



French Prairie Bridge Project Task Force Meeting #3

Meeting Summary
Wednesday, April 12, 2018
6:00– 9:00 PM

Wilsonville City Hall
29799 SW Town Center Loop E, Wilsonville, OR
Willamette River Rooms I & II

Members Present

Co-Chairs Commission Chair Jim Bernard, City Councilor Susie Stevens
Jeremy Appt, Heidi Bell, Steve Benson, Steve Chinn, Andrew Harvey, Tony Holt, Pete Ihrig, Douglas Muench, Samara Phelps, Patricia Rehberg, Leann Scotch, Ryan Sparks, Simon Springall, David Stead, Steven Van Wechel

Members Unable to Attend

Blake Arnold, Karen Houston, Charlotte Lehan, Michelle Ripple, Brian Sherrard, Gary Wappes

Project Management Team/ Staff

Bob Goodrich, OBEC Consulting Engineers; Reem Khaki, Oregon Department of Transportation (ODOT); Gail Curtis, Oregon Department of Transportation (ODOT); Zach Weigel, City of Wilsonville; Nancy Kraushaar, City of Wilsonville; Kirstin Greene, Enviroissues; Megan Burns, Enviroissues

Community Members/Public

Cory Buchanan, Michelle Demsey, Bill Hall, Jim Hoffman, Monica Keenan, David Leckey, Kris McVay, Eric Winters, Pat Wolfram

Conversation is summarized by agenda item below.

1. Welcome and Meeting Purpose

Co-Chairs Councilor Susie Stevens and County Chair Jim Bernard opened the meeting and began introductions.

Meeting Objectives:

City Project Manager Zach Weigel welcomed committee members. Facilitator Kirstin Greene asked members to introduce themselves and briefly describe their role.

Kirstin announced that the meeting is scheduled until 9:00pm. Kirstin informed the group that they were welcome to participate on their area of expertise, additionally that the intention of the meeting was to reach a consensus on the PMT scoring and for a recommendation to be formed for the City Council.

2. Project Updates

Zach Weigel, City of Wilsonville and Project Manager updated the Task Force some activities conducted by the project team over the last 11 months:

- The project team has not conducted the archaeological work yet as the Federal Highway Administration (FHWA), Oregon Department of Transportation (ODOT) and the City have since reassessed the environmental classification for the project. Previously, the project team laid out a process that would locate and design the bridge to fit within a categorical exclusion under the National Environmental Policy act. A categorical exclusion (CE) would only require an archaeological assessment of the selected alignment. The results of the technical reports indicate that there might be environmental risks associated with this project. Accordingly, FHWA, ODOT, and the City agreed that an increased level of permitting is necessary to reduce future environmental risk to the project. As a result, an Environmental Assessment on the preferred alignment needs to take place.
- Since the last Task Force Meeting, team members also have conducted stakeholder meetings to gather input from Genesee & Wyoming Railroad, emergency services providers and the Marine Board.
- Project team members have accordingly adjusted the schedule about six months later than what was envisioned. The bridge type selection process will begin this summer.
- Zach reminded participants of the Task Force's chartered goals: to select a preferred bridge alignment and a preferred bridge type. He reminded Task Force members of the three bridge alignments under consideration.

A community member, asked a clarifying question about when the archaeological digs would begin. Zach reminded Steven that an Environmental Assessment would be happening instead after the preferred alignment and bridge type were selected. The assessments would be conducted at that time.

Kirstin Greene then introduced voting blocs as a tool for consensus for a bridge location decision. The blocks are three sided, 1 is green and means comfortable with the decision, 2 is yellow means not fully comfortable with the decision, and 3 is red and means uncomfortable with the decision and is a consensus block. She explained that tonight's recommendation would go to City Council in May.

3. Public Comment

Pat Woolfram lives on Butteville Road

In reference to a planned corridor, I am wondering if this corridor will connect Charbonneau and Champoeg State Park. As a biker, it would be a nice addition.

