

## WETLANDS alternative to the \$200 million WEP

- The WETLANDS alternative is not a new route, it is a combination of solutions.
- Roosevelt Blvd. is a better connector between Beltline and 99, Roosevelt serves northwest Eugene neighborhoods better than WEP could
- transfer WEP money to finish Beltline (upgrade Beltline to Interstate 605?) and fix Roosevelt / 99 intersection
- transfer ODOT and City lands for WEP to BLM's West Eugene Wetlands Project
- new roads: First / 99 / Second Connector, Barger Road Extended to NW Expressway, & Trainsong Connector (Bethel to NW Expwy)
- fix West 11th intersections (would cost about \$2 million, the cost to complete WEP study)
- bicycle paths and lanes, better crosswalks
- Bus Rapid Transit (11th Ave, Highway 99), improve existing bus service
- land use shifts to coordinate transit and development, mixed use centers, co-housing
- upgrade Amtrak - high speed train to Seattle
- Second and Garfield: ideal location for Eugene's new hospital (central & accessible)
- I-5 / Beltline interchange: a practical, cheaper solution ignored by ODOT

## WEP won't solve traffic problems

- WEP would increase north-south traffic on Seneca, Bailey Hill, Bertelsen, Beltline and Green Hill, clogging W. 11th intersections
  - WEP would force a new freeway along 6th and 7th Avenues to connect parkway traffic to I-105, and a wider sprawlway to Veneta
  - WETLANDS alternative would help local and through traffic more than WEP
- [www.permatopia.com/wetlands/traffic.html](http://www.permatopia.com/wetlands/traffic.html)

## WEP at the crossroads: obstacles, opportunities in 2006

### Proof of cancellation:

transfer WEP funds to finish Beltline  
transfer ODOT & City lands for WEP to BLM

- **June 19, 2001 No Build Consensus:** Federal Highway Administration (FHWA), BLM, ODOT, Lane County, City of Eugene  
If adopted then, the alternative would have been built by now. The WETLANDS alternative is based on this consensus.
- The City and FHWA have ignored the 2001 "no Build" consensus. The "Osprey Group" report on collaboration also ignored the No Build" consensus.
- FHWA's options: *cancel EIS* (No Build) or *new EIS* for approving WEP
- City of Eugene should rescind agreement with ODOT to maintain part of WEP

- FHWA and ODOT cannot approve WEP (it is illegal) but don't dare cancel it either
- ODOT's Couplet Alternative (in October 2005, ODOT revived option rejected in 1985)

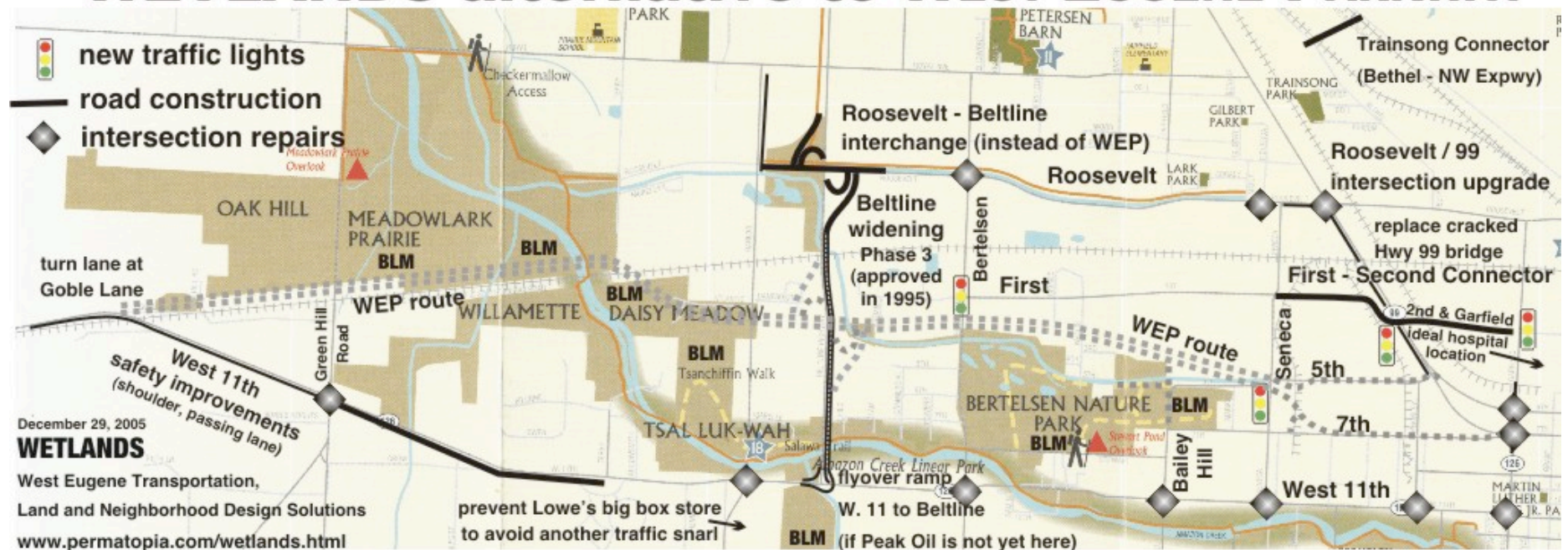
## hidden history of the WEP

- 1951 to 1972: Roosevelt Freeway proposal
- 1985 to 1990: WEP approval process
- 1996 lawsuit forced FHWA to rescind approval
- 1999: effort to remove Section 4(f) protection
- **June 19, 2001 No Build Consensus:** Federal Highway Administration (FHWA), BLM, ODOT, Lane County, City of Eugene
- November 2001: election and subsequent TransPlan and Wetlands Plan amendments
- Summer 2002: a few opponents design larger WEP with worse damage to wetlands and forests-- a weird case of activist malpractice
- 2002 to 2005: ODOT makes new designs (none are feasible), ignores WETLANDS alternative

