	Buffered bike lanes	Delineated separation (typically two parallel stripes) between the bike lane and adjacent motor vehicle lanes	
	Conventional bike lanes	Delineated separation (typically a single stripe) between the bike lane and adjacent motor vehicle lanes	
Multi-Use Paths	Pathway for people walking and bicycling	Bi-directional facility physically separated from motor vehicle traffic; often located within their own rights-of-way	

The Future Walkway Network

Figure 4 depicts the recommended walkway network. Key features include:

- A central focus on closing gaps to simplify trips for people walking or using mobility assistance devices
- Shorter sidewalk infill segments along major streets and on key local streets
- Longer walkway network extensions, generally along major roads to connect with the outskirts of town and to new development areas
- Transit access and stop improvements
- Crossing improvements at key intersections, especially those along major streets where crossings can be challenging
- Completing Cottage Grove’s multi-use path network to close network gaps while expanding recreational opportunities.

The Future Bikeway Network

Figure 5 depicts the recommended bikeway network. Key features include:

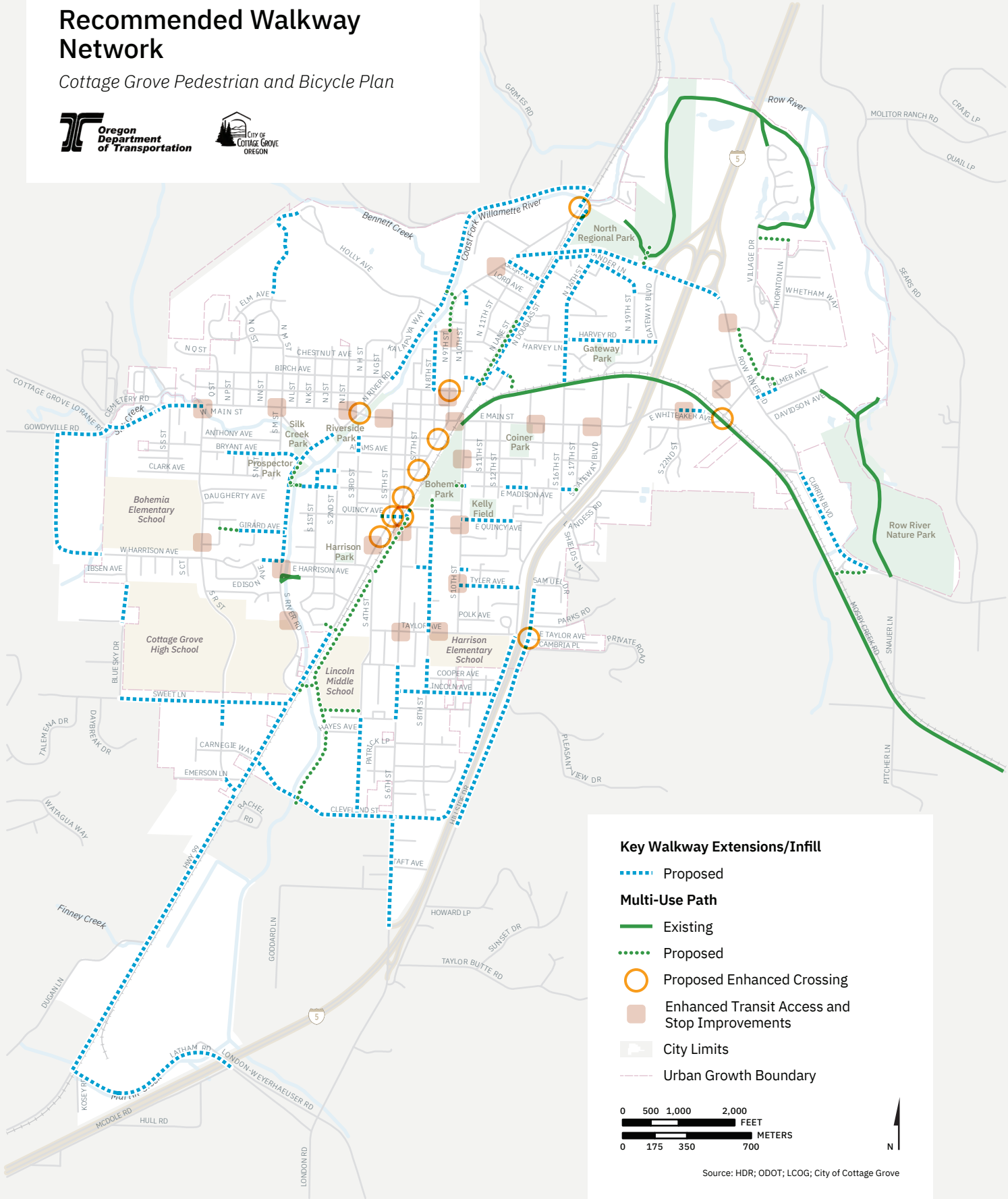
- A central focus on creating comfortable and safe conditions for riders of all ages and abilities
- New “Separated In-Roadway Bikeways” (protected/buffered/conventional bike lanes) on major streets to provide dedicated space for people on bikes away from motor vehicle traffic
- A new network of “Neighborhood Greenways” offering alternatives to major streets while providing direct links to places like schools and neighborhoods
- Enhancements to the walking environment that also benefit people on bicycles, such as transit access improvements, improved crossings, and multi-use path extensions



