



**Transportation Project Sponsors**

**1. Project Sponsor (must be a public agency)–REQUIRED**

Organization Name: <input style="width: 90%;" type="text" value="City of Eugene"/>	
Contact Person Name: <input style="width: 70%;" type="text" value="Reed Dunbar"/>	Title: <input style="width: 20%;" type="text" value="Assoc. Trans. Planner"/>
Street Address: <input style="width: 70%;" type="text" value="99 E. Broadway"/>	Phone: <input style="width: 30%;" type="text" value="(541) 682-5727"/>
City, State Zip: <input style="width: 90%;" type="text" value="Eugene, OR 97401"/>	
E-mail: <input style="width: 90%;" type="text" value="reed.c.dunbar@ci.eugene.or.us"/>	

**2. Co-Sponsor(s)**

List the organization names for any Co-Sponsors of this project:

**Transportation Project Information**

**3. Project Name–REQUIRED**

Project Name:

**4. Project Budget Summary - This table will automatically fill in.**

	Project Funds	% of Project Costs
Total Costs	\$1,712,591	100%
Non-Eligible Costs		0%
Total Transportation Project Cost	\$1,712,591	100%
Matching Funds	\$175,883	10.27%
Requested Funds	\$1,536,708	89.73%

**5. Provide a brief summary of the project (max 800 characters)–REQUIRED:**

The Amazon Active Transportation Corridor (Eugene) helps to implement the city's Pedestrian and Bicycle Master Plan (PBMP) by extending the popular Amazon Path further into south Eugene and making related investments that will enhance safety and accessibility in the Hilyard and West Amazon Corridors. This grant would fund a few key multimodal improvements that will make it easier to walk, bike, and access transit in south Eugene. The implementation of the project will help establish a major component of the River-to-Ridges active transportation corridor linking the Ruth Bascom River Path on the north to the Ridgeline Trail on the south.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

### 6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes       No

If yes, describe the status of the previous STIP project.

### 7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes       No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

### 8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

The popular Amazon Path which extends from 19th Avenue to 34th Avenue narrows from 12' to 5' creating user conflicts in the narrowed section. Narrow bike lanes exist on East Amazon Drive (southbound) and West Amazon Drive (northbound) but two-way travel on either street is difficult; both streets are Minor Arterials with 35 mph speed limits. The Rexius Recreation Trail (located between East and West Amazon Drives bordering the Amazon Creek) becomes muddy in wet conditions causing many trail users to run in the bike lanes to avoid the muddy sections. Lastly, transit stops exist on both sides of the Amazon Creek but there is only one bridge connecting East Amazon to West Amazon resulting in many transit riders choosing to jump over the creek to access the nearest transit stop.

### 9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Eugene"/>	County: <input style="width: 90%;" type="text" value="Lane"/>
MPO: <input style="width: 90%;" type="text" value="Central Lane MPO"/>	Special District: <input style="width: 90%;" type="text" value="Region 2 District 5"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

East and West Amazon Drive (Hilyard to Snell); Hilyard Street sidewalk (34th Ave to 38th Ave); Rexius Trail (Hilyard Street to Martin Street)

**10. Maps and Plans** (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

**11. Project Description–REQUIRED**

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The popular Amazon Path is 12' wide from 19th Avenue to 34th Avenue where it decreases in width to 5'. As a result, trail users share a narrow sidewalk located on the west side of Hilyard Street. The project would extend the Amazon Path to the south by widening the concrete sidewalk from 34th Avenue to the existing Tugman Park path network (approximately 4 blocks) where an existing 12' shared use path exists. City of Eugene has adequate right-of-way to widen the sidewalk without property acquisition.

A two-way separated cycle track is proposed for West Amazon Drive featuring a physical barrier between the cycle track and automobile travel lane. The cycle track would extend from Hilyard Street on the north to Snell Street on the south. This facility type was overwhelmingly supported by over 50 participants at two public workshops because it provides the separation and safety benefits of a shared use path with the lower cost of a bike lane. The facility utilizes ODOT's Practical Design strategy to deliver focused benefits in a constrained funding environment. Timing of this improvement would coincide with a pavement preservation project funded by a recent pavement bond measure.

