

West Eugene Parkway

Public Comments / Possible Agency Response

The proposed alignment is “right through the middle” of the wetland

- Investigate an alignment west of Beltline that is along the southern boundary of the West Eugene Wetland but as much as possible, outside of the West Eugene Wetland and off of BLM property. (this alignment is estimated to impact 27 total wetland acres including 10 LWCF acres as compared to the 37 total and 21 LWCF acres impacted by the current alignment)

Reduce Wetland impacts

- Any revised locations should impact fewer total acres of wetlands and fewer acres of high functioning wetlands than the current preferred alignment
- Stay on structure as much as possible over land currently designated as “wetland”
- Contain roadway runoff
- Maintain all waterways and minimize impedance to surface and groundwater flows

Reduce visual impacts

- Cross railroad near current crossing
- Investigate an “at grade” intersection with Terry Street.
- Plant native vegetation / trees to act as a screen between the roadway and the wetlands
- Investigate use of earth berms and or walls adjacent to WEP at strategic locations...these berms and walls should be screened with native vegetation

Reduce noise from roadway

- “Jersey” shape barrier on structures to “contain” tire noise
- Use of roadside earth berms /walls and plantings where possible
- Possibly relocate alignment to near southern boundary of West Eugene Wetland property

Protect the Butterfly (and all endangered / protected species)

- Supplement BLM activities to produce a “recovery plan.” Will also need to involve U S Fish & Wildlife (and others) who have already done some work on a recovery plan. May want to hire Cheryl Swartz or other experts to assist with the details of the plan and eventual implementation.
- Work to establish a new colony (or colonies) in the West Eugene Wetland away from the project...may need Oregon Zoo assistance in propagating lupine and perhaps “captive breeding” of butterflies. Possible use of Eugene schools to assist with rearing Kincaid’s Lupine (or a similar lupine) and to build community interest.
- These are “Federally designated” endangered species but they have no state status...possibly show commitment by designating them as “Oregon” or even “City of Eugene” endangered species.
- Consider possibility of using “butterfly crossing” speed limit signs on the WEP (maybe on 126/ West 11th also) ...similar to school crossing signs...to be used when appropriate in the month of May when the butterflies are airborne.
- Consider establishing a new colony (or colonies) elsewhere on BLM land for greater assurance of survivability

The proposed alignment is too expensive

- Look closely at structure and embankment costs
- Reevaluate the intersection with US 126? Possible use of OTIA funds for Hwy structure over RR and tie WEP into that structure rather than including the structure in the WEP project.
- Consider redesign of Terry Street intersection

The proposed alignment negatively impacts recreation

- Added bike path / trail (possibly parallel to WEP or adjacent to RR)
- Consider funding / building / or at least providing for access road to BLM education center site. Consider transportation enhancement funding to tie Education Center paths and bikeways into larger bike / path system
- Consider Transportation Enhancement project to improve other wetland trails / exhibits

The proposed alternate is not the one that does the “least environmental damage”

- Is the “ROD” alignment the least environmentally damaging alternate? The COE must make this judgment in order to issue the project a permit...this judgment could be based on either the alignment currently shown as “the preferred” or another alignment that meets the purpose and need...Least environmentally damaging has some room for interpretation ...IE...takes fewer Wetland acres, allows better screening opportunities, improves butterfly survivability, supports more mitigation than the others...etc. This judgment may be made considering the totality of project impacts and mitigating benefits.

Consider the need for improved public transit

- Could possibly provide appropriately located “bus bays” in the event that the WEP is chosen as a bus route and perhaps by building a “park & ride” lot near the west end of the project. Such a park & ride lot could also be transit stop.
- Consider improvements to the park & ride lot at the Shady Rest Fern Ridge Reservoir parking area
- The WEP will remove trucks and autos from West 11th possibly creating an opportunity for enhanced transit on West 11th

Mitigation package is unknown and uncertain

Time to start considering options...

