

# Existing Conditions

## COTTAGE GROVE AREA TRANSIT DEVELOPMENT PLAN

DATE: November 25, 2020

TO: Cottage Grove Area TDP Project Management Team

FROM: Lane Council of Governments: Kelly Clarke, Rachel Dorfman, Syd Shoaf

SUBJECT: Cottage Grove Area Existing Conditions

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## Purpose

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The intent of this Existing Conditions memo is to provide a summary of the Cottage Grove Area community and transportation system. It will serve as a framework for the Cottage Grove Area Transit Development Plan (CGA TDP) and inform project analysis and recommendations.

## Study Area

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The CGA TDP study area includes the City of Cottage Grove and its travelshed. With a population of 10,083,<sup>1</sup> Cottage Grove is the largest city in Lane County outside of the Eugene-Springfield Metropolitan Area. The City boundary covers 3.9 square miles in southern Lane County and contains a population density of 2,607 people per square mile.<sup>2</sup> The Immediate Travelshed reflects the geography within which Cottage Grove area residents travel on a regular basis to meet daily needs related to work, education, medical and social services, recreation, and shopping. The Immediate Travelshed extends south to northern Douglas County, north to the Eugene-Springfield Metropolitan Area, and east-west from Dorena and Cottage Grove Lakes to Lorane (Map 1). The Larger Travelshed extends the Immediate Travelshed area to the southwest to include Elkton and Roseburg (Map 2).

For the purposes of gathering data, the travelshed for the Cottage Grove area is represented by 11 Census Tracts<sup>3</sup> as shown on Map 3. These Census Tracts include the majority of current service trips and together they represent the larger area from which future transit services are expected to originate.

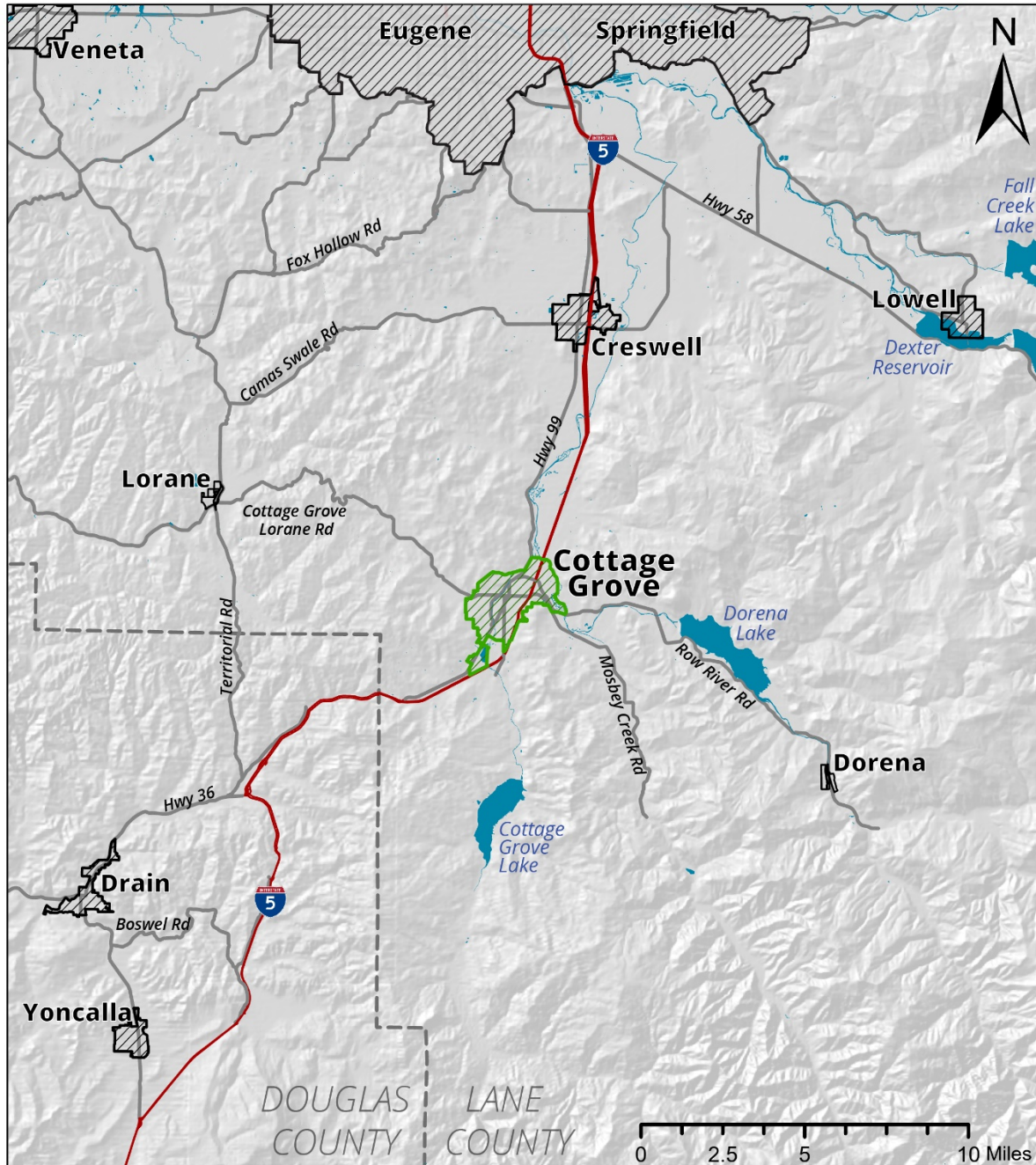
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<sup>1</sup> U.S. Bureau of the Census, American Community Survey 2018 5-Year Estimates

<sup>2</sup> U.S. Bureau of the Census, Census Reporter: Cottage Grove city, Oregon Profile







<sup>3</sup> The SLW travelshed includes nine Census tracts in southern Lane County (41039000800, 41039001101, 41039001700, 41039001102, 41039001201, 41039001202, 41039001301, 41039001302, and 41039001400) and two Census tracts in northern Douglas County (41019030000 and 41019040000).

**Map 1: Cottage Grove Area Immediate Travelshed**



## Cottage Grove Area Transit Development Plan Immediate Travelshed

The information on this map was derived from digital databases on Lane Council of Governments' regional geographic information system. Care was taken in the creation of this map, but it is provided 'as is'. LCOG cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

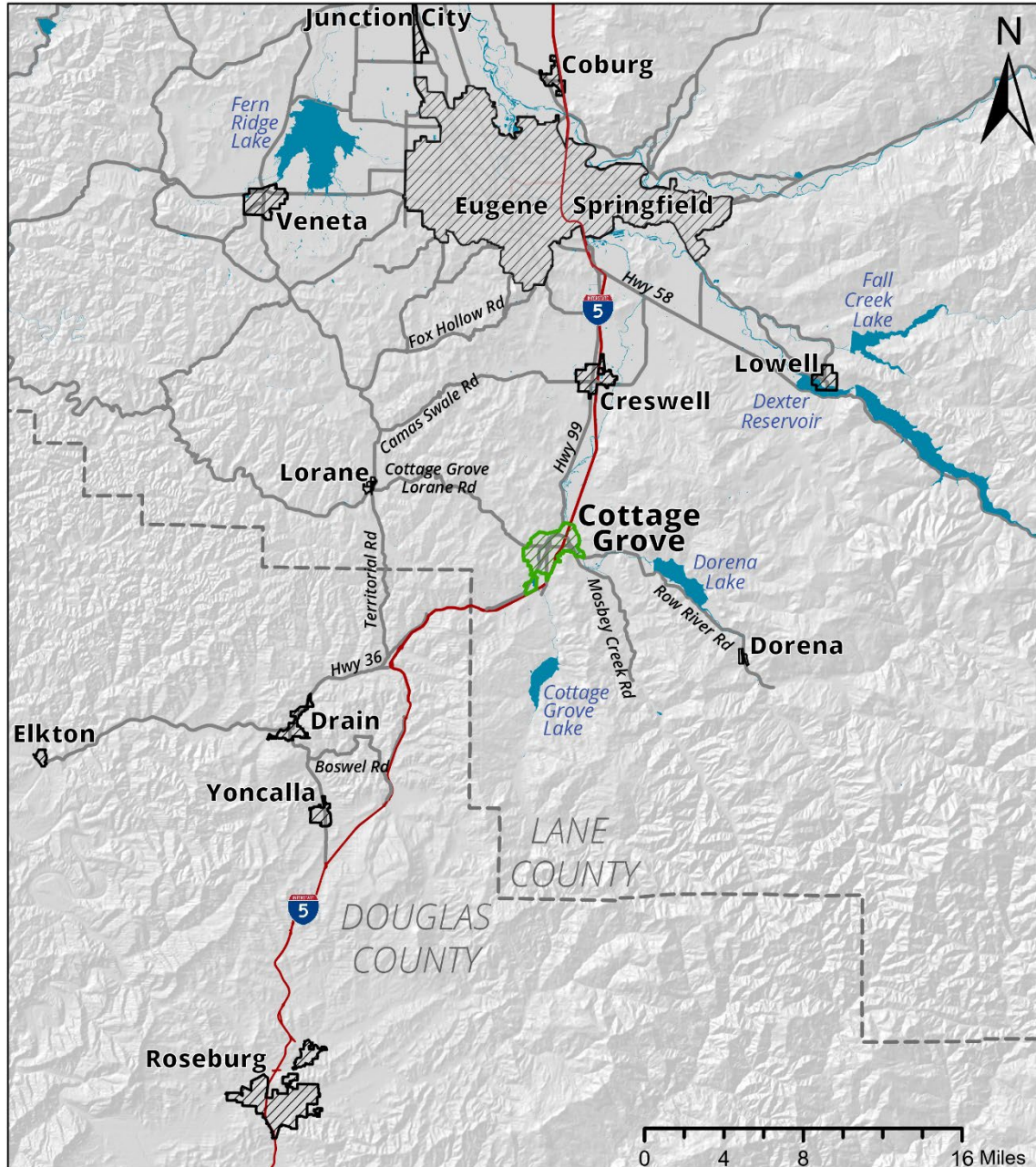
-  Urban Growth Boundaries
-  Unincorporated Community
-  Bodies of Water
-  County Boundary
-  Interstate Highways
-  Roads



Source: Lane Council of Governments GIS Services



**Map 2: Cottage Grove Area Larger Travelshed**



### Cottage Grove Area Transit Development Plan Larger Travelshed

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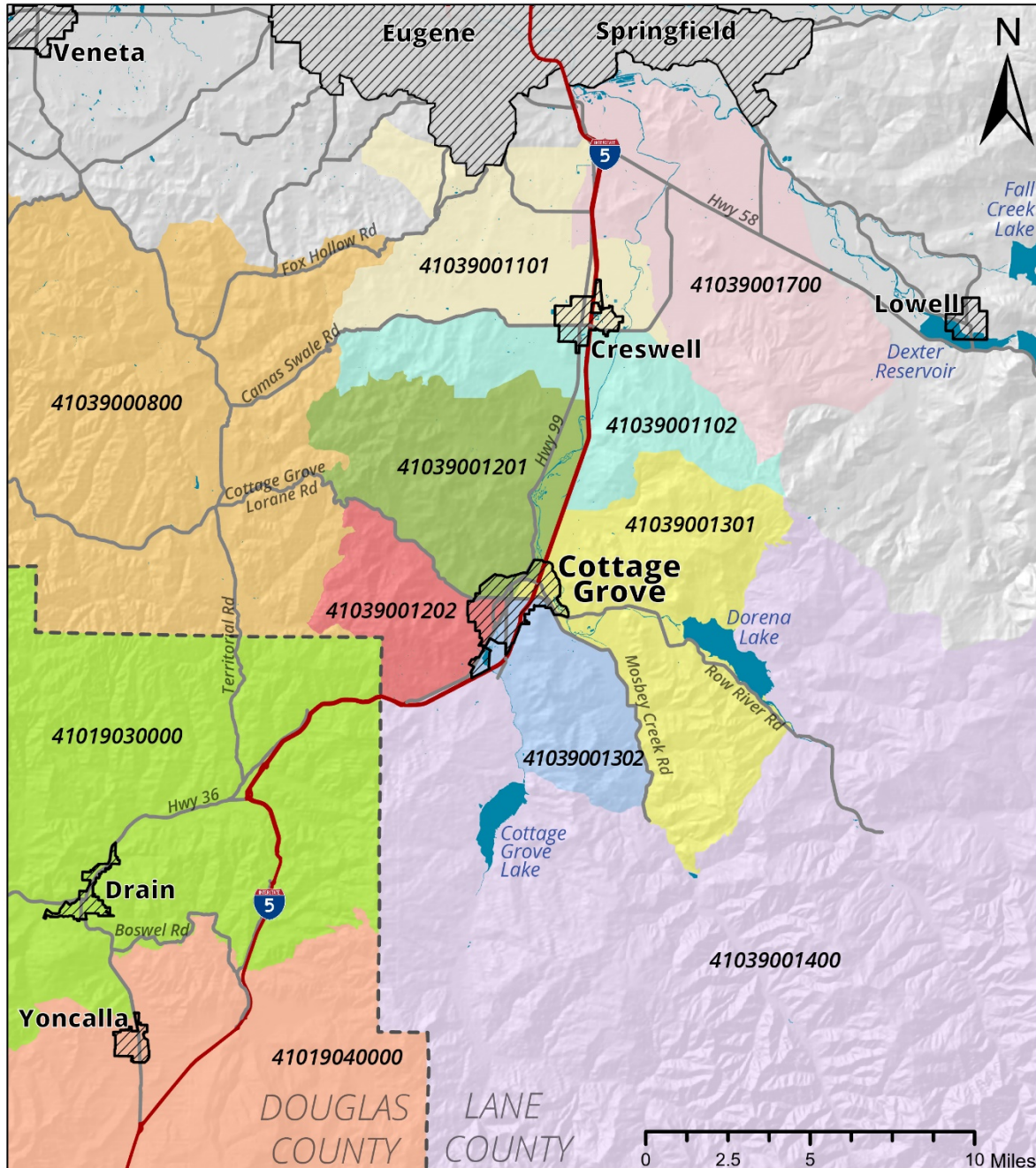
-  Urban Growth Boundaries
-  Unincorporated Community
-  Bodies of Water
-  County Boundary
-  Interstate Highways
-  Roads



Source: Lane Council of Governments GIS Services

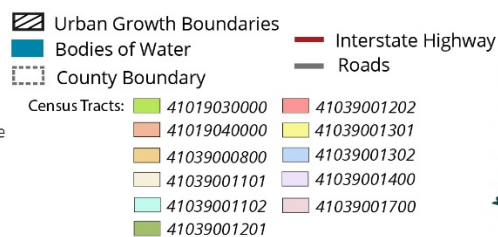


**Map 3: Census Tracts Included in Cottage Grove Area Travelshed**



### Cottage Grove Area Transit Development Plan Travelshed with Census Tracts

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Source: Lane Council of Governments GIS Services

## Community Profile

This section presents a community profile for the Cottage Grove area, including an overview of demographics, households, employment trends, and existing land use. The analysis utilizes American Community Survey (ACS) data, which, unlike the Decennial Census, produces estimates based on a sample of the population. Because ACS estimates are based on a sample rather than a count, there is a level of error inherent in ACS data; accordingly, each ACS estimate has its own margin of error (MOE). ACS margins of error are based on a 90-percent confidence level, and confidence bounds can be created by adding or subtracting the MOE from each estimate. For some detailed tabulations, and especially for smaller geographies, MOEs can be quite large relative to the estimate. The Census recommends against using data when the MOE is larger than the estimate. The following analysis follows this recommendation.

### Demographic Overview

Table 1 provides a demographic overview of Cottage Grove, the travelshed, and, for context, Oregon as a whole. Cottage Grove, which represents roughly 25% of the travelshed population, has a median income of \$47,316 compared to \$59,393 statewide (including the Portland Metro area). The median home value is \$180,200 compared to \$287,300 statewide. The unemployment rate is 5.3% in Cottage Grove compared to 4.0% in the travelshed and 3.7% statewide.

**Table 1: Demographic Overview, 2018**

	Cottage Grove	Travelshed	Oregon
<b>Total population</b>	10,083	41,931	4,081,943
<b>Median age</b>	39	--	39.2
<b>Median household income</b>	\$47,316	--	\$59,393
<b>Median home value</b>	\$180,200	--	\$287,300
<b>Occupied housing units</b>	3,968	16,840	1,591,835
<b>Owner-occupied</b>	64%	75%	62%
<b>Renter-occupied</b>	36%	25%	38%
<b>Unemployment Rate</b>	5.3%	4.0%	3.7%

Source: U.S. Bureau of the Census, 2018 ACS 5-Year Estimates (Tables S0101, DP04, DP03)

Note: Because the travelshed includes 11 Census Tracts, median figures cannot be calculated.

### Population

Population growth and population density are important indicators of a community's need for public transportation services. These indicators can help providers understand and anticipate current and future demand for services. Expected growth in population may indicate a growth in demand for services, while population density can identify neighborhoods and destinations that can or should be included on transit routes.

Tables 2 and 3 show historic and projected growth in Cottage Grove, Creswell, Lane County, Douglas County, and Oregon. Over the 18-year period from 2000 to 2018, Creswell, the second largest city inside

the travelshed area, experienced the greatest growth (48%). Cottage Grove and the state of Oregon both experienced 19% growth, while Lane County and Douglas County are forecasted to increase by 14% and 10% respectively. All five geographies experienced more growth in the period from 2000 to 2010 than from 2010 to 2018; notably, Creswell grew by 41% from 2000 to 2010, compared with 5% in the following eight years. From 2018 to 2040, the populations of Cottage Grove and Creswell are expected to grow at an average annual growth rate of 0.5% and 1.2%<sup>4</sup>, respectively, leading to 14% growth in Cottage Grove and 38% growth in Creswell over that timeframe. Lane County and Douglas County are both expected to grow by 13%, which is lower than the state's expected growth of 24%.

