<table>
<thead>
<tr>
<th>Project Name</th>
<th>Completion Date*</th>
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<tbody>
<tr>
<td>Spencer Butte Summit Trail</td>
<td>July 30, 2015</td>
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**Public Agency**
City of Eugene

### PROJECT CATEGORY (select one): [X] Structures
- [ ] Transportation
- [ ] Environmental (Water, Wastewater, Stormwater)
- [ ] Historical Restoration/Preservation
- [ ] Disaster or Emergency Construction/Repair

### PROJECT DIVISION (select one): [X] Less than $5 million
- [ ] $5 million to less than $25 million
- [ ] $25 million to $75 million
- [ ] More than $75 million

*Must be substantially complete and available for public use within two calendar years prior to nomination.

### MANAGING AGENCY

<table>
<thead>
<tr>
<th>Name</th>
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<tr>
<td>Adam Steffen</td>
<td>Landscape Architect</td>
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</table>

City of Eugene

99 East Broadway, Suite 400

Eugene, Oregon 97401

adam.r.steffen@ci.eugene.or.us  (541) 682-5040  (541) 682-8410

### PRIMARY CONTRACTOR

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Bruce Maederer</td>
<td>Vice President</td>
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Oregon Woods, Inc.

PO Box 11680

Eugene, Oregon 97440

bruce.maederer@comcast.net  (541) 334-6634  (541) 334-6590
**PRIMARY CONSULTANT**

<table>
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<tr>
<th>Name</th>
<th>Title</th>
<th>Agency/Organization</th>
<th>Address (if post office box, include street address)</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
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<tbody>
<tr>
<td>Larry Wilson</td>
<td>Trail Engineer</td>
<td>N/A</td>
<td>2758 3rd St</td>
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<td>Oregon</td>
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**NOMINATED BY** (only managing public agency or APWA Chapters eligible to nominate)

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<tbody>
<tr>
<td>Matt Rodrigues</td>
<td>Principal Civil Engineer</td>
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<td>99 East Broadway, Suite 400</td>
<td>Eugene</td>
<td>Oregon</td>
<td>97401</td>
</tr>
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**SUBMIT APPLICATION PACKET TO:**

Public Works Project of the Year • Awards Program
City of Oregon City
ATTN: John Lewis, P.E.
P.O. Box 3040
625 Center Street
Oregon City, OR 97045
jmlewis@orc.org 503.496.1545

**NOTE:** Supporting documentation is **limited to twenty (20) pages**, exclusive of photographs (10 to 20 photos of the project including a few "before" photos if possible) and the nomination form. **This submittal will not be returned.**

Please submit your application by the deadline identified at the top of this application by both of the following methods:

- **Email** – Send by email a digital copy of the nomination form and supporting documentation. If possible, include 10 to 20 photographs of the project which can be sent, if necessary, by more than one email.
- **Hard Copy** – Hand deliver or send by US mail (postmarked by due date) or delivery service one "hard" copy of the nomination form and supporting documentation. Include a USB flash drive (or CD) with 10 to 20 photographs of the project along with a digital copy of the nomination form and supporting documentation.
PLEASE ADDRESS EACH OF THE FOLLOWING AREAS IN YOUR SUPPORTING DOCUMENTATION ADHERING TO THE BELOW SEQUENCE WHEN POSSIBLE.

- General description of the project.
- Completion date contained in contract. Any time extensions granted should be addressed in the submittal.
- Construction schedule, management, and control techniques used.
- Safety performance including number of lost-time injuries per 1,000 man hours worked and overall safety program employed during the construction phase.
- Community need – a summary of how the project met the community needs as related to economic challenges, value engineering, creative use of resources, to the measurable benefit to the community.
- Sustainable practices – use of alternative materials, practices, or funding that demonstrates a commitment to sustainability.
- Environmental considerations including special steps taken to preserve and protect the environment, endangered species, etc., during the construction phase.
- Community relations – a summary of the efforts by the agency, consultant and contractor to protect public lives and property, minimize public inconvenience and improve relations.
- Unusual accomplishments under adverse conditions, including but not limited to, adverse weather, soil or site conditions, or other occurrences over which there was no control.
- Additional considerations you would like to bring to the attention of the project review panel such as innovations in technology and/or management applications during the project. Include a description of special aspects of the project.

