



Meeting Summary

Project: Cottage Grove Pedestrian & Bicycle Plan (10357863)

Subject: Project Advisory Committee Meeting #1 Summary

Date: Wednesday, February 22, 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 Vision, Goals and Objectives:

- Clarification was sought regarding the purpose of developing goals and objectives. It was mentioned that goals and objectives establish a plan's guiding principles, are used to inform the development of potential improvement options, and to establish a framework for prioritizing projects.
- Vision:
 - The vision could benefit from language that is bolder. The term, "viable" is not sufficiently strong.
- Objectives 1b and 1c:
 - The juxtaposition of these two objectives makes sense. Although identifying potential non-arterial parallel routes represents a tool for creating low-stress environments, we still need to improve conditions on the arterials themselves, as people walking and bicycling still need to access destinations on these corridors.
- Objective 1d:
 - This objective makes sense, particularly in areas with limited right-of-way.
 - It was noted that particular attention at intersections is needed for addressing conflicts between differing users.
- Objective 4b:

- Even relatively smaller-scale/low-cost improvements (e.g., adding curb ramps) can remove significant barriers for people with disabilities.

Draft Project Prioritization Criteria:

- It was mentioned that weighting the criteria equally might not result in a prioritization scheme that makes most sense for this Plan. As noted in the memo, it was mentioned that some criteria directly apply to more goals (compared with other criteria); this could be a means for weighting the criteria.
- “Land Use and Transit Linkages” criterion: Consider including healthcare locations, food access, parks and greenspaces to this criterion.

Other Comments:

- This effort should elevate the perspectives of people using the system on foot and bike, with less emphasis on people who primarily travel via driving.
- Non-technical constituents may lack a full understanding of what it takes to get a project on the ground. This effort should apply technical “street smarts” to ideas that flow in from the community.
- We may encounter pushback from non-walkers/non-cyclists if the City does not implement improvements to address deteriorating road conditions overall.
- When identifying potential improvements, the amount of available right-of-way needs to be taken into consideration.
- Cottage Grove’s recent Safe Routes to School improvements are an example of positive investments for people walking and bicycling.
- “Safety” can have different meanings for different people. As public engagement gets underway, it would be helpful to understand the backgrounds and types of bike/ped users who are offering comments.
- The Hmong community should be included among Cottage Grove’s target populations for engagement.
- It would be helpful to acknowledge tourism and economic development in the goals/objectives.
- Newer development is creating competing demands for curb space along streets. While we should be flexible with curb space management, sufficient space along the sidewalk/curb needs to be provided to facilitate boarding/alighting of transit vehicles.
- Oregon 99 is a higher priority corridor for ODOT’s Active Transportation Program.
- ODOT seeks the City’s guidance on where (along the state highway system) audible pedestrian signals should be placed.