



Public Outreach Summary Report

Oregon City-West Linn Pedestrian Bicycle
Bridge Concept Plan

June 11, 2021





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1 Introduction

People who walk, bike and roll across the Willamette River between Oregon City and West Linn currently use the Arch Bridge (OR 43) which does not have dedicated bike paths or sidewalks that meet the Americans with Disabilities Act standards to provide access to people using mobility devices. To address this, Oregon City, West Linn, Clackamas County, Metro and ODOT are exploring potential new bridge alignments between the Willamette Falls and the I-205 Abernethy Bridge.

Public involvement was an important component of the concept planning effort to ensure that it was informed by the priorities, needs and issues important to the public.

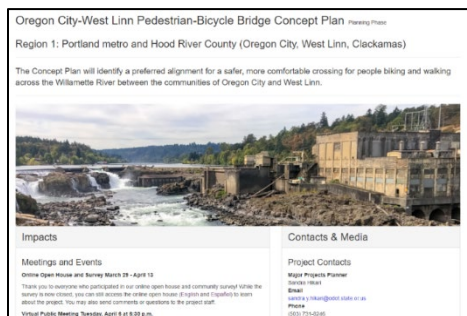
This report summarizes the outreach conducted during the project and is organized as follows:

- **Materials and Notifications** – Tools used to convey project information, and to publicize the Spring 2021 outreach opportunities.
- **Project Committees** – Decision-making and advisory structure of the project and details on the Community Advisory Committee and the Leadership Committee.
- **Stakeholder Interviews, Focus Groups, Walking Tour and Briefings** – Outreach conducted to gather input from community members.
- **Spring 2021 Online Outreach** – Online open house, virtual public meeting, website update and survey responses.

2 Materials and Notifications

A wide range of outreach tools were used to publicize the project and encourage public participation.

2.1 Website



A [project webpage](#) hosted on the ODOT website was used to share information.

It provided a project description, map of the project area, schedule, information on project committees, notifications of public meetings and a library of project documents.

2.2 Fact Sheet

The project team produced a fact sheet in January 2021 to provide an overview of the project, community benefits, public engagement and decision making, website and contact information. It was posted on the project website and used at stakeholder interviews, focus groups and briefings.

2.3 Postcards

The project team sent postcards to community members directing them to online engagement opportunities and project updates.

- **March 2021** – A postcard was sent to over 4,000 people in the project vicinity in March 2021 to promote the March 29 – April 13, 2021 outreach opportunities. *This postcard was also translated into Spanish and used by Spanish speaking liaisons to promote the Spanish online open house and survey.*
- **May 2021.** A second postcard was sent to the same area inviting the community to learn about the corridor recommendations and to take a short survey between May 21 – June 6, provided in English and Spanish on the project website.

2.4 Print and digital ads



The project prioritized using local publications to inform the community about the outreach opportunities. A print advertisement ran in the Clackamas/Oregon City News and West Linn Tidings on March 31. Digital ads on the newspapers' websites complemented the print ads. The digital ads ran from March 29 – April 13 and reached almost 60,000 impressions.

Including digital and print ads, over 90,000 people heard about the online the online open house and how to share feedback.

Overall, this notification approach drove more than 500 users to the online open house.

2.5 Stakeholder Emails

Five emails were sent to the project stakeholder list and ODOT media contacts:

- **Email #1 – [Project introduction and Project Advisory Committee meeting](#)**
January 20, 2021
Email Lists: ODOT Region 1 News Releases + project email list
Recipients: 3,858
Opened: 915
Clicks: 93

- **Email #2 – [Invitation to participate in the online open house, virtual meeting and survey](#)**
March 29, 2021
Email List: ODOT Region 1 News Releases + project email list
Recipients: 4,514
Opened: 1,037
Clicks: 86
- **Email #3 – [Reminder to participate in online open house and survey](#)**
April 12, 2021
Email List: Project email list
Recipients: 815
Opened: 204
Clicks: 34
- **Email #4 – [Review the Team Recommendations and Share Your Input by June 6!](#)**
May 21, 2021
Email List: Project email list
Recipients: 879
Opened: 549
Clicks: 176
- **Email #5 – [Reminder: Review the Team Recommendations and Share Your Input by June 6!](#)**
June 1, 2021
Email List: Project email list
Recipients: 882
Opened: 467
Clicks: 36

2.6 Partner Agency Notifications

Oregon City and West Linn helped communicate about the Spring 2021 outreach by including information on their websites, community calendars, newsletters and through social media.

3 Project Committees

Project decision-makers considered technical analyses, as well as public input and input from the two project advisory committees outlined below.



3.1 Project Leadership Committee

The Project Leadership Team (PLT) comprised of governments with regulatory authority and provided a direct link to decision-makers from the cities of West Linn and Oregon City, Clackamas County, Metro and ODOT. This team shared the viewpoints of those who reside in the communities that the agencies serve and who are likely to be affected by the decisions they make. The PLT met virtually three times:

- January 19, 2021
- April 8, 2021
- May 12, 2021

Members included:

- Councilor Mary Baumgardner, West Linn
- Commissioner Denyse McGriff, Oregon City
- Councilor Christine Lewis, Metro
- Commissioner Paul Savas, Clackamas County
- Rian Windsheimer, ODOT

3.2 Project Advisory Committee

The Project Advisory Committee (PAC) brings together a broad set of community perspectives and interested government parties to review materials and provide input throughout the project. All meetings were virtual and open to the public, and meeting information and materials were posted to the project website. The PAC held three virtual meetings:

- January 27, 2021
- March 31, 2021
- May 5, 2021

Members included:

- Ryan Webb, PE, Confederated Tribes of Grand Ronde Community of Oregon

- Gregg Kiona, Confederated Tribes and Bands of the Yakama Nation
- Pamela Barlow-Lind, Confederated Tribes of Siletz Indians
- Kat Brigham, Confederated Tribes of Umatilla Indian Reservation
- Raymond Tsumpti, Confederated Tribes of the Warm Springs Reservation of Oregon
- Shannon Wheeler, Nez Perce Tribe
- Kurt Roedel, ODOT/SHPO Archaeology Liaison
- Neil de Gelder, Belgravia Investments
- Nancy Kraushaar, Willamette Falls Heritage Foundation
- Andrew Mason, Willamette Falls Trust
- Ashton Simpson, Oregon Walks
- Abe Moland, Clackamas County
- Eric Underwood, Portland General Electric
- Benny Dean, Army Corps of Engineers
- Brian Moore, Willamette Falls Downtown District
- Dan Marsh, community at-large
- Kate Buehrig, community at-large

4 Stakeholder Interviews and Focus Groups

To promote collaboration and gain input from stakeholders in the community, the project team conducted 11 interviews and six focus groups with a total of 71 participants representing a wide range of stakeholder interests and lived experiences, including youth, older adults and Spanish speakers. Two additional focus groups were hosted but no participants attended (disabled community members and Territorial Drive residents).

