



Hood River – White Salmon BRIDGE REPLACEMENT PROJECT

Summary of Online Survey #1 Results

Project Relaunch Phase, Fall 2018 – January 2019

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Prepared for the Port of Hood River



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Introduction

The existing, obsolete bridge connecting White Salmon and Hood River needs replacement to support the safety, economic vitality and quality of life for people and water quality in the Columbia River Gorge. Significant efforts to replace the 90-year-old Hood River-White Salmon Bridge have been underway for the past two decades. In 2018, the Port of Hood River secured \$5 million in state funding to continue the bridge replacement project and complete the environmental review process in compliance with the National Environmental Policy Act (NEPA).

The Port of Hood River, as the current owner and operator of the bridge, is working with community partners to relaunch the bridge replacement project. This is the logical next step to move the project forward into design and construction and position the project for funding opportunities.

In fall 2018, the Port of Hood River publicly relaunched the project and sought input to confirm the project's purpose and need statement, the range of alternatives analyzed in the 2003 Draft Environmental Impact Statement (EIS), and the previously-identified preliminary preferred alternative with a variety of public involvement activities: stakeholder interviews, a project website, convening of a working group, a community meeting, an online survey, presentations and briefings, and information tables. **This report summarizes the purpose, logistics, notification methods, and results of the 15-question online survey, which was available from December 10, 2018, through January 31, 2019.**

Purpose of the engagement

The purpose of the online survey was aligned with the purpose of other engagement events during the relaunch phase. The Port sought to:

- Inform the mid-Columbia Gorge community about the purpose of the Hood River-White Salmon Bridge Replacement Project.
- Promote awareness among stakeholders and the public about the project process and schedule.
- Review and seek input to confirm past work contained in the Draft EIS (purpose and need statement, range of alternatives analyzed, previously-identified preliminary preferred alternative).
- Obtain new and/or missing information relevant to the technical analysis.
- Allow stakeholders to provide input at any time or location via a computer, tablet or smart phone

Key survey takeaways

Key themes and takeaway messages identified through the online survey include:

- Strong community support exists for moving ahead with the project. Many respondents expressed a desire to move ahead as soon as possible with improving the bridge.
- Most respondents expressed support for the preliminary preferred alternative previously identified in the Draft EIS (EC-2), however, there were several who said they did not have enough information or personal qualifications to comment. Others wanted to know

specifics for the other two alternatives studied in the Draft EIS (EC-1 and EC-3) before forming an opinion.

- There is strong support for a multi-modal bridge. There were a few concerns regarding the specific design of the pedestrian and bike path, but overall, respondents are looking forward to having more options to cross the bridge.
- Respondents expressed a lack of trust with the Port of Hood River, as the current bridge owner. Many cited perceived misuse of past tolling funds for non-bridge projects. There is a clear desire for increased transparency and accountability related to expenditures of toll revenue. Some respondents suggested moving ownership of the new bridge to state or federal agencies.
- Many respondents voiced concerns about the likelihood of increased tolls. Others would like to see the tolls removed altogether. There were a few comments that specifically expressed concern about tolls disproportionately affecting low-income residents.
- Concern was expressed about equal representation and engagement of Washington residents. Many feel that the current ownership is unfair to those who pay the largest proportion of tolls and do not reap the benefits of toll-funded projects in Oregon.
- Causing the least amount of short- and long-term disruption is very important. Respondents showed general support for the current corridor because it takes advantage of existing infrastructure on both sides of the river and would cause the least amount of short- and long-term disruption to existing businesses, community members, and the environment.
- There is strong support for a fixed span bridge instead of the current lift system. Respondents also commented on the need to have sufficient navigational clearance, specifics about the pedestrian/bike path, and offered mixed opinions on the viewpoint and width and number of vehicle traffic lanes.
- There was general agreement that an improved multi-modal bridge would support a thriving economy by making it easier to get around and attracting more tourism. A few dissenting comments were concerned that a new bridge would disrupt the current way of life and lead to undesirable growth of the area.
- There were a handful of comments that expressed a desire for the aesthetics of the bridge to match or enhance the natural surroundings. Most of these comments seemed to support a more ornate design than currently proposed. There were mentions of arches and a concern that the current design for the preliminary preferred alternative would be a “concrete eyesore.”

Public notification methods and participation

The table below describes methods used to notify community members of the opportunities to provide input, which included the survey.

Method	Description	Dates
Port of Hood River website	A link to the survey was available on the project page of the Port of Hood River website for the duration of the survey.	Dec. 10, 2018 – Jan. 31, 2019
News release	A news release was distributed to local newspapers to notify community members of opportunity to learn more and provide comment on the project by going to the Port’s webpage. The Hood River news published articles about the opportunity on Dec. 4 and Dec. 11, 2018 and Jan. 9, 2019.	Nov. 28, 2018

Method	Description	Dates
	The second and third articles included specific information on the survey.	
Web display advertisement	A digital display advertisement ran in the White Salmon Enterprise and Hood River News websites to notify community members of opportunity to comment on the project. The ad linked to the Port's project web page.	Nov. 30 – Dec. 10, 2018
Print display advertisements	Printed spot advertisements ran in the White Salmon Enterprise (December 5) and Hood River News (December 6) to notify community members of opportunity to comment on the project. The web link was included.	Dec. 5 and Dec. 6, 2018
Community Meeting 1	Community members were able to complete the survey at Community Meeting 1 using printed forms.	Dec. 10, 2018
Social media posts	The Port of Hood River posted a link to the survey on their Facebook and Twitter accounts.	Dec. 12, 2018 Dec. 17, 2018 Jan. 30, 2019
Flyer	A printed flyer with same information and web link as print display ad was made available at the Port of Hood River, library and other locations.	Mid-December 2018 – Jan. 31, 2019
Factsheet	A project fact sheet contained the link to the survey and was handed out at in-person events and briefings	Dec. 10, 2018 – Jan. 31, 2019
Email to interested parties list	The Port of Hood River distributed an email notice about the survey to their interested parties email list.	Dec. 17, 2018, Dec. 27, 2018
Spanish speaking Community Outreach Event 1	The survey form was translated into Spanish and made available for participants at Community Outreach Event 1 (Latinos en Accion meeting).	Jan. 10, 2019
Outreach Tabling Events 1 and 2	Project team members hosted an information table at Walmart and the Harvest Market. Fact sheets (containing a link to the survey) were distributed.	Jan. 12, 2019
Radio interview	Project staff participated in interviews on local radio stations to notify community members of opportunity to comment on the project via the online survey.	
Email to project stakeholders	Project stakeholders, including Working Group members and elected officials, were asked to share an email notification about the survey with their networks.	

Feedback analysis methodology

The survey was available online and in paper form between December 10, 2018 and January 31, 2019 in both Spanish and English. It consisted of 15 questions, including five demographic questions. A copy of the survey instrument is provided in Appendix A. During the eight-week period when the online survey was open, 740 people started the questionnaire. In total, 697 respondents answered at least one non-demographic question, and 572 completed the questionnaire to the end. Three people completed the survey in Spanish. For the purpose of this analysis, the results from both online and paper submissions are discussed together because the questions in both formats were identical. About 20 paper surveys were completed.

Questions asked participants to gauge their agreement with the project's purpose and need, range of alternatives and preliminary preferred alternative. Participants were also asked how much and for what purpose they use the existing bridge. Demographic information related to zip

code, age, race/ethnic identity and gender identity was collected so that responses could be compared to the region as a whole.

The survey did not require participants to answer every question before submitting their responses. The goal of the questionnaire was to engage and learn from as many members of the public as possible. To encourage feedback from a large and diverse universe of residents, the questionnaire was accessible on mobile, desktop, and tablet devices as well as in hard copy form at in-person events, the Hood River Library, and the Port of Hood River office. 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.

For this summary, 1,127 open-ended comments were categorized based on thematic topic. Many comments referred to multiple topics. This report describes the main themes and messages associated with eight common topics. Those that included multiple themes were sorted into multiple categories.

As a public engagement tool, the survey results are not statistically representative, meaning the respondent sample is not predictive of the opinions of the mid-Columbia region's population as a whole.

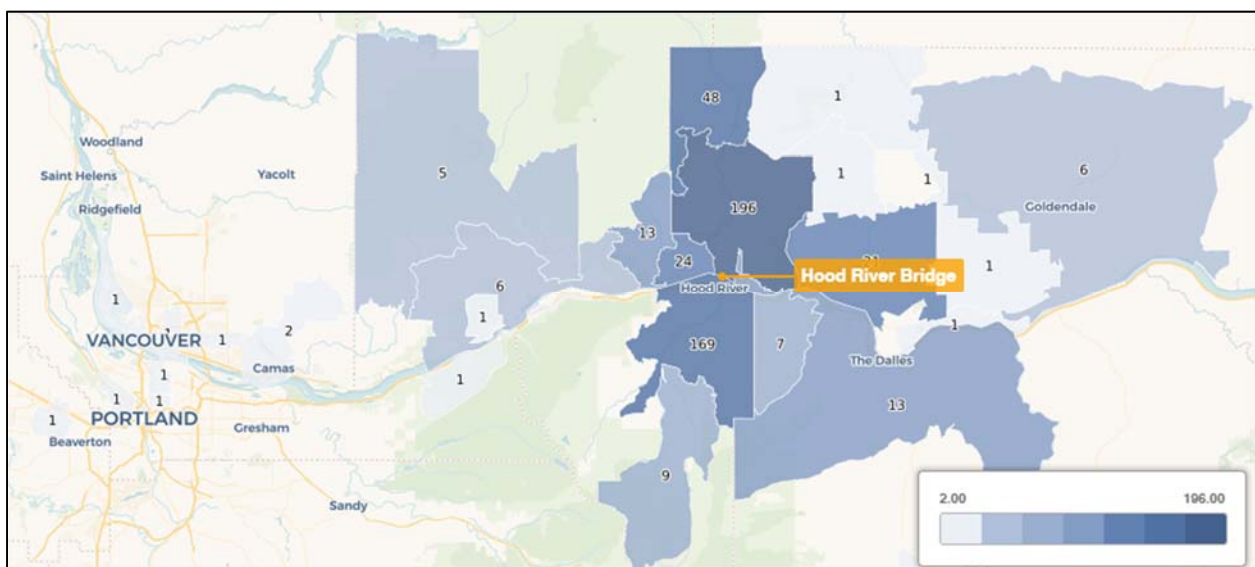
Survey results

Who we heard from

This section summarizes the demographic characteristics of those who submitted survey responses. Full results are listed in Appendix B.

Geography

Of the 549 respondents who provided their zip code in response to Question 11, more than 95 percent live in the mid-Columbia region of Hood River, Wasco, Klickitat and Skamania counties. More than 60 percent of respondents live in Washington and about 38 percent reside in Oregon.



Residence of survey respondents reported by ZIP code

Demographics

The survey included demographic questions (Questions 12 through 15) to help the project team understand the different audiences who were able to complete the survey. Respondents had the option to select “prefer not to answer” for each demographic question or skip the question entirely. The demographic results were compared to the U.S. Census Bureau data¹ for general populations of Hood River County and Klickitat County to understand audiences who may be underrepresented in survey results and inform future community engagement efforts. Hood River County and Klickitat County were used as demographic references because most (80 percent) survey respondents indicated they were residents of these counties.

Gender

Just over half of survey respondents identified as female (52 percent) and 37 percent identified as male. The remainder selected preferred not to answer, selected non-binary/third gender or identified in a different way. The percentage of people who selected “female” was slightly higher than U.S. Census Bureau statistics for Hood River and Klickitat counties (nearly 50 percent).

Age

The age of survey respondents was dispersed across multiple age categories with the 35 – 44 years of age range contributing the most responses (26 percent), followed by 55 – 64 years of age (20 percent), and 45 – 54 years of age (18 percent). Generally, people under the age of 25 (about 2 percent) were less represented in survey results compared to the populations of Hood River County (about 32 percent) and Klickitat County (about 27 percent). Less than 2 percent of respondents selected “prefer not to answer.”

Race and ethnicity

About 79 percent of respondents self-identified their race or ethnicity as White/Caucasian, compared to U.S. Census data of 87 percent in Hood River County and 91 percent in Klickitat County. Less than 3 percent of respondents selected “Hispanic/Latinx,” which is significantly lower than the 31 percent of people of Hispanic/Latinx descent in Hood River County and 12 percent in Klickitat County. The percentage of people who selected Native American/American Indian (0.9 percent) was similar to the population of Hood River County (0.7 percent) but lower than Klickitat County (3.2 percent). About 12 percent of respondents selected “prefer not to answer.”

Survey Question Results

Bridge use







Two questions (Questions 1 and 2) focused on use of the bridge. Nearly three-quarters of respondents are frequent users of the bridge, crossing weekly or daily (74 percent). The top five reasons given for using the bridge include: recreation/social activities, errands, visit family and friends, travel to/for work, and medical appointments.

Project purpose and need

Survey participants were provided with the text of the project’s statement of purpose and need and were asked to indicate their level of agreement with this statement (Question 3):

¹ 2013-2017 American Community Survey 5-Year Estimates, Community Facts

Of the 669 responses, more than 88 percent agreed or strongly agreed with the purpose and need for the project. Less than 3 percent of respondents disagreed.

Value		Percent	Responses
Strongly agree		49.6%	332
Agree		38.7%	259
Neutral (neither agree or disagree)		7.2%	48
Disagree		2.1%	14
Strongly disagree		0.7%	5
I'm unsure/I don't know		1.6%	11

Totals: 669







The survey asked participants about their reasons for not supporting the purpose and need statement as presented (Question 4). Seventeen responses were received. Themes of these responses included:

- Both concern with and support for the long-term effects that a new bridge will have on increasing tourism and growth
- A sense of urgency is needed
- A new bridge is not needed
- Pedestrian and bike access as well as traveler and seismic safety must be prioritized
- Conflicting thoughts about emphasizing traffic congestion
- Lack of information about the impact of high tolls on the community
- The Port of Hood River must be held accountable for the funds collected through tolls

Range of alternatives

The three bridge corridor alignment alternatives previously studied in the Draft EIS were presented for feedback, named EC-1 (slightly downstream or west of existing bridge), EC-2 (adjacent to existing bridge) and EC-3 (slightly upstream of existing bridge.) Participants were asked to express their level of agreement that these alternatives represent a reasonable range of alternatives to study (Question 5).

Of the 641 responses, more than three-quarters (78 percent) agreed or strongly agreed the three corridor options were a reasonable range to study. More than 15 percent of respondents said they neither agreed or disagreed and more than 3 percent were unsure. Less than 4 percent said they disagreed or strongly disagreed.

Value		Percent	Responses
Strongly agree		38.2%	245
Agree		39.5%	253
Neutral (neither agree or disagree)		15.1%	97
Disagree		2.2%	14
Strongly disagree		1.4%	9
I'm unsure / I don't know		3.6%	23
Totals: 641			

Survey participants were asked to describe why they agreed or disagreed and if there were any other alternatives that should be considered (Question 6). This question generated 341 responses which were categorized into key topics.

Decision-Making and NEPA Process

The majority of responses were related to decision-making and the NEPA process. Common themes included:

- Feedback on which of the three alternatives they preferred based on:
 - How the options meet transportation needs
 - Location
 - Minimizing impacts to environment and community
- Agreement that the three recommended alternatives are a reasonable range to study
- Clear sense of urgency to get a new bridge built
- A lack of information or personal qualifications to comment
- Suggestions for the three proposed alternatives to reflect concerns about negative impacts to:
 - The flow and increase of traffic to the Dock Grade neighborhood
 - Vanguard Nursery
 - Bridge RV Park and Campground
 - Native American fishing area, boat launch, and tribal property
 - Congestion for patients getting in and out of NorthShore Medical Group's parking lot
 - Water recreational use by the Hood River Marina/boat basin area and event site
 - Old-growth oak trees east of present bridge on Washington side

- The City of White Salmon's property (with potential for a park) on the Washington side of the river.
- Suggestions to look at alternatives further east going across Koberg Beach to Bingen as well as further west

Transportation

Some comments related specifically to transportation. Common themes included:

- Addressing traffic congestion and flow on the bridge as well as at both approaches and the nearby highways
- Taking advantage of the bridge's existing connections and corridor
- Support for pedestrian and bike access
- Support for improving safety for drivers and all other modes of transportation

Environmental and Community Impacts

Some comments about the three alternatives were about environmental and community impacts. Common themes included:

- Importance of minimizing disruption to businesses and community members in the short-term due to construction and long-term due to land acquisitions or changes to traffic flow and pattern. There were several mentions about the Vanguard Nursery and Native American land rights.
- Support for direct routes that would minimize environmental impacts
- Attracting tourism to support local economy
- Impacts to land and river-based recreation







Future Funding and Costs

A few of comments about the three alternatives mentioned future funding and costs. Common themes included:

- Opting for the most economical option
- Consensus that the shortest option would be the cheapest

Preliminary preferred alternative

The survey asked respondents their opinion on the preliminary preferred corridor alternative of EC-2 (located just west and adjacent to the existing bridge) (Question 7). Of the 605 responses, a majority (70 percent) agreed or strongly agreed with the identification of EC-2 as the preliminary preferred alternative. Almost a quarter (24 percent) said they neither agreed or disagreed or were unsure. Less than 6 percent disagreed or strongly disagreed.

Value		Percent	Responses
Strongly agree		34.0%	206
Agree		35.7%	216
Neutral (neither agree or disagree)		19.3%	117
Disagree		3.5%	21
Strongly disagree		2.3%	14
I'm unsure / I don't know		5.1%	31

Totals: 605

Respondents were asked for their reasons for their response about the preliminary preferred alternative (EC-2) (Question 8); 331 respondents provided comments, which were categorized into key topics.

Decision-Making and NEPA Process

The majority of comments pertained to decision-making and the NEPA process. Common themes included:

- General agreement that the preliminary preferred alternative (EC-2) is the preferred solution for bridge replacement
- Clear sense of urgency to get a new bridge built
- A lack of information or personal qualifications to comment

Transportation

Many comments about the preliminary preferred alternative mentioned transportation. Common themes included:

- Strong support for bike and pedestrian access
- Taking advantage of the bridge's existing connections and corridor
- Minimizing disruption to businesses and community members in the short-term due to construction and long-term due to land acquisitions or changes to traffic flow and pattern
- Improving traffic flow by eliminating bridge lift delays
- Improving safety including improved access for emergency vehicles

Navigation

Several comments about the preliminary preferred alternative were about river navigation. Common themes included:

- Concern about whether the planned clearance is adequate for all river traffic - commercial and recreational
- Support for a fixed bridge instead of a bridge lift. Comments were related to improved traffic flow, less expense, and less maintenance.

Design and Engineering

Several comments about the preliminary preferred alternative were about design and engineering. Common themes included:

- Making the bridge aesthetically pleasing. Most of these commenters expressed a desire for a design that will match the natural beauty of the area
- Mixed thoughts about the proposed viewpoint. Some of these commenters said it would be a great feature, others said it is unnecessary and could cause greater congestion.
- Support for wider vehicle lanes
- Some support for building more than one lane in either direction or a convertible third lane
- Mixed thoughts about width and design of the bike/pedestrian lane. Some commenters said 12 feet is too generous, while others feel it is not wide enough. Others suggested a bike lane on both sides of the bridge or a separation between the respective pedestrian and bike lanes.
- Support for adding the ability to convert the bike/pedestrian lane into a driving lane for emergency vehicles

Open-Ended Comment Analysis: Themes

Two additional open-ended questions were asked:

Question 9: Please describe any other topics, or any specific issues or impacts within the list of topics above, that should be considered through the environmental review process.

Question 10: Do you have any additional comments you would like to share about the bridge replacement project?

Because of their similarity, these two questions were combined into one answer for each respondent. 287 individuals responded to at least one of two questions. Responses were categorized into key topics.

Ownership and Tolling

Many commenters mentioned bridge ownership and tolling. Common themes included:

- Removing or limiting the toll
- Concern about ownership and accountability of the Port of Hood River. Several comments mentioned past funds being used for other projects
- Equally involving Washington residents and giving them a fair say throughout the project
- Tolling pedestrians and bikers
- Transferring bridge ownership to Oregon and/or Washington state

Environmental and Community Impacts

Some comments were about environmental and community impacts. Common themes included:

- Being conscious about the environmental impacts of the bridge
- Negative and positive longer-term impacts to tourism, growth, and local economy
- Concern about length of the construction phase and related impacts to traffic, tourism, and local businesses
- Fairness of tolls for low-income populations

Transportation

Some comments were about transportation. Common themes included:

- Support for pedestrian and bike access
- Improving safety for users
- Improving traffic flow
- Optimizing the connections on either side of the bridge

Decision-Making and NEPA Process

Some commenters provided additional thoughts about the decision-making and NEPA process. Common themes included:

- General support for the project
- Urgency to move forward
- Desire to continue to be involved in the process
- Support for a specific alternative
- Concern about wasting time and resources in studying multiple alternatives

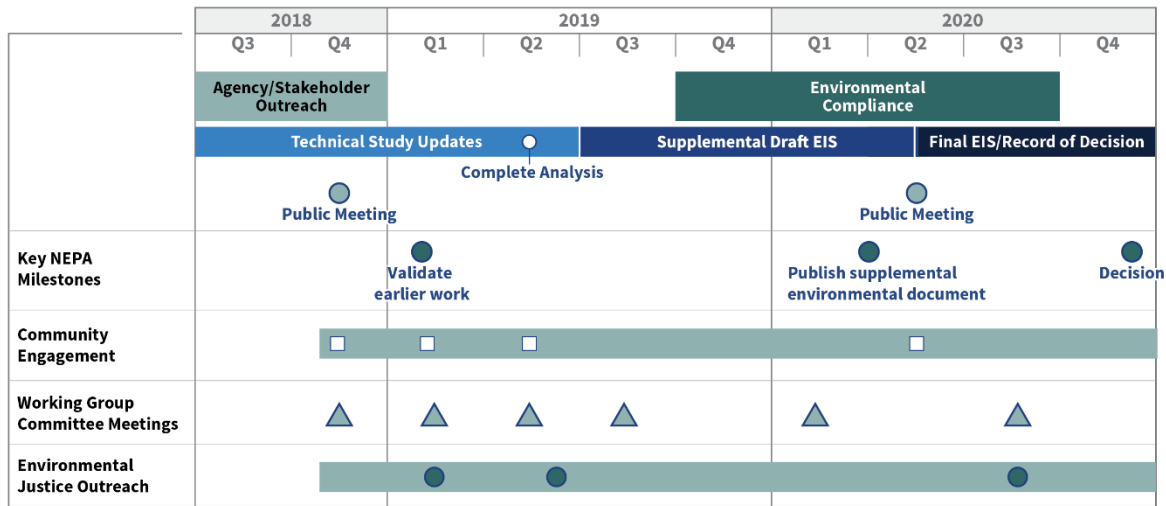
Other topics that surfaced throughout the survey included:

- Concern for Native-American lands and interests
- Suggestions to keep and rehab the existing bridge strictly for pedestrian and bike use
- Concern for meeting future travel demand with the proposed number of lanes
- Mild support for tolling bikers and pedestrians who use the bridge
- Varying viewpoints about the current grated deck. Some think it is great for keeping the bridge clear of ice, while others are concerned about the pollutants that are dropping directly into the river below.

Conclusions and next steps

The use of a survey prompted many interested individuals to engage with the project and provide input to project partners. The feedback from the survey combined with the input from other engagement methods indicates support to move ahead with the preliminary preferred alternative (EC-2) that was initially identified in the 2003 Draft EIS.

Additional opportunities for public input will occur in 2019 and 2020.



