



November 2, 2005

To: Metropolitan Policy Committee  
From: Paul Thompson  
Subject: Item 5.b: FY06-09 Metropolitan Transportation Improvement Program  
(MTIP) Update

**Action Recommended: Review and select option for adoption of draft  
FY06-09 MTIP and associated Air Quality  
Conformity Determination.**

The FY06-09 MTIP was originally scheduled for adoption at MPC's November 10<sup>th</sup> meeting. However, the failure of a recent Eugene City Council motion to continue the City of Eugene's support for the West Eugene Parkway Project in the draft MTIP creates the need for MPC to consider options for adoption of the MTIP. The first decision point is whether or not to move forward with adoption of the MTIP on November 10<sup>th</sup>. This memo provides detail on the associated issues and MPC's options for adoption of the MTIP and the associated Air Quality Conformity Determination.

**Background**

All transportation projects within the State of Oregon funded under Federal Title 23 (Highways) and the Federal Transit Act must be listed in the current Oregon Statewide Transportation Improvement Program (STIP, now covering FY06-09) in order to receive federal funds. This includes high priority ("earmark") projects identified in the latest federal transportation bill, SAFETEA-LU.

Projects within a Metropolitan Planning Organization (MPO) region cannot be programmed in the STIP *until* they are listed in the MPO's Metropolitan Transportation Improvement Program (MTIP). All projects must also be in or must be consistent with the long range Regional Transportation Plan (RTP). Further, since Eugene/Springfield is designated by the United States Environmental Protection Agency (USEPA) as an air quality maintenance area for carbon monoxide (CO), the MTIP must first be found by the United States Department of Transportation (USDOT) and USEPA to conform to air quality regulations before it can be approved. In an air quality maintenance area, *all* projects with regional significance for air quality *regardless* of funding source must be included in the MTIP.

The MTIP project list shows the years in which a project is funded and the current estimate of the cost of the project. Funding for projects in the first two years of an MTIP must be available or committed; projects in the later years of the MTIP must be reasonably expected (i.e., the project list must be “financially constrained”).

The MTIP air quality conformity determination (AQCD) must show that the projects listed in the MTIP will not cause CO emissions in the area to exceed the level set by EPA under the Clean Air Act (i.e., the area’s CO “budget”). CO emissions must be calculated and compared to the budget at various analysis years through to the horizon year of the MPO’s RTP (currently 2025 in the Central Lane MPO). Interagency consultation is required between the MPO, USEPA, the Federal Highways Administration (FHWA), the Federal Transit Administration (FTA), the Oregon Department of Transportation (ODOT) and the Lane Regional Air Pollution Authority (LRAPA). There must be an opportunity for public comment on the air quality conformity determination. Also, the AQCD must be adopted prior to adoption of the associated MTIP.

### **Issue Summary**

Over the past months, transportation staff have developed a draft FY06-09 MTIP and associated air quality conformity determination. Adoption of this MTIP will ensure consistency with the current Oregon STIP, as required under federal law, and will allow federal funds to be programmed for FY08 and FY09.

The public comment period was opened by MPC on September 15 to provide for review of the proposed allocation of a portion of the MPO FY07-09 STP-U funds to certain Eugene, Springfield and Commuter Solutions projects. These projects are included in the draft FY06-09 MTIP, and are included in Attachment 1. A public hearing was held on October 20.

The public comment period for the MTIP and the AQCD was opened on October 8. Two interagency consultations were held between MPO staff, FHWA, FTA, USEPA, LRAPA and ODOT. Materials were made available for download from the MPO web site; information was distributed to the Citizen Advisory Committee at their October meeting; legal notices were published; and an email to interested parties was distributed. A public hearing was held on October 20. Updates to the FY05-07 MTIP project list are shown in Attachment 1. The financial constraint table is shown in Attachment 2.

Numerous comments have been received from citizens as of November 2<sup>nd</sup>. These are included in Attachment 4. Any other comments received during the public comment period will be distributed to MPC by email prior to the November meeting. FHWA provided comments that resulted in clarification of some language in the air quality conformity document. These comments are included in Appendix H of that document.

The public comment period closes on November 7.

MPO staff completed the analysis of CO emissions from the transportation network that includes all projects listed in the draft FY06-09 MTIP. Results show that CO emissions

are expected to be easily within the CO budget – Attachment 3 shows the results. It is thus concluded that the published draft FY06-09 MTIP meets all conformity requirements.

#### STP-U FY07-09 Allocation

At the September MPC meeting, MPC reviewed the recommendation by TPC that 20 percent of the FY07 STP-U funds be directed to two modernization projects: Eugene's Game Farm Rd project (\$319,000) and Springfield's Beltline/Gateway right-of-way acquisition (\$408,000). Ten percent of the FY07-09 STP-U funds were recommended for Transportation Demand Management (TDM), equaling \$350,000 per year. The public comment period has been open since September 15. No comments have been received on this issue as of November 2.

At the October MPC meeting, MPC was advised that FY07-09 STP-U funding will need to be scaled back due to congressional limitation on expenditures in the transportation bill. Commuter Solutions has examined the impact on TDM and Transportation Options (TO) program activities that would occur if the proposed funding was reduced to \$300,000 per year. Attachment 5 is a summary of the possible effects. On October 26, TPC discussed this issue and indicated that it would leave its original recommendation for FY07 modernization and FY07-09 TDM allocations unchanged.

#### West Eugene Parkway Status

On October 26, the Eugene City Council voted 5-4 rejecting a motion that called for continued support by the City for the West Eugene Parkway (WEP) in the FY06-09 MTIP and on the MPO's FY08-11 STIP Modernization Project Priorities List. The WEP project in the draft FY06-09 MTIP (and identically in the current adopted FY05-07 MTIP) is the first phase, Unit 1A – Beltline to Seneca Road. The project status currently can be summarized as:

- Construction cost is estimated at \$15.6 million of which \$14.0 million is from federal sources.
- Currently undergoing NEPA review with a record of decision (ROD) expected in summer/early fall 2006.
- Programmed for construction in FY06.
- Construction cannot start until the ROD is issued.

Attachment 6 is a recent ODOT fact sheet on the project and shows the planned alignment.

The Eugene Council's action was followed on October 27 by TPC consideration of the published draft FY06-09 MTIP and conformity determination. Two motions were presented:

- First, to remove WEP Unit 1A from the published draft FY06-09 MTIP and thus from the recommended adoption of the new MTIP. This motion failed 3-5.

- Second, to recommend to MPC the adoption of the published draft FY06-09 MTIP (including WEP Unit 1A) and the conformity determination. This motion passed 6-2.

It should be noted that TPC's intent in this recommendation was focused on the timing of the removal of the project more than the removal itself. Discussion at TPC focused on the fact that, to remove the WEP from the MTIP at the November meeting would preclude exploring strategies by which the area might retain a portion of the funding currently programmed for the WEP for other regional priorities. This exploration should take place prior to the project being formally removed from the MTIP.

As a result of the Eugene Council action, interagency discussions were held with USEPA, FHWA, FTA, ODOT and LRAPA. FHWA has indicated that any substantive changes to the published draft MTIP or the associated air quality conformity document during the open public review period must be suitably noticed with adequate time provided for interagency consultation and public comment on the changes. In particular, substantive changes in the project list must be published and a new emissions analysis must be carried out. Documents provided to the public must contain complete information.

MPO staff have reworked the emissions calculations for the 2015 transportation network *excluding* WEP Unit 1A. Results show that there is only a 1 ton per year difference in expected CO emissions; thus, the CO budget for the region would continue to be easily met under this scenario. Attachment 3 compares the 2015 results. Once appropriate public involvement opportunities have been provided, a successful conformity determination could be made.

The current Central Lane MTIP contains projects or phases of projects programmed for FY05, FY06 and FY07. Until a new FY06-09 MTIP is adopted or until March 23, 2007 (whichever comes earliest), the current MTIP remains in force and all projects within that MTIP may proceed as programmed.

#### **Options for MPC Adoption of FY06-09 MTIP**

At this point, there are no immediate federal deadlines for the MPO's adoption of the FY06-09 MTIP. MPC can adopt both the MTIP and the AQCD as drafted, or a revised MTIP (without the WEP), at the November meeting. MPC can discuss other options for adoption of the MTIP and provide direction to staff at the November meeting. Depending on the option chosen by MPC, additional process may be needed. MPC may wish to schedule a new public hearing on the matter for the December 8 meeting and schedule adoption of both the AQCD and the FY06-09 MTIP for its January 12, 2006 meeting.

Options for adopting the FY06-09 MTIP include:

- A. MPC decides to continue carrying WEP Unit 1A in the MTIP as options are explored to retain funds for other regional priorities*

- Adopt the draft FY06-09 MTIP and air quality conformity as recommended by TPC at the November 10<sup>th</sup> meeting.
- Direct staff to investigate and present alternative strategies for traffic solutions in West Eugene and to bring the results to a winter MPC meeting for a final vote on the inclusion or exclusion of WEP Unit 1A in the MTIP.

This option provides consistency with the Oregon STIP as required under federal regulation, and allows new and updated projects to move forward. These would include projects programmed for FY08 and 09 as well as specific earmark and STP-U projects programmed for FY06 and 07. This option would enable time for consideration of other options in West Eugene and for pursuing strategies to retain a portion of the Unit 1A funding for other regional priorities if Unit 1A is to be removed from the MTIP. Public comment opportunities would need to be adequately addressed, as in Option C below, at the time MPC decides to take action to remove Unit 1A from the MTIP.

MPC could make a motion to adopt this approach at the November meeting. All federal requirements have been met.

- B. *MPC decides to remove WEP Unit 1A from the draft FY06-09 MTIP and adopt that modified MTIP at the November meeting*
- The FY06-09 MTIP will not be accepted by USDOT since an approved conformity determination for this version of the MTIP is not available. Staff need to revise the draft AQCD documents, consult with FHWA and the other agencies as needed and reopen the public comment period.

Staff cannot recommend this option.

- C. *MPC decides to consider removal of WEP Unit 1A from the draft FY06-09 MTIP at the December meeting or later*
- Direct staff to revise the FY06-09 MTIP to remove WEP Unit 1A and re-open the public comment period with the publication of the revised draft MTIP and air quality conformity determination.
  - Consider adoption of the revised MTIP and conformity determination in December or later.

This option allows for public comment on the action as required by federal regulation. By December or later, all federal requirements will have been met for adoption of the FY06-09 MTIP with or without WEP Unit 1A.

