

Welcome to the

PEDESTRIAN AND BICYCLE PLAN Open House!

November 1, 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.

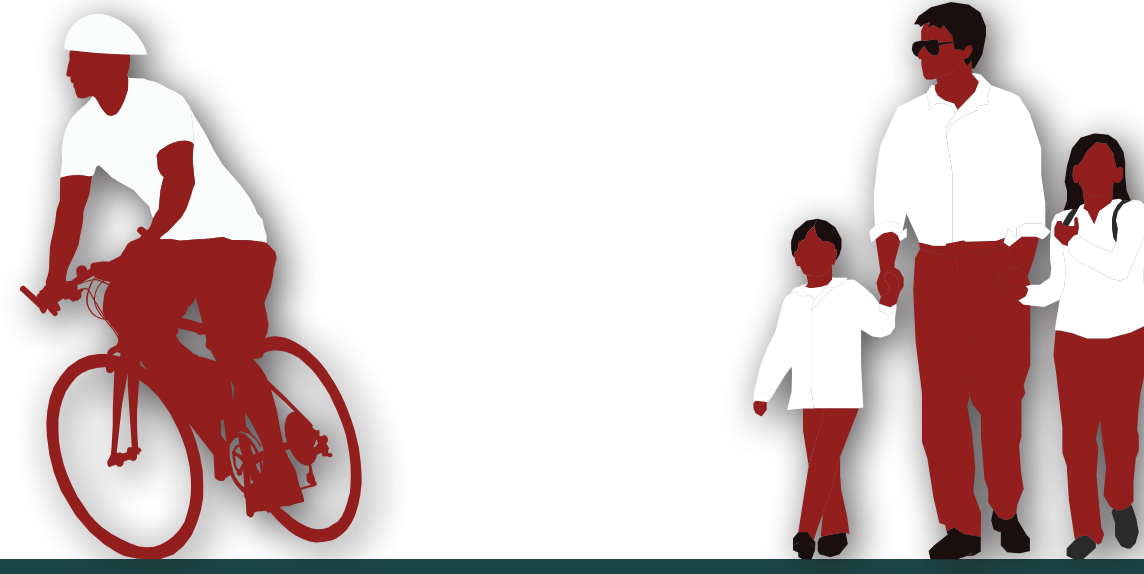
Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 541-942-3340.



**COTTAGE GROVE
PEDESTRIAN AND BICYCLE PLAN**

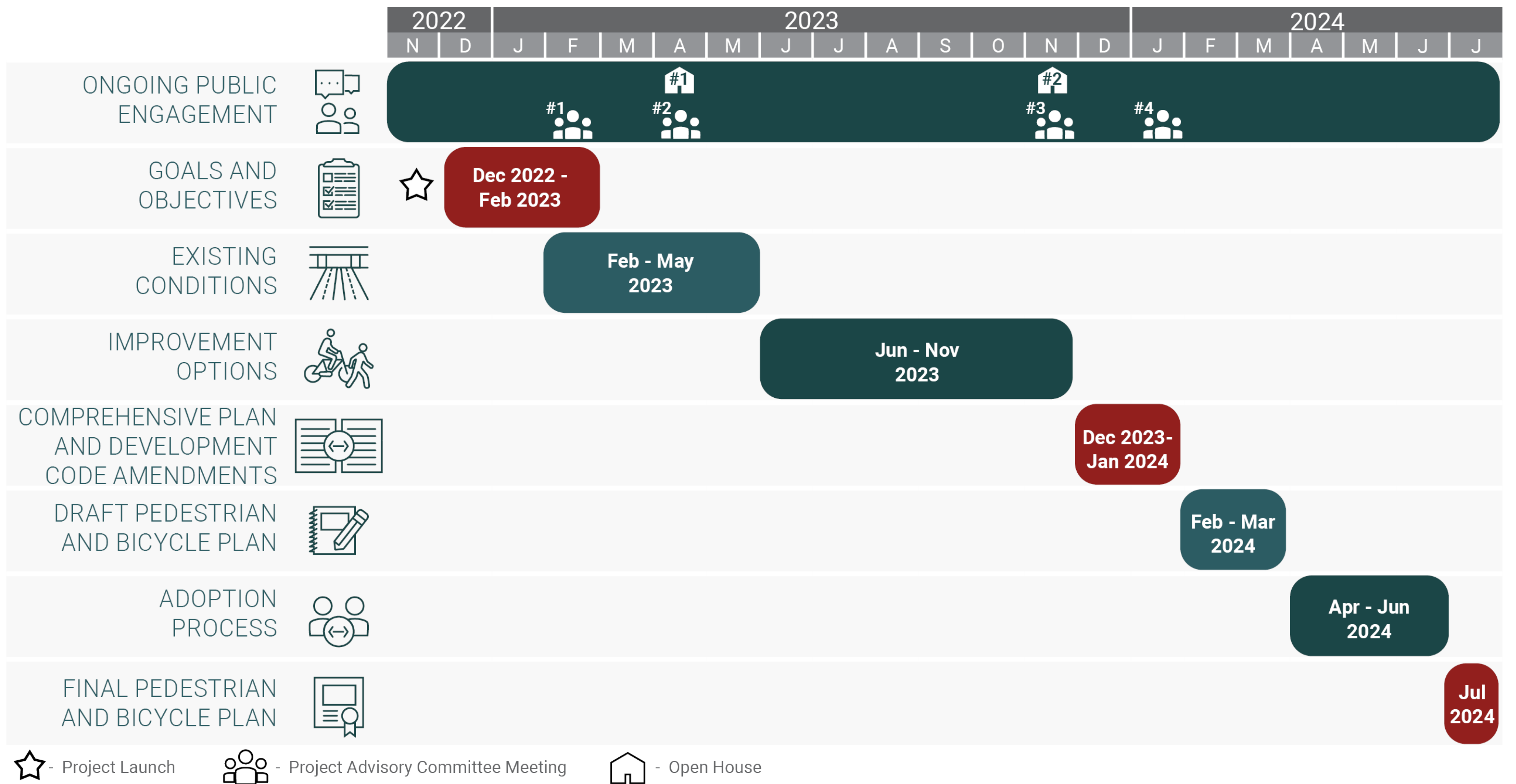
ABOUT THE PLAN

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 July 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

IMPROVEMENT TYPES DEFINITIONS



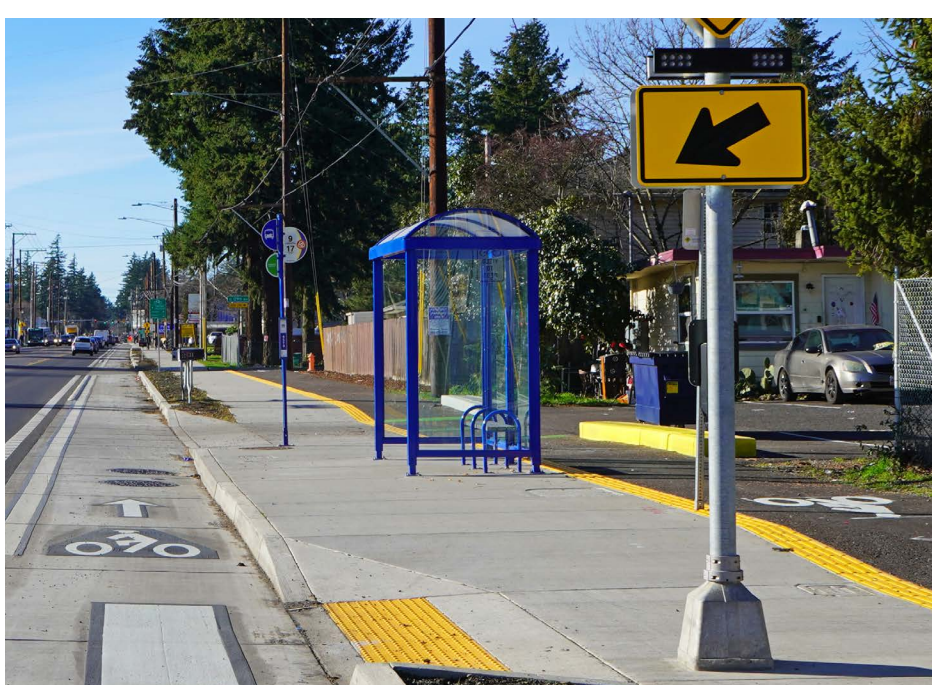
Key Walkway Extension/Infill: Gaps in the pedestrian network, such as missing sections of sidewalks, create barriers to walking. Infill and extensions along key routes to close sidewalk gaps will improve the robustness of the pedestrian network and provide access for a greater number of users.