- Screening (both visual and noise)
- Wetland replacement acres (at least 2 to 1 ratio)
- Butterfly Recovery Plan
- Improve trails / paths
- Possible assistance for Education Center
- Other??
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Solution should not compromise Transportation Goals

Reduce congestion on West 11th

Facilitate through movements

Improve residential access

Minimize “user costs”

Enhance Safety

Reduce travel times

Reduce travel distances

Provide for current and future traffic volumes

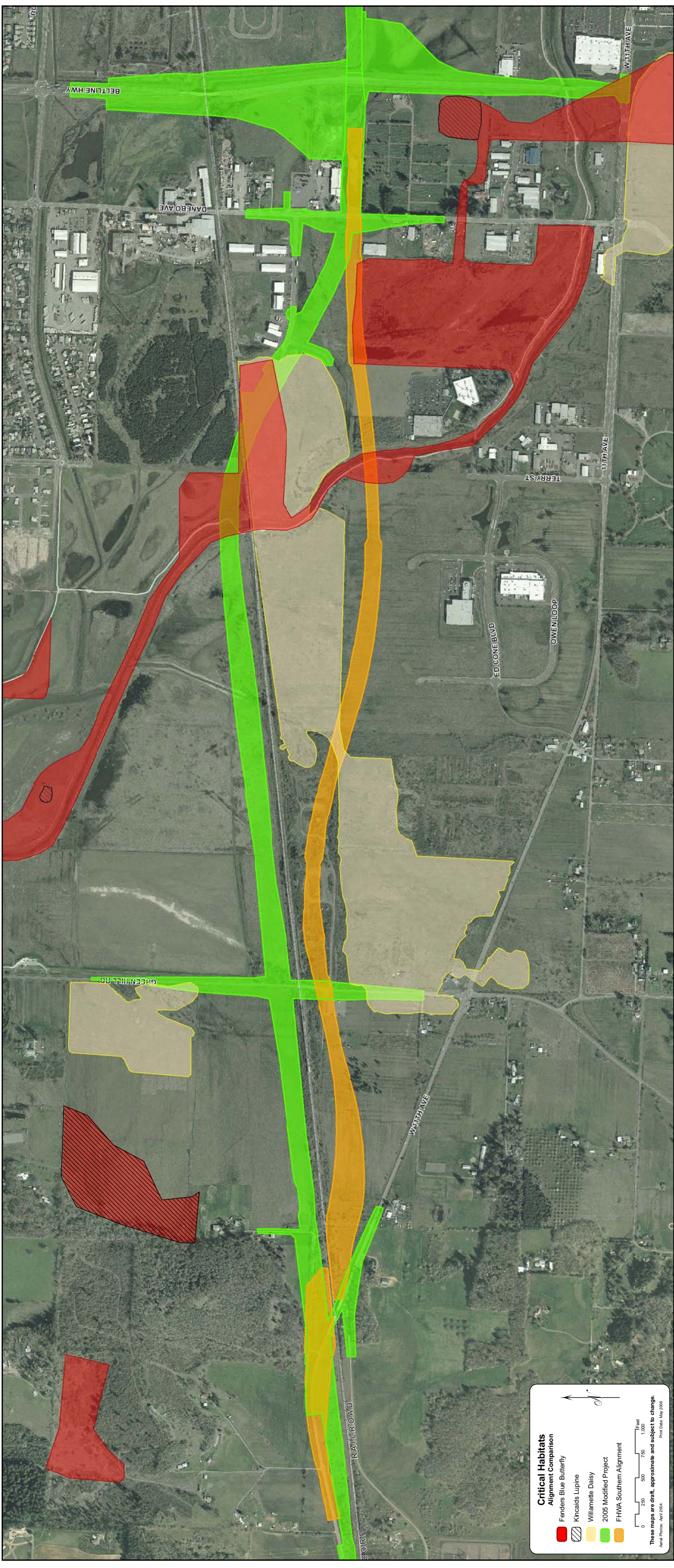
Reduce “infiltration” on local streets

Reduce air pollution

Improve access to West Eugene Industrial area (Freight, customers, employees)

