

CITIZEN ADVISORY COMMITTEE TOUR ITINERARY

Wednesday July 11th, 2007



START – Eugene Public Library



STOP 1 – 18th Avenue Bicycle and Streetscape Project

Head south to 18th St. and turn left.

The Oregon Department of Transportation (ODOT) awarded the City of Eugene a \$345,600 grant to significantly improve the walking and bicycling environment on 18th Avenue between Agate and Alder Streets. Bike lanes will be added to both sides of the street between Alder and Agate. The 4-foot wide asphalt sidewalk on the north side of 18th between University and Agate will be replaced with a new concrete sidewalk that varies from 5 to 6 feet in width; and a 3 to 4 foot wide planting strip with street trees will be installed between this sidewalk and the parking lane. There will also be curb extensions installed to shorten the crossing distance for pedestrians at the intersections of 18th with Emerald, Onyx, and Harris Streets and will also include vegetated flow-through stormwater devices.

This plan has been developed in collaboration with residents, bicyclists, the Eugene Tree Foundation (ETF), and the University of Oregon. The ETF has expressed an interest in making this section of 18th Avenue a target area and working with the City and other stakeholders to enhance the tree canopy in this corridor. These pedestrian, bicycling, and landscaping improvements will significantly enhance the character of 18th Avenue and improve the City's infrastructure directly adjacent to where the 2008 Olympic Trials will be held.



STOP 2 – Rosa Parks Path - Pioneer Parkway and 'Q' Street Intersection

Take Franklin Blvd. thru Glenwood, into Springfield, L/Pioneer Parkway East, North 2.5 miles to 'Q' Street, continue north 300' to Plaza Drive signal, R/Safeway Parking lot.

This location is a very busy site combining a multilane north/south couplet (Pioneer Parkway) a east/west Minor Arterial, ('Q' Street) with a center median Multi-Use Path (Rosa Parks). The median path, a former Southern Pacific rail line, was developed in 1996 and the design viewed with some skepticism by ODOT staff, particularly concerning how the safety of walker and riders could be assured at the intersection crossings.

The path has become very popular with young and old alike with a mix of cyclist, walkers, joggers and skaters sharing the facility. It functions as a recreation and transportation feature and has shown a low occurrence of pedestrian-vehicle conflicts.



STOP 3 – Pioneer Parkway and Roundabout (MLK at Harlow Road)

Continue north on Pioneer Parkway East for one mile to Harlow Road.

Springfield recently constructed this high capacity, multi-lane, urban roundabout which is unique to the pacific northwest. This is Oregon's second multi lane roundabout and has been open for nearly a year. Springfield did a lot of public information on our City web site and through public

announcements campaigns to help guide drivers, pedestrians, and cyclist thru the intersection. A prime concern during the design of this intersection was the safety of cyclists and pedestrians. Cyclist may choose to use the outer, pedestrian sidewalk or travel through the interior roadway for their destination. Accidents have been infrequent with limited severity.

I-5/Beltline Path and Bridge (driveby)

ODOT is building a bicycle-pedestrian bridge over I-5 which will provide a significant new connection between Eugene and Springfield. The \$2.5 million project cost includes the bridge, approaches, privacy walls and connection to the existing street system at Willakenzie and Harlow Roads. This is a 14-month project that started in May 2007 and is expected to be complete by summer 2008. OBEC Engineering is the designer.



STOP 4 – Delta Ponds Path and Bridge

The Oregon Department of Transportation awarded the City of Eugene \$1 million in federal Transportation Enhancement funding to help fund an 1,100-foot-long shared-use path and a 380-foot-long bridge in the Delta Ponds area. The path will connect Goodpasture Island Road and Robin Hood Avenue west of Willagillespie Road, including a bridge over Delta Highway. The Transportation Enhancement funds will be combined with an existing “SAFETEA-LU” federal transportation allocation received through efforts from Congressman Peter DeFazio and matched by local system development charges to fund the estimated \$4.8 million project.

The pedestrian and bicycle path and bridge will provide a convenient connection between the Ruth Bascom Riverfront Trail system, employment and commercial centers near Valley River Center, and the Cal Young and Harlow neighborhoods. Combined with the pedestrian and bicycle bridge being built by ODOT over I-5, the Delta Ponds path and bridge will considerably enhance east-west bicycle connections in this part of Eugene and will also allow people to better experience the Delta Ponds natural area.



STOP 5 – West Bank Trail Extension and River Avenue Path

The Oregon Department of Transportation awarded the City of Eugene \$1,060,000 in federal Transportation Enhancement funds to extend the West Bank Riverfront Trail north along the Willamette River, under Beltline Highway, and follow Division Avenue to Beaver Street. The path will also connect to the east end of River Avenue.

This project will greatly enhance the quality of the recreation or transportation trip for bicycle and pedestrian travelers north and south of Beltline Highway. The path will provide a missing bicycle and pedestrian connection from the neighborhood north Beltline Highway to the extensive riverbank trail system. Residents north and south of the highway will have an alternative to the narrow 2-lane road that travels under Beltline Highway. The new off-street trail will be a 12-foot concrete multi-use path and include lighting.

Federal funds will be available to construct the project on October 1, 2008.