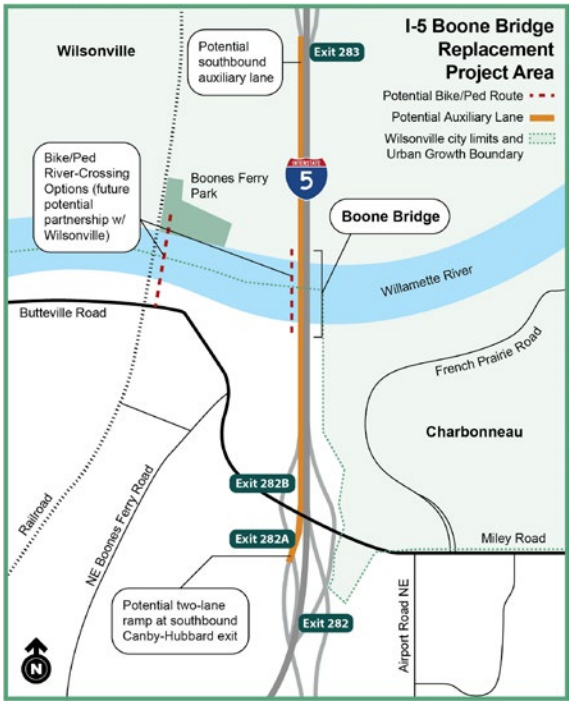
Welcome to the Open House!

In this open house, you can:

- Learn about the planning phase.
- Review the project's draft purpose, needs and goals.
- Learn how to attend our in-person open house on Nov. 16.
- Take our Bike and Pedestrian Use Survey.
- Share your thoughts through our comment form.



The Issue

What is the problem we are trying to solve?

The I-5 Boone Bridge, which goes over the Willamette River, has the following problems:

- It will not withstand a major earthquake.
- Traffic congestion makes travel unsafe and slower for vehicles, including transit and freight.
- Entrance and exit ramp locations cause drivers to change lanes in traffic, leading to crashes and congestion.
- Walking and biking options across the river are limited.

Possible changes for the project include:

- Replacing the Boone Bridge with one that can handle major earthquakes.
- Adding a southbound I-5 lane between the Wilsonville Road entrance and the OR 551 exit ramps.
- Improving the experience for walkers and bikers crossing the Willamette River.

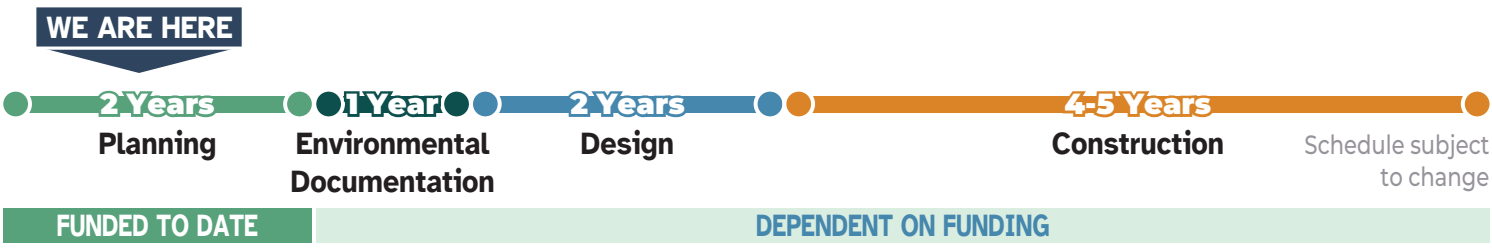
Project history and schedule

Project History

The I-5 Boone Bridge in Wilsonville was built in 1954 and expanded in the 1960s. Since then, design standards have changed creating earthquake-ready bridges. In 2017-2018, we worked with the City of Wilsonville on the Southbound I-5 Boone Bridge Congestion Study, which led to the I-5 Wilsonville Facility Plan. In 2019, a study showed that replacing the bridge was more cost-effective than retrofitting it.

Project Schedule

We are now in the planning phase, called the Planning and Environmental Linkages (PEL) Study. The design, environmental review and construction of the project won't start for several years and will depend on funding availability.



What is PEL and why are we doing it for Boone Bridge?

The Planning and Environmental Linkage (PEL) process helps make decisions about transportation projects. It's valuable because it gathers input from the community and government agencies early in the project. This helps us understand the project's goals and identify solutions before diving into the detailed analysis required by the National Environmental Policy Act (NEPA).

The main objective of the PEL process for this project is to collaborate with agencies, Tribes, communities and the public to:

- Develop the project's purpose, needs and goals.
- Consider options for safe and efficient travel.
- Confirm and document important parts of the project, including earthquake readiness and improved travel for all modes.
- Record options we don't recommend for further analysis under NEPA.

The next phase is an environmental review under NEPA, focusing on the evaluation and mitigation of impacts on resources and communities.

Review the draft Purpose, Needs and Goals

We're developing the project's draft purpose, needs and goals and would like your input. Review the draft below and let us know what you think by filling out the comment form.

