

French Prairie Bridge Project Memorandum

Date: May 12, 2017
To: Project Task Force
From: Project Management Team
RE: Task Force Meeting #2 – Project Update

Attached to this memorandum you will find meeting packet information for project Task Force Meeting #2 to be held on Monday, May 22, 2017. The meeting packet includes:

- Task Force Meeting #2 AgendaPage 3
- Evaluation Criteria MemoPage 5
- Bridge Alignment Alternatives MapPage 21
- Updated Project Schedule.....Page 23
- Alignment W3 Update Memo.....Page 25
- Task Force Charter – Final VersionPage 29
- TAC Meeting #2 Summary – DRAFTPage 33
- Task Force Meeting #1 SummaryPage 39

Please review the Task Force Meeting #1 Summary included in the meeting packet and send comments/edits to the Project Management Team (PMT) prior to the Task Force meeting. No comments have been received to date.

At the last Task Force meeting, a number of members were interested in the Opportunities and Constraints Report and other technical reports completed as part of the pre-alignment selection of the bridge. The Opportunities & Constraints report was emailed to Task Force members on April 26 and is available for download along with other technical reports on the project website <http://frenchprairiebridgeproject.org/resources/>.

The Task Force meeting agenda includes an item to review the project schedule, a copy of which is included in the packet. Through the course of the project consultant team's analysis, additional archaeology and historic research work has been identified as a need. As a result, the schedule for the bridge alignment recommendation needs to be shifted to September to allow more time for this work. This may result in an additional Task Force meeting, which will be further discussed at the meeting.

Recently, the project team received a determination from ODOT regarding the use of the property owned by the State of Oregon adjacent to the Interstate 5 Boone Bridge, which has significant impact to proposed bridge alignment W3. A memo detailing ODOT's policy and a recommendation by the TAC is included in the packet for your information. ODOT will have staff in attendance at the Task Force meeting to discuss the policy and answer questions.



**French Prairie Bridge Project
Task Force
Meeting Agenda
Monday, May 22, 2017
6-9 PM**

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

Meeting Objectives:

- Finalize charter
- Identify any need refinements to Technical Advisory Committee-recommended evaluation criteria
- Consider and assign weighting to the six (6) criteria

1. Welcome and Meeting Purpose: Co-Chairs Lehan and Bernard 6 – 6:05 pm
2. Agenda Review, Updates: Zach Weigel, City of Wilsonville, Kirstin Greene, Cogan Owens Greene 6:05 – 6:10
3. Charter Updates and Vote, Kirstin Greene and Barbara Jacobson, City of Wilsonville 6:10 – 6:20
4. Public Comment 6:20 – 6:30
5. Work to Date, Bob Goodrich, OBEC 6:30 – 6:45
 - Opportunities and Constraints & Technical Reports
 - Alternative 3 (ODOT), Task Force Recommendation
6. Evaluation Criteria, Bob Goodrich 6:45 – 7:15
 - Any Refinements to TAC-Recommended Set
 - Evaluation Criteria Recommendation for City Council
7. Weighting Evaluation Criteria, Bob Goodrich, Kirstin Greene
 - Prioritize Evaluation Criteria 7:15 – 7:45
 - Assign and Discuss Weighting 7:45 – 8:15
 - Public Comment 8:15 – 8:25
 - Weighting Recommendation for City Council 8:25 – 8:45
8. Next Steps, Bob Goodrich 8:45 – 8:55
9. Closing Comments and Adjourn, Co-Chairs Bernard and Lehan 8:55 – 9 pm

Community members are invited to provide comments to the Task Force members as indicated as time allows. Written comments are always welcome by emailing City Project Manager Zach Weigel and will be shared with Task Force members. Zach can be reached at weigel@ci.wilsonville.or.us or by phone at 503.570.1565.

Additional information and background reports are available at www.frenchprairiebridgeproject.org.

DRAFT

EVALUATION CRITERIA MEMO



May 12, 2017

Prepared for the City of Wilsonville



Prepared By



OBEC Consulting Engineers
5000 Meadows Road, Suite 420
Lake Oswego, OR 97035
503.620.6103

TABLE OF CONTENTS

INTRODUCTION	2
DESIGN CRITERIA.....	2
EVALUTION CRITERIA.....	2
Criterion A - Connectivity and Safety	3
Criterion B – Emergency Access	3
Criterion C – Environmental Impacts.....	4
Criterion D – Compatibility with Recreational Goals	4
Criterion E - Compatibility with the Existing Built Environment	4
Criterion F – Cost and Economic Impact	5
SCORING OF ALTERNATIVES.....	5
WEIGHING CRITERIA.....	5

List of Appendices

- Appendix A. Criteria Lists
- Appendix B. Evaluation Matrix
- Appendix C. Scoring Guidance

INTRODUCTION

The City of Wilsonville is undertaking a project to develop preliminary designs for the French Prairie Bridge, a proposed bicycle/pedestrian/emergency vehicle crossing of the Willamette River between Interstate 5 and the railroad bridge. The project addresses bridge alignment, bridge type selection, 30% design, and preliminary environmental documentation.

This memo is intended to provide a decision-making framework for selection of the preferred bridge alignment corridor. Since project kickoff in August 2016, the project team and project management team (PMT) have collected a comprehensive set of information and data that informs alignment corridor selection. Sources of information include: the Opportunities and Constraints Memo, the Technical Advisory Committee (TAC), the project's Task Force (TF), and public events and comments. The Opportunities and Constraints Memo has previously been submitted under separate cover. Appendix A summarizes the lists of criteria collected from the TAC meeting, TF meeting and Open House.

This memo distinguishes between design criteria and evaluation criteria, and presents the recommended evaluation criteria, the approach to scoring of alternatives, and the weighing of each criterion.

DESIGN CRITERIA

Design criteria are those items and considerations that will be met or achieved by the project, regardless of the preferred alignment or bridge type. For each of the alternatives, the design criteria apply equally and are therefore not included as evaluation criteria. Some of the project considerations identified as part of the project meetings (Appendix A) fall into the design criteria category and are therefore not included in the evaluation criteria presented below. Project design criteria include:

- Bridge design according to ODOT's loading conditions, and seismic and hydraulic performance criteria
- Bicycle, pedestrian, roadway and emergency vehicle design standards.
- Compliance with the Americans with Disability Act (ADA)
- Compliance with all federal, state, and local laws and regulations

EVALUTION CRITERIA

Based on the lists of criteria in Appendix A, and as tabulated in Appendix B, six evaluation criteria are recommended. The six criteria capture nearly all of the criteria listed in Appendix A, but with sufficient clarity and specificity to provide meaningful comparisons of alignment corridor alternatives.

Each criterion has three or four sub-criteria. The purpose of the sub-criteria is to capture the variety of considerations in the input received.

The six criteria and respective sub-criteria are presented below in narrative form and are tabulated in Appendix B.

Criterion A - Connectivity and Safety

The criterion is to connect to existing or planned bike/pedestrian routes directly or using streets with sidewalks and bike lanes and meet minimum safety and design standards for bicycle and pedestrian users. The alignment corridors differ in how they connect to existing and planned local and regional bike/pedestrian routes. In addition, they differ in the ability to meet or exceed design standards for bike and pedestrian facilities. Exceeding design standards will provide users with a more functional facility. The four sub-criteria are:

- A-1 – Connect to existing bike/pedestrian routes directly or using streets with sidewalks and bike lanes on north side of the bridge
- A-2 – Connect to existing bike/pedestrian routes directly or using streets with sidewalks and bike lanes on south side of the bridge
- A-3 – Connect to planned bike/pedestrian routes on north side of the bridge
- A-4 – Connect to planned bike/pedestrian routes on south side of the bridge

Criterion B – Emergency Access

The criterion is to provide direct and rapid emergency vehicle access to the bridge while minimizing impacts to bridge users, residents, park activities, and marina operations. The alignment corridors differ in ease of bridge access by emergency vehicles. Emergency access includes emergency response to Charbonneau and areas south of the Willamette River and secondary emergency response to clear accidents and debris when the I-5 Boone Bridge is congested. Emergency access also includes the movement of equipment and materials should the I-5 Boone Bridge not be accessible after a major earthquake. The three sub-criteria are:

- B-1 – Connect to emergency routes directly, minimizing out of direction travel and response time at and near the north terminus
- B-2 – Connect to emergency routes directly, minimizing out of direction travel and response time at and near the south terminus
- B-3 – Minimize emergency response impacts on residents, park activities, and marina operations

Criterion C – Environmental Impacts

The criterion is to avoid adverse impacts on environmental resources with the goal of maximizing project eligibility for programmatic environmental permitting processes. Impacts will vary depending on alignment corridor. The three sub-criteria are:

- C-1 – Avoid or minimize adverse impacts on wildlife habitat and trees
- C-2 – Avoid or minimize adverse impacts on waters and wetlands
- C-3 – Avoid or minimize adverse impacts on cultural and historic resources

Criterion D – Compatibility with Recreational Goals

The criterion is to maximize the recreational benefits the bridge provides. There are several opportunities to improve or enhance recreational opportunities. The opportunities vary among the alignment corridor. The four sub-criteria are:

- D-1 – Provide a positive user experience (e.g. noise, aesthetics, view, comfort, security, compatible with other travel modes, exceeds minimum design standards for turns and slopes)
- D-2 – Maximize compatibility with recreational uses, including parks, marina, and river.
- D-3 – Maintain or improve river access
- D-4 – Maximize flexibility for future park and marina improvements and recreational uses

Criterion E - Compatibility with the Existing Built Environment

The criterion is to avoid displacement of and incompatibility with residences, businesses, marina operations, and planned infrastructure improvements and to minimize adverse effects of locating and accessing the bridge.