The interviews and focus groups gathered stakeholders' perspectives and input on walking, biking and rolling in the project area and feedback on the proposed alignment options for the pedestrian and bicycle bridge. Stakeholders were introduced to the project, provided an update for those already familiar and gathered participant feedback. Participants received a project fact sheet and a link to the project website prior to each interview/focus group.

The following are key themes gathered from the stakeholder interviews and focus groups.

- A new crossing specifically for walking, biking and rolling is generally seen as a **positive community amenity**. Most people do not feel comfortable walking, biking or rolling across the Arch Bridge currently.
- **Cultural history** is significant and a key priority.

- The crossing must create a **safe, accessible, welcoming experience for all users.**
- A **safe transportation system** accessing the bridge is a priority.
- Not improving crossing options for vehicles as well will lead to continued congestion issues, especially if ODOT implements tolling.
- Alignment **adjacent to the Arch Bridge:**
 - Pros: Central, “known” location which is good for pedestrians and businesses.
 - Cons: May diminish design and experience of existing historic bridge.
- Alignments **south of the Arch Bridge:**
 - Pros: Will support redevelopment and good view of falls.
 - Cons: May not be favored by all Sovereign Nations; may exacerbate the current parking issues in Oregon City.
- Alignments **north of the Arch Bridge:**
 - Pros: Good commuter cycling connection and route.
 - Cons: Not as convenient for pedestrians; considered “out of the way.”

Table 4-1. Stakeholder Interviews

Organization/Interest	Participant(s)	Date
Willamette Falls Trust	Andrew Mason, Executive Director	January 15, 2021
Emergency Service Providers	Nate Thompson, Clackamas County Sheriff Peter Mahuna, Oregon City Police Shaun Davis, Oregon City Police Oddis Rollins, West Linn Police	January 21, 2021
West-Linn Wilsonville School District	Dr. Aaron Downs, Superintendent (Oregon City School District invited but did not attend)	January 15, 2021
Willamette Heritage Foundation	Troy Bowers, Co-Chair Nancy Kraushauer, Co-Chair	January 20, 2021
Clackamas County	Martine Coblenz, Equity and Inclusion	February 18, 2021
Portland General Electric	Eric Underwood, Government Affairs	February 1, 2021
Belgravia Investments	Neil de Gelder	February 8, 2021
Coast Guard	Stephen Fischer Carl Smith	February 8, 2021
Willamette Falls Locks Commission and Army Corps of Engineers	Joe Bernert, Locks Commission Sandy Carter, Locks Commission Benny Dean, Army Corps of Engineers Nancy Karushauer, Willamette Heritage Foundation Co-Chair	January 26, 2021
Downtown Oregon City Association and City of Oregon City	Liz Hannum, Downtown Oregon City Association Kelly Reid, City of Oregon City	March/April
Territorial Drive Residents	One Territorial Drive property owner One Territorial Drive resident	June 2, 2021

Table 4-2. Focus Group Participants

Focus Group	Number of Participants	Date
Community and Bicycle/Pedestrian Interests	8	March 1, 2021
Youth	10	March 18, 2021
Spanish Speakers	6	April 8, 2021
Oregon City Commission	4 Commissioners and staff	January 6, 2021 February 9, 2021 March 17, 2021
Oregon City Transportation Demand Management (TDM) Group	4 15	February 4, 2021 April 19, 2021
Seniors	3	May 21, 2021
Disabled Community Members	0 (5 invited)	May 21, 2021
Territorial Drive Residents	0 (5 invited)	May 26, 2021

See Attachment A for a complete summary of the stakeholder interviews and focus groups.

5 Walking Tour

The project team hosted a socially-distanced site walking tour on February 2, 2021 from 1:00 - 2:30 p.m. for committee members and other interested stakeholders to oriented to the area; discuss tribal and cultural history, other projects in the area; and identify concerns and opportunities. View the itinerary [here](#).

6 Community Briefings

The project team offered briefings to neighborhood associations in the area and attended the following meetings to provide project information.

- **March 16** – Hidden Springs Neighborhood Association
- **May 4** – Savanna Oaks Neighborhood Association
- **May 11** – Downtown Oregon City Association
- **May 20** – West Linn Neighborhood Association Presidents
- **June 3** – Robinwood Neighborhood Association

7 Spring 2021 Online Outreach

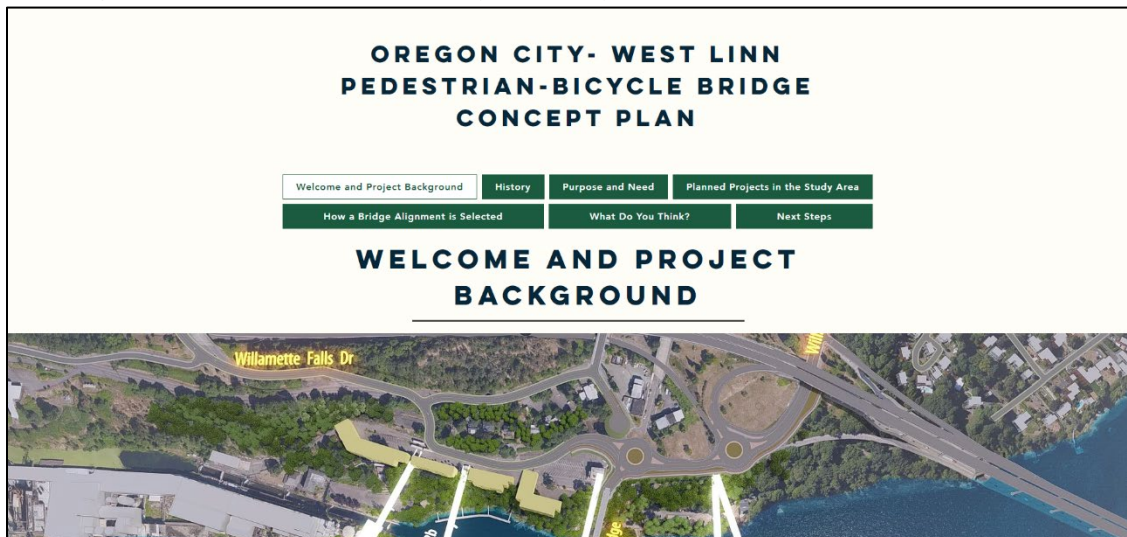
The purpose of this outreach was to provide the community with project details and assess their opinions of walking, biking and rolling in the area as well as the current bridge alignment options. The March/April outreach consisted of an online open house, community survey and a virtual public meeting. The May/June outreach consisted of a

community survey and a robust web update that included the team’s corridor recommendations.

