

Coburg Loop Implementation Plan

Draft

February 24, 2009



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Coburg Loop Implementation Plan



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1.0 Background and Purpose

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 are listed as a part of the 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 neighborhoods. Coburg also contains a lower than average number and area for trails, parks, and other recreational facilities. Currently, there are no hard-surface, off-road paths 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 City of Coburg currently has a population of just over one-thousand, but is anticipating significant growth in the coming years (aerial photo looking east).

The lack of sanitary sewer has been a primary contributor to relatively slow population growth in Coburg over the past several decades. However, construction on a wastewater system began 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 as well as opportunities for providing transportation options and securing pedestrian and bicycle connections between residential areas, parks, open space, the elementary school, city services and retail, and regional transportation



Downtown Coburg is listed on the National Register of historic Places.

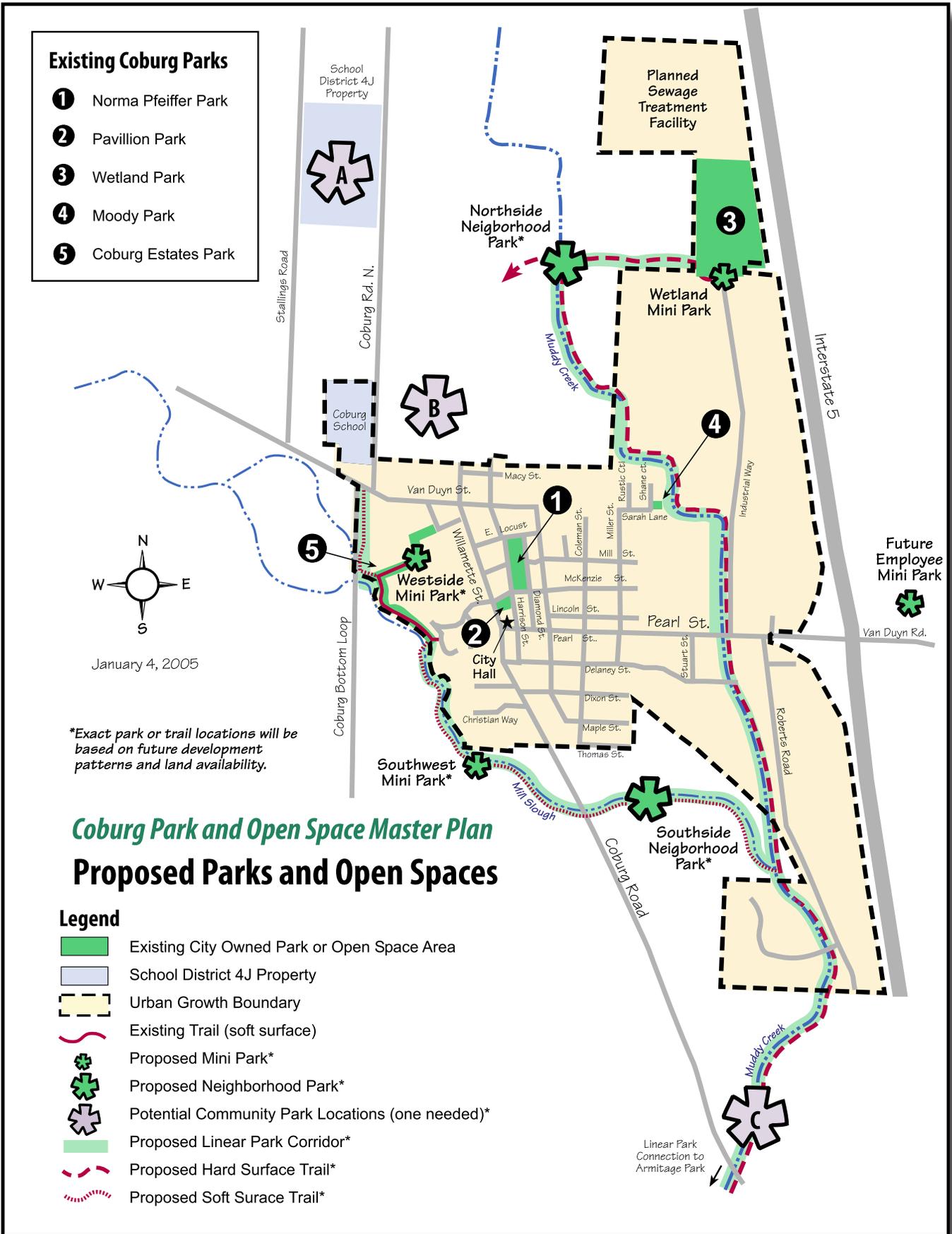
facilities. This project will integrate plans for growth, transportation and recreational needs, and the feasibility and design of a hard-surface multi-use path system in and around the City. A multi-use path is a facility designed to support movement of different types of non-motorized users such as bikers, joggers, and walkers for both recreation and transportation purposes.

1.2 Plan Context

The *Coburg Parks and Open Space Master Plan* (Parks Plan) was adopted by Ordinance A-194 January 2005 and thus became a functional component - or refinement plan - of the Coburg Comprehensive Plan (Ordinance A-200B). The Coburg Loop Implementation Strategy (Strategy) is a refinement to the Parks and Open Space Master Plan and was adopted as such by an amendment to Ordinance A-194 as Ordinance A-194A on _____, 2009. The Strategy has been co-adopted (as a part of the Parks and Open Space Master Plan) by Lane County Ordinance____, ____ 2009 and is acknowledged in the Lane County Rural Comprehensive Plan. It will also be acknowledged as an integral transportation element in the next update of the Coburg Transportation System Plan (TSP) which is targeted for adoption in 2010.

The Strategy is consistent with the Coburg Parks and Open Space Master Plan objectives, strategies, and actions. More specifically, it provides greater detail regarding the "Proposed Linear Park Corridor" identified on the Proposed Parks and Open Spaces Master Plan map (right) and described in the capital improvements project list. It is also consistent with the existing TSP goals and policies, but provides more detail regarding how the Coburg Loop will be integrated as a transportation facility; bringing both the park/recreational and transportation elements into alignment under the scope of one project. The land use component of the Strategy also makes recommended revisions to the Coburg Zoning Code to enable the City to provide specific direction for future development of the Coburg Loop system. The Coburg TSP will also be updated to provide consistent development direction within the context of the Coburg Zoning Code. There were no recommended changes to the Coburg Comprehensive Plan as the existing policies widely support the Coburg Loop both in concept and delivery of the project.

Map 1



The Coburg Loop Implementation Strategy is a refinement to the Coburg Parks and Open Space Master Plan, which was adopted by the City in 2005.

1.3 Regulatory and Planning Framework

Planning for a path system in Coburg requires that the planning process remains consistent with state, regional, and local long-range master planning documents and initiatives. Several such documents and initiatives have been reviewed and incorporated into the structure of the Implementation Strategy and include the following:

Regulatory and Planning Framework Web Links:

- *Guide for the Development of Bicycle Facilities* (AASHTO, 1999)
www.sccrtc.org/bikes/AASHTO_1999_BikeBook.pdf
- *Americans with Disabilities Act Guidelines for Buildings and Facilities* (ADAGG)
www.access-board.gov/adaag/html/adaag.htm
- *Oregon Bicycle and Pedestrian Plan*
www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml
- *Central Lane Metropolitan Planning Organization Regional Transportation Plan (RTP)*
www.thempo.org/prog_proj/rtp.cfm
- *Lane County Rural Comprehensive Plan*
www.lanegovonline.com/Planning/documents/Comp_Plan_Policies.pdf
- *Coburg Comprehensive Plan*
www.coburgoregon.org/shop/images/coburg_comprehensive_plan.pdf
- *Coburg Zoning Code*
www.coburgoregon.org/shop/images/coburg_zoning_ordinance_2005.pdf
- *Coburg Transportation System Plan*
www.coburgoregon.org/shop/images/coburgtsp.pdf
- *Coburg Parks and Open Space Master Plan*
www.coburgoregon.org/shop/images/Parks_and_Open_Space_Masterplan.pdf
- *Rivers to Ridges: Metropolitan Regional Parks and Open Space Vision*
www.lcog.org

Each of these documents contributes important directives and guidance toward this path planning process and represents state, regional, or local visions. Appendix-A includes summaries and relevant excerpts from the plans and documents listed above.

1.4 Summary of Citizen Involvement Process

Two public workshops were held during the development of the Coburg Loop Implementation Strategy. The first event occurred on April 30, 2008 at the Coburg Fire Station. The purpose of this first workshop was to gather public input that could be used to help develop the draft plan. This included input on potential path routes, destinations, themes, and potential use. Comment forms were distributed at this workshop and at the City Hall and the results are included in Appendix-B. Approximately 30 participants attended this first workshop. A second public workshop was held on January 27, 2009 concurrently with a City Council work session. The purpose of this workshop was to present the key points from the proposed Coburg Loop Implementation Strategy and ask for public and City Council feedback. A total of 30 participants, including the Coburg City Council, attended this event.

The workshops were advertised through a combination of techniques including direct mailing of a post cards to all water billing addresses within the City and up to 1/4 mile from the UGB; a postcard mailing to ODOT's Interchange Area Management Plan mailing list; posters hung at locations around the City; notice on the City Hall reader board; and a press release to area newspapers.

1.5 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, run parallel to roadways, or occupy former rail corridors. Of the 13,000 miles of multi-use path in this country, at total of 11,300 miles are situated along rail corridors (Rails to Trails Conservancy, 2008).

The following examples are of other multi-use path systems that have been constructed in our region and elsewhere in Oregon that are similar to the path system proposed for Coburg and vicinity:

1.5.1 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



Fern Ridge Path

COBURG LOOP PATH WORKSHOP

TUESDAY, JANUARY 27, 2009

5:30 - 7:30 PM

COBURG CITY HALL

91069 N. WILLAMETTE STREET

WHO IS ENCOURAGED TO ATTEND?

Business owners, property owners (inside and outside the City), school supporters, recreation enthusiasts, kids, and developers.

- Learn about the project
- Review the draft implementation strategy
- Discuss your ideas with the Citizen Advisory Committee and project staff
- Get involved
- SNACKS PROVIDED



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LEARN MORE

www.lcog.org/coburgloop



Public workshops were held in April 2008 and January 2009.

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 feet in width 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.

1.5.2 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



Row River Trail near
Cottage Grove

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 and 10 feet. 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.

1.5.3 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.

1.5.4 Willamette River Multi-Use Path System, Eugene/Springfield

Constructed in stages 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).



Willamette River Path near
Delta Ponds in Eugene

1.5.5 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 2009, 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 trial 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 also extend along the Springfield Millrace.

2.0 Existing Conditions, Opportunities and Constraints

2.1 Existing Conditions

The *Project Background* section (1.1) describes 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/industrial areas of the City and the residential neighborhoods. This provides harmonious land uses. At the same time, however, there is currently very little pedestrian or bicycle connectivity between the employment commercial and industrial employment center and the rest of the community.



Pavilion Park in
Downtown Coburg

Parks and Open Space

Based on analysis conducted as a component of the *Coburg Parks and Open Space Master Plan* (2005), Coburg currently contains a lower than average number and area for trails, parks, and other recreational facilities and a need for a linear park in addition to other park facilities was identified. This identified need was a primary catalyst for the development of this Implementation Plan. Currently, the City has a total of five designated park or open space areas totaling 25.83 acres. These include two developed parks (Norma Pfeiffer Park and Pavilion Park) located side

by side in the downtown area; a small linear park is located adjacent to the Coburg Estates Subdivision on the west side of the city (Canterbury Slough Park); a small mini-park located in the Moody Subdivision on the northeast side of the city; and the 21 acre Wetland Park located on the north end of Industrial Way (see Map 2).

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 began in 2008 and completion of the system in 2010 is expected to be a catalyst for increased growth and development. It is projected that to accommodate this growth, an additional 150-260 acres will need to be added to the urban growth boundary. This imminent growth poses challenges and opportunities for providing transportation options and securing multi-modal connections between residential areas, parks, open space, the elementary school, city services, and regional transportation facilities.

Traffic Volumes and Connectivity

While most of Coburg's streets are local, low traffic volume streets which function well for non-motorized travel. However, connectivity within the system has its limits. There are several dead-end streets



Coburg Loop Multi-Use Path

Map 2- Existing Conditions

Legend

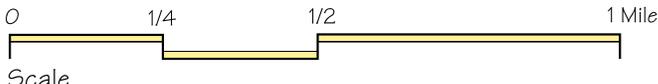
-  Waterways
-  Delineated Wetlands
-  Existing Pedestrian Trails
-  Signalized Crosswalks
-  Bicycle Lanes (on-street)
-  Public Park Land
-  Other Public Land
-  Urban Growth Boundary



February 2009



Map produced by LCOG
Aerial Photo Base: March 2004



Scale



and the City is separated by two higher volume Lane County Roads: Willamette Street and Pearl Street (see Existing Conditions Map). Access for biking and walking to the Coburg Elementary School across Willamette Street is of particular concern to the community. Further, businesses in the Highway Commercial and Light Industrial districts have expressed concern that employees and patrons are disconnected from the downtown amenities unless they drive the one half mile distance "into town".

Transportation Facilities

Currently, there are full bicycle facilities (striped bicycle lanes) on Willamette Street, Pearl Street, and Van Duyn Road. One block of

Pearl Street, Willamette Street, and Van Duyn Street (pictured above) currently have on-street bicycle lanes and sidewalks.

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 pedestrians 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.

