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City Council approves new pedestrian and bicycle bridge design

■ **SPAN:** The council decided to go ahead with a suspension design over the Willamette

By Jennifer Schmitt
Community Editor

In an effort to speed up the Ferry Street Bridge Project, the City Council approved the new bicycle-pedestrian bridge design.

Last night the council unanimously approved the suspension bridge design recommended by the Ferry Street Bridge Corridor Project committee.

Councilor Barbara Keller said the suspension bridge design was the best choice for the new bicycle bridge because of the shape but also because "the other lines are vertical and not confusing".

After more than 10 years of preparation, a major three-year project to improve and preserve the Ferry Street Bridge Corridor is moving into high gear.

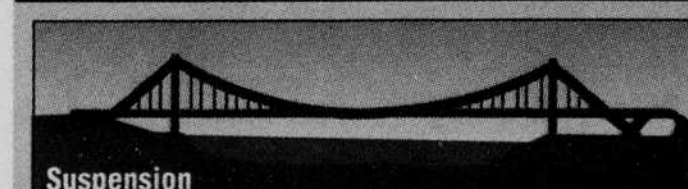
Concern that federal funds may be retracted caused the project decisions to move forward more rapidly.

"The money is in place, provided we can get the project out and going," said Tom Larsen, project manager.

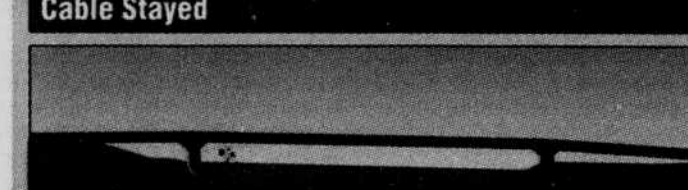
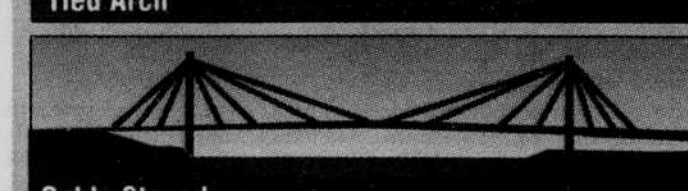
Approximately 80 percent of the Ferry Street Bridge enhancement project is being funded by a \$23.7 million grant from the federal government. The money from the grant can only be used for transportation improvements in the Ferry Street Bridge Corridor. The remaining 20 percent of the costs will be provided through the Lane County Road Fund and city of Eugene transportation funds.

While no new lanes are being added to the corridor, the one-mile stretch will undergo multiple safety enhancements in three main areas that are bridge preservation

BICYCLE/PEDESTRIAN BRIDGE CHOSEN BY CITY COUNCIL



ALTERNATIVE DESIGNS FOR BICYCLE/PEDESTRIAN BRIDGE



■ **SUSPENSION:** This classic design involves suspending long bridge spans to tall towers. One problem would be the large amount of overhead structure that would compete visually with the Ferry Street Bridge.

■ **TIED ARCH:** This design is similar to the arch shape of the Ferry Street Bridge. Temporary piers necessary during construction would add to the construction costs and environmental impact.

■ **CABLE STAYED:** This modern form uses a direct connection from the supporting towers to the deck using a thin cable. The towers would be set in the existing tree line and would be the same height as the highest point on the Ferry Street Bridge.

■ **STRESS RIBBON:** This is the most modern form of suspension bridges. While no towers are needed to support the cables, the bridge will require anchoring well into Alton Baker Park.

and enhancement, construction of a new bicycle-pedestrian bridge and enhancement in the corridor.

The project is still in the design stages but preparations are being made to begin construction in 1997.

"A consultant has been hired and is working on the actual detailed design," Larsen said. "We are looking to start construction in late spring or early summer."

A new bicycle-pedestrian bridge will be constructed during the first phase of construction. The new bridge will connect the existing

bike path on the south side of the river between the Ferry Street Bridge and the EWEB Plaza to the path on the north side of the river near the pond in Alton Baker Park.