Elements of this proposal were vetted with the public at two public workshops. Many attendees of the workshops mentioned the substandard condition of the Rexius Recreation Trail during the rainy season. This popular soft surface trail was constructed using a standard that is no longer recommended because it can get muddy and impassable in wet conditions. This grant would fund reconstruction of the Rexius Recreation Trail to the city's approved standard.

The Amazon Creek forms a barrier between East and West Amazon Drives. The first creek crossing is located 3000' south of Hilyard Street via the only pedestrian bridge north of Potter Street.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Facilitating safe access across the creek has been a long-term goal within the project area. This project includes the installation of two additional prefabricated bridges and reconstruction of the existing bridge to current standards. Proposed locations include even spacing along the corridor at 36th Avenue, 39th Avenue, and Dillard Road to increase access across the creek. The proposed project can be divided into separate phases: (a) path extension along Hilyard; (b) pedestrian bridges; (c) two-way cycle track/intersection improvement at 34th Avenue; (d) reconstruction of the Rexus Trail.

## 12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input checked="" type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

## 13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

## Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year-REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - <b>REQUIRED</b>
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
2017	Project Completion/End of Activities funded through this request - <b>REQUIRED</b>

**15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED**

- Yes       No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The proposed project supports City of Eugene Transportation System Plan (TransPlan 2002) goals, objectives and policies to improve accessibility and mobility, lessen transportation impact to the environment, and reduce reliance on the automobile. (Goal #1, Chapter 2, page 3; Objective #3, Chapter 2, page 6; TSI System-Wide Policy #1, Chapter 2, Page 10; TSI Bicycle Policies, Chapter 2, page 11; TSI Pedestrian Policies, Chapter 2, Page 12.)

Projects included in this grant have also been identified in the Pedestrian and Bicycle Master Plan (PBMP 2012, Appendix A). The plans' goal to double the percentage of trips made on foot and by bicycle over the next twenty years (page 5) will be achieved by providing support facilities that encourage walking and bicycling (Objective 3, page 6) within the Amazon Active Transportation Corridor (Eugene).

The City of Eugene's Climate and Energy Action Plan (2010) seeks to reduce communitywide greenhouse gas emissions and fossil fuel use (Page 3). To achieve this, the plan identifies six action areas including land use and transportation where recommendations on improving systems for bike, pedestrian, and transit use are identified (Page 4, Page 27).

This project supports Eugene City Council goals of creating safe communities and helps to create an environment suitable to implementing 20-minute neighborhoods as described in the city's comprehensive land use plan entitled Envision Eugene (currently in progress).

**16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED**

- Yes       No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

The Amazon Active Transportation Corridor (Eugene) project seeks to manage the existing transportation system more effectively by eliminating barriers to physical features such as the Amazon Creek. It also improves the operational capacity of West Amazon Drive by making minor improvements to the roadway for two-way bicycle travel (currently one-way) and adding capacity on the Amazon Path by widening this facility. This added capacity will enhance the existing transportation system by improving access and serving additional users who currently choose other transportation modes. By adding a few new facilities, such as the bridge crossings, this project provides a cost-effective solution for active transportation modes over the long term and provides effective facilities for encouraging new transit, pedestrian, and bicycle transportation users.

## **Project Benefit Information**

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

### **17. Benefits to State-Owned Facilities**

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

Developing effective, reliable local transportation networks reduces wear and tear on state transportation networks. The Amazon Active Transportation Corridor (Eugene) will achieve statewide goals by encouraging transportation trips via transit, walking, and biking on locally maintained facilities. Reductions in greenhouse gas emissions, vehicle miles traveled, and consumption of fossil fuels will all help Oregon achieve its transportation objectives. This project provides attractive alternatives to automobile trips by eliminating barriers to transit stations and by developing separated facilities where different transportation modes aren't forced to compete for space. This legacy project will provide long-lasting benefits for all transportation users regardless of age, income, or physical ability and will achieve equity in the distribution of transportation funding for a wide demographic range of Oregon residents.

