

Spring 2019 Bridge Type Public Involvement Summary



May 28, 2019

Prepared for the City of Wilsonville



Prepared By



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Introduction

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

Regional and community leaders have worked since 2016 to deliver on a 20-year vision to better connect the region's trail system and close a gap for safe bicycle and pedestrian travel across the Willamette River. In 2018, the Wilsonville City Council and Clackamas County Board of County Commissioners affirmed the French Prairie Bridge Task Force recommendation and selected an alignment for the new bridge that would connect the City's Boones Ferry Park on the north side of the river to Northeast Butteville Road, opposite the Boones Ferry Boat Launch on the south side.

In January 2019, the Wilsonville City Council supported the recommendation of the French Prairie Bridge Task Force designating two bridge types for further study among the five considered by the project team. The selected bridge types are a suspension bridge and cable-stayed bridge. The project team is now assessing these two bridge types for this preferred bridge location.

This report summarizes public input received during April and May 2019, which will inform discussions of a community task force in June 2019. This input was collected through an online survey that was available from April 17 – May 8 and received 210 responses. The survey provided respondents information about the two bridge types under consideration and asked respondents for feedback on different aspects of these bridge types. The task force will make a recommendation to the Wilsonville City Council and Clackamas County Board of County Commissioners on which bridge type would be most appropriate.

Key takeaways

- In general, respondents rated cost and aesthetic concerns as the most important criteria for selecting a bridge type.
 - Respondents indicated that both the suspension and cable-stayed bridge types could adequately fulfill the aesthetic criteria, and they expressed a slight preference for the suspension bridge type.
 - Most respondents did not know which bridge type would cost less to build and maintain, but they said that they would prefer the lower cost option.
- Similar to previous public involvement efforts, respondents expressed mixed opinions on the need for the project and the need to get it started right away.
 - Respondents who questioned project need often said alleviating vehicle congestion was a higher priority than building a non-vehicle bridge.
 - Respondents seeking to build the project quickly cited the safety benefits for bicyclists and pedestrians and the potential positive impact on tourism.

Public input opportunities

In Spring 2019, the project team sought to:

- Continue ongoing education of stakeholders, future bridge users and others about project benefits
- Gain feedback on the two remaining bridge type options for decision-making
- Increase awareness of project process and schedule

The City of Wilsonville invited public input via an online survey which was open from April 17 – May 8.

The survey provided

information on the two

bridge types under consideration – the suspension bridge and the cable-stayed bridge – as well as technical drawings and renderings of what the bridge types would look like in the proposed location. It also provided a link to a more detailed report prepared for the project that included a technical analysis of each bridge type (including environmental impacts, effects to existing structures, costs, constructability, compatibility with project goals, etc.). The survey received 210 responses.

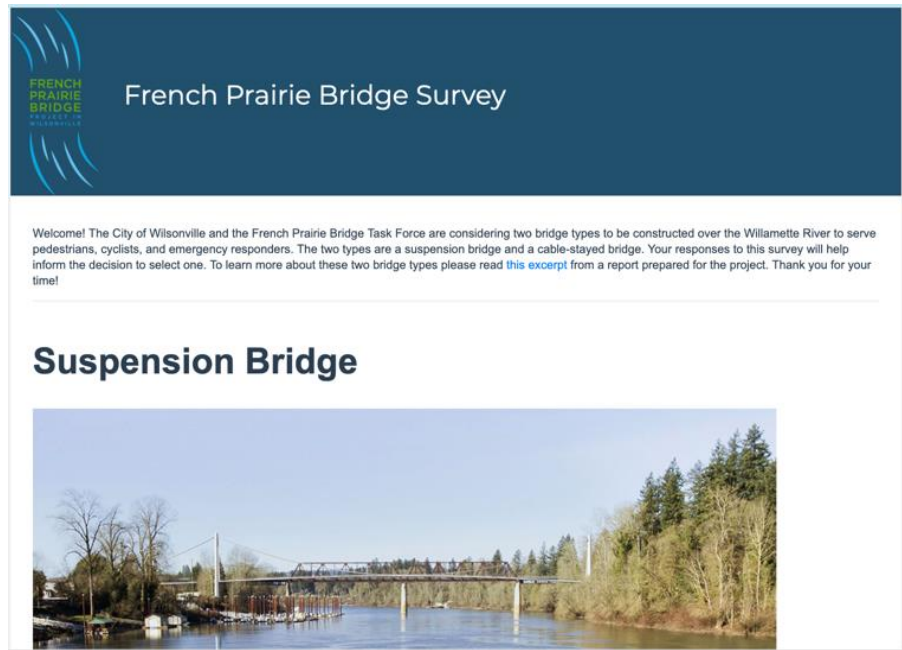


Figure 1: Screenshot of French Prairie Bridge survey

Notification

The project team used the following methods to publicize the survey:

Project website: The project team published information about the survey along with a link to the survey on the project website, www.frenchprairiebridgeproject.org.

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

Social media posts: The City of Wilsonville shared information about the survey in April and May via the City's Facebook and Twitter accounts.

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

Feedback analysis methodology

The survey included five questions about the project and two demographic questions. (See Appendix A for text of the survey.) In total, 210 respondents answered at least one question.

For each bridge type, the survey asked participants to gauge their agreement with three statements related to visual compatibility, user experience, and whether the bridge could serve as a Wilsonville landmark. Participants were also asked to rate the importance of criteria being used to evaluate the bridge types and indicate which bridge type they felt better meets the criteria. Participants also had the option to provide open-ended feedback. The survey gathered demographic information on participants' zip codes and neighborhoods.

The questionnaire did not require participants to answer every question before submitting. Responses were not limited by Internet Protocol (IP) address so that multiple members of the same household or workplace could submit feedback. The project team reviewed data by IP address, and no evidence of intentional multiple submissions was found.

Limited demographic data was collected in this survey so the statistical representativeness of the survey cannot be evaluated. Thus, the survey should not be treated as statistically representative, meaning the respondent sample is not predictive of the opinions of the Wilsonville or Clackamas County population as a whole.

City Seeks Public Opinions on French Prairie Bridge Type

The City of Wilsonville is seeking public input on two bridge designs under consideration for the French Prairie Bridge, a proposal to provide a safe route for cyclists and pedestrians to cross the Willamette River and to allow emergency responders an alternative to the I-5 Boone Bridge.

