EUGENE TRAILS PLAN

MARCH 2016

Eugene Trails Plan

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City of Eugene in conjunction with
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March 2016

A Plan for Soft-Surface Recreational Trails and Related Facilities
In and Around Eugene, Oregon

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Section 1
INTRODUCTION & BACKGROUND

1.1 Background and Purpose

Trails are about getting outside and recharging; about connecting to nature and connecting with friends and family; about getting to places we want to be, but also about appreciating the journey. Trails have been popular in Eugene for a very long time, but in recent years Eugene Parks and Open Space staff have noticed an appreciable increase in demands made on our recreational trail system: More events scheduled on our running and hiking trails, trailhead parking lots regularly filled up on sunny weekends, more reports of crowded trails and conflicts between different user groups, and more requests to accommodate the needs of an increasing diversity of trail users.

The City of Eugene has had a number of plans dealing with paved paths - Bike and Pedestrian System Plans – but has never had a plan specifically for soft-surface, or unpaved trails, the focus of this plan. Soft-surface trails have bark, wood chip, gravel, dirt, and rock surfaces. In the Eugene Parks and Open Space System, these trails currently include such highly popular amenities as Pre's Running Trail in Alton Baker Park and the Ridgeline Trail system, as well as trail systems in parks like Hendricks, Spencer Butte, and Skinner Butte. Another trail type that can be considered soft-surface is water trails, also addressed

The Dillard Connector Trail is the newest addition to the Ridgeline Trail system.

in this Plan. Water Trails are designated routes on rivers or streams that are suitable for non-motorized boating - canoes, kayaks, stand-up paddle boards, and tubes. Eugene contains a short section of the federally designated Willamette River Water Trail, plus a number of other waterways that are often used for recreation.

The Eugene Trails Plan will provide direction and help guide decision-making for the Eugene Parks and Open Space Division as we continue to work to improve our recreational trail system to better meet the needs of our growing community. Specifically the plan is intended to help guide decisions that will:

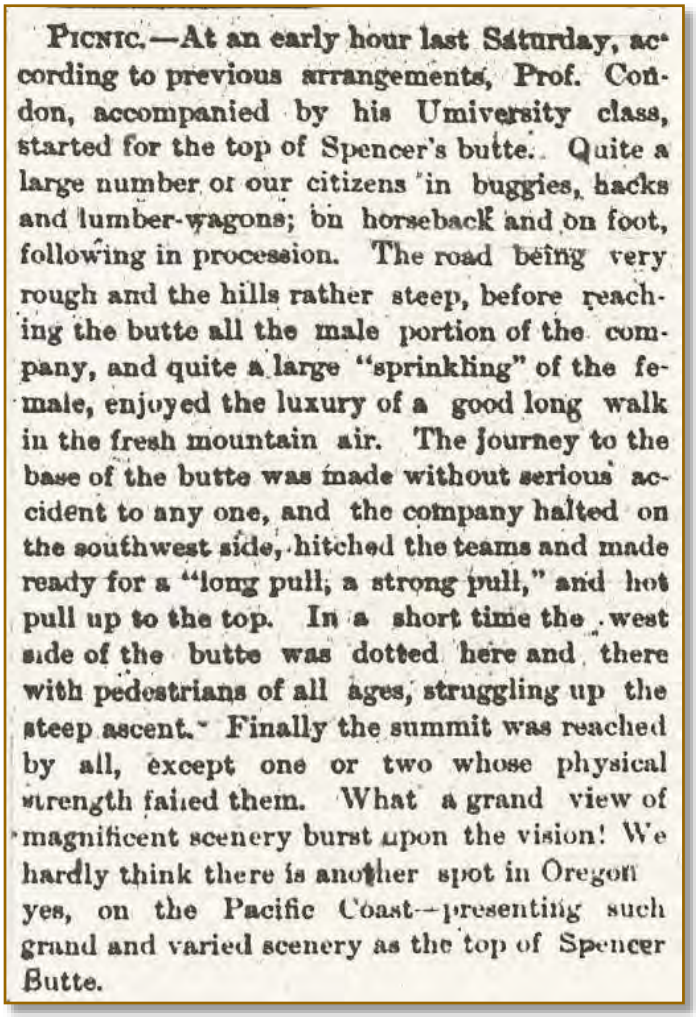
- Increase public support and use of the trail system
- Increase trail system capacity
- Reduce user conflicts
- Improve connections between parks, natural areas, schools, and other open spaces
- Improve our ability to sustainably maintain the system with limited resources
- Leverage volunteer assistance, and develop improved partnerships with user groups

The Plan is also intended to accomplish these goals in a way that responds uniquely and creatively to our local environmental and social conditions, and to do so over a planning horizon of approximately 20 years.

About 67 separate trail related projects are proposed in the plan including construction of new trail segments, feasibility and compatibility studies, and projects requiring acquisition of land or easements. The intent of the Plan is that projects requiring acquisitions by the City be done solely on a willing seller basis, with voluntary participation by interested property owners.

These 67 projects cover a very diverse and wide range of work, and the ability of the City to implement them is dependent on available resources of both staff and funding to plan, build, and maintain the work. It is unlikely that all projects will be realized over the Eugene Trails Plan's 20 year planning horizon, so an important component of the plan is its prioritization scheme found in Section 5.

This excerpt (right) from an article printed in the Eugene City Guard on May 12, 1877 describes a trek to the Spencer Butte summit, led by Professor Thomas Condon of the University of Oregon.



PICNIC.—At an early hour last Saturday, according to previous arrangements, Prof. Condon, accompanied by his University class, started for the top of Spencer's butte. Quite a large number or our citizens in buggies, hacks and lumber-wagons; on horseback and on foot, following in procession. The road being very rough and the hills rather steep, before reaching the butte all the male portion of the company, and quite a large "sprinkling" of the female, enjoyed the luxury of a good long walk in the fresh mountain air. The journey to the base of the butte was made without serious accident to any one, and the company halted on the southwest side, hitched the teams and made ready for a "long pull, a strong pull," and hot pull up to the top. In a short time the west side of the butte was dotted here and there with pedestrians of all ages, struggling up the steep ascent. Finally the summit was reached by all, except one or two whose physical strength failed them. What a grand view of magnificent scenery burst upon the vision! We hardly think there is another spot in Oregon yes, on the Pacific Coast—presenting such grand and varied scenery as the top of Spencer Butte.

1.2 Community Benefits of Trails

Trails provide numerous benefits to individuals and communities. Some are quite clear, such as improvements to users' health and fitness, but others are less obvious, such as economic and social benefits. Numerous studies, many of which are summarized in detail in the *Oregon Trails 2016-2025 Non-motorized Trails Plan* (Oregon Parks and Recreation Department), have documented these less well known benefits, which include:

Economic Benefits

Trails are more popular than ever and increasingly seen as an important part of a community's *quality of life*. Quality of life is increasingly one of the metrics cited as a major factor in determining desirable places to move to and to live and do business in. Trails draw not only local users, but tourists, and all trail users eventually spend money on things like shoes and clothing, equipment, food, gas and hotels. This spending in turn helps draw businesses and jobs to the community.

Additionally, studies across the U.S. have demonstrated that proximity to trails and open space can increase the value of residential property as well as improve the ability to sell a property - real estate ads often list close-by trails and open space as a selling point. And, counter to some common misconceptions, studies consistently report no correlation between new trails going in and an increase in crime. In fact, support by property owners for nearby trails generally increases over time.

Social, Educational, Historical, and Cultural Benefits

Trails tell stories and can build social capital, a sense of place, and a sense of pride and ownership in the community. Trails present wonderful opportunities for natural, historical, and cultural interpretation and education. They can be a moving classroom or an outdoor laboratory. They are great vehicles for building partnerships and community. In Eugene, our trails have benefited from strong partnerships developed with user groups, private businesses, landowners, non-profits and other government agencies. Volunteer efforts have helped build and continue to maintain many of our trails.

Spencer Butte can be a popular destination on a foggy day in the valley.

Our trails reflect our local character, environment, history and are a source of our community identity. Think of the Willamette River; how Pre's trail is a defining element of Track Town USA; how Spencer and Skinner Buttes feature

prominently on the City logo. These are physical landmarks but also important historical and cultural ones and essential to Eugene's sense of place.

Health and Fitness Benefits

Regular trail use, whether walking, running, hiking, biking or paddling, plainly leads to improved health and fitness. But research has also documented psychological and cognitive improvements as a result of spending time outdoors. A recent statewide survey in Oregon found that walking, not surprisingly, was the most popular everyday activity. Safe, interesting, and enjoyable trails, especially close-to-home trails like we have in Eugene, encourage more frequent activity which leads to improved physical and emotional health, longer lives, and reduced overall health care costs.

Runners on the Ridgeline Trail

Recreation Benefits

Trails encourage movement - walking, hiking, jogging, running, paddling, biking, rolling in wheelchairs, and sometimes even dancing! Trails being linear and making connections between places provides for increased variety of recreational experience. By connecting parks, picnic areas, schools, fields and open spaces, waterways, fishing areas, natural areas, and scenic viewpoints, they expose users firsthand to a wider variety of places, activities, and experiences than they might otherwise be aware of. And, by allowing access to our surrounding natural areas and systems, trails can provide increasingly rare and needed opportunities to experience and appreciate solitude, to restore ourselves, to refresh and create anew – the original meaning of recreation.

Environmental Benefits

Trails have always been an integral part of mankind's interaction with the natural world. They allow us to access, better understand, and manage our environment. In Eugene, trails have been an important component driving applications for grant funds to acquire natural areas. In addition to benefitting wildlife, these natural areas now make important contributions to our air and water quality. Many acquisitions have been along river and stream corridors for instance, preventing soil erosion and filtering runoff. Trails can also be useful as a tool for good conservation. They can be planned to assist in the preservation of important natural areas by directing and guiding traffic and by enabling better access for managing natural areas including response to wildfires and invasive species control. Trails allow for us to get outside into nature, and in doing that, they help foster appreciation and understanding for natural areas. Trails can help build an environmental ethic for continued conservation in our children and following generations.

1.3 Definitions

This plan focuses on soft-surface recreational trails and related facilities in and around Eugene, including a variety of trail types to serve a wide range of user groups. Hard-surface shared-use paths, an important element of the City's bicycle and pedestrian system, are planned for separately in the City's *Transportation System Plan and Bicycle and Pedestrian Plan*.

Trails vs. Paths

Trails are soft-surfaced and primarily for recreation use.

Paths are hard-surface and serve both a recreational and transportation function.

This plan specifically addresses soft-surfaced, non-motorized, recreational trails.

Spencer Butte main summit trail

Pedestrian Trail
A soft-surface trail designated for pedestrian use only (walking, hiking, running). Bicycles are not permitted on these trail segments. Surfacing is typically gravel.

Amazon Headwaters Trail

Shared-Use Trail
A soft-surface trail that is shared by pedestrians, runners, and mountain bikers. Surfacing is typically gravel.

Shared-Use Corridor
A defined corridor through which both bicycles and pedestrian passage is accommodated. This could be through a single shared-use trail (bikes and pedestrians on same trail) or through construction of separate parallel trails with segregated uses.

Ridgeline Trail at Fox Hollow Road (shared-use left, pedestrians right)

Running Trail
A specialized soft-surface trail designed for use by runners and walkers. These typically contain a gravel base with bark surfacing and often include measured segments or loops and sometimes exercise or stretching facilities. Bicycles are not permitted on running trails.

Pre's Trail in Alton Baker Park

Single-Track Trail
A soft-surface trail designation primarily for mountain bike use. Single-track trails, which are not currently a component of Eugene's trail system, typically have tread wide enough to accommodate a single user (18- to 24-inches) with dirt or gravel surfacing depending on site conditions. Single-track trails are appropriate in special use areas such as Suzanne Arlie Park and within some of the proposed future shared-use trail corridors. These parallel single-track trails are intended to reduce user conflict, increase system capacity, and provide more interesting terrain for mountain bikes.

Single-track trail

Nature play area at Silver Falls State Park

Nature Play Trail

A nature play trail is a short soft-surface trail segment designed to create a fun, challenging, and safe route for children to follow and explore while experiencing the natural environment. Nature play trails would typically be short in length and run parallel to other existing trails or be a smaller stand-alone loop trail within a park. These trails would include unique play elements such as stepping stones, obstacles, balance logs, swings, boulders, and whimsical signs. There are currently no nature play trails in Eugene's system, but they will be considered in the future.

Explorer trail on west side of Spencer Butte

Explorer Trail

An explorer trail is a technically challenging pedestrian-only trail route with steeper grade and more demanding terrain. The summit trail on the west side of Spencer Butte and the summit trail on the west side of Skinner Butte above the climbing columns are considered to be explorer trails.

On-street connection on Agate Street

Key On-Street Connection

Designated street segments that provide bicycle and pedestrian connectivity within the overall trail network. These are identified to make connections between existing parks and open spaces along streets and sidewalks to help create a more connected recreational network. Working in conjunction with *Eugene Transportation Planning* and *Neighborhood Services* staff, these street segments would be improved and maintained to provide safe and pleasant pedestrian and bicycle movement. Improvements could include sidewalk infill and repair, intersection improvements, way-finding signage, seating, enhanced street tree plantings, and public art.

Trailhead

A major access-point to the trail network that typically includes on-street parking or a designated off-street parking area. Trailheads can also include a kiosk with a map and trail information and other passive recreational elements such as benches, picnic tables, and bicycle racks. Where possible, trailheads should be aligned with public transit routes and stops. Trailheads and associated parking areas are monitored on a regular basis so that problems can be addressed.

Trailhead and parking at Delta Ponds

Water Trail

Water Trails are designated routes on rivers or streams that are suitable for non-motorized boating (canoes, kayaks, stand-up paddle boards, tubes, etc.). Facilities could include features such as designated water access points, directional signage and maps, life vest loan stations, etc. Navigational improvements could be made including removal of dangerous navigation hazards where they exist.

Willamette River Water Trail

Equestrian Trails

Equestrian trails are not currently part of Eugene's trail system and the Trails Plan does not recommend specifically designating trails that are open to horses at this time. Local horseback riding user groups have expressed interest in potentially establishing such trails in the future.

Horseback riders at Mount Pisgah

1.4 Relationship to Hard-Surface Bicycle and Pedestrian System

Hard-surface paths, separate from the roadway network, are designed to carry a mix of users including bicyclists, walkers, roller-bladers, and runners. The City's current path standard is 12 feet in width with concrete surfacing and lighting. Shared-use paths are considered a part of the City's transportation system, so planning for these facilities is addressed separately through the City's *Transportation System Plan* and *Bicycle and Pedestrian Plan*.

