

The italicized items in the list below are specific examples of public ideas and concerns that have been expressed by the Community Advisory Group and members of the public regarding the replacement of the Interstate 5 Willamette River Bridge. These ideas and concerns were taken into consideration during development of the Goals and Objectives and are displayed below in association with the Objectives that resulted from that consideration. Some concerns and ideas influenced development of multiple objectives and so are included more than once. Some of the ideas may not be feasible, but they reflect the desires of the community which are, in turn, reflected in the Goals and Objectives.

Goals & Objectives

The goals and objectives listed below for the I-5 Willamette River Bridge project were developed after consulting the public, local jurisdictions, and resource and regulatory agencies. The goals and objectives help ODOT identify and respond to key issues and concerns as the project is developed.

Transportation and Mobility

Goal 1: Provide transportation facilities that complement and support State and local transportation systems and land use planning.

- Objective 1A: Meet Oregon Highway Plan mobility and access standards and policies for interstate highways to maintain an acceptable and reliable level of mobility now and in the future.
 - ☞ *Consider possible future changes in travel demand and alternative transportation options*
- Objective 1B: Accommodate transportation improvements planned for railroads, streets, highways, interchanges, and bicycle/pedestrian paths in the area.
- Objective 1C: Provide a freeway bridge and potential associated roadway improvements that are safe and effective.
- Objective 1D: Maintain and where practicable enhance connectivity for pedestrians and bicyclists during and after construction.
 - ☞ *Recognize tradeoffs and/or opportunities associated with pier configurations and bike/ped connections along the river*
 - ☞ *Provide the opportunity to address the blind curves on the existing bike path, especially under the freeway at canoe canal (removing fill to straighten path,) and under N. Walnut Street Bridge in Eastgate Woodlands*
 - ☞ *Separate foot and bicycle traffic under I-5 canoe canal bridge*
 - ☞ *Consider improving bicycle/pedestrian access across the railroad tracks from Riverview Street to the south bank bike/ped path and the Knickerbocker bridge*
 - ☞ *Avoid establishing crossing intersections*
 - ☞ *Redesign the paths north of the Knickerbocker Bridge after use in the construction zone; remove the western paved path around the Knickerbocker frog pond*
- Objective 1E: Keep bicycle paths open during construction and make them safe and compatible with long term usage.
 - ☞ *Minimize night lighting impacts on path users.*

Natural Resources

Goal 2: Avoid or minimize impacts to natural resources.

- Objective 2A: Avoid or minimize adverse impacts to the Willamette River and its tributaries, Patterson Slough, riparian areas, upland native plant communities, and wetlands, and fish and wildlife in the area.
 - ☞ *Minimize impacts to the Alton Baker Park canoe canal*
 - ☞ *Ensure adequate restoration of appropriate and healthy vegetation on embankments, under bridge, and throughout project area*
 - ☞ *Use native species and monitor for long-term success; minimize the spread of non-native and invasive species, (scotch broom, false brome, etc.). Construction equipment should not transport seeds or other invasive plant materials into the WNA*
 - ☞ *Provide year-round protection of the frog pond at the north end of the Knickerbocker Bridge*
 - ☞ *Protect water quality and fish habitat by minimizing erosion and contamination, particularly during removal of the decommissioned bridge*
 - ☞ *Ensure compatibility with the Metro Water Study*
 - ☞ *Avoid spraying or aeration of poisonous chemicals including pesticides and herbicides; onsite petroleum is contained*
 - ☞ *Minimize construction related noise in the park, particularly the impacts on the heron rookery during the nesting period*
 - ☞ *Minimize decorative and construction-related lighting impacts to organisms that depend upon darkness at night*
- Objective 2B: Eliminate or minimize the number of bridge piers in the Willamette River.
 - ☞ *Eliminate or minimize the number of piers in the river*
 - ☞ *Remove the old pilings from the temporary and old bridges in the river*
- Objective 2C: Minimize adverse alterations to river hydraulics.
 - ☞ *Minimize the impacts of altering river hydrology (temporary and permanent)*
 - ☞ *Use pier shapes that minimize water turbulence and debris hang-ups*
 - ☞ *Do not allow work bridges to become debris dams*
- Objective 2D: Take advantage of practical opportunities to enhance habitats for native plants, fish, and wildlife.
 - ☞ *Consider opportunities to use any removed fill for other purposes in the park or for other local community needs first, rather than paying contractors to haul to distant facilities*
 - ☞ *Downed trees and stumps should be evaluated for possible reuse within the WNA (example: turtle habitat in pond)*
 - ☞ *Consider opportunities to use rocks for reptile habitat on WNA prairie*
 - ☞ *Consider removal of existing obstructions to create safe river passage for people and wildlife*
 - ☞ *Include space for plantings under the I-5 bridge at the canoe canal to facilitate wildlife corridors*
 - ☞ *Explore removing the vertical concrete sides of the canoe canal beneath the I-5 bridges with the goal of creating more natural looking turtle and wildlife habitat*
- Objective 2E: Mitigate unavoidable impacts to the natural environment.
 - ☞ *Minimize night lighting impacts on wildlife*
 - ☞ *Minimize disturbance to riparian areas*
 - ☞ *Incorporate innovative and environmentally sensitive design elements*

Recreation

Goal 3: Protect and enhance recreation resources and the recreational experience of users in the vicinity of the project.

