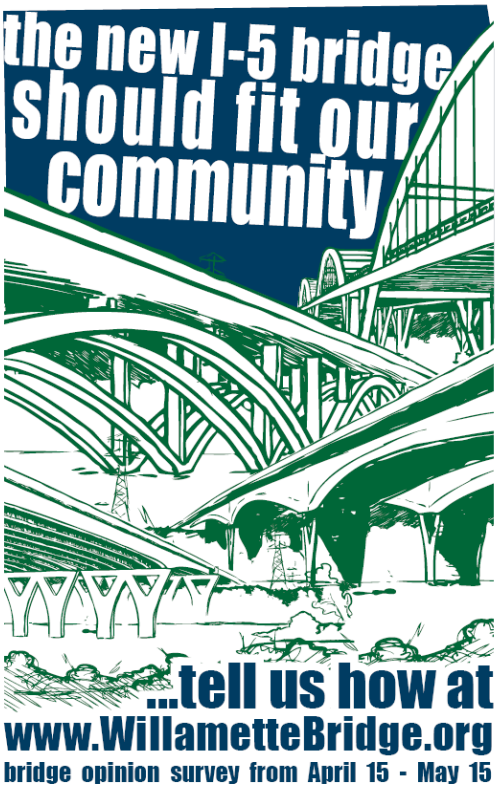
I-5 Willamette River Bridge EA
SUMMARY OF SURVEY FINDINGS: APRIL 15 – MAY 15, 2008

OVERVIEW

The first survey for the I-5 Willamette River Bridge Environmental Assessment (EA) was posted as a link from the project Web site (www.willamettebridge.org) from April 15 to May 15, 2008. The purpose of the survey was to collect feedback on the potential bridge types presented in the EA and to gather information on community priorities that will help to structure future discussion of the bridge design.

The survey was promoted through two separate advertising runs in the *Eugene Register Guard*, *Eugene Weekly*, the University of Oregon *Daily Emerald*, and the Lane Community College *Torch* newspapers. The survey was also covered in news articles and on local television. Approximately 10,000 households in the immediate project area received postcard notifications, and email notices were sent to the 600-person interested parties list. A flyer service was employed to place posters on more than 100 bulletin boards throughout Eugene and Springfield, and the posters were made available for download and distribution on the project Web site.



Self-mailing hardcopy versions of the survey were available upon request.

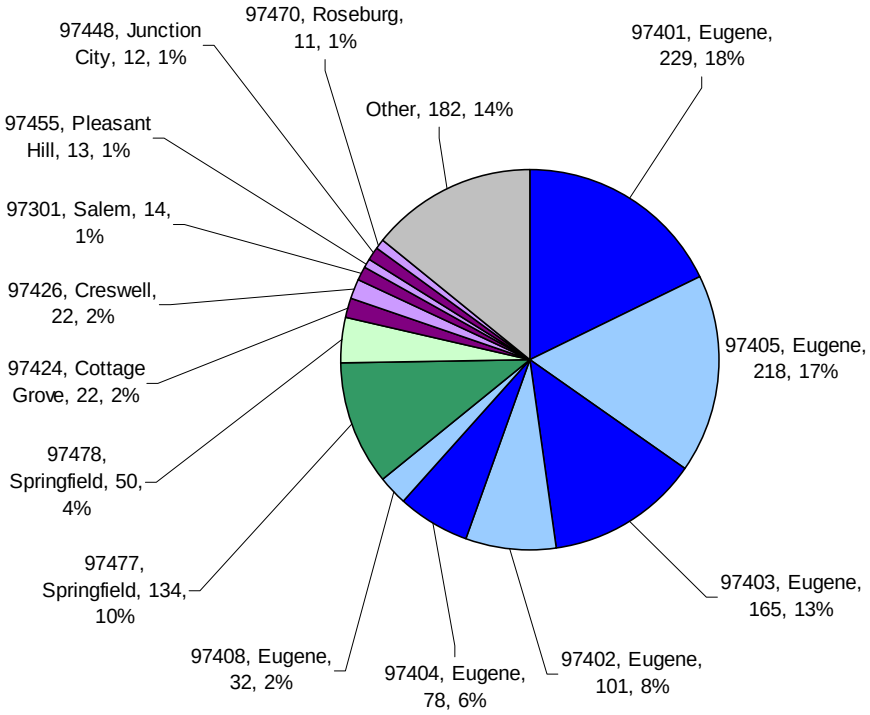
At the survey close, 1,283 respondents had provided feedback, including three hardcopy responses.

