

Amazon Active Transportation Corridor

INTRODUCTION

The Amazon Active Transportation Corridor prioritizes active transportation modes.

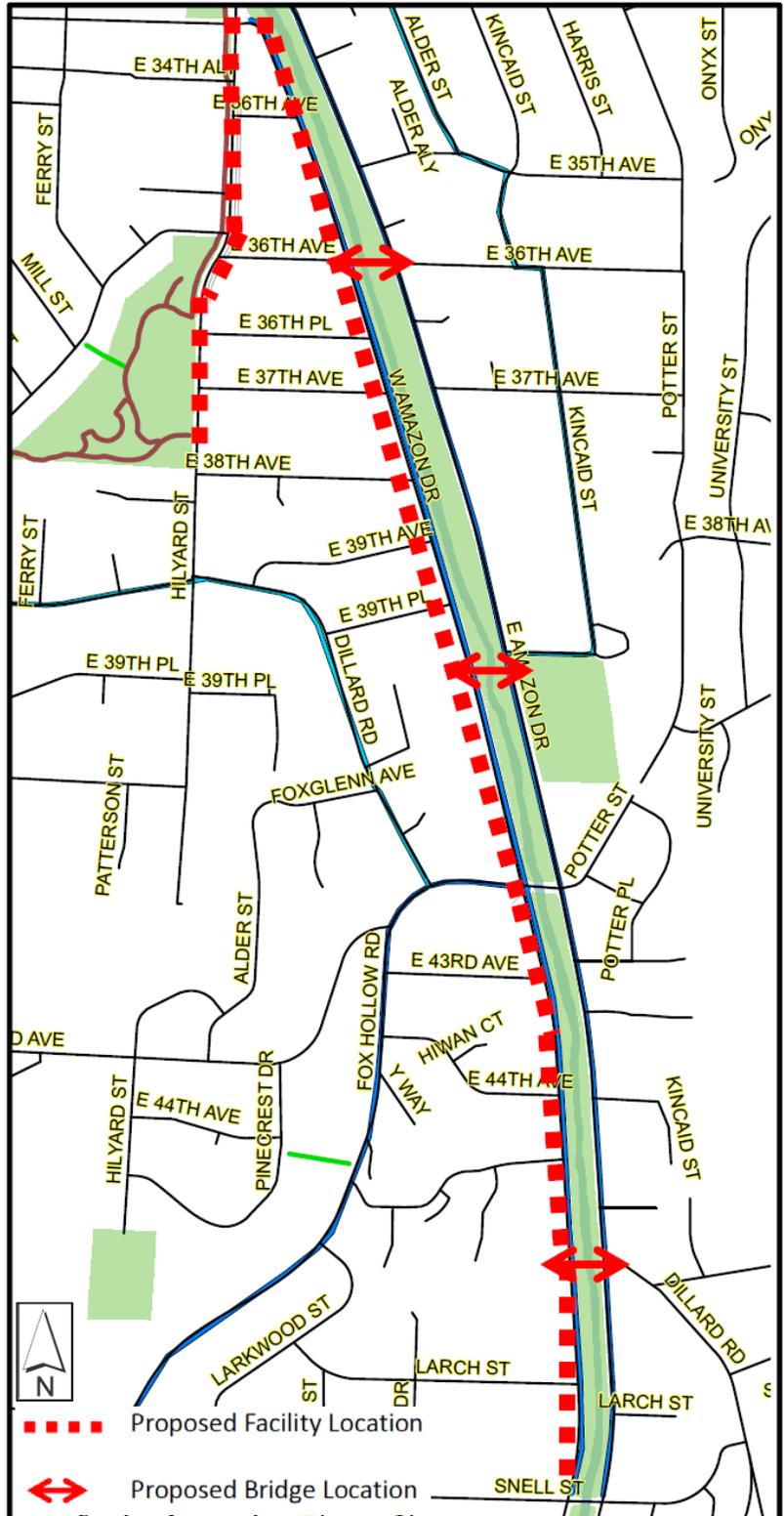
The projects identified for this grant would increase mobility for active transportation users in south Eugene. They would also reduce user conflicts by providing separated spaces for different transportation modes and increase access across the Amazon Creek.

Projects include:

- Extension of the Amazon Path to the south from 34th Avenue to the Tugman Park Path
- A two-way protected cycle track on West Amazon Drive (Hilyard to Snell)
- Replacement of the bridge across Amazon Creek at 39th Avenue and the installation of two new bridges (36th; Dillard Road)
- Reconstruction of the Rexus Running Trail (Hilyard to Martin)
- Pedestrian crossing Improvements at 34th Avenue across Hilyard Street

