

Fall 2018 Bridge Type Public Involvement Summary



November 19, 2018

Prepared for the City of Wilsonville



Prepared By



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Introduction

The City of Wilsonville, in partnership with Clackamas County, Metro and the Oregon Department of Transportation, is planning and developing preliminary designs for a proposed bicycle/pedestrian/emergency-access bridge across the Willamette River. The bridge would be located at the approximate site of the historic Boones Ferry, located between the I-5 Boone Bridge and the railroad bridge to the west.

Regional and community leaders have worked since 2016 to deliver on a 20-year vision to better connect the region’s trail system and close a gap for safe bicycle and pedestrian travel across the Willamette River. In 2018, the Wilsonville City Council and Clackamas County Board of County Commissioners selected an alignment for the new bridge that would connect the City’s Boones Ferry Park on the north side of the river to Northeast Butteville Road, opposite the Boones Ferry Boat Launch on the south side. The project team is currently assessing five bridge types for this preferred bridge location.

This report summarizes public input received during October 2018, which will inform discussions of a community task force in December 2018. The task force will make a recommendation to the Wilsonville City Council and Clackamas County Board of County Commissioners, which will narrow the bridge type options to two in early 2019.

Public input opportunities

In October 2018, the project team sought to:

- Continue ongoing education of stakeholders, future bridge users and others about project benefits
- Share information from the technical analysis of each bridge type with the public (including environmental impacts, effects to existing structures, costs, constructability, compatibility with project goals, etc.)
- Gain feedback on bridge type options to allow the task force to make a recommendation to the Wilsonville City Council and Clackamas Board of County Commissioners to narrow choices
- Increase awareness of project process and schedule



Figure 1: Project staff and attendees at Oct. 18, 2018, French Prairie Bridge open house.

The City of Wilsonville invited public input via two primary methods:

In-person open house: The project team hosted an in-person open house on Oct. 18, 2018, at City Hall to share information about the project and solicit feedback. Attendees could view posters and a slide show with images of bridge types under consideration. Project staff were available to present information and answer questions. The project team solicited public input via a paper questionnaire and flip charts corresponding to each of the bridge types (see Appendix A for a transcript of the flip charts).

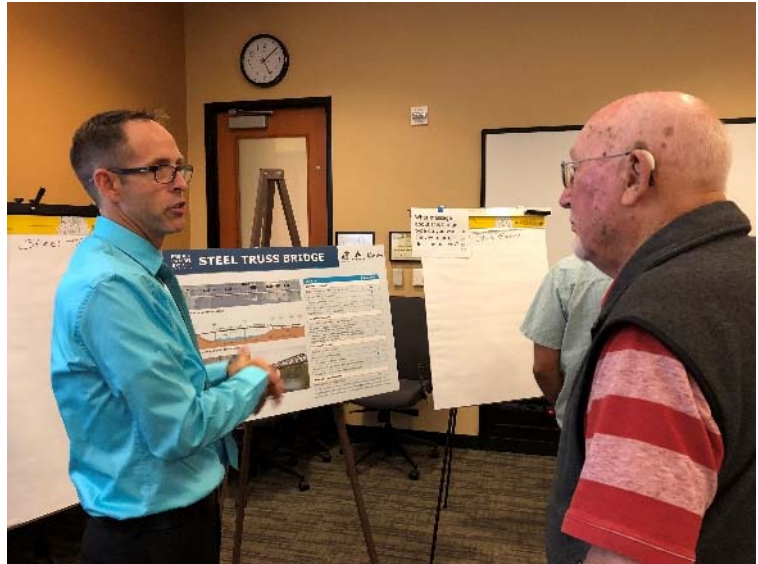


Figure 2: Project staff and attendee at Oct. 18, 2018, French Prairie Bridge open house.

Fifty-three people attended the open house and 23 attendees completed questionnaires. In addition, nine people completed event evaluations which indicated satisfaction with the information presented and opportunity to provide input.

Online open house: The project team also hosted an online open house Oct. 11-30, 2018. The interactive website provided the same information presented at the in-person event in a digital format. The online open house included a questionnaire with the same questions as the paper questionnaire used at the in-person open house. The website could be automatically translated into Spanish and other languages via Google Translate. More than 1,200 unique users accessed the online open house during 1,400 sessions (meaning some users visited the page multiple times).

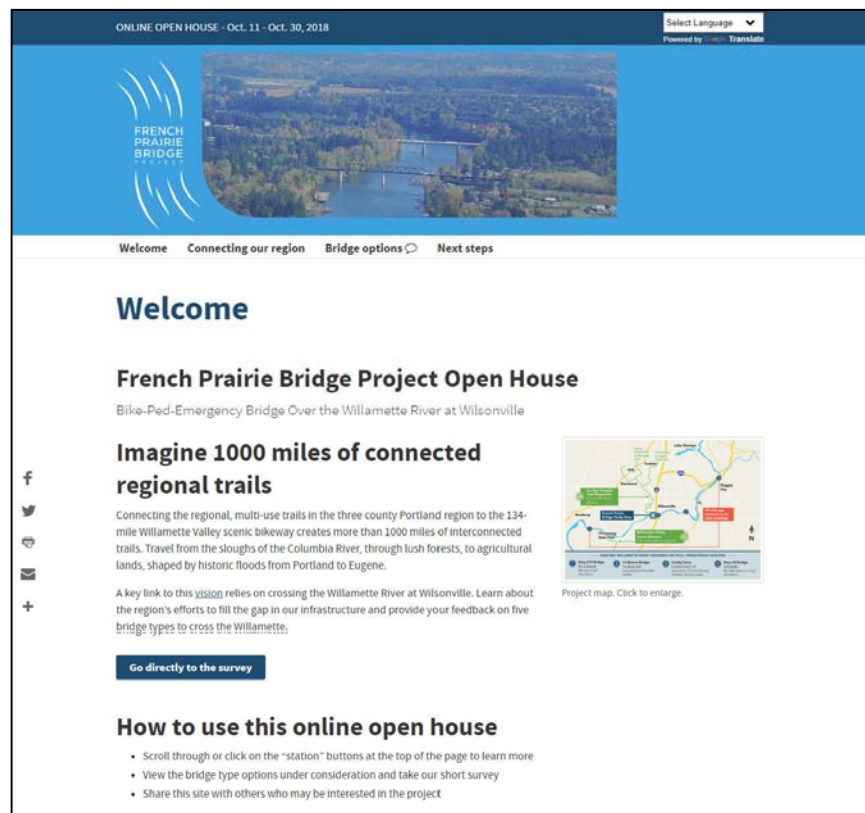


Figure 3: Screen shot of French Prairie Bridge Project online open house.

Notification

The project team used the following methods to publicize the in-person and online open house:

Project website: The project team published information about the open house and a link to the online open house on the project website, www.frenchprairiebridgeproject.org.

Mailer: In early October, a notice in English and Spanish was mailed to 12,854 addresses, which included Wilsonville households and households within a 0.5 mile radius just south of the proposed bridge landing.

Email: Emails were sent to the project mailing list and to news media.

Social media posts: The City of Wilsonville shared information about the open house and online open house in September and October via the City's Facebook and Twitter accounts.

Boones Ferry Messenger: The City featured an article about the input opportunities in its October edition of the monthly newsletter.

Media and blog coverage: The *Wilsonville Spokesman*, *Bike Portland* blog, *Wilsonville Patch* and *Canby Now* published articles about the input opportunities in October.

Feedback analysis methodology

For the purposes of analysis, the results from both the online and in-person questionnaires (which were identical) are discussed together. The questionnaire included 17 questions about the project and five demographic questions. (See Appendix B for text of the questionnaire.) In total, 296 respondents answered at least one question, and 263 completed the questionnaire.

For each bridge type, the questionnaire asked participants to gauge their agreement with three statements related to visual compatibility, user experience, and benefits outweighing costs. Participants were asked if and how they see themselves using the potential bridge and had the opportunity to provide open-ended feedback. The questionnaire gathered demographic data on neighborhood, age, gender identity, and racial/ethnic identity.

The questionnaire did not require participants to answer every question before submitting. Bridge type questions were randomized so that each user answered questions about the five bridge types in a different order. This intentional data collection technique was used to



Figure 4: Attendees to Oct. 18, 2018, French Prairie Bridge open house complete questionnaires.

ensure that every bridge type gathered responses and led to slight variations in the number of responses received for each bridge type. There was no substantial drop in response numbers for any bridge type.

Responses were not limited by Internet Protocol (IP) address so that multiple members of the same household or workplace could submit feedback. The project team reviewed data by IP address, and no evidence of intentional multiple submissions was found.