Zach responded that there are regional bicycle and pedestrian trails and connections that have been identified as needs by Metro's Active Transportation Plan and Clackamas County's Transportation Systems Plan, but no exact routes have been determined, just generally planned.

Michelle Demsey, lives at the very end of Boones Ferry Road

Old town is changing quickly. I have had to call the police twice in the last month; the nonemergency line is on my speed dial. I have always known the Alignment 1 is the preferred route. There are increased vagrants, one lit a fire behind our garage, one spray painted our garage door, more people are on the railroad tracks that go through our backyard. When you look at the parks in Wilsonville, they all have an entrance a gate that can close when needed and can stop cars if they want. We are virtually inviting the entire region into our neighborhood with this alignment. Because it is not regulated with a gate, people will be parking throughout our neighborhood, and who knows what they're doing down there. It is concerning and frightening and we really hope that you think about that as you plan this project. It impacts us and not in a good way.

Bill Hall, SW Country View Court N in Charbonneau

I have been riding my bike and hiking around and I am concerned a little bit about the connections. So far, from the alternative design it doesn't get into the connections specifics. The south end connections have the lowest rating. Anyone from Charbonneau will use any of the alternatives. It is important to consider off road connections for safety issues., and It would be nice to know those connections for the alternatives ahead of a decision and ahead of an Environmental Assessment.

Eric Winters SW Magnolia Ave

I would like to reiterate everything Michelle said about the fears from Old Town residents, I've been one for about 12 years. It seems like regardless of what we want or not, this project will move forward. The changes to Old Town that have happened in the last ten years have impacted our ability to drive around and leave from or return to Old Town depending on the time of day. Boones Ferry is very crowded. We are stuck in our neighborhood because there is a bike lane that prevents us from taking right turns, and the bike lane is completely unused. I want the alignment that would have the least impact on Boones Ferry, which is alignment 3. Perhaps you can redirect bike traffic along a road that doesn't clog up Boones Ferry.

Kirstin thanked participants for their comments. She introduced Bob Goodrich who would lead the bridge alternative scoring discussion.

4. Bridge Alternative Scoring Review

Bob Goodrich, consulting team project manager with OBEC consulting engineers presented the evaluation criteria and scoring proposed by the Technical Advisory Committee (TAC). These criteria were established by the Task Force and informed by public meetings. They were solidified during the previous TAC meeting. The results are part of Appendix A of the Evaluation Criteria report memo.

The project team met with the technical advisory committee 6 weeks ago to formalize the scoring for each alignment. He noted that this scoring and the scores settled on tonight will all be given to city council for alignment recommendation.

He then touched upon each evaluation criteria (A1 thru F4) and the rankings for each of the three alignments (W1 thru W3). Task Force discussion follows.

Category A: Connectivity and Safety scoring

- Category A1
 - Simon Springall asked if there is an alignment that goes toward Champoeg because it

is currently a 4-mile walk without sidewalks.

- Zach responds that he does not believe there is a pedestrian connection to the west, but there is a bicycle connection via Butteville Road.
- Bob added that there is a plan to add wider shoulders to Butteville Road to accommodate cycling on the road, but no sidewalks. The scoring is ranked higher the closer the bridge connection is to Champoeg.
- Heidi asked a clarifying question about whether the shoulder widening is happening in both Clackamas and Marion Counties.
 - Zach responded that Marion County does not have a plan for that area yet. The two counties have not coordinated transportation plans. When Marion County updates their transportation plan, there will be more coordination and more focus on the border between Marion and Clackamas Counties.
 - Zach added that Marion County Staff are serving on the TAC and are aware of the need to coordinate transportation planning and how this project may affect their roadways in the future.
- Steven Chinn asked if it is against the law for pedestrians to walk in bike paths, suggesting that if it isn't then when the shoulders are widened, and a bike path is put in then pedestrians could use it, too.
- Category A3
 - Tony Holt wanted clarification regarding 'direct connections,' wondering if the scoring was based on one alignment being closer than the others. Tony also asked why Alignment W1 is scored a 10 and Alignment W2 is only scored a six.
 - Bob clarified that the Ice Age Tonquin trail directly connects right into Alignment W1. It comes down Boones Ferry road and would be a direct connection onto the bridge, whereas Alignments W2 and W3 would force the user to navigate through the park system.
 - Kirstin mentioned that there are sometimes minor differences in the scoring that reflect more heavily. This is one of the categories that the Task Force assigned a 20% greater importance, so minor differences have a greater weight than other sections.