Multi-Use Path: Routes designed for two-way travel for people walking, biking or using mobility devices. They are typically separated from the street or in an exclusive right-of-way.



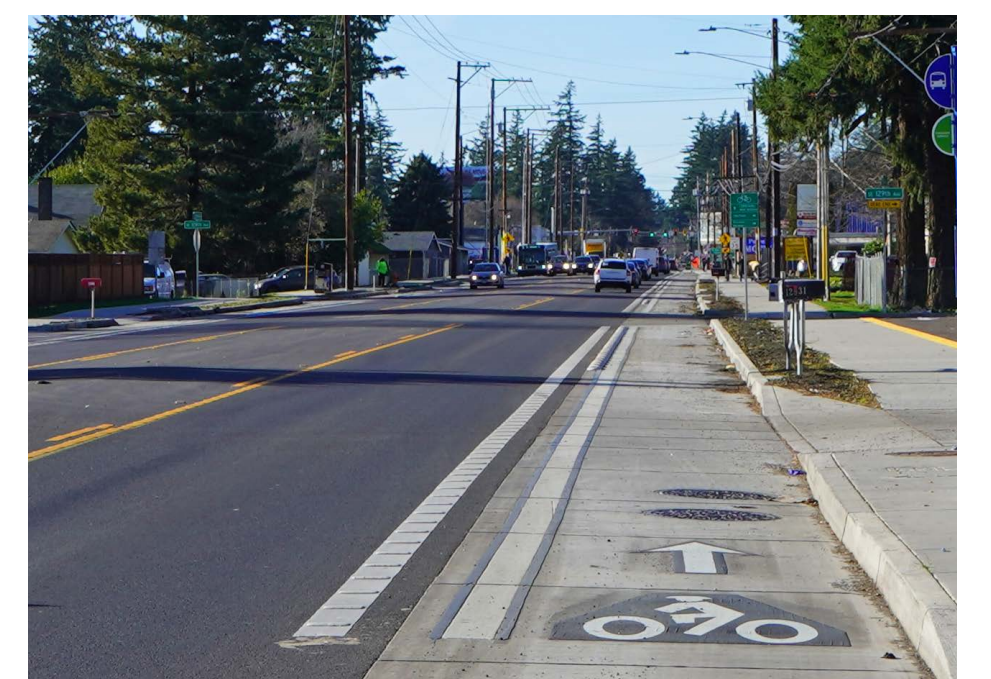
Enhanced Crossing: Added features for a safer, more comfortable crossing environment. Enhancements may include improved visibility, lighting, signage and markings, traffic control devices, and curb extensions or refuge islands.

Mobility Hub: Place for people to complete their trip using a range of travel options beyond private automobiles, such as walking, bicycling, transit, and shared mobility such as bikeshare, carshare, and e-scooters.



Enhanced Transit Access and Stop Improvements: Upgrades to the transit stop environment (such as shelters, lighting and rider information) plus access improvements such as sidewalks and curb ramps.

Separated In-Roadway Bikeway: Dedicated space within the roadway for people bicycling. This could take the form of a striped bike lane, a buffered bike lane, or a physically separated bike lane.

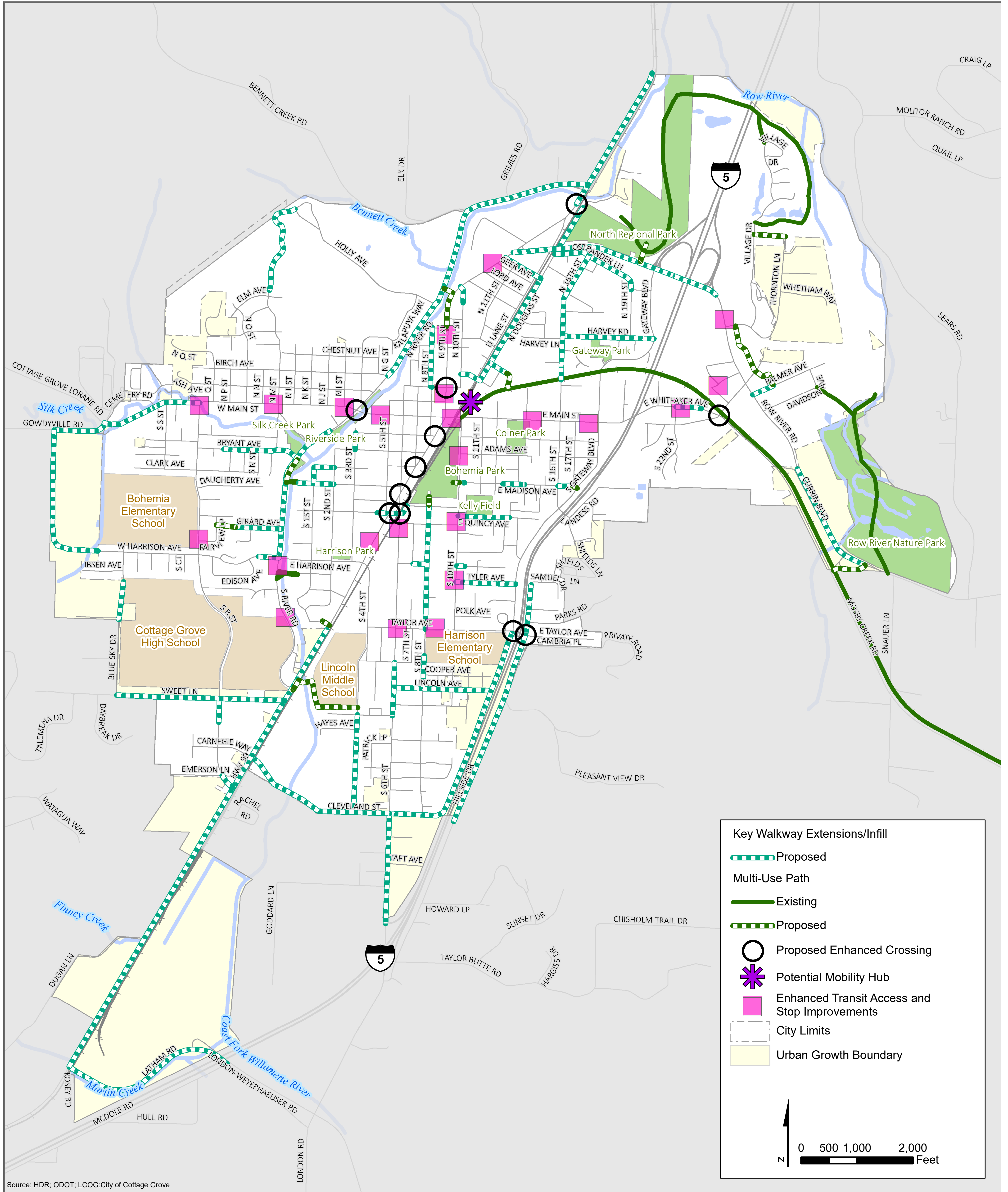


Enhanced Shared Roadway: Accommodate people bicycling and driving in a shared environment, typically including shared lane markings and signage to communicate the shared operating environment to all users.