7.1 March/April 2021 Online Open House and Survey

The project online open house and survey were available to the general public in English and Spanish from March 29 through April 13, 2021. The online open house provided an opportunity for people to learn about project including project area history, other planned projects and the potential bridge alignments. It included an interactive 360-degree video of the alignment options and virtual reality simulations which allowed participants to experience associated tradeoffs.

The English online open house received 572 visitors and over 750 survey respondents. The Spanish online open house received 20 visitors and 1 survey respondent. Survey responses from Spanish speakers were gathered in a focus group and summarized as part of the Stakeholder Interview and Focus Group Summary (Attachment A). The survey included a mix of qualitative and open-ended questions. It also included travel mode and demographic information. A summary of survey responses is included in Section 7.2.



As an outreach and engagement tool, survey respondents were self-selected, and the results were not intended to be statistically valid.

Stakeholders were notified of the online open house and survey through a variety of notifications outlined in Section 2 of this report.

7.2 March/April 2021 Survey Input Summary

A total of 758 people answered at least one survey question for the survey. The number of responses to individual questions varied because survey participants were able to answer as many or as few questions as they chose.

Key Themes from Survey Responses:

- Almost 80 percent of respondents believe that a pedestrian-bicycle bridge would benefit the community.
- Prefer an alignment with existing walking paths and low vehicle traffic

- Value minimal ramps and switchbacks to approach the alignment
- Interested in connecting the existing and future business development

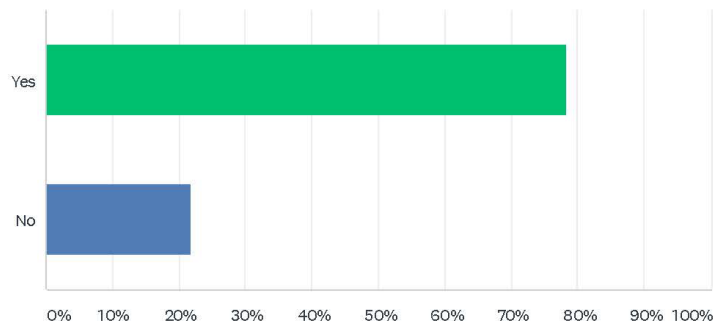
When comparing respondents located in West Linn and Oregon City, both cities strongly support a pedestrian-bicycle bridge. Both groups of respondents prefer Alignment 1c for the best user experience while Alignment 4a scored the highest for providing the best connection.

Oregon City and West Linn included a similar distribution of responses. See specific breakdown of survey responses by each city (Attachments B and C, respectively).

A summary of responses and comments follows.

Q1 Do you believe a new bridge specifically for people walking, biking, and rolling would benefit the community (including Oregon City, West Linn, Gladstone, Clackamas County, and the greater Metro region)?

Answered: 752 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	78.19%	588
No	21.81%	164
TOTAL		752

Yes – Summary of Comments

- Connects West Linn and Oregon City
- Promotes foot and bike traffic
- Improves current walking conditions
- Improves safety and accessibility
- Reduces carbon footprint / Increase sustainability
- Increases commerce/tourism
- Better scenic area/falls experience
- Additional network for bike/ped trails
- Supports redevelopment plans

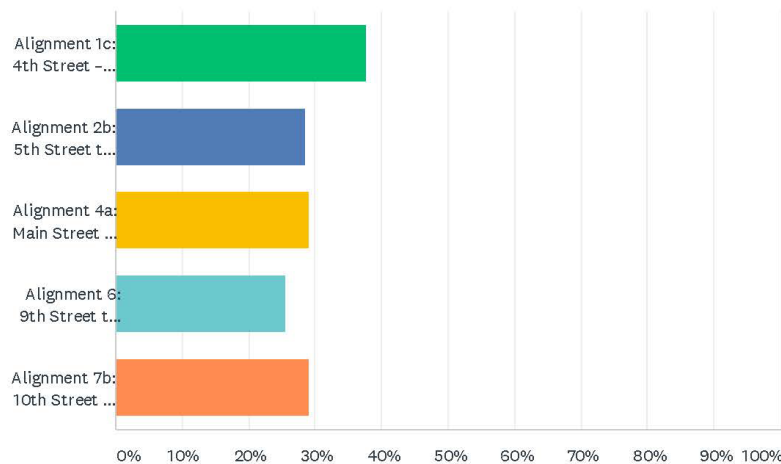
No – Summary of Comments

- No functional paths/infrastructure for bikes/ped in West Linn
- Does not have a cost benefit / waste of money / low priority
- Low traffic of current walkers/bikers

- Only benefits a small percentage of population
- Minimal West Linn destinations
- Don't want an increase of crime or homeless
- Current bridge is acceptable for current bike/ped traffic
- Convert Arch Bridge to a bike/ped bridge and build a new bridge for vehicles

Q2 Of the potential alignments shown above, which do you think would provide the best user experience? Consider views, safety, sounds, historic architecture, ease of use (climbing ramps), connection to cultural and ethnic resources, etc. (choose top two)

Answered: 683 Skipped: 72



ANSWER CHOICES	RESPONSES	
Alignment 1c: 4th Street – Mill Street	37.63%	257
Alignment 2b: 5th Street to Mill Street	28.40%	194
Alignment 4a: Main Street to Mill Street	29.14%	199
Alignment 6: 9th Street to Willamette Drive	25.48%	174
Alignment 7b: 10th Street to OR 43	29.14%	199
Total Respondents: 683		

