French Prairie Bridge Project
Memorandum

Date: April 12, 2018

To: Project Task Force

From: Project Management Team

RE: Task Force Meeting #3 – Project Update

Attached to this memorandum you will find meeting packet information for project Task Force Meeting #3 to be held on Thursday, April 12, 2018. At this meeting, the Task Force will evaluate the bridge locations and make a final bridge location recommendation to the Wilsonville City Council for consideration. The meeting packet includes:

- Task Force Meeting #3 Agenda .....Page 3
- Bridge Location Alternatives Map.....Page 5
- Bridge Location Evaluation Matrix Form.....Page 7
- TAC Bridge Location Evaluation and Scoring .....Page 11
- Bridge Location Evaluation Criteria & Scoring Guide.....Page 33
- TAC Meeting #3 Summary .....Page 43
- Task Force Meeting #2 Summary .....Page 49

As many Task Force members may remember, the PMT had to cancel the last scheduled Task Force meeting to allow more time to perform environmental fieldwork. Since that time, the Federal Highway Administration, Oregon Department of Transportation, and the City of Wilsonville have been reviewing the project's approach to environmental permitting. The review process concluded in January. The agencies have agreed that the project shall proceed with an environmental assessment review process to better understand and address potential project impacts.

While this decision has some long-term impacts to the project schedule, in the short term, the project can proceed as originally planned with a recommendation of the preferred bridge location and type.

Prior to the meeting date, please make time to review the TAC bridge location evaluation and scoring document beginning on page 11 of the meeting packet. A blank bridge location evaluation form beginning on page 7 is provided to add any notes and discussion items for each of the bridge

location evaluation criteria. We will discuss these attributes together to work toward a final alignment option.

To aid your review of the bridge locations, both a bridge evaluation criteria and scoring guide and a summary of the TAC's discussion at their last meeting are provided starting on pages 33 and 43. For additional information, such as project technical reports and the opportunity and constraints memo, please visit the project webpage at www.frenchprairiebridgeproject.org.

At the Task Force meeting, Task Force members will be invited to share and discuss their assessment of the three bridge locations. According to the Task Force charter, technical information and public review, Task Force members will make a final preferred bridge location recommendation to the Wilsonville City Council.

French Prairie Bridge Project
Task Force
Meeting Agenda
Thursday, April 12, 2018
6-9 PM

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

Meeting Objectives:

- Review Technical Advisory Committee Alternative Alignment scoring
- Discuss Task Force recommendations for scoring
- Advance alignment recommendation to City Council

1. Welcome and Meeting Purpose — 6-6:15 pm
   - Co-Chairs Councilor Charlotte Lehan and County Chair Jim Bernard
   - Zach Weigel, Meeting Purpose
   - Kirstin Greene, Meeting Orientation

2. Project Updates — 6:15-6:30
   - Zach Weigel, Overview
   - Discussion

3. Public Comment — 6:30-6:45

4. Bridge alternative scoring review — 6:45-8:30
   - Bob Goodrich, Overview
   - Discussion
   - Final set to recommend

5. Recommendation for City Council — 8:30-8:40

6. Next Steps — 8:40-8:50
   - Bob Goodrich

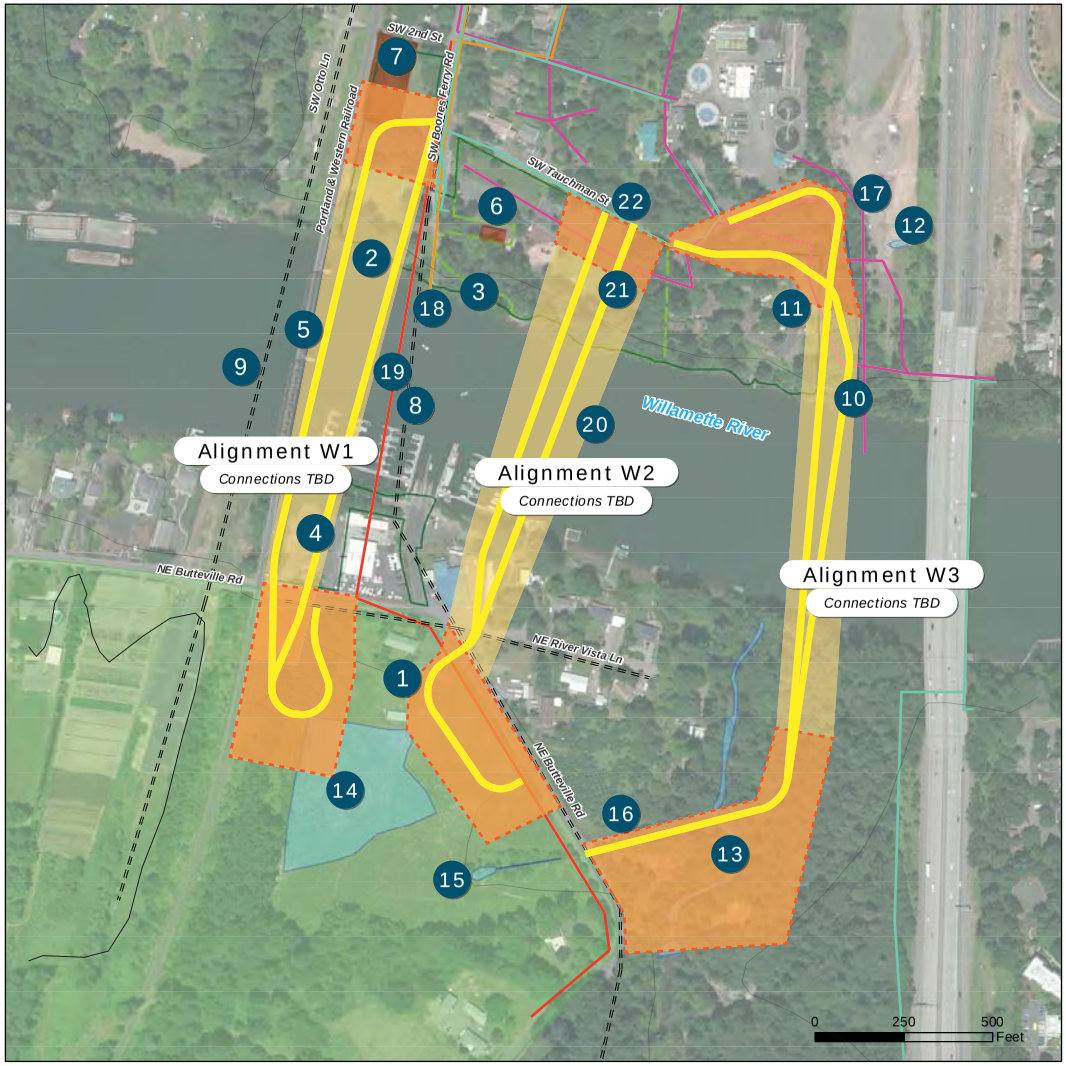
7. Closing comments — 8:50 – 9:00
   - Co-Chairs Councilor Charlotte Lehan and County Chair Jim Bernard
   - Adjourn

Community members will be invited to provide public comment during the time indicated as time allows. Written comments are always welcome by emailing Project Manager Zach Weigel and will be shared with Task Force members.

FRENCH PRAIRIE BRIDGE PROJECT

ALIGNMENT ALTERNATIVES

WILSONVILLE OREGON · CLACKAMAS COUNTY · Metro



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
- 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

Blank Scoring Matrix

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				W1: W2: W3:
A-2	Connects to existing bike/pedestrian routes directly or using streets with sidewalks and bike lanes on south side of the bridge				W1: W2: W3:
A-3	Connects to planned bike/pedestrian routes on north side of the bridge				W1: W2: W3:
A-4	Connects to planned bike/pedestrian routes on south side of the bridge				W1: W2: W3:
20.0%	Criteria A Weighting	0.0	0.0	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				W1: W2: W3:
B-2	Connect to emergency routes directly, minimizing out of direction travel and response time at and near the south terminus				W1: W2: W3:
B-3	Minimize emergency response impacts on residents, park activities, and marina operations				W1: W2: W3:
20.0%	Criteria B Weighting	0.0	0.0	0.0	

French Prairie Bridge Project

Blank Scoring Matrix

C	Environmental Impacts	W1	W2	W3	Notes
C-1	Avoid or minimize adverse impacts on wildlife habitat and trees				W1: W2: W3:
C-2	Avoid or minimize adverse impacts on waters and wetlands				W1: W2: W3:
C-3	Avoid or minimize adverse impacts on cultural and historic resources				W1: W2: W3:
11.5%	Criteria C Weighting	0.0	0.0	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)				W1: W2: W3:
D-2	Maximize compatibility with and flexibility for recreational uses including parks and the river on the north side.				W1: W2: W3:
D-3	Maximize compatibility with and flexibility for recreational uses, including parks, the marina and the river on the south side.				W1: W2: W3:
D-4	Maintain or improve river access				W1: W2: W3:
20.0%	Criteria D Weighting	0.0	0.0	0.0	

French Prairie Bridge Project

Blank Scoring Matrix

E	Compatibility with Existing Built Environment	W1	W2	W3	Notes
E-1	Minimize bridge location and access impacts on residences in Old Town				W1: W2: W3:
E-2	Minimize bridge location and access impacts on residences at south terminus in Clackamas County				W1: W2: W3:
E-3	Minimize bridge location and access impacts on marina facilities				W1: W2: W3:
E-4	Minimize bridge location and access impacts to possible future infrastructure improvements (e.g. Railroad, ODOT)				W1: W2: W3:
17.0%	Criteria E Weighting	0.0	0.0	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.				W1: W2: W3:
F-2	Minimize property acquisition (e.g. right-of-way, easements) and avoid displacement of residences and businesses				W1: W2: W3:
F-3	Minimize the displacement of utilities				W1: W2: W3:
F-4	Maximizes economic benefit through tourism and access to commercial and regional destinations and trail system connections				W1: W2: W3:
11.5%	Criteria F Weighting	0.0	0.0	0.0	

100%	**Total, Weighted Score**	0	0	0	

TAC Bridge Location Evaluation and Scoring

Alignment W1

Alignment W1 is located at the far west edge of the project area, adjacent to the Portland and Western Railroad facility. The north end of the path connects to the west shoulder of SW Boones Ferry Road in Boones Ferry Park. The south end of the path connects to NE Butteville Road opposite the Boones Ferry Boat Launch parking lot.