Consideration is given to project benefits or impacts to underrepresented populations (e.g. communities of color, limited English proficient and low-income populations, people with disabilities, seniors, and youth). The four sub-criteria are:

- E-1 – Minimize bridge location and access impacts on residences in Old Town
- E-2 – Minimize bridge location and access impacts on residences at the south terminus in Clackamas County
- E-3 – Minimize bridge location and access impacts on marina facilities

- E-4 – Minimize bridge location and access impacts to possible future infrastructure improvements (e.g. Railroad, ODOT)

Criterion F – Cost and Economic Impact

The criterion is to minimize the cost and adverse economic impacts of the project. There are temporary and permanent economic impacts which could improve or hinder local and regional economics. Those impacts vary depending on the preferred alignment corridor. The four sub-criteria are:

- F-1 – Minimize total project cost (e.g. bridge, retaining wall, on grade path, environmental mitigation). This project cost does not consider architectural features or amenities.
- F-2 – Minimize property acquisition (e.g. right-of-way, easements) and avoid displacements of residences and businesses
- F-3 – Minimize the displacement of utilities
- F-4 – Maximizes economic benefit through tourism and access to commercial and regional destinations and trail system connections

SCORING OF ALTERNATIVES

The three or four sub-criteria within each criterion will be arithmetically averaged to provide a score of 0 to 10 for each alternative. This avoids giving more weight to criteria with four sub-criteria.

For each sub-criterion three scoring ranges are recommended to provide an objective baseline. However, the scoring ultimately contains a necessary and appropriate level of subjectivity based on factors that are not readily quantified.

Scores of 0 to 3 are recommended when an alternative generally does not meet most or any of the sub-criterion's objectives. Scores of 4 to 6 are recommended where an alternative meets some of the objectives. Scores of 7 to 10 are recommended where an alternative meets most or all of the objectives. A brief description for each scoring range for each sub-criterion is provided in Appendix C.

WEIGHING CRITERIA

Criteria will be weighted by the TF at the second meeting planned to occur in the spring of 2017. The sub-criteria within a given criterion will be equally weighted as outlined in Appendix B. For example, within Criterion A, Connectivity and Safety, there are four sub-criteria that are weighted equally.



French Prairie Bridge Project

Appendix A – Criteria Lists

Task Force Criteria List

At the first Task Force meeting, the following list of criteria to consider when evaluating bridge alignment was created by the membership:

- Bicycle-pedestrian connectivity at bridge landings and to the greater networks, for both residents and tourists
- Sensitivity to homes at the bridge landings and traffic Impacts to neighbors and residents
- Increased safety for all users
- Emergency vehicle access
- Seismic resilience
- Increased mode share towards active transportation
- Balance between cost, aesthetics and usability
- Increased tourism and revenue for maximum economic benefit to the city, state and region
- ADA accessibility
- Bridge landing design allows for park amenities like toilets and picnic tables
- Avoids railroad crossings
- Ability to use golf carts to cross the bridge
- Partnerships with the state and counties to upgrade local, connecting roadways
- Design maximizes the number of users
- Accommodates as many utility uses (power lines, sewer, etc.) as it can support
- Provides increased access to the river so all users can experience the water and natural environment
- Supports Wilsonville’s initiative as a HEAL (Healthy Eating Active Living) City through increased recreational opportunities

Technical Advisory Committee Criteria List

At the first Technical Advisory Committee meeting, the following list of criteria to consider when evaluating bridge alignment was created by the membership:

- Impacts to historic resources
- Impacts to protected resources areas
- Impacts to trees
- Impacts of alignments on any potential park uses
- Impacts to fish, riparian habitats, streams, wetlands, channels, tributaries
- Ecological value and functional value of wetlands
- Interpretive and recreational opportunities around these ecological resources
- Directness of connections to major destinations and the regional and statewide trail network
- User experience (views, noise)
- User comfort (safety, topography)
- Effects on future master planning efforts of adjacent park facilities
- Level of access for emergency vehicles
- Neighborhood impacts (visual, noise, traffic, emergency use frequency)
- Level of construction costs
- Impacts to utilities



French Prairie Bridge Project

Appendix A – Criteria Lists

Open House Criteria List

At the Open House a list of criteria proposed by the project Task Force and the Technical Advisory Committee was displayed on two boards. Participants were asked to use a green dot sticker to identify which criteria they thought were most important. A nearby easel pad also provided the opportunity to suggest additional criteria.

Overall, community members felt that the evaluation criteria proposed by the Task Force and TAC were comprehensive. Between the Task Force and TAC lists, the following top two criteria were identified as most important:

Task Force Evaluation Criteria

- Sensitivity to homes at the bridge landings and traffic impacts to neighbors and residents (23)
- Bicycle-pedestrian connectivity at bridge landings and to the greater networks, for both residents and tourists (15)

TAC Evaluation Criteria

- Neighborhood impacts (visual, noise, traffic, emergency use frequency). (14)
- Directness of connections to major destinations and the regional and statewide trail network. (13)

Community members were invited to provide any additional ideas or overall thoughts. Some of these included:

- The bridge would be a major asset to Wilsonville and connect it to the valuable regional bike network, increasing the tourism draw to the area.
- Impacts to private residences, businesses and neighborhoods should be closely monitored.
- Questions were raised about the greater traffic and transportation issues in the area.
- Questions were raised about the infrastructure for pedestrians and cyclists when they come off the bridge, especially on the south side of the river.

French Prairie Bridge Project

Appendix B - Evaluation Matrix
May 12, 2017



A		Connectivity and Safety			W1	W2	W3	Notes
A-1	Connects to existing bike/pedestrian routes directly or using streets with sidewalks and bike lanes on north side of the bridge							
A-2	Connects to existing bike/pedestrian routes directly or using streets with sidewalks and bike lanes on south side of the bridge							
A-3	Connects to planned bike/pedestrian routes on north side of the bridge							
A-4	Connects to planned bike/pedestrian routes on south side of the bridge							
17%		Criteria A Weighting			0	0	0	

B		Emergency Access			W1	W2	W3	Notes
B-1	Connect to emergency routes directly, minimizing out of direction travel and response time at and near the north terminus							
B-2	Connect to emergency routes directly, minimizing out of direction travel and response time at and near the south terminus							
B-3	Minimize emergency response impacts on residents, park activities, and marina operations							
17%		Criteria B Weighting			0	0	0	

French Prairie Bridge Project

Appendix B - Evaluation Matrix
May 12, 2017



C	Environmental Impacts	W1	W2	W3	Notes
C-1	Avoid or minimize adverse impacts on wildlife habitat and trees				
C-2	Avoid or minimize adverse impacts on waters and wetlands				
C-3	Avoid or minimize adverse impacts on cultural and historic resources				
17%	Criteria C Weighting	0	0	0	

D	Compatibility with Recreational Goals	W1	W2	W3	Notes
D-1	Provide a positive user experience (e.g. noise, aesthetics, view, security, compatible with other travel modes, exceeds design standards for turns and slopes)				
D-2	Maximize compatibility with recreational uses, including parks, marina, and river.				
D-3	Maintain or improve river access				
D-4	Maximize flexibility for future park and marina improvements and recreational uses				
17%	Criteria D Weighting	0	0	0	



French Prairie Bridge Project
 Appendix B - Evaluation Matrix
 May 12, 2017

E	Compatibility with Existing Built Environment	W1	W2	W3	Notes
E-1	Minimize bridge location and access impacts on residences in Old Town				
E-2	Minimize bridge location and access impacts on residences at south terminus in Clackamas County				
E-3	Minimize bridge location and access impacts on marina facilities				
E-4	Minimize bridge location and access impacts to possible future infrastructure improvements (e.g. Railroad, ODOT)				
17%	Criteria E Weighting	0	0	0	

F	Cost and Economic Impact	W1	W2	W3	Notes
F-1	Minimize total project cost (e.g. bridge, retaining wall, on grade path, environmental mitigation). This project cost does not consider architectural features or amenities.				
F-2	Minimize property acquisition (e.g. right-of-way, easements) and avoid displacement of residences and businesses				
F-3	Minimize the displacement of utilities				
F-4	Maximizes economic benefit through tourism and access to commercial and regional destinations and trail system connections				
17%	Criteria F Weighting	0	0	0	

100%	Total, Weighted Score	0	0	0	
------	------------------------------	---	---	---	--



French Prairie Bridge Project
 Appendix C - Scoring Guidance
 May 12, 2017

SCORING GUIDANCE - Blue text indicates evaluation considerations to determine the appropriate range of point value based on how well each alternative achieves the sub-criteria

Criteria
 Sub-criteria

7 to 10

4 to 6

0 to 3

A Connectivity and Safety					
A-1	Connects to existing bike/pedestrian routes directly or using streets with sidewalks and bike lanes on north side of the bridge	Does not connect well to existing pedestrian and bike facilities or facilities do not meet most design and safety standards	Connects to existing pedestrian and bike facilities that do not comply with all design and safety standards	Directly connects to existing pedestrian and bike facilities that meet or exceed design and safety standards	
A-2	Connects to existing bike/pedestrian routes directly or using streets with sidewalks and bike lanes on south side of the bridge	Does not connect well to existing pedestrian and bike facilities or facilities do not meet most design and safety standards	Connects to existing pedestrian and bike facilities that do not comply with all design and safety standards	Directly connects to existing pedestrian and bike facilities that meet or exceed design and safety standards	
A-3	Connects to planned bike/pedestrian routes on north side of the bridge	Does not connect well to planned bike and pedestrian routes	Connects to planned regional or local bike and pedestrian routes	Directly connects to planned regional and local bike and pedestrian routes	
A-4	Connects to planned bike/pedestrian routes on south side of the bridge	Does not connect well to planned bike and pedestrian routes	Connects to planned regional or local bike and pedestrian routes	Directly connects to planned regional and local bike and pedestrian routes	
B Emergency Access					
B-1	Connect to emergency routes directly, minimizing out of direction travel and response time at and near the north terminus	Indirect route from Wilsonville Road to middle of Willamette River	Neither direct nor indirect route from Wilsonville Road to middle of Willamette River	Direct route from Wilsonville Road to middle of Willamette River	
B-2	Connect to emergency routes directly, minimizing out of direction travel and response time at and near the south terminus	Indirect route from Miley Road @ I-5 to middle of Willamette River	Neither direct nor indirect route from Miley Road @ I-5 to middle of Willamette River	Direct route from Miley Road @ I-5 to middle of Willamette River	
B-3	Minimize emergency response impacts on residents, park activities, and marina operations	Route for emergency responders directly adjoins residences or businesses or emergency vehicle use interrupts park activities or marina operations	Route for emergency responders avoids residences or businesses, but emergency vehicle use impacts park activities or marina operations	Route for emergency responders avoids residences, businesses, and parks and is separated from them	