French Prairie Bridge Survey Available April 17-May 5
FrenchPrairieBridgeProject.org

In January, the Wilsonville City Council unanimously supported a recommendation of the French Prairie Bridge Task Force to further study two bridge types – suspension and cable-stayed. Both are considered “signature bridges,” forms not commonly constructed.

The Task Force recommendation cited low impact on waterways and the ability to serve as a memorable landmark as two reasons for supporting the advancement of these bridge types.

Beginning April 17, community stakeholders may participate in an online survey, at FrenchPrairieBridgeProject.org, to learn more about each bridge type and to weigh in with their preference. The Task Force, the City

of Wilsonville and the Clackamas County Board of County Commissioners plan to use survey feedback – as well as studies of costs, design, and effects – to select a preferred bridge design this spring.

For two years, regional and community leaders have worked toward realizing a 20-year vision to better connect the region's expansive trail system. Upon completion of this project, the Portland Metro Ice Age Tonquin Trail would connect with the Willamette Valley Scenic Bikeway to fill a critical gap in local and regional multi-modal transportation infrastructure.

Learn more at FrenchPrairieBridgeProject.org or contact Project Manager Zach Weigel at 503-570-1565; weigel@ci.wilsonville.or.us.

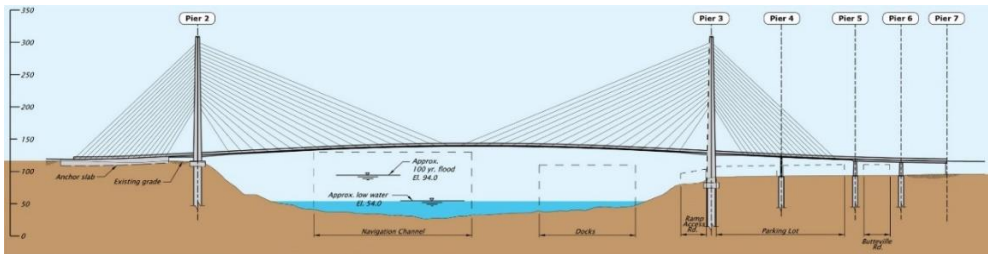


Community members are invited to weigh in with their preference for a suspension bridge (top) or cable stay bridge (bottom). The two bridge types were recommended by the French Prairie Bridge Task Force and City Council for further consideration.

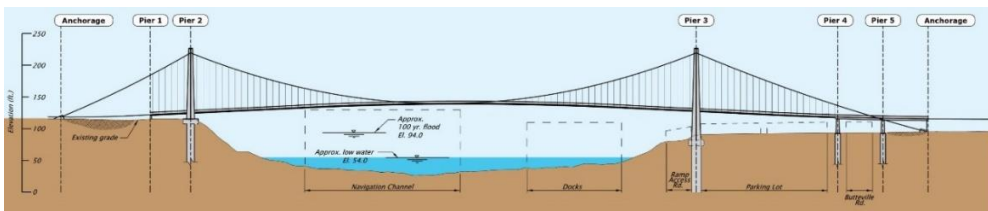
Figure 2: The Boones Ferry Messenger article announcing the survey

Bridge types under consideration:

Cable-Stayed:



Suspension:



Demographics

The demographics section of the survey asked respondents for their zip code and neighborhood.

Zip code	Percent of respondents
97070 (Wilsonville)	65%
97002 (Aurora)	7%
Various Portland Zip Codes	6%
97013 (Canby)	3%
97140 (Sherwood)	3%

Neighborhood	Percent of respondents
Charbonneau	18%
Villebois	14%
Wilsonville Meadows	6%
Canby	5%
Old Town	5%
Daydream Ranch	3%
Other	49%

Survey results: Closed-ended questions

For each bridge type, respondents were asked how much they agree with three statements based on the technical information and images provided. Refer to Tables 1, 2, and 3 below:

Table 1: Surrounding natural and built environment. Percent of respondents who agreed or disagreed with the following statement: The design and pier height of the bridge type fits with the surrounding natural and built environment.

	Strongly or somewhat agreed	Strongly or somewhat disagreed	Neutral	Total responses
Suspension Bridge	72%	13%	16%	198
Cable-stayed Bridge	53%	30%	18%	205

Table 2: User experience. Percent of respondents who agreed or disagreed with the following statement: The design of the bridge type provides the best user experience, offering views and allowing users to connect with the Willamette River.

	Strongly or somewhat agreed	Strongly or somewhat disagreed	Neutral	Total responses
Suspension Bridge	69%	11%	21%	200
Cable-stayed Bridge	64%	18%	18%	205

Table 3: Memorable landmark. Percent of respondents who agreed or disagreed with the following statement: The design of the bridge type is consistent with a “signature” bridge design that will provide a memorable Wilsonville landmark and create positive economic benefits.

	Strongly or somewhat agreed	Strongly or somewhat disagreed	Neutral	Total responses
Suspension Bridge	69%	18%	13%	200
Cable-stayed Bridge	56%	17%	27%	204

Respondents were also asked to evaluate the importance of several criteria in making the decision between the bridge types. "Fits with the natural setting" and "providing a memorable landmark" ranked highest, while "marina parking impacts" and "tourism promotion" were least important.

Table 4: Ranking of comparison criteria. Percent of respondents who responded to the question: The decision between a cable-stayed bridge and a suspension bridge relies on several criteria. Please rank the importance of each.

	High	Medium	Low	Total responses
Fits with the natural setting	68%	24%	8%	205
Tourism promotion	33%	38%	30%	205
Marina parking impacts	27%	38%	35%	206
Providing a memorable landmark	52%	25%	22%	205
Bridge height	41%	40%	19%	206

Respondents were then asked to rate which bridge type better meets the above criteria (Note: in this question the criteria of "Bridge height" was presented as "Bridge design is right-sized")

Table 5: Bridge type. Percent of respondents who responded to the question: Which bridge type better meets the criteria?

