

**Meeting:** Columbia River Crossing Task Force  
**Date:** October 25, 2006, 4 p.m. – 6:30 p.m.  
**Location:** Oregon Assn. of Minority Entrepreneurs  
 4134 N. Vancouver Ave., Portland

**Members Present:**

Last Name	First Name	Organization	Alternate Attending
Adams	Sam	City of Portland	Tom Miller
Armbruster	Grant	Portland Business Alliance	
Burkholder	Rex	Metro	Richard Brandman
Byrd	Bob	Identity Clark County	Ginger Metcalf
Caine	Lora	Friends of Clark County	
Cruz Walsh	Serena	Multnomah County	
Dengerink	Hal	Wash. State University - Vancouver	
Frei	Dave	Amada Neighborhood Association	
Fuglister	Jill	Coalition for a Livable Future	
Grossnickle	Jerry	Columbia River Towboat Association	
Halverson	Brad	Overlook Neighborhood Association	
Hansen	Fred	TriMet	Alan Lehto
Hewitt	Henry	Stoel Rives, LLP	
Isbell	Monica	Starboard Alliance Company, LLC	
Lookingbill	Dean	Regional Transportation Council	
Lynch	Ed	Vancouver National Historic Reserve Trust	
Malin	Dick	Central Park Neighborhood Assn.	
Morris	Betty Sue	C-TRAN	
Osborn	Dennis	City of Battle Ground	
Paulson	Larry	Port of Vancouver	Katy Brooks
Pollard	Royce	City of Vancouver	
Russel	Bob	Oregon Trucking Association	
Schlueter	Jonathan	Westside Economic Alliance	
Stuart	Steve	Clark County	
Sundvall-	Jeri	Environmental Justice Action Group	
Williams			
Tischer	Dave	Columbia Pacific Building Trades Council	
Valenta	Walter	Bridgeton Neighborhood Association	
Walstra	Scot	Greater Vancouver Chamber of Commerce	
Wyatt	Bill	Port of Portland	Susie Lahsene

**Project Staff Present:**

Ron Anderson  
 Mike Baker  
 Danielle Cogan  
 Doug Ficco  
 Frank Green  
 Heather Gundersen  
 Craig Hailey  
 Barbara Hart  
 Bob Hart  
 Jeff Heilman  
 Zachary Horowitz  
 Leslie Howell  
 Ryan LeProwse  
 Jay Lyman  
 Tom Markgraf  
 John Osborn  
 Peter Ovington  
 David Parisi  
 Ed Pickering  
 Anne Pressentin  
 Lynn Rust  
 Lynette Shaw  
 Gregg Snyder  
 Audri Streif  
 Rex Wong

**Members Absent:**

Becker	Charles	City of Gresham
Brown	Rich	Bank of America
Branch	Wayne	
Eki	Elliott	Oregon/Idaho AAA
Phillips	Bart	Columbia River Economic Development Council
Pursley	Larry	Washington Trucking Association
Ray	Janet	Washington AAA
Schmidt	Karen	Washington Freight Mobility Strategic Investment Board
Zelenka	Tom	Schnitzer Group

## 1. Announcements

- **Welcome New Members.**
  - **Dennis Osborn** is the newly appointed interim City Manager for the city of Battle Ground.
  - **Dave Tischer**, from Laborers Local 320 is the new Columbia Pacific Building and Construction Trades Council representative
- **Focus groups** were recently held (two in Vancouver, two in Portland) to get a sampling of public perceptions of this project. A report is being prepared and will be distributed when ready.

**NOTE:** *Task Force and public questions and comments are in italics, (Staff responses are in parentheses)*

## 2. Acknowledgement and discussion of letters to Co-Chairs from Task Force (Appendix 1 and 2)

**Rex Burkholder** briefly explained purpose of letter to the Co-Chairs

*-- The Metro Council received a presentation from CRC staff, and discussed what would be some guidance for me in terms of representing the Council. So they looked at where we came from and gave some general principles for moving forward. We decided to stay away from looking at alternatives and instead determine some principles that I would be directed to use here and that we'd be using when the time came for adopting the project that comes out of this group into the Regional Transportation Plan (RTP). Hopefully, these are all well laid out in the letter and I am glad to talk to people later.*

Letter from Task Force members Caine, Fuglister, Frei, Sundvall and others

*-- Chair – I think this letter thoughtfully creates a basis for us to consider the decisions we have to make. What's most important depends on your perspective. There is interest in further drilling into performance measures and how we measure against the goals we have established. We've proposed a separate workshop sometime in November to allow people to get a better understanding of what these look like. There might be an opportunity to shape those in the course of our evaluation process as we get into more specifics with assessing the performance of the various alternatives.*

*-- Jill Fuglister –. We're concerned about the big picture getting lost and never really being discussed. We started building from where the bi-state partnership left off and moved quickly to this focused set of transportation ideas and kind of lost the question that is articulated first in this letter - "What are we trying to create as a region?" I just want to make sure that there is space for that discussion at some point.*

*-- Chair - What we will be talking about is how these alternatives stack up against the criteria we established early on that deal with the interrelationship between growth and land use and communities. What we are being given is a selection of alternatives so that we might understand how things fit together. I think that when we get to the point of saying "which one works best" it will be against a list of factors that will help us address the impacts that are mentioned in your letter. There are a lot of approval levels this project has to go through - if the Task Force generally doesn't like what is going to happen, nothing is going to happen.*

-- Jerry Grossnickle - *Looking at the Metro letter, it suggests that we can prioritize the outcomes of what we are looking for – collectively agree on what is most important.*

-- Chair – *I think it is too early. I think if you try to do that in the abstract we'll spend three years trying to get ourselves around questions that are more able to be answered when they are applied to real or potentially real situations.*

Jay Lyman- (When we're working with a group like this, there are different ways you can tackle criteria and how they are used. The most effective we've found is to get agreement on criteria. We report the results of how the alternatives affect those criteria both positively and negatively, and each of us based on our own value systems and interests – use these results to focus on the things that are most important to us.. This has worked well in processes like this. The other option is that we could take time as a group to collectively prioritize – it is a different process, not necessarily a worse process but it is different than what we have done up until now.)