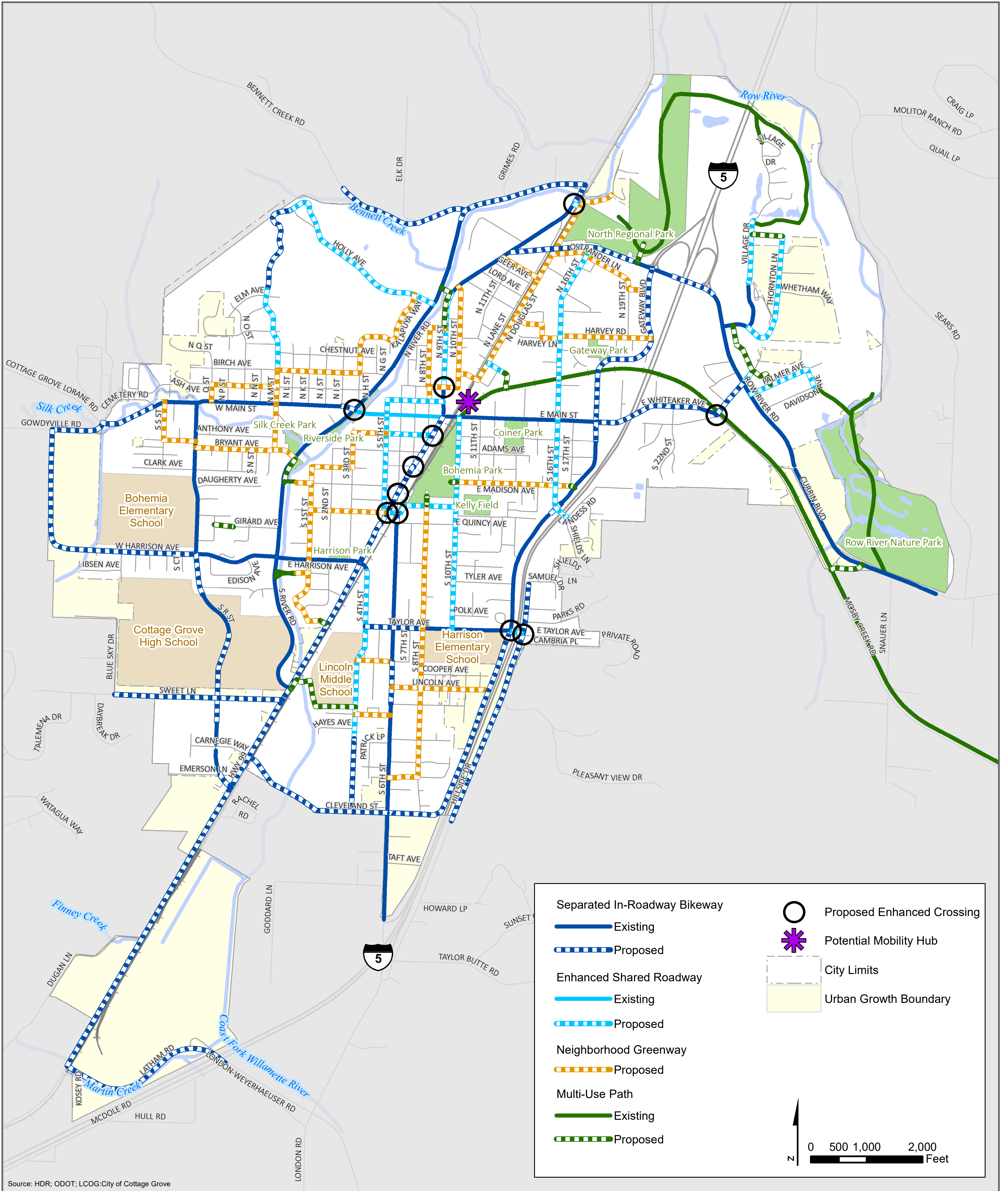
Neighborhood Greenway: Lower volume/lower speed streets intended to provide safe and comfortable walking and bicycling routes for people of all ages and abilities. Typically include speed management treatments such as speed humps.



RECOMMENDED WALKWAY NETWORK



RECOMMENDED BIKEWAY NETWORK



HIGHWAY 99 FOCUS AREA (Harrison to Gibbs)

LEGEND:

Highway 99:

 Existing Bike Lanes

 Proposed Enhanced Bikeway¹

Formalized Pedestrian Crossings:



Existing Signalized & Marked Crossing



Proposed Enhanced Crossing²

Distance Between Formalized Pedestrian Crossings³:



Existing

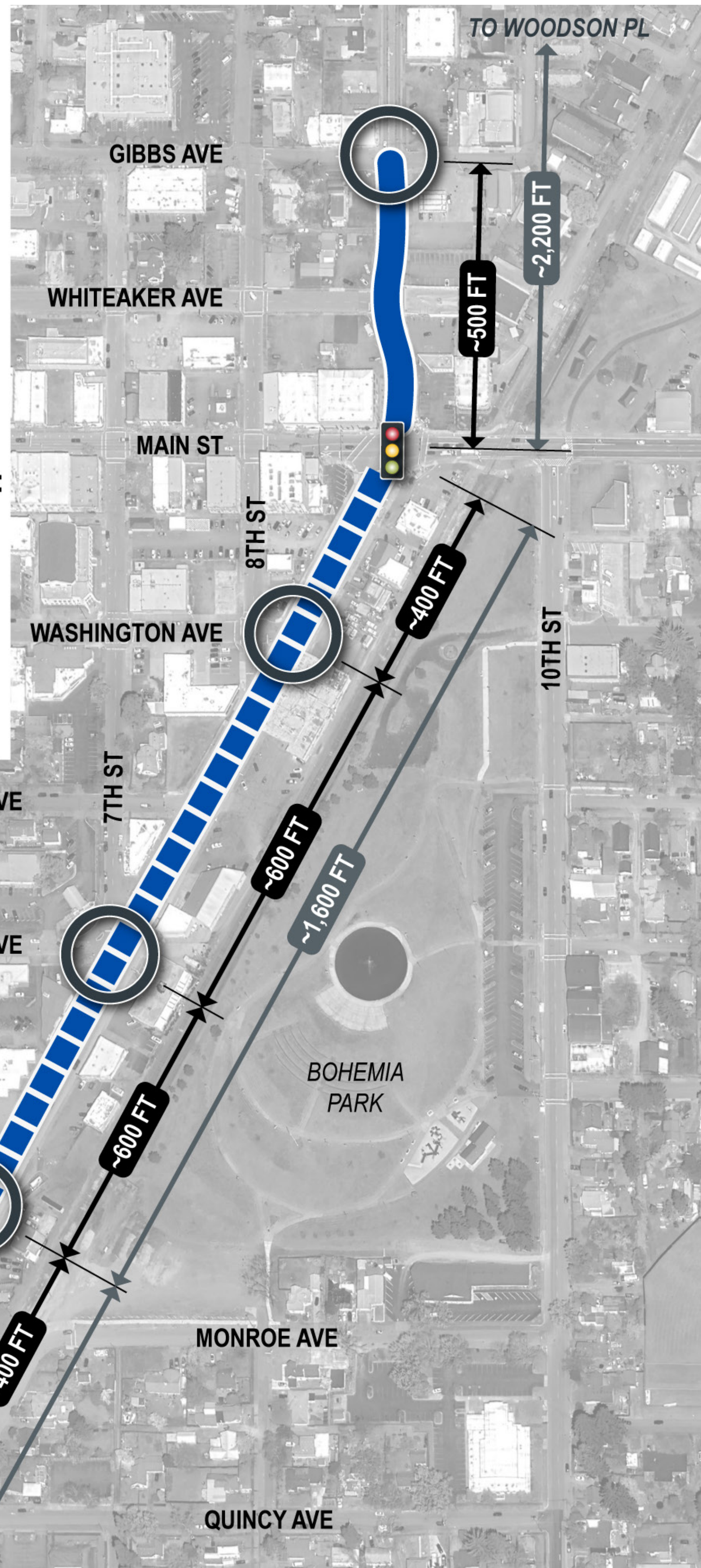


Proposed

¹ See cross-section concepts and comparison matrix

² Subject to further engineering analysis and ODOT approval

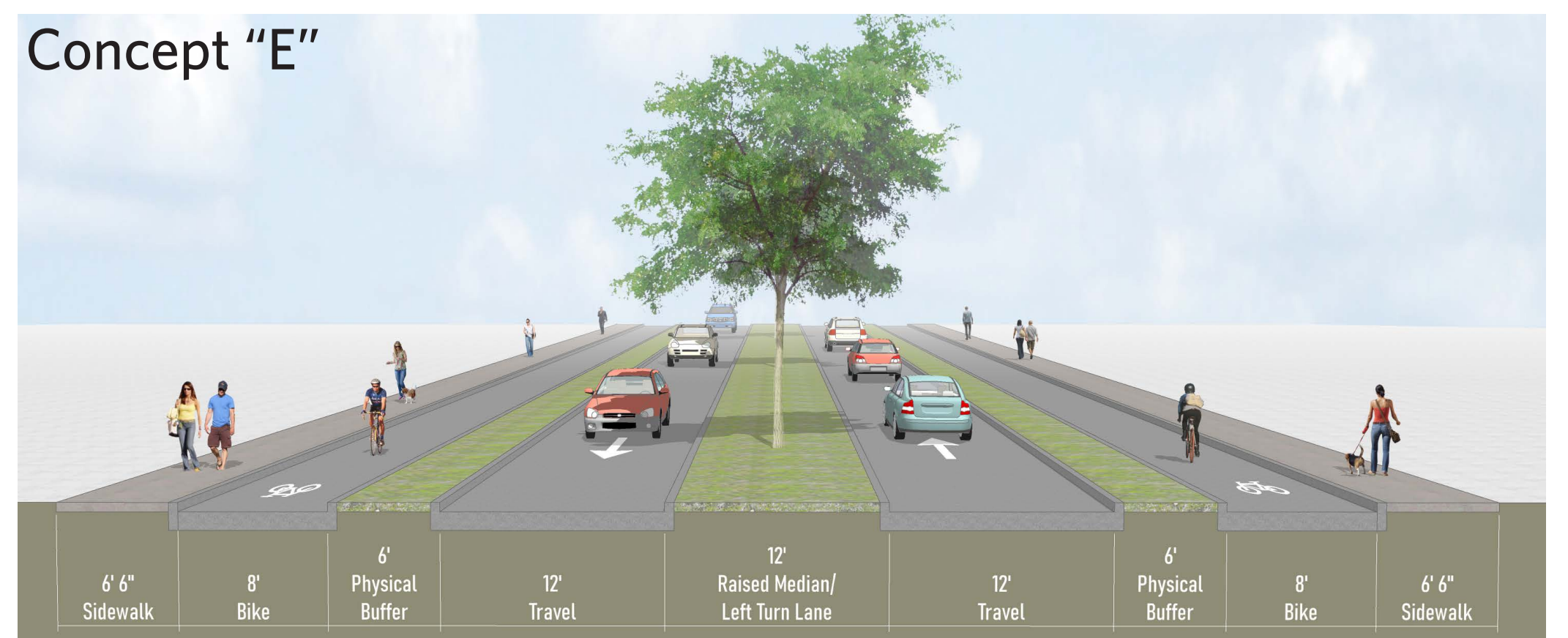
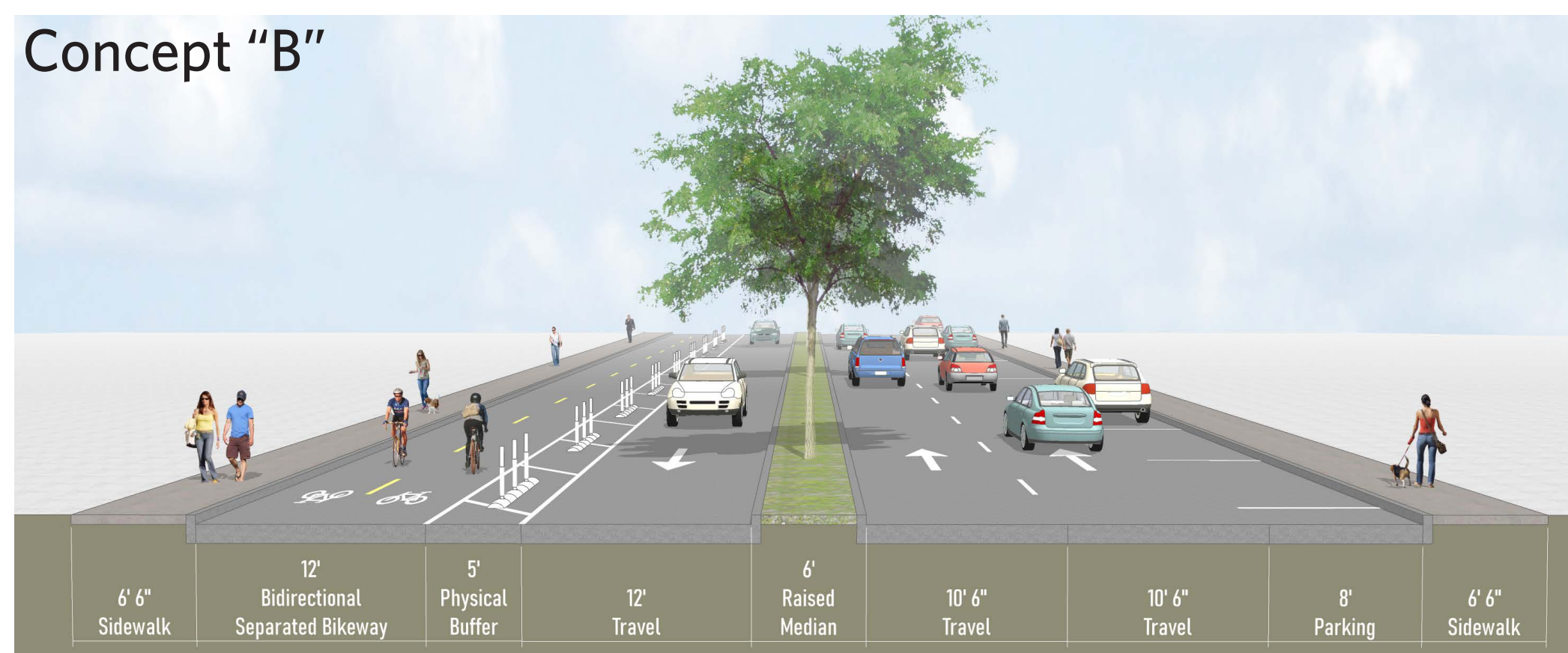