The survey findings will be presented to the project Community Advisory Group (CAG) and Project Development Team (PDT) and will help to guide their discussion and eventual bridge type recommendations.

This document provides a summary of responses received. Appendix A includes the hardcopy version of the survey and Appendix B includes the full text of comments received.

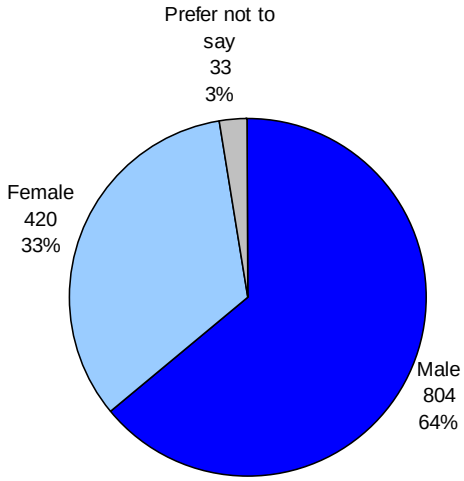
QUESTION 1: PLEASE ENTER YOUR ZIP CODE (REQUIRED)

Observations: Zip codes were collected to determine how well the survey matched regional demographics. Eugene responses (64%) were over-represented compared to Springfield (14%) based on a population ratio of approximately 2.6:1. Zip codes immediately adjacent to the project area (97401, 97403, and 97477) constituted 41% of the responses.



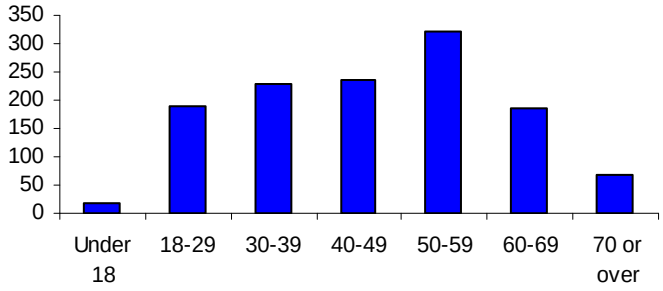
QUESTION 2: GENDER

Observations: Men were over-represented compared to women based on an approximate 1:1 ratio.



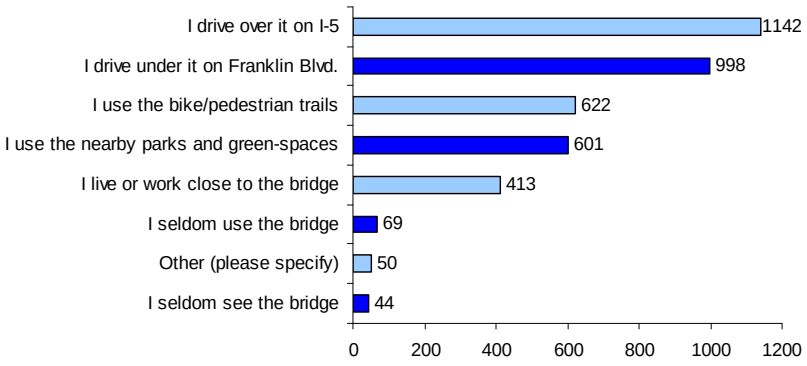
QUESTION 3: AGE

Observations: Respondents were well represented with a range of age groups, with those under 18 and over 70 being under-represented.



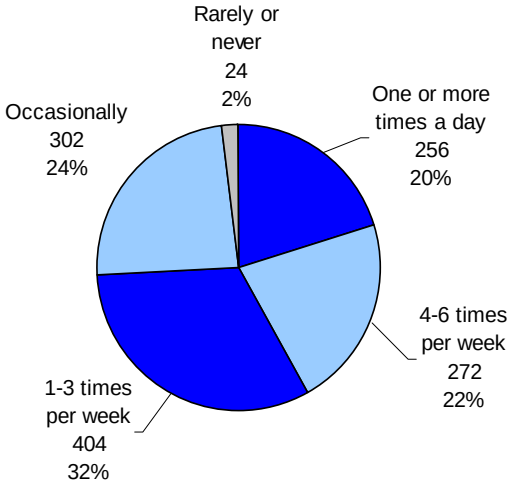
QUESTION 4: HOW DO YOU USE OR SEE THE I-5 BRIDGE OVER THE WILLAMETTE RIVER? (CHECK ALL THAT APPLY.)