-- Jill Fuglister – *One concern I have is about the performance measures discussion being pushed into another forum is that how we measure it is extremely important in getting the information of how those criteria actually perform. So my understanding is that this is going to be a separate session's discussion? I would like to see us agree and approve a set of performance measures.*

Jay Lyman - (The process we are proposing is to have a work session for interested folks to find out what their interests are and for them to hear the rationale of why the staff has structured the performance measures the way they have. We will do what we can to react to changes, but there is a limit to what we will be able to do in the short term. We're fairly confident that the process in the next few months is not going to drive down to the level of detail of the suggestions so far for performance measures. Where it will become important is at a more detailed level further into the process. If we have the conversation in November, we will be able to look at what information is being requested and ask "is it available?" "will it be available in the next round of analysis?" and "how can we incorporate it?" Then we can report that back to the larger group that here are the things we heard, and here is how we are going to incorporate them. In some cases we may not be able to incorporate it and we will report that back.)

-- Chair –*If the group at the workshop comes away and thinks that things are wrong and need to be discussed or changed, we'll discuss that.*

-- Monica Isbell – *Why not do an email poll of those on the task force to rank the criteria? Have them rank each in three buckets of "high, medium, and low priority."*

-- Chair- *We will take that up and look at it.*

--Hal Dengerink – *There are two issues here. There is the question of ranking the priorities and the one of accepting the measures developed. There won't be a set of measures that everybody feels is an exact measure of the criteria. We are going to come up with approximations of those that are there in part because of the kind of data that's available and measures that can be made prior to building something. It is going to be a combination of the value of the criteria to us and the degree to which measures approximate them. In the mean time, not only do we have the workshops scheduled, you can also go to visit the staff office. There are a series of ways rank these – it needs to be done once we know how closely we can approximate these values with the performance measures that we come up with*

--Betty Sue Morris - *When is the workshop?*

Jay Lyman – (We haven't set the date yet, but we have promised to schedule one We'll be doing that.)

--Betty Sue Morris – Are the attendees at the workshop different than those at the Task Force or is this just a special meeting for the Task Force? And if so, could we do it at a Task Force meeting?

--Chair - It could be either, but I don't think that we want to put it on top of what we're doing. We need a separate meeting for it. You could call it a workshop or a special Task Force meeting and it'd be pretty much the same.

### 3. Meeting Summary Approval

- **Action:** Approved - Draft summary of September 27, 2006 meeting summary

### 4. Public Comment

- **Lee Johnson** – I'm owner and president of Jet Delivery, past president of the Portland Air Cargo Association, current member of EPAC, CRC freight working group, and the Portland Freight Committee. The I-5 freeway is the major route north and south from Mexico into Canada and provides freight service to our customers in San Francisco, Portland, and Seattle. We run that route everyday. About 50% of our business is international, even though we do a lot of local business also. Freight is important not just for Portland, but for the cities along the freeway. We must build freeways to support that important need because it affects other states not just Oregon. We are very experienced with I-5 and the congestion that it has. Anything that slows trucks is adding cost, manpower, wastes fuel resources, and hurts our environment. The memo forwarded by the Columbia River freight working group suggests improvements that we think can help solve the problems that we have by the volume of traffic using this freeway.
- **Sharon Nasset (Appendix 3)** – I brought a letter today. Arch Miller recently said to me you know RTC and JPACT can't do anything about the missing data and discrepancies you are talking about and he recommended that our group go directly to the governors of both states. If you haven't had the chance to look at the book I put together for Sam, if you go to screening A and you look at several things like how does a 10 lane bridge only have 30,000 cars when it's 2,000 cars an hour and all other kinds of discrepancies, missing documents. But the one thing that I think is going to be the largest issue with the governors is in Oregon, we have Oregon Context Solutions. When something is accepted to be studied for an environmental study, it has to be given equal, equal in every manner from the beginning in all of its engineering and all of its work. When you look at your books and the things that were kicked out before, it says right in it that they used materials from other studies, studies that said they didn't have enough information and recommended that there be further study and that they did no engineering at all. This is in direct violation of Oregon Context Solutions and does not go in with environmental study issues. So I hope you're going to look at the many pieces of missing data and that it was inappropriate for the 20 people that voted that night to have taken all those options out. If you weren't here, it was at the end of a meeting. Jill asked "Gee whiz, you added on to this meeting and you're going to have a vote? Can we not vote now?" Sam Adams said, I'm not going to be able to be here, could you not vote. Jeri said, "We're being steamrolled." Steve said, "It feels like we are frogs in water being heated up." And then you took a vote, and you never did a roll count, and you don't know the names of the people, the 20 people out of 40 or 39, that voted them out. I can understand why you are getting all these letters, and it is probably really hard because it is from staff that is giving the bad direction, not necessarily anyone but the Task Force. So I hope we get the chance to move onto something more positive. Like talking about what a new bridge would do for our economy, how we have 1,000 acres out in North Portland that would just love to have manufacturing jobs, and that the more you do to build up our industrial areas, the more jobs we have there, the less urban sprawl we'll have. Unless we do something about the roads in and out of those industrial areas so they don't have to move, we're going to have serious problems.