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

Outside the Urban Growth Boundary

Outside the urban growth boundary, Lane County is responsible for planning future development and protecting agricultural lands. The concept of a "loop" path facility



Most of Coburg's road network consist of interconnected local streets with low traffic volumes that function well for walking and bicycling.

around Coburg will include ideas for alignments outside the existing Coburg UGB. The City will need to work closely with Lane County to implement the proposed path in these areas.

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.

Muddy Creek Irrigation

Channel

The Muddy Creek Irrigation Channel (Channel) provides a regional irrigation source to support agricultural irrigation uses. It flows northwest through Coburg on a right-of-way through private and City lands. The Channel's alignment is identified as a potential logical choice for routing portions of the multi-use path since it could provide a scenic feature for users and because development potential is already limited immediately along the channel. No buildings may be constructed within the existing Channel right-of-way. However, pathways are allowed.



Coburg Elementary School



Irrigation Channel near Industrial Way

2.2 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. These include the following:

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 Channel, the Industrial Way corridor (parallel to the road), Mill Slough, and the former rail corridor. Although now in multiple private ownerships, the rail corridor is largely undeveloped and has a good trail base.
- McKenzie River Bridge: The historic rail bridge over the McKenzie River has already been upgraded for bicycle and pedestrian use and would provide a critical link to Armitage Park on the south side of the river.
- 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 and Springfield, Lane County, and others 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 exact path location.
- 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 cross several roads carrying high traffic volumes. These include Pearl Street, Coburg Road, Willamette Street, Coburg Road North, Van Duyn Street, and McKenzie View Drive.
- Budgetary: Coburg is a relatively small community and would be challenged to fund segments of this system without significant state or federal funding assistance.

3.0 Design Standards and Preferred Route

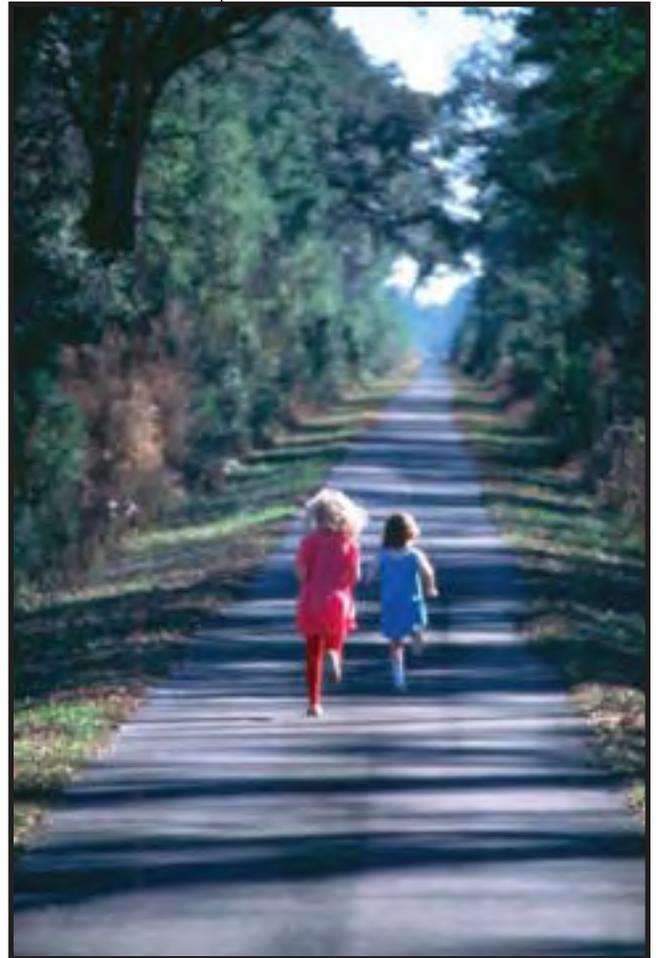
3.1 The Coburg Loop Vision

The creation of the *Coburg Loop Implementation Strategy* is guided by the goals and policies of the plans described in Section 1.3 and Appendix-A of this document along with input and direction from the Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), the Oregon Transportation and Growth Management Program, and the public. It is most closely aligned with the Coburg Transportation System Plan and the Coburg Parks and Open Space Master Plan. The Implementation Strategy aims to accomplish the following:

- Implement path connectivity and functionality
- Address path safety and maintain design for trail security
- Coordinate consistency between path use, land use, and future development
- Promote intergovernmental coordination and path integrity and interest
- Promote public health by merging recreation and transportation

During the development of the *Implementation Strategy*, significant effort was devoted to the creation of a vision that is unique to Coburg. Key to this vision is the retention and celebration of the rural character of the community and the scenic quality of the agricultural and natural lands that surround it. The vision development was guided by input provided by the CAC, TAC, and the public and includes the following attributes:

- The path will provide an exceptional user experience with amenities along the way including informational signage on the history of Coburg and surrounding area; maps and directional signage; benches; mile markers; and views of the surrounding natural areas, agricultural lands, and the Coburg Hills.
- The path will accommodate a diversity of users including walkers, runners, bicyclists, tourists, school groups, kids, adults, and commuters and would be used to host events such as runs, night walks, and fitness events.
- The path will provide a safe environment for users through careful siting and design.
- The path will be sited and constructed in a way that limits potential negative impacts to sensitive natural resources, farm operations, and adjacent property owners.
- The path will be sited to provide non-motorized access to key locations in and around Coburg including the Coburg Elementary School, local and regional park facilities, Downtown Coburg, employment areas, and residential neighborhoods.



Key to the vision is the retention and celebration of the rural character of the community and the scenic quality of the agricultural and natural lands that surround it.



User safety and security are key design considerations.

3.2 Evaluation Criteria

The following evaluation criteria were used to help select and assess alternatives for siting, construction standards, and support facilities for the Coburg Loop Multi-Use Path and should also be as a guide for final engineering and design as implementation occurs:

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; signage; drainage; and routine maintenance activities.

User Security

The Coburg Loop and support facilities will be designed and sited to minimize any potential security and personal safety problems. This will include maximizing user visibility, eliminating hidden areas, siting parking facilities in visible locations, 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
- Armitage County Park

Providing bicycle and pedestrian connectivity between Coburg's existing and future neighborhoods, downtown, Coburg Elementary School, and area parks is a key function of the proposed Coburg Loop Path.

- Planned extensions of the Eugene-Springfield multi-use path networks
- Other key areas, facilities, and activity centers identified in the path planning process

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, art and interpretive features to educate citizens and visitors about Coburg's history and ecological setting.

Enjoyable Recreational Experience

The Coburg Loop should be sited in a way that creates an exceptional experience 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.

3.3 Preferred 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 were considered. From this, a preferred alternative was ultimately selected based on site analysis and input received from the Citizen Advisory Committee, Technical Advisory Committee, and the general public. The preferred route will likely be adjusted based on input from property owners and additional study. The following is the route description by segment:

3.3.1 Industrial Way Corridor

This corridor will provide an important path connection parallel to Industrial Way from Pearl Street to Wetland Park, a distance of



Industrial Way

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 will be that the path will make the connection to the

neighborhood to the west without the need for a crossing of Industrial Way. This connection to the neighborhood will 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 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 industrial Way path segment will provide access to Wetland Park, where a trail and overlook, similar to the one pictured above, is planned.

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.

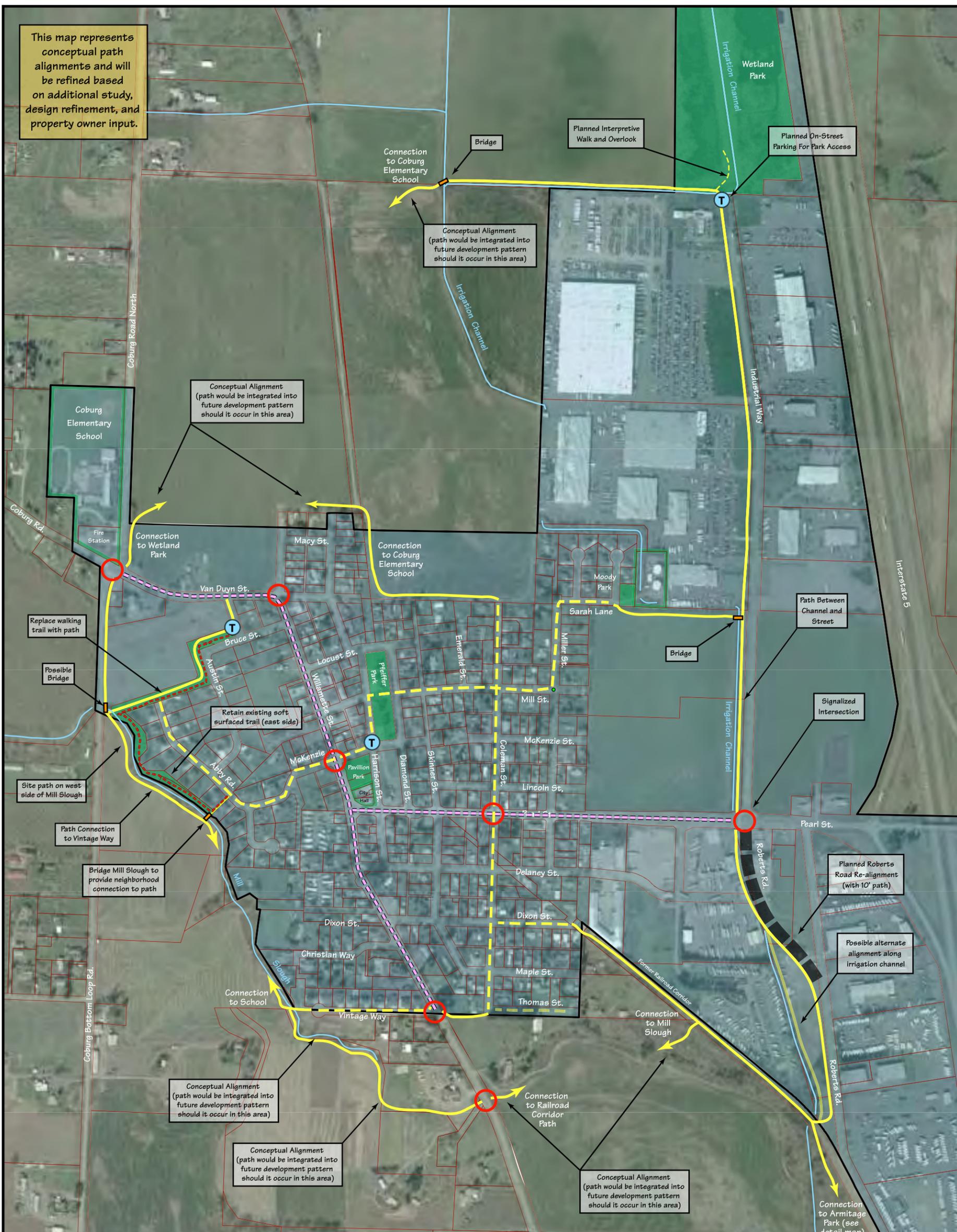
3.3.2 Roberts Road Corridor

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 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. This path will be set back five feet from the road to improve user safety and to allow ample room for street tree plantings. From here the path would extend south, either continuing to parallel Roberts Road or along the irrigation channel where it will meet up with the path segments proposed for the Mill Slough corridor and the former rail corridor.

3.3.3 North Coburg Corridor

The area to the north of the current UGB, will be served by two paths. The first path segment will extend between Wetland Park on the north end of Industrial Way and the Coburg Elementary School, a distance of approximately 5,400 feet. From Industrial Way, the path would

This map represents conceptual path alignments and will be refined based on additional study, design refinement, and property owner input.

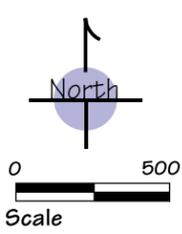


**Map 3 - Path Alignment Concept Diagram :
Coburg and Vicinity**

Legend

- Tax Lot Line
- Urban Growth Boundary
- Existing Trail (soft surface)
- Existing Bicycle Lane (on-street)
- Existing City Park
- Potential Path Alignment
- Potential Bicycle Boulevard (route)
- Potential Path Trailhead
- Critical Road Crossing

DRAFT
February 2009



Map produced by LCOG
Aerial Photo Base: March 2004

likely run along the southern edge of the City owned Wetland Park for approximately 300 feet. From there, the path could continue to the southwest toward the Coburg Elementary School in any number of alignments through what is now privately owned agricultural land. The path through this area will be incorporated into the future development pattern should be UGB be expanded northward in the future.

A second path segment will extend along the northern edge of the existing UGB between Coleman Street and the elementary school, a distance of approximately 3,000 feet. This will be a key connector from the existing neighborhood on the northeast side of Coburg and the school. The path through this area will be incorporated into the future development pattern should be UGB be expanded northward in the future. However, this is an important path connection with, or without, UGB expansion since it will serve the existing neighborhood and will be a high priority segment.



