

2008 11 14

South Bank Permanent Path Alignment, Stream Restoration & Pedestrian Bridge

1. The general layout of the improvements were reviewed & ODOT confirmed that the permanently relocated path should be illuminated.
2. The Parks Team recommended constructing a permanent bike path on the north embankment of Franklin and terminate it at the existing ODOT R/W line. It was originally requested to extend this bike path beyond the limits of the ODOT R/W but it was explained the Environmental Assessment for the project would not allow this work.

2008 12 19

South Bank Permanent Path Alignment, Stream Restoration and Pedestrian Bridge

It was determined path work on the south side of the Willamette River is not in a Park and as such, the CPC, Willamalane and EPOS would have no jurisdiction on that side of the river. It was noted the south bank improvements would potentially be of interest to the City of Eugene and City of Springfield and as such, a separate meeting will be set up to discuss the south bank path improvements directly with City Staff. One item that was discussed was the fact that Eugene City Standards are for portland cement bike paths rather than asphalt bike paths. This will need to be further discussed and resolved with City Staff.

2010 02 26

General Design

1. Since the last WRB S Bank Mtg, it was decided the WRB project could not fund both the "P20" and the "P21" path on the north and south side of Franklin. The Agencies (ODOT, COE & COS) agreed to construct the "P20" path and abandon a continuous "P21" path. However, it was decided to leave in the portion of the extg S Bank path from the CMGC Office west to the east edge of the I-5 detour bridge on the south side of Franklin. Dead end signage may need to be added to the remaining P21 line to inform ped/bikes that the path does not outlet.
2. Once it was agreed the "P20" path would become the new Glenwood Connector Path & would be the only S Bank Path constructed with the WRB project, the division of construction responsibilities was discussed and it was agreed the WRB project would construct the portion of the "P20" path from Knickerbocker to the westerly Oldham Crane Property. The COS will be responsible for the construction of the Glenwood Connector Path from the westerly Oldham Crane Property to the Glenwood Blvd intersection with Franklin. It was further discussed that the COS portion of the "P20" project would be its own independent project funded, permitted and delivered by the COS. This will be formally documented in the WRB IGA between ODOT and the COS. As such, the COS portion of the "P20" construction will not be further discussed nor tracked by the WRB project.