	Suspension	Cable-Stayed	Neutral	Total responses
Fits with the natural setting	52%	28%	20%	203
Tourism promotion	22%	30%	48%	203
Marina parking impacts	28%	14%	58%	201
Providing a memorable landmark	32%	39%	29%	204
Bridge design is right-sized	44%	25%	31%	203

A majority of respondents agreed that both the suspension bridge type and the cable-stayed bridge type would fit with the surrounding area, offer users a good experience of the river, and provide a signature landmark that could bring economic benefit to Wilsonville. Greater majorities of respondents generally felt that the suspension bridge would fit these criteria.

Respondents indicated that aesthetic concerns are the most important criteria in selecting between the bridge types. They indicated that of the five criteria presented, the three most important are the bridge's fit with the natural setting, its ability to provide a memorable landmark, and its height. In these three categories, the suspension bridge was rated more favorably in its fit with the natural setting and its height being appropriate for the location, while the cable-stayed bridge was rated more favorably in its ability to provide a memorable landmark.

Overall, respondents seem to feel similarly about the two bridge types, but they have a slight preference towards the suspension bridge type.

Survey Results: Open-Ended Question

One open-ended question was asked and garnered 78 responses. Respondents were asked:

- What additional information or questions should project decision makers consider as they decide between these two bridge types?

The project team reviewed the responses to this open-ended question and categorized each comment based on the topics discussed. Table 6 summarizes the frequency of topics mentioned in these open-ended comments. Many comments discussed multiple themes and therefore were included in multiple categories. The following sections discuss key messages, questions and concerns related to these categories. Verbatim comments are presented in Appendix B.

Table 6: Open-ended comments by thematic topic

Topic	Number of comments	Percent of all comments
Bridge type preference	27	35%
Cost of construction and/or maintenance	24	31%
Bridge aesthetics	19	24%
Project need	17	22%
Fitting in with local surroundings	10	13%
Project schedule	7	9%
Bridge height	6	8%
Seismic resilience	6	8%
Parking impacts	5	6%
Congestion on surrounding roadways	5	6%
Maintenance	4	5%
Public greenspace	4	5%
User experience from the bridge	3	4%
Tourism	3	4%
Fish and wildlife	3	4%
User experience from the surrounding area	3	4%
Connections to bike trails	2	3%
Marina impacts	2	3%
Improved conditions for cyclists and pedestrians	2	3%
Other topics	6	

Bridge Type Preference

About 35 percent of comments specifically discussed their preferences on the two bridge types.

- The level of support for the two bridges was almost identical. About 13 percent of comments stated a preference for the suspension bridge while 12 percent of comments expressed a preference for the cable-stayed bridge.
- A number of comments (10 percent) also noted that they would be happy with either bridge type.

Cost of construction and/or maintenance

Approximately 31 percent of comments mentioned the cost of construction or long-term maintenance.

- The majority of these comments said they would prefer whichever bridge would cost less.
- A quarter of these comments said the project is a waste of funds given the high expected cost and importance of other regional priorities.
- A number of comments called for the long-term maintenance costs to be factored into the decision.

Bridge aesthetics

About a quarter (24 percent) of comments discussed how the bridge would look.

- Most comments regarding aesthetics expressed a preference towards the suspension bridge.
- Many comments noted that the suspension bridge would fit better with the surrounding area.
- Those who preferred the aesthetics of the cable-stayed bridge generally stated that it was more eye-catching and impressive.
- Those who objected to the aesthetics of the cable-stayed bridge noted that it would not fit well with the surrounding area.

Project need

About 14 percent of comments discussed the project need.

- Most of these comments questioned the need for the project given other transportation priorities – specifically to resolve congestion of the I-5 corridor and Boone Bridge – and other community needs. Many of these comments said that if another bridge is to be built, it should carry car traffic.
- A few comments specifically said the project will benefit the safety of cyclists and pedestrians and will attract users and tourists, making it needed.

Project Schedule

Approximately 9 percent of comments focused on the schedule. Most of these comments said the project should proceed as soon as possible.

Other topics included:

- **Bridge height:** A few comments highlighted the height of the cable-stayed bridge and said that this would make it stick out from the natural surroundings and make it less attractive.
- **Seismic resilience:** A few comments suggested that the bridge type be determined based on which was more seismically resilient, and some urged that the bridge be built to be seismically resilient.
- **Parking impacts:** A few comments noted that the suspension bridge is preferable to the cable-stayed bridge because it will not lead to the loss of a parking space.
- **Congestion on surrounding roadways:** A few comments questioned the need for this project, saying that reducing congestion on the Boone Bridge is a higher-priority. These comments suggested that any bridge built should accommodate vehicle traffic to help address the issue of congestion.
- **Maintenance:** A few comments suggested that the difficulty of maintaining each of the bridge types should be factored into the decision.
- **Public greenspace:** A few comments suggested additional public greenspace around the new bridge. One comment specifically asked that impacts to Boones Ferry Park be factored into the decision.
- **User experience from the bridge:** A few comments talked about the user experience from the bridge and said that the view of the river from the bridge was a priority. One comment specifically stated that the suspension bridge was preferable because it would allow users a better view of the river.
- **Tourism:** A few comments noted the positive impact the bridge could have on tourism.
- **Fish and wildlife:** A few comments mentioned the need to avoid impacts to fish and wildlife and suggested that the bridge with the lowest impact to fish and wildlife be chosen.
- **User experience from the surrounding area:** A few comments mentioned that the bridge should not block the view of the river for people crossing the Boone Bridge, recreating on the river, or spending time in the surrounding area. They thought that whichever bridge would have a lower visual impact should be chosen.
- **Connections to bike trails:** A few comments noted that they hoped the bridges would connect well with existing bike paths and infrastructure.
- **Marina impacts:** Two comments requested that impacts to the marina be minimized.
- **Improved conditions for cyclists and pedestrians:** Two comments highlighted how this project would be a great improvement to bike and pedestrian infrastructure in the area.

Conclusion and Next Steps

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

The Wilsonville City Council and Clackamas County Board of County Commissioners are expected to make a final decision on a preferred bridge type in summer 2019.