## 18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

The solution will integrate multimodal connections by eliminating existing barriers between transit stops. The substantial distance to between Amazon Creek crossings requires transit riders to board and alight on the same side of the creek even if the bus is traveling out of direction. Increasing the number of creek crossings will enable transit users to board and alight at the most convenient transit stop which will reduce travel time and improve accessibility. Intermodal connectivity of the transit network also extends to bicycle access because two-way travel on the cycle track will improve bicyclist access to the most convenient transit stops solving the critical “last mile” barrier that prevents many people who don’t live near a bus stop from choosing transit as a regular transportation option.

## 19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

The Amazon Active Transportation Corridor (Eugene) will improve connections between residential areas through the installation of bridges across the Amazon Creek. The bridges and two-way cycle track will also increase access to schools, commercial centers, transit stops, and the Amazon Parkway located adjacent to the Amazon Creek. By mitigating barriers and providing an effective connection between neighborhoods, the project will also expand transportation choices and provide barrier free access between transit stops and adjacent neighborhoods.



## 20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

The solution improves access to existing businesses located near the Amazon Creek through the provision of bridges. The bridges also allow for efficient access to transit stops which increases transportation options for local workers. The reconstruction of the Rexius Trail will provide a reliable recreation resource that can be used year round building on City of Eugene's reputation as "Track Town USA" and drawing tourists to this unique recreational resource. In addition, all users will enjoy improved access to the Spencer Butte recreational area and the Ridgeline Trail network located on the south end of the project area. Hikers and mountain bikers will enjoy separated transportation facilities via the Rexius Trail and the two-way cycle track on their journey to the Ridgeline Trail and will be afforded three opportunities to access and appreciate the Amazon Creek along the route via the proposed pedestrian bridges. Increased gas prices have led to families vacationing closer to home. The Amazon Active Transportation Corridor (Eugene) will provide a local recreational destination for residents of nearby Springfield, Coburg, and Cottage Grove and will increase traffic to local businesses along the corridor.

## **21. Environmental Stewardship**

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The Amazon Active Transportation Corridor (Eugene) will encourage use of active transportation modes to help achieve state air quality standards by reducing the burning of fossil fuels. Increased access to transit, walking, and bicycling options will promote exploration of these different travel modes and provide viable transportation options to the automobile. The bridges will be constructed using environmentally friendly decking materials and the bridge piers will serve an important stream bank stabilization benefit to protect the Amazon Creek. City of Eugene's Climate and Energy Action Plan (2009) was developed to protect city residents against the volatility of fuel prices and to map a path toward reducing communitywide greenhouse gas emissions. The solution will improve systems for bike, pedestrian, and transit transportation options and reduce the consumption of fossil fuels.

## **22. Land Use and Growth Management**

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

The solution will support existing land use patterns by enabling short trips utilizing transit, walking, and biking. It will maximize access to existing commercial centers, schools, and places of worship along the corridor and preserve the existing residential land use pattern on the south, and commercial character on the north. A major component of the City of Eugene's land use plan (Envision Eugene) is the concept of 20 minute neighborhoods where residents can access all their daily needs within a 20 minute walk. This project helps to promote safe and efficient east/west access across the Amazon Creek and north/south access via the Rexus Trail and the two-way cycle track. It will promote use of active transportation modes for short trips safely through the provision of attractive infrastructure.

### **23. Livability**

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The Amazon Active Transportation Corridor (Eugene) will enhance the unique characteristics of the Southeast Neighborhood by increasing access to and across the Amazon Creek and recreational destinations to the south (Ridgeline Trail, Spencer's Butte). Bridges across the Amazon Creek will incorporate context sensitive design to ensure the natural upland prairie landscape is not interrupted and the waterway is preserved through improved stream bank stabilization. The solution also encourages healthy lifestyles by enabling access to active transportation options. Residents and visitors will be able to move seamlessly across the Amazon Creek to access transit stops, bicycle facilities, and other neighborhood amenities. Bridge location was largely driven by the location of existing transit stops and sufficient spacing to ensure attractive access. Reconstruction of the Rexus Trail will also enable local residents to participate in an active lifestyle by improving the surface condition for year round use. The corridor will become a place where a convergence of active modes promotes activity, environmental appreciation, and access to community destinations.