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Spencer Butte Summit Trail, Eugene, Oregon

General Project Description

The Spencer Butte summit is the highest point along Eugene’s popular ridgeline open space system at 2,054 feet and has been a popular destination for generations of hikers. In recent years, as many as 300 visitors per day make the trek to the summit to enjoy unobstructed views of the valley below, almost all using the Main Summit Trail, which traverses the south side of the butte prior to approaching the summit from the east above the tree line.

The City of Eugene, along with a dedicated group of volunteers, has made substantial improvements to the lower portion of the trail during the past twelve years. The Spencer Butte Summit Trail project on the upper portion of this trail was the final, and most critical, piece of the broader strategy to improve the entire length of the Main Summit Trail.

The rocky open area found on and around the summit is an extremely unique habitat within the Willamette Valley and contains a diverse mixed community of grasses and forbs, ferns, lichens and bryophytes. The continuous heavy use, combined with a poorly defined trail alignment, has resulted in significant issues related to route-finding, user safety, erosion, trail braiding, and habitat degradation over a wide expanse of the sensitive summit area.

The objectives of the proposed $400,000 project on the upper reach of the Main Summit Trail were as follows:

• Improve Accessibility: The Spencer Butte trail is a free public resource, easily accessed from the Eugene-Springfield Metro Area and adjacent communities. Trail improvements enhanced accessibility to the summit area for a broader range of users including the elderly, children and those with mobility issues.
• Improve User Safety: Before the project the Main Summit Trail could be hazardous to less skilled hikers and numerous user injuries occurred annually. Lack of route clarity near the summit had resulted in trail users becoming lost and inadvertently descending on steep slopes with hazardous drop-offs, often requiring emergency response (5-10 responses per year).
• Restore and Protect Habitat: The rocky open area found on and around the summit is a unique habitat within the Willamette Valley and contains a diverse community of grasses, forbs, ferns, lichens and bryophytes. Heavy and widely dispersed use was significantly degrading this sensitive rare habitat.
• Provide an Outstanding Recreational Resource: The Spencer Butte Summit Trail is a treasured recreational resource and the project was constructed to be worthy of its National Recreation Trail designation.

Through an extensive public process conducted between October and December 2010, a preferred option for the re-alignment and restoration of the upper portion of the Main Summit Trail was selected and a detailed design was developed with consultants. The project included:
• Reconstruction of approximately 344 feet of degraded trail below tree line to bring the trail up to standards;
• Construction of 687 lineal feet of new trail around a steep and eroded section of existing trail in a location with a stable bedrock surface with improved views to the south and east;
• Reconstruction of an additional 428 lineal feet of existing trail in the summit area; and
• Removal (obliteration) and re-vegetation of the abandoned segment and multiple nearby trail braids over an area of approximately 2.3 acres with native species endemic to this unique habitat.
• Stone retaining walls and steps were built along portions of the route and much of the trail surface was graveled to improve tread.

The trail design was based on a combination of the USDA Forest Service, Region 6, U.S. Customary Specifications for Construction and Maintenance of Trails, Pacific Northwest Region and the City of Eugene Parks and Open Space Division’s Trail Maintenance Program Guidelines. The design approach was intended to maximize aesthetics, route clarity, resource protection, sustainability and improved accessibility and user safety. The trail design greatly reduced the need for signage, trail markers and fencing.

Since the new trail has opened it is now visited daily by dozens if not hundreds of users, including children, teenagers, adults, parents, families and senior citizens. The new trail has allowed a wider range of users, particularly young children or older visitors with mobility issues, to reach the summit of the butte. The new trail has facilitated a significant resurgence and increase of visitation use while protecting the rare and sensitive vegetation and habitat present in the summit area. Visitors have been overwhelmingly positive in their comments and appreciation of the new trail alignment, the clearly identifiable route, and the improved accessibility the trail has provided to reach the summit of a local landmark.

Project Completion Date

The project was bid on January 27, 2015 with a required completion date of July 31, 2015. The contractor, Oregon Woods Inc., started onsite work April 1, 2015 and completed their work, including a majority of punch list items, by July 30, 2015. No time extensions were requested or required on the project.

Revegetation work, including seeding and planting, was not included in the construction contract and will be undertaken in fall of 2015 by City staff and volunteers.