Appendices

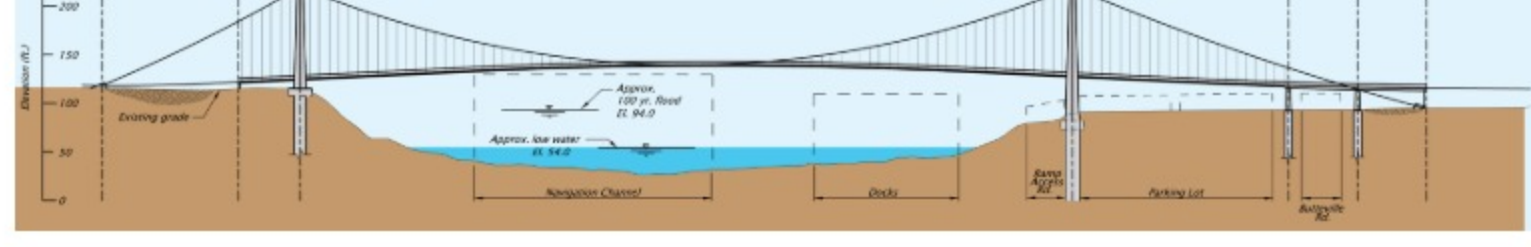
Appendix A:
Survey Questions

Welcome! The City of Wilsonville and the French Prairie Bridge Task Force are considering two bridge types to be constructed over the Willamette River to serve pedestrians, cyclists, and emergency responders. The two types are a suspension bridge and a cable-stayed bridge. Your responses to this survey will help inform the decision to select one. To learn more about these two bridge types please read this [excerpt](#) from a report prepared for the project. Thank you for your time!

Suspension Bridge

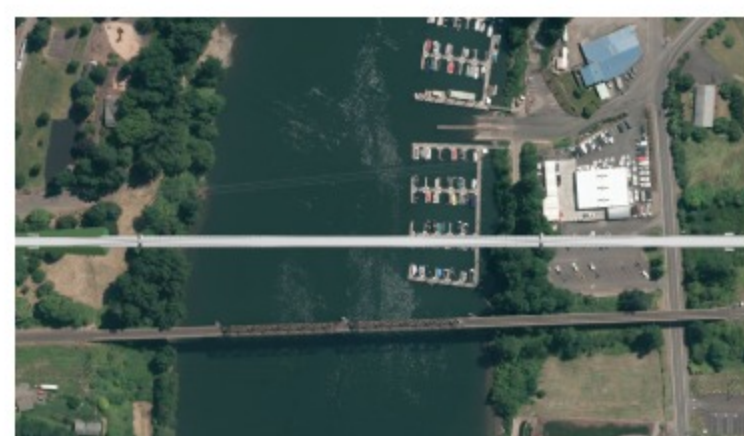


Looking west: a rendering of the suspension bridge in its proposed location



Looking east: a technical drawing of the suspension bridge.

[Click image to enlarge](#)



An aerial rendering of the suspension bridge in this location.



A rendering of the suspension bridge on the south bank of the Willamette River.



A rendering of the suspension bridge on the north bank of the Willamette River.

A suspension bridge has two main suspender cables supported by two piers. These main cables support smaller vertical cables that connect to the bridge deck. This bridge type would have permanent piers located above the River's ordinary high-water mark. The bridge's piers would be about 90-feet above the deck, approximately half as tall as the cable-stayed bridge option. The estimated cost to construct a suspension bridge is within 5 percent of the estimated cost to construct a cable-stayed bridge. The St. John's Bridge in Portland is a local example of this bridge type.

1. Please describe your level of agreement with the following statements:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
The design and pier height of the suspension bridge type fits with the surrounding natural and built environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The design of the suspension bridge type provides the best user experience, offering views and allowing users to connect with the Willamette River.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The design of the suspension bridge type is consistent with a "signature" bridge design that will provide a memorable Wilsonville landmark and create positive economic benefits.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Cable-stayed Bridge



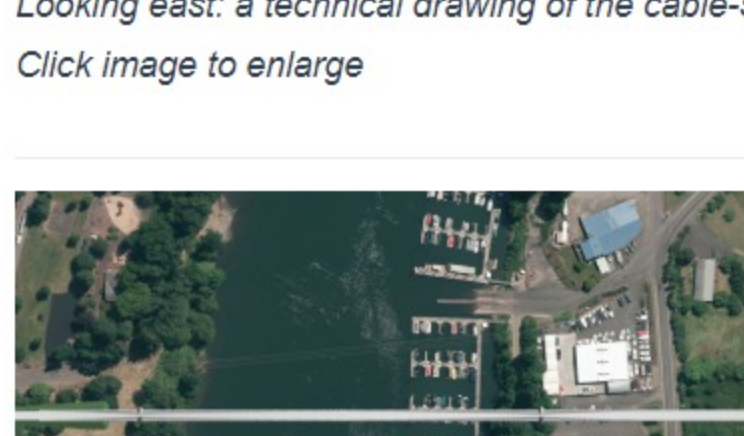
Looking west: a rendering of the cable-stayed bridge in its proposed location



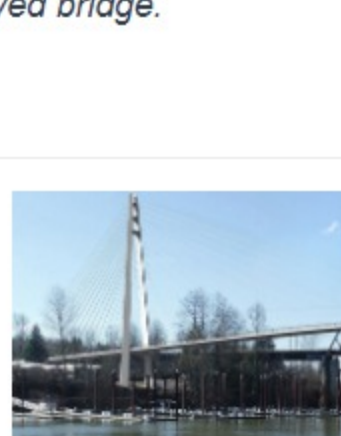
Note: Pier 4 is an additional pier that must be added in the parking area

Looking east: a technical drawing of the cable-stayed bridge.

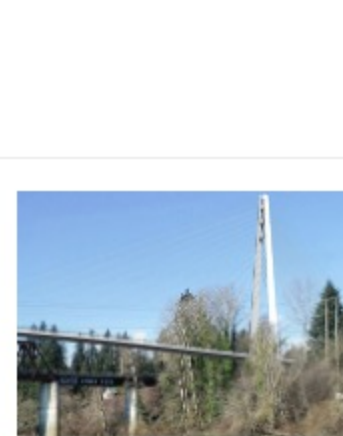
[Click image to enlarge](#)



An aerial rendering of the cable-stayed bridge in this location.



A rendering of the cable-stayed bridge on the south bank of the Willamette River.



A rendering of the cable-stayed bridge on the north bank of the Willamette River.

