

Project Memorandum #1

Coburg Loop Multi-Use Path

Date: Final, March 31, 2008

Prepared by: Lane Council of Governments

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

1.1 Project Background

Coburg is a community of 1,075 residents located three miles north of the Eugene-Springfield metro area. Coburg has retained the characteristics of traditional small town, and maintaining these characteristics is part of the city's community vision. Downtown Coburg and the adjacent residential neighborhood is listed as a National Historic District on the National Register of Historic Places. Most of Coburg's existing residential development surrounds the downtown. An important part of maintaining the rural character of Coburg is the intentional lack of sidewalks and bike lanes on the locally classified streets. Further, there is a clear separation between the commercial and industrial areas of the City and the residential. Coburg also contains a lower than average number and area for trails, parks, and other recreational facilities. Further, no hard-surface, off-road paths exist either in or around the community. There is great potential and need for both transportation and recreational opportunities for non-motorized travel in Coburg.

The lack of sanitary sewer has been a primary contributor to relatively slow population growth. However, construction on a wastewater system begins in 2008 and is scheduled for completion in 2010. The completion of the system will catalyze increased growth and development. The projected population for Coburg in 2025 is 3,322 residents which is three times the City's current population. To accommodate this potential growth, an additional 150-260 acres will need to be added to the urban growth boundary. This imminent growth poses challenges for providing transportation options and securing multimodal or multi-use connections between residential areas, parks, open space, the elementary school, city services and retail, and regional transportation facilities. This project will integrate plans for growth, transportation and recreational needs, and the feasibility and design of a hard-surface path system in and around the City. A multimodal or multi-use path means that the facility will support different types of users such as bikers, joggers, and walkers. Multimodal facilities encourage different reasons for travel including commuting to work or school and recreational.

Project Objective

The Coburg Multimodal Loop Implementation Strategy will create an approach for construction of a hard-surface multimodal path in and around Coburg. The path will enhance the livability, parks and open space area, and transportation options for the community. There are several tasks involved in developing this project:

- Conduct initial research and provide documentation of background data, prepare base maps, identify standards and guidelines for bike and pedestrian facilities, and identify opportunities and constraints.

- Develop evaluation criteria
- Facilitate and incorporate feedback from the citizen and technical advisory committees
- Identify potential path system alignments
- Contact business and property owners potentially affected by the preferred alternatives
- Design the Implementation Plan
- Encourage comprehensive public outreach opportunities through public workshops and comment periods
- Adopt a final Implementation Strategy

1.2 Multi-Use Path Examples

The trails movement has blossomed in the United States over the past several decades as citizens and governments across the country seek opportunities to improve the livability, utility, and beauty of their communities by constructing multi-use paths for non-motorized uses. These paths can serve a recreational function by providing areas for people to safely walk, run, and bicycle for pleasure as well as a transportation function by providing interconnected corridors for non-motorized travel from home to destinations such as schools, neighborhoods, and employment centers. Most multi-use paths combine both a recreational and transportation function.

It is now estimated that a total of nearly 13,000 miles of hard surfaced multi-use path exist in the United States including 15 projects in Oregon totaling 209 miles. These paths vary in length from short connector trails of less than a mile to several trails over 100 miles in length (the longest being the Katy Trail in Missouri which extends 275 miles in length). Multi-use paths are typically sited along waterways, incorporated into new developments, or run parallel to roadways, but are most commonly situated along abandoned rail corridors. Of the 13,000 miles of multi-use path in this country, a total of 11,300 miles are situated along rail corridors (Rails to Trails Conservancy, 2008).

Study of examples of other multi-use path systems in our region, in Oregon, and elsewhere in the United States and will be helpful as Coburg determines options for siting, surfacing, and amenities. The following multi-use path examples are located in Oregon:

Fern Ridge Path, Eugene, Oregon

This multi-use path in Eugene extends seven miles along Amazon Creek between the Lane Events Center and Green Hill Road, passing through several neighborhoods, commercial and employments areas, and the West Eugene Wetlands. The first segment of the path was constructed in the 1980s between the Lane Events Center and Bailey Hill Road. A second segment was built in 1996 from Bailey Hill Road to the railroad as part of the Amazon Creek Enhancement project. The final segment was constructed in 1999 between the railroad and Greenhill Road in conjunction with a Corps of Engineers habitat restoration project at Meadowlark Prairie. The newer segments of the path were constructed to a very high standard for durability and safety at 10 foot wide with an 8" concrete base and multiple road underpasses. Based on counts done in 2000, the system carries approximately 260,000 users per year. Long-range plans call for this path to be extended further west toward Fern Ridge Reservoir.