**Table 2: Historic population growth, 2000 to 2018**

	2000	2010	2018	Change 2000-2010	Change 2010-2018	Change 2000-2018
<b>Cottage Grove</b>	8,445	9,686	10,083	15%	4%	19%
<b>Creswell</b>	3,579	5,031	5,291	41%	5%	48%
<b>Lane County</b>	322,959	351,715	368,882	9%	5%	14%
<b>Douglas County</b>	100,399	107,667	110,283	7%	2%	10%
<b>Oregon</b>	3,421,399	3,831,074	4,081,943	12%	7%	19%

Source: U.S. Bureau of the Census, 2000 DEC Summary File 1 (Table P001), 2010 DEC Summary File 1 (Table P1) and 2018 ACS 5-Year Estimates (Table S0101)

**Table 3: Projected population growth, 2018 to 2040**

	2018	2040	Change
<b>Cottage Grove</b>	10,083	11,450	14%
<b>Creswell</b>	5,291	7,300	38%
<b>Lane County</b>	368,882	417,901	13%
<b>Douglas County</b>	110,283	125,169	13%
<b>Oregon</b>	4,081,943	5,044,000	24%

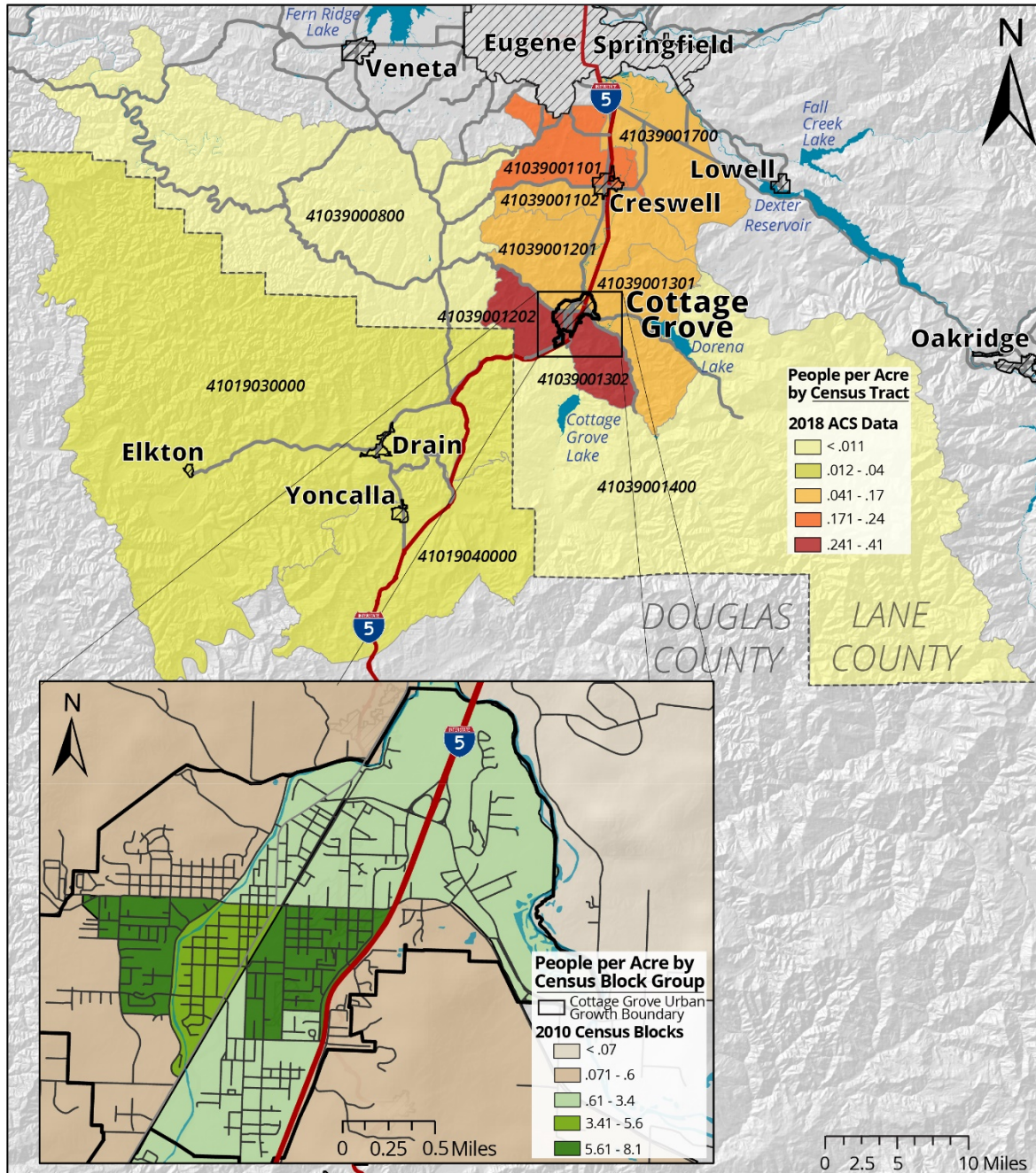
Source: U.S. Bureau of the Census 2018 ACS 5-Year Estimates (Table S0101) and PSU Coordinated Population Forecast for Lane County, 2018 to 2068

Map 4 shows population density per acre by Census Tract in the Cottage Grove area. In the larger travelshed area on Map 4, most of the population density is centered around the cities of Cottage Grove and Creswell along the I-5 corridor. The larger Census Tracts south and west of Cottage Grove are predominantly rural, with fewer people per acre. The inset shows population density by Census Block Group inside City limits. Population density is highest in the central part of Cottage Grove west of I-5.

<sup>4</sup> Portland State University Coordinated Population Forecast for Lane County, 2018 to 2068



**Map 4: Population Density in the Cottage Grove Area**



## Cottage Grove Area Transit Development Plan Population Density

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- Urban Growth Boundaries
  - Bodies of Water
  - County Boundary
  - Interstate Highway
  - Roads
- Census Tracts:**
- < .011
  - .012 - .04
  - .041 - .17
  - .171 - .24
  - .241 - .41
- Census Block Groups:**
- < .07
  - .071 - .6
  - .61 - 3.4
  - 3.41 - 5.6
  - 5.61 - 8.1

## TRANSIT-SUPPORTIVE POPULATIONS

Lack of transportation can be a significant barrier to accessing employment, healthcare, education, and other public services, particularly in rural areas. Transit fills a critical mobility gap for populations who do not have access to a personal vehicle to meet their needs. Understanding which populations may be more likely to rely on public transportation can provide clues to demand for transit in a community. Transit-supportive populations include people over 65 or under 18, people of color, people with limited English proficiency, people with a disability, people with low to moderate incomes, households with no vehicles available, and veterans. Understanding the growth or decline in transit-supportive populations, as well as their spatial distribution, can help transit planners prioritize development that meets the unique mobility needs of vulnerable populations.

In addition to market analysis, tracking transit-supportive populations within the service area is critical to ensuring compliance with Federal non-discrimination requirements. Title VI of the Civil Rights Act of 1964 prohibits “discrimination on the basis of race, color, and national origin, including matters related to language access for limited English proficient (LEP) persons”.<sup>5</sup> Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* of 1994 builds on Title VI and is intended “to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects.”<sup>6</sup> All state, local, regional, public, and private providers of fixed-route public transportation that receive Federal Transit Authority (FTA) funding are required to submit a Title VI Program detailing their compliance with Title VI requirements every three years. Similarly, all FTA grant recipients are required to integrate Environmental Justice into decision-making and environmental review. In order to meet these obligations, transit providers should understand key demographic indicators for minority,<sup>7</sup> low-income,<sup>8</sup> and limited English proficient (LEP)<sup>9</sup> populations.

Table 4 provides an overview of transit-supportive populations in Cottage Grove, the travelshed, and Oregon. Following are some key takeaways:

- The share of the population over 65 is greater in the travelshed (22%) than Cottage Grove (16%).
- The share of the population under 18 is higher in Cottage Grove (24%) than the travelshed (20%).
- Cottage Grove and the travelshed both have resident populations that are 92% white and 8% non-white.

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<sup>5</sup> FTA Circular 4702.1B: Title VI Requirements and Guidelines for FTA Recipients (p. 12)

<sup>6</sup> FTA Circular 4703.1: Environmental Justice Policy Guidance for Federal Transit Administration Recipients (p. 3)

<sup>7</sup> According to FTA Circular 4703.1 (2012), “minority includes persons who are American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander.”

<sup>8</sup> According to FTA Circular 4703.1 (2012), “low-income means a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.” Providers may also develop a local threshold based on FTA grant program guidelines (family income at or below 150% of federal poverty) or a percentage of area median income, as long as the local threshold meets HHS poverty guidelines at a minimum.

<sup>9</sup> According to FTA Circular 4702.1B (2012), Limited English Proficient (LEP) persons include those who report speaking English “less than very well,” “not well,” or “not at all” on the United States Census.



- More residents report having a disability in Cottage Grove and the travelshed (21% each) than Oregon (15%).
- Cottage Grove has a higher share of low-income individuals than the travelshed at all three measures of poverty. A greater share of individuals in both Cottage Grove and the travelshed live in poverty compared with the state.<sup>10</sup>
- At 12%, Cottage Grove has twice the share of occupied housing units with no vehicles available compared with the larger travelshed (6%).
- The share of veterans in Cottage Grove (10%) and the travelshed (12%) are larger than Oregon (9%).

**Table 4: Overview of Transit-Supportive Populations, 2018**

	Cottage Grove		Travelshed		Oregon	
	#	%	#	%	#	%
<b>Total population</b>	10,083	100%	41,931	100%	4,081,943	100%
<b>65 or older</b>	1,602	16%	9,357	22%	682,546	17%
<b>18 or younger</b>	2,388	24%	8,452	20%	868,178	21%
<b>Non-white population</b>	853	8%	3,250	8%	636,010	16%
<b>Population speaking English less than "very well"</b>	342	4%	Not available*	Not available*	224,339	6%
<b>Noninstitutionalized population with disability**</b>	2,104	21%	8,838	21%	584,576	15%
<b>Individuals whose income in the past 12 months is below poverty level***</b>	2,120	21%	6,387	15%	565,247	14%
<b>Individuals with incomes below 150% of Federal poverty level***</b>	3,506	35%	11,464	28%	932,926	23%
<b>Individuals with incomes below 200% of Federal poverty level***</b>	4,515	45%	15,525	37%	1,302,201	33%
<b>Housing units with no vehicles available</b>	482	12%	966	6%	119,031	8%
<b>Veterans****</b>	737	10%	4,065	12%	288,540	9%

Source: U.S. Bureau of the Census, 2018 ACS 5-Year Estimates (Tables S0101, DP02, DP04, B02001, S1810, S1701)

\*Figures reported by the Census not statistically significant

\*\*Percentages calculated based on total noninstitutionalized populations for each geography

\*\*\*Percentages calculated based on population for whom poverty status is determined

\*\*\*\*Percentages calculated based on civilian population 18 years and older

Table 5 shows the change over time in the populations under 18 and over 65 in Cottage Grove, the travelshed, and Oregon between 2010 and 2018. The population under 18 grew modestly in Cottage Grove (1%) and Oregon (0.2%) while declining by 4% in the travelshed. The population over 65, meanwhile, changed relatively little in Cottage Grove (0.4%) but grew dramatically in the travelshed (23%) and the state (28%). The negative growth for residents under 18 and large positive growth for residents over 65 in the travelshed indicate an aging of the overall population in the broader study area.

<sup>10</sup> There are many ways of measuring poverty, each with its own set of benefits and limitations. The three measures of poverty presented in Table 4 are included to provide Cottage Grove with those most relevant for different reporting requirements and funding opportunities.

**Table 5: Population Over 65 and Under 18 Change Over Time, 2010 to 2018**

	Under 18			Over 65		
	2010	2018	Change	2010	2018	Change
<b>Cottage Grove</b>	2,364	2,388	1%	1,596	1,602	0.4%
<b>Travelshed</b>	8,836	8,452	-4%	7,618	9,357	23%
<b>Oregon</b>	866,453	868,178	0.2%	533,533	682,546	28%

Source: U.S. Bureau of the Census, 2010 DEC Summary File 1 (Table P12) and 2018 ACS 5-Year Estimates (Table S0101)

Table 6 shows the change over time for the non-white populations of Cottage Grove, the travelshed, and Oregon. Between 2010 and 2018, the non-white population grew by 29% in the travelshed and by 17% statewide while the non-white population in Cottage Grove grew by 2%.

**Table 6: Non-White Population Change Over Time, 2010 to 2018**

	2010	2018	Change
<b>Cottage Grove</b>	836	853	2%
<b>Travelshed</b>	2,512	3,250	29%
<b>Oregon</b>	541,675	636,010	17%

Source: U.S. Bureau of the Census, 2010 and 2018 ACS 5-Year Estimates (Table S0101)

Table 7 shows the change over time in the limited English proficient (LEP) populations of Cottage Grove and Oregon.<sup>11</sup> The population speaking English less than “very well” in Cottage Grove increased dramatically between 2010 and 2018. This large increase may be influenced by a large margin of error (MOE). Figures for the travelshed are not available due to MOEs exceeding estimates. Estimates for population speaking English less than “very well” for Cottage Grove also have high MOEs, which may contribute to the strikingly large percent change between 2010 and 2018. By comparison, the LEP population of Oregon changed very little during that time.

**Table 7: Population Speaking English Less Than "Very Well" Change Over Time, 2010 to 2018**

	2010	2018	Change
<b>Cottage Grove</b>	115	342	197%
<b>Travelshed</b>	Not available*	Not available*	Not available*
<b>Oregon</b>	223,960	224,339	0.2%

Source: U.S. Bureau of the Census, 2010 and 2018 ACS 5-Year Estimates (Table DP02)

\*Figures reported by the Census not statistically significant

Table 8 shows the change over time in the populations with a disability in Cottage Grove, the travelshed, and Oregon. Between 2012 and 2018, all three geographies saw increases in the number of residents with a disability, with the travelshed experiencing the largest increase (16%).

<sup>11</sup> The margins of error in the travelshed were too high to conduct a statistically significant analysis – for several of the Census Tracts, the margin of error was larger than the estimate. The US Census Bureau recommends against using data where the margin of error is larger than the estimate.

**Table 8: Civilian Noninstitutionalized Population with Disability Change Over Time, 2012 to 2018**

	2012*	2018	Change
<b>Cottage Grove</b>	1,887	2,104	11%
<b>Travelshed</b>	7,629	8,838	16%
<b>Oregon</b>	511,297	584,576	14%

Source: U.S. Bureau of the Census, 2012 (Table S1810) and 2018 ACS 5-Year Estimates (Table DP02)

\*Note: Table DP02 does not report on disability figures in 2010 and Table S1810 was not published for ACS 5-Year Estimates until 2012.

Table 9 shows the change over time for three poverty indicators in Cottage Grove, the travelshed, and Oregon. Between 2012 and 2018, the population living below the Federal poverty level decreased dramatically in the travelshed (-37%), while increasing in Cottage Grove by 16%. In fact, the number of individuals at each of the three poverty thresholds in Cottage Grove increased between 2012 and 2018.

**Table 9: Poverty Change Over Time, 2012 to 2018**

	Individuals whose income in the past 12 months is below poverty level			Individuals with incomes below 150% of Federal poverty level			Individuals with incomes below 200% of Federal poverty level		
	2012*	2018	Change	2012*	2018	Change	2012*	2018	Change
<b>Cottage Grove</b>	1,833	2,120	16%	3,044	3,506	15%	4,331	4,515	4%
<b>Travelshed</b>	6,001	3,796	-37%	10,575	11,464	8%	15,741	15,525	-1%
<b>Oregon</b>	584,059	565,247	-3%	959,292	932,926	-3%	1,333,734	1,302,201	-2%

Source: U.S. Bureau of the Census, 2012 and 2018 ACS 5-Year Estimates (Table S1701)

\*Note: The U.S. Census Bureau has identified a processing error that affects the 2010 ACS 5-Year Estimates for Table S1701. As a result, the affected datasets were removed on April 26, 2016. The error was corrected for ACS 5-Year Estimates beginning in data year 2012.

Table 10 shows change over time in the number of housing units with no vehicle available in Cottage Grove and Oregon.<sup>12</sup> The number of housing units without a vehicle increased in both Cottage Grove and the state between 2010 and 2018. Cottage Grove saw a 26% increase in the number of units with no vehicle available.

**Table 10: Housing Units with No Vehicle Available Change Over Time, 2010 to 2018**

	2010	2018	Change
<b>Cottage Grove</b>	383	482	26%
<b>Travelshed</b>	Not Available*	Not Available *	Not Available *
<b>Oregon</b>	114,118	119,031	4%

Source: U.S. Bureau of the Census, 2010 ACS 5-Year and 2018 ACS 5-Year Estimates (Table DP04)

\*Figures reported by the Census not statistically significant

<sup>12</sup> The margins of error in the travelshed were too high to conduct a statistically significant analysis – for several of the Census Tracts, the margin of error was larger than the estimate. The US Census Bureau recommends against using data where the margin of error is larger than the estimate.

Table 11 shows change over time in the veteran population in Cottage Grove, the travelshed, and Oregon. The share of the civilian population 18 or older who are veterans is decreasing in each geography. Overall, the veteran populations in Cottage Grove and the travelshed have dropped by 10% and 9%, respectively, while the state of Oregon's veteran population decreased by 17%.

