

A spiral-bound notebook is shown open. The left page is a blank, cream-colored sheet with faint horizontal lines. The right page is a solid blue cover with a large, white, abstract graphic element that resembles a stylized 'A' or a mountain peak. The word 'TRANSPORTATION' is printed in a bold, black, serif font across the middle of the blue page, partially overlaid by the white graphic. The spiral binding is visible in the center, consisting of a series of black plastic loops.

TRANSPORTATION

IV. TRANSPORTATION

A. Streets

The following goals and findings reflect those issues responsible for meeting the needs of the Bethel-Danebo area using current planning policies:

Neighborhood Goal:

To provide a safe, pleasant, efficient circulation system for foot, bicycles, automobile, and mass transit traffic.

Findings:

1. Roads divide the Bethel-Danebo area into various sections. Beltline Road bisects the area into two major sections. Highway 99 North and Southern Pacific railroad yards have isolated the Bethel Triangle area. Roosevelt Boulevard, west to Terry Street, will run along the south boundary of the plan area.
2. The major through streets are Highway 99 North and Beltline Road. The only minor through streets currently are Elmira Road, Royal Avenue, and Barger Avenue, running east and west; and Echo Hollow Road, running north and south;
3. Requests for alternate modes of travel are increasing; and
4. Many streets have simply evolved from "country lanes" to heavily traveled thoroughfares. Thus, their traffic load has increased substantially since they were originally built. Streets of prime concern are Barger Avenue and Royal Avenue, west of Terry Street, Roosevelt Boulevard, and Greenhill Road.

Streets within Bethel-Danebo's transportation network, like any urban area streets, can be classified in one of four categories. The streets are categorized on the basis of their function, or more specifically, on the degree to which their function is either land access or movement of traffic. Identifying and reinforcing a hierarchy of streets in Bethel-Danebo provides for separation of the potentially conflicting functions of through traffic movement and local circulation and land access. Streets whose primary function is movement of traffic are either minor or principal arterials, depending on the amount and volume of traffic moved. Streets which balance both functions of land access and traffic movement and which channel traffic between the local streets and the arterial streets, are collector streets. Streets whose primary function is land access are local streets.

Proposed Improvements to the Street Network

Many of the higher level streets in Bethel-Danebo area are scheduled for improvement by the Capital Improvement Program within the next few years. Since many of the proposed improvements coincide with transit routes and include bike and pedestrian facilities, such improvements will facilitate travel in those alternative transportation modes, in addition to facilitating the movement of auto traffic. Since adoption of Phase 1 of the Bethel-Danebo Refinement Plan in 1975, Echo Hollow Road, Royal Avenue, and Barger Avenue have been improved.

RECOMMENDATIONS: Streets

Policies

1. In newly developing portions of Bethel-Danebo, street network design should ensure that through traffic movements are adequately served by higher level streets (i.e., arterials and collectors) and that local traffic alone is encouraged to use the local streets, thereby enhancing the local character of the streets in residential areas.
2. When high traffic generators are located on higher level streets, particularly in the case of location on arterials, access should be controlled wherever possible and joint access by several uses encouraged.
3. On principal and minor arterials and collectors, the predominant function of carrying through traffic should prevail and removal of on-street parking privileges should occur where the traffic-moving function requires it and right-of-way is inadequate to accommodate both functions.
4. Where vacant parcels contain frontage on other than a local street (i.e., on an arterial or collector), development of the parcel should include provision for controlled access onto the higher level street, or, where possible, from an adjacent local street.
5. On collector streets, the land access service and the traffic moving functions are somewhat balanced. In improving these streets, the decision to remove on-street parking privileges should include consideration of the degree of impact on adjacent development.
6. In the future, location of collector and local street systems and land use planning should be coordinated to prevent occasions where the same collector or local street serves potentially conflicting land uses. For example, the same collector should not serve both industrial and residential development, except where an intervening street intercepts industrial traffic. The same local street should never serve both industrial and residential traffic.
7. Through movements should continue to be discouraged on local streets.
8. On local streets, the predominant function of land access and service should encourage the retention of on-street parking privileges.
9. Land use planning in Bethel-Danebo should not allow high traffic attractor-generators to locate on local streets.
10. The alignment of Roosevelt Boulevard Extension and adjacent storm channel is the dividing line between residential development on the north and industrial development on the south.

