

**I-5 WRB Art & Design Teams Meeting #4c—Bundle 2**  
**Thursday, November 12, 2009**  
**LCOG Buford Conference Room, Eugene**  
**2:00 p.m. to 5:00 p.m.**

**Attendees:** Robin Craig, Adam Kuby, Lee Imonen, Suzanne Lee, Bundle 2; Chris Henry, City of Eugene Transportation Planning; John Rose, Scott Wylie, Design Enhancement Panel; David Lewis, Confederated Tribes of the Grand Ronde; Bill Willingham, mill race historian

**Staff:** Don Kahle, Facilitator; Megan Banks; Douglas Beauchamp; Justin Lanphear

**Welcome**

Don turned the meeting over Robin, Project Manager for bundle 2.

Robin discussed their site tour and asked Justin about where certain paths would be.

Lee shared that the previous discussion has touched on whether the decommissioned columns could be cut off at grade—it could recall the history without intruding on the path. Perhaps there could be three or four columns. Adam asked if it was to be rip rap below Franklin and Justin confirmed this. He noted that they were using rip rap as a non-vegetated slope material.

Suzanne noted there were some very nice views. Justin noted that most trees have been removed that need to be removed. Some of the trees on the north Franklin slope were slated for removal, however the Contractor believes they may not impact the slope area and will keep the trees if possible.

The group called Ben Wewerka, OBEC Engineering stormwater designer. Robin asked about the pipe below Franklin and the root wads. Ben confirmed that at least part of that pipe will be removed. She asked about some of the habitat that currently exists. Justin noted that was part of the stream restoration that included habitat enhancement for salmonids. Justin discussed the design of the area in more detail.

Robin asked about the general stormwater design. Ben shared that beginning at the south end and working north, everything was draining from Glenwood interchange to the low point and was piped into a side ditch. A swale would be constructed from the ditch to the unnamed tributary. Beginning from the northbound off-ramp and the WRB Bridge, everything drains into a stormwater pond between NB off-ramp and SB on-ramp. There is one drainage in between that drains into its own, east of the NB WRB. From the high point on the WRB Bridge to the Patterson slough bridge, stormwater will collect and combine with the southbound road into two facilities, west of I-5. From Patterson Slough/Canoe Canal Bridge north, stormwater drains to a swale to the east.

Robin asked about major pond on south side—was it wet or dry? Ben said it was mostly dry in the basin but it is possible some ground water that is being cut off could leak out.

Lee asked about long-term changes, particularly in stream restoration. For example, when the vegetation grows, will screen some of the area. Is intent open or closed? Justin responded that with respect to the channel, in the short-term it will be open but long-term, a range of native shrubs will be planted and it will not be as open.

Lee asked about potential for creativity within the stream restoration area. Justin responded some of the reviewing agencies would need to be brought in to weigh in. Lee said they were bridging restoration and habitat with art. Adam asked how much we are encouraging people to stay on the paths or get down and around, such as around mill race, etc.? He asked what is reasonable and what is responsible. Justin mentioned that stairs had been proposed near the mill race and it was brought up that we are likely to need to provide ADA access, as well, resulting in need for a ramp. If do that, would need to re-study the impact to the no-rise analysis, given that the ramp would constitute more fill in the floodway. In addition, an accessible path may invite conflict between user groups because it could be inviting for camping. May actually remove the staircase as a result. The question remains whether access should be encouraged via a path. If do provide a path, it has to be pervious.

Adam asked how community might suggest how they want to interact. Douglas responded that it is not a programmed space except for the paths. He asked how do we engage people in the space—are they encouraged to linger? If so, where do they go? What kind of art do you end up doing—visible and absorbed as you go by or do you want them to stop?

Chris said the area, if includes places to linger or stop, should not impede traffic flow.

Adam said if this was going to become a certified historic site, was there a plan for visibility and an overall approach to the area. Justin added that only paths will be maintained. Chris added that it is his understanding that there won't be any maintenance. Basically it would be a historic site that will just be. Justin said he was not sure if there was a long-term maintenance element to SHPO's agreement. Bill noted that SHPO is looking for interpretation and it is up to ODOT to figure out how.

Justin clarified that ODOT has budgeted signage for the mill race interpretation. The Grand Ronde will also have signage. Don clarified that ODOT is planning on doing the mill race but doesn't have a plan on how to do that. Douglas added that mill race is in the matrix and should explore with Larry what constitutes design enhancements.

Bill explained the history of the mill race and noted he was hoping to get plans from the Army Corps of Engineers National Archives in Seattle.

Robin asked about the cormorants in the area and should they worry about them as they design. The group replied that there was no need to worry because they are outside project area.

In response to a question about tribal sites, David Lewis said they were difficult to locate because they have been covered up over the years. He said there were Kalapuya villages in area and a Hudson Bay trading area in Springfield. Settlers followed native trails over the mountains and would have noticed what a great place this was. Kalapuya villages existed around 10,000 years ago.

