

FORUM

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then, there have been a lot of changes — some good, some not so good, but it's changed nonetheless. I feel I have a lifetime of vested interest in this community, and when I make decisions, I talk to other people."

Meanwhile, Fleck positioned himself as a consensus-builder on the Council and said he would bring an effort at cooperation to the mayor's seat, while Boone often spoke philosophically about choosing the City's "least worst option."

Here's how the candidates approached some of the issues raised at Thursday's forum:

Regarding the measure to raise the gas tax to fund street repairs and the possibility of a bond to fix Cottage Grove's streets:

Boone: "I do support the fuels tax increase, but I would have gone higher on the number. The money isn't covering what it costs to keep our streets in decent condition. I don't see us having a lot of choice. We need to increase the tax and go out for a bond."

Gowing: "As much as I hate taxes, I do support the idea of the gas tax because it's the fairest way to distribute the cost. People complain to me about South Sixth (Street), and they live out London. I don't drive that street, but if you put a bond out, it's paid for with my property tax,

not theirs. The bond I am not in favor of because it only affects people in the community. The tax is the fairest way."

Fleck: "I support the gas tax, because the increase is the same amount as Springfield, but the tax is a short-term fix... it's a dying funding mechanism. I absolutely support bonds because our other problem is our water, waste and stormwater systems, and with a bond we can replace all of those."

Regarding steps to curb vandalism and theft:

Gowing: "Councilor Slay had started a neighborhood watch type thing, and pursuing more of that is a good thing. We need to get more people out in the late-night hours, get more eyes out there. We're growing in size here, pushing 10,000 population. Maybe don't have enough police officers and we need to look at increasing our numbers."

Fleck: "I agree that Councilor Slay and Chief Shepherd did an excellent job, and perhaps we can help by giving out some brochures that help people protect their homes."

Boone: "One thing I'd add is that we need to enlist the support of the populace. We need more help in law enforcement...there are a lot of things uniformed officers do that could be done by non-uniformed employees or volunteers. We're going to need to do a lot more. I would love to

hire more police, but we don't have that much money."

Regarding the need to include citizens in the workings of government:

Boone: "The way we do things at the City Council now is very formal, very stilted...We could be more explicit up here. There are people here that do want to talk. We're used to it, we know the procedures, but we can't expect the audience to know that. It would make things friendlier. I would also like to at least quarterly have a town hall meeting to give access and have chat back and forth rather than 'you say your piece, then you sit down.'"

Gowing: "When people come and talk about items that are not on the agenda, we can't respond. We need to give more clarification to them that we can't respond. I'd encourage them to get with their ward councilors and follow up. I hate emails, but I always answer my phone messages. Our phone numbers should be on there. Mine is 942-1900, call me."

Fleck: "When we adopted new council rules, we changed our whole procedure. Now, we have the opportunity for all citizens to speak after they've heard us talk about it. It's a much better process. But I have to agree with Jeff. My phone number is also in the book — it's 942-7302. The best thing to do is to call us. We always want to hear about it;

we don't always agree but want to hear your concerns."

Regarding steps to improve the housing and rental markets:

Fleck: "This is one of the core pieces of why I wanted to run for mayor. I'm very concerned about the cost of our SDC (Systems Development Charges) fees and permits. I work with Community Sharing, and we provide housing assistance. There have been clients we've been able to help that couldn't find a rental. It's a huge problem. People need to be building investment properties. I'm hearing from builders that our fees are too high. I would propose reducing them 10-25 percent."

Boone: "I disagree the most. We as a city don't have the power to fix an economy, but we have a lot of power to make it worse. We can remove regulations that get in the way, but our only other option is subsidy. Our SDC fees are as high as they are because that's what it actually costs to attach another building onto our systems. If we don't charge the developers, the money has to come from somewhere."

Gowing: "I'm not convinced that our fees are keeping buildings from going up. Our city limits a two-mile by two-mile footprint — show me some property where we could build more houses. We might have a lot or two here or there. Why

builders are not building, it's not making sense. Maybe we're at max capacity, and we have to live with the amount of citizens we have now."

Regarding their views on the job of the Mayor:

Gowing: Regarding the Mayor and Council — if you're running an organization in the private sector, the City Manager is the CEO. The Council is the board of directors, and the mayor is chairman of the board. The City Manager answers to the Council and Mayor."

Fleck: "I see the mayor's position as a consensus builder. The Mayor works to create the agenda and makes sure it fits what the Council is looking for. The Mayor is the facilitator."

Boone: "When I came on the Council, Gary (Williams) was Mayor, and he explained his job as that of a traffic cop. He has to make sure everybody is heard and keep the meeting moving. The Mayor doesn't have a lot of extra power. They still only have one vote, and it's still a council of seven. The Mayor's job is also to act as sort of ambassador for Cottage Grove."

Regarding growth in Cottage Grove and an ideal population:

Fleck: "Having no growth is problematic, but extreme growth is also problematic. Our population is going to grow. It's

inevitable. The proper method is to plan for growth and keep going."

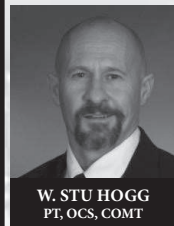
Boone: "The ideal size isn't up to me. I don't think there is such a thing, because everybody has a different idea of what it would be. We have a hard limit because we will run out of space. When Lane County is full, Cottage Grove will be its second-smallest city. The way to manage growth is a tough question because I don't think we can. The only way to decide the size is to watch it become whatever size it becomes."