Row River National Recreation Trail, Cottage Grove, Oregon

The Row River Trail runs 15.6 miles along an abandoned rail line from Cottage Grove to Dorena Lake, Culp Creek, and the nearby Umpqua National Forest. The vision for the Row River Trail

began in 1992 when a multi-agency/private citizen working group was organized to foster a Rails-to-Trails project for the abandoned Oregon Pacific & Eastern (OP&E) rail line. The OP&E line was owned and operated by the Bohemia Mining Company and utilized to haul ore, logs, supplies and passengers between Disston and Cottage Grove. The Eugene District of the Bureau of Land Management (BLM) acquired 14 miles of the abandoned rail way in 1993 for settlement of a debt from a timber sale default. The BLM began planning for the rail-trail conversion project in 1993 and it was completed in 1998. In 1994, the City of Cottage Grove acquired the remaining three mile segment of the OP&E rail line that extended from Mosby Creek into the historic downtown district. The trail does not exceed a 5 percent grade and has a width of between 8' to 10'. The path is surfaced with asphalt and utilizes rail bridges and trestles. Historical features along the trail include three historic covered bridges: Mosby Creek Bridge (1920), Currin Bridge (1925), and the Dorena Bridge (1949). The trail attracts an estimated 100,000 visitors annually and the majority of these visits are from Cottage Grove and the surrounding communities of Lane County. (photo)

OC&E Woods Line State Trail

Oregon's longest linear park, this 100-mile, rails-to-trail conversion is built on the old rail-bed of the Oregon, California, and Eastern Railroad. The trail is open for all non-motorized recreation, beginning in the heart of Klamath Falls, extending east to Bly and north to the Sycan Marsh. This path is surfaced with asphalt along 8 miles, with additional paving planned, but the remainder graveled surface is fully open and easily passable by walkers and mountain bikes. The trail has incorporated the historic 1898 steel bridge spanning the A Canal and passes through a wonderful mixture of ranch lands, rivers, and forested buttes. All the original railroad trestles are still in place, as well as unique engineering feats such as the double switchback. (photo)

Willamette River Multi-Use Path System, Eugene and Springfield, Oregon

Constructed in segments between the 1970s and 2005, the Willamette River multi-use path system extends approximately 14 miles on both sides of the river and into Island Park in Springfield and includes four bridges over the Willamette River. This path receives heavy use for both recreation and commuting. Based on counts done in 2000, the system carries approximately 275,000 users per year. The newer portions of this path are surfaced with concrete, with many of the older asphalt segments being reconstructed in concrete. The long-range vision for this system includes path extensions north along the Willamette River and east along the McKenzie River to Armitage County Park (Rivers to Ridges, 2003). (photo)

Planned Middle Fork Path, Springfield, Oregon

The planned Middle Fork Willamette River Loop Path is a high priority of the Willamalane Park & Recreation District and City of Springfield and is anticipated for construction beginning in 2008, utilizing a grant from the Oregon Department of Transportation and other funds. This path, which will be approximately four miles in length and surfaced with asphalt, will extend from Dorris Ranch Park to Clearwater Park parallel to the Willamette River. The trail route will utilize an existing gravel haul road for most of its length and will be located on City, Park District, and Springfield Utility Board properties. It is envisioned that this path will eventually connect across the river by bridge to the 2,200 acre Buford Recreation Area and its extensive trail network and extend along the Springfield Millrace.

1.3 Evaluation Criteria (Draft – to be refined at CAC/TAC meeting)

The following criteria will be used to assess alternatives for siting, construction standards, and support facilities for the Coburg Loop Multi-Use Path:

User Safety

The Coburg Loop will provide safe passage for bicyclists and pedestrians by lessening or eliminating potential hazards through design and/or operations and maintenance. This would include avoiding blind corners; creation of safe road crossings; design considerations that help reduce potential user conflicts (bicycles vs. pedestrians); signage; drainage; and routine maintenance activities (sweeping and repair of hazards).

User Security

The Coburg Loop and support facilities will be designed and sited to minimize any potential security and personal safety problems. This would include maximizing user visibility, eliminating hidden areas, siting parking facilities in visible locations, potential lighting (depends on hours of operations), and developing a routine policing strategy.

Ease of Use

The Coburg Loop will be clearly marked and signed to help users easily navigate the system.

Conflicts with Adjacent Property Owners

The Coburg Loop will be sited in a way minimizes potential for trespass or unwanted visual access to adjacent residences.