The existing network of hard-surface shared-use paths, sidewalks, and on-street bicycle facilities located throughout Eugene plays a critical role for the function, connectivity, and usability the recreational trail network. These hard-surface routes accommodate a high percentage of close-to-home recreational use, and also allow trail users to walk or bicycle to trailheads and also provide key connections between isolated trail segments where connections cannot be made on soft-surface trails. Shared-use paths and key on-street connections are indicated on the Trails Plan Maps included later in this document to show system context and connectivity.

Hard-surface paths like the East Bank Path shown above play a critical role for the function, connectivity, and usability of Eugene's soft-surface recreational trail network.

1.5 Relationship to Other Plans and Reports

A number of existing plans and reports along with ongoing planning efforts provide important context and direction related to the development of the Eugene Trails Plan.

Figure 1-1: Related Plans and Reports

Title and Date	Summary
Oregon Trails 2016: A Vision for the Future – 2016-2025 Oregon Statewide Recreational Trails Plan (Oregon Parks and Recreation Department, 2016)	This 10-year plan sets statewide policy related to non-motorized trails and includes criteria for evaluating State funding for trails projects through the Recreational Trails Program (RTP).
City of Eugene Parks and Recreation System Plan (Planning process will be conducted in 2015-2017)	The planning process to develop the Parks and Recreation System Plan began in spring 2015. The Plan will include an analysis of future park and recreation needs and propose system improvements to be implemented over a 10+ year planning horizon. Once adopted, the System Plan will guide implementation of the Eugene Trails Plan.
City of Eugene Transportation System Plan (Planning process will be conducted in 2015 and 2016)	The process to develop policy and plan for infrastructure improvement projects over the next twenty years for all modes of transportation including bicycling, walking, rail, freight, transit, and automobile began in 2015.
Envision Eugene (City of Eugene long-range land use planning process, in progress)	Under this process, the City will be determining the best way to accommodate the next 20-years of population growth, including where

Title and Date	Summary
	densification will occur and where the Urban Growth Boundary (UGB) may be expanded.
2013-2017 Statewide Comprehensive Outdoor Recreation Plan (Oregon Parks and Recreation Department, 2013)	The 2013-2017 SCORP is used to guide how the Oregon Parks and Recreation Department allocates outdoor recreation funding and provides information to assist recreation providers throughout the state of Oregon. SCORP also includes the results of the statewide outdoor recreation participation survey.
Springfield Transportation System Plan (City of Springfield, 2013)	The Springfield TSP provides a 20-year blueprint for transportation projects including pedestrian and bicycle facilities.
Eugene Pedestrian and Bicycle Master Plan (City of Eugene, 2011)	The Eugene Pedestrian and Bicycle Master Plan includes policies and projects related to the improvement and expansion of Eugene's hard-surface bicycle and pedestrian system including sidewalks, on-street bicycle facilities, and shared-use paths.
Willamette River Open Space Vision and Action Plan (LCOG and Partners, 2010)	This vision document was developed by multiple regional partners and provides a framework for future park and open space planning for the Willamette River and its major tributaries in the Eugene-Springfield area. This report includes goals and recommended actions related to trails, paths, and recreational access to the river.
Coburg Loop Implementation Plan (City of Coburg, 2009)	This refinement to Coburg's Transportation System Plan presents a vision for a shared-use path that runs along most of the perimeter of the city and extends across the McKenzie River and into the Eugene area at Armitage Park.
Ridgeline Area Open Space Vision and Action Plan (LCOG and Partners, 2008) –	This vision document was developed by multiple regional partners and provides a framework for future park and open space planning within the 20-mile Ridgeline corridor extending from Fern Ridge Reservoir to Mount Pisgah. This report includes trail related goals and recommended actions for the improvement and expansion of the Ridgeline Trail network and proposes trail connections to neighborhoods, schools, and the regional trail network. The vision was endorsed by local elected officials and numerous interest groups.
Oregon Trails 2005-2014: Water Trails Plan (Oregon Parks and Recreation Department, 2005)	This 10-year plan sets statewide policy related to motorized and non-motorized water trails. OPRD is currently in the process of updating this plan.
Willamette River Water Trail – A Conceptual Plan (Oregon Parks and Recreation Department, 2007) and *Public Website*	This Plan and associated water trail maps set goals and priorities for the Willamette River Water Trail and provide map resources for public users.
Rivers to Ridges Metropolitan Regional Park and Open Space Study (LCOG and Partners, 2003)	The Rivers to Ridges vision was developed to provide a landscape scale framework for future park and open space planning in the Eugene-Springfield region. The vision defines key trail corridors in and around the metro area and connections to the broader regional system. The vision was endorsed by local elected officials and numerous interest groups.

1.6 Local Conditions

How and where trails can be constructed and maintained is strongly influenced by local climate, topography, and regulatory conditions. Some of the more important of these factors in the Eugene area include:

Climate: The climate in Eugene is characterized by cool, wet winters and warm, dry summers. The typical yearly distribution of precipitation includes about 50 percent of the annual total falling from December through February, with lesser amounts in the spring and fall months, and very little precipitation falling during summer. The relatively mild climate is well suited for recreational trail use throughout the year. However, the condition of some trails can deteriorate quickly during the winter due to regular rainfall, especially in heavy use areas and areas with heavy clay soils. Many trails Eugene's current system have been constructed with a gravel base and drainage features and are well suited for all-season use. Other trails have not been constructed for sustainable all-weather use, and are becoming degraded due to winter use.

Topography: The landform of the Eugene area is diverse yet well-defined. In general, the southerly portion of the planning area is characterized by the steep slopes of the *South Hills Ridgeline Area*, which extends east and west from Spencer Butte. Much of north and west Eugene consists of the relatively flat valley bottoms of the Willamette River, McKenzie River, and Amazon Creek floodplains or historic floodplains. Nearly 75 percent of the land within the planning area has slopes of five percent or less. Slopes in excess of 25 percent make up approximately 5 percent of the planning area, almost all of which is in the *South Hills Ridgeline Area*. In the steeper terrain, trails are often sited along ridgetops where feasible and frequently require switchbacks to maintain a suitable grade.

Soils: Many of the soil types found in the Eugene area have a high clay content and tend to be poorly drained. Nearly 80 percent of the soils within the trails planning area are rated as having a very slow- to moderately slow-rate of permeability. These poorly drained soils become easily saturated and retain water over longer period of time, requiring special drainage and surfacing measures for trail construction. The Willamette River corridor and the Willakenzie neighborhood in north Eugene generally have the best drained soils with higher sand and gravel content. In these areas, drainage may be less of an issue.

Wetlands and Waterways: Rivers, streams, and wetlands are prevalent throughout much of Eugene and trail siting in proximity to these areas can be challenging due to physical and regulatory constraints. Typically trail planning and construction within these areas is much more time consuming and expensive. The City's land use code mandates that overall impacts be limited, and in many cases trails must be sited a certain distance from these natural features or special measures or additional steps be taken to limit or offset impacts. Often specialists must be consulted to determine actual boundaries and habitat types, and additional permitting and planning processes must be undertaken, including state and federal permits.

Conservation Easements: Property acquired by the City can come with specific easement language restricting trail construction and public access in perpetuity. Sometimes, Federal grants and other funds used to acquire natural areas can require these types of easement restrictions. Conservation easements that limit formal public access most typically occur when the properties obtained or the funds used are primarily or solely for conservation of endangered species or threatened habitats, and where there is concern that public trails would likely harm the target species or habitats.

Section 2
EXISTING SYSTEM

2.1 Existing Trail Network

The City's network of officially designated soft-surface recreational trails currently contains 40.5 miles. This includes 24.2 miles of pedestrian trail, 7.2 miles of shared-use trail, and 9.1 miles of running trail (see Section 1.3 for definitions). Walkers and runners are permitted on all 40.5 miles of trail, whereas bicycles are only permitted on the 6.8 miles of designated shared-use trail. There are currently no trails that are open to equestrian or motorized use. Almost all of the existing trail network is located on land owned by the City with the exception of a 1.8-mile pedestrian trail that passes through U.S. Bureau of Land Management land in west Eugene (managed cooperatively with the City), and several short trail access easements that cross private lands. The City tends not to rely heavily on access easements across private lands to accommodate trails, but considers this approach when necessary.

Eugene's trail network is located both within and outside of the City's urban growth boundary (UGB). A significant portion of the City's Ridgeline Trail system is located outside of the UGB in the natural area parks on the southern fringe of the city. This Ridgeline corridor contains an extensive trail network including nearly all of the designated shared-use trails within the City's system. In the northern half of the City, the extent of the soft-surface recreational trail network is currently very limited. This is in part due to historical development and current land use patterns and the lack of large or contiguous natural areas, which has made trail siting challenging. The City's network of running trails, which are designed for runners, but open to all pedestrians, are located on the relatively flat areas of the city along Amazon Creek and in Alton Baker, Petersen, and Westmoreland Parks.

In addition to land-based trails, this Plan also addresses water trails, which include navigable rivers and creeks that can be used for non-motorized recreational boating and floating. This includes approximately 18 miles of rivers and creeks in and around Eugene that are already commonly used for water-based recreation including a portion of the officially designated *Willamette River Water Trail* (Main Stem Willamette River and the McKenzie River from Armitage Park to the confluence), the Canoe Canal in Alton Baker Park, and Coyote Creek (above Fern Ridge Reservoir).

Figure 2-1: Existing Trails

Existing Trails by Classification	Total Length	Permitted Users
Pedestrian Trails	24.2 miles	Pedestrians and runners
Running Trails	9.1 miles	Pedestrians and runners (designed for runners)
Shared-Use Trails	7.2 miles	Pedestrians, runners, and bicycles
Total:	**40.5 miles**	-
Water Trails*	18.0*	Canoes, kayaks, tubes, standup paddle boards, etc.

* *Water trails tallied include the Willamette River Main Stem (Island Park to Green Island), McKenzie River from Armitage Park to the confluence, the Canoe Canal, and Coyote Creek (above Fern Ridge Reservoir).*

2.1.1 National Recreational Trail Designation for Ridgeline Trail

In June of 2006, the U.S. Secretary of the Interior Dirk Kempthorne officially designated Eugene's Ridgeline Trail system as a *National Recreational Trail*. This designation applies to the existing and future Ridgeline Trail network and includes all of the official trails within Spencer Butte Park. This recognition underscores the importance of the Ridgeline Trail system at a national level for the recreational amenity it offers to the nearby population and the regional trail connectivity it provides. The Ridgeline Trail joins a network of over 900 trails across the country, encompassing more than 10,000 miles, which have been given this designation. Each of the trails inducted into the National Recreation Trails System receives a certificate of designation and trail markers along with preferential consideration when being ranked for receipt of federal Recreational Trails Program grant funds. The letter of designation is included in Appendix D.

2.2 Regional Trail Connectivity

A key objective of this Plan is integration of Eugene's trail network into a much broader web of existing and proposed trails and paths in and around the Eugene-Springfield region. This regional network is described in various vision documents including the *Rivers to Ridges Regional Parks and Open Space Vi*sion (2003), the *Ridgeline Area Open Space Vision* (2008), and the *Willamette River Open Space Vision* (2010). Elements of the regional network are refined in various transportation and park plans that have been developed by nearby communities such as Springfield, Creswell, Veneta, and Coburg. Providing additional future connections between Eugene's trail system and other regional facilities and destinations will greatly increase recreational opportunities, provide access for bicycles and pedestrians, and offer opportunities for longer distance recreational trips on land and water.

Connections and Destinations to the North:

- The City of Coburg has proposed a network of shared-use paths, referred to as the *Coburg Loop*, that will encircle the community and connect to Armitage Park and the City of Eugene to the south. The proposed path would cross the McKenzie River on the historical railroad bridge, which has already been retrofitted for that use.
- The 1,100-acre Green Island property, owned by the McKenzie River Trust, is located to the north of the confluence of the Willamette and McKenzie Rivers. Although not currently open for regular public use, this natural area could potentially become a future destination for recreational uses. The existing Willamette River Water Trail currently passes through the Green Island property.

Connections to the West:

- Fern Ridge Reservoir and its associated natural areas are a key recreational destination to the west of Eugene. A future path or trail extension along Amazon Creek from the terminus of the Fern Ridge Path at Meadowlark Prairie could provide a recreational connection to walking trails and wildlife viewing areas located in Fern Ridge Wildlife Area.
- A potential water trail along the Amazon Creek Diversion Channel could provide seasonal access to the marshlands of Fern Ridge Reservoir for paddlers originating in Eugene.
- An existing paddling route along Coyote Creek currently provides access for paddlers entering the marshlands on the southeast side of Fern Ridge Reservoir (see Water Trails and Related Facilities Map). This trail could potentially tie into an Amazon Diversion Channel water trail through the marshlands on the east side of the reservoir.
- The potential for future rails-to-trails or rails-and-trails connections from west Eugene to the west along the existing rail corridor was first identified in the 2003 *Rivers to Ridges* vision document. Although the railroad is currently active, there may be long-term opportunities for recreational trails or paths along this corridor, making connections to Veneta and possibly as far as Coos Bay.

- Oregon Department of Transportation has identified a possible bicycle and pedestrian connection from Meadowlark Prairie along a portion of the levee system, the railroad, and along Cantrell Road. This proposal is part of a broader strategy to improve access between Eugene and Veneta.

Connections to the South:

- The Willamette River Water Trail currently extends along the Coast Fork Willamette River providing a seasonal connection for paddlers between Creswell to the Willamette River Main Stem in Eugene.
- An existing railroad line runs south from Eugene toward Creswell and Cottage Grove. Although active today, this line could have potential in the future for a rails-to-trails or rails-with-trails project.

Connections to the East:

- The City of Springfield and Lane County are proposing a shared-use path extension along the Willamette River through Glenwood, connecting to Franklin Boulevard near the confluence of the Middle and Coast forks of the Willamette River. Eugene's planned ridgeline trail system could connect to this path in the vicinity of Lane Community College, over Coryell Ridge Park, and through an existing I-5 underpass located to the east of Moon Mountain.
- The Eugene to Pacific Crest Trail has been envisioned for several decades. This trail would follow the Middle Fork Willamette River from the Eugene/Springfield area toward Lowell, where existing trails on U.S. Forest Service lands connect to the Pacific Crest Trail. Eugene's trail system could connect to this proposed trail at various locations including the Coast Fork – Middle Fork Willamette River confluence area and from the existing Willamette River shared-use path network. Willamalane's four-mile long Middle Fork Path, which extends between Clearwater Park and Dorris Ranch, was completed in 2013 and provides a key link along this proposed trail corridor.
- The designated *Willamette River Water Trail* currently extends along the Middle Fork Willamette River, providing a connection from Dexter Dam to the Willamette River Main Stem in Eugene. This water trail route currently receives heavy use from paddlers and tubers throughout the summer months, with a popular starting point being Clearwater Park near east Springfield.