FIGURE 4

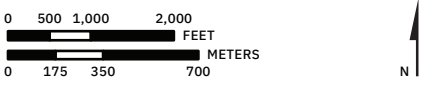
Recommended Walkway Network

Cottage Grove Pedestrian and Bicycle Plan



Key Walkway Extensions/Infill

- - - Proposed
- Multi-Use Path**
- Existing
- - - Proposed
- Proposed Enhanced Crossing
- Enhanced Transit Access and Stop Improvements
- City Limits
- Urban Growth Boundary

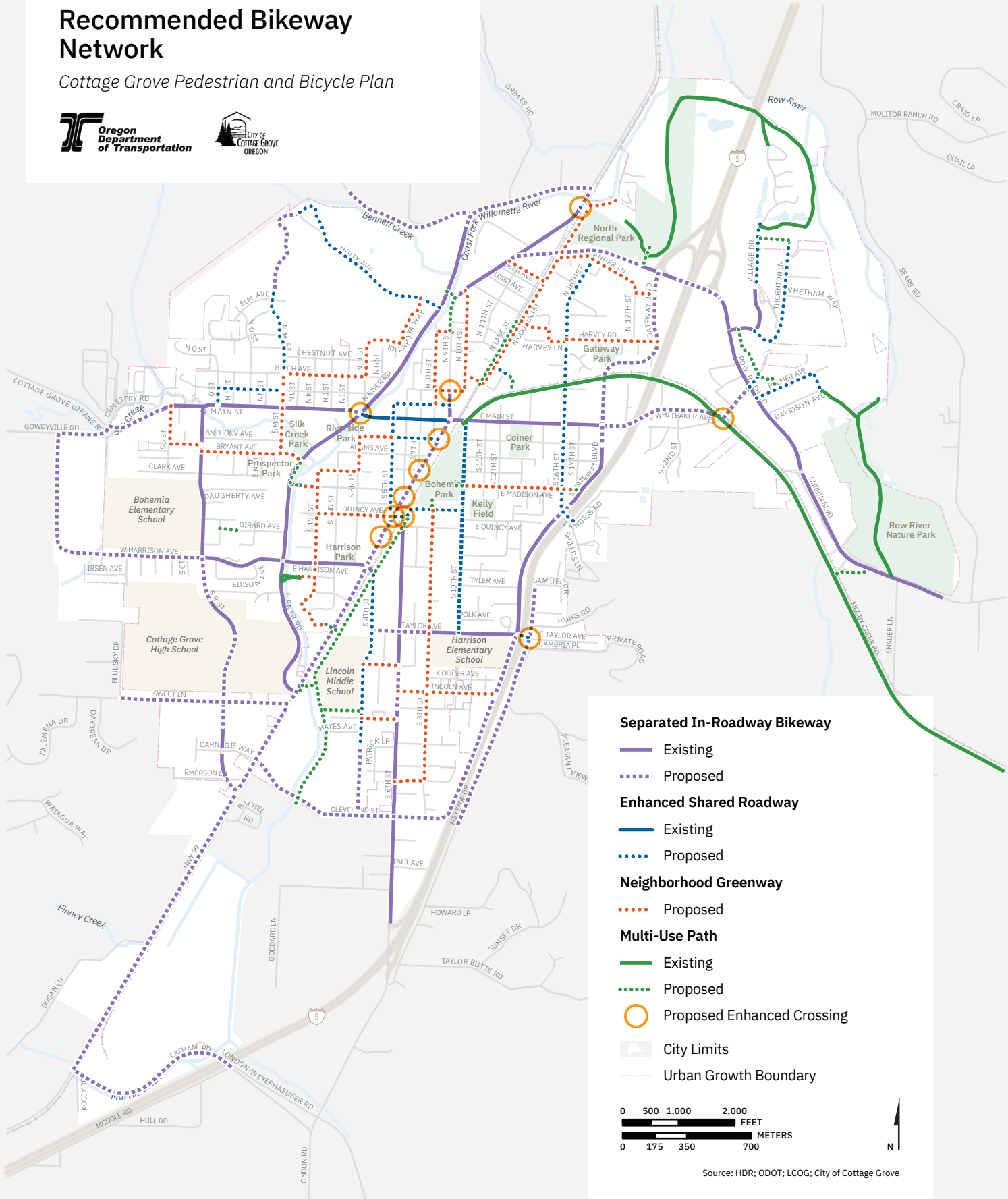


Source: HDR; ODOT; LCOG; City of Cottage Grove

FIGURE 5

Recommended Bikeway Network

Cottage Grove Pedestrian and Bicycle Plan



Separated In-Roadway Bikeway

- Existing
- - - Proposed

Enhanced Shared Roadway

- Existing
- Proposed

Neighborhood Greenway

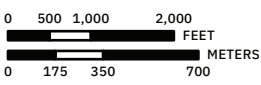
- Proposed

Multi-Use Path

- Existing
- Proposed

- Proposed Enhanced Crossing

- ▭ City Limits
- - - Urban Growth Boundary



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

Citywide Initiatives and Programs: Supporting the Network Investments

While the sections above describe improvements targeted for specific places, Cottage Grove would greatly benefit from supporting initiatives and programs applied across the community. Casting a wide net, these efforts encompasses engineering, education, encouragement and other approaches that, combined with building out the network, will transform Cottage Grove into a truly walkable and bikeable community. The table below provides a sampling of these programs and initiatives.

PROGRAM/INITIATIVE	DESCRIPTION
Sidewalk Infill Program	Strategy for prioritizing sidewalk infill or upgrades in areas where new development, redevelopment or street reconstruction is not expected to happen in the near future.
ADA Transition Plan	Provides greater specificity and direction for bringing the City’s built environment into compliance with Americans with Disabilities Act requirements.
