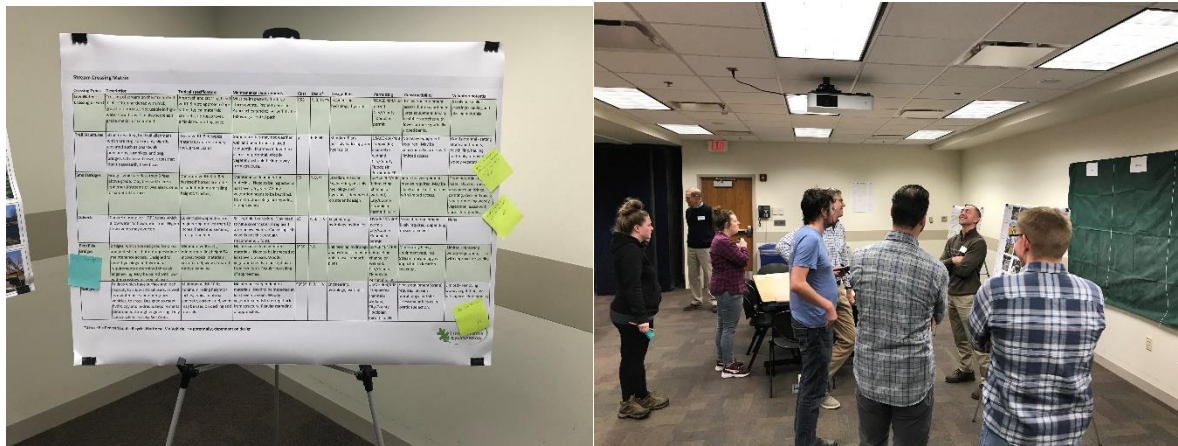


Data Compilation from January 23 Public Meeting

Prior to this meeting, a first public meeting was held which included a 30-minute presentation and one hour of questions from the participants. The presentation topics included an overview of Wilderness Park crossing types, review of planning efforts in the park, considerations for replacement of stream crossings, stream crossing policies for other public agencies, and a proposed framework for stream crossing guidelines. Meeting notes include general questions topics and staff responses. This meeting set the stage for meeting number 2 on January 23rd.

The purpose of public meeting number two was to generate conversations about the relative importance of decision-making factors, and the impacts and benefits of each relative to the others.

The meeting began with a 20-minute open house to share information and answer questions about a matrix of stream crossing types and characteristics that had been mailed out to the group one week ahead of the meeting.



Comments from the Open House were limited, but did include an expressed desire to be able to form volunteer crews to work on projects where appropriate, a perception that larger bridges had a higher disturbance than other crossing types, and a question about weight capacity on pedestrian and bike bridges.

Participants were broken into small groups using symbols on their name tags and corresponding symbols on tables. Participants were provided with materials to help generate ideas and think creatively.

Each group was given an identical set of prepopulated cards each with decision-making factors that are typically considered when evaluating the replacement of a bridge in Wilderness Park. On the back of each card were some of the considerations and impacts the particular factor has on other factors.

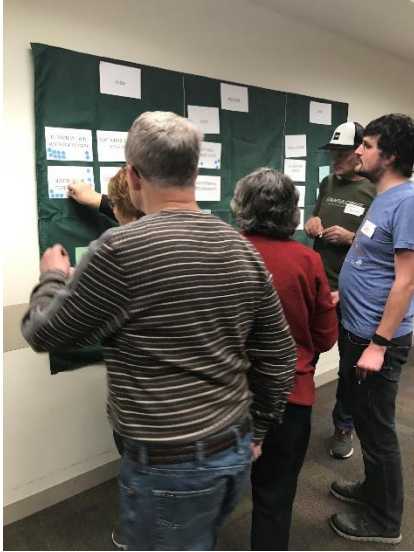
The Card activity involved two rounds of small group conversation where participants were tasked with dividing the cards, and any additions, into High, Medium, and Low priority groups. After the first round, groups were shuffled and seated at a new table, with new group mates, and asked to assess what the previous group had done and make any changes they felt were appropriate.



