

MEMORANDUM

TO: Mayor and City Council

FROM: Faye Stewart, Public Works & Development Director

SUBJECT: CITY COUNCIL WORKSESSION ON THE DESIGN CRITERIA FOR THE MAIN STREET REVITALIZATION PROJECT

DATE: January 18, 2023

On August 30, 2022 the City of Cottage Grove received approval notification for a \$5,000,000.00 grant to fund a rebuild of the historic Main Street from 8th Street to the bridge over the Coast Fork of the Willamette. The City will match the EDA grant dollars with an additional \$1,250,000.00 for a total project funding of \$6,250,000.00.

The Main Street Refinement Plan, which was adopted by the City Council in 2015, will guide much of the project, scheduled to begin in the fall of 2023 or spring of 2024. The project includes street repaving, frontage improvements, and new water and storm sewer utilities. These improvements include new sidewalk; new curb/gutter, pervious pavers in revised parking areas; water main; water services; storm sewer; storm sewer manholes; double lamp poles; vehicular poles with signals; pedestrian poles at crosswalks; street trees; water fountains; new pavement striping, and other improvements such as fiber network cable. The EDA Main Street Revitalization project also addresses another key component of the need for a Main Street upgrade, the lack of compliance with the Americans with Disabilities Act.

Branch Engineering is ready to start the construction drawings and is needing direction on the following three outstanding design elements, which were not finalized in the 2015 Main Street Refinement Plan.

1. Street and sidewalk width:

Branch Engineering has created three conceptual drawings. The first shows the street and sidewalk as it is today, nine and a half foot sidewalk, eight foot parking lane and a fourteen and a half foot travel lane. The second is with a twelve foot sidewalk, an eight foot parking lane and a twelve foot travel lane. The third shows a thirteen and a half foot sidewalk, a seven and a half foot parking lane and an 11 foot travel lane. City staff created perspective drawings to show the fit of pedestrians, parked vehicles and traffic. The width of the sidewalks will provide guidance on the next two design elements.

2. Corner bulb out:

The addition of bulb out corners is needed to achieve sidewalk and crosswalk ramp compliance with the Americans with Disabilities Act. All crosswalks will feature

pedestrian ramps, grade improvements, and audible signals where signals are warranted. The bulb outs will be at each intersection downtown and will provide space for a designated crossing area with wheel chair turn around ability, a more visible pedestrian crossing, and a reduction of the speed of traffic. With the addition of bulb outs there will be an impact on the turn radius and reduction in the traffic speed through the corridor. There are three examples to choose from. The choices listed were designed at the 12' sidewalk. This is not meant as a preference, it was created using the mid width option.

The first shows the maximum bulb out. This design impacts both Main Street and the side streets. This option allows the wheelchair maneuverability and increased visual of pedestrians at the Main Street crossing.

The second drawing shows the bulb out on the side streets only. While this allows for an easier wheelchair maneuverability it does not address the visual need at the Main Street crossing.


The third shows the bulb out on Main Street only. This option will address the wheelchair maneuverability and pedestrian visibility.

Included in your packet is the turning radius for each option. We have provided examples for a 40' delivery vehicle, a school bus and a 50' tractor trailer.

3. Street trees:

The drawings provided include the street tree locations as they are today and a conceptual drawing of future placement. In the conceptual drawing you will see options of as few as two trees to as many as five trees in a city block. The guidance we are looking for is the amount of trees, placement and management. We will need to take into consideration the business signage, awnings, and entrances, curbside parking, and historic neon signs.

The street trees chosen will be under the advisement of David Dougherty, Landscape Architect with DLA Inc. and reviewed by the Cottage Grove Urban Forestry committee. Branch Engineering has partnered with DLA Inc. for expert advice on the tree wells and landscaping necessary to ensure the health of the trees while preventing damage to buildings and sidewalks. Staff would like direction on management of the trees.



Richard Meyers, City Manager



Faye Stewart, Public Works &
Development Director