- D. *MPC takes no action on the FY06-09 MTIP*
- The FY05-07 MTIP remains operative
  - Direct staff to prepare amendments to add new FY06 and FY07 projects and to make other FY06-07 project changes in the FY05-07 MTIP for consideration in December.

This option precludes programming any projects or project phases in FY08 and FY09. The addition of new projects or updates to existing projects can be made as long as an RTP amendment is not required. Amendments that do not trigger air quality conformity issues can be made by TPC or MPC, depending on the nature (administrative or not) of the amendments.

**Attachments:**

Attachment 1 – Changes to MTIP Project List Between FY05-07 MTIP and FY06-09 MTIP

Attachment 2 – Assessment of Financial Constraint

Attachment 3 – Demonstration of Conformity with CO Budget

Attachment 4 – Public Comments Received as of November 2.

Attachment 5 – Summary of Possible Effects of Reduction in FY07-09 STP-U funding for Commuter Solutions

Attachment 6 – West Eugene Parkway Fact Sheet, October 2005 (ODOT)

*Note: The full draft FY06-09 MTIP document is available online at*

*<http://www.lcog.org/tip>*

*The full draft Air Quality Conformity Determination document is available online at*

*<http://www.lcog.org/aqc>*

## **ATTACHMENT 1**

### **CHANGES TO PROJECT LIST BETWEEN FY05-07 MTIP AND FY06-09 MTIP**

With input from regional staff and the MPC, the project list has been updated to:

- (1) add new projects that have, largely as a result of the United Front lobbying effort, received funding in the new federal transportation bill;
- (2) add two new modernization projects proposed for funding from the FY07 STP-U allocation;
- (3) add funding for the Regional TDM Program in FY07, FY08 and FY09 as proposed in the draft FY07-09 STP-U allocation;
- (4) make adjustments to existing projects that have been modified as to their timing, funding allocations and, in some cases, limited scope changes;
- (5) delete projects that are not suitable for inclusion in the MTIP, that have been removed from an agency's CIP, or that have been moved in time outside the FY06-09 time period, and;
- (6) remove projects that have been completed or are underway.

#### **PROJECTS ADDED**

##### **STP-U funding allocation:**

FY07 modernization funding:

- *Eugene* -- Game Farm Rd: Old Coburg Rd to I-5 – Urban standards upgrade; STP-U funding of \$319K for FY07
- *Springfield* -- Gateway/Beltline Intersection Right of Way Acquisition – received STP-U funding of \$408K for FY07

FY07-09 Transportation Demand Management funding:

- *LTD* -- Regional Transportation Demand Management – adds FY07-FY09 STP-U funds at \$350K per year.

##### **SAFETEA-LU funding:**

- *Eugene*
  - Delta Ponds Bike Path – Construct path from Eastbank Trail at Goodpasture Island to Robin Hood Lane; received earmark of \$2.88M; scheduled for FY06
  - Eugene Train Depot upgrades – Make site improvements (new paving, traffic markings, sidewalks, lighting, etc) within and around the Depot building; received earmark of \$1M; scheduled for FY06
- *Willamalane*
  - Middle Fork Willamette River Loop Path – received earmark of \$3M; scheduled for FY06, FY07 and FY09.
- *LTD*
  - BRT Phase 2 – Alternatives analysis along Pioneer Parkway corridor; received appropriation of \$1M; scheduled for FY06, FY07
  - BRT Progressive Corridor Enhancement – Add certain elements of BRT along three corridors, including LCC to River Rd north of Beltline; received earmark of \$2.48M, scheduled for FY06-FY09
  - LTD Buses – received earmark of \$3M; scheduled for FY06-FY09

**Other funding:**

- *ODOT*
  - I5 @ Willamette River Bridge Bundle – new construction project, OTIA3 funding, FY07
  - OR99W at Fairfield and Royal Aves. – Existing project; construction phase in FY08; Federal and State funds
  - OR99: Barger Ave to Washington/Jefferson Sts – Existing project; construction phase in FY08; Federal and State funds
  - Beltline Hwy @ Coburg Rd interchange – Existing project; construction phase in FY08, OTIA3 funds.
  - I5@Beltline Interchange – Phase 3 – final phase in FY08; Federal and State funds
  - OR126: West Eugene Parkway Wetland Mitigation Unit 2 – new environmental project only; FY08; Federal and State funds
  - Beltline Hwy: River Rd to Coburg Rd Project Development – new project development, FY09; Federal and State funds.
- *LTD*
  - MLK Parkway Right of Way Acquisition – adds FY06 Federal Transit funds
  - Transportation Demand Management – adds FY08, FY09 STP funds

**OTHER CHANGES BY LOCAL AGENCIES*****Eugene*****Projects modified:***Change in scope:*

1. Chad Drive Extension – now routed to Old Coburg Rd, with improvements to Old Coburg Rd and at intersection with Game Farm Rd; scheduled for FY06

*Change in timing:*

1. Glenwood Blvd@Judkins Pt – slipped from FY05 to FY06
2. Fern Ridge Path – construction slipped from FY05 to FY06
3. Monroe St/Friendly St bike arterial – slipped from FY05 to FY06, and funding separated into separate PE (preliminary engineering) and Construction phases.
4. Legacy St: Avalon to Royal Ave – slipped from FY05/FY06 to FY09/10

*Change in funding*

1. Garden Way Path – funding for PE and Construction phases defined; no change in schedule.

**Projects deleted:**

1. Traffic operations improvement program – not federally funded, not regionally significant, bundled projects – not suitable for MTIP
2. Street Lighting - not federally funded, not regionally significant, bundled projects – not suitable for MTIP

3. Traffic signal improvements and upgrades - not federally funded, not regionally significant, bundled projects – not suitable for MTIP
4. Services for new development - not federally funded, not regionally significant, bundled projects – not suitable for MTIP
5. Roosevelt Blvd: Royal to Terry – slips to FY11 outside MTIP time frame.

**Projects completed or under construction (removed from MTIP):**

1. 3rd-4th Connector

***Springfield***

**Projects modified:**

*Change in scope:*

1. 21St Street preservation – scope reduced to limits from J St to D St.; no change in schedule

*Change in timing:*

1. OR126 at 42<sup>nd</sup> St: ramp signal – slips to FY06
2. OR126B: Glenwood Blvd to McVay Hwy sidewalks, bike lanes – Right of Way phase slips to FY06.

**Projects deleted:**

1. Traffic control projects - not federally funded, not regionally significant, bundled projects – not suitable for MTIP
2. Gateway Traffic Improvements - not federally funded, not regionally significant, bundled projects – not suitable for MTIP

**Projects completed or under construction (removed from MTIP):**

1. MLK Jr Parkway

***Lane County***

**Projects modified:**

*Changes in timing:*

1. Jasper Rd Extension: 57th to Jasper Road – slips from FY05 to FY06
2. Delta/Beltline Interchange safety improvements – slips from FY06 to FY09
3. Greenhill Rd: Clear Lake Rd to Royal Ave – slips from FY07 to FY08

**Projects deleted:**

1. Royal Avenue: Greenhill Rd to Terry St – deleted from Lane Co. CIP
2. Hunsaker/Beaver Rd: River Rd- Division Ave – deleted from Lane Co. CIP

**Projects completed or under construction (removed from MTIP):**

1. Game Farm Rd North: Coburg Rd – Eugene City Limit

***ODOT*****Projects modified:***Changes in funding:*

1. Springfield-Creswell Hwy: Springfield CL to Jasper Bridge – Construction costs in FY06 reduced by \$100K.
2. I5: McKenzie R-Goshen Grade Bridge Bundle – Construction costs in FY07 increased by \$30.219M

***LTD*****Projects modified:**

1. Bus Rapid Transit vehicles – unspent money from FY05 rolled into FY06
2. BRT Phase 1 – slips to FY06
3. LTD Purchase services – Diamond Express – slip to FY06

**Projects completed or under construction (removed from MTIP):**

1. BRT Coburg and Pioneer Parkway Project Development – underway
2. BRT Coburg and Pioneer Parkway Prj. Dev 2005B – underway
3. Ridesource Facility – completed
4. Bus Support Equipment and Facilities – underway
5. Boarding Improvements – Shelter replacement (Key #13695) – underway
6. BRT Pioneer Parkway Project Development – (Key #13452) – underway
7. Springfield Station – completed.
8. Bus purchase (Key #14186) – completed
9. Capital Purchases (Key #14185) – completed

**ATTACHMENT 2  
ASSESSMENT OF FINANCIAL CONSTRAINT**

***FY06-09 Financial Constraint Assessment***

	<b>FY06-09 MTIP (\$)</b>				<b>Total</b>
<b>Description</b>	<b>FY06</b>	<b>FY07</b>	<b>FY08</b>	<b>FY09</b>	<b>FY06 - FY09</b>
Total Revenue	\$125,383,510	\$124,861,811	\$15,740,632	\$97,539,923	<b>\$363,525,876</b>
Total Expenditures	\$125,383,510	\$124,861,811	\$15,740,632	\$97,539,923	<b>\$363,525,876</b>
<b>Difference Between Revenues &amp; Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<p><b>Statement of Financial Constraint:</b> Each project included in the financial constraint list of the Central Lane MPO 2025 RTP and programmed in the FY06-09 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. Funds for FY06-07 projects are available or committed.</p>					

**ATTACHMENT 3  
DEMONSTRATION OF CONFORMITY WITH CO BUDGET**

*Carbon Monoxide Emissions Analysis*

Analysis Year	Tons/Year of Carbon Monoxide	
	SIP motor vehicle budget	Projected Emissions
		<b>All facilities</b>
1990	6,021*	
2002 (Base Year)		2,024
2015		1,052
2025 (RTP Horizon)		965

\* Established emissions budget based on Federal Register, Vol. 58, No. 232, Page 64163, December 6, 1993.

Projected emissions are lower than the CO budget of 6,021 tons/yr for all analysis years. The region thus passes the “budget test” required by USEPA as a part of conformity determination.

\*\*\* Without WEP Unit 1A, the projected CO emissions for 2015 are 1,051 tons/yr.

## Central Lane Metropolitan Planning Organization

---

**From:** Linda O Fuller [lofuller@uoregon.edu]  
**Sent:** Wednesday, November 02, 2005 11:20 AM  
**To:** \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** WEP

Dear Persons,

As a resident of southwest Eugene, I wanted you to know that I fully support the Eugene City Council's recent vote on the West Eugene Parkway project.