Groups were then asked to come forward and place their cards in the appropriate columns on the wall in front of the room and to give a report to the full room about the conversation at their table. Final placement of cards was tallied. Table 1 below shows the number of times each card appears in the High, Medium and Low priority columns.



For the individual prioritization Dot exercise, each participant was given five dots to place on the cards representing the decision-making factors they felt were top priority. They were allowed to place all five on a single card or spread them out as they felt was appropriate. Prior to this exercise, staff replaced the multiple cards on the board with a single card, placing in the column where it was most commonly placed by the groups. This allowed for a better visual representation of the number of dots on each factor. The number of dots on each decision-making factor was recorded and appears in Table 3



Data

There are two sets of data from this meeting, three if you count the observations of the facilitators: The placement of the cards into three groups by the seven different tables, and the number of dots each card received during the individual prioritization. The first should be informed by discussion and the sharing of values by a small group of people and should represent some level of compromise. The second represents each individual's viewpoint, which may or may not have been influenced by the group discussions.

Card Activity

In the Card activity, there was an opportunity to either amend a pre-populated decision-making factor card or add a new one. The following were the amendments and additions.

- Note added to *Remain within Wilderness Park* card to say "Jamaica North OK, Streets and Roads No"
- Note on *Cost* card "High in Consideration and Discussion"
- New card "Connectivity to current trails"
- New card "Length of time to Build"
- New card "Minimal displacement and disruption of Wildlife"
- New card "Education of Trail Users"
- New card "Parking"
- Multiple new cards with reference to signage and GPS markers, naming of bridges.

Of the new cards above:

- The note about Jamaica was recorded in data but data was counted with all other *Remain in Wilderness Park* cards;
- The *Cost* card with the note was in the High group and was recorded as such,
- The "Connectivity to Current Trails" card was counted with both the *E/W Connectivity* and *N/S Connectivity* cards;

- The “Minimal displacement and disruption of Wildlife” card was counted with the *Low Impact* cards as impact to wildlife was intended to be covered with that card;
- The “Length of time to build” cards were counted with the *Constructability* cards as construction time is part of constructability.
- The “Parking”, “Education of Trail Users” and the multiple cards referencing signage and navigation issues were recorded and are relevant parts of the conversation about Wilderness Park to take place in the Master Plan effort, however, it was difficult to evaluate them as decision-making factors for stream crossing projects. It is important to note that the Education of Trail Users card and three of the cards referencing Signage were in the High category, one card referencing Signage was in the Medium category and 2 cards referencing Parking were in the Low category. The signage cards in the High category had 16 dots, and the Education of Trail Users in the High category has 3 dots. These are obviously important parts of the planning in Wilderness Park moving forward.

One group bundled cards together to indicate that some factors are very closely related. The cards were counted individually. Dots were counted according to the actual card they were on.

Cards that were placed on a line between two categories were counted in both (High and Medium or Medium and Low).

Table 1: CARDS

High		Med		Low	
N/S Connectivity/Connect to Current	8	Cost	7	All Weather Access	7
Remain in WP/JNT OK no Roads	5	East/West Connectivity	4	Same Location	6
Sustainable and Resilient	4	Maintenance Requirements	4	Cultural Significance	5
E-W Connectivity/Connect to Current	4	Constructability/Time to build	4	In-Kind Replacement	5
Constructability/time to build	4	Sustainable and Resilient	3	All Users	2
Maintenance Requirements	3	In-Kind Replacement	3	Constructability	1
All Users	3	Low Impact	3		
Low Impact/Min Wildlife impact	3	Cultural Significance	2		
Cost	2	All Users	2		
		Remain within WP	2		
		Same Location	1		

Evaluation

Each factor was viewed separately and the number of times it appears in each of the 3 priority categories was enumerated in Table 1. Where one priority category had a higher number of occurrences, that number has been highlighted and the final column shows the percentage of occurrences represented, which is being referred to as the percentage agreement for that factor in Table 2. Where the percentage agreement is above 50%, the card is considered to have that priority

(High, Medium or Low). Where the percentage agreement is 50% or below, the overall distribution of the cards is assessed, and a determination of which priority is being indicated was made.