Accessibility

The Coburg Loop will meet Americans with Disabilities Act (ADA) accessibility standards.

Network Connectivity

The Coburg Loop will provide safe connections between key areas, facilities, and activity centers within Coburg including the following:

- Coburg Elementary School
- Downtown Coburg
- Employment centers along Industrial Way and Roberts Road
- Existing neighborhoods
- Future neighborhoods
- Coburg Parks
- Other regional park and open space areas?
- Eugene-Springfield multi-use path networks?

Community Asset

The Coburg Loop will be considered a great community asset that helps define Coburg and differentiates it from other communities in the region; improves overall quality of life for residents; increases potential for tourism; and improves area property values.

Uniqueness

The Coburg Loop shall include design elements that provide uniqueness and set it apart from other multi-use path systems. This would include use of design features, logos, and art.

Enjoyable Recreational Experience

The Coburg Loop should be sited in a way that creates an exceptional experience for users with special attention given to providing views, access to areas of interest, and diversity of experience. Loop options should be considered to enhance the systems recreational potential.

Environmental Impacts

The Coburg Loop should be sited in a way that minimizes damage to natural resources and avoids critically important habitat areas. In addition, opportunities for enhancing habitats along the path should be considered where possible.

Operations and Maintenance

The Coburg Loop should be designed and constructed in a way that minimizes on-going maintenance requirements and extends the life of the system. Alternatives should be assured of achieving a useful life of at least 20 years.

Capital Cost

Cost of the alternative is always a critical component, especially in corridors where there are major physical constraints requiring expensive construction. This criterion is related to constructability, risk, ability to obtain permits and quality bids, durability, and schedule.

1.4 Regulatory Framework

Planning for a path system in Coburg requires that the planning process remains consistent with state and local long-range master planning documents and initiatives. For this project, several such documents and initiatives will be incorporated into the structure of this project including:

- Guide for the Development of Bicycle Facilities
- Americans with Disabilities Act Guidelines
- Oregon Bicycle and Pedestrian Plan
- Regional Transportation Plan
- Lane County Rural Comprehensive Plan
- Coburg Comprehensive Plan
- Coburg Zoning Code
- Coburg Transportation System Plan
- Coburg Parks and Open Space Master Plan
- Rivers to Ridges

Each of these documents contributes important directives and guidance toward a path planning process and represents state, regional, or local visions.

State

Transportation Planning Rule

In 1991 and since revised, the Land Conservation and Development Commission (LCDC) adopted the Transportation Planning Rule (TPR) (OAR 660-12-010) to guide regional and local transportation planning. The primary purpose of this rule is to carry out the purposes of LCDC Goal 12: Transportation. The TPR requires cities and counties to develop a transportation system plan. Included in this requirement are plans for bike and pedestrian facilities. See more in the subsection for the *Transportation System Plan*.

Regional

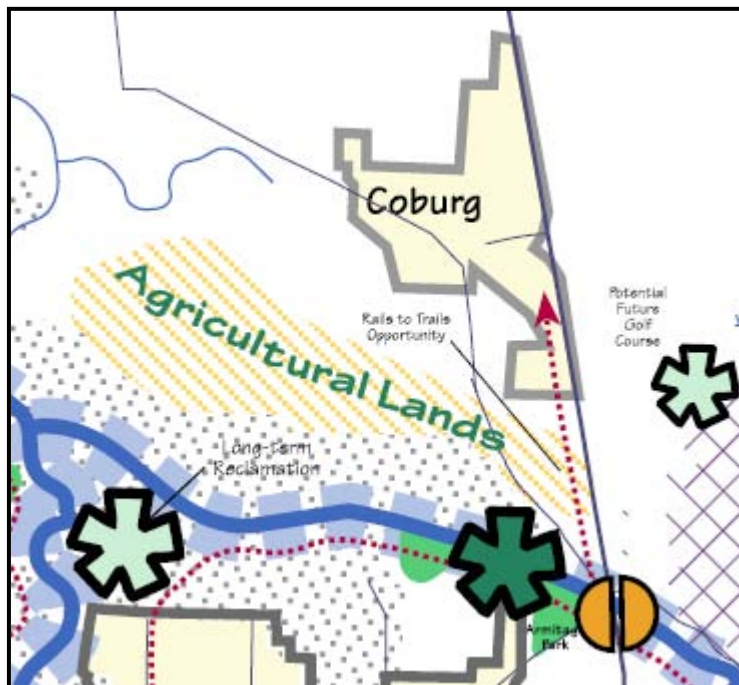
A number of regional transportation and recreational plans have been developed which are consistent with both State and local planning objectives. Among the plans relevant to this project include the following.