- **Corky Collier** – *I am the executive director of the Columbia Corridor Association and part of the freight working group. I recommend that you consider the memo you will be receiving and that you take the recent congestion study and the Portland freight plan and weave it into the decisions as you move forward. I think that you can use these studies to look at this from an economic perspective. Marine Drive is essential to Portland's industrial corridor/sanctuary. The Columbia Corridor is home to 2,000 businesses that employ 60,000 individuals, and Marine Drive is at the heart of it. The interchange is perhaps the most important interchange in the entire state -- it is amazing how much goes through there and how badly it works right now. The designs in front of you improve this. Look strongly at the free flow design for Marine Drive because that will really help to move rigs through the area much faster and reduce the number of accidents. Just look at the number of fender benders that would be eliminated each year. The cost of one fender bender averages about \$150,000 lost in productivity. By using a better design and to improve the interchange and reducing fender benders by just 10/yr, and extrapolate let's say a hundred year lifespan of the bridge, just in fender benders alone we save \$150 million. That's just one of a half dozen reasons to have good design in this area.*
- **Jim Howell** – *I represent the Assn. of Oregon Rail and Transit Advocates (AORTA). I wanted to express my disappointment in some of the work done so far. Tonight you are going to be looking at the arterial bridges. Alternative bridge package #3 that was put in as a supplemental option was designed to fail. It is a straw man to be shot down. Unfortunately, they tended not to use some important elements of my arterial bridge proposal that I presented over a year ago which would make it work. I'd be glad to talk about those but I know you don't want to hear about them right now. I just wanted to express my disappointment.*
- **Jim Karlock** – *I am confused about a thing I found on Sam Adams' website. It talks about a letter from David Evans and Associates dated Aug 25 '06, and it says "traffic volume counts were collected from all on and off ramps from the Marquam Bridge in Oregon to the Pioneer St. Interchange in Washington." A friend of mine has been trying to get that data. Can anyone from David Evans tell me if that data has been made available yet? Because that seems like it would be something that is very valuable for this Task Force to know about what is going on at every single interchange. And apparently that data was collected quite some time ago in October of '05. Can we see the data? This first came to my attention about 2 weeks ago and it seems to me that it takes about a day to get the data out in an email. And this Task Force might be interested too.*

Jay Lyman - (We've received a couple of requests in the last week or so. Anyone who has asked for the data in writing should be getting it soon. It's in the works.)

- **Jim Karlock** - *And the second interesting item is an hour by hour report on the level of traffic congestion throughout the day. It shows level of service at F in the morning and F in the afternoon, but the interesting thing is that the first entry in the morning is level of service F so the question is at what time does the level of service F start? Because this shows the 6-7 o'clock hour, the first hour on the chart at F. So does it turn F at 5 or 4? I think that is also a valuable piece of information. This chart shows 7 hours a day at level F, maybe it is actually 8 or 9 or 10. We don't know without the data. So could we get that data also?*

Jay Lyman- (I believe the data you'll be receiving will be 24 hr counts. You'll be able to take a look at the numbers and if you have traffic folks, they can certainly do that analysis.)

--Jonathan Schlueter- *What I've learned recently about vehicular data is that there are 127,000 vehicles daily across the I-5 Columbia River Crossing as of March 06. That represents a 660 vehicle/day increase from just last year.*

--Walter Valenta - *Information Jim got was off of Hayden Island moratorium study. Not directly a CRC study but it is important.*

--Chair - Aren't we expecting more data?

Jay Lyman - (We started with information we had which was from 2002. As the speaker noted, we had an extensive traffic data collection program in fall of 2005 over a large area. We have started to work with that, and will begin presenting the info as we go forward. We're on cusp of being able to do that, hopefully next month)

- **Jim Karlock** – *It's been a year and a month since that report was dated. Seems like we could have all the studies in a couple of months – ten months ago.*

--Chair – *I think the point is that that was done for a different purpose. We'll see that data and even more current in the course of this study and in the near future.*

- **Sharon Nasset** – *In the report that Sam put out, it stated that the finding data was collected in October 2005 as part of the Columbia River Crossing project. This study was done a year ago for the CRC project.*

Jay – (That information was collected last year and has been used to be developing the models we are using to forecast the traffic.)

## 5. Freight Working Group Report

Jay Lyman - (The key decisions that are coming up are about transit modes and which river crossing options to carry forward for more detailed study. Though it's not directly relevant now, this is work the freight working group has completed. Their recommendations will be part of our refinement process. We wanted to get it on the table now.)

### Presentation by David Parisi

- Recommendation to drop F1 (managed truck only)
- Recommends continued consideration of F2 (freight bypass)
- Recommends continued consideration of F5 (direct access ramps)
- Recommends adding a new component, F6 (enhanced highway design for freight mobility)

### Discussion

-- *Serena Cruz* – *On F2, is there data outside this process that suggests it's actually effective? There are a lot of HOV freight or bypasses on the way to Seattle that don't seem to help.*

David Parisi - (There are some limited studies, and we are working to educate the group. We are seeing that some of them could be effective.)

--*Serena Cruz*- *Are there more HOVs than freight at peak capacity?*

David Parisi – (During the mid-afternoon there are a lot of trucks).

--*Serena Cruz* - *In regards to F6, mainline capacity – does that mean more lanes?*

David Parisi - (It generally means more lanes as well as reducing congestion.)

--Serena Cruz - Does that mean three thru lanes are not being considered?

David Parisi – (The freight working group have said the existing conditions are not tolerable. We're looking for increased capacity. No number of lanes has been determined yet.)

--Serena Cruz - There seems to be a heavy emphasis on the lanes instead of the off and on ramp clean ups.

--Chair - What is the facility near Barbur and Capitol on North I-5?