Appendices

- Appendix A / Survey form
- Appendix B / Survey Response Statistics



Hood River - White Salmon BRIDGE REPLACEMENT PROJECT

Appendix A

Survey Form

Hood River-White Salmon Bridge Replacement Project Survey



Thank you for your interest in the Hood River-White Salmon Bridge Replacement Project!

The existing, obsolete bridge connecting Washington and Oregon between White Salmon and Hood River needs replacement to support the safety, economic vitality and quality of life for people and water quality in the Columbia River Gorge. Significant efforts to replace the 90-year-old Hood River-White Salmon

Bridge have been underway for the past two decades. In 2018, the Port of Hood River secured \$5 million in state funding to continue the bridge replacement project and complete the environmental review process in compliance with the National Environmental Policy Act (NEPA).

Please complete the following short survey to share your ideas and opinions on this important planning effort. The survey takes approximately 8 minutes to complete.

Connection to the bridge

1) How often do you use the Hood River - White Salmon Bridge?

- ☐ Daily
- ☐ Weekly
- ☐ Occasionally
- ☐ Never

2) What reasons do you have for using the Hood River - White Salmon Bridge?

[Select the top three of your most frequently made trips]

- ☐ Travel to/for work
- ☐ Travel to school
- ☐ Run errands
- ☐ To get to recreation or social activities
- ☐ Visit family and friends
- ☐ To get to medical appointments
- ☐ To provide emergency response services or transport
- ☐ To transport freight as a delivery driver
- ☐ To provide Uber, Lyft, tax or other rideshare services
- ☐ Other - Write In: _____

Purpose and Need Statement

The environmental review process requires a statement of purpose and need for the project. Below is the statement for the Hood River-White Salmon Bridge Replacement Project.

Purpose statement: To improve multi-modal transportation of people and goods across the Columbia River between the Bingen/White Salmon and Hood River communities.

Need statement: To rectify current and future transportation inadequacies and deficiencies associated with the existing Hood River-White Salmon bridge.

- Roadway capacity: Address traffic congestion on the bridge and at both approaches
- System Linkages: Maintain a cross-river connection
- Transportation Demand: Meet future travel demand for vehicles, pedestrians and bicycles
- Legislation: Comply with state and federal laws for the corridor
- Social Demands/Economic Development: Provide for current and projected flow of goods, labor and consumers across the river; develop long-term funding strategies for operation and maintenance
- Modal Interrelationships: Accommodate river navigation, passenger and commercial vehicles, transit, bicycles and pedestrian
- Safe travel for all modes

3) Please indicate your level of agreement with the statement:

"The project's statement of purpose and need reflects the current problems with the bridge and the reasons for moving forward with the project."

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral (neither agree or disagree)
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I'm unsure/I don't know

4) If you selected disagree or strongly disagree, why do you feel this way?

Alignment Alternatives

Three alternatives for the alignment of a replacement bridge were identified for further study. The image below depicts the alignment alternatives.



5) Please indicate your level of agreement with the statement:

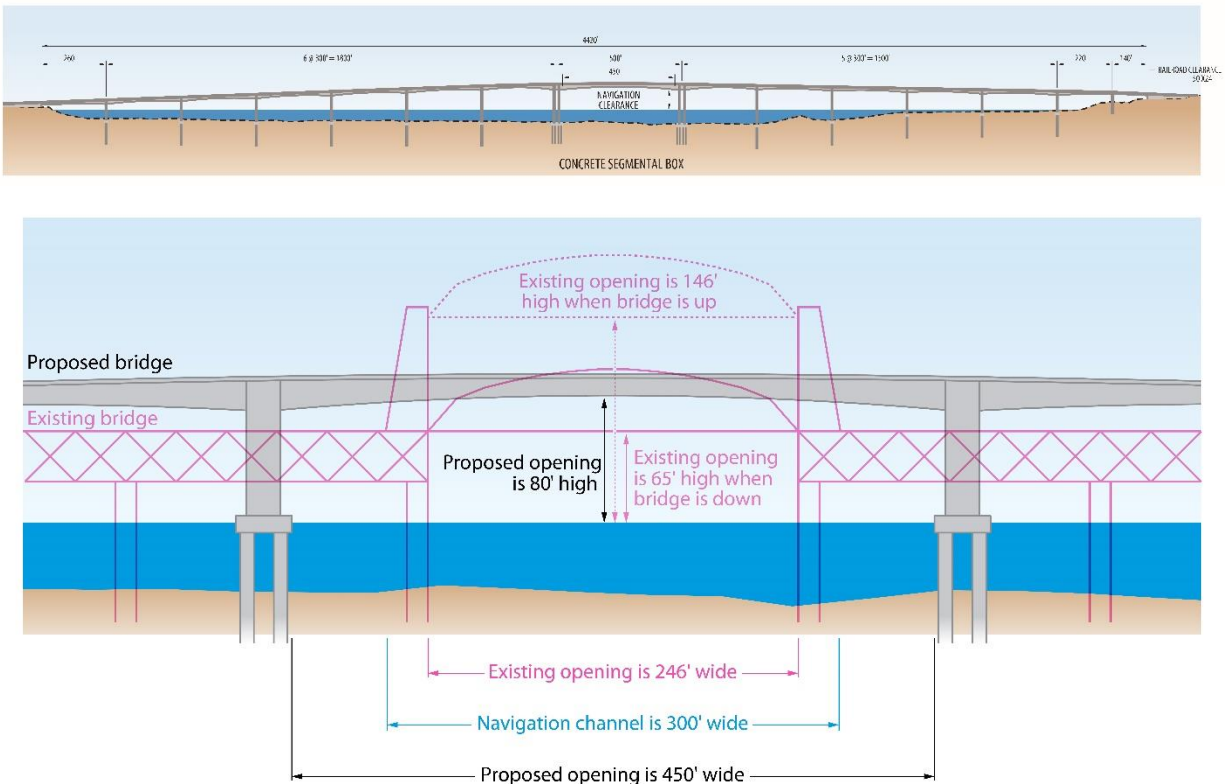
“The three recommended alignment alternatives are a reasonable range of alternatives to study in the environmental review phase.”

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral (neither agree or disagree)
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I'm unsure / I don't know

6) Please describe why you feel this way and if there are any other alternatives that you think should be considered.

Preliminary Preferred Alternative: EC-2

Based on the technical analysis and public input, the alignment alternative located just west of the existing bridge was selected as the preliminary preferred alternative during an earlier phase of the project. The image and description below depict the preliminary preferred alignment option.



The preliminary preferred alternative includes the following:

- Fixed span bridge; no bridge lift
- One 12-foot wide vehicle travel lane in each direction
- One 12-foot wide bike and pedestrian pathway
- Mid-bridge viewpoint

7) Please indicate your level of agreement with the statement:

“The preliminary preferred alternative EC-2 is the preferred solution for further study and design refinements.”

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral (neither agree or disagree)
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I'm unsure / I don't know

8) Please describe why you feel this way about the preliminary preferred alternative: EC-2.

Environmental Review Process

In the next phase of work, the project team will study the project's potential changes or effects in the following topic areas:

Social Environment

- Emergency response
- Equity and environmental justice
- Neighborhoods
- Populations
- Public health and safety
- Public services
- Seismic resiliency and safety
- Social services

Built and Cultural Environment

- Businesses and employment
- Economics
- Historic and archaeological preservation
- Housing
- Land use
- Parks and recreation
- Utilities
- Views and aesthetics

Transportation

- Bicyclists
- Pedestrians
- People with disabilities (ADA)
- Motor vehicle
- Emerging technology
- River navigation
- Freight
- Transit

Natural and Physical Environment

- Air quality
- Earthquake/seismicity
- Energy
- Fish, wildlife and vegetation
- Flooding
- Geology and soils
- Hazardous materials
- Noise
- Water quality

Financial

- Construction costs
- Maintenance costs

9) Please describe any other topics, or any specific issues or impacts within the list of topics above, that should be considered through the environmental review process.

10) Do you have any additional comments you would like to share about the bridge replacement project?

A little more about you

11) What is the ZIP code of your residence? _____

12) How did you first hear about the re-launch of the replacement project and this comment opportunity? (Select all that apply)

- ☐ News Media - Write In: _____
- ☐ Radio
- ☐ Port of Hood River email
- ☐ Port of Hood River printed newsletter
- ☐ Port of Hood River website
- ☐ Facebook
- ☐ Flyer or handout
- ☐ Friend, neighbor, family member
- ☐ My employer
- ☐ An organization I'm involved with - Write In: _____
- ☐ Other - Write In: _____

13) What is your age?

- ☐ 19 or younger
- ☐ 20-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 or older
- ☐ I would rather not say

14) How do you identify yourself culturally?

- ☐ African American / Black
- ☐ Asian / Pacific Islander
- ☐ Hispanic / Latinx
- ☐ Native American / American Indian
- ☐ White / Caucasian
- ☐ Mixed Race
- ☐ I prefer not to say
- ☐ Other - Write In: _____

15) What is your gender identity?

- ☐ Female
- ☐ Male
- ☐ Non-binary / third gender
- ☐ Prefer not to say
- ☐ Prefer to self-describe: _____

Thank You!

Thank you for your participation in this survey! We appreciate your feedback. Your input will be used to refine the purpose and need statement and bridge alignment alternatives.

To learn more and stay up to date on the project, visit www.portofhoodriver.com.

For more information, contact Kevin Greenwood, Project Director, at kgreenwood@portofhoodriver.com.

Encuesta sobre el Proyecto de Reemplazo del Puente Hood River-White Salmon



¡Gracias por su interés en el Proyecto de Reemplazo del Puente Hood River-White Salmon!

El actual puente obsoleto que conecta a Washington y a Oregon entre White Salmon y Hood River necesita reemplazarse para apoyar la seguridad, la vitalidad económica y la calidad de vida de las personas, además de la calidad del agua en Columbia River Gorge. Se han estado realizando esfuerzos significativos para reemplazar el puente

Hood River-White Salmon, de 90 años de antigüedad, durante las últimas dos décadas. En 2018, el Puerto del Río Hood (Port of Hood River) consiguió \$5 millones de dólares en financiación estatal para continuar con el proyecto de reemplazo del puente y completar el proceso de revisión ambiental, de conformidad con la Ley de política nacional del medio ambiente (NEPA, por sus siglas en inglés).

Complete la siguiente encuesta breve para compartir sus ideas y opiniones sobre este importante esfuerzo de planeación. Le tomará aproximadamente 8 minutos completar esta encuesta.

Conexión con el Puente

1) ¿Qué tan seguido usa el puente Hood River-White Salmon?

- ☐ Diariamente
- ☐ Semanalmente
- ☐ Ocasionalmente
- ☐ Nunca

2) ¿Para qué usa el puente Hood River-White Salmon?

[Seleccione las tres razones principales relacionadas con sus viajes más frecuentes]

- ☐ Ir al trabajo
- ☐ Ir a la escuela
- ☐ Hacer mandados
- ☐ Llegar a actividades recreativas o sociales
- ☐ Visitar familiares y amigos
- ☐ Ir a citas médicas
- ☐ Proporcionar servicios o transporte de respuesta ante emergencias
- ☐ Transportar carga como repartidor
- ☐ Proporcionar servicios de Uber, Lyft, taxis u otros servicios de viajes compartidos
- ☐ Otra (ingrese aquí): _____

Declaración del objetivo y de la necesidad

El proceso de revisión ambiental requiere una declaración del objetivo y de la necesidad del proyecto. A continuación, se encuentra la declaración del Proyecto de Reemplazo del Puente Hood River-White Salmon.

Declaración del objetivo: mejorar el transporte multimodal de personas y mercancías por el río Columbia River entre las comunidades de Bingen/White Salmon y Hood River.

Declaración de la necesidad: rectificar las deficiencias de transporte actuales y futuras relacionadas con el actual puente Hood River-White Salmon.

- Capacidad de la carretera: resolver la congestión vehicular en el puente y en ambas entradas
- Vínculos del sistema: mantener una conexión en el cruce del río
- Demanda de transporte: satisfacer la futura demanda de viajes para vehículos, peatones y bicicletas
- Legislatura: cumplir con las leyes estatales y federales para el corredor
- Demandas sociales/desarrollo económico: Permitir el flujo actual y previsto de mercancías, labor y consumidores por el río; desarrollar estrategias de financiación a largo plazo para la operación y el mantenimiento
- Interrelaciones modales: hacer adaptaciones para la navegación fluvial, los vehículos de pasajeros y comerciales, el transporte público, las bicicletas y los peatones
- Viaje seguro para todos los modos

3) Indique qué tan de acuerdo está con el enunciado:

"La declaración del objetivo y de la necesidad del proyecto refleja los problemas actuales con el puente y las razones para continuar con el proyecto."

- ☐ Totalmente de acuerdo
- ☐ De acuerdo
- ☐ Neutral (ni de acuerdo ni en desacuerdo)
- ☐ En desacuerdo
- ☐ Totalmente en desacuerdo
- ☐ No estoy seguro(a)/No lo sé

4) ¿Si selecciono en desacuerdo o totalmentent en describa por que piensa esto?

Alternativas de alineación

Se identificaron tres alternativas de alineación de un puente de reemplazo para realizar estudios adicionales. La siguiente imagen muestra las alternativas de alineación.



5) Indique qué tan de acuerdo está con el enunciado:

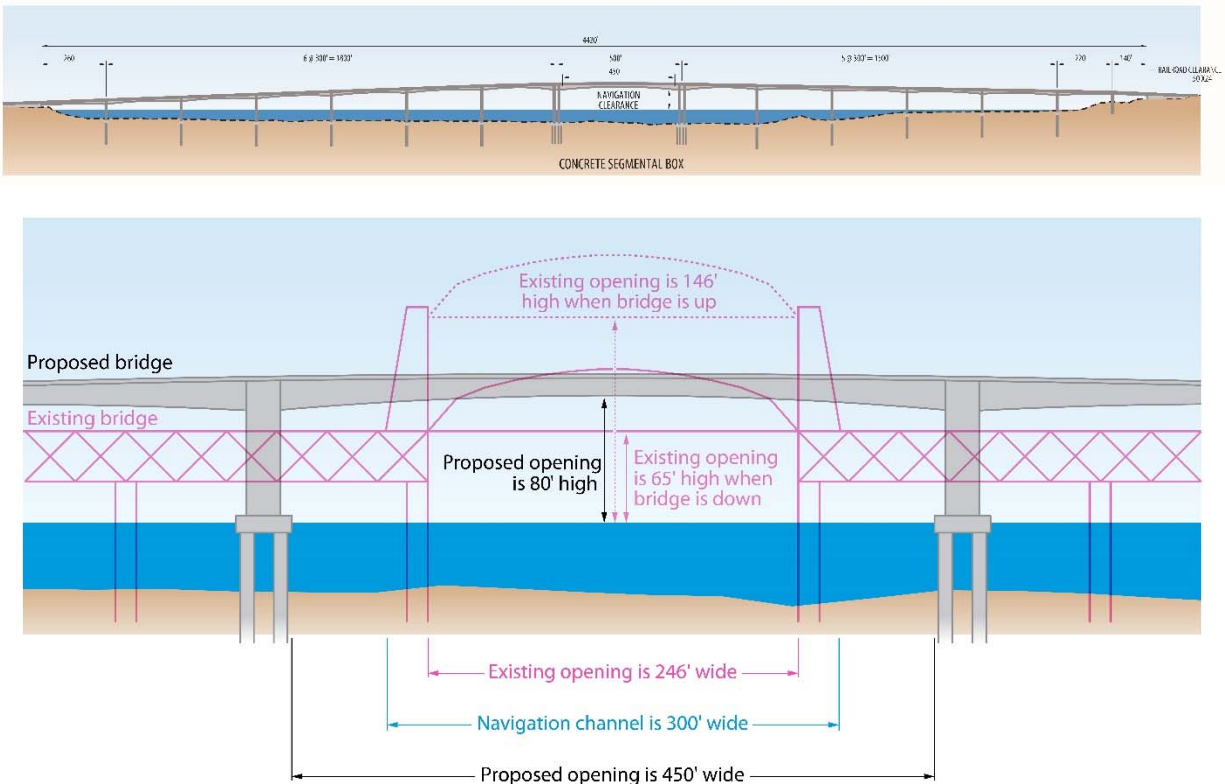
“Las tres alternativas de alineación recomendadas son una variedad razonable de alternativas a estudiar en la etapa de revisión ambiental.”

- ☐ Totalmente de acuerdo
- ☐ De acuerdo
- ☐ Neutral (ni de acuerdo ni en desacuerdo)
- ☐ En desacuerdo
- ☐ Totalmente en desacuerdo
- ☐ No estoy seguro(a)/No lo sé

6) Describa por qué piensa esto y si hay alguna otra alternativa que cree que deba tomarse en cuenta.

Alternativa preliminar preferida: EC-2

Según las aportaciones del análisis técnico y del público, la alternativa de alineación ubicada justo al oeste del puente existente se seleccionó como la alternativa preliminar preferida durante una etapa previa del proyecto. La siguiente imagen y descripción muestra la opción de alineación preliminar preferida.



Las alternativas preliminares preferidas incluyen las siguientes:

- Puente fijo; no puente levadizo
- Un carril en cada sentido para vehículos
- Un sendero amplio para ciclistas y peatones
- Mirador a la mitad del puente

7) Indique qué tan de acuerdo está con el enunciado:

“La alternativa preliminar preferida EC-2 es la solución preferida para realizar estudios adicionales y perfeccionar el diseño.”

- ☐ Totalmente de acuerdo
- ☐ De acuerdo
- ☐ Neutral (ni de acuerdo ni en desacuerdo)
- ☐ En desacuerdo
- ☐ Totalmente en desacuerdo
- ☐ No estoy seguro(a)/No lo sé

8) Describa por qué piensa esto sobre la alternativa preliminar preferida: EC-2.

Proceso de revisión ambiental

En la siguiente etapa de trabajo, el equipo del proyecto estudiará los cambios o efectos potenciales del proyecto en las siguientes áreas:

Entorno social

- Respuesta ante emergencias
- Equidad y justicia ambiental
- Vecindarios
- Poblaciones
- Salud y seguridad pública
- Servicios públicos
- Resiliencia y seguridad sísmicas
- Servicios sociales

Entorno natural y físico

- Calidad del aire
- Terremotos/actividad sísmica
- Energía
- Pesca, vida silvestre y vegetación
- Inundaciones
- Geología y suelos
- Materiales peligrosos
- Ruidos
- Calidad del agua

Transportación

- Ciclistas

- Peatones
- Personas con discapacidades (ADA)
- Vehículos motorizados
- Tecnología emergente
- Navegación fluvial
- Carga
- Transporte público

Financiera

- Costos de construcción
- Costos de mantenimiento

Entorno construido y cultural

- Negocios y empleo
- Economía
- Conservación histórica y arqueológica
- Vivienda
- Uso del suelo
- Parques y recreación
- Servicios públicos
- Vistas y estética

9) Describa cualquier otro tema, o cualquier problema o impacto específico dentro de la lista anterior de temas, que deba tomarse en cuenta durante el proceso de revisión ambiental.

10) ¿Tiene algún comentario adicional que le gustaría compartir sobre el proyecto de reemplazo del puente?

Un poco más acerca de usted

11) ¿Cuál es el código postal de su residencia? _____

12) ¿Cómo se enteró del relanzamiento del proyecto de reemplazo y de esta oportunidad para ofrecer comentarios? (Seleccione todos los que apliquen)

- ☐ Medios informativos (ingrese aquí): _____
- ☐ Radio
- ☐ Correo electrónico de Port of Hood River
- ☐ Boletín impreso de Port of Hood River
- ☐ Sitio web de Port of Hood River
- ☐ Facebook
- ☐ Folleto o volante
- ☐ Amigo, vecino o familiar
- ☐ Mi empleador
- ☐ Una organización en la que participo (ingrese aquí): _____
- ☐ Otra (ingrese aquí): _____

13) ¿Qué edad tiene?

- ☐ 19 años o menos
- ☐ 20-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 años o más
- ☐ Preferiría no decirlo

14) ¿Cómo se identifica a sí mismo(a) culturalmente?

- ☐ Afroestadounidense/negro
- ☐ Asiático/de las islas del Pacífico
- ☐ Hispano/latino
- ☐ Indígena estadounidense/indígena americano
- ☐ Blanco/caucásico
- ☐ Raza mixta
- ☐ Prefiero no decir
- ☐ Otra (ingrese aquí): _____

15) ¿Cuál es su identidad de género?

- ☐ Mujer
- ☐ Hombre
- ☐ No binario/tercer género
- ☐ Prefiero no decir
- ☐ Prefiero autodescribirme: _____

¡Gracias!

Agradecemos sus comentarios. Usaremos sus sugerencias para perfeccionar la declaración del objetivo y la necesidad y las alternativas de alineación del puente.

Para obtener más información y mantenerse actualizado(a) sobre el proyecto, visite www.portofhoodriver.com.

Para obtener más información, comuníquese con Kevin Greenwood, director del proyecto, en kgreenwood@portofhoodriver.com.