Design of this facility includes using the storm channel to buffer the effects of the arterial and industrial land use on residential land use to the north. The design will include the termination of Waite, Baxter, and Alva Park streets.

RECOMMENDATIONS: Streets

Policies

1. In newly developing portions of Bethel-Danebo, street network design should ensure that through traffic movements are adequately served by higher level streets (i.e., arterials and collectors) and that local traffic alone is encouraged to use the local streets, thereby enhancing the local character of the streets in residential areas.
2. When high traffic generators are located on higher level streets, particularly in the case of location on arterials, access should be controlled wherever possible and joint access by several uses encouraged.
3. On principal and minor arterials and collectors, the predominant function of carrying through traffic should prevail and removal of on-street parking privileges should occur where the traffic-moving function requires it and right-of-way is inadequate to accommodate both functions.
4. Where vacant parcels contain frontage on other than a local street (i.e., on an arterial or collector), development of the parcel should include provision for controlled access onto the higher level street, or, where possible, from an adjacent local street.
5. On collector streets, the land access service and the traffic moving functions are somewhat balanced. In improving these streets, the decision to remove on-street parking privileges should include consideration of the degree of impact on adjacent development.
6. In the future, location of collector and local street systems and land use planning should be coordinated to prevent occasions where the same collector or local street serves potentially conflicting land uses. For example, the same collector should not serve both industrial and residential development, except where an intervening street intercepts industrial traffic. The same local street should never serve both industrial and residential traffic.
7. Through movements should continue to be discouraged on local streets.
8. On local streets, the predominant function of land access and service should encourage the retention of on-street parking privileges.
9. Land use planning in Bethel-Danebo should not allow high traffic attractor-generators to locate on local streets.
10. The alignment of Roosevelt Boulevard Extension and adjacent storm channel is the dividing line between residential development on the north and industrial development on the south.

Design of this facility includes using the storm channel to buffer the effects of the arterial and industrial land use on residential land use to the north. The design will include the termination of Waite, Baxter, and Alva Park streets.

11. Mechanisms shall be employed to encourage through truck traffic which travels on the residential portions of Bertelsen Road and Elmira Road to use the Roosevelt Extension once it is completed.

Proposals

1. Highway 99 North represents a complex problem in traffic movement versus land access and service. Therefore, this corridor should be the subject of additional study prior to any substantial improvements of the facility by the Oregon Department of Transportation.
2. In most cases, future developments along the proposed alignment for Terry Street should not be designed to take access directly from that potential minor arterial, but should be oriented to local streets.
3. Future residential development along Elmira Road, Bertelsen Road, and Barger Drive should be encouraged to take access from local streets rather than directly from these collectors or arterials.
4. Because of the form of residential development along Marshall Avenue (i.e., much of it with continuous lot-by-lot access directly from that street), its nature and status as a local street should be maintained.
5. Where rural collectors, e.g., Barger Avenue and Royal Avenue, west of Terry Street and Greenhill Road, have been identified and might evolve into higher level streets, [like Airport Road, Clear Lake Road, and Greenhill Road], development patterns should be discouraged which provide for direct access and service on a lot-by-lot basis from the existing collector. For example, development of Terry Street north of Barger Avenue does not provide driveway access to adjacent lots.
6. Barger Avenue and Royal Avenue, west of Terry Street and Greenhill Road, are used as rural collectors now. As development occurs, future street (right-of-way) plans should recognize that these streets will ultimately function as minor arterials.
7. Where removal of on-street parking privileges along a principal or minor arterial or collectors is required either by reconstruction of the street or by increased traffic, and substantial lot-by-lot access is taken directly from the arterial, alternatives to conventional on-street parking should be considered within the limits of existing or available right-of-way.
8. The City shall work with property owners and residents of the Bethel Triange Neighborhood on the planned improvement of Roosevelt Boulevard and consider the feasibility of turn pockets at major intersections as an alternative to a continuous center turn lane. Considerations shall include the street's ability to safely handle the projected volumes and mix of automobile and bike traffic.