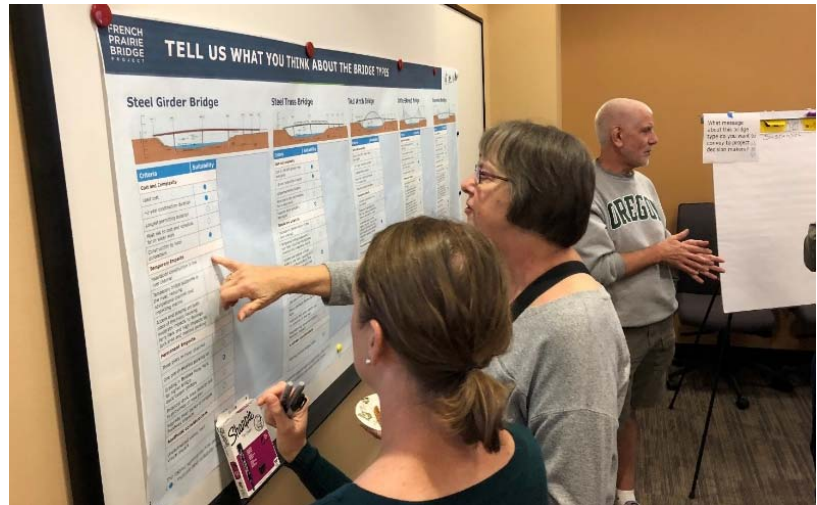


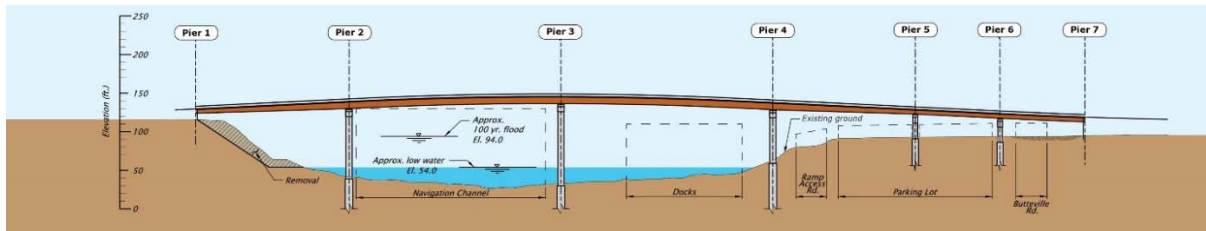
Figure 5: Project staff and attendee at Oct. 18, 2018, French Prairie Bridge open house.

The questionnaire results are not statistically representative, meaning the respondent sample is not predictive of the opinions of the Wilsonville or Clackamas County population as a whole. Questionnaire respondents are more likely to be male and older than the Wilsonville average (see demographics section on page 7 for more information).

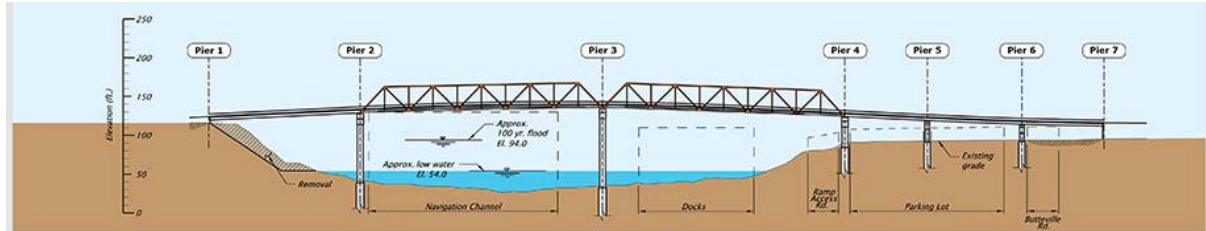
Key takeaways

- Many respondents identified aesthetics, cost of construction and impacts to the river as top considerations for them when deciding on a bridge type.
- The cable-stay and suspension bridge types were viewed more favorably by many respondents than other bridge types because they would not involve constructing piers in the water and because they offer a signature or statement look that is different from other bridges in the area. The steel girder bridge type also was viewed favorably by many due to its unobstructed views from the bridge and visual compatibility with surroundings. The steel truss bridge type received the most negative responses.
- Respondents expressed mixed opinions on the need for the project and the need to get it started right away.
 - Respondents who questioned project need often said alleviating vehicle congestion was a higher priority than building a non-vehicle bridge.
 - Respondents seeking to build the project quickly cited the safety benefits for bicyclists and pedestrians, potential positive impact on tourism and potential to attract private investment.
- Across the board, respondents appear skeptical that the positive benefits of these bridge types outweigh the costs and negative impacts. Just over half said benefits outweigh the negative impacts for cable stay and suspension bridge types, but respondents don't believe this is the case for the other three bridge types.

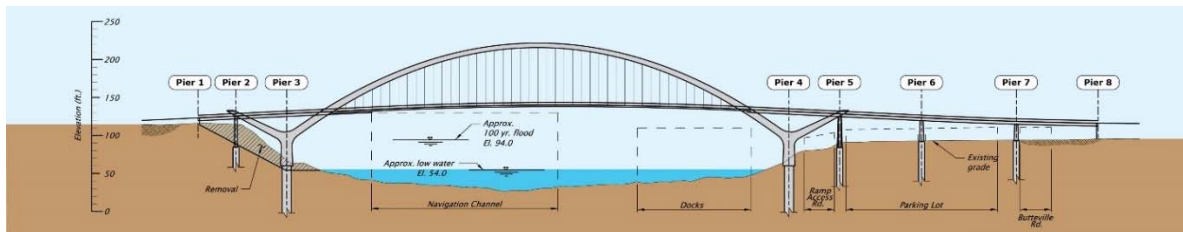
Bridge types under consideration:



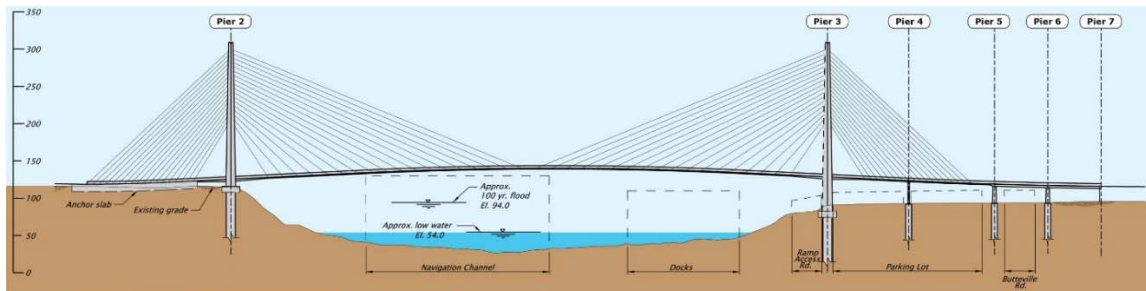
Steel Girder



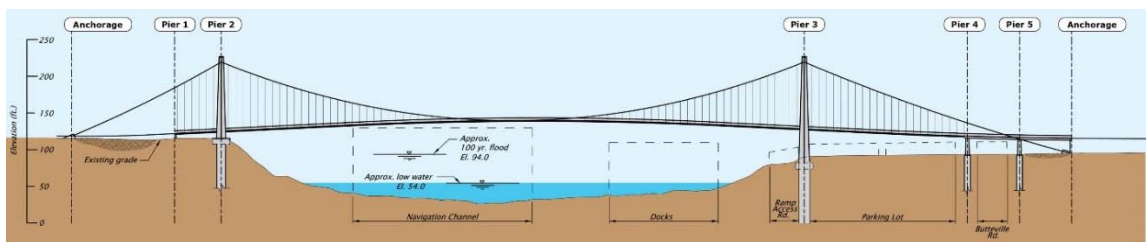
Steel Truss



Tied Arch



Cable Stay



Suspension

Demographics

Neighborhood of residence: About 60 percent of questionnaire participants lived in Wilsonville. Of those, the most represented neighborhoods are Charbonneau, Villebois, Daydream Ranch, Old Town, Park at Merryfield and Landover. About 35 percent of questionnaire participants live outside of Wilsonville in surrounding Portland-metro area communities. About 5 percent live elsewhere in Oregon or out of state.

Table 1: Respondent's age

Age	Survey respondents	Wilsonville population
20-24	2%	7%
25-34	13%	10%
35-44	15%	8%
45-54	24%	13%
55-59	12%	6%
60-64	10%	6%
65-74	18%	7%
75+	5%	7%

Age: Year of birth data was compared using the demographics from the 2012-2016 American Community Survey. Wilsonville's median age is 36 years and the average age of respondents is about 53 years. The most represented age bracket of survey responders falls is 45-54 years at 24 percent, but the same demographic makes up 13 percent of Wilsonville's population.

Race/Ethnicity: About 82 percent of participants identified as White/Caucasian alone, compared to 85 percent of Wilsonville residents. The Hispanic or Latino community was

underrepresented, making up 14 percent of Wilsonville residents but only 3 percent of questionnaire participants. Asian/Pacific Islander represents 6 percent of Wilsonville residents, but only 2 percent of survey respondents. African American/Black participants made up less than 1 percent of respondents but represent 3 percent of Wilsonville residents. Native Americans fell within a percentage point of survey participation and Wilsonville resident demographics. Participants who identified as more than one race matched Census data for the City at 4 percent. None of the 'other' responses denoted a categorical race or ethnicity.

Table 2: Survey respondent's race/ethnicity

Race/Ethnicity	Survey respondents	Wilsonville population	Total
African American/Black	<1%	3%	1
Asian/Pacific Islander	2%	6%	4
Hispanic/Latinx	3%	14%	7
Native American/American Indian	2%	1%	4
White/Caucasian	82%	85%	195
Mixed Race	4%	4%	10
I prefer not to say	13%	-	31
Other – write in	3%	-	8

Gender: Female participation comprised 27 percent of survey responses and nearly 54 percent of Wilsonville's population. Many survey participants identified as male (40 percent), many preferred not to answer (31 percent) and one participant identified as genderqueer.