2.3 Trail Maintenance and Recent Trail Projects

2.3.1 Routine Trail Maintenance

The City performs routine trail maintenance activities as needed in conjunction with the overall management of City-owned natural areas and parks. The City currently has no budget or staffing dedicated specifically to routine trail maintenance, so the most critical trail maintenance tasks are performed as a component of other on-going natural area and park management activities. There is currently a trail maintenance backlog. The City partners with volunteers and stakeholder groups where feasible to help perform some trail maintenance activities under City supervision. Routine trail maintenance practices performed by City staff include:

- Trail inspection
- Overhead hazard tree removal
- Clearing of fallen trees and limbs
- Culvert and drainage feature maintenance
- Corridor vegetation clearance
- Minor resurfacing (graveling wet areas and re-barking running trails)
- Trailhead maintenance (garbage clean-up, parking lot improvements, fence installation)
- Elimination of trail braids and closing-off of unofficial trails

2.3.2 Past Trail Improvements and Upgrades

Over the past decade, the City has been able to make significant functional improvements to a number of existing trails. Major improvement projects have included:

- Skinner Butte Trail system improvements, directional signage, and kiosks
- Spencer Butte Main Summit Trail directional signage, fencing, resurfacing, and drainage improvements
- Spencer Butte Lower Westside Trail resurfacing and fencing
- Ridgeline Trail resurfacing/reconstruction, drainage improvements, signage, and kiosks
- Wayne Morse Family Farm Trail resurfacing and widening
- Bond Lane Park Trail reconstruction
- Hawkins Heights Park Trail resurfacing
- Moon Mountain Park Trail improvements
- Ridgeline Trail realignment in Mariposa Woodlands - near Willamette Street trailhead
- Resurfacing and other improvements to the Tie Trail (connector trail from the Ridgeline Trail to Spence Butte)
- Pre's Trail surfacing and drainage improvements (regular Oregon Track Club volunteer project)

The City often partners with volunteers and stakeholder groups such as the Obsidians shown above, to help perform trail maintenance activities.

- Resurfacing gravel roads in Wild Iris Ridge Park to improve maintenance access and use as a recreational trail (approximately 3,900 linear feet)
- Numerous neighborhood trail connectors and maintenance access points (Pinewood Terrace, Owl Road, Dillard Trail to BPA easement, Solar Heights neighborhood)

2.3.3 Past Trail Additions and Major Reconstruction

Over the past decade, the City has constructed approximately 5.5 miles of new trail within the system:

- Amazon Headwaters Trail - Martin Street to the Ridgeline Trail at Fox Hollow Road (5,300 lf)
- Ribbon Trail and associated connector trails - 30th Avenue to Hendricks Park (3,900 lf)
- Central Boulevard Connector Trail near Laurelwood Golf Course - 30th Avenue to Central Boulevard (2,300 lf)
- Dillard Connector Trail - new Ridgeline Trail segment parallel to Dillard Road (3,300 lf)
- Skinner Butte Park north side trail system reconstruction and new connector trail from River Play (5,100 lf)
- Wild Iris Ridge neighborhood connector trail from Bailey View Lane (450 lf)
- Ferndale Park Trail (900 lf)
- Bond Lane Park Trail segment (1,500 lf)

- Delta Ponds Accessible Trail including parking, bridges, and signage - around the ponds on the east side of Goodpasture Island Road (6,400 lf)
- Owl Road Connector Trail (200 lf)
- Amazon Park Running Trail improvements -surfacing and drainage improvements on portions of running trail in Amazon Park (5,400 lf, completed in 2015)
- Spencer Butte Main Summit Trail reconstruction, realignment, and habitat restoration (1,460 lf of trail near the summit, completed 2015)

2.3.4 Planned and Programmed Trail Construction and Major Reconstruction Projects

The City has secured funding for several trail construction or reconstruction projects that will be implemented over the next several years. These projects total approximately 6.0 miles and include:

- Wild Iris Ridge Trail and parking lot (7,800 lf of new trail starting at Bailey Hill Road, scheduled for 2016)
- Upper Amazon Running Trail reconstruction (18,500 lf of trail reconstruction in conjunction with the Amazon Active Transportation Project, scheduled for 2018)
- Three pedestrian bridges over Amazon Creek (in conjunction with the Amazon Active Transportation Project, scheduled for 2018)

Trail construction near the summit of Spencer Butte (summer 2015)

2.4 System Evaluation and Assessment

2.4.1 User Conflicts and Public Safety Issues

Based on input received from various user groups, City staff, and the public during this planning process, some real and perceived conflicts between user groups exist and overcrowding along some trail segments is occurring on high use days. The most cited user conflict was between bicycles and pedestrians, but user conflicts between pedestrians and runners were also noted. The Ridgeline Trail and the Amazon Headwaters Trail were the areas that were most commonly cited for crowding and user conflict. General public safety concerns included off-leash dogs, illegal camping along trail corridors, and auto break-ins at trailheads.

2.4.2 Soft-Surface Trails in Comparable Cities

Comparing Eugene's current system to that of other comparable cities, shows that Eugene is doing well, but lags behind Springfield and Boise in per capita miles.

Figure 2-2: Miles of Trails in Comparable Cities

	Eugene	Springfield	Spokane	Salem	Boise
Off-street unpaved trails (miles)	40	23	.5	11	150
Miles of unpaved trail per 10,000 residents	2.6	3.8	0.2	.7	7.0

Source: Trust for Public Lands (2015)

2.4.3 System Connectivity and Distribution

A key guiding principle of the Eugene Trails Plan calls for the development of a highly connected network of trails that provides access to recreational trails from neighborhoods and schools, makes connections to the broader regional trail network, and provides a web of interconnected trail options that present loop options of varying lengths. An additional guiding principle calls for distribution of soft-surface trails throughout the city (see Section 4.2). Noteworthy observations about the existing trail network are as follows:

- Southeast Eugene, which contains the Ridgeline Trail, Spencer Butte Trail, the Headwaters Trail, and the Amazon Park and Upper Amazon running trails contain the most extensive and most interconnected trail network in the city and is a regional draw for recreational users.
- Much of the Willakenzie, River Road, and Santa Clara neighborhoods are currently underserved by soft-surface trails, with the exception of the trails found at Delta Ponds and scattered short isolated trail segments located in neighborhood parks or at schools. Trail siting in these parts of the city has been challenging due to the existing dense land development patterns and limited publicly owned linear natural features such as ridges and creeks which provide good opportunities for siting trails.
- Trail access to, and onto, some of the larger newly purchased natural areas such as Suzanne Arlie Park, South Eugene Meadows, Wild Iris Ridge, and Golden Gardens is currently very limited.
- The total length of shared-use trail that can accommodate bicycles is currently limited, non-contiguous, and mainly located on very steep and challenging terrain. These factors currently limit options for mountain biking in the community.
- The network of hard-surface shared-use paths, although not addressed in this plan, provides important connectivity to and between soft-surface trail segments.
- In many parts of the city, the street network is the only feasible option for providing connections between isolated trail segments, schools, and neighborhoods, mainly due to the lack of undeveloped land or linear natural features where those connections could be made.

Delta Ponds Trail

2.4.4 Accessibility

The City's extensive network of hard-surface shared-use paths currently provide a number of recreational options for users with limited mobility, but accessible soft-surface trail options are currently limited. The paved Willamette River and Fern Ridge Paths for example, provide highly accessible routes into outstanding natural areas and viewpoints. By contrast, most of the existing soft-surface trails in Eugene's system can be challenging or are not a feasible option for some users due to a variety of factors such as slope, width, poor drainage, poor surfacing, or the presence of steps, rocks, and roots. Due to the nature of the terrain in some areas, there is limited potential for accessibility. For example, much of the existing Ridgeline Trail network is located in an area where topography requires steep trail grades or steps and limits potential tread width. Other trails in the system may have a suitable grade, but are not currently surfaced adequately for all season accessibility by wheelchairs, or may have tripping hazards such as exposed roots or drainage dips. By nature, soft-surface trails are not able to provide the highest level of accessibility. However, adding segments of carefully graded and surfaced "barrier-free trails" to the City's trail network would expand recreational options for many users with mobility limitations. The best example of an existing "barrier-free trail" is the one-mile Delta Ponds Interpretive Trail that was constructed in 2012. This 6-foot wide trail is carefully graded to avoid steep climbs or side slopes and is surfaced with highly compacted gravel to create a smooth and solid surface that can accommodate most users, while still maintaining the aesthetic and experience of a non-paved trail. A guiding principle of the Trails Plan is to add additional barrier-free trail options to the system over time.

2.4.5 User Groups Served

There are currently three primary categories of users that are found on Eugene's trail network. These include pedestrians (walkers and hikers), runners, and mountain bikers. To help understand the use patterns, participation and preferences, the City conducted a random sample survey. The survey indicated that walking is the favorite activity for approximately three quarters (74%) of the users, running is the favorite activity for 16%, and biking is the favorite activity for 10%. No respondents indicated that non-motorized boating was their favorite trail activity. Key findings from the survey are discussed in section 3, and the entire survey including questions is available in Appendix C.

2.5 Land Use Planning and Permitting Issues Related to Trails

Because many of Eugene's parks lie outside of the city limits and urban growth boundary (e.g. Wild Iris Ridge and Suzanne Arlie Park), the City is typically required to go through a permitting process with Lane County government prior to the construction of any major new trails or related facilities. This can often be a time consuming and costly process. The City will be working with the County to determine ways to help streamline this process and reduce costs.

Section 3
TRAILS PLAN PUBLIC OUTREACH PROCESS

3.1 Overview of Outreach Process

The City hosted a total of three interactive Trails Plan workshops to present materials and solicit input and feedback during this planning process. Workshops were held on January 14, 2014, February 26, 2015, and July 28, 2015 and were attended by approximately 250 people. Additional outreach was conducted to various interest groups on request and Eugene Trails Plan maps were displayed at other related events such as the Ridgeline Celebration held on National Trails Day.

3.2 Public Surveys and Results

Two public surveys were conducted during the planning process to help gauge current trail use and to record public interests, concerns, and priorities related to the existing and future trail system. Data from these surveys was integrated into the Plan and was particularly helpful for determining facility needs and priorities. The full results from both surveys can be found in Appendix B and Appendix C.

Eugene Trails Plan Survey #1: The initial survey was designed to solicit general information about level of use, mix of users, general likes and dislikes related to the current system, and issues or user conflicts. This survey included many opportunities for open ended responses under each category. The results were carefully reviewed by City staff and were useful in providing important direction on the overall Plan content. The survey, which was open during the months of January and February of 2014 received a total of 528 responses. Full results from this survey are found in Appendix B.

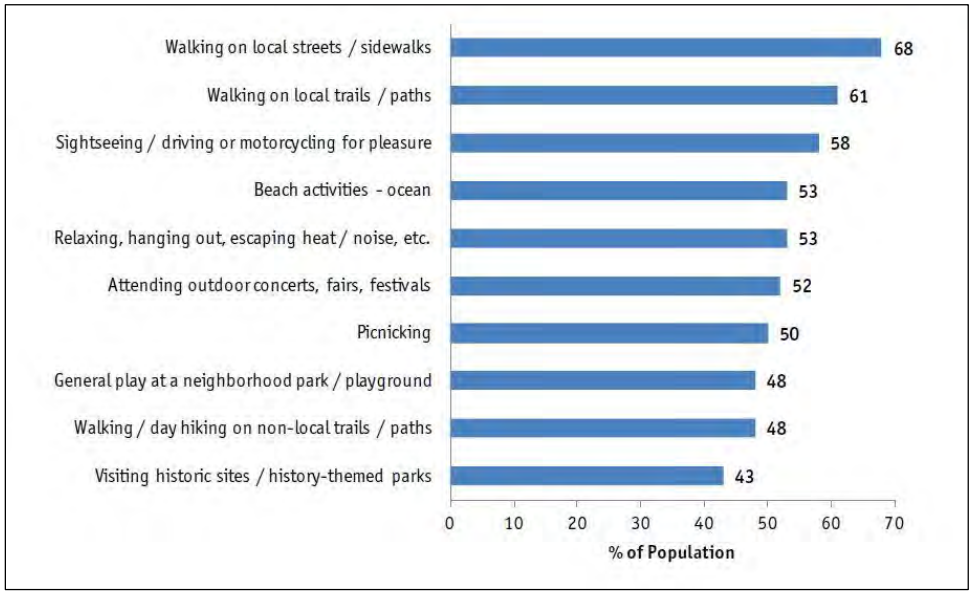
Eugene Trails Plan Survey #2: A second survey was conducted later on in the planning process and included a statistically valid random sample. The survey was created by Professor Kreg Lindberg of Oregon State University and was designed to be consistent with the categories used in a recent statewide trails survey done for the Oregon Parks and Recreation Department. This survey was open in January and February of 2015. This survey included a "scientific" sample, in which the survey was mailed to a randomly selected group of 1,250 Eugene residents. This scientific sample provided a total of 165 responses. The same survey instrument was also available to the general public via the City's web site and the data collected was tallied separately as a "convenience" sample. A total of 559 additional responses were collected from the convenience sample. In particular, this survey instrument helped quantify issues, perceived user conflicts, and priority needs. Full results from this survey are found in Appendix C.

3.3 Statewide Recreational Use and Trends

The Oregon Parks and Recreation Department (OPRD) is responsible for updating the Statewide Comprehensive Outdoor Recreation Plan (SCORP) approximately twice per decade. The SCORP is used to guide how OPRD allocates outdoor recreation funding and includes extensive survey data related to

statewide recreational participation and needs. The 2013-2017 SCORP indicates that the two recreational activities with the highest participation rates, as a percentage of the state population, were 'walking on local streets/sidewalks' and 'walking on local trails/paths' (see Figure 3-1). The SCORP data also indicates that recreational participation rates in the category of 'walking for pleasure' have steadily trended upward over the past three decades, with participation rates up by 32 percent in this category since 1982 when data was first collected.

