

Project Memorandum #2

Coburg Loop Path: Potential Alignments and Design Alternatives

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Prepared for: Coburg Loop Citizen Advisory Committee and Technical Advisory Committee and the Oregon Transportation and Growth Management Program

2.1 Summary of Citizen Involvement Specific to Alignment

On April 30, 2008, the first of two planned public workshops for the Coburg Loop Path was held at the Coburg Fire Station. This workshop included an overview presentation along with a general question and answer period. A comment form was distributed at this workshop and a total of 29 comment forms have been returned and tabulated for review. The following general information can be drawn from these comment forms:

- Most respondents currently walk, run, or bicycle or use other non-motorized modes to travel around Coburg or the surrounding at least some of the time. Only four respondents answered no to this question.
- The most common form of non-motorized travel in and around Coburg was walking (19), followed by bicycling, (13) and running (2).
- By far, the most common purpose for non-motorized travel was exercise (16) and recreation (16), followed by transportation to work (4), errands (3), and transportation to school (1).
- When asked what specific things prevented them from walking, bicycling, or running in or around Coburg, the most common response was lack of facilities (11), followed by safety concerns (7), and uncertainty about suitable routes (2).
- When asked about how they would use the path, walking (19) and bicycling (15) were the two most common responses, followed by running (3), and dog walking (1).
- Additional comments included:
 - Explore the bicycle boulevard concepts
 - Consider potential conflict with working farms
 - Think about adding a parallel bark running surface
 - Consider the great potential for tourism and plan facilities for that
 - Shade trees are important along the route
 - Concern about cost (construction and maintenance)
 - Safety, especially for kids should be top priority

2.2 Key Destinations

A list of key destinations for the proposed Coburg Path has been identified by the Citizen Advisory Committee and by participants at the April 30, 2008 public workshops. The potential path alignments have been sited in an attempt to make these connections which would allow easy access by bicycles and pedestrians in the future for both transportation and recreational purposes. Destinations identified include:

- Coburg Elementary School

- Downtown Coburg
- Employment centers along Industrial Way and Roberts Road
- Existing neighborhoods (west of Willamette Street; north of Pearl Street and east of Willamette Street; and south of Pearl Street and east of Willamette Street)
- Future neighborhoods north and south of the current UGB (assuming eventual UGB expansion)
- Coburg Parks (Wetland Park; Pfeiffer/Pavilion Park; and Moody Park)
- Canterbury Slough Trail
- Planned extensions of the Eugene-Springfield multi-use path networks
- Other key areas, facilities, and activity centers identified in the path planning process.
- Armitage Park (McKenzie River)
- Eugene and Springfield
- Agricultural lands
- Historic landmarks like the IOOF Cemetery

2.3 Potential Path Alignments and Routing Options

Using the general lineal park alignment identified in the adopted *Coburg Parks and Open Space Master Plan* (2005) as a starting point, several routes for the Coburg Loop Path are being considered and a final route will be selected based on TAC and CAC input, site analysis, and future discussion with property owners. The potential route options are mapped and also described by geographic location below:

Industrial Way Corridor:

This corridor would provide an important path connection parallel to Industrial Way from Pearl Street to Wetland Park, a distance of approximately 4,000 feet. In addition to providing access to one of Coburg's major employment centers, the path would also provide a direct connection to Wetland Park at the north end of Industrial Way and to the adjacent residential neighborhood to the west.

Industrial Way currently has no sidewalks or on-street bicycle lanes. The preferred path alignment is along the west side of Industrial Way for several reasons including the fact that it would provide a safer intersection crossing at Pearl Street and because the Muddy Creek Irrigation Channel also runs on the west side of Industrial Way and would provide an excellent point of interest for path users. One additional benefit of the west side siting would be that the path could make the connection to the neighborhood to the west without having to cross Industrial Way. This connection to the neighborhood would consist of a 750-foot path running east-west from Industrial Way to Sarah Lane in the vicinity of Moody Park at the northeast corner of Coburg's traditional residential district. This area is also a gateway to the historic district. This connector will likely follow a planned wastewater easement and would cross the irrigation channel on a maintenance access bridge that will be constructed as part of a planned development on that site.

The City will work with property owners along Industrial Way to accommodate the path in a way that avoids impacting existing street trees, utility boxes, driveways, and signs to the greatest extent possible. This may result in a path alignment that moves between the road right-of-way and adjacent properties in order to avoid impacting existing features.