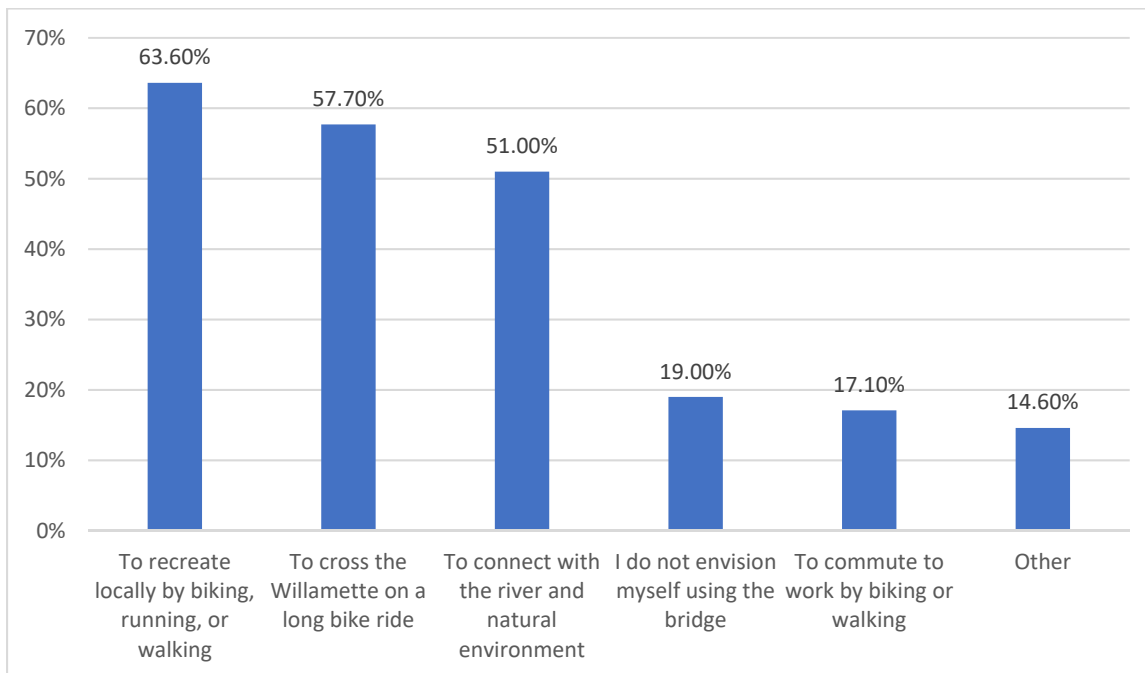
Questionnaire results: Closed ended questions

The following section has results for the closed-ended questions.

Future use of a new bridge

Participants were asked how they envisioned themselves using a new bridge (Figure 6). Respondents could select multiple responses.

Figure 6: How do you envision yourself using the bridge? (N = 256)



Respondents indicated they would most likely use the bridge to recreate or connect with the natural environment. Fewer than 20 percent of respondents said they did not envision themselves using the bridge.

Almost 15 percent (37 responses) selected “other” and wrote in a response. Of those, most participants said the bridge would be best utilized in case of emergency, like a natural disaster or traffic incident on the Boone Bridge that would otherwise prevent emergency responders from crossing the river. Other responses included walks with friends and family and commuting by bike to amenities on opposite sides of the river like shopping, groceries and dining. Some participants said they would use the bridge if it were built but said there were much greater transportation needs in the area. A few were concerned that the bridge would bring increased crime and vandalism to their neighborhoods. (See Appendix C for all written responses.)

Questions on bridge type

For each bridge type, respondents were asked how much they agree with three statements based on the technical information provided (Tables 3, 4 and 5):

1. This bridge type is visually compatible with the surrounding built and natural environment.
2. This bridge type would provide a positive user experience.
3. The positive benefits of this bridge type outweigh the costs and negative impacts.

Table 3: Percent of respondents who agreed or disagreed with the following statement: This bridge type is visually compatible with the surrounding built and natural environment.

	Strongly or somewhat agreed	Strongly or somewhat disagreed	Unsure	Total responses
Steel Girder	61%	33%	1%	269
Steel Truss	44%	55%	1%	262
Tied-Arch	60%	39%	2%	260
Cable Stay	66%	33%	1%	268
Suspension	74%	25%	1%	260

Table 4: Percent of respondents who agreed or disagreed with the following statement: This bridge type would provide a positive user experience.

	Strongly or somewhat agreed	Strongly or somewhat disagreed	Unsure	Total responses
Steel Girder	63%	36%	1%	268
Steel Truss	43%	55%	3%	261
Tied-Arch	73%	24%	3%	258
Cable Stay	80%	18%	2%	266
Suspension	81%	18%	1%	259

Table 5: Percent of respondents who agreed or disagreed with the following statement: The positive benefits of this bridge type outweigh the costs and negative impacts.

	Strongly or somewhat agreed	Strongly or somewhat disagreed	Unsure	Total responses
Steel Girder	48%	50%	3%	270
Steel Truss	27%	68%	5%	259
Tied-Arch	34%	61%	5%	260
Cable Stay	57%	39%	4%	268
Suspension	62%	35%	3%	260

A slight majority of respondents generally feel all the bridge types would be visually compatible, with the exception of the steel truss type. More than half of all respondents agreed that four of the five bridge types (steel girder, tied-arch, cable stay and suspension) would be visually compatible with the surrounding environment. The exception was the steel truss bridge type, which received the lowest level of agreement across all three statements.

Greater majorities of respondents generally feel most bridge types will provide a good user experience, with the exception of steel truss. For four of the five bridge types (steel girder, tied-arch, cable stay and suspension), respondents had more favorable responses on user experience than visual compatibility.

For the steel truss, the total negative response was similar to the visual compatibility results, but there were fewer respondents who strongly disagreed. For the cable stay and suspension bridge, a greater percentage of respondents strongly agreed these bridge types would provide a positive user experience. Overall, the greatest proportion of respondents agreed the suspension bridge would be visually compatible and provide a positive user experience.

Across the board, respondents appear skeptical that the positive benefits of these bridge types outweigh the costs and negative impacts. Just over half said this is true for cable stay and suspension bridge types, but respondents don't believe this is the case for the other three bridge types. More than half of respondents agreed that cable-stay and suspension bridges had benefits that outweighed the costs, though agreement on this issue was less strong than the other statements. Conversely, a plurality of respondents felt that the benefits of building a steel girder, steel truss and tied-arch types did not outweigh the costs.

Questionnaire Results: Open Ended Questions

Two open ended questions were asked:

1. What else should project decision makers know about the bridge types? (121 responses)
2. What additional questions do you have? (64 responses)

Topics and themes in responses to these questions were very similar, so the comments have been combined for the analysis. The project team reviewed and categorized each open-ended comment based on the topics discussed. Table 6 summarizes the frequency of topics mentioned in these open-ended comments. Many comments discussed multiple themes and could therefore be categorized into multiple categories. The following sections discuss key messages, questions and concerns related to these categories. Verbatim comments are presented in Appendix C.

Table 6: Open ended comments by thematic topic

Topic	Number of comments	Percent of all comments
Bridge aesthetics	46	25%
Cost of construction and/or maintenance	45	24%
Project need	31	17%
Piers in the water	20	11%
Project schedule	18	10%
Vehicle congestion on nearby roadways	16	9%
User experience	13	7%
Seismic resiliency	8	4%
Decision process	8	4%
Design considerations	8	4%
User safety	7	4%
Funding / revenue	6	3%
Emergency response	6	3%
Fish and wildlife	5	3%
Long-term effects	4	2%
Nuisance behavior	4	2%
Future users of facility	3	2%
Alternatives considered	2	1%
Crime	1	1%
Other topics	2	

Bridge aesthetics:

Approximately 25 percent of all open-ended responses discussed how the bridge would look.

- More than a dozen comments said aesthetics should be a top priority. They said a special or statement bridge could help attract tourists and more investment to the area. Some said aesthetics was more important than cost.
- Many commenters provided their preference or opposition of a particular bridge type based on aesthetics:
 - Steel truss was mentioned as the least attractive by several respondents because this bridge type already exists in Wilsonville.

- Several said the steel girder was most attractive because of its simplicity and ability to fit in with the surroundings. One person suggested using pots and trees on the bridge deck to fit in with surroundings. Another said a steel girder could be built with walls and a roof to match historic covered bridges.
- A handful of comments suggested a suspension or cable-stayed bridge was the most attractive, modern option and would serve as a “signature bridge.”
- Two respondents suggested the tied-arch as their preferred option.
- Other comments related to aesthetics mentioned:
 - Preference for matching neighboring bridges
 - Adding finishes or treatments to the façade to improve aesthetics
 - Requests for photo visualizations to better understand compatibility
 - Arguments that aesthetics should be secondary to cost
 - Calls for ensuring the bridge has a high aesthetic value
 - Statements that all options look nice

Cost of construction and/or maintenance

About a quarter (24 percent) of comments mentioned the cost of construction or long-term maintenance.

- Many of these commenters said selecting a lower cost bridge option is a priority.
- A few commenters said the project is a waste of funds given the high expected cost and importance of other regional priorities.
- A few commenters said they would support a higher cost bridge because it is an investment in the community and will attract tourists.
- Other comments related to cost included:
 - Questions about the total cost
 - Preference for not selecting the bridge type without knowing what funds are available
 - Calls for maintenance costs to be considered during decision-making

Project need

About 16 percent of comments discussed project need.

- Most of these comments questioned the need for the project given other transportation priorities – specifically to resolve congestion of the I-5 corridor and Boone Bridge – and other community needs.
- Some said the project should not be built because they do not perceive a need for it.
- A few comments specifically said the project will benefit the safety of bicyclists and pedestrians and will attract users, making it needed.

Piers in the water

About 10 percent of comments advocated for fewer piers or avoiding piers in the water either to prevent flooding, protect fish and wildlife habitat, avoid navigation impacts and/or avoid lengthy permitting processes related to construction in the water.

Project schedule

About 10 percent of comments focused on schedule. Several said the project should proceed as soon as possible. Some said sticking to a schedule was important and construction should not extend past two years. Some others asked questions about when project construction would start and/or end.

Vehicle congestion on surrounding roadways

Vehicle congestion was mentioned in about 8 percent of comments. Frequently, commenters who questioned the need for the project said congestion was a higher-priority problem. Some specifically mentioned the need to improve the Boone Bridge. A few questioned if the French Prairie Bridge would alleviate congestion on the I-5 Bridge. Others said the French Prairie Bridge would lead to vehicle congestion on local roads after the project was constructed.