The alignment starts closely following the grade and alignment of SW Boones Ferry Road. Near the entrance to the Boones Ferry Park parking lot, the alignment begins to climb to the elevation required to clear the assumed United States Coast Guard (USCG) navigational clearance (assumed same as railroad bridge) at a maximum grade of 5%. After crossing over the navigational channel, the alignment descends at approximately a 2% grade. The alignment crosses over the westernmost boat slips of the Boones Ferry Marina and the main parking lot of the Boones Ferry Boat Launch before crossing over NE Butteville Road. After crossing NE Butteville Road, the alignment makes a big sweeping loop at a maximum grade of 5% down to connect to NE Butteville Road.

The path through the W1 alignment corridor is approximately 2,000 feet long. The main span crossing of the Willamette River is approximately 750 feet in length. The total bridge length, including approach spans, is anticipated to be approximately 1,200 feet long. Retaining walls are anticipated to minimize property impacts at both ends of the alignment.

See Figure 1 for a conceptual plan and profile drawing of Alignment W1.

Connectivity and Safety

This criterion is related to the alignment's effectiveness of safely connecting existing and planned pedestrian routes on the two sides of the river.

North Terminal Connection

The alignment connects directly to the existing southbound bike lane on the west shoulder of SW Boones Ferry Road. This bike path connects directly to the planned extension of the Ice Age Tonquin Trail, which extends to Sherwood and Tualatin and connects to trails extending farther north. There are currently no pedestrian accommodations in this area.

The alignment connects to existing local trails to the east by way of SW Tauchman Street. The east end of SW Tauchman Street connects to the Wilsonville Waterfront Trail, which crosses under I-5 and connects to Memorial Park. SW Tauchman Street has no current accommodations for bicycles or pedestrians.

South Terminal Connection

There are no existing bicycle or pedestrian accommodations on the south side of the Willamette River.

The alignment's connection to NE Butteville Road provides opportunity to connect to a planned bicycle and pedestrian path located along the south bank of the Willamette River. This path will cross under I-5 and connect NE Butteville Road to the Charbonneau District. Users will need to pass through the busy area at the

Boones Ferry Marina, Boones Ferry Boat Launch, and NE River Vista Lane to connect to this planned path.

The alignment's relatively direct connection to NE Butteville Road provides excellent access to a planned widening of NE Butteville Road to Champoeg State Park and connections to the Willamette Valley Scenic Bikeway, which extends southward to Eugene.

Emergency Access

This criterion is related to the alignment's effectiveness at conveying emergency vehicles across the Willamette River and assessing the impacts of such use on existing land uses.

North Terminal Connection

Alignment W1 offers the most direct route possible from Wilsonville Road to the south side of the Willamette River, connecting to the south end of SW Boones Ferry Road and extending directly south over the river.

South Terminal Connection

Alignment W1 uses a loop to connect to NE Butteville Road. Additionally, the alignment connects at the west end of the project corridor, while most expected emergency vehicle trips are expected to be headed east towards I-5, Miley Road, and the Charbonneau District.

Impacts to Existing Uses

Alignment W1 is generally routed away from homes. The alignment has limited impacts to Boones Ferry Park users, as it is located in an undeveloped portion of the park. The alignment does not directly affect marina and boat launch users on the south side of the Willamette River, as it crosses overhead, but some noise impacts to marina and boat launch users are expected.

Environmental Impacts

This criterion is related to the anticipated impacts to terrestrial and aquatic habitat, animals and plants, and cultural and historic resources.

Impacts to Terrestrial Habitat and Wildlife

Alignment W1 has some impacts to wooded areas and wildlife habitat. The alignment will impact trees and habitat on the river banks and along the railroad property south of Butteville Road. Beyond these areas, the alignment is located within developed areas and grassy fields.

Impacts to Waters, Wetlands, and Aquatic Wildlife

Alignment W1 minimizes impacts to wetlands, waters, and aquatic wildlife. The impacts to the Willamette River will be minimized. There is the potential to impact some wetland areas within the grassy fields on the south side, but these impacts are anticipated to be minimal.

Impacts to Cultural and Historic Resources

This assessment is based on potential for impacts as identified in the Opportunities and Constraints Report dated April 5, 2017.

Alignment W1 is located in relatively close proximity to the historic location of Boones Ferry and a historic orchard located within Boones Ferry Park. As a result, it is possible that the alignment could impact these known historic resources, though these resources likely have already been disturbed. There is a moderate to high possibility of encountering pre-contact resources.

Compatibility with Recreational Goals

This criterion is related to how well recreational objectives are achieved. It includes the influence of the bridge on existing and future park uses on both sides of the river.

User Experience

Alignment W1's location at the west edge of the project corridor is as far as practical from the busy I-5 Boone Bridge, minimizing the volume of highway noise heard by bridge users. However, this location is in close proximity to the railroad bridge, and the periodic noise due to railroad traffic will be loud. The alignment will provide good views downstream, but upstream views may be partially obstructed by the railroad bridge.

The alignment is out in the open for the majority of the path. A portion of the loop may feel secluded because of the proximity of the railroad embankment, but it is a safe and visible alignment.

Alignment W1 accommodates several features that meet or exceed the minimum design standards for the facility. In general, this alignment will provide a very good user experience.

Compatibility with North Bank Recreational Uses

On the north bank of the Willamette River, Alignment W1 is located west of SW Boones Ferry Road. This location places the alignment outside of the developed portion of Boones Ferry Park. The path can be located at either the west or east edge of the portion of the park west of SW Boones Ferry Road, maximizing the possible future uses of that portion of the park.

Compatibility with South Bank Recreational Uses

On the south bank of the Willamette River, Alignment W1 crosses over some of the Boones Ferry Marina boat slips, potentially limiting future flexibility with slip arrangement. The alignment is also elevated above the primary parking lot for the Boones Ferry Boat Launch, possibly affecting the number and arrangement of parking spaces within the lot. In addition to the potential loss of parking spaces, the County is concerned with parking impacts of new path and bridge users. It is expected this project's preliminary and final design will include explicit accommodation of the increased parking demand by providing a designated lot.

River Access

Alignment W1 has no direct influence on river access. The alignment is located near the existing river access at the end of SW Boones Ferry Road on the north bank of the river, creating the best opportunity to bring additional users to the north bank of the river. The alignment is located near the existing Boones Ferry Boat Launch, potentially bringing additional users to the south bank of the river, though river access needs to be coordinated with Boones Ferry Marina operations.

Compatibility with Built Environment

This criterion is related to the potential impacts to the existing built environment and compatibility with future improvements in the immediate vicinity of the bridge alignment. Specific areas of consideration are residences, parks, and the Boones Ferry Marina.

North Terminal Connection

The north terminal connection of Alignment W1 is located on the west side of SW Boones Ferry Road. It is anticipated that the end of the path would connect to SW Boones Ferry Road at or south of SW Tauchman Street. The nearest residences are located east of SW Boones Ferry Road and north of SW Tauchman Street. These residences include unrepresented populations. Users would access the path via SW Boones Ferry Road, which already has some accommodations for bicycle users.

South Terminal Connection

The south terminal connection of Alignment W1 is located over a parking lot and lands in undeveloped or agricultural property south of NE Butteville Road. There is only one residence in proximity to the alignment and it is located approximately 50 feet from the closest approach of the alignment.

Marina Facilities

Alignment W1 crosses over boat slips for the Boones Ferry Marina. The bridge can be configured to be compatible with the existing boat slips and marina usage.

Future Infrastructure Improvements

Alignment W1 is located adjacent to the existing railroad bridge. The alignment requires use of a portion of the existing railroad right-of-way (ROW). Based on a meeting with the railroad, this alignment will not limit future expansion of railroad facilities. The railroad's primary concern focuses on trespassing and safety. Should this alignment be selected, further coordination would be necessary to determine what, if any, positive barriers between the path and rail line would be required.

Cost and Economic Impact

This criterion is related to the construction cost, anticipated property acquisition and displacements of residences and businesses, required utility relocations, and anticipated economic benefits generated by the bridge crossing.

Estimated Project Cost

A comparative cost analysis was performed for Alignments W1, W2, and W3. All alignments are fairly comparable in relative cost. Though there are other costs, this

analysis only compared the relative quantities of bridge, retaining walls, and path required by each alignment along with a qualitative assessment of environmental mitigation. For Alignment W1 the quantities used for this comparison were: 1,200 feet of bridge (800 feet of main span, and 400 feet of approach span); 5,100 square feet of retaining walls; and 850 feet of on-grade path. Environmental mitigation costs are expected to be minor to moderate and are qualitatively considered in this criterion.

At the conclusion of this analysis, Alignment W1 was scored 9 points out of a possible 10.

Anticipated Property Acquisitions and Displacements

Alignment W1 will primarily require transfer of public properties. The portion of the alignment located on the north bank of the river is wholly owned by the City of Wilsonville. On the south bank of the river, easements would be required from Clackamas County and the Oregon Department of Transportation (ODOT). Property acquisition from one private party is anticipated on the south bank of the river.

No residential or business relocations are anticipated for alignment W1.

Impacts to Utilities

Alignment W1 will require the relocation of existing overhead power distribution lines located along NE Butteville Road. The placement of a path and bridge along Alignment W1 will require coordination with an adjacent underground gas line, overhead power transmission lines and existing water and sewer lines on the north bank.

Economic Benefits

Alignment W1 provides significant potential benefit to the local and regional economies as a result of the good connections to regional trails and parks, and a direct connection to Boones Ferry Road. Some impact from railroad noise is expected.

Alignment W2

Alignment W2 is located roughly in the middle of the project area. The north end of the path connects to the south shoulder of SW Tauchman Street east of SW Magnolia Avenue. The south end of the path connects to NE Butteville Road south of NE River Vista Lane.

The alignment crosses a relatively open portion of Boones Ferry Park. From SW Tauchman Street, the path becomes elevated as it falls at a maximum grade of 5%, while the existing ground underneath falls at close to 10%. The path then begins to climb to the elevation required to clear the assumed USCG navigational clearance at a maximum grade of about 3.5%. After crossing over the navigational channel, the alignment descends at approximately a 2.5% grade. The alignment crosses over the easternmost boat slips of the Boones Ferry Marina. On the south bank of the Willamette River, the path crosses over a portion of the Boones Ferry Marina boat storage and a residential parcel before crossing over NE River Vista Lane. After crossing over NE River Vista Lane, the path turns towards the west and crosses over NE Butteville Road. The path then makes a loop and descends at a maximum grade of 5%, connecting to NE Butteville Road south of NE River Vista Lane.