David Parisi– (It's a good example of the freight bypass. It Improves safety and capacity.)

--Richard Brandman (sitting in for Rex Burkholder) –In F6 it says “an increase in the number of through lanes to at least preserve the existing hours of uncongested highway conditions.” There are different ways to get to less congestion, adding lanes is not the only way.

--Hal Dengerink - F6 is different than other components. Already have as one criteria to improve freight mobility. How does F6 differ and rise to the level of a component?

David Parisi - (It's not a criteria, it's a component the freight working group is recommending be considered. The others are spot specific, but this is something that should be considered in the design of all the alternatives. Good design for trucks is needed, and has to look at the corridor as a whole.)

--Hal Dengerink- If we pursue criteria number 5, will we not have accomplished this?

Jay Lyman - (The freight working group looked at what came back from the public. The one component not on there is the one that has most benefits – good design for trucks. It's not radically different, but acknowledgement that the design work MUST keep in mind trucks)

--Chair - In years of overseeing projects that did these things, I've seen the freight community saying you haven't done anything. What is being talked about in F6 is good design for all purposes – slight distinctions here and there. To have freight community acknowledge that highway improvements are good for them is an advancement.

David Parisi - (The freight group wanted to emphasize that it is short-sighted to design just to highway standards. Considering truck needs may mean that we want to go beyond standards.)

--Jeri Sundvall-Williams – I recognize the importance of freight. Many times though the issue is that commuters need to change their habits- you can't just add lanes. I love freight but we as a people need to think about other ways we get across the river. We need to reduce commuters.

--Chair - Are there things we need to decide now?

Jay Lyman – (No, this was informational tonight. We'll come back and discuss how these play out in the months to come.)

--Bob Russel - I agree with Jeri. We need a combination of modes. What you see with F6 is paranoia on the part of trucks. F6 are just some reminders from freight that these things are very important. If we adopt F6, it'll make the freight community feel better.

-- Jill Fuglister - If we use F6, we should find a way to integrate the comments from Rex and Jeri about reducing demand. Add capacity OR reduce demand. Not assuming that by adding lanes, we might solve freight mobility issue.

--Chair – *I think that they would agree completely with adding that.*

Jay Lyman - (I think this is very interesting. From the perspective of the technical staff, the recommendations from the freight group are considerations that should be considered as part of any good design effort. I don't think any of us looked at the mainline capacity recommendation as anything other than the same regional issue that will have to be addressed from a regional perspective. Keep in mind that we are going to matching to the existing freeway both north and south of the project area.)

--Richard Brandman– *You are mixing and matching in bullets [on F6 slide]. The first bullet is about adding capacity, and the others are about design. They are separate issues.*

--Mayor Pollard – *I support this - the interstate was designed to move freight and commerce. Issue of getting people out of cars is what we need to deal with when we are offering alternatives.*

## 7. Traffic Performance of Arterial Bridge Options

### Presentation by David Parisi

- Review of five arterial alternatives with maps
- Traffic forecasts for I-5 and arterial trips

### Discussion

-- Betty Sue Morris – *In alternatives with arterials, is the intent to dislodge the direct access SR 14 to what is now I- 5? Otherwise would downtown Vancouver traffic remain the same? Nobody gets off of it to get to neighborhood streets.*

David Parisi - (Intent of all the alternatives is to retain all ramps, except in some alternatives where the Hayden Island interchange would be removed. It would not force SR 14 onto an arterial. )

-- Betty Sue Morris - *How does that work if you are talking about leaving the green bridges as the arterial, and leaving the connection as it is?*

Jay Lyman - (SR 14 would not be connected to old bridges. They would connect to the highway.)

-- Chair - *We know a high percentage traffic starts or ends in the area, but most does not do both. People from further out are still going to use the freeway*

--Lora Caine - *When you were studying the new bridge, were you counting the new bridge as 10 lanes? Three through lanes, and two auxiliary?*

David Parisi– (What we have done in any alternative that involves additional main line capacity is that we are trying to treat them all equally, in this phase of the work. So we are assuming 5 lanes plus an auxiliary lane in each direction that connects SR 14 with Hayden Island. It is my understanding that as we proceed we'll be doing some refinement work and that might mean that at the end of the day it isn't just a question of safety, but of operations and safety. This is going to come back to the Task Force for consideration on the lanes.)

-- Lora Caine – *I'm curious about Jim Howell's proposal. Why wasn't it studied?*



Jay Lyman - (One of the principle features of the proposal was to eliminate the on-ramps from SR 14 to I-5 South, and from Hayden Island to I-5 North. Both are problematic from a design and policy perspective. Connecting an interstate freeway and a state highway indirectly is very problematic. Another part of the proposal was to redirect the northbound traffic to I-5 from Hayden Island. Instead of getting on the freeway northbound at Hayden Island, motorists would have to go south through Marine Drive traffic. This would add half a mile and overload the already overloaded interchange.)

- **Jim Howell** – I did not eliminate the SR 14 connection and downtown to I-5 S. I put it on an auxiliary lane on the arterial bridge and it merged onto I-5 at Hayden Island so it did not have to go across the green bridges. I did eliminate the ramp from Hayden Island which would allow the full through flow across the green bridges. But I also added a lane to the harbor bridge which then makes the Marine Drive Interchange work better.

*--Chair- We'll ask staff to dust off Jim's proposal and bring it back in the context of making decisions for arterial.*

*--Brad Halverson – On alternatives 1 and 2 which are no build, what kind of numbers are you talking about?*

David Parisi - (I'll have to go to my technical source to see about that.)