User experience

About 7 percent of comments mentioned bridge user experience, saying that views from the bridge should be a high priority. A few mentioned the steel girder bridge as preferred because of the unobstructed views from the bridge. Other comments included:

- See-through decking from a high bridge can be frightening
- Calls to consider off-bridge connections to planned or existing trails to enhance user experience
- Calls to add viewing platforms

Other topics included:

- **Seismic resiliency:** Some comments questioned if the bridge designs would be built to withstand an earthquake.
- **Design considerations:** Some comments provided suggestions or had questions about lighting, maximum grade of the bridge, ADA accessibility, width of the bridge and use of sustainable features (e.g. solar panels)
- **Decision process:** Some comments suggested a vote was needed before a final decision should be made.
- **User safety:** A few comments highlighted safety concerns on roads leading to/from the French Prairie Bridge, while a few others supported a new bridge due to the existing safety concerns with the I-5 Boone Bridge.
- **Funding/revenue:** A few comments asked where construction funding would originate. One comment suggested the steel girder bridge could best be used to also carry utility lines, which could help generate fees from the utility owner.
- **Long-term effects:** A few comments said it is important to consider the lifespan of the facility when making a decision. Others advocated for considering any long-term effects to the marina and natural resources.
- **Emergency response:** A few comments said the new bridge would enhance emergency response because the new bridge could be used by responder vehicles to reach incidents if I-5 is congested.
- **Nuisance behavior:** A few comments said efforts are needed to prevent nuisance behavior such as throwing items from the bridge or painting graffiti. Two comments

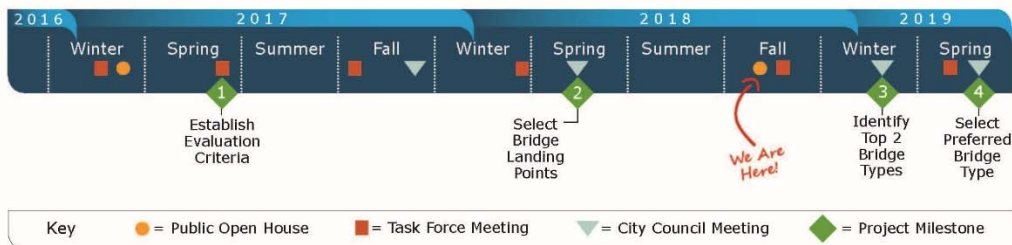
said the steel girder and steel truss were more inviting to nuisance behavior because these bridge types are not as artistic.

- **Fish and wildlife:** A few comments mentioned the need to avoid impacts to wildlife or use the project to enhance habitat.
- **Alternatives considered:** A few comments questioned whether enhancements to the Boone Bridge were considered to address the project need.
- **Future users of facility:** A few comments questioned who would use the bridge in the future. Two comments suggested that golf carts should be allowed.
- **Crime:** One comment suggested a new bridge would bring more crime to the area.
- **Jobs:** One comment asked about the potential for short and long-term job creation for each bridge type during design and construction.

Conclusion and next steps

The results of this outreach and engagement effort will be provided to the project's task force in advance of discussions to recommend two bridge types to the Wilsonville City Council and Clackamas County Board of County Commissioners. The results also will be provided to the project's technical advisory committee.

The Wilsonville City Council and Clackamas County Board of County Commissioners are expected to select two bridge types for additional technical analysis in early 2019 and make a final decision on a preferred bridge type in spring 2019.



APPENDICES

APPENDIX A:

Comments received on flip charts at Oct. 18, 2018 open house

Steel Girder

- General design has potential to blend well with existing railroad bridge
- No "statement" made for Wilsonville ☹️

Steel Truss

- Match adjacent bridge which may be visually appealing (less "messy")

Tied Arch

- Far too many adverse impacts, along with highest cost!
- Highest economic impact locally (more jobs and materials sourced here)

Cable Stay

- Least adverse impacts, with best aesthetics. Great choice – IF we can afford it!!
- Like the look of this one the best, unique look!
- Less impacts to the river.
- An iconic bridge (like this) supports local economy!
- #1 choice

Suspension

- Just do it!
- The better looking the better!
- This would offer advantages of less environmental impact
- Would certainly be a "statement" (beautiful) bridge

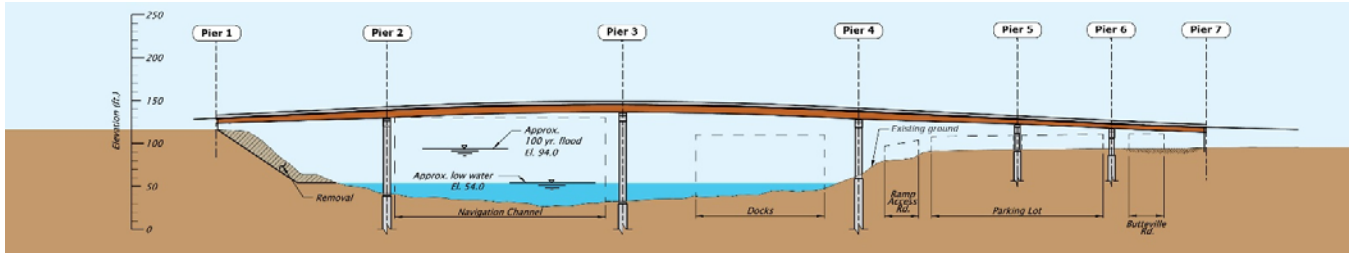
APPENDIX B: Questionnaire



French Prairie Bridge Project

Fall 2018 Open House Survey

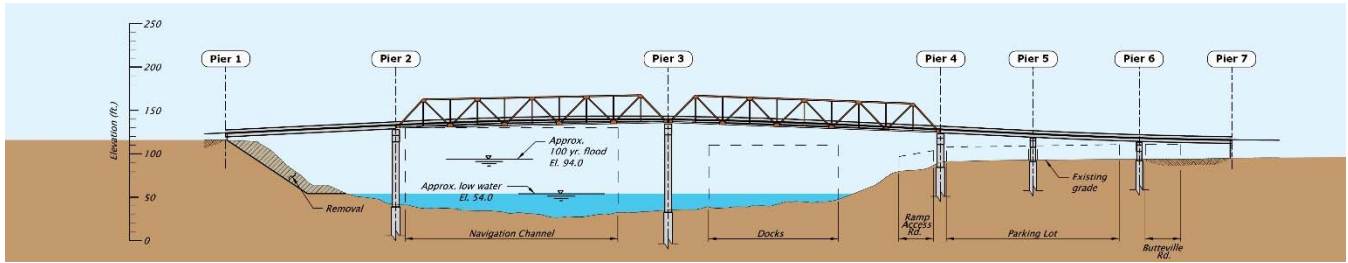
Steel Girder Bridge



Provide your level of agreement with the following statements:

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure
1. This bridge type is visually compatible with the surrounding built and natural environment	()	()	()	()	()
2. The bridge type would provide a positive user experience.	()	()	()	()	()
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	()	()	()	()	()

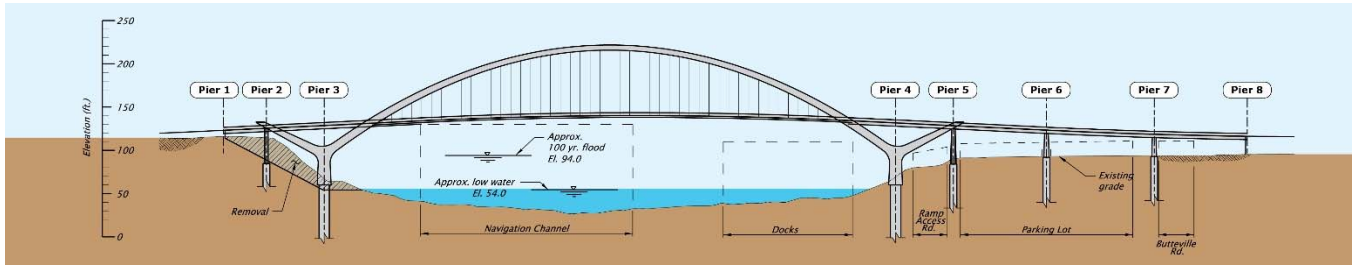
Steel Truss Bridge



Provide your level of agreement with the following statements:

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure
1. This bridge type is visually compatible with the surrounding built and natural environment	()	()	()	()	()
2. The bridge type would provide a positive user experience.	()	()	()	()	()
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	()	()	()	()	()

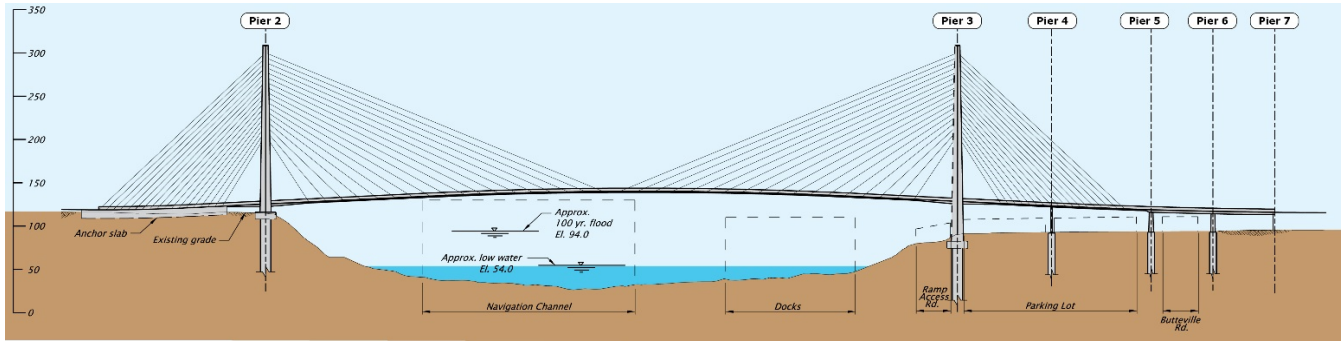
Tied-Arch Bridge



Provide your level of agreement with the following statements:

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure
1. This bridge type is visually compatible with the surrounding built and natural environment	()	()	()	()	()
2. The bridge type would provide a positive user experience.	()	()	()	()	()
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	()	()	()	()	()

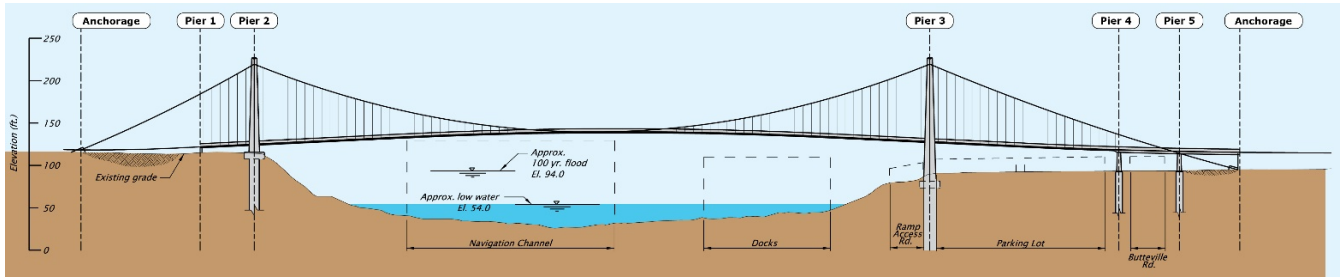
Cable-Stayed Bridge



Provide your level of agreement with the following statements:

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure
1. This bridge type is visually compatible with the surrounding built and natural environment	()	()	()	()	()
2. The bridge type would provide a positive user experience.	()	()	()	()	()
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	()	()	()	()	()

Suspension Bridge



Provide your level of agreement with the following statements:

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure
1. This bridge type is visually compatible with the surrounding built and natural environment	()	()	()	()	()
2. The bridge type would provide a positive user experience.	()	()	()	()	()
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	()	()	()	()	()

What else should project decision makers know about the bridge types?

What additional questions do you have?

A little about you:

What neighborhood do you live in? _____

How do you envision yourself using the bridge?

- To commute to work by biking or walking
- To connect with the river and natural environment
- To recreate locally by biking, running or walking
- To cross the Willamette on a long bike ride
- I do not envision myself using the bridge
- Other - Write In: _____

I describe my gender as _____

How do you identify yourself culturally? (select all that apply)

- African American/Black
- Asian/Pacific Islander
- Hispanic/Latino(a)
- Native American/American Indian
- White/Caucasian
- Mixed Race
- I prefer not to say
- Other - Write In: _____

What year were you born? _____

Thank You!

APPENDIX C: Response Statistics and Open End Responses

1. Provide your level of agreement with the following statements:

STEEL GIRDER	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	83 30.9%	81 30.1%	47 17.5%	55 20.4%	3 1.1%	269
2. The bridge type would provide a positive user experience.	83 31.0%	86 32.1%	46 17.2%	50 18.7%	3 1.1%	268
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	78 28.9%	51 18.9%	65 24.1%	69 25.6%	7 2.6%	270

2. Provide your level of agreement with the following statements:

STEEL TRUSS	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	38 14.5%	77 29.4%	61 23.3%	83 31.7%	3 1.1%	262
2. The bridge type would provide a positive user experience.	35 13.4%	76 29.1%	78 29.9%	65 24.9%	7 2.7%	261
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	22 8.5%	49 18.9%	71 27.4%	104 40.2%	13 5.0%	259

3. Provide your level of agreement with the following statements:

TIED-ARCH	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	78 30.0%	77 29.6%	37 14.2%	64 24.6%	4 1.5%	260
2. The bridge type would provide a positive user experience.	98 38.0%	91 35.3%	26 10.1%	35 13.6%	8 3.1%	258
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	34 13.1%	55 21.2%	63 24.2%	95 36.5%	13 5.0%	260

4. Provide your level of agreement with the following statements:

CABLE-STAY	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	101 37.7%	77 28.7%	34 12.7%	53 19.8%	3 1.1%	268
2. The bridge type would provide a positive user experience.	141 53.0%	73 27.4%	14 5.3%	34 12.8%	4 1.5%	266
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	84 31.3%	69 25.7%	38 14.2%	67 25.0%	10 3.7%	268

5. Provide your level of agreement with the following statements:

SUSPENSION	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	118 45.4%	74 28.5%	28 10.8%	37 14.2%	3 1.2%	260
2. The bridge type would provide a positive user experience.	147 56.8%	62 23.9%	14 5.4%	33 12.7%	3 1.2%	259
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	84 32.3%	77 29.6%	34 13.1%	58 22.3%	7 2.7%	260

6. What else should project decision makers know about the bridge types?

ResponseID	Response
15	We should focus on cost and functionality. All bridge options look good except the Steel Truss Bridge. We don't need another Steel Truss Bridge in Wilsonville.
16	Most economic outlook in building as well as least amount of disruption to properties on both sides. Shortest amount of construction time should be considered for properties on both sides
17	This type of design would allow for secondary uses such as hiking opportunities to the top (Sydney Australia harbor bridge). Pull-out rest areas mid span for photos, picnics, etc.
19	Please select a type that matches one of the neighboring bridges.
25	In-river piers present river safety hazard near the high-hazard marina area due to boat ramp, docks, vision blockage & constriction of boating flow. This new hazard will only worsen with time due to increased river traffic. In-river piers should be avoided at all costs.

28	This bridge needs to be a "signature" span. A typical steel girder bridge will not look good and will not add to the user experience. The bridge will be visible from literally every angle, and aesthetic considerations should be a top priority. There are parks on both sides, river users below, I-5 traffic will see the bridge, as well as home owners along the river on both sides of the bridge. Make sure it's not an eyesore. It's worth the wait and the additional cost to make it beautiful. The arch bridge type matches the site perfectly.
29	Given that this bridge provides such limited service, I think that the least amount of money should be spent as possible.
34	Wow. I thought the Minto bridge was overbuilt when I crossed it. Guess my sentiments were accurate. There is no reason to select that takes an extra year to build, and costs at least 70% more than the Steel Girder. I think the Steel Girder bridge is quite attractive. Crossing the river should have the least visual interruption to the pedestrian or bicycle rider. I like that the Steel Girder choice maximizes the enjoyment of the natural beauty around the bridge.
38	Seeing as Wilsonville also not only has a lot of trees and caters to the business community, it also is a haven for artists. Considering the Girder and Truss bridges are more easier targets for graffiti and vandalism, I would say that going more for aesthetic would not only please those in the art community, but also discourage such easy targets for illicit spray-painting. Also, the Steel Girder and Truss Bridges look too like the existing train bridge, and therefore would not stand out from it, and it would be an aesthetic eyesore across Wilsonville's portion of the Willamette River. I would like to see a bridge that not only allows pedestrians to cross the river, but also shows creative aesthetic that should be synonymous with Wilsonville and the varying sculptures embellishing our good town.
39	For the intended use, the steel girder is the least visually intrusive and lowest cost option. It also may become an attractive nuisance if users can throw stuff off the bridge onto the docks below. Some sort of barriers is needed.
43	I bike Boones Bridge at least once a month, more in the summer, less in the winter. Pretty bridge, ugly bridge I don't care, we need a safer and better maintained crossing for bikes and pedestrians! FAST TRACK THIS, NO DELAYS!
44	Practicality of construction and the overall views of the river are more important than the beauty of the bridge itself. For example, in my opinion one of the most beautiful views is from the I-5 Columbia crossing east across the I 205 bridge with Mt Hood and sailboats in the background, because the 205 bridge is so unobtrusive. One of the

	worst, and most cluttered views is of the new Portland transit bridge, even though the bridge itself is attractive.
49	Avoiding piers in the river is important. The steel truss bridge is just ugly. It is ok to spend a little extra money for a once in a lifetime bridge development. The suspension bridge and cable stayed are the best ones. The tied arch bridge seems too pricey and taking longer than 3 years to build is not practical.
50	The Steel Girder Bridge is Simplistic and Big Pots of Trees and Benches could be put along the overhead walk to enhance the beauty of the River and Nature. This bridge would fit well and could be used well for emergency access across the Willamette.
51	I travel all over Europe and America. Great towns build great bridges.
56	We don't want or need this bridge!
57	Least impact to wildlife. Best view of river.
59	What is the cost to upgrade the I5 bridge seismically? What is the budget cost of this bridge? Why is I5 bridge not being upgraded first? 6 lanes of traffic versus one lane does not make a lot of sense.
64	No bridge! Focus on relief for drivers! This bridge won't help Wilsonville residents. Do what the people of Wilsonville need and that's help with congestion
66	Wilsonville needs something more beautiful. We want something that will beautify our town and not look like more strip mall style city planning.
68	The tied-arch bridge is by far the most visually appealing option.
69	Consider the visual attractiveness and the positive impact that would have on the city and tourism trade.
72	There should not be a bridge built at this location. The impact on rural roads leading to Canby and impact on Canby's traffic is not being considered.
73	Make sure the grade is less than 5% on either side and provides a cool downriver view. Also, whatever can be built faster should take priority.
74	The bridge will only increase crime in the area. It will not be safe at night. It will just become another way for transients to get from their