Sincerely,

Linda Fuller

## Central Lane Metropolitan Planning Organization

---

**From:** Benevolent Being [clydweb@efn.org]  
**Sent:** Tuesday, November 01, 2005 7:54 PM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** West Eugene Parkway

My Dear Public Officials,

I am disgusted and appalled that the Chamber of Commerce is attempting to get the city and the county to re-visit the idea of the West Eugene Parkway.

As a registered voter and long-time Eugene resident, I fully support Mayor Piercy's "Principles Re: the WEP" (see below) and the recent Eugene City Council decision to begin to look for alternative solutions to the traffic problems.

This city needs real, long-term, sustainable solutions to traffic problems. We do not need half-baked, environmentally destructive solutions that will ultimately create further problems. The proposed West Eugene Parkway is deeply divisive to our community and won't solve the traffic problem. The West Eugene Parkway will threaten precious wetland habitat and won't solve the traffic problem. The West Eugene Parkway is a bad, bad idea that won't solve the traffic problem.

I encourage you all to reject any future discussion or consideration of this proposal and concentrate your considerable talents and limited resources on finding sustainable alternatives that will benefit the community, preserve our city's natural treasures, and actually solve the city's traffic problem.

Sincerely,  
 Jennifer Webster  
 Eugene

out of the soil rose life and wonder and the world...and she learned about the garden and created it...she learned about herself and created herself, a mirror of all she was and was becoming - mika lior

MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the

City Council by The Roundtable.

- 2) We have a nationally recognized wetlands put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset.
- 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands.
- 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving.
- 5) The WEP would really make only a minimal impact on the traffic issues and would negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems.
- 6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined.
- 7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval.
- 8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities and could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect.
- 9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution.

## **Central Lane Metropolitan Planning Organization**

---

**From:** Afterswift@aol.com  
**Sent:** Wednesday, November 02, 2005 12:19 AM  
**To:** \*Eugene Mayor and City Council  
**Cc:** \*LC Board of County Commissioners; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** Stop WEP

Dear Mayor Piercy,

Your vision of Eugene is the issue. The future of Eugene. Will we pour asphalt and concrete lined with steel over our wetlands? That would change the nature of our City permanently. We have just enough of that natural land left now to preserve the reality we share of greater Eugene.

WEP will contaminate and destroy our wetlands as sure as building houses on the Amazon Headwaters would. Please stand fast with the majority of the people of Eugene to make our living environment secure. We shall not permit the death of the organic balance we must have with nature. Eugene can only survive intact with its wilderness. They are one.

In Truth,  
 Bob Rosen

4431 Fox Hollow Road #2  
Eugene 97405

## Central Lane Metropolitan Planning Organization

---

**From:** Dennis Hoerner [dhoerner@earthlink.net]  
**Sent:** Tuesday, November 01, 2005 11:18 PM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** West Eugene Parkway

I live in southeast Eugene but work in west Eugene at Wellsprings Friends School, an independent, non-profit alternative high school. The staff and students of our school are very concerned about sustainability issues, and (for example) for the last two years a number of our students have attended the Bioneers conference at LCC, actively participating in their youth program.

I wish to be clear however that I am writing here as an individual, a 59-year-old individual who has been a life-long advocate of the need to protect our fragile planet-- from ourselves. I fully support Mayor Piercy's commitment to finding alternatives to the WEP, as articulated in her "Principles" which I have copied below. We need to work together to solve traffic congestion in west Eugene AND to protect our critical wetlands.

Sincerely yours,  
Dennis Hoerner

### MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

- 1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the City Council by The Roundtable.
- 2) We have a nationally recognized wetlands put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset.
- 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands.
- 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving.
- 5) The WEP would really make only a minimal impact on the traffic issues and would negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems.
- 6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined.
- 7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval.
- 8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities and could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect.

9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution.

## Central Lane Metropolitan Planning Organization

---

**From:** Tracy I. Miller [tracym@efn.org]  
**Sent:** Tuesday, November 01, 2005 11:17 PM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** Support for Mayor Piercy's West Eugene Parkway decision

Greetings,

I would like to express my support for Mayor Piercy's decision to cast the deciding vote to shelf the WEP project. History shows that building new lanes and highways does not resolve traffic congestion problems. Plus, the history of New York City and the disastrous "parkways" that bisected important natural land and important thoroughfares that these kind of projects do irreversible damage.

I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

I ask for your support, too.

Best,

Tracy Miller, 1895 Lawrence St., Eugene

## Central Lane Metropolitan Planning Organization

---

**From:** PATRICIA RUFO [patrufo@email.uophx.edu]  
**Sent:** Tuesday, November 01, 2005 11:10 PM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** West 11th transportation project

Dear Decision Makers

We need to work together to solve traffic congestion in west Eugene AND to protect our critical wetlands. I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

I feel there are unexplored options for relieving West 11th traffic congestion that would bypass the wetlands and preserve a natural area that makes Eugene somewhat unique.

Pat Rufo  
345 Lassen Street  
Eugene, OR 97402  
461-0595  
[prufo@earthlink.net](mailto:prufo@earthlink.net)  
Pat Rufo

**Central Lane Metropolitan Planning Organization**

---

**From:** DNoble4990@aol.com  
**Sent:** Tuesday, November 01, 2005 10:25 PM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** Support Mayor Piercy in Finding a Non-divisive Solution to W. Eugene Traffic

Dear Elected Officials and Community Citizens,

I urge you to support Mayor Kitty Piercy in her endeavor to find a non-divisive solution to traffic congestion in West Eugene. Kitty campaigned in favor of transportation solutions which would not dissect the existing wetlands in West Eugene. She was elected by a majority of voters and is holding firm on her campaign promise. After many years of contention over the proposed WEP route, now is the time for all sides to come together and identify the specific transportation problems in West Eugene and figure out solutions to these problems. We should not turn last week's Council decision regarding the WEP into a political firestorm.

I am familiar with some of the traffic routes in West Eugene as my family business is located on 1st St. between Seneca and Bertelsen, near the proposed West Eugene Parkway route. At 'rush hours', I have rarely experienced congestion problems when commuting from the 30th and Hilyard area. I travel north on Hilyard to 6th, then cross over to 5th west of Garfield to Seneca and then to 1st. Some of my route parallels the eastern portion of the proposed Parkway route.

I do experience significant traffic problems when I travel north and south on Chambers and Garfield. If the WEP were built, this congestion would only intensify as more traffic funneled toward the Parkway entrance at 6th and 7th west of Garfield. In the other direction, coming off the Parkway, there would be more traffic turning on to Chambers and Garfield as well as backing up on 7th west of the Jefferson / Washington ramps to 105.

There are several different routes commuters use when driving to West Eugene: 18th, 11th, 6th & 7th, 5th, 1st, Roosevelt, the Beltline, etc. While this street grid is spread out, most traffic eventually has to funnel in to the Bertelsen / Beltline area. Some commuters do take Hwy. 99 north to Clear Lake Rd and then head west. Traffic lane improvements and timed traffic lights are needed west of the Bertelsen and Beltline areas to alleviate traffic congestion west of Eugene. Ramp work at the intersection of Beltline and W. 11th and clearer signs South of town on I-5 would divert more traffic around, rather than through Eugene.

Many of you already know that Federal law dictates that it is illegal to build a highway through parklands. This is a major reason why the WEP has not been built. If we study how to make some of these existing routes more traffic efficient, Eugene will be much better off than if we spend another ten years fighting about the WEP.

Thank You,  
Deborah Noble

**Central Lane Metropolitan Planning Organization**

---

**From:** Rich Hazel [rhazelr@yahoo.com]  
**Sent:** Tuesday, November 01, 2005 9:03 PM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** West Eugene Parkway

It is unfortunate that in the wake of last week's Council decision the Eugene Chamber of Commerce is continuing to advance half-truths, quarter-truths, and non-truths in its blind support of the West Eugene Parkway:

To quote Chamber spokesman Dave Hauser: "The WEP is a key component to orderly development in West Eugene." Quite to the contrary, arterial development within and adjacent to metro areas, absent specific zoning to the contrary, leads to strip development along the route. There are THOUSANDS of examples of this. Can WEP proponents provide any examples to support their statement? Why is land speculation strip development considered "orderly"? What is so attractive about miles of mini-malls and fast-food restaurants? Strip development is contrary to the basic elements of good planning: it consumes open space and depletes natural resources, impedes pedestrian and non-motorized traffic, grows outward from the limits of existing development, and ruins any sense of place.

Another quote: "Construction of the WEP is essential to relieve traffic congestion in West Eugene as well as Central Lane County." The most favorable WEP traffic studies show that traffic "Levels of Service" continue to deteriorate WITH the WEP. To say the WEP relieves congestion is to ignore every study and simply pull this conclusion from the air.

And still another quote: "The WEP is a critical component of this region's transportation system." The WEP has existed in some form or another on road building plans dating back to 1959. It was advocated as "essential" in the 1960s, the 1970s, 1980s.... If this roadway is so "essential", how is it we have managed without it for a half century? What is truly essential is having an actual transportation system, and not simply adding more roads when we can't afford to maintain those we already have.

It is time to demand and deliver more than this unaffordable, unworkable dead horse. I urge you to represent ALL the people of this area, and to work together towards a genuine transportation solution.

--Rich Hazel

---

Start your day with Yahoo! - Make it your home page!  
<http://www.yahoo.com/r/hs>

## Central Lane Metropolitan Planning Organization

---

**From:** Nel Applegate [nel@efn.org]  
**Sent:** Tuesday, November 01, 2005 7:25 PM  
**To:** mayorandcc@ci.eugene.or; \*LC Board of County Commissioners; Central Lane Metropolitan Planning Organization; lsuken.hamm@ltd.org; cmo@ci.springfield.or.us  
**Subject:** west eugene transportation issues

To whom it may concern;

I am definitely in full support of Mayor Piercy's stand on the west Eugene Parkway.

I support recent Eugene City Council action to study transportation projects to address congestion, safety, and operations of all modes of transportation, with wetlands preservation in mind.

Further, I support Mayor Piercy's following principles.

>MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

>

>1) There are significant traffic problems/issues in West Eugene that have  
>long needed resolution. This has been recognized by just about everyone and  
>recently brought to the City Council by The Roundtable.

>

>2) We have a nationally recognized wetlands put together through unique  
>public/private partnerships and these wetlands are a highly valued  
>educational, recreational and environmental community asset.