The path through the W2 alignment corridor is approximately 1,900 feet long. The main span crossing of the Willamette River is approximately 700 feet in length. The total bridge length, including approach spans, is anticipated to be approximately 1,200 feet long. Retaining walls are anticipated to minimize property impacts at both ends of the alignment.

See Figure 2 for a conceptual plan and profile drawing of Alignment W2.

Connectivity and Safety

This criterion is related to the alignment's effectiveness of safely connecting existing and planned pedestrian routes on the two sides of the river.

North Terminal Connection

The alignment connects to SW Tauchman Street, which does not have existing bicycle or pedestrian accommodations. Currently, traffic on SW Tauchman Street at the point of connection is very light, as the only traffic generator is a relatively small number of residences and the waste water treatment plant.

Path users can follow SW Tauchman Street west to SW Boones Ferry Road. SW Boones Ferry Road connects directly to the planned extension of the Ice Age Tonquin Trail, which extends to Sherwood and Tualatin and connects to trails extending farther north. Path users can follow SW Tauchman Street east to the Wilsonville Waterfront Trail, which crosses under I-5 and connects to Memorial Park.

South Terminal Connection

There are no existing bicycle or pedestrian accommodations on the south side of the Willamette River.

The alignment's connection to NE Butteville Road provides opportunity to connect to a planned bicycle and pedestrian path located along the south bank of the

Willamette River. This path will cross under I-5 and connect NE Butteville Road to the Charbonneau District.

The alignment's connection to NE Butteville Road provides access to a planned widening of NE Butteville Road to Champoeg State Park and connections to the Willamette Valley Scenic Bikeway, which extends southward to Eugene. Users will need to pass through the busy area at the Boones Ferry Marina, Boones Ferry Boat Launch, and NE River Vista Lane to make this connection.

Emergency Access

This criterion is related to the alignment's effectiveness at conveying emergency vehicles across the Willamette River and assessing the impacts of such use on existing land uses.

North Terminal Connection

Alignment W2 connects emergency responders from Wilsonville Road across the Willamette River by way of SW Boones Ferry Road and SW Tauchman Street. After turning off of SW Tauchman Street, the path proceeds directly across the Willamette River.

South Terminal Connection

Alignment W2 uses a loop to connect to NE Butteville Road. This loop runs roughly parallel to NE Butteville Road, bringing responders towards I-5. The path is reasonably direct for the majority of emergency vehicle trips, which are anticipated to be headed east towards I-5, Miley Road, and the Charbonneau District.

Impacts to Existing Users

Alignment W2 requires emergency responders to travel down SW Tauchman Street, which has residences located on the north side of the street. The alignment bisects the main portion of Boones Ferry Park, skirting to the east of the main improvements. The alignment does not directly affect residents, marina uses, and boat launch uses on the south side of the Willamette River as it crosses overhead. It is anticipated that noise impacts will be experienced by residents, park, and river users along the path alignment.

Environmental Impacts

This criterion is related to the anticipated impacts to terrestrial and aquatic habitat, animals and plants, and cultural and historic resources.

Impacts to Terrestrial Habitat and Wildlife

Alignment W2 avoids most impacts to wooded areas and wildlife habitat. The alignment will impact trees and habitat on the river banks. Beyond the river banks, the alignment is located within developed areas and grassy fields.

Impacts to Waters, Wetlands, and Aquatic Wildlife

Alignment W2 has the practical minimum impacts to wetlands, waters, and aquatic wildlife. The impacts to the Willamette River will be minimized. There is the potential to impact some wetland areas within the grassy fields on the south side, but these impacts are anticipated to be minimal.

Impacts to Cultural and Historic Resources

This assessment is based on potential for impacts as identified in the Opportunities and Constraints Report dated April 5, 2017.

Alignment W2 is located east of the Tauchman House and crosses the Willamette River adjacent to, but east of, the historic location of Boones Ferry. As a result, it is possible that the alignment could impact historic era resources, though these resources likely have already been disturbed. There is a moderate possibility of encountering pre-contact resources, though most areas are disturbed by historic era activities.

Compatibility with Recreational Goals

This criterion is related to how well recreational objectives are achieved. It includes the influence of the bridge on existing and future park uses on both sides of the river.

User Experience

Alignment W2's location in the middle of the project corridor means that it is not particularly close to either the I-5 Boone Bridge or the railroad bridge. The alignment will provide good views both upstream and downstream.

The alignment is out in the open for the entirety of the path length. This alignment is safe and visible.

Alignment W2 accommodates several features that meet or exceed the minimum design standards for the facility. In general, this alignment will provide a great user experience.

Compatibility with North Bank Recreational Uses

On the north bank of the Willamette River, Alignment W2 bisects Boones Ferry Park. This location places the alignment east of the main developed portion of Boones Ferry Park. The location of the path can be adjusted today to accommodate current uses, but possible future uses of the park will be restricted by the presence of the path.

Compatibility with South Bank Recreational Uses

On the south bank of the Willamette River, Alignment W2 crosses over some of the Boones Ferry Marina boat slips, potentially limiting future flexibility of slip arrangement. The alignment is also elevated above dry boat storage for the Boones Ferry Marina, possibly affecting the number and arrangement of storage spaces within the lot.

River Access

Alignment W2 has no direct influence on river access. It will provide the best view of the river from the bridge. There are limited opportunities to enhance river access on this alignment.

Compatibility with Built Environment

This criterion is related to the potential impacts to the existing built environment and compatibility with future improvements in the immediate vicinity of the bridge alignment. Specific areas of consideration are residences, parks, and the Boones Ferry Marina.

North Terminal Connection

The north terminal connection of Alignment W2 is located in Boones Ferry Park on SW Tauchman Street. Residences are located across SW Tauchman Street from the end of the path. These residences include unrepresented populations. Users would access the path via SW Tauchman Street, which has no accommodations for bicycle or pedestrian use.

South Terminal Connection

The south terminal connection of Alignment W2 is located over a storage yard for the Boones Ferry Marina, two residential properties, and agricultural property. One residence is located immediately adjacent to the alignment, and two other residences are located in proximity to the alignment.

Marina Facilities

Alignment W2 crosses over boat slips for the Boones Ferry Marina. The bridge can be configured to be compatible with the existing boat slips and parking. Impacts are anticipated to marina operations and/or existing marina buildings.

Future Infrastructure Improvements

Alignment W2 does not have an appreciable impact on future expansion of existing infrastructure.

Cost and Economic Impact

This criterion is related to the construction cost, anticipated property acquisition and displacements of residences and businesses, required utility relocations, and anticipated economic benefits generated by the bridge crossing.

Estimated Project Cost

A comparative cost analysis was performed for Alignments W1, W2, and W3. All alignments are fairly comparable in relative cost. Though there are other costs, this analysis only compared the relative quantities of bridge, retaining walls, and path required by each alignment along with a qualitative assessment of environmental mitigation. For Alignment W2 the quantities used for this comparison were: 1,160 feet of bridge (720 feet of main span and 440 of approach span); 11,400 square feet of retaining walls; and 740 feet of on-grade path. Environmental mitigation costs are expected to be minor to moderate and are qualitatively considered in this criterion.

At the conclusion of this analysis, Alignment W2 was scored 9 points out of a possible 10.

Anticipated Property Acquisitions and Displacements

Alignment W2 will primarily require transfer of public properties. The portion of the alignment located on the north bank of the river is wholly owned by the City of Wilsonville. On the south bank of the river, easements would be required from Clackamas County. Property acquisition from three private parties is anticipated on the south bank of the river.

One potential residential displacement is possible for Alignment W2. One business displacement is possible for alignment W2.

Impacts to Utilities

Alignment W2 will require the relocation of existing overhead power transmission and distribution lines located along NE Butteville Road. The placement of a path and bridge along Alignment W2 will require coordination with underground gas lines located along NE Butteville Road and existing water and sewer lines located within Boones Ferry Park and along SW Tauchman Street.

Economic Benefits

Alignment W2 provides the greatest potential benefit to the local and regional economies as a result of the good connections to regional trails and parks, inviting river views, and limited impact from I-5 and the railroad.

Alignment W3

Alignment W3 is located at the far east edge of the project area. The north end of the path connects to the south shoulder of SW Tauchman Street at the entrance to the waste water treatment plant. The south end of the path connects to NE Butteville Road, well south of NE River Vista Lane.

The alignment begins at the east end of SW Tauchman Street and heads east through a wooded area within a parcel acquired by the City of Wilsonville for expansion of Boones Ferry Park. The path turns south at the bank of a drainage and crosses the Willamette River. The path more or less follows existing ground in this area, descending at a maximum 5% grade before beginning to climb at 4% to clear the assumed USCG navigational channel. After crossing over the navigational channel, the alignment descends at approximately a 4.5% grade. The alignment lands on the south bank of the river east of an existing drainage. After landing on the south bank of the river, the path follows existing ground through wooded terrain along the east bank of the channel before turning to the west and crossing over the channel on a single-span bridge. Once across the channel, the path follows an existing driveway to NE Butteville Road, with a maximum grade of about 3.1%.

The path through the W3 alignment corridor is approximately 2,550 feet long. The main span crossing of the Willamette River is approximately 800 feet in length. The total bridge length, including approach spans, is anticipated to be approximately 1,000 feet long. The second bridge is approximately 140 feet long. Retaining walls are anticipated to minimize property impacts at the north end of the alignment.

See Figure 3 for a conceptual plan and profile drawing of Alignment W3.

Connectivity and Safety

This criterion is related to the alignment's effectiveness of safely connecting existing and planned pedestrian routes on the two sides of the river.

North Terminal Connection

The alignment connects to the end of SW Tauchman Street, which does not have existing bicycle or pedestrian accommodations. Currently, traffic on SW Tauchman Street at the point of connection is very light, as the only traffic generator is a relatively small number of residences and the waste water treatment plant.

Path users can follow SW Tauchman Street west to SW Boones Ferry Road. SW Boones Ferry Road connects directly to the planned extension of the Ice Age Tonquin Trail, which extends to Sherwood and Tualatin and connects to trails extending farther north. Path users can directly connect to the Wilsonville Waterfront Trail, which crosses under I-5 and connects to Memorial Park.