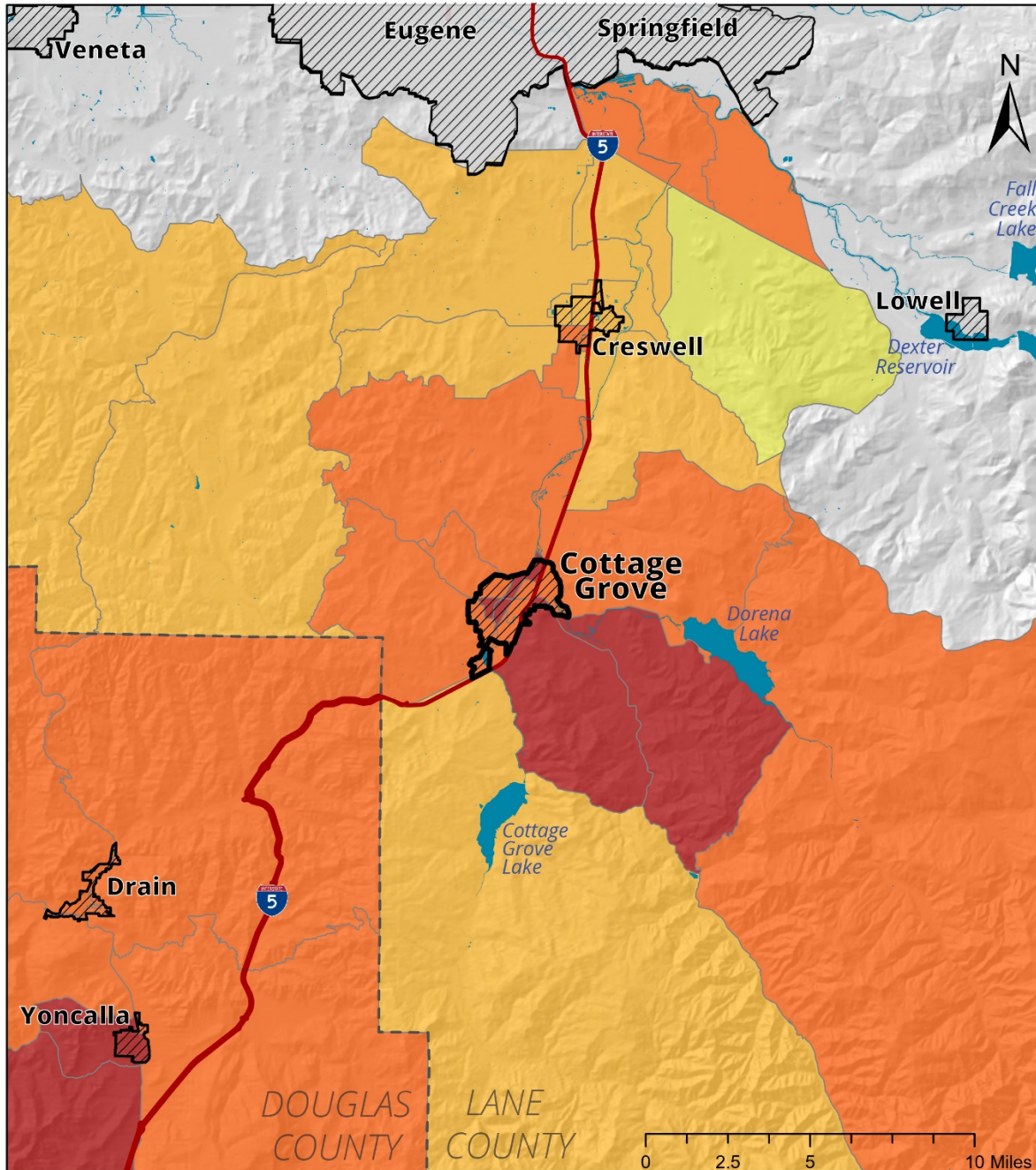
**Table 11: Civilian Population 18 or Older Who are Veterans Change Over Time, 2010 to 2018**

	2010	2018	Change
<b>Cottage Grove</b>	822	737	-10%
<b>Travelshed</b>	4,488	4,065	-9%
<b>Oregon</b>	345,700	288,540	-17%

Source: U.S. Bureau of the Census, 2010 ACS 5-Year and 2018 ACS 5-Year Estimates (Table DP02)

Map 5 shows concentrations of Title VI Communities of Concern in the travelshed. According to the Title VI definition, Communities of Concern are those with high concentrations of one or more of the following four socio-economic factors: minority population, households in poverty, elderly population, and people with disabilities. The map shows Census Block Groups where the share of residents for one or more of these factors is higher than the average across the entire travelshed. Figure 1 is a bar graph that shows how each Block Group compares to the overall distributions of the four factors within the shown census tracts.

**Map 5: Title VI Communities of Concern in the Immediate Travelshed**







### Cottage Grove Area Transit Development Plan Title VI Communities of Concern

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-  Urban Growth Boundaries
-  Bodies of Water
-  County Boundary
-  Interstate Highway

Number of Socio-Economic Factors by Block

-  0
-  1
-  2
-  3



Source: Lane Council of Governments GIS Services



**Figure 1: Block Group Comparison by Factor**



Source: Lane Council of Governments GIS Services

## Employment

Table 12 shows the growth in employment among the population 16 years and older in Cottage Grove, the travelshed, and Oregon between 2010 and 2018. The number of employed individuals in the state of Oregon grew 10% during that time period, compared with 4% growth in Cottage Grove and a decline of 3% in the travelshed. The Oregon Employment Department (OED) provides ten-year employment forecasts by industry for the county. Total employment across Lane County is projected to grow 11% from 2017 to 2027, with the largest growth in Construction (25%) followed by Private Educational and Health Services (17%). According to the Cottage Grove Transportation System Plan, employment within the Cottage Grove UGB is expected to grow to 4,916 by 2035. Significant employment growth is expected along OR-99 between the UGB and East Harrison Avenue in the southwest, on either side of Row River Road, and near the Cottage Grove Connector at OR-99 in the north.

**Table 12: Employment Growth, 2010 to 2018**

	2010	2018	% Change
<b>Cottage Grove</b>	4,024	4,184	4%
<b>Travelshed</b>	17,491	16,999	-3%
<b>Oregon</b>	1,763,324	1,934,643	10%

Source: U.S. Bureau of the Census, 2010 ACS 5-Year and 2018 ACS 5-Year Estimates (Table DP03)

Table 13 shows employment by sector in the travelshed. There are 1,312 establishments that provide 9,055 jobs located inside the travelshed boundaries. The top five industries account for 63% of jobs. The average annual wage across all sectors is \$36,785. Public Administration and Mining, Quarrying, and Oil and Gas Extraction pay the highest average annual wages at \$70,518 and \$62,971, respectively.



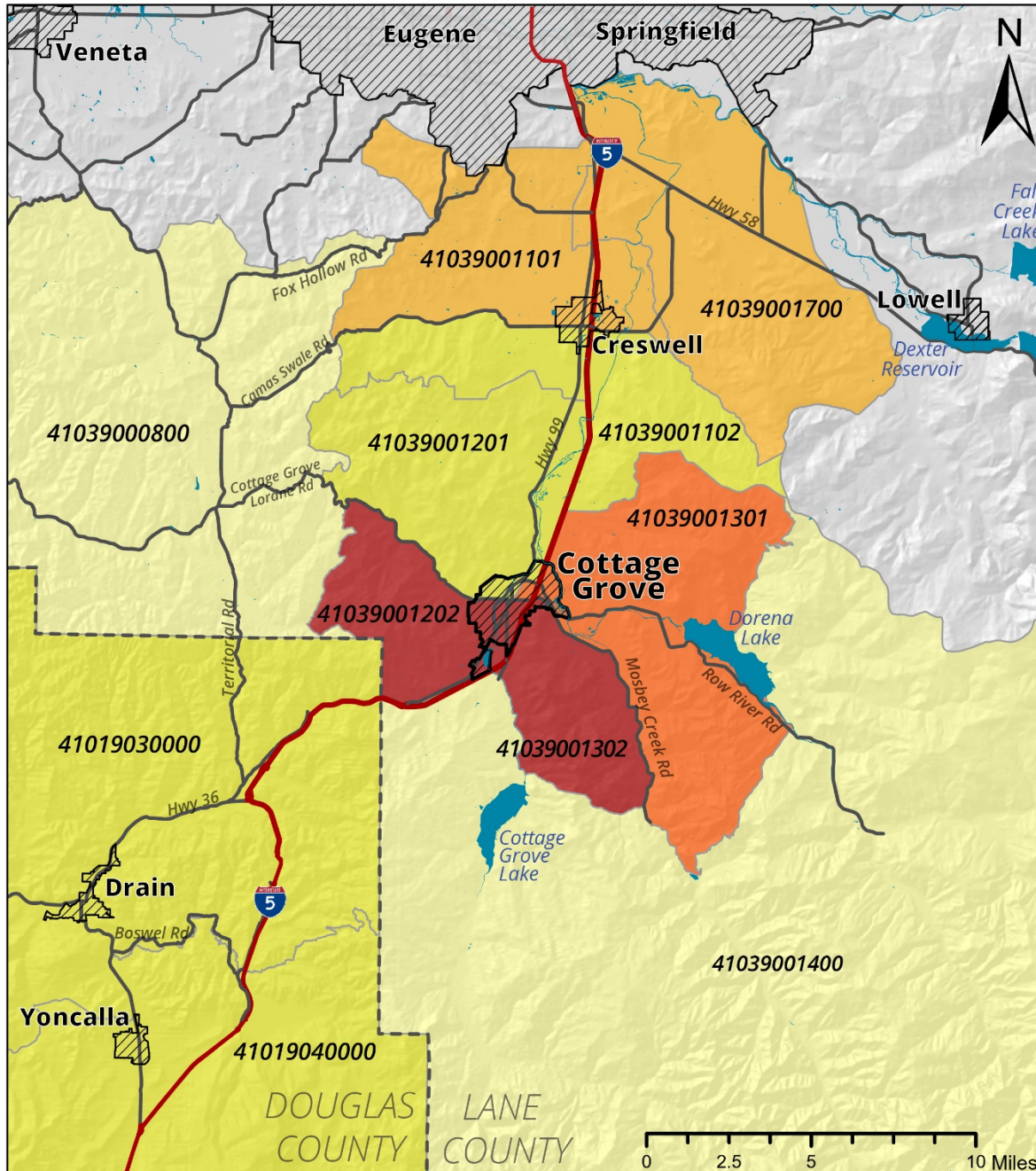
**Table 13: Travelshed Employment by Sector, 2018**

Industry Group	Establishments	Average Annual Employment	Average Annual Wage
All Sectors	1,312	9,055	\$36,785
Manufacturing	56	1,386	\$51,465
Retail Trade	123	1,334	\$27,415
Accommodation and Food Services	89	1,002	\$16,422
Educational Services	44	982	\$37,883
Health Care and Social Assistance	105	981	\$31,085
Construction	175	718	\$45,556
Transportation and Warehousing	41	528	\$50,907
Other Services (except Public Administration)	252	463	\$25,281
Agriculture, Forestry, Fishing and Hunting	100	441	\$35,732
Administrative and Support and Waste Management and Remediation Services	50	252	\$32,794
Public Administration	14	229	\$70,518
Professional, Scientific, and Technical Services	78	179	\$36,551
Arts, Entertainment, and Recreation	23	136	\$17,720
Finance and Insurance	41	122	\$54,562
Real Estate and Rental and Leasing	43	92	\$26,193
Wholesale Trade	30	86	\$54,157
Information	18	58	\$53,920
Mining, Quarrying, and Oil and Gas Extraction	5	27	\$62,971
Utilities	6	16	\$46,187
Management of Companies and Enterprises	6	16	\$52,958
Unclassified	13	7	N/A

Source: Oregon Employment Department

Map 6 shows employment density in the Cottage Grove area. The Census Tracts covering Cottage Grove have the most employees per acre. Within Cottage Grove City limits, Census Block Groups bordering OR-99, I-5, and Row River Road have the highest employment densities.

**Map 6: Employment Density in the Cottage Grove Area**



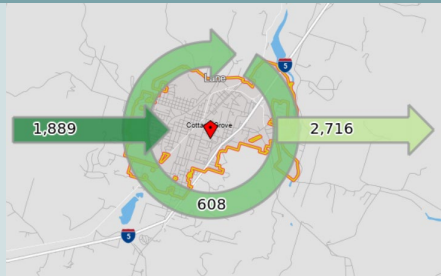
Source: Lane Council of Governments GIS Services

## Commute Flows

The American Community Survey (ACS) asks respondents about their primary work location, and, when this information is paired with the workers' residence location, commute flow is generated. Commute flow can help to understand the interconnectedness of communities within the travelshed and rates at which people are commuting between them. They can help to identify transportation needs and to make decisions when planning and implementing public transportation services.

Table 14 shows commute flows for Cottage Grove. More workers are commuting from Cottage Grove than are commuting into the area for work. This is to be expected given the travelshed's location in proximity to a major urban area. The majority of workers employed in Cottage Grove (76%) live outside city limits and commute in for work, while 82% of Cottage Grove residents commute beyond city limits for work. The mean travel time to work for residents of Cottage Grove is nearly 21 minutes; 81% drive to work in a car, truck, or van (65.4% drive alone and 16.1% commute via carpool).<sup>13</sup>

**Table 14: Commuter flows in Cottage Grove<sup>14</sup>**

	#	%	
<b>Workers Employed in Cottage Grove</b>	<b>2,497</b>	<b>100%</b>	
Employed in Cottage Grove but Living Outside	1,889	76%	
Employed and Living in Cottage Grove	608	24%	
<b>Workers Living in Cottage Grove</b>	<b>3,324</b>	<b>100%</b>	
Living in Cottage Grove but Employed Outside	2,716	82%	
Living and Employed in Cottage Grove	608	18%	

Source: OnTheMap, LEHD Census

## Land Use

Land use plays a key role in transit planning. The way land is developed and planned for directly affects travel demand and ridership. Land use and development in Cottage Grove are guided by the City's adopted Comprehensive Plan and implemented by the Development Code. The Comprehensive Plan's plan designations represent categories, such as industrial and low density residential, that direct where specific land use activity should occur (Figure 2). Plan designations are implemented by the Development Code, which defines allowed uses, intensity of development, and design standards. An understanding of land use and development patterns is key to identifying areas that may support service expansion due to higher densities or a mix of residential and non-residential uses. It may also help identify areas where there is a need for better coordination between transit investments and land use planning.

<sup>13</sup> Source: U.S. Bureau of the Census, 2018 ACS 5-Year Estimates (Table DP03)

<sup>14</sup> Employment figures from the Oregon Employment Department (OED) rely on OnTheMap and Longitudinal Employer-Household Dynamics, so employment figures differ slightly from Census figures.

## EXISTING LAND USE AND DEVELOPMENT

Cottage Grove's comprehensive plan establishes the following plan designations (Figure 2):

L – Low Density Residential	B – Central Business District
M – Median Density Residential	C – Community Commercial
H – High Density Residential	I – Industrial
RC – Residential Commercial	Q – Other, Public and Semi-Public
T – Tourist Commercial	P – Parks and Open Spaces

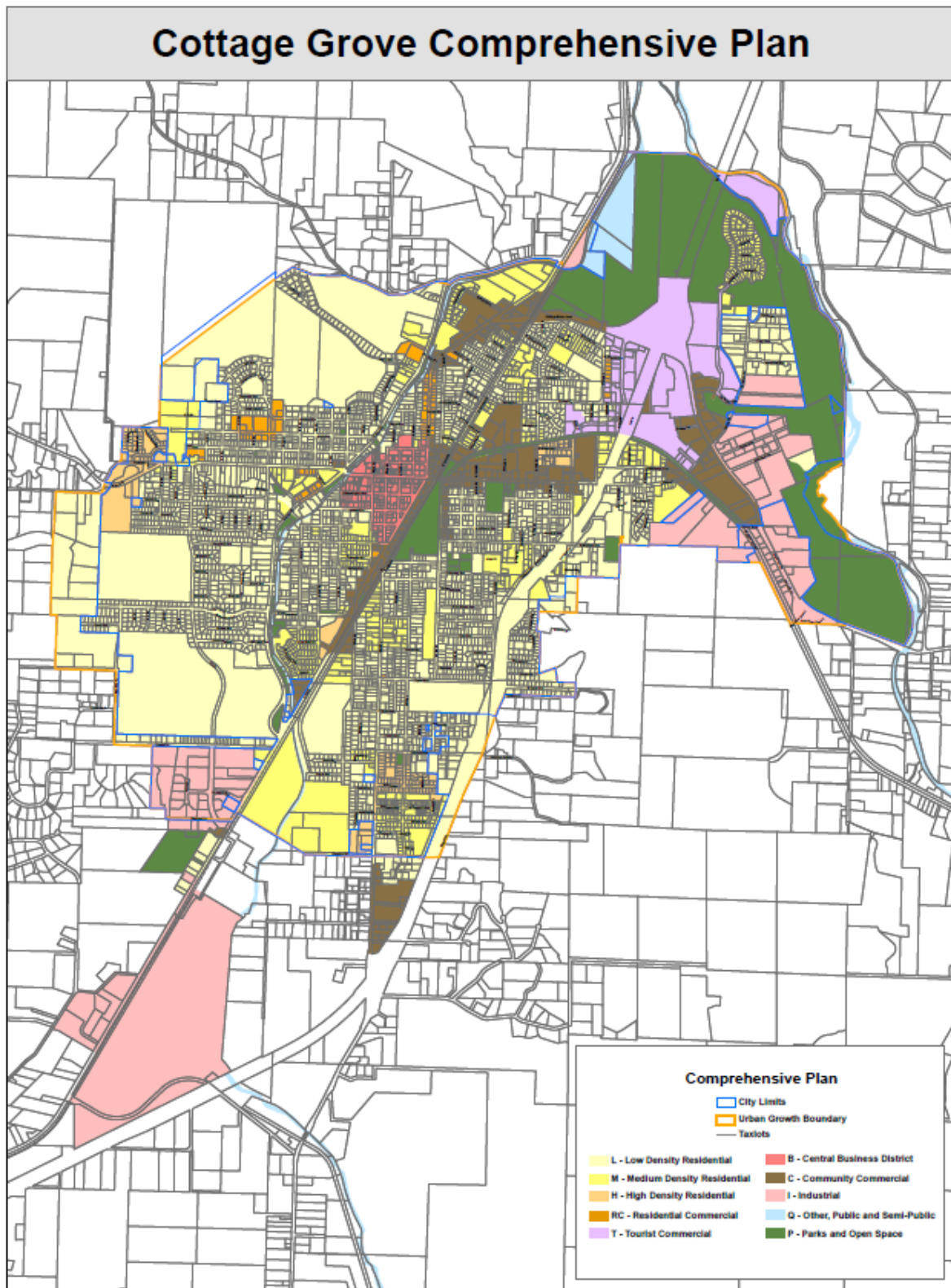
A majority of the land within Cottage Grove's urban growth boundary (UGB) is designated for Low Density Residential use (light yellow), with a few smaller pockets of Medium Density Residential (bright yellow), High Density Residential (light orange), and Residential Commercial (bright orange). Most commercial development—represented by Central Business District (dark pink), Community Commercial (brown), and Tourist Commercial (purple) designations—is clustered in the center of town around East Main Street, OR-99, East Cottage Grove Connector, I-5, and the Row River Trail.