Observations: The most common use was driving over the bridge on I-5, though almost half of respondents reported using the parks and pathways beneath the bridge. Comparatively few respondents did not see or use the bridge. "Other" responses noted the perspective of river users. One respondent noted the views from passing trains.



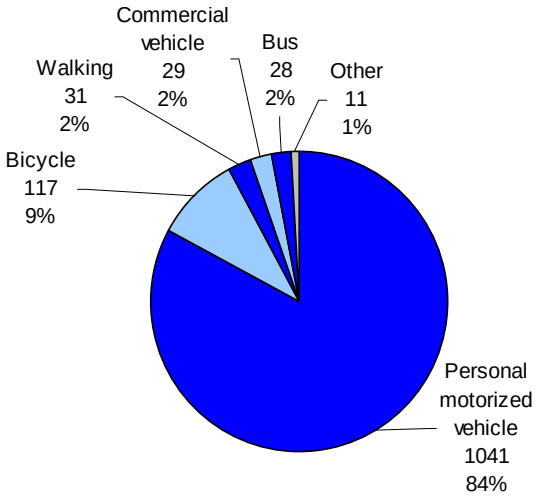
QUESTION 5: HOW OFTEN DO YOU USE OR SEE THE BRIDGE?

Observations: Three-quarters of respondents reported using or seeing the bridge at least once per week. Less than 2% of respondents reported that they "rarely or never" see or use the bridge.



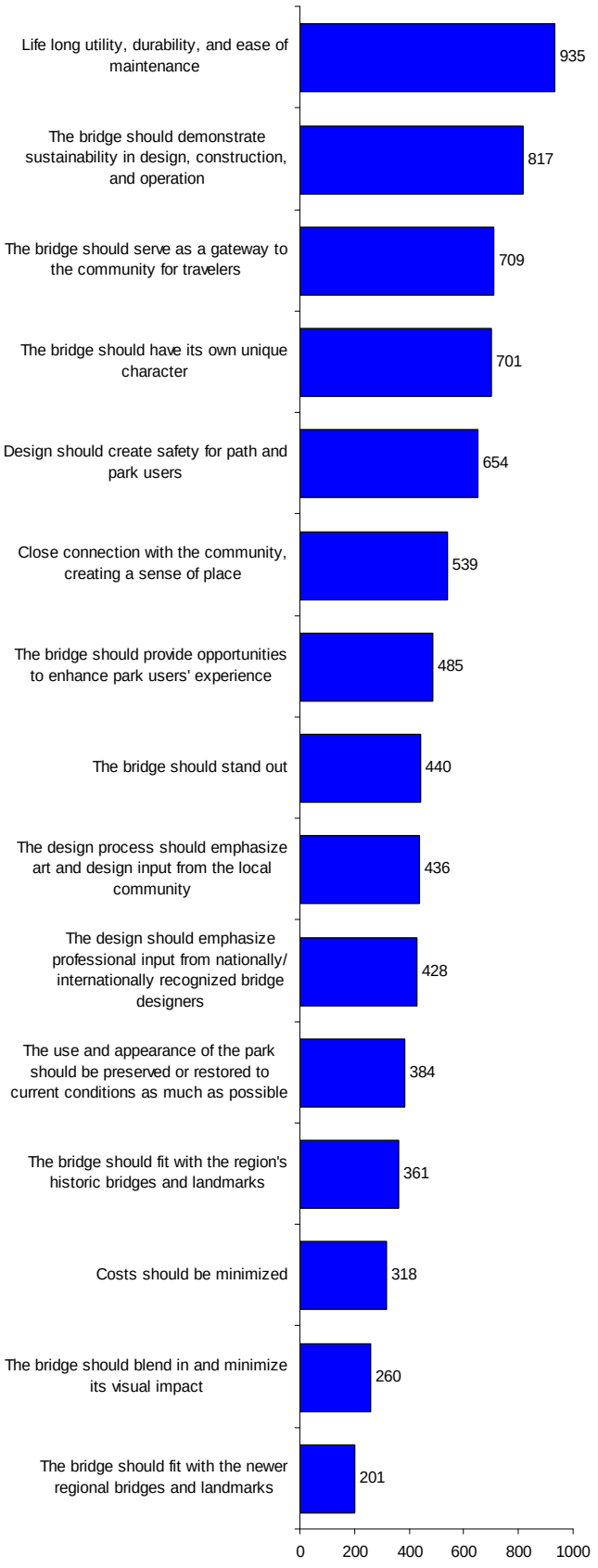
QUESTION 6: WHAT IS YOUR PRIMARY TRANSPORTATION?