## **24. Safety and Security**

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

The solution improves safety and security for transportation system users by removing barriers and separating transportation modes. The two-way cycle track will help reduce crash risk with automobiles because the facility will feature a physical separation between the bikeway and automobile travelway. Pedestrian crossings of East Amazon Drive and West Amazon Drive will also be improved through the provision of enhanced crossings which may include rectangular rapid flashing beacons (RRFBs) where warranted. Another major improvement is the installation of 3 bridges to provide mobility across the Amazon Creek. Currently, some transit riders choose to leap across the creek to access the nearest bus stop. The bridges and enhanced crossings will improve pedestrian safety and will reduce the incidence of risky behaviors such as jumping across the Amazon Creek.

The project will include intersection improvements to Hilyard Street at 34th Avenue to facilitate safer bicycle and pedestrian crossings of this minor arterial street. Hilyard Street will also receive a widened sidewalk (from 5' to 12' path standard) to facilitate safer passage from the Amazon Path north of 34th Avenue to the network of shared use paths in Tugman Park just south of 36th Avenue. The sidewalk widening project will reduce crash risk by providing bicyclists and pedestrians room to operate safely.

## **25. Equity**

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

This transportation solution focuses on ensuring barrier free access to transit stops and across the Amazon Creek. It also promotes development of a transportation system that supports user choice by providing a separated bikeway, widening sidewalks, improving intersections, and formalizing creek crossings. Users will be provided safer pedestrian and bicycle facilities for reaching transit stops and local destinations along the corridor. The project area includes an affordable housing development on West Amazon Drive that is currently served with a southbound transit stop. The solution will include a universally accessible bridge crossing of the Amazon Creek from this affordable housing development (and adjacent school) for access to a northbound transit stop. The project will also extend the popular Amazon Path further south on Hilyard Street improving an important walking and transit linkage. This area contains block groups where 22% - 34% of households fall below Central Lane MPO poverty levels.

## **26. Funding and Finance**

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

Development of the Amazon Active Transportation Corridor (Eugene) will be timed to coincide with a pavement preservation project on East and West Amazon Drive. Design of all improvements at once will enable a more thorough evaluation of the interrelation of project features and resultant needs such as improved stormwater management. In addition, mobilization and materials costs will be reduced and the project can be delivered at a lower price. Funds are reserved at the local level for non-motorized facility maintenance. Neighborhood associations are also eligible for neighborhood matching grants to install, update and maintain public amenities over time.

## Budget Information

### 27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration		
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$160,000	
Environmental Work	\$38,500	
Coordination and Outreach	\$5,000	
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$203,500</b>
Utility Relocation		
Construction	\$1,509,091	
<b>Construction Project Costs Total</b>		<b>\$1,509,091</b>
<b>Total Eligible Project Cost</b>		<b>\$1,712,591</b>
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

### 28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Eugene	\$175,883	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
<b>Total</b>		\$175,883	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



## Submittal Approval

### 29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature:  Digitally signed by Matt Rodrigues  
DN: cn=Matt Rodrigues, o=City of Eugene, ou=Public Works Engineering,  
email=matt.j.rodrigues@ci.eugene.or.us, c=US  
Date: 2012.11.26 10:00:09 -0800 Date:

### 30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

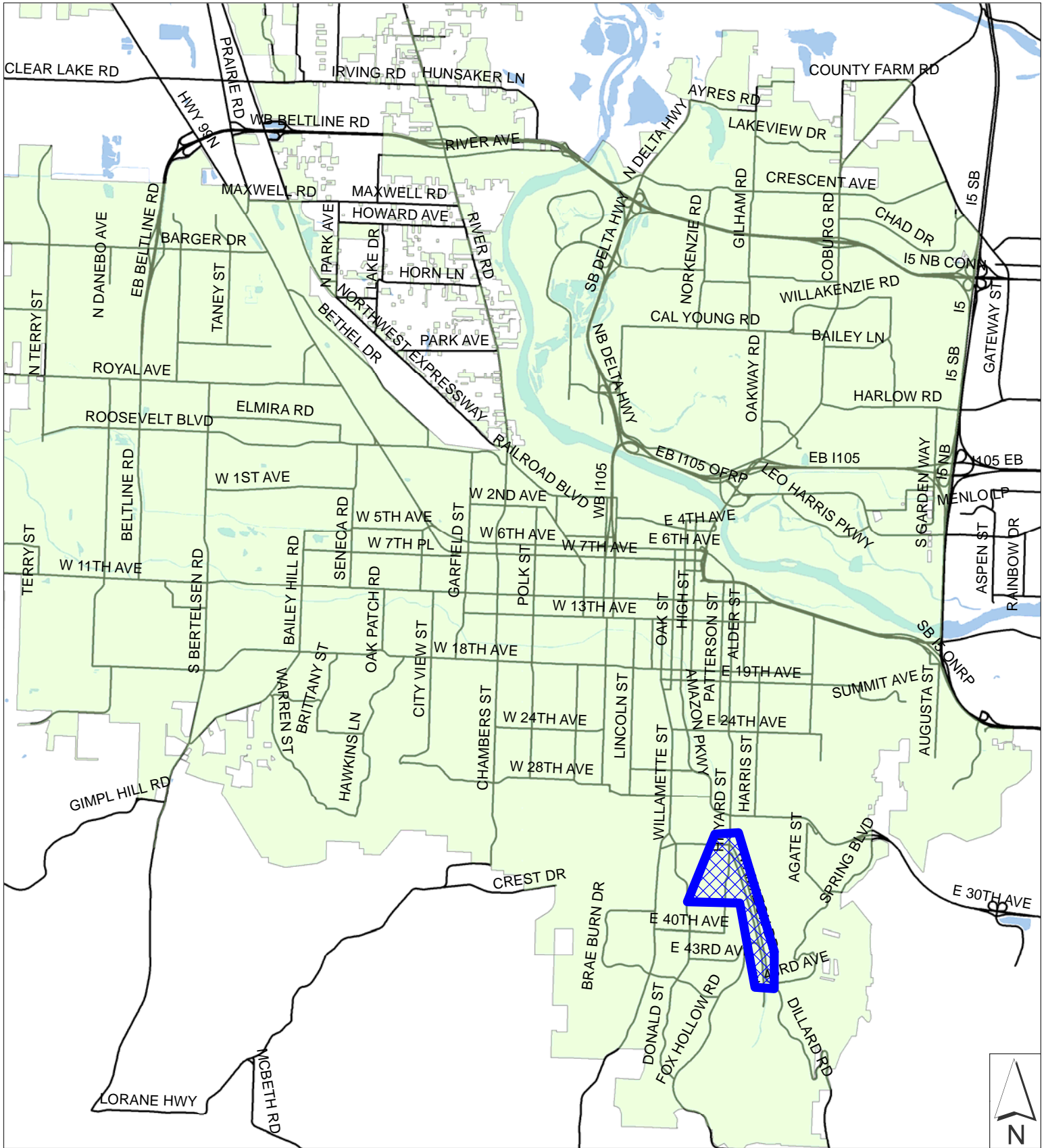
Signature:  Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.


Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



# Amazon Active Transportation Corridor (Eugene)



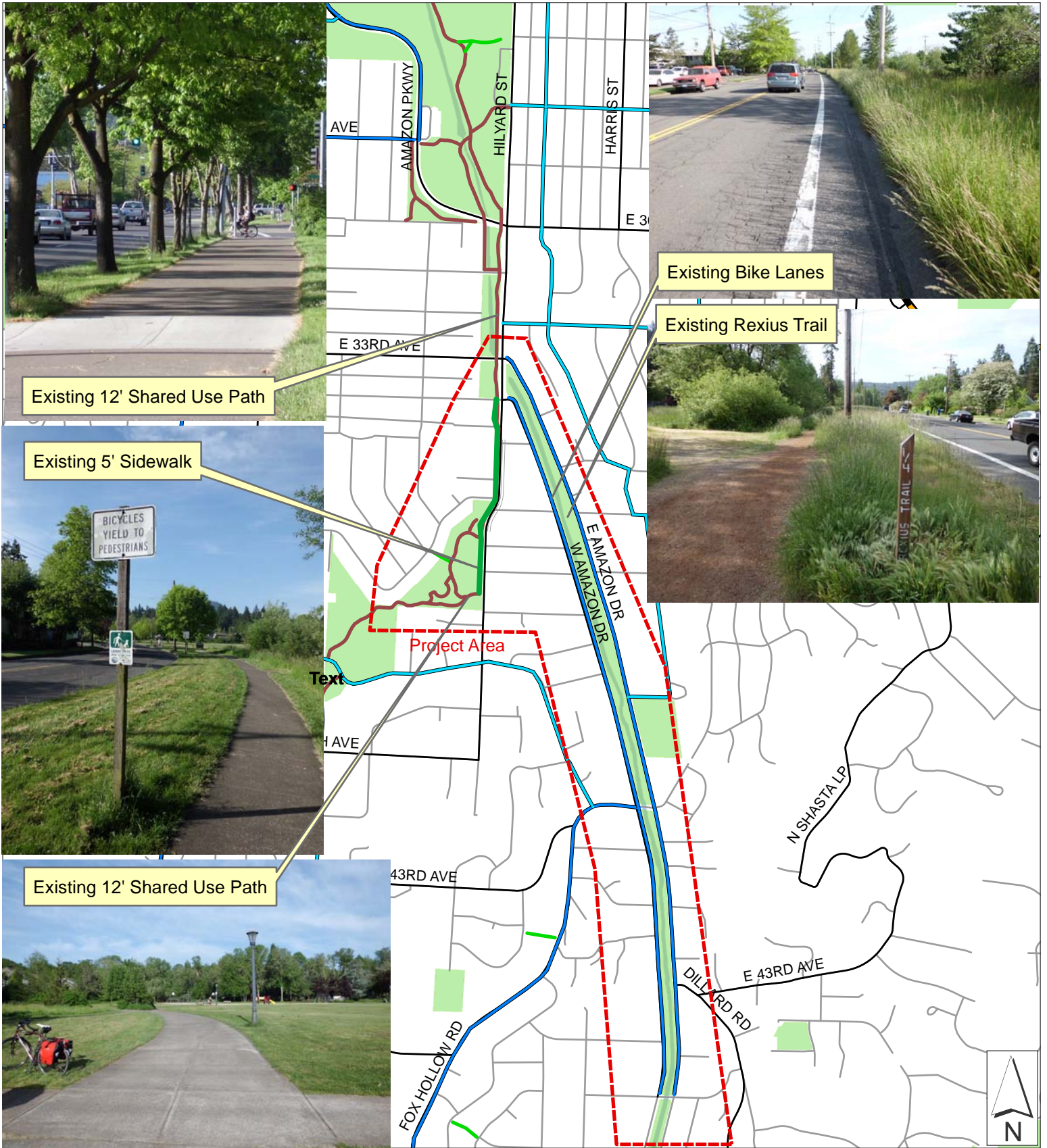
**Legend**  
 Eugene City Limits 

Amazon Active Transportation Corridor Project Area 

**Caution:**  
 This map is based on imprecise source data, subject to change, and for general reference only.



