



THOMAS BERGSTROM for the Emerald

The bike path near West 16th Avenue and Polk Street is currently being re-paved.

City making routes more biker-friendly

By Jason Jones
For the Oregon Daily Emerald

Bicycling, a much favored form of transportation in the Eugene area, may become even more favored in ensuing months because of the construction and repair of bicycle paths throughout the city.

Areas of Alton Baker Park, the Fern Ridge bicycle path and various streets in downtown Eugene will see renovations to make the routes more biker-friendly. Work on the projects began between mid-August and early September, and each project is expected to be completed within one month.

A section of the riverside bicycle path through the western portion of Alton Baker Park will be relocated to increase visibility and improve safety for people who use the path, but bicycle and pedestrian access will be maintained throughout the project.

"The current bicycle path is substandard," said Louis Kroeck, project manager of the construction. "It's windy, and one section of path leads downhill to a blind corner. That section will be replaced."

The riparian zone, which is the area between the path and the water's edge, will be increased to accommodate cottonwoods and shrubbery that provide a valuable habitat for wildlife.

Cole Construction, under contract to the city of Eugene, will construct about 1,800 feet for a 12-foot-wide concrete bicycle path in a new alignment that moves the path slightly away from the river and avoids the sharp turns and dips that present safety hazards to bicyclists, pedestrians and other users of the pathway. The \$57,000 construction cost will be paid for through a combination of general, urban transition and bicycle path funds.

The Fern Ridge bicycle path from Polk Street to the Blue Heron Bridge near Chambers Street is also being reconstructed this summer and fall. The well-traveled section of bicycle path has deteriorated in a number of places because of the poor soil condition next to the Amazon. During the reconstruction work, bicyclists and pedestrians will be detoured to the concrete walkway on the south side of

the Amazon.

The project also includes an overlay of the paved approach on the west side of Garfield Street to the bicycle path next to Westmoreland housing. The cost of the three phases necessary for the reconstruction work has been estimated at \$30,000. The project has been contracted to Eugene Sand & Gravel, and money for the project will come from funding for rehabilitation to the city's bike path system.

Main streets through downtown Eugene now have a new look in terms of bicycle paths as well. New bicycle lanes have been installed on 8th Avenue between High and Lincoln streets, and 11th Avenue between Oak and Lincoln streets, on 13th Avenue between Lincoln and Patterson streets, on 18th Avenue between Pearl and Alder streets, on Lincoln Street between 5th and 13th avenues, and on Charnelton Street between 5th and 13th avenues.

Some on-street parking has been removed to accommodate the new bike lanes, and some additional parking has been installed by removing existing travel lanes.

About 100 on-street parking areas were lost because of the installation of bicycle lanes, said Don Blackmore of Eugene Transportation Operations, but quite a bit was put back in when existing travel lanes were eliminated. Property owners whose on-street parking has been affected by the changes have been notified, and the city is granting a grace period for visitors to recognize that parking is not allowed in the new bike lanes.

The work is part of the recently adopted Central Area Transportation Study, which defines the policies, strategies and projects needed to maintain or improve the operation of Eugene's transportation system.

The work will meet one of the strategies outlined in CATS that encourages the use of alternative modes of travel, specifically bicycle transportation. The city's past practice has been to primarily accommodate automobiles. The direction outlined in CATS creates a transportation system that the city hopes will equally serve the needs of bicyclists, transit users and drivers.

Washington bans Crazy Horse

OLYMPIA, Wash. (AP) — A malt liquor named after revered 19th century Sioux leader Crazy Horse will remain banned in Washington, the state Liquor Control Board ruled this month.

Gov. Mike Lowry applauded the ruling, which was sought by several tribes.

"Using a Native American spiritual leader of the stature of Chief Crazy Horse as a commercial symbol promoting the consumption of alcohol is

clearly insensitive, degrading and hurtful in the eyes and hearts of Native Americans, and I believe for most of Washington's citizens as well," Lowry said in a prepared statement.

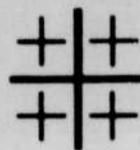
"Sale of this beer is particularly unconscionable in light of the ravages alcohol has brought to Native American people," said board member Mike Murphy.

A second board member, Jack Rabourn, said that among

all the testimony and letters the panel received, only the brewer and one citizen favored lifting the ban, which has been in place since early 1992.

Spokesmen for the brewer, Hornell Brewing Co., of Brooklyn, N.Y., and American Indian foes of the label did not return telephone calls left on answering machines.

Washington is the only state to ban sale of the beer, which at one point was outlawed by Congress.



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