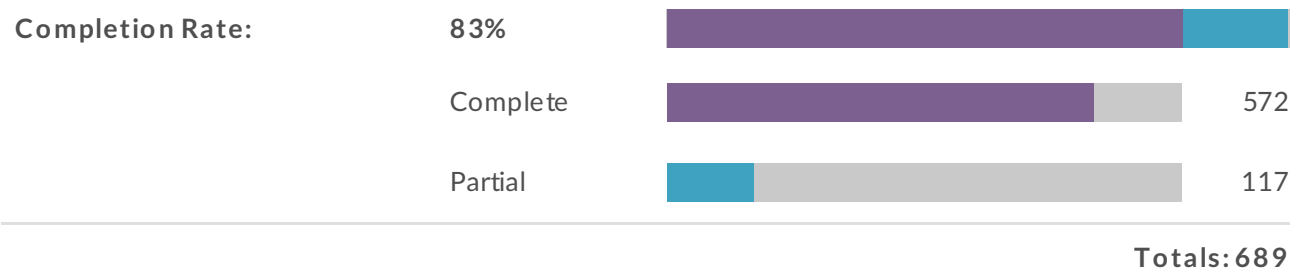
BRIDGE REPLACEMENT PROJECT

Appendix B

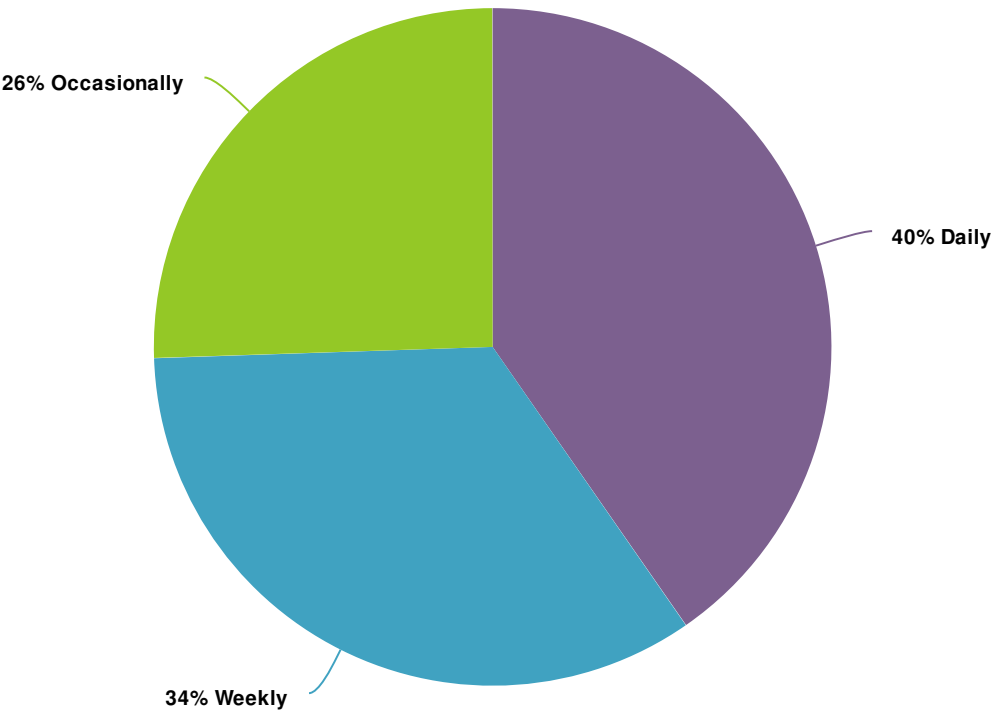
Survey Response Statistics




Report for Hood River-White Salmon Bridge Replacement Project Survey

Response Counts

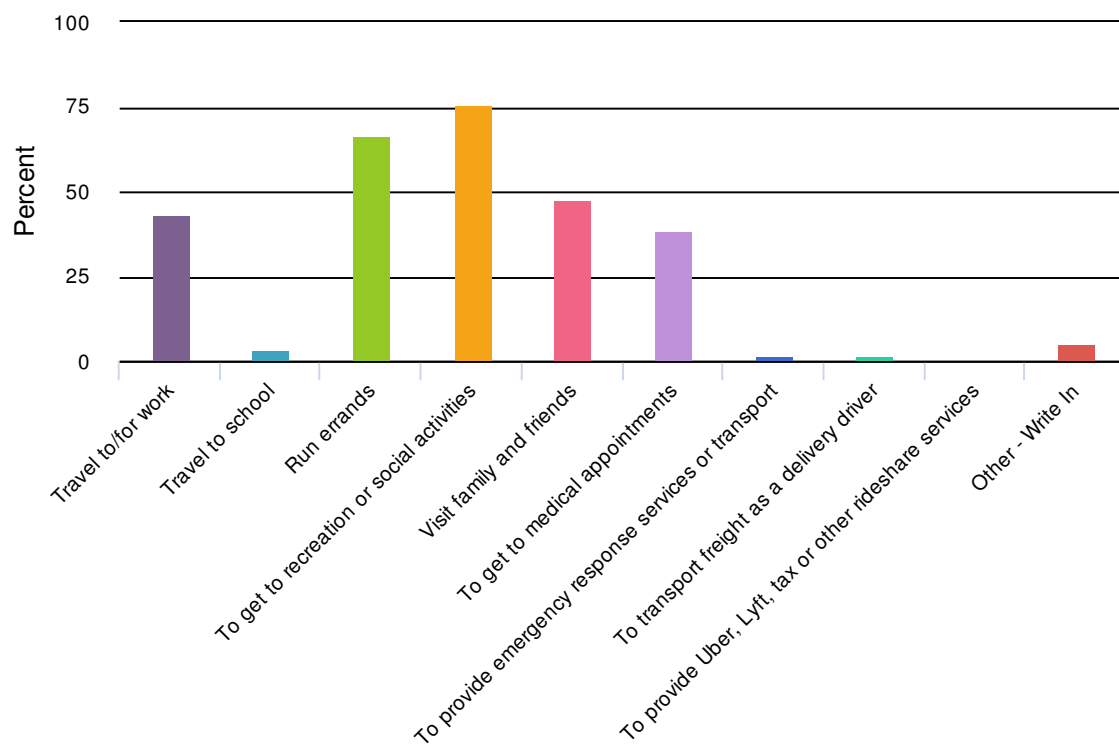


1. How often do you use the Hood River - White Salmon Bridge?



Value		Percent	Responses
Daily		40.3%	278
Weekly		34.1%	235
Occasionally		25.5%	176
Totals: 689			

2. What reasons do you have for using the Hood River - White Salmon Bridge? [Select the top three of your most frequently made trips]

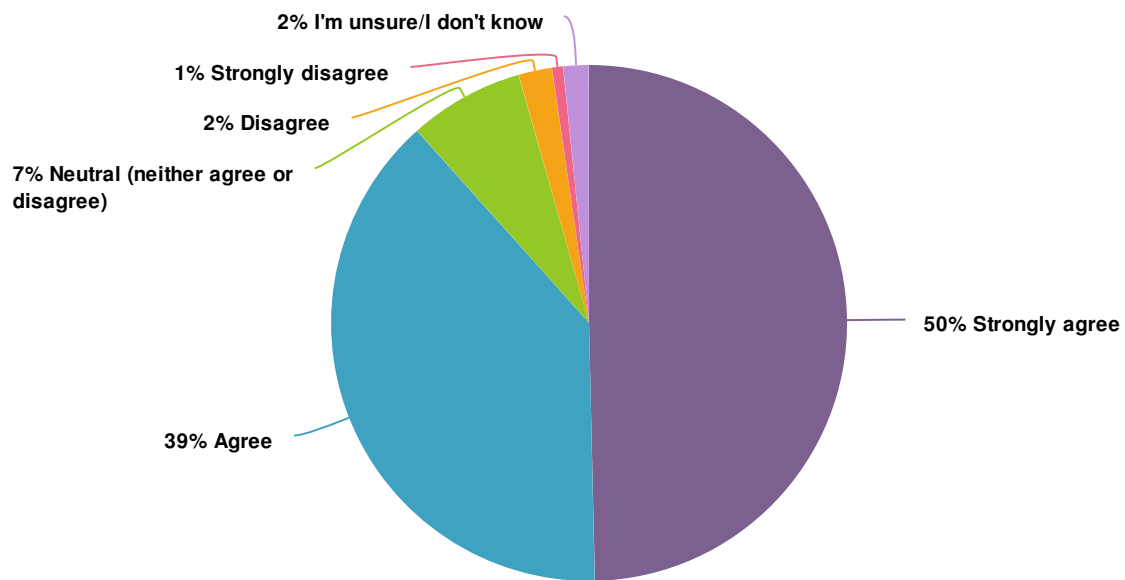








Value		Percent	Responses
Travel to/for work		43.1%	297
Travel to school		3.3%	23
Run errands		66.9%	461
To get to recreation or social activities		75.9%	523
Visit family and friends		47.6%	328
To get to medical appointments		38.5%	265
To provide emergency response services or transport		1.9%	13
To transport freight as a delivery driver		1.6%	11
To provide Uber, Lyft, tax or other rideshare services		0.4%	3
Other - Write In		5.1%	35

Other - Write In	Count
Church	3
Shopping	2
Access I-84	1
Amtrak	1
Business and Personal Use	1
Buy items at walmart, get gas	1
Childcare	1
Recreation bike riding	1
Take my wife to work	1
To get to the other side for various reasons.	1
To go hiking	1
Totals	33

Other - Write In	Count
To use Amtrak	1
Travel to Hood River, Tourism	1
Traveling to airport	1
Visit restaurants/breweries	1
Wine tasting!	1
Work purposes	1
all the above	1
care for aging father	1
children's activities, dance, and sports, dance, dance, & more dance	1
general shopping	1
meetings, dining, recreation	1
patronize restaurants	1
recreation	1
shop & dine	1
shopping	1
travel to Portland Airport	1
use Hwy 14 when I84 is not optimum	1
volunteer activities	1
we live here, so you use the bridge for more than 3 top trips.	1
Totals	33

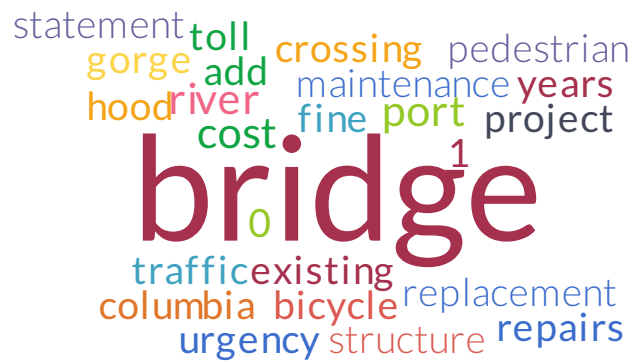
3. Please indicate your level of agreement with the statement: "The project's statement of purpose and need reflects the current problems with the bridge and the reasons for moving forward with the project."



Value		Percent	Responses
Strongly agree		49.6%	332
Agree		38.7%	259
Neutral (neither agree or disagree)		7.2%	48
Disagree		2.1%	14
Strongly disagree		0.7%	5
I'm unsure/I don't know		1.6%	11

Totals: 669

4. If you selected disagree or strongly disagree, why do you feel this way?



ResponseID	Response
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42	I'm ok as written but need to strengthen the existing bridge is way beyond service life and is a safety concern.
----	--

63	Bicycle and pedestrian traffic does not need to be considered unless substantial funding comes from those user groups. Tolls should be free to locals who use the bridge daily.
----	---

ResponseID Response

116 Re Hood River Bridge Replacement. It's a stretch to call the Hood River Bridge an iconic structure, so let me mention a few that are. The Golden Gate Bridge of course, the Sydney Harbor Bridge, and even the y Conde McCullough designed bridge at Newport certainly make the grade. Nevertheless, the Hood River Bridge is historic and quite interesting from an engineering point of view. That's why I think that the Columbia Gorge Commission and the Port of Hood River should aspire for something greater than a fix job or a cost cutting replacement. Access to the existing bridge is constrained by cities on both sides, and traffic at this particular crossing shouldn't be increased. It should be reduced. My first sight of the Columbia Gorge was from I-84 during a trip to look for colleges many years ago. It was striking to see how the river slashed through the coast range and how the desert receded every mile to be replaced by some of the largest trees I had ever seen. Millions of freeway drivers have the same view. Lewis and Clark had the same view. The National Scenic Area was established soon after my trip and for very good reasons. A drive down US 30 through the NSA is one of America's great road trips, but it doesn't have a defining landmark, and a new bridge is a chance to create one. Ohhhh dis not be cheap! But a creatively designed bridge doesn't have to be unaffordable either. Compared to a complete replacement of the existing bridge including new easements and approaches through the urban areas on both sides, it might be a compelling value. The new bridge should be located a few miles upriver on a straight stretch with the Gorge visible and receding into the distance. It should come into view from the freeway all at once and it should be far enough away from the old bridge that it stands alone in the landscape. Please don't blow it by greenlighting a cement structure like we have in Kodiak, located dead center in the town and ugly. My particular favorite would be a steel arch bridge like you see on the Oregon coast, but check with some architects. So what to do with the existing bridge ? Divert traffic, especially truck traffic to the new structure up river and renovate the existing deck for pedestrians , bicycles and autos at slow speed . The existing 19' wide deck is adequate for low speed use, and it could be made pedestrian friendly by instituting one reversible lane. Drivers are used to waiting for a traffic light and they can wait several minutes for their turn to drive across a bridge.

131 I don't believe that the statement of purpose adequately describes the bridge as the piece of critical infrastructure that it is not only for the two communities, but for the economic and social benefit of the Columbia River Gorge transportation corridor as a whole.

182 Needs should highlight the complete impassibility for those without cars and also focus on the expense and disruptions of bridge repairs. Reducing traffic congestion should not be highlighted - especially as the first need.

291 It's worded in a way that makes it sound optional, like a nice to have. There's no urgency in the need statement.

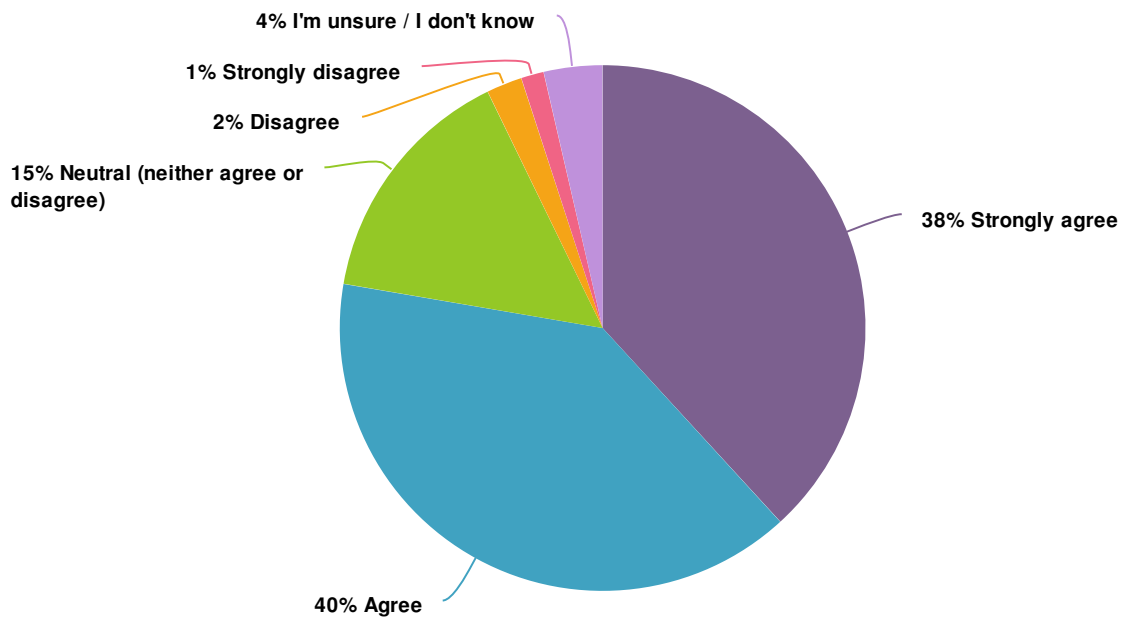
306 Need to address the high cost of the toll which is a regressive burden on the poor. Also, need to address the urgency of the bridge replacement project which the Port of HR seems to be putting off constantly through foot-dragging.







407 Port need to be held accountable for the funds collected and lack of repairs done to existing structure. State and federal need to step in and take over a new structure.

ResponseID Response

452	The current bridge is not obsolete. It needs maintained and updated, but the cost to completely replace it is astronomical.
455	I see no need for a replacement. The bridge we have is just fine.
510	I don't agree with the need to provide bicycle and pedestrian crossing
522	I don't want to spend the money on something that works just fine. We are not a Large city, why make it one with a larger bridge.
540	I am not convinced that the cost to use will be used strictly for the bridge,
554	Need to add that bridge is a maintenance nightmare.
571	This is a disguised attempt by the Port of Hood River to create a viable reason to increase the bridge toll rates to fund other property ventures elsewhere.
659	I would like to add the following points if they're not already covered: Improve reliability of the bridge in case of an earthquake Reduce required maintenance Reduce long term environmental impact on the river
756	The need is because of the botched decking project that was done in the past. I have never seen so much maintenance being done on the bridge over the last 30 years. I know you will go ahead with the project by make sure that you watch what the contractor is doing.

5. Please indicate your level of agreement with the statement: "The three recommended alignment alternatives are a reasonable range of alternatives to study in the environmental review phase."



Value		Percent	Responses
Strongly agree		38.2%	245
Agree		39.5%	253
Neutral (neither agree or disagree)		15.1%	97
Disagree		2.2%	14
Strongly disagree		1.4%	9
I'm unsure / I don't know		3.6%	23

Totals: 641

6. Please describe why you feel this way and if there are any other alternatives that you think should be considered.



ResponseID Response

36	Was intrigued by the tunnel option mentioned at the meeting last night.
37	The existing bridge should be converted into a National Historic Landmark and restored as a biking and walking bridge. TIGER grants are great funding mechanisms for this type of historic preservation meets transportation project. Construct the new bridge for vehicle traffic.
38	If there is a way to build the new bridge without shutting down use of the existing bridge for a lengthy period, that would obviously be preferable for daily users!
39	I don't see any other viable alternative than this location, with it's already developed landings and network connections.
40	The EC2 and EC3 routes seem reasonable; but I don't understand why the EC1 route veers so far from the current route?
43	This place will be in place for very long time. Extra effort to align it with a Washington location. Not to dead end with only right or left options. In 20 years will 2 lanes be enough?
44	EC-2 seems the most practical approach.
45	EC-1 doesn't seem as succient as EC-2 or EC-3. EC-2 seems as the most logical idea.
53	They are all in the same place. The corridors offer the most variety. That said the preferred alternative is most likely the best.
54	They are all in the same place. The corridors offer the most variety. That said the preferred alternative is most likely the best.

ResponseID	Response
55	Makes sense
56	A quick look around from mouth of white salmon river to chicen charlie island, leads me to believe that the new bridge should be very near present bridge.
58	Seems like it is the best corridor.
59	It is definitely the most reasonable corridor. Makes sense to me.
61	Whatever the alternative, the problem of soil liquefaction needs to be solved. Build for the worst case scenario. Also, traffic at the south end on both sides of the freeway overpass are one of the most dangerous intersections to be considered and alleviated.
63	Displacement of private property owners is absolutely unacceptable
64	Just looks OK to me
65	There are businesses in the vicinity of each alternative that continue to be essential to our community. There are also existing landings that should be given first consideration
67	East of Hood River near in lieu site.
68	I especially like the blue bridge and do not care for the orange one at all~
70	These paths are traditional and will not change established use patterns. They connect to existing commercial centers and won't degrade the commerciality of those businesses,
72	EC-2 or EC-3 are the best options. EC-1 is were the original bridge connected to the WA shore. That is too much traffic for that point on Highway 14. That is why it was moved.
76	The preferred rout is perfect for a bridge replacement. The current ends of the bridge have adequate intersections for traffic flow.
77	Defer to subject matter experts on best approach.
82	I do not like the option ec-1 on changing the distance to cross the bridge coming from white salmon & Bingen. I would prefer the bridge stays in the same or close to the same location
83	Seems to make sense
86	Looking at Google Earth, I see that the distance across the river is much less from the Bingen Port/Insitu part of the river. Has that been looked at as a cheaper building alternative?
89	If EC-1 is chosen, please put a roundabout at the junction of SR14/DockGrade/HR Bridge rather than traffic lights. Actually, consider a roundabout in all cases!

ResponseID Response

90	All three options seem viable for traffic flow.
95	I don't feel like I have enough of an understanding to make an informed statement on the matter, however it seems reasonable to keep the bridge in close proximity to its current location. I am mostly terrified by the construction process and the delays that we, as a community, will face for the very extended period of time I am sure it will take to build a new bridge. I live at the top of doc grade, so I am mostly concerned about the impact to our neighborhood - flow of traffic, increase in traffic, etc. As of now, no large trucks are allowed up doc grade, and I hope that stays the same if the new bridge runs straight across from it.
96	Impact of old bridge, and any major change to entry/exit to/from new bridge, needs to be considered. Traffic light requirements, etc. New bridge should be esthetically appealing - this is a highly-photographed tourist area. Noise considerations need to be considered in surface of bridge. 15 years ago bridge traffic sounded like Daytona Speedway. Change to grated surface significantly reduced the pitch tone and thus obnoxiousness of the traffic.
97	We should build the bridge where you can take advantage of the current interchange in Oregon.
98	Alternative entrance points on the Oregon side might be worth considering. Otherwise these seem reasonable.
105	Keep costs down
110	Esta muy bien la alternativa
111	Would be easiest to focus on alternative EC-2, less disruption of land areas because is very close to present bridge and infrastructure is roughly on the Oregon side.
113	The green and blue routes make for a better intersection on the Washington side. The orange route might have cause issues with traffic backing up east bound toward the intersection.
114	Compatible with existing infrastructure. Minimize disruption of existing business.
116	Traffic on the existing bridge should be reduced by building a new bridge further upriver. Existing approaches are too congested and a new bridge upriver is totally feasible.
117	They look reasonable but I have no idea what is or isn't reasonable.
118	It's a good location which was chosen based on need originally. Infrastructure has now built up in the area.

ResponseID Response

119	It seems the alternatives presented would be least disruptive to local businesses and the environment since they are very similarly aligned to the existing bridge and should therefore be most cost effective as well. Preferably alternative 2 or 3.
120	Sensible and flexible
121	Reasonable because at least two of them are direct crossings and the third while longer still results in a smaller overall footprint.
122	The blue or green are the only way. Orange is alright but getting in the bridge from traveling east in 14 seems to me to be a kinda crazy get on.
123	I. I think these are adequate alternatives. Anything will be better than what is currently there.
131	Why do we need three alternatives? This seems like an expensive and duplicative proposal.
132	I don't have enough information to even form an opinion
133	Replacing the bridge in its current location seems reasonable and lowest cost, EC2.
137	EC-2/3 make the most sense from a travel standpoint as well as economic. It might also be a good idea to add a traffic circle on the Washington side to mitigate backup at the light. This would also reduce the hazards associated with sunset from the sun being in your eyes while waiting for the light.
141	They are all relatively close to the current bridge location and appear to have moderate impact to the Washington side land owners.
142	Personally I do not know enough about the land use requirements on WA side to know if it needs to be in current area or can be moved.
144	I agree with the current plans and design but BOTH State Taxpaying/Tollpaying residents need equal day in the entire project
145	There are limited options for the alignment and placement due to other uses and property considerations in the area
151	These seem the most direct with minimal disruption of existing structures
152	I agree, but not strongly, since the Oregon side is basically the same so there are no variations between the options to evaluate differences.
153	Wherever the best placement is, will be great
154	I grew up here, and I can assure you that EC-2 is by far the best alternative.

ResponseID Response

156	I think the least disruption possible would be with the EC 2.
159	I see no need to go further afield. These three provide a range of choice.
161	Keep the bridge in the generally same area is in the best interest of everyone who uses is. It seems the least invasive of the surrounding foliage and property.
164	I have not read reasoning behind these three alternative choices and so cannot comment on the comprehensiveness of the choices.
167	These alternatives all take advantage of existing infrastructure and traffic flow, and would minimize any disruption of central business districts
168	I like the idea of linking to Dock Grade
169	All three would facilitate movement to both east and west traffic.
170	The areas on the WA side appear to be industrial and will not impact much land for a different, new purpose. Easy access for HWY 14.
171	It might make sense to align with dock grade.
176	Three alternatives is a good number to consider. The EC-1 has me concerned for traffic reasons.
177	They seem reasonable
178	They all keep the access close to the current access on the WA side.
180	L
181	I don't know enough about current alignment issues or alternatives to have an opinion.
186	It makes sense to use the current Washington entry ramp area. Also seems like the best place to connect to Rte. 35 on Oregon side.
190	I defiantly like the EC-2 Preferred Alternative the best because it's most in line with the current route.
193	EC-1 could connect with Dock Grade Road our shortcut to White Salmon. Of Course, this option could not eliminate the current nursery there.
195	The engineers know more than I do about this and any result will improve the present bridge.
197	My husband and I use the monthly BreezeBy pass. Why have we not received this survey? Are you sending this survey to ALL folks who are PAYING for this ?

ResponseID Response

198	much of the road infrastructure is in place and current traffic flow patterns are in place
199	The existing bridge would have to remain in place at least partially during construction. Having the new span close to parallel seems the least impactful to the environment.
201	I am not an engineer so I can not determine which alternative is best.
202	On the Oregon side the roads are already in place and it is next to the freeway ramps. There may be other reasonable options but would not go further west since it will effect recreational activities
203	Not going to
206	Shortest routes over existing easements should minimize cost and keep congestion out of Bingen.
209	All seem to be user friendly.
210	What primary factors were considered in selecting the three recommended alternatives? Ease of merging with existing roadways in WA and OR? Effect of bridge location on permitting, river traffic and property values? Relative costs of each recommendation?
211	Am not aware of tradeoffs between alternatives proposed, ie. costs, construction delay implications, design difference implications, etc.
214	Need to understand impact on white salmon side
219	Not sure if the orange route would interfere with existing structures on the WA side. Is there an Indian marine access point at tge WA end of the orange route?
220	I'm concerned that EC-1 on Bingen side will lead to major traffic issues below Dock Grade which is already a precarious one way road leading to a difficult left turn onto Jewett at the top. If EC-1 is chosen, then the ENTIRE interplay of SR-14, Dock Grade, and Jewett needs to be studied.
221	EC-2 seems best. Shortest route, least impact on existing businesses and structures.
223	Options further E of the existing bridge need to be explored - away from recreational use by Hood River Marina/boat basin area, from a point E of Hood River Hotel/commercial area across to the Bingen industrial area. Refer to the ODOT research from a few years ago, I believe quite a bit of footwork has already been completed - don't reinvent the wheel and pay for it twice!
224	Consider alternatives that a) keep the original bridge as well as the new one; and b) remove / replace the original bridge. Consider an alternative that rebuilds a new bridge in the same alignment, but wider, as old bridge. Also, consider the noise generated by the decking material from tires.

