



Western Lane

Ambulance District

*Excellence In Service
To The Community*

November 9, 2005

Dear Mr. Schwepz;

Western Lane Ambulance District would like to offer this letter of support for the improvements planned for Highway 126. Highway improvement is an integral part of patient care. Getting patients to Eugene and Springfield in a comfortable, timely manner is essential to our business. Crowded intersections and roadways in ill repair take up time that may mean the difference between life and death. Please take this opportunity to include our name among those who support the improvements you intend to make.

Sincerely,

A handwritten signature in black ink, appearing to read "Henry Hanf", written over a light-colored background.

Henry Hanf
District Manager

Central Lane Metropolitan Planning Organization

From: LARRYREED [LARRYREED@JRHWEB.COM]
Sent: Thursday, November 10, 2005 10:11 AM
To: Central Lane Metropolitan Planning Organization
Subject: The community continues to need the WEP

This community is expected to grow (like it or not), the way to handle this growth this through having all the elements required for our urban community to be in balance, -water, sewer, electrical power, storm water, open space, transportation (cars-streets, bus, bikes, pedestrian etc). All the transportation modeling and analysis shows this transportation facility is needed and without it our community is out of balance. Let me elaborate, past land use actions, such as Rezoning, Refinement plans Metro Plan Amendments (growth in west Eugene) relied on the WEP being in place to handle the increase in traffic (to keep all elements in balance) Not building the WEP is a back door moratorium on any future land use changes (growth) in the western half of Eugene and if the needed change is large enough, like Peace Health, possibly Springfield. The Oregon Transportation Planning Rule ties land use and transportation planning together, by the requirement- if the planned growth's traffic will cause further deteriorate the community's transportation system and there are no future transportation projects on the "list" that will mitigate the traffic impacts the land use action must be "Denied". Such actions will have significant ripple effects. New businesses, jobs will locate elsewhere, I could go on and on as to the ripple effects but what I'm most worried about is the long term effects of not building the WEP, Eugene will end up without a middle class, with only the very affluent & retirees at one end and the under-employed, disadvantaged at the other end. Remember, the community voted by 61% to not look at any further west Eugene transportation alternatives, any action to stop the WEP is not only a Slap In The Face to this public process but to do so without an actual alternative border on "dereliction" of duty. Please keep the on course for building the WEP. Larry E. Reed.

Central Lane Metropolitan Planning Organization

From: Bitty Roy [bit@darkwing.uoregon.edu]
Sent: Thursday, November 10, 2005 1:28 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: WEP

To All Concerned with the WEP:

First, let me introduce myself. I am an internationally known plant ecologist, and have been an Associate Professor at the University of Oregon since 2000.

I commend the Council and the Mayor for their intelligence and bravery in deciding against the West Eugene Parkway. This road would unnecessarily impact the West Eugene Wetlands (WEW), which are among the most critically endangered habitats in the United States [1]. Historically, open oak savannas and prairie grasslands dominated much of the Willamette Valley, but today less than 2% of the valley's prairies and savannas remain [2]. It simply does not make sense to destroy something that is irreplaceable.

Furthermore, the partnership of conservation agencies and local government that have become linked through preserving what is left of the WEW has become a national model of conservation and cooperation. We should be supporting the partnership and celebrating the incredible natural heritage within which Eugene is embedded, instead of building a parkway through it.

Regards,

Barbara A. ("Bitty") Roy
Associate Professor of Biology

Note: The views stated in this letter are my own, and do not necessarily represent those of the University.

References Cited:

1. Noss, R.F., E.T. LaRoe III., and J.M. Scott, *Endangered ecosystems of the United States; a preliminary assessment of loss and degradation*, in *Biological Report 28*. 1995, US National Biological Service: Washington, D.C.
2. Hulse, D., et al., *Willamette River Basin: A planning atlas*. 2002, Seattle: University of Washington Press.

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Central Lane Metropolitan Planning Organization

From: daelparsons@comcast.net
Sent: Thursday, November 10, 2005 11:17 AM
To: Central Lane Metropolitan Planning Organization
Subject: WEP

We are extremely thankful to Mayor Piercy and Eugene City Council for standing in opposition to the West Eugene Parkway. More highways are not the ONLY solution to traffic congestion. We urge you to pay attention to the broader, more long-range view for our community. Our West Eugene wetlands are a jewel and a model for cities all over the nation and you are now its stewards. Thank you for taking that job seriously!

Sincerely,
(a Eugene voting family)
Dael Parsons,
Joe Taylor,
Alexander Taylor and
Jessica Parsons-Taylor