Figure 3-1: Top Ten Activities for Oregon Residents, 2011, Percent Population Participating



Source: 2013-2017 SCORP (OPRD)

The SCORP also includes data collected in a 2011 survey of public recreation providers from across the state. Survey participants were also asked to rate the importance of county-level funding need for a variety of recreation projects in their jurisdiction in the coming five years (1 = lowest priority need to 5 = highest level of need). The Lane County data is listed in Figure 3-2 and indicates a strong need for additional recreational trails in our area.

Figure 3-2: Lane County Need – 2011 Public Recreation Provider Survey

Lane County Need

Public Recreation Provider Survey				Oregon Resident Survey	
Close-To-Home Priorities	**Score**	**Dispersed-Area Priorities**	**Score**		**Score**
Exercise trails	4.5	Historic sites	4.0	Dirt / other soft surface walking trails and paths	3.7
Trails connecting communities / parks	4.3	Trails connecting communities / parks	4.0	Public access sites to waterways	3.6
Acquisition of parklands	4.3	Group campgrounds & facilities	4.0	Children's playgrounds and play areas made of natural materials (Natural Play Areas)	3.3
				Nature and wildlife viewing areas	3.3
				Picnic areas and shelters for small visitor groups	3.2
				Off-street bicycle trails and pathways	3.1

Source: 2013-2017 SCORP (OPRD)

Section 4

VISION & GUIDING PRINCIPLES

4.1 The Vision for a City-Wide Trail System

Eugene's identity in the minds of residents, employees, and visitors, will be closely associated with the outstanding quality and variety of its recreational trail system. Eugene's system of hiking, running, mountain biking, and water trails will be compelling, safe, sustainable, convenient, and accessible to a wide range of users. An abundance of trail options will invite users into the great outdoors to experience and explore the city and its surrounding environment by seamlessly interconnecting with Eugene's bike and pedestrian path systems and regional trails. Increased connection with the outdoors will help invigorate and refresh the minds, bodies, and spirits of Eugene's citizens.

Photo: Lane County Historical Society

Summiting the buttes and surveying the city beyond connects us to past generations, causes us to pause and reflect, and encourages us to imagine the future. The photo above is dated ca. 1910 and was taken at the Spencer Butte summit.

4.2 Guiding Principles

The guiding principles listed below are aspirational and intended to provide direction for future trail construction and maintenance practices on Eugene's trail system and have been used to identify and prioritize the proposed trail network included in this plan. Full implementation of these principles is based on available funding.

Shared-use segment of the Ridgeline Trail

Principle #1: Provide an Outstanding User Experience

- Construct a sustainable, safe, high-quality, diverse, interesting, and scenic trail system that includes appropriate surfacing, adequate drainage, well-designed grade, and clarity of route.
- Provide trail loop options of varying lengths to provide a variety of route alternatives and improve system connectivity.
- Provide access to key viewpoints and vistas to highlight the local landscape and maintain these view areas through vegetation management.
- Provide access to points of interest such as unique geological features, rivers and streams, historic landmarks, and a range of native vegetation communities.
- Generally locate and align trails to maximize the experience of nature and minimize visual intrusion of urban/suburban development.
- Provide adequate support facilities including safe bicycle and auto parking at trailheads, way-finding signage and maps, benches, interpretive signage, lighting, restrooms, and drinking water.
- Where existing and proposed trail systems intersect roadways, especially those with high traffic volumes or speeds, ensure safe crossing by trail users through utilization of warning signage,

pedestrian medians, pedestrian crossing stripping, and other traffic calming and warning techniques as appropriate.

- Work with individual neighborhoods to identify and improve interesting walking routes that utilize available trails, paths, and sidewalks. Creating and publicizing a network of walking routes easily accessed from people's homes will help to reduce the need to travel a great distance to access trails and will help promote exercise and public health.
- Integrate public art, temporary art installations, and interpretive pieces into the trail system in order to enhance user experience and interest.

Principle #2: Provide Trail System Connectivity

- Develop connector trails that provide direct bicycle and pedestrian access from neighborhoods, parks, public transit, schools, and parks onto the City's major trail networks.
- Provide connections to regional trail systems found in areas such as Buford Recreation Area, Fern Ridge Wildlife Area, and the cities of Springfield and Coburg.
- Provide trail connections to the regional network of hard-surface shared-use paths (e.g. Willamette River and Fern Ridge paths).
- Where trail connections are not possible due to existing development patterns, designate alternative on-street routes that provide safe passage for bicyclists, walkers, and runners. These designated on-street connections should include sidewalks, bicycle facilities (lanes or routes), safe intersection crossings, and pedestrian-scale directional signage.

Principle #3: Increase Equity and Access to the Trail System

- Plan trails so the geographic equity of the system is increased.
- Plan and improve the trail system so that underserved user groups have more opportunities to use the trail system.
- Plan and improve the trail system to provide additional trail options for users with limited mobility including access to points of interest and viewpoints.
- Locate trails and trail access points so they are accessible by public transportation where possible. Work jointly with Lane Transit District to provide access to key trailheads and parks with trails and make this information easily available to the public.

Principle #4: Accommodate a Variety of Users and Disperse Use to Alleviate Crowding

- Expand the trail system in order to provide more user options and help alleviate crowding on heavily used trails and paths.
- Develop shared-use access along all major trail corridors (e.g., Ridgeline corridor) for a variety of non-motorized trail users including pedestrians, runners, and mountain bikers where feasible. This could be achieved through a combined approach of developing carefully designed shared-use trail segments (bicycles, pedestrians, and runners on same trail), constructing parallel segregated-use trail segments (parallel single-track trail open to mountain bikes), or providing parallel on-road bicycle bypasses where feasible. Implement design features such as chokes and turns to limit bicycle speeds and improved sight lines to help reduce user conflicts on shared-use trail segments.

- Provide soft-surface running and pedestrian trails parallel to the heavily used Willamette River path system where feasible to increase capacity and to help alleviate user conflicts.
- Provide designated running trails throughout the community. These designated trails would be closed to bicycles in order to avoid user conflicts and to limit impacts to these specially surfaced trails.
- Provide special-use trails for a variety of user groups with a range of skill levels and ages. Trail types could include:
    - Water Trails (see Section 5.5)
    - Single-Track Mountain Bike Trails (see Section 5.6)
    - Designated Running Trail (see Section 5.7)
    - Nature Play Trails (see Section 5.8)
    - Barrier-Free Trails (see Section 5.9)
    - Explorer Trails (see Section 5.10)
    - Equestrian Trails (see Section 5.11)
- Utilize and maintain navigable waterways in and around Eugene for use as water trails with support facilities such as boat put-in/take-out areas, signage, life vest loan stations, and route maps. Future improvements could include removal of safety hazards and integration of a white-water skills area. The McKenzie River, the Main Stem, Coast Fork, and Middle Fork of the Willamette River are currently designated as segments of the *Willamette River Water Trail* and the Canoe Canal in Alton Baker Park is utilized by paddlers. Amazon Creek currently has limited use, but could potentially be utilized as an urban water trail in the future.

Principle #5: Identify and Acquire Land for Key Trail Corridors

- Conduct detailed site analysis to determine preferred routes and alternative alignments for proposed new trail corridors and connector trails to help inform future land acquisition.
- Work with land owners to secure necessary access easements or property to accommodate planned trails. Land and easements should be obtained through voluntary participation of property owners.
- Work collaboratively with other regional open space providers and land trusts to accommodate proposed trails and to plan for connections to other nearby trails and paths.

Principle #6: Limit Negative Impacts

- Carefully locate and align trails to limit direct negative impacts to sensitive natural areas and rare plant and animal populations and carefully align and cluster new trail networks that fall within larger natural area parks so that impacts to the highest quality habitat areas are minimized.
- Where possible, locate and align trails and trailheads in a way that maximizes privacy of adjacent property owners and avoids direct sight lines of trails and related facilities from private homes.
- Locate, design, and monitor trailheads and associated parking areas to maximize public safety and reduce parking conflicts with neighboring property owners.
- In larger parks such as Spencer Butte and Suzanne Arlie, consider the use of park hosts to help monitor and reduce public safety issues and to provide information to trail users.
- Block and eliminate undesignated trails to reduce natural resource impacts, avoid user confusion, and to protect public safety.
- Utilize a cost effective and fiscally sound approach when expanding the trail network by:

- Increasing the extent of the trail system only as far as it can be safely and effectively maintained by staff and volunteers;
- Locating and developing trails in a way that minimizes implementation and construction costs; and
- Locating and developing trails in a way that minimizes long-term maintenance and management costs.

Principle #7: Construct Sustainable Trails and Maintain Trails at a High Standard

- Locate, construct, and maintain Eugene's trail system at a high standard with the goal of limiting ongoing maintenance problems and reducing risk of injury to trail users.
- Establish a sufficient dedicated operational budget that is able to adequately support routine trail maintenance activities and increase budget over time as new trails are constructed. Routine trail maintenance is important for maintaining an outstanding user experience and for preventing major problems such as washouts from occurring.
- Evaluate existing and future trails using the Universal Trail Assessment Process or similar method, which provides a standard methodology for documenting trail conditions such as slope, surface characteristics surfacing materials, and clearance. This information can be used for both planning maintenance activities and informing trail users of conditions and level of accessibility.
- Utilize an adaptive management model to gauge the success of trail system improvements and management efforts and adjust future maintenance and construction practices as necessary.
- Work jointly with trail user groups such as the *Obsidians*, the *Disciples of Dirt*, and neighborhood volunteers to maintain trails and promote responsible trail use.
- Regularly monitor trail usage by collecting and compiling data at key locations along Eugene's trail system. Data can be collected by volunteer counters or through the installation of low-cost infrared electronic counters or similar systems.

Principle #8: Strengthen and Maintain Broad Support for Trails

- Conduct outreach and form partnerships with a variety of existing and potential trail user groups to solicit input on potential trail improvements and increase partnerships with volunteer groups to help build and maintain trails.
- Develop partnership agreements with user groups enabling them to build and maintain trails under City supervision and to City standards.
- Work collaboratively with neighborhood groups to identify and improve recreational trail routes in specific neighborhoods and improve access to from neighborhoods to the broader trail network.
- Highlight and promote awareness and use of Eugene's trail network through public outreach, installation of directional signage, creation of maps and trail guides, and promotion through trail-oriented public events such as runs, rides, and guided hikes.
- Prioritize projects that have the highest potential for use and level of support by the community (see Prioritization Criteria in section 5.3.1).
- Consider expanding the City's *Park Ambassadors Program* or seek volunteer trail guides or docents to provide information and suggestions to trail users, to help monitor trail use, to enforce park rules, and to record maintenance needs. This program could focus on higher use areas or days when heavy trail use is occurring.

Section 5
PROPOSED TRAIL SYSTEM & UPGRADES

5.1 Overview

Eugene's existing soft-surface recreational trail system currently covers a total length of 40.5 miles. This includes 24.2 miles of designated pedestrian trail, 7.2 miles of shared-use trail (bicycles and pedestrians), and 9.1 miles of designated running trail.

This Plan proposes expansion of the trail system to ultimately include approximately 67.7 miles of additional soft-surface trail, with an emphasis on accommodating a variety of user groups through shared-use trails or trail corridors. The Plan proposes that the 4.7 miles of the Ridgeline Trail that is currently classified as "pedestrian-only" be evaluated for potential accommodation of shared-use connections within those corridors. This would achieve the long-term goal of accommodating both pedestrians and bicycles along the entire 20-mile ridgeline corridor either through parallel trails or upgraded shared-use trails. The Plan also makes recommendations on water trails, additional mountain bike facilities such as single-track trail and a skills park, and potential equestrian trails.

The newly constructed Dillard Connector Trail completes a key missing segment on the Ridgeline system and is a shared-use trail.

Upon completion of all projects within this plan, Eugene's soft-surface recreational trail system would include nearly 110 miles of trails. While this may sound like a lot, it is a reasonable amount when considering the increase in population expected over the next 20 years, the growing demand for recreational trails, the benefits trails provide to the community in the form of health and wellness and tourism dollars, and the need to provide equitable access to trails throughout the city.

Because the City's ability to build and maintain the full suite of projects is unlikely over the next decade due to funding limitations, the proposed trail projects have been prioritized based on a set of criteria including ownership, cost, geographic distribution, and public support. Project prioritization criteria and recommendations are listed in Section 5.3.

Figure 5-1: Length of Existing and Proposed Trail System by Classification

Existing Trails			Proposed New Trail			Shared-Use Compatibility Study
Pedestrian	Shared-Use	Running	Pedestrian	Shared-Use	Running*	Ped. to Shared-Use
24.2 miles	7.2 miles	9.1 miles	5.7 miles	50.6 miles	11.4 miles	4.7 miles
40.5 miles (All Existing Trails)			**67.7 miles (All Proposed Trails)**			

* *Total does not include the 3.5 mile reconstruction of the Upper Amazon Running Trail (Project #42), which is included in the Existing Trails tally.*

5.2 Proposed Trails

The trail projects listed in Figures 5-2 and 5-3 below include a description of all proposed new shared-use trails, pedestrian trails, and running trails. The locations of the proposed trails shown on the *Trails Plan Maps* are conceptual and will be refined based on supplemental analysis, land availability, and voluntary landowner participation. The proposed projects have been broken out into the following two categories:

- Proposed Trail Segments: These are proposed projects that will be located on land already owned by the City or where the approximate alignment is known. These projects are listed in the table in Figure 5-2. The trail projects in this table are not in priority order (see Figure 5-6 for prioritization).
- Proposed Shared-Use Corridors: These are proposed projects where the exact alignment is not yet known and will ultimately be determined based on future analysis and land availability. These corridors will be shared-use and accommodate both bicycle and pedestrians on either a single shared-use trail or on separate parallel trails. These proposed Shared-Use Corridors are listed in the table in Figure 5-3. The trail projects in this table are not in priority order (see Figure 5-6 for prioritization).