Observations: The predominant reported use was personal motorized vehicle, though bicycling and walking constituted a significant minority. "Other" responses indicated that selecting a type of transportation would not reasonably capture their equal reliance on multiple modes.



QUESTION 7: SELECT UP TO EIGHT OF THE FOLLOWING 15 BRIDGE VALUES THAT ARE THE MOST IMPORTANT TO YOU.

Respondents were limited to eight goals in order to indicate which values were the most common. Foremost, respondents selected values that considered life long utility, durability, ease of maintenance, and sustainability in construction and operation. Respondents saw the bridge as a unique and noticeable gateway feature, as opposed to a more subtle structure that minimizes its visual presence.



QUESTION 8: ARE THERE OTHER VALUES YOU THINK SHOULD BE REFLECTED IN THE NEW BRIDGE?

Top four responses:

1. Emphasizes aesthetics
2. Minimizes impacts (noise, light, etc.)
3. Creates views from the bridge
4. Creates a first-impression

The majority of "other" values emphasized the gateway aspects of the bridge, both in terms of views of and from the bridge. Many respondents wanted to see a memorable design that is beautiful and makes an effort to reflect the state and region as opposed to conventional interstate bridges.

While many respondents felt the bridge should stand out, others felt that the bridge should fit the environment and help to minimize impacts to nearby communities. Respondents emphasized a local focus on the design and construction, while also asking that native communities (such as the Kalapuya) be involved in the design process.

Some respondents felt that the bridge should be first and foremost practical and cost effective, with minimal considerations for unneeded aesthetic features.

QUESTION 9: PICTURE A NEW BRIDGE ALONG I-5 OVER THE WILLAMETTE RIVER. SELECT WORDS FROM THE LIST BELOW AND/OR ADD WORDS TO DESCRIBE THE COMPLETED BRIDGE.

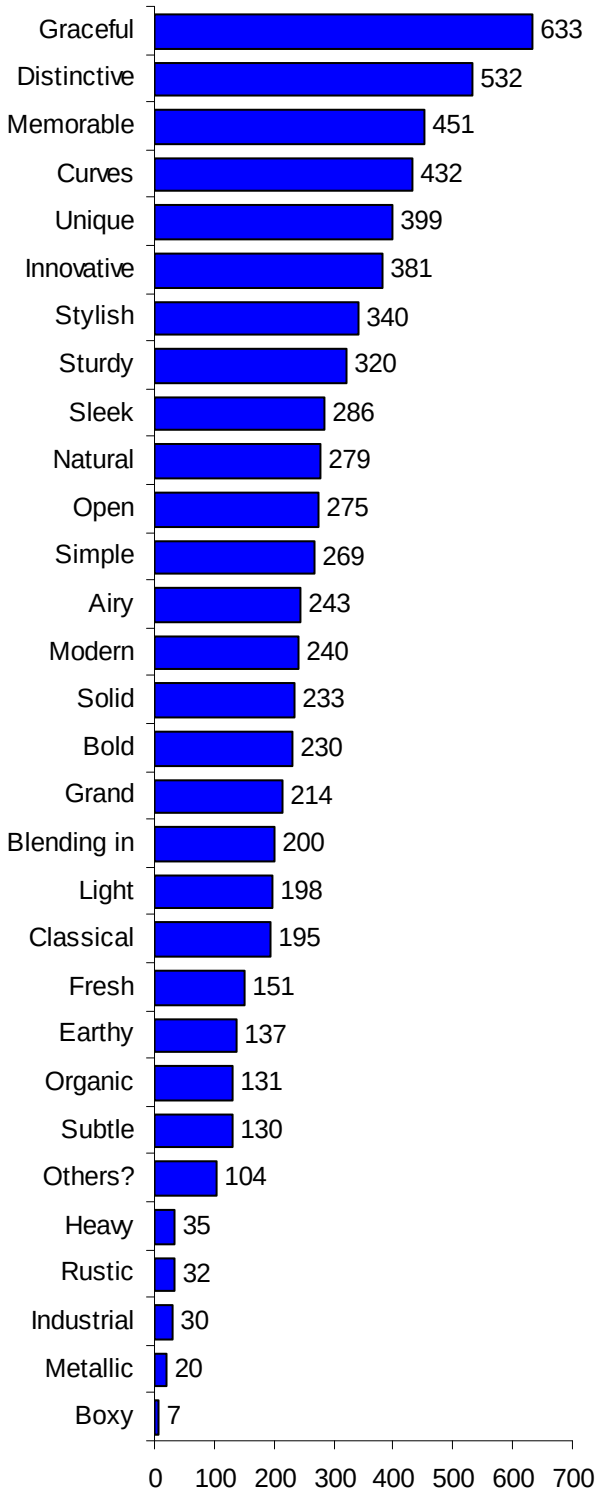
Observations: The five most popular choices were: **graceful**, **distinctive**, **memorable**, **curves**, and **unique**. These words contrast with the five least popular terms: heavy, rustic, industrial, metallic, and boxy.