Rivers to Ridges

Rivers to Ridges (2003) is a regional vision for parks and open space which was endorsed with wide support from multiple agencies in the region. The recurring themes that can be found throughout most of the region's local plans, including Coburg, are reflected in the Rivers to Ridges Vision. These common themes include regional recreational connections that support the Coburg project including identification of the following:

- Connections to existing open space anchors including Armitage Park;
- A vision for future open space anchors that have been identified as potential key additions to the regional parks and open space system based on ecological, scenic, recreational, or cultural values.
- Support existing recreational trails such as major multi-use paths and trails within the study area and provide both recreational and transportation uses. Identifying future recreational trails and pathways that could provide access to and between major open space anchors and would be sited to avoid impacts to sensitive habitat and private property.
- Identifying critical areas needed to provide separation between the metro area and nearby small cities such as Coburg. In most instances these separators or buffers could take the form of agricultural or forest lands, riparian corridors, or other natural areas.
- Major points of entry into the community and have the potential to provide a scenic gateway and a clear urban-rural transition.

Figure 1. Excerpt of Rivers to Ridges Map indicating multiuse connection to Coburg



All of these themes support the Coburg project. More specifically, Rivers to Ridges identifies the area south of Coburg to Eugene, in conjunction with the McKenzie River, as an open space Community Buffer. Such an area could support a multi-use path as a transportation and recreational alternative between the two communities.

Local

The local community vision related to this project is represented by the Coburg Comprehensive Plan, Coburg Zoning Code, Transportation System Plan, and Parks and Open Space Master Plan.

Lane County Rural Comprehensive Plan

The Lane County Rural Comprehensive Plan has a responsibility to, and must coordinate efforts closely with, the incorporated cities within its boundaries. Statewide planning law requires that each incorporated city develop and adopt its own land use plan which must itself comply with

LCDC Goals. The plan must contain essentially the same elements as the County General Plan, with an additional element of an identified Urban Growth Boundary (required by Goal 14). The County must ratify the cities UGBs by independent evaluation of, and adoption of, appropriate city plan provisions. The County ratified the Coburg Comprehensive Plan (and its Refinement Plans) in 2006. Through this method, the County is also responsible for administering the provisions of city plans within the city UGBs but outside of the corporate city limits. "Joint Agreements for Planning Coordination" drawn up between the County and each city lay the framework for cooperative action in the effort. Policies concerning Goal 14 in this document further indicate County posture toward city plans. County adoption of city plans--or amendments thereto--ensures that conflicts between city plans and County Plan do not readily occur. Finally, lands considered as agricultural, forest or natural resources are lands not within any of the above classifications. These lands include the vast majority of total Lane County acreage, and are under the jurisdiction of the County plus state and federal governments (National Forests). The Statewide Planning Goals and the Policies of this Plan limited substantial rural development. However, it is recognized that such development may occur provided it is consistent with the policies contained in this document. It is likely that all elements relating to the Lane County Rural Comprehensive Plan may exist within the project scope of this Plan. The technical advisory committee will determine what, if any, elements of this Plan need to be endorsed or co-adopted by Lane County.

Coburg Comprehensive Plan

Coburg Comprehensive Plan policies are an important aspect of this step in the process. The Coburg Comprehensive Plan is a policy document intended to provide the community and other agencies and districts with a coordinated guide for change over a long period of time. Many policies in the Comprehensive Plan represent refinement plan policies and state planning requirements. The following policies represent this support for this project:

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

LCDC Goal: "To conserve open space and protect natural and scenic resources."

Coburg Objective: To protect, restore and enhance open space, scenic and historic areas, and, to promote a healthy and visually attractive environment in harmony with the natural landscape.

Open Spaces

Policy 1: The City shall maintain and enhance parks and open spaces in the community.

Policy 2: Open space in the form of city parks shall be retained through application of provisions of the Zoning Ordinance.

Policy 3: Open space and landscaped areas such as parks and school grounds shall be connected where possible by a pedestrian/bicycle pathway system.

Policy 4: The City shall encourage the protection of the Oak Forest in the Coburg Hills and the Oak Savannah habitat east of the city.

Policy 5: The City shall maintain an open space separation between the city limits of Coburg and Eugene.

Scenic Resources

Policy 6: The City will seek intergovernmental agreements with Lane County and other jurisdictions to preserve the Coburg Hills as a scenic resource.