Support Local / Regional land use plans

Support Local / Regional Economic and Employment Plans / goals

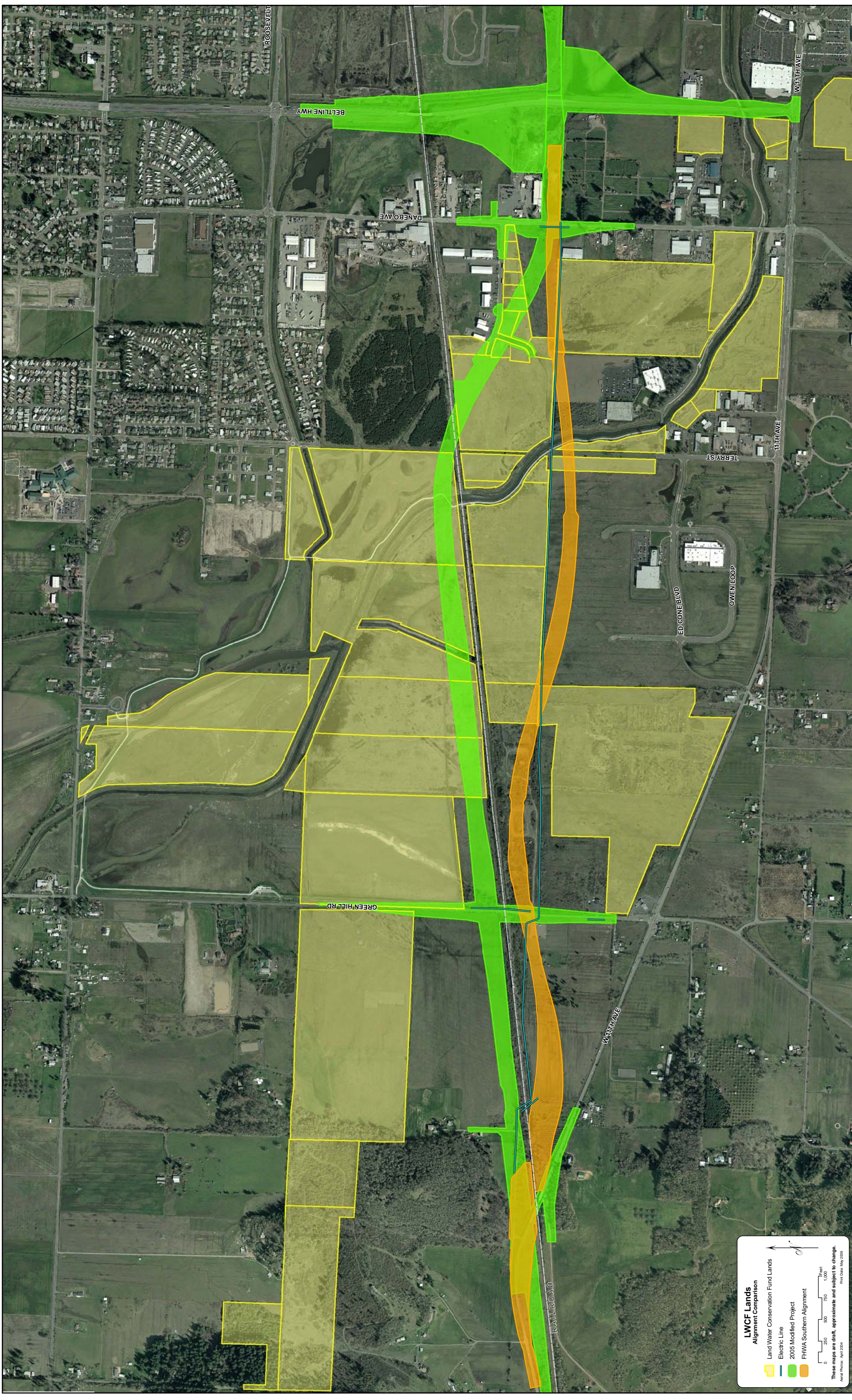


Critical Habitats
Alignment Comparison

- Fenders Blue Butterfly
- Kincaids Lupine
- Williamette Daisy
- 2005 Modified Project
- FHWA Southern Alignment

0 250 500 750 1,000 Feet

These maps are draft, approximate and subject to change.
 Aerial Photos: April 2004
 Print Date: May 2006