ResponseID Response

225	EC-1 & 2 seem reasonable but E 1 with its endpoint farther west seems more disruptive to private property & business (native fishing & commercial greenhouse) . Although I see that studying that plan would reveal the impact, it seems the least desirable to me.
227	I think EC-3 would be the best of the 3 options.
228	i like the other one going to the lumber yard in Bingen from the rest area just east of Hood River
230	It seems the existing bridge location isn't the problem, but the structure itself.
231	Seems logical to me. I'll miss the old bridge, especially the view from the HR Inn Some kilters and windsurfers say further east would be better. Considering them seems good also.
232	Please consider water recreation safety and avoid disturbing the existing kite launch from Event Site.
235	EC-2 seems to disrupt the Washington side the least.
238	Do not have opinion
241	EC-1 seems like it would have the most impact - consider removing it as an option to save time and money unless there is a real reason to keep it on.
244	It would be nice to keep existing bridge for one way traffic, and a new bride for traffic the other direction. Or turn the existing bride into a pedestrian/bike bridge (replacing the grate material to do so).
250	The Green alternative route is the only one that doesn't veer too far off of the original route. The other two proposed routes will potentially create chaos.
256	--
257	I don't feel as though I have adequate background information to comment further on these alternatives.
260	minimal disruption to traffic flow and to businesses
263	These alternatives were well-reasoned before. Nothing has changed that would validate deviating from the alternatives that were developed in that process.
264	Keep existing bridge. It will be an asset - less expensive to update old bridge than to add another bridge. Traffic on old bridge made one-way. New bridge can be less expensive.
266	I prefer EC-2

ResponseID Response

268	No new alignment. Upgrade existing bridge.
270	I am glad to see that options are being consider but feel unequipped to personally determine whether this range is reasonable and inclusive enough.
274	The preferred alignment makes the most sense to me. There is existing structure and land use has already been established
276	all 3 alignment alternatives presently connect to I-84 and these 3 alternatives reduce the need to construct a new approach to I-84.
277	New construction remains in the existing bridge's basic footprint minimalizing disturbances to new areas.
278	None
280	No,the alternative presented utilize locations that appear to be practical
282	Any of them look fine.
284	I do not have enough information about the alignments' impacts on landowners of where the bridge might go. And it should be up to them more than up to me.
285	I think the Oregon terminal should be moved from its current location, east to Koberg Beach area to relieve congestion in the port area
288	No alternatives to be considered. Keep alignment as close as possible to current position.
291	All 3 options make sense, but EC-2 seems to be the least disruptive of all the options by removing the least amount of businesses.
292	I don't feel that ec-1 should be considered. The traffic that heads up the hill there to white salmon could cause backups and congestion.
294	Without information about why these alternatives were chosen and what environmental (or economical) studies are to be done, I can neither agree nor disagree with the statement. Alone, the statement unclear.
296	Nothing stands out for any of these proposals. It would be interesting to see if dual entrances to the same bridge are being considered.
297	EC-2 preferred route provides clear passage over the river with a direct route that doesn't interfere with the businesses.

ResponseID Response

299	Wouldn't it be less disruptive to traffic on the existing bridge during the construction phase if we were to build the new bridge elsewhere than using the same access areas? Then you could leave the old bridge in place and repurpose as a lower maintenance bike and pedestrian bridge.
300	Connection on Oregon side is logical constraint to other alternatives
302	These option are as close to the pre-existing sight as possible and will likely have the least impact on traffic revision while providing convenient access.
306	I don't know how these alternatives were determined but this is not a large concern for me as long as there was and is sufficient input from technical experts and the community beforehand.
308	The selections are in the same corridor as each other.
309	They are not that different than the current configuration.
310	They are close to the original bridge
311	It utilizes current resources wisely with least impact.
312	Seems to be least disruptive with current layout
313	Koberg to Bingen should be considered. Move the traffic away from major intersections. Putting it at the base of dock grade would be very bad.
315	While a bridge is a reasonable option, I believe a tunnel would make an excellent alternative. It would be more convenient, be able to keep the beautiful scenery intact, cost comparable to a bridge, and easier to maintain.
316	Because everything has been built around the current bridge
317	Utilizing existing vehicular circulation as much as possible is essential to the success of the new bridge.
322	EC1 makes the most sense intersecting Dock Grade. Would ease traffic at that point although it would require going through the nursery.
324	Infrastructure already exists at the current location to support a bridge, so might as well keep it there.
325	The three alignment alternatives seem to make sense. I haven't studied the issue a great deal but it seems these three options would be good to study.
326	Similar to current bridge alignment.
330	Any other routes would cause too much disruption on the Washington side.

ResponseID Response

332	Need to look at safest, most economical option and integration with existing roadways/walkways.
333	The three alternatives provide similar access to the existing areas.
336	each seems relatively reasonable; although I don't have specific background or training in making this assessment
337	This looks good to me.
338	They all seem reasonable.
339	Looks good to me!
340	Go even further west?
341	They look good to me. I know nothing about bridges.
343	All approaches should be carefully evaluated for environmental, economic and social impact.
344	None are dramatically different than current. Bottom line is we are in great need for a new bridge and people can be slightly flexible to accommodate engineering challenges.
348	The current location Or as close to it as possible would suit bike and pedestrian commuter best
349	Using existing OR toll area makes sense financially and link with 84. WA side connection to SR 14 at park and ride.
352	Reduced environmental impact
354	I really don't have an opinion so I leave it to those who have studied the issue.
356	Agree, but I don't see other alternatives for the WA side.
357	No better option on the Oregon side, Washington side seems to be reasonable with respect to traffic flow.
358	To be honest i really only support the blue option. The orange looks like it would impede on Native land rights & the Green is planned to remove giant old growth oak trees.
360	Enough to allow analysis of best intersection with Hwy 14.
363	The crossing must be located close to the same configuration due to the location of communities on both sides and also I-84 and Hwy. 14.

ResponseID Response

364	It's fine how it is but need it wider for Semi's
365	it seems a new bridge should align as close as possible with the existing bridge, subject to potential environmental constraints
367	Create the least disruption to existing infrastructure in businesses
370	All 3 recreate the route the bridge currently take. I don't think any other alternatives should be considered.
372	I feel we don't need to spend resources-time and money- on reviewing three choices when one is preferred and we should simply move forward on that one.
375	Given the extensive time commitment, it would appear that staying close to the existing bridge right-of-way would prove beneficial on several fronts.
378	They make use of the existing Oregon approach. The EC-2 provides the closest alignment to the current one. EC-1 would provide the best views of the gorge.
379	I think the current alignment works well. However I think studying other options is prudent.
380	We just need a new bridge that's safe and that you can bike on. No more alternatives. Just start building.
381	I do not know enough to have an opinion on bridge siting.
382	Na
384	Don't care. Just want a safe bridge that isn't sketchy.
386	I don't fully agree with EC-1 as it seems to take up toooo much space, and/or creates extra length of the bridge, but I am very open to the reasons for that option as well.
390	Direct route across the river.
391	Assuming it is necessary/desirable to keep existing S terminus, there only only a few reasonable alternatives. Representative alternatives are shown
392	The close alignment to the current bridge represents shortest route across the river
393	The shortest line between two points is a straight line. Shorter is cheaper and easier to use. Unless there's a spot where the river is narrower, this seems reasonable.
394	These three alternatives all make good sense to me.
396	Seems like it's already in or near these options , so probably the most is known about the current location and River patterns

ResponseID Response

397 The utilize the existing corridor, which will minimize environmental impacts.

400 Placement of the existing bridge has anchored "development" on both ends of the route. It may or may not have been the best location but that's a question for history. As overall cost of a new bridge is a major consideration, placement as close to the existing infrastructure is going to be the least costly. The E3 alignment will have the least "political and economic" impact.

405 I am okay with whatever gets us from point a to b the safest

407 Two take property that is owned by others, any modifications needed are needed on the Oregon side due to congestion of toll booth and intersections

409 I don't care I just don't want to pay for it this bridge has been payed for hundreds of times over.

410 .

412 Geography is a very limiting factor and these alternatives seem most direct and likely to have less impact on the current traffic patterns on both sides of the river. Also, this has been studied at length in the past and I feel very comfortable with these recommendations.

414 Directly connected to align with Dock Grade Road is an interesting alternative that makes sense!

417 Why deviate from the current path and already port-owned property? The purchase of right of way could impact the project and surrounding communities

420 These alternative keep the existing connection and routes.

423 Makes sense

425 The blue and green proposed sites look good...

428 The current infrastructure on the land sides of the river are already there. Building in these locations would also keep the current bridge open during construction.

429 We need the bridge regardless of where it is.

431 It appears that there may be significant impact on other property owners with two of the alternates. I wouldn't agree that the alternatives are necessarily good choices, without more information.

ResponseID Response

432	These alternatives make use of existing infrastructure and will cut down on disturbance to the environment.
434	They all seem reasonable, but the preferred alternative seems to make the most sense.
442	Most direct route closest to current bridge.
448	Seems reasonable
449	I don't see any other real options to consider.
452	Maintain and update the current bridge.
453	The existing alignment is good, exploring connecting the intersection directly with Dock Grade is worth looking at, though not critical.
454	I consider the blue or the green. No need to build on the nursery property.
456	More options are better
457	Looks fine to me.
462	I'm neutral. This is because I don't have the education to make alternative suggestions.
465	I feel that EC-1 would be detrimental to Vanguard Nursery and Bob Landgren's livelihood unless he is in 100% agreement of this option. EC-3 appears that it would cause entirely too much congestion for patients getting in and out of NorthShore Medical Group's parking lot. This leaves EC-2 as my preferred option for the good of local businesses.
468	EC2 looks the best all traffic stays the same.
474	EC-2 works
476	It makes sense to align the bridge with existing infrastructure.
478	Because something needs to be done, now!
479	Taking it out of the hands of the port of hood river would be my first thought. We shouldn't have to pay a toll to cross the bridge so the port can use the money to increase their land holdings.
482	I feel that EC-1 would be detrimental to Vanguard Nursery and Bob Landgren's livelihood unless he is in 100% agreement of this option. EC-3 appears that it would cause entirely too much congestion for patients getting in and out of NorthShore Medical Group's parking lot. This leaves EC-2 as my preferred option for the good of local businesses.

ResponseID Response

484 All 3 are acceptable. Just get us a new bridge in my lifetime.

485 The one we have now is falling apart & we keep putting money into it and it keeps getting worse. It's too narrow for all the trucks & traffic it gets & it's not safe! There was also not suppose to be anymore toll on it years ago but now they just keep jacking up the cost to cross!

486 Putting the new bridge closest to the old bridge will likely have the least environmental impact.

490 I don't have more knowledge than the people working on this already have, so I trust they've done the work identifying potential routes.

495 I don't have any preference. I just think a new bridge with modern safety standards is extremely overdue.

496 No thoughts.

498 perhaps Stanley rock (koberg) to Bingen

499 It really seems like the most logical place for the new bridge

501 EC 1 is preferred

502 Not sure where else you could put the bridge so your proposals look fine.

510 No to EC 1

518 Looks like there isn't much other options to go

520 minimal impact on existing structures

521 Whatever alignment best balances cost, functionality, speed to implement and aesthetics (in that order) should be chosen.

522 The original bridge is just fine

523 best location would be straight across the river from bingen. it is the shortest path. I have heard INSITU is planning to build a bridge over the rr tracks all the traffic to White Salmon would use Jewitt and not dock grade. the port would not be involved, so no toll for them, just to pay for the bridge itself. the current interchange can barely handle the current traffic and it was just rebuilt. the proximity of the Hood River on and off ramps to the west does not conform to current highway standards and will have to be rebuilt, adding to the overall cost of the project. What will the total toll be? construction finance costs plus whatever the port wants I have seen no numbers on this. \$10 per trip seems in the ballpark to generate enough income to pay enough for the investors to get a reasonable rate of return for the construction cost.

ResponseID Response

530	EC-2 appears to be the best alternative with the least amount of upheaval on both sides of the river. Removing the "lift span" feature allows for smother flow of traffic on both the bridge and the water. I also like the additional walk/bike lane that doubles as an emergency access should the area become engulfed in a regional diaster.
531	Don't put it through Vanguard Nursery property. Stick to open space.
532	I think a lot of infrastructure already exists for intersections on either side of the bridge. No need to reinvent the wheel..
533	I am strongly of the opinion that a new bridge or alternative traffic options would utilize current roadways and structures to help decrease impact on surrounding wildlife, structures and business. Using a similar pathway as the existing bridge makes the most sense.
534	I agree because something needs to be done and I know of no other option
535	My preference is #2
536	I don't think business should be impacted that are currently there. To me e-3 impacts the least amount and on already owned port land!
537	Don't care either way. Just need a wider bridge
538	I don't know the data. what % of the vehicles go east, go west, or go up dock grade? I'd favor the direction of the majority of load
540	I am neutral.. please accept that.
542	I would be open to hearing about other alternatives
546	Maintaining a good transportation access for all with regard to cost, access ability to all forms of locomotion (I.e. walking, bicycling, runners, cars, trucks, and sail boarders) and keep bridge open during construction to allow least amount of disruption to locals for work, medical, and business.
547	Straight is cheaper
554	Roundabouts or lanes that merge rather than stoplights should be a mandatory part of the planning process.
556	I like EC-2 the Preferred Alternative for minimal impact on the Washington Landing side
557	It seems the most practical alternatives are shown: A bridge to the east of the current span, to the west of the span, and a spot that might facilitate traffic flowing into/out of White Salmon.

ResponseID Response

559	I do not want to hurt any wildlife. I find that when pulling a trailer it is very close I wish there were a few more feet to spare.
560	I like the blue and green ones. They are close to the current bridge.
561	They mostly utilize current bridge and road infrastructure
564	We need a new bridge the bridge is too narrow and dangerous.
567	This looks reasonable
568	Ingress and egress is adequate so less to change
570	Multiple locations on the WA side are proposed, but only one on Oregon side.
572	Ec2 and Ec3 look fine the first one does not.
580	Those seem reasonable
581	Alternatives to Oregon side that eliminates clogs
582	I think the blue one is better that way there is not much of demolishing and redoing
583	I feel we should consider making the bridge a wider.
584	Any of these options would be suitable.
589	Cannot think of any alternatives
595	The most reasonable access in both States
597	I dont have enough expertise to suggest alternatives
599	EC2 appears to be the most logical replacement path. Connection at dock grade does no make sense as it operates one way, and is closed during the winter weather.
604	The proposed alternatives seem fine.
605	No
606	Good options. I don't strongly agree due to not loving the green option.
608	I don't understand the question. The main thing: make it wider and a less slippery surface, with pedestrian lanes.

ResponseID Response

609	EC-2 & EC-3 seem very reasonable and seem to be in established transportation areas already. EC-1 disrupts established local business(es?) as well as infringes on tribal property, if I'm correct in reading the diagram.
610	Please also consider the traffic flow leading up to the bridge. These will eventually become seriously congested!!
611	Those both look like good alternatives for where a new bridge could be built. I do not have any other alt. At this time.
614	i think they will work
617	The 3 alignment options seem like a reasonable place to start
622	The current bridge could also be moved entirely east to avoid congestion in downtown Hood River and open more room for water recreation
624	I don't know the advantages and disadvantages... looks like enough choices to me.
625	Any bridge not controlled by a private or "for profit" entity would be welcomed. The Dalles has a public bridge. White Salmon/Hood river needs one also
629	Why does Washington have to rebuild infrastructure for new bridge location, while Hood River does not?
632	The green and blue look ok but I don't like the location of the orange.
633	EC-2 is my choice . Because there's already a traffic light there on Washington side & that would be cost effective.
634	I'm going to leave this up to those that know what's needed. But from the novice eye nothing appears to be poorly thought out. The orange route looks like the last option though.
635	Keeping it simple with the straightest possible connection between river fronts is a smart move at a high level.
636	No preference
637	Least amount of impact on existing route, less congested for Dock Grade Rd.
639	Coburg or further east might be better
640	EC1 has too sharp of a turn and the I84 junction doesn't look like it would flow well
641	I am glad they all use the same access point on the Hood River side.
644	seems logical

ResponseID Response

- 645 I am not sure if the plan but I feel that the current bridge should stay open to accommodate the many people that use it for work and health issues. From the looks of it, the newer system would start on the Oregon side which would have to shut the current bridge down. I worked for Luhr-Jensen on the port and I to drive to the dalles or cascade locks at 3 or 4 am is not an appealing thought. And for elderly seeking their health related care on either side, that is a serious inconvenience.
- 646 Too much traffic going over current bridge. Make one right next to it. One for outhitting bound traffic one for north bound traffic
- 648 There are many competing interests including recreational and it is important to keep the new bridge footprint as close to the existing bridge as possible.
- 649 Replacement of the current span seems to work best for flow to 84 and 35. I am unsure wy it would be necessary to change the access.
- 653 I feel certain a variety of options have been considered already. Keeping as close as possible to current location makes sense which is the case with locations to be studied.
- 654 EC1: no, the cost of purchasing that property with existing business(s) EC2: okay but eliminates Native fishing area. EC3: Maybe the best, but does it affect the property of Bridge RV Park and Campground?
- 658 I am glad that an option ending at the bottom of Dock Grade Road is being considered.
- 660 I would rather see the bridge connect to the Hood River Waterfront area
- 661 I do not know if the three recommended alignment alternatives are a reasonable range of alternatives to study. have other alternatives been looked at as well?
- 662 I need to know the pros and cons of each model. I am a citizen not an engineer if you are just trying to gain support.
- 664 #1 EC-2, #2 EC-3 #3 EC-1. I would not support EC-1 if there is strong objection to the condemnation of the nursery property. These folks contribute significantly to the economy locally. The should be well paid if it comes to that choice. I don't want anyone suffering unfairly. A good point about EC-1 is that there will be a light there and this would help lower risk of accidents at Dock Grade. We need this new bridge. ASAP I am concerned that EC-3 will adversely impact the area of the Bridgemarket. This would not be good and should be significantly compensated it that is the option.
- 666 I don't think we need to replace the bridge
- 667 EC 1 would be my choice. For northbound traffic you would need 3 lanes to avoid congestion. One east, north (dock grade) and west to make it the most efficient.

ResponseID Response

668	Not being an engineer, I don't know how to gauge what is best.
674	The on ramps are already there for one or two. Save some money? Don't know what the reasons for the differing routes are
676	Green one appears shorter.
680	It's good to have options to look at. We need a bridge that can handle maximum legal commercial truck weights.
682	I honestly don't care. I just don't want to see tax dollars used unnecessarily. I have millions of people on welfare depending on that money.. (Insert hard eye roll and sarcasm).
683	All seem direct enough to work. Biggest input is opening to bikes and pedestrians!
684	These all seem likely to take advantage of current traffic and infrastructure
685	A new bridge has been needed for many years. EC-2 looks to be the best option.
686	I prefer #2 or 3 as they look to be less disruptive on private property owners.
687	All options are very similar to current location and are suitable.
689	They look like reasonable options
698	.
703	I believe the environmental impact should be the first concern. However, that should be weighed with the displacement of existing structures. Current landowners must agree, NOT BE FORCED, to give up their land if one of the alternatives requires this. No "eminent domain" stuff. Native treaties, if any, must also be honored.
706	The bridge going directly to the base of the Dock Rd makes a lot of sense.
708	They all use existing routes.
709	They all utilize existing infrastructure and public land.
710	I don't feel qualified to answer this question
711	Exactly who's property u taking over ???
712	The only other alternative would be from the event site area to the SR-14/141 intersection area.

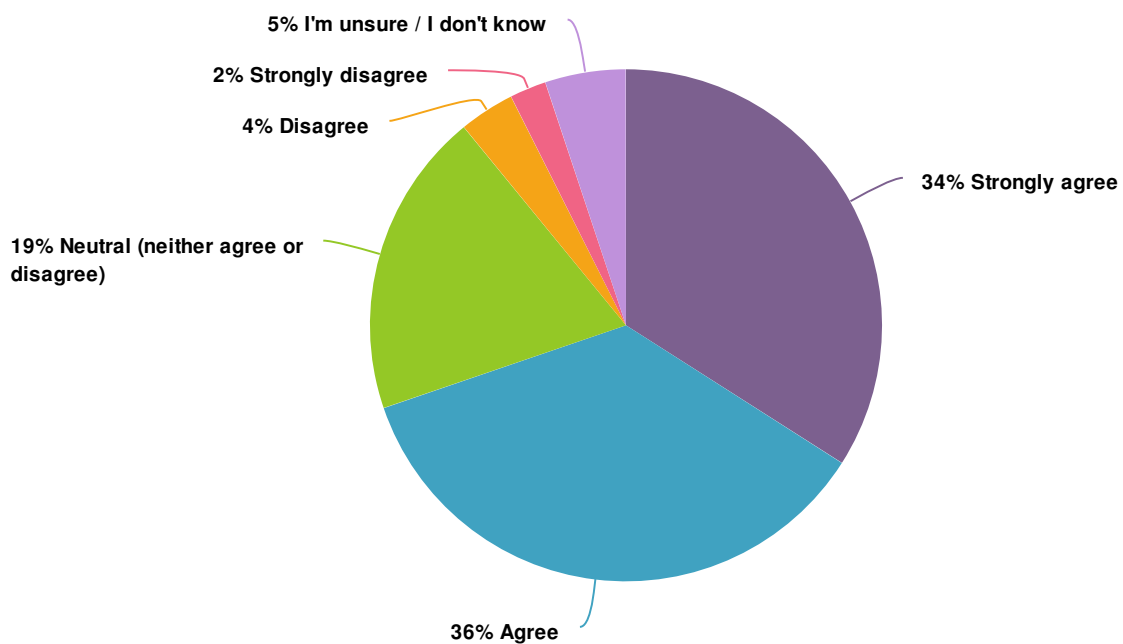
ResponseID Response

714	Location of existing bridge is fine in my opinion. The alternatives are nearby, and therefore also likely fine.
715	seems reasonable
716	seems legit.
717	Ease flow
722	No other alternatives, but the State of Washington should have a full say in the alternatives considered, equal weight with the Port of Hood River
723	Looks good, wouldn't increase congestion and utilizes current wa side on ramp setup
732	Most likely aligned with I-84 and SR 14
742	Need a new bridge. Looks like it would work on these approaches.
743	Don't know/understand the exact impacts of the selected routes, or how one might be better than another, other than EC-2 would appear to need less materials, thus, perhaps, lower cost.
744	EC-2 and EC-3 are not much different than the current bridge. There is not anything blocking those builds on the Washington side. Personally I would not want to build over the Native American boat launch or the nursery/park and ride area shown in EC-1.
745	EC-1 doesn't seem realistic. EC-3 and EC-3 seem more reasonable and in line with current set up.
746	None
751	The preferred alignment E-2 makes the most sense, both financially and architecturally. It's a straight shot and will facilitate construction times and costs
752	They are all 95% the same.
756	Take the route that entails less interruption of existing facilities. Cost must play a role in your decision.
757	I don't have anything to add here
758	Ec1 would provide a more direct link to white Salmon. All options achieve the end goal of getting people over the river.
763	Think those are about the only options you have

ResponseID Response

765	don't waste money looking for multi alternatives. Just build where the current bridge is making it wider, usable by bike and walking then adjust intersections on both ends to handle increase traffic flow.
766	They look reasonable
767	I
768	They are all so close to the current bridge that it doesn't matter to me...
772	These look great. Ideal locations.
774	The current bridge proposals are within the footprint of the Hood River Bridge and would minimize impact to the scenic gorge while minimizing additional costs for additional developmental inquiries for development. Replacement of this bridge is long over due.