Alignment 1c: 4th Street – Mill Street – Summary of Comments

- Better access to current businesses
- Lower traffic on connecting streets
- Bridge could be less steep
- Promotes future development
- Closer to the falls
- Connection to Blue Heron redevelopment
- Avoids crossing 99E
- Close to Oregon City's downtown
- Streamlined connection

Alignment 2b: 5th Street to Mill Street – Summary of Comments

- Close to the falls

- Avoids crossing 99E
- Shortest crossing distance
- Closer to future development
- Furthest from I-205
- Away from vehicle traffic
- Connect to future river walk
- Safe and accessible

Alignment 4a: Main Street to Mill Street – Summary of Comments

- Avoids crossing 99E
- Close to downtown Oregon City
- Mirror the Arch Bridge's architecture
- Easy connection
- Closest to the elevator
- Near the falls
- Minimize switchbacks

Alignment 6: 9th Street to Willamette Drive – Summary of Comments

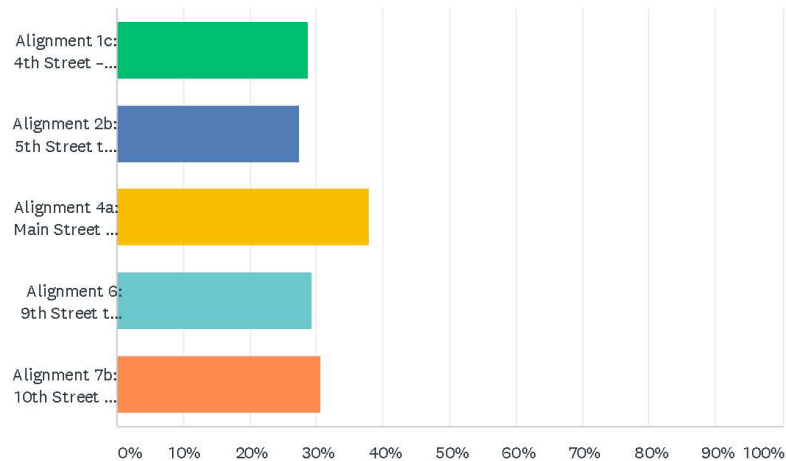
- Near existing bike routes
- Less impact on fall views
- Easy to access (including by bus)
- Less switchbacks
- Connection to downtown Oregon City
- Closer to existing destinations
- Access to OR 43

Alignment 7b: 10th Street to OR 43 – Summary of Comments

- No ramps / ADA accessible
- Avoids the falls
- Connects to downtown Oregon City
- Connects to existing bike routes
- Diverts from vehicle traffic
- Accessible from Oregon City and West Linn
- Connects easily with transit

Q3 Of the potential alignments shown above, which do you think would provide the best connection (providing access to the most places people want to go) for people walking, biking, and rolling? (choose top two)

Answered: 680 Skipped: 75



ANSWER CHOICES	RESPONSES
Alignment 1c: 4th Street – Mill Street	28.68% 195
Alignment 2b: 5th Street to Mill Street	27.35% 186
Alignment 4a: Main Street to Mill Street	37.79% 257
Alignment 6: 9th Street to Willamette Drive	29.26% 199
Alignment 7b: 10th Street to OR 43	30.44% 207
Total Respondents: 680	

Alignment 1c: 4th Street – Mill Street – Summary of Comments

- Closer to future development and Riverwalk
- Ideal for scenery
- Away from vehicle traffic
- Connection to Oregon City
- Away from freeway exit in West Linn

Alignment 2b: 5th Street to Mill Street – Summary of Comments

- Closer to future development and Riverwalk
- Ideal for scenery
- Away from vehicle traffic
- Connection to Oregon City
- Away from freeway exit in West Linn

Alignment 4a: Main Street to Mill Street – Summary of Comments

- Access to current businesses
- Close to downtown Oregon City
- Proximity to elevator

Alignment 6: 9th Street to Willamette Drive – Summary of Comments

- Proximity to businesses in West Linn and Oregon City



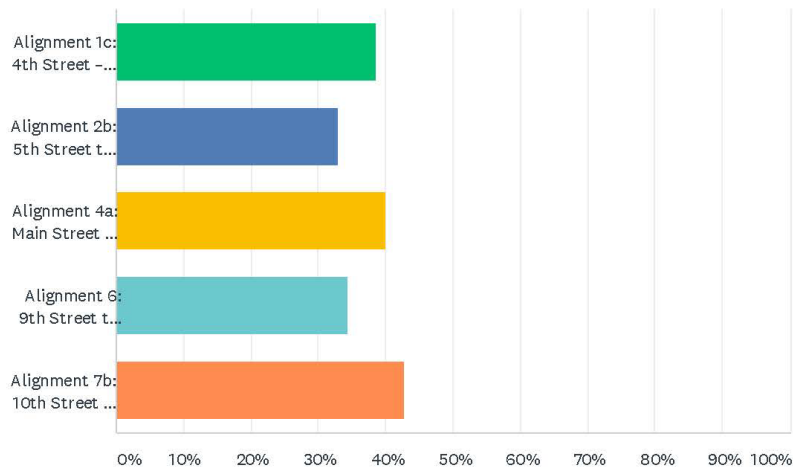
- Connects to existing bike lanes and trails
- Accessibility at both ends of the bridge
- Proximity to TriMet

Alignment 7b: 10th Street to OR 43 – Summary of Comments

- Proximity to businesses in West Linn and Oregon City
- Proximity to Oregon City Amtrak and West Linn TriMet
- Proximity to existing trails
- Accessibility
- Connects with OR 43 which is used as a bike commuter route
- Away from current traffic and intersections
- Closes path on the north side of OR 99E

Q4 Of the potential alignments shown above, which do you believe would not make good options, regarding user experience and/or connection for people walking, biking, and rolling? (choose all that apply)

Answered: 623 Skipped: 132



ANSWER CHOICES	RESPONSES
Alignment 1c: 4th Street – Mill Street	38.52% 240
Alignment 2b: 5th Street to Mill Street	32.91% 205
Alignment 4a: Main Street to Mill Street	39.97% 249
Alignment 6: 9th Street to Willamette Drive	34.35% 214
Alignment 7b: 10th Street to OR 43	42.70% 266
Total Respondents: 623	