"Right now whenever a recreational user wants to cross over the river they have to use the bridge that all the cars use," Larsen said. "This new bridge is strictly for non-automobile traffic including roller bladders and skateboarders."

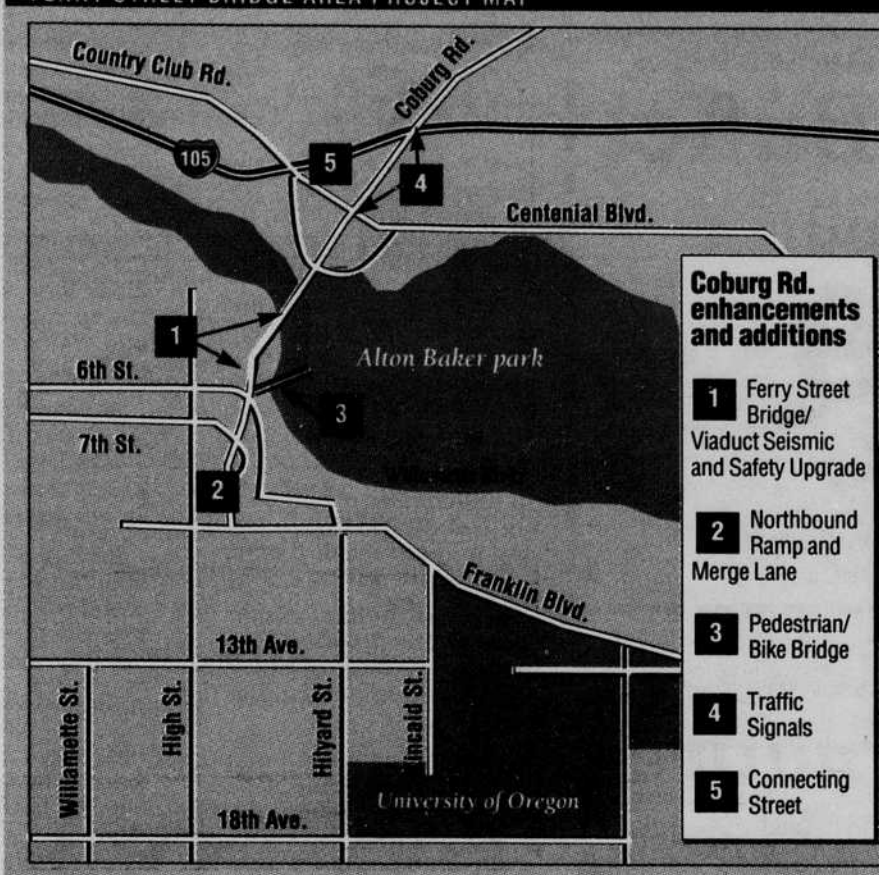
Criteria considered in the design of the new bridge included the scale of the bicycle bridge in comparison to the Ferry Street Bridge,

the bridge's individual landmark identity, the environmental impacts, and available waysides for viewing and emergency stops.

The first phase of construction will include widening the sidewalks on both sides of the bridge and painting the structure, as well as seismic retrofitting.

The seismic retrofitting process will be used to strengthen the bridge so that it is more capable of withstanding earthquakes. The retrofitting will include strengthening the connections between the three concrete piers and the two

FERRY STREET BRIDGE AREA PROJECT MAP



MATT GARTON/Emerald

"Right now whenever a recreational user wants to cross over the river they have to use the bridge that all the cars use."

— Tom Larsen
Project manager

seasons so that we won't have to close off both sections at the same time," Larsen said. "We hope to be done by the year 2000."

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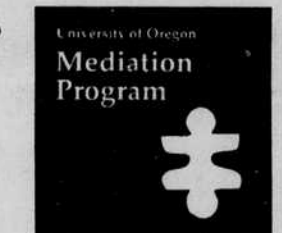
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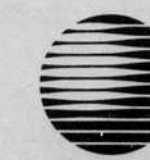


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