	<p>camps to parts of town where they can panhandle and steal. It will increase traffic and littering in the neighborhood. This is not good for the taxpayers of Wilsonville!</p>
80	<p>People will use the bridge because it's there, not because it's beautiful. Also, see-through decking at-or-above 100 feet from the water is frightening, to both children and adults. It won't matter if the bridge is there if you can't muster the courage to cross it.</p>
82	<p>We need more car lanes. I do not support a bridge that is biker and pedestrian friendly only. It is a waste of taxpayer money and will only add to the congestion problem at the Boone Bridge.</p>
88	<p>Considering that this bridge is also meant as an "emergency" crossing, I think the most important aspect to consider is which of these bridge types is most likely to survive a large earthquake.</p>
89	<p>A pretty design will be seen from the I-5 bridge and encourage folks to seek it out and become a destination. Instead of a strictly utilitarian bridge such as the steel girder bridge. Plus, there are already many piers in the river there already causing navigation hazards, please don't add more piers.</p>
91	<p>The best type of bridge would permit automobile traffic. This is a giant waste of money. The people proposing this thing should have to make their case to the voters.</p>
94	<p>The impacts are too great on the environment, traffic, and the neighborhood. Costs are too high. This project is not a good use of public funding nor should it be a priority.</p>
98	<p>We need a bridge that cars can drive upon. Traffic congestion is at unacceptable levels and will increase as the population increases due to new homes being built.</p>
100	<p>Risks to project schedule from in water work are a big factor. I think the suspension bridge is the best compromise, plus it would look great!</p>
101	<p>The most important thing is the connection, and building it as soon as possible, and to last if possible. It's going to be a tremendous benefit to bicyclists in the Willamette Valley and pedestrians more locally.</p>
106	<p>The sides of the bridge should be high enough to discourage either the public or debris to be thrown or jump into the river. Shorter sides may be more aesthetic but are much more dangerous. Safety needs to be of the utmost concern.</p>

107	Please select the lowest cost solution
108	The cable stayed bridge and suspension bridge types would have the least impact on the river (as well as little in-water work) and are the most aesthetically pleasing. They are the obvious choices despite their higher cost. Compared to the suspension bridge, the cable stayed bridge seems to be a more modern, more robust, and more easily constructed design. Let's have a cable stayed bridge!
109	Two primary factors for me: Cost and length of time to get it up and running. I want the least cost with the quickest usability as possible.
110	The more beautiful the better.
114	Steel girder is clean, simple and IMO more likely to look good 50 years from now. And cheapest doesn't hurt either.
120	It will be around for 50-100 years, so think of future development and uses, particularly emergency access/use.
121	There are many that feel this bridge is not necessary, a waste of tax payer's money. I feel it will provide another way to cross the river to the north and am for it. But I do feel it needs to be done in an economical way. So, I vote for the least expensive option. I also feel the least expensive option will blend with the surrounding scenery. Spending money wisely on projects is important to me.
124	Please plan for the long-term and not just the cheapest bridge option.
126	1. Is there possibilities to incorporate wildlife habitat under/near bridge? Bat boxes, light pollution reduction, etc.
127	I'd suggest removing the truss from consideration. The only apparent benefit over the basic girder is the 'enclosure' of the users; while this may be desirable from a psychological perspective, it's not clear that this is worth the disadvantages. I also think the cable-stay towers may be too tall of a visual impact, and would suggest the suspension bridge over the cable-stay
132	They need to give the highest priority to the lowest cost option. The steel girder bridge would also have the least amount of visual impact to our River frontage.
133	First, assuming all the five choices presented are equally sound, fiscally within the budget (and most are not!), up to current earthquake standards and adequate pedestrian safety margins when emergency vehicles pass, I would greatly prefer the clean, lower profile Steel

	Girder Bridge option. I would be VERY disappointed to see the higher profiles of the other bridge options in our skyline unless increased safety and lower budget was a factor in the choice. The Steel Girder Bridge is a simple, clean looking option, and would not interrupt the beauty of our natural skyline. It should NOT be an expensive piece of art but a safe, practical, affordable! bridge for our community.
141	Don't waste taxpayer dollars on something that is not necessary.
148	Marketing the 1,000-Mile Loop to tourists could best be accomplished, I think, by the cable-stay bridge, because it's got such a unique style that's eye catching, and, of course, would be visible to many tourists as they travel I-5! The suspension bridge option, though not as eye-catching, could work, too, especially for residents who don't want too much of an eye-catcher. These two bridges keep piers out of the main river channel and apparently have the least piers on land, too, especially in the existing parking area. So, even though more expensive in overall costs, they could be looked upon as an investment in terms of marketing the trail to tourists, the long-term gains to Willamette Valley businesses outweighing the initial costs. So, there's some marketing and tourism benefits potentially related to the bridge types eventually chosen, a couple more factors to consider perhaps.
151	Steel truss bridge - We do not like this option! Tied-arch bridge - too expensive Cable-stayed bridge - too expensive Suspension bridge - too expensive
152	Toll bridge to offset cost (?)
163	Important for bridge to be an attraction for Wilsonville. Pull in tourism money.
164	-Not building piers in the river should be an advantage from environmental view -And construction "uncertainties" would be minimized
166	-Steel Girder Bridge: not a fan - boring, don't like the pylons -Steel Truss Bridge: have one already - boring, no pylons -Tied-arch Bridge: 3rd choice - Cable stayed Bridge: 2nd choice - but I don't want what Portland has - needs to be set apart, a bridge people want to come here to see - Suspension Bridge: 1st choice - yes it's the most expensive but worth it - no pylons - just make sure there is something unusual about it. Factor in protective side nets, should be able to drive golf carts across from Charbonneau if possible.
167	The proximity of the steel truss rail bridge currently on the site makes this type for the pedestrian bridge a bit confusing. I think visually the

	area would benefit most from types that can contrast the steel truss namely cable-stayed and suspension.
168	-Special and iconic design will draw more visitors -Should select least intrusive: no pillars in the river or at marina -Let's not have same look/design as the two existing bridges, again won't be appealing - Needs to fit with the new Boones Ferry Park improved design too
170	Steel girder bridge: general design has potential to blend well with the aesthetics (such as they are) of the railroad bridge
172	Steel girder bridge: too mundane for Portland current bridge designs
173	Owners should be fully aware of available budget and not move forward an unaffordable bridge type.
174	Cost
175	Just get it done!
178	Any impact to marina parking or uses of the docks is unacceptable. Why do you keep identifying "best suitability" when it is a minor impact to Boones Ferry Park but high impact to the marina? That is not BEST Suitability. That is self-serving.
179	Add artistic finishing to the bridge, like facades on buildings are made
181	I would like to see stated for all to consider: 1) What the earthquake suitability is for each type of bridge, and 2) A projected visual of each bridge type against the current railroad bridge (view from Boone Bridge, for instance) in order to evaluate the aesthetics of each design and compatibility with the existing RR bridge structure. Right now, all I can do is try to visualize it in my head, but that doesn't tell me exact height comparisons, nor does it inform me how the in-river piers may align with the RR bridge piers, which would seem to be a critical consideration for boaters.
182	Practicality and safety should outweigh high-cost aesthetics. Set an example on how to get the job done as economically, safely and as quickly as possible. The Frog Pond development is going to negatively impact traffic in an already congested town.
184	Go with the cheapest. This is a folly and as such does not warrant consideration as art.
186	I believe it is worth the extra time to build a bridge that is visually appealing, unique to Wilsonville area and can become known as a

	"landmark" for our area for many years to come. The Steel Truss bridge is too much like the existing railroad bridge that spans the Willamette near I-5.
187	Any expenditure for a bridge that does not include a dedicated lane to move traffic south from Wilsonville to Butteville Road would be a mistake. We need to reduce the unbelievable bottle neck on the Boone Bridge going south - especially from 3:00-7:00 p.m. Property owners that live on the south side of the bridge, that pay taxes to the City and County should benefit from this bridge. Pedestrian and bicycle use will be limited to good weather and it makes little sense to have a pedestrian/bicycle bridge when there are not adequate trail systems to tie into on both sides to handle the projected use numbers.
191	Cost needs to be primary consideration.
197	N/A
199	This is a horrible project and citizens of Wilsonville don't want to spend \$54 on a useless project
200	We don't want a bridge. Please put this to a vote before wasting any more money.
201	I would like to see the designs in place with the current bridges to help make a better choice. I prefer the lower river and bank impact of the suspension and cable designs though I suspect that the girder or truss may look better with the existing bridges.
202	Project decision makers should know that it's time to re-evaluate this project. The #1 project we need to be putting our efforts & funds towards is addressing the internal traffic issues we have now. Find a way to further engage at the state level, working with ODOT to address this issue. An extra bridge invites more in next to traffic continuing to grow. A bike pedestrian bridge will not be q standalone fix for I-5...it will take more focus than that.
204	Love the bridge idea, but go with least cost
205	While a lovelier bridge type would be important if located in a central location, this location is at the border between urban and rural and is primarily functional. We should save our aesthetic dollars for the urban core.
206	The option to have voters VOTE on if they want a bridge and pay for this bridge Option to have "No Bridge" on a survey

210	Please make sure the new bridge can resolve the lack of safe bike, ped, skate access across the river. Active mode users currently need to detour at least 15 miles to safely get south of the river. A safer bridge crossing would be a benefit to tourism as well as local users.
223	It's important to make the bridge a place unto itself and not limit it to a way to cross the river. It also says something to people crossing the neighboring bridge for I-5 if this bridge is basic or plain versus something more inspiring.
224	The tied-arch bridge is by far the most attractive bridge option.
225	Make it beautiful please! Can we get a cable stayed bridge where the cables from each tower extend all the way to the other side, and thus crisscross each other like the spokes on a bike wheel?
227	Portland/statewide pedestrian and bicycle committees
228	How wide will the bridge be?
229	Consider this as a marquee project to bring other investments, infrastructure improvement, and business. It should be a marquee bridge to kick start other improvement!
231	A steel girder bridge with a roof and walls that mimic the appearance of a wooden covered bridge, with open sides would fit the environment the best, though at a much higher cost.
236	Given this will be the only non-freeway bridge for 30 miles along the Willamette, I think it will very much be a different bridge for many bicyclists, runners, and walkers. Therefore, I believe a very striking design should be called for, in order to create a strong sense of place.
238	Build the least expensive, quickest to completion, and structurally sound bridge. Stop wasting time.
241	Don't build one until Boone Bridge is widened. Spend the money there.
242	To a degree the design should be unobtrusive, but its decision makers will know that it should also fit in with the other structures around it, and the other bridges in the area. A modern/fancy (e.g. cable-stayed bridge) approach would not fit in with other bridges in the area as well as a truss bridge would, etc.