The Task Force then voted unanimously to keep the scoring for the entire category A the same.

- Leann Scotch noted that avid cyclists enjoy spending money on their bikes, drinking coffee and enjoying beers. This economic opportunity should be a consideration when building a regional trail; trails connect to communities and activities.
- Simon Springall is very excited about the Tonquin Trail, which connects to the Tualatin National Wildlife Refuge. The trail is good for pedestrians and bikes simultaneously and comfortably. The trail is being planned for connection into old town. Simon is invested in the bridge because, to Simon, the bridge is a real essential part of the trail; the whole point of this bridge is to connect the regional trail.
- Steve Chinn asked in jest if the county is going to build a brewery and a Starbucks.
- Steve Benson spoke to the Parks and Rec's interest in the bridge, noting that they are currently in the process of developing the Boones Ferry Park Master Plan. The current trails go under the I-5 Bridge and up a steep hill to overlook the sewer plant. That trail is changing; it will likely traverse along the river instead. The exact alignment is not in place yet, but there are three potential plans that will likely meld into one.

Category B Emergency Access scoring

- Steven Van Wechel mentioned that although alignment W1 has minor parking, it may also provide shading for parking, which he noted as a bonus.
- Patricia Rehberg asked if emergency vehicles would use this bridge over the Boone Bridge.
 - Zach responded that emergency vehicles would only use this bridge if I-5 is not passable. If there were a major earthquake, this bridge would be designed to current earthquake standards and would serve as the main passable route for some time.
 - Jeremy Appt had questions regarding first and second responders and if the new bridge would be traffic controlled. He also wondered which authority this bridge falls under in an emergency.
 - Bob and Zach responded that the authority of the bridge is to be determined. Dependent on funding sources and how agreements work out between different agencies, the answer could go a few different ways.
 - Steve Benson asked how the emergency system would work. Steve wondered if there would be stoplights at either end for north/south traffic. Steve was concerned about a communication breakdown should multiple vehicles try to cross a one-lane bridge from both directions.
 - Bob responded that those are details the team will have to take up during the design progresses. As in every situation, emergency vehicles would communicate with each other. In an emergency response situation, there are typically only a handful of first responders and it is unlikely that secondary responders would ever use the bridge.
 - Pete Ihrig pointed out that emergency vehicles would have procedures in place to handle use of the bridge.

The Task Force then voted unanimously to keep the scoring for the entire category B the same.

Category C Environmental Impacts scoring

There were not any questions or comments on this category. Task Force members voted unanimously to keep the scoring the same.

Category D Compatibility with Recreational Goals scoring

- Category D1
 - Andrew Harvey asked how often the train travels through the project area and what the noise impacts are.
 - Steven Chinn replied that the train travels through usually four times a day at various times. Steven also noted that wherever there is a train there will be some noise impact but pointed out that the freeway noise is constant and has a greater negative impact.
 - Councilor Susie Stevens noted the sightline impact of the bridge if it sat too close to the railroad bridge and obstructed the upstream view of the Willamette River. She wants the design to fit and capitalize on the aesthetic of the area.
 - Pete Ihrig emphasized that the train would be sporadic and only four times a day, while freeway noise is constant.
 - Zach reminded folks about the tour given during the last Task Force

meeting where they all walked down to alignment 3 noticed how significant the freeway noise was even standing below I-5. There would be an even worse constant drone of traffic if the bridge were to be at freeway level.