*--Brad Halverson - If it's six lanes north and south, call it that, don't call it three auxiliary and three through.*

*--Jill Fuglister - I will be glad to see how some of Jim's ideas might be integrated. I also wanted to clarify what the mode split assumption is? What is the mode split currently? What are we aspiring to achieve?*

David Parisi – (The alternatives assume full use of travel demand management as well as high capacity transit modes, so potential traffic volumes have already been reduced from what they might otherwise be.)

Jay Lyman - (Mode split is not an input assumption. It's a forecast based on the transit, TDM and highway options included in each alternative. The forecast results will be presented soon.)

*--Jill Fuglister – It would be nice if we had an aspiration for mode split. These various alternatives show dumping traffic into downtown Vancouver. Are you saying there are no design fixes for that?*

David Parisi – (No, not at all. The analyses assume that the streets remain as they are, but if an alternative that included an arterial is chosen, Vancouver would have the option to respond. )

Jay Lyman - (What goes along with that is if you make it difficult to use the arterial, you end up with an expensive bridge with little traffic. Then the question is whether keeping the existing bridges would be cost effective.)

*--Jill Fuglister - That assumes a design fix would minimize use. Finally, I am concerned that all the build options use 12 lanes. I don't understand how Oregonians could support this with their decision they've made on the number of lanes for I-5.*

*--Chair – I think we said three through lanes and no more. We will see what we need to do to support three through lanes. We don't have enough information to know now.*

Jay Lyman - (The goal for this phase is not deciding on the number of lanes but to determine the best way to cross the river. The number of lanes has not been decided upon, but needed them to be the same for the purposes of comparing across all the alternatives. Based on previous experience

and work to date, it is likely to be 5 or 6 lanes just make the interchanges work. But, we want to bring that topic back to the Task Force early next year., when we have more information.)

--Chair – *We know that more than three lanes won't have anywhere to go.*

--Steve Stuart – *I appreciate all the information on this. I've asked if we will get the same level of detail on replacement options. Has that been scheduled?*

Jay - (We were supposed to start at 5:10. The next level after looking at specific details of the arterial options is to look at all 12 alternatives. The goal was to spend the balance of this meeting looking how these different alternatives work with respect to the criteria this group has determined.)

--Steve Stuart – *Do you have a four hour volume graphic for alternatives 6 and 7?*

David Parisi – (No, but we could put it together).

--Steve Stuart - *Do we have a capacity analysis of Vancouver streets?*

David Parisi - (No, we haven't done that yet.)

--Steve Stuart - *How do we know what the congestion is then?*

David Parisi - (All we have established is that there'd be an increase in traffic volumes.)

--Steve Stuart - *Seems like it is important for Vancouver to be doing cost analysis for what capacity is available.*

--Jeri Sundvall-Williams - *Dave Frei and I are part of the Community and Environmental Justice Group and what we are hearing is that Hayden Island residents really need another way to get off the island other than the freeway.*

--Serena Cruz – *I don't want to belabor 12 lanes. Are you assuming one of those six lanes in each direction is for high capacity transit?*

David Parisi– (No, all lanes are general traffic other than one that could be managed.)

--Serena Cruz – *I agree we didn't have science, but these same engineers that were on the past project said that three through lanes and two auxiliary lanes would handle the traffic. The assumption we're working with is five through lanes and some other kind of lane. Is that setting things up in terms of comparison when we are looking at the way the bridge traffic will perform?*

Jay Lyman - (One of the changes is that we are looking at 10 years further out now and there have been new population forecasts. We did start from the I-5 Partnership conclusions – however the changes in assumptions mean that it is an open question on how do you safely get cars on and off the freeway in the very short distance of the river crossing. It is a good question – we are trying to work it from an analytical perspective and looking at operational and safety conditions. We will start the conversation in March to talk about what we're learning as we continue our analyses.)

David Parisi – (What we have now for the sake of modeling and comparison are 6 lanes across, with 1 managed on the inside and 1 auxiliary to be picked up and dropped between Hayden Island and SR 14.)

--Serena Cruz - *In terms of auxiliary lanes, what are you testing?*

David Parisi - (Three through lanes to be carried throughout the corridor. Between each interchange, depending on whether you are approaching or leaving the bridge, either adding or subtracting auxiliary lanes.)

--Serena Cruz – *So it's three through lanes, two auxiliary lanes, and one HOV lane?*

David Parisi – (Three lanes north and south of the Bridge Influence Area. Because of the volumes and the number of on and off ramps, the number of lanes in each direction goes up from 4 to 5 to 6 as you approach the bridge, and then back down again as you get farther away from the bridge.)

--Chair – *It's in terms of being able to get it all on and off in this area.*

David Parisi – (It is different to look at this from an operational basis than a capacity basis. We're just looking to see if we need to have auxiliary lanes to help get on and off in all these interchanges in such a tight area. It is as much of an operational basis, maybe more so, than capacity when we are talking about these lanes.)

--Tom Miller (for Sam Adams) – *I would emphasize the Importance on behalf of Portland to get to this as soon as possible. We are coming into the Hayden Island process soon, and it will in part be based on expectations of what this group will do.*

--Walter Valenta – *I need to talk about the arterial. It represents a philosophy of a lower cost option that is intensely land use based. I propose that we get people together who are interested in this idea, and sit down with the engineers to see how we could get this concept to work. See if there isn't a way to do mainly an arterial that handles the concerns that Mayor Royce has expressed.*

--Mayor Pollard – *I find little in this proposal that is meritorious. I find it offensive that we would consider dumping this traffic into downtown.*

Doug Ficco - (I wanted to address the issue of lanes – we're getting lost in something that we won't talk about for six months. There is so much analysis that has to be done to find out how many lanes we need. We have a lot of other stuff to get over before then. I feel like we are wasting our time on this issue when we need to get to other decisions right now, like what kind of transit mode are we considering. We really need to get there. There is an issue about putting more alternatives on the table. Most of the money in this project comes from WSDOT. We don't have that kind of money, we can only analyze so many alternatives, and the longer we keep them on the table, the more costly it's going to get. And somehow we have to get a reality of what keeping all this going is costing.)