Safe Routes to School	Expanding on the City’s and South Lane School District’s efforts to complete sidewalks near schools, plus current programs such as in-school bike safety curriculum.
Bicycle Parking	Leveraging high quality bicycle parking in tandem with new development and redevelopment projects; strategically upgrading and expanding parking in public areas with high demand.
Ongoing Maintenance	Pavement preservation, sidewalk and curb ramp upkeep, routine shoulder sweeping, maintenance of pavement markings and detection devices.
Targeted Enforcement	Tools such photo radar, speed feedback signs, and other similar devices that minimize or remove the human component from the enforcement action (to avoid disproportionately impacting historically marginalized communities).
Bicycle/Pedestrian/ Transit Integration	Providing transit stop infrastructure such as enclosed (yet transparent) shelters, seating, illumination, secure bicycle parking and passenger information; providing seamless links between transit stops via high-visibility crossings and continuous sidewalks.
Mobility-on-Demand Pilot (LTD Connector)	Re-instituting the pilot on a temporary or permanent basis, and possibly adding a varied pricing structure, improving rider information, and prioritizing people with disabilities.
Bikeshare Pilot	Investigating the feasibility of bikeshare in Cottage Grove and launching a pilot to test its viability.
Marketing, Promotion and Encouragement	Building on current efforts (e.g., helmet/light giveaways, bike safety roundups) and developing new programs (e.g., “open streets” events, Wayfinding Signage Plan, promotional partnerships with Travel Oregon).
Ongoing Community Engagement	Regularly soliciting community feedback as projects entering and progressing through the design phase.