- Steven Van Wechel wanted the timing of noise to be considered.
- Category D2
 - Councilor Susie Stevens asked if the question of alignment W2 for category D2 played into the Boones Ferry Master Plan.
 - Steven Benson from Parks and Recreation said that the bridge alignment would impact the master plan. Alignment W2 would split the park in half and would require the Parks department to adjust the Master Plan. When a bridge creates a tunnel, the underside of the bridges is dark and can limit recreation, but there are also options for transforming the covered area into something usable.
 - Simon Springall pointed out that because of the slope, the bridge would land steep slopes. The space under the bridge could connect the two sides of the park.
 - Steve responded that creating a usable space under the bridge wouldn't be impossible, mentioning basketball courts as an example, but pointed out that once there is a bridge, nothing big can be built that might encroach on the bridge.
- Category D3
 - Councilor Susie Stevens wondered how the Technical Advisory Committee defined 'impact' on marina parking. She wondered if that meant that parking wouldn't be able to be expanded, or if that implied that parking would be eliminated.
 - Bob responded that it is expected that some parking will be eliminated, but that the team is not certain yet what that looks like.
 - Zach added that this scoring captures future impacts to the area because when you put a bridge in this area, it limits what you can do with the area. For example, once the bridge is built, a building cannot be placed there.
 - Susie clarified that impacts could be defined as 'future impacts'.
 - Steve Chinn felt that the scoring was backwards. Steve felt that alignment W1 should be scored an 8 and alignment W3 should be scored a 3, noting that alignment W2 is the worst for the marina. The two lowest scoring alignments would significantly impact the maintenance area for the marina and the facility would be unusable. Steve felt that any alignment besides alignment W1 would have no flexibility for recreational uses.
 - Bob asked whether Steve was saying that alignment W3 should be scored lower because it is not near the marina and couldn't be a part of the recreational use for someone on the bridge.
 - Steve said that was correct and that there would be no recreational use there because it is a wetland and has many more trees that would have to be removed compared to the other alignments.
 - Chair Bernard also felt that the scoring is wrong. Although alignment W3 is scored the lowest, Chair Bernard thought that alignment W2 has the greatest impact on the marina by far. Chair Bernard also wanted to see alignment W1 scoring to be lowered.
 - Steve Benson brought up that category D2 talks about the recreational uses on the north side of the river. Regardless of where the bridge is placed, it

affects how the master plan comes out. A bridge landing on the north side only affects boating and cycling. Additionally, marina recreational uses should not be impacted. Steve Benson felt that category D2 is more important than category D3.

- Bob clarified the Technical Advisory Committee's reasoning for the scoring, pointing out that the recreational connections were in regards to how the position of each alignment preclude or enhance the ability of the Marina to continue to be a recreational facility, and not in regards to the ability of someone using the bridge to access the recreational amenities offered by the Marina. The main question was about whether the Marina would be able to operate differently in the future if it wanted should the bridge be built.
- Heidi Bell asked if a Marina representative served on any of the boards and asked what they prefer.
 - County Chair Jim Bernard stated that Clackamas County owns the marina and reiterated that alignment W2 has the greatest impact.
 - Zach added that County Parks & Recreation staff sit on the TAC.
- Steve Van Wechel clarified whether alignment W1 is being counted down because of the loss of a parking space or two and if alignment W2 is marked up because of the loss of existing buildings. Steve wondered if a parking space was valued higher than existing buildings.
 - Bob said that that if that area was ever envisioned to be different than a parking lot, then options would be severely limited with certain alignments. For alignment W2, parking was valued higher because over the course of the past year on this project, parking concerns have been a major concern of Clackamas County, the community and the TAC.
 - Steve asked if future potential use is more important than current use of the building.
 - Zach responded that alignment W2 would go over a boat storage yard. The TAC decided that the parking impact would be greater than the boat storage area impact because the boat storage building could still possibly be used with alignment W2.
- Steven Chinn pointed out that alignment W1 doesn't impact the Marina because it is all on Burlington Northern property.
- Tony Holt expressed concern over the lack of attention being paid the potential parking impacts. Tony has noticed many people driving to areas around Charbonneau to park and ride their bikes and because of this feels that parking should be a real consideration.
 - Zach responded that parking has always been a major consideration for the project team and the TAC, pointing out that all three alignments will have the same parking needs and issues. How parking works is more of a design phase problem to tackle and will be given the attention it deserves once an alignment and bridge type has been chosen.
- Simon Springall hoped that if there is a bridge, then people will use parking on their own side of the river.
 - Tony Holt pointed out that the south side parking would still be impacted.

