**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 at the crossroads: obstacles, opportunities in 2006**

- FHWA and ODOT cannot approve WEP (it is illegal) but don’t dare cancel it either.

**WEP won’t solve traffic problems**

- WEP would increase north-south traffic on Seneca, Bailey Hill, Bertelsen 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.

**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.

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**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
- 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.

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**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.
- 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.

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**WETLANDS alternative to West Eugene Parkway**

- New traffic lights.
- Road construction.
- Intersection repairs.
- West Eugene Transportation, Land and Neighborhood Design Solutions.
- WETLANDS: West Eugene Transportation, Land and Neighborhood Design Solutions.
- www.permatopia.com/wetlands/traffic.html
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 Hummer

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

WETLANDS West Eugene Transportation Land and Neighborhood Design Solutions

TREES Transportation, Energy, Environment and Sustainability

an alternative to the West Eugene Parkway

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a graceful end to cheap oil