The ranking of words like "distinctive" and "subtle" generally correspond with rankings of the bridge values that describe the bridge as "standing out" or "blending in."

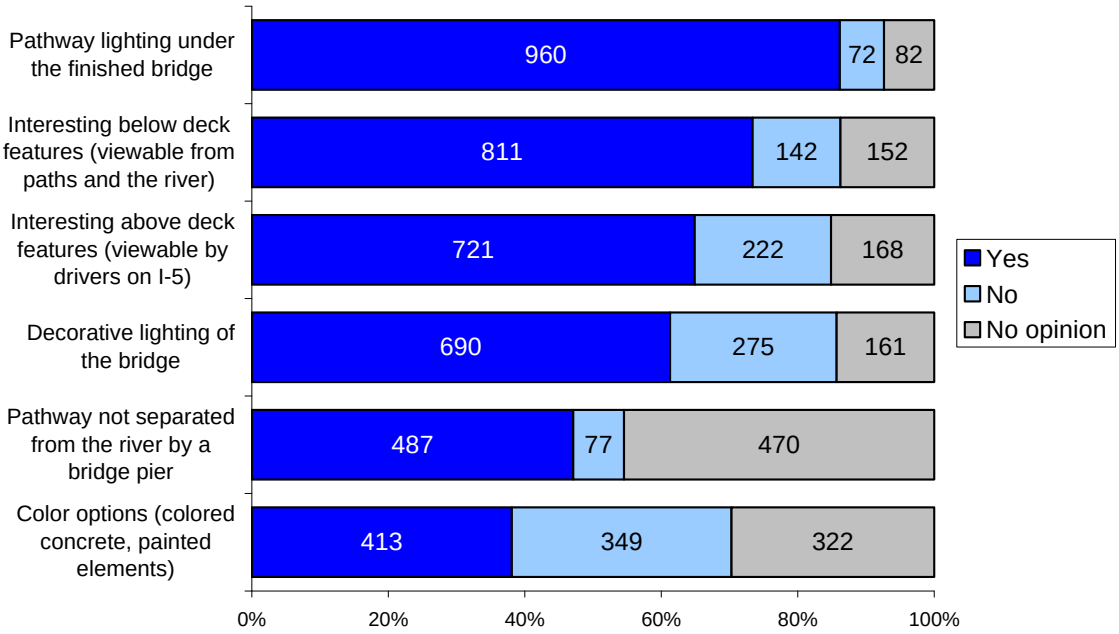
Other words, as suggested by more than three respondents included:

In order of popularity:

1. Beautiful
2. Functional
3. Inexpensive
4. Safe
5. Historical

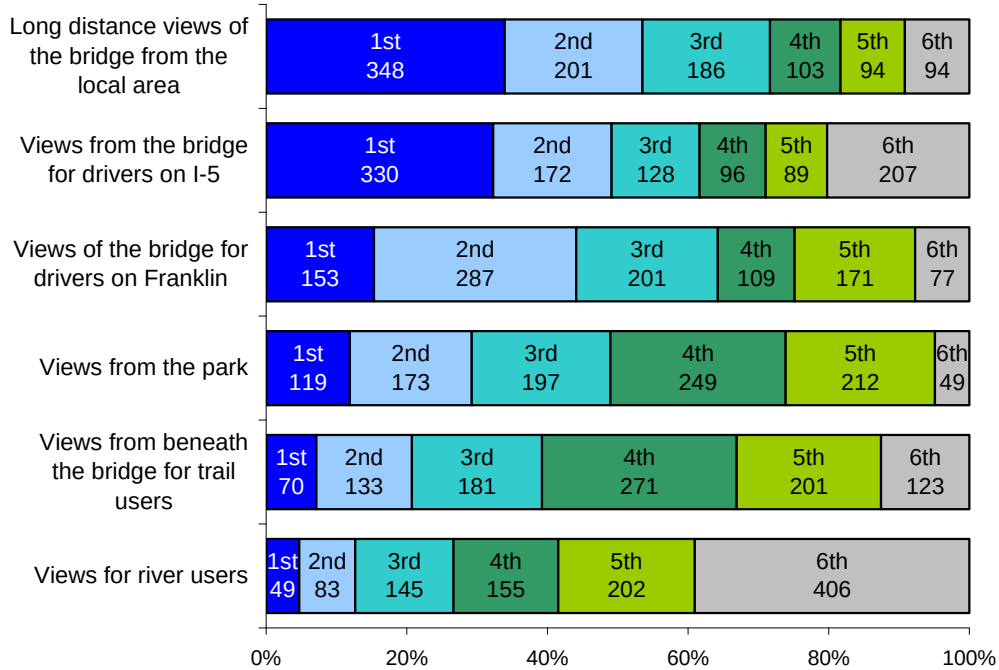


QUESTION 10: WOULD YOU LIKE TO SEE THE FOLLOWING FEATURES ON THE NEW BRIDGE?



Observations: Respondents were largely in favor or indifferent to the inclusion of specific elements on the bridge. Respondents were more apprehensive about including color options than other bridge features.

QUESTION 11: WHICH VIEW OF THE BRIDGE IS THE MOST IMPORTANT TO YOU FROM A DESIGN PERSPECTIVE? PLEASE RANK (1-6) THE FOLLOWING VIEWS:



Observations: The view rankings largely correspond with how respondents use or see the bridge, although in this case long distance views were ranked higher than the views for drivers on I-5 (the predominant use as reported in Question 4).

QUESTION 12: COMMENTS ON THE I-GIRDER

Top five highlights:

1. Simple/Minimalist/functional
2. Inexpensive looking
3. More open underneath
4. Slimmer profile
5. Looks sleek/clean

Top five concerns:

1. Bland/boring
2. Unattractive/Ugly
3. Not distinctive enough
4. Doesn't signify "bridge" well enough
5. Too heavy/boxy

Observations: Proponents of the I-Girder indicated that the bridge looked simple, clean, and functional. The type was felt to be less costly and appeared to have a less distracting profile that was more open and friendly for below deck users.

The primary concern was that the type appears bland, boring, unattractive, and non-distinctive. Respondents noted that the design was stark in contrast to the other types, did not blend well with the surroundings, and that the exposed girders are unattractive and likely to attract birds. The type was described as too "Californian" by several respondents. Respondents cited the need for supplemental above deck elements and encouraged the use of haunched girders to add curves to the form.

QUESTION 13: COMMENTS ON THE BOX GIRDER

Top five highlights:

1. Sturdy looking
2. Haunched curves to create arches
3. Simple
4. Aesthetic potential
5. Clean

Top five concerns:

1. Boring
2. Too heavy looking
3. Too boxy
4. Not distinctive enough
5. Needs above deck features

Observations: Respondents generally found the Box Girder to be more attractive than the I-Girder. Proponents described the bridge as sturdy looking, simple, clean, and modern. Respondents were attracted to the deep haunching to create arch forms and several remarked that the design looked as though it had the potential to accommodate other aesthetic features well. Respondents were attracted to the images of the lit bridge, and suggested that the form could be improved through further pier decoration and color.