- Douglas Muench emphasized how large of a concern parking is for Old Town Neighborhood Association and recommended the advertisement of public transportation including SMART and WES options as part of an overall parking mitigation strategy.
 - Patricia Rehberg emphasized Douglas' recommendations and noted that more people parking and shopping in Wilsonville is an economic opportunity for the community.
- Kirstin then requested that the project team briefly talk about the stages of bridge design to understand when parking concerns can legitimately be addressed.
 - Bob said that parking considerations would take place during the NEPA process - the Environmental Assessment would have to look at potential parking areas as part of the bridge permitting process.
- Leann Scotch encouraged the Task Force to go to Tualatin and see how the bridge that was built there ties together Tigard and Tualatin. Leann emphasized the importance of experiencing the look and feel of the bridge as a connectivity measure and how much it has offered the region, as a comparison to what this bridge could do for Wilsonville.
- Pete Ihrig noted that along the Springwater, the Trolley Trail, and other trails in the region, people don't park in one spot to use the trails, they park in dispersed areas along the trail. Pete mentioned that while a parking strategy in Wilsonville is important, there would be a lot of riders who will not be coming to the marina and Wilsonville to use the bridge.
- Steve Chinn did not feel that south side parking would be an issue and noted that parking lots defile the natural beauty of the area. Steve did not feel that adding additional parking is an issue or necessity.
- Patricia Rehberg recommended that the project team put restrooms where they want people to park.

Kirstin had the Task Force vote on Chair Bernard's recommendation for scoring change for Category D3 alignment W1 to be changed from a 3 to an 8, alignment W2 to be changed from a 5 to a 3, and alignment W3 to be changed from an 8 to a 5.

- Members discussed the fact that the only land available for parking belonging to ODOT. ODOT is not inclined to sell it because it is being put aside for an I-5 freeway expansion project. The committee tied on a vote to change the scoring. They then averaged the old and suggested scores for their final recommendation of:
 - alignment W1-6
 - alignment W2-3
 - alignment W3-6

Task Force members did not make any alterations for D4 scoring.

Category E Compatibility with Existing Built Environment scoring

- Category E4
 - Steven Van Wechel asked about the bridge alignment W2 going over the boat storage and if it had any impacts on that building.
 - Bob said that alignment W2 has a potential for that and pointed out that those impacts were captured in category E3.
 - Simon Springall asked if bridge alignment W3 would impact the widening of the

freeway, and that because it will, Simon recommended lowering the score for alignment W3.

- Bob said that ODOT has expressed concern over alignment W3 and has already said that they will likely not give the project team the property to build alignment W3.
- Andrew Harvey pointed out that an I-5 widening would put traffic closer to alignment W3, Andrew also recommended the score be lowered.
- Steve Benson brought up that a score cannot be lowered to 0 because that would mean the alignment is impossible. The lowest you could score it is a 1.
Zach pointed out that ODOT has several members on the TAC and that the TAC scoring reflected that theoretically the bridge and freeway widening could happen simultaneously because the area is so wide.

Task Force members agreed unanimously to lower Category E4 alignment W3 from a 5 to 1.