The following major activity centers in the Cottage Grove area were identified at the first Stakeholder Advisory Committee meeting:

- Lane Community College, Cottage Grove
- Cottage Theatre
- Dorena Reservoir
- Cottage Grove Reservoir
- Cottage Grove High School
- Lincoln Middle School
- Federally Qualified Health Care Center
- Low income apartments and housing developments
- Senior housing
- Bohemia Park
- Cottage Grove Armory
- Downtown Commercial Historic District
- Cottage Grove Community Hospital (PeaceHealth)
- Walmart



Figure 2: City of Cottage Grove Comprehensive Plan Map, March 2020



Source: City of Cottage Grove

## FUTURE LAND USE AND DEVELOPMENT

Future development planned for Cottage Grove that may impact transit planning includes:

- **Federally Qualified Community Health Center** – A Federally Qualified Community Health Center offering medical, mental/behavioral, and oral healthcare to Cottage Grove area families is scheduled to open in Cottage Grove in 2021. The Health Center provides a healthcare option in Cottage Grove to families who currently must travel to the Eugene-Springfield Metropolitan Area or else skip care. It will also serve as a training campus for high school and post-secondary students interested in health care careers. Lane County will operate the Cottage Grove Community Health Center as a Federally Qualified Health Center site, meaning it will provide services for low-income and low English proficiency individuals regardless of age, insurance coverage, housing status, or documentation. The Health Center will be housed at the Lane Community College-Cottage Grove campus adjacent to Cottage Grove High School on the southern end of town. It is expected to expand access to healthcare for thousands of families, generating trips from within Cottage Grove and beyond.
- **Sunrise Ridge Residential Subdivision** – This is a 57-acre residential development that has been approved to move into phase two of development. The development would include approximately 250 residential units west of M Street and north of Birch Avenue. The City plans to construct a reservoir in this phase to make development possible.
- **Mount David Residential Subdivision** – This subdivision is a potential 200- to 300-unit residential development adjacent to Sunrise Ridge, though no immediate plans exist for development.
- **Madonna Project** – This mixed-use development including commercial and residential uses along OR-99 south of East Harrison Avenue is mostly built out in single-family and multi-family development, with a remaining lot proposed for townhouses.
- **Proposed Multi-Family Development along Gateway** – A zone change has been initiated for the area to change the zoning to Residential Commercial.
- **Woodward Property South** – This property would include a potential mixed multi-family and single-family development.
- **South R Street to OR-99 Extension** – The City has obtained the property to complete this extension. The project is expected to occur next year.



## Existing Transportation System

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Cottage Grove is served by a multimodal transportation system that offers residents and visitors many transportation options in addition to transit. The information in this section references Cottage Grove's 2015 Transportation System Plan.<sup>15</sup>

### Street Network

Cottage Grove's street network is fairly well connected and generally follows a grid pattern. City of Cottage Grove TSP Map 1 shows functional class for roads inside Cottage Grove's Urban Growth Boundary. OR-99, the only principal arterial serving Cottage Grove, is the primary north-south transportation route through town, which runs through downtown Cottage Grove and effectively divides the city in half. Continuous east-west routes are limited by the Coast Fork Willamette River, railroad tracks, and I-5, which create physical barriers to cross-town movement. Main Street and the Cottage Grove Connector/Row River Road are the only east-west streets connecting OR-99 to the area of town east of I-5. City of Cottage Grove TSP Map 2 shows roadway jurisdiction for roads inside Cottage Grove's Urban Growth Boundary. OR-99, I-5, and the Cottage Grove Connector are under ODOT jurisdiction (black), and several roads and road segments are under Lane County's jurisdiction (blue). The rest of the street network falls under the City's jurisdiction (green).

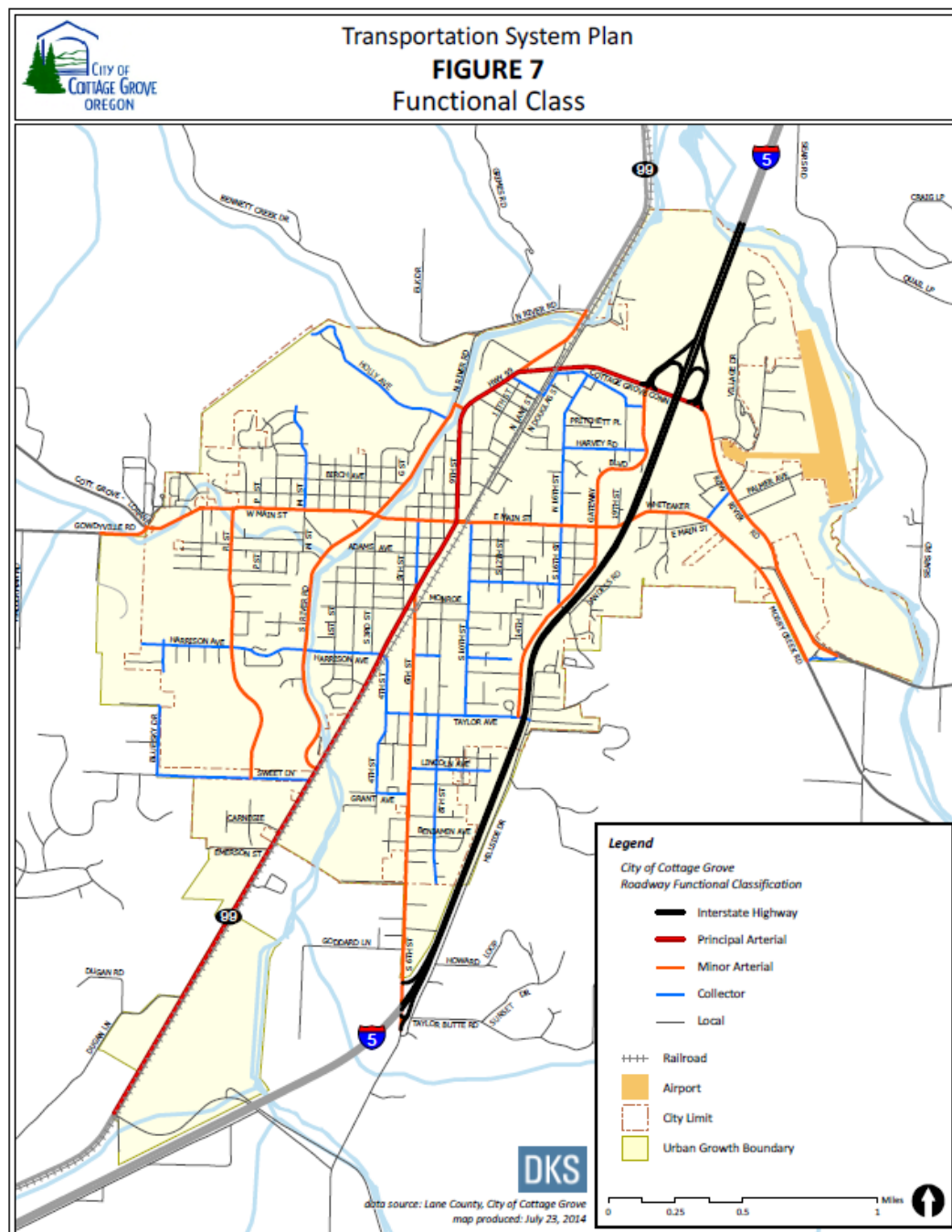
Cottage Grove is located on the I-5 corridor, which connects with Creswell and the Eugene-Springfield Metropolitan Area to the north and Douglas County—including the cities of Drain via OR-38 and Yoncalla via Elkhead Road—to the south. Other major roadways connecting Cottage Grove to the rest of the travelshed include:

- OR-99 north to Saginaw, Walker, Creswell, and Goshen
- Cottage Grove Lorane Highway to Lorane and Territorial Highway
- Row River Road to Dorena Lake
- London Road to Cottage Grove Lake
- Mosby Creek Road to Walden and Blue Mountain County Park
- I-5 south to Latham, Veatch, Comstock, Curtin, Anlauf, and OR-38

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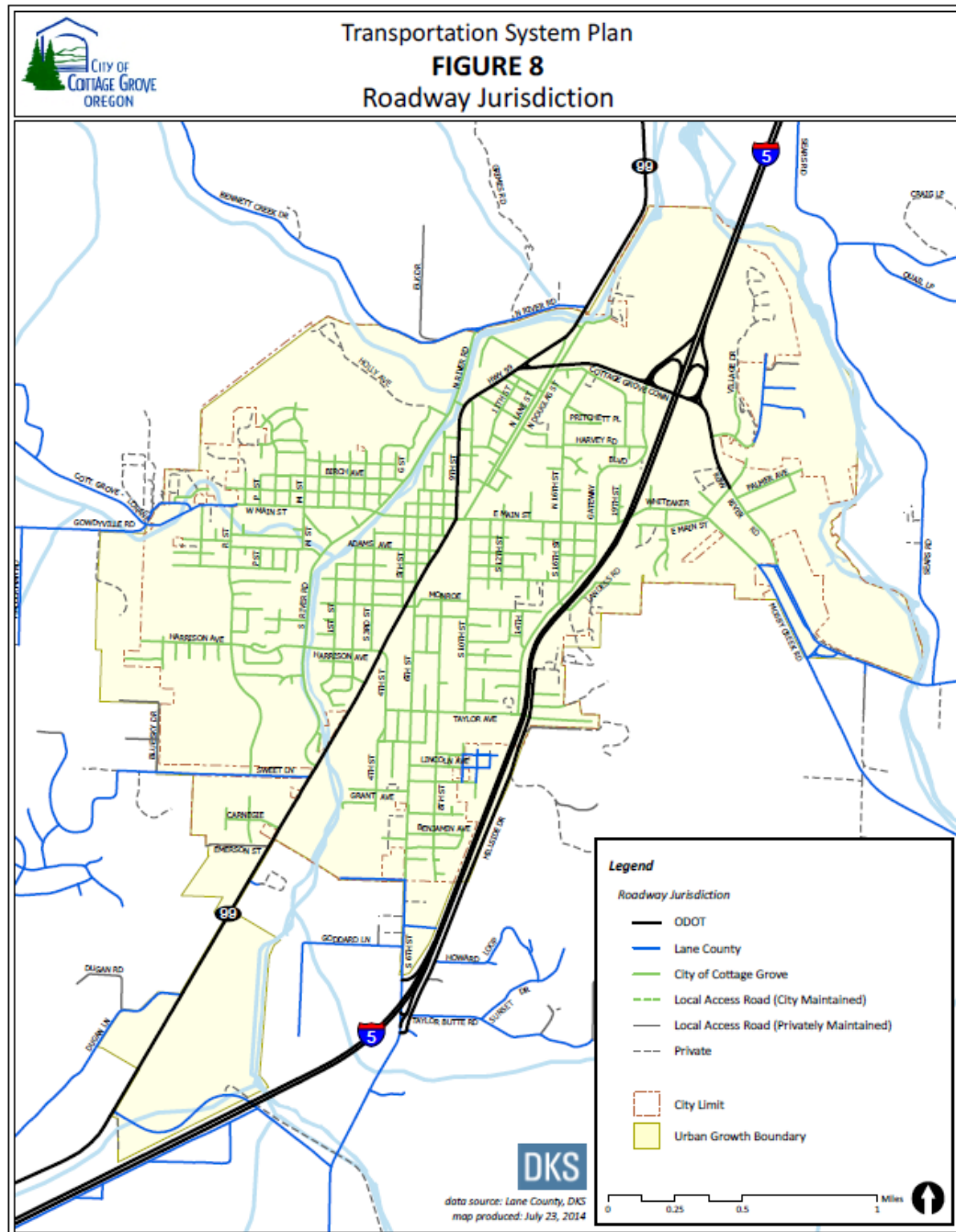
<sup>15</sup> City of Cottage Grove. City of Cottage Grove Transportation System Plan. 2015.  
<https://www.cottagegrove.org/cd/page/2015-transportation-system-plan>

City of Cottage Grove TSP Map 1: Cottage Grove Roadway Functional Classification



Source: City of Cottage Grove Transportation System Plan

## City of Cottage Grove TSP Map 2: Cottage Grove Roadway Jurisdiction



Source: City of Cottage Grove Transportation System Plan

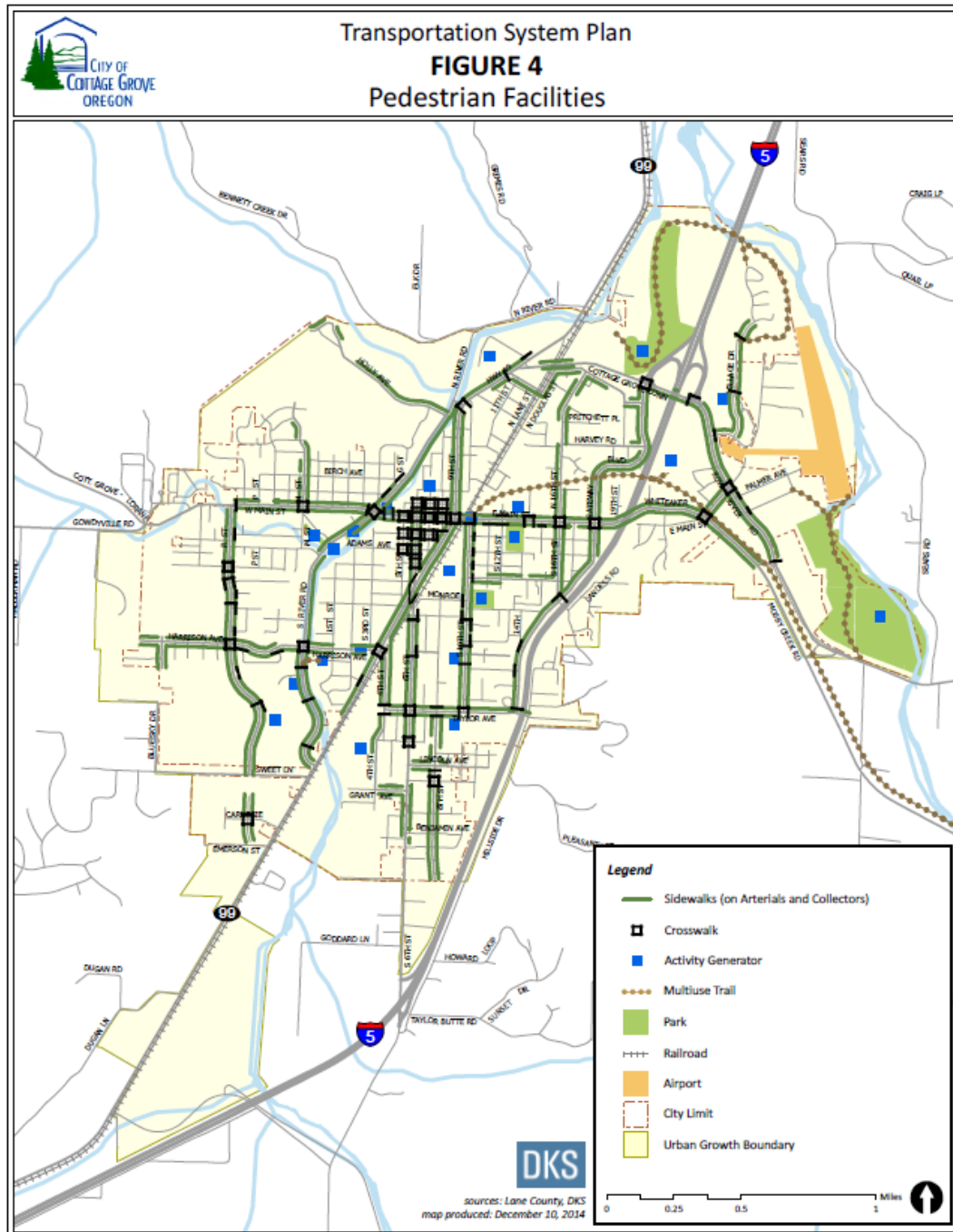
## Pedestrian and Bicycle Networks

The pedestrian and bicycle networks are a vital part of Cottage Grove's existing multimodal transportation system—they provide critical access to employment, recreation, shopping, education, and other activity generators; support healthy lifestyles; and address social equity by providing transportation options to those who do not have access to a vehicle.

Cottage Grove's pedestrian network includes sidewalks, shared-use paths, and roadway shoulders (City of Cottage Grove TSP Map 3). Cottage Grove residents commute to work on foot at a much higher rate than the state (7.6% in Cottage Grove compared with 2.6% in Oregon). Most roadways in downtown Cottage Grove have continuous sidewalks on both sides. Sidewalks and shared used pathways also link the downtown area to the Row River Trail along Main Street. Wide shoulders (six feet or wider) are utilized by pedestrians on streets with low traffic volumes (fewer than 3,000 vehicles per day). Crosswalks and ADA ramps are important accessibility features that have been installed at many high-volume intersections in the downtown core, though many areas outside of downtown still lack these facilities. Pedestrian network connectivity is critical to supporting access to jobs, goods, and services for Cottage Grove residents, and Cottage Grove's Transportation System Plan supports continuous sidewalk connections between all activity generators and arterial/collector roadways.