A cable-stayed bridge has cables that support the bridge deck by attaching directly to the piers. This bridge type would have permanent piers located above the River's ordinary high-water mark. The bridge's piers would be about 180-feet above the deck, approximately twice as tall as the suspension bridge option. An additional pier is located in the marina parking lot, resulting in the removal of a parking space. The estimated cost to construct a cable-stayed bridge is within 5 percent of the estimated cost to construct a suspension bridge. The Tilikum Crossing bridge in Portland is a local example of this bridge type.

2. Please describe your level of agreement with the following statements:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
The design and pier height of the cable-stayed bridge type fits with the surrounding natural and built environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The design of the cable-stayed bridge type is consistent with a "signature" bridge design that will provide a memorable Wilsonville landmark and create positive economic benefits.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The design of the cable-stayed bridge type provides the best user experience, offering views and allowing users to connect with the Willamette River.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. The decision between cable-stayed bridge and a suspension bridge relies on several criteria. Please rank the importance of each.

	High	Medium	Low
Bridge height	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fits with the natural setting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism promotion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing a memorable landmark	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Marina parking impacts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Which bridge type better meets the criteria?

	Suspension++	Suspension+	Neutral	Cable-stayed+	Cable-stayed++
Fits with natural setting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism promotion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Marina Parking Impacts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing a Memorable Landmark	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bridge design is right sized	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. What additional information or questions should project decision makers consider as they decide between these two bridge types? (up to 150 words)

Words used: 0 out of 150.

6. What is your zip code?

- 97002 (Aurora)
- 97013 (Canby)
- 97062 (Tualatin)
- 97068 (West Linn)
- 97070 (Wilsonville)
- 97140 (Sherwood)
- Other - Write In (Required)

7. What is the neighborhood of your residence?

- Charbonneau
- Villebois
- Wilsonville Meadows
- Canby
- Old Town
- Daydream Ranch
- Other - Write In (Required)

Submit

0%

Appendix B:
Response Statistics and Open-Ended
Responses

Response Counts

Completion Rate:

100%



Complete



210

Totals: 210

1. Please describe your level of agreement with the following statements:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Responses
<p>The design and pier height of the suspension bridge type fits with the surrounding natural and built environment</p> <p>Count Row %</p>	71 35.9%	71 35.9%	31 15.7%	14 7.1%	11 5.6%	198
<p>The design of the suspension bridge type provides the best user experience, offering views and allowing users to connect with the Willamette River.</p> <p>Count Row %</p>	62 31.0%	76 38.0%	41 20.5%	12 6.0%	9 4.5%	200
<p>The design of the suspension bridge type is consistent with a "signature" bridge design that will provide a memorable Wilsonville landmark and create positive economic benefits.</p> <p>Count Row %</p>	65 32.5%	73 36.5%	26 13.0%	23 11.5%	13 6.5%	200
<p>Totals Total Responses</p>						200

2. Please describe your level of agreement with the following statements:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Responses
The design and pier height of the cable-stayed bridge type fits with the surrounding natural and built environment Count Row %	45 22.0%	63 30.7%	36 17.6%	39 19.0%	22 10.7%	205
The design of the cable-stayed bridge type is consistent with a “signature” bridge design that will provide a memorable Wilsonville landmark and create positive economic benefits. Count Row %	70 34.1%	62 30.2%	36 17.6%	21 10.2%	16 7.8%	205
The design of the cable-stayed bridge type provides the best user experience, offering views and allowing users to connect with the Willamette River. Count Row %	55 27.0%	59 28.9%	55 27.0%	21 10.3%	14 6.9%	204
Totals Total Responses						205

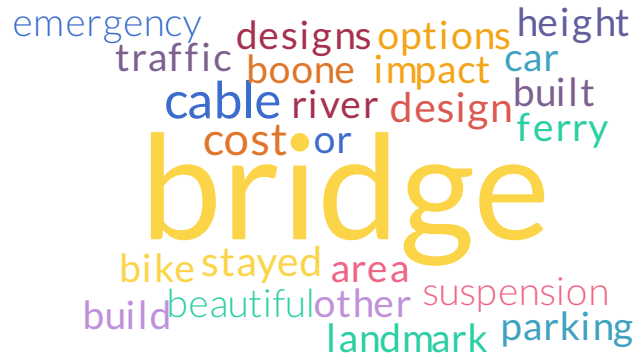
3. The decision between cable-stayed bridge and a suspension bridge relies on several criteria. Please rank the importance of each.

	High	Medium	Low	Responses
Tourism promotion				
Count	67	78	60	205
Row %	32.7%	38.0%	29.3%	
Bridge height				
Count	85	82	39	206
Row %	41.3%	39.8%	18.9%	
Marina parking impacts				
Count	55	78	73	206
Row %	26.7%	37.9%	35.4%	
Fits with the natural setting				
Count	139	50	16	205
Row %	67.8%	24.4%	7.8%	
Providing a memorable landmark				
Count	107	52	46	205
Row %	52.2%	25.4%	22.4%	
Totals				
Total Responses				206

4. Which bridge type better meets the criteria?

	Suspension++	Suspension+	Neutral	Cable-stayed+	Cable-stayed++	Responses
Fits with natural setting Count Row %	63 31.0%	42 20.7%	41 20.2%	21 10.3%	36 17.7%	203
Tourism promotion Count Row %	27 13.3%	17 8.4%	98 48.3%	29 14.3%	32 15.8%	203
Marina Parking Impacts Count Row %	30 14.9%	27 13.4%	117 58.2%	14 7.0%	13 6.5%	201
Providing a Memorable Landmark Count Row %	35 17.2%	31 15.2%	59 28.9%	34 16.7%	45 22.1%	204
Bridge design is right sized Count Row %	54 26.6%	35 17.2%	63 31.0%	25 12.3%	26 12.8%	203
Totals Total Responses						204

5. What additional information or questions should project decision makers consider as they decide between these two bridge types? (up to 150 words)



ResponseID Response

5 Please decide between no bridge types. This is a solution to the wrong problem and a waste of taxpayer money. Fix the Boone Bridge don't build ped bridge when car traffic is the actual problem.

7 The suspension bridge seems to be less of a hinderance on the river view from the freeway. I support the design that makes a lesser profile. Thx for all the work being done for this exciting option for river crossing.

8 Adding an additional pier to the parking lot should be avoided at all costs. Parking is already an issue and the pier would cause even more problems.