Category F: Cost and Economic Impact scoring

- Category F1
 - Simon Springall asked the project team to define the wall was in the context of the bridge.
 - Bob explained that retaining walls are used to transition from bridge spans to a fill ramp in areas of alignment where a wall costs less than a bridge or where fill needs to be contained to reduce impacts.
- Category F3
 - Pete Ihrig brought up the Opportunities and Constrains report from April 2017 and asked about the three fatal flaw issues that could potentially shut down the third alignment.
 - Bob responded that the BPA lines, identified as number 9, are on the west side of the railroad bridge. These transmission lines will not be impacted by alignment W1.
 - Zach addressed the zoning for exclusive farm use, identified as number 1. Since publishing the report, more conversations with the County planning department indicated there is a land use path forward for impacts to EFU land.
 - Steven Van Wechel gave an anecdote about bridgework in Eugene and how BPA had been partial funders for the bridges so that they could run power lines in the bridges themselves. Steven then suggested that Bonneville Power Administration be considered a potential funding opportunity. He then proposed that Category F3 alignment W1 be raised a point or two.
 - Pete then brought up number 17 which is the City's wastewater treatment plant outfall. Alignment W3 could conflict with this feature. Pete was concerned that would render alignment W3 impossible. Bob clarified it would not be impossible, would be notably more expensive and introduce additional complex to the project.
 - Kirstin pointed out that, based on current scoring, this alignment may be eliminated very shortly.
 - Heidi Bell recommend putting Public Private Partnerships up as a possibility for exploring funding opportunities.
 - Simon Springall asked if alignment W2 also had power lines and wondered if

alignment W2 had the same potential for carrying the lines as alignment W1.

- Bob verified that there were PGE power lines potentially in conflict with both alignments.
- Steve Benson pointed out that alignment W3 has flexibility to potentially avoid conflicting with outfall pipe.
- Bob and Zach assured Task Force members these issues were no longer considered fatal flaws.

The Task Force agreed to change the scoring for Category F3 alignment W1 from a 5 to a 6, alignment W2 from a 4 to a 5, and alignment W3 to stay at a 1.

Kirstin asked for questions and comments from the Task Force before a final decision.

- Heidi Bell recommended the Council and staff to focus on traffic and pedestrian safety as the top priority, to be sure that there are safe connections for pedestrians and bicyclists to exit onto. Heidi also wanted the City to consider how they would work out ownership of the bridge; to make sure the police are patrolling the area and protecting the community. Heidi wants the City to consider whether the bridge would or should be open 24/7. Furthermore, Heidi wanted the City to remember that it would be beneficial for them to really work on how to connect the two sides of Wilsonville.
- Tony Holt was surprised by the total lack of explicit categories addressing safety.
 - Bob replied that safety was implicit in each of the subcategories for Category A, but also mentioned that perhaps those could have been called out specifically.
 - Steven Van Wechel clarified that the scores reflect both connectivity and safety even though safety is not mentioned.
 - Bob said that yes, the existing and future connections are created with safety in mind.
- Heidi Bell asked ODOT to talk about the I-5 improvement studies happening at the Donald Interchange.
 - Reem Khaki and Gail Curtis with ODOT noted that they were from Region 1; the Donald interchange is in Region 2. They would need to check.

Kirstin called for a final round of public Comment before the Task Force made their final recommendation to be passed on to City Council.

Pat Woolfram

I walk my dog on Butteville Road every day and have noticed that people only slow down because of a blind curve, at a place where there are no shoulders on the road. Pat recommends that if the project team plans to land people on that road, it needs to be widened or another safety measure needs to be put in place. Otherwise, it will be very dangerous.

- Simon Springall agreed with the community member and mentioned that the one benefit to alignment W3 is that it lands on the north side of Butteville Road so that no one must cross it to get to Charbonneau. If the future connection is made under the south end of the Boone Bridge, Charbonneau residents will have a direct connection and not need to cross Butteville Road.
- Steve Benson pointed out that it is possible to tunnel under Butteville Road for a bike or pedestrian path, which would be much better than going over the road.

As a closing comment, Steve recommended that alignment W1 be moved as far west as possible as to not impact the park.

Andrew Harvey asked if the project would need Right of Way from the railroad for alignment W1. Zach responded that the Railroad is open to it and that the project and the Railroad would have to enter in to an agreement.

Michelle Demsey

I am very concerned with losing the 100-year-old Orchard in Old Town. The Orchard is one of the few remaining green spaces left in the neighborhood/Old Town and is full of wildlife that the neighborhood considers an asset. The Orchard is important to residents.