--Chair – *But inevitably a dalliance here and there has to occur. Very few suggestions have taken us off the course the staff has suggested. I don't see anything offensive about the suggestions that we revisit variations of the alternatives we've discussed tonight. It's inevitable that we're going to have some issues thrown at us that we need to spend some time thinking about.*

Doug Ficco - (I just want to be careful that if we are doing that, it does meet our problem definition. That is, if these alternatives don't meet our problem definition, we shouldn't be researching them.)

-- Chair – *I don't think that it will come out of the process if it doesn't.*

-- Betty Sue Morris - *Where are we on money for the CRC project as a whole?*

Doug Ficco – (Right now we have enough to get us to July.)

-- Betty Sue Morris - *So if the discussion on lanes is drawn out now – we are going to run out of money?*

Doug Ficco - (At the next meeting, we'll discuss our funding and budget, including costs so far.)

--Chair - *What does staff want to do now with the remaining 20 minutes?*

Jay Lyman- (We would like to drop last agenda item– the introduction to the Cost Estimate Validation Process. That will allow us to focus on first half of Jeff's presentation – which covers the river crossing)

## **8. Preliminary Alternative Package Evaluation Results**

- **Presentation by Jeff Heilman (first part only with focus on river crossing)**

### **Discussion**

-- Dave Frei - *When you are talking about lifelines, I would think that multiple options versus a single one would balance that out. So I am just curious on that with the supplemental versus replacement bridges.*

Jeff Heilman - (What we looked at primarily were the results from the seismic panel. We could conceivably improve the seismic capacity of the existing bridges, but not feasibly to the same standard as a new bridge)

--Steve Stuart – *Do you have a quantitative scale to go along with the colors? Are these qualitative?*

Jeff Heilman - (It is not specifically a rational scale where one is directly proportional to one another. It's based on the comparative evaluation of criteria, are there some that stand out better than others. The colors represent better or worse than average)

Jay Lyman - (We tried to roll up a lot of information into this presentation. The details you're asking about, Steve, are provided in the handouts for the meeting.)

### **Next Meeting Date / Location**

Wednesday, November 29, 2006, 4pm – 8pm  
Washington State Dept. of Transportation  
11018 NE 51st Circle, Vancouver, Washington

# **Appendices to Task Force Meeting Summary**

## **Handouts from Task Force Members**

- Appendix 1: Metro Council letter**
- Appendix 2: Letter from Task Force members Caine, Frei, Fuglister, Sundvall et al.**

## **Handouts from Public Commenters**

- Appendix 3: Sharon Nasset letter**
- Appendix 4: Guy Kudlemyer letter**
- Appendix 5: Patrick Singleton letter**



**METRO**

October 19, 2006

Mr. Hal Dengerink, Co-Chair  
Mr. Henry Hewitt, Co-Chair  
Columbia River Crossing Task Force  
700 Washington Street, Suite 300  
Vancouver, WA 98660

Dear Co-Chairs Dengerink & Hewitt:

The members of the Metro Council greatly appreciate the briefing about the Columbia River Crossing Project provided by the project staff at our work session on October 3. We are also grateful for the time, energy and dedication devoted to this important issue by both the project technical team and the members of the Task Force.

Any improvements on the Oregon side will ultimately need to be approved by the Metro Council, after careful consideration of public testimony, before proceeding. Accordingly, the Council concluded that it would be helpful to you if we were to present our perspectives on this project sooner rather than later. Of course, individual Councilors may have additional comments, but we all concur with the following recommendations.

### **Recognize the I-5 Transportation and Trade Partnership Strategic Plan**

In 2002, all of the stakeholders in this effort, from both sides of the Columbia River, agreed with the following five principles:

- The Interstate 5 crossing of the Columbia River should be a maximum of five lanes in each direction (three through lanes and two auxiliary lanes), for a total of ten lanes to accommodate additional auto and truck travel. These lanes could be a combination of freeway, arterial and managed lanes.
- Light rail transit is an integral element of travel in this corridor, including service into Clark County. Premium express bus service in the I-5 and I-205 corridors should be provided to markets not well served by light rail.
- Jurisdictions in the Corridor will develop and agree on a plan to manage land use and development in order to avoid adversely impacting I-5 or the region's growth management plans. Land use changes could dramatically affect commuter patterns and future demands on the interstate highway system.

- Commitment to a comprehensive use of innovative measures such as Transportation Demand Management /Transportation System Management strategies.
- Establishment of an environmental justice program that addresses potential impacts.

While conditions and circumstances have changed somewhat since 2002 and we are not opposed to looking at additional information and ideas, we believe that in the absence of compelling data to the contrary, these principles provide balanced guidance for the project. In addition to the above principles, we recommend the following actions.

### **Use desired outcomes as a guide**

The CRC has ably documented the transportation problems in the bridge influence area. However, we believe that the project would greatly benefit from clear definition and prioritization of desired outcomes. These desired outcomes should represent the common goals that all of us share in our region and should include actions that will enable us to achieve these joint goals. This approach will help the project avoid unintended consequences, and will ensure appropriate and realistic consideration of the geographic scope of the project's potential impacts.