Gowing: "I grew up in the 60s, and I liked 5000. That was a really good number. It was fun, but that's not realistic anymore. You need a way to sustain it. Go eight miles up and look at Creswell. In 1990, the population was around 2000. They had the Bald Knob facility that they chose not to rebuild, so they have no industry. You need to have business to complement the population. It has to be a good balance."

Cottage Grove's seven candidates for three open City Council positions were scheduled to offer their views at a similar forum on Tuesday, Sept. 27.

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Safety tips for cyclists:

Bicycle riding is fun, healthy, and a great way to be independent.

But it is important to remember that a bicycle is not a toy; it's a vehicle!

Be cool – follow some basic safety tips when you ride.

Safe Riding Tips

Before using your bicycle, make sure it is ready to ride. You should always inspect your bike to make sure all parts are secure and working properly.

Remember to:

- 🚲 **Wear a Properly Fitted Bicycle Helmet.** Protect your brain, save your life. For more information see the National Highway Traffic Safety Administration publication "Easy Steps to Properly Fit a Bicycle Helmet."
- 🚲 **Adjust Your Bicycle to Fit.** Stand over your bicycle. There should be 1 to 2 inches between you and the top tube (bar) if using a road bike and 3 to 4 inches if a mountain bicycle. The seat should be level front to back. The seat height should be adjusted to allow a slight bend at the knee when the leg is fully extended. The handlebar height should be at the same level with the seat.
- 🚲 **Check Your Equipment.** Before riding, inflate tires properly and check that your brakes work.
- 🚲 **See and Be Seen.** Whether daytime, dawn, dusk, foul weather, or at night, you need to be seen by others. Wearing white has not been shown to make you more visible. Rather, always wear neon, fluorescent, or other bright colors when riding day or night. Also wear something that reflects light, such as reflective tape or markings, or flashing lights. Remember, just because *you* can see a driver doesn't mean the driver can see *you*.
- 🚲 **Control Your Bicycle.** Always ride with at least one hand on the handlebars. Carry books and other items in a bicycle carrier or backpack.
- 🚲 **Watch for and Avoid Road Hazards.** Be on the lookout for hazards such as potholes, broken glass, gravel, puddles, leaves, and dogs. All these hazards can cause a crash. If you are riding with friends and you are in the lead, yell out and point to the hazard to alert the riders behind you.
- 🚲 **Avoid Riding at Night.** It is far more dangerous to ride at night than during the day because you are harder for others to see. If you have to ride at night, wear something that makes you more easily seen by others. Make sure you have reflectors on the front and rear of your bicycle (white lights on the front and red rear reflectors are required by law in many States), in addition to reflectors on your tires, so others can see you.

Many bicycle-related crashes resulting in injury or death are associated with the bicyclist's behavior, including such things as not wearing a bicycle helmet, riding into a street without stopping, turning left or swerving into traffic that is coming from behind, running a stop sign, and riding the wrong way in traffic. To maximize your safety, always wear a helmet AND follow the rules of the road.

Rules of the Road – Bicycling on the Road



Bicycles in many States are considered vehicles, and cyclists have the same rights and the same responsibilities to follow the rules of the road as motorists. When riding, always:

- 🚲 **Go With the Traffic Flow.** Ride on the right in the same direction as other vehicles. Go with the flow – not against it.
- 🚲 **Obey All Traffic Laws.** A bicycle is a vehicle and you're a driver. When you ride in the street, obey all traffic signs, signals, and lane markings.
- 🚲 **Yield to Traffic When Appropriate.** Almost always, drivers on a smaller road must yield (wait) for traffic on a major or larger road. If there is no stop sign or traffic signal and you are coming from a smaller roadway (out of a driveway, from a sidewalk, a bike path, etc.), you must slow down and look to see if the way is clear before proceeding. This also means yielding to pedestrians who have already entered a crosswalk.
- 🚲 **Be Predictable.** Ride in a straight line, not in and out of cars. Signal your moves to others.
- 🚲 **Stay Alert at All Times.** Use your eyes AND ears. Watch out for potholes, cracks, wet leaves, storm grates, railroad tracks, or anything that could make you lose control of your bike. You need your ears to hear traffic and avoid dangerous situations; don't wear a headset when you ride.
- 🚲 **Look Before Turning.** When turning left or right, always look behind you for a break in traffic, then signal before making the turn. Watch for left- or right-turning traffic.
- 🚲 **Watch for Parked Cars.** Ride far enough out from the curb to avoid the unexpected from parked cars (like doors opening, or cars pulling out).

Sidewalk versus Street Riding

The safest place for bicycle riding is on the street, where bicycles are expected to follow the same rules of the road as motorists and ride in the same direction.

- 🚲 Children less than 10 years old, however, are not mature enough to make the decisions necessary to safely ride in the street.
- 🚲 Children less than 10 years old are better off riding on the sidewalk.
- 🚲 For anyone riding on a sidewalk:
 - 🚲 Check the law in your State or jurisdiction to make sure sidewalk riding is allowed.
 - 🚲 Watch for vehicles coming out of or turning into driveways.
 - 🚲 Stop at corners of sidewalks and streets to look for cars and to make sure the drivers see you before crossing.
 - 🚲 Enter a street at a corner and not between parked cars. Alert pedestrians that you are near by saying, "Excuse me," or, "Passing on your left," or use a bell or horn.



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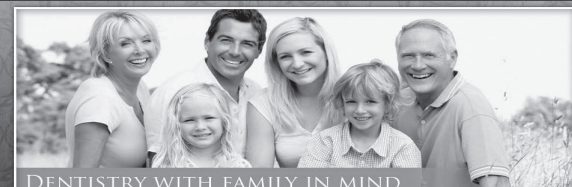
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