South Terminal Connection

There are no existing bicycle or pedestrian accommodations on the south side of the Willamette River.

The alignment's eastern location provides the opportunity to directly connect to a planned bicycle and pedestrian path located along the south bank of the Willamette

River. This path will cross under I-5 and connect NE Butteville Road to the Charbonneau District.

The alignment's connection to NE Butteville Road provides access to a planned widening of NE Butteville Road to Champoeg State Park and connections to the Willamette Valley Scenic Bikeway, which extends southward to Eugene. Bridge users wanting to travel west do not have to cross the NE Butteville Road at the alignment connection point. Users will need to pass through the busy area at the Boones Ferry Marina, Boones Ferry Boat Launch, and NE River Vista Lane to make this connection.

Emergency Access

This criterion is related to the alignment's effectiveness at conveying emergency vehicles across the Willamette River and assessing the impacts of such use on existing land uses.

North Terminal Connection

Alignment W3 connects emergency responders from Wilsonville Road across the Willamette River by way of SW Boones Ferry Road and SW Tauchman Street. At the end of SW Tauchman Street, the path proceeds east through Boones Ferry Park before turning south to cross the Willamette River.

South Terminal Connection

Alignment W3 connects to NE Butteville Road by way of a long path. The route is fairly direct for responders headed towards I-5, Miley Road, and the Charbonneau District, but emergency vehicles would need to proceed carefully and slowly due to the shared use nature of the facility.

Impacts to Existing Users

Alignment W3 requires emergency responders to travel down SW Tauchman Street, which has residences located on the north side of the street. The alignment travels along the east edge of an undeveloped portion of Boones Ferry Park. The alignment does not affect marina uses or the boat launch on the south side of the Willamette River. The alignment is in proximity to residences as it nears NE Butteville Road. It is anticipated that noise impacts will be experienced by residents, park, and river users along the path alignment.

Environmental Impacts

This criterion is related to the anticipated impacts to terrestrial and aquatic habitat, animals and plants, and cultural and historic resources.

Impacts to Terrestrial Habitat and Wildlife

Alignment W3 impacts wooded areas and wildlife habitat for the majority of its length on both sides of the river.

Impacts to Waters, Wetlands, and Aquatic Wildlife

Alignment W3 minimizes impacts to wetlands, waters, and aquatic wildlife. The impacts to the Willamette River will be minimized. There are additional impacts due

to wetlands and tributary crossings. In particular, there is a second bridge required to cross the drainage south of the Willamette River.

Impacts to Cultural and Historic Resources

This assessment is based on potential for impacts as identified in the Opportunities and Constraints Report dated April 5, 2017.

Alignment W3 is located well east of the historic location of Boones Ferry. Impacts to historic era resources are not considered likely. There is a moderate possibility of encountering pre-contact resources, particularly because much of the area is undisturbed.

Compatibility with Recreational Goals

This criterion is related to how well recreational objectives are achieved. It includes the influence of the bridge on existing park uses on both sides of the river.

User Experience

Alignment W3 is located relatively close to the I-5 Boone Bridge. Freeway noise is anticipated to be noticeable on the bridge. The alignment will provide good views upstream, but the I-5 Boone Bridge will limit views in the downstream direction.

The alignment is largely secluded. The wooded nature of the path would make it a unique experience; however, it may also make the alignment feel unsafe due to lack of visibility.

Alignment W3 accommodates several features that meet or exceed the minimum design standards for the facility. In general, this alignment will provide a poor user experience.

Compatibility with North Bank Recreational Uses

On the north bank of the Willamette River, Alignment W3 skirts the east edge of Boones Ferry Park. This location places the alignment outside of currently developed park areas and maximizes flexibility for future uses of the undeveloped portion of the park. However, this location may limit local trail flexibility.

Compatibility with South Bank Recreational Uses

On the south bank of the Willamette River, Alignment W3 is well east of the Boones Ferry Marina and Boones Ferry Boat Launch. Existing recreational uses will not be impacted by this alignment.

River Access

Alignment W3 brings users to portions of the river bank not currently accessed. However, there is little opportunity to create river bank access due to the I-5 Bridge, the Wasterwater Treatment Plant outfall, and the drainage channels on both sides of the river.

Compatibility with Built Environment

This criterion is related to the potential impacts to the existing built environment and compatibility with future improvements in the immediate vicinity of the bridge

alignment. Specific areas of consideration are residences, parks, and the Boones Ferry Marina.

North Terminal Connection

The north terminal connection of Alignment W3 is located at the end of SW Tauchman Street. Residences are located along the north side of SW Tauchman Street. These residences include unrepresented populations. Users would access the path via SW Tauchman Street, which has no accommodations for bicycle or pedestrian use.

South Terminal Connection

The south terminal connection of Alignment W3 is located in undeveloped forest and through three residential parcels. It is anticipated that the path will share an existing driveway for access to NE Butteville Road. All three residences are in proximity to the path.

Marina Facilities

Alignment W3 will avoid all marina facilities.

Future Infrastructure Improvements

Alignment W3 is located adjacent to the I-5. The alignment requires use of a portion of ODOT property. If selected, further coordination with ODOT would be required to determine the feasibility of accommodating the future expansion of I-5 and this project.

Based upon discussions and coordination with ODOT to-date, there is a very low likelihood of ODOT agreeing to allow the new bridge and path to be sited on their property west of I-5. It is their perspective that all ODOT property in this area must be reserved for the widening of the I-5 Boone Bridge and Southbound I-5.

Cost and Economic Impact

This criterion is related to the construction cost, anticipated property acquisition and displacements of residences and businesses, required utility relocations, and anticipated economic benefits generated by the bridge crossing.

Estimated Project Cost

A comparative cost analysis was performed for Alignments W1, W2, and W3. All alignments are fairly comparable in relative cost. Though there are other costs, this analysis only compared the relative quantities of bridge, retaining walls, and path required by each alignment along with a qualitative assessment of environmental mitigation. For Alignment W3 the quantities used for this comparison were: 1,180 feet of bridge (800 feet of main span, and 380 feet of approach span); 2,400 square feet of retaining walls; and 1,400 feet of on-grade path. Environmental mitigation costs are expected to be moderate and are qualitatively considered in this criterion.

At the conclusion of this analysis, Alignment W3 was scored 8 points out of a possible 10.

Anticipated Property Acquisitions and Displacements

Alignment W3 will primarily require transfer of public properties. The portion of the alignment located on the north bank of the river is owned by the City of Wilsonville and ODOT. No impacts to ODOT's maintenance facilities are expected. On the south bank of the river, easements would be required from ODOT. Property acquisition from three private parties is anticipated on the south side of the river to connect the path west to NE Butteville Road.

No residential or business relocations are anticipated to be required for Alignment W3.

Impacts to Utilities

Alignment W3 will require coordination to avoid impacts to the existing City of Wilsonville sanitary sewer lines and outfall. It is expected a conflict can be avoided. However, even bridge foundations in the vicinity of the outfall (no direct impact) could result in a conflict and potential outfall relocation.

Economic Benefits

Alignment W3 provides the least potential benefit to the local and regional economies. It is the furthest away from regional trails and parks, closest to I-5 noise impacts, and requires more out of direction travel.

French Prairie Bridge Project

Scoring for Task Force Review

March 21, 2018

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	7	3	4	Assume Boones Ferry Road connection slightly higher priority than I-5 undercrossing trail. W1: No pedestrian facilities. Direct connection to SB bike lane on Boones Ferry Rd. W2: Connects east & west via Tauchman St, with no pedestrian or bicycle facilities. W3: Non-direct connection along Tauchman St. to a path towards Memorial Park.
A-2	Connects to existing bike/pedestrian routes directly or using streets with sidewalks and bike lanes on south side of the bridge	2	2	3	No bike/ped routes exist on the south side. All connect directly to Butteville Road. W3: Connects to north side Butteville Road. No need to cross road to travel west or access marina.
A-3	Connects to planned bike/pedestrian routes on north side of the bridge	10	6	5	W1: Directly connects w/ regional Ice Age Tonquin Trail (IATT). Connects to EB local trail. W2: Non-direct connection to both IATT and EB local trail. W3: About the same as W2. Further from regional IATT.
A-4	Connects to planned bike/pedestrian routes on south side of the bridge	8	7	5	W1: Direct regional bike connection west and local ped/bike trail connection east. No planned ped. connection west. W2: Same as W1, but located further from regional connection. W3: Non-direct regional bike connection west and local ped/bike connection east. No planned ped. connection west.
20.0%	Criteria A Weighting	13.5	9.0	8.5	

French Prairie Bridge Project

Scoring for Task Force Review

March 21, 2018

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	10	6	2	W1: Direct route from Wilsonville Road to Boones Ferry Rd. W2: Some out of direction travel through the park onto Tauchman St. W3: Significant out of direction travel through the park onto Tauchman St.
B-2	Connect to emergency routes directly, minimizing out of direction travel and response time at and near the south terminus	5	7	6	W1: Longest distant from I-5/Miley Rd. Slow access loop. W2: Fairly direct connection to I-5/Miley Rd. via Butteville Rd. with a less constrained access loop. W3: Closest access to I-5/Miley Rd., but requires out of direction travel.
B-3	Minimize emergency response impacts on residents, park activities, and marina operations	6	2	3	W1: Furthest from and least impact to residents, minor impact to marina access, minimal impact to parking. W2: Closer to residents on both sides of river, minimal impact to marina operations, major impact to middle of park. W3: Closest and most impacts to residents, no impact to marina, potential for impact to east edge of park facilities.
20.0%	Criteria B Weighting	14.0	10.0	7.3	

French Prairie Bridge Project

Scoring for Task Force Review

March 21, 2018

C	Environmental Impacts	W1	W2	W3	Notes
C-1	Avoid or minimize adverse impacts on wildlife habitat and trees	7	8	2	W1: Some tree and vegetation impacts on south side. W2: Mostly avoids wildlife & trees impact. W3: Moderate impacts to wildlife & trees on both sides of river.
C-2	Avoid or minimize adverse impacts on waters and wetlands	6	7	2	W1: Minimal impacts to river with potential wetland impacts. W2: Minimal impacts to river with potential wetland impacts. W3: Minimal impacts to river with likely impacts to wetlands and tributary crossings.
C-3	Avoid or minimize adverse impacts on cultural and historic resources	5	6	6	W1: Known resources are present (orchard and ferry crossing). Moderate to high potential for impacts. W2: Moderate potential for impacts, but most areas are previously disturbed. W3: Avoids known resources. Moderate potential for impacts. Area is undisturbed, so unidentified resources are possible. **Each assessment based on potential for impacts as identified in the Opportunities and Constraints Report dated April 5, 2017.*
11.5%	Criteria C Weighting	6.9	8.1	3.8	