B. Mass Transit

The following goals and findings have been developed relative to mass transit service in the area:

Neighborhood Goal:

To emphasize public transit as a more desirable means of transportation.

Finding:

The present mass transit system is downtown oriented.

RECOMMENDATIONS: Mass Transit

Policies

1. Lane Transit District plans for strengthening a transfer point at Gilbert Shopping Center are significant in terms of the coordination of transit service in the neighborhood, as well as in the city as a whole, and should be supported by future transportation planning efforts in the area.
2. Lane Transit District should continue to be informed of major development proposals so that, among other things, transportation corridors which are suitable for mass transit service are provided.
3. When Lane Transit District is funded to provide shelters and signs within the Bethel-Danebo area, it should coordinate with Bethel-Danebo neighborhood groups and the City of Eugene for identification of possible sites.
4. The City of Eugene should continue working with the planning staff of Lane Transit District in determining shelter locations, transfer point locations, design of shelters, and bus pullouts.

Proposals

1. Because of the high proportion of home-to-work trips which take place within the Bethel-Danebo area, the possibility of instituting shuttle bus service to major employers should be seriously investigated and considered in future transit plans for the area.
2. As vacant land west of Beltline Road is developed, Lane Transit District should reevaluate routing systems to improve service to downtown and internal connections.
3. As vacant land west of Beltline Road is developed, provision for a second transfer point should be considered.

B. Mass Transit

The following goals and findings have been developed relative to mass transit service in the area:

Neighborhood Goal:

To emphasize public transit as a more desirable means of transportation.

Finding:

The present mass transit system is downtown oriented.

RECOMMENDATIONS: Mass Transit

Policies

1. Lane Transit District plans for strengthening a transfer point at Gilbert Shopping Center are significant in terms of the coordination of transit service in the neighborhood, as well as in the city as a whole, and should be supported by future transportation planning efforts in the area.
2. Lane Transit District should continue to be informed of major development proposals so that, among other things, transportation corridors which are suitable for mass transit service are provided.
3. When Lane Transit District is funded to provide shelters and signs within the Bethel-Danebo area, it should coordinate with Bethel-Danebo neighborhood groups and the City of Eugene for identification of possible sites.
4. The City of Eugene should continue working with the planning staff of Lane Transit District in determining shelter locations, transfer point locations, design of shelters, and bus pullouts.

Proposals

1. Because of the high proportion of home-to-work trips which take place within the Bethel-Danebo area, the possibility of instituting shuttle bus service to major employers should be seriously investigated and considered in future transit plans for the area.
2. As vacant land west of Beltline Road is developed, Lane Transit District should reevaluate routing systems to improve service to downtown and internal connections.
3. As vacant land west of Beltline Road is developed, provision for a second transfer point should be considered.

C. Bikeways

The following goals and findings have been developed relative to bicycle facilities in the area:

Neighborhood Goals:

1. To establish safe bicycle paths which can accommodate all types of bicycles and riders; and
2. To physically separate bicycle paths wherever possible from motor vehicle routes.

Findings:

1. Bicycles continue to be an important method of transportation among Bethel residents of all ages;
2. While bikeway improvements have occurred, additional improvements are needed.
3. Certain facilities within the Bethel area, such as schools, parks, and shopping centers, will continue to be drawing increased bicycle traffic;
4. At present, two bikeways connect the Bethel-Danebo area to other parts of Eugene (see bikeways map on page ____; and
5. Bikeways are non-existent in the eastern Bethel-Danebo area along Elmira Road, Four Corners, and eastward tying into existing facilities outside the study area.
6. External bikeways connections from the Bethel-Danebo area are limited.

In the Active Bethel Citizens statement concerning bikeways in Bethel-Danebo, two aspects of bikeway planning are emphasized:

1. Internal circulation, i.e., the need to provide access by bicycle to schools, parks, shopping facilities, and employment centers within Bethel-Danebo;
2. External circulation, i.e., the need to provide bikeway connections between Bethel-Danebo and downtown, Valley River, and the University of Oregon.