7. Please indicate your level of agreement with the statement: "The preliminary preferred alternative EC-2 is the preferred solution for further study and design refinements."



Value		Percent	Responses
Strongly agree	<div><div></div></div>	34.0%	206
Agree	<div><div></div></div>	35.7%	216
Neutral (neither agree or disagree)	<div><div></div></div>	19.3%	117
Disagree	<div><div></div></div>	3.5%	21
Strongly disagree	<div><div></div></div>	2.3%	14
I'm unsure / I don't know	<div><div></div></div>	5.1%	31
Totals: 605			

8. Please describe why you feel this way about the preliminary preferred alternative:
EC-2.



ResponseID	Response
36	It appears to be the most economical, with the least amount of disruptions on either side of the river.
39	It looks to be the shortest and most direct route, which I imagine helps with cost. It doesn't disrupt landing infrastructure too much, though I am concerned about impacts to what I believe to be Native American lands on the Washington side. I would like to see as much emphasis on pedestrian and bike usage as possible.

ResponseID Response

42	Make absolutely sure only two lanes are needed for projecting thru service life plus 20 years. Let's do this once and not see its too narrow! Perhaps 3 lanes with center lane signaled to go either way.
43	What is the traffic control at SR 14 is planned
45	This seems to fit our local area best as term for biking and hiking.
46	Appears to have the lowest impact on the Columbia River and Recreation while catering to needs and desires of the community.
47	Lowest impact - most feasible.
48	This appears inclusive and well thought out.
53	Pedestrians and bikes on the one side seems good. Don't really want folks crossing the automobile road.
54	Pedestrians and bikes on one side seems good. Don't really want folks crossing the automobile road.
55	Easiest to accomplish - fulfills the needs.
56	Tie in to I84, least disruption to other lands, easiest tie-in to SR-14 and Oregon side.
59	Looks solid, and more reliable than a lift span. I like it.
61	Has an alternate path from Bingen port across the river been considered?
63	More than one lane is necessary in each direction for future growth.
65	If the bridge will allow passage of barges without the expense, failure risk, and maintenance of a bridge lift, it should be the preferred solution. We have a very physically active community with most people preferring an eco friendly method of transportation when weather permits .. the bike and pedestrian pathways offer that as well as a reduction in auto traffic.
67	Do we really need a mid bridge viewpoint? At what cost?
68	less maintenance
70	Will this height limit impact future river commerce? Will 12' fixed width lanes be appropriate in an autonomous vehicle future? A radio program the night of the presentation cited a future need for 7' wide autonomous vehicle lanes. The amount of pedestrian/bicycle traffic is unknown. Would movable lane dividers be a viable option to allow reconfiguration of the roadways as needed in the future?.

ResponseID Response

- | | |
|----|---|
| 71 | Doesn't need a 12 ft bike/ped lane. Needs 4 traffic lanes. opening should be no wider than navigation channel. Does 80 ft clearance match other bridge heights on the upper Columbia??? "Viewpoint" is unnecessary. You can look all you want from the ped path. This is NOT a major ped pathway. |
| 72 | Fixed span bridge is best. The current footings on the bridge are deteriorating. Footings need some barriers so they won't be hit by barges or their cargo as it travels up and down the river. |
| 76 | Not having to raise the bridge is absolutely ideal. No more traffic backups. |
| 77 | Least impact to surrounding businesses. |
| 81 | Least disruptive approach |
| 82 | I want the option that has the largest width of lanes possible for vehicles for the new bridge if that means a smaller bike and pedestrian path. As a daily user of the bridge, the width of the lanes are the most frustrating part of having to travel across the bridge and the high potential of damage from the oncoming vehicles and no protection from potentially receiving damage to your vehicle from the guardrails |
| 83 | Only one vehicle lane, should be two. 80' opening seems low. |
| 86 | I've lived in the Gorge for 16 years and have crossed the bridge 3-5 times per week for most of that time. I think I've seen the bridge lift 3 or 4 times. If that is a huge increase in expense, I don't think that is worth it. Wider for vehicles and a path for bikes - YES!!! Worth it. Viewpoint? In addition to a 12 foot bike/ped path? Is that really necessary? |
| 89 | Any bridge design must include pedestrian and bike pathway(s). |
| 92 | I didn't think about a bike lane. That's a big deal. |
| 95 | Wider lanes, no bridge lift, and a pedestrian path are all on the top of my list for a new bridge. Hoping pedestrians can cross for free! |
| 96 | What river traffic will be denied with lower opening? How will that impact local economies? Will it increase train traffic to deal with freight that will be denied river access? What accommodations are being made for that? Design sounds great but very gold-plated - probably way too expensive. Why not a double-decker bridge that has bike and pedestrian traffic below, not needing as much durability as road traffic? Decrease width and thus will decrease view blocking footprint. |
| 97 | There has been a lot of work of work previously completed and we should use those results. |
| 98 | One alternative is not enough. I'm sure there are others. Much of this consideration is being driven by cost. How does EC-2 stack up against better looking choices??? |

ResponseID Response

103	This alternative meets the three things I would most like to see in a new bridge: no draw bridge (no waiting); multi-modal transport; view point
105	less maintenance
113	I think having pedestrian walk ways would help with traffic. Not sure if the deminishing return of the non lift portion of 66" feet would affect vessel traffic or not..
114	Allows for commercial River traffic, minimize disruption of existing business & infrastructure at both ends.
116	The diagrammed cement cantilever bridge is a cheap and common alternative, but it is inappropriate in The Columbia Gorge National Scenic Area. It would be a center piece, a lousy gateway to the gorge.
117	I agree but I don't know anything about the height of current boat traffic. But, we absolutely need a large lane for pedestrian, moped, and bike traffic.
118	I hope that the 12' pedestrian pathway will be able to be converted to a third lane in case of emergencies or to help with traffic flow during repairs.
119	Seems it would most closely align with community activities as preferred.
121	Again, it is a direct N/S crossing, shortest distance, eliminates the bridge lift while meeting purpose and need.
122	Taller and wider is good
123	Believe their is no need for a lift. Have never seen it used. Like the pedestrian and bike lanes. These are absolutely necessary.
132	Seems reasonable
133	Ped and bike lane badly needed. I like the idea of a viewpoint. So many tourists would use it (FYI I work at BOG).
137	The lanes are way too narrow for modern vehicles as is. Especially with people hauling trailers. With the amount of people living an active lifestyle, having a pedestrian lane would be perfect. I for one would love to ride my bike to and from work in hood river in order to offset my carbon footprint as well as maintain my cardiovascular health.
139	This seems reasonable but its hard to say "preferred" when I don't know how the other alternatives compare other than route.
141	It encompasses the objectives.
142	Seems logical, but not sure about height requirements for shipping.

ResponseID	Response
143	not enough information
145	Most cost effective
151	Favor no bridge lift for obvious reasons. Agree with bike and pedestrian pathway
153	no lift would be nice
154	I agree.....mostly. I do believe we need something aesthetically pleasing to replace the draw bridge: arches. I'm not sure if lights are enough, right? That bridge, as decrepit as it is, is a landmark of sorts, and the draw bridge is a part of that image, so I think some arches would be good.
159	I don't know what height is required by river traffic.
161	It would require less maintenance as there are less moving parts to maintain
164	No information is provided here on the EC-1 or EC-3, so I'm not sure if EC-2 is the preferred solution. Will the proposed bridge be tall enough for commercial river traffic as a fixed span? Has thought been put into more than one lane of traffic in each direction? Will the pedestrian and bike pathway be physically separated from the vehicle lanes? More information is needed.
167	I like the higher stationary span opening for bridge traffic. It is important to eliminate the disruption of automobile traffic for river traffic. The opening *must* accommodate river commercial and recreational (tourism boats) traffic. I chose "neutral" here simply because I don't have info on other two alternatives, to see their designs.
168	Height above water is adequate from 99 % of all river traffic, including most sailboats. Bike traffic is essential
169	Allows for foot and bicycle traffic.
170	No waiting for river traffic.
171	I like the wider lane and bike/pedestrian options
177	I am 100% for the bike and pedestrian pathway
179	I would want to hear reasons why the EC2 is preferred.
180	L
182	I like the travel lanes for all modes of transport and agree with the sizes. The viewpoint is a great idea. I have no information about the fixed span and whether the clearance height is sufficient.
186	Definitely need the pedestrian and bike lanes. Current situation untenable.

ResponseID	Response
190	It makes sense and sounds like it will be practical. The best part of it, aside from the route, is the pedestrian/bike pathway!
191	I like the wide walking/bike path proposal
192	Why ask for any feed back when you only give specifics for YOUR preferred solution?
193	I prefer EC-1 but could live with EC-2
195	No lift so no delays
196	Wider lanes needed to support all the truck & RV traffic safely. Bike & pedestrian pathway offers alternatives to driving which my family would definitely use.
197	The above statement does NOT EXPLAIN WHY this is a Preferred Alternative. WHY IS IT?
199	I rarely see the bridges span lifted...Usually it's to work on it, so a fixed span makes sense. I'm super excited about a bike /pedestrian path...The smartest thing for such and active linked community!
201	A bike and walk pathway is essential.
202	Do not want the bridge to close for tall boats. Wider navigation channel is very important. Strongly agree with bike and pedestrian lane. Not sure a viewpoint is needed. May cause congestion, increase cost
206	Addresses the current bridge limitations/deficiencies while removing the mechanical function of the lift system.
209	Seems to be the most direct route ,is user friendly and will allow for river traffic.
210	Don't know details on other alternatives
211	Meets transportation and navigation requirements as far as I am concerned.
214	Strongly feel that bridge needs to accommodate emergency situations. It's unacceptable that currently cars can be trapped on the bridge for many minutes, or hours.
215	SO happy to see you're including a pedestrian and bike lane!
219	Maybe there would be less environmental impact with EC-2 on the OR and WA landings. Not sure. Would be interested in hearing pros and cons of 3 alternatives.
220	I would Strongly Agree with this option if the proposed height opening was greater than 80 feet.

ResponseID Response

223	Intrudes into the recreational use and safety zone for water sports in the Marina, Event Site and sandbar areas. One of the most highly used and congested areas on the river!
224	consider additional width to maintain two-way traffic flow while road work is underway. Added span width adds safety for barge traffic Consider extreme high water level when selecting span height.
225	My concerns relate to the height allowances. Not having a bridge lift may be fine, but making it more accessible to semi trucks on a single lane adjacent to a walkers & cyclists lane, with opportunities to stop & enjoy the view, seems problematic to me. It's not an interstate freeway . I do strongly agree that bikes & pedestrians should be accommodated as we live in a recreational area. Local commercial trucking vehicles are already fitted for the height. Aren't commercial ships also able to maneuver under current allowances?
227	Looks reasonable. Good not to have lifts.. less maintenance
230	I would like to ride my E bike across the bridge. Plus like I said before the location of the current bridge isn't the problem. EC-2 seems the most logical to me.
231	I love the walk and bike paths and the mid bridge viewing space.
232	Third option may be better.
235	already stated
242	bikes and pedestrians sharing the same 12 foot wide lane seems dangerous.
244	I like the wide lanes. The wider the better. Would be nice to it was two lanes each way-- but wider lanes would suffice.
245	don't agree with need for a viewpoint
251	Will an 80' opening be large enough to accommodate all vessels needing to pass up or down river?
256	Esta bien
257	Seems like enough space for both vehicles and pedestrians/bikes
260	The present bridge is lifted so rarely that being able to achieve the same lift height is not justifiable. The increased centerspan width is necessary because there have been collisions with barges.
263	It makes the most sense, and represents the lowest level of deviation from the current location.

ResponseID Response

264	Do no include bike path or mid bridge view point. A bike path will become a magnet for bicycles - this will make state hwy 14 an unsafe road for bikes and travel in general.
266	Suggest 8' wide bike/pedestrian vs 12' Why is proposed new opening 4.50' wide when nav channel is only 300'?
267	Looks okay to me
270	I am specifically in strong agreement with the detail of the inclusion of bike and pedestrian pathways, as well as the viewpoint.
274	Land use already established with the existing bridge
275	I agree that it needs all of those things, but it is disappointing that a historic bridge, with historic and scenic looks, will be replaced with a generic looking road bridge. I wish there was a way to make it fit better into the scenic area that it is.
276	reducdes the need for the bridge to open and close whenever boats pass under it.
277	The opening height needs to accommodate tall ships. I'm not sure if the proposed height of 80' is enough.
280	No moving parts, ie lift system, that can affect the transportation corridor.
281	Bike/Pedestrian Path is very important.
282	Anything with a bike lane looks good to me
284	I am not an engineer.
286	This is not a "survey." You are merely asking for approval on a preset design which most people don't really understand. The project should be done to meet the requirements listed in the need statement.
287	Not sure what this is asking. Our region depends to some degree on tourism and I think aesthetics/design of the bridge should be strongly considered, not sure if that is being addressed here or simply the height/placement.
288	Seems logical.
291	Least disruptive, removes the least amount of businesses.
292	I believe that the environmental and traffic impact will most mitigated by this placement option.
293	seems reasonable

ResponseID Response

294	The closer it is to the current bridge site, most likely the least impact it will have on additional construction at the connect points to land. It also appears to be the shortest distance. The viewpoint does cause hesitation considering additional traffic from tourists, where one reason given for replacement of the bridge was to alleviate some current congestion. An especially important aspect is pedestrian access, and if the viewpoint is only accessible from the pedestrian section (because it is not specified above) then that is probably fine.
296	A third (passing) lane should be added to this bridge to handle alternating northbound /southbound flow based on time of day.
299	Was there any thought to aesthetics? Bridges can be so much more beautiful than that. Consider the setting that you are placing this structure in! There is an opportunity to create a a breathtaking landmark that becomes a symbol of our gorge communities. Even the silhouette of our current bridge is iconic.
300	Fits the needs.
302	The site and construction are of little importance as compared to the demand for replacement.
306	Not sure of the selection criteria but this seems good, especially providing for pedestrians and bicycles.
308	EC-2 looks to have the least impact on required environmental changes.
310	I am not sure why a mid bridge view point is necessary or why it has to be 450' wide.
311	Safer for all modes of movement
312	I don't know how wide it is for each lane at this time. Definitely needs to be wider. When 2 large trucks pass it's pretty scary on there
313	The design is fine, the route should be considered.
316	It's the closest to the old bridge
320	The preferred alternative meets my desire for a dedicated bike/ped crossing and for viewpoints. I don't know if this is the very best location as I'm not an engineer but it seems reasonable to me.
325	A wider opening seems that it would be safer for waterway users. I'm not sure about the height of the bridge and whether that is adequate for boat/barge traffic.
326	Makes most sense.
327	Thank you for adding a pedestrian/ bike pathway!

ResponseID Response

330	Simple and should provide a huge improvement for decades to come.
332	Makes sense.
333	Multi use lanes are important. Bike and hiker traffic needs to be accommodated.
334	I love the pedestrian/bike pathway. YAY! Finally!!
336	seems like a reasonable choice, most approximates the current bridge. I'm not familiar with specific reasons why one alternative might be preferred over another.
337	Bike path, view point, fixed.
338	Seems the most efficient for resources and distance.
339	Sounds good to me!
340	Love the view point idea and the bike lanes.
341	I love the idea of a bridge with pedestrian access!
342	Should consider further west alignment and potential to raise a span for River traffic.
343	It appears like a good plan but I was not familiar with the other options.
344	Fixed span allows no traffic interruption and fewer maintenance items long term. Pedestrian/ bike lane important.
345	what height opening does river traffic need?
346	Meets the objectives
348	Stoked for bike lane!
349	Like no lift and bike ped access strongly needed.
351	I haven't enough information. Haven't followed along very well.
352	The location makes sense
353	Seems reasonable
355	It takes into account problems with the lift span and recognizes the importance of bike and pedestrian access
356	I just don't know enough about all the alternatives to agree or disagree.

ResponseID	Response
357	Simplicity is best.
358	Last answer
360	Save energy and vehicular delay time by eliminating lift. Not too high, but high enough. Gradual climbs in both directions (lower vehicle emissions). Lower risk of barge collision with piling.
366	I would like a bike/ped crossing, one lane each way would keep traffic moving at a safe speed.
367	Create the least disruption to current infrastructure and businesses
370	I like the bike and pedestrian pathway and the fixed span.
371	No lift and plenty of width.
372	Multiple studies have already been done and I support that work. Use this plan and move forward
373	Agree in general with the location and dimensions. Adding aesthetically appealing features would help.
374	I love the bike and pedestrian pathway idea. I love wider lanes for cars so I don't have to replace my side view mirror a third time from having a car going in the other direction hitting it. Scary! And raising the height of the bridge so it doesn't need to lift for boats also sounds like a good idea.
375	Least path of disruption on both river banks.
378	Least amount of disturbance and change from the existing alignment to the river and the approaches from either side. It includes a large pedestrian lane and no bridge lift.
379	I don't have enough information to answer this. Why is alignment being moved?
380	Sounds ideal. Bike lane is crucial.
381	Again, I don't know enough about bridges and boats to have an opinion.
382	More view points. An additional 12 foot wide bike and pedestrian pathway.
384	I trust that the professionals have study this and will plan appropriately.
386	I'm only unsure of the fixed span bridge with no lift, and how that would affect water traffic?
388	Strongly agree that pedestrian and bicycle access be included. Resting place a nice addition !

ResponseID Response

390 I like the idea of no lift.

391 This is an engineering call. Not my specialty. I'm in agreement with the four items listed:
Fixed span bridge; no bridge lift
One 12-foot wide vehicle travel lane in each direction
One 12-foot wide bike and pedestrian pathway
Mid-bridge viewpoint

392 Most direct route and view area is a plus

393 Assuming 80' is enough for all barges, this seems like a reasonable option.

395 I do not feel fully educated to answer this

397 The location of the alternative will impact the residents and property owners on the Washington side of the river the least and appears to be the least expensive option.

400 I prefer EC-3 but that is because I do not fully understand the impact that EC-2 will have on the in lieu site at the north end of the bridge. If EC-2 does not impact the in lieu site then I have no preference. Impact on the in lieu site will create several layers of political and financial impacts that can only delay the process and increase the overall cost.

405 I like the no lift--and bike pedestrian ability will help keep people hitching to get across

407 Bike lane is not needed as of now bike violate posted signs and cross for free.

409 Don't care

410 Don't see why it needs to be a 12 foot bike pathway

412 It addresses all of the primary concerns of the challenges of the current bridge and provides a taller/wider span that eliminates bridge lifting and is better access for emergency vehicles while also allowing for pedestrian traffic.

414 Pedestrian pathway is key for commuters who will now be able to bike or walk to work.

415 Strongly agree that there should be a pedestrian and bike pathway. This should of been done a long time ago.

417 More information on why the 'preferred' alignment is the preferred option would be helpful to quell misinformation.

420 No need for lift.

423 Simple yet effective

ResponseID Response

426	This is all fine, but if the new bridge does not replace the former bridge as a historical and regional landmark, then this project is failing. Ec-2 is boring design. For practical purposes, it is fine but it really needs to have some interesting design elements. The current bridge -- while old -- has a lot of historical and regional significance. It is a landmark!
429	It's the closest to where the current bridge sits and definitely agree with the wider lanes. Not sure we need a viewpoint though.
432	It provides a 2-lane roadway and intermodal pathway. It is modest in scope, once again limiting the effects to the environment.
434	Fixed bridge means no closures due to freight traffic. Having a pedestrian and bike path is crucial to the needs of the community and tourism as well as a place to enjoy the view.
437	Why do you need a mid-bridge viewpoint? And, 2 lanes each direction would be best.
448	Need bike path
449	This seems ok. However, one of the biggest benefits of the existing bridge is that the grate surface doesn't collect snow or ice. How will this be addressed in the new design? Also, a mid bridge viewpoint seems unnecessary.
452	Who is going pay for this?
453	The widening of lanes and addition of a generous bike/pedestrian lane is key to meeting future requirements of the region.
454	Keep the lift unless it's going to be tall so a boat can go through. You dont need a 12 foot wide bike lane maybe a 6ft on each side with tall rails so no one will jump off. Also I hope you charge the bikers for crossing both ways.
456	I would like to see other options
457	As long as barges can fit under and bikes can go over, I'm happy.
462	Neutral.
465	Noted in last statement.
466	Like the pedestrian part worried about pedestrian/bike path
468	Love the idea of the bike/pedestrian pathway with the view point.
474	what I had said before
476	Moving forward on a design that seems well-thought out makes a lot more sense than beginning the process over again.

ResponseID Response

478 Something needs to be done, NOW!

479 It is way too small. You need to take into consideration the type of vehicle that cross the bridge regularly. Log trucks and large commercial vehicles are just two examples that need to be addressed. The view point in my opinion is a horrible idea. Unless you build a structure completely blocking any access to travel lanes.

482 Noted in previous statement.

485 People can walk or ride bikes & not have to hitch hike! Cars and trucks will have room!

486 No lifting needed would provide reliable access at all times. A bike and pedestrian path is absolutely necessary.

490 I have not seen stats on the other proposed alternatives.

495 I don't know anything about bridge construction. High enough for all boat/freight passage seems like it is necessary.

497 Is 80 foot clearance sufficient?

501 It needs a bridge lift

502 I have no comment on height due to my being unknowledgable about barge height requirements. The other things mentioned are fine.

503 It's kind of boring looking. Shouldn't there be some ornamentation consistent with Scenic Area guidelines?

506 80' clearance prevents navigation by "tall ships" such as the Lady Washington with a mast height of 89'.

509 EC-1 would connect to dock grade

510 Again no need for bike and pedestrian lane

518 I don't see why a 12 foot is needed for bikes and foot traffic. Should be a smaller lane but also extra spacing

520 is the clearance sufficient for all marine traffic?

521 Anything that risks delay is bad at this point. Should have been completed years ago.

522 We don't need it

ResponseID Response

523	see the previous statements. Why do all of the alternatives still use the port property? This increases the overall toll and restricts other options that may turn out to be less expensive to users in the long run (50 years from now we will still be paying the port just like we are now). the current backups at the button bridge intersection are the limiting factor for increased traffic across the bridge. A free flowing intersection directly across from Bingen would eliminate the backups that already occur at the recently upgraded Button bridge intersection where traffic can back up in all directions including onto the interstate.
530	EC-2 encompasses the current and future needs of our area for residential, commercial, emergency traffic.
532	No lift should cut down on maintenance. I would definitely use a walking/bike lane. Agree with widening lanes...
533	Please see previous comment.
534	I like what has been proposed
535	I see no need for a viewpoint
536	Because it appears to go through where there are existing buildings and businesses.
537	Looks good
538	I love the no lift option.
540	Why is there a need for a mid-bridge viewpoint?
542	Appears to be efficient, least amount of change compared to location of existing bridge
546	My only concern is with the gorge area, will this proposed plan harm or take away the aesthetics of the scenic area?
547	No need for such a wide lane for bikes
548	I see there are very good reasons for the bridge to be higher. However, when you get used to something it is hard to change. As many times as I cross, I like being so close to the river. But less emotional heads should prevail!
557	I personally don't know enough about the pros/cons of each of the three alternatives.
559	It would be nice to have the bridge about 12 foot wider and a bike and pedestrian path way.
561	The other options have advantages, especially the one to the west as it terminates at Dock grade.