Rail corridor

3.3.4 Rail Corridor

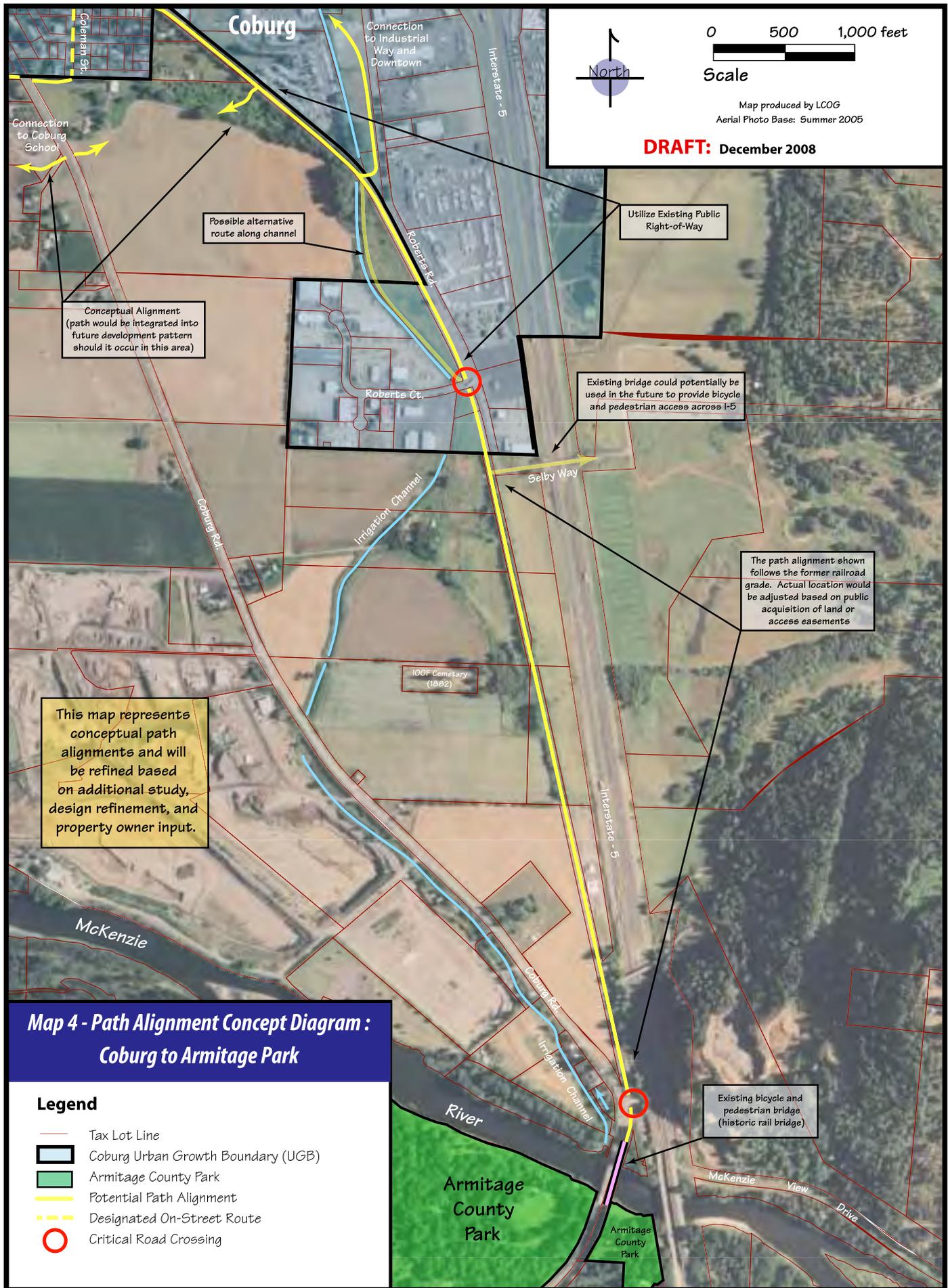
This former rail corridor extending between Roberts Road and Dixon Street will provide a key connection between the employment center, Coburg's southeast neighborhood, Kamping World RV Park, and the planned path system to the north and west. This tree lined path segment, approximately 2,000 feet in length will be relatively easy to construct once acquisition occurs, due to the gravel surfacing already in place. It could also be used in the short-term simply as a gravel surfaced path until funding is secured for construction of the concrete surface. One major obstacle that currently exists in this corridor is a single house that is situated at the east end of Dixon Street. This house effectively blocks the through connection. The City may consider options such as acquisition of a short access easement adjacent to the house or eventual relocation of the structure with owner approval.



Mill Slough corridor

3.3.5 Mill Slough Corridor

The total length of this path segment will be approximately 6,900 lineal feet (4,500 to the east of Willamette Street and 2,400 to the west) and extends along the entire southern and western edges of the city. This will provide an excellent route for the path for several reasons. Not only would this route provide an enjoyable user experience, it would also provide path access to the



existing residential neighborhoods to the north as well as future residential development anticipated in the area to the south should the UGB ever be extended in that direction. Where Mill Slough intersects with Coburg Bottom Loop, the path will run parallel to the road to the Coburg Elementary School. To avoid conflicts with active management of the adjacent filbert orchard, the path will be sited on the east side of the road. Two connector trails, one at the end of Vintage Way and one from Abby Road will be constructed to improve connectivity between the path and the neighborhood. A bridge crossing may be necessary to complete the connection to Abby Road. Because this segment lies almost entirely outside of the current UGB, implementation would be dependant on land acquisition or donation from willing property owners and grant funding. If the UGB is expanded into this area in the future, path construction would be required as a condition of future urban development under the Transportation System Plan.



A portion of the path will parallel the City owned Bio-Swale near Bruce Street.

3.3.6 Canterbury Bio-Swale

This 1,200 lineal foot path segment will run along the City owned bio-swale between Coburg Bottom Loop Road and Van Duyn Street. A future parking lot may be sited on this trail segment near Van Duyn Street to accommodate visitors who will be using the path.

3.3.7 Armitage Park Connector

A connector trail will extend approximately one mile between the southern edge of Coburg and Armitage County Park on the McKenzie River. This path concept was first identified in the *Rivers to Ridges Regional Parks and Open Space Vision (2002)* and subsequently in the *Coburg Parks and Open Space Master Plan (2004)* and was also a popular theme at the public outreach event for the Coburg Loop Path held in March 2008. A path in this location will 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 retrofitted for bicycle and pedestrian use and would be utilized as the crossing point over 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 segment is approximately 6,500 feet in length including 4,500 feet to the south of Coburg's UGB.



The path will cross the McKenzie River on the existing bicycle/pedestrian bridge near Armitage Park.

This segment would ideally follow the route of the former railroad corridor, although a portion of this segment to the north of Roberts Court could potentially be routed along the irrigation channel and away from the busy Roberts Road as a second alternative. Much of the path segment inside the UGB can be accommodated on existing public right-of-way. To the south of Roberts Court, the remainder of the path will need to cross land that is currently in private ownership all the way to Armitage Park. Because of this, the exact location of the path will ultimately be based on the success of public acquisition of land or access easements through this area. The alignment of the path along the rail corridor is advantageous for two reasons. First, it is the most direct route between the City and Armitage Park and follows an almost level grade. In addition, the gravel surfacing that was placed for the railroad forms a solid base and would likely reduce the cost of constructing the path. An alternative route could parallel Coburg Road, but this is not ideal from a user standpoint.

The alignment of the path along the rail corridor is advantageous for two reasons. First, it is the most direct route between the City and Armitage Park and follows an almost level grade. In addition, the gravel surfacing that was placed for the railroad forms a solid base and would likely reduce the cost of constructing the path. An alternative route could parallel Coburg Road, but this is not ideal from a user standpoint.

3.3.8 Bicycle Boulevards

The easiest and least expensive way to achieve connectivity to the planned path from existing developed neighborhoods in Coburg will be to utilize the existing network of local streets, selecting certain streets as designated boulevards 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 streets for bicycle and pedestrian movement. Improvements along these designated bicycle boulevards will include addition of signage, improved crossing points at major streets (see section 3.2), and possible traffic calming in the future 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 should it become problematic.

On the east side of Willamette Street, Colman Street was selected for the primary north-south bicycle boulevard, with a one block segment of Miller Street also making a north-south connection. Portions of Mill Street, Dixon Street, Thomas Street, and McKenzie Street will be included as the east-west bicycle boulevards. Abby Road, McKenzie Street, and Vintage Way will be the designated bicycle boulevards on west side of Willamette Street. In total, 8,500 lineal feet of existing roadway



Several quite local streets such as Colman (pictured above) and Vintage Way (pictured below) will be designated as bicycle boulevards.

the east-west bicycle boulevards. Abby Road, McKenzie Street, and Vintage Way will be the designated bicycle boulevards on west side of Willamette Street. In total, 8,500 lineal feet of existing roadway



The path will transition to a bicycle boulevard at Vintage Way.

the east-west bicycle boulevards. Abby Road, McKenzie Street, and Vintage Way will be the designated bicycle boulevards on west side of Willamette Street. In total, 8,500 lineal feet of existing roadway

will be designated as bicycle boulevards. As additional residential development occurs in the future, the bicycle boulevard concept should be considered in those areas as well.

3.4 Street Crossings

With the Coburg Loop Path extending around the perimeter of the entire city, several crossings of arterial or collector streets will be necessary. Improvements that make these crossing points safe for bicycles and pedestrians is a critical element for the implementation of the proposed Coburg Loop Path system. Combinations of different approaches are being proposed for these key crossings including installation of painted crosswalks, painted medians, delineator posts, signage, and illumination. In addition to these elements, the path itself will include pedestrian scale signage warning users of upcoming intersections. Key crossing points for the Coburg Loop Path system and proposed bicycle and pedestrian improvements are listed below. These approaches may be adjusted and refined at the time the path is constructed based on additional study and review of recent traffic counts.

3.4.1 Pearl Street at Industrial Way

The proposed path will cross Pearl Street on the west side of the signalized intersection with Industrial Way. This intersection is currently includes a striped crosswalk. Due to its proximity to Interstate-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. The path has been sited with this in mind.



Proposed Improvements: Because this intersection is already signalized with a walk activated pedestrian crossing and ample illumination, it should function well as a bicycle and pedestrian crossing point in its current configuration. The primary improvements proposed for this area is the addition of bicycle/pedestrian crossing signage and improvement to the crosswalk striping on the west side of the intersection. This will be visible to motorists by using stripped (zebra) markings. These are much more effective than the double lines that are currently in place at this intersection.

The path will cross Pearl Street, utilizing the existing signalized intersection with improvements to the crosswalk visibility planned.

3.4.2 Coburg Road

The proposed path will cross Coburg Road approximately 800 feet south of the current UGB. Coburg Road is a 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 crossing point

has good sight distance in both directions. The primary issue in this area is the need to slow traffic as it approaches the path crossing and the city limits from the south.



Vintage Way and Willamette Street intersection

Willamette Street at Vintage Way. Although traffic speeds are reduced in this area with a posted 25 mph speed limit, volumes are still high, so improvements are needed.

Proposed Improvements: When the path is constructed in this area, a crosswalk will be painted onto the road surface using striped (zebra) markings. In addition, illumination (two ornamental lighting standards to match the downtown lighting) and signage will be added to further emphasize this crossing. The addition of a flexible delineator post at this crossing may also be considered as a way to further alert vehicles traveling from the south of the upcoming path.

3.4.3 Willamette Street Crossing at Vintage Way

Just inside the UGB on the City's southern edge, the proposed path/ bicycle boulevard will intersect with



McKenzie Street and Willamette Street intersection

tend to be low in this area. Illumination is adequate and sidewalks, curb and gutter, and bicycle lanes are currently in place at this intersection. Crosswalks are not present.

Proposed Improvements: Treatments similar to those proposed for the Coburg Road crossing described above would likely be employed in this area as well. This will include striping and signage. This area is already well illuminated by ornamental street lights, so no additional illumination will be required.

3.4.4 Willamette Street Crossing at McKenzie Street

In the heart of downtown Coburg, the proposed bicycle boulevard crosses Willamette Street at the intersection of McKenzie Street. Willamette Street has a posted speed limit of 25 mph in this location and although traffic volumes can be high, speeds

Proposed Improvements: Proposed improvements to this intersection include installation of a striped (zebra) crosswalk across

Willamette Street on the south or north side of the intersection and installation of a painted pedestrian median in conjunction with the crosswalk. Adequate space for installation of this median currently exists in this location, so major modifications to the road would not be required. A raised median will not be installed due to potential conflict with truck and farm vehicle turning movement. One or two flexible delineator posts may also be added as a way of further highlighting this crossing.

3.4.5 Van Duyn Street and Willamette Street Intersection

This is a key intersection for pedestrians and bicycles moving to and from the Coburg Elementary School. Both Streets currently have on-street bicycle lanes and sidewalks. Because this is a primary route for through traffic, volumes are relatively high and drivers are often unfamiliar with the travel route and the jog in the road can be confusing.

Proposed Improvements: Proposed improvements to this intersection include installation of striped (zebra) crosswalks on the north and east sides of this intersection. This will encourage pedestrians to make this crossing on this side of the intersection to avoid having to cross the major flow of through-traffic. In addition, a flexible spring back delineator post (right) should be considered for placement on the centerline of Van Duyn Street on the east side of this intersection on the edge of the crosswalk. This will enhance the visibility of this crosswalk and also help alert drivers traveling east on Van Duyn Street that the main travel route turns south onto Willamette Street.