Project Construction Scheduling, Management, and Control Techniques

The contractor was required to submit schedule updates throughout the project. Due to the narrow and very linear nature of the project each work area frequently “hop scotched” as one area of work was completed and materials or equipment needed for the next adjacent section were not available yet or were being utilized in other areas. Each individual work zone and associated type of work often only allowed for one worker at each location for logistical and
safety reasons. This often led to quickly changing work schedules and modifications to the proposed schedule, requiring flexibility on the part of the Contractor and the City.

Additionally, the bid and contract documents were carefully written to ensure only qualified trail-specific contractors would be eligible for the project. Both general experience requirements and additional qualification documentation for a number of work categories was required to be submitted with bid materials. This included reference projects for various components of the work involved with the Spencer Butte project with accompanying photographic evidence of the work. This qualification information was then verified and reference checked for the contractor as part of the bid award process. This vetting step helped ensure project success.

**Project Safety Performance**

No time-loss injuries occurred during the project. The contractor employed traditional safety requirements during the construction, including use of appropriate eye and ear protection, respiratory masks during the extensive stone cutting and removal work, use of blast mats during micro-blasting work, and mandatory hard-hats and brightly colored safety vests or clothing during aerial lift days.

One unique safety concern encountered during the project was the presence of Western rattlesnakes. Typically rarely seen, numerous snakes were observed and encountered during the project. In a few instances rattlesnakes took up refuge in rock pockets in the work zone, requiring workers to flag the location to prevent accidental encounters until the snake moved on. In addition, a herpetologist from the University of Oregon was engaged at one point to capture and safely relocate a snake that remained present for a period of time, delaying work in one trail section.

**Community Need**

The Spencer Butte Summit Trail project fulfilled a number of community needs, based both on long-range planning documents, community values and resource conservation. Numerous City planning documents have identified protecting and enhancing Spencer Butte and the entire Ridgeline trail system, including:

- **City of Eugene Parks, Recreation and Open Space Project and Priority Plan (2006):** The PROS Project and Priority Plan was adopted by the Eugene City Council and is a refinement of the Metro Plan. Enhancement of the Spencer Butte Trail System is listed as a high priority action.

- **Ridgeline Open Space Vision and Action Plan (LCOG, 2008):** This plan, which was endorsed by The Eugene and Springfield City Councils and the Lane County Board of Commissioners, identifies numerous goals related to expanding and maintaining the Ridgeline Trail System, improving accessibility to key features such as Spencer Butte, providing access to a broad group of users, and the conservation and preservation of rare and unique habitats.
Spencer Butte Management Plan (Draft, December 2010): The draft Management Plan provides detailed direction for addressing issues associated with heavy recreational use, invasive species and management of rare habitat types on Spencer Butte. The draft plan proposes improved protection and restoration of the summit habitat, the reconstruction and rerouting of the Main Summit Trail, and improved user safety and accessibility.

Situated immediately adjacent to the UGB, the Main Summit Trail is the most heavily used segment of the Ridgeline Trail network, which currently extends for approximately nine miles along the southern edge of Eugene, including several connector trails from nearby neighborhoods and parks. In addition the Ridgeline Trail, of which Spencer Butte is a component, was designated a National Recreation Trail by the US Department of the Interior in June of 1996. This designation exemplified that the Ridgeline trail system as an excellent example of the Four C’s (conservation through communication, consultation and cooperation) that are guiding principles of the Interiors Department’s approach to natural resource stewardship.

The existing Main Summit Trail was experiencing significant issues related to route-finding, user safety, erosion, trail braiding and habitat degradation and was badly in need of rehabilitation and reconstruction. Recent attempts to clarify the trail route and consolidate use through placement of trail markers and fencing had very limited success. This issue became a self-perpetuating problem, with even the most well intentioned hikers reporting difficulty following the designated trail route, and the network of unofficial trails and trail braids continued to grow.

Issues associated with user safety, especially to less skilled hikers, had also been a worsening problem. Lack of route clarity near the summit resulted in trail users becoming lost on a frequent basis, often inadvertently descending on steep slopes with hazardous drop-offs. Safety is also an ongoing problem on the steeper portions of the designated trail, where slipping and falls are common due to loss of footing on wet rock inclines, mud, or loose soil. Lane County Search and Rescue responds to reports of lost or injured hikers on Spencer Butte between five and ten times per year.

