



Vision Element Two: Non-Motorized Transportation

The network of multi-use paths and trails that have been constructed along the Willamette River over the past several decades provides a critical and heavily traveled transportation link through the heart of the metro area for non-motorized transportation such as biking, skating, running, and walking. This system will continue to be extended along the river corridor as opportunities arise, ultimately providing path connections to outlying parks such as Armitage Park, Clearwater Park, and Buford Recreation Area; to nearby small cities such as Coburg, Junction City, and Creswell; to downtown Eugene and Springfield; and to the adjacent rural landscape. Improved connectivity between adjacent neighborhoods and the system of paths and trails will provide safer and more convenient access to thousands of area residents.

Goal 2.1: Expand the Existing Network of Paths and Trails

Expand the existing network of paths and trails to improve connectivity to the river from neighborhoods, downtowns, parks, and other attractors and to provide increased transportation and recreation opportunities for a growing population.

Recommended Actions and Strategies:

- A. Construct planned and programmed multi-use path segments along the river corridor. These include:
- The Middle Fork Path from Dorris Ranch Park to Clearwater Park (construction to begin in 2010)
 - The Springfield Millrace Path and connector to the Middle Fork Path
 - Glenwood Path with extension south toward LCC (based on recommendations of the Glenwood Refinement Plan, which is under development)
 - A path segment on City owned property along the river parallel to Copping Lane to replace the on-street route.
 - A path segment under Belt Line Road on the west side of the river, connecting to Beaver Street.
 - Path segments along the McKenzie River near Sacred Heart Hospital, near Irvington Slough, and near Kizer Slough (Highbanks Connector Path)
- B. Study the feasibility of extending the multi-use path network to improve regional connectivity and secure public ownership or easements to accommodate these paths as opportunities arise. These include:
- A path connection from the planned Ridgeline Trail extension near Lane Community College to Buford Recreation Area (following completion of mining operation in the confluence area)
 - A path connection along the McKenzie River from Armitage Park to Sacred Heart Hospital and the Springfield Path system.
 - A path connection from Armitage Park to the on-street bicycle network starting on County Farm Road. This will provide bicycle and pedestrian connectivity through the Willakenzie area to the current end of the river path system at Delta Highway.



The existing networks of paths along the Willamette River are heavily used for recreation and as a means of transportation.

“We want a ground to which people may easily go after their day’s work is done, and where they may stroll for an hour, seeing, hearing, and feeling nothing of the bustle and jar of the streets, where they shall, in effect, find the city put far away from them.”

*–Frederick Law Olmsted,
Public Parks and Enlargement
of Towns, 1870*

The historic rail bridge over the McKenzie River has already been retrofitted for bicycles and pedestrians and could be utilized for a future path connection between Armitage Park and Coburg.



Over the long-term, a path connection along the McKenzie River and Willamette River is desired, but aggregate mining operations will likely be active in the area for several decades, making that option unattainable over the short-term.

- A path connection northward along the west side of the Willamette River to River Loop and points northward. This path could pass through agricultural lands in the short-term or through the land now being utilized for aggregate production as those areas are reclaimed over the long-term. This path would greatly improve connectivity from the Santa Clara neighborhood and provide recreational access to the agricultural lands north of the urban growth boundary.
 - A path connection from the Riverfront Research Park to the Greenway Bridge near I-5. This path is likely most feasible in an alignment between the river and railroad, but could also parallel the Eugene Millrace, but would require significant engineering.
- C. Improve connectivity to the regional trail network. This would include the following soft-surface trails:
- A connector trail to the planned Eugene-to-Pacific Crest Trail from the existing trail network at the Buford Recreation Area.
 - A connector trail between Hendricks Park and the Willamette River. This may be a combination of new soft-surfaced trail and existing sidewalks.
 - A soft-surfaced connector trail from the existing Ridgeline Trail at Mount Baldy to the Willamette River and Mount Pisgah. A two mile segment of this trail is planned for construction in 2010 on the newly acquired ridgeline park property to the east of Mount Baldy.
 - A trail through the agricultural lands between Junction City and Eugene. This trail concept, referred to as the Southern Willamette Valley Heritage Farm Trail, could make connections to the river path system, Junction City, and areas of interest such as heritage farms and historic landmarks.