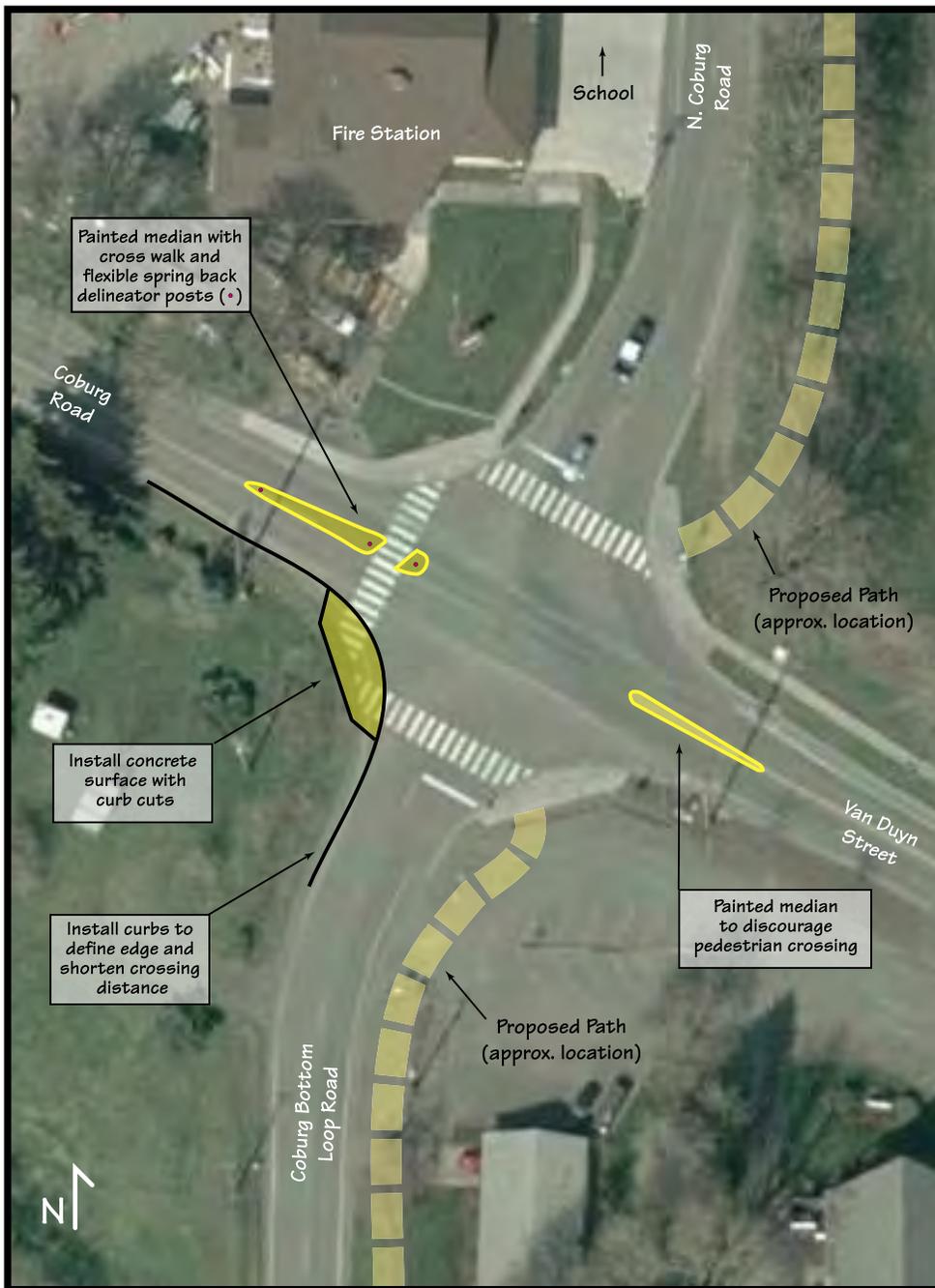
Delineator posts such as this can be used to highlight crosswalks near the school.

3.4.6 Van Duyn Street Coburg Road North Intersection

West Van Duyn Street, Coburg Bottom Loop, Coburg Road North, and Coburg Road converge at this four way intersection. This is currently an important bicycle and pedestrian crossing point between the City and the Coburg Elementary School. The proposed Coburg Loop Path from the north and south will also utilize this intersection as a crossing point. North Coburg Road carries a peak volume of approximately 230 vehicles per hour (Coburg TSP, 2005), much of it truck traffic. Stop signs are currently in place on the north and south sides of the intersection (Coburg Bottom Loop and Coburg Road North), but no stop is required for vehicles coming from the east or west (Coburg Road and West Van Duyn Street). Highly visible striped crosswalks are currently in place on three sides of this intersection, excluding the east side. Although traffic volumes are relatively low in this area, numerous participants in the March 2008 workshop expressed concerns about the safety of this intersection for bicycles and pedestrians traveling to the school. Field observations indicated that one of the primary safety issue at this intersection is the fast moving traffic coming from the west



The intersection at Van Duyn Street and Coburg Road North is an important crossing for walkers and bicyclists going to and from Coburg Elementary School.



Proposed intersection enhancements

along Coburg Road, which does not consistently yield to pedestrians in the crosswalk. Adequate pedestrian crossing and school zone signage is currently in place and the intersection is well illuminated by two ornamental light standards and a pole mounted light.

Proposed Improvements: Proposed improvements in this area focus on the west side of the intersection, where a painted median (pedestrian safe island) will be installed and curb and gutter will be added to the south side of Coburg Road and the west side of Coburg Bottom Road at the intersection. A flexible spring back delineator post will also be installed on the painted median to further illuminate the crossing from a distance. On the east side of the intersection, a solid yellow median will be painted onto the road surface to discourage pedestrian crossing of Van Duyn Street (see concept diagram left).

Additional treatments that might be considered for this intersection in the future include highlighting the crosswalk through addition of texture or color, installation of a flashing yellow light, creation of a four way stop at this intersection, or signalization.

3.4.7 Roberts Court

Roberts Court is a short industrial roadway accessed from Roberts Road near the southern edge of the UGB. The planned path will cross Roberts Court near the intersection of the two roads.

Proposed Improvements: Because traffic volumes and speeds are relatively low at this crossing, proposed improvements will be limited to the installation of a striped crosswalk and signage on Roberts Court.

3.4.8 McKenzie View Drive

Just to the north of the bicycle and pedestrian bridge over the McKenzie River, the path will cross McKenzie View Drive on the east side of Coburg Road. A stop sign is located on McKenzie View

Drive, so vehicles turning onto Coburg Road are required to stop at the intersection already. No stop is required for vehicles turning onto McKenzie View drive from Coburg Road from either direction. Highlighting the path crossing will be particularly important for vehicles turning onto McKenzie View Drive from Coburg Road.

Proposed Improvements: This crossing will be delineated with a striped (zebra) crosswalk and highly visible *bicycle and pedestrian crossing* signage will be installed on McKenzie View Drive to the east and on Coburg Road to the north and south of the intersection.

3.5 Path Standard Options Considered

The CAC, TAC, and project staff reviewed a number of multi-use path standard that are typically used in Oregon and elsewhere in the nation. Most paths constructed today are 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 and in some cases gravel is put in place to function as a temporary surface until funding for a hard surface is secured. Asphalt is generally less expensive, but has a substantially shorter life span. Concrete is somewhat more expensive, but has a much greater life span and requires less standard maintenance. 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 a concrete surface.

The following standards listed below were 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), but will vary based on cost of materials at the time of construction. The costs include:

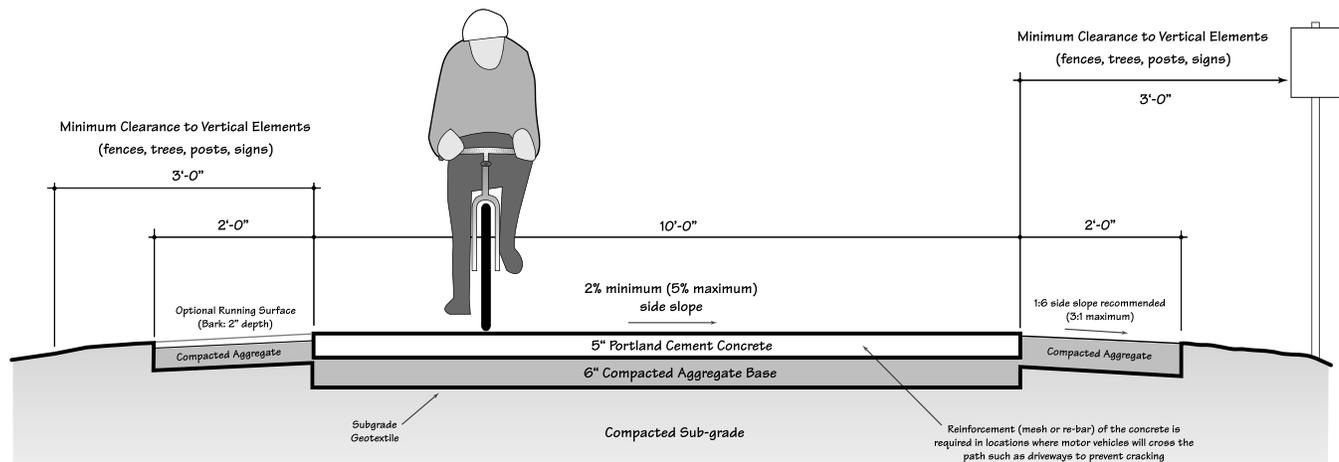
- engineering,
- grading,
- sub-base preparation,
- basic landscaping (seeding over bare soil), and
- constructing the actual path.

These costs 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 most state and federal grant programs require that this minimum standard be met for funding consideration.

Table 1: Potential Path Standards Considered

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

Proposed Coburg Path Standard



Typical Cross Section

Note: The standard shown above for surfacing and compaction may be modified in certain situations to better deal with unique soil or geologic conditions with the review and approval of a licensed civil engineer or landscape architect.

3.6 Recommended Path Standards

Based on an analysis of cost of materials, estimated life spans, State and Federal standards, and CAC and TAC input, the following standards have been developed for the Coburg Loop Path:

3.6.1 Path Width: The standard width for the Coburg Loop path is 10 feet or approximately 3 meters (see cross section above). Exceptions to the 10-foot path width may be made for areas with significant constraints such as slope, the presence of sensitive natural resources, or the presence of existing large trees. However, these exception areas should be minimized in length whenever possible and should not result in a path of less than 8 feet in width at any point.

3.6.2 Lateral and Vertical Clearance: A 2-foot or greater *shy* or clear distance is required on both sides of the path to provide visual clearance and to allow recovery by errant bicyclists. This area should be free from vertical objects such as signs, posts, or trees. Exceptions may be made in cases where existing large trees would otherwise have to be removed. The standard clearance to overhead obstructions including tree limbs is 10 feet.

3.6.3 Setback from Roadways: Where the path is parallel and adjacent to a roadway, there should be a 5-foot or greater width separating the path from the edge of roadway wherever feasible. This serves the function of providing separation from moving vehicles as well as providing ample space for street trees and other landscaping. Where a 5-foot separation is not possible, a physical barrier such as a fence or railing of sufficient height should be installed.

3.6.4 Surfacing: To provide long-term durability and minimal maintenance costs, the path will be constructed from Portland cement concrete, with a minimum thickness of 5 inches, set on a 6-inch compacted aggregate base. In addition, a 2-foot wide compacted aggregate apron will be placed on either side of the path to help prevent cracking along the edges (see cross section). Saw-cut joints should be provided along the path at intervals between 6 and 8 feet. Where the path is crossed by a driveway or other location where regular vehicle crossing will occur, the concrete on the path should be reinforced with steel mesh, re-bar, or other similar reinforcing material to prevent cracking.



The Coburg Loop path would look similar to the path shown above along the Willamette River in Eugene.

3.6.5 Optional Soft Surfaced Trail Parallel to Path: An optional soft-surfaced running/walking trail could be added to the shoulder of the hard-surfaced path if desired. This bark or wood chip surface would be approximately 2 feet in width and would be placed on top of the gravel shoulder that lies immediately adjacent the path (see cross section).

3.6.6 Grades and Cross-Slope: The maximum grade of the path will be 5%, with steeper grades allowable for a short distance (up to 500 feet), but not to exceed 8%, providing there is good horizontal alignment and sight distance. The standard path cross-slope is 2% to provide adequate drainage, with a maximum of 5% allowed. All path elements must comply with ADA standards throughout its length.

3.7 Amenities and Support Facilities

The following amenities and support facilities will be included along the Coburg Loop Path:

3.7.1 Bridges

Construction of up to four bridges will likely be necessary to complete the path following the proposed route. This includes a crossing of the irrigation channel to the north of town; one bridge crossing and possibly two over Mill Slough adjacent to Coburg Bottom Loop Road; and one bridge over the irrigation channel along Industrial Way. The exact bridge design will be determined as funding becomes available, but all bridges should follow the following standard:

- Bridges will be the same width as the approaching concrete path, plus an additional 1-foot shy distance on both sides. Bridges will include fences or railings along their length on both sides. The fence should be high enough to prevent a cyclist from toppling over. 54" is the recommended. Openings in the



Path lighting will be limited to intersections and will be similar in style to the existing ornamental lighting found in the downtown area.

railing must not exceed 6 inches in width. Where a cyclist's handlebar may come into contact with a fence, a smooth wide "rub-rail" may be installed at a height of approximately 3 feet.

3.7.2 Bollards at Road Intersections

To limit illegal vehicle traffic on paths, bollards (barrier posts) will be installed at all locations where the path meets a roadway. A single bollard is preferred, placed in the center of the path. The bollard must be designed to be removable to allow passage of maintenance and emergency vehicles as needed. Bollards should be painted with bright, light colors for visibility and include reflective material for visibility at night.

3.7.3 Lighting

Lighting will be installed along the path and bicycle boulevard only at major intersections.

The primarily location where lighting will be needed is where the path is planned to cross Coburg Road to the south of the UGB. Additional locations may be identified in the future as the path is developed including areas of future UGB expansion.

Two light standards are recommended for each crossing point (one on each side) and should be ornamental lighting fixtures similar to those already in place in the downtown.

The remainder of the path will not be illuminated. Limiting the lighting on the path will reduce total project cost, cut down on light pollution, reduce risk of vandalism, and minimize long-term maintenance costs. Lighting the path may also give users a false sense of security and encourage late night/early morning use.