>

>3) Our community needs a solution to the traffic problems that does not  
>reduce the integrity and value of these wetlands.

>

>4) The WEP is a proposed solution to the traffic problems that has the  
>support of only half of Eugene and has been a long-term source of community  
>division rather than community problem solving.

>

>5) The WEP would really make only a minimal impact on the traffic issues and  
>would negatively impact the Wetlands. It is broadly recognized that the WEP  
>would not solve West Eugene traffic problems.

>

>6) The WEP is likely to face legal and other community challenges for years  
>to come. The BLM has questioned whether the WEP can legally be built. The  
>Army Corps of Engineers have questioned whether alternatives have truly been  
>examined.

>

>7) The debate continues to escalate the costs of any solution and interferes  
>with other transportation projects getting approval.

>

>8) There are established avenues within Oregon for moving beyond community  
>deadlocks such as the WEP. We need a creative solution that can be acted on  
>quickly and less expensively. Oregon Solutions and the Oregon Consensus  
>Program are two Oregon organizations that have helped other communities and  
>could help us find a creative solution that would address west Eugene  
>traffic issues, protect our wetlands, and successfully replace an  
>extraordinary level of community acrimony with a community solution we could  
>all respect.

>

>9) Numerous community and statewide people have expressed willingness and

>interest in contributing to the process of identifying a creative solution.

Thank you all for your continued attention this matter. I am confident that working together as a community, we will solve our traffic problems in a reasonable manner.

>

## Central Lane Metropolitan Planning Organization

---

**From:** bob thompson [bthompsn@efn.org]  
**Sent:** Tuesday, November 01, 2005 6:50 PM  
**To:** cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** There must be another way to deal with west Eugene..!!

Dear Decision Makers

In these times of multiple threats to our air, water, and, indeed, the very earth beneath our feet, we must, while being ultimately concerned with the earth as a whole, also be extremely conscious about local concerns.. This is one such matter of GREAT concern, involving our approach to dealing with traffic, and the way it impacts our immediate environment. I find myself in rather strong agreement with Eugene mayor's 'principles', as listed below in regard to alleviating the problems of traffic, etc., in west Eugene. The west Eugene wetlands are altogether too precious and valuable to treat other than very delicately, and the proposed parkway project is NOT the solution. We need to work together to solve traffic congestion in west Eugene AND to protect those critical wetlands. I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

- 1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the City Council by The Roundtable.
- 2) We have a nationally recognized wetlands put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset.
- 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands.
- 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving.
- 5) The WEP would really make only a minimal impact on the traffic issues and would negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems.
- 6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined.

7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval.

8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities And could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect.

9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution.

--

"Consumption used to be the name for a mortal wasting disease. It still is." (Anna Quindlen)

### **Central Lane Metropolitan Planning Organization**

---

**From:** Bill Almquist [walmquis@uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 5:28 PM  
**To:** walmquis@uoregon.edu  
**Subject:** WEP

I encourage you to convene/take part in a process that looks at the **traffic problems** in West Eugene (as opposed to specifically discussing a "West Eugene Parkway") and collaboratively finds a way to address them with the greatest benefit to the wetlands and to the community. The community can only benefit from healthy wetlands, not suffer.

Thank you,

Bill Almquist  
Master's Candidate  
Community and Regional Planning Program  
Graduate Research Fellow- Resource Innovations  
University of Oregon  
Phone: (541) 346-0467

## Central Lane Metropolitan Planning Organization

---

**From:** Liam Sherlock [lsherlock@eugene-law.com]  
**Sent:** Tuesday, November 01, 2005 4:06 PM  
**To:** \*Eugene Mayor and City Council  
**Cc:** \*LC Board of County Commissioners; \*Springfield Mayor; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** WEP

Many thanks to the majority of the Council and the Mayor for doing the right thing by rejecting the WEP project. Its an environmentally destructive and outrageously expensive boondoggle.

When faced with the argument that you are ignoring the will of the voters keep in mind that they were fed the line from Mayor Torrey and others that the money was available for this project and that it would cost far less than the real price tag. In other words, the narrow margin of victory would not have happened but for the substantial misrepresentations, whether negligent or intentional, made by proponents. You now have more current information and are acting on it for the greater good of the taxpayers and the last remaining remnants of prairie wetlands in the Willamette Valley.

William and Jennifer Sherlock

## Central Lane Metropolitan Planning Organization

---

**From:** Julie Hulme [hulme@4j.lane.edu]  
**Sent:** Tuesday, November 01, 2005 4:52 PM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** Mayor's Principles

Dear Decision Makers

We need to work together to solve traffic congestion in west Eugene AND to protect our critical wetlands. I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

- 1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the City Council by The Roundtable.
- 2) We have a nationally recognized wetlands put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset.
- 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands.
- 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving.
- 5) The WEP would really make only a minimal impact on the traffic issues and would

negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems.

- 6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined.
- 7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval.
- 8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities and could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect.
- 9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution.

I appreciate and support Mayor Piercy's ability to be honest and state the problems associated with the WEP as well as her intent to explore sustainable options in the best interest of our community.

Sincerely, Julie Hulme

## **Central Lane Metropolitan Planning Organization**

---

**From:** mm@prpr.com  
**Sent:** Tuesday, November 01, 2005 4:43 PM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** WEP

Hello,

I urge you to put the brakes on the proposed West Eugene Parkway for these reasons:

1. A project in the works for 25+ years is a project that has major problems. Time to review the WEP for its value/problems!
2. Circumstances have changed since Eugene residents voted in a bare majority to support building the WEP. For one thing, lots of money has been spent with agencies not able to come to agreement and move the project forward. For another, the City of Eugene will now be responsible for finishing the road. For another, the funds to build the road weren't available, as voters were promised.
3. Replacement wetlands are never ever as good as nature's wetlands. It's wrong to treat West Eugene's prairie wetlands so cavalierly.
4. Instead of looping endlessly in arguments about the WEP -- let's look at how to move traffic through West Eugene!

Step back and re-evaluate the WEP.

Thank you,  
Marilyn Milne

## Central Lane Metropolitan Planning Organization

---

**From:** Vip [VipiV@aol.com]  
**Sent:** Tuesday, November 01, 2005 4:11 PM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** opposing WEP

Please put me on record as being strongly opposed to the WEP. Don't revive this monster which should have died a quiet death long ago. Eugene Councilors Solomon and Poling are wrong.

Thank you,

Vip Short  
 1448 E. 22nd Av  
 Eugene 97403

## Central Lane Metropolitan Planning Organization

---

**From:** daniel@spectralem emanations.com  
**Sent:** Tuesday, November 01, 2005 2:40 PM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** WEP

Dear Decision Makers

We need to work together to solve traffic congestion in west Eugene AND to protect our critical wetlands. I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

- 1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the City Council by The Roundtable.
- 2) We have a nationally recognized wetlands put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset.
- 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands.
- 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving.
- 5) The WEP would really make only a minimal impact on the traffic issues and would negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems.
- 6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined.

7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval.

8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities and could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect.

9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution.

### **Central Lane Metropolitan Planning Organization**

---

**From:** Beth Stein [bstein@teleport.com]  
**Sent:** Tuesday, November 01, 2005 1:33 PM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** Comments regarding the WEP

Dear Decision Makers:

As a citizen of Eugene, I strongly Mayor Piercy and the Eugene City Council's recent actions and decisions regarding the West Eugene Parkway and the Mayor's "Principles" regarding the parkway. Building the WEP would not solve all of the traffic problems in West Eugene and would clearly degrade an important natural resource. I look forward to seeing the new and creative ideas that will develop if we can move beyond the WEP.

Sincerely, Beth Stein, 3135 Portland St, Eugene, 97405

### **Central Lane Metropolitan Planning Organization**

---

**From:** Barbara Gleason [bdgleason@comcast.net]  
**Sent:** Tuesday, November 01, 2005 1:16 PM  
**To:** \*Eugene Mayor and City Council  
**Cc:** info@eugenechamber.com; HAMM Ken (LTD); Springfield City Manager's Office; \*LC Board of County Commissioners; Central Lane Metropolitan Planning Organization; \*Springfield Mayor  
**Subject:** West Eugene Wetlands topic

Dear Eugene and Springfield Mayors, Lane County Board of Commissioners, Lane Transit District and Central Lane Metro Planners, and Eugene Chamber of Commerce,

I am writing to provide my voice to the present (and continuing) debate about the benefits or drawbacks of the proposed West Eugene Parkway.

I have a small business in Eugene and I am not a member of the Eugene Chamber of Commerce, although I have considered joining it. However, I have not joined primarily because it does NOT represent my views as a small business person on this and on other issues.

I am not in favor of the West Eugene Parkway, for many reasons, but I want you to hear this voice, the voice of someone who is a business person and does not agree with the body of local businesses who purportedly support this parkway.

I approve of Mayor Piercy's vote against it, for the following reasons: the financial costs have changed, the overall situation of traffic has changed, the factors and reasons it is poorly located have changed -- all since it's first initial vote many years ago.

I think a far better solution can be found that does MORE for all of Eugene's citizens, and does not only benefit those who have a vested interest in it being situated where it was initially planned.

I think it's time to look for new, less divisive solutions to community issues. I support sustainable businesses and I also support environmental sustainability, too, and for these reasons, I am not supportive of the West Eugene Parkway as it presently is planned.

Let's seek a solution that far more members of this community can support!

Barbara Gleason

cc: colleagues who are Chamber members

--

**BGleason Design & Illustration**  
**CraneDance Publications**  
**www.bgleasondesign.com**

**\_ Graphic Design, Book Publishing**  
**( '< Scientific & Commercial Illustration**  
**/ ) ) bogleason@comcast.net**  
**//" " Ph: 541-345-3974**

P.O. Box 50535, Eugene OR 97405

### **Central Lane Metropolitan Planning Organization**

---

**From:** Julie Daniel [julied@bringrecycling.org]  
**Sent:** Tuesday, November 01, 2005 12:57 PM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** WEP

The WEP has proved a bitterly divisive issue in our community. I applaud the Mayor and Council's decision to look for other solutions to traffic issues in West Eugene. The costs of the WEP outweigh the benefits. Europe's experience would indicate that costly highway projects do not result in long term traffic reduction. By making it easier to drive, traffic increases, setting off a never ending cycle of traffic, congestion and expense. I hope that LCOG will work with the City and other partners to find a less costly solution---both fiscally and environmentally.

jd

Julie Daniel  
 Ph: 541-746-3023  
[www.bringrecycling.org](http://www.bringrecycling.org)

Waste isn't waste till it's wasted. Dan Knapp. Urban Ore.