Roberts Road Corridor:

Coburg's other major employment area lies to the south of Pearl Street along Roberts Road. The Oregon Department of Transportation (ODOT) is planning to realign Roberts Road, west in 2009 so that it intersects directly with Industrial Way at the existing signalized intersection at Pearl Street. As part of this planned re-alignment, ODOT will be constructing a 10-foot wide concrete path on the west side of the newly reconstructed Roberts Road, extending approximately 1,000 feet from Pearl Street. From here the path would extend south to meet up with the path segment proposed for the Mill Slough corridor. Two possible routes for the path extension exist in this area including the Muddy Creek Irrigation Channel and the abandoned rail corridor. The rail corridor would be preferable in this area because it could provide a connection into the residential portion of Coburg, because it has a gravel surface which would make it relatively inexpensive to convert, and because it would be an attractive tree lined route for users. This path would also provide a good connection to Kamping World, which is locating in the area.

North Coburg Corridor:

The path segment would extend between Wetland Park (the north end of Industrial Way) and the Coburg Elementary School, a distance of approximately 5,400 feet. From Industrial Way, the path would likely extend along the southern edge of the City owned Wetland Park for approximately 300 feet. From here, the path could continue westward toward the Coburg School in any number of alignments through what is now privately owned agricultural land. One alternative would be to run the path essentially parallel to the existing UGB. This would provide good path access from the existing residential areas on Coburg's north side. A second option would be to wait until this area is converted to urban use, which is a likely scenario in the future, and to incorporate the path as eligible to meet the 20 percent open space master planning requirement for the area. This could be accommodated in any number of locations depending on the layout of the master plan. The key would be to ensure that it makes the full connection from Wetland Park to the school and also provides connections to and from the existing residential neighborhoods to the south.

Mill Slough Corridor:

Mill Slough extends along the entire southern and western edges of the city and would provide an excellent route for the path for several reasons. Not only would this route provide an enjoyable user experience, it would provide path access to both the existing residential neighborhoods to the north as well as future residential development anticipated in the area, which is likely to occur to the south. The entire Mill Slough corridor lies within the mapped 100-year floodplain, so would be less suited for urban development, but could readily function as a path corridor. Many of the multi-use paths in the Eugene-Springfield area lie within the 100-year floodplain and are occasionally closed, but not damaged, due to flooding. Where Mill Slough intersects with Coburg Bottom Loop, the path would run parallel to the road to the Coburg Elementary School. To avoid conflicts with active management of the adjacent filbert orchard, the path would likely be sited on the east side of the road.

Bicycle Boulevards

The easiest way to achieve connectivity to the planned path from existing developed neighborhoods would be to utilize the existing network of local streets, selecting certain streets as a designated route for bicycles and pedestrians. Because much of the local street network in the residential areas of Coburg was platted as a connected grid, these streets already provide for very good bicycle and pedestrian movement. However, it would be beneficial to designate official routes so that measures can be taken to further improve these for bicycle and pedestrian movement. Improvements along these designated bicycle boulevards could include signage, improved crossing points at major streets, and traffic calming where necessary. Because many

of the local streets in Coburg are quite narrow, traffic speeds tend to be very slow already, but some further modifications could be made to limit traffic volumes on these streets.

On the east side of Willamette Street, Skinner Street and Colman Street are both excellent options for a north-south bicycle boulevard. To the west of Willamette Street, Abby Road and McKenzie Street are the best suited and provide good connections to much of this neighborhood in addition to the Canterbury Slough trail.

Armitage Park Connector

Based on public comment, a connector trail that would extend approximately one mile between the southern edge of Coburg to Armitage County Park on the McKenzie River. This connection is also identified in the *Rivers to Ridges Regional Parks and Open Space Vision* (2002) and the *Coburg Park and Open Space Master Plan* (2004). A path in this location would serve both a recreation and transportation function and would provide access to and from Eugene and Springfield and the existing and planned network of multi-use trails located there. The historic rail bridge that crosses the McKenzie River has already been upgraded for bicycle and pedestrian use and would be utilized as the crossing point on the river. Because most of this path connection lies outside the City's UGB, a partnership approach that could include Lane County, Eugene, Springfield, and other entities would be the most logical approach for achieving this connection.