247	All of these meet the needed function from a user-experience. I believe schedule (or certainty of schedule) and mitigating long term impacts to the river bed should be most important in deciding a scheme.
249	This bridge should really be considered for emergency use first and foremost. Recreational use of the bridge in my opinion will be limited by lack of activities on south side of river. Limiting the cost of the bridge should be the foremost concern.
250	Aesthetics should be secondary to costs, build duration and environmental impact. Great survey, very informative. Thank you.
251	<p>Conde McCullough would favor the suspension bridge. In fact, in 1940 he wrote the definitive analysis of short span bridges of the type, Technical Bulletin No. 13, Oregon State Highway Department: "Rational Design Methods for Short-span Suspension Bridges for Modern Highway Loadings." Then he built some in Central America for the Pan American Highway. "Mac's" thesis is subtle. In short suspension bridges the stiffened deck acts as a bridge-within-a-bridge and so does double duty, resolving primary loads to the piers as well as providing necessary local stiffening. This results in a very efficient structure. Your suspension design is by far the lightest, least intrusive, and most aesthetic of the five. It has no piers in the river, unlike the truss and the girder designs. The tied arch also has no in-river piers but is overbearing and dominates the site. The cable-stay, with its great towers and huge "fans" is even worse. After all, the bridge is primarily for pedestrians and cyclists, and should be light and unobtrusive. McCullough's "Modern Highway Loadings" could be adjusted to reflect those different kinds of loads. James B. Lee 6016 S. E. Mitchell Street Portland, Or 97206 503 771 6128 cadwal@macforcego.com</p>
255	Be sure when people get to the Marina there is somewhere for them to go.... right now, Butteville is not equipped to handle mom's with strollers, etc. - it is dangerous, people drive Fast around the Marina, and it has NO shoulder. I live where all these people will be directed too, and while the design is important - the ramifications are a scary, scary thought.
256	Any of the selected bridge types will be greatly appreciated by trail users, but if selecting a more expensive bridge type means less trails, I think I would much prefer a simple bridge with a larger trail network.
257	Whichever design is the most seismically resilient is the one which should ultimately be used. Ideally, the bridge should offer scenic views and have viewing platforms for people to rest and photo document the views without interrupting the those commuting across the bridge.

258	Make it visually aesthetic. The Marquam Bridge is an eyesore in Portland. This area is beautiful, and the bridge should be as well!
265	Steel Girder Bridge - Best alternative to carry additional utilities which could help support the cost of the project. Unfortunately, three piers in the water will be a significant short as well as long term impact to navigation on the water. Aesthetics of the bridge types are affected by the proximity of the railroad bridge. It would be nice to see the alternatives advanced with the background of the railroad bridge to appreciate the compatibility or not of the alternatives.
268	Steel girder bridge - Bridge type provides the best opportunity of any of the bridge alternatives for utilities to help share in the cost of the project. Unfortunately, three piers in the water will have the highest construction/long term impacts to the navigable channel. Maintenance could also be a problem for drift or scour with proximity to the railroad bridge.
270	Make it look nice and not the most expensive.
272	One of the things I like best about the steel girder bridge is that there is nothing between you and everything around the bridge.
273	There's no discussion of seismic performance, are the costs in the tables for comparable performance? There is no discussion of maintenance costs? Which designs have low maintenance costs?
274	Based on user-experience in other places: the cable-stayed bridge is my first choice, and bridge suspension is my second.
276	Long term maintenance should also be considered in the decision matrix. i.e. corrosion issues, fastener replacement costs, ease of inspection, etc. I'm sure this was considered but was not presented here.
277	Thanks for the opportunity to comment. I know the steel girder is cheapest, but I think it's worth celebrating this desperately needed connection and excellent opportunity with an aesthetically-pleasing bridge. I think the suspension or cable-stayed options provide the nicest balance, not being as expensive (theoretically) as the arch bridge. Good luck!
278	I think it is important to keep piers out of the river channel. Flooding tends to break docks loose that float down river and there are several barges moored just up river from the bridge that could impact channel piers if they got loose. Not worth the risk in my opinion. I feel we should choose one of the first 2 options for this reason.

279	Lifespan of structures
281	Don't build anything which impedes river navigation. Keep the footings/pilings out of the Willamette River.
282	The steel girder design is the least visually intrusive and most cost-effective design. This seems like a win all the way around.
283	The Oregon Coast is known for beautiful bridges. An aesthetically pleasing bridge into Wilsonville would leverage that association. A steel girder bridge is acceptable; it isn't beautiful, but it would at least echo the I5 Boones Bridge and not be unattractive. The only design that I find downright ugly is the steel truss bridge. The steel bridge in Portland is lovable because it looks like an industrial relic but making a *new* bridge look like that would be a shame.
286	Always easy to weigh in on something when it's not your money. That said, it's not every day a large span bridge gets built. Personally, I think the design and overall experience should have at least have a high consideration, over the overall cost of the project. If it's affordable but ugly, we're all going to be looking at an ugly bridge for a LONG time.
287	They all look nice.
289	Width of bridge is not specified. I'm assuming they would all be the same.
295	As there has been no discussion around the possible ways in which the community/region can make the most use of the bridge and we can make it work for us beyond just providing a means across the river (a 'bridge') - it seems that some really creative, beneficial thoughts could be added to this discussion if we don't get the horse before the cart. The current approach seems to only want to do things the easiest way. This eliminates a real effort to utilize imagination and creativity, so we can make the MOST mileage with all the money that will go into this bridge. Limiting the discussion to just TYPE severely limits the potential benefits the bridge could offer us! For example: the choice of a building type would be hugely influenced if you FIRST decide you want a "green" building. A green building is built differently than a regular building 'type', but that option would be eliminated if you don't decide from the outset you want a green building. So, without the discussion of how we can use the bridge as a "tool" for our benefit and how to make the most of this fantastic opportunity, I think we are going to limit the benefits the bridge can offer. This will only add ammunition to the detractors of the bridge.
296	Bridges that have complete, open views of sunlight are the best. They "give" lighter and space.

305	Putting time and money into this project is irresponsible when there are other more pressing issues in Wilsonville, especially traffic. This bridge does nothing to alleviate traffic concerns. This bridge will negatively impact the Old Town neighborhood in many ways.
306	This is a waste of money with what needs to be addressed in the city. Traffic is horrendous and is only going to get worse with the Frog Pond development and with people moving south to live (more affordable). Address what the citizens who live here now want to have happen not what was in a survey years ago.
309	No reason to impact river if option exist to not do so, therefore two options should not be considered.
311	Make finding the approaches easy to find. (signage, pavement markings). It would also be great to have lighting for when it is no daylight.
314	I really hope we can keep out of the water with this project.
316	Please use rails that you can see through (not solid concrete) in order to maximize the river view for users.

7. What additional questions do you have?

ResponseID	Response
17	Have/has any thought been given to utilizing the bridge for golf cart use(s) from residents of Charbonneau. Coupled with paths or roadway special use lanes and a revision of the Wilsonville City code, many folks could utilize the new span for getting to town for shopping. NOTE: this would greatly improve the safety of I-5 northbound @ Butteville road on-ramp from elderly slow pokes (a stereotype) from Charbonneau.
18	Don't need this.... just going to cost us tax payers a heck of a lot of money. We pay enough for taxes ... city, state and nation.
25	How do you measure the cost-benefit ratio for the intended use?
27	How are you paying for this bridge? What is the projected use of the bridge by the different users - pedestrians, bicyclists, etc.? Will this in any way help congestion on I-5 and if so to what is the projected impact?

28	Can the main span pier locations of the suspension and cable stayed alternatives be moved in to match the arch pier locations? This would better balance the main spans and back spans and reduce uplift at the back-span piers. As currently shown, both alternatives require "extra" length of bridge to be built on the north end than is needed for the path alignment. This seems a bit inefficient.
29	I am wondering why a lower or upper deck on the existing I5 bridge with a spiral approach on either side is not being considered. This is being used in many locations in Austria and other European countries with well-established bike routes. It would seem to be the least expensive alternative.
34	Not sure why more expensive, and longer construction duration choices are even in the mix. 2 years is a long time. We shouldn't be looking at anything that takes longer than 2 years.
38	By the terminology of grading within Boones Ferry Park and re-grading in the river banks, what does that entail in the environmental impact of construction of any of these types of bridges? Considering the concerns with climate change along with non-sustainable energy sources and the impact on our environment, were more sustainable options for the bridge plans considered in the decision process (i.e. Solar panels to power bridge lighting).
39	This bridge will be nice to have, but it seems more like a red herring issue to distract those of us who live south of the river and are in desperate need of a way to get to and from the city of Wilsonville during heavy traffic hours. Several months ago, ODOT showed up at a meeting in Charbonneau to discuss the widening/rehab of the Boone Bridge, only to tell us that MAYBE such a project would start in 2028. I've lived and driven in many metro areas around the U.S. I must tell you that Portland traffic is one of the worse I've experienced. And I don't see much being done about it. Instead of asking us questions about this project to check the box that you performed community involvement, it would be better to spend time convincing ODOT that we need to reduce Boone Bridge congestion soon.
43	Best- and worst-case timeline to completion?
49	When will construction starts?
56	Why are you wasting our tax dollars on this? Don't you have more important things to do? Also, we will vote you out of office if you go along with this.
59	What is the cost to upgrade the I5 bridge seismically? What is the budget cost of this bridge? Why is I5 bridge not being upgraded first? 6

