

I-5 Willamette River Bridge Project

Talking Points - South Bank multi-use path viaduct

March 12, 2013

Decision history

- In late 2009, managers of I-5 Willamette River Bridge Project determined that there was not enough money available to construct the new multi-use path viaduct on the north side of Franklin Boulevard and keep the connector path on the south side.
- At a meeting in early 2010, ODOT and the cities of Springfield and Eugene chose to build the path on the north side of Franklin Boulevard.
- This decision was made with awareness and input of the project's Citizen Advisory Group and bicycle advocates.
- There was majority agreement that the north-side viaduct and connector path would be a significant improvement over the existing path configuration.

Funding

- After agreeing on the north-side route, ODOT and the city of Springfield sought additional funding to complete the path viaduct and connector path.
- Transportation Enhancement funding was obtained for the viaduct construction.
- The city of Springfield contributed funding for the eastward connection.
- These funds are committed, making the decision to build the north-side path final and irreversible.

Factors considered in decision

- The environmental restoration of the stream that is being done as part of this project would be severely complicated by a south-side path. A south-side path would require significant environmental permitting and engineering.
- The permitting and funding issues are further complicated by the many jurisdictions involved – the cities of Eugene and Springfield, ODOT, the railroad and the parks. None of the agencies involved have shown interest in such an effort at this time.
- The new path route also eliminates a dark underpass that felt unsafe to many path users and is intended to discourage people from making a dangerous crossing of the railroad tracks, which has been problematic for years.