This path would be routed on the east side of Coburg Road so that it would meet up with the rail bridge, which is also on that side, and to avoid the active aggregate operations on the west side of Coburg Road. The best two options for path alignment in this segment are either parallel to the Muddy Creek Irrigation Canal or along the abandoned rail corridor. Both routes are in private ownership, so would require land or easement acquisitions or donations. The rail corridor option would likely be less costly to construct because the gravel base is already in place.

2.4 Potential Street Crossings

Because the Coburg Loop Path extends around the entire perimeter of the city, several crossings of arterial or collector streets will be necessary. These include the following:

Coburg Road: The path will need to cross Coburg Road, just to the south of the current UGB. Coburg Road is the primary connection between Eugene and Coburg and carries a peak volume of approximately 820 vehicles per hour (Coburg TSP, 2005). The likely crossing point for the path is not signalized, so additional treatments will be required to create a safe crossing at this point. This could include construction of a raised median (pedestrian-safe island), reduction of posted speeds in the area, signage, or signalization. This crossing point will have good sight distance in both directions.

Pearl Street: The path will cross Pearl Street on the west side of the signalized intersection with Industrial Way. The path would utilize the marked pedestrian crosswalk in this location. Because of its proximity to I-5, this intersection carries significant truck and commuter traffic with a peak volume of approximately 1,700 vehicles per hour (Coburg TSP, 2005). This volume is particularly high during shift changes at local industries. The majority of the vehicles at this intersection turn east toward I-5, making the west side crossing for the path a much more desirable and safer option.

North Coburg Road: To make the connection to the Coburg Elementary School, the path will need to cross North Coburg Road. North Coburg Road carries a peak volume of approximately

230 vehicles per hour (Coburg TSP, 2005), much of it truck traffic. Two options exist for crossing North Coburg Road. The first would be to site the path crossing at the intersection with Van Duyn Street, utilizing the existing cross walk on the north side of the intersection. The safety of crosswalk could be improved in a number of ways including addition of stop signs or signalization to create a four-way stop. Currently, vehicles traveling west on Van Duyn Street have a free right turn (no stop required). Also, vehicles traveling east on Coburg Road are not required to stop at this intersection. Highlighting the crosswalk through additional treatments such as texture or color (other than white) or the addition of a flashing yellow light could be used to improve safety at this crossing.

Another option would be to create a new crossing point for the path approximately 800 to 900 feet to the north of the intersection. If this option were selected, significant measures would need to be taken to reduce speed of traffic on North Coburg Road. If future UGB expansion were to occur to the north of the current UGB, there may also be opportunities to incorporate a path crossing in conjunction with a new road intersection.

Either option would benefit from significantly from additional treatments on North Coburg Road that would slow traffic before it comes to the school and the intersection. Treatments could include road modifications such as addition of warning strips, radar speed signs, or even road re-alignment to create a slight meander to warn motorist of upcoming intersection (know as *chicanes*).

2.5 Facility Standards

The typical multi-use path standard in Oregon is generally between 10 and 12 feet in width (depending on anticipated volume) and 4 to 8 inches in thickness. Both asphalt and concrete are commonly used, with asphalt generally being less expensive, but with a shorter life span and concrete being more expensive but having a much extended life span and lesser maintenance requirements. The recent spike in oil prices have led to an increased cost of asphalt surfacing, so it is currently only about ten percent less than concrete.

The following standards listed below will be considered for the Coburg Path. The estimated costs associated with each standard are based on recent City of Eugene and Willamalane Park and Recreation District projects (either built or engineered). The costs include:

- engineering,
- grading,
- sub-base preparation,
- basic landscaping,
- and constructing the actual path.

These do not include additional features that may be required in certain locations such as bridges, retaining walls, or special treatment of sub-grade. The Oregon Bicycle and Pedestrian Plan (1995) recommends a minimum path width of ten feet and ties much of its funding to projects that meet this minimum standard.

Potential Path Standards

Material	Width (feet)	Thickness (inches)	Estimated Cost (Per Lineal Foot, 2008 dollars)	Estimated Life Span	Notes
Asphalt	10'	4"	\$70-90/lf	10-15 years	Willamalane Standard
Asphalt	10'	6"	\$90-100/lf	10-20 years	
Asphalt	12'	6"	\$110-125/lf	10-20 years	
Concrete	10'	5-6"	\$100-115/lf	20-50 years	
Concrete	12'	6"	\$120-150/lf	20-50 years	Eugene Standard