

**I-5 Willamette River Bridge
Open House May 3, 2007
Meeting Summary**

On May 3, 2007, two open houses were held for the I-5/Willamette River Bridge Environmental Assessment. The first meeting was held from 11:30am – 1:30pm at the Eugene Library and attended by approximately 50 people. The second meeting was held from 5:30pm – 7:30pm at the Springfield City Hall and attended by approximately 20 people. The purpose of the meetings was to share with the community the progress-to-date on the environmental review, bridge types under consideration and to solicit issues and comments regarding the project. The meetings included a continuous play slide show with background information, photo renderings of bridge types and pier types, information about pier locations, overall project goals, and aesthetic considerations developed from the CAG and the PDT.

The following is abbreviated from the complete list of comments received. “•” denotes repeated responses. Similar comments have been grouped. There may be more than one issue derived from each response. The comments were gathered from 36 comment forms collected as of 5/7/2007, and 38 flip-chart comments collected at the 5/3/2007 open houses. Comments from the flipcharts are denoted by italics or by the letter “f.”

DRAFT Comment Form Summary

General Design

- Want to see history of Eugene reflected in design •••••
- Minimize noise in park and neighborhoods through design •••
- Preference for cable stayed structure •••
- Consider underside aesthetics ••f
- Sleek/simple/ low profile bridge ••f
- Bridge options not inspiring enough •
- Case has not been made that ODOT can't afford to spend more •
- Fit with the natural beauty of the environment •f
- Integrate on/offramps •
- Steel instead of concrete
- Signature bridge
- Recognize both native and non-native influences in design
- Attractive to through-travelers
- See-through rail instead of concrete
- Create views
- Cost
- *Consider a tunnel*
- *The bridge does not need a theme*

Specific Design Comments

- Curves under the bridge/deck arch •••fff
- Not a box girder •

- Option A •
- Haunched I-girders over river •
- Haunched-box girders (2nd photo looks the best)
- Haunched girders
- Not a deck-arch
- Not the Tied-Arch Bridge over Franklin Blvd, with haunched I girders over river
- Create balance for the arch over Franklin Blvd
- Arch, including an arch over Franklin
- Tied arch over Franklin
- No tied arch over Franklin, better if connected to river and sloped to ground
- Constant depth over Franklin

Piers

- Fewest piers in the river •••••••• *f*
- Prefer V, Y, or delta shape, non-rectangular piers ••••• *f*
- Open piers to enhance view ••
- Balance the need for piers in the water and anchors in riparian areas
- Y and V piers will soon look outdated; suggest a rectangular pier with holes and texture, relief figures. As with Bears on the bridge in California near Eureka.

Environment

- Fix the channelized creeks under the south approach, restore area •• *ff*
- Low environmental impact ••
- Enhance environment
- Consider sustainability in construction *f*
- Remove/reform millrace remains/mitigate for project impacts *f*
- *Discuss eminent domain issues early in the process*
- *Don't let the bridge attract unwanted development*

Pedestrian Considerations

- Discourage camping under bridge •
- Maintain Pedestrian access
- Pedestrian views from bridge
- Provide access across railroad
- Consider bike/ped safety during construction
- Lights under bridge for pedestrians
- *Provide pedestrian access to bridge*

Miscellaneous

- Name bridge for / honor the Kalapuya •••••••••••••••• *ffffffffffff*
- *(contact the correct tribes)*
- Provide information/art/murals •
- Reader board with information about river/air pollution *ff*
- Purpose and need could be more broadly defined in terms of people and goods, generally
- Address peak oil/global warming, potentially reduced demand *ff*
- Consider existing facilities such as natural gas line in area of work
- Heavy construction is corporate welfare
- *Blend in surveillance cameras f*
- *Consider matters of public trust, distribution of money*
- *Make concrete promises about roadways in the riverfront research park*
- *Consider a contest to inform the design and engage the community*

Full Comment Form Responses

Comments:

1. I think the following are the primary considerations for the bridge: lowest environmental impact (e.g. fewest piers in river), sleekest most stream lined bridge possible-no additional “adornment” such as tied arch, some architectural nicety-e.g. nice gentle curves over both river and road, I prefer the lines of steel to massiveness of heavy can create. I still worry about bridge noise in my neighborhood.
2. Environmental priorities. Protect/enhance integrity of river flow, habitat. The rest will take care of themselves. Design: fewest piers in the river, curves (below deck arch), pedestrian access, and limit attractiveness to homeless camping.
3. Bridge designs are uninspired highway overpasses, not “signature” bridges for this important crossing. The cost of a cable-stayed bridge type is stated as outside in beyond the 70 million budget for the span. But the community isn’t being told how much beyond what is available the crossing would cost. The community should be given a chance to determine on itself whether it would be worth the effort to fight for the funds necessary to have a more inspiring bridge.
4. My preference is for cable-stayed bridge. I helped design 2 cable stayed bridges. One is the Pasco Kennewick Interstate Bridge in eastern Washington and East Huntington Bridge in Huntington, West Virginia.
5. The cable stayed structure would easily provide a clean space over the river, which to me is a strong consideration in the design.
6. Environmental issues presentation at this session does not separate out “cultural values” of the surrounding landscape, including early-to-present history of Eugene, Springfield and Lane County. Concern that a temp bridge was built but soon will be demolished and was therefore not cost-effective in long run. Attendee appreciated reading comments made at earlier drop-in sessions. Comment on the proposed green-colored arch pictured over Franklin Blvd. Looking unbalanced because there’s nothing to balance it on the North end. Build in a reader board meter registering pollution of river and air that would be readable by drivers prior to or just after crossing the bridge. (this comment made by employee of Metro, the greater PDX agency). Young children can read the water temperature, level for example and learn how fish friendly the river is. The bridge types are “uninspired freeway overpass” designs; ODOT has not made the case that they cannot afford more. Wants balance between piers in water and huge anchors in riparian zone. Concern that bridge obstacles are un-aesthetic.
7. Please have the bridge fit in with the natural beauty and environment. Name the bridge in honor of the Kalapuya.
8. Fix up the Channelize Creek under the south approach. De-channelize, naturalize, plant shading trees, beautify, use as project environment mitigation.
9. Prefer fewest and non-rectangular piers in river. Include haunched girders, but this as practical. Underside should be aesthetic and discourage camping. Materials used should minimize noise to park and neighborhoods. Access for Laurel Hill Neighborhood across railroad to south bank patch is needed.

10. Paper could be saved by sending communications via email to people for whom you have email addresses. It seems that the purpose and need could be more broadly defined in terms of transportation of people and goods generally. How will global warming and peak oil be addressed? I like the suggestion re” de-channelizing the Glenwood Slough Outlet. During construction email updates should be sent to path and trail users who desire updates. These should go on the web too.
11. It would be great to name the bridge to honor the Kalapuyas.
12. I'm in favor of a name honor the Kalapuyas
13. Fewest piers in river. Provide for pedestrian view spots on bridge. Please name the bridge for the Kalapuya Indians to tie in with the talking stones in the park, thanks RR.
14. Name the bridge after the native Indians
15. The bridge should connect with the past and move into the future. Since the bridge will be spanning the Whilamut Natural Area of Alton Baker Park it should be named after the people that lived in this area for thousands of years-a Kalapuya name for the bridge will provide connection. Ester Stutzman of Yoncalla would be the best to consult with on a name.
16. Respect and enhance Wil-a-mut Park. Engage representatives of Kalapuya Tribe on design and naming of bridge. We should honor the original inhabitants of the place where the bridge crosses the river. Design-simple, minimize number of piers, evoke Native symbolism. Name-honor Kalapuya in some way. Make as simple, natural and elegant as possible.
17. Please use the naming of the bridge as an opportunity to honor the original inhabitants-choose a Kalapuya name for the bridge and incorporate design elements that reinforce this idea of honoring these people and their culture.
18. Nice display-info and pics, but not enough shown on portion over rail yard. My big concern is incorporating this part with the whole-possibly even emphasizing this as well as the portion over Franklin. With an aesthetic nod to the old. Wonderful Oregon metal tied arch bridges not necessarily functional over bed arches. Oregon produces incredible moss/mold-can this be exploited for texture/color in/on the concrete? I could see mossy “tree trunks” blending in nicely as they age. The part over Franklin should be nice looking, will be the most often viewed. The Y's and V piers are going to look dated pretty quickly; can a rectangular pier have holes in it? “O” for Oregon. How about some radical concrete design treatment incorporating Timber/Oak trees ideas, giant “log” box girders. End side of piers as tree trunks with deep reliefs “bark”. What about bridge entrance embellishment to connote “you are entering the Willamette Valley”, like those golden bears on a bridge in No. California on 101 near Eureka? What object, I don't know, maybe down the Native American flowing shape route.
19. I would like to honor the Kalpuya people by naming the bridge “The Kalapuya Bridge”. I think the bridge should have open piers so people can see the beauty of the landscape better-like the Y, V or Delta Piers-not rectangular ones. I like the designs that minimize the number of piers in the middle of the river and the ones that have curved cement under the bridge.