## Central Lane Metropolitan Planning Organization

---

**From:** Victoria Robinson [victoria@uoneuro.uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 12:48 PM  
**To:** Central Lane Metropolitan Planning Organization

Dear Decision Makers

We need to work together to solve traffic congestion in west Eugene AND to protect our critical wetlands. I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

Thank you,

Victoria Robinson  
 Eugene

## Central Lane Metropolitan Planning Organization

---

**From:** beverly holman [bevholman@comcast.net]  
**Sent:** Tuesday, November 01, 2005 12:27 PM  
**To:** Central Lane Metropolitan Planning Organization

Please preserve the wetlands when you work to relieve traffic congestion.  
 Bev Holman

## Central Lane Metropolitan Planning Organization

---

**From:** GREEN Bobby  
**Sent:** Tuesday, November 01, 2005 12:25 PM  
**To:** 'Helmut Plant'; \*Eugene Mayor and City Council; \*Springfield Mayor; HAMM Ken (LTD);  
 Central Lane Metropolitan Planning Organization  
**Subject:** RE: In Support of Mayor Piercy

How about working on building trust in government? Let's start with honoring the public's vote on the WEP. Apparently, The Eugene City Council is smarter than the general public who they ask to vote on the WEP twice.

How can anyone support that style of leadership?

bgreen

-----Original Message-----

**From:** Helmut Plant [mailto:hplant@uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 7:55 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** In Support of Mayor Piercy

Tuesday, November 1, 2005

Good morning!

I'm in complete agreement with the message below and ask you to treat

it as if I had penned it myself.

Thank you,

Helmut Plant

>Dear Decision Makers

>  
>We need to work together to solve traffic congestion in west Eugene AND  
>to protect our critical wetlands. I support the recent Eugene City  
>Council action to design and build transportation projects in West  
>Eugene to address congestion, safety, and operation of all modes of  
>transportation. Mayor Piercy's "Principles" will help bring the  
>community together and move it forward.

>  
>  
>  
>MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

- >1) There are significant traffic problems/issues in West Eugene that  
>have long needed resolution. This has been recognized by just about  
>everyone and recently brought to the City Council by The Roundtable.
- >2) We have a nationally recognized wetlands put together through unique  
>public/private partnerships and these wetlands are a highly valued  
>educational, recreational and environmental community asset.
- >3) Our community needs a solution to the traffic problems that does not  
>reduce the integrity and value of these wetlands.
- >4) The WEP is a proposed solution to the traffic problems that has the  
>support of only half of Eugene and has been a long-term source of  
>community division rather than community problem solving.
- >5) The WEP would really make only a minimal impact on the traffic  
>issues and would negatively impact the Wetlands. It is broadly  
>recognized that the WEP would not solve West Eugene traffic problems.
- >6) The WEP is likely to face legal and other community challenges for  
>years to come. The BLM has questioned whether the WEP can legally be  
>built. The Army Corps of Engineers have questioned whether alternatives  
>have truly been examined.
- >7) The debate continues to escalate the costs of any solution and  
>interferes with other transportation projects getting approval.
- >8) There are established avenues within Oregon for moving beyond  
>community deadlocks such as the WEP. We need a creative solution that  
>can be acted on quickly and less expensively. Oregon Solutions and the  
>Oregon Consensus Program are two Oregon organizations that have helped  
>other communities and could help us find a creative solution that would  
>address west Eugene traffic issues, protect our wetlands, and  
>successfully replace an extraordinary level of community acrimony with  
>a community solution we could all respect.
- >9) Numerous community and statewide people have expressed willingness  
>and interest in contributing to the process of identifying a creative  
>solution.

--  
  
////////////////////  
Helmut Plant  
2034 Alder St  
Eugene OR 97405-2940

Tel. (541) 344-0748  
<http://darkwing.uoregon.edu/~hplant/>

## Central Lane Metropolitan Planning Organization

---

**From:** GREEN Bobby  
**Sent:** Tuesday, November 01, 2005 12:08 PM  
**To:** 'Daphne Stone'; \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** RE: west eugene wetlands  
**Categories:** NoHTML

Doesn't the public vote mean anything? I would feel better if the Council had ask for the public's OPINIONS versus asking for a vote because obviously, everyone has one and not too many people care. When the public exercises its right to vote, that should mean something.

If others wish to support that style of leadership, it will have to happen without my consent.

Bgreen

-----Original Message-----

**From:** Daphne Stone [mailto:stone\_daphne@hotmail.com]  
**Sent:** Tuesday, November 01, 2005 10:20 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** west eugene wetlands

I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation, but to reject the original WEP plan. We need to work together to solve traffic congestion in west Eugene, but also to protect our critical wetlands. Mayor Piercy's "Principles" will help bring the community together and move it forward.

### MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

- 1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the City Council by The Roundtable.
- 2) We have a nationally recognized wetlands put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset.
- 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands.
- 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving.
- 5) The WEP would really make only a minimal impact on the traffic issues and

would negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems.

6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined.

7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval.

8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities and could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect.

9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution.

## Central Lane Metropolitan Planning Organization

---

**From:** GREEN Bobby  
**Sent:** Tuesday, November 01, 2005 12:02 PM  
**To:** 'caroladunn@juno.com'; \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** RE: WEP  
**Categories:** NoHTML

[Asking State Agencies to solve local problems is like asking Soupy Sales and Robin Williams to be serious!](#)

Bgreen

-----Original Message-----

**From:** caroladunn@juno.com [mailto:caroladunn@juno.com]  
**Sent:** Tuesday, November 01, 2005 6:49 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** WEP

Dear Decision Makers Look what happened to New Orleans when they started destroying the wetlands protecting their city. In designing a project to help ease traffic congestion in west Eugene, it is vital to protect our critical wetlands. I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward. MAYOR PIERCY'S "PRINCIPLES RE THE WEP" 1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the City Council by The Roundtable. 2) We have a nationally recognized wetlands

put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset. 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands. 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving. 5) The WEP would really make only a minimal impact on the traffic issues and would negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems. 6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined. 7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval. 8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities and could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect. 9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution. Sincerely, Carola Dunn Eugene

### **Central Lane Metropolitan Planning Organization**

---

**From:** Jack Radabaugh [jradabaugh@comcast.net]  
**Sent:** Tuesday, November 01, 2005 12:00 PM  
**To:** \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** Fw: WEP

----- Original Message -----

**From:** [Jack Radabaugh](#)  
**To:** [Mayor and City Council](#)  
**Sent:** Tuesday, November 01, 2005 11:55 AM  
**Subject:** WEP

Let it die. It is not worth \$169M. It is an ecological disaster. Eugene does not want nor can it afford the maintenance job. It will face no build hell fire in public hearings. It will face an infinity of lawsuits. It will never get past the massive opposition to the totally revised and more costly proposal. Build something simple out to Beltline with a good interchange and let it end there.

### **Central Lane Metropolitan Planning Organization**

---

**From:** Castleessentials@aol.com  
**Sent:** Tuesday, November 01, 2005 11:53 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** WE SUPPORT MAYOR PIERCY'S PRINCIPLES!

Dear Decision Makers

We strongly support Mayor Kitty Piercy's decision last week to vote against the West Eugene Parkway.

We need to work together to solve traffic congestion in west Eugene AND to protect our critical wetlands. We support the recent Eugene City Council action to design and build transportation projects in West Eugene to address

congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

#### MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

- 1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the City Council by The Roundtable.
- 2) We have a nationally recognized wetlands put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset.
- 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands.
- 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving.
- 5) The WEP would really make only a minimal impact on the traffic issues and would negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems.
- 6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined.
- 7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval.
- 8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities and could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect.

9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution.

Sincerely,  
Les and Sharon Castle  
720 East 20th  
Eugene, OR 97405  
344-9809

### **Central Lane Metropolitan Planning Organization**

---

**From:** Doug Heiken [onrcdoug@efn.org]  
**Sent:** Tuesday, November 01, 2005 11:48 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** Letter to the Editor: West Eugene Parkway

Dear Regional Policy-Makers, I wrote the attached letter to the editor and forward it to you now in case you do not read the RG...

Dear Editor:

Three cheers for Kitty Peirce and the four brave members of the city council who voted to stop the wasteful dead end road known as the West Eugene Parkway. Among all the transportation priorities in our community, the parkway should be at the bottom of the list, not the top.

I have come to really enjoy nature's peace in the west Eugene wetlands. The new bike path and prairie restoration work west of Terry Street are a tremendous community asset that will only become more valuable as time passes. The West Eugene Parkway would destroy that, both unnecessarily and expensively.

Now our community can focus on solutions that will more effectively address traffic issues in west Eugene with less cost and less controversy. I am personally convinced that Roosevelt Boulevard is an obvious part of the solution. Roosevelt already links Hwy 99 and Beltline and it is an underused road with plenty of room for improvements to enhance its effectiveness.

Thankfully, some of our elected officials have enough wisdom to recognize when the public interest does not align with the interests of the local gravel barons and construction kings, and thankfully they occasionally have the backbone to say "no."

Sincerely,

/s/

Doug Heiken  
909 W. 10th Ave  
Eugene OR 97402

### **Central Lane Metropolitan Planning Organization**

---

**From:** john costello [jcost@uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 11:47 AM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** WEP

I support an alternative to the West Eugene Parkway concept. There have to be better ways to move traffic through this area. Six miles of new road for \$169 million works out to \$28 million per mile - that is absurd! Some folks seem to have a nearly fanatic interest in seeing this road built. I have to wonder why.

John Costello

--  
John Costello  
Food Service Director  
EMU Food Service  
Room 135  
University of Oregon  
1222 E. 13th  
Eugene, OR 97403

541 346 3719

jcost@uoregon.edu

### **Central Lane Metropolitan Planning Organization**

---

**From:** Ethen Perkins [epandlk@efn.org]  
**Sent:** Tuesday, November 01, 2005 11:25 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; Springfield City Manager's Office; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** Let's get rail-ly creative and not dripping WEP

Dear local and regional transportation decision makers,

I want to go on record in support of Eugene Mayor and city council's decision to begin to look beyond the West Eugene Parkway (WEP) in solving transportation problems in West Eugene. The WEP has for too long been the only consideration on the table, despite its obvious high costs, low probability of resolving regional transportation problems, and adverse environmental impacts.