Policy 7: Important public vistas and views of the Coburg Hills, agrarian landscape and other significant visual features will continue to be preserved through careful design of building height, density, transition, building placement, street layout and other design elements.

Natural Resources

Policy 14: Lands within natural drainage ways, Muddy Creek irrigation channels, farmland, and landscaped areas such as parks and school grounds will be preserved in an open character to the greatest extent possible through provisions of the Zoning Ordinance. This policy includes the retention of existing vegetation and natural banks for flood protection, wildlife habitat, water quality, open space and other benefits to the community along the Muddy Creek irrigation canals and other natural drainage ways.

Goal 12: Transportation

LCDC Goal: “To provide and encourage a safe, convenient and economical transportation system.”

4.1 Pursue and develop transportation demand management (TDM) program and policies and strategies.

Policy 5: Establish a safe bicycle and pedestrian system that provides for connections and minimizes conflict to and from the local school and other significant activity areas, provides for connections between pocket parks, and provides a sidewalk plan in selected areas such as on Willamette and Pearl Streets.

5.1 Design streets to meet the needs of pedestrians and bicyclists. This may or may not include sidewalks or bicycle lanes.

5.2 Plan and develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings, that promote safe and convenient bicycle and pedestrian circulation within the community.

5.1 Connect bikeways and pedestrian accessways to local and regional travel routes.

5.2 Design and construct bikeways and pedestrian accessways to

minimize potential conflicts between transportation modes.

Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.

- 5.3 Align and interconnect new streets to reduce travel distance, promote the use of alternative modes, efficiently provide utilities and emergency services, and evenly disperse traffic.
- 5.4 Provide street system connections to and from activity centers such as schools, commercial areas, parks, and employment centers.
- 5.5 Consideration shall be given to maintain reasonable access to existing businesses and residents in the construction and development of new facilities.

Policy 20: The City shall provide a balanced transportation system that meets the needs of and is compatible with pedestrians, bicyclists, cars, transit, trolley, and trucks.

Policy 22: The City shall use transportation demand management, system improvements, and land use strategies to encourage people to walk, bicycle and bus to reduce increased traffic congestion within the community and to and from the community.

Policy 26: The City shall provide transportation system improvements that improve safety, encourage bicycling and walking, and provide convenient access to bus stops.

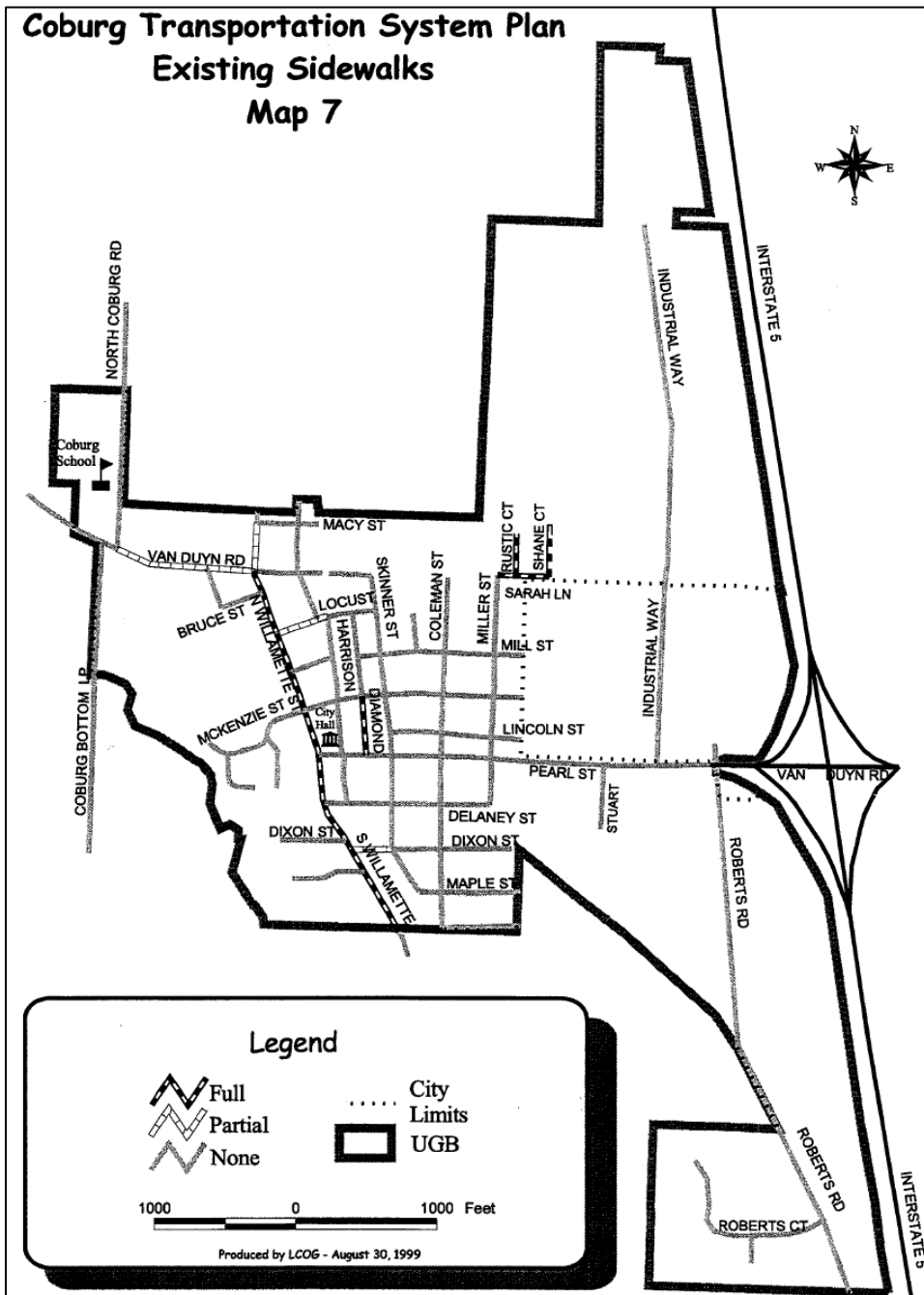
Policy 34: The City shall develop a safe bicycle and pedestrian system that provides for connections and minimizes conflict to and from the local school and other significant activity areas, provides for connections between pocket parks, and provides a sidewalk in selected areas, such as Industrial Way and Mill Street.