French Prairie Bridge Project

Scoring for Task Force Review

March 21, 2018

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)	8	9	3	W1: Secure/visible, view of RR bridge & river, some noise impact from train. Very good user experience. W2: Secure/visible, located away from existing bridges, least noise impact. Great user experience. W3: Natural setting, but less secure/visible. I-5 noise, least favorable views, wastewater plant nearby. Poor user experience.
D-2	Maximize compatibility with and flexibility for recreational uses including parks and the river on the north side.	9	4	8	W1: Compatible with existing park being located on edge of existing undeveloped park land. Easily integrate into future uses. W2: Minor displacement of existing open lawn and picnic area. Splits open lawn in half, limiting flexibility for future uses. W3: Compatible with existing park being located on edge of existing undeveloped park land. May limit incorporating local trail and existing drainage channel into future uses.
D-3	Maximize compatibility with and flexibility for recreational uses, including parks, the marina and the river on the south side.	3	5	8	W1: Compatible with existing use, but limits flexibility for marina parking, ramps, and slips. Limits use of land beneath bridge. W2: Similar to W1 with less parking impact, but potential building impacts. Parking impacts are more concerning to the County. W3: Avoids all related impacts.
D-4	Maintain or improve river access	8	6	3	W1: Provides new river view from bridge. Provides best opportunity to improve river bank access via old ferry landing. W2: Provides best new views of river from the bridge. Limited opportunity to improve public access to the river bank. W3: Provides view of river to the west from the bridge. Little opportunity to improve river bank access due to I-5 Bridge, Wasterwater Treatment Plant outfall, and drainage channel.
20.0%	Criteria D Weighting	14.0	12.0	11.0	

French Prairie Bridge Project

Scoring for Task Force Review

March 21, 2018

E	Compatibility with Existing Built Environment	W1	W2	W3	Notes
E-1	Minimize bridge location and access impacts on residences in Old Town	6	5	6	W1: Close to residents on Boones Ferry Rd. W2: Close to residents on Tauchman St and requires travel through the neighborhood, which includes underrepresented populations. W3: Not close to residents, but requires the most travel through the neighborhood, which includes underrepresented populations.
E-2	Minimize bridge location and access impacts on residences at south terminus in Clackamas County	6	2	3	No underrepresented populations identified south of the river. W1: In close proximity to one residence. W2: Directly impacts two small lot, waterfront residences. W3: Directly impacts two large lot rural residences.
E-3	Minimize bridge location and access impacts on marina facilities	6	5	10	W1: Potential impact to parking that can be mitigated. Impact to marina slips and operations not anticipated. W2: Impact to marina operations or building is anticipated, but can be mitigated. Impact to marina slips and parking not anticipated. W3: Avoids all marina impacts.
E-4	Minimize bridge location and access impacts to possible future infrastructure improvements (e.g. Railroad, ODOT)	6	10	5	W1: Located on railroad property, but can accommodate future improvements. Meeting w/RR provided confidence moving forward. W2: No impact to future infrastructure improvements. W3: Located on ODOT property, but can likely accommodate future infrastructure improvements, such as widening of I-5.
17.0%	Criteria E Weighting	10.2	9.4	10.2	

French Prairie Bridge Project

Scoring for Task Force Review
March 21, 2018

F	Cost and Economic Impact	W1	W2	W3	W2
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.	9	9	8	Design Team initial calculation based on relative cost as determined by the proportion of bridge (most expensive), wall, and on-grade path (least expensive) for each alignment. Then potential environmental mitigation qualitatively considered. W1: 1200-ft bridge; 5100-sq ft wall; 850-ft on-grade path. W2: 1160-ft bridge; 11400-sq ft wall; 740-ft on-grade path. W3: 1180-ft bridge; 2400-sq ft wall; 1400-ft on-grade path. Most significant mitigation.
F-2	Minimize property acquisition (e.g. right-of-way, easements) and avoid displacement of residences and businesses	9	3	6	W1: Minor impacts to two properties with no displacements anticipated. W2: Major/moderate impact to three properties with potential displacement of a residence and business. W3: Moderate/minor impact to three properties with no displacements anticipated. ODOT property impacted, but maintenance facility avoided.
F-3	Minimize the displacement of utilities	5	4	1	W1: Adjacent to underground gas line. Overhead power lines that can be easily relocated. W2: Crosses underground gas line. Overhead power lines on Butteville Road/River Vista intersection that can be easily relocated, but intersection presents more challenges. W3: Potential impact to wastewater treatment plant outfall pipe that cannot be easily relocated. Might conflict with bridge foundation even if in proximity rather than directly.
F-4	Maximizes economic benefit through tourism and access to commercial and regional destinations and trail system connections	9	9	6	W1: Provides significant benefit to local and regional economies. Closest to regional trails and parks, directly connects to Boones Ferry Rd, some noise impact from railroad. Also see D-1. W2: Provides significant benefit to local and regional economies. Good connection to regional trails and parks, good views, limited impact from I-5 and railroad. Also see D-1. W3: Provides some benefit to local and regional economies. Furthest from regional trails and parks, close to I-5, noise impacts, some out of direction travel. Also see D-1.
11.5%	Criteria F Weighting	9.2	7.2	6.0	
100%	**Total, Weighted Score**	68	56	47	

EVALUATION CRITERIA & SCORING GUIDE

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 and flexibility for recreational uses including parks and the river on the north side.
- D-3 – Maximize compatibility with and flexibility for recreational uses, including parks, the marina and the river on the south side
- D-4 – Maintain or improve river access

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

The TF weighted criteria at their May 22, 2017 meeting as follows:

Criterion A – 20%

Criterion B – 20%

Criterion C – 11.5%

Criterion D – 20%

Criterion E – 17%

Criterion F – 11.5%

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 C - Scoring Guidance
June 7, 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		**0 to 3**	**4 to 6**	**7 to 10**
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
June 7, 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		**0 to 3**	**4 to 6**	**7 to 10**
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 historical resources	Moderate adverse impacts on cultural and historical resources	Avoids or has minimal adverse impacts on existing cultural and historical 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 and flexibility for recreational uses including parks and the river on the north side.	Generally incompatible with existing uses (Permanent inconvenience or displacement) and/or precludes future improvements.	Compatible with existing uses with some temporary modifications and/or minor permanent displacement or limits flexibility for future improvements.	Compatible with existing uses with minor temporary modifications and no permanent displacement, while being flexible for future improvements.
D-3	Maximize compatibility with and flexibility for recreational uses, including parks, the marina and the river on the south side.	Generally incompatible with existing uses (Permanent inconvenience or displacement) and/or precludes future improvements.	Compatible with existing uses with some temporary modifications and/or minor permanent displacement or limits flexibility for future improvements.	Compatible with existing uses with minor temporary modifications and no permanent displacement, while being flexible for future improvements.
D-4	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

French Prairie Bridge Project

Appendix C - Scoring Guidance
June 7, 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		**0 to 3**	**4 to 6**	**7 to 10**
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 underrepresented populations (e.g. communities of color, limited English proficient and low-income populations, people with disabilities, seniors, and youth)	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 underrepresented populations (e.g. communities of color, limited English proficient and low-income populations, people with disabilities, seniors, and youth)
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.		
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 affects no more than two properties and does not result in any displacements.
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	The alignment does not impact existing City or Franchise utilities
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	Provides significant opportunity to increase revenue for the local and regional economies through improved access and tourism

French Prairie Bridge Project Technical Advisory Committee Meeting #3

Meeting Summary
Wednesday, February 28, 2018
10:00– 12:00 PM

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

Members Present
Carrie Bond, Tod Blankenship, Anthony Buczek, Gail Curtis, Scott Hoelscher, Russ Klassen, Tom Loynes, Tom McConnell, Chris Neamtzu, Andrew Phelps, Kerry Rappold, Robert Tovar, Julia Uravich

Members Unable to Attend
Rick Gruen, Vince Hall, Tom Murtaugh, Nancy Bush, John Mermin

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 and Megan Burns, EnviroIssues

The meeting packet included Project Management Team scoring criteria for reference, original scoring with changes in red can be found at the end of this summary. Conversation is summarized by agenda item below.

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1. Welcome and Introduction
City of Wilsonville French Prairie Bridge Project Manager Zach Weigel welcomed Technical Advisory Committee (TAC) committee members and thanked them for staying with this important project. Acknowledging it had been a year since this committee had met, facilitator Kirstin Greene asked members to introduce themselves and briefly describe their agency and perspective. She recapped the purpose of the meeting, to review project team evaluation criteria scoring results and agree upon a set of scores to advance to the Task Force.

Kirstin asked if there were any corrections to the meeting summary of TAC Meeting #2. TAC members did not identify any changes needed.

2. Project Updates
For TAC members, Zach reviewed the project schedule. Since finalizing the evaluation criteria in May, Federal Highway Administration reviews decided that an Environmental Assessment is the best approach for this project to determine bridge location and type. This will be instead of pursuing what's known as a Categorical Exclusion under the National Environmental Policy Act (NEPA). Zach explained

this change should not affect the chartered work or schedule for this phase of the project as a whole. Key milestones include the following. Zach showed the updated project schedule. The current schedule, summarized in the bullets below, also is on the website at www.frenchprairiebridgeproject.org.

- The TAC is asked to score each alternative according to the evaluation criteria today. That information will be presented to the Task Force in April.
- The Task Force will consider the scoring, discuss, and will be asked to make a location recommendation to City Council at their April meeting.
- With that information, City Council is expected to select an alternative in May.
- With that information, project team members will work to present bridge types for committee and community consideration this summer/early fall, with a selection on final type by the end of the year.

3. Evaluation Criteria-Based Scoring of the Alternatives

Bob Goodrich, consulting team project manager with OBEC, presented the final evaluation criteria weighting determined by the Task Force last year. The complete methodology and process to develop alignment evaluation criteria are included in the Evaluation Criteria report memo.

Tom Loynes asked for more information on the Task Force evaluation criteria weighting process.