French Prairie Bridge Project
 Appendix C - Scoring Guidance
 May 12, 2017

Criteria
 Sub-criteria

SCORING GUIDANCE - Blue text indicates evaluation considerations to determine the appropriate range of point value based on how well each alternative achieves the sub-criteria

7 to 10

4 to 6

0 to 3

C. Environmental Impacts

C-1	Avoid or minimize adverse impacts on wildlife habitat and trees	Adverse impacts to wildlife habitat and trees	Moderate adverse impacts on wildlife habitat and trees	Avoids or has minimal adverse impacts on wildlife habitat and trees
C-2	Avoid or minimize adverse impacts on waters and wetlands	Adverse impacts to waters and wetlands	Moderate adverse impacts on waters and wetlands	Avoids or has minimal adverse impacts on existing waters and wetlands
C-3	Avoid or minimize adverse impacts on cultural and historic resources	Adverse impacts to cultural and historic resources	Moderate adverse impacts on cultural and historic resources	Avoids or has minimal adverse impacts on existing cultural and historic resources

D. Compatibility with Recreational Goals

D-1	Provide a positive user experience (e.g. noise, aesthetics, view, security, compatible with other travel modes, exceeds design standards for turns and slopes)	Achieves some or few facets of a positive user experience	Achieves most facets of a positive user experience	Achieves all or nearly all facets of a positive user experience
D-2	Maximize compatibility with recreational uses, including parks, marina, and river.	Generally incompatible with existing uses. (Permanent inconvenience or displacement)	Compatible with existing uses but requires minor modifications. (Temporary inconvenience or displacement)	Compatible with existing uses and no temporary or permanent modifications are required
D-3	Maintain or improve river access	The alignment provides opportunities to view the river, but adversely impacts existing public accesses to the river bank.	Provides opportunities to view the river and maintains existing public river bank access points	Provides opportunities to view the river and allows for improved public access to the river bank
D-4	Maximize flexibility for future park and marina improvements and recreational uses	Precludes planning future improvements	Limits flexibility in planning future improvements	Allows flexibility in planning future improvements



French Prairie Bridge Project
 Appendix C - Scoring Guidance
 May 12, 2017

Criteria
 Sub-criteria

SCORING GUIDANCE - Blue text indicates evaluation considerations to determine the appropriate range of point value based on how well each alternative achieves the sub-criteria

7 to 10

4 to 6

0 to 3

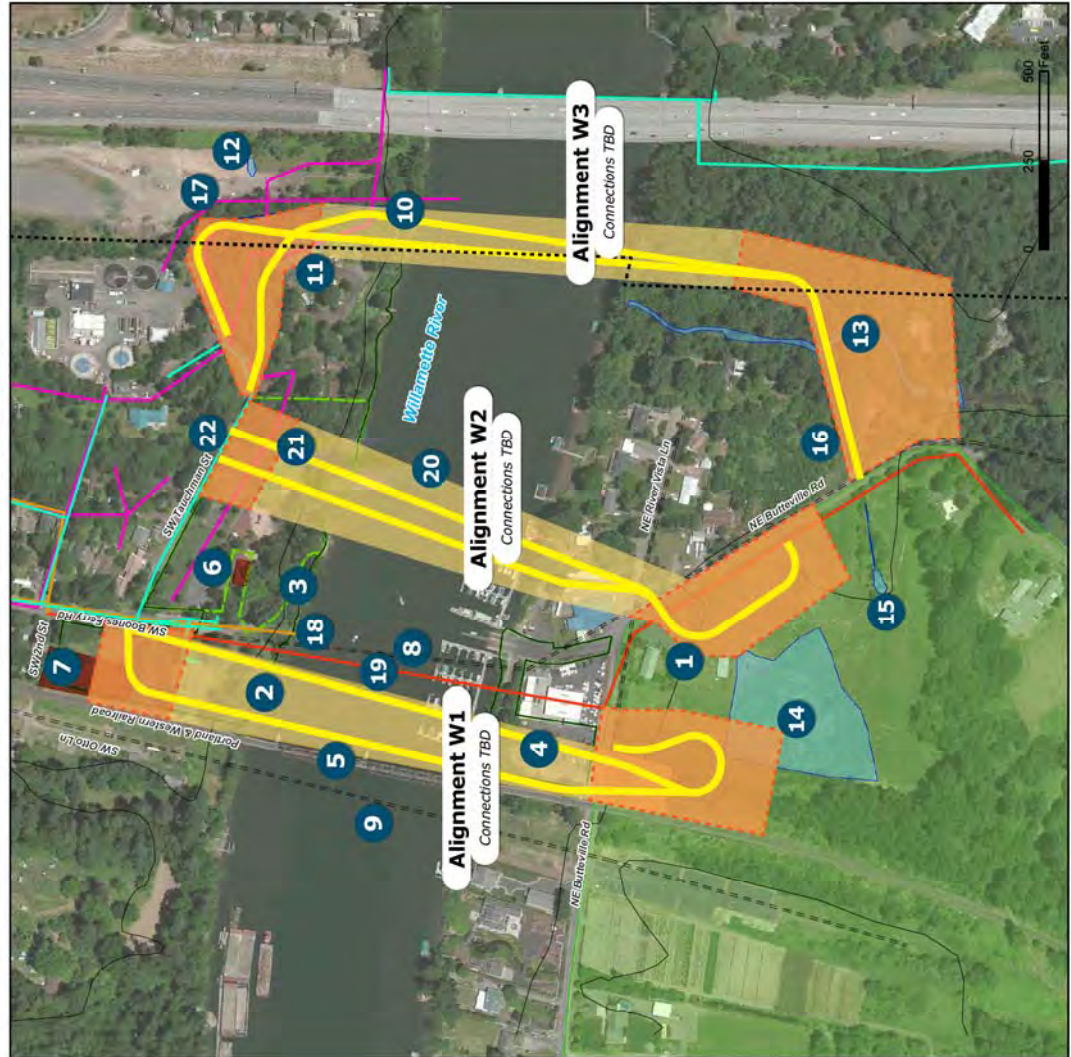
E Compatibility with Existing Built Environment

E-1	Minimize bridge location and access impacts on residences in Old Town	The alignment directly impacts residences in Old Town or impacts underrepresented populations (e.g. communities of color, limited English proficient and low-income populations, people with disabilities, seniors, and youth)	The alignment or its intended accesses is in close proximity to, but does not directly impact, residences in Old Town	The alignment and its accesses are not in close proximity to residences in Old Town or benefit underrepresented populations (e.g. communities of color, limited English proficient and low-income populations, people with disabilities, seniors, and youth)
E-2	Minimize bridge location and access impacts on residences at south terminus in Clackamas County	The alignment directly impacts residences in Clackamas County or impacts disabled or minority communities	The alignment is in close proximity to, but does not directly impact, residences in Clackamas County	The alignment is not in close proximity to residences in Clackamas County or benefit disabled or minority communities
E-3	Minimize bridge location and access impacts on marina facilities	The alignment directly impacts Marina operations and those impacts cannot be readily mitigated	The alignment impacts Marina operations, but those impacts can be readily mitigated	The alignment does not impact Marina operations
E-4	Minimize bridge location and access impacts to possible future infrastructure improvements (e.g. Railroad, ODOT)	The alignment impacts future infrastructure improvements	The alignment does not substantially impact future infrastructure improvements	The alignment does not impact future infrastructure improvements

F Cost and Economic Impact

F-1	Minimize total project cost (e.g. bridge, retaining wall, on grade path, environmental mitigation). This project cost does not consider architectural features or amenities.	Formula based on relative project costs. Costs are not actual cost since there is insufficient information at this stage. Once each alignment has a relative cost based on the proportion of bridge, wall, path and mitigation, the least cost will receive a 10. Each of the other two alternatives will be scored lower in proportion to how much higher their cost is when compared with the lowest cost.	The alignment affects no more than four properties and does not result in any displacements.	The alignment affects no more than two properties and does not result in any displacements.
F-2	Minimize property acquisition (e.g. right-of-way, easements) and avoid displacement of residences and businesses	The alignment affects more than four properties or may result in one or more displacements.	The alignment affects no more than four properties and does not result in any displacements.	The alignment does not impact existing City or Franchise utilities
F-3	Minimize the displacement of utilities	The alignment directly impacts existing City or Franchise utilities which cannot be easily relocated	The alignment directly impacts existing City or Franchise utilities which can easily be relocated	Provides significant opportunity to increase revenue for the local and regional economies through improved access and tourism
F-4	Maximizes economic benefit through tourism and access to commercial and regional destinations and trail system connections	Provides limited opportunity to increase revenue for the local and regional economies through improved access and tourism	Provides some opportunity to increase revenue for the local and regional economies through improved access and tourism	

