Interstate 5 Willamette River Bridge
Laurel Hill Valley Neighborhood
Sound Wall Design Survey Summary
August 2009

Background

In June 2009, the Oregon Department of Transportation sent a survey to residents within the Laurel Hill Valley neighborhood of Eugene, Oregon. The survey asked for input on four different designs for a sound wall to be constructed along Interstate 5 adjacent to the neighborhood.

Approximately 690 surveys were mailed to residents, who could reply by mail or online. The survey period began June 12, 2009, and ended on June 26, 2009. A total of 121 surveys were returned, with 64 of them received online and 57 mailed in.

Design options

The majority of respondents ranked sculpted concrete, shown below, as their first choice among the design options. This design would be placed intermittently along the wall. Table 1 shows how the respondents ranked each sound wall concept. Figure 1 shows a graphic representation of the ranking of each concept.

SELECTED CONCEPT: SCULPTED CONCRETE

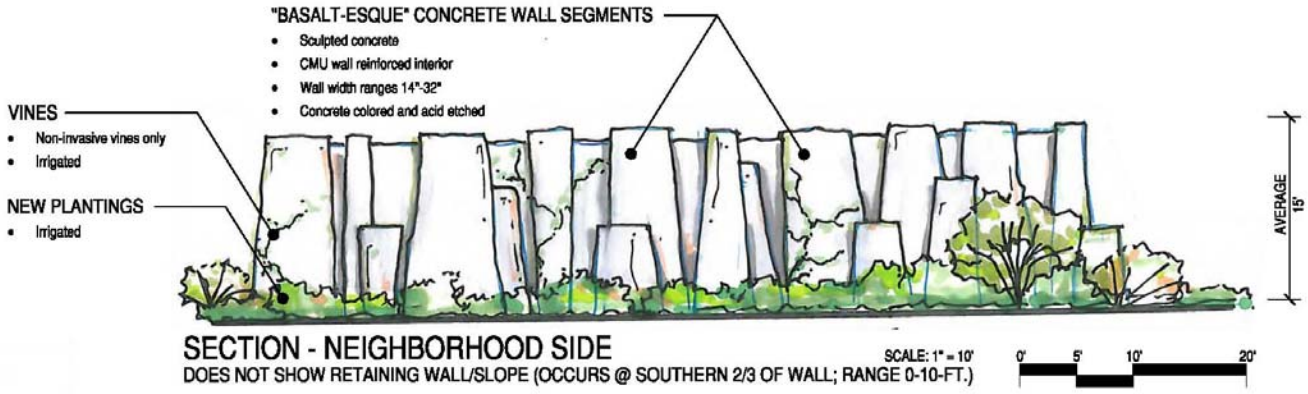
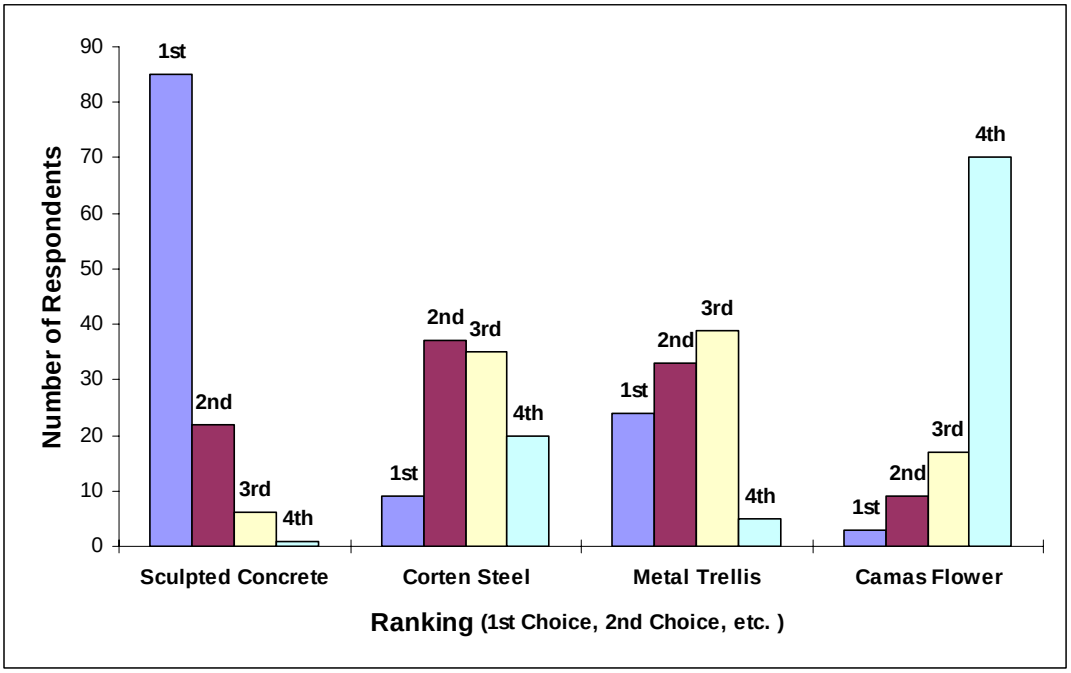


Table 1: Respondent ranking of soundwall design concepts

	Sculpted concrete	Corten steel	Metal trellis	Camas flower
1st choice	85	9	24	3
2nd	22	37	33	9
3rd	6	35	39	17
4th	1	20	5	70

Figure 1: Survey Question #1 Comments



In the survey, ODOT also asked for feedback on the proposed designs. Approximately 35 respondents said they favor the sculpted concrete because of its natural appearance and consistency with the surrounding geography. A small number of respondents said they like the corten steel design for the same reason. The majority of respondents did not like the Camas flower designs. They said the designs look unnatural or unattractive, or expressed skepticism of the Camas theme.

Several respondents like the idea of including plants in the sound wall design. This was tempered by the concern about maintenance and invasive species, particularly ivy. Some respondents expressed concerns about the walls attracting vandalism.

Some also noted that cost should be taken into consideration and that the most important goal of the sound wall is to mitigate noise.

Interest in the sound wall

Another question inquired about the respondent's primary interest in the proposed sound wall. The majority said they would be driving past it frequently. These were followed by people who'd

be affected by the sound reduction, or would see the wall often. Only a few respondents identified that the wall is actually adjacent to them or very close.

Analysis of a mapped representation of respondents showed no obvious correlation between concepts preference and proximity to the wall. Respondent's comments are summarized in Figure 2.

Many respondents expressed gratitude at the opportunity to provide feedback.

Figure 2: Summary of Survey Question #4 Comments