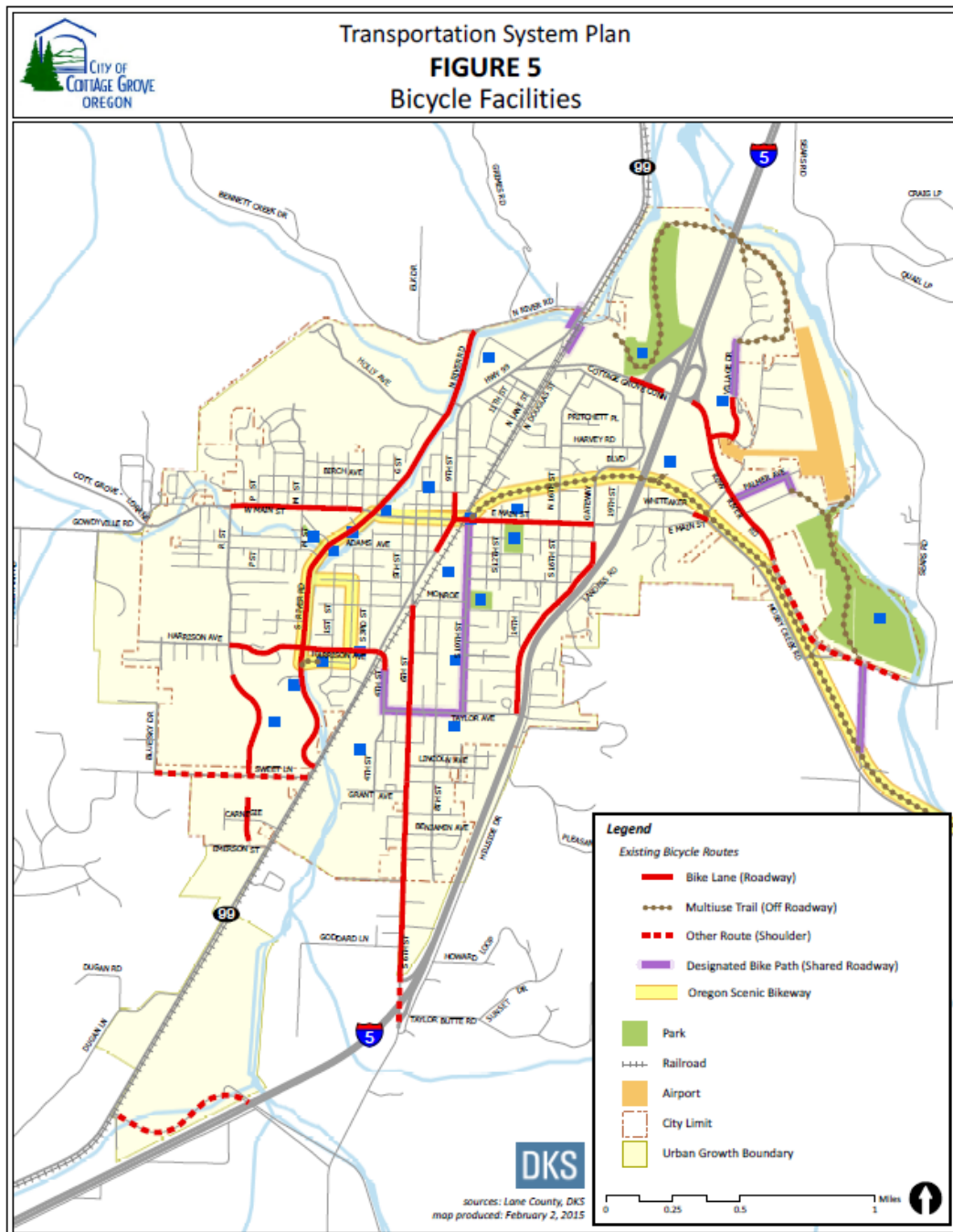
Cottage Grove's bicycle network consists of shared roadways, shoulder bikeways, bike lanes, and shared-use paths (City of Cottage Grove TSP Map 4). Marked bike lanes are consistent in the downtown core on Main Street, 6<sup>th</sup> Street, River Road, Gateway, Harrison Avenue, and Row River Road. Although the bicycle network is not complete with marked bike lanes, there are designated bike paths on shared roadways to connect the overall network. The Covered Bridges Scenic Bikeway is a 36-mile loop that starts from downtown Cottage Grove and goes out and around Dorena Lake, providing connections between the Row River Trail, North Regional Park, and Trailhead Park. The loop route utilizes multi-use trails, bike lanes, and shoulder bikeways, and key connections of the loop are made via designated bike paths on shared roadways. The ride starts on the Row River Trail, a flat, paved multi-use path that extends for 17 miles. The entire 36-mile bikeway features bridges, lake views, foliage, flowers, and the historic Cottage Grove downtown that can be enjoyed year-round.

### City of Cottage Grove TSP Map 3: Pedestrian Facilities in Cottage Grove



Source: City of Cottage Grove Transportation System Plan

City of Cottage Grove TSP Map 4: Bicycle Facilities in Cottage Grove



Source: City of Cottage Grove Transportation System Plan



## Freight Network

A freight network that supports efficient movement of trucks—and the raw materials and finished products they carry—is vital to the economy. Designating through truck routes is a way to simultaneously support efficient movement of goods, neighborhood livability, and public safety while minimizing roadway system maintenance costs. I-5 is the only designated truck through route in Cottage Grove.

## Rail

One short line freight railroad, known as the Siskiyou Line, runs through Cottage Grove parallel to OR-99. The Siskiyou Line is owned by Central Oregon & Pacific Railroad and used for freight hauling (primarily lumber), connecting Medford and Eugene. The line is utilized by an average of twelve trains per day. There are seven at-grade railroad crossings in Cottage Grove, which produce delays that can exceed 30 minutes due to stopped trains. Blockages hinder transportation modes of all types, including emergency response crews, school buses, vehicles, pedestrians, and bicyclists. There is currently no passenger rail service in Cottage Grove, though LTD bus service connects Cottage Grove residents with Amtrak services in Eugene.

## Air

Jim Wright Field, the Cottage Grove State Airport owned by the Oregon Department of Aviation, is located inside City limits in northeast Cottage Grove. The airport is classified by ODOT as a Category 4 airport, and it is available to both public and private parties, including small recreational planes and light jets. The closest commercial passenger service to Cottage Grove is available at the Eugene Airport approximately 30 miles north.

## Waterways

Local waterways primarily serve recreational needs. They include the Coast Fork Willamette River, which runs through Cottage Grove; the Row River, which borders Cottage Grove to the east; and Silk Creek, which feeds the Coast Fork Willamette River from the northwest.

## Pipelines

No major pipelines are located in Cottage Grove.

# Cottage Grove Area Transit Service Background

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## Purpose

This section describes how the City of Cottage Grove authorizes and manages public transportation services. Brief information about the City's transit history is provided for context.

## History

Transit in Cottage Grove began with South Lane Wheels (SLW) in November 1980 as a volunteer effort to provide rides to seniors. The SLW Board of Directors was originally formed under the sponsorship of the United Methodist Church, which received a one-time grant for a "fully-equipped" vehicle that provided no operating money. The church remained the sponsor until SLW became a non-profit 501(c)(3) in 1983. SLW initially operated a semi-fixed route that ran to Lorane, Creswell, Mosby Creek, Row River Road, and London on different days of the week, but after a short time it was determined that ridership was too low to sustain these long routes. Subsequently, SLW operated a fixed-schedule route from Cottage Grove to connect commuters to LTD service in Creswell until 1999, when the City of Cottage Grove declined to provide matching funds requested by SLW. In November 1999, Cottage Grove voters approved joining the LTD service area, and SLW directed their 5311 Federal funds to include the public in its regular demand response service.

Today, both the City of Cottage Grove, with SLW as its contract operator, and Lane Transit District provide service to, within, and from Cottage Grove.

## South Lane Wheels Organizational Structure

SLW is a non-profit 501(c)(3) and is managed by the SLW Board and Executive Director. The Board is made up of six community members and has two advisors, including the City of Cottage Grove Planner. The Executive Director is responsible for day-to-day operations. SLW employs 12 employees, eight of whom are full time.

## Lane Transit District Organizational Structure

LTD was established in 1970 as a special-purpose district enacted by the State of Oregon. LTD is governed by a seven-member Board of Directors. Appointed by the governor, the LTD Board provides policy direction and collaborates with local elected officials on regional transportation planning. The General Manager is responsible for the agency's day-to-day operations.

## Cottage Grove and South Lane Wheels Financial Characteristics

Cottage Grove receives funding for transit operations, which are managed by the contract operator, SLW. Table 15 below illustrates the transit funding that the City of Cottage Grove receives each year. This includes a mixture of formula, discretionary, and local funding sources. For Fiscal Year 2019-20, SLW

had a proposed budget of \$546,000 with an additional \$124,000 from Coronavirus Aid, Relief, and Economic Security (CARES) funding from the Federal Transit Administration (FTA).

### **FTA 5307 MASS TRANSIT**

#### *Vehicle Replacement*

This is federal funding awarded to Lane Transit District and is used on the LTD Route 98 service. It is funding to keep urban fixed-route bus fleets in good condition and replaces large buses which are in service past their established useful life.

### **FTA 5310**

#### *Enhance Mobility of Seniors and Individuals with Disabilities Discretionary Program*

This funding source supports projects for operations, mobility management, purchased service, and preventative maintenance for transportation providers serving seniors and individuals with disabilities in rural areas.

### **FTA 5311 FORMULA GRANTS**

#### *Rural Areas*

This funding source provides capital, planning, and operating assistance to public transportation providers that support public transportation in rural areas with a population of less than 50,000.

#### *CARES Act*

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was created in response to the COVID-19 global pandemic in 2020. The CARES Act provided funds to prevent, prepare for, and respond to COVID-19. SLW was eligible to receive CARES Act funding in 2020.

### **FTA 5340**

#### *Formula Grants for Urban Areas*

FTA 5340 formula grants for urban areas support public transportation capital, planning, job access and reverse projects. For SLW, this grant is used for preventative maintenance to vehicles.

### **SPECIAL TRANSPORTATION FUND (STF)**

This is state funding that supports public transportation services for people who are senior and people of any age with disabilities. This funding is eligible for any purpose directly related to transportation services, including transit operations, capital equipment, planning, travel training, and other transit-related purposes.

### **STATEWIDE TRANSPORTATION IMPROVEMENT FUND (STIF)**

Oregon legislature passed HB2017 in 2017 and created this funding source that is dedicated to improving or expanding public transportation service in Oregon. STIF funding was awarded to the City of Cottage Grove to develop the Cottage Grove Area Transit Development Plan.

## LOCAL FUNDING

SLW maintains intergovernmental agreements or contracts with the City of Cottage Grove and LTD to support public transportation in the Cottage Grove Area. LTD and SLW entered into an intergovernmental agreement in 2019, formalizing SLW as the Mobility on Demand Connector (MOD) operator.

**Table 15: Cottage Grove General Fund from Fiscal Year 2020-21 Budget**

Description	FY2017-18	FY2018-19	FY2019-20	FY2020-21
<b>MOD Transportation SLW</b>	\$0	\$0	\$224,400	\$35,125
<b>5311 Transportation Grant</b>	\$80,611	\$130,488	\$130,490	\$123,965
<b>Special Transportation Fund – SLW</b>	\$139,823	\$163,453	\$189,945	\$99,375
<b>Transit Development Plan</b>	\$0	\$0	\$100,000	\$100,000

Source: City of Cottage Grove 2020-1 Adopted Budget – General Fund

## Lane Transit District Financial Characteristics

Funding for LTD Route 98 is mostly from the LTD Payroll Tax, fare revenue, and some federal funding. The federal funding is mostly from FTA 5307 Funds, which is available to all urban areas and for transportation-related planning. The funding breakdown for this route is complex and comes from different funding sources within LTD, however, it is funded in the same proportions of those sources as their other services.

**Table 16: LTD Route 98 Financial Characteristics**

Year	Revenue Hours	Cost/Revenue Hour	Total Cost
<b>FY 2015</b>	4,332.29	\$147.74	\$640,067.27
<b>FY 2016</b>	4,383.43	\$149.09	\$653,525.55
<b>FY 2017</b>	4,431.54	\$154.84	\$686,179.27
<b>FY 2019</b>	4,038.55	\$169.08	\$682,838.43

Source: Lane Transit District

## Transit Capital Assets

### VEHICLE FLEET

SLW leases six vehicles from LTD for Metro Shuttle and Door-to-Door services. There were three vehicles removed from the fleet in March 2020 (Table 17).



**Table 17: SLW Vehicle Fleet**

Vehicle #	Make / Model	Year	Lift Yes / No (Ramp)	Lift Capacity (Lbs)	Seat Capacity	Wheel-chair Capacity	Additional Notes
29	Ford Aerotech Small Bus	2007	Yes	800	14	2	
30	Ford Aerotech Small Bus	2007	Yes	800	14	2	Removed from fleet 3/4/2020
11	Ford Aerotech 240	2008	Yes	800	14	3	
2101	Chevy GMC Express	2010	Ramp	800	24	1	Removed from fleet 3/5/2020
5	Dodge Grand Caravan SE	2010	Ramp	800	5	1	Removed from fleet 3/5/2020
40	Ford El Dorado Aerotech Bus	2011	Yes	800	14	3	
42	Dodge Grand Caravan SE	2013	Ramp	600	5	2	
41	Ford E450 Aerotech 240	2015	Yes	1,000	15	3	
43	Ford Ecoline E450	2018	Yes	1,000	14	3	

Source: South Lane Wheels Vehicle Inventory 2019-20

## EXAMPLES OF SLW VEHICLES



Source: South Lane Wheels Facebook page

## FACILITIES

SLW maintains 24 bus stops (five are LTD) from their suspended Route-Around-Town route. Below is a table illustrating their Bus Stop and Shelter Inventory.

**Table 18: SLW Bus Stop and Shelter Inventory**

Stop #	Stop Location	Sign (SI)	Bench (BE)	Shelter (SH)
1	Village Center	SI-1		
2	Cottage Grove Sewing & Vac Center	SI-2		
3	Riverview Terrace	SI-3	BE-1	SH-1
4	LCC	SI-4	BE-2	SH-2
5	Lincoln Middle School	SI-5		
6	6 <sup>th</sup>	SI-6		
7	Corey Commons	SI-7		
8	Pool	SI-8		
9	Taylor & 6 <sup>th</sup> (LTD Stop)	SI-9		
10	6 <sup>th</sup> (LTD Stop)	SI-10		
11	6 <sup>th</sup> & Quincy (LTD Stop)	SI-11		
12	Madison	SI-12		
13	Jefferson Park	SI-13		
14	Adams	SI-14		
15	Youth Center	SI-15		
16	Community Center	SI-16		
17	6 <sup>th</sup> & Gibbs (Senior & Disabled)	SI-17		
18	Main & 12th	SI-18	BE-3	
19	Main & 14 <sup>th</sup> (LTD Stop)	SI-19		
20	Gateway Center	SI-20		
21	Whitaker & 22 <sup>nd</sup> (LTD Stop)	SI-21		
22	Wal-Mart	SI-22	BE-4	SH-3
23	Hospital	SI-23	BE-5 & BE-6	
24	Jim Wright Way	SI-24		
25	Oswald & Gateway	SI-25		
26	CG Living on 16 <sup>th</sup>	SI-26	BE-7	SH-4
27	14 <sup>th</sup> & Pennoyer	SI-27		
28	CG Living on N. Douglas	SI-28	BE-8	SH-5
29	Wal-Mart (LTD Stop)	SI-29		

Source: South Lane Wheels Bust Stop Sign, Bench and Shelter Inventory as of August 2011

## Existing Services

### System Overview

SLW currently offers two different types of services:

1. **Door-to-Door** service area covers from Culp Creek to Lorane and from London to Creswell into Cottage Grove for any purpose.
2. **Metro Shuttle** is similar to Door-to-Door except this service takes riders to the Eugene-Springfield Metropolitan Area.

LTD offers three different types of services:

1. **Route 98** fixed-route bus service serves Cottage Grove, Creswell, Lane Community College, University of Oregon, and downtown Eugene.
2. **LTD Connector Mobility on Demand (MOD)** is a pilot shuttle service operated by SLW within the Cottage Grove city limits.
3. **Medicaid Medical & Non-Medical** is operated by LTD's paratransit service, *RideSource*.

## South Lane Wheels Door-to-Door Services Overview

There are two different types of Door-to-Door services operated by SLW – general door-to-door and the Metro Shuttle. Service is requested on a first call, first served basis and office hours are Monday through Friday, from 8:00 AM to 5:00 PM. For the local Door-to-Door service, passengers are recommended to call by noon the day before their trip. For the Metro Shuttle, SLW recommends passengers to call at least three to four days before their trip. Operating hours for SLW trips are Monday through Friday, 8:00 AM to 5:00 PM. After hours service is available upon approval from SLW. There is no service on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and the day after, and Christmas Day.

An unscheduled return trip is considered a "Will Call" ride, which may have a 30-minute wait after the pickup call is made. A trip may be cancelled in advance (up to 8:00 AM the day of the trip) or it is considered a "No-Show". A pattern of "No-Shows" may affect future ride requests. Operators will wait up to five minutes for a rider to board before leaving. If a rider is not prepared to board within the five minute window, this will also be considered a "No-Show".

Tables 19 and 20 break down fares that vary by service and distance. Exact fares must be paid when at the time of boarding. The drivers do not make change and they accept cash, checks (made out to SLW), or a SLW ticket. Discounted books of ten tickets for Door-to-Door service can be purchased at the SLW office in Cottage Grove.