Not only would the WEP not really connect to Veneta, the nearest burgeoning bedroom community, it would dissect important preserved ecosystems. If constructed it would further imperil important endangered wetland and upland plants and animals that have habitat within and on both sides of the proposed footprint. WEP would degrade and destroy this habitat, it would prevent remnant Fender's blue butterflies from having a connected larger population in this region. This is one among several examples of WEP's negative ecosystem impact. These conflicts make it clear to me that WEP is not really the most viable solution to moving people around and beyond West Eugene.

There is a low volume rail line running from Eugene's core through Veneta that extends to the coast. One creative vision would be to utilize it for park and ride commuting both to access the growing residential and industrial zone of west Eugene, but also to provide a means of commuting to and from Veneta. We have long had a stated regional transportation goal of reducing automobile use. This is one obvious way to greatly achieve such a goal, as well as making better use of existing infrastructure.

The Oregon Coast is one of the fastest growing segments of our state. A passenger rail service to the coast would be a great tourist attraction for folks wishing to travel between Eugene and the Oregon Coast.

Similar commuter rail connections with Harrisburg, Springfield, Junction City and Cottage Grove should also be on the regional transportation planning agenda, as well as expansion of the Bus Rapid Transit options. Further development of rail connections to the airport and future passenger rail connections to Portland and Seattle are also important to begin planning for now. Eugene should not follow Portland's example of waiting until automobile traffic is stalled out in commuter gridlock before developing our equivalent of the Max rail system.

Eugene should also be developing innovative bike-commuter rail interconnections, much as LTD has done with accommodating bike transport on its bus system.

Thank you for rail-ly supporting the Eugene city council and mayor in moving beyond the sogging WEP car quagmire!

--

Ethen Perkins, Ph.D.

botanical surveys, wetlands consultation, rare species, restorations 2410 Monroe, Eugene, OR 97405 541-345-3944 fax 334-0980

## **Central Lane Metropolitan Planning Organization**

---

**From:** jonathan evans [jevans7@law.uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 11:28 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; 'Springfield City Manager's Office'; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** Support West Eugene Transportation Alternatives

RE: Mayor Piercy's "Principles Re the WEP" should be supported by the MPC.

Dear Mayors, Members of the Council, Board of Commissioners, Manager's Office, Lane Transit District, and Lane Metropolitan Planning Organization:

Affordable and environmentally sensitive alternatives for transportation planning in West Eugene should be lauded. The history of division, cost escalation, and environmental problems surrounding the West Eugene Parkway are too numerous to name here. It is time to move forward to find viable solutions that will enhance our community, not divide it physically and politically. We all agree that transportation solutions are needed for West Eugene. Mayor Piercy's Principles RE the WEP is the positive direction needed in our community.

I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

Sincerely,

Jonathan Evans

University of Oregon, School of Law

1991 Columbia ST

Eugene, OR. 97403

### **Central Lane Metropolitan Planning Organization**

---

**From:** Rob Tobias [rob@robtobias.com]  
**Sent:** Tuesday, November 01, 2005 10:33 AM  
**To:** \*Eugene Mayor and City Council  
**Cc:** \*LC Board of County Commissioners; \*Springfield Mayor; Springfield City Manager's Office; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization

I support our mayor, Kitty Piercy in her position opposing WEP. I agree with her when she says she will "direct the city manager to consult with our intergovernmental partners and community organizations to scope a process to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation."

--  
<http://robtobias.com/>

### **Central Lane Metropolitan Planning Organization**

---

**From:** Jennifer Rebecca Zeier [jzeier@uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 10:27 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization

Dear Decision Makers

We need to work together to solve traffic congestion in west Eugene AND to protect our critical wetlands. I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

Sincerely,  
 Jennifer Zeier  
 M.P.A. Candidate  
 University of Oregon

## Central Lane Metropolitan Planning Organization

---

**From:** Gary Rondeau [gary@asiimaging.com]  
**Sent:** Tuesday, November 01, 2005 10:25 AM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** WEP - no solution

Dear Planners,

Please do not allow the WEP to be built. placing a highway through one of the most pristine natural settings in the Eugene area is folly. The reality of geology, known as "peak oil" is likely to reduce the need for additional highways in the long term anyway. In fact, this year nation-wide the total highway miles driven is almost flat, whereas most years growth is about 2% per year. So, even moderate gas price increases (without gas lines or real shortages) as seen this year, can have an impact on auto travel. Rather than planning for even more unsustainable auto travel, we should be looking for ways to reduce the need for the automobile and transfer people-moving from autos to mass transit, bicycles, walking, etc. Rather than spending \$169M on a road we don't want - improve the bus service, limit the expansion of big-box stores at the periphery of the urban growth boundary, encourage "localization" of those neighborhoods with pedestrian friendly housing and buisnesses. We should be making car travel less pleasant, with fewer roads and less parking at our destinations. Fewer parking lots will allow development of more urban landscapes that are friendly to the pedestrian.

With river otters seen recently in Amazon Creek (Recent RG article) the west eugen wetlands are the real treasure. Lets protect them and make them the center piece for any further development in that part of town.

Gary Rondeau

## Central Lane Metropolitan Planning Organization

---

**From:** Hans Kuhn [hak@uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 10:24 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** West Eugene Parkway

Dear Representatives,

The West Eugene Parkway:

- \* Destroys valuable wetlands that the federal taxpayers have spent millions to preserve. Let's learn from New Orleans and think of the economic losses they could have prevented had they preserved their wetlands.
- \* Bypasses local businesses on West 11th, hurting the local economy. Reducing traffic in a commercial district is not necessarily a good thing
- \* Burdens the taxpayers with having to maintain a portion of a road that we were promised was completely paid for when voters approved the measure most recently.
- \* Diverts valuable road funds from being used to

maintain our existing streets and to improve road safety.

- \* Doesn't address the need for more sustainable solutions to our transportation problems, like public transit and urban density do.

I could continue, but I would like to pose this question to you: given all of these problems with the West Eugene Parkway proposal, would you drop your support for this project and work towards a more positive solution? I'm counting on you answering yes.

Sincerely, Hans Kuhn  
2760 Polk Street  
Eugene, OR

## **Central Lane Metropolitan Planning Organization**

---

**From:** Daphne Stone [stone\_daphne@hotmail.com]  
**Sent:** Tuesday, November 01, 2005 10:20 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** west eugene wetlands

I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation, but to reject the original WEP plan. We need to work together to solve traffic congestion in west Eugene, but also to protect our critical wetlands. Mayor Piercy's "Principles" will help bring the community together and move it forward.

### MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

- 1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the City Council by The Roundtable.
- 2) We have a nationally recognized wetlands put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset.
- 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands.
- 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving.

- 5) The WEP would really make only a minimal impact on the traffic issues and would negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems.
- 6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined.
- 7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval.
- 8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities and could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect.
- 9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution.

## Central Lane Metropolitan Planning Organization

---

**From:** george beres [gberes@darkwing.uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 9:23 AM  
**To:** \*Eugene Mayor and City Council; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization; \*Springfield Mayor  
**Subject:** Thanks for stopping WEP

KITTY AND LIKE-MINDED CITY COUNCILORS: You have sincere thanks from both of us for honoring your commitment to the well-being of the community in your vote against the West Eugene Parkway boondoggle. Please continue your courage and commitment to good government, no matter what fabricated and selfish opposition is stirred by the Chamber of Commerce. We are WITH YOU!

George and Silvia Beres  
gberes@uoregon.edu

## Central Lane Metropolitan Planning Organization

---

**From:** Rush Wayne [rushwayne@comcast.net]  
**Sent:** Tuesday, November 01, 2005 9:37 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Cc:** \*Springfield Mayor  
**Subject:** Support Eugene WEP decision

Dear Sir/Madame:

I am a self-employed business owner living in the Amazon neighborhood in Eugene. I support the recent Eugene City Council action to explore transportation alternatives to the WEP. With the projected cost of the WEP more than double the price tag originally sold to Eugene voters, no clear source for the funds, and no good way to protect the critical wetlands habitat that the project would impact, it would be irresponsible to stay the course. It is time to address congestion in West Eugene in a more holistic way. I think Mayor Piercy's "Principles" are a good start, and I appreciate her proposal to engage organizations like Oregon Solutions and Oregon Consensus Project to help cut through the adversarial nature of this issue that has divided our community for so many years.

Sincerely,  
 Rush Wayne  
 2720 Onyx St.  
 Eugene, OR 97403

## Central Lane Metropolitan Planning Organization

---

**From:** Eileen Nittler [eileenn@holtintl.org]  
**Sent:** Tuesday, November 01, 2005 9:37 AM  
**To:** \*Eugene Mayor and City Council  
**Cc:** \*Springfield Mayor; Central Lane Metropolitan Planning Organization; HAMM Ken (LTD)  
**Subject:** West Eugene Parkway

To Whom it may Concern:

It is possible, indeed, is critical, that the Eugene/ Springfield region work together to solve traffic congestion in west Eugene as well as to protect wetlands so important to the ecosystem and the overall environmental appeal of the region.

The WEP has not proven economically or politically prudent. There is now a chance to brainstorm new ways to incorporate new roads and protect the wetlands.

I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

Thank you,

Eileen Nittler

**Central Lane Metropolitan Planning Organization**

---

**From:** Paul Nicholson [pbwol@yahoo.com]  
**Sent:** Tuesday, November 01, 2005 9:30 AM  
**To:** \*LC Board of County Commissioners; \*Eugene Mayor and City Council;  
cmo@ci.springfield.or.us; Central Lane Metropolitan Planning Organization  
**Subject:** Mayor Piercy made the right decision

November 1, 2005

I hear the Chamber of Commerce is orchestrating a pro- West Eugene Parkway pressure campaign.

I am myself a local small business person. I think that if you receive any letter supporting the W.E.P. from an independent local business, you should regard the author as a guy who is too busy running his business to have paid attention to local politics. Our city and county transportation policies are clearly anti-local business.

A local retailer would be seriously delusional were he to thin that he would be benefited by the building of a new sprawl-ways, populated by corporate national chain competitors. The vast majority of local businesses do not belong to the Chamber of Commerce because the Chamber has long ago ceased representing the interests of local businesses with the exception of local developers and land speculators.