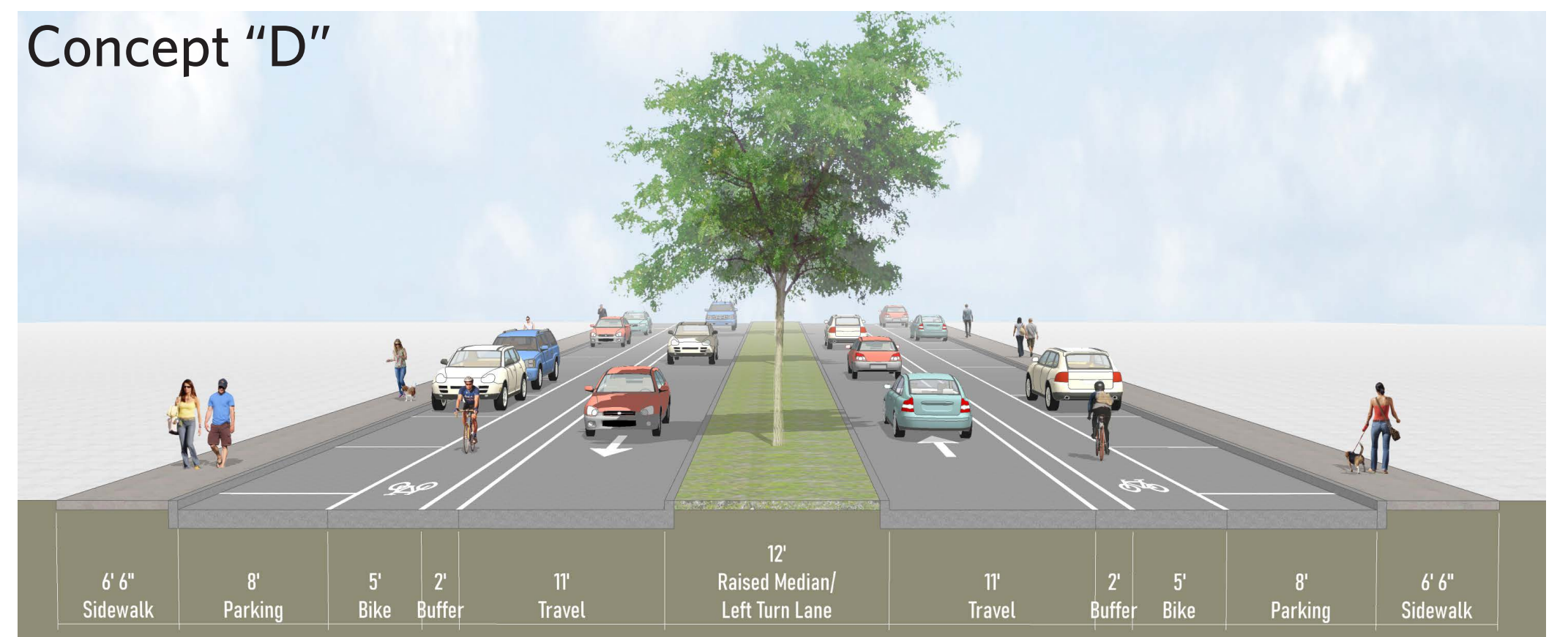
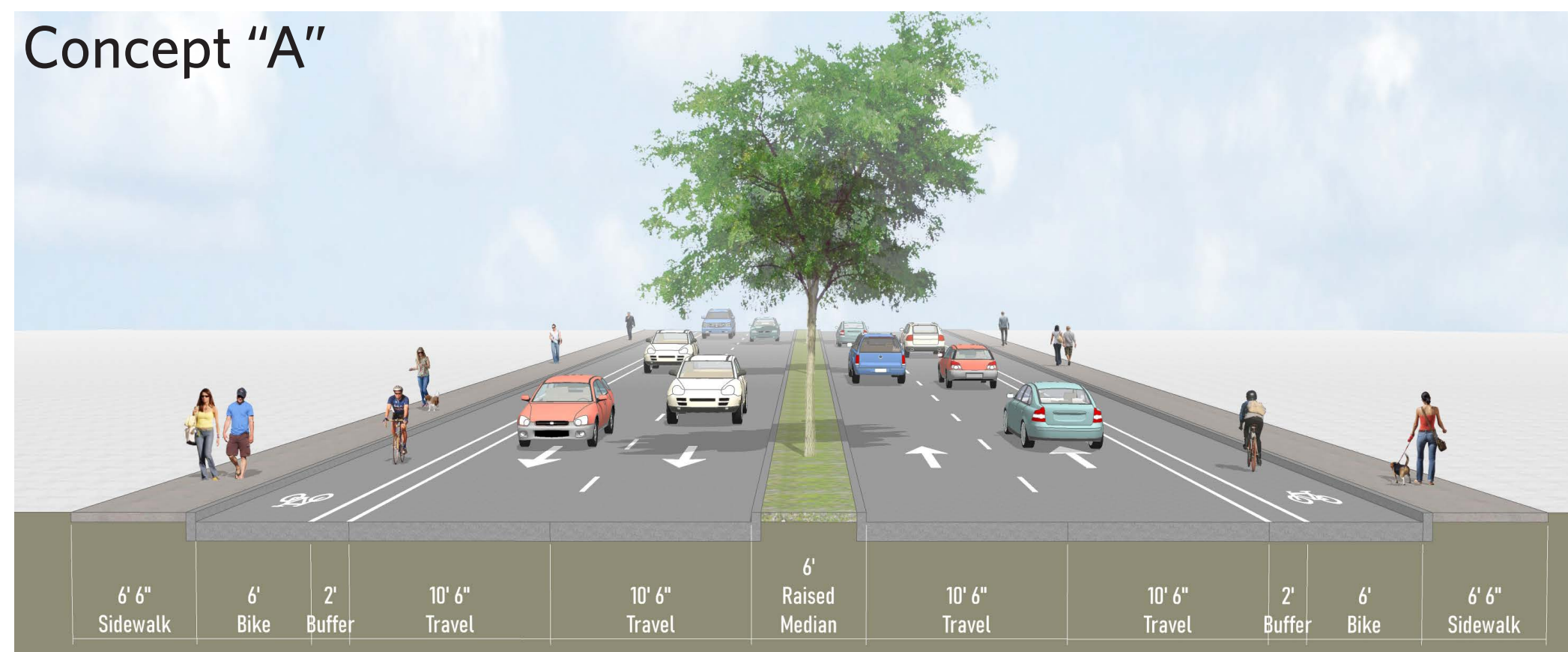
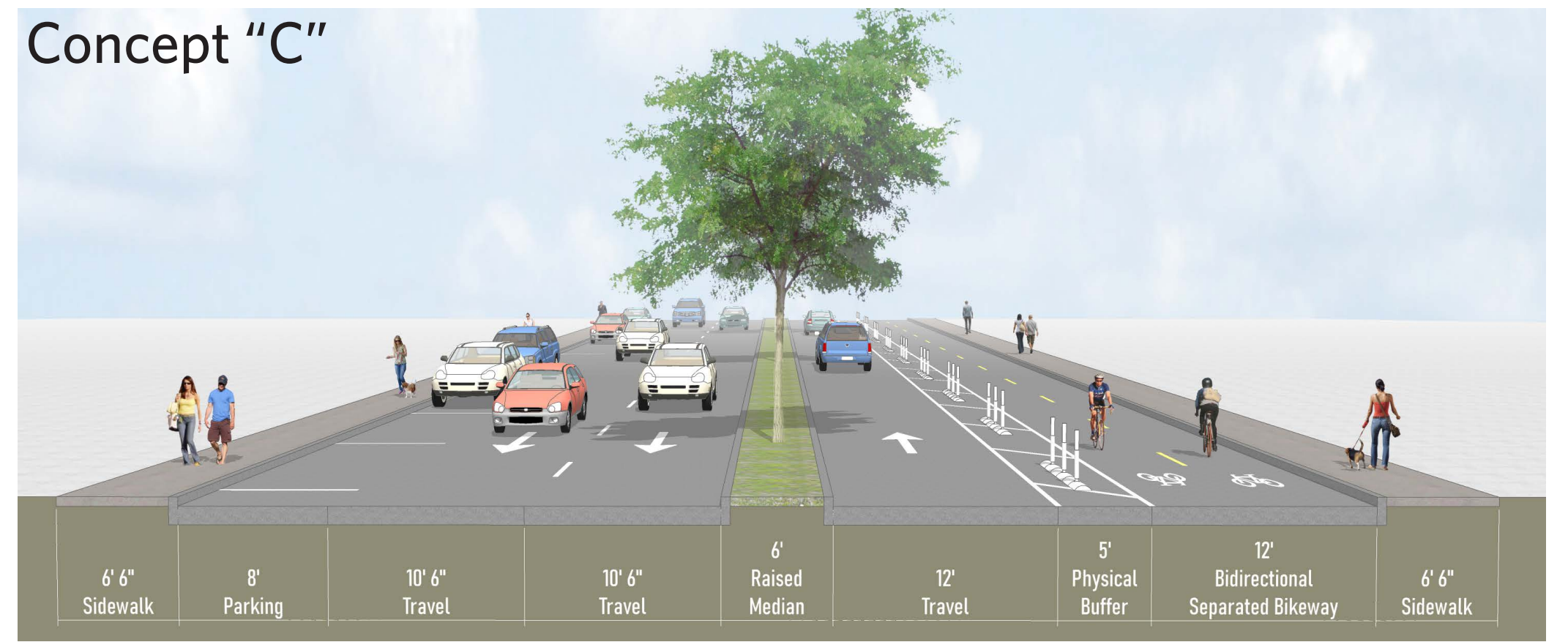
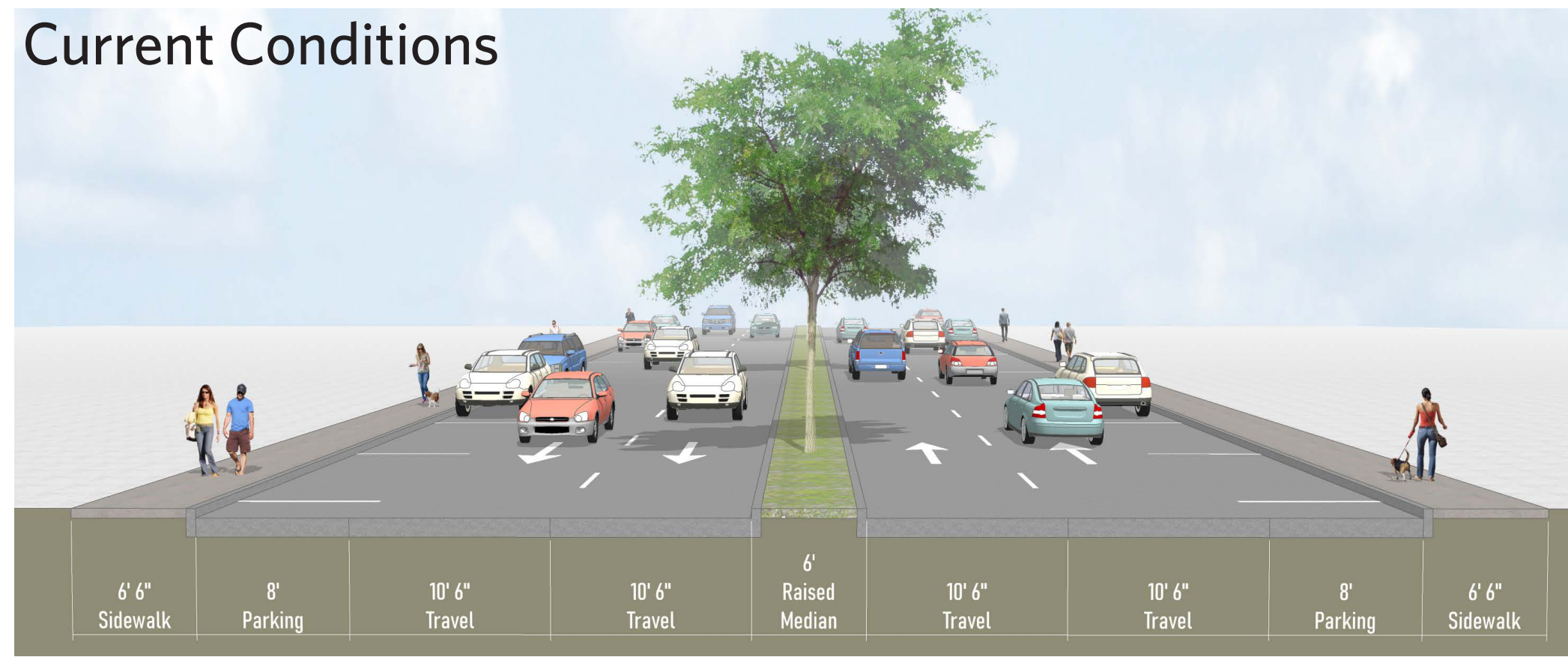
³ 250 ft to 550 ft target spacing for the "Urban Mix" land use context per ODOT Blueprint for Urban Design/Highway Design Manual