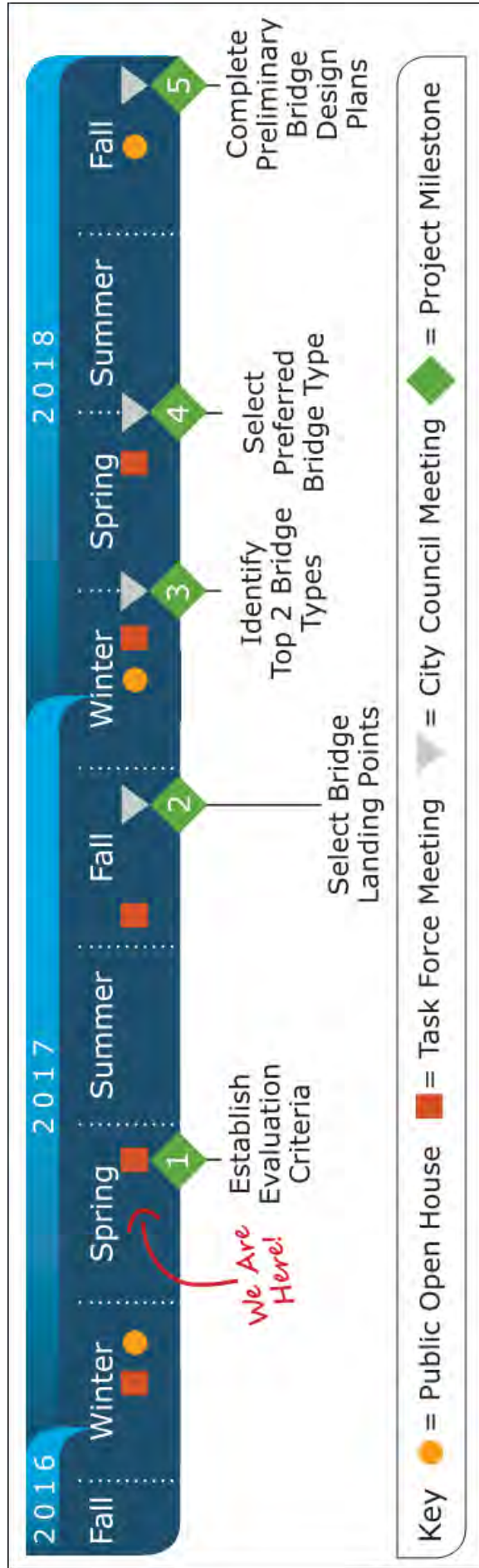
ALIGNMENT ALTERNATIVES



- KEY**
- 1 Land zoned Exclusive Farm Use
 - 2 Boone's Ferry Park subject to Section 4(f)
 - 3 Boone's Ferry Park subject to Section 6(f)
 - 4 Boone's Ferry Boat Launch subject to Section 4(f)
 - 5 Portland & Western Railroad
 - 6 Tauchman House
 - 7 Apple orchard in Boone's Ferry Park
 - 8 PGE overhead power lines
 - 9 BPA overhead transmission lines
 - 10 Ephemeral drainage channel
 - 11 Depression left by former mobile homes
 - 12 Construction stormwater pond
 - 13 Stream channel and associated wetlands
 - 14 Possible wetland
 - 15 Stock pond
 - 16 Agricultural drainage ditch
 - 17 Wastewater treatment plant discharge pipe
 - 18 Main Old Town storm sewer outfall
 - 19 Underground gas transmission lines
 - 20 USGS navigational channel
 - 21 Sanitary sewer lines
 - 22 Domestic water mains

- LEGEND**
- Overhead power line
 - Underground water line
 - Underground storm sewer
 - Underground sanitary sewer
 - Underground gas line
 - Stream
 - ODOT Property line
 - Water (in addition to Willamette River) and potential wetland observable from streets and public land
 - Section 4(f) resource
 - Section 6(f) resource
 - Historic resource
 - Exclusive Farm Use zone

PROJECT SCHEDULE



French Prairie Bridge Project Memorandum

Date: May 12, 2017
To: Project Task Force
From: Project Management Team
RE: French Prairie Bridge Alignment W3 Update

For the past several months, the French Prairie Bridge Project consultant team has worked to actively gather data and perform investigations necessary to identify the opportunities and constraints associated with each of the three proposed bridge alignments. This investigative stage is a critical element of the project's preliminary research.

Through this work, the consultant team has been in communication with all public agencies that own land at each of the proposed bridge landings, including Clackamas County and the Oregon Department of Transportation (ODOT).

Recently the Project Management Team (PMT) received feedback from ODOT that places considerable restrictions on one of the bridge alignment alternatives.

The south landing of proposed bridge alignment W3 is located between 270 feet and 380 feet west of the Interstate 5 Boone Bridge, situated within a 650-foot wide property owned by the State of Oregon. (Shown on the attached map)

The project consultant team anticipated that by locating the bridge landing on the far edge of the unutilized portion of the State of Oregon property, the project could accommodate future work on the I-5 Boone Bridge while minimizing impacts on private property.

However, on April 6 the PMT received a final determination from ODOT that the entirety of the State property is needed for the future seismic upgrade and widening of the I-5 Boone Bridge. ODOT has indicated that should the French Prairie Bridge be located within this property, it would likely limit options available to perform the needed bridge improvements.

As a result, ODOT has informed the PMT that the French Prairie Bridge cannot be located on or impact the State of Oregon property and recommends that alignment W3 be removed from further consideration.

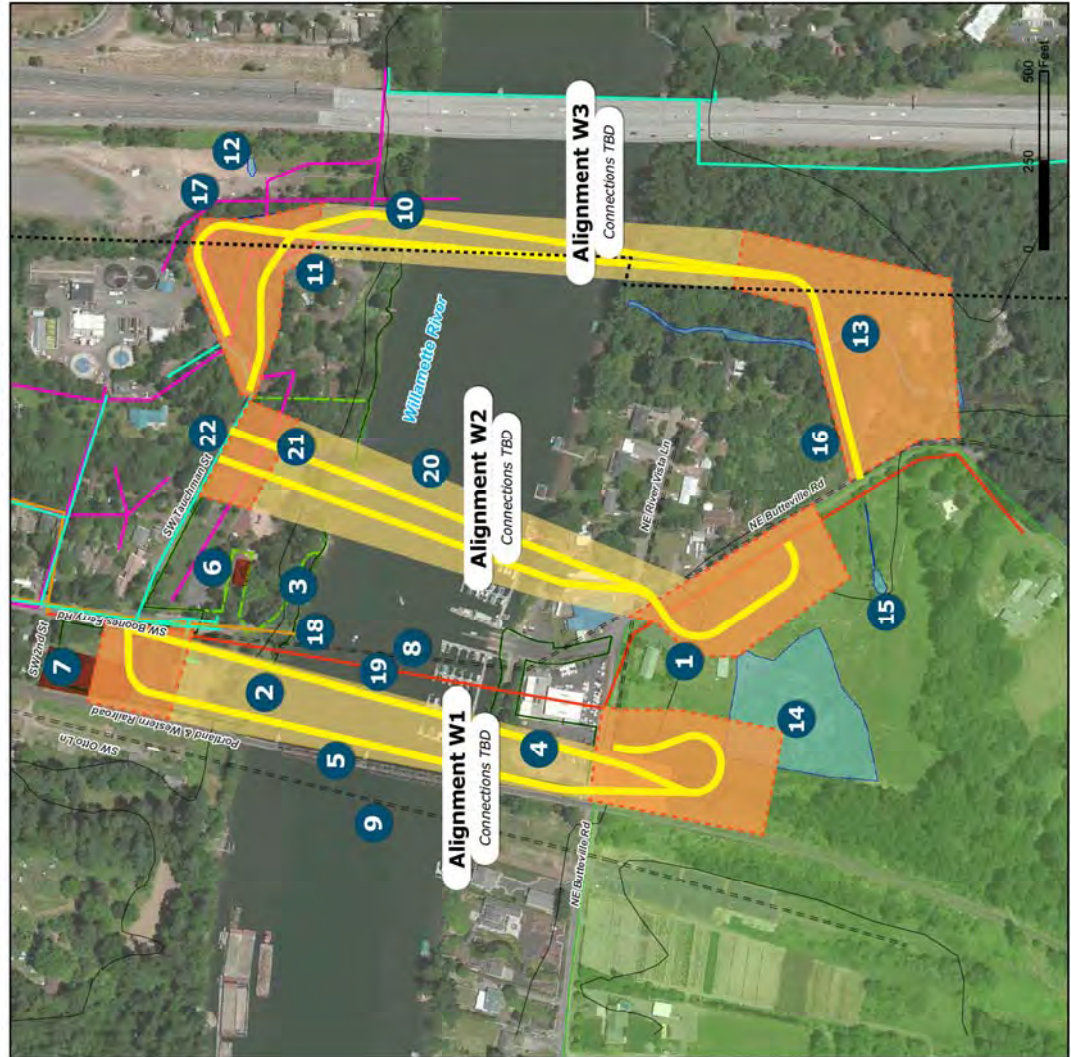
Since receiving this information, the project consultant team has evaluated the impact of this determination on alignment W3. The location of a natural drainage channel and existing homes prevents shifting the bridge alignment far enough to the west to avoid the State of Oregon property. Without the use of the State of Oregon property, the PMT believes alignment W3 to be infeasible.

At the May 10 French Prairie Bridge Technical Advisory Committee (TAC) meeting, the PMT asked the TAC whether alignment W3 should be removed from further consideration or carried through the scoring and evaluation process.

TAC discussion focused on the fact that affected property owners have raised concerns regarding each of the potential bridge alignments. Members suggested that should the I-5 Boone Bridge be expanded, pedestrian and bike facilities could be included with the expansion work within the State of Oregon property.

TAC members subsequently determined that because both the I-5 Boone Bridge and French Prairie Bridge are not currently scheduled and do not have funding allocated for construction, it is premature to rule out future coordination of these projects. In a straw poll, a majority of TAC members present recommended that alignment W3 be included as part of the evaluation process with the other bridge alignments.