- Steve Benson responded that in all iterations of the Parks Master Plan, the natural areas in Old Town are being taken into strong consideration to remain intact.

5. Recommendation for City Council

Task Force member unanimously recommended alignment W1.

6. Next Steps

Zach told the Task Force that the next public open house for the top four bridge types will be held in September, towards the end of the summer. Later into September and October the project team will host a Task Force meeting to narrow down the bridge types to two alternatives. In late fall and early winter, Task Force members will be asked to recommend a single bridge type. The project team will then initiate the Environmental Assessment period and cost estimates. After the Environmental Assessment is complete, the search for funding can begin.

7. Closing Comments

Co-Chairs Councilor Charlotte Lehan and County Chair Jim Bernard thanked Task Force and community members for coming and for their deliberation and guidance.

Zach reminded Task Force members that the project team will be presenting the Task Force and TAC recommendations for a preferred bridge alignment to the City Council at their meeting on May 21st.

Chair Bernard adjourned the meeting.

Appendix: Task Force and Public Comment Forms

Comments and suggestions:

1. High potential for impact to orchard is very troublesome. Old Town has lost the majority of its green space and loss of the orchard would be unacceptable. Turning the orchard into a parking lot is not an option for the Old Town neighborhood. We already have the railroad bridge and the sewage treatment plant. We deserve to keep the remaining green space. For that matter, turning any of Boones Ferry Park into a parking lot for a bike bridge is horrific for the neighborhood.
 - a. Need to address camping in Old Town. Motor homes are coming to the park and trying to stay overnight. There was a motor home parked on Boones Ferry at the orchard when we left for this meeting tonight. This bridge will bring more overnight campers.
 - b. The underrepresented populations on Tauchman are all renters. There are no homeowners on Tauchman. Just landlords who do not live there.
 - c. Adding more traffic to Boones Ferry Rd. could be very problematic. It is already difficult to get in and out of Old Town at certain times.
 - d. Did I really hear someone say this bridge would become the I-5 bridge in the event of an earthquake? Really?? That would destroy the neighborhood. That sounds extremely dangerous for the people who live on Boones Ferry. Crime to be concerned about is not only traffic and car problems. I'm talking about property crimes to the homeowners that live near this site. It is already on the increase with more people coming into Old Town to check out the river/potential bridge sides.
 - e. More emphasis is being placed on future user experience (noise, etc.) than current homeowner and neighborhood impact.
2. Could use a better understanding of the timing for these regional trails and connectivity to this project.
 - a. What would be the connection to Charbonneau on the South end. Needs to be off road (under I-5 bridge) W1 and W2 are coming down on wrong side of Butteville Road.
 - b. If you're doing an EA on only one alignment need to show various approach alignments on each end to adequately address environmental impacts.
 - c. Alignment 1 is relatively close to the railroad bridge. This bike/ped bridge (to be used also for emergency vehicles) will be designed to latest seismic codes, however railroad bridge is not-so proximity to the new bridge pier boating, etc. would need to be carefully evaluated.
 - d. Alignment 3 is relatively close to the existing I-5 bridge. Need to evaluate proximity to I-5 bridge for future auxiliary lane widening and allowing for an in-water work

bridge between the two structures.

- e. Whichever alignment is chosen needs to look at in water pier locations in relation to the existing railroad and I5 piers and existing boat ramp locations. With the activity of boating around the marina and those passing through more piers in the water in this location are just more problematic. I have a boat at Charbonneau marina so sometimes on the weekends this can get fairly busy.
 - f. The poorer the Charbonneau connection the more need for parking and at the south trailhead.
 - g. Is there an opportunity for a utility to use the bridge and share in the cost?
3. The numbers used on the evaluation criteria scoring seem subjective and biased toward the wants of the team; Totally different numbers could be established from a different viewpoint/personal experience.
 4. Please consider Old Town residents. This bridge should be given the alignment that has the least long-term impact on traffic on Boones Ferry Road. Alignment W3 preferred. W2 is second. Alignment W1 is least preferred. If we have to build this thing, please minimize impact of bikes on Boones Ferry Rd.