

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 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 11th Avenue and south of Roosevelt Boulevard. Based on the Regional Transportation Plan (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 draft Record of Decision by FHWA, which is anticipated in December 2006.

How can I stay informed?

If you have questions about the project or want more information, contact Ken Kohl, 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

Here is a list of major milestones/decision points during the long 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 and 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.
- ◆ October – December 2005 – Eugene City Council and the Metropolitan Policy Committee approved resolutions leading to the development of a conflict assessment process which was conducted in the spring of 2006.



**For more
information**

Ken Kohl
Consultant Project Manager
ODOT
644 A Street
Springfield, OR 97477
(541) 744-8080
kenneth.l.kohl@odot.state.or.us