ALIGNMENT ALTERNATIVES



- KEY**
- 1 Land zoned Exclusive Farm Use
 - 2 Boone's Ferry Park subject to Section 4(f)
 - 3 Boone's Ferry Park subject to Section 6(f)
 - 4 Boone's Ferry Boat Launch subject to Section 4(f)
 - 5 Portland & Western Railroad
 - 6 Tauchman House
 - 7 Apple orchard in Boone's Ferry Park
 - 8 PGE overhead power lines
 - 9 BPA overhead transmission lines
 - 10 Ephemeral drainage channel
 - 11 Depression left by former mobile homes
 - 12 Construction stormwater pond
 - 13 Stream channel and associated wetlands
 - 14 Possible wetland
 - 15 Stock pond
 - 16 Agricultural drainage ditch
 - 17 Wastewater treatment plant discharge pipe
 - 18 Main Old Town storm sewer outfall
 - 19 Underground gas transmission lines
 - 20 USGS navigational channel
 - 21 Sanitary sewer lines
 - 22 Domestic water mains

- LEGEND**
- Overhead power line
 - Underground water line
 - Underground storm sewer
 - Underground sanitary sewer
 - Underground gas line
 - Stream
 - ODOT Property line
 - Water (in addition to Willamette River) and potential wetland observable from streets and public land
 - Section 4(f) resource
 - Section 6(f) resource
 - Historic resource
 - Exclusive Farm Use zone



French Prairie Bridge Project

Task Force Operational Charter

Final May 12, 2017

1. Purpose of the Project

The purpose of the French Prairie Bridge Project is to plan and develop preliminary designs for a proposed bicycle/ pedestrian/emergency vehicle crossing of the Willamette River west of the Interstate 5 Boone Bridge. The project aims to address the following questions:

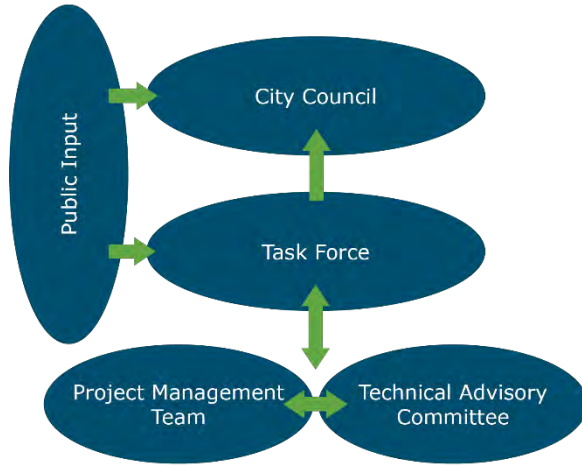
- Where are the preferred landing points for the bridge?
- What is the preferred bridge type?
- What is the estimated cost of the preferred bridge and how might its construction be funded?

At project completion, the City and its regional partners should have the information needed to decide whether to pursue final bridge design and construction.

2. Project Decision Making

The Wilsonville City Council is responsible for making key decisions about the project. Two advisory committees are supporting the decision-making process: a stakeholder Task Force and a Technical Advisory Committee. Day-to-day management of the project is handled by a Project Management Team. The public is encouraged to provide input that informs Task Force recommendations and City Council decisions. Because the task force makes recommendations to the City Council, the task force is considered a public body under state law and must follow all applicable Oregon public meeting laws.

- *City Council:* The Wilsonville City Council will make decisions about the bridge landing points (alignment) and the bridge type to be advanced to the 30% design stage.
- *Task Force:* The 21-member Task Force will make recommendations to the decision-makers (City Council) at key milestones in the planning and design process. The group's membership will provide a balanced representation of a wide range of local and regional stakeholder values and interests. Members represent affected neighborhoods and businesses, walking and cycling enthusiasts, local parks and trails interests, tourism associations and emergency service personnel.



Project Decision-Making Structure

- *Technical Advisory Committee (TAC):* The 15-member TAC will provide advice to the Task Force and the Project Management Team on regulatory and technical issues relevant to bridge siting, design, authorization, and funding. Members represent public agencies and organizations who have technical expertise and/or would have implementation authority.

- *Project Management Team:* The Project Management Team will provide oversight of the project scope, schedule, and budget. The team is composed of City, ODOT, Clackamas County, and Consultant staff.

3. Task Force Responsibilities

The Task Force is charged with:

- Recommending criteria to be used in the evaluation of project alternatives.
- Making recommendations to the Wilsonville City Council on the preferred bridge landing points.
- Making a recommendation to the Wilsonville City Council on the selection of two bridge types to be considered in detail.
- Making a recommendation to the Wilsonville City Council on the preferred bridge type.
- Acting as project liaisons to their constituent groups, by providing information and soliciting feedback from those groups to inform and engage them in the project.

To fulfill their charge, Task Force members are responsible for:

- Participating in all Task Force meetings.
- Reviewing meeting materials provided in advance of the meetings.
- Considering input from the public, the Technical Advisory Committee, and the Project Management Team.
- Attending project open house events.
- Declaring any potential financial conflicts of interest.
- Declaring any actual conflicts of interest and refraining from voting on matters that benefit them personally.

4. Task Force Operational Agreements

Meeting Attendance

- All members will make their best effort to attend each of the Task Force meetings and to arrive promptly and stay for the duration of the meeting.

- If members are unable to attend, or can only attend for a limited amount of time, they may identify a proxy who can attend in their place. If this occurs, they will notify staff of their designated proxy.
- A member that neither attends nor sends a proxy to a scheduled meeting will have forfeited his or her opportunity to modify the decisions reached at that meeting.
- If a member of the Task Force must end their service, staff will work to ensure that all project viewpoints are represented. Staff may appoint a new member or may leave a vacant seat open.

Meeting Protocol

- Meeting agendas will be distributed in advance and include the amount of time scheduled for each meeting topic.
- The ex-officio co-chairs will help guide the overall process, open and close the meetings, contribute to agenda development, work with the facilitator on additional time for public comment as needed and are free to contribute to discussions as needed.
- Meeting summaries will be prepared and distributed after the meeting for review.
- The meetings will begin with an opportunity for members to raise questions or comments about the summary of the last meeting.
- Discussions will be facilitated by a neutral professional.
- The facilitator will start and end meetings on time unless the co-chairs agree to extend the meeting time.
- The facilitator will maintain an ongoing list of off-agenda topics to be addressed as time permits.
- All Task Force meetings are open to the public. Community members will be invited to provide comments to the Task Force as time allows as noted on the agenda. Written comments are always welcome by emailing Project Manager Zach Weigel and will be shared with Task Force members. At the direction of the co-chairs, the facilitator may allow public comments or questions at other times during the meeting if time permits.

Internal Communications

- Task Force members agree that they will treat all positions expressed with respect, whether or not the participants agree.
- Task Force members will ask questions as necessary to make sure that they understand the information being presented.
- Task Force members will hold questions until the end of a presentation to help the group keep to the agenda.
- Other ground rules Task Force members have agreed to include:
 - Review materials in advance.
 - Stick to the agenda.
 - Silence cell phones.
 - Actively listen.
 - Avoid side conversations.
 - Respect all perspectives.

Task Force Recommendations

- Recommendations will ideally be made by consensus. Consensus means no one will choose to block or prohibit the implementation of a decision. If consensus is not possible, Task Force members will be asked to vote to express their recommendation; a simple majority will prevail.

- The ex-officio co-chairs may express their opinions and recommendations, but will not participate in any votes.
- Any Task Force members who do not support a recommendation may prepare a minority opinion for Council consideration.
- Discussions will be described in a meeting summary and will be shared with other committees and decision makers.

Communications Outside Meetings

- Task Force members understand that they are the public face of this project, and will speak in ways that respect and support the collaborative process, while being mindful of the concerns/interests of all members.
- Task Force members may represent their personal opinions to the media, but will refer all formal media inquiries to Zach Weigel, City of Wilsonville Project Manager, for an official project response.
- To act with transparency and comply with Oregon's public meetings laws, no discussion about any business of the Task Force should be discussed by a quorum (a simple majority) of the Task Force members outside of the Task Force meetings. Discussions include conversations in person, by telephone, by email and/or by any other electronic means, including social media.



French Prairie Bridge Project Technical Advisory Committee Meeting #2

Draft Meeting Summary
Wednesday, May 10, 2017
9:30– 11:30 AM

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

Members Present

Carrie Bond, Dan Cary, Terra Lingley, Vince Hall, Scott Hoelscher, John Mermin, Tom Loynes, Tom McConnell, , Chris Neamtzu, Andrew Phelps, Kerry Rappold, Robert Tovar, , Nancy Bush, Julia Uravich

Members Unable to Attend

Rick Gruen, Anthony Buczek, Tod Blankenship, Tom Murtaugh

Project Management Team/ Staff

Karen Buehrig, Clackamas County; Bob Goodrich, OBEC Consulting Engineers; Reem Khaki, Oregon Department of Transportation (ODOT) Zach Weigel, City of Wilsonville; Kirstin Greene, Cogan Owens Greene; P. Elise Scolnick, Cogan Owens Greene

Conversation is summarized by agenda item below.

1. Welcome and Introductions

9:30 – 9:50 am

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 agenda was scheduled until 11:30, but the invitation was until 11. She asked if anyone had to leave before 11:30. Three people said they would need to leave early. Kirstin said that she will manage the agenda to get through by 11.
- Kirstin asked if there were any corrections to the meeting summary of TAC Meeting #1. None were identified.
- Kirstin asked participants to review the charter and if there were any concerns. None were expressed. All in attendance agreed on adoption of the charter as presented in the meeting packet.

2. Review of Project Schedule

9:50 – 10 am

- Consulting team project manager Bob Goodrich reviewed the updated project schedule. The project team has identified a need to consult with the Confederated Tribes of the Grand Ronde and do some field work prior to alignment selection. Accordingly, the schedule has been moved out to select bridge landing points in Fall 2017. The end date for the project has not changed.
- Kirstin and Bob clarified that TAC meetings should be considered in each time the Task Force meetings are shown on the updated schedule. The next set of scheduled TAC and Task Force

meetings are expected in early fall, to apply the evaluation criteria to the bridge alternatives. The PMT will take a first run at applying the evaluation criteria to the alternatives for TAC consideration and adjustment, where needed, prior to Task Force consideration.

Opportunities and Constraints:

- Bob noted that the City had provided the Opportunities and Constraints (O & C) Memo for TAC review prior to the meeting. Notable issues identified include overhead wires, water treatment plant and Exclusive Farm Use (EFU) zoned lands. OBEC expects these all can be avoided, addressed or mitigated if an alternative that impact those constraints is selected.
- As these reports are background and not subject to TAC approval per se, they are foundational and worth correcting if TAC members see anything that needs correcting. Kirstin asked that TAC members who have additional questions contact Zach.
- Bob reminded participants that all the reports are included on the project web site: www.Frenchprairiebridgeproject.com. There is a library on the site with the relevant technical documents. If more information is desired, contact Zach or Bob directly.