A public process guided the development of the City of Eugene's Parks, Recreation, and Open Space Comprehensive Plan (2006) and PROS Project and Priority Plan (2006), which proposes improvements to the Spencer Butte Trail System. Over 3,000 people participated in the plan’s development which listed the rehabilitation of the Spencer Butte trail system as the highest priority category based on this input.

To solicit input specific to the proposed project, the City conducted an extensive public involvement process between October and December 2010. This included two public meeting attended by 70 participants, an online survey completed by 153 individuals, and a half-day mobile workshop held on the summit of the butte with approximately 50 participants. The proposed project was one of five alternatives considered and received the highest level of support by a significant margin.

The Main Summit Trail project received enthusiastic support from trail users, a variety of interest groups, and local governments. As part of the funding identification for the project the City applied for an Oregon Parks and Recreation Department (OPRD) 2012 Non-Motorized
Recreational Trails Program (RTP) grant as funded by the Federal Highway Administration (FHWA). Letters of support from the following broad range of organizations were received as part of the grant application:

- Lane County Audubon Society
- Eugene Springfield Fire and Emergency Medical Services
- Eugene Mountain Rescue, Inc.
- Eugene Parks Foundation
- Lane Council of Governments
- North American Butterfly Association, Eugene-Springfield Chapter
- Native Plant Society of Oregon, Emerald Chapter
- Obsidians, Inc. (Eugene-based outdoor organization)
- Lane County Sheriff’s Office, Search and Rescue

The outcome of the grant application ranked the Spencer Butte Summit Trail project first out of 35 projects applying for available funding.

Due to its location and local prominence Spencer Butte and the Main Summit Trail are easily accessible from the Eugene-Springfield Metro Area and adjacent communities, offering a free resource to the public. The trail improvements enhance accessibility to the summit area for a wider range of users including the elderly, children and those with mobility issues. Improved accessibility also provides expanded opportunities for user groups such as the Obsidians, trail runners, nature appreciation organizations such as Lane County Audubon, the North American Butterfly Association, the Native Plant Society and students from nearby schools.

Additionally, the City’s Recreation Program offers a variety of planned hikes to Spencer Butte annually, many of which emphasize the youth and retired community who benefit from the new trail enhancements. An outstanding destination such as the Spencer Butte Summit provides great incentive for physical activity and exercise for residents of our community. In addition Spencer Butte draws recreational users and visitors from outside of our community and is important from a tourism standpoint.

**Sustainable Practices**

The Spencer Butte Summit Trail project constructed a trail that is solid and sustainable, and that will serve as a legacy for generations to come. The Main Summit Trail design standards were derived from a combination of the USDA Forest Service, Region 6, U.S. Customary Specifications for Construction and Maintenance of Trails, Pacific Northwest Region and the City of Eugene Parks and Open Space Division’s Trail Maintenance Program Guidelines. Because the trail traverses rugged terrain and passes through highly sensitive habitat, special attention was given to siting the trail in a way that takes advantage of natural topography and location of solid bedrock outcrops, while avoiding areas of existing high quality habitat.

The completed trail is obvious and easy to follow, while also blending gracefully into the open summit landscape. The route takes advantages of natural steps and rises within bedrock and utilizes native materials (native basalt rock and gravel) in the construction of retaining walls and
surfacing in the highly visible area above the tree line. This approach produced a very durable and low maintenance facility that is clear and easy to follow, eliminating need for trail markers, signs, or fencing.

The design criteria developed for the trail included special considerations for accommodating the heavy all-season use this trail receives. The trail is constructed with a steeper than average running grade (15-20%) along with steps to maintain some challenge while also working to facilitate ‘social sustainability’ of the trail (i.e. the balance between constructed physical sustainability and social desire lines to reach a destination, the summit in this case). Major switchbacks were intentionally avoided in siting the trail in order to discourage shortcutting and off-trail use.

The minimum trail width is 3 feet with wider zones constructed to facilitate passing, particularly above and below step sections, as well as larger areas for resting and viewing. All trail segments that are not located on bed rock were surfaced with crushed basalt aggregate to facilitate durable all season use. A trail cross slope (3-5%), rolling grade dips, and durable rock check dams were incorporated into the trail to facilitate adequate drainage and retentions of surfacing material. Additionally very wet area uncovered during construction was modified to be constructed with heavy-duty rock flagstone construction to provide a durable trail section. The abandoned trail segment and nearby trail braids have been obliterated and will be re-vegetated over an area of approximately 2.3 acres.