As you know, the Metro Council has initiated an update to our Regional Transportation Plan (RTP). This RTP update represents a significant change in approach. The Council is developing policies that make it explicit that the transportation system is a means to achieving certain outcomes, including our regional land use plan. For example, level of service standards for identifying problems and designing solutions are rough methods that can be greatly improved and much better aligned with Council policies by creating new and better performance standards. We will need to work closely with you as your project proceeds and as the RTP policies are developed to ensure that your proposals are consistent with our new policies.

In addition, the Metro Council suggests the following desired outcomes for the Columbia River Crossing:

- Expand multi-modal choices for our citizens.
- Create a dazzling waterfront and gateway for both sides of the River. This includes actions that the Metro area could take to support the City of Vancouver's efforts to preserve and enhance their downtown.
- Improve the reliability of the transportation system for the freight industry.
- Maintain and improve air quality in the corridor.
- Explore how land use changes could help address the problem

One of the great challenges of transportation planning is that it is inextricably bound to land use. Transportation access greatly shapes land use and vice-versa. We believe that we cannot look at transportation solutions without considering land use. On both sides of the Columbia River, local jurisdictions have created land use plans that they hope to achieve. All transportation

solutions will play some role in either helping or hindering these plans. It is critical to coordinate land use and transportation.

Accordingly, we recommend that all transportation alternatives be evaluated for their land use implications. Obviously, added lanes of traffic, varying levels of transit, etc., and their impact on travel time and access will have an influence on settlement patterns and development. These implications need to be very carefully studied.

### **Determine project priorities**

Your problem statement includes a great many challenges, not all of which are of equal weight. We recommend that you consider each problem element and related goal and determine how important it is compared with the others. In this way you will help communicate what the project is trying to accomplish and help understand why one approach may be favored compared with any other.

### **Recognize financial limitations**

As you know, in a bit more than a year the Highway Trust Fund will be depleted. Resolution of this grave problem is critical, but a solution has not yet been found. In addition, maintenance and system preservation are taking ever-greater resources. Accordingly, we believe that transportation solutions must take into consideration cost, feasibility, and the place any one project may have in the overall transportation improvement picture. We must consider that there is an overall regional transportation budget that will not be able to fund every transportation need. Accordingly, we would be concerned that if a very costly project (initial capital costs as well as ongoing maintenance and preservation costs) were financed with revenues other than toll revenues, this could displace all other projects or greatly reduce the number of other projects because of limited funding resources. The Metro Council will be fiscally responsible when considering all public investments. Project cost and a comparison with the other projects proposed within the same time horizon will need to be considered.

### **Coordinate with the railroad bridge**

As we noted with project staff on October 3, the marine navigation challenge of the Interstate 5 bridges is related to the downstream railroad bridge. We recognize that the CRC project is taking this issue into consideration, but believe that options that involve even greater coordination, including possible improvements to the railroad bridge, should be further explored. We understand that the railroad bridge is privately owned. However, we believe that the railroad system, including this bridge, performs a public function, and the freight carried on it is part of a larger system that needs to be considered. Further, if a CRC alternative further restricts barge turning movements, mitigation in the form of alterations to the railroad bridge may be warranted.



**Provide alternatives in the DEIS that demonstrate the fundamental choices before us**

We believe a wider range of alternatives must be studied in order to find the solutions that deliver the best results at the lowest costs. In addition, we believe that alternatives should be considered in the draft environmental impact statement that include both capital intensive and alternative approaches – unless it is clearly demonstrated during the current phase of analysis that such approaches are not viable.

Non-transportation solutions may be effective in concert with transportation improvements. It is important to demonstrate to the public that we are making every effort to solve problems in new ways and that we are good stewards of limited public resources. This will take extra effort and may lead to some solutions that ultimately may not be workable. But there is the chance that new innovative solutions could be created and we should not avoid some level of prudent risk in finding new answers to old problems.

Further, we believe that, in the absence of compelling information to the contrary, alternatives included in the environmental impact statement should include:

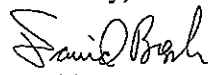
- 1) an alternative that reuses the present bridges;
- 2) an alternative that has a maximum of ten lanes (a combination of freeway, arterial and managed lanes).

**Provide thorough public vetting before closing options**

We recognize that in order to manage the project effectively, some options will need to be removed from consideration. However, before options are taken off the table, we believe that ample opportunity should be provided for community discussion and debate.

Again, we very much appreciate the work and dedication of the CRC technical team and Task Force members. It is our hope that by sharing our perspectives we can, working with all of the stakeholders, help create an effective and lasting solution to the complex challenges of the Columbia River Crossing.

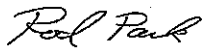
Sincerely,



David Bragdon, President



Carl Hosticka, Councilor



Rod Park, Councilor



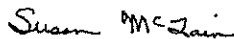
Robert Liberty, Councilor



Rex Burkholder, Councilor



Brian Newman, Councilor



Susan McLain, Councilor

cc: Doug Ficco, Co-Director, WSDOT  
John Osborne, Co-Director, ODOT

October 21, 2006

Hal Dengerink and Henry Hewitt  
Co-Chairs  
Columbia River Crossing Task Force  
700 Washington St.  
Vancouver, WA 98660

Dear Mr. Dengerink and Mr. Hewitt,

We appreciate the recent letter from the business representatives serving on the CRC Task Force articulating their objectives for the project. As other members of the task force-, we'd like to offer this summary of our objectives for consideration.

We believe that this project is about more than efficiently moving people and goods between our states. We understand that it will shape the way our communities look, feel and function for many decades ahead. Therefore, we believe that we must be very thoughtful. Yet, this process seems to be quickly moving toward answering the very narrow question: "what style and size of replacement bridge should we build?" Instead, the question we should be considering is: "what kind of bi-state region are we trying to create, and what type of transportation system in this corridor will help us achieve this?" Starting here would provide us a framework for wise and prudent decision-making.