GOALS

- Improve multimodal safety
- Reduce the corridor's "barrier effect"
- ADA accessibility upgrades
- More frequent and better pedestrian crossings (Quincy, 6th, Jefferson, Washington, Gibbs)
- Bikeway enhancements

HIGHWAY 99 FOCUS AREA (Harrison to Gibbs)



Concept Options

Considerations	Concept "A" (Buffered Bike Lanes)	Concept "B" (Bi-Directional Separated Bikeway, West Side)	Concept "C" (Bi-Directional Separated Bikeway, East Side)	Concept "D" (Buffered Bike Lanes & Enhanced/Widened Median)	Concept "E" (Separated Bike Lanes & Enhanced/Widened Median)
Level of comfort for people bicycling	Moderately optimal	More optimal	More optimal	Moderately optimal	More optimal
On-street parking impacts	Less optimal	Moderately optimal	Moderately optimal	More optimal	Less optimal
Traffic operations impacts	More optimal	Moderately optimal	Moderately optimal	Less optimal	Less optimal
Potential implementation cost	More optimal	Moderately optimal	Moderately optimal	Less optimal	Less optimal
Ongoing maintenance complexity	More optimal	Less optimal	Less optimal	Moderately optimal	Less optimal
Frequency of potential bicycle/motor vehicle conflict points (driveways, intersections)	Moderately optimal	Less optimal	More optimal	Moderately optimal	Moderately optimal