Timing and phasing of improvements will be facilitated by the several proposed street improvements scheduled within the next five years that will include on-street bike lanes (see bikeways map on page 43).

Internal bikeway connections are facilitated by the existing bikeways along Echo Hollow, Marshall Floodway, through Malabon Elementary School, and at the end of Hughes Street, and will be further expanded with the proposed on-street bikeways. Potential additions to those existing or already planned facilities, have been identified by the Eugene Bikeways Master Plan (see map on page 43). External bikeway connections between Bethel-Danebo area and other parts of Eugene currently exist. Some of the on-street bike lanes proposed in conjunction with street improvements, illustrated on the map will improve external connections (see bikeways map on page 43).

RECOMMENDATIONS: Bikeways

Policies

1. Internal circulation by bicycle within the Bethel-Danebo area will be greatly facilitated by the proposed incorporation of bike lanes into the scheduled improvements of minor and principal arterials and collectors. Support for these scheduled improvements should continue.
2. Another major addition to internal bikeway circulation routes in the Bethel-Danebo area is being provided with the improvement of a bike-pedestrian way along the Marshall Floodway.

Support for additional external bikeways should be established and should be based on the following priorities:

- a. the proposed bike lanes on Roosevelt Boulevard and overpass over the Southern Pacific railroad tracks at the east end of Roosevelt Boulevard has the potential for significantly improving access by the Bethel-Danebo area residents to other parts of Eugene.
 - b. the Valley River Bike Bridge, in conjunction with the proposed Roosevelt Bikeway, the proposed class 1 path on Maxwell Road, and the proposed Owosso Bike Bridge, substantially improves access by Bethel-Danebo residents to Valley River Center and northeast Eugene.
3. The Eugene Bikeways Master Plan shall be used to implement bike facilities in the study area.

Proposals

1. Provision should be made for connections from the proposed bikeway along Beltline to the Golden Gardens Park site, as well as to any other existing or future parks and schools along the proposed route.
2. Considerations should be given to improving bike access for the Bethel Triangle Neighborhood. In addition to planned improvements on Bethel Drive and Roosevelt Boulevard, other access in the vicinity of Side Street should be investigated. It would provide an appropriate route to commercial development along Highway 99 North and/or a major link onto the Royal Avenue bike facility.

Internal bikeway connections are facilitated by the existing bikeways along Echo Hollow, Marshall Floodway, through Malabon Elementary School, and at the end of Hughes Street, and will be further expanded with the proposed on-street bikeways. Potential additions to those existing or already planned facilities, have been identified by the Eugene Bikeways Master Plan (see map on page 43). External bikeway connections between Bethel-Danebo area and other parts of Eugene currently exist. Some of the on-street bike lanes proposed in conjunction with street improvements, illustrated on the map will improve external connections (see bikeways map on page 43).

