



## French Prairie Bridge Project Task Force Meeting #1

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

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

### *Task Force Members Present*

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

### *Project Team (PT)*

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

### *Task Force Members and PT Unable to Attend*

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

### *Community*

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

*Conversation summarized by agenda item below.*

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### **1. Welcome and Introductions**

**6 – 6:30 pm**

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

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

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

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

Staff:

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

Community:

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

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

## **2. Review of Project History**

**6:30-6:40pm**

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

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

## **3. Project Roadmap Presentation**

**6:40-7:20 pm**

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

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

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

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

Bob introduced the other disciplines represented on the project team:

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

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

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

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

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

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

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

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

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

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

#### 4. Task Force Charter Review

7:30-8:00 p.m.

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

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

##### *Meeting Protocol*

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

##### *Internal Communications* additions:

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

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

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

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

#### 5. Evaluation Criteria Discussion

8-8:40 pm

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

Members made the following suggestions.

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

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

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

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

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

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

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

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

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

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

## **6. Public Meeting Preview and Next Steps**

**8:40-8:50 pm**

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

## **7. Public Comments**

**8:50 – 9 pm**

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

Other comments and announcements included:

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

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

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