The Box Girder was also most commonly described as boring, unattractive, and non-distinctive. The type was considered to be heavy and boxy looking. There were a number of concerns about the extra maintenance involved with the closed girder. Respondents again felt that adding above deck features were essential to making the Box Girder type interesting.

QUESTION 14: COMMENTS ON THE DECK ARCH

Top five highlights:

1. Nice from below
2. Better than the girder types
3. Like arches/curves
4. Distinctive/Memorable
5. Matches other Oregon bridges

Top five concerns:

1. Lacks above deck features
2. Bulky/Heavy/Too much bridge
3. Different span over Franklin
4. Distracts from below deck views
5. Not distinctive enough

Observations: Proponents liked the way the Deck Arch looks from below, and many stated that they simply liked the form better than either girder type. Respondents were attracted to the overt arch forms and noted that the bridge type was distinctive, memorable, reminiscent of existing attractive Oregon bridges, and looked good from a distance. The style was described as classical, graceful, light, and airy. Proponents felt the type fit the area well and provided good potential for aesthetic improvements and a good balance of features. The Deck Arch was described as reminiscent of the McCullough Bridges on the Oregon coast.

Respondents were primarily concerned about the lack of above deck features and gateway elements, as well as the visual bulk of the bridge, and the use of a different span over the Franklin portion. The below deck complexity was thought to be distracting from the natural area and obstructed views. Some respondents felt that the deck arch was old fashioned, not distinctive enough, and did not fit the area. A number of concerns were raised about how the bridge might create opportunities for vandalism, climbing on the arches, or nesting birds.

QUESTION 15: COMMENTS ON THE THROUGH-ARCH

Top five highlights:

1. Unique/Distinctive/Memorable
2. Matches other Oregon bridges
3. Serves as a gateway
4. Above deck features
5. Views under the bridge

Top five concerns:

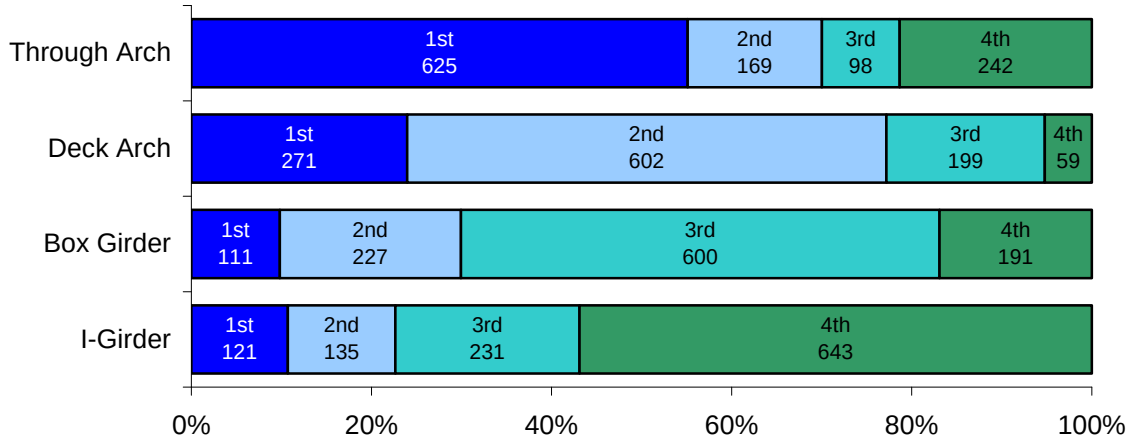
1. Cost
2. Seems excessive
3. Distracts from nature
4. Extra width needed
5. Doesn't fit the area

Observations: The through arch was most commonly described as impressive, distinctive, and memorable. Respondents appreciated how the bridge creates a gateway feel through the structural above deck features, though they also felt that the bridge type looked the best from all angles and for all users. The type was also felt to be reminiscent of other attractive Oregon bridges. The type was also described as graceful, beautiful, airy, delicate, light, classical *and* modern, and generally interesting to look at. Respondents appreciated how the type makes the river crossing obvious.

Respondents were primarily concerned with the extra costs associated with the type and the idea that a through arch might be "too much" for the area. Concerns were raised that the type would distract from or obstruct views of the surrounding scenery and general feel of the area, while also distracting drivers on I-5. Respondents were also concerned about the extra maintenance, park/environmental impacts, and the extent of the retaining walls. Some respondents felt the type was too big, old fashioned, modern, industrial, and retro.