## Lane Transit District Route 98 Overview

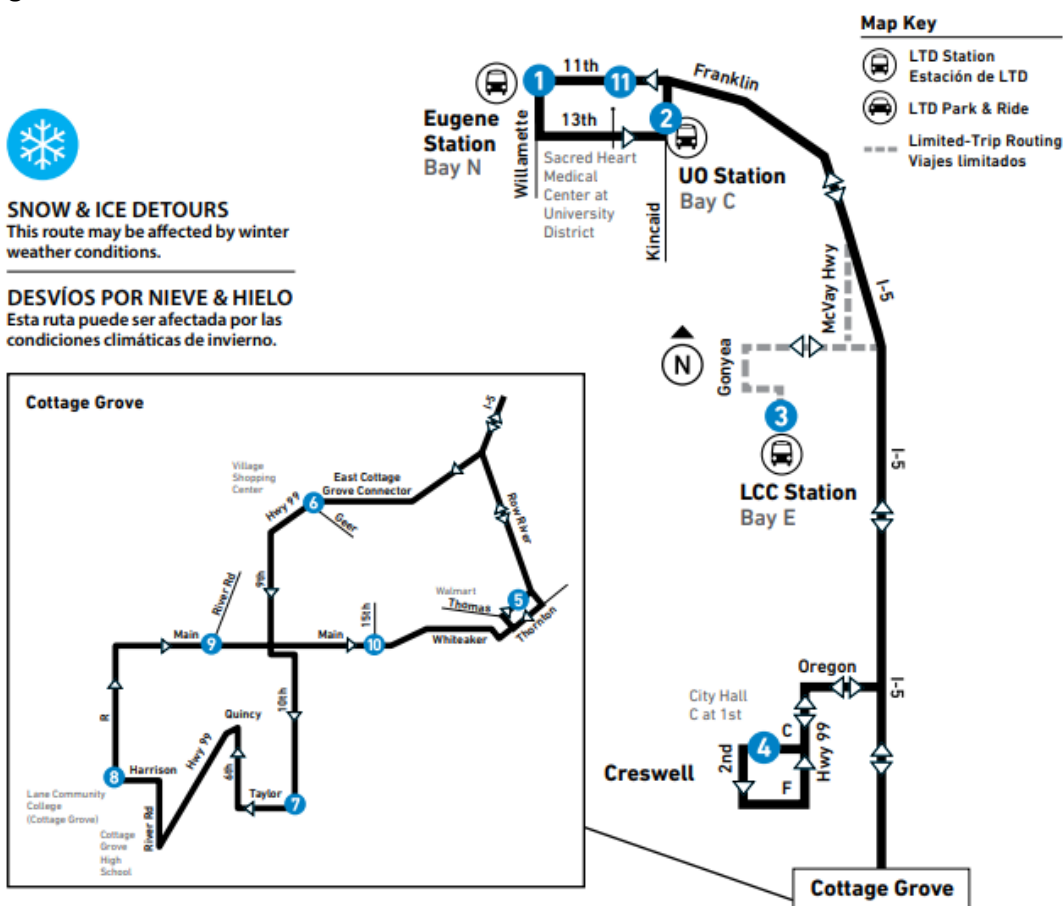
Route 98 is a fixed-route service that runs seven days a week with a weekday, Saturday, and Sunday schedule.

Figure 3 shows Route 98's service area as of winter 2020. The route begins at Eugene Station (Bay N) and travels south on Willamette Street and east on 13th Avenue where it serves Sacred Heart Medical Center at University District and UO Station (Bay C). The bus travels north on Kincaid Street, east on Franklin Boulevard to I-5 South/McVay Highway, west on 30th Avenue, and south on Gonyea Road, which serves Lane Community College Station (Bay E) and Lane Community Colleges' main campus. The bus continues east on 30th Avenue and travels South onto I-5. It takes the Creswell exit and heads west

on Oregon Avenue, south on OR-99, west on C Street, south on 2nd Street, east on F Street, north on Highway 99, and east on Oregon Avenue.

The bus continues south on I-5 and exits the freeway on the Cottage Grove Connector which serves the Village Shopping Center on limited trips<sup>16</sup>. On these limited trips, the bus turns southwest on OR-99, south on 9th Street, east on Main Street, south on 10th Street, west on Taylor Avenue, north on 6th Street, southwest on OR-99 and north on River Road where it serves Cottage Grove High School and Lane Community College at Cottage Grove. The bus turns west on Harrison Avenue, north on R Street, east on Main Street, east on Whiteaker Avenue, and northwest on Thomas Lane which serves the Wal-Mart Park and Ride. The bus returns to I-5 by heading north on Row River Road to Eugene Station along its regular routing.

**Figure 3: Winter 2020 Route 98 Route**



Source: Lane Transit District 2020 Winter Rider's Digest

<sup>16</sup> Prior to COVID-19, LTD ran more frequent trips before and after the LTD MOD service was in operation. Route 98 would run limited trips through town while other trips terminated at the Cottage Grove Walmart. When there was no connecting service with the MOD, LTD ran the traditional Route 98 service through the town in a loop.



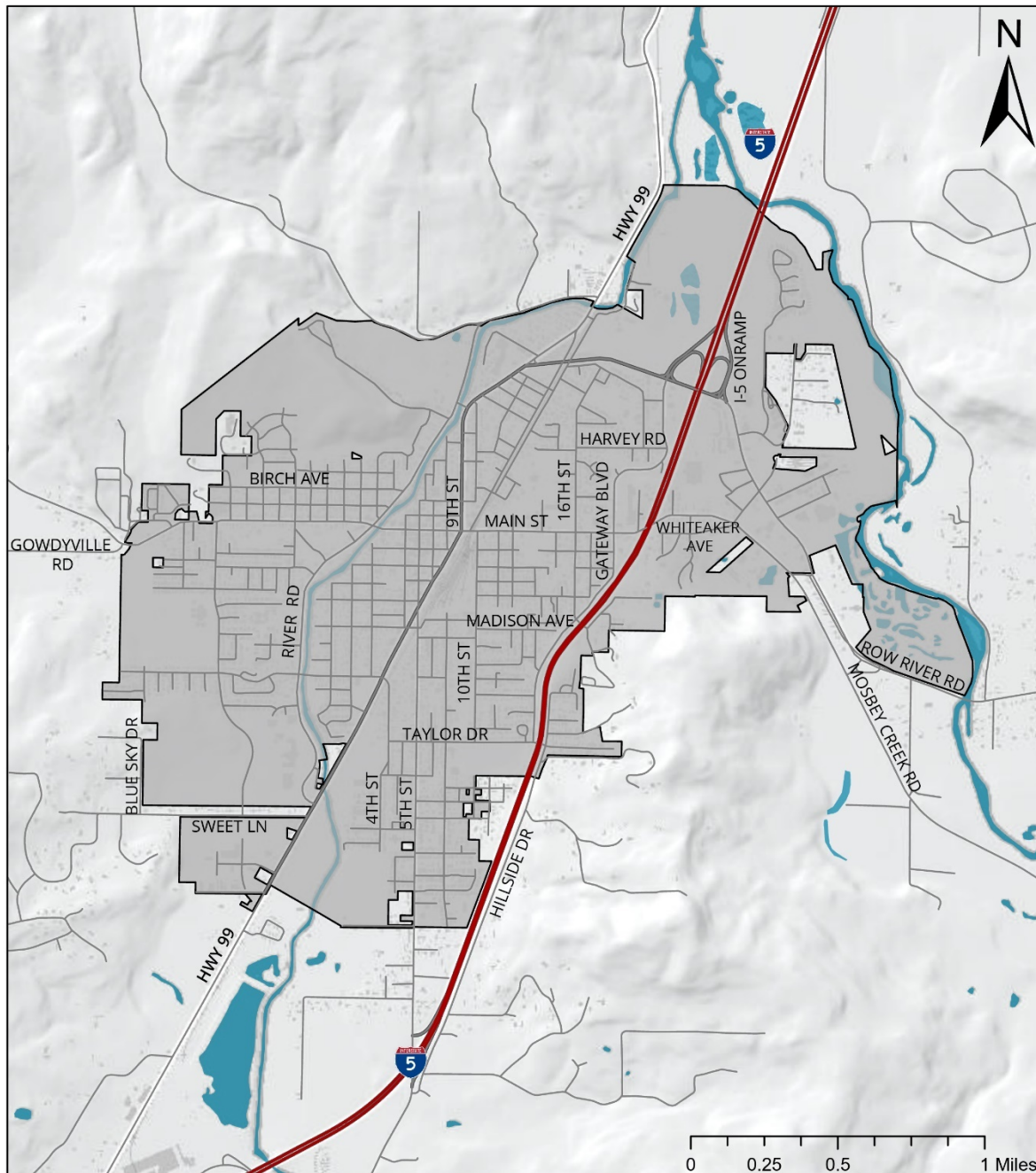
## LTD Connector Mobility on Demand (MOD) Overview

The LTD Connector is a pilot shuttle service within the Cottage Grove city limits operated by SLW. The pilot started in January 2019 and was initially planned to operate through August 2020. However, COVID-19 restrictions temporarily paused the service from March until August 2020.

To use this service passengers must download the free app from TransLoc to schedule a pickup time. Passengers without a smart phone can schedule a ride by calling the LTD Connector dispatch at (541) 942-0456 extension 1 Monday through Friday from 7:00 AM to 7:00 PM. The shuttle operates 8:30 AM to 5:00 PM on the following holidays – Memorial Day, Independence Day, Labor Day, the day after Thanksgiving, and New Year's Day. There is no service on Christmas Day and Thanksgiving Day. The service only operates within the Cottage Grove city limits Monday through Friday from 7:00 AM to 7:00 PM. The cost of the shuttle is \$1 per ride and other LTD fare is also accepted. Map 6 shows the LTD service area for the MOD pilot.

Map 7 illustrates the LTD Connector's service area within the Cottage Grove city limits.

**Map 7: LTD MOD Service Area: Cottage Grove City Limits**



**Cottage Grove Area  
Transit Development Plan  
Lane Transit District  
Mobility on Demand Service Area**

The information on this map was derived from digital databases on Lane Council of Governments' regional geographic information system. Care was taken in the creation of this map, but it is provided 'as is'. LCOG cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

- Cottage Grove City Limits
- Bodies of Water
- Interstate Highways
- Roads



Source: Lane Council of Governments GIS Services

## Historical Services

### SLW ROUTE-AROUND-TOWN

The Route-Around-Town was suspended in February 2019 when the LTD Connector service was launched in Cottage Grove. The Route-Around-Town was similar to the LTD Connector service and served riders only within the Cottage Grove city limits.

### SLW MEDICAID & OREGON HEALTH PLAN SERVICE PROVISION

SLW was a Medical/Non-Medical transportation provider contracted through RideSource. Medicaid or Oregon Health Plan (OHP) Plus clients may have transportation to medical and non-medical appointments covered. Service structure was like SLW's Door-to-Door shuttle and had to be reserved in advanced by calling the SLW dispatch.

To qualify, passengers had to contact the RideSource call center at (541) 682 5577 to schedule their trip. RideSource scheduled transportation for passengers with the most appropriate and lowest cost provider.

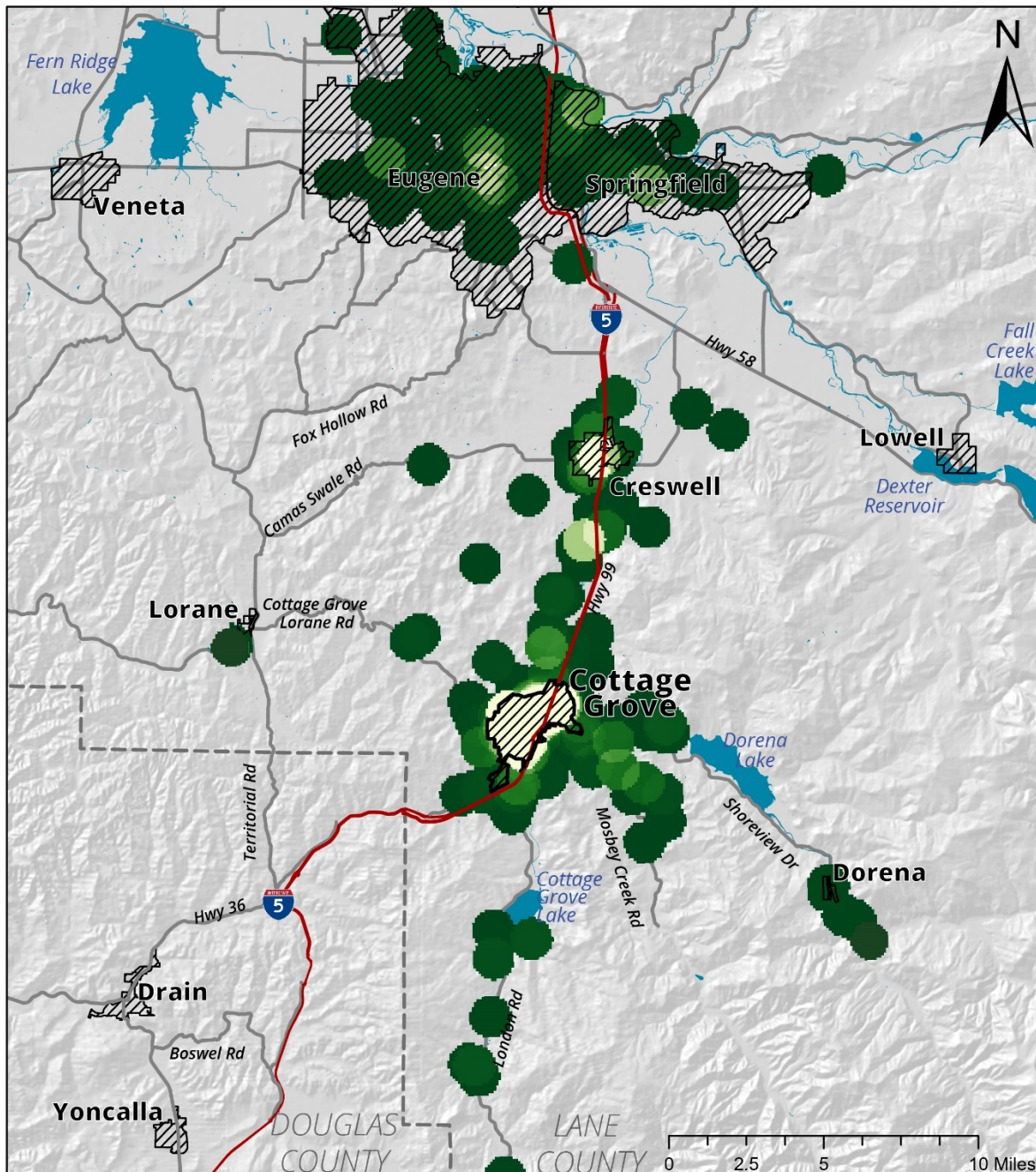
## Origin and Destination Locations

Data on transit trip origins and destinations can help illuminate travel patterns and identify locations where demand for transit is highest. Maps 7-12 show origin and destination points for transit trips in the Cottage Grove Area as heat maps, with lighter colors representing higher frequencies:

- Maps 7 and 8 depict origins and destinations, respectively, for SLW trips in the travelshed from 2017 to 2018, before the MOD pilot started. The City of Cottage Grove, the City of Creswell, and, to a lesser extent, the Eugene-Springfield Area show the highest frequency of trip origins and destinations. Trip origins and destinations are clustered along the I-5 corridor and a handful of other key transportation corridors connecting the City with other communities in the area.
- Maps 9 and 10 depict origins and destinations, respectively, for SLW trips in the travelshed in 2019, after the MOD pilot started. The City of Cottage Grove shows the highest frequency of trip origins and destinations during this time period. Trip origins and destinations are still clustered along the I-5 corridor and a handful of other key transportation corridors.
- Maps 11 and 12 depict origins and destinations, respectively, for MOD trips in the Cottage Grove City limits between January 2019 and March 2020. Trips are evenly distributed throughout the City, supporting observations by City and SLW staff that this service is popular.