Qualitative Ratings: ■ More optimal ■ Moderately optimal ■ Less optimal

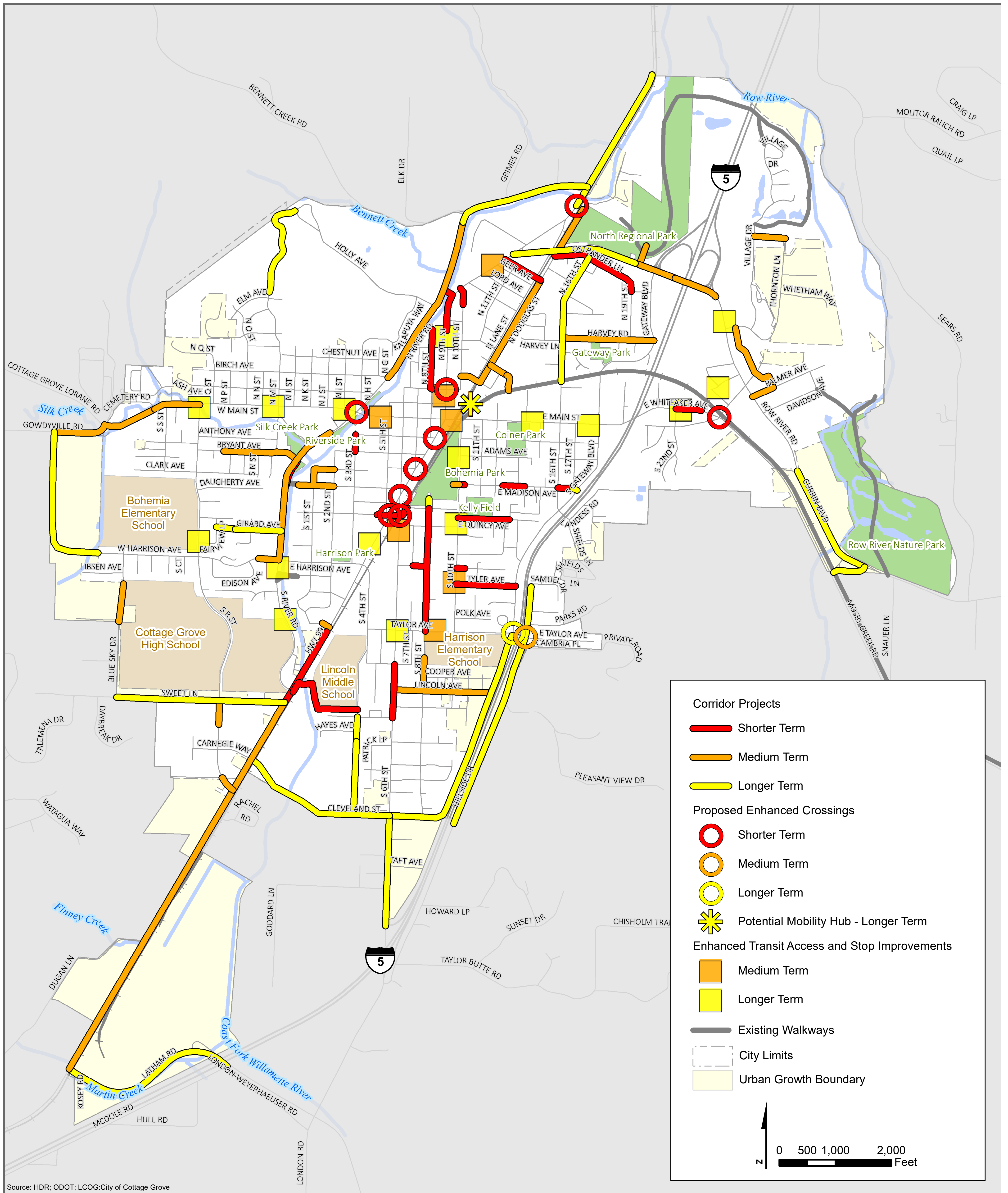
PROJECT PRIORITIZATION CRITERIA

Why This Matters

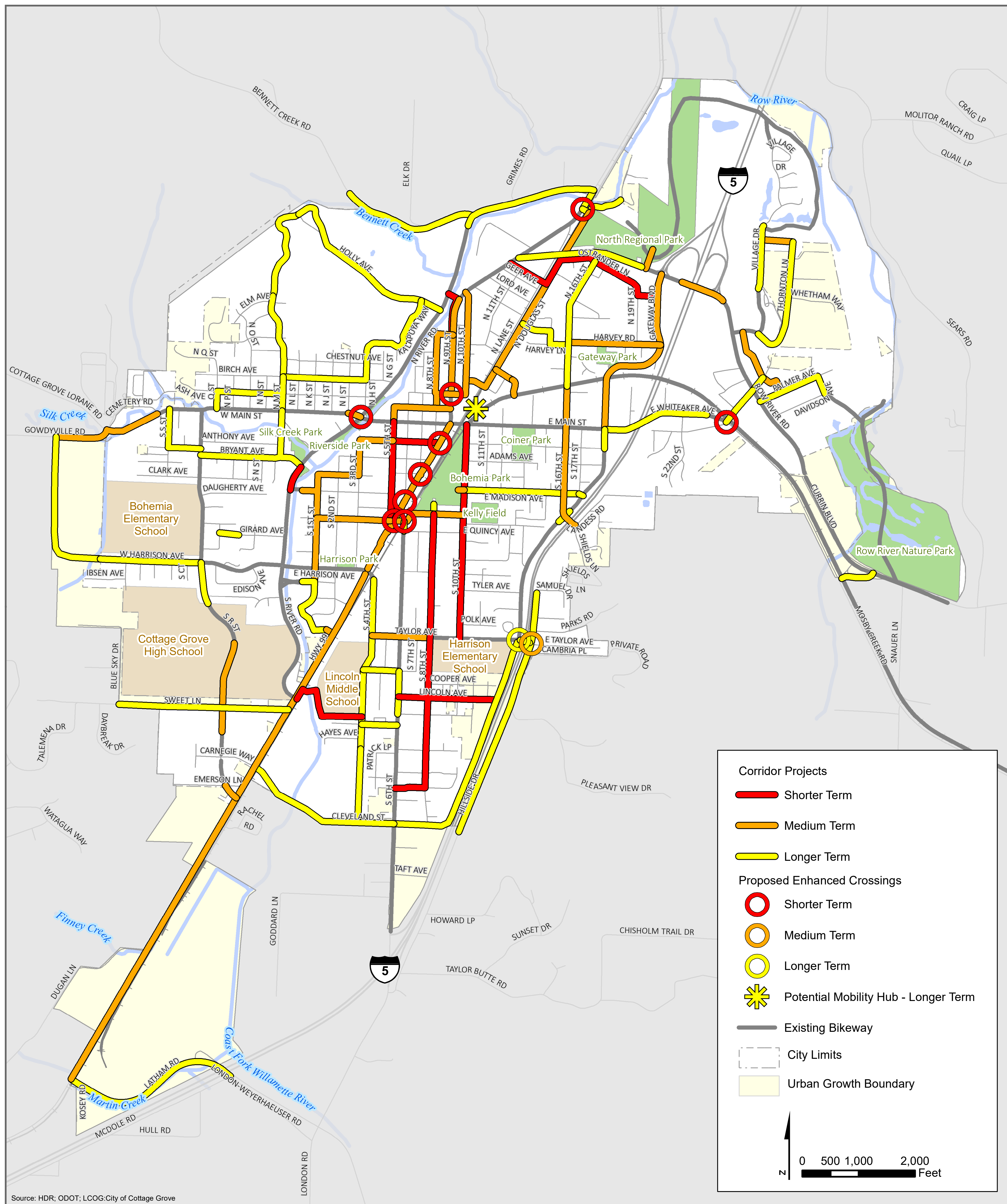
The Final Plan will identify projects to improve walking and biking in Cottage Grove. Prioritizing the projects helps the City determine where to start first. The Project team is evaluating and prioritizing potential improvements based on the following criteria:

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.