Alignment 1c: 4th Street – Mill Street – Summary of Comments

- Location is out of the way
- Longer travel
- Navigate around the highway
- Not as centrally located
- Bridge length and switchbacks
- Not focused on Oregon City and West Linn businesses
- Not designed for commuters

- Obstructs other views of falls
- Difficult to access from Oregon City and West Linn
- Relies on redevelopment

Alignment 2b: 5th Street to Mill Street – Summary of Comments

- Out of the way from current bike connections
- Too close to the Arch Bridge and traffic
- Not connected to current businesses
- Relies on redevelopment
- Proximity to OR 99E
- Steep ramps and switch backs

Alignment 4a: Main Street to Mill Street – Summary of Comments

- Interferes with vehicle traffic
- Not accessible
- Does not provide an alternate route
- Noise and congestion
- Obstructs view of the falls
- Bridge elevation

Alignment 6: 9th Street to Willamette Drive – Summary of Comments

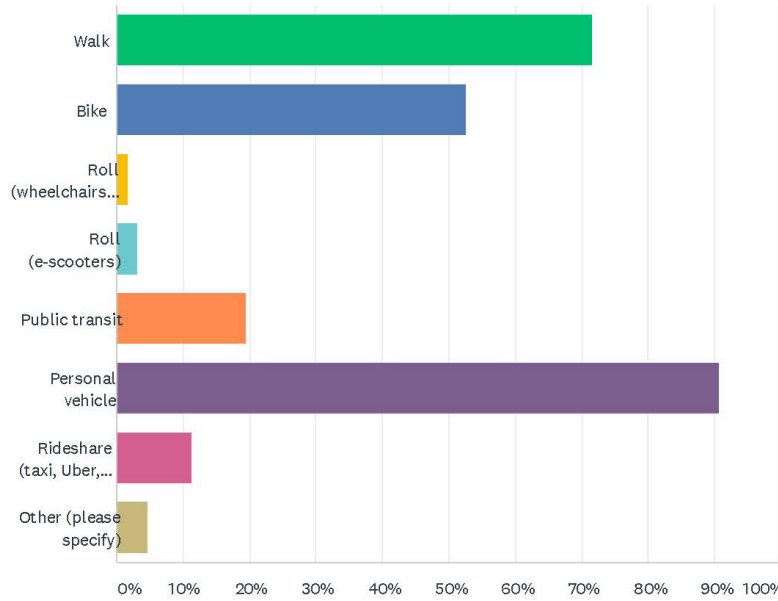
- No good views of the falls
- Too close to I-205/Abernathy Bridge
- Away from downtown Oregon City
- Bridge approaches have busy vehicle traffic corridors
- Users need to cross OR 99E
- Lack of signalized crossings
- Far away from new development
- 'Nowhere to nowhere' option

Alignment 7b: 10th Street to OR 43 – Summary of Comments

- Close to vehicle noise and traffic
- Away from current pedestrian walking areas
- Bridge approaches have busy vehicle traffic corridors
- Users need to cross OR 99E
- Not a scenic option
- 'Nowhere to nowhere' option
- Removed from Oregon City shopping area

Q5 How do you get around your community today? (choose all that apply)

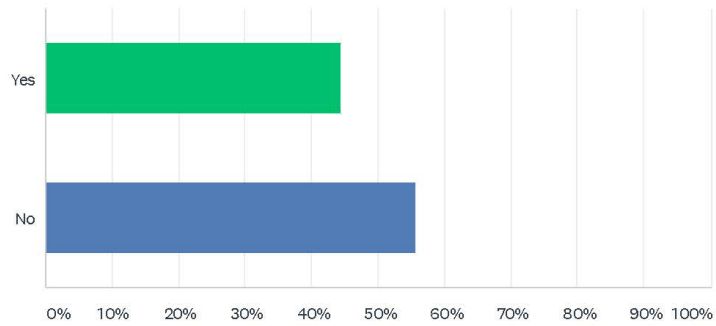
Answered: 746 Skipped: 9



ANSWER CHOICES	RESPONSES
Walk	71.58% 534
Bike	52.41% 391
Roll (wheelchairs, walkers, power scooters)	1.61% 12
Roll (e-scooters)	3.22% 24
Public transit	19.44% 145
Personal vehicle	90.62% 676
Rideshare (taxi, Uber, Lyft)	11.26% 84
Other (please specify)	4.56% 34
Total Respondents: 746	

Q6 Do you currently walk, bike, or roll across the Arch Bridge (OR 43)?

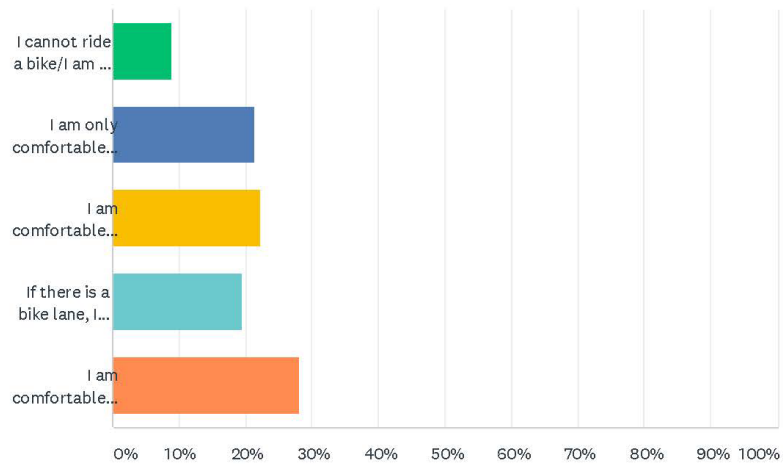
Answered: 743 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes	44.28%	329
No	55.72%	414
TOTAL		743

Q7 How would you characterize your biking ability?