**Map 8: SLW 2017-2018 Trip Origin Locations**



### Cottage Grove Area Transit Development Plan South Lane Wheels Trip Origins 2017-18

The information on this map was derived from digital databases on Lane Council of Governments' regional geographic information system. Care was taken in the creation of this map, but it is provided 'as is'. LCOG cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

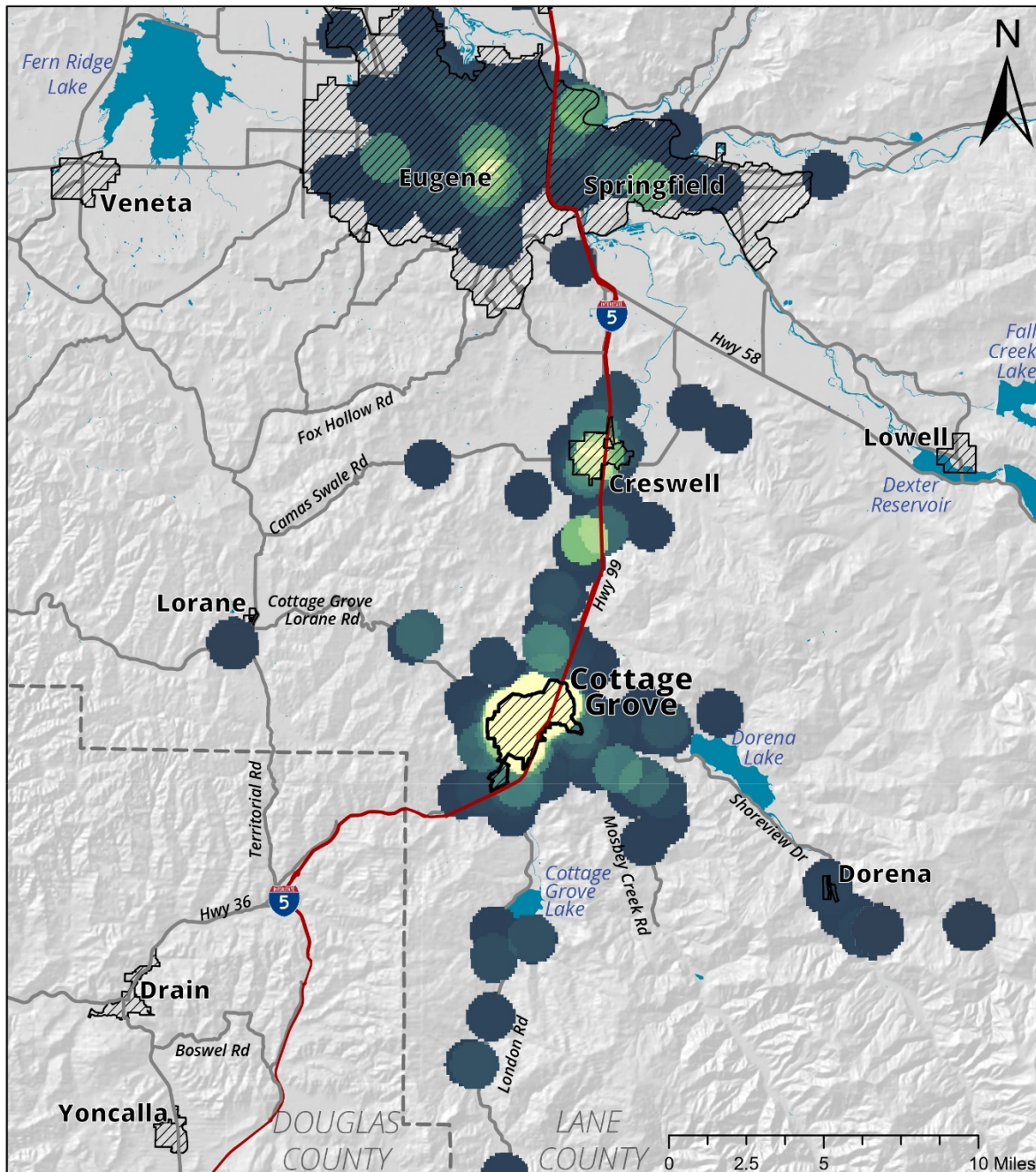
-  Urban Growth Boundaries
-  Unincorporated Communities
-  County Boundary
-  Interstate Highways
-  Roads
-  Trip Origin Count
-  Low



Source: Lane Council of Governments GIS Services









**Map 9: SLW 2017-2018 Trip Destination Locations**



**Cottage Grove Area  
Transit Development Plan  
South Lane Wheels Trip Destinations 2017-18**

The information on this map was derived from digital databases on Lane Council of Governments' regional geographic information system. Care was taken in the creation of this map, but it is provided 'as is'. LCOG cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

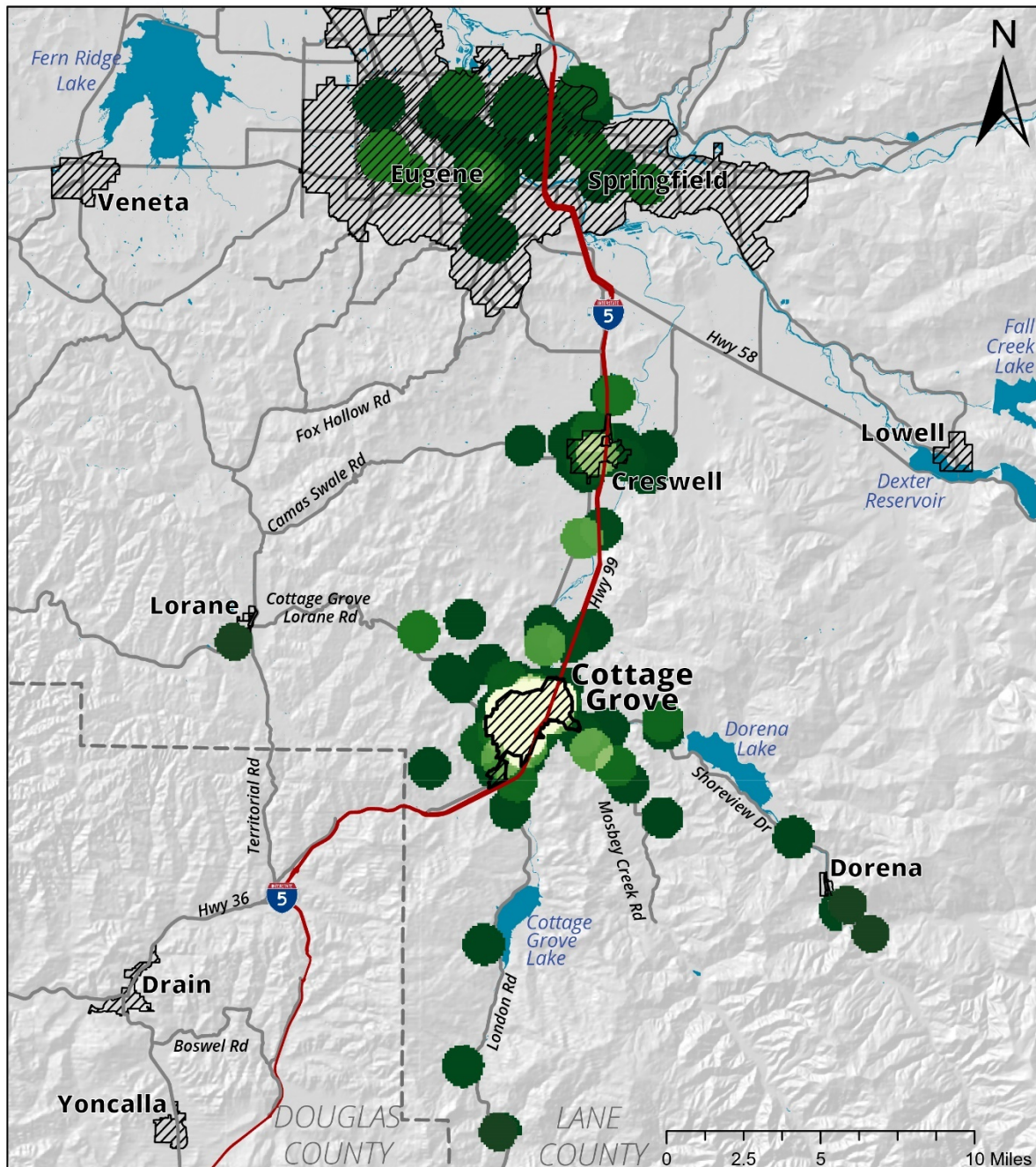
-  Urban Growth Boundaries
-  Unincorporated Communities
-  County Boundary
-  Interstate Highways
-  Roads
-  Trip Destination Count  
High  
Low



Source: Lane Council of Governments GIS Services





**Map 10: SLW 2019 Trip Origin Locations**



### Cottage Grove Area Transit Development Plan South Lane Wheels Trip Origins 2019

The information on this map was derived from digital databases on Lane Council of Governments' regional geographic information system. Care was taken in the creation of this map, but it is provided 'as is'. LCOG cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

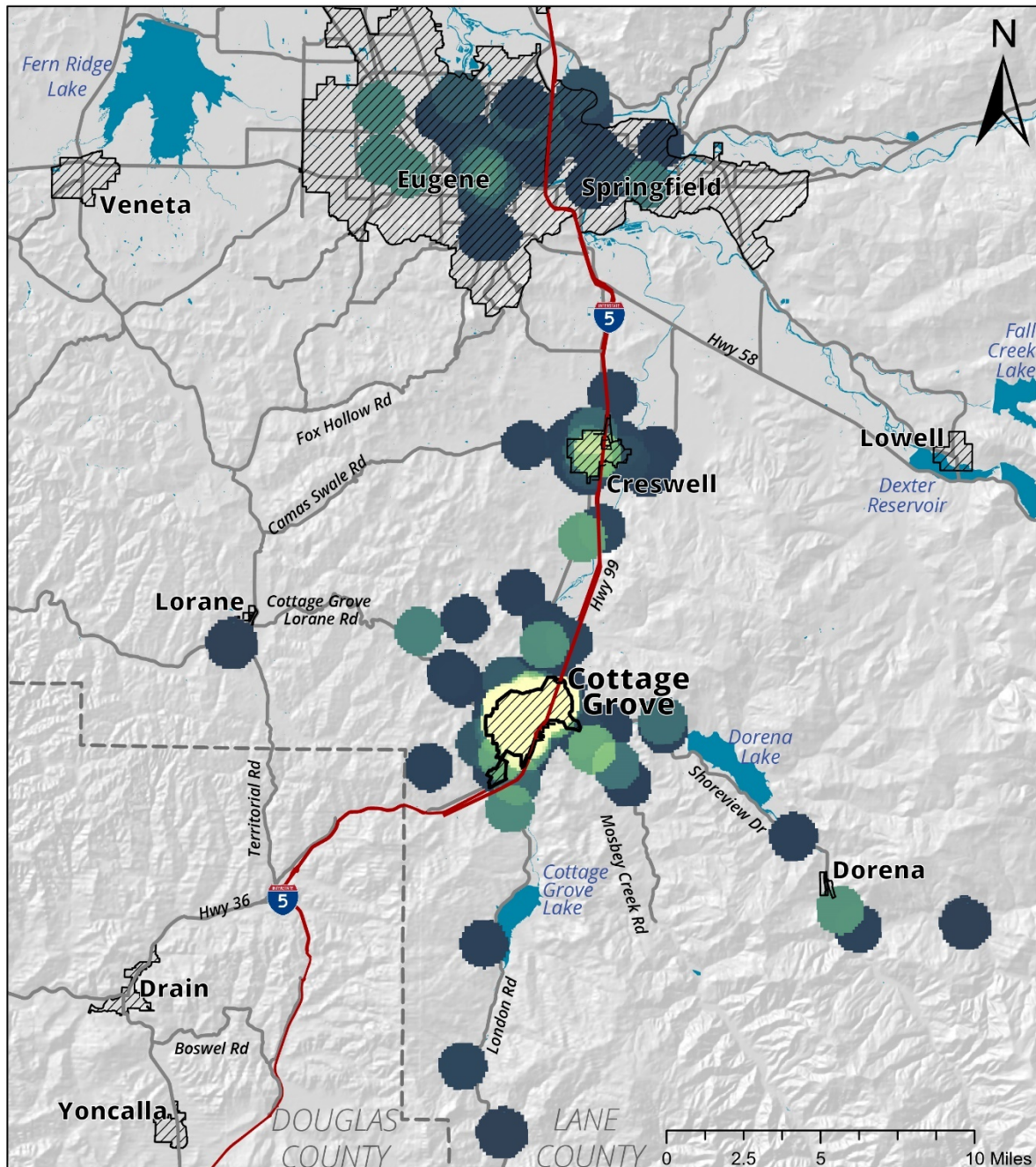
-  Urban Growth Boundaries
-  Unincorporated Communities
-  County Boundary
-  Interstate Highways
-  Roads
-  Trip Origin Count
- High
- Low



Source: Lane Council of Governments GIS Services

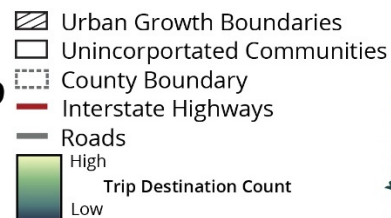


**Map 10: SLW 2019 Trip Destination Locations**



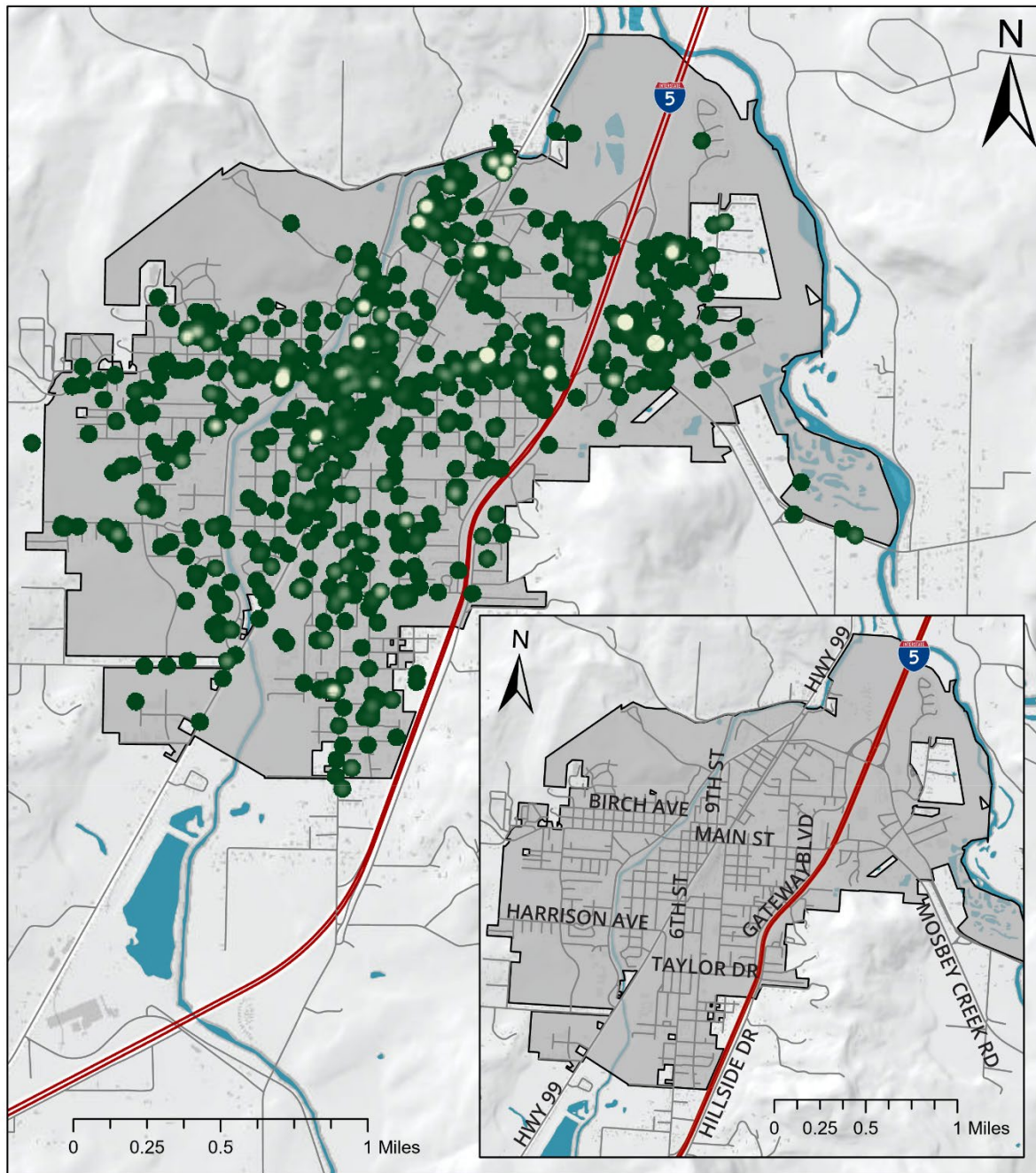
**Cottage Grove Area  
Transit Development Plan  
South Lane Wheels Trip Destinations 2019**

The information on this map was derived from digital databases on Lane Council of Governments' regional geographic information system. Care was taken in the creation of this map, but it is provided 'as is'. LCOG cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.