Goal 2.2: Connectivity and Access

Improve bicycle and pedestrian connectivity and access to the river from adjacent neighborhoods and downtowns.

Recommended Actions and Strategies:

- A. Implement the recommendations of the Lower River Road Concept Plan (2009) for improved bicycle and pedestrian connectivity between the adjacent neighborhood and the river corridor. Three new path connections are recommended.
- B. Improve bicycle and pedestrian connectivity to the river path system from downtown Eugene and downtown Springfield (see Goal 5.2).
- C. Construct a connector path connection between the Laurel Hill Neighborhood to the river to provide safe and convenient pedestrian and bicycle access.
- D. Construct the planned multi-use path between Coburg and the McKenzie River (Coburg Loop Implementation Plan, 2008).
- E. Provide and open space and trail connection to the river in the vicinity of the future Santa Clara Community Park.
- F. Construct the planned path connection under Beltline Road on the west side of the river to Beaver Street to provide connectivity between the Santa Clara neighborhood and the river.
- G. Construct a bicycle and pedestrian bridge from the multi-use path near Delta Ponds over Delta Highway. This project, which has been funded and currently under construction, will create direct access from the Willakenzie neighborhood and the river path network.

- H. Construct a bicycle and pedestrian bridge across the Middle Fork to connect Springfield and the Buford Recreation Area. The exact bridge location will be determined based on identification of feasible crossing points and future public land acquisition or easements.
- I. Study the feasibility of constructing a bicycle and pedestrian bridge linking the current EWEB site to West Alton Baker park, including conducting analyses of scenic impacts, impacts to riparian habitat, and impacts to existing park facilities and programming.
- J. Study the feasibility of constructing a bicycle/pedestrian bridge, or series of bridges, from Glenwood to downtown Springfield, Island Park, and West D Street Greenway. These would greatly improve connectivity from Glenwood to nearby parks, paths, and the downtown Springfield.
- K. Study the feasibility of upgrading the existing bridge over I-5 at the end of 30th Avenue so that it can accommodate safe bicycle and pedestrian crossing. This will become a key bicycle and pedestrian connection from LCC and the Ridgeline Trail system to the Buford Recreation Area and the planned path network in that area.
- L. Coordinate with ODOT to incorporate a bicycle and pedestrian crossing of the Willamette River on or adjacent to the existing Beltline Road bridge. In the coming years, ODOT will be assessing options for improving this bridge, which may include widening the existing facility or creating a parallel bridge that would accommodate local traffic, bicycles, and pedestrians. This upgrade would provide a badly needed connection between Santa Clara and the paths and commercial development on the east side of the river.



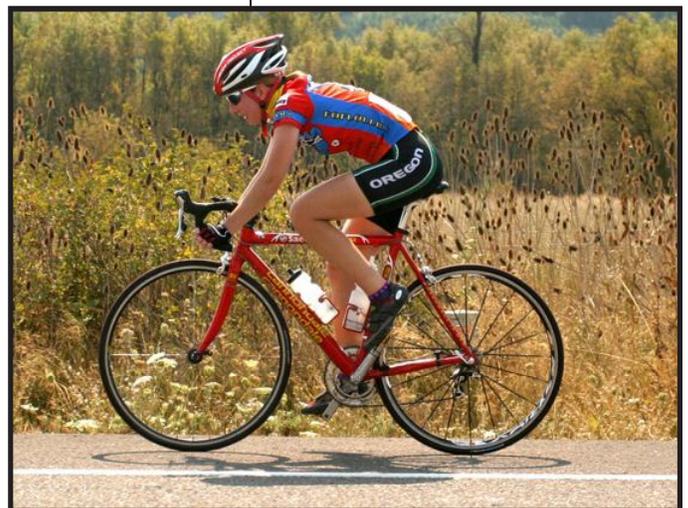
DeFazio Bicycle/Pedestrian Bridge in Eugene

Goal 2.3: On-Road Bicycle Touring Routes

Provide safe on-road bicycle touring routes in proximity to the Willamette River and McKenzie River. The flat terrain and scenic landscape make several rural roadways near the Willamette and McKenzie Rivers very popular bicycle touring routes and use will likely increase in the future. Many of these roads also carry heavy vehicle traffic and should be upgraded over time to improve safety (see Vision Map for locations of these roads).