DRAFT Purpose: The purpose of the I-5 Boone Bridge Replacement project is to:

- **Provide an a seismically resilient interstate bridge** across the Willamette River in Wilsonville, Oregon.
- **Address safety issues and manage traffic congestion**.
- **Improve connections for all modes**: bicycles, pedestrians and vehicles (including transit and freight).

DRAFT Needs:

- The I-5 Boone Bridge is not earthquake-ready. I-5 is a critical route, especially during emergencies, and needs to be usable quickly for emergency response and access to services.
- Traffic congestion on and approaching Boone Bridge negatively affects traveler safety, transit reliability, freight movement and the economy.
- Pedestrians and bicyclist travel options across the Willamette River are limited and not comfortable for people to use. People walking and biking on the bridge are not separated from fast-moving traffic, which affects the quality of the biking or walking experience.

DRAFT Goals:

Here are the goals we aim to achieve with the I-5 Boone Bridge project:

- Provide an **earthquake-resilient bridge** that can withstand a Cascadia-level event.
- **Improve driver safety, travel times and freight movement** with reduced congestion and fewer crashes.
- **Improve travel options with better access** for people walking, biking and rolling across the Willamette River and improved transit speed and reliability.
- Follow an **equitable process for meaningful public input** in project decision making.
- Support climate resiliency and **greenhouse gas emissions reduction goals** of the Oregon Statewide Transportation Strategy.
- Support **state, regional and local transportation and land use planning** efforts.
- **Avoid or minimize environmental impacts.**

Earthquake resiliency need

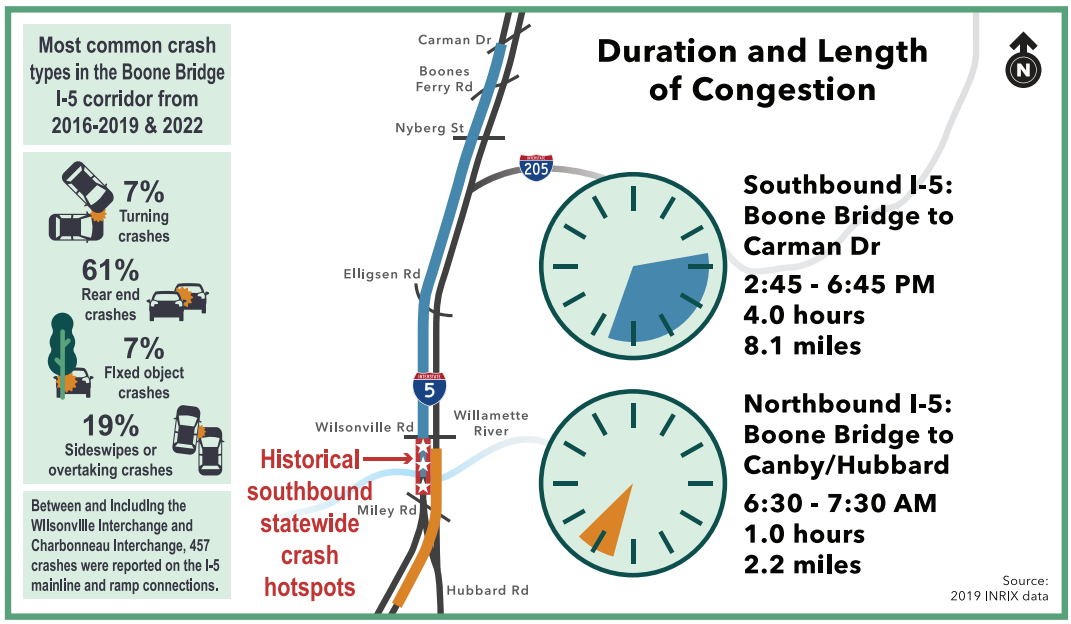
The I-5 Boone Bridge will not withstand a major earthquake, and the closest bridges over the Willamette River are 13-14 miles away.

After an earthquake, we need the Boone Bridge to be usable quickly to support emergency response and recovery.

Congestion and safety needs

Traffic congestion on and approaching Boone Bridge negatively affects traveler safety, freight movement and the economy.

Vehicles changing lanes at the entrance and exit ramps closely together cause congestion and crashes, making travel slower and less reliable for auto drivers/ passengers and public transit users, as well as for trucks carrying freight.



Pedestrian and bicyclist travel needs

Currently, there are not good options for pedestrians and bicyclists to cross the Willamette River in the project area. People walking and biking on the Boone Bridge are next to fast-moving traffic. Tell us what you think! Take the Bicyclist and Pedestrian Use Survey.

Next steps

We welcome your feedback through our comment form.

Join us at the public open house on November 16, between 5:30 and 7:30 p.m. at Wilsonville City Hall. The same project information will be presented and you will have the chance to talk to project staff. There will be a brief presentation starting at 6 p.m.

You can also contact us by email at i5boonebridge@odot.oregon.gov or phone at 503-779-6927.