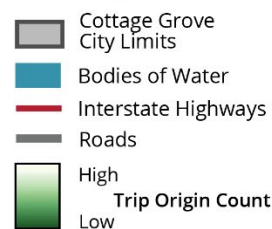
Source: Lane Council of Governments GIS Services

**Map 11: LTD MOD Trip Origin Locations January 2019 – March 2020**



**Cottage Grove Area  
Transit Development Plan  
Lane Transit District Mobility on Demand  
Pilot Trip Origins Jan 2019 - Mar 2020**

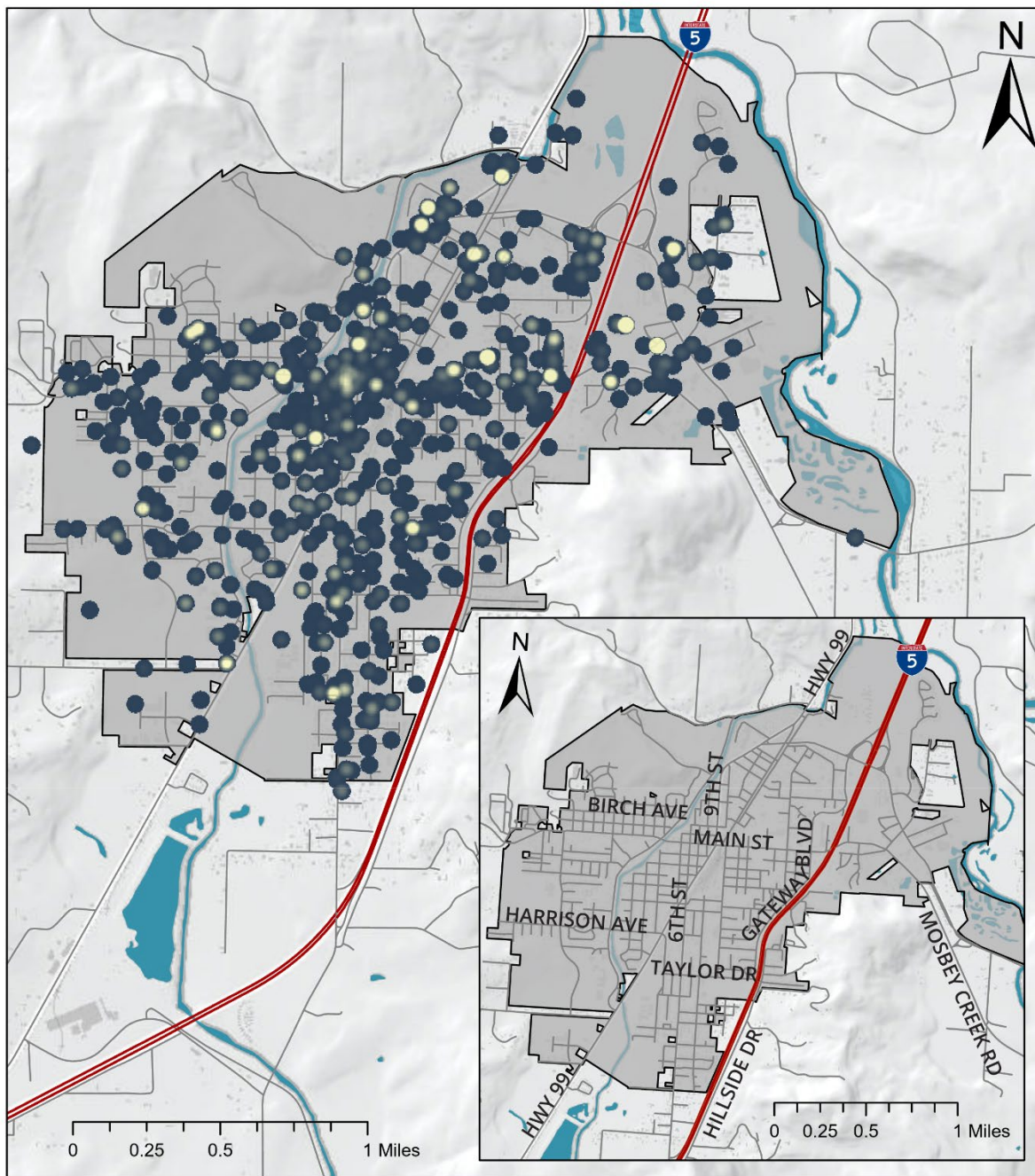
The information on this map was derived from digital databases on Lane Council of Governments' regional geographic information system. Care was taken in the creation of this map, but it is provided 'as is'. LCOG cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.



Source: Lane Council of Governments GIS Services








**Map 12: LTD MOD Trip Destination Locations January 2019 – March 2020**



**Cottage Grove Area  
Transit Development Plan  
Lane Transit District Mobility on Demand  
Pilot Trip Destinations Jan 2019 - Mar 2020**

The information on this map was derived from digital databases on Lane Council of Governments' regional geographic information system. Care was taken in the creation of this map, but it is provided 'as is'. LCOG cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

-  Cottage Grove City Limits
-  Bodies of Water
-  Interstate Highways
-  Roads
-  Trip Destination Count  
High  
Low



Source: Lane Council of Governments GIS Services

## South Lane Wheels Fares

The Fares to ride SLW services depend on the type of service and miles to a destination. Fares are collected by the drivers and no change is given. Passengers can pay by cash, a check written to SLW, or with a SLW ticket. Discounted ticket books can be purchased for SLW by visiting or calling their office.

**Table 19: South Lane Wheels Door-to-Door Fares**

One Way Trips per Person*	Rate	Book of 10 tickets
Up to 3 miles	\$3	\$25
Up to 5 miles	\$5	\$45
Up to 10 miles	\$10	Not available
Additional charge per mile over 10	\$1	

\*One attendant rides for free if rider needs assistance.

**Table 20: South Lane Wheels Metro Shuttle to Eugene-Springfield Metropolitan Area**

Pick up location rates per person*	One Way	Round Trip
From Creswell	\$10	\$20
From Cottage Grove	\$15	\$30

\*One attendant rides for free if rider needs assistance.

## Lane Transit District Fares

Table 21 breaks down Route 98 fares. This fare breakdown is the same for all LTD routes.

**Table 21: Lane Transit District Route 98**

	Single Ride	Day Pass	1-Month Pass	3-Month Pass
Adult	\$1.75	\$3.50	\$50	\$135
Half Fare* & Youth	\$0.85	\$1.75	\$25	\$67.50
RideSource	\$3.50			
Students (K-12)	FREE			
Children (5 & Under)	FREE			
Honor Ride (65+)	FREE			

Source: Lane Transit District

\*Half Fare is for qualifying people with disabilities

## Schedule

SLW does not have a fixed schedule since all services are dial-a-ride. Table 22 details LTD's Route 98 schedule as of June 2020 after COVID-19. Table 23 details Route 98's schedule pre-COVID and this is what the standard schedule looks like. LTD typically changes their schedule bi-annually and it is updated to their website and the LTD Rider's Digest magazine.

**Table 22: LTD Route 98 modified schedule as of June 2020**

From: <b>Eugene Station</b> To: Cottage Grove via Creswell											From: <b>Cottage Grove</b> To: Eugene Station via Creswell					
LEAVE Eugene Station Bay N <b>1</b>	UO Station Bay C <b>2</b>	LCC Station Bay E <b>3</b>	Creswell <b>4</b>	Walmart <b>5</b>	Village Shopping Center on Hwy 99 <b>6</b>	Taylor at 10th <b>7</b>	R at Harrison <b>8</b>	Main at River Road <b>9</b>	Main at 15th <b>10</b>	ARRIVE Walmart <b>5</b>	LEAVE Walmart <b>5</b>	Creswell <b>4</b>	LCC Station Bay E <b>3</b>	11th at Alder <b>11</b>	ARRIVE Eugene Station	
MONDAY-SUNDAY / LUNES A DOMINGO																
AM	8:35	8:40	--	8:58	--	9:11	9:16	9:21	9:25	9:28	9:34	9:48	10:00	--	10:18	10:25
PM	5:35	5:40	--	5:58	--	6:11	6:16	6:21	6:25	6:28	6:34	6:48	7:00	--	7:18	7:25

Source: [https://www.ltd.org/system-map/route\\_98/](https://www.ltd.org/system-map/route_98/)

**Table 23: LTD Route 98 pre-COVID schedule as of the winter 2019 Rider's Digest**

From: <b>Eugene Station</b> To: Cottage Grove via Creswell											From: <b>Cottage Grove</b> To: Eugene Station via Creswell				
LEAVE Eugene Station Bay N <b>1</b>	UO Station Bay C <b>2</b>	LCC Station Bay E <b>3</b>	Creswell <b>4</b>	Walmart <b>5</b>	Village Shopping Center on Hwy 99 <b>6</b>	Taylor at 10th <b>7</b>	R at Harrison <b>8</b>	Main at River Road <b>9</b>	Main at 15th <b>10</b>	ARRIVE Walmart <b>5</b>	LEAVE Walmart <b>5</b>	Creswell <b>4</b>	LCC Station Bay E <b>3</b>	11th at Alder <b>11</b>	ARRIVE Eugene Station
<b>MONDAY-FRIDAY / LUNES A VIERNES</b>															
AM	--	--	--	--	5:28	5:33	5:38	5:42	5:45	5:49	5:49	6:01	--	6:17	6:25
	6:00	6:05	--	6:23	--	6:36	6:41	6:46	6:50	6:53	7:04	7:04	7:16	7:31	7:44
	7:00	7:05	--	7:23	--	7:36	7:41	7:46	7:50	7:53	8:04	8:04	8:16	8:31	8:44
	10:00	10:05	--	10:23	--	10:36	10:42	10:48	10:53	10:56	11:07	11:09	11:21	11:38	11:51
PM	2:30	2:35	2:50	3:03	3:21	3:24	3:30	3:36	3:41	3:44	3:53	3:55	4:07	--	4:25
	3:30	3:35	3:50	4:03	4:21	4:24	4:30	4:36	4:41	4:44	4:53	4:55	5:07	--	5:25
	4:35	4:40	4:56	5:09	5:27	5:30	5:36	5:42	5:47	5:50	5:59	6:01	6:13	--	6:30
	5:35	5:40	5:55	6:08	6:26	6:29	6:34	6:39	6:43	6:46	6:56	6:59	7:11	--	7:27
	7:45	7:50	8:05	8:18	8:36	8:39	8:44	8:49	8:53	8:56	9:04	9:04	9:16	--	9:32
<b>SATURDAY / SÁBADO</b>															
AM	8:35	8:40	--	8:58	--	9:12	9:18	9:23	9:27	9:30	9:36	9:48	10:00	--	10:17
PM	1:00	1:05	--	1:23	--	1:37	1:43	1:48	1:52	1:55	2:01	2:16	2:28	--	2:45
	5:35	5:40	--	5:58	--	6:12	6:18	6:23	6:29	6:32	6:38	6:48	7:00	--	7:17
<b>SUNDAY / DOMINGO</b>															
AM	8:35	8:40	--	8:58	--	9:11	9:16	9:21	9:25	9:28	9:34	9:48	10:00	--	10:18
PM	5:35	5:40	--	5:58	--	6:11	6:16	6:21	6:25	6:28	6:34	6:48	7:00	--	7:18

Source: [LTD Winter 2020 Rider's Digest](#)

## System Performance and Ridership

This section details ridership for SLW, LTD MOD, and LTD Route 98. Table 24 details SLW ridership by type of service from its earliest data to its most recent ridership data. Table 25 shows LTD MOD ridership prior to the pilot's suspension due to COVID-19. Table 26 shows LTD Route 98 ridership.

**Table 24: South Lane Wheels Ridership Data by Year – 2010 to 2020**

	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY19-20	FY19-20	% Change
<b>Disabled</b>	2,583	3,415	3,323	3,051	2,862	2,398	3,388	2,965	2,699	1,998	-23%
<b>Seniors</b>	4,331	4,224	3,645	3,088	2,032	1,489	1,445	1,455	1,436	867	-80%
<b>General Public</b>	2,453	2,272	2,526	2,838	2,826	1,674	1,754	1,789	1,935	1,536	-37%
<b>Route-Around-Town*</b>	7,060	4,767	5,182	4,405	5,565	5,191	4,605	3,771	1,708*	-	-76%
<b>LTD MOD</b>	-	-	-	-	-	-	-	-	6,596**	15,460	+134%
<b>Demand-Response</b>	-	-	-	4,646	4,036	3,345	3,674	3,320	3,538	3,821	-18%
<b>Brokerage Medicaid</b>	-	-	-	3,980	3,666	2,584	3,805	2,851	2,338	320	-92%
<b>***</b>											

Source: South Lane Wheels Ridership Data

\*Note: Route-Around-Town was suspended in February of FY 2018-19

\*\*Note: LTD MOD started January of FY2018-19

\*\*\*Note: Brokerage Medicaid stopped before the LTD MOD Connector started.

**Table 25: LTD Mobility on Demand Ridership\***

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>2019</b>	364	793	1,158	1,570	1,553	1,468	1,693	1,950	1,825	2,219	1,946	1,984	18,523
<b>2020</b>	2,335	1,640	823	-	-	-	-	-	-	-	-	-	4,798

Source: Lane Transit District

\*This route was suspended in March 2020 due to COVID-19

**Table 26: LTD Route 98 Ridership by Year**

Year	Passengers	% Change
<b>2015</b>	110,687	-
<b>2016</b>	99,141	-10%
<b>2017</b>	91,560	-8%
<b>2018</b>	91,249	0%
<b>2019</b>	78,429	-14%
<b>2015-2019</b>	<b>471,066</b>	<b>-29%</b>

Source: Lane Transit District

## Regional Connections

Both LTD Route 98 and SLW service connect passengers to transportation systems north of the Cottage Grove area. However, there is currently a lack of connection to transportation services south of the Cottage Grove area to Douglas County. The following public transportation agencies provide regional connections to and from the Cottage Grove area:

- Lane Transit District
- Amtrak
- Umpqua Transit
- Lane Council of Governments: Link Lane

### LANE TRANSIT DISTRICT

LTD operates transit services in the Eugene-Springfield Metropolitan Area, Creswell, Cottage Grove, Junction City, Veneta, Oakridge, Florence, and along the McKenzie River to the McKenzie Ranger station. LTD operates fixed-route services, including one Bus Rapid Transit (BRT), two Mobility on Demand pilots, and RideSource.

Service generally runs weekdays 6:00 AM to 12:30 AM, Saturdays 7:00 AM to 11:30 PM, and Sundays 8:00 AM to 9:30 PM. A break down for LTD fares can be found in Table 27. Information about LTD routes and other general information can be found at <https://LTD.org>.

**Table 27: LTD Fares**

	Single Ride	Day Pass	1-Month Pass	3-Month Pass
<b>Adult</b>	\$1.75	\$3.50	\$50	\$135
<b>Half Fare* &amp; Youth</b>	\$0.85	\$1.75	\$25	\$67.50
<b>RideSource</b>	\$3.50	-	-	-
<b>Students (K-12)</b>	FREE	-	-	-
<b>Children (5 &amp; Under)</b>	FREE	-	-	-
<b>Honor Ride (65+)</b>	FREE	-	-	-

Source: Lane Transit District

### AMTRAK

Amtrak is in downtown Eugene and has two daily round trips between Eugene and Portland. This specific Amtrak service is branded as Amtrak Cascades and can take riders north from Eugene to Vancouver, British Columbia. Figure 4 highlights the stops along this route.

Riders can reserve trips in advance online or by calling Amtrak customer service. Fares depend on distance travelled.



**Figure 4: Amtrak Cascades Stop Locations**



Source: Amtrak Cascades

### **UMPQUA TRANSIT**

Umpqua Transit is a public transportation service operated by Umpqua Public Transportation District. This transit service is in Douglas County and serves the greater Roseburg area, Winston, Sutherlin, Myrtle Creek, and Canyonville.

Umpqua Transit operates 7 fixed routes and UTrans Direct ParaTransit program for people with disabilities. The cost of a regular one-way ticket is \$2, reduced fare is \$1, day pass is \$5, and the service is free for those 17 and under.

In August 2020, Umpqua Public Transit District was awarded \$50,000 for the Rural Veterans Healthcare Transportation Program Discretionary Grant. This grant is for the North Douglas County Veterans Medical Transportation Connector for veterans-centered bedroom community connections to the Veterans Affairs (VA) facility in Roseburg. This is a partnership between SLW and North Douglas Betterment (a veterans service organization) to manage this project. Service is anticipated to begin in the Fall of 2020.

### **LINK LANE**

Link Lane is a fixed-route bus service provided by the Lane Council of Governments (LCOG) in partnership with the Confederated Tribes of Coos and Lower Umpqua and Siuslaw Indians. Link Lane operates two intercity routes: the Eugene-Florence and the Florence-Yachats Connector.

The Eugene-Florence bus operates seven days per week with two routes per day. The Florence-Yachats Connector runs four routes Monday through Saturday. For the Eugene-Florence Connector, the cost of a one-way ticket is \$5 and \$1 for trips made between Florene and Mapleton. For the Florence-Yachats Connector, the cost of a one-way trip is \$2.50 or \$5 for two tickets for all day service.

**Table 28: Link Lane Eugene-Florence Connector Morning Schedule**

Stop Location	Departure Time
Eugene Amtrak Station	7:25 AM
Downtown Eugene	7:32 AM
Veneta	7:42 AM
Mapleton	8:39 AM
Three Rivers Casino	8:59 AM
Old Town Florence	9:16 AM
Grocery Outlet Florence	9:26 AM
Three Rivers Casino	9:32 AM
Mapleton	9:50 AM
Veneta	10:30 AM
Downtown Eugene	10:57 AM
Eugene Amtrak Station	Arrive at 11:05 AM

Source: Link Lane

**Table 29: Link Lane Eugene-Florence Connector Afternoon Schedule**

Stop Location	Departure Time
Eugene Amtrak Station	3:30 PM
Downtown Eugene	3:37 PM
Veneta	4:04 PM
Mapleton	4:44 PM
Three Rivers Casino	5:04 PM
Old Town Florence	5:21 PM
Grocery Outlet Florence	5:31 PM
Three Rivers Casino	5:37 PM
Mapleton	5:55 PM
Veneta	6:35 PM
Downtown Eugene	7:02 PM
Eugene Amtrak Station	Arrive at 7:09 PM

Source Link Lane

**Table 30: Link Lane Florence-Yachats Connector Trip 1 Schedule**

Stop Location	Departure Time
Grocery Outlet Florence	7:30 AM
Carl G. Washburne State Park	8:00 AM
Log Church in Yachats	8:30 AM
Carl G. Washburne State Park	8:50 AM
Grocery Outlet Florence	Arrive at 9:20 AM
Source: Link Lane	

**Table 31: Link Lane Florence-Yachats Connector Trip 2 Schedule**

Stop Location	Departure Time
Grocery Outlet Florence	10:30 AM
Carl G. Washburne State Park	11:00 AM
Log Church in Yachats	11:30 AM
Carl G. Washburne State Park	11:50 AM
Grocery Outlet Florence	Arrive at 12:20 PM
Source: Link Lane	

**Table 32: Link Lane Florence-Yachats Connector Trip 3 Schedule**

Stop Location	Departure Time
Grocery Outlet Florence	2:45 PM
Carl G. Washburne State Park	3:15 PM
Log Church in Yachats	3:45 PM
Carl G. Washburne State Park	4:05 PM
Grocery Outlet Florence	Arrive 4:35 PM
Source: Link Lane	

**Table 33: Link Lane Florence-Yachats Connector Trip 4 Schedule**

Stop Location	Departure Time
Grocery Outlet Florence	5:35 PM
Carl G. Washburne State Park	6:05 PM
Log Church in Yachats	6:35 PM
Carl G. Washburne State Park	6:55 PM
Grocery Outlet Florence	Arrive at 7:25 PM
Source: Link Lane	

## Conclusion

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The intent of this Existing Conditions memo is to provide a summary of the Cottage Grove Area community and transportation system. The information from this memo will serve as the framework for the TDP analysis, findings, and recommendations.