Recommended Actions and Strategies:

- A. Roads with high traffic volumes or speeds that are also popular bicycle touring routes should be upgraded to add wider shoulders on either side of the road to help reduce the possibility of bicycle-auto crashes (4-foot shoulders are preferred where feasible).
- B. Post signage on commonly used bicycle touring routes to alert drivers of bicycles on the road.
- C. Sweep road shoulders with sufficient frequency to remove debris and gravel that can lead to bicycle crashes and flying debris.
- D. Work with bicycle advocacy groups and public safety organizations to promote proper bicycle touring etiquette and safety practices such as obeying traffic laws and riding single file except when passing.



Bicycle touring is a popular recreational activity on several roads within the planning area.

Goal 2.4: Way-Finding and Informational Signage

Provide adequate signage to support safe and convenient use of the network of paths and trails.

Recommended Actions and Strategies:

- A. Way-finding and informational signage should be placed at key locations along existing and future multi-use paths including trailheads, road intersections, path intersections,



Mileage markers like these recently installed in Eugene are important for both way-finding and public safety response

- and designated parking areas. Signage should include information on rules for path use, mileage to destinations, and route maps (properly oriented for ease of use).
- B. Markers indicating mileage should be placed at quarter-mile intervals along multi-use paths on vandal resistant ornamental posts similar to those recently installed along the river path system in Eugene. These will allow path users to calculate distances and serve a critical public safety function for any emergency response. Mileage markings should flow seamlessly between jurisdictions, rather than changing with each new segment of path. Extending the markings currently in use along the Willamette into new areas would be the most efficient approach.
- D. Utilize unique symbols or colors on mileage markings that flow between jurisdictions to help define different segments of the path, and different jurisdictions. Incorporating easily identifiable symbols or color coding onto the mileage markers is an important feature for accurately describing geographic location to emergency responders. They can also make it easier for pre-literate and non-literate path users to orient themselves.
- E. Accurately orient maps and arrows that are placed throughout the area so that they are accurately oriented: i.e. if the reader is facing north, the top of the map they are viewing should represent north, etc.
- F. Develop a standard for signage where the most important information is bi-lingual (Spanish/English).

Vision Element Three: Recreation

The Willamette River and the numerous public parks and recreation areas found along the corridor currently provide abundant recreational opportunities and facilities to area residents and visitors alike. Facilities will continue to be enhanced and expanded over time to meet the demands of a growing population and offer outstanding recreational experiences in close proximity to the metro area population. Access to the river for fishing, nature study, boating, swimming, and water play will be enhanced and safety improvements made within the river corridor. Selected side channels such as the Canoe Canal in Alton Baker Park will be improved over time for navigation and may include loop options for boaters and more challenging whitewater segments for more experienced users. Amenities such as playgrounds, picnic areas, campgrounds, restrooms, bridges, and site furnishings will continue to be upgraded and thoughtfully incorporated into this integrated open space system. The natural setting will serve as a backdrop for these facilities while providing great opportunities for passive recreational activities such as bird watching, nature study, and photography. Creating a safe environment, where legitimate recreational users feel at ease, must be a top priority.



Goal 3.1: Water Oriented Recreation

Provide outstanding water-oriented recreational opportunities in close proximity to the metropolitan population that are safe, easily accessed by area residents and visitors, and provide a range of user experiences.

Recommended Actions and Strategies:

- A. Redesign and reconstruct the Canoe Canal system that passes through Eastgate Woodlands and Alton Baker Park to improve recreational boating opportunities. This enhanced system will include a more functional loop opportunity of approximately five miles (Canoe Canal to Willamette River) that will reduce portages, make major safety