



Meeting Summary

Project: Cottage Grove Pedestrian & Bicycle Plan (10357863)

Subject: Project Advisory Committee Meeting #2 Summary

Date: Wednesday, May 17, 2023

Location: Virtual meeting

Invitees:	Jenna Berman, ODOT Ryan Birdseye, Birdseye Planning Group David Christopher, Cottage Grove Planning Commission Allison Crow, City of Cottage Grove Mike Fleck, Cottage Grove City Council Damien Gilbert, City of Cottage Grove Jeff Gowing, Cottage Grove Planning Commission Jim Harrison, Cottage Grove resident David Helton, ODOT Ruth Linoz, South Lane Wheels	Tina MacDonald, City of Cottage Grove Brian McCasline, South Lane School District Dana Merryday, Cottage Grove City Council Cassidy Mills, Lane County Eric Mongan, City of Cottage Grove Heather Murphy, Lane Transit District Rory Renfro, HDR Faye Stewart, City of Cottage Grove Don Strahan, Cottage Grove resident Ralph Zoeller, Cottage Grove resident
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Discussion Items:

Draft Existing and Future Conditions Memo:

- Pedestrian and bicycle network, gaps and other issues:
 - Many gaps existing on “tight streets” that are space-constrained (e.g., parking on both sides).
 - People are often observed walking in the street due to the absence of continuous sidewalks.
 - It may be difficult to justify building sidewalks on both sides of streets due to cost and potentially low usage.
 - Row River Road: Challenging crossing environment.
 - The intersections of Main Street/River Road as well as Main Street/Hwy. 99 are critical locations from a safety perspective.
 - Many opportunities exist to improve multimodal safety on Hwy. 99.
 - Areas along Hwy. 99 targeted for crossing improvements may need to focus on locations where crossings of the adjacent railroad exist.
 - Many marked crossings are worn out and need more visibility. Similar issues are occurring with the shared lane markings on Main Street.
 - The unsignalized crossings of Main Street (east of Downtown) are challenging due to visibility issues, and lack of motorist awareness of people walking.

- There is a desire for “bicycle boulevards” utilizing Cottage Grove’s network of lower-volume and lower-speed streets. Gibbs and Whitaker were cited as potential parallel options for Main Street.
- Transit:
 - Despite using Cutaway buses, South Lane Wheels (SLW) buses experience challenges when maneuvering along narrow streets with on-street parking on both sides.
 - There is a growing need for curb space in order for SLW vehicles to safely board and alight passengers with disabilities.
 - The Existing Conditions Memo needs to be updated with the following:
 - SLW does not yet operate paratransit service
 - SLW does not currently operate a fixed transit route (this should be removed from the map in the memo)
 - Lane Transit District plans to increase frequencies on Line 98.
 - The City’s recently completed Transit Development Plan (TDP) will shed light on the future of transit in Cottage Grove. The Lane Council of Governments is also developing a TDP.
- Safe Routes to School (SRTS):
 - While some residents initially expressed skepticism toward the Lincoln Middle School SRTS improvements, most residents are now happy with the improvements in place.
 - While the City would like to implement active transportation improvements at all schools, the Harrison School area has been identified as a nearer-term priority.
 - A safe and formalized crossing of Hwy. 99 and the railroad is desired between Cottage Grove High School and Lincoln Middle School.
- Ongoing/upcoming improvements:
 - The City will soon be making substantial multimodal investments on the Main Street corridor in Downtown Cottage Grove.
 - There is enthusiasm for ODOT’s recent Hwy. 99 improvements in northern Cottage Grove.

Other Comments:

- While the City has made great strides toward improving the walking and bicycling environment, many more improvements are needed.
- Members of the community have created an ad hoc committee to assess street conditions.
- ODOT has interest in exploring improvement opportunities on the southern portion of Hwy. 99, and potentially leveraging an upcoming ADA improvement project. Ideally, the Pedestrian and Bicycle Plan would identify high-priority crossing locations that can be implemented in advance of a more detailed study of Hwy. 99.
- The topic of “alternatives to sidewalks” was raised as a potential lower-cost option for improving conditions for people walking. FHWA’s Small Town and Rural Multimodal Networks Guide was cited as a resource with viable alternative options.