Figure 5-2: All Proposed Trail Segments

Segment	Type	Extent*	Length**	Description
1	Shared-Use Trail	Wild Iris Ridge (north end)	7,800 lf	Connector trail from planned trailhead on Bailey Hill Road to the existing trail system at Wild Iris Ridge and Bailey View Drive. Design and construction scheduled for 2016. Includes trailhead at Bailey Hill Road.
2	Shared-Use Trail	Wild Iris Ridge (south end)	5,300 lf	Future Ridgeline Trail segment through Wild Iris Ridge.
3	Pedestrian Trail	South Eugene Meadows	2,300 lf	Northern edge of South Eugene Meadows Park.
4	Shared-Use Trail	South Eugene Meadows	9,700 lf	Connection from the existing Ridgeline Trail at Willamette Street to Blanton Road through South Eugene Meadows.
5	Pedestrian Trail	Spur trail from Ridgeline Trail at Blanton Road	1,100 lf	Pedestrian trail from the Ridgeline Trail, extending north to Blanton Road on the north side of the City owned park property. This will allow for improved neighborhood connectivity to the Ridgeline Trail.
6a	Shared-Use Compatibility Study	Ridgeline Trail -Blanton Road to Willamette St.	9,500 lf	Evaluate options for accommodating pedestrians and bicycles within the corridor through a parallel trail system or upgrade of pedestrian-only trail to shared-use trail.

Segment	Type	Extent*	Length**	Description
6b	Shared-Use Compatibility Study	Ridgeline Trail -Willamette St. to Fox Hollow	10,500 lf	Evaluate options for accommodating pedestrians and bicycles within the corridor through a parallel trail system or upgrade of pedestrian-only trail to shared-use trail.
7	Shared-Use Trail	Brookside Dr.	700 lf	Connector trail from Brookside Drive to the Ridgeline Trail (improve user trail)
8	Shared-Use Trail	Brookside Dr.	600 lf	Connector trail from Brookside Drive to the Ridgeline Trail (improve user trail)
9	Pedestrian Trail	Mariposa Woodland	2,300 lf	Neighborhood connector trail from Donald Street to the existing Ridgeline Trail. Access easement may be required along power corridor for short segment near Donald Street.
10	Pedestrian Trail	West Branch Amazon Creek	1,100 lf	Neighborhood connector trail from proposed West Amazon Drive shared-use path to Pine Forest Dr.
11	Share-Use Trail	Amazon Headwaters to Fox Hollow Connector	200 lf	Shared-use connector trail to provide access from Headwaters Trail to Fox Hollow Road for mountain bike bypass to Owl Road and Mariposa Woodland.
12a	Pedestrian Trail	Spencer Butte Park (west side)	3,500 lf	New trail on the west side of Spencer Butte connecting the main parking lot with the Ridgeline Trail. This trail segment would complete a loop option around Spencer Butte.
12b	Pedestrian Trail	Spencer Butte Park (north side summit)	1,300 lf	New north side summit trail spur that would connect the proposed west side trail (#12a) with the summit. This trail could be designed using the 'explorer trail' standard, and would wind through the rock outcrops near the summit.
13	Shared-Use Trail	Amazon Area	3,100 lf	Shared-use trail along the BPA power line corridor from the Ridgeline Trail to the Headwaters Trail. This could be a return route if headwaters trail is re-designated as an uphill only mountain bike route.
14	Shared-Use Trail	East Amazon Headwaters	3,900 lf	Connection from Ridgeline Trail to lower Dillard Road with a spur trail to Nectar Way. The northern portion may include a single-track trial for mountain bikes.
15	Pedestrian Trail	Mount Baldy	1,800 lf	Neighborhood connector trail from Ridgeline Trail to Old Dillard Road. Land acquisition or access easement required along a portion of this segment. Currently used as an unofficial/unimproved trail.
16	Pedestrian Trail	Mount Baldy	1,400 lf	Trail connection near Mount Baldy between proposed trails 15 and 17. Currently heavily used as an unofficial/unimproved trail.
17	Shared-Use Trail	Ridgeline Trail to Skyline Park	1,000 lf	Neighborhood connector trail from Ridgeline Trail near Spring Blvd. to Skyline Park Loop on City owned park land. Currently heavily used as an unofficial/unimproved trail.
18	Shared-Use Trail	Suzanne Arlie Park	9,200 lf	New Ridgeline Trail extension through Suzanne Arlie Park along the ridgetop on the northern edge of the park.
19	Share-Use Trail with possible additional single-track trail for mountain bikes	Suzanne Arlie Park	20,500 lf	Multiple shared-use, pedestrian-only, and single-track mountain bike trail connections from the proposed Ridgeline Trail extension (#18) through the park. Park will also be considered for siting of bike park with features such as skills park and cyclocross track. Exact location of trails and facilities will be refined trough a future master planning process with the goal of creating multiple loop options for hikers, mountain bikes, and possibly

Segment	Type	Extent*	Length**	Description
				equestrian. Trails will be sited to access views and points of interest. An accessible barrier-free trail option could be provided in the flatter southern end of the park. Some equestrian trails could also be possible through the creation of a public-private partnership with land owners to the south of the park [approx. 10,500 lf shared-use; 10,000 lf pedestrian-only. Single-track would be additional]
20	Shared-Use Trail	Moon Mountain Park	3,400 lf	Improve existing rough trail to shared-use facility to the summit of Moon Mountain with connection from Henderson Ave. to Pinerock Drive. Numerous unauthorized trails on Moon Mountain will be eliminated to protect natural resources.
21	Shared-Use Trail	South of Moon Mountain	5,100 lf	Connector trail in the area of Moon Mountain to create a loop option between trails C8 and 22.
22	Shared-Use Trail	Parallel to 30th Avenue	5,800 lf	Trail between Bloomberg Park and the Ribbon Trail. Land acquisition or access easements would be required along a portion of this segment parallel to 30th Avenue.
23a	Shared-Use Compatibility Study	Ribbon Trail	3,100 lf	Evaluate options for accommodating pedestrians and bicycles within the Ribbon Trail corridor through a parallel trail system or upgrade of pedestrian-only trail to shared-use trail.
23b	Shared-Use Compatibility Study	Hendricks Park	1,700 lf	Evaluate options for accommodating pedestrians and bicycles within the corridor through a parallel trail system or upgrade of pedestrian-only trail to shared-use trail on the southern end of Hendricks Park.
25	Shared-Use Trail	Willamette River	4,100 lf	Parallel to the Willamette River on the north side of the railroad tracks to create a connection between two existing shared-use paths. This corridor is also being considered for a future shared-use path (hard-surface). Access easement or acquisition required.
26	Pedestrian Trail	Bertelsen Nature Park	5,500 lf	Loop trail around Sandpiper Pond and connector along A3 Channel (along right-of-way) to connect to existing BLM Stewart Pond trail system.
27	Shared-Use Trail	A3 Channel	2,600 lf	Shared-use trail along the levee of the City owned A3 Channel corridor to provide a recreational connection between existing shared-use path segments.
28	Shared-Use Trail	Patterson Slough	6,700 lf	Parallel to Patterson Slough between Garden Way and MLK Blvd.
29	Shared-Use Trail	Amazon Diversion Channel	10,200 lf	Along City owned south levee-top parallel to Amazon Creek Diversion Channel from Meadowlark Prairie to See-Sil Savanna at Royal Avenue. Trail would need to be sited to avoid impacts to T&E species in the area including Fender's blue butterfly, Kincaid's lupine, and Bradshaw's lomatium.
30	Running Trail	Golden Garden Park	9,800 lf	Measured two-mile running trail around perimeter of Golden Gardens Park, utilizing a portion of existing trail system.
31	Running Trail	West Bank Path	8,600 lf	Running trail parallel to existing shared-use path along the Willamette River from Greenway Bridge to Cooping Way.
32	Running Trail	South Bank Path	8,400 lf	Running trail parallel to existing shared-use path along the Willamette River from Greenway Bridge to DeFazio Bridge.

Segment	Type	Extent*	Length**	Description
33	Running Trail	East Bank Path	7,200 lf	Running trail parallel to existing shared-use path along the Willamette River from Owosso Bridge to Delta Ponds.
34	Pedestrian Trail and Bridge	East side of Dedrick Slough	1,400 lf	Pedestrian trail parallel to Dedrick Slough from the existing Delta Ponds trail network to the signalized crossing at Goodpasture Island Road (site to avoid floodplain). Trail project would include bridge over Dedrick Slough in Delta Ponds Park. Bridge would complete a barrier free loop at Delta Ponds.
35	Pedestrian Trail	Melvin Miller Park	1,100 lf	Trail connection through Melvin Miller Park from 27th Avenue to Bowmont Drive.
36	Pedestrian Trail	Videra Creek	1,800 lf	Trail connection along north side of Videra Creek from Blacktail Drive to Hawkins Lane.
37	Running Trail	Santa Clara Park	5,300 lf	One-mile running trail loop to be incorporated into Santa Clara Park with possible connection from Madison Middle School. Exact location will be based on future site planning for the park.
38	Shared-Use Trail	Kalapuya High School	3,400 lf	Connector trail from Kalapuya High School to proposed trail corridor C9 at Dragonfly Bend. Trail could be incorporated into a future development plan for this area.
39	Barrier-Free Pedestrian Trail	Spencer Butte Park	1,000 lf	Barrier-free trail from the Spencer Butte parking lot through 'Picnic Meadow' with a connection to the existing summit trail to form a loop option. The trail would be surfaced to allow use by wheelchairs and would not exceed an 8 percent grade.
40	Shared-Use Trail	Berkeley Park	800 lf	Trail connection from Berkeley Park to the Fern Ridge Path. Land acquisition or an access easement would be needed along a portion of the trail.
41	Shared-Use Trail	Murray Hill from Gimpl Hill Road to Willow Creek Road	5,100 lf	Trail would be located mainly on City owned park land park and would accommodate a portion of the planned Ridgeline Trail, providing access to Murray Hill.
42	Running Trail Reconstruct	Upper Amazon Running Trail from Hilyard Street to Martin Street	18,500 lf	The existing Upper Amazon Running Trail will be reconstructed to improve surfacing and drainage. This is scheduled to be completed as part of the planned Amazon Active Transportation Corridor Project, scheduled for 2018.
43	Pedestrian Trails	Proposed trail segments on Skinner Butte	5,000 lf	These include various trails proposed in the 2005 Skinner Butte Park Master Plan on the east and south side of the butte (exact extent and alignments to be determined).
44	Running Trail	Bethel Community Park	2,600 lf	Half-mile running trail loop to be incorporated into Bethel Community Park, starting and ending at the playground.

**Trail locations may vary based on availability of land and additional site analysis.*
***Lengths are approximate and will vary depending on final alignment. Length shown is in linear feet (lf)*

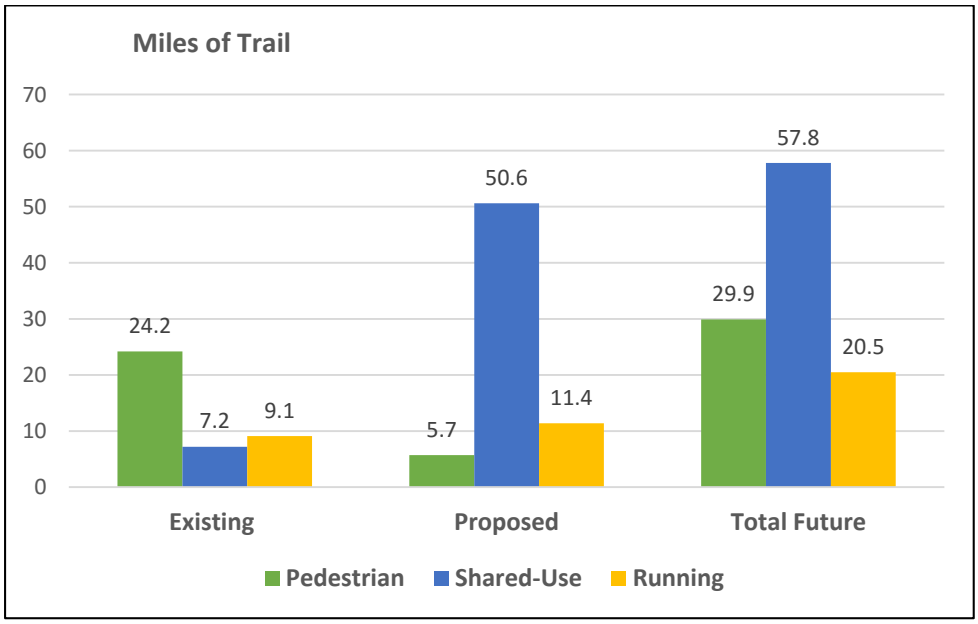
Figure 5-3: All Proposed Shared-Use Corridors