Mile markers are important for both user navigation and public safety response.

3.7.4 Mileage Markers

Markers indicating mileage will be placed at quarter-mile intervals along the path. These will allow path users to calculate distances and serve an important safety function for any emergency response. The markers could either be painted onto the path surface (using non-slip paint) or placed onto posts adjacent to the path (see photo). If posts are used, they should be placed at least two feet from the path edge to minimize risks of errant bicyclists hitting the posts. Mileage markers are often funded through donations.

3.7.5 Parking

The Coburg Loop Path will draw users from outside of the community and many of those will likely travel Coburg by car and require parking. In the short-term, existing parking facilities will likely be adequate. On-street parking at the north end of Industrial Way and the area around downtown Coburg can be utilized. Signage and possibly road paint would be all that would be needed in these areas. In addition, the parking lot at the Coburg Elementary School could be utilized for path related event parking when school is not in session. Over the long-term however, additional parking facilities may be needed. A small parking lot (4-6 auto spaces) could be accommodated in the future if needed on City owned property along the bio-swale near Bruce Street.

3.7.6 Signage

Way-finding and informational signage will be placed at key locations along the path including trailheads, road intersections, path intersections, and designated parking areas. Signage will include information on rules for path use, mileage to destinations, and route maps. In addition, interpretive signage will be placed at key locations along the path network (see Section 3.10 below). A common logo (City logo or a new Coburg path logo) and style will be used for all signage. Interpretive signage is often funded through donations.

3.7.7 Benches

A series of benches will be placed along the route. Benches will be sited in areas with interesting features, shade trees, and viewpoints. Benches are often funded through donations.

3.8 Themes

To help celebrate the uniqueness of Coburg and the surrounding landscape and to provide interest and educational opportunities for users, a series of themes will be applied to individual path reaches. Interpretive signage will be placed along the route and will provide information about each of the adopted themes. The proposed themes are suggestive based on Citizen Advisory Committee and public input and may be adjusted as individual path segments are constructed. Proposed themes include the following (see map for theme locations):

Agriculture: The northern and southern segments of the path will pass through agricultural lands that are currently in active production



Way-finding and informational signage will be placed in key locations along the path.



Agriculture will be a key theme along the Coburg Loop.

and will provide sweeping views to the surrounding agricultural lands. Interpretive signage could focus on crops and agricultural techniques. Also, this segment of the path crosses the irrigation channel, providing an opportunity for interpretation of irrigation practices.

Coburg History: The City of Coburg is already known for its historic themed downtown and antique shops. This “Historic Coburg” theme could be expanded on along portions of the path and associated bicycle boulevards and along the former rail corridor.

Trees: Coburg is already well known for its picturesque street trees and this theme could be continued along portions of the path. The path segment between Colman Street and Coburg Bottom Loop Road is well suited for this theme. This corridor could function as a lineal arboretum, lined with a diversity of tree species, each labeled with common and botanical names. If the UGB were to be expanded in the future, the path segments in those areas could be designed to carry this theme as well.

Waterways and Riparian

Vegetation: The southwest segment of the path follows the mature riparian forested area along Mill Slough and the City owned bio-swale. This area is well suited for interpretation of native riparian forest, flood storage, and water quality issues.

Wetland Ecology and Public

Works: The Coburg Loop Path will provide direct access to the City owned Wetland Park at the north end of industrial way, which will eventually include a short interpretive trail. This provides opportunities for interpretation of wetland flora and fauna and the origin of the ponds. In addition, this area provides good access to the planned Coburg wastewater treatment and water re-use facility and opportunities abound to interpret the City’s interesting public works functions at this location.



Courtesy of the Lane County Historical Society

Coburg’s rich history could be a key interpretive theme along the path.



Wetland Park provides an excellent opportunity for interpretation of wetland ecology.



Interpretation of local industry could be a major theme along segments of the path.

Industry: The path will pass through the length of Coburg's industrial corridor along Industrial Way and Roberts Road. Interesting facts and information about current industrial uses could be located within this reach.

3.9 Routine System Maintenance Requirements

The design standards that have been selected for the Coburg Loop Path are intended to produce a durable surfacing that should require only minimal maintenance for several decades. The life expectancy of the specified concrete surfacing is generally between twenty and fifty years.

The primary annual maintenance requirements for the path are anticipated to include:

- Leaf and debris removal;
- Mowing of path edges;
- Pruning of vegetation to maintain proper lateral and vertical clearance;
- Addition of bark surfacing on areas with parallel running path;
- Inspection;
- Repair of any significant cracks or broken surfacing (as it occurs to prevent system exteriorization); and
- Replacement of damaged or outdated signage.

4.0 Implementation Strategy

4.1 Phasing Construction

While there is funding potential to complete this project in a shorter timeframe, the Coburg Loop Path development will be developed in phases over the next 20 years. Priorities have been separated into Priority-1 (1 to 3 years), Priority-2 (4 to 15 years) and Priority-3 (when opportunity arises). The following criteria were used to determine the level of priority assigned to path sections. **The following priorities are only a guide. The Path will be implemented when timing makes sense and budget permits.**

- Inside Urban Growth Boundary (UGB): Segments of the Coburg Loop that are currently (2009) within the UGB will be prioritized ahead of segments in Lane County, outside the UGB. The City has autonomy over segments within the city limits and funding is more readily available. Segments outside city limits will likely need to be incorporated prior to path development. However, it is also possible to prioritize segments that are in Lane County. The Lane County Board of Commissioners will co-adopt the Coburg Parks and Open Space Master Plan, and the priority of projects within the plan could then be implemented as adopted.
- Leveraging Other Projects and Design Standards: Path segments that intersect other planned streets, parks, or utility projects in and around the City will be a priority as leveraging resources to incorporate the path system becomes an efficient and less expensive way to accomplish more than one capital improvement project at a time. For example, in 2010, the Coburg Loop path segment directly south of Pearl Street, known as the Roberts Road Realignment, will be constructed by ODOT as part of Phase-I of the I-5 Interchange reconstruction. See Coburg Interchange Area Management Plan (IAMP). Bike, pedestrian, and landscaping standards for that project are already a part of the project requirements, so the Coburg Loop design standards are integrated into the larger project.
- Network Connection: Segments that serve as key links in the City's park network to school, commercial, or historic areas offer not only recreational amenity, but transportation functionality. These segments have the potential to accommodate a significant number of users and are assigned higher priority for implementation than those segments that would serve comparatively fewer users.
- Ease of Implementation: Segments that require relatively little effort to implement are assigned higher priority than segments that require significant effort (i.e. property acquisition) because of their ability to serve users in a relatively short timeframe with minimal capital investment.

*Priority-I:
1 to 3 years*

*Priority-II:
4 to 15 years*

*Priority-III:
When opportunities arise*



Municipalities throughout the United States have found economic benefits in paths within close proximity to residential areas.

- **Safety:** Segments that provide enhanced safety for users were given higher priority than segments that may have only enhanced convenience for users.
- **Cost:** Segments or improvements that would be more expensive receive lower priority than those routes or improvements that would be moderately priced and could be paid for by the City within a reasonable timeframe. Also, project segments that are identified as good candidates for respective funding opportunities will be a priority.

Table 2: Prioritization

Segment/Element	Priority
Path Segments	
Industrial Way Segment	1
Sarah Lane Connector	1
Roberts Road Segment	1
North Coburg Segments	3
Rail Corridor	2
Mill Slough Corridor - East	3
Mill Slough Corridor - West	3
Canterbury Bio-swale Path	2
Armitage Park Connector	3
Bicycle Boulevards	
Coleman, Mill, Miller, Sarah, McKenzie, Abby, Vintage, Dixon, and Thomas	1
Road Crossings	
Pearl Street at Industrial Way	1
Pearl Street at Coleman	2
Coburg Road at Mill Slough	3
Willamette Street at Vintage Way	1
Willamette Street at McKenzie	2
Van Duyn Street and Willamette Street Intersection	1
Van Duyn Street and Coburg Road North Intersection	1
Roberts Court	3
McKenzie View Drive	3
Other Elements	
Lighting at road intersections (Coburg Road at Willamette Mill Slough)	3
Signage (directional and interpretive)	2
Mileage Markers	2
Bollards at road intersections	1
Parking area at Canterbury Slough	2
On-street parking at end of Industrial Way	2
On-street parking near Pfeiffer Park	2
Benches	2

The proposed phasing of the project reflects general guidelines consistent with City policies and actions.

4.2 Construction Cost Estimate

Construction costs of the Coburg Loop path and associated features were estimated based on a review of comparable projects and industry standards and will be refined during final design and engineering. These cost estimates include design, materials, and installation. They do not include land acquisition costs. The total estimated cost of

Table 3: Cost Estimates and Implementation Strategy - Path Segments

Segment/Element	Length/ Quantity	Unit Costs and Special Features	Estimated Cost*	Implementation Strategy
Path Segments				
Industrial Way Segment	4,000 lf	Parallel to re-constructed road with minimum 5-foot setback (\$107/lf)	\$428,000	Grants and SDCs
Sarah Lane Connector	650 lf	\$107/lf plus one bridge at \$10,000 (will utilize planned site access bridge)	\$79,550	Constructed as a component of private site development
Roberts Road Segment	2,000 lf	Parallel to street realignment on the westside with 4-foot landscaped parking strip buffer between path and roadbed.	\$214,000	ODOT (portion of Phase 1 I-5/Coburg Interchange project 2010)
North Coburg Segments	8,400 lf	\$107/lf plus one bridge at \$10,000	\$908,800	Implemented with future development; Northern section (2,000 lf) via grants
Rail Corridor	2,000 lf	\$90/lf cost estimate based on existing gravel sub-grade	\$180,000	Grants and SDCs
Mill Slough Corridor - East	2,400 lf	Includes Thomas Street connector. \$107/lf.	\$256,800	Implemented with future development or via grants
Mill Slough Corridor - West	4,500 lf	\$107/lf plus 2 bridges at \$10,000 per bridge	\$501,500	Implemented with future development or via grants
Canterbury Bio-swale Path	1,200 lf	\$107/lf	\$128,400	Grants and SDCs
Armitage Park Connector	6,800 lf	Assumes use of rail corridor with gravel base (\$90/lf)	\$612,000	Grants, Donations
Total:	31,950 lf (6.0 miles)		\$3,309,050	
Bicycle Boulevards				
Coleman, Mill, Miller, Sarah, McKenzie, Abby, Vintage, Dixon, and Thomas	8,500	18 signs at \$300/sign	\$5,400	Grants and SDCs
Total:			\$5,400	

* Cost estimates include design, engineering, and path construction using the proposed design standard of a 10-wide concrete path (land acquisition costs are not included). Path costs are estimated at a standard \$107/lf unless otherwise noted. This cost is based on a survey of similar projects that have recently been completed in the area. Special features such as bridges, signage, road crossing improvements, and lighting have been considered.

Table 4: Cost Estimates and Implementation Strategy - Road Crossings

Segment/Element	Length/ Quantity	Unit Costs and Special Features	Estimated Cost*	Implementation Strategy
Road Crossings				
Pearl Street at Industrial Way	-	Utilize existing signalized intersection	\$0	ODOT (portion of Phase 1 I-5/Coburg Interchange 2010)
Pearl Street at Coleman	-	Signage (2 signs at \$300) and Painted Crosswalk (\$500)	\$800	Grants and SDCs, potential partnership with Lane County
Coburg Road at Mill Slough (south of UGB)	-	Signage and Painted Crosswalk (installed)	\$800	Grants and SDCs, potential partnership with Lane County
Willamette Street at Vintage Way	-	Signage and Painted Crosswalk (installed)	\$800	Grants and SDCs, potential partnership with Lane County
Willamette Street at McKenzie	-	Signage and Painted Crosswalk (installed)	\$2,500	Grants and SDCs, potential partnership with Lane County
Van Duyn Street and Willamette Street Intersection	-	2 Painted Crosswalks (\$1,000 total) and 1 delineator post (\$500)	\$1,500	Partnership with Lane County, STP-U, County Tourism Grant
Van Duyn Street and Coburg Road North Intersection	-	Painted Medians (\$1,500), Curb and gutter and ramps on SW corner (\$5,500), 3 delineator posts (\$500)	\$7,500	Grants and SDCs, STP-U, potential partnership with Lane County
Roberts Court	-	Signage and Painted Crosswalk (installed)	\$800	Grants and potential partnership with Lane County
McKenzie View Drive	-	Signage and Painted Crosswalk (installed)	\$800	Grants and potential partnership with Lane County
Total:			\$15,500	

* Cost estimates include design, engineering, and installation

Table 5: Cost Estimates and Implementation Strategy - Other Elements

Segment/Element	Length/ Quantity	Unit Costs and Special Features	Estimated Cost*	Implementation Strategy
Other Elements				
Lighting at road intersections (Coburg Road – south of UGB)	2	\$10,000 per light	\$20,000	Grants
Signage (directional and interpretive)	10	\$800 per sign	\$8,000	Grants, SDC
Mileage Markers	24	\$550 per marker (installed)	\$13,200	Grants, Donations, SDCs
Bollards at road intersections	8	\$400 per bollard (installed)	\$3,200	Grants, SDCs
Parking area at Canterbury Slough	1	4 spaces with asphalt surfacing	\$5,000	Grants, SDCs
On-street parking at end of Industrial Way	-	Signage	\$500	Grants, SDCs
On-street parking near Pfeiffer Park	-	Signage	\$500	Grants, SDCs
Benches	8	\$350 per bench	\$2,800	Donations, SDCs
Total:			\$53,200	

* Cost estimates include design, engineering, and installation

construction of the system as specified is \$3,383,150 (2009 dollars). The path will be implemented in phases over a twenty year period as funding opportunities arise and as future development occurs.