Kirstin offered that committee members spent considerable time on the criteria and associated weighting and reached consensus through discussion. Some, e.g., cost, was considered to be large among all alternatives and not necessarily a differentiator from the community's perspective. Likewise, they assumed that environmental regulations would need to be met for any alternative to be built.

Bob added that, regardless of which alignment was selected, Task Force members understood that the economic impact of the cost and the environmental impact would be given the thorough refinement it needed at the time of engineering and design. This information allowed members to settle on the final weighted criteria that emphasized other aspects that were important to them.

Zach added that the weighting of the criteria does not necessarily reflect those topics that are most important to the community, but rather what the task force thought the topics were most important in deciding between the three bridge locations. For example, environmental impact is important as an overall goal, but there may not be much difference between the three bridge locations, so it is not as important when comparing bridge locations.

Bob then led a discussion of each evaluation criteria vis a vis the rankings for each of the three alignments (W1, W2 and W3). A map of the alternatives is available online. TAC members discussed each criterion and the pre-scoring provided by the Project Management Team (OBEC, City of Wilsonville, Clackamas County, and Oregon Department of Transportation staff). Comments and questions follow.

<u>Category A: Connectivity and Safety</u>

- ODOT noted that the reason they scored A1 (connects to existing bike/pedestrian routes directly or using streets with sidewalks and bike lanes on north side of bridge) for Alignment W1 higher than the project team was due to existing bike lane facilities. Zach pointed out that

the current bike lane ends north of this project site and becomes a shared lane where traffic volumes decrease.
    - Kirstin addressed the TAC asking if A1 W1 should be adjusted. Members agreed and A1 W1 was bumped up to a 7.
- TAC members did not have comments or changes to A2 or A3.
- ODOT scored A4 (connects to planned bike/pedestrian routes on south side of the bridge) for Alignment W3 a 3.
    - Karen Buehrig asked for why PMT scoring and ODOT scoring were significantly different.
    - Tom McConnell responded that ODOT thought the disparity should be greater than one point because W3 offered substantially less connection to regional bicycle and pedestrian network.
    - TAC members agreed to lower A4 W3 to 5.

Category B; Emergency Access

- ODOT scored B1 (connects to emergency routes directly, minimizing out of direction travel and response time at and near the south terminus) for Alignment W3 a 1.
    - Tom McConnell said that ODOT wanted a larger distinction between the three alignments.
    - TAC members agreed that the difference should be greater to better emphasize the capabilities of each alignment, and lowered B1 W3 from a 2 to a 1.
- Anthony Buczek asked if with B2 (connect to emergency routes directly, minimizing out of direction travel and response time at and near the south terminus), there was information on where emergency responders are typical heading on the south side of the river.
    - Zach responded that the Charbonneau community is a frequent, daily destination.
- TAC members did not have any other changes to the PMT scores for emergency access.

Category C: Environmental Impacts

- Tom Loynes suggested that since all criterion had a 10% weighting, Category C responses should have a greater spread between the points for each alignment as there also are fewer subcategories. Tom suggested that considering the variation of vegetation on the south landing, that C1 (avoid or minimize adverse impacts on wildlife habitat and trees) and C2 (avoid or minimize adverse impacts on waters and wetlands) for alignment W3 be lowered.
    - Tom McConnell said that ODOT had C1 alignment W1 scored at 7 and alignment W3 scored as a 2 because of the existing trees and vegetation on the south landing that would be impacted.
        - Gail Curtis suggested that the text for that category be changed to reflect the environmental impact of that route.
    - TAC members agreed and decided to change the scoring for C1 to 7 for alignment W1, 8 for alignment W2, and 2 for alignment W3.
- Russ Klassen asked why alignment W1 was less favorable for impacts to wildlife compared to alignment W2.
    - Bob responded that there will be tree impact for both W1 and W2.
    - Russ asked whether a creek flows through that area.
    - Bob didn't think there was a creek but noted that there is a railroad track.
- Carrie Bond felt that for category C2 (avoid or minimize adverse impacts on waters and wetlands) alignment W1 with its proximity to wetlands warranted a lower score than

alignment W2.
    - TAC members agreed to lower C2 alignment W1 to a 6 due to wetland impacts. They lowered alignment W3 to a 2 due to the potential impact on the tributaries.
- TAC members discussed C3 (avoid or minimize adverse impacts on cultural and historic resources).
    - Tom McConnell justified ODOTs lower ranking of each alignment due to the unknown impacts for this category, especially because of the high probability of cultural resources in this area.
    - Chris Neamtzu and Carrie Bond gave the alignments scores of 6-6-7 also due to the unknown factors.
    - Karen Buehrig said that given alignment W1's location on the historical Native American crossing and the high probability of archaeological potential, W1 should be ranked one lower than the other two alignments.
    - Given the unknown factors and alignment W1's proximity to highly probability archaeological cultural resources, TAC members agreed to score alignment W1 a 5, and alignments W2 and W3 6.

<u>Category D: Compatibility with Recreational Goals</u>

- TAC members agreed to lower D1 for Alignment W3 from a 4 to a 3, which matched ODOT's score, to better reflect the much less positive user experience.
- The TAC had no change to D2.
- TAC members agreed to lower D3 alignment W3 from a 10 to an 8 due to the impacts on parking, both current parking infrastructure and projected parking from the community driving to the new bridge to walk and bike over it.
- They agreed to lower the score for D4 alignment W3 from a 4 to a 3 due to poor river access.

<u>Category E: Compatibility with Existing Built Environment</u>

- TAC members agreed to lower the score for section E2 alignment W1 from a 7 to a 6 due to the close proximity to a private resident.
- No other changes to the Project Management Team scoring were made in this Category.

<u>Category F: Cost and Economic Impact</u>

- Since there are no actual numbers to work with for cost and economic impact, all scoring is relative to one another based on potential cost difference. Lowest scores received a 10, higher costs were proportionally scaled downward.
    - Russ asked if the numbers included the cost for easements and property acquisitions.
        - Bob responded that F2 addresses those impacts and costs.
- Decimal points for F1 were used because the relative costs for the three alignments were very close.
    - TAC members advised to remove the decimal points to avoid overstating the level of accuracy for costs at this early planning stage of the project.
    - TAC agreed that final scoring for F1 should be 9-9-8 due to environmental mitigation expected for alignment W3.
        - Gail advocated for the lowering of the final score and wanted to be sure that the task force be explained the consideration for environmental mitigation costs are the reasoning behind the change.
        - Bob will rewrite the narrative to explain the scoring is a combination of the

proportioning of costs and a qualitative consideration of environmental mitigation.

- TAC members agreed to lower F2 alignment W3 from a 7 to a 6.
    - Reem had a change to the note for W3, and would like it to say, 'moderate impact to ODOT maintenance facility and future I5 bridge expansion.'
    - Bob confirmed that he expected that maintenance functions should not be impacted and will put in the notes 'moderate impact to ODOT maintenance property but facilities will not be impacted."
- TAC members agreed to lower F3 alignment W3 from a 3 to a 1 because of the highest potential for a significant utility impact: The City's wastewater outfall. Relocation would be very expensive.
- Participants discussed the cost of displacement of the wastewater outfall and where that cost should be represented. In the end, TAC members decided to omit the cost from F1 and modifying the F1 narratives to clarify/limit the costs that are included for that score.

Kirstin closed the scoring evaluation criteria agenda item by recapping what was decided (outlined above). Kirstin then asked if the TAC was comfortable recommending the decided upon scoring to the task force. All TAC members agreed they were comfortable advancing that scoring to the Task Force.

4. Next Steps

Zach advised TAC members of the Task Force meeting date scheduled for April 12th.

Kirstin mentioned that a meeting summary would be provided and encouraged folks to leave their comment forms and notes to be incorporated. Kirstin also said that a packet would be put together providing Task Force members with the TAC recommendations, who will use this information to make an alignment selection recommendation for City Council.

Bob recapped the upcoming steps:

- Bridge type selection is the next milestone after a bridge landing recommendation is approved.
- Bob updated the TAC on the project timeline.
    - Task Force meeting on April 12th
    - Final bridge landing recommendation to City Council in May
    - Towards the end of summer/early fall the City will host an Open House to present bridge types to community members
    - In the fall, the City will host another round of TAC and Task Force meetings for bridge type selection, narrowing to two bridge types, and finally recommending a preferred bridge type to City Council by the end of the year.

With no other business, Kirstin adjourned the meeting.

French Prairie Bridge Project Task Force Meeting #2

Draft Meeting Summary
Monday, May 22, 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 Appt, Heidi Bell, Steve Benson, Jim Bernard, Jenny Cavarno (Alt. for Karen Houston), Steve Chinn, Andrew Harvey, Tony Holt, Pete Ihrig, Douglas Muench, , Samara Phelps, Patricia Rehberg, Michelle Ripple, Leann Scotch, Ryan Sparks, , David Stead, Susie Stevens, Steven Van Wechel, Gary Wappes

Project Team (PT) Present
Bob Goodrich, OBEC Consulting Engineers; Zach Weigel, Nancy Kraushaar, Mark Ottenad, City of Wilsonville; Kirstin Greene, Elise Scolnick, Cogan Owens Greene; Karen Buehrig, Clackamas County, Barbara Jacobson, City Attorney; Reem Khaki, Terra Lingley, ODOT

Task Force and PT Members Unable to Attend
Councilor Charlotte Lehan, Blake Arnold; Brian Sherrard, Tualatin Valley Fire & Rescue, Simon Springall

Community Present
Mark Heininge, Sophia Pace, Michelle Ratter, Anthony Yeznach, Ross Zimmerman

Conversation summarized by agenda item below.

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1. Welcome and Introductions **6 – 6:05 pm**

City Councilor Susie Stevens opened the meeting on behalf of Co-Chair Councilor Charlotte Lehan, thanking Task Force members for their participation. She summarized the tour of bridge alignments that took place during the late afternoon, just before the meeting.

Kirstin Greene, Task Force Facilitator with Cogan Owens Greene, invited members to introduce themselves. She noted the two times for public comment on the agenda and invited those who would like to make a comment to indicate that interest on the meeting sign in sheet.

Kirstin stated the goals of the meeting that evening: to finalize the charter, to review the Technical Advisory Committee (TAC)'s recommended evaluation criteria and to consider/possibly adjust the weighting of the six (6) evaluation criteria. Finally, she noted that Task Force members will receive an update regarding Alignment W3.