RECOMMENDED WALKWAY NETWORK PROJECT PRIORITIZATION



RECOMMENDED BIKEWAY NETWORK PROJECT PRIORITIZATION



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

CITYWIDE INITIATIVES AND PROGRAMS



Sidewalk Infill Program



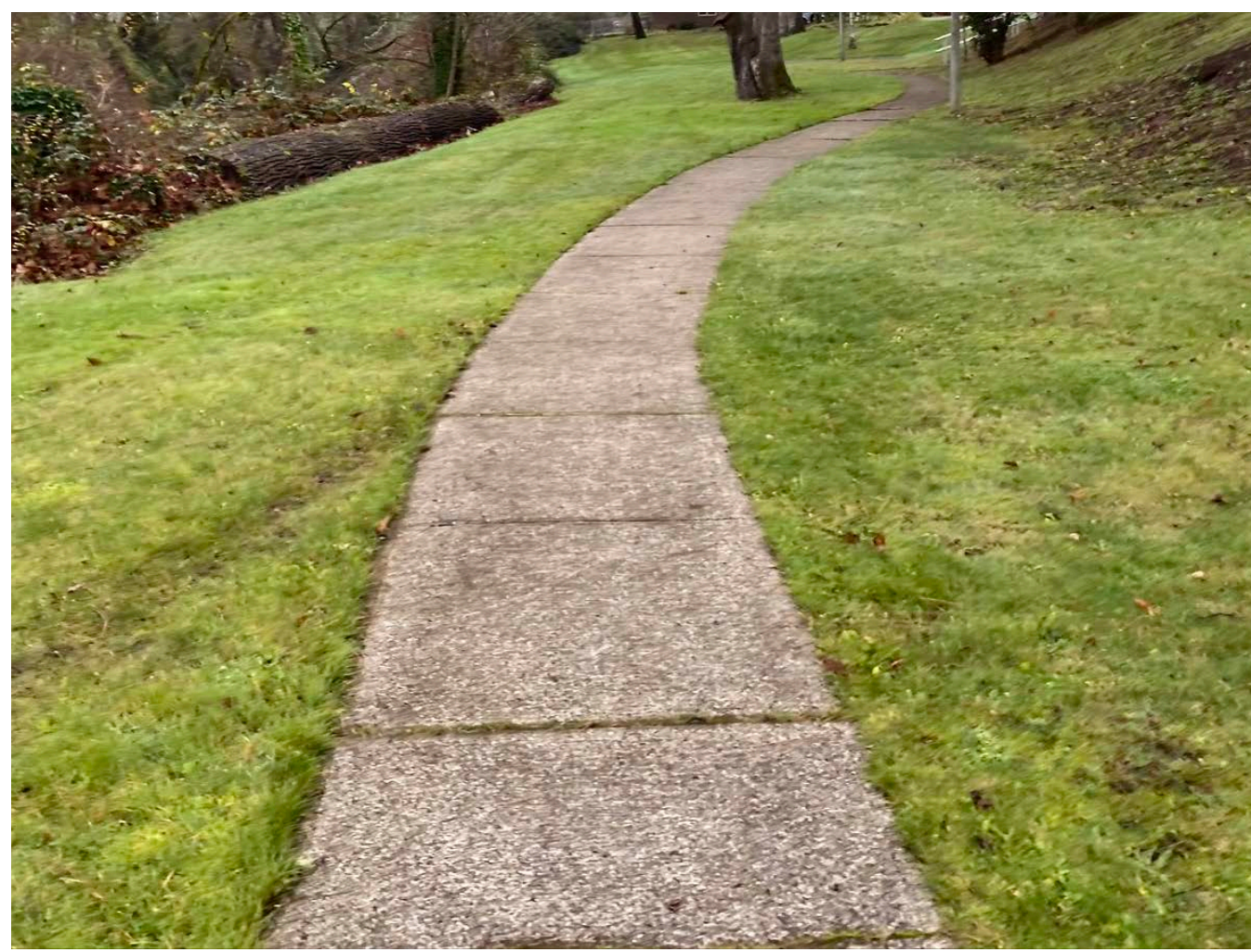
ADA Transition Plan



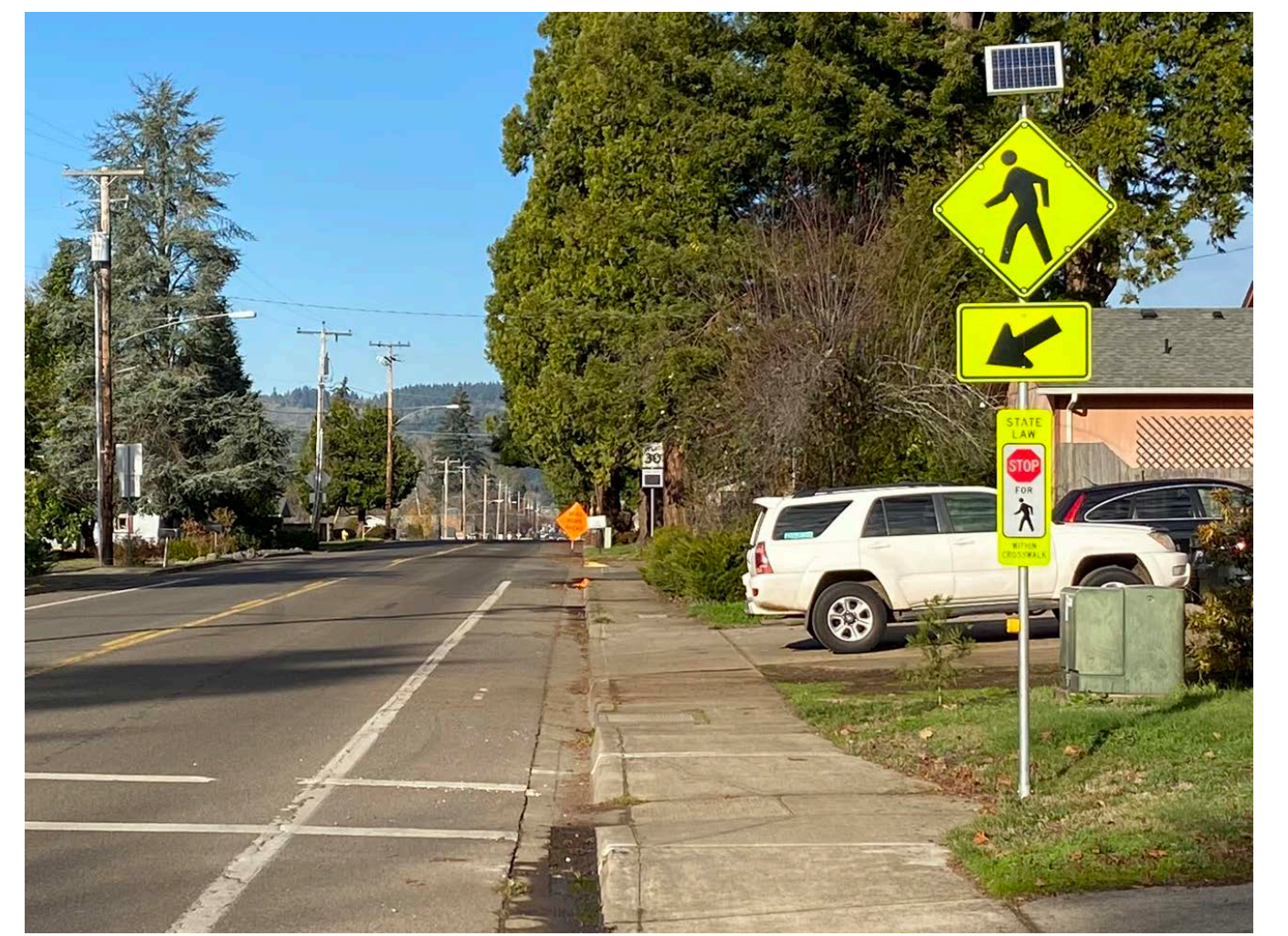
Safe Routes to School



Bicycle Parking



Ongoing Maintenance



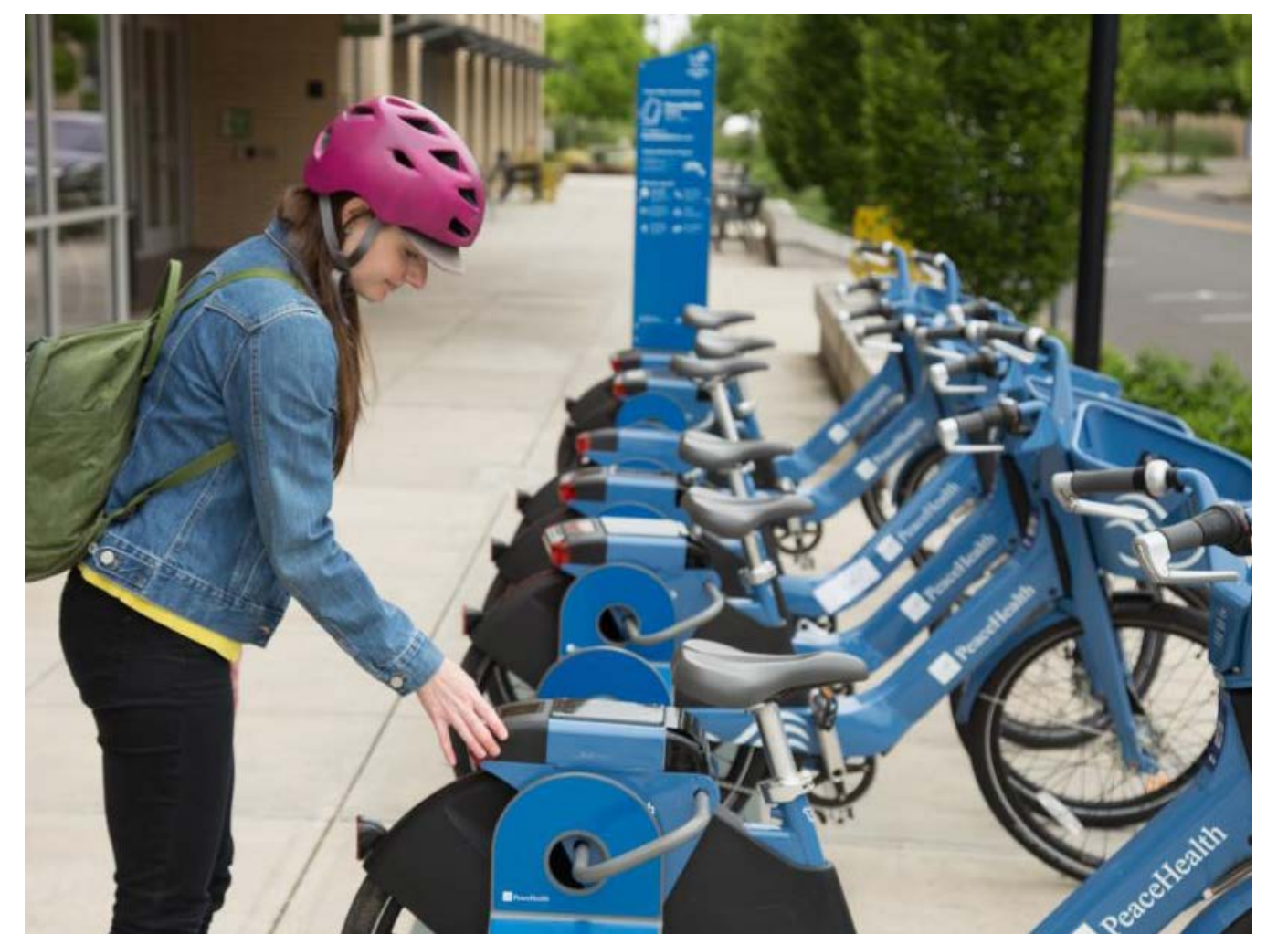
Targeted Enforcement



Transit Integration



Mobility On-Demand Pilot (LTD Connector)



Bikeshare Pilot



Marketing, Promotion, Encouragement



Ongoing Engagement



Street Design Standards Updates



Thank You

for attending the

Open House!

Learn more online at walkbikecg.com