Answered: 743 Skipped: 12

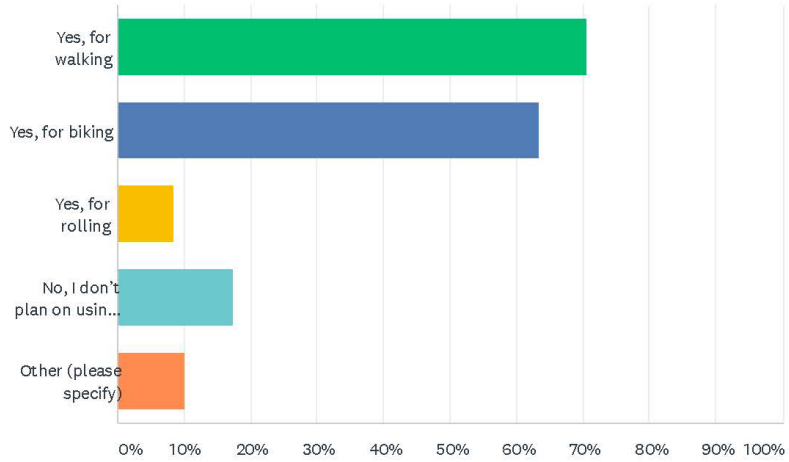


ANSWER CHOICES	RESPONSES	
I cannot ride a bike/I am not interested in biking	8.88%	66
I am only comfortable riding on separated paths away from traffic	21.40%	159
I am comfortable riding a bike on roads with little traffic	22.21%	165
If there is a bike lane, I am comfortable riding a bike on roads with heavier traffic and faster speeds	19.52%	145
I am comfortable riding a bike just about anywhere	27.99%	208
TOTAL		743



Q8 Would you use a new bridge dedicated to walking, biking, and rolling in this area? (check all that apply)

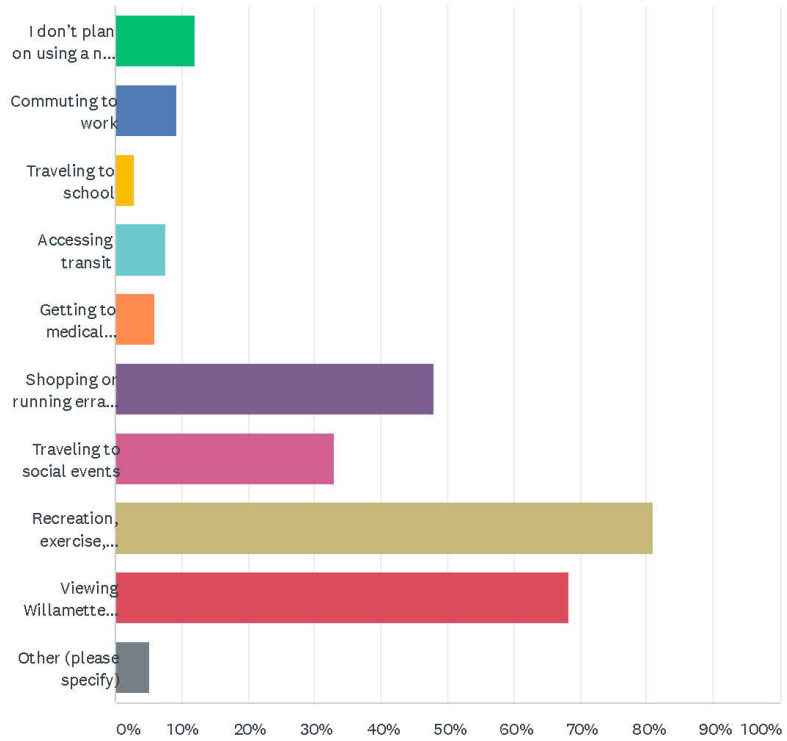
Answered: 748 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes, for walking	70.45%	527
Yes, for biking	63.37%	474
Yes, for rolling	8.42%	63
No, I don't plan on using a new bridge	17.38%	130
Other (please specify)	10.03%	75
Total Respondents: 748		

Q9 If yes, what would you use it for? (choose all that apply)

Answered: 711 Skipped: 44



ANSWER CHOICES	RESPONSES	
I don't plan on using a new bridge	11.95%	85
Commuting to work	9.28%	66
Traveling to school	2.81%	20
Accessing transit	7.45%	53
Getting to medical appointments	5.77%	41
Shopping or running errands in downtown Oregon City or West Linn	47.82%	340
Traveling to social events	32.91%	234
Recreation, exercise, and/or accessing nearby trails	80.87%	575
Viewing Willamette Falls	68.21%	485
Other (please specify)	5.06%	36
Total Respondents: 711		

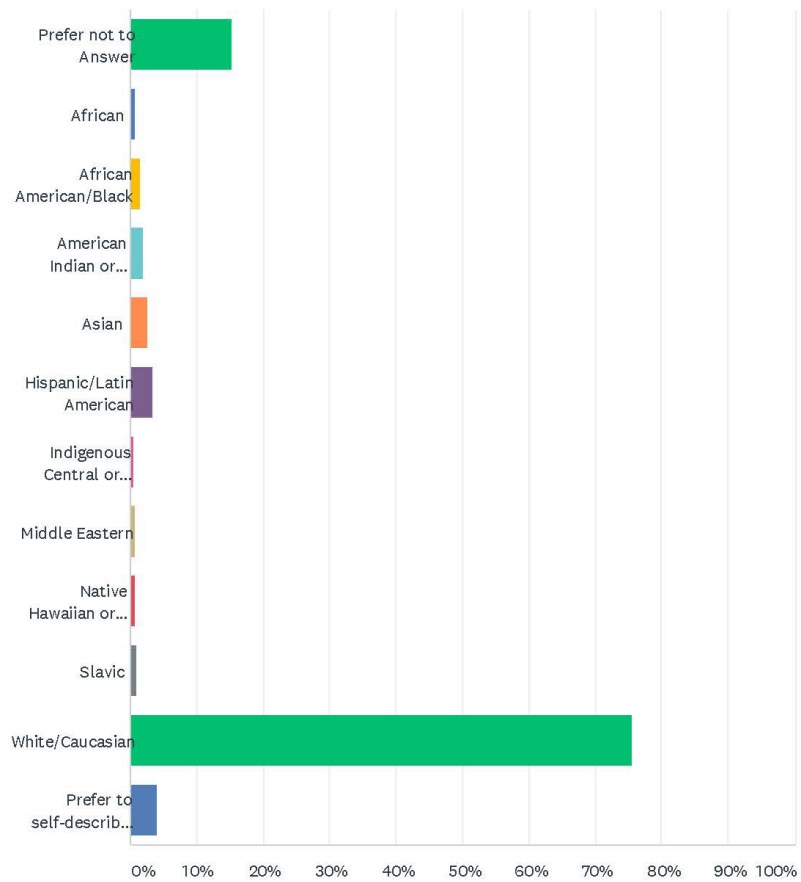


Q10 What is your zip code? (fill in)