20. I really like the designs and simplicity that minimize the number of piers in river-rectangular piers located in option “A”, “I” girder bridge with Y piers, haunched over river, constant depth over Franklin, segmental bridge with V piers fine. I think I don’t like the “Deck Arch Bridge” as well, not the “Tied Arch Bridge” over Franklin Blvd, with haunched I girders over river.
21. Option “A” 390’ spans, segmented with V piers. I liked the single pier in the river best of options presented. Is a not pier in the river option out of the picture because of costs? Or the configuration presented I liked the segmented design with V piers the best. Anything to reduce the noise is a plus. Name the bridge for the Kalapuyas.
22. Arch bridge preferred including arch over Franklin. Prefer see through rail over concrete rail. Tied arch over Franklin not pleasing, but maybe better if connected to river and sloped to ground. Like cable-stayed seen in other places, including Tacoma. Make it attractive to outsiders including those driving I-5.
23. I like the curved line design of the bridges. Please consider carefully the safety of cyclists and walkers during construction. Lights under the bridge for night traveling pedestrians and cyclists would be appreciated. Honor the Kalapuyas in the design if possible and name. Restoration of the construction site with plantings is important.
24. Prefer look of haunched I girders over river. Probably prefer open girders rather than blocked/closed in (box girders). Prefer tied arch over Franklin. Prefer V piers or Y piers (as opposed to delta, etc), with V or Y being seen from standpoint of floating under bridge.
25. I would like to see the construction of the bridge (along with meeting at least the minimum safety requirement) aesthetically pleasing. This would include a repetitive, continuous design with flowing curves along the underside of the bridge. The V or the Y piers are pleasing.
26. No consideration for existing facilities listed on environmental considerations. It would be beneficial to notify us early on so we can cover some of the concerns for existing natural gas line operating in the area of work prior to environmental document preparation.
27. Minimize impact of park area on north bank-please-not a box girder style. Arches under would be nice.
28. I prefer the haunched box girders with the blue fencing along the bridge. The 2nd photo “haunched box girders” on poster looks the best. Having view spots with the Kalapuya Indian “images in sage concrete” may look good/or lighting which reflects the connection to the Indians. I also prefer the Delta piers look-since it affords more viewing from ground locations near the river.
29. The “below deck arch” is the most attractive design, whether it has 2 or 3 spans. Beyond the aesthetics of Below Deck Arch, environmental concerns should be the most important consideration, the cost considerations are next most important. Also, I commute by bike under the bridge and walk my dog under the bridge, so I appreciate your consideration of the view from under the bridge. Please consider consulting with local Native Americans about the design and give it a Kalapuya name.

30. Display plans includes environmental issues but not cultural issues built into the design. Most comments are about cultural issue, either native, or Eugene culture. Native cultural issues are very important and the move to name the bridge after Native Kalapuya people would be appropriate. But also Eugene cultural issues need to be taken into account. Pedestrians interaction on the bridge-incorporate the views and information. Contact Grand Ronde Cultural Resources department about Kalapuya name and information about Kalapuya people in Eugene area.
31. Incorporate indigenous native/theme Kalapuya/Banchifaa into naming, design, decoration.
32. Integration of on and off ramps needs to be considered. Push engineering boundaries more! Creative solutions do not have to be more expensive. Let expression of structure be elegant and become the aesthetic.
33. Thank you for allowing us to give some input. Please: give the bridge a Kalapuya name. Have Kalapuya artwork/mural on sides. Welcome a name in original language with English translation.
34. Bike path routing and safety are important during (and after) construction. A “signature bridge” to the extent possible is important. A single pier in the river is preferred to minimize river and recreation impacts-and gives an “airy” look. Consider removing or reforming the old concrete piers from the millrace to improve river safety as mitigation for project impacts. Environmental and fish habitat mitigations should be included.
35. Noise is a key concern in our neighborhood. Can the evaluation explore the following: what were the noise levels with the “old” bridge? What are they with the temporary bridge? Can the arch types influence noise? How will the various designs affect large trucks and their braking techniques and patterns? Can the new bridge move more towards the “old: bridge road bed? Can the bridge have higher sides to block noise?
36. Our concern is about an off ramp onto Franklin Blvd or an improved off ramp at Laurel Hill which would give an attractive I-5 exit to the University and Sacred Hearts Hospital, other than I-105 to the Ferry St. Bridge to the U of O or Hospital. The Ferry St. Bridge is already overwhelmed with traffic and we feel that situation could be mitigated by an off ramp from I-5 to Franklin Blvd or Laurel Hill. If the ramp at Laurel Hill is too contorted and inconvenient to use to get to the U of O area. Nobody will use it and it would be much better to have a direct ramp from I-5 to Franklin Blvd. We realize there is a height problem and a noise problem up the valley with a Franklin Blvd ramp. We also realize nobody will use the Laurel Hill exit if it is not convenient and uninterrupted. There are problems with both the exits, but don’t feel they are bad as the Ferry St. Bridge corridor will be in the future without any mitigation.

