

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).

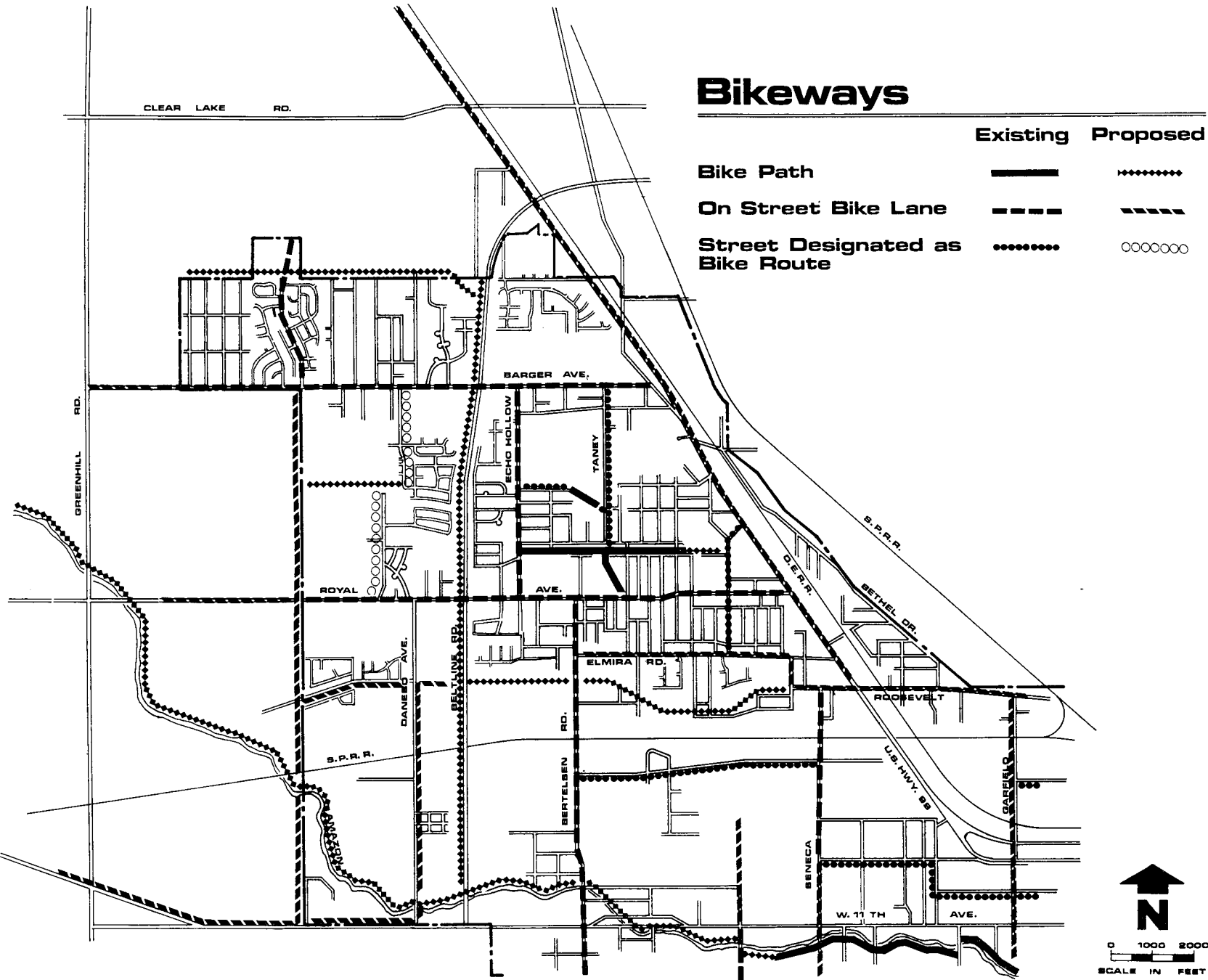
RECOMMENDATIONS: Bikeways

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