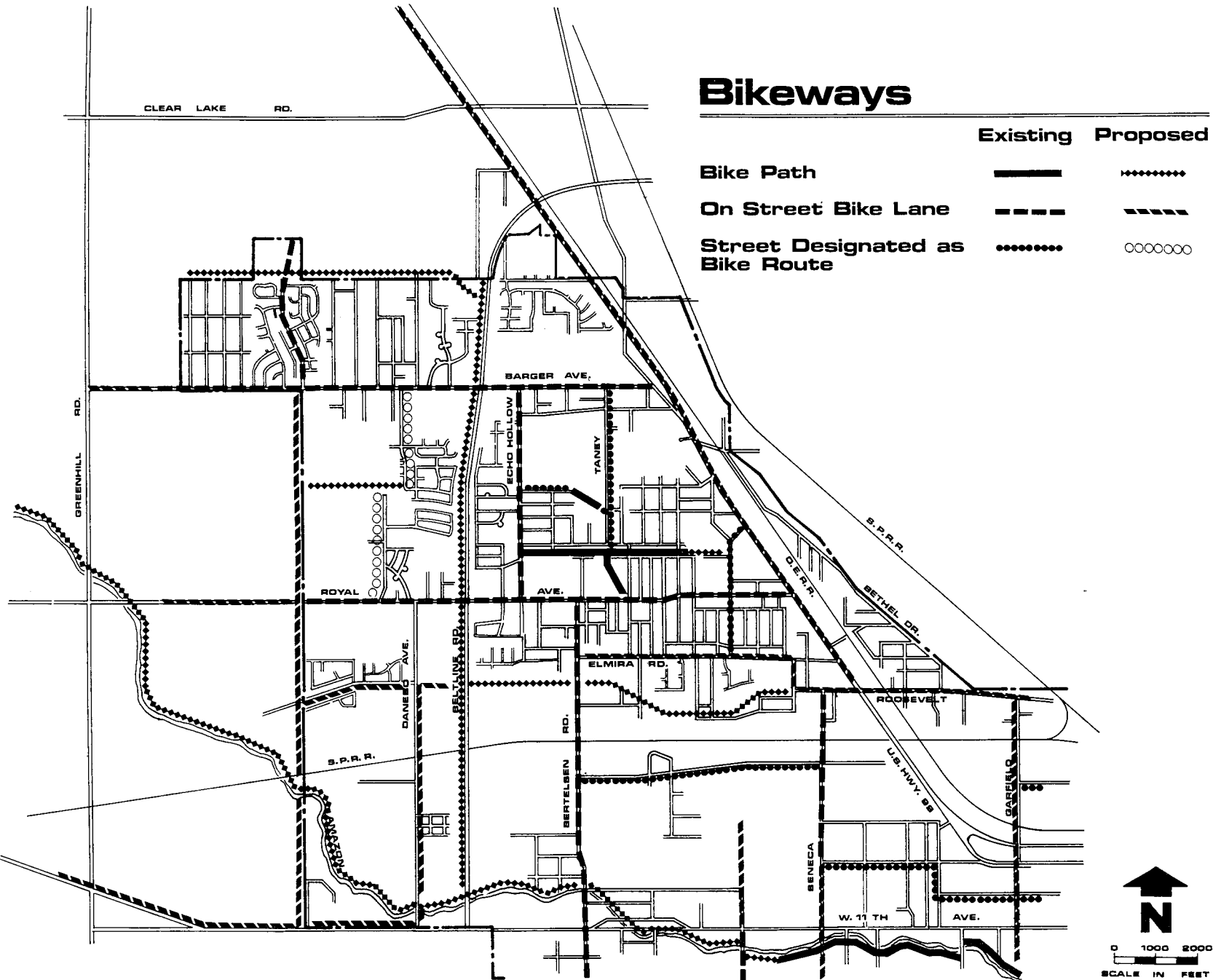
RECOMMENDATIONS: Bikeways

Policies

1. Internal circulation by bicycle within the Bethel-Danebo area will be greatly facilitated by the proposed incorporation of bike lanes into the scheduled improvements of minor and principal arterials and collectors. Support for these scheduled improvements should continue.
2. Another major addition to internal bikeway circulation routes in the Bethel-Danebo area is being provided with the improvement of a pedestrian way along the Marshall Floodway.
Support for additional external bikeways should be established and should be based on the following priorities:
 - a. the proposed bike lanes on Roosevelt Boulevard and overpass over the Southern Pacific railroad tracks at the east end of Roosevelt Boulevard has the potential for significantly improving access by the Bethel-Danebo area residents to other parts of Eugene.
 - b. the Valley River Bike Bridge, in conjunction with the proposed Roosevelt Bikeway, the proposed class I path on Maxwell Road, and the proposed Owosso Bike Bridge, substantially improves access by Bethel-Danebo residents to Valley River Center and northeast Eugene.
3. The Eugene Bikeways Master Plan shall be used to implement bike facilities in the study area.

Proposals

1. Provision should be made for connections from the proposed bikeway along Beltline to the Golden Gardens Park site, as well as to any other existing or future parks and schools along the proposed route.
2. Considerations should be given to improving bike access for the Bethel Triangle Neighborhood. In addition to planned improvements on Bethel Drive and Roosevelt Boulevard, other access in the vicinity of Side Street should be investigated. It would provide an appropriate route to commercial development along Highway 99 North and/or a major link onto the Royal Avenue bike facility.