ResponseID Response

564	With the bridge being twelve foot wide each lane it would be a lot safer and fewer accidents.
565	I don't have details on the other two options
567	Common sense
571	A midpoint viewpoint is a ridiculous and dangerous add on to the bridge. Tourists are not the brightest nor respectful of other individuals' pathways and would most likely cause congestion/disruption to traffic flow.
572	Do we really need to spend money on bike/walking paths and viewpoints? As a household and business who pays \$100 a month in tolls, there is no way we can afford any more in tolls. First to go are things that aren't necessary. Also aren't there times when there are vessels that need the entire clearance to navigate the river?
581	Like the ped and bike lane and viewpoint but needs to improve complex access road network on Oregon side.
582	I feel like there won't be much closures if there is not lift bridge and it's wider for the ships to go through, I don't know about the view thing I think it will cause a lot of distraction
584	It appears to look like a normal bridge to me. It also has a nice width for each lane.
591	Commercial trucks have caused too many accidents on current bridge. I am unsure if this will change with the new build.
595	Not enough information on all three by reading about one at a time to make a comparison
597	I haven't seen the other options to be able to compare
604	The proposed changes meet the needs of our community
605	Looks good, and will provide better views of the gorge without the lift being in the way.
606	It is good. I like the viewpoint.
607	The 12-foot bike and pedestrian pathway is more than sufficient space - should be taken down to 10 feet and vehicle lanes widened by 1 foot each. A dedicated mid-bridge viewpoint is unnecessary when there is already a bike and pedestrian pathway - even when reduced to 10 feet.
608	Wider lanes needed.

ResponseID Response

609	Seems short sighted. This solution would work well and seemingly well with current traffic, but doesn't cover future traffic/needs, in my opinion. What is the anticipated lifespan of the new bridge? What is the correlation between that end date and anticipated vehicle and pedestrian/bike traffic at that time?
610	I think there should be 2 lanes going in both directions. This would keep the flow of traffic from being disrupted.
611	I like the new height and width. The old one is too low and definitely not wide enough at the "opening." I really like the idea of a bicycle lane and mid bridge- viewpoint
617	The design seems reasonable
622	I think the bridge plan does not take into account the heavily used recreation area on the water. The bridge should move east. Also, 1 lane per direction does not help with future traffic use. 3-4 total car lanes seems more appropriate. Glad the plan includes bikes & pedestrians!
623	I love the inclusion of a bike and pedestrian lane and would seriously consider acquiring an e-bike to minimize costs and pollution associated with car travel for local errands.
624	Fixed bridge seems simpler to maintain. Strongly agree to need for bike/ pedestrian access. I'd prefer wider travel lanes or some shoulder space for vehicles.
625	West aligns Dock Grade and alleviates traffic pressures through Bingen. SDS needs room to stay viable
628	We don't need a viewpoint on a two lane bridge!
631	Too much money to spend to make this option happen... Not to mention that it's difficult to get onto hwy 14 from that point.. To make life as easy for people on the Washington side the project should limit the inconvenience to Washington residents as much as possible. The only thing God knows that we are going to be the ones paying for the damn bridge anyway. I am not there doesn't need to be any "viewpoint" on the bridge. I have the bridge is not a tourist attraction, it's a means for Washington residents to get to and from work and shopping. Simple, the bridge only needs to wide enough for cars and trucks to pass safely and one lane for pedestrian /bikes to cross
633	It is the perfect fit . For cars/ trucks , school buses !! And i like the idea of bike lane & pedestrians too , will they also have to pay a toll to cross ??
634	Looks good. Less maintenance I assume without the bridge lift and less interruption with traffic flow
635	A more standardized design with equal spans is smart, and equal dedication of bridge deck to pedestrian and vehicle traffic fits with the overall active lifestyle that characterizes the gorge

ResponseID Response

636	I want to ride my bike to and from work.
637	Less impact on crossing due to lifts. True need for pedestrian/bicycle crossing.
640	Ec1 is not a good solution
641	Bike lane is important!!! No lift offers less mechanical stuff to maintain.
644	Without comparing alternatives, it's hard to say I prefer this one. This won't be able to go as high as the previous bridge, so what will happen with boat traffic? This width sounds much better, including for emergency vehicles.
645	I think it sounds like a great idea but please see previous answer for why I am skeptical. And I hope this doesn't cost anymore than the current toll. I've used this bridge for almost 30 year and remember when it was 50 cents. I think the bridge has needed replaced for a long time but not for someone to make more money.
647	Bike and pedestrian traffic need to be included in planning.
648	It includes bike and ped access but I wonder if 12 feet is enough if only one lane of bike ped is provided.
649	It makes the most sense
653	Proposed design I have seen is similar to bridge across Lake Pond Oreille to Sandpoint Idaho. This bridge with opportunities for bike and pedestrian use became a popular feature and additional draw for tourism. Also fits lifestyle of region.
654	Existing protected Native Fishing area.
658	This well accommodates all users - river, vehicle, pedestrian, bicycle.
659	I agree, but would also like to know that the native population that camps near the northern end of the bridge supports this as well.
660	I very much want there to be pedestrian and bike lanes
661	I personally feel that room for an additional third lane of traffic would be a flexible option in case of a freeway closure or highway closure. to have the ability to flex a second lane of travel in times of emergency would be nice. Expensive, but a nice option to keep traffic from bottlenecking as it does now.
664	Like the no bridge lift. Like bike & pedestrian lanes. Access to viewpoint is by pedestrians & bikers? Good. We've needed this for a long time. Question: How much wider are the new lanes than the current lanes? Be sure it is sufficient.
667	EC 1 should be the preferred route due to the ability to disperse northbound traffic more efficiently

ResponseID Response

668	It would be helpful to see all three plans in advance of these questions, and an explanation along with each one as to why the proposal is being made.
674	It seems ok. I don't know the reasoning behind these preferences
678	Given the Columbia Gorge National Scenic Area, this is an opportunity to build an architecturally stunning bridge to fit into the natural surroundings, but most importantly it needs to allow larger vehicles and pedestrians to safely cross.
680	I have no information on alternatives.
682	Just as long as you are not WASTING my tax dollars and increasing tolls.
683	Seems to be adequate enough space for both cars and pedestrians. Also love the idea of a midway viewpoint.
684	Improved vehicle access
686	I like the idea of a bike and pedestrian pathway the most.
687	Bike and pedestrian pathway
689	I support the bike and pedestrian pathway. The other features also seem good.
697	I think it is important to have a bridge that can handle the motor vehicle traffic as well as pedestrians, bicycles.
698	.
703	Well, it's hard to say. Now that I've left the previous page I can't remember which one was EC-2. (You should have an additional picture on this page to remind folks like me.) I liked the alternative on the previous page that most closely followed the current bridge. (It seemed like it would be the least impactful to the environment, current landowners, etc.) IF THIS is that plan, then I would change my answer to "Strongly agree." (Who designed this survey anyway?)
705	Will one lane in each direction accommodate future growth in the Gorge? I strongly agree that we need pedestrian and bike crossing on the new bridge. And more bike paths on our roads!
706	Looks ok. Getting rid of the lift will be great!
709	It most matches the existing span
710	Not qualified to answer
712	Haven't seen the other options, concerned that 80ft clearance may be insufficient for commercial barge traffic and recreational sail traffic.

ResponseID Response

714	I have not heard any information suggestion that the existing bridge has insufficient dimensions, or any justification for increasing the clearances of the existing bridge. Without that justification, I presume the larger spans add cost to the bridge, however I only use the bridge as a vehicle and have no idea what boat traffic situation is actually like.
717	Be great to walk or bike
722	The Bridge should fully provide for river traffic, and I cannot tell from this if proposed height of 80 feet is adequate. Who has been consulted?
723	It covers needs that are currently lacking. I just want to see pedestrian and bike traffic accommodations
732	Makes sense
734	Its been proven many times over the shortest distance between two points is a Straight line!
737	Not sure how effective the mid-bridge viewpoint would be - could cause traffic snarls.
742	Not too big, not too small, and has a walking path. Sounds perfect.
743	You don't give the description of the other two alternates for comparison.
744	I think a bridge with more vehicle lanes would be best for long term transportation. The population is continuously growing and a bigger bridge would be able to handle more traffic.
745	A view point is the most unrealistic idea I've heard yet. There are sure to be accidents be it bicycles/pedestrians hit as drivers get back into bridge or the Spectors merging back into bridge and hitting another vehicle. Sorry but that's a dumb idea!
746	Want pedestrian access
751	As stated earlier in the survey, both cost and construction are easier. The elimination of serious traffic issues, ease of acces for pedestrians and bicycles. Less hazards to collision with oncoming vehicles and the guard rail. No mechanical upkeep on the draw bridge.
757	It is a little unclear from the info provided- is the proposed bridge one that lifts or not? I'd prfer they just build it tall enough for boats to pass under so we don't ever have to wait for a bridge that is up. I feel strongly that there must be divided pedestrian and bike lanes.
758	It would be the most direct crossing point and reduce time spent on the bridge.
759	The features seem to meet needs of the users

ResponseID Response

763	I haven't seen the specifics of EC-1 or 3
766	Definitely need wider lanes abs something for pedestrians
768	I like the wider car lanes, non-lifting bridge, but do not believe a blind-way viewpoint is necessary or safe.
772	I think this is great. It will help with traffic flow and allow more access to both Oregon and Washington for pedestrians.
774	This proposal would increase travel to this location as an attraction point to take in our areas scenery and help boost local economies due to a commuter friendly route that is no longer seen as a congestion point or riskier travel route.

9. Please describe any other topics, or any specific issues or impacts within the list of topics above, that should be considered through the environmental review process.



ResponseID Response

35	The affects of 94 years of oil and other pollution flowing into the Columbia River due to a 'grated' deck, no pollution controls and virtually millions of vehicles traveling the bridge annually. Unacceptable.
37	Climate Resiliency and catastrophe mitigation - to maintain an alternative route for people, food, water in the case of an emergency driven by fire, ice, seismic activity or mudslides.

ResponseID Response

39	I have concerns about impacts to Native American land and peoples at the north landing. I would like to see bike and pedestrian needs met with high priority. A new bridge should showcase innovative, affordable construction with emphasis on reducing its environmental footprint. Capturing pollution runoff and keeping traffic quiet are very important. Ecological restoration of areas disturbed by construction and dismantling is absolutely necessary.
46	Private lending options
48	How about including durable experiential public art? Pictograph of geological life, human settlement to the area. Engage, involve full community; kids in schools, seniors that have personal historical knowledge.
49	Maintain dark skies with lighting and cut off shields. Keep land at each end green, precious, ped friendly. Remember this is a gateway.
51	Recreational activities, links for bikeways and pedestrian paths. Improve opportunities to enjoy the beauty of the gorge.
53	Add the following to Built and Cultural Environments: Cultural use - tribal fishing, treaty rights.
54	Add the following to Built and Cultural Environments: Cultural use - tribal fishing, treaties, fishing rights.
55	None
59	I am very interested in bike lanes for actual bike commuters. We would need proper 2-way bike lanes that are divided from the pedestrian traffic so we can actually move at a good pace and not have to weave around pedestrians.
63	Rising toll costs for locals needs to be addressed
65	Would like to see preservation of as much existing infrastructure as is feasible.
67	Build it quit studying
70	None
71	Why not simply widen the existing bridge? Yes, it can be done, as I have observed in a much more difficult tidal situation.
72	Earthquake / seismicity; fish and vegetation; water quality; maintenance costs; river navigation; motor vehicle transportation and construction costs.
76	Allowing pedestrian traffic will have a huge, positive environmental impact. As the population in the area grows, finding ways to reduce car traffic is essential. Widening the lanes will also make the driving experience much safer and less stressful.

ResponseID Response

77	Maintenance scheduling needs to be considered to minimize impacts to travelers.
78	Timeframes. We need this Bridge sooner rather than later!
81	Plan for the new bridge ultimate replacement so we don't have to go through this again. Long term considerations.
83	None
86	Financial - locals are sick and tired of paying tolls. Tolls should run for a limited time to help pay for the construction of the bridge being used. Bridge users don't want to pay indefinitely, as we have been, and we shouldn't have to help finance other Port projects that we aren't using. Have a plan to collect until X dollars is reached. Communicate that to users.
88	Pedestrian and bicycle crossing is in my opinion very important to take into consideration.
89	Snow/Ice removal?
90	-Consider the effect of periodic maintenance on traffic flow across the bridge and on the highways on both sides of the river.
92	Bicyclists are a key here. If this can get people over the bridge via bike, man, what a win.
96	Noise, view impact, long-term reliability, long-term maintenance, COST COST COST. As a White Salmon resident that uses the bridge every day, I don't want to be paying huge tolls for more bridge than is needed.
97	A new bridge needs wider lanes, and should have something for bicyclist and pedestrians.
103	Potential impact on tribal fishing rights
105	n/a
113	This might be under business and employment but might consider current business buildings for the construction of the new bridge (aka. Market Place east of the toll booth)
114	I think the above list covers all the necessary issues.
116	Totally neglected here, are the millions of people that drive down the Columbia Gorge every year. If the Columbia Gorge was a National Park these visitors concerns would not be ignored.
121	Under social impacts you need to consider overall cost of construction and maintenance and tolling affordability. If the best possible bridge results in a 4 or 5 dollar toll each way then it would be unaffordable for many current commuters.

ResponseID Response

144	Both States taxpaying/toll-paying residents need equal say in the entire project
145	What does equity have to do with this ? Also. Historical and Archeological concerns should be moot at this point since this area has been developed and used for well over a century already. All of this area has been disturbed and used multiple times over that time span.
152	Might be included under transportation but will these changes impact the use (increased or decreased) of the bridge crossing and will tolls be increased to offset costs of construction?
154	When completed, the Port of Hood River should not maintain ownership of the bridge, unless....unless that ownership includes part ownership with the Port of Klickitat, and when it's paid off, the toll for that bridge should be mostly removed, and maintenance should be maintained by a smaller toll. NO TOLL SHOULD BE USED FOR Port of Hood River/Port of Klickitat PET PROJECTS. Period. Port of Hood River needs to have more transparency about their intentions regarding funding and ownership in the end. If you can't handle the financial aspect without ripping us off, like you have for almost two decades, then you need to hand that bridge over to the states of Oregon and Washington.
159	Do these topics cover everything required by state and federal law.
161	N/A
165	Tourism
170	Growth of area population.
172	Pedestrians and bicyclists need to be able to access this bridge.
180	L
181	That looks like a pretty complete list!
182	Climate change! Carbon output in construction including materials and also impact on future traffic and carbon outputs.
186	None other for me
190	None that I can think of.
192	Native American Cultural concerns and treaty rights.
195	None

ResponseID Response

197	I would like to be involved in this project. I worked for the Hood River School District and in The Dalles as K-12 Curriculum Director. I finally had to get the phone number of the actually toll booth as the reliability of the bridge to NOT be "under repair" again and again, without notice, that I HAD to be able to call when SITTING ON THE BRIDGE in my car to let the Superintendents' offices know how long I might be late AGAIN for another meeting. NOW, the situation continues when trying to get the personal appointment in Hood River. The price continue to go up and up for tolls YET the PORT NEVER explains where 100% of the money is going. NEVER includes Washington local residents and USERS PAYING for the bridge what we think. That is unconscionable. It is imperative that our voices be heard, besides our daily wallets. Janet Warren 120 SW Westwinds Road, White Salmon, WA 98672 509-493-4388 (and Mark Schmidt)
198	safety while driving on the bridge and optimization of traffic flow for potential population growth as time continues
199	The aesthetics of the actual structure could give a nod to the previous design in a way that is clean , beautiful and reflective of the bridges history.
201	I think it's all covered!
202	Emergency response is very important. Also must consider increasing use of ebikes. More people will be using ebikes to cross the bridge
209	None that I can think of.
210	Specific impacts of major blow-out of Hood River into Columbia. Are all alternatives likely to withstand damage?
211	Nothing to add
214	Perhaps one traffic lane each way is insufficient. Consider a third middle lane for emergencies or maintenance?
219	I want a pedestrian walk on one side and a bicycle path on the other. Would bicyclists and Pedestrians have to pay to use bridge? Make sure eBikes are allowed because they are great for commuters to get to work. The environment issues are most important. The salmon run.....protect the water and take care not to disturb the recreational activities at the Event Site. (Kiting, windsurfing, beach goers, etc)
220	Nothing to add
222	The White Salmon Treaty Fishing Access Site is at the location the bridge would intersect with WA-14. Is consideration being given to the access rights and how they may be affected?
223	Recreation use and safety W of the existing bridge. An alternate further E of the existing bridge must be used.

ResponseID Response

224	As a WA resident, I spend over \$900/yr on tolls. This is far more than an OR resident because it is a vital link to work, healthcare, good & services not available on the WA side. I understand that tolls are a pay-for-use model, however, it seems the cost is unfairly divided between the two communities that benefit even though one has a higher need. Additionally, if tolls are used for other Port projects/improvements, those amenities better serve OR residence because of location and are funded disproportionately by WA drivers. This is a going concern with so much development on OR Port properties. Small paddle craft use the shoreline under the bridge on both sides in growing numbers. Please consider the importance of human powered canoes, kayaks, SUPs and small sailboats and their need to travel along the shoreline.
225	Respect Native fishing sites.
231	consider the kites and the windsurfers' points of view. They LOVE and USE the river. Listen to them too!
232	Include Washington in the process at a State and Federal level.
238	Heavy use of Hwy 14 since bridge increase of toll. The bbridge and cost should consider impact if Hwy 14
245	tolls for locals, especially low income locals. feel bridge should be toll free for local residents.
251	I am not sure if this would be under public services, or maintenance costs, but how much will the bridge be to cross? There are many low income families in the area in addition to all of the tourists, that may or may not be able to afford a hefty daily fee should they commute for work from one side to the other.
256	No cobrar por usar el puente. No todos tenemos dinero para estar pagando el puente y más aparte este nuevo proyecto subirá la tarifa de \$2? Yo tengo que decidir si visito a mis papas en white salmon cada semana o ahorrarme \$4 y usarlos en comida y solo ver a mis papas de vez en cuando. Esto no es justo y no es equidad.
257	none
260	significant native american cultural objects which can't be moved.
266	Emphasize seismic resilience.
268	Resulting sprawl in Washington
270	Emphasis on more inclusive transportation options (biking, walking, etc.); how this will effect those who LIVE nearby/residents of the actual local communities; and effects on the natural and physical environment.
274	Recreational use of the river during and after construction

ResponseID Response

276	none
278	Washington and Oregon State Transportation Departments should oversee all bridge construction and operations once in use. The Port of Hood River is grossly under qualified for these functions. There are many examples of this from their ownership of the existing bridge.
280	None
284	If people are going to cross on foot or bikes etc they will want a spot to tarry and photograph or observe. The bridge would be more useful if it could accommodate that.
287	I'm not saying it's the most important aspect, but views/aesthetics could be very important to the local economy. An eyesore could detract from visitors while a beautiful bridge could draw more. Having good views from the pedestrian/bike lane could also be very important, especially as this will likely be easily accessed from the bike route that runs along the gorge.
288	That covers most subjects.
291	The highest priority has to be the earthquake mitigation. The current bridge is one mid-size earthquake from being completely useless. Will work be done to understand what would happen if a barge hit the new bridge?
292	I feel that the aesthetic value of the gorge should be brought into the design process. The bridge should only add to the scenery and at minimum at least not be an eyesore. A beautiful bridge is important for this national scenic area.
294	NA
296	Seismic needs to be a very high priority. The funds to replace this bridge after an earthquake will not be forthcoming.
300	If the Columbia had a catastrophic flood, eg, from dam failures from earthquake, or other reasons, and heavy debris flow, would the bridge withstand and be usable?
302	Tribal land and fishing impacts.
303	Clearly this has been thoroughly examined...great work.
307	Emphasis on land use & all transport modes
308	This looks thorough.
310	None
311	Affordability for those who need to use it for work.

ResponseID Response

313	Tolls and payment should be discussed and be very transparent. Much of the public feels diseved about the current tolls being used not for the bridge. We were under the impression once the bridge was paid for it would have no tolls. Instead the tolls went up and the port bought more money which has left us confused.
320	I think you've covered it
325	While captured under Social Environment, I would guide the committee to look specifically at the tools known as Health Impact Assessments (HIAs). The Oregon Health Authority has some expertise and technical assistance for groups undertaking a thorough HIA.
326	?
330	They are all covered.
332	None
336	this list appears to be quite thorough
340	Aesthetics. Make it look awesome.
343	Looks like a good cursory list.
344	Hazardous materials- from old bridge
346	Noise of travel and traffic
349	None
352	Bike-Ped-ADA considerations
353	A bicycle/pedestrian crossing is badly needed!!
357	Time to complete construction.
358	Impact on WA residence specifically. The bridge affects us much more than Oregonians.
360	Make certain 12' is wide enough for safe separation of peds from cyclists and cyclists moving in both directions.
363	Lanes wider than 12 feet would be safer especially for trucks passing each other.
367	Cost to those who use the bridge
372	This appears to be an inclusive list.

ResponseID Response

375	This will be the first new bridge within the Columbia River Gorge National Scenic Area. The bridges design and appearance should complement the NSA and the Gorge, and not look like a concrete bunker.
378	It definitely needs to be ADA friendly, no grated deck, separated pedestrian area from the vehicles, no way for pedestrians to jump off of it. It needs to consider the extra traffic that happens when the 84 or the 14 is closed and how to keep that flowing more smoothly (no toll in situations like that).
380	Get started as soon as possible
381	none
382	Na
384	I want this bridge to be able to accommodate all emergency response vehicles including an 80,000 lb ladder truck.
391	no others
395	Cost of tolls
396	Future transit tolls
400	This list seems very complete. If the in lieu site considerations are covered under the list, then I would not have any additons.
402	All of the above
405	Look good... Would like to see wht toll would be if any...price breaks for locals if tolls will continue
409	Again I feel hostage by the port of hood river mafia
412	Nothing to add here
414	Safety of existing lanes with tight one way lanes, as well as bridge construction material can be slick when driving over in winter weather.
420	Toll cost
424	I have no environmental issues, but I feel the bike/pedestrian lane should be able to be used as a third lane of traffic in emergency situations such as a dedicated lane for emergency vehicles or 2 lanes in one direction if needed.
429	None
432	Looks pretty complete.

ResponseID Response

448 None

452 Cost impact to current users.

455 Bicyclists and pedestrians should pay a toll to cross, but the politicians in both states treat them like they are better than everyone else.

457 Na

462 Neutral.

465 Appears to cover most concerns above.

477 Bicyclists and Pedestrians toll free

482 Most seem noted above.

501 N/a

503 Visual impact

523 What will the new toll be? will it be fixed for 50 years? Tourists can afford any toll, but what about poor people who must cross the bridge?

530 None

533 Hood River is a large tourist destination. The last few years the number of photography tourist has increased dramatically using the natural beauty the the Columbia River Gorge. This is a multifaceted benefit to local business and increased tourism. The new structure need to take this into consideration. Both for structural reasons (view point) but also for design reasons (does the design complement the natural landscape?). Another consideration should be looking into the future. Is two lanes total enough? The area has been experiencing some major growing pains.