Of course, politicians must attend to all points of view and constituent interests, even those of developers. However, I write hoping that you will consider the general public interest in preserving Eugene as as a unique and distinctive community with viable local businesses. I would hate to see Eugene join the ranks of the myriad indistinguishable cities organized around freeways, shopping malls, and alienated housing developments. This pattern results in unincorporated subdivisions populated by people who depend on the urban center economically but contribute nothing to its sustenance.

Sincerely,

Paul Nicholson

---

[Yahoo! FareChase - Search multiple travel sites in one click.](#)

## Central Lane Metropolitan Planning Organization

---

**From:** Jeff Kern [jkern@efn.org]  
**Sent:** Tuesday, November 01, 2005 9:24 AM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** I support Mayor Piercy's approach to the WEP

Dear Central Lane Metropolitan Planning Organization

I am writing because I enthusiastically support Mayor Piercy's efforts to search for solutions to congestion in west Eugene without buidling the West Eugene Parkway.

Yes we do have traffic and congestion problems that need to be addressed but the cost and the enormous cost of loss of wetlands did not justify the WEP. The WEP would have helped traffic only a little but the WEP would have to first pass many legal tests.

So please work with the mayor to find other solutions.

Thank you

Jeffrey Kern  
 363 Hawthorne Ave  
 Eugene, OR 97404

## Central Lane Metropolitan Planning Organization

---

**From:** Arnold Ismach [aismach@rowell.uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 9:19 AM  
**To:** \*LC Board of County Commissioners; cmo@ci.springfield.or.us; \*Springfield Mayor; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Cc:** \*Eugene Mayor and City Council; rhandy@efn.org  
**Subject:** the parkway

You all are facing a tough decision on the West Eugene Parkway.

I'm one of many who recognize the problem(s), and hope that the Metropolitan Policy Committee can come up with a reasonable compromise solution.

Yes, we have a problem with traffic congestion in West Eugene.

And yes, we must protect the wetlands in that area. I think that you should consider Eugene Mayor Piercy's and the City Council's request to come up with a solution that will serve everybody's needs, now and in the future.

--Arnold Ismach

5326 Tahsili St.

Eugene, OR 97405

(541) 343-2466

## Central Lane Metropolitan Planning Organization

---

**From:** Alexia Kelly [akellysc@uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 9:00 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** WEP

Dear Decision Makers,

As a graduate student studying urban planning and public administration, I recognize that difficult trade-offs often must be made in the public policy arena. However, it has been shown time and again that cities cannot build themselves out of congestion. Additionally the West Eugene Wetlands are a critical component to the health of our local ecosystem and an important part of the stormwater containment system for Eugene. For all of these reasons I oppose the WEP and urge you to explore more effective and environmentally sensitive solutions.

We need to work together to solve traffic congestion in west Eugene AND to protect our critical wetlands. I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

Thank you.

Alexia C. Kelly  
Project Manager, Community Planning Workshop  
Master's Candidate, M.C.R.P. and M.P.A.  
Department of Planning, Public Policy and Management  
University of Oregon  
Phone: 541.346.3653

**Central Lane Metropolitan Planning Organization**

---

**From:** Helmut Plant [hplant@uoregon.edu]  
**Sent:** Tuesday, November 01, 2005 7:55 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor;  
HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** In Support of Mayor Piercy

Tuesday, November 1, 2005

Good morning!

I'm in complete agreement with the message below and ask you to treat it as if I had penned it myself.

Thank you,

Helmut Plant

>Dear Decision Makers

>

>We need to work together to solve traffic congestion in west Eugene AND  
>to protect our critical wetlands. I support the recent Eugene City  
>Council action to design and build transportation projects in West  
>Eugene to address congestion, safety, and operation of all modes of  
>transportation. Mayor Piercy's "Principles" will help bring the  
>community together and move it forward.

>

>

>

>MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

>

>1) There are significant traffic problems/issues in West Eugene that  
>have long needed resolution. This has been recognized by just about  
>everyone and recently brought to the City Council by The Roundtable.

>

>2) We have a nationally recognized wetlands put together through unique  
>public/private partnerships and these wetlands are a highly valued  
>educational, recreational and environmental community asset.

>

>3) Our community needs a solution to the traffic problems that does not  
>reduce the integrity and value of these wetlands.

>

>4) The WEP is a proposed solution to the traffic problems that has the  
>support of only half of Eugene and has been a long-term source of  
>community division rather than community problem solving.

>

>5) The WEP would really make only a minimal impact on the traffic  
>issues and would negatively impact the Wetlands. It is broadly  
>recognized that the WEP would not solve West Eugene traffic problems.

>

>6) The WEP is likely to face legal and other community challenges for  
>years to come. The BLM has questioned whether the WEP can legally be  
>built. The Army Corps of Engineers have questioned whether alternatives  
>have truly been examined.

>

>7) The debate continues to escalate the costs of any solution and  
>interferes with other transportation projects getting approval.

>

>8) There are established avenues within Oregon for moving beyond  
>community deadlocks such as the WEP. We need a creative solution that  
>can be acted on quickly and less expensively. Oregon Solutions and the

>Oregon Consensus Program are two Oregon organizations that have helped  
>other communities and could help us find a creative solution that would  
>address west Eugene traffic issues, protect our wetlands, and  
>successfully replace an extraordinary level of community acrimony with  
>a community solution we could all respect.

>  
>9) Numerous community and statewide people have expressed willingness  
>and interest in contributing to the process of identifying a creative  
>solution.

--

////////////////////  
Helmut Plant  
2034 Alder St  
Eugene OR 97405-2940

Tel. (541) 344-0748  
<http://darkwing.uoregon.edu/~hplant/>

### **Central Lane Metropolitan Planning Organization**

---

**From:** Holly & Tom [tomholly@willamette.net]  
**Sent:** Tuesday, November 01, 2005 7:42 AM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** Opposition to the WEP

To the Central Lane Metropolitan Planning Organization,

I am writing to express my support for the recent Eugene City Council decision to design and build transportation projects in West Eugene that address congestion and safety problems that do not, at the same time, irreparably harm the west Eugene wetlands. I oppose the West Eugene Parkway on the grounds that its short-term vision, hefty price tag, and sacrifice of critical and rare habitat will not solve our transportation problems. I agree with Mayor Piercy's Principles Regarding the West Eugene Parkway, and know that more sustainable solutions can be found.

Thank you for your serious consideration of my concerns. I look forward to hearing of your progress on this important issue.

Sincerely,  
Holly Knight  
895 W. 17th Avenue  
Eugene, OR 97402  
tomholly@willamette.net

## Central Lane Metropolitan Planning Organization

---

**From:** Rachel Foster [rfoster@efn.org]  
**Sent:** Tuesday, November 01, 2005 7:43 AM  
**To:** Central Lane Metropolitan Planning Organization; HAMM Ken (LTD); \*LC Board of County Commissioners; \*Eugene Mayor and City Council  
**Subject:** RE: West Eugene Congestion

Dear Decision Makers

I support the recent Eugene City Council action to support transportation solutions to congestion in West Eugene that do not imperil the wetlands. The proposed West Eugene Parkway is likely to remain mired in legal challenges for years, in part because it will severely compromise the integrity of the wetlands we have worked hard to protect and improve. Let's move on.

Sincerely,  
 Rachel Foster

## Central Lane Metropolitan Planning Organization

---

**From:** Nancy Ellen Locke [n\_e\_locke@hotmail.com]  
**Sent:** Tuesday, November 01, 2005 7:33 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** I SUPPORT Mayor Piercy & the Wetlands in West Eugene!!

I SUPPORT Mayor Piercy & the Wetlands in West Eugene!!

First let me say that I recognize that there are significant traffic problems/issues in West Eugene that have long needed resolution. However, I feel that we can work around our nationally recognized wetlands, honor the unique public and private partnerships that created this natural treasure, and still develop a viable transportation system for West Eugene.

I want our community to come together and support sustainable business while protecting the environment.

Nancy Ellen Locke  
 The Ellendale House  
 1130 West 25th Avenue  
 Eugene, OR 97405-2223

541.431.0533

## Central Lane Metropolitan Planning Organization

---

**From:** Ellen Hyman [elly47@comcast.net]  
**Sent:** Tuesday, November 01, 2005 7:09 AM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** WEP

Along with other concerned citizens I've been following the WEP project for years. The need is clear. Something must be done to alleviate the congestion that will only get worse in West Eugene. However, the WEP, as it is currently manifested, is not the answer. All too often we create short-sighted answers to long-term problems and end of in a continual "fix-it" mode. We have the opportunity here to be forward thinking and plan for the long term. We can address the problems and protect the environment. The Wetlands of West Eugene are a precious and vital part of our ecosystem that needs to be saved.

Building bigger roads is NOT the only solution to traffic congestion. We need to address our addiction to our cars and develop viable and attractive alternatives and incentives to move people out of solo driving. We need to develop neighborhoods in which people can live, work and recreate. We need to encourage businesses to stagger work hours so not everyone is pouring into and out of their workplace at the same time. We need to develop many avenues into and out of the heart of the city.

Give the Mayor's Principles a chance to see the light of day.  
 Sincerely,

*Ellen Hyman*

*3863 Dorchester Lane, 97404*

## Central Lane Metropolitan Planning Organization

---

**From:** caroladunn@juno.com  
**Sent:** Tuesday, November 01, 2005 6:49 AM  
**To:** \*Eugene Mayor and City Council; \*LC Board of County Commissioners; \*Springfield Mayor; cmo@ci.springfield.or.us; cmo@ci.springfield.or.us; HAMM Ken (LTD); Central Lane Metropolitan Planning Organization  
**Subject:** WEP

Dear Decision Makers

Look what happened to New Orleans when they started destroying the wetlands protecting their city.

In designing a project to help ease traffic congestion in west Eugene, it is vital to protect our critical wetlands.

I support the recent Eugene City Council action to design and build transportation projects in West Eugene to address congestion, safety, and operation of all modes of transportation. Mayor Piercy's "Principles" will help bring the community together and move it forward.