Bethel Danebo Area Refinement Plan

D. Pedestrian Facilities

The following findings were developed relative to pedestrian facilities in the area:

Findings:

1. The pedestrian and bus passenger situation along many streets is extremely dangerous because there are inadequate road shoulders;
2. Safe pedestrian walkways on through streets need to be provided as required by either the amount of or danger to pedestrian traffic;
3. Pedestrian and bicycle access across intensive transportation corridors is needed; and
4. A pedestrian walkway, system linking commercial, educational, and recreational points are needed.

Development of much of the Bethel-Danebo area occurred before annexation to the city in 1964. Therefore, many existing streets are unimproved, including lack of provision for pedestrian movements. The scheduled improvements for most of the unimproved arterial and collector streets will include sidewalk improvements. These proposed improvements are scheduled in the Eugene Capital Improvements Program, but will not adequately address all internal pedestrian circulation needs in the area. Additional existing and proposed improvements in the form of off-street bike-pedestrian facilities will also help to facilitate pedestrian movements to parks, schools, and shopping facilities. Eventually, according to existing City policy, all of the streets in the Bethel-Danebo area may be improved with sidewalks.

RECOMMENDATIONS: Pedestrian Facilities

Policies

1. Improvement of several arterials in the Bethel-Danebo area is scheduled in the Capital Improvement Program, including provision of some much needed pedestrian facilities. These scheduled improvements should continue to be supported.
2. Wherever possible, development of vacant parcels in the Bethel-Danebo area should be designed with attention to providing adequate bike-pedestrian connections to schools and park sites, as well as to existing and proposed bike-pedestrian ways.
3. Where possible, bike-pedestrian connections to existing and proposed park sites should continue to be improved in conjunction with the development of the parks.
4. The adopted sidewalk program applying to the study area shall be the guide for implementing sidewalk policies.

D. Pedestrian Facilities

The following findings were developed relative to pedestrian facilities in the area:

Findings:

1. The pedestrian and bus passenger situation along many streets is extremely dangerous because there are inadequate road shoulders;
2. Safe pedestrian walkways on through streets need to be provided as required by either the amount of or danger to pedestrian traffic;
3. Pedestrian and bicycle access across intensive transportation corridors is needed; and
4. A pedestrian walkway, system linking commercial, educational, and recreational points are needed.

Development of much of the Bethel-Danebo area occurred before annexation to the city in 1964. Therefore, many existing streets are unimproved, including lack of provision for pedestrian movements. The scheduled improvements for most of the unimproved arterial and collector streets will include sidewalk improvements. These proposed improvements are scheduled in the Eugene Capital Improvements Program, but will not adequately address all internal pedestrian circulation needs in the area. Additional existing and proposed improvements in the form of off-street bike-pedestrian facilities will also help to facilitate pedestrian movements to parks, schools, and shopping facilities. Eventually, according to existing City policy, all of the streets in the Bethel-Danebo area may be improved with sidewalks.

RECOMMENDATIONS: Pedestrian Facilities

Policies

1. Improvement of several arterials in the Bethel-Danebo area is scheduled in the Capital Improvement Program, including provision of some much needed pedestrian facilities. These scheduled improvements should continue to be supported.
2. Wherever possible, development of vacant parcels in the Bethel-Danebo area should be designed with attention to providing adequate bike-pedestrian connections to schools and park sites, as well as to existing and proposed bike-pedestrian ways.
3. Where possible, bike-pedestrian connections to existing and proposed park sites should continue to be improved in conjunction with the development of the parks.
4. The adopted sidewalk program applying to the study area shall be the guide for implementing sidewalk policies.

Proposals

Access to Malabon School should include permanent facilities for residents east of Taney Street involving a bike-pedestrian way extending Pattison Street through to Taney Street and provision of pedestrian improvements along Marshall Avenue.

WF:ce/PL115a1