Concerns were raised that drivers be able to see the river, and several respondents felt that an arch was not needed over Franklin.

QUESTION 16: WHICH BRIDGES BEST FIT THIS LOCATION? RANK THE BRIDGE TYPES FROM 1 - 4 (ANSWER REQUIRED):



Observations: The bridge rankings corresponded largely with the number of favorable and unfavorable comments on each bridge type, with the arch bridges being more popular. While more people ranked the through arch as their first choice bridge type, only the I-Girder received more last place rankings, indicating that people tend to have stronger feelings about the Through Arch type. The Deck Arch type received the fewest fourth place rankings.

QUESTION 17: DO YOU HAVE ANY OTHER COMMENTS ON THE BRIDGE TYPES?

Top five issues/questions:

1. Why are these bridges the only proposed options? Why not a cable or suspension type?
2. Preference for the raised Waldport bridge towers
3. Spend the least amount of money
4. Can the deck and through arch types be combined?
5. Why isn't access to Franklin Blvd. mentioned?

Many respondents posed a number of questions about the steps leading into the type selection process, specifically with regard to the narrowing of bridge types, the inclusion of Franklin on/offramps, and the feasibility of hybrid bridge designs.

Respondents consider the bridge design to be an opportunity to create a lasting landmark, and many said that they favor bridges that make it clear with above deck features that a river is being crossed. Oregon coast bridges were cited frequently as examples and several respondents noted the Waldport towers as good above deck examples. A number of respondents said that they believed it was worth some additional expense to create a distinctive structure.

Several urged restraint in the design and avoiding competition with nature and the surrounding area. The use of subtle coloring, a "less is more" attitude, and designs that minimize the bridge profile were suggested.

QUESTION 18: IS THERE ANYTHING ELSE YOU WOULD LIKE TO TELL US? DO YOU HAVE ANY QUESTIONS ABOUT THE PROCESS?

Top five issues/questions:

1. Appreciate the opportunity for comment/thanks for keeping us in the loop
2. Off/onramps more important – what's the plan with them?
3. Keep costs down, other investments are needed
4. Eugene-Springfield needs an attractive bridge
5. Concerns about community/environmental impacts (noise, traffic, stormwater)

Observations: Many respondents appreciated the opportunity to participate in the design discussion and described the survey as an informative tool. A significant number specifically called for or asked about the possibility of on and offramps to provide access to Franklin Blvd.

Many respondents described a specific need for the Eugene-Springfield area to have a distinctive and attractive bridge that makes a statement. Respondents said that the bridge should celebrate the crossing and make it obvious that a river is being crossed. While some respondents said they would be willing to pay extra for a distinctive bridge, others felt that the bridge should be designed for safety, function, and cost effectiveness first. Respondents asked that the design be oriented towards longevity and low maintenance. Several noted that they might be persuaded to change their bridge preference based on more information about cost, noise impacts, maintenance, and impacts to the park and environment.

Example Bridges Cited

- Juscelino Kubitschek Bridge
- Millennium Bridge (UK)
- Isaac Lee Patterson Bridge
- Ferry Street Bridge
- Chao Praya River Bridge (Bangkok)
- Tri Cities Bridge (Kennewick, WA)
- Zaha Hadids Bridge (Abu Dhabi)
- The Sunshine Skyway Bridge
- Old Green Santiam Bridges (Oregon)
- Hulme Bridge (Manchester)
- New Sauvie Island Bridge (Oregon)
- Rogue River Bridge (Rogue River, OR)
- Yaquina Bay Bridge
- Lake Natoma Crossing
- Oregon Coast Bridges
- Le Pont de l'l roise (France)
- Bridges in Albuquerque, NM
- Cable Stayed Bridge in Melbourne, Australia
- Intersection of Hwy 210 and Hwy 83 (California)

Bridge Designers Cited

- Christopher Alexander
- Santiago Calatrava

QUESTION 20: HOW DID YOU HEAR ABOUT THIS SURVEY? (CHECK ALL THAT APPLY.)

Observations: Most respondents heard about the survey through newspaper articles on the project. "Other" reported sources included city websites, TV news, radio, city council newsletters, neighborhood association meetings, and truck stops.