3. Work to Date

10:00– 10:30 am

- Bob presented the evaluation criteria proposed by the TAC, Task Force and public meeting which were collected during the previous set of meetings. . The results are part of Appendix A of the Evaluation Criteria report memo.
- Tom Loynes asked if the trails would be allowed for motorized vehicles.
 - *Bob responded that allowing motorized golf carts is a concern of Charbonneau residents. Currently golf cart use is only allowed in the Charbonneau District. It is up to the City to determine whether golf carts can be used outside if the district.*
- Kirstin reviewed the public guidance received associated with the public open house and online. More than 100 people participated in these first events. A summary was included in the TAC packet.
- John Mermin asked how will the team use the criteria going forward?
 - *Bob: There are six major criteria that will be used. The weighting will depend on the criteria that are finally selected at the May 22nd Task Force meeting. He reviewed the formal process for moving forward.*

4. Evaluation Criteria

10:30 – 11 am

- Bob stated that Zach has presented the evaluation criteria to City Council. Today, Task Force Members will discuss the evaluation criteria and scoring guidance.
- Scoring of Alternatives will be done by the project team and TAC. Weighting will be done by the Task Force. Bob described the Evaluation Criteria elements by category. He referred the TAC to the memo for details.
- Reem Khaki: Should there be one on feasibility?
 - *They all seem feasible; and all have some property owner concerns. Bob said that the TAC will be getting to the discussion of alignment W-3 later in the meeting.*

Category A, Connectivity & Safety

- Bob reviewed the listed criteria and asked for questions or concerns.
Questions:
- Karen Buehrig -It appears that if you connect to the regional route you get more points than to the local route. For scoring between 7-10, it should read connecting to “regional or local

planned bike/ped facilities”. Score at 4-6 for connecting to “local or regional facilities”. More points should be assigned if connecting to both. By adding these two together, you would get a better score.

- *Bob proposed that the 7-10 scoring should be “regional and local” connection.*
- Karen: Is this direct connection or more broadly defined? The word “connect” might need a little more definition.
- *Bob: Leaving some discretion may be helpful.*
- Zach Weigel: It is a range of scores.
- Reem Khaki suggested that the team add another criterion for impact on long-term planning into Category E.
 - *Bob suggested the TAC discuss this when Category E is reviewed later in the meeting.*
- Terra: There is a need to address out-of-direction travel, which may not be direct, but will get one to their destination. It is addressed for emergency traffic, but not for general bike/ped connectivity. Bob said he’d adjust the verbiage to reflect more direct connections should receive a higher score.

Category B-Emergency Access

TAC members reviewed the three proposed criteria in Category B.

- Andrew Phelps: Seismic and flood hazard should be addressed. He suggested the addition of a new B-4, mitigate against seismic/flood hazards. Clarify design criteria.
- *Bob Goodrich: The bridge will be designed to survive a Cascadia event. It is a basic design criteria for the project regardless of alternative. The Memo will be revised to reflect those considerations which are design criteria.*

Category C-Environmental Impacts

TAC members reviewed the three criteria proposed in Category C.

- Tom Loynes: Some alternatives would have more streamlined permitting than others. Some would not be permissible. There should be a comparison between easily permissible and not permissible for scoring. This may need a new scoring guidance to address Endangered Species Act (ESA), Division of State Lands (DSL), a Goal Exception, or other review.
 - *Bob Goodrich asked if there are there other issues like this?*
- Scott Hoelscher: A goal exception will be a different process for EFU lands. That would go into the permitting process. If W-3 is selected, that doesn’t involve EFU land and hence not a goal exception process. Where would that fall in the criteria? Would it be a separate category?
 - *Bob Goodrich: Programmatic or permitting-we weren’t looking at it differently. These are processes either way. This is open to discussion. If it’s not permissible that shows in the scoring. We are looking at the raw impacts on different resources. There is a lot of time to consider this.*
- Carrie Bond suggested a change in scoring criteria under 4-6, changing the wording from “minimizes adverse impact” to “minimal adverse impact”.
- Bob: Will look at adding a C-4 to catch permitting and programmatic process issues.
- Tom Loynes: Our (ODOT) scoring would be opposite of Scott Hoelscher’s agency (Clackamas County).
- Kirstin Greene: Routes with additional permitting complexity certainly will take more time. Clarify that Goal Exception in scoring criteria to allow that to feed into the score.
- Reem Khaki: The evaluation criteria have a focus on avoiding. Maybe we should add in mitigation strategies for clarity for evaluators (TAC/TF).

- *Bob: The scoring guidance is intended to provide what you are describing here. It's not simply "avoid" for exactly that purpose, which gets a maximum score. It is minimal impact is the medium score.*
- Kirstin asked if "minimize" would include mitigation?
- *Bob Goodrich stated that you would have to mitigate to minimize.*
- Carrie Bond: From a permitting perspective, you don't look at compensatory mitigation. You are always looking at a mitigation sequence of avoid and minimize. We prefer to look at impacts in general for the preferred alternative, then narrow down the mitigation.
- Dan Cary: Agrees with Carrie. The minimal impacts and adverse impacts, then add in substantial impacts: explain these more clearly. There would be mitigation in 4-6 as well as 0-3 scores. He compared the scoring definitions to being "a little bit pregnant".
- *Bob explained the intention. If you need less mitigation, there are less impacts to be reflected in the scoring. At 0-3 there is a lot of impact and more mitigation is needed. At 4-6, less mitigation would be needed. We could add language to this affect.*
- Dan Cary: Is the mitigation doable for something that is bigger, costlier? What if there is mitigation bank credit available for substantial impact? What about onsite mitigation for lesser impacts? What about if nothing can be done because there is no credit is available? That is something to think about.
- Carrie Bond: We don't want to choose an alternative with adverse impacts just because there is cheaper mitigation.
- *Bob suggested minimal impacts vs. minimizing impacts and removing mitigation altogether.*
- Dan Cary: It's good to know what you're talking about. If you are going to mitigate for seismic?
- Carrie Bond: If you are having adverse impacts, if there are not mitigation options...it seems hard to think about all of that.
- *Bob Goodrich: We should use "avoid", remove "minimize" and use minimal, to make the scoring cleaner.*
- Tom Loynes: Use something less than total avoidance. Not one of these avoids impacts.
- *Bob proposed that at the 7-10 range, use "avoid or minimal impacts". For a score of 4-6 use "moderate impacts" and use "adverse impacts" for a score of 0-3. Members agreed.*
- Kerry Rappold: Some categories have three, and some four, criteria. That would weight some more than others.
 - *Bob Goodrich: The intent is to use an average weighted score, not a numerically weighted one.*
 - Kirstin asked if the TAC agrees with the use of "moderate impacts" in the 4-6 scoring criteria? TAC members agreed.
- Kirstin asked for a TAC vote on adding new criteria:
 - Add new criteria C-4 related to permitting: **0 Votes.**
 - Leave proposed criteria as-is (at 3 criteria) **Vote: Unanimous approval.**
- Kirstin: The Project Management Team will consider how best to incorporate the permitting discussion and comments.

Category D: Compatibility with Recreational Goals

- John Mermin: Consider multiple benefits (e.g. tourism, economic development) in D-1, that will affect a scoring weight.

- *Bob though this was a good idea and this guidance/recommendation will be shared with the Task Force.*

Category E – Existing Environment

- Karen: Is this is where we would add new criteria for long-term impacts on ODOT facilities, the railroad, marina, or other facilities?
 - *Bob Goodrich: Would that be an E-4?*
 - Karen Buehrig said she thinks it would. We think we would be getting at the impacts on the marina. We don't know how you'd fold in the railroad. Are we going to change Criteria E-3?
 - Bob Goodrich thought the marina is important enough to score separately. What else could be built that we'd have to consider for impacts.
 - Kirstin asked if TAC members wanted to add long-term planning for other existing or planned future infrastructure uses, e.g. railroad (in addition to the marina). The TAC agreed to add E-4 addressing long-term planning impacts on other existing facilities.

Category F: Cost of Economic Impact

- Carrie: Doesn't understand what environmental mitigation costs?
 - *Bob: Suggested a change to "environmental project costs" to clarify that the intent is to reflect total project cost for baseline comparison of the alternatives.*
 - Karen Buehrig.: On F-2, property acquisition, the difference in the amount of costs should be reflected, also easements should be considered as part of acquisition. Figure out how to differentiate costs. None of them would get 7-10 points as currently crafted.
 - Terra agreed.
 - Bob Goodrich: With F-1, the lowest cost would score highest. For F-2 should we consider the number of properties or square feet of property?
 - Terra Lingley: We need to differentiate between displacement costs and acquisition costs.
 - Dan Cary: We need real numbers to determine the actual costs.
 - *Kirstin-The project team will be taking a first look at the acquisition costs guidance in the scoring guide.*
 - Vince Hall: There will be right-of-way costs associated with public meetings, technical experts, etc. for acquisitions and displacements that should also be considered.
 - Robert Tovar: For (F-2), look at the number of properties. Stay away from square footage. Look at the intervention with the properties, including easements. Sometimes it takes as much effort to acquire easements as to acquire whole properties.
 - *Bob Goodrich Displacements will have to be addressed too. Suggests looking at the number of properties. Displacements will have to be looked at as well.*
 - Kirstin: Would these both be in F-2.
 - Bob Goodrich: Yes.
- Kirstin: This will be something for the PMT to work out and bring back to the TAC in the emailed version to be presented to the Task Force on May 22.
- Zach Weigel said that there are 6 main categories, A-F. Is there anything missing we didn't capture?
 - Terra: Environmental justice (EJ), Title VI.
 - Kirstin noted there are Latino community members present; additional outreach to reach and inform those residents is anticipated.
 - *Bob: will add it to E-1 & E-2.*
 - Terra Lingley: There could be benefits and adverse impacts to different communities.