97070₉₇₂₁₅ 97217₉₇₂₁₃ 97034₉₇₂₀₉ 97222₉₇₂₀₃ 97013
 97214 97045₉₇₂₁₂ 97068₉₇₀₈₆ 97267₉₇₀₀₅
 97202₉₇₂₃₉ 97027₉₇₀₀₄ 97219 97206

Q11 How do you identify your race/ethnicity? (select all that apply)

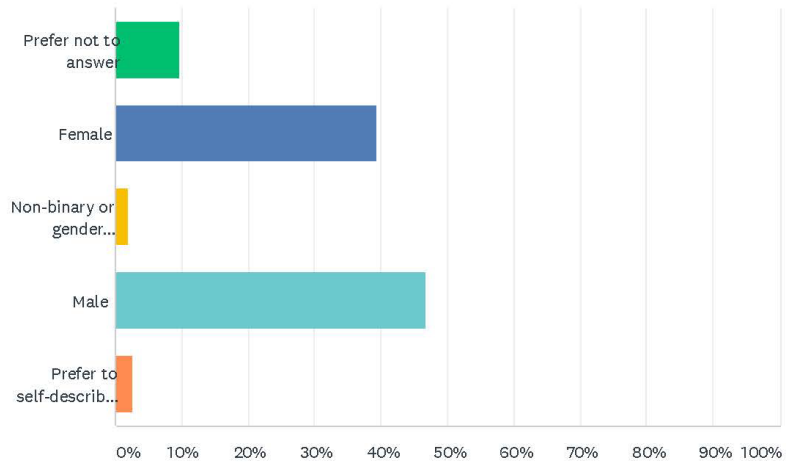
Answered: 702 Skipped: 53



ANSWER CHOICES	RESPONSES	
Prefer not to Answer	15.24%	107
African	0.57%	4
African American/Black	1.57%	11
American Indian or Alaska Native	1.85%	13
Asian	2.56%	18
Hispanic/Latin American	3.28%	23
Indigenous Central or South American	0.43%	3
Middle Eastern	0.57%	4
Native Hawaiian or Pacific Islander	0.57%	4
Slavic	0.85%	6
White/Caucasian	75.50%	530
Prefer to self-describe (write in)	3.99%	28
Total Respondents: 702		

Q12 Gender

Answered: 709 Skipped: 46

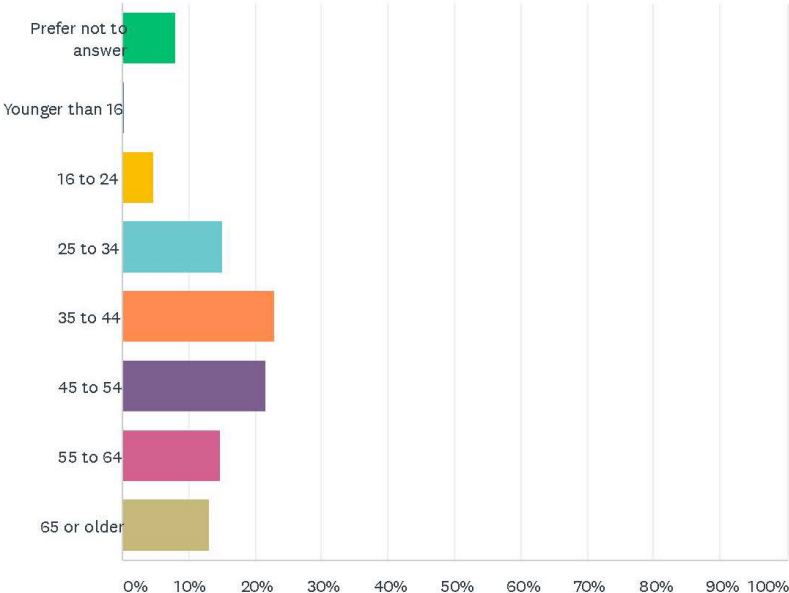


ANSWER CHOICES	RESPONSES	
Prefer not to answer	9.59%	68
Female	39.35%	279
Non-binary or gender non-conforming	1.83%	13
Male	46.69%	331
Prefer to self-describe (write in)	2.54%	18
TOTAL		709



Q13 Age

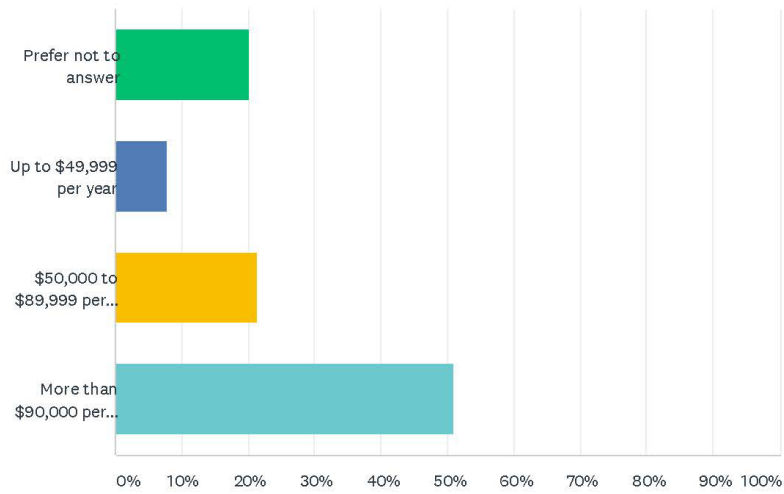
Answered: 708 Skipped: 47



ANSWER CHOICES	RESPONSES	
Prefer not to answer	8.05%	57
Younger than 16	0.28%	2
16 to 24	4.66%	33
25 to 34	14.97%	106
35 to 44	22.88%	162
45 to 54	21.61%	153
55 to 64	14.55%	103
65 or older	12.99%	92
TOTAL		708

Q14 Annual household income

Answered: 707 Skipped: 48

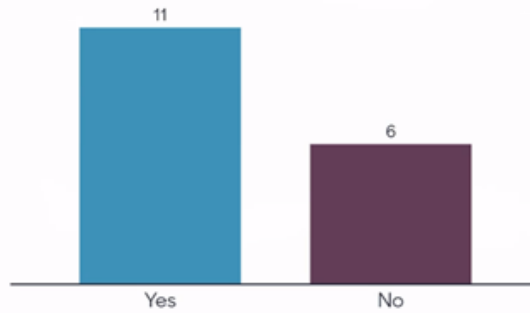


ANSWER CHOICES	RESPONSES	
Prefer not to answer	20.08%	142
Up to \$49,999 per year	7.78%	55
\$50,000 to \$89,999 per year	21.36%	151
More than \$90,000 per year	50.78%	359
TOTAL		707