534 None

536 How it affects existing businesses

537 Cost to consumer for tolls

540 It appears the list is quite comprehensive.

546 ADA is important, but again will this be disruptive to the gorge area?

ResponseID Response

554	Seismic capability , traffic consequences, hazardous materials, and HWY 35 traffic over the mountain.
556	Consider using the piers to house mini turbines to generate electricity. Or under bridge slow moving turbines. Or wind. See https://youtu.be/TkaPjhYuPtQ If this turbine can generate enough power for 60 homes, think of what HR bridge could harness. Perhaps the piers are doubled, and can house a lifting system (for maintenance). E.G. https://www.technology.org/2018/03/22/a-whirlpool-turbine-that-can-power-up-to-60-homes/
557	This list appears comprehensive and I have no further topics to add.
560	Cost? How much to cross? Will it ever be paid off?
567	I agree with this
581	Careful analysis of scenic impacts from both sides of river and from boats. New bridge viewpoints need to be sited on bridge for best views of the Scenic Area. ADA access to and on bridge is essential.
584	It appears enough topics are being reviewed. I suppose even an excess amount of topics.
597	I
604	Displaced persons or treaty rights
606	I know it is already on the list but please keep the financial costs to the public (toll) on the front of your minds.
609	Any costs to commuters?
611	No more to add at this time.
622	Glad about the environmental impact studies! Please keep in mind, kite boarding rafting & SUP are all important water recreation activities. This bridge plan should study the impact on sports & recreation in the area
625	Please do not allow the Port of Hood River to control the economics of this bridge. They have bled Washington residents for decades. Washington gets nothing while The Port unfairly gains
629	Homeless population
631	I feel that since the Washington residents are the ones that basically pay for the bridge then I feel that half of e money taken should go to white Salmon /Bingen. I think the fact that hood river keeps all the income is wrong. The bridge is not a tourist attraction and should not be treated as such.

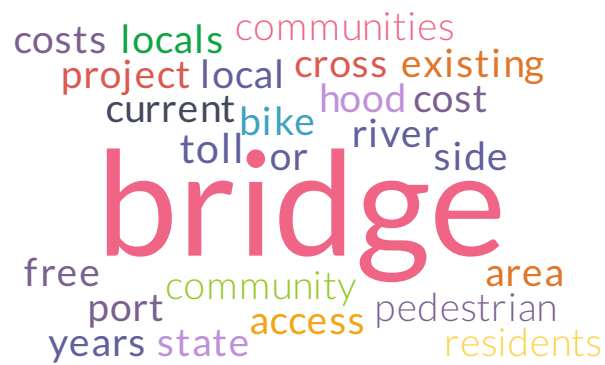
ResponseID Response

633	Make it a smooth transition, eliminate the congestion of having to wait for toll payers ... always stopping and talking with who ever is working . Put a machine instead & a breeze by lane 😊
634	Well covered
636	None
641	Light pollution
645	Nothing at this time.
648	Construction duration and impacts
653	Can't think of anything. Seems rety thorough.
661	I like the idea of making the bridge pedestrian friendly. I also feel that there should be room on the bridge to add an additional lane of traffic, flexible in either direction, for times when SR14 or I84 is closed. traffic backs up and the ability to have extra capacity when needed would be great.
662	cost to low income people that need to get across
664	Make sure that WA State, Klickitat Co., the cities of White Salmon and Bingen have a strong and important role in the decision making process. We have felt like a step-child for 50 years. Being jerked around by HR and the Port District has been sickening. There is a lot of anger on this side of the river.
665	Planting native plants in disturbed soils
668	Under Historic and Archaeological preservation, it would be nice to see how we could tie the history and culture of Washington and Oregon together in an artistic format. Not just the bridge itself but the entrances/exits on both sides.
684	This does it
687	Toll costs for use. Bird habitat impacts.
689	Toll cost to users? Structural integrity in earthquake.
691	none
703	The list seems fairly comprehensive. However, there will no doubt be additional issues not listed here that arise during the process. Please be open to adding those to the list.
706	-
709	none

ResponseID Response

710	None
711	I just wonder looks like maybe 2 bridges ??
712	I like the idea of adding a cycle path, consider keeping it separate from the pedestrian path.
716	bikes and pedestrians need a way to cross.. this is a huge problem currently
717	No toll
722	Glad to see Parks and Recreation. The City of White Salmon should be fully consulted regarding their property (with potential for a park) on the Washington side of the river.
732	All need consideration. The revenue from tolls need to pay for the bridge and not fund the port of Hood River.
742	Looks good.
745	Toll cost
746	None
748	Save the existing large oak tree, east of present bridge on Washington side.
751	Everything about this project makes sense. It overdue by 20 years. Any objections to this project are from loons.
752	Maintenability (e.g. not closing lanes significantly often for repair work)
756	All those topics sure costs a lot.
763	Why waste any time and money doing a "study"?? A bridge is already in use. It is being replaced. Business as usual with less headaches. Period. This question sounds as though there is NOT a bridge and you are thinking about the pros/cons of putting one in?
774	None that I can foresee at this point.

10. Do you have any additional comments you would like to share about the bridge replacement project?



ResponseID Response

- | | |
|----|---|
| 35 | The bridge has been a 'CASH COW' for Hood River/Port to develop port properties on the waterfront and at the airport. Now we are entering a CRITICAL time. Millions travel our bridge annually. Public safety, pollution issues need to come first, not further port development. PS: the development at the airport is beautiful, but now is the time to step back and think of public safety. We owe it to our communities and visitors who travel this aged and failing structure. |
| 36 | The port has had a golden goose (the existing bridge) which has laid many of golden eggs that could have been used to fund a new bridge. Instead, the port has chosen to squander the funds from the bridge tolls on other projects. A new bridge could have been paid for long ago. |
| 37 | The existing bridge is a treasure for its architectural significance, view and symbolism of connection for the Gorge. We should keep it, rehab it just enough for biking and foot traffic and it will draw amazing tourism experiences, accommodate future transportation demand (electric bikes / scooters) in a convenient and safe way and serve as a major car-free option to get to Amtrak, the only passenger rail service in the Gorge. |
| 39 | Please encourage by design the use of non-motorized transportation. |
| 48 | Well done. Comprehensive. |
| 49 | A gateway celebrates entry and is beautiful. I'm in no hurry for more pavement. The current bridge is lovely. Should be on National Register Historic Places. Maybe it won't meet future demands but it sure is sweet. I do look forward to bike lane. |
| 51 | Maximize dark skies with lighting. Maintain and improve gateway to WA and OR and improve recreational activities, biking, hiking, enjoying river area views. |

ResponseID Response

53	Use any mitigation funds for projects in local communities. Keep broadening the outreach and update and inform the community.
54	Use any mitigation funds for projects in local communities. Keep broadening the outreach and update and inform the community.
55	Business in Washington must leave uninterrupted commerce from Oregon while bridge is built.
59	I feel like there should be one bike path on either side of the bridge. IE: Northbound is on the right, and south bound is on the left. Just thinking about getting onto the bridge and off. But really any bike lane is going to be great!
61	The problems associated with the bridge before, during and after a major disaster are Port responsibilities as well as community concerns. No point in replacing without being part of the bigger solution.
63	Revenue generated should be distributed evenly between oregon and Washington entities
65	Good job Port and staff!! GO for it!!
66	It does more than connect two communities - it is a connection between two states with limited connection points.
70	No
71	Make it functional, NOT an artistic statement!!
72	The current bridge has been in use for more than 94 years. By the time it is replaced it will be over 100 years old. Make sure the replacement will last another 125 years.
76	Creating a new, safer, pedestrian-friendly bridge is vital to the area. As the region grows in population and becomes increasingly popular to tourists, a bridge that serve all people will energize the region even more!
77	Please consider additional, proactive communication using a variety of communication methods about community meetings. Thank you.
78	The community heavily relies on the use of this bridge for work, play, and emergencies. If the current bridge were to fail, locals on both sides of the bridge would be impacted greatly. We need a new, more robust, transportation route between states.
81	Ongoing communication through a wide range of channels.

ResponseID Response

82	I would like to see the bridge prices to not hike up from this new bridge project. I would like to see "true" locals to receive more of a discount than just breezeby users because not all breezeby users are actually locals who live and have to use this bridge as a form of livelihood on a daily basis. I would like vacationers and non locals to have to pay more than the true locals who should have to prove they are locals for the extra discounts. Or let it be free so we don't have to pay at all would be an awesome idea!!
83	Nope
86	Lots of cities in Oregon have lots of bridges. There are very few tolls out there. Find another way to fund this project other than tolls, just like the rest of the state has done.
95	I just think it's important to consider the financial impact the bridge tolls have on locals who have to commute regularly. I know there is the breeze by pass and that it is a reduced fee from those without the pass, but the toll adds up quickly. We do live in a very affluent area, with a lively tourist industry, but we also have a large population of people who live pay check to pay check. I hope the costs don't become so high that locals can't utilize the nice new bridge. That being said, I have noticed an increase in the homeless population and i wonder how a pedestrian path will impact Bingen and White salmon in that regard — another topic all together, I realize.
96	Sound. High=pitched noise travels upward and outward - low-pitched noise stays down and dissipates. Please keep the noise levels low and low-pitched.
97	When can we start construction?
103	I would encourage those working on the project to take a future-thinking approach, considering future needs of a growing population in the White Salmon/Bingen- Hood River community, how will this new bridge accommodate increased transportation in the area and provide adequate infrastructure for non-vehicular transportation.
105	no
110	Esta bien
111	Placement near current reduces environmental destruction and ties into current access routes. None of this deals with the peeve of Washington residents who use the bridge which is that all toll money goes to Oregon. The new bridge should be jointly owned/managed and the tolls should be equity shared.
114	No

ResponseID Response

116 Re Hood River Bridge Replacement. It's a stretch to call the Hood River Bridge an iconic structure, so let me mention a few that are. The Golden Gate Bridge of course, the Sydney Harbor Bridge, and even the y Conde McCullough designed bridge at Newport certainly make the grade. Nevertheless, the Hood River Bridge is historic and quite interesting from an engineering point of view. That's why I think that the Columbia Gorge Commission and the Port of Hood River should aspire for something greater than a fix job or a cost cutting replacement. Access to the existing bridge is constrained by cities on both sides, and traffic at this particular crossing shouldn't be increased. It should be reduced. My first sight of the Columbia Gorge was from I-84 during a trip to look for colleges many years ago. It was striking to see how the river slashed through the coast range and how the desert receded every mile to be replaced by some of the largest trees I had ever seen. Millions of freeway drivers have the same view. Lewis and Clark had the same view. The National Scenic Area was established soon after my trip and for very good reasons. A drive down US 30 through the NSA is one of America's great road trips, but it doesn't have a defining landmark, and a new bridge is a chance to create one. Ohhhh dis not be cheap! But a creatively designed bridge doesn't have to be unaffordable either. Compared to a complete replacement of the existing bridge including new easements and approaches through the urban areas on both sides, it might be a compelling value. The new bridge should be located a few miles upriver on a straight stretch with the Gorge visible and receding into the distance. It should come into view from the freeway all at once and it should be far enough away from the old bridge that it stands alone in the landscape. Please don't blow it by greenlighting a cement structure like we have in Kodiak, located dead center in the town and ugly. My particular favorite would be a steel arch bridge like you see on the Oregon coast, but check with some architects. So what to do with the existing bridge ? Divert traffic, especially truck traffic to the new structure up river and renovate the existing deck for pedestrians , bicycles and autos at slow speed . The existing 19' wide deck is adequate for low speed use, and it could be made pedestrian friendly by instituting one reversible lane. Drivers are used to waiting for a traffic light and they can wait several minutes for their turn to drive across a bridge.

118 2 items that are important to me; 1. that the new bridge plan takes into account emergencies and repairs, and 2. that my tolls be put toward maintenance so we can avoid budgeting challenges in the future

120 No. This is a wonderful project idea.

121 You will need to assess and describe the social/ financial impacts on the Washington side since the cost over time will be born by Washington residences disproportionately while the financial benefits accrue to the Port of Hood River. Also, since this is an Interstate bridge that will funded in part by federal money how will you assure equitable cost distributions between the two states? At least one alternative should consider having a bi-state organization oversee and manage the new facility.

122 No

128 Please get this done quickly! It is ridiculous that it has taken this long if you have been working on it for 2 decades. What happened to all those bridge tolls?

ResponseID Response

137	Make it free to cross. We already pay enough in taxes.
142	There MUST be actual decision making authority allowed from the WA side. WA side uses the bridge and relies more on the bridge then anyone on the OR side, so we must have REAL input, not simply advisory. This is the MOST important thing that needs to be changed about current process.
151	Klickitat County needs to have more than advisory say in the construction and maintenance of this Bridge. Washington residents are the majority of the users of this bridge.
152	I think it is good to replace the bridge - just hoping we do it wisely and thoroughly evaluate all the options available to make the best decisions!
159	Yes. Cost to use the bridge and how the revenues will be used. Present system seems unfair to Washington residents , with costs continually rising and increases being decided by an agency in which Washingtonians have no say.
161	N/A
165	no
167	I'm excited to see the plan will include a pedestrian pathway. This will be huge for tourism, hikers, bikers (which will reduce the traffic congestion -- I know a number of people who would rather bike than drive).
169	None
171	No
172	What will the new fare to pass as a pedestrian be?
176	I hope that when the new bridge is built it will allow free bike/pedestrian crossings as well as no increase in the fee for local residents.
177	The sooner the better :)
180	L
181	No
182	Only consider publicly-owned bridge options!
186	Please get it done ASAP!
190	I'm so happy this is finally happening!

ResponseID Response

191	I am concerned about working citizens who do not have credit cards or want to give out their addresses. I would like to see an alternate way to pay discounted toll for those people.
192	WA residents pay most of the fares. WA should be joint owners.
193	It should not be a toll bridge!
195	No
197	Whatever is decided, local residents living on the Washington side MUST be EQUALLY included in the process. ALSO, there must be complete transparency as to how funds are CURRENTLY being used and WILL BE used from the tolls. ONLY 100% of all tolls should be dedicated to the BRIDGE and NOT as it currently is, as a CASH COW for the PORT for other non bridge PORT projects.. AGAIN, local residents of Washington State MUST be at the table with an EQUAL voice in decision making. What is the plan for this to happen please? Thank you .
198	no
199	It's way past time. Who will own it? Is it a bi-state thing or federal or private? Port of Hood River?
201	No
202	It is essential that the bridge is replaced 8n a timely fashion. The present bridge is a disaster waiting to happen. Whether it be a head on collision or an earthquake. While we are waiting for a new bridge I believe we should consider limiting the width of trucks going across the bridge.
209	Not at this time.
211	What will be the per use cost impact on users? Toll.
214	It's time for the Washington side to share in the revenue generated by the port.
219	Make the bridge aesthetically pleasing.
220	Nothing to add.
222	It would be great to see this process sped up somehow. This has already been talked about so much in the past 15 years; another 10 years until there is a new functional bridge is a long time to wait.
223	Make it free - not a toll bridge!
224	The Hood River Bridge is an iconic centerpiece in the heart of the Gorge. Consider the appeal and how it reflects the beauty and history of the area.

ResponseID	Response
225	Continue to make it a bilateral state discussion to benefit all communities impacted.
231	Please make it pretty as well as practical. We love our views so much. Also take care of the ecology of it all. That is essential!
232	From past mtg.s it seemed like a Koch Bros. entity was going to fund the process. I would prefer to see Federal and Govt. funding rather than private enterprises. Bridge Toll \$\$\$ costs are my highest concern.
238	I am glad they are including a view point. Just want to consider impact of HWY 14. That is not designed for heavy use, people passing unsafe
244	Just to get it done ASAP :)
252	Please make the lanes wider - the current bridge is dangerous and scary - especially when so many large trucks and travel trailers are using it.
255	I am a property owner and pay taxes to the Port of Hood River. Why do I have to pay the same rate as those who are not paying taxes to the Port. Seems like you're double dipping me and I want you to consider either making non port of HR people pay more or for me to pay less
256	La tarifa de \$2 va a aumentar si construyen el puente nuevo?
257	no
260	Highly support allowing bicycles/pedestrians.
268	Keep existing and only upgrade for safety and integrity. Keep existing bridge and do only needed repairs.
270	n/a
274	The amount of Time the existing bridge will be affected by construction and potentially shut down is of interest.
276	no
280	No
284	I am a low frequency user living in Hood River but I would cross the bridge 4-500% more if it was possible by bike or by foot. I would consider the WA side part of my "business loop" for shopping, work, and socializing if I could access it using my preferred method of transportation.

ResponseID Response

291	There has to be a bike path/pedestrian path, preferably on the West side of the bridge. This would be the best view for tourists. Additionally, can any work be done to prevent people from jumping from the bridge? Install netting or something that would discourage jumpers. Lastly, it's a long shot, but a footpath up Dock Grade Rd OR a stairway from the bridge terminus up to White Salmon would be ideal. That would encourage more people to walk vs. drive. Lastly, will there be easy access from the bridge to the waterfront trail on the Hood River side. It would seem like a natural option to let people get down to the path.
292	I believe it will be a huge benefit for residents of the gorge as well as for businesses and tourism in the area.
294	NA
296	Don't add art to the bridge
302	None.
303	For those who must cross the bridge for work / school, is there consideration about their out-of-pocket cost going forward?
308	Looking forward to a new bridge!
310	NO
311	None
317	Pedestrian and bicycle access would be a huge boost to the local economy.
320	I would be interested in the funding plan for replacement.
322	Would like to take the new bridge and put it in the control of the WA. / OR. instead of the port.
324	I am concerned with associated increases of fees to cross the bridge. I feel the fare to cross the bridge is already outrageous for local residents, and a project as large as this is likely to increase fee costs. If the fees increase any more, I will seriously consider boycotting the bridge and no longer using it, as much of an inconvenience as that would be. I hope the Port of Hood River thinks about all of the local residents before doing anything drastic.
325	It doesn't appear that this survey is available in Spanish or for non computer users. I would make sure to do some additional assessments with those specific stakeholder groups.
326	Get a move on, ASAP.....with replacement.
328	Bike and pedestrian access are key. Please make sure this is included in the final plan!

ResponseID Response

329	thanks for working on this. I cross the bridge up to 4 times a day to drop off and pick up my son from preschool. connecting the bike/ped access on the bridge to existing bike/ped access points on the Oregon and WA sides of the bridge would be important.
330	No
332	No
335	Your mission/purpose statement doesn't include the ability for the bridge to withstand an earthquake and be utilized for emergency evacuation. It also doesn't communicate and existing weight limitations which were recently posted. It becomes a bit scary when the entire bridge is bumper to bumper cars in both directions, which would possibly be fatal in a disaster situation like the Mosier fire a few years back which closed I-84.
336	I agree that a new bridge is long overdue, particularly to allow bikes and pedestrians to be able to cross the bridge, while considering environmental impact, particularly on water quality and wildlife. Glad to hear that this project is moving forward.
339	Make it beautiful!
341	Keep up as much communication as possible with the local community.
343	It is important that the fee not increase significantly since many low-income people use the bridge everyday on their commute, and an increase in fees would have a significant negative impact on the health of our local workforce.
344	I think it's important to move forward and am happy locals have been asked input
345	this should have been done many years ago
357	No
363	Bridge design should reflect the beauty of the gorge, not strictly utilitarian. Bridge of the Gods is certainly a good example.
367	No
372	No additional comments
375	Nice work so far. I sincerely hope the design of this bridge will complement its surroundings and become an icon to look at and admire, just like the Golden Gate Bridge has done for San Francisco.
377	I'm excited for the new bridge to be bike and pedestrian friendly - great opportunity to increase the many uses of the bridge.
378	No. Didn't I just answer this one?

ResponseID Response

379	We need pedestrian and bicycle access!
380	Build it!
381	What is the time line for this project?
382	A sense of urgency needs to be implemented. Prioritizing and expediting the construction of the new bridge needs to take place at a faster rate. Waiting another decade to drive or walk on the new bridge is not feasible. That timeline needs to be cut in half.
384	Nooe
386	I just have to say how great I think it is on the value you have on public opinion! I'm super open to all ideas and just would love to know reasons why the choice is made in the way it is.
387	Would it be worthwhile having a third lane that would be converted from North-South to South-North (and reverse) during heavy flow?
390	Let's do it ASAP
391	no
398	It's very important that the bridge be aesthetically pleasing as it will be featured prominently on most tourism pictures of Hood River. More like the St Johns bridge, less like the Dalles brige.
399	I believe that it's paramount to ensure that the bridge replacement is aesthetically pleasing/a focal point, just as the current bridge has been for many years. People travel from all over the world to visit Hood River, and the bridge is visible from many of our most treasured attractions.
400	This process is, by necessity, a bi-state undertaking. Each state must have EQUAL representation and "weight" in this process and decisions that apply.
405	None
409	This should be just like the bridge in the dalles NO TOLL!
412	It is excellent to see a cooperative bi-state effort underway to make this a reality. I hope that all levels of government, local, state and federal will come together to make this a reality for this rural community.

ResponseID Response

414	A bridge that does not require a toll for commuters is key! The bridge is a significant cost for residents to use daily as it divides Oregon and Washington and the services utilized in each side. The toll is perhaps a hinderance of crossing the bridge due to cost and may have a significant impact for the small businesses that reside on both sides of the river. Keeping our economy healthy in The Gorge is so important and a vast contributor to that is shopping local...on bith sides of the river.
420	How soon can we get a new bridge?
426	How about a suspension bridge? Maybe not practical, but beautiful.
428	What will the toll cost be with the new bridge?
429	This bridge needs to happen for the safety of those who travel it currently before it collapses.
432	None.
434	Thank you!
442	No.
443	I hope in the environmental review process will intigrate the pedestrian and bike access across the bridge mentioned in the survey.
448	Have to have a bike path
449	I use the bridge every day. I am concerned that the new bridge will not include a grate surface and that there will be problems when we have icy weather. The current bridge performs very well in icy conditions. The community really needs pedestrian and bicycle bridge access particularly for those who do not drive and need to get to jobs on the opposite side of the river.
452	Maintain- don't replace .
455	No one has ever demonstrated a need for this.
457	Sooner rather than later would be appreciated. The current bridge gives me the heeby jeebies.
458	Build the bridge we need it
462	No.

ResponseID Response

465	Local cost as opposed to vacationer cost to cross the bridge is one of my largest concerns. My husband and I both cross the bridge almost daily and if our cost is raised, along with other locals who are in the same predicament, it could harm our chances of staying at our jobs. Coming from Washington, it is already a huge expense paying Oregon income tax and bridge toll. In that, again, it could harm not only the employees, but local businesses with jobs employing those with set qualifications and training.
468	Just that it needs done. The amount of times welding and bridge lift maintain everything is crazy.
474	GET-IT-DONE
476	I think this is one of the most important projects Hood River/White Salmon/Bingen should be looking at. I am afraid it will take a massive accident or failure to really get this project moving, a project that will obviously take years to compete once it actually starts.
477	Bicyclists and Pedestrians toll free
482	Bridge toll increases can impact locals who work on either side of the river. Not only can it impact the employees, but the employers who hire those with qualifications, skill sets and degrees in these industries.
484	NA
486	If public money is used to build the bridge then tolls should be subject to public review.
490	In the meantime, it'd be nice if there was a ban on allowing semis and other large trucks to use the bridge.
492	Keeping the toll at a reasonable rate would be helpful.
495	HURRY UP.
501	No
508	Yes. Toll fees and payoff dates should be addressed and finalized. The port should not use an interstate bridge as a source of revenue.
522	Where will the money come from
523	Pouring additional traffic onto hwy 14 in WA is asking for more accidents. bike lanes are nonexistent heading west and the additional traffic during interstate closure and other problems produces significant backups and delays. The cost of upgrading the WA side of the river should be included and completed even before the bridge is begun, just to make sure it is not abandoned when funds run short Coupled with the modifications to the exchanges in OR, the cost will be significantly higher than just the bridge itself What will the new toll be?