City of Wilsonville Project manager Zach Weigel introduced Barbara Jacobson, City Attorney, who gave an overview of conflict of interest standards. Barbara shared that committee members should state

their conflicts of interest – meaning if they stand to personally benefit from any decision, to state that before any deliberation or decision is made. If anyone has a question about conflicts of interest, Barbara encouraged them to call and discuss it with her. For decision-making, Task Force members should recuse themselves if they can't represent the community interests at large, or state their conflict before the vote, affirming that they are voting not on behalf of that interest, but with impartiality.

One member asked about the difference between being a stakeholder and having a conflict of interest. Barbara mentioned that having a benefit or a friend or relative with a benefit/self-interest would be a conflict. Where Task Force members were appointed due to their stakeholder perspective, they should declare a) when they have a potential conflict, and b) whether or not that conflict affects their ability to cast an unbiased vote on behalf of the community at large.

Steve Chinn mentioned that his neighborhood had a community meeting on this topic. He asked if he could express the view of his community at the table. *Barbara: Yes*.

2. Agenda Review **6:05-6:10pm**

Kirstin reviewed the proposed agenda. No changes were made to it.

Zach mentioned these project updates:

- Selection of bridge alignment landing points is moved from June to fall 2017 to allow for additional research requested by the Confederated Tribes of the Grand Ronde.
- There may be a need for additional Task Force meeting(s).

A community member asked when bridge selection would take place. Kirstin went over the project timeline and indicated there would be a future selection process in the fall. This evening is focused on the evaluation criteria alone; without respect to location.

3. Charter Updates and Vote **6:10-6:20 pm**

- Kirstin read through the charter changes on page 30 of the meeting packet. She asked for any changes that are proposed. She asked for agreement. Members agreed unanimously to adopt the charter as amended.
- Kirstin also asked for any changes to the meeting summary; none were identified.
- Zach reviewed the W3 alignment and ODOT's request to reserve that right-of-way for future widening of the Boone Bridge. The City looked at whether there can be a shift to the west of alignment W3. Due to the location of existing homes and a natural drainage channel, alignment W3 cannot shift far enough west such that the ODOT property is not impacted. The Technical Advisory Committee (TAC) recommended keeping the W3 alignment in the scoring criteria as it is early in the planning process and funding phase is very far out into the future.
    - Tony Holt: Is the full wide area shown on the map needed?
    - Zach: ODOT wants to preserve a large amount of width for right-of-way since it is unknown on what is needed to widen/improve the Boone Bridge.
    - Steve Benson: What is the size of the right-of-way area?
    - Zach: Right-of-way area is about 270 from the west edge of the Boone Bridge to the proposed French Prairie Bridge and 400 feet to the edge of the property.
    - Terra Lingley: It is all about managing risk. ODOT has a potential future project in this area.
    - Reem Khaki: This W3 alignment is closest to I-5 and needed for staging and maintenance. It is high priority to improve Boone Bridge.

4. Public Comment **6:20-6:30 pm**

- Sophia Pace, Riverside resident, stated that Butteville Lane is too narrow. Is the project to build a bigger Boone Bridge, which is her preference? There is no infrastructure to handle tourists. The neighbors are not prepared to deal with tourists.

Kirstin noted that in addition to the public meeting where Sophia and other members contributed these perspectives, Task Force members will take Sophia's comments under advisement.

Work-to-Date-Bob Goodrich, OBEC **6:30-6:45 pm**

- Opportunities and Constraints Memo
    - In his presentation, consulting team project manager Bob Goodrich, OBEC, showed a map indicating the risks/constraints shown in the Opportunities and Constraints memo. These risks include overhead power lines, Exclusive Farm Use (EFU) land and a water treatment plant discharge pipe. There are also historic and cultural resources in the area.
    - Kirstin mentioned the goal exception process for land use.
    - Tony: The two west alignments land in EFU zones on the south sides.
    - Jim Bernard: They also land in the Urban Reserves. Existing roads can be widened but not new roads under the state statute for urban reserves. The legislature may have to address this. The urban reserves don't exist yet, but they will by tomorrow when a decision is expected.
    - Bob: The Opportunities and Constraints report is multidisciplinary; geotechnical, hydraulics, etc. The report can be found on the project web site at www.Frenchprairiebridgeproject.com .
    - Steve C: Question about the Project Update map; orange sections on map indicate historic resources on the end of each alignment, according to the legend.
    - Bob: Red areas are historic resources, not the orange ones. Orange is actually bridge, retaining wall, or path to be further determined following a location decision. Yellow areas are the main bridge spans.
    - David Stead: Is this Task Force to decide the preferred alignment or recommend not to build a bridge?
    - Zach: Yes, a recommendation for one of the three alignments, which will go to City Council.
    - Kirstin: It's up to City Council to pursue. She acknowledged Sophia's question about why not widen the Boone Bridge; that option had been previously studied and not selected by the City of Wilsonville in a preceding process.
    - Steve C: How long a timeline until construction? Three, four years?
    - Kirstin: Longer than that; more like ten.
    - Susie: It's been in discussion since the 1990's. There is not yet funding for it. Many surveys have indicated public interest in a new bridge. It is a huge project.
    - Nancy Kraushaar: It could be 8-10 years from now, or longer. It will have to go through many reviews.
    - Reem: Expanding I-5 bridge is an option.
    - Heidi Bell: had a question about funding for widening I-5.
    - Reem: ODOT doesn't have funding yet.
    - Terra: The Regional Transportation Plan goes out to 2040 and it not even on that list.
    - Kirstin: Council will make ultimate decision on the preferred French Prairie bridge alignment.
    - Michelle Ripple: Asked ODOT to say when this bridge will likely be planned.
    - Jim: It will be well over $1B. Many other bridges need to be earthquake retrofitted and updated first. The Boone Bridge is way, way off in the future.

- Mark Ottenad: During the research on congestion that a southbound lane, bridge is not on the State Transportation Improvement Plan (STIP). Study of auxiliary lanes, WES, French Prairie Bridge is needed to see what makes the most sense.
- Steve C: Wishes this info would have come out sooner in the process. He and his neighbors didn't know that bridge construction is way off in the future. Three of his neighbors have already put their houses up for sale.
- Kirstin commented that everyone should do due diligence on properties.

5. Evaluation Criteria-Bob Goodrich, OBEC 6:45-7:15 pm

Bob described work-to-date has included feedback from the Technical Advisory Committee (TAC), Task Force (TF), public open house, City Council, and Clackamas County Board of Commissioners. In the Task Force packet, there is an Evaluation Criteria memo with listed criteria that was reviewed by the TAC at their meeting last week. He showed a slide on how the evaluation, scoring, design and weighting criteria and appendices are listed in the memo. Compliance with Americans with Disabilities Act, earthquake, environmental requirements and other federal criteria are not explicitly mentioned in the evaluation and weighting because they are basic design criteria which must be met, no matter what.

Bob reviewed each of the evaluation criteria with the Task Force. Comments on each section are below:

<u>Refinements to TAC-Recommended Set</u>

- **A-Connectivity and Safety**
  - Michelle: On A2 and A4, she asked if there were any bike and pedestrian facilities planned on the south side of the bridge?
  - Heidi said she had done some research on Clackamas County and Marion County Transportation System Plans (TSP). This bridge was mentioned in the Marion County TSP. [Note: the bridge and widening Butteville Road are in Clackamas County's TSP.]
    - On A-4 she wants to see folks come together to write a grant to do a feasibility study for bike paths.
- Michelle: A4 should be tied to the Clackamas County Transportation System Plan (TSP). Marion County doesn't have a plan yet.
- Bob: We are looking at regional and county plans for bike/ped facilities for connectivity.
- **B-Emergency Access**
  - Heidi: B-1 (north), B-2(south) are not weighted fully. Why aren't they lumped together?
  - Bob clarified how to score separately for direct connection from the north and south.
  - Kirstin: The Project Management Team (PMT) will take a first crack at scoring, then make a recommendation to the TAC who will do the final scoring. This information will be presented to the TF to inform their location recommendation.
  - Andrew Harvey: B-2-Emergency vehicles-do we know which alignments have better access?
  - Bob reviewed the direct and indirect connections of the alignment options, and how they might be scored.
  - Tony: His biggest concern is getting to the south. Is this taken into account somehow? One of the problems of Charbonneau is that emergency response time is not currently being met on the Boone Bridge. It is key to get to the south. Is it key to get to the north?
  - Zach: Yes, for a variety of reasons, if the Boone Bridge is impassible.
  - Michelle: The connections from the north or south is important.
  - Susie: It's not just fire and ambulance. It could be the police, tow trucks, or National Guard.
  - Jeremy: He's not seeing the earthquake need as being as great. Emergency services will be busy within the City, not serving north or south outside the city.

- Nancy: We might need fuel, helicopters, water, and power generators being delivered. This bridge could serve the community not just in a seismic event, but long term.
- Jeremy: Is there consideration of going straight up to the highway for rapid access instead of through Old Town?
- Bob: That has not been considered yet. For example, W3 could consider that, but it is unlikely because the access point would be within the I-5 traffic jam.

- **C-Environmental Impacts**
  - Steven VW: Are there concerns and input from the Confederated Tribes of Grand Rhonde?
  - Bob: This is an area of historical interest, from prior to European settlement; this area was a canoe crossing. More investigation is needed. The tribes want to know more before selection of an alignment. The first priority is avoidance of cultural resources. There is potential for impact these resources. An archaeology report would be done first, before selection. The report will address potential resources that are above ground and below ground.
  - Heidi: Signage or wayfinding information would be good to have in the river area about the historical and cultural importance of the place.