4.3 Land Acquisition, Donation, and Dedication

As noted above, securing land to accommodate the proposed Coburg Loop path is an important step in the implementation process and a path can not be constructed until this has happened. In some locations, existing public right-of-way or public park land can be used, but in most cases, securing additional land will be necessary. Ideally, a public entity such as the City of Coburg or Lane County would ultimately take ownership of the land upon which the path sits. However, other options that could be considered include securing long-term access easements over private property or land acquisition by a non-government third party (typically a non-profit organization such as a land trust).

The Coburg Loop Implementation Strategy will rely on four primary approaches for securing the land necessary for path construction over a period of time. These include the following:

Fee-Title Acquisition from Willing Sellers: The City, other public entity, or land trust would purchase the land from willing private property owners to accommodate the path. This approach would likely need to rely heavily on state, federal, or land trust funding assistance. The City currently has very limited funding resources available for land acquisition. This method would primarily be utilized on corridors outside of the existing UGB, where future urbanization is not anticipated.



Many in the medical community have begun promoting trails and other such facilities as one answer to the critical problems facing children – childhood obesity.

Land Donation: Private property owners would have the opportunity to donate land to the City or other sponsoring entity to accommodate the path. Significant tax incentives make this a desirable option for many land owners, although the primary driving force for a land donation is often the desire to leave a lasting legacy to the community. In these cases, naming rights for the path segment may be considered as a way encourage donations and commemorate the donor or the donor’s family.

Land Dedication: Once adopted, the Coburg Loop Implementation Strategy will require that future urban development accommodate the route and construct the Coburg Loop path where proposed. The Coburg Zoning Code currently requires a dedication of land for parks and open space and land utilized to accommodate the path would count toward that required dedication.

Utilization of Road Right-of-Way or Utility Easements: It may be possible to accommodate some of the planned path segments within the public right-of-way of new roads that are constructed in the future. In addition, the path could be co-located within utility easements (such as sewer, electric, or irrigation channel easements).

In these cases, the utility easement would need to be modified so that it also allows for public access and path construction.

4.4 Maintenance and Management Costs

In general, the community desires a safe, reliable, and quality user experience for traveling and recreating. Good path design and infrastructure will go a long way in providing a positive experience for all. Routine and long-term path maintenance, education and outreach, and regulations and enforcement also play an important role in maintaining a quality path system. Because the Coburg Loop Path will not routinely bear the weight of moving cars and trucks it will not experience the same level of deterioration that roads often do, and the concrete path as specified should not require major repair for at least 20 years and likely longer. The most significant management challenge will likely be controlling encroaching vegetation along the edges of the path and removing accumulated dust, tree limbs, and leaves.

Fortunately, maintenance and management costs for a new path system should be relatively inexpensive. The 2009 City estimate of annual maintenance cost is \$1,000 per mile. This cost would primarily cover the most common tasks such as maintaining vegetation, emptying garbage, sweeping, and repairing signage. Additional maintenance activities would also need occasional attention. The following is sample

maintenance activity list relevant to the Coburg Loop vision from *Trails for the 21st Century* (RTC, 2001):

- Replace missing and damaged regulatory and directional signs
- Repaint worn pavement markings
- Trim trees, shrubs, and grass to maintain site distances
- Patch holes, fill cracks, and feather edges
- Clean drainage systems; modify to eliminate ponding
- Sweep to remove leaves, mud, gravel, and other debris
- Mow trail shoulders
- Pick up trash; empty trash cans
- Maintain furniture and other support facilities
- Repair vandalism as it occurs
- Prune dense understory growth to promote user safety
- Remove fallen trees
- Clean and replace lights
- Maintain painted crosswalks

It is recommended that path maintenance be documented. Logging these activities provide useful records for conducting routine maintenance and for estimating costs. Referencing a checklist can help staff focus on issues that need regular attention.

Maintenance Partnerships

Different sections of the path system will require different approaches to maintenance. For example, the section designed along the north end of Industrial Way may continue to be maintained by Monaco Coach. Areas currently outside the urban growth boundary which may eventually reside within residential developments could be maintained by homeowners associations, volunteer neighborhood activities, or the City could explore the concept of developing a more formal *adopt-a-path* program.

The section which includes a link south to Armitage Park would require formal coordination with Lane County to address both construction and maintenance responsibilities.

Community participation could be a crucial link to a successful path system. Volunteer organizations are often solution-based and can organize work parties or adopt segments for the path system for routine maintenance. Activities such as sweeping and trimming vegetation could be performed by community groups. Coburg Elementary School, Scouts, or the Grange are examples of organizations that would be well suited to provide support for the path.

The Coburg Police Department would also be responsible for implementing public safety measures which would include responding to reports of illegal activity on the path and occasional patrol of lesser populated sections of the path system as deemed necessary. The majority of the proposed path will have easy access from neighborhoods, commercial, and activity centers and it is not anticipated that public safety will be a substantial cost to public safety officers or the public. The path design will allow easy access by police or emergency response vehicles throughout its length.

4.5 Next Steps: Securing Funding

The Coburg Loop path will require phased construction of segments over a relatively long period of time. This long-term investment will provide great value to the region and community, but there is a cost to building a quality path system. This implementation strategy sets forth a general approach for phasing each segment of the path. At the same time, transportation infrastructure (especially paths) are often funded opportunistically. External funding agencies do not own the projects that they choose to fund and local project prioritization is sometimes trumped by how “fundable” a project is through different resources. The City of Coburg should consider this when applying to build sections of the Coburg Loop. Developing grant proposals, for example, should take into consideration the attributes of the proposal that will score highest during evaluation to secure funding and local match requirements. The Coburg Loop will be considered part of a regional path system as it is connected to Armitage Park. Regionally significant and multi-jurisdictionally supported projects tend to score well with grant funding entities. In addition, regionally significant projects have more visibility and will attract a wider range of potential supporters.

4.5.1 Grant Programs

There are several Federal and State grant opportunities for building paths. It is anticipated that the majority of funding to build the Coburg Loop will be developed through grant opportunities. The following sources of funding could be applied to the Coburg Loop Path (see **Appendix-C** for a full description and contact information):

Federal and State Grant Programs

- *Central Lane Metropolitan Planning Organization (MPO) Surface Transportation Program – Urban (STP-U)*
- *Transportation Enhancement (TE) Program - Federal Highways Administration (FHWA)*
- *Transportation Growth Management (TGM) Program - Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD)*
- *Safe Routes to School - Oregon Department of Transportation and Federal Highways Administration*
- *ODOT Pedestrian & Bicycle Program Grants - ODOT*
- *State Recreational Trails Grant (RTP)*
- *Land and Water Conservation Fund Grants - Oregon Parks and Recreation Department*
- *Oregon Local Government Grants - OR Parks and Rec. Dept.*

Private Foundation Grants

Numerous private foundations exist and are often an excellent source of funding for bicycle and pedestrian projects as well as land acquisition. Foundation grants could be used to fund certain elements of the Coburg Loop Path.

4.5.2 Local Funding Sources

- *System Development Charges (SDCs)*
- *General Funds*
- *Donations*
- *Dedicated Public Easement*

4.6 Plan Amendment Recommendations

4.6.1 Coburg Comprehensive Plan, Parks and Open Space Master Plan, and Lane County Co-adoption

As described in Section 1.2, the Coburg Loop Implementation Strategy is a refinement to the Coburg Parks and Open Space Master Plan and is, therefore, also a refinement to the Coburg Comprehensive Plan. Because the Coburg Loop path is a regional project that includes facility development and connects to other facilities outside the city limits, it falls under joint jurisdiction of the City and County. The Coburg Parks and Open Space Master Plan will be co-adopted by the Lane County Board of Commissioners as a refinement plan to the Coburg Comprehensive Plan. Compliance with the Lane County Rural Comprehensive Plan amendment criteria includes compliance with the Statewide Planning Goals.

For areas outside the UGB, there could be a need for exceptions to Goal 3 for path segments that are built on current farmland in rural Lane County. The exception process can be deferred to a time when funding is realized.

The Comp Plan and Parks and Open Space Master Plan provides the basis for developing the Implementation Strategy. The existing policies and strategies in both of these documents widely support the Coburg Loop Path concept and implementation. The Lane County Rural Comprehensive Plan policies and Parks and Open Space Master Plan also contain policies and strategies that support the Coburg Loop Path as a regional facility. Implementation Plan does not recommend any changes to the language in the Coburg Comprehensive Plan or Parks and Open Space Master Plan.

4.6.2 Coburg Zoning Code

The Coburg Comprehensive Plan has several policies supporting the implementation of this Strategy. The Coburg Zoning Code is the implementation tool by which Coburg policies and strategies around land use issues are implemented. The 2008 Coburg Zoning Code also contains several development requirements in each district that supports the establishment and maintenance of both bicycle and pedestrian facilities. It also provides ample direction for redevelopment to connect to existing infrastructure which promotes the expansion of a connected system. Even though consistency between the Implementation Strategy and the existing Zoning Code are intact, to continue to clarify these requirements, a number of Zoning Code amendments are recommended for adoption. These recommendations address design standards, access, and dedication of right-of-way.

The Coburg zoning code amendments are a City jurisdiction decision and will not be included in the Lane County co-adoption. However, County development permits will be required for those portions of the path that are outside the Coburg city limits, particularly in the floodplain. Further, Lane County facilities permits will be required for areas inside



A 2002 survey of 2,000 homebuyers conducted by the National Association of Realtors and National Association of Home Builders found that access to trails was listed as the second most important neighborhood amenity.



Promoting walking and cycling as a part of everyday activity is seen as a strategy for tackling obesity and chronic disease.

the City within Lane County road right-of-way; Willamette, Pearl, and a portion of E. Van Duyn Street.

District Regulations

In ARTICLE VIII. District Regulations, the Coburg Loop Path establishes setback requirements. Setbacks are important so that no adjacent building or structure such as a deck, fence, or stairway would cause a safety hazard to Path users.

Included in the 2008 Zoning Code is the *Parks, Recreation and Open Space (PRO) District*. The purpose of this District is to preserve and protect park, recreation, and open space lands that contribute to the general welfare and safety, the full enjoyment or the economic well being of persons who reside, work or travel in, near or around them.

This District could serve future planning efforts to establish the Coburg Loop Path corridor and is allowed whenever found necessary in order:

- To preserve any existing open land type of use which has been established or proposed to encourage development around it, such as golf courses, country clubs, park and recreation facilities, etc. and investments which have been or will be made in reliance upon the retention of such use.
- To buffer an otherwise incompatible use or zone.
- To preserve and maintain natural drainage ways, lakes (natural or artificial), areas unsuitable for intensive development by virtue of physical limitations and environmental control areas for the protection of resource areas and wildlife habitat.
- To preserve a valuable scenic resource or vista or an area of historical significance.
- To preserve and protect existing vacated easement or rights-of-way for recreational use and/or open space conservation.
- When establishing this district, due regard shall be given to the percentage of a total holding being zoned, the investment made or proposed to be made by private or public interests in reliance upon the retention of the open space, the proper balancing of public and private interests which are affected by such action.
- When used as a buffer, the land being zoned as a PRO district shall be part of the holding which creates the need for the buffer.
- In each instance when this district is established, the Planning Commission must establish the findings and purpose for the establishment of the zone or the values to be obtained, encouraged or preserved.

Establishing a District for the Coburg Loop requires a Comprehensive Plan Map Amendment and a Zoning Code Map Amendment to include the identified alignments in the PRO. After the District is established, requirements for height limits, minimum yard requirements, minimum area and dimensions, lot coverages and off-street parking and loading areas would be specified as a condition of approval during site plan review, including Master Planning. The recommended Code text changes reference the Coburg Loop as an example application.

The western most portion of the Coburg Loop Path from Vintage Way north to Van Duyn Street is inside the mapped 100-year floodplain. Building and planning for a path system in the floodplain is allowed as a conditional use permit and may require some flood proofing measures such as “high water” signage or a flood gate incorporated into the Path design. ARTICLE VIII. District Regulations, H. Flood Plain Sub-district provides clear direction for flood plain development.

The following are the recommended text amendments to the District Regulations (note: underlined text indicates recommended additions and crossed-out text indicates recommended deletions):

ARTICLE VIII. DISTRICT REGULATIONS

A. Traditional Residential District (TR)

6. Minimum Yard Requirements.

- e. All setback orientations shall be a minimum of 1 foot from the Coburg Loop Path right-of-way.

ARTICLE VIII. DISTRICT REGULATIONS

B. Traditional Medium Density Residential District (TMR)

5. Minimum Yard Requirements.

- e. All setback orientations shall be a minimum of 1 foot from the Coburg Loop Path right-of-way. Setback Exceptions (d.) do not apply to this system.

ARTICLE VIII. DISTRICT REGULATIONS

C. Central Business District (C1)

6. Minimum Yard ~~Regulations~~ Requirements.

- f. All setback orientations shall be a minimum of 1 foot from the Coburg Loop Path right-of-way.