# Amazon Active Transportation Corridor (Eugene)

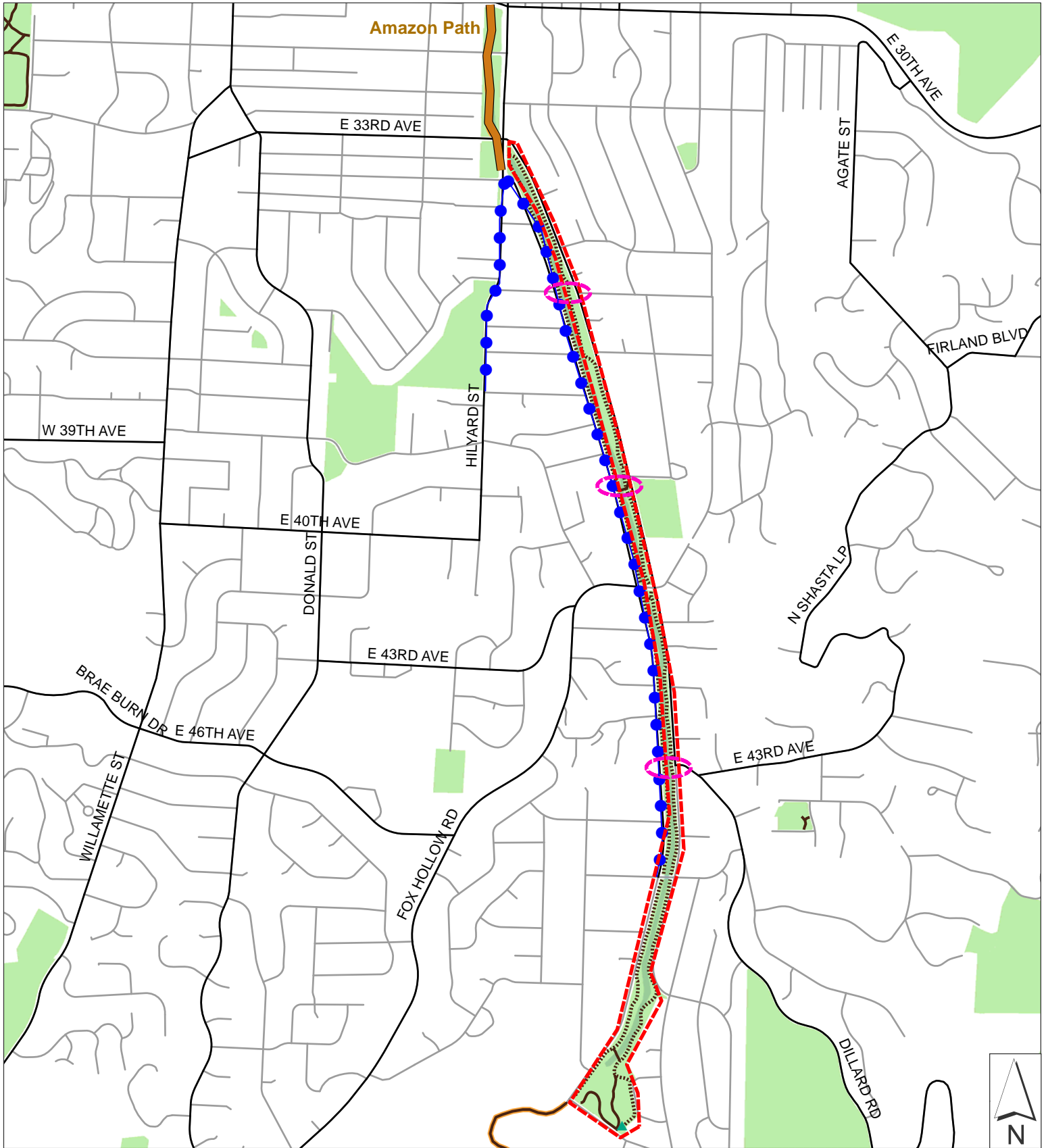


LEFT: The existing 12' shared use path (Top) transitions to a 5' sidewalk (Middle) leading to a 12' shared use path (Bottom).  
 RIGHT: Existing bike lanes on East and West Amazon Drive (Top); Existing Rexus Trail (Bottom).

Caution:  
 This map is based on imprecise  
 source data, subject to change,  
 and for general reference only.