Flip Chart Notes

Additional Items to add to the Aesthetic considerations and community considerations

- Deck arch bridge seems to have most aesthetic appeal-need to think of how proud you will be of the finished product!
- Can we look at constructing a tunnel? It would not have piers in the river, the park would be joined, the river seems to be shallow, would allow Franklin Blvd. to be altered in the future, the views of the river would be better. You could remove the bypass (Franklin exit) making Glenwood Blvd exits safer. Might be able to sell North side right of way to houses over the tunnel. You could build 3 tunnels, 3 south lanes, 3 north lanes and 2 carpool/emergency
- What more can we do than honor our Native American heritage as we cross the Willamette? Honor the Kalapuya!
- Name the bridge in honor of the Kalapuya!
- Build the bridge with a design to honor the Kalapuya
- Sacrifice funding of a future EMX LTD route to buy a steel suspension bridge-concrete is ugly and EMX routes are idiotic
- Low, watt radio station broadcast “loop” transmitting Kalapuya history...tune to AM 8627 for history
- Install pollution index meter to announce “today’s pollution rate at river (air, water), Current cubic ft per minute flow, temperature of water”
- De-channelize (beautify and green-up) creek at south approach
- Know level of pollution will aid clean-up, see the pollution level decrease!
- Kalapuya name in original language translated into English and welcome in both languages.
- Kalapuya mural/art work
- Tie the bridge to the natural landscape and Kalapuya heritage of the river at that location (whether the bridge is large or small, retain the awareness of the presence of the river below)
- The bridge doesn’t need a theme-it’s not about building Disneyland.
- Have piers that are the least intrusive and minimize number in river, Y, V, Delta. Have curves with bridge to minimize natural contours of the land. Incorporate design elements that reinforce a connection with Kalapuya name for the new bridge.
- Have the bridge incorporate pedestrian viewing spots on the walkways.
- Kalapuya name would be great and tie into Talking Stones in park, RR
- Take advantage of equipment present to remove all concrete from river, 50yards up/down stream.
- The “below deck arch” is the most attractive design, whether it has 2 or 3 spans. Have a sign with a Kalapuya greeting to go with a Kalapuya themed name for bridge “Gompachi Lack Wan-“was up” in Kalapuya.

Let us know your thoughts on the environmental process...

- Any use of eminent domain should include lots or detailed discussion early in process.
- Don't let a "Pretty" bridge attract expensive, unwanted condo towers to the rivers edge.
- Disassociate these projects with the civic branding campaigns now underway in Eugene- "Worlds greatest blah blah blah"
- www.road-scholar.org/peak-traffic.html
- 20 year traffic model must include "new circumstances" of peak oil and climate change. Keep new structure 4 lanes only, declining oil, means no need for 6 or 8 lanes.
- Heavy construction-just a form of corporate welfare.
- De-channelize "creek:" under south approach
- Meet a "leeds" types metal-high fly ash/recycle steel/rebar/efficient materials use/minimize energy used...decking for high fuel mileage/noise.
- Non toxic concrete-no hazardous waste for incineration, no "fly ash"
- Keep the aesthetics in mind-beauty can occur (and be designed) without being incompatible with the budget or the natural landscape.

Community considerations:

- Surveillance cameras should be adapted into the design not just added on like they do now.
- They look icky
- Create bike/pedestrians "walk" on bridge to link recreational areas and access
- Incorporate a Kalapuya name for the bridge
- By contacting the correct tribes
- Earmarking 10 million for county government is being dismantled for lack of funds for basics will not earn public trust for this project.
- Ask Harcel Road where they money is going!!!
- As part of bridge project make some concrete promises about not forcing roads or "green roads" through the riverfront research park
- Consider a design/art/photo contest to inform the design or engage community on the subject.