Environmental Considerations

One of the key out-come based goals of the trail project was to facilitate protection of the rare and unique habitat present in the rocky summit area of the butte. Continuous heavy use, combined with a poorly defined trail alignment, resulted in significant issues related to route-finding, user safety, erosion, trail braiding and significant habitat degradation on the open rocky summit of Spencer Butte. According to a UO recreational impact study conducted in 2002, the vast majority of users surveyed were unaware that the summit is home to a rare plant community, many noted the confusing trail route near the summit, and when asked if they would be willing to stay on a designated trail if it were improved, 99% responded yes.

As part of the RTP grant application two thorough botanical surveys were conducted during the growing season of 2011 along a 20’ wide trail corridor to document significant native plant species. The surveys conducted that habitats on Spencer Butte are locally significant because they contain open, rocky habitats and have a relatively high elevation yet are close to the Valley floor. Some plant species observed had not previously been recorded on the Butte and others had not been recorded since the 1930's. No listed rare plant species were recorded, however a number of uncommon species were observed.

Due to the presence of unique and uncommon plant species above the butte tree line the contractor was not allowed to sidecast common excavation material, including rock. All material excavated to create the trail bench was required to be incorporated in the new work, transported to the old trail to be obliterated, or transported below tree line and disposed of in agreed upon locations. In addition the contractor was required to cover all exposed soils at the completion of the project with native straw that was aerial transported into the site. This
temporary measure was required as part of a narrative erosion control plan, in addition to typical protection measures at staging areas, such as use of bio-bags to protect inlets, etc.

To protect and further enhance the rare plant populations present on the butte, City staff along with volunteers salvaged plant material that was directly along the trail alignment prior to the project. In addition genetically local native seed of species endemic to the Spencer Butte Summit area were collected for propagation and future replanting. This material has been stored and propagated at the City’s native plant nursery. In follow up to the construction project City staff along with volunteers will revegetate the new trail corridor, the old obliterated trail corridor and other informal user trails in the fall of 2015 with native seed and plantings along with native lichen, moss and other bryophyte species.

Community Relations

Managing public access to the popular butte while facilitating the project work was a key issue identified early on in the project planning. Unlike typical projects where users are in vehicles or on bicycles on a constrained road or paved trail. 100% of visitors to the butte are on foot, which required additional consideration in “traffic control” planning. In order to alleviate some access pressure, the summit area of the butte remained open and accessible from the alternative steeper West Summit Trail for the project duration, with the exception of aerial lift days. This allowed the public to continue accessing the summit destination while facilitating the project work.

During the work days between 7:00 am and 4:30 pm the upper portion of the Main Summit Trail was closed to public access. The bottom of the existing trail section was closed with a signed fence and gate system that was closed and opened each day by the contractor. Visitors to the summit via the West Summit Trail encounter a porous border that was staked and signed at approximately 100’ intervals with closure notifications. In addition, project specific traffic control signs were installed at key locations, requiring visitors to “Stay On Trail” to help prevent off-trail access, and a “Summit Trail Closed Ahead” placed at the main bottom access point to the trail adjacent to information signage created about the project.

The majority of construction equipment and materials were required to be aerially lifted to the project site to prevent damage to the existing sections of trail below the project. This required closing the entire 300 acre park and the adjacent section of Ridgeline hiking trail to provide a safe fly and lifting zone. This required extensive coordination between the contractor, City staff, and private security staff hired to monitor the closure points at trailheads. Public notice via a project-specific website, an agency Twitter account, the local newspaper, and updated trailhead signage were issued to identify fly days and time when the park would be closed. All major access points were actively staffed and monitored during fly days to ensure public safety was maintained while facilitating timely lifting work. No significant issues or unanticipated visitor encounters occurred due to the extensive outreach and monitoring work.

Unusual Accomplishments & Special Conditions
The construction requirement, techniques, and complexity necessary to build this trail were highly unique for the local area and even regionally. There are very few examples of similar trail construction techniques regionally. Many examples of similar steps and construction challenges were built in the Civilian Conservation Corp era, and typically are found in National Parks or on the East coast, which has a long history of stonework craftsmanship involved with trail construction. The project was essentially a “front country” urban accessible trail that was built with “back country” challenges and conditions.