Two factors had a percent agreement of 100% - North/South Connectivity was 100% High, and All Weather Access was 100% low. Three additional cards had greater than 50% agreement in the High category. The Medium category includes those cards for which there was 50% or more % agreement in the Medium category, or those with less than 50% in any single category. The Low category includes all cards with more than 50% agreement in the Low category.

Table 2: Priority by Percent Agreement

	high	med	low	% agreement
N/S Connectivity/Connect to current trails	8	0	0	100%
Remain in Wilderness Park/JNT ok, No Roads	5	2	0	71%
Low Impact/Min. Wildlife Disturbance	5	3	0	63%
Sustainable & Resilient	4	3	0	57%
E/W Connectivity/Connect to current trails	4	4	0	50%
Constructability/time to build	4	4	1	44%
Maintenance Requirement	3	4	0	57%
All Users	3	2	2	43%
Cost	2	7	0	78%
In-Kind Replacement	0	3	5	63%
Cultural Significance	0	2	5	71%
Same Location	0	1	6	86%
All Weather Access	0	0	7	100%

Dot Activity

The number of dots placed upon each card were tallied and displayed in the Table 3. The top three cards are also displayed in Table 2 for having a high % agreement among the small groups, however the Sustainable and Resilient card, which had more than 50% agreement and was placed in the High category when evaluated by small groups, received only a moderate number of dots when evaluated by individuals. In the Low category, four of the cards received no dots and also made no appearance in the High category during the small group Card activity. However, one card, Constructability, made four appearances in the High category during the Card activity, but received 0 dots. The Medium category was the most difficult to evaluate with All Users and E/W Connectivity receiving fairly good support. Ultimately, the support shown in the Dot activity was not strong enough to justify a move to the High category.

Table 3: Dots

N/S Connectivity/Connect to Current trails	27
Low Impact/ Min wildlife disturbance	27
Remain in Wilderness Park	22
All Users	16
E/W Connectivity/Connect to Current trails	14
Sustainable and Resilient	10
Cost	6

Maintenance Requirements	2
Constructability	0
In-Kind Replacement	0
Cultural Significance	0
Same Location	0
All Weather Access	0

Composite score

There is no established method for calculating a composite score from these two activities. It is fair to say that the connectivity of trails between the north and south ends of the park is the highest priority, followed by the minimization of impacts during the construction process, and after construction, being slightly more important than the desire to keep the trail and crossings within Wilderness Park and avoid detour outside the park. It is also fair to say that the replacement of in-kind structures at the same location, the ability to access and use these structures during all weather events, and the importance of the cultural significance of the structures are not as important in the decision-making process.

Those factors that fall in between the high and low are more difficult to evaluate. Some of these – Sustainability and Resiliency, Constructability, Cost, Maintenance Requirements – are heavily dependent on engineering decisions. Two of the factors, Cost and Maintenance Requirement had greater than 50% agreement on a Medium categorization in the Card activity, as well as having a low (but not zero) number of Dots. Three others had less than 50% agreement in any one category. East/West Connectivity and All Users had less than 50% agreement on a High categorization, but both had a relatively large number of Dots, 14 and 16 respectively. An argument could be made they are in the high end of the Medium category. Constructability had less than 50% agreement and no Dots and an argument could be made it is in the lower part of the Medium category. Using this analysis, the order of the factors would be:

1. North/South Connectivity/ Connect to Current Trails
2. Low Impact/Minimize Disturbance of Wildlife
3. Remain in Wilderness Park
4. Sustainable and Resilient
5. All Users
6. East/West Connectivity/Connect to Current Trails
7. Cost
8. Maintenance Requirement
9. Constructability/Time to Build
10. In-Kind Replacement
11. Cultural Significance
12. Same Location
13. All Weather Access

Next Steps

A request for proposals from five qualified firms has been made and proposals are expected by the end of February. When selected, the chosen firm will be expected to review several different documents,

including this report and the associated data. Additional public input will be collected regarding specific routes and crossings during that process.