10

11 Concerned about easier transient access to south side of Willamette.

13 Minimize deleterious effect on those who want to fish nearby. This bridge should be fisherman friendly, i.e., don't have a large area around the bridge that can't be fished.

14 disappointed with the cost of both

20 Both are beautiful bridges. I would probably lean towards suspension just slightly but if cost is a significant factor I am also fine with cable stayed.

21 At 160 ft the cable stayed bridge is much too high and will look ridiculous

22 Honestly whatever the engineers think is the safest and best bridge is my preference.

ResponseID Response

23	Suspension bridges are beautiful and would make a lasting landmark. Just look at the Clifton Suspension bridge in Bristol, England. It attracts tourists and it's beautiful to look at.
24	The suspension bridge is more consistent with the traditional/ historic setting of the area. The height of the cable bridge and neopolitan look detract from the local area
26	I would like to see some historical reference to Boone's Ferry and the Boone Family. Historical marker.
28	The suspension bridge appears to work better in several ways. The towers are not as tall. There are less impacts to the marina parking lot. The spans are more proportionally balanced. There are less impacts to the existing ground.
32	Is there a significant cost difference?
35	Which ever one is less expensive - longer term. But I'm sure one of you will "F" something up and it will be unusable right after it's built.
36	Will it be expect to stay up if there was a earth quack? Will there be enough parking if it becomes popular?
37	These proposed bridge designs are similar enough to each other that for me it comes down to just get the thing built. It will open up the area south of the river for cyclists and pedestrians who must now negotiate the Boone Bridge with merging freeway traffic just feet away, or having to take lengthy detours to the Canby Ferry or the Hwy 219 bridge near Newberg. Irregardless of the bridge type, the economic impact of a people friendly bridge over the Willamette will be immense.
38	Should be as economical as possible. Should be earthquake safe. I view it as a utility bridge and not a work of art.
46	Either of these bridge designs will work well. I think the cable stay type bridge is currently more novel but either design will be a nice asset to the city. I would like to see construction start ASAP so whichever bridge design that is quicker to build would be my choice of design.
48	The type of bridge is less important than the views afforded from the deck and the entrances and exits connecting directly to paths, bike lanes, neighborhoods without excessive stops. (example of good design - Selwood bridge; example of bad design - I-5 Columbia river crossing from Vancouver to N Columbia Blvd)
49	Please stop wasting our taxes on this crap.
50	You don't want it so high that it sticks out. You want it to blend in. Possibly a darker color even.

ResponseID Response

54	With the amount of money being spent on this bridge, why not build it to move traffic as well as people. Design a cost effective solution to start addressing the traffic issue. More homes are good for the tax base but without infrastructure the traffic problem will only get worse. Frogs creek development will be traffic disaster. The developer should have paid for road improvements as part of the deal. Kim McGuire Kimmcguire33@gmail.com
58	They are both nice looking bridges and will fit all the criteria. The white color is a little jarring, though. (Both bridges). By now, really, I just want a BRIDGE. I am tired of riding my bike over the Boone Bridge, especially northbound, with all the garbage in the shoulder.
59	The cable-stayed looks amazing.
62	I was really impressed when visiting the Calatrava bridge in Redding, California a few years ago. We purposefully left the highway on our road trip to go see it and spend time there. Our bridge should delight design-wise and draw locals and tourists alike as they come through the Willamette Valley. Parks on both sides of the landing, parking, and other attractions (riverside restaurants, anyone??) would be great. So excited for this addition to Wilsonville. Not nearly so concerned about a bridge that blends in- this should stand out!
66	Let the engineers decide which type is best. Just build a bridge that I can safely ride my bike over.
67	The renderings make either design blend into the railroad bridge except for the pylons. I suppose this would not be the case if viewed from the river or the Boone Bridge.
69	I would prefer a bridge that's the safest for pedestrian and cyclist, not focused on car traffic. Unfortunately, there was no detail on this criteria in this survey.
73	The suspension bridge simple, uncluttered design does not distract from the river and surrounding beauty. That is my preference.
75	The design should have a minimal cost impact but best fits the function.
77	The suspension bridge is classic and beautiful and fits into the natural environment. The cable-stayed bridge, while eye-catching, could become more of an eye-sore. It is too tall and ostentatious to fit into a natural setting. It will also have more of a negative impact on the marina and south side of the river.
78	Robustness and lifetime cost of maintenance.
81	Are there any structural advantages to a suspension versus cable-stayed bridge?
83	I believe the Cable Stayed bridge to be more visually appealing.
86	Maintenance, impacts to Boones Ferry Park

ResponseID Response

- 89 As an engineer, I believe that the esthetic quality of the cable-stayed design as being more attractive than the more traditional suspension bridge. I equate this design to the Leonard Zakim Memorial Bridge in Boston and the Sunshine Skyway Bridge (Tampa Bay, Florida) – albeit much larger. Both really add to the attractiveness of the area they're in. Question: how do the two designs compare from a seismic resilience perspective?
- 99 I think the suspension bridge fits the natural setting better. It is less distinctive, but will be beautiful and fit well with the park and the marina. Viewing the river will be better with the cable-free space in the middle.
- 101 Either design would be acceptable, but the height and massing of the cable stayed design seems out of proportion to the span length. The cable stayed design would be more distinctive as a "signature" bridge, but more distinctive is not necessarily better.
- 106 Color. Green spaces on each end. Cultural artwork and history.
- 110 Maintenance
- 115 I like both but think the cable stayed bridge is more aesthetically pleasing. Either bridge will dramatically improved tourism in the Wilsonville area.
- 120 I'm not sure the pier height should be a big concern. In fact the higher piers of the cable-stayed design makes more of a landmark and makes the bridge more impressive, more of a local draw for tourism.
- 122 I fully trust the decision makers on this one. You've identified two strong options that meet the important criteria and are within a reasonable cost difference.
- 123 Don't make the bridge too small. The Sellwood bridge is always congested. Traffic should freely flow. The bike lanes on the Sellwood bridge are excessively large. Favorable balance to cars over bikes in this location is desirable.
- 125 The memorable landmark for a cable-stayed bridge is a more negative memory. More on the eyesore side of the spectrum that runs from minimalist on one end to eyesore on the other.
- 126 Cost.
- 127 Drop this plan. Add a bike crossing plan to the I-5 bridge that needs (one or more car lanes) widening on the Southbound side. Use our taxes wisely.
- 128 This is ridiculous. Why put a walking bridge into rural Oregon? Spend OUR tax dollars with adding lanes over the I5 bridge so traffic will actually flow, or into something productive and useful.