Although the project was somewhat small based on length, the access constraints, trail grade, and construction techniques involved across bedrock were highly unique and challenging in nature. Much of the construction occurred above treeline in areas with shallow topsoil and exposed bedrock. Use of a range of techniques was needed to carefully excavate a trail into bedrock. In addition, both imported steps and bedrock steps were constructed, both of which were challenging and required investigation, trial-and-error, and flexibility by the contractor and City to produce and obtain the required outcomes based on varying onsite conditions.

Extensive use of aerial lifting was unique to the project. As protection of the below-treeline trail was identified as a project goal, and the pure logistics of moving the necessary construction equipment and tons of rock needed to the summit of the butte, use of helicopters were necessary every one to two weeks during the four month project. This required extensive planning and coordination by the City and Contractor to identify an adjacent aerial staging location that met access and safety requirements, negotiate and obtain land owner approval for temporary use, and ensure the public was protected throughout the aerial lifting work.

**Additional Considerations**

Since the project’s completion on July 31, 2015 the new trail has been used by literally thousands of visitors. While the City does not have specific counts anecdotal observations indicate visitor counts have substantially increased, both for local residents and new visitors to the area. Many trail users, particularly older users with mobility challenges, have also indicated that the new trail has allowed them to return to visiting the butte summit when the former ‘scramble’ trail had previously prevented their visits from continuing. Feedback on site and through local media has been resoundingly positive from the trail users. Based on the considerations listed above, we believe the trail design and construction not only met the intent and goals of the overall project, but exceeded the expectations and will be well utilized and appreciated by current and future generations of trail users.
The Spencer Butte summit is the highest point along Eugene’s ridgeline park system at 2,065 feet and has been a popular destination for generations of hikers. In recent years, as many as 300 visitors per day visit the summit to enjoy unobstructed views, almost all using the Main Summit Trail.
Spencer Butte - Unique and Sensitive Habitat

The rocky open area found on and around the summit is an extremely unique habitat within the Willamette Valley and contains a diverse mixed community of grasses and forbs, ferns, lichens, and bryophytes. This habitat is favored by wildlife species such as the Western Rattlesnake and California Ground Squirrel.
Pre-Project Conditions at the Spencer Butte Summit

The continuous heavy use, combined with a poorly defined trail alignment resulted in significant issues related to route-finding, user safety, erosion, trail braiding, and habitat degradation over a wide expanse of the sensitive summit area.
Spencer Butte Main Summit Trail - Recent Improvements

Over the past decade, the City of Eugene, along with the help of numerous dedicated volunteers, has made significant progress toward improving the lower portion of the Main Summit Trail at Spencer Butte. The summit trail project is the final component of a strategy to improve the entire trail length from the main parking area to the summit. Approximately 90 percent of the visitors use this route to reach the summit.
Developing a Design Solutions

The design objectives of the project were to maximize aesthetics, route clarity, resource protection, and sustainability; to improved accessibility and safety; and to repair and protect sensitive habitat. A number of case studies were used to help establish a high quality design.
Upper Spencer Butte Trail Construction

In 2015, the uppermost 1,500 feet of the popular Spencer Butte trail was reconstructed to create a clear and safe route to the summit. The new trail was designed to blend into the aesthetic of the Butte and included construction of a stable trail bed and installation of over 100 rock steps through placement of imported basalt or cutting steps into bedrock. The abandoned trail route and braids will be revegetated this fall.
The New Spencer Butte Summit Trail In Use

Construction of the Main Summit Trail was completed and opened to increased public use in late July 2015, receiving overwhelming positive response from visitors of all ages.

Letter to the Editor
The Register Guard
Eugene, Oregon
August 30, 2015

Check out new Spencer Butte trail
Anyone who hasn’t yet seen the recently rebuilt Spencer’s Butte trail should go hike it. A rocky and often confusing scramble to the top has been artfully transformed into a beautifully crafted and sensitively sited trail to the summit. Eugene’s parks and open space designers, planners and builders are to be congratulated for their superb work. A beloved local landmark has been transformed and improved for posterity.

KENNETH HELPHAND
Philip H. Knight Professor of Landscape Architecture Emeritus
Eugene
DANGER
Do Not Enter This Area

Trail construction in progress
Monday – Friday
7 a.m. – 4:30 p.m.