David said that diseases had come over the mountains before the 19<sup>th</sup> century. Around 1900, there were about 350 people at Grand Ronde, down from a population of at least 1200. There are about 3,000-4,000 Kalapuya descendents now. There were probably 1200 Kalapuya at their time. The rivers served more as a highway to the native peoples. They would travel downstream to Salem in a day or two. The river was more braided and wide than it is now. Traveling downstream to Portland would take about a week. The people here had a permanent village

and plank houses. They would travel into mountains to hunt and pick berries, as well as travel and trade with out tribes, such as the Molallas. They followed an annual cycle and would travel accordingly. They were not terribly different from us today. They commuted as we commute; it just took them a little longer. They would visit the same sites for thousands of year—the same as their parents and grandparents. They had their own unique artwork, certain rocks, etc. Certain colors were sacred such as white and blue.

Robin asked about the canoes. David responded that the Western Red Cedar worked best. In California, redwood was the top choice. In this area, the people would build river canoes that are very shallow unlike other types of canoes that were meant for the ocean. They would be built by burning out and steaming.

Lee asked about fishing practices. David responded that net or spear fishing in narrow parts and weirs (faster flowing areas likely) were probably common in the Willamette.

Suzanne asked about art. David said there were carvings, basketry, engravings, etc. Also had Kalapuya mounds, including small mounds around the Kalapuya River and Albany, Brownsville, Sweet Home, Tangent, and up to Corvallis. The mounds were roughly a few hundred feet in diameter and a few feet to a few yards tall.

David talked about Camas. For example, the people would take the larger bulbs and return small bulbs to grow. He talked about the various types of Camas and their different sizes and colors.

Suzanne asked about Wapato. David said it was mostly by lakes.

Lee asked what would be traded from here. David responded that tarwood, grasshoppers, elk skin things such as clamal (elk armor), canoes and information. Many times people would meet and trade information among each others. Wives were also traded and there were bride purchases. Back then marriage was more of a political issue. Slaves were another trade item. Some Kalapuya were captured as slaves by Klamaths. Dentalium, found on the northern coast of the Vancouver area, was also traded. David shared what Dentalium looked like on his necklace and explained that it was a mollusk.

Don asked Bill if there was any mention of native peoples in his mill race research. He responded that in the 1850s, the writers of what he read were pretty much pretending the native peoples were gone.

David said it would be fine to call him as the team progresses in their designs. Robin asked for any photos that he had. David recommended the Grand Ronde Web site.

Justin asked about the Grand Ronde interpretative sites. David said there is plan that will take a couple years at least to place signage that shares the history of the Grand Ronde. He explained that about 27 tribes settled in the Grand Ronde in the mid-1850's. Only in the west did the U.S. government start grouping the tribes. Want to educate the public about their history, including who came to the reservation, that they still exist and are protecting their land. David said they have started projects with different government entities (about 12) from Jacksonville to Multnomah Falls. A good portion of the interpretive signs will be up and running by summer 2010. The I-5 WRB project will include a sign. They are working on a template for at least one sign.

The group talked a bit more about the mill race and Bill offered to share his report that will be finished in about a month as well as possible sources.

Scott asked about story telling. David thought the history of the place would be an interesting story. For example, why was this bridge mentioned in the first place? Adam asked about the south area as more mill race-focused and north area as more Kalapuya. Don noted that the park advocates want more naturalness on the north side so maybe the south bank would get all the interpretative focus. Adam added that he thought this would be a rough place—graffiti, no maintenance, very little policing. With a lot of interpretative signage, this could be asking for trouble.

Justin added that a connection to native peoples and cultures is a connection to the theme. He encouraged the bundles to revisit the theme. Interpretation doesn't necessarily have to be sign. Adam concurred with this thought. Justin reiterated that the DEP will be looking at the theme.

Adam reiterated that signage was desired yet this is a very challenging location.

Suzanne asked how Knickerbocker Bridge fits it. Justin said technically Knickerbocker wasn't within project limits.

Megan mentioned that Trevor Taylor, City of Eugene Natural Resources Supervisor would be available to talk to the team as needed.

She also mentioned that the bundle 3 team had also noted the contradiction between making the place beautiful and not wanting people to linger/camp in the area, similar to the challenges Adam had mentioned.

David mentioned that Kalapuya calendar could be a source for interpretation and art, and described it as based on the Camas life cycle.

Don asked if there were any stories about the crossing of the river in this location. Bill said he didn't recall anything. David also didn't have anything but noted that he would wonder about the relationship between Eugene and Springfield and the river. Douglas added that historic photos show Franklin as a muddy road.

Adam asked about the columns. Justin discussed the issues surrounding the decommissioned and detour columns and their relationship to the viewshed and permitting. He noted that part of this is how it is framed and may or not impact how the city views the proposal. Adam asked about which columns are options for staying, and how is bundle 1 looking at them? Justin showed the columns that may stay on the table map. Generally, the detour bridge columns at the south end are likely needing to be removed. Within the green area on the map, may have already said they were coming out in the federal permit applications.

Robin asked about the floodway and 100-year floodplain. Suzanne noted that there was a flat spot that could have a sculpture. Justin talked about the permitting issues and gray areas within no-rise analysis, etc. The group discussed a cantilever design that extends from the edge that would not impact the no-rise issue.

Robin asked Chris about his thoughts on maintenance and hazardous materials. Chris said his familiarity was mainly with transportation, although he did know of periodic sweeps with service organizations such as Saint Vincent de Paul.

Justin said that sheet L0.2A describes the design enhancements as proposed to the permitting agencies.

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