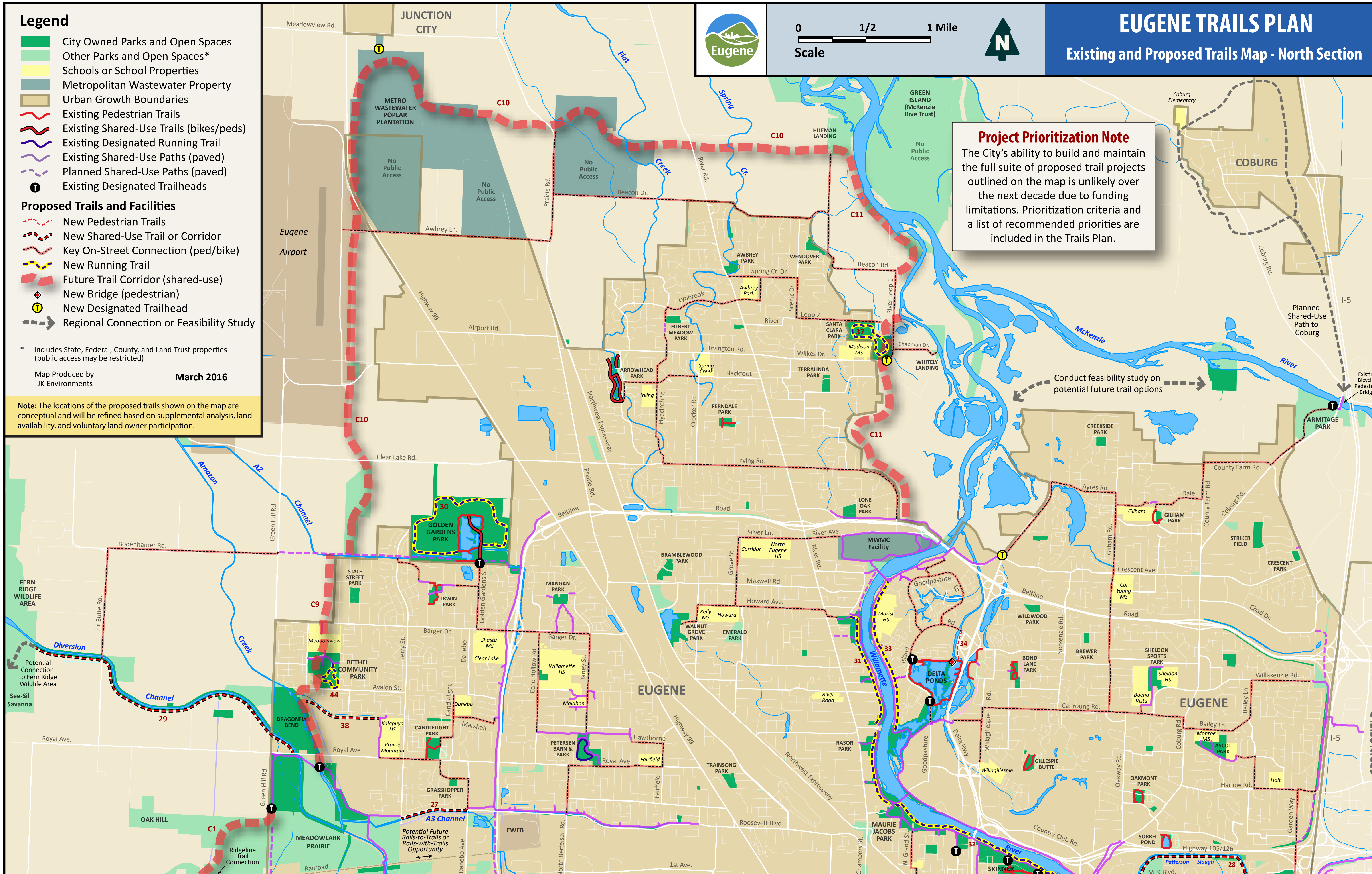
Segment	Type	Extent*	Length**	Description
C1	Shared-Use Trail	Meadowlark Prairie to Murray Hill	25,500 lf	This westernmost extent of the Ridgeline Trail would follow a series of ridgetops. Future land acquisition or access easements would be required along most of this route.
C2	Shared-Use Trail	Willow Creek Road to West 11th Ave.	10,500 lf	This connector trail would descend from Willow Creek Road (near Murray Hill) along a ridgetop. Land acquisition or access easements would be required along most of this route.
C3	Shared-Use Trail	Murray Hilll to Wild Iris Ridge	9,800 lf	This segment of the Ridgeline Trail would extend along ridgetops and cross Bailey Hill Road with a new trailhead in that location. This trail passes through existing City owned lands in some areas, but would also require purchase of land or access easements.
C4	Shared-Use Trail	Bailey Hill Road to Fern Ridge Path in proximity to Willow Creek	6,200 lf	This trail segment would run parallel to the west side of Bertelsen Road from the planned trailhead at lower Wild Iris Ridge and then across BLM and/or TNC owned land north of 18th Avenue to the Fern Ridge Path. Trail users would cross 11th Avenue at the signalized intersection at Belt Line Road. The trail would be sited to limit natural resource impacts.
C5	Shared-Use Trail	Ridgeline Trail from Wild Iris Ridge to Blanton Road and South Eugene Meadows	13,100 lf	This new segment of the Ridgeline Trail would extend westward from Blanton Road to Wild Iris Ridge with a connection to South Eugene Meadows. The exact corridor alignment would be based on the location of future land acquisition.
C6	Shared-Use Trail	Lorane Highway and Trial C5 to Videra Creek	2,800 lf	This new segment would create a connection between the proposed Ridgeline Trail (C5) and Lorane Highway to Videra Creek and the adjacent neighborhood.
C7	Shared-Use Trail	Suzanne Arlie Park to 30th Avenue	7,500 lf	This segment of the Ridgeline Trail would descend from Suzanne Arlie Park through Lane Community College and connect to 30th Avenue near I-5. Access easement with LCC would be required.
C8	Shared-Use Trail	30th Avenue to Moon Mountain Park	8,100 lf	This trail segment would connect LCC and the future Ridgeline Trail to Bloomberg Park and Moon Mountain. Land acquisition or access easements to the north of 30th Avenue would be required.
C9	Shared-Use Trail	Meadowlark Prairie to A2 Channel	9,800 lf	This trail segment would connect Meadowlark Prairie and the Fern Ridge Path to the planned Jessen Path along the A2 Channel. The trail would extend though Meadowview School, Bethel Community Park, and along east side of Amazon Creek to avoid impacting sensitive habitat at Dragonfly Bend.
C10	Shared-Use Trail	A2 Channel to Willamette River at Hileman Landing	41,800 lf	This trail segment would run through the flat agricultural lands on the fringe of Eugene's UGB. A portion of the trail could run through MWMC and City properties and the remainder could be accommodated through access easements or on land to be acquired in the future.
C11	Shared-Use Trail	Hileman Landing to	16,000 lf	This trail segment would run along the Willamette River and fringe of the UGB between Hileman Landing and the

Segment	Type	Extent*	Length**	Description
		Riverbank Path System		Riverbank path system near Beltline Road with a connection to Santa Clara Park.
C12	Shared-Use Trail	Moon Mountain to Willamette River	4,500 lf	This trail segment would connect Moon Mountain Park to the Willamette River and proposed riverside multi-use path. Trail would pass under I-5 through existing underpass. Acquisition of land or access easements would be required.
C13	Shared-Use Trail	Between proposed trail corridors C1 and C2	1,800 lf	Connector trail between the proposed ridgeline trail corridor C1 and proposed trail corridor C2.

**Trail locations and extent may vary based on availability of land and additional site analysis.*
***Lengths are approximate and will vary depending on final alignment. Length shown is in linear feet (lf).*

Figure 5-4: Existing and Proposed Trails by Length




EUGENE TRAILS PLAN
Existing and Proposed Trails Map - North Section
Eugene
0
1/2
1 Mile
Scale
N
Legend
City Owned Parks and Open Spaces
Other Parks and Open Spaces*
Schools or School Properties
Metropolitan Wastewater Property
Urban Growth Boundaries
Existing Pedestrian Trails
Existing Shared-Use Trails (bikes/peds)
Existing Designated Running Trail
Existing Shared-Use Paths (paved)
Planned Shared-Use Paths (paved)
Existing Designated Trailheads
Proposed Trails and Facilities
New Pedestrian Trails
New Shared-Use Trail or Corridor
Key On-Street Connection (ped/bike)
New Running Trail
Future Trail Corridor (shared-use)
New Bridge (pedestrian)
New Designated Trailhead
Regional Connection or Feasibility Study
* Includes State, Federal, County, and Land Trust properties (public access may be restricted)
Map Produced by JK Environments
March 2016
Note: The locations of the proposed trails shown on the map are conceptual and will be refined based on supplemental analysis, land availability, and voluntary land owner participation.
Project Prioritization Note
The City's ability to build and maintain the full suite of proposed trail projects outlined on the map is unlikely over the next decade due to funding limitations. Prioritization criteria and a list of recommended priorities are included in the Trails Plan.
Conduct feasibility study on potential future trail options
Planned Shared-Use Path to Coburg
Existing Bicycle/ Pedestrian Bridge
Potential Connection to Fern Ridge Wildlife Area
Potential Future Rails-to-Trails or Rails-with-Trails Opportunity
Ridgeline Trail Connection
JUNCTION CITY
METRO WASTEWATER POPLAR PLANTATION
No Public Access
Eugene Airport
GREEN ISLAND (McKenzie Rive Trust)
COBURG
Coburg Elementary
HILEMAN LANDING
WHITELY LANDING
FERN RIDGE WILDLIFE AREA
See-Sil Savanna
GOLDEN GARDENS PARK
STATE STREET PARK
IRWIN PARK
BETHEL COMMUNITY PARK
DRAGONFLY BEND
CANDLELIGHT PARK
GRASSHOPPER PARK
MEADOWLARK PRAIRIE
OAK HILL
EWEB
MANGAN PARK
PETERSEN BARN & PARK
ARROWHEAD PARK
FILBERT MEADOW PARK
AWBREY PARK
WENDOVER PARK
SANTA CLARA PARK
TERRALINDA PARK
FERNDALE PARK
LONE OAK PARK
MWMC Facility
BRAMBLEWOOD PARK
WALNUT GROVE PARK
EMERALD PARK
TRAINSONG PARK
RASOR PARK
MAURIE JACOBS PARK
DELTA PONDS
SKINNER BUTTE PARK
CREEKSIDE PARK
ARMITAGE PARK
GILHAM PARK
STRIKER FIELD
CRESCENT PARK
WILDWOOD PARK
BOND LANE PARK
BREWER PARK
SHELDON SPORTS PARK
GILLESPIE BUTTE
OAKMONT PARK
ASCOT PARK
SORREL POND
EUGENE
SPRINGFIELD
McKenzie River
Willamette River
Amazon Creek
A2 Channel
A3 Channel
Diversion Channel
Flat Creek
Spring Cr.
Patterson Slough
Beltline
Highway 99
Northwest Expressway
Delta Hwy
I-5
Highway 105/126
Meadowview Rd.
Awbrey Ln.
Beacon Dr.
Beacon Rd.
Airport Rd.
Clear Lake Rd.
Irving Rd.
Irvington Rd.
Bodenhamer Rd.
Barger Dr.
Royal Ave.
Roosevelt Blvd.
1st Ave.
Railroad
Maxwell Rd.
Howard Ave.
Silver Ln.
River Ave.
River Rd.
Prairie Rd.
Green Hill Rd.
Fir Butte Rd.
Avalon St.
Marshall
Hawthorne
Goodpasture Island Rd.
Ayres Rd.
County Farm Rd.
Coburg Rd.
Crescent Ave.
Cal Young Rd.
Willakenzie Rd.
Bailey Ln.
Harlow Rd.
Country Club Rd.
MLK Blvd.
C1
C9
C10
C11
27
28
29
30
31
32
33
34
37
38
44

EUGENE TRAILS PLAN

Existing and Proposed Trails Map - South Section

Scale: 0 — 1/2 — 1 Mile

N

Project Prioritization Note

The City's ability to build and maintain the full suite of proposed trail projects outlined on the map is unlikely over the next decade due to funding limitations. Prioritization criteria and a list of recommended priorities are included in the Trails Plan.

Legend

- City Owned Parks and Open Spaces
- Other Parks and Open Spaces*
- Schools and School Properties
- Urban Growth Boundaries
- Existing Pedestrian Trails
- Existing Shared-Use Trails (bikes/peds)
- Existing Designated Running Trails
- Existing Shared-Use Paths (paved)
- Planned Shared-Use Paths (paved)
- Existing Designated Trailhead

Proposed (Locations Approximate)

- New Pedestrian Trails
- New Shared-Use Trail or Corridor
- Shared-Use Corridor Compatibility Study**
- Key On-Street Connection (ped/bike)
- New Running Trail
- Future Trail Corridor (Shared-Use)
- New Trailhead
- New Bridge (Shared-Use)
- Regional Connection or Feasibility Study

Eugene

March 2016

Map Produced by JK Environments

* Includes State, Federal, County, and Land Trust properties (public access may be restricted)

** Evaluate options for accommodating shared-use (pedestrians and bicycles) within the corridor through a parallel trail system, trail upgrades, or alternative routes.

Note: The locations of the proposed trails shown on the map are conceptual and will be refined based on supplemental analysis, land availability, and voluntary land owner participation.

Site mountain bike facilities such as skills park, designated single-track, and cyclocross (locations to be determined)

5.3 Project Prioritization

5.3.1 Prioritization Criteria

The following criteria were factored into the priorities among the projects:

Figure 5-5: Prioritization Criteria

Criteria	Key Factors
Provides an Outstanding User Experience	○ Accesses key viewpoints, vistas, a range of vegetation communities, water, and unique and special features ○ Creates loop options of various lengths ○ Provides varying degrees of difficulty ○ Reduces system crowding and potential conflict between user types ○ Improves user safety
Minimizes Negative Impacts	○ Avoids impacts to sensitive habitats, plants, and animals ○ Siting minimizes implementation and construction costs ○ Siting and design minimizes cost of ongoing maintenance and management ○ Siting minimizes negative impacts to adjacent private properties
Increases Connectivity	○ Connects existing trail segments ○ Extends existing trail network ○ Connects to the hard-surface bike/pedestrian system ○ Is accessible from public transit ○ Connects to regional trails and open space network ○ Connects to local neighborhoods, schools, or parks
Increases Equity	○ Serves an underserved area ○ Serves one or more underserved trail user groups ○ Provides access to users with limited mobility ○ Incorporates a variety of skill/challenge levels
Broad Support Demonstrated	○ General Public ○ User groups ○ City staff ○ High projected usage ○ Builds volunteer engagement and stewardship
Cost and Feasibility	○ Located on land already owned by the City ○ Ease and cost of construction ○ Long-term maintenance and management implications

5.3.2 Public Input on Priorities

At a public workshop held on February 26, 2015, approximately one hundred participants were asked to review the *Existing and Proposed Trails Maps* and provide feedback. Participants reviewed proposed trails, identified additional potential trails that were not on the draft map, and provided input on project priorities. At the end of the workshop, each participant was given five colored dots and asked to place them on the map next to the five projects they felt should be the highest priority for implementation. This data was tabulated and used as one factor for helping to inform the prioritization process (see Prioritization Criteria in Figure 5-5). The top ten ranked projects from this dotting exercise, in order of preference, were:

- Project 19: Suzanne Arlie Park Ridgeline Trail segment
- Project 18: Suzanne Arlie Park other trails
- Project 6a: Shared-Use Compatibility Study Ridgeline Trail from Blanton to Willamette

- Project 20: Moon Mountain Park Trails
- Project 4: South Eugene Meadows Shared-Use Trail
- Project 6b: Shared-Use Compatibility Study on Ridgeline Willamette to Fox Hollow
- Project C5: Ridgeline Corridor Wild Iris Ridge to Blanton Road and SE Meadows
- Project C11: Hileman Park to Riverbank Path Shared-Use Path
- Project 2: Wild Iris Ridge South Trail
- Project 1: Wild Iris Ridge North Trail

5.3.3 Prioritization Categories

The prioritization categories listed below are intended to guide implementation sequencing for proposed trails projects. Actual implementation timing will be based on a variety of factors such as availability of funding, acquisition, public input, and land owner participation.

Prioritization Categories

I Short-Range (highest priority): Will be undertaken as soon as feasible based on land availability and trail construction funding (1-5 years)

II Medium-Range: Implementation following completion of most Priority-I projects and as soon as land and funding is available (6-10 years)

III Long-Range: May be implemented over a longer period of time due to the complexity or cost of the project, needs additional study, or is dependent on successful completion of necessary land or easement acquisition (11-20 years)

5.3.4 Project Prioritization

The project priorities listed below are based upon criteria listed in Figure 5-5 and input provided by the public, interest groups, and City staff. Project sequencing will ultimately be determined by factors such as funding sources, long-term maintenance capacity, land availability, property owner participation, and project cost and complexity. Detailed information on prioritization is included in Appendix A.