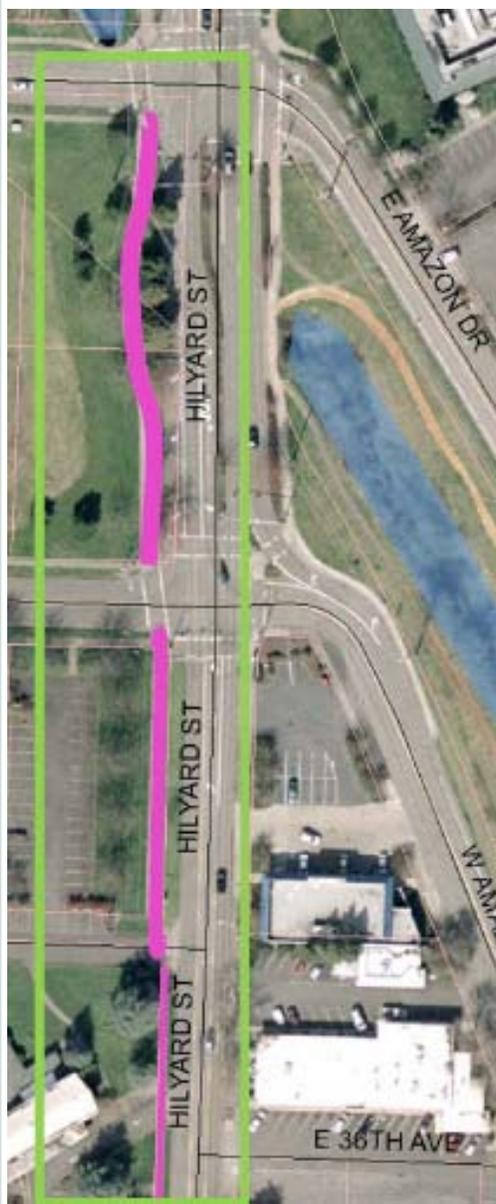
PURPOSE

The improvement of walking, transit and bicycling in the Amazon Active Transportation Corridor reduces user conflicts, increases safety, promotes environmental stewardship, improves livability, and provides greater mobility options for residents and visitors of south Eugene.



▶ Amazon Active Transportation Corridor

▶ AMAZON PATH EXTENSION

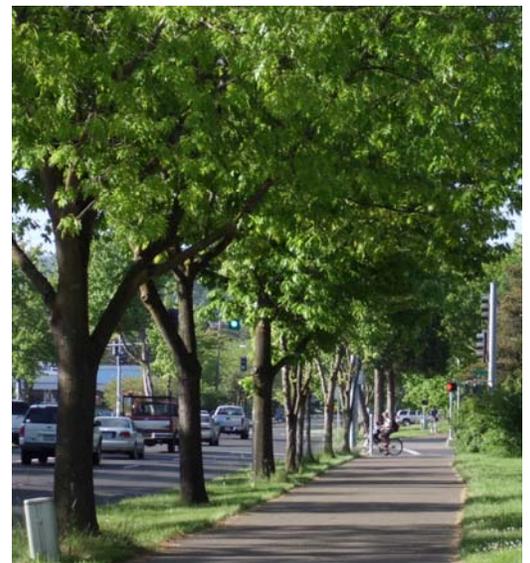


The Amazon Path decreases in width from 12' near 33rd Avenue to 8' south of 34th Avenue then narrows to 5' to Tugman Park (Pink). **The sidewalk would be widened to a 12' path standard.**

Amazon Path Extension

The popular Amazon Path which extends from 19th Avenue to 34th Avenue provides comfort and convenience for north/south cyclists and pedestrians. Currently, the wide 12' path ends at 34th Avenue. As a result, many southbound trail users are forced to share a narrow 5' sidewalk located on the west side of Hilyard Street which is uncomfortable for path users who compete for the limited space. This grant would fund the widening of the sidewalk from 34th Avenue to Tugman Park where the widened sidewalk (12' shared use path standard) would connect to the existing Tugman Park path network.

Existing 12' path at north end of project area.



Existing 5' sidewalk at south end of project area would be widened to 12'.



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BRIDGES



Amazon Creek Crossings

There is currently one pedestrian bridge across the Amazon Creek between Hilyard Street and Fox Hollow Road, a distance of approximately 3/4 miles. The result is a barrier between East and West Amazon Drive that divides the neighborhood. Some residents choose to leap across the creek and there is evidence of homemade bridges erected from debris in several locations. The grant funding would provide an additional 2 bridges and replacement of the existing bridge on 39th Avenue (Top Image) to provide safe, barrier free access across the Amazon Creek.

Participants at two public workshops selected 36th Avenue and Dillard Road as preferred additional bridge locations. There is also a possibility of an art bridge (by Lee Imonen) that was previous designed for a location north of the project site (Bottom Image). If the bridge could be constructed for a cost that is comparable to prefabricated bridges, the design will be used for one of the three bridge locations.



REXIOUS RUNNING TRAIL

Reconstruct the Rexus Running Trail

Many attendees of the public workshops mentioned the substandard condition of the Rexus Running Trail during the rainy season. This older path was constructed using a standard that is no longer recommended because it can get muddy in wet conditions. The Rexus Trail is susceptible to flooding and many trail users report running in the bike lanes on East and West Amazon Drive to avoid the muddy segments which introduces user conflicts and diminishes the recreational experience of the trail. This grant would fund reconstruction of the Rexus Running Trail using a standard developed for Pre's Trail which has become a showcase soft surface running trail.



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.

Bottom: Character images of what the cycle track might look like featuring a concrete barrier to separate cyclists and drivers.

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