Policy 45: Develop and maintain a transportation system while improving transportation choice and environmental quality.

Policy 46: Provide a transportation system that is safe, convenient, accessible, environmentally responsible, efficient, responsive to community needs, and considerate of neighborhood impacts, particularly in the National Historic District.

Goals of this project relate directly to the community's vision for future planning efforts. Many Coburg Comprehensive Plan goals also represent many of the guidelines provided at the state level. The Comprehensive Plan and the other planning requirements will guide this project's development.

Figure 2.



Coburg Zoning Code

The Coburg Zoning Code is the implementation tool for the Comprehensive Plan. Within the Code are requirements for new and re-development standards that support non-motorized amenities including bike racks, access to transit stops, and dedicated open space. When the Coburg Loop Path Implementation Strategy is adopted, it is anticipated that additional language will need to be included in the Code to ensure that future development supports construction and access to the Coburg Loop Path system.

Transportation System Plan (TSP)

In 1991, and since revised, the Land Conservation and Development Commission (LCDC) adopted the Transportation Planning Rule (TPR) (OAR 660-12-010) to guide regional and local transportation planning. The primary purpose of this rule is to carry out the purposes of LCDC Goal 12: Transportation. The TPR requires cities and

counties to develop a plan including the following:

- A road plan for a network of streets;
- A bicycle and pedestrian plan;
- A public transportation plan;
- An air, rail, water, and pipeline plan;
- A transportation finance plan, and
- Policies and ordinances for implementing the transportation system

The primary implementation tool for Goal 12 is the TSP. The focus of the TSP is the transportation systems and issues within Coburg's urban growth boundary (UGB). The planning time frame for the TSP is to the year 2025. During the development of the TSP several factors were recognized that greatly influence transportation planning within the UGB. These factors include the location of adjacent employment areas, potential annexation and development of land within the UGB, county and state transportation facilities within or near the City, and design of existing transportation facilities. Coburg's TSP was last adopted in 1999. A Coburg/I-5 Refinement Plan was later added.

Important elements of the TSP include a discussion about the existing bicycle and pedestrian systems as well as planned improvements. See section *1.5 Existing Condition, Transportation Facilities* for the transportation-related conditions described in the TSP.

1.5 Existing Conditions

The *Background* section briefly describe that an important part of maintaining the rural character of Coburg is the intentional lack of sidewalks and bike lanes on the locally classified streets. Further, there is a clear separation between the commercial and industrial areas of the City and the residential. This provides harmonious land uses. At the same time, however, there is very little connectivity between the employment commercial and industrial employment center and the rest of the community.