	lanes of traffic versus one lane does not make a lot of sense. If it is primary use is a pedestrian and bicycle bridge ODOT money should not fund this project. Use our tax money better!
64	Why would we waste our money on something like this? Pay attention to what Wilsonville residents want
69	What kind of cost are we really talking about, and what are the likely funding sources?
72	How can we stop the construction of this bridge?
73	When will this finally happen?
74	When will the citizens of Wilsonville have a chance to vote on whether we have a bridge or not? Or do we use the upcoming elections to vote in candidates who will listen to us?
75	Not a question. I believe this bridge is a great idea. My wife and I love biking around Wilsonville. However, I do not believe this project should proceed until I-5 south from Wilsonville to the Hubbard turnoff has the necessary 4 lanes needed to reduce congestion. At this point nothing is more important than that.
80	Why are you considering a new bridge instead of attaching ped/cycle walkway extension(s) to the existing I-5 bridge?
82	What are the plans to widen the car bridge beyond adding a new one lane access to merge at Wilsonville Road? The current bridge is too narrow and inadequate for current traffic need.
85	Can this new bridge be used to alleviate I-5 and surface street congestion around Wilsonville? Will it make the area around Fred Meyer even worse?
90	How much \$\$\$ for how long?
91	Where is the option that we do not build it?
94	The community should be allowed to vote on this misguided, special interest project.
98	I would prefer the money be spent on better roads in order to alleviate traffic problems that exist. The new bridge does nothing for the traffic congestion which will only get worse as the population increases due to the addition of new homes. It would be nice to be able to afford the

	bridge you are proposing; however, we don't seem to have enough dollars to fund both. I feel the money could be better spent on a plan that helps the traffic situation.
106	If the steel girder bridge seems to be the most cost-efficient for this project, then why is it taking so long for the decision to be made and the work to begin? The City of Wilsonville needs to understand that those of us who reside in the Charbonneau District are in constant danger for the lack of response time from Emergency Services. The money would be better spent to purchase a piece of land with Tualatin Valley Fire & Rescue on a joint-basis on the South side off the river for better fire and medical response. Charbonneau does not receive its fair share of the allocation of money from the City of Wilsonville for services and with the increase in traffic, the response time is only going to get worse. Time for the City to step-up to the plate for Charbonneau! They don't seem to mind taking our tax \$.
120	What is range of time for permitting process?
121	nothing
127	Bridgehead design, alignment, and wayfinding will have an important impact on the user experience; please consider carefully.
130	Is there a report that documents how this construction would affect water quality, and native fish species?
131	Will the bridge have areas to stop and look out over the river off the main path? What will the lighting be like above and below the bridge? How does this bridge connect in with the new plan for Boones Ferry Park?
132	Why are you considering the highest cost options? How is the bridge funded? Why are you not combining the use of this bridge in a widening of the Boone Bridge (1-5) which is a bottleneck for vehicular traffic?
133	How do these bridge options rate under our current knowledge of earthquake building sturdiness?
154	Where will the funds for construction come from? When will we know if it will be funded?
161	Why are we doing this when the priority should be upgrade and widening the Boone bridge? What is the bicycle count for the area per month? I do not see very many bikes on our streets outside neighborhood kids.

173	Bridge cost and available budget should be developed before final selection. There are many examples of proposed bridges must be redesigned after bidding because they were unaffordable. That is a waste of money on the initial design.
183	How many people will use any bridge on a Tuesday in February? This whole thing is a waste of money!!!!!!!!!!!!
186	Thank you for asking for community input!
187	What happens to people when they walk across the bridge? Will they just walk along Butteville Rd. (dangerous)?
194	Will this be constructed when I-5 is widen. It appears we have a greater urgency with traffic flow than we do with people out on a bike ride. Please tell us there will be room left to widen I5. Or is this Another Oregon example of planning... 😏🙄
197	N/A
199	Why are we wasting money on something like this when we could be advocating for Boone Bridge
200	Why are we wasting money on a bridge that the majority doesn't want? Let bicyclists pay for it.
202	When will this be up for a public vote again?
206	NO BRIDGE without A VOTE by RESIDENTS
207	For Emergency will care be able to access if the Boones bridge has a major issue?
210	Will the new bridge include routing through Wilsonville and south so there can finally be a safe alternative for people cycling, walking, skating and scooting south of the metro area?
228	How will I get to this bridge if there are no safe and separated paths leading from Portland?
241	Fix the I-5 corridor 1st.
242	I didn't see anywhere about seismic stability, I'm sure that thought has gone into that, but it would be nice to know which designs are most stable, considering we are due for significant activity.

257	Will the bridge be ADA compliant and be designed at no greater of an incline than 5% grade?
265	Do the piers for the steel girder and steel truss alternatives line up with the railroad bridge piers? To many piers in the water for navigation around the marina and maintenance (drift/scour) concerns if not. Is the new bridge alignment far enough away from the existing railroad bridge so no need to worry about seismic design/construction issues of the railroad bridge? Is the railroad bridge on spread footings or pile supported? May impact construction decisions for new bridge.
266	How many Oregon jobs are created short term/long term. Engineers, architects, construction, logistics etc.? Per each design. Please and thank you :)
268	Do the bridge piers for the steel girder and steel truss bridge alternatives line up with the existing railroad bridge? If not too much congestion in the channel and impacts to the marina area. Is the existing railroad bridge on spread footings or piling? Railroad bridge likely not meeting current seismic code design. Is the proposed new alignment far enough away not to be impacted by these design/construction constraints?
273	What road and trail development are envisioned on the South side of the river? The current Southern terminus road is not bicycle or pedestrian friendly.
277	Has there been substantial study of other impacts beyond the floodway? I.e., any impacts to habitat for fauna etc.? Not sure if we're there yet in the process. Also, I appreciate highlighting the 100-year floodplain, but with these being more frequent and the risk of 500- or 1000-year floods emerging in the region, have these been studied at all? Finally, my assumption is that these would all be built to be seismically sound? All new infrastructure should meet this requirement, especially if major freeway bridges, such as the I-5 Willamette crossing in Wilsonville as an example, are out for extended periods of time after a large earthquake.
279	How wide will it be?
289	schedule for implementing various bridge
294	Will the bridge be made available for emergency vehicle use?
295	The offered bridge types look like samples right out of a text book. It's hard to believe that these are the only 'types' available. Nothing is offered that does not exist around the region already - thus showing no effort towards making this bridge something special. The original design that was quickly drawn and thrown together but what was available

	when the \$1.5 million current grant was given had a sweeping "S" type design to the bridge - showing some creativity and effort to make the design 'type' work for the community rather than just be text book designs off page 127 of the text book for "Bridge Building 101."
296	Will more Oregon White Oak trees be planted near the bridge?
305	Will this project be put to the voters before any building commences? It is highly doubtful that most voters would be for this project. Proceeding without voter input would be very foolhardy and show zero concern for the vast amount of negative input from Wilsonville constituents that has been coming in as more and more people learn about it.
306	Why would you spend money on this project when it only affects a small proportion of the community? This will help people who don't live here and that shouldn't be the priority.

9.How do you envision yourself using the bridge?

Other - Write In	Count
Access the marina/boat dock	1
As an alternative to get home should there be a catastrophic failure of the Boone bridge.	1
Bike or walk to Wilsonville from my home	1
Connection to Canby	1
Emergency connection if Boone bridge shut down	1
Family bike camping to Champoeg State Park	1
Family walks, bike fun	1
For sitting/standing and I would like to visit Charbonneau	1
Having emergency vehicles access south of the river	1
I just heard of these trails. Now I must go explore. :)	1
I skateboard between Portland and Salem	1

I used to commute to work by exiting off the charbeanu exit across I5 to the Wilsonville exit to get to Tigard. It was scary and when they took the shoulder off the bridge to make another lane for the Wilsonville exit that was not a viable option, so I stopped commuting	1
If I call 911 the emergency responders won't be stuck in 1-5 traffic	1
If it is built, I'd probably use it and yet there are much greater transportation needs.	1
If it was closer, I would walk to town. But it is a good 3 miles from my house, so I'm not sure how I would use it.	1
Inviting visitors to bike or walk across the Willamette	1
It's going to ruin this neighborhood with traffic and possibly inviting wrong crowd	1
Maybe a walk a couple times a year.	1
No need for it. It will cause to many traffic headaches on Butteville with all the new bikers using it. It already shows our cars down because there is no bike lane or shoulder for the bikers to ride on. But no one cares about that. It will take some biker getting hit by a car and killed before you realize what's going on. There are people on your committee as have spoken to that didn't even realize there are houses over here.	1
Picking up garbage, calling the police with all the increased crime, vandalism, malicious mischief and vagrancy it will bring.	1
Ride my bike to Fred Meyer for shopping	1
Ride to WV for dinner or shopping - golf cart or bike	1
There is NO safe way to get from my home to the bridge. Butteville road is too narrow from I-5 to the access point of foot bridge.	1
To connect with shopping	1
To get to the grocery store without having to deal with the horrific traffic	1
Total waste of money.	1
Visit family on south side of river	1

Visiting family in Charbonneau	1
Would bike/walk to a job if I eventually worked south.	1
car lane	1
emergency access via walking to my home in case of earthquake	1
enjoy aesthetically	1
no one will use it in the winter	1
shopping, restaurants in downtown Wilsonville	1
to draw tourists/money to the area	1
to visit family	1
Totals	36