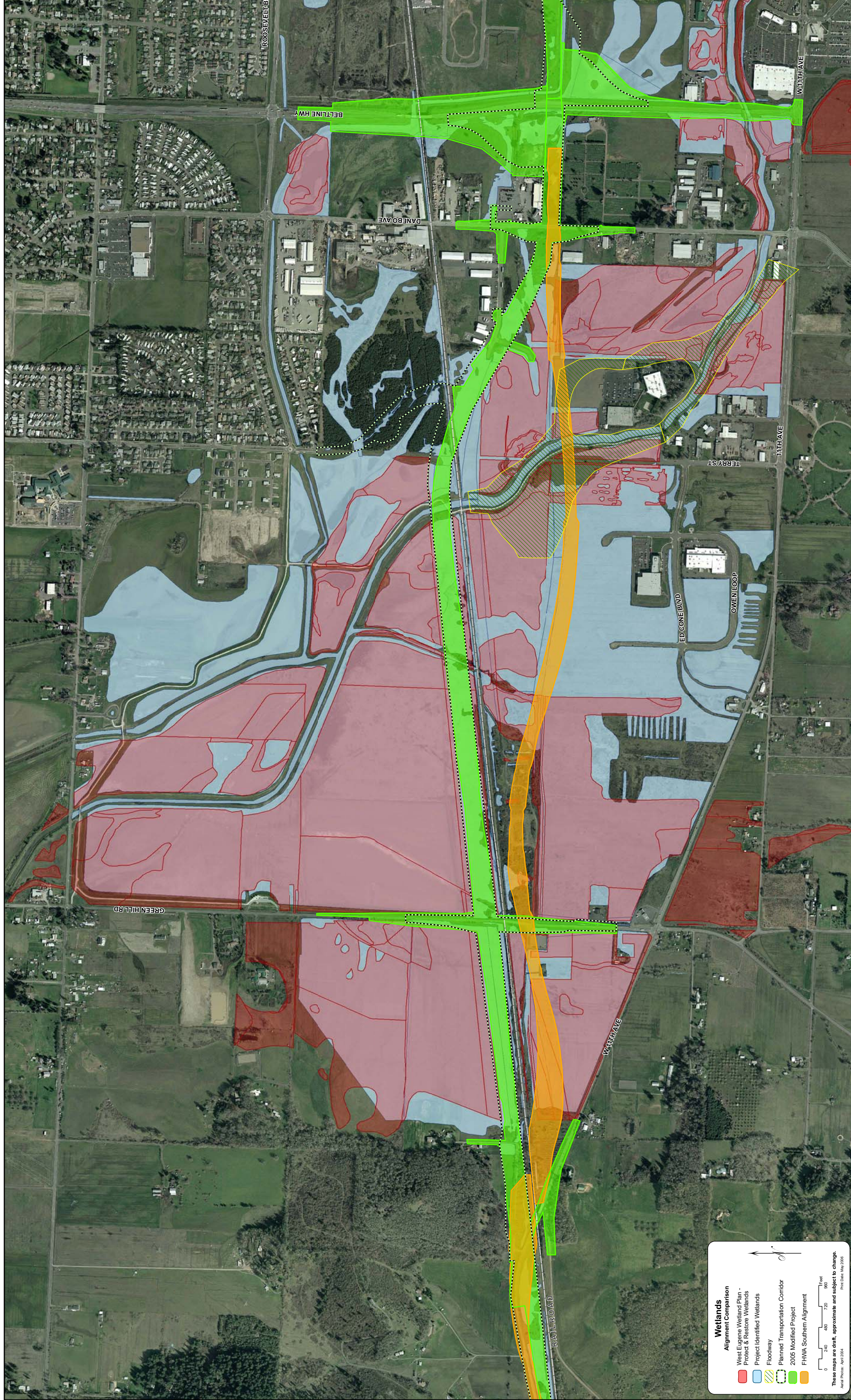


LWCF Lands
Alignment Comparison

- Land Water Conservation Fund Lands
- Electric Line
- 2005 Modified Project
- FHWA Southern Alignment

0 250 500 750 1,000 Feet

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Aerial Photos: April 2004 Print Date: May 2006



Wetlands

Alignment Comparison

- West Eugene Wetland Plan - Protect & Restore Wetlands
- Project Identified Wetlands
- Floodway
- Planned Transportation Corridor
- 2005 Modified Project
- FHWA Southern Alignment

0 240 480 720 960 Feet

These maps are draft, approximate and subject to change.

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