Relative Cost/Length: More precise cost estimates will be made when trail routes are further refined and trail design work in completed. For the purpose of the prioritization process, each project was assigned a relative cost value based on estimated per foot costs. Cost factors considered included anticipated project complexity, soil conditions, presence of wetland or waterways, and need for acquisition of land or easements. Relative cost categories include:

$ Low cost: No land acquisition required and relatively easy trail construction.

$$ Medium Cost: Some land acquisition required and/or more complex trail construction.

$$$ High Cost: Significant land acquisition required and/or complex trail construction requirements such as bridges, drainage issues, retaining walls, difficult access, etc.

Figure 5-6: Project Prioritization Table

Priority I: Short-Range Projects (1-5 years)

*Segment Code	Location and Extent	**Relative Cost/Length	Length (linear feet)
Land in Public Ownership (no additional land or easements needed)			
1	Wild Iris Ridge from Bailey Hill Road (funded)	$$	7,800
4	South Eugene Meadows	$	9,700
11	Connector trail segment – Headwaters to Fox Hollow Road	$	200
12a	Spencer Butte West Side Trail	$$	3,500

*Segment Code	Location and Extent	**Relative Cost/Length	Length (linear feet)
Land in Public Ownership (no additional land or easements needed)			
14	East Amazon Headwaters from Ridgeline Trail to lower Dillard Road	*$$	3,900
17	Ridgeline Trail to Skyline Park connector trail	$	1,000
18	Suzanne Arlie Park – main Ridgeline Trail segment	$	9,200
32	Running trail parallel to the South Bank Path	$$	8,400
34	East bank of Dedrick Slough from Delta Ponds (includes bridge)	$$$	1,400
39	Spencer Butte Park Barrier Free Trail	$$	1,000
42	Upper Amazon Running Trail reconstruction (funded)	$	18,500
Land Acquisition or Access Easements Needed for Project Implementation			
C5	Ridgeline Trail from Wild Iris Ridge to Blanton Road and SE Meadows	$$$	13,100
C7	Ridgeline Trail connection from Suzanne Arlie Park to 30th (on LCC land)	$	7,500
C9	Meadowlark Prairie to A2 Channel	$$	9,800
C11	Hileman Park to Riverbank Path System	$$$	16,000
	Total Length of Priority I Projects:		**(21.0 miles) 111,000**

Priority II: Medium-Range Projects (6-10 years)

*Segment Code	Location and Extent	**Relative Cost/Length	Length (linear feet)
Land in Public Ownership (no additional land or easements needed)			
2	Wild Iris Ridge (south end)	$	5,300
3	South Eugene Meadows pedestrian trail	$	2,300
5	Neighborhood connector trails from Ridgeline Trail to Blanton Road	$	1,100
7,8	Connector trails from Ridgeline Trail to Brookside (formalize/improve)	$	1,300
19	Suzanne Arlie Park (multiple trails)	$$	20,500
20	Moon Mountain Park	$	3,400
29	Amazon Diversion Channel	$	10,200
33	Running trail segment parallel to East Bank Path	$$	7,200
41	Murray Hill between Gimpl Hill Road and Willow Creek Road	$$	5,100
43	Various locations on Skinner Butte	$	5,000
44	Bethel Community Park Running Trail	$$	2,600
Land Acquisition or Access Easements Needed for Project Implementation			
9	Mariposa Woodlands (easement needed on east end under BPA lines)	$	2,300
10	West Branch Amazon Creek (easement needed under BPA lines)	$	1,100
13	East Amazon Headwaters Area along BPA corridor	$	3,100
15	Mount Baldy area from Dillard Road trailhead to Old Dillard Road	$	1,800
16	Mount Baldy area connection between proposed trails 15 and 17	$	1,400
21,22	South Moon Mountain with connections to Ribbon Trail and Bloomberg	$$$	10,900
38	Greenhill Tributary Trail near Kalapuya High School	$$	3,400
C2	Ridgeline Trail corridor from Willow Creek Road to West 11th Avenue	$$$	10,500
C3	Ridgeline Trail corridor from Wild Iris Ridge to Gimpl Hill Road	$$$	9,800
C4	Willow Creek from West 18th Avenue and Fern Ridge Path	$$	6,200
C8	Ridgeline Trail corridor from 30th Avenue to Moon Mountain	$$	8,100
C10	Trail corridor from A2 Channel to Willamette River	$$$	41,800
C12	Moon Mountain to Willamette River	$$	4,500
	Total Length of Priority II Projects:		**(32.0 miles) 168,900**

Priority III: Long-Range Projects (11-20 years)

*Segment Code	Location and Extent	*Relative Cost/Length	Length (linear feet)
Land in Public Ownership (no additional land or easements needed)			
12b	Spencer Butte Park North Summit Connector (explorer trail)	$$	1,300
26	Bertelsen Nature Park trail extension (partially on BLM property)	$	5,500
27	A3 Channel from Danebo Road to Meadowlark Prairie	$	2,600
30	Golden Gardens Park running trail	$$	9,800
31	Running trail segment parallel to West Bank Path	$$	8,600
35	Melvin Miller Park	$	1,100
36	Videra Creek	$	1,800
37	Running trail in Santa Clara Park	$$	5,300
Land Acquisition or Access Easements Needed for Project Implementation			
25	Willamette River near University of Oregon	$$	4,100
28	Patterson Slough	$$	6,700
40	Connector trail through Berkley Park	$$$	800
C1	Western Ridgeline Trail corridor	$$$	25,500
C6	Connector trail from Videra Creek to planned Ridgeline Trail corridor	$$$	2,800
C13	Connector trail between proposed trail segments C1 and C2	$$$	1,800
	Total Length of Priority III Projects:	**(14.7 miles) 77,700**	

* *Projects within each table are listed in chronological order based on their segment code. Order does not indicate prioritization within the category.*

** *Relative (per foot) implementation costs vary greatly by project based on factors such as topography, natural features, soil types, and drainage and whether high cost elements such as bridges, retention, or special surfacing are required. The rating estimate of Low ($), Medium ($$), or High ($$$) are applied based on per/foot cost of the trail. Additional design and engineering must be conducted to determine actual cost.*

5.4 Key On-Street Connections

On-street connections play a critical role for the function and usability of Eugene's existing and future recreational trail network and have been highlighted on the *Existing and Proposed Trails Maps*. These specific streets were selected for one of two reasons. Some were selected because they provide routes for trail users to walk or bicycle to trailheads. Others were selected because they provide key connections between isolated trail segments in areas where recreational trail connections are not feasible due to existing land development patterns. The Trails Plan recommends that these key on-street segments be improved and maintained to provide safe and

On-street connections, such as Alder Street shown above, play a critical role for the connectivity and usability of Eugene's recreational trail network.

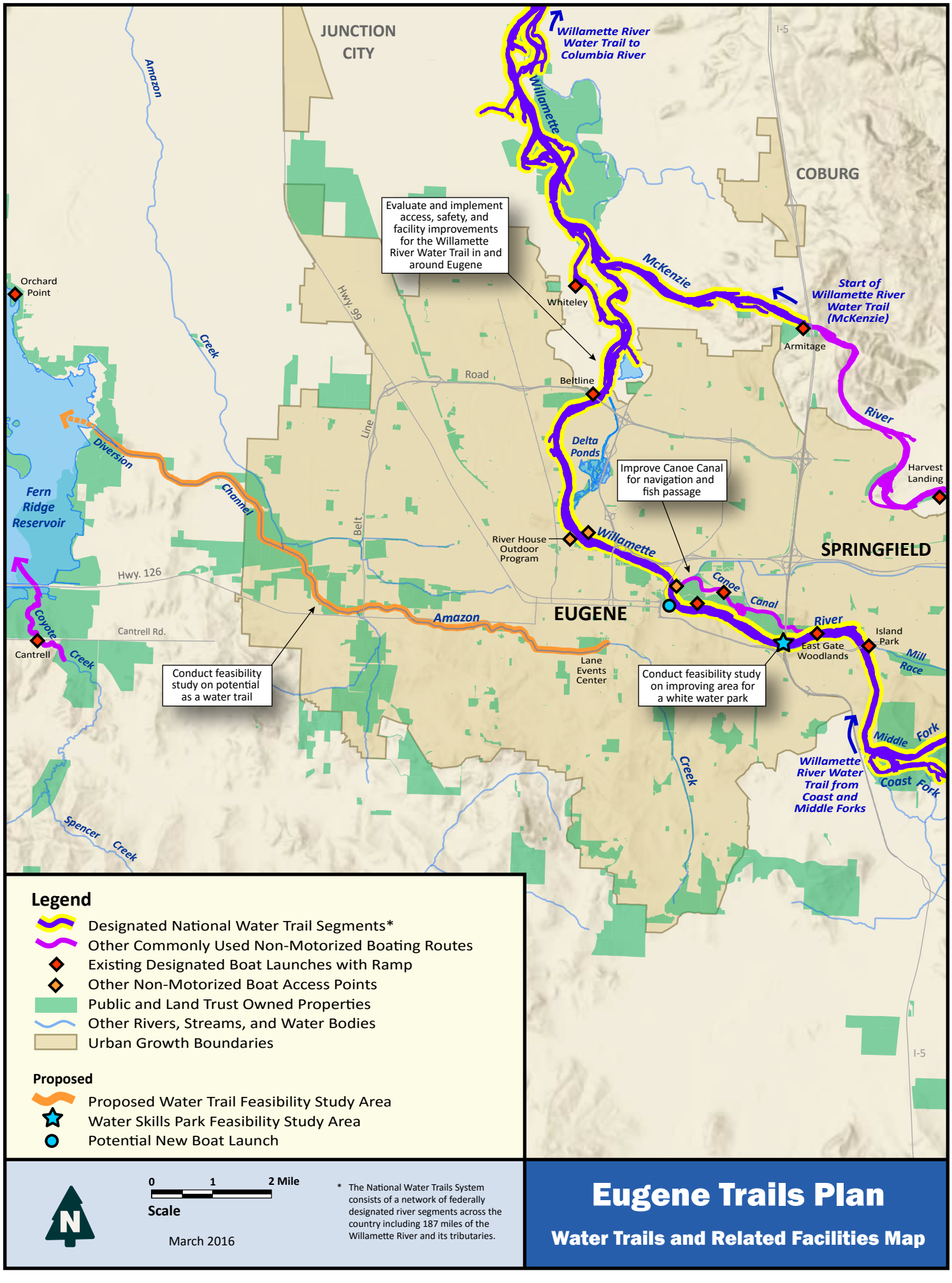
pleasant pedestrian and bicycle movement. Improvements could include sidewalk infill and repair, intersection improvements, way-finding signage, seating, enhanced street tree plantings, and public art. Additionally, the Trails Plan recommends a supplemental effort be conducted at the neighborhood scale to identify recreational walking routes that would utilize a combination of recreational trails and on-street connections to create a web of neighborhood accessible routes of varying length and difficulty. In coordination with *Public Works Transportation Planning*, routes would be evaluated and selected based on neighborhood input, quality of experience, access to points of interest, and user safety. The planning effort would produce a set of route maps and make recommendations for route enhancements.

5.5 Water Trails

Water Trails are designated routes on rivers or streams that are suitable for non-motorized recreational use (canoes, kayaks, stand-up paddle boards, tubes, etc.). There are currently approximately 18 miles of rivers and streams in close proximity to the Eugene Area that are commonly used for recreational boating and floating. These include Coyote Creek, the Willamette River, the McKenzie River, and the Canoe Canal. Amazon Creek currently receives very limited recreational use, but may have potential for expanded use in the future. Existing and potential water trail segments include the following:

- Willamette River Water Trail: The Willamette River in Eugene is officially designated as part of the National Water Trails System that includes a network of federally designated river segments across the country. The Willamette River Water Trail consists of 187 miles of the Willamette River and its tributaries including the Willamette River Main Stem and the lower portions of the Middle Fork Willamette River, Coast Fork Willamette River, and the McKenzie River (below Armitage Park). The *Trails Plan* proposes a refinement study be conducted on the 12-mile stretch of the Willamette River Water Trail between Eastgate Woodlands in Springfield and Green Island near Coburg to identify potential enhancements to this water trail system such as improved access, safety improvements, signage, and other facilities.
- Canoe Canal: Located in Alton Baker Park, the 2.4-mile Canoe Canal is fed by a Willamette River diversion near Eastgate Woodlands in Springfield and has an outfall just above the Ferry Street Bridge in Eugene. The Canoe Canal was conceived and built in the 1970s as a recreational amenity. The *Trails Plan* proposes that the Canoe Canal be improved for recreational use and function for kayakers, canoeists, and standup paddle-boarders in conjunction with planned habitat enhancements that are outlined in the 2013 *Fish Passage and Recreational Boating Feasibility Study – Alton Baker Canoe Canal*. A 5-mile canoe and kayak loop is possible via the Canoe Canal and Willamette River, but safety and navigation enhancements would greatly improve this function.

The Willamette River is officially designated as part of the National Water Trail System.