- *Kirstin: The PMT will work this in for scoring. She thanked Terra for bringing this up.*

5. Alternatives

11 – 11:20 am

- Bob noted that the alignments haven't changed from the last meeting. In coordination with ODOT, ODOT has communicated to the project team that there is a portion of property owned by ODOT on the south side of the river for which ODOT wants to retain access. They also would like to retain their full ROW for expected widening and improving the Boone Bridge and I-5 in the future.
 - Reem spoke about plans to widen I-5 at the Boone Bridge in the future. There is ODOT concern about the land needed for widening and for maintenance (on the north side). This is the only place to access underneath the Boone Bridge.
 - Terra: One of the priorities of the City is to widen the Boone Bridge. A new bridge wouldn't preclude it from happening, but ODOT wants to make sure this concern is addressed.
- Kirstin: Knowing that this alignment is proposed for removal by ODOT, the question is whether we should maintain or remove the W-3 alignment in the scoring criteria? Should the Task Force consider W-3?
 - Carrie: If the bridge is being widened, are there going to be planned bike/ped improvements?
 - Terra: Yes, we are considering bike facilities. There are no plans on a map yet though.
 - Robert: Don't we discourage bikes on the Interstate?
 - Terra Lingley: Bikes are allowed everywhere unless they are specifically prevented. Carrie: Can we shift bike/ped to a widened I-5 Bridge?
 - Terra Lingley: We don't have a timeline yet.
 - Robert: We have a seismic retrofit program. No plans are currently in place, but those things can change. When widening is considered, both retrofit and widening bridges at the same time would be considered. We don't want to preclude this in the future. ODOT is currently working with the Legislature on seismic improvements statewide.
 - Vincel: In the last meeting, wasn't there a proposal to put a bike lane under, or attached to, the existing I-5 bridge?
 - Zach Weigel: That was considered in the previous studies. The conclusion at that time was that a stand-alone bridge is preferred.
 - Vince Hall: The experience of the I-5 bike path would be different than a stand-alone bridge.
 - John Mermin: We should consider the new bridge within regional priorities in the Regional Transportation Plan (RTP); having two bridges in close proximity should have adequate public input.
 - Karen Buehrig: We would benefit from keeping it (W-3) in the analysis. We should keep it in the analysis. If we don't, we won't have the info on that alternative.
- **Kirstin took a straw poll:** Remove W-3 from scoring: (4 yes votes). Keep W-3 in consideration (8 yes votes). Abstain (1 vote).

6. Next Steps

11:20 – 11:30 am

- The PMT will make these changes for the Task Force packet. Their meeting is May 22 at 6 pm with an optional tour prior.

Kirstin thanked members and adjourned the meeting at 11 am.



French Prairie Bridge Project Task Force Meeting #1

Draft Meeting Summary
Tuesday, January 31, 2017
6 PM – 9 PM

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

Task Force Members Present

Jeremy Apt, Heidi Bell, Jim Bernard, Steve Chinn, Mark Cross
Tony Holt, Karen Houston, Pete Ihrig, Charlotte Lehan, Douglas Muench, Samara Phelps, Patricia Rehberg, Michelle Ripple, Leann Scotch, Ryan Sparks, Simon Springall, David Stead, Susie Stevens, Steven Van Wechel, Gary Wappes

Project Team (PT)

Bob Goodrich, OBEC Consulting Engineers; Zach Weigel, Nancy Kraushaar, Chris Neamtzu, Mark Ottenad, Candi Garrett, City of Wilsonville; Kirstin Greene, Anais Mathez, Cogan Owens Greene; Karen Buehrig, Clackamas County

Task Force Members and PT Unable to Attend

Blake Arnold; Andrew Harvey; Reem Khaki, Oregon Department of Transportation (ODOT); Kerry Rappold, City of Wilsonville; Brian Sherrard, Tualatin Valley Fire & Rescue

Community

Jeff Andre, Lynda Andre, Michele Dempsey, Rhonda Fletcher, Aaron Hanson, John Schenk, Nate White, Pat Wolfram, Anthony Yeznach, Kim (didn't sign in, last name unknown)

Conversation summarized by agenda item below.

1. Welcome and Introductions

6 – 6:30 pm

City Councilor and Task Force Co-Chair Charlotte Lehan opened the meeting, thanking Task Force members for their participation. She noted the close partnership between Clackamas County and the City of Wilsonville to further the project objectives of tourism, transportation connectivity and emergency access. County Commission Chair and Task Force Co-Chair Jim Bernard also introduced himself and expressed enthusiasm for the project and working with both City Councilors and the Task Force.

Kirstin Greene, Task Force Facilitator with Cogan Owens Greene, invited members to introduce themselves and while doing so, to identify what moved them to serve on this Task Force:

- *City Councilor Susie Stevens*: acting alternative to City Councilor Charlotte Lehan.

- *Mark Cross*: Representing Tualatin Valley Fire and Rescue and standing in for Brian Sherrard who was unable to attend this meeting, interested in access for emergency vehicles.
- *David Stead*: Manager of Langdon Farms and Golf Club, representing a business across the river. David was on the City's Tourism Task Force and aware of the growing bicycle tourism revenue.
- *Steven Van Wechel*: Resident of the Old Town neighborhood. Steven was on the Citizen Advisory Committee for the City's Master Plan in 2002, and the bridge was identified as a top priority, so the interest is in seeing this project completed and done well.
- *Steve Chinn*: Resident of the River Vista Neighborhood. He has prior experience working with the City and has interest in seeing this project through to completion.
- *Tony Holt*: President of the Charbonneau Country Club and the Homeowner Association. He has an interest in creating another connection for residents to access Wilsonville.
- *Pete Ihrig*: Member of the Clackamas Bike/Pedestrian Advisory Committee. The bridge represents a wonderful alternative to the scary proposition of using I-5 as a bicyclist or pedestrian.
- *Douglas Muench*. Resident of the Old Town Neighborhood. He has an interest in what is happening in the City and providing input.
- *Gary Wappes*: Resident in Villebois. Gary is excited at the prospect of being able to bike or walk to the other side of the river.
- *Leann Scotch*: Resident of the City of Wilsonville. Leann is an avid cyclist and excited to be involved in making this a viable project.
- *Samara Phelps*: Representing Clackamas County Tourism. Excited about the connectivity and tourism prospects that this bridge can create.
- *Jeremy Apt*: Resident of the City of Wilsonville. Recent graduate of the Wilsonville Leadership Academy. He saw this as a good opportunity to get involved, and would love to create more access to the waterfront.
- *Patricia Rehberg*: Resident of the City of Wilsonville. Patricia is an avid cyclist, enthusiastic about the project and interested in connecting all of the area's bike routes.
- *Heidi Bell*: Represents the City of Donald, on the south side of the river, and is familiar with current traffic issues in the area.
- *Ryan Sparks*: Represents Oregon Parks and Recreation, and interested in possible connections to Champoeg Park and the Willamette Scenic Bikeway.
- *Karen Houston*: Program Coordinator for FACT Oregon, representing the disability community and their associated interests including access.
- *Michelle Ripple*: Resident of Wilsonville, and was on the original Citizen's Advisory Committee for the City's Master Plan. She is excited that this project came directly from citizen input 15 years ago.
- *Simon Springall*: Member of the Wilsonville Planning Commission, and has been involved in this project since its inception during the City's Master Plan update many years ago.

Staff:

- *Zach Weigel*: City of Wilsonville, Project Manager
- *Bob Goodrich*: OBEC Engineering, Consultant project manager.
- *Kirstin Greene*: Cogan Owens Greene (COG), lead facilitator.
- *Anais Mathez*: Cogan Owens Greene, meeting summaries.
- *Karen Buehrig*: Clackamas County Transportation Planning M Supervisor.
- *Nancy Kraushaar*: City of Wilsonville Community Development Director.
- *Chris Neamtzu*: City of Wilsonville, Planning Director

Community:

- *Anthony Yeznach*: a current member of the Wilsonville Citizen Academy.
- *Aaron Hanson*: Resident of Charbonneau.
- *John Schenk*: Resident behind Morey's Landing on the river.
- *Nate White*: PSU student and interested in the project.
- *Kim*: Resident of Old Town.
- *Michele Dempsey*: Resident of Old Town. Her family used to own the trailer park that was sold to the City.
- *Rhonda Fletcher*: Resident of Old Town.

Kirstin reviewed the agenda. She mentioned that typically, as the Task Force is here to provide guidance and advice, we will try to keep at least half of the meeting for their guidance to us. This evening, the focus on Task Force guidance will be on the Charter and the Evaluation Criteria. She asked Project Manager Zach Weigel to give participants an overview to the project history.

2. Review of Project History

6:30-6:40pm

Zach Weigel gave a short presentation on the project's history, also available by PowerPoint. Highlights include:

- 1847, the Boones Ferry began operations across the river.
- 1954, the I-5 Bridge opened and the ferry ceases operating.
- 1993, a need for a pedestrian/bicycle crossing over the river was identified.
- 2006, as part of the update to the City's Bicycle and Pedestrian master Plan, several alternatives were evaluated for river crossing options. The preferred alternative resulted in a stand-alone bridge.
- 2009, Metro awarded a grant for project development through the Regional Flexible Funds (RFF), with an emergency access component added to the bridge design.
- 2013, the Ice Age Tonquin Trail Plan was completed, showing the trail ending at the bridge.
- 2014, the City's Tourism Development Strategy called for capitalizing on cycling tourism in the Willamette Valley by moving to study and build this project. Identified completion of the French Prairie Bridge as a top priority.
- 2015, the Wilsonville City Council directed the focus of the study area to the west of the I-5 bridge due to constraints.
 - Councilor Lehan noted that other locations were considered but road access to and from the bridge was not as suitable as the Boones Ferry Road.

3. Project Roadmap Presentation

6:40-7:20 pm

Consultant Team Project Manager Bob Goodrich provided an overview of the project and planning process. He reviewed the following project outcomes:

- Produce a preliminary 30% design with the following elements:
 - Bridge location and landings
 - Preferred bridge type and configuration (level of aesthetics)
 - Impacts and benefits (land use, environment)
 - Project Costs
- Inform agencies and regional partners on decision to proceed

Bob noted that the City is proceeding with the project in accordance with the National Environmental Policy Act (NEPA). Project Management Team members anticipate project will fit under a "categorical exclusion," defined as where individual and cumulative effects are not significant to the human

environment (including natural, built and cultural, as well as environmental justice populations). Project managers aim to strike a balance between stakeholder and public support, NEPA permitting and cost.