ParksCoburg contains a lower than average number and area for trails, parks, and other recreational facilities. A need for a linear park is identified in the Coburg Park and Open Space Master Plan. This identified need was a primary catalyst for the development of this Implementation Plan.

Sanitary Sewer/Wastewater Facility

The lack of sanitary sewer has been a primary contributor to the relatively slow population growth. However, construction on this system begins in 2008. The completion of the system will catalyze increased growth and development. The projected population for Coburg in 2025 is 3,322 residents which is three times the City's current population. To accommodate this potential growth, an additional 150-260 acres will need to be added to the urban growth boundary. This imminent growth poses challenges for providing transportation options and securing multimodal connections between residential areas, parks, open space, the elementary school, city services and retail, and regional transportation facilities. This project will integrate plans for growth, transportation and recreational needs, and the feasibility and design of a hard-surface path system in and around the City.

Traffic Volumes

While these low traffic volume streets function well for non-motorized travel, connectivity within the system has its limits. There are several dead-end streets and the City is separated by two higher volume Lane County Roads; Willamette Street and Pearl Street.

Transportation Facilities

Currently, there are full bicycle facilities on Willamette Street and Van Duyn Road, which are on Lane County roads. One block of city-owned Diamond Street, from McKenzie to Pearl Street, also has a bicycle facility. Most bicycle usage on local and collector city streets occur on the paved street (see *Figure 1 and 2. TSP Maps 7&8*). Since traffic volumes are relatively low on city streets, sharing the roadway among bicyclists, automobiles, and pedestrian roadway is appropriate, although there is room for improvements to the network. The City had, over the

years, intended to continue this network but received significant community opposition to on street bicycle facilities as the shared road concept is more closely aligned with the traditional feel of the low volume traffic, “skinny” local road system.

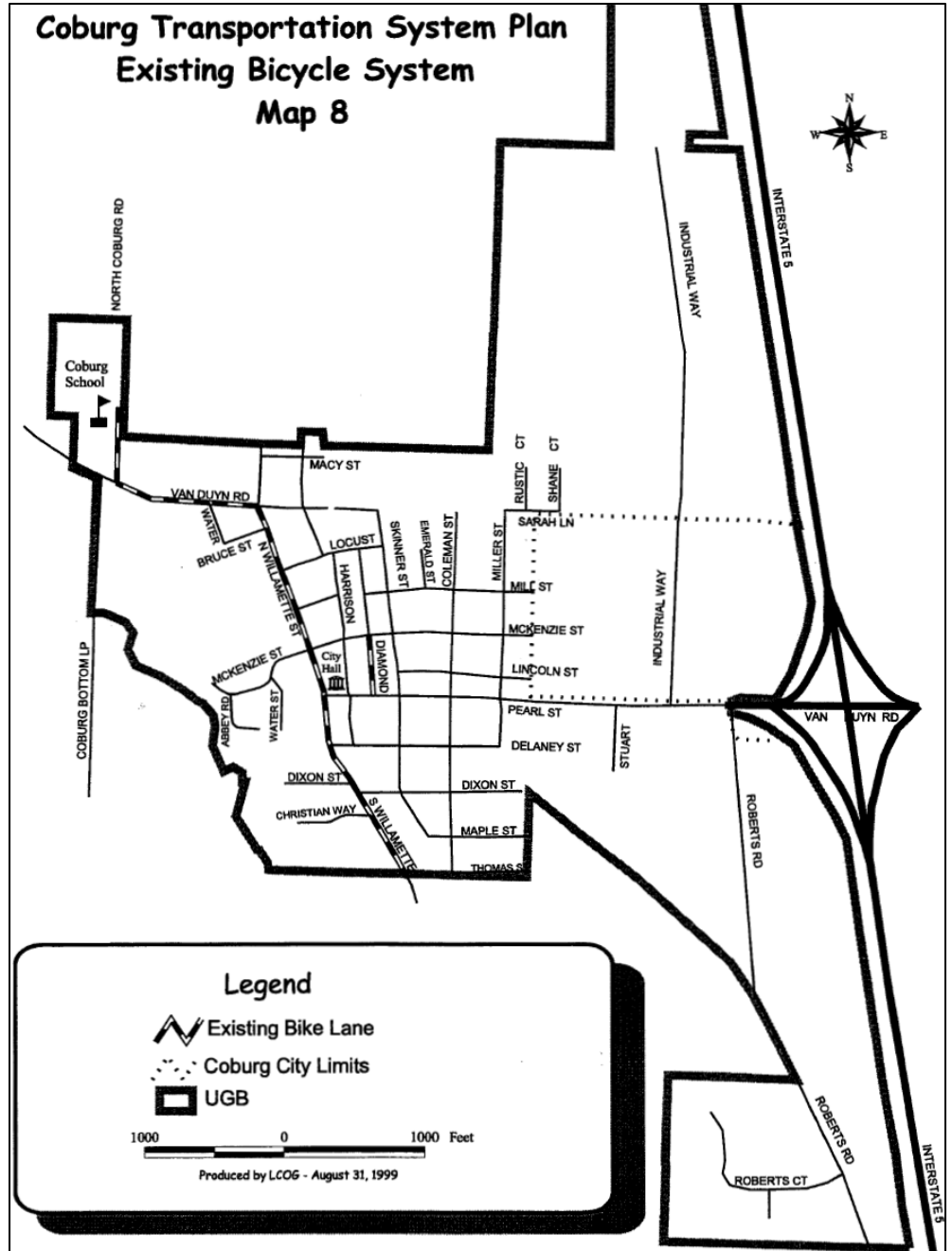
Figure 3.