ResponseID Response

526 The new Bay Bridge in San Francisco is beautiful, particularly at night with it's twinkling lights. I realize that environmental, safety, and logistical concerns take precedent, but will community members get to have a say in how the bridge looks?

530 The EIS is a necessary tool, but needs to be accelerated, funds identified and construction begun. The longer the process the higher the ultimate costs. Additionally the current bridge's maintainance requirements expends monies unnecessarily that might be used toward a new bridge.

532 Yes, please get this done soon.....

534 No

535 No

536 No

537 No

540 The cost may change how much I use the bridge, unless i know there is an end to the toll once the bridge is paid for... i would like to see yearly reports at a minimum.

546 Don't take too long to make a decision! Sooner rather than later. You have talked about this bridge for more than 20 years already!

554 I'm in disagreement if you propose to make it easier to bring in more cars and trucks. Growth in Hood River needs to be a 'steady state' consideration and the City of Hood River needs to address it's growth problems before a bridge is built.

555 Please hurry!

557 Can't wait until it's done! :)

560 What is equity and environmental justice? It's a bridge replacing another bridge. Rediculous.

566 I believe it is critical to have a bridge with wider lanes than the existing bridge to help ensure safety of all vehicles/occupants crossing.

567 No

578 No.

581 Very concerned about safety including how lanes will be divided to reduce collisions and how bikes and pedestrians are protected. I think that there should be bike and pedestrian lanes and viewpoints on both sides of bridge because of spectacular views on both sides of bridge. Recommend 8' lanes on both side vs one 12' ped and bike lane.

ResponseID	Response
597	None
602	My biggest concerns are about the safety of the current bridge and how to pay for toll increases
604	This important project can't move forward soon enough! There is strong community support!
606	No.
609	Begin thoughts on future replacements/succession planning and how the current decisiveness and turmoil can help make those more efficient processes.
610	Please make two lanes going in both directions to help with the flow of traffic.
611	This bridge needs replaced for many reasons but it's also just way too narrow to safely cross most of the year! It's terrifying.
622	Get on it already :)
624	Please move this forward as quickly as possible. Our community needs a safer transit option for crossing the river.
625	Please help the public gain a needed river crossing that is fair to both states. The Dalles to Portland is too far spread for a public crossing
633	Not at the moment , I've already made my statement. Thank you
634	Can you keep the toll to a \$1 each way for the locals? I've heard discussions about private companies footing the bill- that makes me nervous when it comes to governing the toll rates
636	Please hurry, this project is way overdue.
640	No more tolls
645	Just don't jack the price up.
647	Timing. It's been 2 decades. This project is long overdue.
648	Cross river bike and ped connection is needed.
653	Only that I believe it is sorely needed.

ResponseID Response

654	Privately owned or State owned or WA and OR State owned since WA is required to invest in this bridge replacement as well. Breeze-by, even with its recent expensive system upgrade is lethargically slow. It should be called stop-n-go-by. Hoping new bridge will have a better electronic toll system like CalTrans does with their FasTrak system. New toll costs are a big concern, especially if privately (for profit) owned. Why is The Dalles bridge 'free'?
657	Cost seems extreme
660	We need safer bike lanes and side walks to get down to the bridge
664	Just because WA State politicians made a very shortsighted decision to not participate in the purchase of the bridge decades ago, we now know that not having a strong seat at the table just means other have the control and make the decisions. This has been really unfair for years.
667	Please make sure that existing bridge pass account holders could use their quick pass on the new bridge.
668	This bridge has it's own daily culture, I love the pay it forward concept that happens so spontaneously, let's not lose the community feeling with the changes.
671	I find it hard to grasp why all the years of bridge toll collection, even with required maintenance costs, haven't provided more funding toward this project.
674	No
678	Given the Columbia Gorge National Scenic Area, this in an opportunity to build an architecturally stunning bridge to fit into the natural surroundings, but most importantly it needs to allow larger vehicles and pedestrians to safely cross.
682	Don't spend money unless you really have to....
683	I think this is essential to our combined communities. Living in Bingen and working in Hood River, The bridge is a part of daily life. Being able to commute by bike would be most welcomed. Safety is key and the current situation does not feel safe. We are looking forward to this happening!
684	No
686	Not really, other than I am truly excited that this could happen in my lifetime.
687	Thankful for a new bridge and the addition of a bike/pedestrian lane.
703	Please get busy! And, grants should be sought to keep the toll (I assume there will still be a toll) at the current rate.

ResponseID Response

705 This needs to happen soon, before a disaster occurs. The current bridge is a hazard. We also desperately need bike and pedestrian paths to encourage other modes of transportation!

706 What about the Tram that will go from Waterfront Park in Hood River to the back deck of Everybody's Brewing?? Isn't there money set aside for that?

709 what is the envisioned toll?

710 No

715 Make it look really cool

717 No toll

722 Glad to see the survey, but I did not find out about it until the last minute. There likely will be later comments from users who did not get the word. Why not put up a sign on the bridge to alert users of the survey, if the objective is to get input?

732 See my comment re cost. Both OR and WA states need to share maintenance responsibility and no profit for local or state governments.

738 Sooner rather than later would be great. And remove the toll!!

742 Please do it.

744 A new bridge is necessary to replace the one existing but I do not think that it should be paid for and maintained by a toll. If the toll is deemed necessary please consider the lower end of the community and try not to increase the rate so much. Klickitat county is one of the poorest counties in Washington state and those residents rely on the bridge to do there shopping, go to medical appointments, work, daycare etc in Oregon. Thank you for taking public opinion on this matter.

746 Hurry up and don't raise cost for locals

751 Do it, do it NOW!

758 I'm so happy to see some real forward progress on this project. The current bridge is the biggest rip off in the gorge. I spend more than \$1000 annually crossing this antiquated and unsafe bridge. The only "improvements" I've seen were the installation of cameras at the toll booths to ensure their toll is collected. The income from this bridge seems to have been mismanaged and the residents of the gorge deserve a safer solution to crossing the river.

763 ?♀?

766 The current bridge is a bit scary! A new one is needed

ResponseID Response

773 I strongly feel that the bridge project should be built and owned by both washington and oregon. Not the port of Hood River. I think its common knowledge that the port uses creative finance from bridge to pay much of the overhead of the port

774 Let's get this bridge built!!

11. What is the ZIP code of your residence?



ResponseID

Response

35 98651 and 97031

36 97031

37 97031

38 98672

39 97031

40 97040

42 97041

43 98605

44 98672

ResponseID	Response
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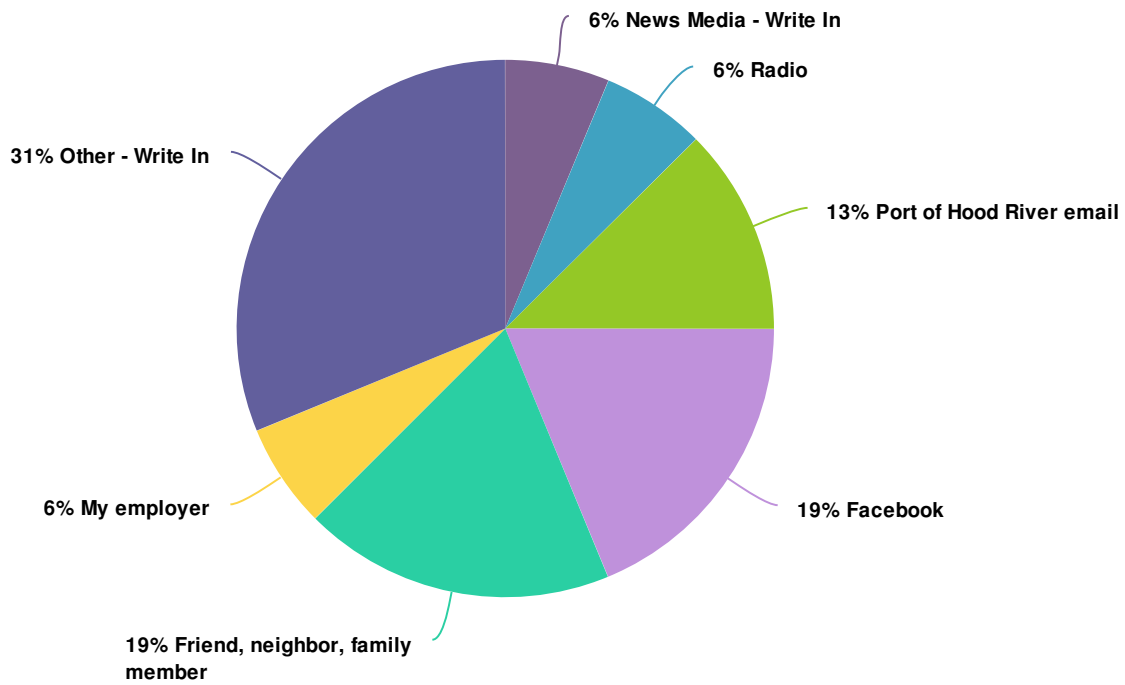
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12. [OLD VERSION] How did you first hear about the re-launch of the replacement project and this comment opportunity? (Select all that apply)



Value		Percent	Responses
News Media - Write In	<div><div></div></div>	6.3%	1
Radio	<div><div></div></div>	6.3%	1
Port of Hood River email	<div><div></div></div>	12.5%	2
Facebook	<div><div></div></div>	18.8%	3
Friend, neighbor, family member	<div><div></div></div>	18.8%	3
My employer	<div><div></div></div>	6.3%	1
Other - Write In	<div><div></div></div>	31.3%	5

Totals: 16

News Media - Write In	Count
Hood River News	1
Totals	1

An organization I'm involved with - Write In	Count
Totals	0

Other - Write In

Count

City Council Meeting White Salmon

1

City Councillor, Peter Cornelison

1

News Media, Port email, printed newsletter, website.

1

Staying at the hotel. very interested. Close to home. We are often here.

1

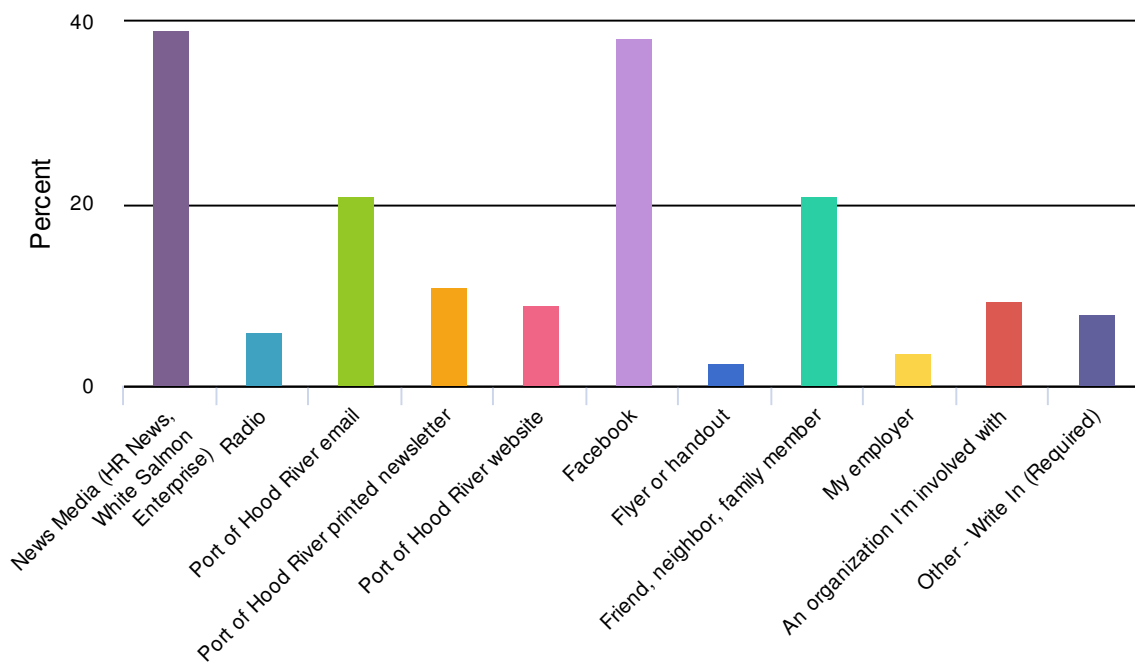
White Salmon City Council meeting












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Totals

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13. How did you first hear about the re-launch of the replacement project and this comment opportunity? (Select all that apply)



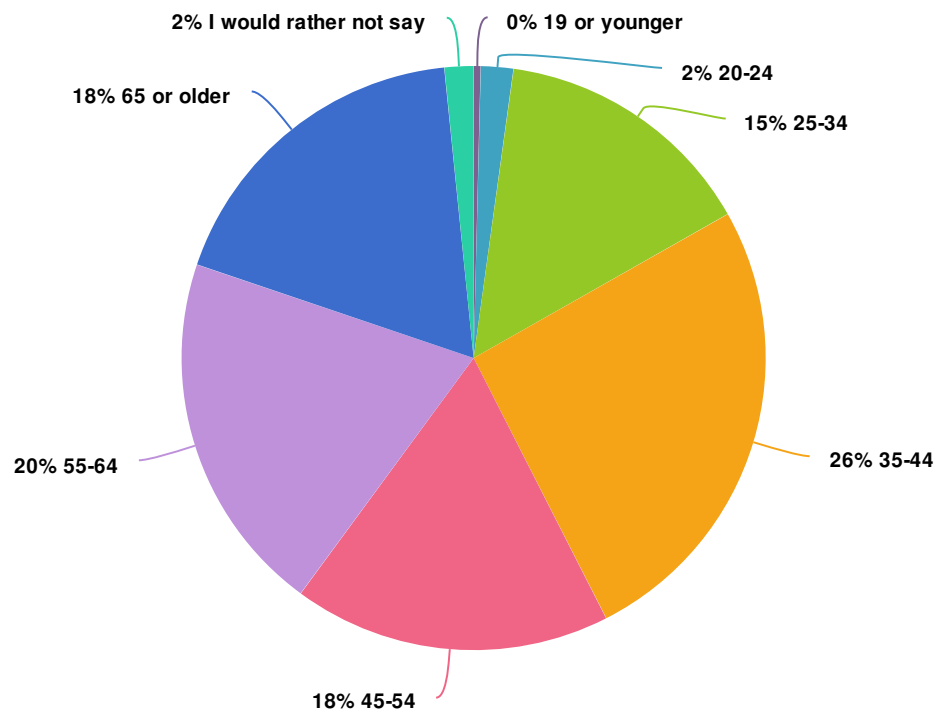
Value		Percent	Responses
News Media (HR News, White Salmon Enterprise)		39.1%	215
Radio		6.0%	33
Port of Hood River email		20.9%	115
Port of Hood River printed newsletter		10.9%	60
Port of Hood River website		8.9%	49
Facebook		38.2%	210
Flyer or handout		2.5%	14
Friend, neighbor, family member		20.9%	115
My employer		3.6%	20
An organization I'm involved with		9.5%	52
Other - Write In (Required)		8.0%	44

Other - Write In (Required)	Count
hoodriverweather.info	3
Twitter	2
hood river weather site	2
20 years of hearing the rumors	1
Booth at Walmart	1
City Council	1
During a building permitting meeting with the Columbia Gorge Commission.	1
Gorge Women's group	1
HR Weather blog	1
HRVRC/Thrive	1
Totals	44

Other - Write In (Required)	Count
Have lived in WA of and on since 1989 and permanently since 1993. Participated in the early discussions in the 90's and while serving on the Columbia River Gorge Commission from 2007-2017.	1
Hood River weather blog	1
Hood river weather chat room	1
Hoodriverweather.info	1
Hoodriverweather.net	1
I heard about the replacement project through the newspaper back in 2007 or 2008	1
I've actively sought information regarding this project as I commute across the bridge daily and have long wanted a replacement, mostly for pedestrian access.	1
Internet search on google	1
Known the need for years!	1
Livable Hood River	1
Mosier newsletter by Suzi Conklin	1
Not sure - just generally	1
One Gorge	1
OneGorge	1
Port Individual who was planning the meeting	1
Stopped by the Port office	1
The Next Door Inc.	1
They have talked for years the toll definetly don't need to go up esp for people only making low wages they simply could not afford it	1
Thrive	1
Thrive Hood River on Instagram	1
Thrive Newsletter (formerly HRVRC)	1
Totals	44

Other - Write In (Required)	Count
Thrive/Hood River Valley Residents Committee email newsletter	1
Who is getting this survey and why did I ONLY get it via someone from Hood River?	1
i live here	1
internet	1
online chat room	1
poster at library (White Salmon)	1
talked about for 20 years!	1
the Enterprise!!	1
twitter	1
Totals	44

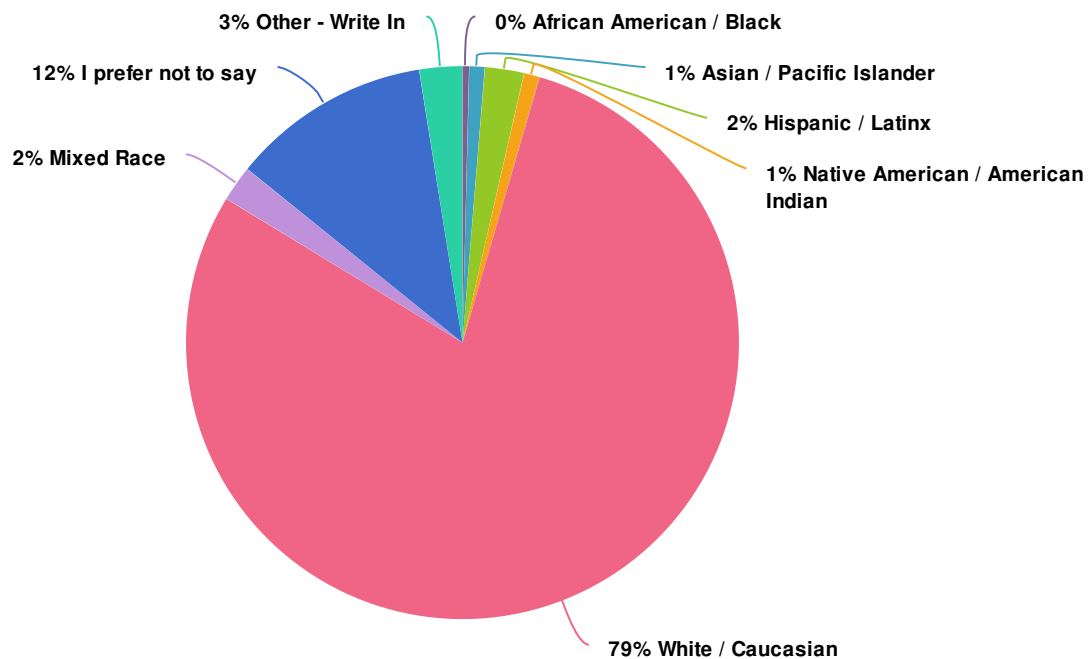
14. What is your age?











Value		Percent	Responses
19 or younger	<div><div></div></div>	0.4%	2
20-24	<div><div></div></div>	1.8%	10
25-34	<div><div></div></div>	14.6%	83
35-44	<div><div></div></div>	25.7%	146
45-54	<div><div></div></div>	17.6%	100
55-64	<div><div></div></div>	20.1%	114
65 or older	<div><div></div></div>	18.2%	103
I would rather not say	<div><div></div></div>	1.6%	9

Totals: 567

15. How do you identify yourself culturally?

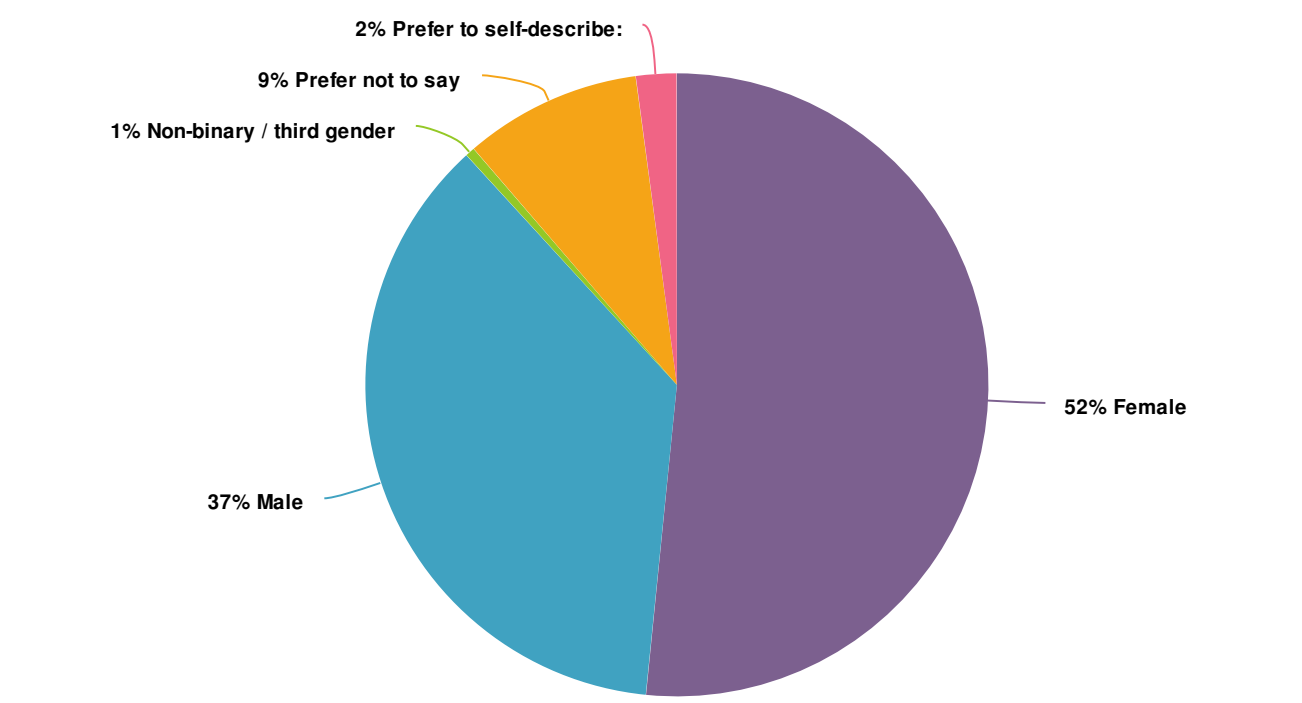


Value		Percent	Responses
African American / Black		0.4%	2
Asian / Pacific Islander		0.9%	5
Hispanic / Latinx		2.3%	13
Native American / American Indian		0.9%	5
White / Caucasian		79.3%	448
Mixed Race		2.1%	12
I prefer not to say		11.7%	66
Other - Write In		2.5%	14

Totals: 565

Other - Write In	Count
Human	3
American	2
Does it really matter?	1
I'm a Martian	1
It makes not a whit of difference to you or me.	1
None of the business of a survey	1
Nonyourbuisness	1
What does race have to do with this???????????	1
What does this matter?	1
doesn't make a difference!!	1
it does not matter	1
Totals	14

16. What is your gender identity?



Value		Percent	Responses
Female	<div><div></div><div></div></div>	51.6%	292
Male	<div><div></div><div></div></div>	36.6%	207
Non-binary / third gender	<div><div></div><div></div></div>	0.5%	3
Prefer not to say	<div><div></div><div></div></div>	9.2%	52
Prefer to self-describe:	<div><div></div><div></div></div>	2.1%	12

Totals: 566

Prefer to self-describe:	Count
Astronaut	1
How can this possibly have a bearing?	1
I'm a Hermaphrodite	1
Person	1
Really? There are two....	1
Super Person	1
What does this matter?	1
Why does it matter?????????????	1
a spoon	1
doesn't make a difference!!	1
why is this even a question???	1
Totals	11