[At this time, no part of the Coburg Loop intersects with C1, but it is conceivable in the future if the Central Business District expands]

ARTICLE VIII. DISTRICT REGULATIONS

D. Highway Commercial (C-2)

4. Minimum Yard ~~Setbacks~~ Requirements.

- e. Additional Setbacks on public street frontages may be required to provide for planned widening of an adjacent street, consistent with the City’s Transportation System Plan



Walking and cycling are ideal forms of exercise because they can be incorporated as part of a person’s daily travel pattern.

and the Parks and Open Space Master Plan

~~h. Additional Setbacks on public street frontages may be required to provide for planned widening of an adjacent street, consistent with the City's Transportation System Plan. [This is a duplication of e.]~~

~~i. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above. [This is a duplication of f.]~~

11. Street and Path Standards.

New development shall conform to the City's Street and Path Standards, as adopted in the Transportation System Plan and the Parks and Open Space Master Plan and set forth in Article VIII Supplementary District Regulations.

ARTICLE VIII. DISTRICT REGULATIONS

E. Light Industrial District (L1)

2. Uses and Structures

(8) Transportation facilities, consistent with the City's Transportation System Plan and Parks and Open Space Master Plan.

5. Minimum Yard Setbacks Requirements.

g. Additional setbacks on public street frontages may be required to provide for planned widening of an adjacent street, consistent with the City's Transportation System Plan and Parks and Open Space Master Plan.

ARTICLE VIII. DISTRICT REGULATIONS

F . Light Industrial District (L1)

5. Minimum Yard Setbacks Requirements

g. Additional setbacks on public street frontages may be required to provide for planned widening of an adjacent street, consistent with the City's Transportation System Plan and Parks and Open Space Master Plan.

ARTICLE VIII. DISTRICT REGULATIONS

G . Parks, Recreation and Open Space District (PRO)

1. This zone may be established when found necessary in order:

(5). To preserve and protect existing vacated easement or rights-of-way for recreational use and/or open space conservation (e.g. the Coburg Loop Path).

Supplementary District Regulations

Among the Supplementary District Regulations is Code language that addresses access, parking, and street standards. This is the appropriate place to include the Coburg Loop Design Standard. It is recommended that the Design Standard described and illustrated in Technical Memo #3 be inserted into the Zoning Code in the following manner (note: underlined text indicates recommended additions and crossed-out text indicates recommended deletions):

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS

C. Pedestrian Access and Circulation

1. Internal pedestrian circulation shall be provided within new commercial office, and multi-family residential developments through the clustering of buildings, construction of hard surface walkways including the Coburg Loop Path, landscaping or similar techniques in accordance to the applicable design standards provided in the adopted Transportation System Plan and Parks and Open Space Master Plan.
2. Pedestrian access to transit facilities shall be provided from new commercial, employment, and multi-family residential development while existing developments shall provides safe and accessible pedestrian access to transit facilities when a site changes uses or is retrofitted. See Ordinance A-132A Subdivision Code Section VII Design Standards and Section VIII Improvements.
3. Internal pedestrian and bicycle systems shall connect with external existing and planned systems, including local and regional travel routes and activity centers such as schools, commercial areas, parks and employment centers. See Ordinance A-132A Subdivision Code Section VII Design Standards and Section VIII Improvements.

[Adopted A-200A 12/]

4. For lots abutting existing or within the proposed alignment or throughway for the Coburg Loop, the extension and/or continuation of the facility shall be required.
 - a. The Path shall meet all ADA engineering standards and shall be approved by a City engineer prior to final approval.
 - b. The Path shall be conveyed in accordance with the Master Planning requirements as set forth in ARTICLE X.V.F.4 Master Planned Developments, Open Space. Otherwise, a permanent public easement or public dedication of land shall be created for the full 16 foot extent of the Path Design Standard and is preferably shown on the final plat, but may be conveyed on a separate instrument.
 - c. Path Width. Path width shall be 10 feet. Exceptions may be made for areas with significant constraints such as slope, sensitive natural resources, or large trees. Any exception area shall not result in a path that is less than 8 feet wide.
 - d. Lateral and Vertical Clearance.
 - (1) A 2-foot or greater shy or clear distance shall be required on both sides of the Path. This area shall be clear of vertical objects such as signs, posts, and trees. Exceptions may be made in cases where existing large trees would otherwise need to be removed.



Paths are increasingly becoming a standard element of a community's infrastructure.



Walking and biking are among the easiest and most healthy ways to get to a destination, whether that's to school, work, or the local market.

(2) Overhead clearance shall be maintained at 10 feet.

e. Setbacks from Roads and Alleyways.

(1) Where the path is parallel or adjacent to a road or alleyway, a 5-foot separation from the edge of the roadbed is required.

(2) Landscaping is required within the setback area in accordance with respective district regulations.

(3) Setback exceptions may be made for areas with significant constraints such as sensitive natural resources, street trees, structures, or utilities. In cases where a 5-foot setback is unattainable, a physical barrier such as a fence or wall shall be erected between the roadway and the path edge to provide separation between path users and vehicles. The barrier or fence should be between 42 and 54 inches in height. Opening in railings must not exceed 6 inches in width. No chain link fencing is allowed.

f. Surfacing.

(1) The Path shall be constructed from Portland cement concrete with a minimum thickness of 5 inches set on 6 inch compacted aggregate base.

(2) A 2 foot aggregate apron shall be placed on both sides of the hard-surfaced Path.

(3) Saw cut joints should be located every 6-8 feet to help prevent cracking.

(4) Where the Path is crossed by a driveway or where regular vehicle crossing will occur, the pathway shall be reinforced with steel mesh, re-bar, or other reinforcing material to prevent cracking.

g. Grades and Cross-Slope.

(1) The maximum grade shall be 5%. Steeper grades are allowed for up to 500 feet not to exceed 8% grade providing there is ample horizontal alignment and sight distance.

(2) To provide adequate drainage, the cross-slope shall be 2% (maximum 5%).

h. The following amenities and support facilities shall be incorporated into the overall path design. Installation of all or some of the following elements will be required consistent with the Coburg Loop Implementation Strategy and City specifications:

(1) Bridges

(2) Signage including mileage markers

(3) Benches

(4) Bollards and lighting at road intersections

(5) Theme integration

TO BE ADDED:

4.6.3 Lane County Rural Comprehensive Plan

Recommendations for amendments [Lane County]

Appendices

- A: Regulatory and Planning Framework**
- B: Coburg Loop Comment Form Responses**
- C: Funding Options and Opportunities**
- D: City of Coburg Adopting Ordinance**
- E: Lane County Adopting Ordinance**

Appendix - A: Regulatory and Planning Framework

State Plans, Policy, and Initiatives

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*.

Oregon Bicycle and Pedestrian Plan

This is a State Plan to implement the Actions recommended by the Oregon Transportation Plan and Oregon Administrative Rule 660-12. It also provides the framework for cooperation between ODOT and local jurisdictions, and offers guidance to cities and counties for developing local bicycle and pedestrian plans.

More specifically, the plan explains the laws pertaining to the establishment of bikeways and walkways and provides information to citizens interested in bicycle and pedestrian transportation. The Oregon Bicycle and Pedestrian Plan work to fulfill the requirements of the federal SAFETEA-LU requirements, whereby each state must adopt a statewide bicycle and pedestrian plan. Last, the plan provides standards for planning, designing and maintaining bikeways and walkways.

Regional Plans, Policy, and Initiatives

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 Regional Parks and Open Space Vision:

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 Rivers 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.
- Supplement 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.

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 Plans, Policy, and Initiatives

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 Rule 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 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 Statewide Planning Goals and the City of Coburg policies represent this support for this project:

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

Statewide 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

Statewide Goal: "To provide and encourage a safe, convenient and economical transportation system."

- 1.1 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.
- 1.1 Design streets to meet the needs of pedestrians and bicyclists. This may or may not include sidewalks or bicycle lanes.
 - 1.2 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.
 - 1.1 Connect bikeways and pedestrian accessways to local and regional travel routes.
 - 1.2 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.
 - 1.3 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.
 - 1.4 Provide street system connections to and from activity centers such as schools, commercial areas, parks, and employment centers.
 - 1.5 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.

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.

Coburg Parks and Open Space Master Plan (2005)

The Coburg Parks and Open Space Master Plan is considered a refinement to the Coburg Comprehensive Plan and was adopted by the Coburg City Council in January 2005 under Ordinance A-194,

Listed below are the related Objectives and Recommended Strategies and Actions from the Parks and Open Space Master Plan.

Connectivity Objective: Provide a series of uninterrupted recreational and transportation corridors, or linear parks, that link park and open space areas with neighborhoods, places of employment, the Coburg School, and to other nearby natural areas, regional parks, and trails.

Recommended Strategies and Actions:

1. Create a series of linear parks that connect new growth areas to the north and south with the downtown and existing neighborhoods, the school, and employment areas along Roberts Road and Industrial Way. Consider following Muddy Creek and the former rail corridor where possible.
2. Use linear parks to connect existing and planned park and open space facilities to create a *park and open space system* as opposed to a series of isolated facilities.
3. Provide safe and convenient pedestrian and bicycle access to all new and existing park and open space areas.
4. Provide a recreational corridor that provides a link to Armitage Park and to the existing and proposed trail network in the Eugene-Springfield area. Consider using portions of the abandoned rail corridor, Muddy Creek, or the planned sewer line easement that will run between Coburg and the McKenzie River.

Park and Open Space Accessibility Objective: Provide safe and convenient pedestrian and bicycle access to all existing and future park and open space areas and ensure equitable distribution of neighborhood and/or mini parks throughout the city.

Recommended Strategies and Actions:

3. Provide safe and convenient bicycle and pedestrian access to the future Coburg community park.

Park and Open Space Facilities Objective: Maintain and improve Coburg's existing parks, open space areas, and facilities.

Recommended Strategies and Actions:

2. Encourage the planting of large shade trees in Coburg's parks wherever feasible, with the Coburg Park Committee providing recommendations on locations and species.
3. Wetland Park:
 - a. Provide formalized public access to the wetland area north of Industrial Way in the form of a soft surface trail or boardwalk and consider addition of interpretive signage and a wildlife viewing area. Trails should be sited to minimize impact to wildlife habitat.
 - b. Enhance the wetland's habitat by controlling non-native invasive plant species, planting native wetland trees, shrubs, forbs, and grasses, and incorporating wildlife habitat features such as bird boxes, habitat snags, and basking logs.

Future Park and Open Space Facilities Objective: Provide a variety of park and open space types and facilities to serve the diverse needs of the community.

Recommended Strategies and Actions:

1. For each 1000 residents, the City should provide a combined total of 10.5 acres of community, neighborhood, and mini park land. This will include approximately 2.0 acres/1000 for neighborhood parks, 0.5 acres per 1000 resident acres of mini parks, and 8 acres per 1000 residents for a community park. Additional pocket parks, linear parks, or natural areas will not be counted toward this target.

Land Use Objective: Integrate future park and open space facilities directly into Coburg's new growth areas wherever possible and work toward maintaining a well defined transition between Coburg and the adjacent rural lands.

Recommended Strategies and Actions:

1. Work with Lane County, the City of Eugene, the *McKenzie River Trust*, the *American Farmland Trust*, private land holders, and other potential partners to preserve key agricultural lands and natural areas that surround Coburg and give the city uniqueness and a sense of place. Special attention should be paid to preserving an open space buffer to the south of Coburg.
2. Maintain an open space buffer between residential and industrial/commercial uses. This buffer should be heavily planted to provide visual and air quality benefits and may function as a recreational corridor if the land is in public ownership or if an access easement is included.
3. Encourage the preservation and incorporation of parks, natural features, and open space directly within new residential developments.

Funding and Plan Implementation

Objective: Consider a variety of funding sources and public and private partnerships to implement the Master Plan.

Recommended Strategies and Actions:

1. Rely on voluntary participation of property owners when acquiring or otherwise protecting land for park or open space use.
2. Consider a variety of funding sources for acquisition, development, and enhancement of Coburg's park and open space system including System Development Charges (SDCs); community bonds; the creation of a park district (or joining an existing district); land dedications; donations of money or land; and state, federal, and foundation grants.
3. Develop a parks SDC methodology to be adopted under the City's existing SDC ordinance immediately following the adoption of the Parks and Open Space Master Plan.
4. Use limited local funding sources to help leverage additional state, federal, and foundation funds wherever possible.
5. Partner with state, federal, and county agencies, land trusts, and property owners to work toward protecting key open space areas adjacent to Coburg and in the Coburg Hills.
7. In certain situations, consider the purchase of conservation or access easements as an alternative to outright acquisition of property.
8. Encourage and advocate for private donations of land, money, or easements to help with the acquisition, enhancement, and development of park and open space areas.
9. Set priorities for phased implementation of the Master Plan and be prepared to take advantage of opportunities as they arise.
10. Encourage volunteerism in park and open space operations as a way of reducing costs to the City and encouraging stewardship.
11. Ensure that sufficient operations and maintenance funds are identified for both existing and planned facilities.

Appendix - B: Coburg Loop Comment Form Responses

Background and Purpose

The Coburg Loop Path Comment form was distributed primarily at the public workshop held on April 30, 2008, with additional comments forms distributed to interested parties not able to attend the workshop. The purpose of this comment form was to gather input public that could be used to help develop the draft plan. This included input on potential path routes, destinations, themes, and potential use.