ResponseID Response

134	By listing the suspension bridge first ,and putting it at the top on all comparison questions, the design of the survey is biased in favor of the suspension bridge. To ballance that hopefully the order was switched for half of the participants. If not, you will need to adjust for the order bias, if that is even possible. Sorry, you will have to look that up.
140	I like the cable stayed bridge better, but both are better than no bridge!
149	Cost and timing
150	More cycling infrastructure would promote tourism.
153	What bridge design has the biggest risk of increased costs and permitting challenges? Which bridge provides a better view for users of the river?
155	The closer the bridge can blend in with the natural environment the better. It is pretentious to use it as a tourist feature or landmark.
158	Either bridge would be great, but I prefer the cable stayed
159	Visual impact of bridge designs as seen from water level both upstream and downstream. Height of piers as seen from nearby residential and commercial locations.
162	BE SURE THEY ARE DESIGNED FOR EARTHQUAKES.
167	I agree that this is a necessary project for our future, however, I am concerned about the attitude that it needs to be beautiful to make Wilsonville look better. I am far more concerned about the cost, safety, and longevity. It is nice to think that the project should be memorable for those people visiting Wilsonville , but there should be other considerations for the other surrounding cities. How is it going to impact their traffic? Do they have policing and emergency services to cover your plans . Some of the surrounding areas which are much smaller in size are already being adversely affected by increased hikers, bikers, and traffic in general. Please don't forget our needs just to make Wilsonville a memorable place to visit.
171	Mostly, I just want the bridge built ASAP before I'm too old to run across it. If I get to choose, I would pick cable-stayed. It looks nicer and is more memorable.
173	Are there other, lower cost options?
177	The impact on marine and wildlife.
180	Why are we providing another bridge? Will there be a park on the other side?
181	There shouldn't even be a bridge but if this ridiculous bridge actually gets funding and approval then do something with as small and minimal as possible.

ResponseID Response

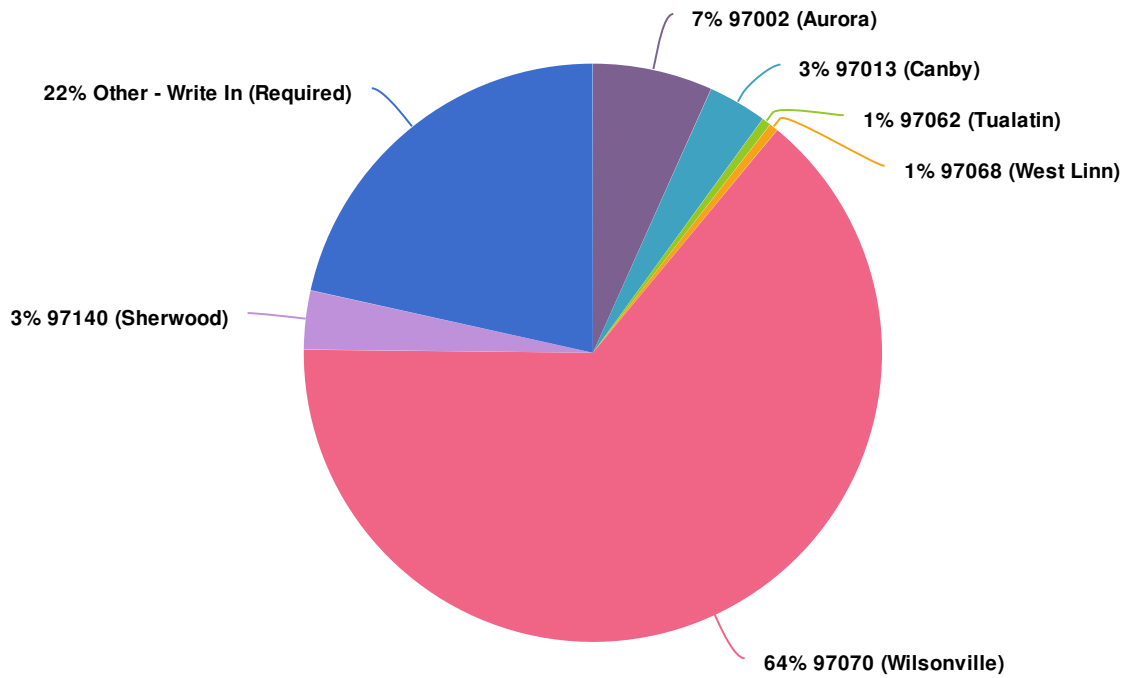
- 185 I disagree with the proposal of this project all together. Priority should have been give to put funds towards a wider bridge with the priority for emergency use. Instead you have a very expensive narrow bridge limited to pedestrians/bikes that is really designed for tourism & recreation. As a taxpayer I was never happy with this project passing. Perhaps AFTER we secure an effective emergency bridge allowing cars/emergency vehicles, but then the added cost is what I would again measure as a taxpayer. Sorry to be negative. Just not happy how this project became a strong priority, and there are a number of residents that are divided on it as well. Especially the new homeowners who were not a part of voting for this...nothing is perfect, but its a fact.
- 186 They both are interesting designs and seem to have similar impact on the land, so I would go for the one which costs less.
- 187 No-Zero-Nada impacts to the marina, access road or parking!!!!
- 189 Both of these options will have an adverse impact to the functionality of the Boones Ferry boating facility. Until an option is proposed that has no impact to safety, functionality and recreational boating use the bridge project should not move forward.
- 193 How about the city spend this money on a better project? Ease traffic, homeless housing, veterans programs,... Anything besides a bridge. IF it draws tourism the traffic will be horrible. Really BIG IF. Stop wasting my taxes on frivolous projects!!
- 201 I think it's important that the bridge doesn't block the view of the river!
- 204 Production time. Which one can be built faster?
- 205 If you are going to build a bridge it needs to carry cars and light trucks. Boone bridge is over crowded.
- 206 Your report does not address the right questions! Need to ask (or tell us): which bridge can better support emergency vehicles which is more earthquake proof which is more bird friendly which has less sway in high winds which can support more weight in the event of mass evacuation which requires less maintenance & the cost of maintenance which has more longevity
- 207 Cheaper is better. A car bridge would be better than all these options.
- 209 Cost, construction timeline, affect on river and shore, and resilience in natural disaster.
- 210 Benefits to locals (NOT tourists) able to cross river without car conflicts. Elephant in the living room: We really need a non-I-5 REAL bridge, including car traffic, to keep locals off the Boone Bridge. This expenditure will just postpone meeting that need years out into the future.