## an illegal highway going nowhere

- WEP does not meet the Purpose and Need, the WETLANDS alternative does
- Peak Oil is a "new circumstance" that requires reopening the Environmental Impact Statement
- WEP lacks "legal sufficiency" -- it was stopped in federal court in 1996 -- FHWA approval has been a year in the future since 1999
- Cooperating Agencies: BLM and Army Corps of Engineers did not participate in required "Scoping" of alternatives
- Eugene Growth Management Policies violated
- Segmentation and Logical Termini: Western and Eastern Termini (Veneta / I-105)
- Land and Water Conservation Fund (LWCF) lands cannot be used for a highway
- Avoidance, Minimization, Mitigation: West Eugene Wetlands Mitigation Bank is bankrupt, replacement wetlands are inferior
- Section 4(f) protects parkland from paving
- Endangered Species Act: WEP needs a "license to kill"
- WEP violates environmental justice regulations

## WETLANDS alternative to WEST EUGENE PARKWAY



## TREES: Transportation, Energy, Environment, Sustainability

### TRANSPORTATION for Peak Oil

- **change TransPlan** to anticipate Peak Oil
- **maintain road networks**, don't expand them
- **upgrade Amtrak and inter-city buses**
- **convert RV factories to make buses**
- **local manufacture** of electric cars, bicycles
- **no "mileage tax"** to track all motorists 24/7  
Hybrids should not subsidize Hummers

### ENERGY for the Year 2025, Region 2050

- **build** solar panel and wind turbine factories
- **convert** grass seed farms to grow biofuels
- **require** passive solar design in building codes
- **relocalize** production to reduce consumption
- **retrofit** buildings: conservation & renewables

### ENVIRONMENT Protection and Restoration

- **ecoforestry**: selective logging of tree farms, no clearcuts or herbicides, value added products
- **green business**, myco- and bio-remediation, zero discharge into air & water, ban toxics, shift to carbohydrate economy (no petroleum)
- reduce garbage: waste is a terrible thing to mind
- **intelligent design**: beauty not ugliness  
prevent more strip mauls and billboards

### SUSTAINABILITY is not just efficiency

- **paradigm shifts**: psychological and political
- **beyond boom and bust**: steady state economy
- **local food security**, more community gardens, teach gardening skills at neighborhood levels  
protect farm soils from "development"
- **economic stability** needs democratic decision making, Campaign Finance Reform is needed
- **public health**: single payer health care
- **support local economy**: **build downtown Farmers Market, not Whole Foods predator ban big box megastores and franchises**  
initiatives for sustainable jobs after Peak Oil

## Eugene's natural disaster plans: preventative perspectives

### Eugene's Multi-Hazard Mitigation program sensible solutions to disaster risks

- Floods: don't build hospitals in floodplains
- Storms: plant fruit trees, not firs, around homes
- Landslides: ban clearcuts and new road cuts
- Wildfires: fireworks and clearcuts increase risk
- Earthquake: seismic retrofit bridges & buildings
- Volcanoes: plan to do without Calif. products
- **Dam collapse: the Willamette Valley tsunami we must strengthen -- or remove -- the dams**
- Critical Infrastructure: redundancy needed
- Hazardous Material: ban toxics, monitor trains
- Terrorism: community cohesion is solution

### Disaster Mitigation and Land Use:

- Eugene needs intelligent (urban) design
- Hospitals, Earthquakes, Floods, and Lahars
- Troubled Bridges Over Water: I-5 bridge crisis
- Downtown Destructive Development proposals
- West Eugene sprawl in floodplains:  
WEP, Target store, Royal Node subdivision

### The Long Emergency: Peak Oil and climate change require paradigm shifts

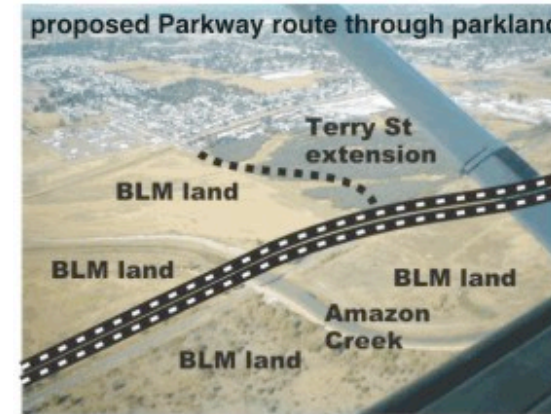
**Katrina disaster shows the Federal government response: we are on our own**

## about WETLANDS

**WETLANDS is monitoring the Environmental Impact Statement process, documenting violations of federal law, taking citizens on tours of the West Eugene Wetlands and describing the range of alternatives to the project. For details please visit the website: [www.permatopia.com/wetlands.html](http://www.permatopia.com/wetlands.html)**

# WETLANDS

## West Eugene Transportation Land and Neighborhood Design Solutions



## TREES Transportation, Energy, Environment and Sustainability

an alternative to the  
**WEST EUGENE PARKWAY**

[www.permatopia.com/wetlands.html](http://www.permatopia.com/wetlands.html)  
a graceful end to cheap oil