MAYOR PIERCY'S "PRINCIPLES RE THE WEP"

- 1) There are significant traffic problems/issues in West Eugene that have long needed resolution. This has been recognized by just about everyone and recently brought to the City Council by The Roundtable.
  - 2) We have a nationally recognized wetlands put together through unique public/private partnerships and these wetlands are a highly valued educational, recreational and environmental community asset.
  - 3) Our community needs a solution to the traffic problems that does not reduce the integrity and value of these wetlands.
  - 4) The WEP is a proposed solution to the traffic problems that has the support of only half of Eugene and has been a long-term source of community division rather than community problem solving.
  - 5) The WEP would really make only a minimal impact on the traffic issues and would negatively impact the Wetlands. It is broadly recognized that the WEP would not solve West Eugene traffic problems.
  - 6) The WEP is likely to face legal and other community challenges for years to come. The BLM has questioned whether the WEP can legally be built. The Army Corps of Engineers have questioned whether alternatives have truly been examined.
  - 7) The debate continues to escalate the costs of any solution and interferes with other transportation projects getting approval.
  - 8) There are established avenues within Oregon for moving beyond community deadlocks such as the WEP. We need a creative solution that can be acted on quickly and less expensively. Oregon Solutions and the Oregon Consensus Program are two Oregon organizations that have helped other communities and could help us find a creative solution that would address west Eugene traffic issues, protect our wetlands, and successfully replace an extraordinary level of community acrimony with a community solution we could all respect.
  - 9) Numerous community and statewide people have expressed willingness and interest in contributing to the process of identifying a creative solution.
- Sincerely,  
Carola Dunn  
Eugene

Brooks A. Batson  
Veneta Villa, 26  
25115 East Broadway Avenue  
Veneta OR 97487

*Copy: Lane Council of Gons*

27X2005

Hon. Tim Brooker, Mayor  
City of Veneta  
88184 Eighth Street  
PO Box 458  
Veneta, OR 97487

RE: Traffic Congestion and Residential Needs in Veneta

Dear Mayor Brooker,

Eugene City Council apparently has narrowly defeated the proposed West Eugene Parkway. I believe that the decision was a sound one, provided activities now proactively focus on sensibly resolving the transportation problem.

Here at Veneta Villa, on the Territorial Road feeder route to arterial Highway 126, automobile and truck traffic is already so heavy that children and elderly people often have genuine difficulty safely to cross the street. It is also noisy and dusty.

Because railway right-of-way already exists along the corridor into Eugene via Highway 126/West 11<sup>th</sup> Avenue, and because modern switching technology may allow dual use of existing rail line for freight/passenger transportation, although it would seem that rail stock may have to be upgraded and additional sidetrack laid: I respectfully suggest that the City of Veneta work with Lane County, the City of Eugene, and LTD toward availing of currently existing rail right-of-way to resolve the transportation dilemma facing our area. Commuter parking would also require addressing, but it would seem that adequate space for the purpose already exists in adjacent West Eugene Shopping Center. The vacant lot at RR & Territorial Road might be partly converted to ticket station and the rest provide a pleasant buffer of green space park, nicely mirroring the greenery of north-west Veneta Villa.

As for the present pedestrian crossing difficulty, at Territorial Road and East Broadway and elsewhere, please work with the State to fix periodic painted pedestrian crossing zones ('PED X') at crucial areas (such as at the East Broadway crossing from Veneta Villa to Dari-Mart & the East-bound LTD stop), and promote the 35 mph Speed Limit with adequate marking, that limit fairly balancing the needs of pedestrians with commuters & haulers.

Please consider that present or future consideration of stop lights could actually exacerbate the problem by increasing congestion, and I respectfully urge you to use your office assertively to express our community's needs in this area, balanced with the needs of transient traffic for access to Highway 126.

Thank you, and GOD Bless.



Brooks A. Batson  
Cc.: West Lane News, Myrna Gattis (HACSA)

**ATTACHMENT 5**  
**SUMMARY OF POSSIBLE EFFECTS OF REDUCTION**  
**IN FY07-09 STP-U FUNDING FOR COMMUTER SOLUTIONS**

Because so many of Commuter Solutions TDM programs and projects are inter-related and dependant upon one another, there is no real clear single answer that "XYZ project" won't be done. There is a ripple effect on many programs and services when funds are reduced during a time of fast growth.

Some of the issues/impacts on the goals and actions of the Commuter Solutions Draft Strategic Plan for 2005-2010 are listed below:

**Goal: Increase Participation in Commuter Solutions Programs and Services**

**Actions:**

- Extend Commuter Solutions outreach to outlying communities
- Expand LTD's Group Bus Pass Program:
  - **Note: There are 418 businesses in our data base from the I-105 Congestion Mitigation Project that are potential Group Pass programs. We would be extremely limited in our ability to recruit some of these new businesses due to limited staff time.**
- Increase Regional Ridesharing:
  - **Note: Goals of setting up additional VanPools from Medford/Roseburg/Florence to Eugene may not happen. Maintenance of existing Vanpools would be the most that could be done.**
- Broaden scope of Smart Ways to School Program.
  - **Note: The Smart Ways to School (SWTS) program has been one of our most successful efforts. But funding is now totally dependent upon STP-U funds because the two year grant from the Dept. of Energy has been exhausted. The increase in STP-U funds were partially earmarked for funding the staff position for the SWTS project leader.**
- Formalize Congestion Mitigation Program with region and state jurisdictions.
- Explore additional TravelSmart projects.
  - **We would be restricted in our abilities to respond to opportunities that might present themselves at the end of the pilot TravelSmart project currently underway.**

**Goal: Support and Further Local, Regional, and Statewide Transportation/Land Use Policies**

**Actions:**

- Provide technical assistance and targeted outreach to developing mixed use areas along EmX corridors, and areas of high growth.
  - **Both assistance and outreach efforts could be restricted.**
- Coordinate transportation options with non-traditional TDM funding sources (e.g., social service agencies) for resource leveraging and greater regional scope.
  - **Note: Staff time may need to be reallocated to other priorities, or less effort could possible go into this action.**
- Develop refined performance monitoring measures.

**Additional Notes:**

With a possible reduction in STP-U of \$50,000, possible reductions or loss of funds from the Business Energy Tax Credit (BETC) program earmarked for program administration, and the added cost of adding a Employer Programs Specialist position to maintain and manage the existing 50+ Group Pass Programs, the Commuter Solutions Program will be limited in its ability to respond to community needs in highly congested corridors.

# WEST EUGENE PARKWAY

Supplemental Final Environmental Impact Statement

<http://egov.oregon.gov/ODOT/HWY/REGION2/wep.shtml>

October 2005

## What is the WEP?

The West Eugene Parkway (WEP) is a proposed east/west urban arterial road being studied by the Oregon Department of Transportation (ODOT), the City of Eugene, and Lane County. The WEP has been the result of over 20 years of planning, public involvement, environmental analysis and engineering to develop a solution to the growing traffic congestion in west Eugene. The project would be an approximately 5.8-mile, four-lane road connecting OR 99 W to OR 126 in Eugene.

## Why is the WEP needed?

The purpose of the West Eugene Parkway is to:

- Provide a major, access-controlled, east-west connecting arterial for intra- and inter-regional and citywide travel through the western half of the City of Eugene, between OR 126 to the west and the I-5/I-105 corridor to the east;
- Improve access to the West Eugene industrial area via direct connections with only

strategic crossroads, thereby supporting orderly and planned growth;

- Better link West Eugene residential areas with downtown, thereby supporting orderly and planned growth;
- Implement an important part of the area-wide roadway system as envisioned in the Eugene-Springfield Metro Area Transportation Plan (TransPlan); and
- Relieve congestion and improve safety on West 11th Avenue, by removing most intra- and inter-regional and some local traffic from the busiest and most hazardous section of West 11th Avenue.

## Who is doing the study?

ODOT is leading the study in collaboration with the City of Eugene and Lane County. Cooperating agencies that are involved in coordinating the work include ODOT, Federal Highway Administration, Bureau of Land Management, and U.S. Army Corps of Engineers. An agency Executive Coordination Team is meeting approximately monthly throughout the planning process.

## West Eugene Parkway Project Map



## How would the WEP be funded?

The WEP is included as a priority project in the Central Lane Metropolitan Planning Organization's (MPO's) Regional Transportation Plan (RTP), which was updated in December 2004. At that time, the Metropolitan Policy Committee of the Central Lane MPO included the project's costs and proposed funding sources in the RTP update.

## How much would the WEP cost?

Cost estimates for the WEP were prepared based on the current proposed design of the WEP, which now includes an interchange at the WEP and Beltline Highway (instead of an intersection) and widening of Beltline Highway from two lanes to four lanes between West 11<sup>th</sup> Avenue and south of Roosevelt Boulevard. Based on the RTP, the current design of the WEP would cost \$169 million. Total project costs will be updated as an element of the Supplemental

Final Environmental Impact Statement (SFEIS), the current phase of environmental planning.

## When would construction on the WEP begin?

Construction may only begin after the project's federal environmental process has been completed, following publication of the SFEIS and issuance of a Record of Decision. This is anticipated in spring 2006. Construction could start as soon as fall 2006.

## How can I stay informed?

If you have questions about the project or want more information, contact Karl Wieseke, ODOT Project Manager (contact info. below). If you are a property owner within a half mile of the proposed WEP corridor (see map on reverse), you are already on the project mailing list. Watch for information about the project in your mailbox and local media.

## A brief history of the WEP

- ◆ 1978 – The T-2000 transportation plan is adopted, which replaces the idea of building the Roosevelt Freeway with a new east-west corridor.
- ◆ 1986 — Eugene voters approve the WEP by an 80 percent majority.
- ◆ 1992 — The WEP southern alignment is included in the West Eugene Wetlands Plan.
- ◆ 1997 — The West Eugene Parkway Supplemental Draft Environmental Impact Statement is published. Comments support the WEP by 3-to-1.
- ◆ June 2001 — Meeting is held with local elected officials and interest groups, resulting in a “No Build” recommendation.
- ◆ August 2001— Eugene City Council passes Resolution #4687, which refers the project to a vote of the full citizenry.
- ◆ November 2001 — In a special election, Eugene voters reaffirm the 1986 decision to build the WEP by a narrow margin and widely defeat a measure calling for the continued study of alternatives to the WEP.
- ◆ 2002 — The Eugene City Council votes to authorize amending the West Eugene Wetlands Plan and local transportation plans to include the WEP.
- ◆ 2004 — The Federal Highway Administration approves a re-evaluation report for the WEP that allows the project to proceed to a Supplemental Final Environmental Impact Statement.



**For more  
information**

**Ann Sanders**  
Project Leader  
ODOT  
644 A Street  
Springfield, OR 97477  
(541) 744-8080  
ann.i.sanders@odot.state.or.us