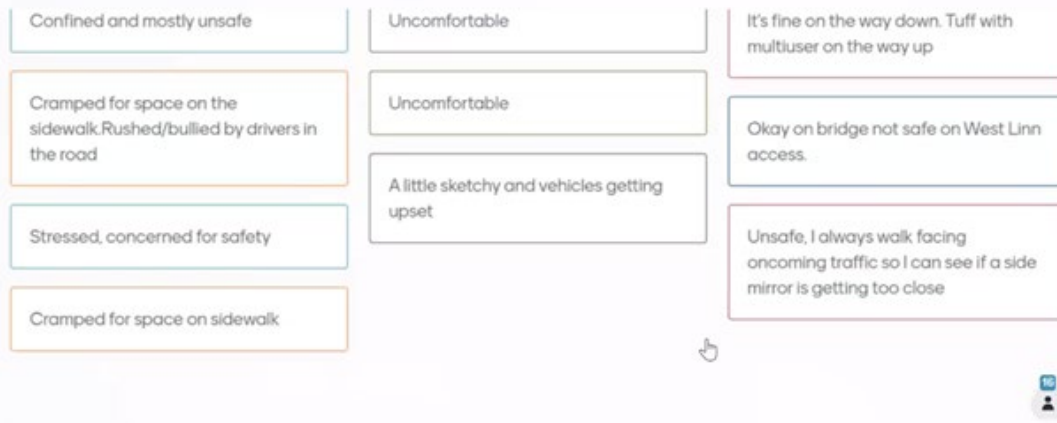
7.3 April 2021 Virtual Public Meeting

On April 6, 2021, 57 participants joined a public meeting which provided people the opportunity to interact with the project team and ask questions. The team presented information, including a fly-through video of the different alignment options, used virtual polling and took questions from the public. See the polling results follow.

Do you currently walk, bike, or roll across the Arch Bridge?



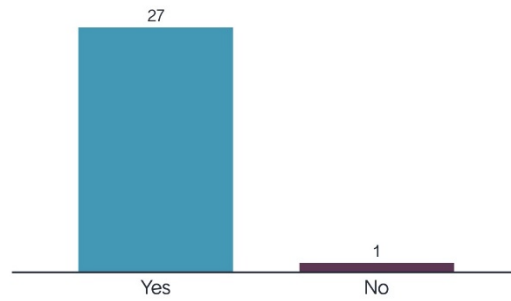
How do you feel when walking, biking and rolling across the Arch Bridge today?



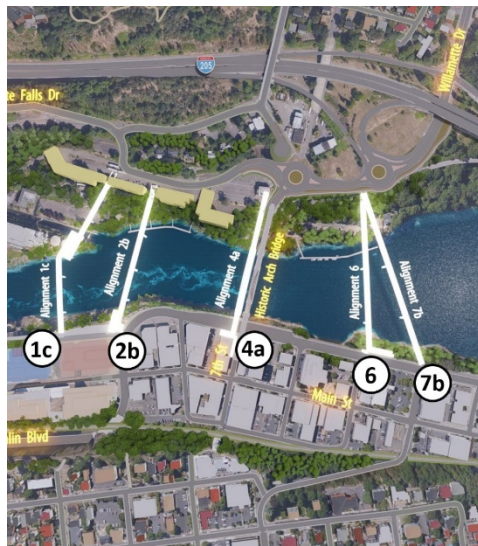
What should the new bridge accomplish, in order of importance?



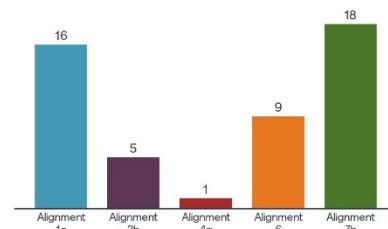
Would you utilize a new walk, bike, roll only bridge?



28



Which are your top two preferred options?



28

Questions and comments from the public included concerns with how the bridges would interact with development in the area, impacts to property and access and safety for people walking and biking on the surrounding transportation system.

Watch a recording of the meeting [here](#).

7.4 May/June 2021 Website Update and Survey

On May 21, 2021 the public was invited to learn about the recommendations to continue evaluating upstream and downstream corridors and share input. Links on the project website took visitors to an online open house-style platform in both English and Spanish that included a summary of April's virtual open house, an explanation of why the upstream and downstream



corridors will continue to be reviewed and details on the benefits, burdens and unknowns of the corridors. A short survey was available in English and Spanish between May 21, 2021 and June 6, 2021. During that time period, 427 people viewed the English information and 169 people viewed the Spanish information.

7.5 May/June 2021 Survey Input Summary

29 people provided input in English on the project recommendations in an open form survey where they were invited to:

- Identify any additional benefits, burdens, and/or unknowns associated with a bridge alignment in the upstream corridor.
- Identify any additional benefits, burdens, unknowns, and/or associated with a bridge alignment in the downstream corridor.
- Provide any additional comments you have related to this project.

Complete results are included in Attachment D. Here are the takeaways:

- Upstream Corridor
 - Benefits
 - Access to new development
 - Redevelopment opportunities
 - Provides view of falls
 - Burdens
 - Access through heavy traffic
 - Tight space to build
 - Visual barrier to falls from downstream
 - Sensitive area to tribes
- Downstream Corridor
 - Benefits
 - Easy, safe access (crosses over 99E), especially for cyclists
 - Direct access
 - Burdens
 - Less accessible to downtown Oregon City
 - Impact to aesthetics from the beach

- Access to West Linn (roundabouts, geography)
 - Longer span
- Other comments
 - Not a good use of public funds
 - New auto bridge is preferred
 - Concern with attracting people who are homeless/camping
 - Concern over tolling implications and additional congestion on surface streets

Attachment A. Stakeholder Interview and Focus Group Summary

Attachment B. Oregon City Survey Results

Attachment C. West Linn Survey Results

Attachment D. May/June 2021 Survey Results