- Objective 3A: Protect and, as practical, enhance the pleasant pastoral character of the Whilamut Natural Area of Alton Baker Park (including Eastgate Woodlands Park).
 - ☞ *Seek opportunities to enhance the park environment and further park plan goals*
 - ☞ *Preserve and protect recreational use on both riverbanks*
- Objective 3B: Maintain access to park facilities during construction and minimize adverse construction impacts to park users.
 - ☞ *Minimize impacts to the park and users*
 - ☞ *Minimize encroaching on park land; minimize the long-term footprint of the bridge*
 - ☞ *Minimize impacts to the bicycle, pedestrian, and canoe paths*
 - ☞ *Preserve safety for recreational users*
- Objective 3C: Maintain or improve safety for river users.
 - ☞ *Consider the right of way impacts to river and canoe canal users and whether the river will be continuously open for travel*
 - ☞ *Design work bridges so they minimize safety concerns for river users*
- Objective 3D: Take advantage of practical opportunities to enhance the park environment and further park planning goals.

Aesthetics

Goal 4: Provide an aesthetically pleasing solution that recognizes the scenic beauty and community significance of the project area.

- ☞ *Ensure that maintenance, landscaping, and incorporating decorative elements are included as part of the discussion of retaining walls and soundwalls*
- Objective 4A: Design and construct a structure that can enhance the views from the river and surrounding areas.
 - ☞ *Design the bridge with an appropriate height and scale that is compatible with the parks and riverfront*
 - ☞ *Maintain views of the river from the bridge for motorized vehicles, but avoid creating distractions for drivers*
- Objective 4B: Design and construct an aesthetically pleasing structure that is a signature or landmark bridge – a unique and special structure that represents the community.
 - ☞ *Involve local artists, designers, and the community in the design through contests and other opportunities*
 - ☞ *Involve the community and especially local tribes in the naming of the bridge*
 - ☞ *Make an architectural statement*
 - ☞ *Incorporate innovative and environmentally sensitive design elements*
 - ☞ *Ensure the design is compatible with all of the new developments in the area: redevelopment along the river, the Walnut Station mixed use node, new development of the Glenwood neighborhood*
 - ☞ *Provide color options*
- Objective 4C: Design and construct a structure that is aesthetically pleasing when viewed from the underside where most people will see it.
 - ☞ *Consider multiple perspectives when considering bridge aesthetics*

Project Design, Construction, and Operation

Goal 5: Provide a sustainable, cost-effective solution that has performance durability during its expected design-life, minimizes construction impacts, and can be safely constructed and operated.

- ☞ *Use local resources and labor for construction*
- ☞ *Create opportunities to enhance economic development along the river*
- ☞ *Do not let bridge design preclude future additional ramp connections to I-5*
- ☞ *Consider the possibility for restoring the millrace in the future*
- ☞ *Dispose of material from the bridges in an environmentally friendly manner: recycle materials near the Eugene/Springfield area as possible*
- Objective 5A: Minimize the impacts of construction staging and access disruptions on park users and neighborhoods.
 - ☞ *Coordination: Maintain good and consistent communication with park planners, parks users, oversight groups, and neighborhoods regarding construction plans and schedule, coordinate with local entities to negotiate equipment access routes and work hours, plan construction around park events, coordinate construction timing with other local road projects to minimize impacts,*
 - ☞ *Minimize construction traffic through neighborhoods*
 - ☞ *Minimize the duration of construction*
 - ☞ *Design construction access and staging in the park to minimize impacts to parkland, wildlife, and users; minimize conflicts between trucks/equipment and bikers, joggers, etc.*
 - ☞ *Do not allow work bridges to become debris dams*
 - ☞ *Remove the temporary bridge in a timely fashion*
 - ☞ *Protect water quality and fish habitat by minimizing erosion, contamination, and percussive injury to aquatic life particularly during pile driving and removal of the decommissioned bridge*
 - ☞ *Avoid excessive lighting in the park and direct lighting downward where possible; especially during non-working hours*
 - ☞ *Provide clear warning signage in advance of disruptions throughout project area*
- Objective 5B: Minimize noise impacts during construction and long-term operations.
 - ☞ *Facilitate the creation of a noise corridor to help reduce engine braking*
 - ☞ *Minimize noise in the park, particularly the impacts on the heron rookery during the nesting period*
 - ☞ *Minimize noise in the neighborhoods – both construction and long-term*
 - ☞ *Be flexible and open-minded about solutions*
- Objective 5C: Meet Oregon Freight Mobility Standards on I-5 during construction by minimizing traffic delays and detours.
- Objective 5D: Include design elements that discourage transient camping under the bridges.
 - ☞ *Consider potential for vandalism, abuse, and attractive nuisance (particularly deck arch type)*
- Objective 5E: Design and construct an affordable, cost-effective project.
- Objective 5F: Provide a facility that is easily maintainable.
- Objective 5G: Incorporate materials and construction techniques that allow for maintenance and sequential replacement of elements as needed to extend the lifespan of the structure.