Bob introduced the other disciplines represented on the project team:

- Design Team: OBEC, AECOM, DKS, Alta, COG, Quinn Thomas, Shannon and Wilson, Mayer-Reed.
- Technical Advisory Committee (TAC): ODOT, Clackamas County, City of Wilsonville, Metro, Permitting Agencies, Oregon Emergency Management

Meeting summaries from all TAC meetings will be shared with the Task Force for their information and review.

Bob reviewed the Project Study Area. Task Force members made the following comments and questions. Responses follow in italics.

- It is unclear if a plan to extend a bike route across the Sellwood Bridge through Lake Oswego and further south is still on the table. *It could be. Not a direct part of this project.*
- The study area excludes the existing bridges, i.e. the railroad and existing I-5 bridge due to infrastructure constraints and limited bicycle/pedestrian access.
- The importance of the bridge for emergency vehicles can't be overemphasized. The bridge will be designed to be resilient against a major earthquake event.

Bob listed the following project objectives: listening to community values and priorities, identifying bridge land points, type, and configuration, as well as project cost and funding opportunities. He gave an overview sampling of bridges for a vision of what things could look like subject to design and cost considerations.

Bob then reviewed the decision-making process for this project:

- The TAC is comprised of relevant agencies and provides a technical perspective to the project.
- The Task Force is comprised of regional and local stakeholders that represent community views. The Task Force is led by Wilsonville City Councilor Charlotte Lehan and Clackamas County Commissioner Jim Bernard. They have delegated facilitation to a professional facilitator.
- The TAC and Project Management Team will provide technical horsepower to the Task Force. The Task Force is a body that will receive input from TAC and the public, and will make recommendations to City Council about all project items.

Bob presented the project schedule and major milestones – also in the Task Force packet. Participants were reminded that the public Open house is on February 22nd, 2017. Comments and questions follow.

- Deliberate efforts will be made to make sure the County and the City have ample opportunity to interact throughout this process.
- Preliminary (30% level) bridge design plans will be available in late 2018, but the Task Force is only committed through recommendation of a final bridge type anticipated in the early Spring of 2018. Renewal of the Task Force's charge will be reviewed prior to the end of their commitment.
- The next Task Force meeting date has not yet been set. Zach will send out a doodle poll. We expect it to be in April or May.
- Property owners within the study area will be receiving mailers this week to notify them of the Open House on February 22nd. All Task Force members are encouraged to be at the Open House.

- Staff clarified that a new bike path between Bailey Road and 5th Street was constructed as part of the Subaru Development is a neighborhood connectivity project and not directly associated with this project.

4. Task Force Charter Review

7:30-8:00 p.m.

Kirstin reviewed the contents of the Draft Charter. Kirstin suggested City staff check on helping Task Force members declare any potential conflicts of interest. For that reason, she asked Task Force members to hold off on adopting the Charter until their next meeting.

The following edits and elements were added to the draft Charter:

Meeting Protocol

- Add: “the ex-officio co-chairs will help guide the overall process, open and close the meetings, contribute to agenda development, work with the facilitator on additional time for public comment as needed and are free to contribute to discussions as needed.”
- Edit: “the Facilitator will start and end meetings on time unless the ~~group~~ *co-chairs* agrees to extend the meeting time.”

Internal Communications additions:

- Review materials in advance.
- Stick to the agenda.
- Silence cell phones.
- Actively listen.
- Avoid side conversations.
- Respect all perspectives.

Task Force members did not have any other changes to suggest at this time.

Kirstin clarified that Task Force agenda items may be discussed at outside meetings, such as a neighborhood association meeting, but deliberations over a Task Force decision may not occur outside of Task Force meetings.

Co-Chair Bernard suggested moving public comment to the beginning of each agenda, and also at the end as time allows.

5. Evaluation Criteria Discussion

8-8:40 pm

Bob identified baseline work to date and noted that the design team is currently pulling information into an Opportunities and Constraints Report. He presented the three alignment options, or corridors.

Members made the following suggestions.

- Caution regarding/avoiding impacts to the Marina.
- Keep the bridge design perpendicular to the river.
- Try to avoid the Vista neighborhood on the north side.
- Southerly connections should connect to the scenic bikeway.

Task Force members requested that the Opportunities and Constraints report be emailed to them electronically, as the report is important for furthering their understanding of the project. Bob confirmed that it will be available before the public meeting, and that time on the agenda can be saved

for the next Task Force meeting to take questions about this report. Other comments included the following.

- Alignments shown now are preliminary and represent an initial understanding of constraints. The operations of the marina need to be considered, though there could exist a hybrid alignment between W1 on the north and W2 on the south side.
- Bob clarified that the project area does not extend to the east side of I-5 because of topography on the river banks, as well as a lack of trail connections. Further information can be found on the project website.
- The height of the bridge above the river will be determined through coordination with and approval by the United States Coast Guard.
- A public comment was made about the absence of an alignment option further west by the BPA power lines (West of the railroad bridge). Trail connections currently exist in this area and there are clear sight lines. There have been many iterations of the project area between 1993 and 2006. Zach suggested that eliminating this option may have been due to the fact that the bridge landing structures may interfere with the power lines, and the value of the bridge as an emergency access drops the further away it is from the highway.
- The importance of the emergency aspect of this bridge was emphasized. The seismic resilience should be brought up to the forefront of the project's messaging.

Bob described the process of developing evaluation criteria for the bridge alignments. Kirstin asked Task Force members to list what is most important to them. Numbers in parenthesis denotes the number of times mentioned; sub-bullets are additional commentary.

- Bicycle-pedestrian connectivity at bridge landings and to the greater networks, for both residents and tourists. (5)
 - Wilsonville is well located for big events like marathons and bike road races. The key to the success of these events is safe connectivity to the trail systems. These would be well received in Wilsonville if we had the right infrastructure.
 - Connectivity to the train station and other hubs is important for long-distance cyclists.
 - How would someone go from Charbonneau to Freddie's?
 - Encourage people to get out of their cars.
 - Consider central parking.
- Sensitivity to homes at the bridge landings and traffic impacts to neighbors and residents. (3)
 - Old Town residents will be most affected. Concerned about more cars to park and increased use of Boones Ferry Park.
 - River Vista residents could be affected too.
- Increased safety for all users. (3)
 - Butteville and Ehlen Roads are very dangerous for cyclists.
 - Alignments by the new Fargo interchange must incorporate wayfinding so users are not directed onto this new interchange.
 - Upgrade connecting facilities on the south side of the river.
- Seismic resilience. (2)
- Increased mode share towards active transportation. (2)
- Balance between cost, aesthetics and usability so the bridge can continue to fund itself. (2)
 - An aesthetic bridge will create a landmark and help put Wilsonville on the map for major events such as the 2024 pre-Olympics for cycling.
 - Consider ongoing maintenance costs too. Avoid lots of long-term costs.
- Opportunities for increased tourism and revenue.

- Wilsonville is a hub for the wine country and cycling tours. Opportunities and amenities should be provided for people to stay overnight and recreate (“Bike, Bed and Breakfast”).
- A bridge can help the community position themselves business-wise, helping create a stronger tax base.
- Hire a bridge ambassador to “program” the bridge so people come and use it.
- ADA accessibility and safety within that accessibility.
- Opportunities for amenities like toilets and picnic tables.
- Avoid railroad crossings.
- Ability to use golf carts to cross the bridge.
- Emergency vehicle access.
- Partnerships with the state and counties to upgrade local roadway infrastructure to minimize conflicts between cyclists and vehicles.
- A bridge built in a manner that maximizes the number of people that use it.
- The bridge should accommodate as many uses (power lines, utilities, etc.) that it can support.
- Designing and using the bridge for the maximum economic benefit for the city, state and region.
- Provide increased access to the river so all users can experience the water and natural environment.
- Supports Wilsonville is a HEAL (Healthy Eating Active Living) city through increased recreational opportunities.

Co-Chair Lehan noted that the hotel and tourism piece is very important, as well as the safety aspect. Special attention should be made to make the bridge comfortable (i.e. good lighting), without negatively impacting neighbors and wildlife.

Co-Chair Bernard noted that the cost impact, in terms of the extent of the study area, should be limited. The boat marina brings in revenue, so limit impacts to these facilities.

Kirstin thanked everyone for the rich discussion, and summarized the similar list generated by the TAC.

6. Public Meeting Preview and Next Steps

8:40-8:50 pm

Kirstin provided an overview of the public open house on February 22nd. It will take place at City Hall, from 5-7pm. There will be short presentations at 5:30 and 6:15. An online component will accompany the open house as well. Zach will create a calendar invite and send it out to Task Force members.

7. Public Comments

8:50 – 9 pm

- Comment #1: The evaluation criteria brainstormed by the Task Force is a good start. Respect towards private property owners on the south side should be emphasized.
- Comment #2: Access to the river and opportunities to get people out of their cars should be enhanced.
- Comment #3: Consider the utilities that could be provided by this bridge connection, such as sewer from Charbonneau to Wilsonville.

Other comments and announcements included:

- Be respectful of south side private property owners
- Expand the project vision to include increased river access.
- Will there be sewer infrastructure (pipes) hung off the new bridge? City staff offered this isn’t a driver, but hasn’t been ruled out.

- On March 21st there will a traffic safety meeting at the St Paul Community Center at 6pm.
- The landing point on alignment # W2 does not go over a house, but very close to it.
- Task Force members are encouraged to drive around the area and become familiar with the project study area.
- A central parking area should be considered to accommodate people traveling to this area, especially for a large event.
- Wilsonville should act as a funnel to connect all the regional trails.

Co-Chair Bernard thanked everyone for their participation and adjourned the meeting at 9pm.