JUNCTION CITY
Willamette River Water Trail to Columbia River
Willamette
Amazon
COBURG
I-5
Evaluate and implement access, safety, and facility improvements for the Willamette River Water Trail in and around Eugene
McKenzie
Start of Willamette River Water Trail (McKenzie)
Orchard Point
Whiteley
Hwy. 99
Armitage
Creek
Road
Beltline
River
Delta Ponds
Line
Harvest Landing
Improve Canoe Canal for navigation and fish passage
Diversion
Channel
Fern Ridge Reservoir
Belt
River House Outdoor Program
Willamette
SPRINGFIELD
Hwy. 126
Canoe
Canal
EUGENE
Amazon
River
Island Park
Coyote
Cantrell Rd.
Cantrell
Creek
East Gate Woodlands
Mill Race
Lane Events Center
Conduct feasibility study on potential as a water trail
Conduct feasibility study on improving area for a white water park
Middle Fork
Willamette River Water Trail from Coast and Middle Forks
Creek
Coast Fork
Spencer Creek
I-5
Legend
Designated National Water Trail Segments*
Other Commonly Used Non-Motorized Boating Routes
Existing Designated Boat Launches with Ramp
Other Non-Motorized Boat Access Points
Public and Land Trust Owned Properties
Other Rivers, Streams, and Water Bodies
Urban Growth Boundaries
Proposed
Proposed Water Trail Feasibility Study Area
Water Skills Park Feasibility Study Area
Potential New Boat Launch
N
0
1
2 Mile
Scale
March 2016
* The National Water Trails System consists of a network of federally designated river segments across the country including 187 miles of the Willamette River and its tributaries.
Eugene Trails Plan
Water Trails and Related Facilities Map

- Willamette River Whitewater Park: Some community members have suggested that the Willamette River near the I-5 Bridge could potentially function as a whitewater park in the future with modification. Modifications might include changes to the remnants of the Eugene Millrace dam to remove hazards and to create a series of whitewater features in that vicinity. The *Trails Plan* recommends this potential be explored through a feasibility study in conjunction with Willamalane.
- Coyote Creek: Located approximately three miles west of Eugene, a 2.5-mile navigable segment of Coyote Creek is a popular destination for paddlers during the summer months when the nearby Fern Ridge Reservoir is at full pool. The route runs from just above Cantrell Road and through the marshlands of the reservoir. Access points are located on Cantrell Road and Highway 126. The access from Highway 126 is not formalized and could be upgraded to improve parking capacity, water access, and access to and from the highway. Because this access is located several miles outside of the city limits, other regional partners would likely take the lead on improving this access point.
- McKenzie River: Although the McKenzie River above Armitage Park is not officially part of the Willamette River Water Trail system, the reach between Hayden Bridge in Springfield and Armitage Park is a popular reach for paddling and floating. Although this reach is considered to be Class I (easy), it does contain several interesting riffles and small standing waves and is very scenic.
- Amazon Creek: This urban waterway is infrequently used by paddlers, but may have potential for expanded use in the future with modifications. The *Trails Plan* proposes a feasibility study be conducted on the 8.5-mile reach between the Lane Events Center and Fern Ridge Reservoir to determine potential opportunities and constraints as a water trail.

5.6 Single-Track Mountain Bike Trails

Single-track trails, which are not currently a component of Eugene's trail system, typically have tread wide enough to accommodate a single user (18- to 24-inches) with dirt or gravel surfacing and are popular for mountain biking. Single-track trails are recommended to be incorporated into some of the proposed shared-use trail corridors in the future to provide parallel routes for mountain bikes and in special use areas such as Suzanne Arlie Park and Golden Gardens Park. Other bicycle related facilities including a mountain bike skills park and cyclocross course are also being considered for siting within these parks. The exact location and extent of the proposed trails and facilities in Suzanne Arlie Park will be determined during a future park master planning process. Single-track trails will likely be constructed elsewhere within the Ridgeline Trail corridor, running parallel to pedestrian-only or shared-use trails. New single-track trails will be designed for mountain bike use, but also open to pedestrians.

Single-track trails and other mountain bike related facilities will be added to Eugene trail network in the coming years.

Three new running trail segments are proposed to be sited parallel to portions of the Willamette River path network. The configuration would be similar to the West D Street Greenway example in Springfield shown above.

5.7 Designated Running Trails

Although runners commonly use most of the paths and trails within Eugene's system, there are currently 9.1 miles of bark-surfaced trails that are designed and designated specifically for runners. These include the Pre's Trail in Alton Baker Park, the Amazon Park Running Trail, the Upper Amazon Running Trail along Amazon Creek in south Eugene, a short loop trail in Petersen Park, and a short segment in Westmoreland Park. Many of these trails have measured loops and distance markers and all are surfaced with bark. The Upper Amazon Running Trail, which currently has significant drainage and surfacing issues, is scheduled to be upgraded in 2017 to a standard similar to the Pre's Trail. This project will be implemented in conjunction with other planned bicycle and pedestrian improvements in that corridor.

The *Trails Plan* proposes an additional 11.4 miles of designated running trail. This includes a new two-mile loop trail in Golden Garden Park (Project 30), a new one-mile loop trail in Santa Clara Park (Project 37), a new half-mile loop at Bethel Community Park (Project 44), full reconstruction of the 3.5-mile Upper Amazon Running Trail (Project 42), and three additional running trail segments to be installed parallel to portions of the Willamette River path network (Projects 31, 32, and 33). Several of these new running trails will better serve residents of north Eugene, which currently lacks these facilities. The three proposed running trail segments along the Willamette River will also help alleviate congestion on the adjacent hard-surface paths (see example above).

5.8 Nature Play Trails

Nature play trails would be designed to create fun and challenging routes and include many unique elements such as balancing logs, stepping stones, and obstacles.

Nature play trails are currently not present in the City's trail system, but will likely be considered in the future. These short trail segments would be designed to create a fun and challenging route for children to follow and explore and would be independent of the regular designated trail network. Nature play trails would typically be short in length and run parallel to other existing trails or be a stand-alone loop trail within a park. These trails would include unique elements such as stepping stones, obstacles, balance logs, boulders, and whimsical signs. Potential locations to be considered for Nature Play trails could include Awbrey Park, Arrowhead Park, Spencer Butte Park, Alton Baker Park, Golden Gardens Park, Melvin Miller Park, Santa Clara Park, Skinner Butte Park, and Suzanne Arlie Park, or parallel to segments of the Ridgeline Trail. Nature play trails would be designed so that they are easy for children to follow and would be evaluated on a regular basis for hazards such as poison oak, stinging insects, litter, and challenge element that might be in need of repair.

5.9 Barrier-Free Trails

The newly constructed trail at Delta Ponds is one of the best local examples of a 'barrier-free' trail that offers a high level of accessibility, while retaining the experience of a more natural soft-surfaced trail.

Much of the City's existing network of hard-surface shared-use paths provides recreational access to natural areas for users with limited mobility. However, there are currently few soft-surface trails in Eugene's system that provide a high level of accessibility. Although not paved, a barrier-free trail is constructed with a compacted smooth gravel surface that is capable of supporting wheel chairs and scooters in all weather conditions. Barrier free trails are relatively flat and do not exceed a grade of over 8%. Barriers such as steps and roots are removed. The Delta Ponds trail on the east side of Goodpasture Island Road is an example of a barrier-free trail that

was recently added to Eugene's system. The Trails Plan proposes expansion of the barrier free trail at Delta Ponds with a bridge over Dedrick Slough (Project 34) and a new barrier free trail near the main parking lot at Spencer Butte (Project 39). Additional barrier free trails could be integrated elsewhere in the system, providing increased accessibility to viewpoints and the natural environment.

Explorer trail on west side of Spencer Butte

5.10 Explorer Trails

An explorer trail is a technically challenging pedestrian-only trail route with steeper grade and more demanding terrain. The summit trail on the west side of Spencer Butte and the summit trail on the west side of Skinner Butter above the climbing columns are the only two explorer trails in Eugene's current system. Opportunities for other explorer trail routes may exist in Suzanne Arlie Park, on the north side of Spencer Butte (Project 12b), and on other future ridgeline property acquisitions.

5.11 Equestrian Trails

Equestrian trails are not currently part of Eugene's trail system and the Trails Plan does not recommend specifically designating trails that are open to horses at this time. Local horseback riding user groups have expressed interest in potentially establishing such trails in the future. Future designated equestrian trails within parks would be most appropriate for large parks in rural areas, and would need to be carefully sited and managed to avoid user conflicts and impacts to sensitive natural areas and water quality. Ideally, equestrian trails would be independent of other shared-use, single-track, or pedestrian trail segments. Opening some existing gravel roads for horseback use in rural areas may be a feasible option.

5.12 Other Facilities

The *Trails Plan Maps* indicate locations of major trail system facilities and infrastructure. These elements will be implemented as stand-alone projects or as a component of a larger trail-related project. Major proposed facilities and infrastructure include:

- 7 new bicycle/pedestrian bridges
- 15 new trailheads
- Bicycle related facilities including single-track trails, skills park, and a cyclocross track (Suzanne Arlie Park)

5.13 Proposed Trails Related Compatibility and Special Area Studies

A number of additional studies or planning efforts related are recommended to provide more detail on the feasibility and cost of potential projects, identify acquisition needs, and refine proposed trail routes.

Figure 5-7: Proposed Compatibility and Special Area Studies

Name	Extent*	Length	Description	Priority
Ridgeline Trail Shared-Use Corridor Compatibility Study	Existing Ridgeline Trail from Fox Hollow Road to Blanton Road and Ribbon Trail (segments 6a, 6b, 23a, and 23b)	24,800 lf	This study would evaluate alternative approaches for accommodating shared-use trail corridors within these pedestrian-only reach of the Ridgeline Trail. This would include evaluation of existing use patterns, evaluation of alternative approaches for integrating mountain bikes (shared-use trail upgrade, parallel trail, or bypass), and assessment of alternative routes. This planning effort would include outreach to key interest and user groups and result in a recommended approach that could be implemented.	I
Trailhead Parking Study	Citywide	-	This study would assess existing and proposed trailhead parking facilities and make recommendations for improvements. This would include evaluation of existing and projected capacity, safety, surfacing, signage, and associated neighborhood impacts.	I
Eugene Willamette River Water Trail Enhancement Study	Willamette River from Eastgate Woodlands to Green Island	62,000 lf corridor	The study would identify issues and opportunities related to the Eugene portion of the Willamette River for non-motorized recreational use (canoeing, kayaking, inner tubing, standup paddle boarding, etc.). The study would make recommendations for public safety, navigation, and facility upgrades.	I
Canoe Canal Water Trail Enhancement Planning and Implementation (in conjunction with Willamalane PRD and other partners)	Canoe Canal intake in Eastgate Woodlands in Springfield to the outfall near the Ferry Street Bridge	12,000 lf	This would build upon recommendations from the 2013 *Fish Passage and Recreational Boating Feasibility Study* and identify a plan of action for making functional improvements to the Canoe Canal system for non-motorized recreational use (canoeing, kayaking, inner tubing, standup paddle boarding, etc.). The recreational improvements would be implemented in concert with the other proposed enhancements for fish passage, habitat, and flood control.	I
Evaluation of Utility Easements for Future Trail Use	Eugene	-	This planning effort would identify utility easements that have potential to accommodate recreational trails and outline steps needed for securing access easements.	I
Eugene Recreational Walking Routes Planning	Citywide	-	This study would identify recreational walking routes throughout the city neighborhoods that would utilize trails and on-street connections to create a web of neighborhood accessible routes of varying length and difficulty. Routes would be evaluated and selected based on quality of experience, access to points of interest, and user safety. The study would recommend route enhancements such as directional signage and safety improvements such as sidewalk infill and intersection upgrades.	I

Name	Extent*	Length	Description	Priority
Suzanne Arlie Park Master Plan for Trail System and Related Facilities	Suzanne Arlie Park and vicinity	-	Master planning would make site-scale recommendations for the trail systems within the undeveloped Suzanne Arlie Park. The planning would include setting park-specific trail system goals, identifying points of interest and connections to adjacent trails, evaluation of potential routes, and proposing routes and classifications. This would allow trails to be constructed in these parks in advance of full park development, which may be many years or decades away.	**I**
McKenzie and Willamette River Confluence Area Trail and Path Feasibility Study	Armitage Park to East Bank Path near Beltline Road	22,000 lf	The study would look at the long-term feasibility of routing a trail or path within this corridor and assess short-term trail options. The study would identify and evaluate multiple options on both sides of the rivers.	**II**
Amazon Creek Water Trail Feasibility Study	Amazon Creek from Lane Events Center to Fern Ridge Reservoir	45,500 lf	The study would evaluate the suitability of developing a recreational water trail along the lower reaches of Amazon Creek and the Amazon Creek Diversion Channel. The study would identify obstacles to navigation, assess safety, project potential use through outreach to interest groups and the community, and recommend potential improvements.	**II**
Willamette River Whitewater Park Feasibility Study	Eugene Millrace Dam and vicinity in the Willamette River	1,500 lf	This feasibility study would evaluate the segment of the Willamette River in and around the Eugene Millrace Dam (near I-5) for future utilization as an in-river whitewater park and make recommendations for near-term safety improvements in this area.	**II**
Rails-and-Trails/Rails-to-Trails Feasibility Study	Eugene area	-	This study would evaluate the feasibility of utilizing abandoned rail corridors for trails (rails-to-trails) or utilizing a portion of active rail corridor for trails (rails-and-trails).	**II**

5.14 City Trail Classifications and Guidelines

City of Eugene trails will be designed and constructed to meet the needs of the intended user groups and vary depending on site-specific conditions. Siting and design considerations will include public safety, accessibility, anticipated use, designated user groups, and sustainability in terms of maximizing longevity and minimizing ongoing maintenance requirements. The trail classifications and guidelines listed below are intended to be flexible and to provide a general overview of the desired system and are flexible.

Figure 5-8: City of Eugene Trail Types and Guidelines

		Guidelines				
Classification	**Users**	**Surface Type**	**Standard Width**	**Side-Slope**	**Maximum Grade**	**Clearance***
Standard Shared-Use or Pedestrian-Only	Pedestrians, Runners, and Mountain Bikers (on shared-use)	Gravel base with natural duff surfacing	36-48 Inches, but may also include gravel roads	0%-4%	18% (12% sustained)	V: 7 feet S: 18 inches
Pedestrian-Only Explorer Trail	Pedestrians (higher level of difficulty)	Dirt, bedrock, or gravel (as needed)	24-36 inches	0%-4% (may exceed on bedrock)	No Max. (25% sustained)	V: 7 feet S: 12 inches
Barrier-Free Pedestrian**	Wheel Chairs Strollers Pedestrians	Gravel base with duff surfacing	4-6 feet	0%-4%	8% (5% or less sustained)	V: 7 feet S: 18 inches
Single-Track Trail**	Designed for mountain bikes with pedestrians allowed	Dirt or gravel surfaced	18-24 Inches	0%-4%	Variable	V: 8 feet S: 12 inches
Running Trail	Runners Pedestrians (bicycles not allowed)	Bark over compacted gravel base (as needed)	4-8 feet	0%-2%	8% (5% or less sustained)	V: 8 feet S: 18 inches
Nature Play Trail**	Children	Dirt or gravel surfaced with obstacles	Variable	Variable	Variable	Variable
Water Trail	Non-Motorized (canoes, kayaks, paddle boards, inner tubes)	Navigable water	NA	NA	Class I	Remove navigation hazards

* *Vertical clearance (V) above the trail and side clearance (S) on either side of the trail is the area that is free of trees, limbs, brush, and other obstacles.*

** *Trails under these classifications are currently not present in Eugene's trail system, but may be added in the future.*