- **D-Compatibility with Recreational Goals**
  - Steven VW: Is the parking issue related to recreation? The bridge and recreation would increase parking.
  - Zach: Parking is not related to the bridge criteria. It is more a design issue. All alignments will need parking.
  - Kirstin: Mentioned Metro's concern about impacts and benefits of tourism
  - Bob: Criteria for tourism are in Category F.
  - Susie: Why are we providing for exceeding design criteria?
  - Bob: Exceeding minimum design criteria can provide for a better user experience. As an example, a slope of 5% meets minimum criteria, but a less steep slope would provide a better experience, better access.
  - Gary Wappes: Asked a question about improving access to the river.
  - Zach: We wanted to capture the impact of improving access to the river.
  - Steven VW: Wants comments from Parks & Rec about the impacts to Boones Ferry Park.
  - Kirstin: The Master Plan for Parks is on hold now for completion of the bridge plan.
  - Zach: The Boones Ferry Park master plan has just kicked off and the bridge project is being coordinated with Parks & Rec.
  - Steve B: We don't have anything on the bridge that has been brought to the Parks Advisory Committee yet for the Master Plan. What will make a good park?
  - Heidi: Consider getting comments from DEQ regarding any conflicts with providing river access near the discharge pipe.
  - Michelle: Shouldn't access be measured separately for the park and for the marina. The impacts might be very different.
  - Steve VW: Agrees with the difference in impacts.
  - Kirstin: Records a suggestion to amend D-2 to separate parks and marina (New D-3) on each side of the river.
  - Michelle: The marina is on the south side of the river.
  - Steve B: New park may have docks for boats (kayaks, canoes, etc.) on the north side.
  - Zach: The intent is to capture impacts of recreational uses of the river. If you split out you may be missing other recreational uses of the river.

- Michelle: One alignment may have good compatibility with the park on one side or the other, but another may not.
- Bob: We limited sub-criteria to 3-4 items to keep each sub-criteria meaningful. Too many in a list would dilute the importance of each one.
- There was extensive discussion on the options for rewording the criteria.
- Susie: Lack of access to the river is concern to the community.
- Michelle: Reword for each side of the river.
- Bob: **The consensus is to keep D-3, make it D-4 and revise D-2 and D-4, to be D-2 & D-3. These last two will focus on maximizing compatibility and flexibility on the north and south sides of the river. Specifically:**

D-2	Maximize compatibility with and flexibility for recreational uses including parks and the river on the north side.
D-3	Maximize compatibility with and flexibility for recreational uses, including parks, the marina and the river on the south side.
D-4	Maintain or improve river access.

- **E-Compatibility with Existing Built Environment**
  - Steve C: Has the railroad expressed any concerns?
  - Zach: Yes, they have concerns. We are meeting with them next week.
- **F-Cost & Economic Impact**
  - Gary: How will we know how to make these judgements? How will we get enough information on total costs?
  - Bob: There will be qualitative analysis of costs for each alignment. We don't yet have enough information on costs. We can provide order-of-magnitude cost estimating. The project team will use design information and come up with relative costs. The TF will only be asked about the weighting of the criteria.
  - Kirstin: As a community representative, you will not be asked to score the criteria.
  - Steve C: Sought to clarify Gary's question and Kirstin's response.
  - Kirstin: The Task Force will only comment on and weight the criteria, not score it. The TAC will be scoring .
  - Michelle: If Task Force disagrees with the TAC, can we comment on disagreements?
  - Gary: He thought the Task Force would evaluate the criteria and make a recommendation for decision-making.
  - Kirstin: That is not the process.
  - Jim: Has someone already determined what we're going to do re: bike/ped/golf cart/emergency access, correct? Is that based on wanting to get money from ODOT, FHA?
  - Kirstin: Yes.
  - Zach: That decision was made years ago when applying for the grant for this bridge planning.
  - Michelle: She was on the original committee when the bridge was first proposed. Bike/ped/golf cart/emergency access was desired by the community from day one. There have been years of study and input on this. It would be cheaper if it was just bike/ped.
  - Steve B: As a community we are limited by I-5 and river for cross access.
  - Jim: Five Eugene bridges have been built, mostly bike/pedestrian.

- Steve C: He would feel better if the Task Force makes recommendation on the evaluation criteria, then compares it with the Project Team, and present both to the City Council.
- Kirstin: Even the TAC members have different expertise to be used for scoring and weighting. The Project Team are the technical experts. Task Force comments are relevant, but not necessarily made with technical expertise. Comments are germane to the discussion.
- Steve C suggests having both Task Force and TAC participate scoring.
- Kirstin: The Task Force will recommend changes to criteria this evening. The Task Force will consider and use the TAC scoring to facilitate Task Force bridge alignment discussion and recommendation. Ultimately, the Task Force makes the recommendation to City Council on the final alignment, which does not have to match the TAC scoring.
- No changes to economic impact piece were proposed.

6. Alternatives-Bob Goodrich, Kirstin Greene 7:15 – 8:50 pm

- Any Weighting-Should there be any difference in weighting? All criteria are currently weighted evenly (at about 17 percent).
  - Susie: What would be less
  - Patricia Rehberg: Is this weighting for the greater good or personal opinion?
  - Kirstin: Yes, for the greater good.
  - Steve B: An emergency access example given. Some criteria may be diminished. What about conflicts with other criteria? How will that be considered? If looking at the representation, all should be weighted equally.
  - Heidi said she doesn't agree. The Main reason for the bridge is emergency access. That should be weighted more. A & B are more important.
  - Steve C: None of this will be done without economic impact known. Criteria F, Economic Impact, is more important.
  - Steven VW: We should also look at economic impact that the bridge can bring to Wilsonville. If done right, it will bring in enough to pay for itself. He's conservative but is not concerned about the cost. Cost should be considered, but balanced with benefits.
  - Tony: What are the bridge project objectives? Safety, emergency access, recreation are the objectives. Can we afford it or not is the question.
  - Susie: Asked for clarification on if costs vs. benefits are even out yet? Her concern is environmental impacts (trees, wildlife, birds, water, etc.). We need to do this in way that protects them.
  - David: His initial thoughts were with the costs. We're really here because the community spoke about emergency access and connectivity. Keep perspective on these two items.
  - Steve B: How do you go about scoring something like the fact that a bridge would go through the middle of a park versus on the edges of the park?
  - Bob: Current uses compatibility and flexibility of future uses are addressed in the criteria. There are several pages of scoring guidance that will help in the scoring decisions.
  - Jeremy Appt: Criteria A & B should be weighted a little bit heavier. If there are impacts you can mitigate for them.
  - Bob: If there are options that have less impacts, they score better.
  - Kirstin: Think about what would be diminished.
  - Steve C: He understands raising A & B higher. He wants E-Compatibility with Existing Built Environment, raised an equal amount. Leave them all at 17% and go with it.
  - David: A, B & D should be more important. We weren't brought here to look after the needs of Steve C's community, we are here for connectivity, safety and recreational opportunities,

which are A, B and D. He is still concerned with the impacts on the community, but that is not why we are here.

- Kirstin: Bob has a program to see how the pie chart changes with new inputs from the Task Force.
- Michelle: Understands the concerns of people's homes being impacted. If we weighted A & B at 20 percent, and 15 percent on the rest of the criteria, then that would reflect why we are here.
- Douglas Muench agreed with Michelle.
- Steve C: Everything said benefits the city of Wilsonville, it does nothing for the people being most impacted which are the people on the south side of the river. With that said, you guys do what you want.
- Reem: ODOT must look at the project from a variety of aspects. The original concern was emergency access. She supports Steve C in leaving the criteria evenly weighted. The Federal Highway Administration on this project and they said they will provide a permit only for environmental aspect (recreational use) because the bridge is impacting the connectivity between parks. Emergency use is not a major aspect.
- Nancy: At the Metro funding meeting, part of the application was bike/ped, emergency access.
- Jenny Cavarno: The compatibility of the recreational goals is a big piece. When talking about more weighting of A & B, we are not talking about recreation at all.
- Heidi: Her constituents don't want people to come on rural roads and get injured. Look at A-20, B-20, and 13 percent for the rest.
- Tony: Stay with the 3 objectives. Supports A, B and D.
- Steve B: Supports D being up there with A & B as well. Since cost is going to be enormous, just put $0 for cost.
- Terra: She has no preference in weighting. This is just a tool, and gives us a perspective. Use the spreadsheet to show scenarios and see if there is a difference. There may be a wash in the end.
- Kirstin: City Council asked for weighting or not from this Task Force.
- Steven VW: All six criteria are in the discussion. What is the real difference if one is 20% or one is 15%? Are we splitting hairs that don't need to be split?
- Steve B: It could be mathematically different.
- Kirstin: If Task Force considers one element is more important than another, it could be significant to City Council.
- Steve B: You could leave them the same and express the opinions.
- Jeremy: Steve B tossed out $0 cost, but taxpayers will want to know what they are. We could diminish C, with mitigation. Keep A, B & D, + C & F (minus).
- Steve B: We have 4 scenarios that should be proposed for a vote. [*Informal motion*]

- **Vote #1**

7 votes	Option 1. Leave criteria equal as is in 5/18/17 Evaluation Criteria Memo.
5 votes	Option 2: Elevate A, B & D (20/20/20%) [diminish, F, C @11.5%,x2; E@ 17%]
2 votes	Option 3: Elevate A & B, 20/20 > rest of criteria @15, 15, 15, 15%
2 votes	Option 4: Elevate A, B, D, E (18%) (F, C @14%)

- **Vote #2**

6 votes	Option 1. Leave as is.
10 votes	Option 2: Elevate A, B & D (20/20/20%) [diminish F, C @11.5% each; E@ 17%]

- Other Changes: None presented.
- Public Comment
    - None
- Task Force Recommendation for City Council

Task Force members recommended this change:

D-2	Maximize compatibility with and flexibility for recreational uses including parks and the river on the north side.
D-3	Maximize compatibility with and flexibility for recreational uses, including parks, the marina and the river on the south side.
D-4	Maintain or improve river access.

Regarding weighting:

- ***Elevate Criteria A, B & D to (20/20/20%); diminish F, C @11.5% each; E@ 17%.***

- Alternative 3 (ODOT), Task Force Recommendation
    - No discussion or action was taken on this item.

7. Next Steps-Zach Weigel, Bob Goodrich 8:50-8:55 pm

- We will finalize the technical research including the archaeology report.
- The Task Force's recommendation will be communicated to City Council.
- The TAC will score the criteria which will be brought before the Task Force to assist with their location recommendation.
- Considering the Task Force's recommendation, the City Council will make the ultimate decision on the alignment. .
- Next meeting will likely be in September.
- We will let Task Force members know of the next TAC meeting; they are welcome to be present for the scoring discussion. .
- We expect a recommendation on the alignment to City Council in October.

8. Closing Comments and Adjourn-Co-chairs Bernard 8:55-9 pm

- Co-Chair Bernard thanked Task Force members for coming, appreciating their valuable work. He looks forward to making a decision on the bridge.

We adjourned the meeting at 8:31 PM.