# Amazon Active Transportation Corridor (Eugene)



**Legend**  
 Shared Use Path/Cycle Track Improvement ●—●

Rexus Trail Reconstruction Area

Proposed Bridge Location

0 412.5 825 1650 Ft

**Caution:**  
 This map is based on imprecise source data, subject to change, and for general reference only.



## ▶ Amazon Active Transportation Corridor (Eugene)

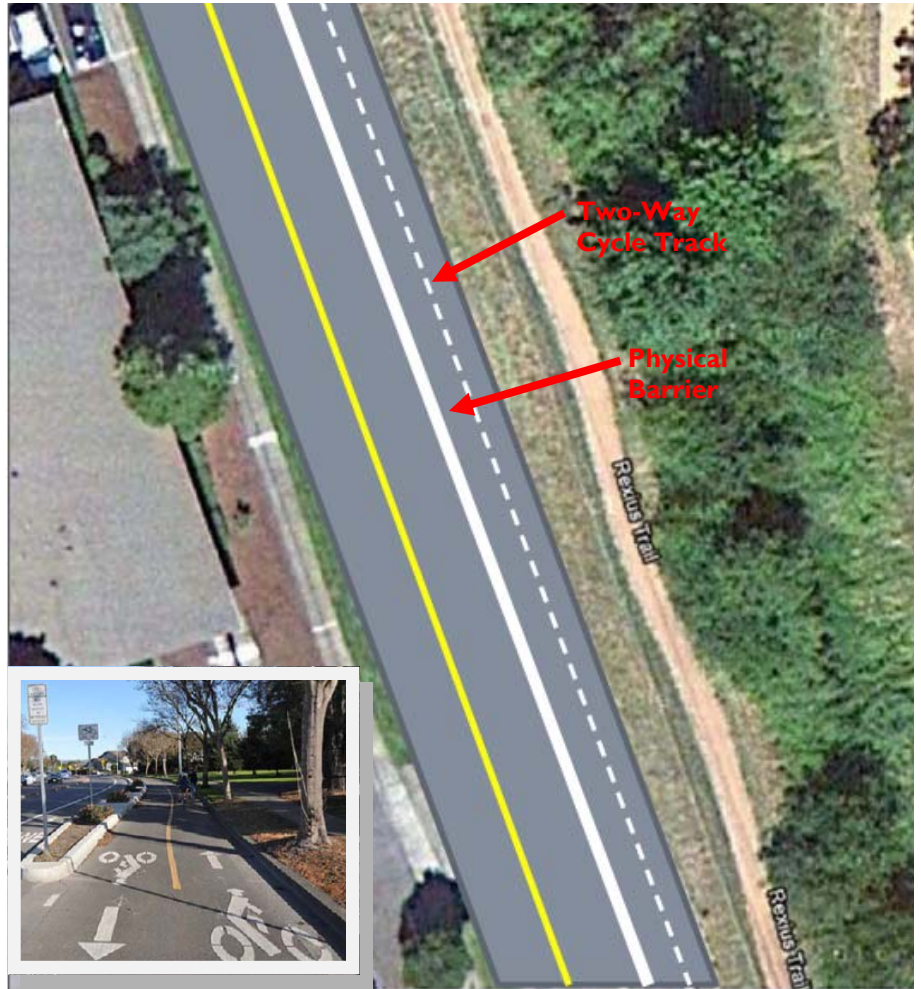
PROTECTED BIKEWAY



### Two-Way Protected Cycle Track

Cyclists travelling south on the Amazon Path will have the option of using a two-way separated cycle track once they reach 34th Avenue. The cycle track would provide a user experience similar to the Amazon Path because it will feature a physical barrier between the bikeway and roadway. This facility type was overwhelmingly supported by participants at two public workshops because it provides the separation of a shared use path with the lower cost of a bike lane. The cycle track would extend from Hilyard Street on the north to Snell Street on the south. It would also feature an enhanced pedestrian crossing of Hilyard Street at 34th Avenue.

This cycle track is envisioned as a critical component of the River-to-Ridges Active Transportation Corridor that will provide a family friendly bikeway between the Ruth Bascom Riverbank Path System on the north and the Ridgeline Trail on the south.



Top: The Two-Way Protected Cycle Track would feature 12' of operating space for cyclists and a concrete barrier separating the bikeway and roadway (inset).

Bottom: Proposed Cross Section