How We'll Get There: Putting This Plan into Action





Prioritizing Investments: Where Do We Start?

This Plan identifies a comprehensive package of projects and other strategies to realize Cottage Grove’s walking and bicycling vision. As with any long-range plan, the City and its partners will need to set priorities in order to align initial efforts with available resources. Tying directly to this Plan’s vision, goals and objectives, the criteria below were developed to gauge each project’s relative importance and to understand where and how the City could maximize its return on investment. These criteria, and their considerations, include the following:

- **Safety:** To what extent would the project address a known safety issue for people walking or bicycling, such as a reported crash, a “near-miss,” or other location of concern?
- **Accessibility:** How well would the project simplify travel for people with disabilities?
- **User Level of Comfort:** To what degree would the project create a lower-stress walking or riding environment, particularly for people less comfortable sharing the road with motor vehicle traffic?
- **Gap Closure:** Does the project fill in a gap in the walkway or bikeway network?
- **Equity:** Does the project have potential to better serve youth, seniors, lower-income residents, Black, Indigenous and People of Color, and other historically marginalized communities in Cottage Grove?
- **Community Support:** Was the need for this project mentioned by Cottage Grove community members?
- **Land Use and Transit Linkages:** Is the project located near major destinations such as schools, jobs, health care, grocery stores or transit?
- **Cost and Complexity:** What financial commitment would be needed to complete the project?

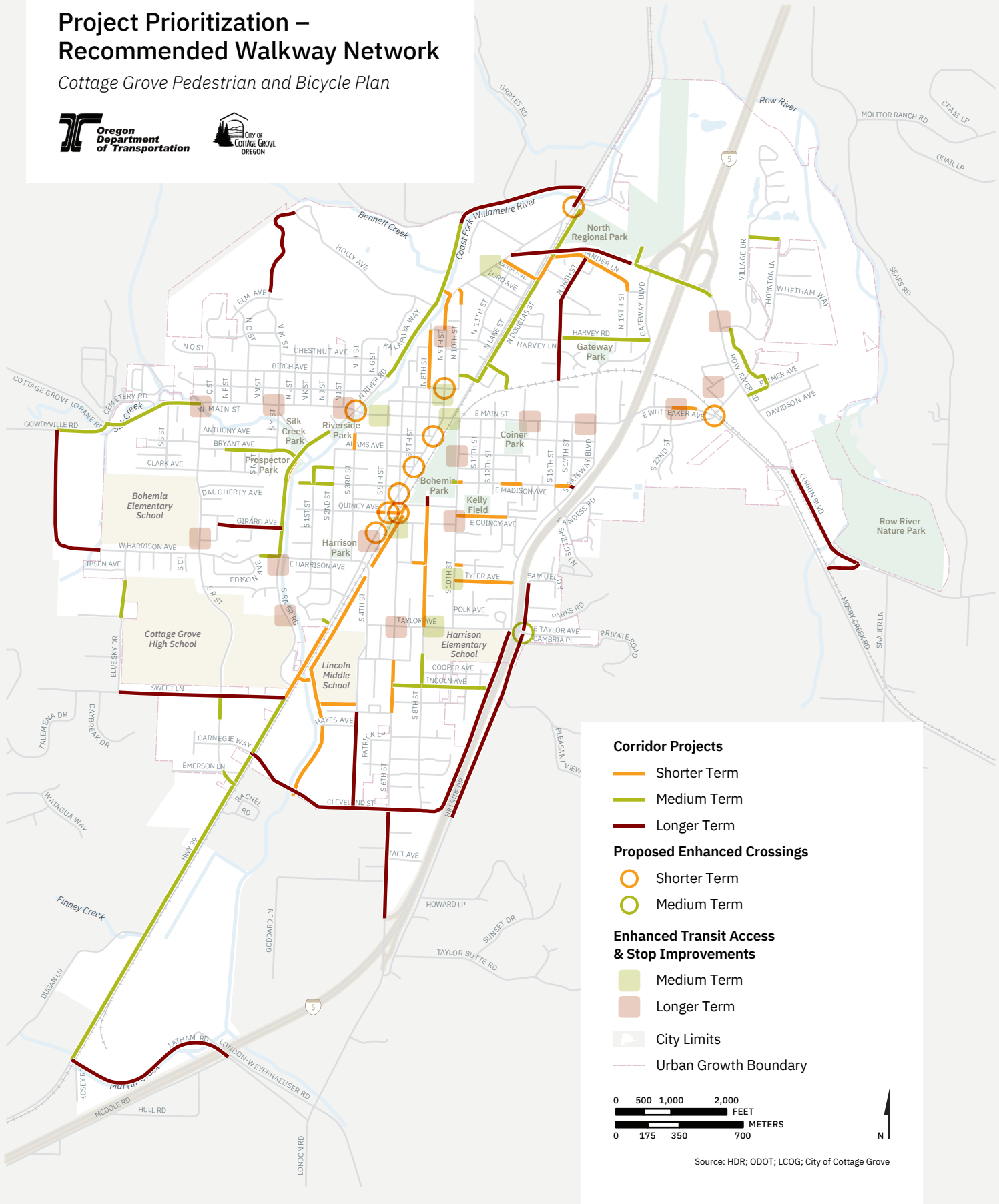
As shown in **Figures 6** and **7**, the outcome of the prioritization framework resulted in three “tiers” roughly aligning with shorter, medium, and longerterm priorities.