A total of 28 comment forms were returned and the results are tabulated below with the bolded responses indicating the number of responses:

1. Where do you live?

- 17** I live in Coburg (within the city limits)
- 5** I live in the rural area near Coburg
- 4** I live in Eugene
- 0** I live in Springfield
- 0** I live somewhere else
- 3** Other (please indicate location):
 - North Coleman Street
 - North Coleman Street
 - Edge of UGB

2. Where do you work or attend school?

- 4** I attend the Coburg Elementary School
- 1** I attend another school
(please list): Kid – attends Monroe Middle School
- 4** I work in Coburg (within the city limits): (Reflections)
- 1** I own/manage a Coburg Business
- 3** I work in the rural area near Coburg
- 7** I work in Eugene
- 2** I work Springfield (Husband)
- 2** I work in another location:
- 4** Other (please list):
 - Creswell
 - Retired
 - Retired
 - I home-school at home here

3. My age is?

- 2** Under 10
- 3** 10-14
- 0** 15-17
- 0** 18-24
- 5** 25-34
- 3** 35-44
- 8** 45-54
- 6** 55-64
- 2** Over 65

4. Do you currently walk, run, bicycle or other non-motorized mode to travel around Coburg or the surrounding area?

- 4 No (GO TO QUESTION 5)
- 15 Yes, several times per week on average
- 9 Yes, once per week on average
- 3 Yes, once per month on average
- 0 Yes, once per year on average

If you responded yes, how do you travel (check all that apply):

- 19 Walk
- 1 Run
- 13 Bicycle
- 0 Other:

If you responded yes, what is the purpose of your travel (check all that apply):

- 16 Exercise
- 16 Recreation
- 4 Transportation to work (Husband rides to work)
- 1 Transportation to school
- 3 Errands

5. Are there specific things that currently prevent you from walking, bicycling, or running in or around Coburg more often (check all that apply)?

- 8 Lack of facilities (paths and sidewalks)
- 2 Unsure of suitable routes
- 5 Safety concerns (please list):
 - Busy Roads
 - Crossing busy streets
 - Traffic and Edge Spillage
 - Traffic on Coburg Road
 - Dogs
 - Commuting to Eugene via Coburg Road is stressful
 - No (3 responses)

6. If the Coburg Path were constructed, how do you see yourself using it (check all that apply):

- 19 Walking
- 15 Bicycling
- 3 Running
- 3 Other (please list):
 - Don't know
 - I hope it is a walking path – no bikes
 - Dog walking

7. What are some destinations you would like to have the path provide access to if it were constructed (check all that apply):

- 11 Coburg Elementary School
- 15 Downtown Coburg
- 6 Neighborhoods
- 5 Employment Areas
- 14 Parks
- 7 Historic Landmarks (please list): (IOOF Cemetary) (Historic Cemetery)
- 4 Other:
 - North Eugene (work)
 - Rural agriculture
 - River
 - Armitage Park, Wetlands

8. Are there any additional comments you feel would be helpful for this effort?

- There is a path in the back of our street, you could add on.
- Bike Boulevard to River that is separate from the Road so kids could utilize without the worry of traffic.
- Please stay away from working farm fields for the safety of pedestrians and liability of farmers.
- I know some citizens are concerned that a path could invite security concerns. Hope these can be addressed.
- What about running surface (bark)?
- Make it know to tourists – a destination
- I would like to see a path around the current UGB area.
- Dog friendly – Doggy Bags and trash cans along trail.
- Thank you for all your work on this project. I'm excited!
- There is a bike path from my husband's office in Springfield all the way to Game Farm Rd./Coburg Rd. intersection. It would be great to get off Coburg Road from Armitage to Coburg!
- Lots of shade trees please.
- Safe for kids

Appendix - C: Funding Options and Opportunities for the Coburg Loop

Grant Programs

There are several Federal and State grant opportunities for building paths and acquiring property. It is anticipated that the majority of funding to build the Coburg Loop will be developed through grant opportunities. The following sources of funding could be applied to the Coburg Loop Path:

Federal and State Grant Programs

Central Lane Metropolitan Planning Organization (MPO) Surface Transportation Program – Urban (STP-U) - Federal Highways Administration (FHWA)

STP-U funds are made available through the federal transportation bill. Coburg is eligible for these funds because it is within the Central Lane MPO boundary. These funds may be used for construction of non-motorized transportation facilities like multi-use paths, sidewalks, and bicycle lanes. The Central Lane MPO annually administers these funds. A local match requirement of at least 10.27% is required for the total project cost. In-kind contribution is acceptable match.

Contact:

Andrea Riner, Transportation Manager
Central Lane MPO
859 Willamette St., Ste. 500
Eugene, OR 97401
Phone: (541) 682-6512
Website: www.thempo.org

Transportation Enhancement (TE) Program - Federal Highways Administration (FHWA)

This source of funding is also made available through the federal transportation bill and includes several categories of projects related to surface transportation including bike and pedestrian infrastructure, safety programs, scenic and historic byways, landscaping and scenic beautification, historic preservation, and environmental mitigation. Applications are only accepted from public agencies. All projects must have a direct relationship to surface transportation. The Central Lane MPO annually prioritizes and endorses these applications for those jurisdictions within the MPO boundary. A local match requirement of at least 10.27% is required for the total project cost. In-kind contribution is acceptable match.

Contact:

Patricia Fisher, Program Manager
Oregon Department of Transportation
555 13th St. NE
Salem, OR 97301
Phone: (503) 986-4349
Website: www.oregon.gov/ODOT/HWY/LGS/enhancement.shtml

Transportation Growth Management (TGM) Program

- Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD)

The mission of the Oregon Transportation and Growth Management Program (TGM) is to support community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. TGM grants are awarded on a biennial basis. Funds are awarded on a competitive basis within grant categories and Oregon Department of Transportation regions. Eligible applicants include cities, counties, Councils of Government on behalf of cities or counties, transportation districts, tribal governments, Metro, and Metropolitan Planning Organizations. Future grants will depend on the approval of more funds by the Oregon legislature and the Federal Highway Administration. A local match requirement of at least 10.27% is required for the total project cost. In-kind contribution is acceptable match.

Contact:

Cindy Lesmeister
Transportation and Growth Management
Oregon Department of Transportation
555 13th St. NE
Salem, OR 97301
Phone: (503) 986-4349
Website: www.oregon.gov/LCD/TGM/grants32306.shtml

Safe Routes to School

-Oregon Department of Transportation and Federal Highways Administration

Safe Routes to School (SRTS) program, a sub-allocated program of SAFETEA-LU, aims to make walking and bicycling to school a safe and appealing form of transportation by working to accomplish the following: assess the safety of school travel routes; encourage more biking and walking to school through promotions; building infrastructure, improving street crossings, and training cross guards; and education. The state of Oregon has developed a system for allocating these funds. These funds are allocated bi-annually and are subject to the 2009 federal transportation bill authorization for reallocation. A local match requirement of at least 10.27% is required for the total project cost. In-kind contribution is acceptable match.

Contact:

Julie Yip, SRTS State Coordinator
Transportation Safety Division
Oregon Dept of Transportation
235 Union St.
Salem, OR 97301-1054
Phone: (503) 986-4196
Website: www.oregon.gov/ODOT/TS/saferoutes.shtml

ODOT Pedestrian & Bicycle Program Grants - Oregon Department of Transportation

The Pedestrian and Bicycle Grant Program is a competitive grant program that provides approximately \$5 million dollars every two years to Oregon cities, counties and ODOT regional and district offices for design and construction of pedestrian and bicycle facilities. Proposed facilities must be within public rights-of-way. Grants are awarded by the Oregon Bicycle and Pedestrian Advisory Committee.

Contact:

Sheila Lyons, Program Manager
ODOT Bicycle and Pedestrian Program
355 Capital St. NE
Salem, OR 97301
Phone: (503) 986-3555
Website: www.oregon.gov/ODOT/HWY/BIKEPED/grants1.shtml

State Recreational Trails Grant (RTP)

Recreational Trails Grants are national grants administered by OPRD for recreational trail-related projects, such as hiking, running, bicycling, off-road motorcycling, and all-terrain vehicle riding. Yearly grants are awarded based on funds voted on by the U.S. Congress. RTP can be awarded to: Non-profits, Cities (municipal corporations), Counties (political subdivisions), State agencies, Federal government agencies, and other government entities. RTP funding is primarily for recreational trail projects, rather than utilitarian transportation-based projects. Funding is divided into 30% motorized trail use, 30% non-motorized trail use and 40% diverse trail use. Types of projects include: Building new recreation trails, including building trail bridges and installing wayfinding signs; Restoring existing trails, including trail bridges and signing; developing and rehabilitating trailhead facilities; acquiring land and permanent easements; and water trails. A match of at least 20% of the project's total costs is required. Eligible matches are cash, force account labor, equipment, materials, volunteer labor, donated equipment, donated materials, and federal, state and local grants, or the combination thereof.

Contact:

Wayne Rawlings
Oregon Parks and Recreation Department
Grants Programs
725 Summer St. NE
Salem, OR 97301
Phone: (503) 986-0711
Website: www.oregon.gov/OPRD/GRANTS/trails.shtml

Land and Water Conservation Fund Grants - Oregon Parks and Recreation Department

The LWCF grants provide matching grants to state and local governments for acquiring and developing public outdoor recreation areas and facilities. Since 1964, this national grant has awarded more than \$55 million for Oregon recreational areas and facilities. Eligible applicants are cities, counties, park and recreation districts, METRO, port districts, Indian tribes, and Oregon state agencies (Parks & Recreation Dept., Dept. of Fish and Wildlife, Dept. of Forestry, and Dept. of State Lands). LWCF grants are available to either acquire land for public outdoor recreation or to develop basic outdoor recreation facilities. Projects must be consistent with the outdoor recreation goals and objectives stated in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) and elements of the Coburg Comprehensive Plan and Parks and Open Space Master Plans. Projects must also comply with the Rehabilitation Act and the Americans with Disabilities Act. LWCF provides up to 50% project funding. Eligible matches include local budgeted funds, donated funds, and the value of property, equipment, materials, and/or labor. Land previously acquired and work completed prior to project approval cannot be used as a match. Pre-agreement design and engineering costs may be eligible, but all other projects costs and match must occur within the project period.

Contact:

Wayne Rawlings
Oregon Parks and Recreation Department
Grants Programs
725 Summer St. NE
Salem, OR 97301
Phone: (503) 986-0711
Website: www.oregon.gov/OPRD/GRANTS/lwcf.shtml

Oregon Local Government Grants - Oregon Parks and Recreation Department

OPRD gives more than \$4 million annually to Oregon communities for outdoor recreation projects, and has awarded nearly \$40 million in grants across the state since 1999. The grants are funded from voter-approved Lottery money. Local government agencies who are obligated by state law to provide public recreation facilities are eligible for Local Government Grants. This includes: Cities (municipal corporations); Counties (political subdivisions); Metropolitan Service Districts; Park and Recreation districts; and Port districts. Eligibility is limited to public outdoor park and recreation areas and facilities. These areas and facilities must be open and accessible to the public-at-large. Eligible projects involve land acquisition, development, and major rehabilitation projects that are consistent with the outdoor recreation goals and objectives contained in the Statewide Comprehensive Outdoor Recreation Plan (SCORP). The eligible match may include local budgeted funds, local agency labor or equipment, federal revenue sharing, other eligible grants, state and county inmate labor, donated funds, the value of private donated property, equipment, materials, labor, the value of land acquired within the past six year period, cost of appraisals, pre-development costs within the past two year period (cannot exceed 15% of total project costs), or any combination thereof.

Contact:

Wayne Rawlings
Oregon Parks and Recreation Department
Grants Programs
725 Summer St. NE
Salem, OR 97301
Phone: (503) 986-0711
Website: www.oregon.gov/OPRD/GRANTS/local.shtml

Private Foundation Grants

Numerous private foundations exist and are often an excellent source of funding for bicycle and pedestrian projects as well as land acquisition. Foundation grants could be used to fund certain elements of the Coburg Loop Path.

Local Funding Sources

While grants will most likely be the primary source of funding for the Coburg Loop, there are several other funding resources available to Coburg.

System Development Charges (SDCs)

The Parks and Open Space Master Plan identifies the linear parks corridor as eligible for utilization of system development charges (SDCs). A SDC is a type of impact fee paid by the developer to the City. These funds can be used to support water, transportation, sewer, storm water, and park facilities. The Coburg Loop is an adopted eligible project for the parks SDCs. It is anticipated that it will be amended as an eligible transportation project when the TSP update is completed and the associated project list is amended into the SDC ordinance.

Contact:

City of Coburg
Planning Department
P.O. Box 8316
Coburg, OR 97408
Phone: (541)682-7858
Fax: (541) 485-0655

General Funds

All parks and transportation projects are eligible to be funded by City of Coburg general funds.

Contact:

City of Coburg
City Administrator
P.O. Box 8316
Coburg, OR 97408
Phone: (541)682-7871
Fax: (541) 485-0655

Donations

Donations can take several forms. A donation is a voluntary gift of land, money, service or idea. In the case of this Implementation Strategy, donation of land and/or funds for building the infrastructure would be the most useful application. Maintenance agreements would also be a form of donation. It is anticipated that building and maintaining the Coburg Loop will require some degree of land donation and maintenance agreement for completion and ongoing maintenance.

Contact:

City of Coburg
City Administrator
P.O. Box 8316
Coburg, OR 97408
Phone: (541)682-7871
Fax: (541) 485-0655

Dedicated Public Easement

A dedicated public easement is a way in which a private property owner can grant legal privilege of use of a portion of their property to the public. This is a popular tool used for trail and path planning and construction. The cost is minimal both to the City and the private property owner. Easements usually include a land survey to identify the legal description of the subject property and the time needed write and acknowledge the associated legal document.

Contact:

City of Coburg
Planning Department
P.O. Box 8316
Coburg, OR 97408
Phone: (541)682-7858
Fax: (541) 485-0655

Appendix - D: City of Coburg Adopting Ordinance

To be Developed

Appendix - E: Lane County Adopting Ordinance

To be Developed

