

19 October, 2006

Patrick Singleton
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TO: Columbia River Crossing Task Force

SUBJECT: Selection of Supplemental Bridge Alternatives and Reuse of Existing Bridges

As a concerned citizen and historic roads advocate, I urge you to strongly consider alternatives that allow for the continued use or reuse of the existing historic bridges (Alternatives 3 – 7). I understand that changes must be made to address growing congestion and the need for increased mobility, and that there are challenges to the continued use of the existing bridges. However, these bridges (particularly the northbound 1917 structure) are vitally important to the community and nation as historic landmarks, and can be successfully integrated into a regional transportation system along with a supplemental bridge. Reusing the existing Interstate Bridge in some capacity would be a prudent and fitting decision that maintains the historic integrity of the bridges for future generations to enjoy and experience. I strongly urge you to preserve these important historic bridges.

Ninety years ago this February, the Interstate Bridge was opened for traffic, and for 65 years remained the only local Columbia River crossing. As a vital part of the Pacific Highway and later US Highway 99 (predecessors to Interstate 5), the bridge has played an important role in the development of the Portland-Vancouver region, the states of Oregon, Washington, and California, and the entire nation's highway system. One of the biggest bridges in the country when first built, the Interstate Bridge is the largest and most visible cultural resource that remains of Highway 99 and the Pacific Highway, and this significance is evidenced by its listing on the National Register of Historic Places.

Tearing down this important historic resource would be a significant setback to the historic roads movement and the preservation of historic resources important in the development of our nation's transportation system. Physical objects of our past are being lost daily, and it is a continued struggle to retain important places and structures, particularly along Historic Highway 99. Historic resources, such as the existing Interstate Bridge, convey a sense of time, a sense of place, a sense of respect. They are tangible links to the past that stimulate and encourage us to view the world in new and useful ways. In this regard, the bridges could be utilized as an anchor to promote the growing industry of heritage tourism for downtown Vancouver and the surrounding region. The existing bridges can continue to function successfully as both historic and transportation resources.

I will leave you with a quote that may be found inscribed on a plaque at one end of the Interstate Bridge. I urge you not only to heed these words as they pertain to the current crossing discussion, but also to please remember and do not discard the energies and hard work put in by those who created these important historic bridges.

"Therefore when we build, let us think that we build forever. Let it not be for the present delight, nor for present use alone. Let it be such work as our descendents will thank us for. And let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say as they look upon the labor and wrought substance of them, 'See: this our fathers did for us.'" — John Ruskin.

Thank you for your time,

Patrick Singleton

20 October, 2006

Guy Kudlemyer
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TO: Columbia River Crossing Task Force

SUBJECT: Selection of Supplemental Bridge Alternatives and Reuse of Existing Bridges

As a concerned citizen and historic roads advocate, I strongly urge you to consider and *ultimately implement Alternative #3*. I understand that changes must be made to address growing congestion and the need for increased mobility, and that there are challenges to the continued use of the existing bridges. However, these bridges (particularly the northbound 1917 structure) are vitally important to the community and nation as historic landmarks, and can be successfully integrated into a regional transportation system along with a supplemental bridge. Reusing the existing Interstate Bridge to continue to carry I-5 traffic would be a prudent and fitting decision that maintains the historic integrity of the bridges for future generations to enjoy and experience during their travels on our Interstate Highway System. Nearby historic structures from a time period that harkens back to the Golden Age of Highway Travel, such as Waddle's Restaurant, have already been lost to the bulldozers in our society's relentless efforts to erase the existence of prototypes of our recent past. *I strongly urge you to preserve these important historic bridges.*

Ninety years ago this February, the Interstate Bridge was opened for traffic, and for 65 years remained the only local Columbia River crossing. As a vital part of the Pacific Highway and later US Highway 99 (predecessors to Interstate 5), the bridge has played an important role in the development of the Portland-Vancouver region, the states of Oregon, Washington, and California, and the entire nation's highway system. One of the biggest bridges in the country when first built, the Interstate Bridge is the largest and most visible cultural resource that remains of Highway 99 and the Pacific Highway, and this significance is evidenced by its listing on the National Register of Historic Places.

Tearing down this important historic resource would be a significant setback to the historic roads movement and the preservation of historic resources important in the development of our nation's transportation system. Physical objects of our past are being lost daily, and it is a continued struggle to retain important places and structures, particularly along Historic Highway 99. Historic resources, such as the existing Interstate Bridge, convey a sense of time, a sense of place, a sense of respect for what created our present. They are tangible links to the past that stimulate and encourage us to view the world in new and useful ways. In this regard, the bridges could be utilized as an anchor to promote the growing industry of heritage tourism for downtown Vancouver and the surrounding region. The existing bridges can continue to function successfully as both historic and transportation resources.

I will leave you with a quote that may be found inscribed on a plaque at one end of the Interstate Bridge. I urge you not only to heed these words as they pertain to the current crossing discussion, but also to please remember and do not discard the energies and hard work put in by those who created these important historic bridges.

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— John Ruskin.

Thank you for your time,


Guy Kudlemyer

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