ResponseID Response

213 I have not been convinced yet that spending this much money on a bridge for bicycle's is a good use of funds. The emergency option for second responders (not first responders) has not been justified on cost/economics. Cheaper options exist for second responders.

215 Regardless type selected, it is hoped that either design will include a riverfront connecting path on the south side, under the Boone Bridge to Charbonneau.

6. What is your zip code?



Value	Percent	Responses
97002 (Aurora)	6.7%	14
97013 (Canby)	3.3%	7
97062 (Tualatin)	0.5%	1
97068 (West Linn)	0.5%	1
97070 (Wilsonville)	64.1%	134
97140 (Sherwood)	3.3%	7
Other - Write In (Required)	21.5%	45

Totals: 209

Other - Write In (Required)	Count
97132	8
97035	3
Totals	45

Other - Write In (Required)	Count
97045	3
97071	2
97137	2
97214	2
97219	2
97405	2
74953	1
97005	1
97020	1
97032	1
97070	1
97123	1
97133	1
97211	1
97213	1
97215	1
97216	1
97217	1
97223	1
97225	1
97229	1
97267	1
97309	1
Totals	45

Other - Write In (Required)**Count**

97330

1

97381

1

97401

1

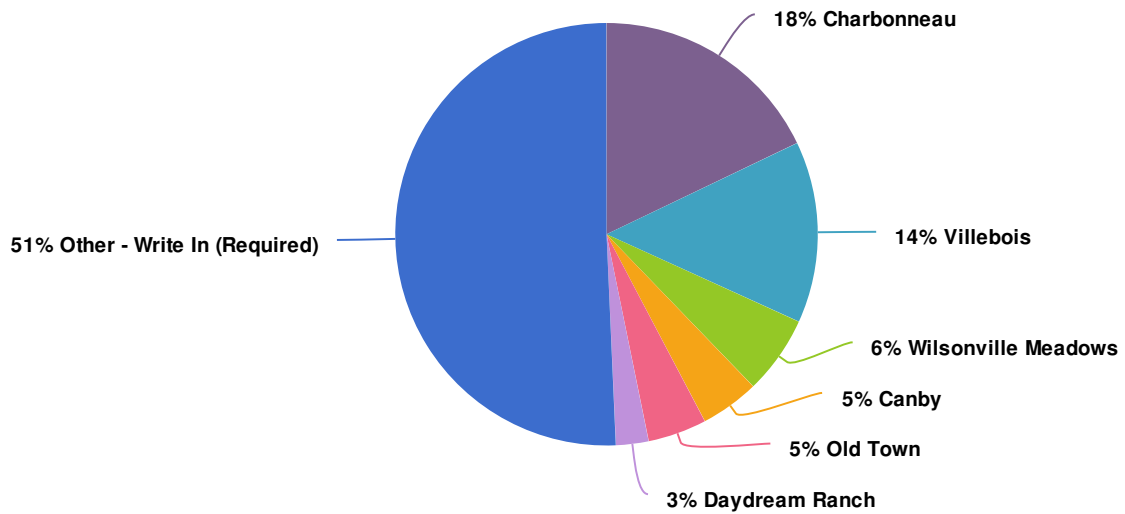
97404

1

Totals

45

7. What is the neighborhood of your residence?



Value	Percent	Responses
Charbonneau	17.9%	36
Villebois	13.9%	28
Wilsonville Meadows	6.0%	12
Canby	4.5%	9
Old Town	4.5%	9
Daydream Ranch	2.5%	5
Other - Write In (Required)	50.7%	102

Totals: 201

Other - Write In (Required)	Count
Ladd Hill	4
Canyon Creek Meadows	3
Totals	102

Other - Write In (Required)	Count
Merryfield	3
Morey's Landing	3
Hazelwood	2
Newberg	2
Park at Merryfield	2
Portland	2
Portland	2
Sherwood	2
Stafford	2
wilsonville road	2
97045	1
Airport rd	1
Aurora	1
Beaumont - Wilshire	1
Beaverton	1
Boat Club	1
Bolton West Linn	1
Bryant	1
Butteville Road	1
Canyon Creek	1
Canyon Creek	1
Cedar Hills	1
Central Tigard	1
Totals	102

Other - Write In (Required)	Count
Champoeg	1
Corvallis	1
Court side	1
Courtside	1
Courtside / Sundial	1
Courtside Estates, 20 years	1
Donald, Oregon	1
EUGENE	1
Eilers Rd	1
Eilers Rd	1
Eugene, OR	1
Fox Chase	1
Hillsboro	1
Hubbard	1
Ladd hill	1
Lake Oswego	1
Landover	1
Landover	1
Montebello	1
Montgomery Way	1
Mount Tabor	1
NE Butteville Rd	1
North Plains	1
Totals	102

Other - Write In (Required)	Count
Oatfield	1
Oregn City	1
Other side of Deer Creek	1
Overlook - Portland	1
PDX	1
Park at merryfield	1
Parkwood	1
Parrot Mountain	1
ParrotMountain	1
Poteau	1
Renaissance Boat Club	1
Richmond	1
Rivergreen	1
Rural	1
Rural Aurora	1
Silverton	1
Town Center	1
Town Center Park	1
Tranquility	1
Tukwila	1
Victoria Gardens	1
Village @ main	1
Village Estates Condos	1
Totals	102

Other - Write In (Required)	Count
Villebois ghetto - the neighborhood that was here prior to Villebois moving in	1
Vista Hills	1
Vlahos Dr	1
Westlake	1
Wilsonville	1
Wilsonville Rd. just across the Yamhill County line	1
Woodburn	1
bridge creek wilsonville	1
country	1
eugene	1
moreys landing	1
n/a	1
renaissance boat club	1
rivergreen	1
Totals	102