It is important to note that priorities may evolve according to available funding, new roadway projects that coincide, new development and redevelopment opportunities, or other factors. For example, medium- and longer-term projects could be implemented at any point in time as part of a development or public works project. In other words, the priorities should be considered flexible.

FIGURE 6

Project Prioritization – Recommended Walkway Network

Cottage Grove Pedestrian and Bicycle Plan



Corridor Projects

- Shorter Term
- Medium Term
- Longer Term

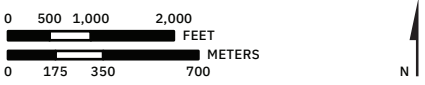
Proposed Enhanced Crossings

- Shorter Term
- Medium Term

Enhanced Transit Access & Stop Improvements

- Medium Term
- Longer Term

City Limits
Urban Growth Boundary

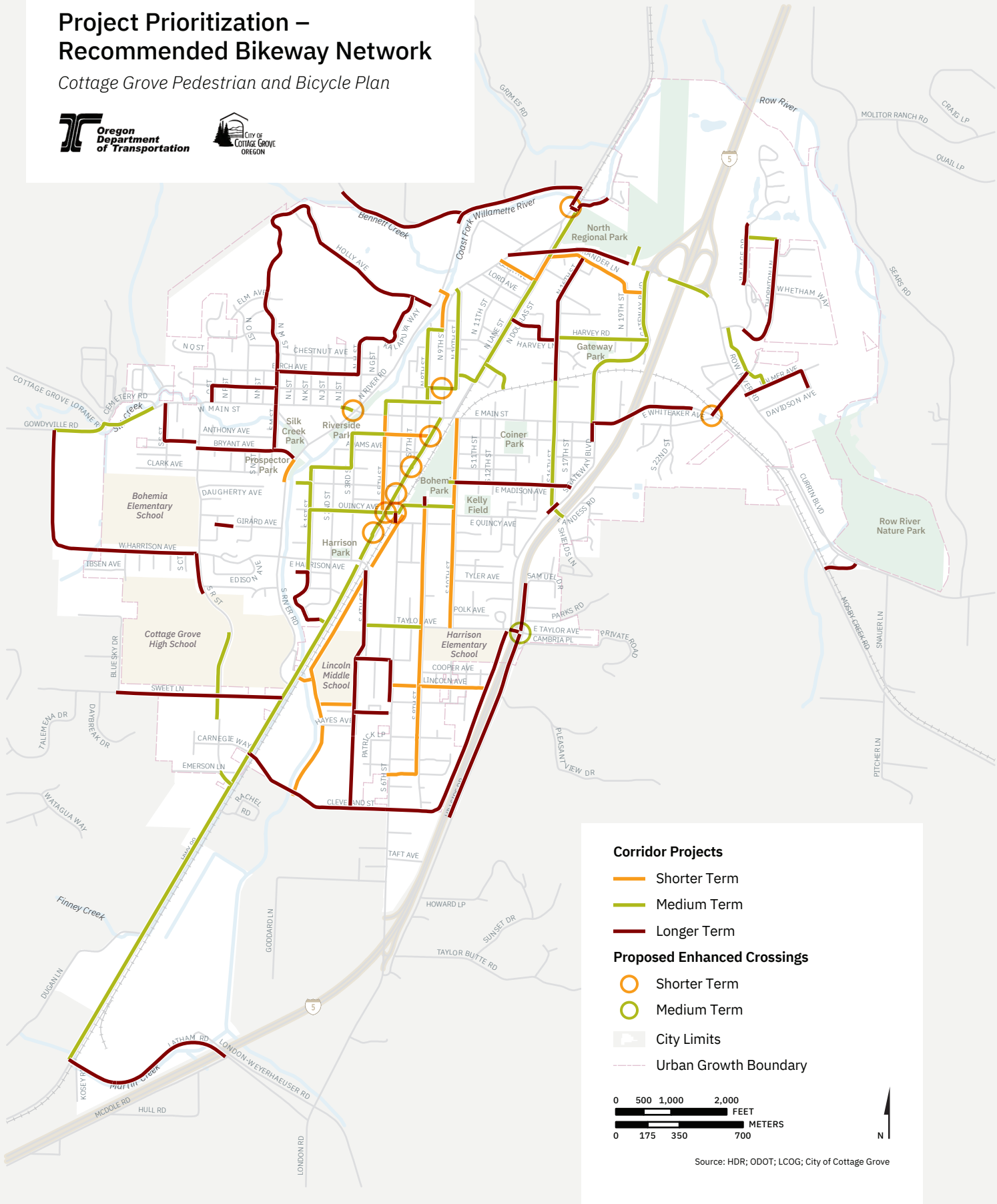


Source: HDR; ODOT; LCOG; City of Cottage Grove

FIGURE 7

Project Prioritization – Recommended Bikeway Network

Cottage Grove Pedestrian and Bicycle Plan



Comprehensive Plan and Transportation System Plan Updates

Cottage Grove’s TSP contains the City’s transportation policies, which are included by reference in the Comprehensive Plan. While the recommended goals and objectives from this effort will reside in the Pedestrian and Bicycle Plan, they should also be added by reference to the TSP. Other minor TSP modifications include updating relevant pedestrian policies and multimodal policies to include references to this Pedestrian and Bicycle Plan.

Land Development Code Updates

As part of this planning effort, Cottage Grove’s LDC was reviewed to identify updates that are needed to establish compliance with Oregon’s Transportation Planning Rule, and to establish the regulatory framework for implementing this Plan’s project recommendations. Key updates include:

- Amending the LDC’s list of definitions to capture the updated walking and bicycling facility types (e.g., “Enhanced Crossing,” “Neighborhood Greenway,” etc.) described in this Plan.
- Adding the walking and bicycling facility types described in this Plan to the list of conditions of approval.
- Updating the “Pedestrian Access and Circulation” section to be more specific about walkway and pathway improvements in site layout and design.
- Updating the City’s street design standards to provide a safer and more comfortable environment for people on foot and bike. The updates primarily consist of:
 - Providing more specificity on required sidewalk, planter strip and bicycle facility widths
 - Adding a buffer zone between bike lanes and adjacent motor vehicle travel lanes
 - Adding bike lanes and increasing the required planter strip width on Collector streets
 - Increasing the required width of multi-use paths
 - Establishing a new cross-section for alleys