Proposed Improvements in the 1999 TSP include a network of on-road and multi-use paths. Proposed improvements are discussed in Chapter 4, Recommended Transportation System Plan and shown on Map 15.

Further there is limited bicycle parking in Coburg, located at the Coburg Market on Willamette Street and Coburg Elementary on North Coburg Road. Coburg is well suited to increased bicycle usage in town with its small size and flat terrain.

Outside the Urban Growth Boundary (UGB)

Outside the urban growth boundary, Lane County is responsible for planning future development and protecting agricultural lands. The concept of a “loop” path facility around Coburg will include ideas for alignments outside the existing Coburg UGB. The City will need to work closely with Lane County to identify issues outside the UGB and to determine whether Lane County will need to co-adopt the Implementation Strategy.



School

The Coburg Elementary School is an important community anchor. The school provides more than an education to Coburg’s children. It serves as a community center and playground as well. Providing safe and enjoyable access to and from the school is an important part of this

project. A path connection from the residential and business areas to the school is of primary importance to this project.

Muddy Creek Irrigation Channel (Channel)

The Muddy Creek Irrigation Channel provides a regional irrigation source to support agricultural irrigation uses. It flows northwest through Coburg. The Channel's right-of-way is identified as a potential logical choice for alignment of a portion(s) of the multi-use path. The banks of the Channel could be enhanced to provide a natural, meandering waterway by which the path could follow. No buildings may be built within the existing Channel right-of-way. However, pathways are allowed. The Channel is a resource that project planners will consider during project development.

1.6 Opportunities and Constraints

Coburg and its surroundings provide a distinctive set of opportunities and constraints related to the development of a multi-use path system.

Opportunities

- Topography: Coburg is extremely flat which favors walking and bicycling as modes of transportation. The average slope from the north end to the south end of Coburg is approximately 0.2 percent.
- Growth: Coburg is anticipating significant growth over the next twenty years. It's often easier to incorporate multi-use paths into newly developing areas than in areas that are already built-out.
- Corridors: Coburg contains several linear corridors where siting a multi-use path may be possible. This includes the Muddy Creek Irrigation Canal, the Industrial Way corridor (parallel to the road), Mill Slough, and the abandoned rail corridor (although now in multiple ownerships, it is still largely undeveloped and has a good trail base).
- Limited Bicycle and Pedestrian Facilities: Coburg currently has few designated bicycle and pedestrian paths, sidewalks, or bike lanes. This supports the need for developing an independent system for these modes.
- Large Parcels: Several large parcels in single ownership exist along the fringes of the City. Working with these property owners will be key to the success of the project.
- Open Space Context: Coburg is surrounded by beautiful farm land with sweeping views to the Coburg Hills and is in close proximity to the McKenzie River and Armitage Park. This setting gives the Coburg Loop path great tourism potential.
- Partnership: Opportunity exists for Coburg to partner with the Cities of Eugene, Springfield, and Lane County for developing trail connections that lie outside of Coburg's city limits.

Constraints

- Multiple Ownerships: Any potential path alignment would involve working with multiple private owners both inside and outside the UGB. This will ultimately be a key factor in determining routes.
- Wetland Constraints: Wetlands are known to exist to the north of Coburg and parallel to I-5. This could limit some route options.

- Road Crossings: The path will likely need to cross several roads carrying high traffic volumes. These include Pearl Street, Coburg Road, Willamette Street, Coburg Road North, and Van Duyn Street.
- Budgetary: Coburg is a relatively small community and would be challenged to fund this system without significant state or federal funding assistance.