A narrow focus on mobility or capacity will result in a shortsighted "solution" that externalizes costs and misses key opportunities. This is how we have planned transportation in the past. Yet, history has taught us that this is a mistake, and that it is a costly strategy. Given the current financial constraints, we must look at what is the most cost-effective investment strategy that will serve the bi-state region for the long-term.

Within this context, there are a number of critical issues to be addressed:

**Choice and Access**

This process should focus on creating more choices, not more lanes. Adding more lanes will not provide a long-term solution to congestion or freight mobility. Transportation researchers have shown us that more lanes lead to more driving and more congestion and pollution. Atlanta is the poster child for this – having aggressively invested in freeways during the 1990s, only to find itself with no congestion relief and out of compliance with EPA air quality requirements.

Creating choice is our best bet for supporting regional prosperity over the long-term. Tactics for creating choice include: building light rail and improving other transit service; managing demand through intelligent transportation system and transportation demand management strategies; investing in a premier bike and pedestrian facility; encouraging efficient land use; reducing the need to travel across the river to work; and exploring freight-specific management strategies, rather than assuming that more lanes will help

move freight more quickly. Creating more transportation choice is a smart economic development strategy for our region. Livability is one of our region's key economic assets that attracts businesses and talented workers. Light rail and the kind of development it can encourage are key tools for creating community livability.

### **Health**

This project must prioritize improving public health and include health-related costs when assessing the performance of various alternatives.

Sightline Institute's "Cascadia Scorecard 2006: Focus on Sprawl & Health" recently found the following:

- \* Car crashes are the number one cause of death for northwesterners under 45;
- \* Riding a bus is 10 times safer than driving a car; and
- \* More than 1 in 5 residents of Northwest states are obese, in part because of a lack of physical activity.

The hard costs of these health impacts are astronomical. Data compiled between 1995-2004 by the National Safety Council shows that residents in Portland spent as much on the impact of motor vehicle crashes as was spent on the entire transportation system budget (\$1.5 billion). Taking into account quality of life factors, they calculated costs topping \$4 billion! Additional costs associated with asthma and other respiratory problems in the corridor are a disproportionate burden to residents and employers of these residents who are negatively impacted by lost worker productivity and higher health care premiums. Each of the alternatives should account for these costs when being measured for performance.

### **Fiscal Responsibility and Public Accountability**

Currently, the Columbia River Crossing Project is spending between \$1 – 1.5 million/ per month for this study, and the final tab is projected to be in the billions. In addition, we've already sunk millions into studying the crossing through two past studies. Even if we could raise the dollars projected to be spent on this project, at what expense would we do it? What other community needs will not be met as we siphon off limited public resources to pay for this? How long would the "benefits" last?

The project should explore low-cost alternatives, not just high-priced options that assume construction of a colossal new freeway bridge. The project must account fully and mitigate for environmental costs associated with energy consumption, water quality, air quality, wildlife and habitat impacts and global warming. Where possible, the project should also seek to enhance environmental quality, and reduce energy consumption and emissions.

This project must not make false promises to the public about what the project will deliver to citizens. Right now, people are being sold on a project that is going to address congestion. Yet, we have not seen any freeway-building project in the U.S. that has been successful in reducing congestion for any length of time by adding capacity. This false promise is bad for the credibility of the agencies, task force members and everyone involved in the project. It will undermine credibility with federal and state government. It will undermine credibility with the public. If we spend billions of dollars and increase future travel speeds in peak periods by five minutes, are people going to feel like they got

their money's worth? We must be truthful about what the project aims to deliver and be accountable to these outcomes.

**Fairness and Equity**

The public should have simple and meaningful ways to be involved in all phases of the project. Public involvement should be accessible to everyone, not only paid professionals and lobbyists.

The project must acknowledge the historic impacts on communities from past I-5 development (division of Portland and Vancouver neighborhoods and exposure to unsafe levels of air toxics) and establish a fund of at least 1% of the total project cost for community enhancements (bike and pedestrian projects, natural resource protection and restoration, health facilities, etc.) in affected neighborhoods. In addition, the project should not increase the burdens caused by I-5 in these neighborhoods. Alternatives that widen the bridge to beyond three lanes of car traffic will funnel more people into a bottleneck in North Portland, increasing pollution and its impacts on these communities.

We agree with the business representatives' recommendation for the need to discuss outcomes and goals. We would add that this discussion should be based on the vision and values we developed earlier in the process, rather than the narrow focus of congestion, capacity and access. In addition, we support discussion of performance measures that will assess how well various alternatives meet these outcomes.

Thank you for your consideration of these comments. We look forward to discussing these issues as we move forward.

Sincerely,

Lora Caine  
Friends of Clark County

Scott Chapman  
Columbia Group Sierra Club

Jill Fuglister  
Coalition for a Livable Future

Anja O'Neil  
Chairperson, Arnada Neighborhood Association

Dave Frei  
Arnada Neighborhood Association

Jeri Sundvall  
Environmental Justice Action Group

October 24, 2006

Dear CRC Members;

I am writing you today asking please for your support. First, let me thank you for all of your hard work and for the fact that you are of the few who offer help and support to our community, your community. The need for wise leadership in hard economic times and times of prosperity is important. So thank you, for your service.

I am asking for fairness. It would benefit all parties. I am not asking for special treatment but justice. My goal is to come through this experience as part of the solution rather than part of the problem.

This goal is met I believe by stating facts, acknowledging patterns, and offering ideas and solutions that would benefit all parties. I have no desire to slow or tarnish the process only to provide transparency. Being evenhanded and objective benefits all parties. For the people involved with this project, clear judgment, accountability, and responsibility are a must.

The current transportation congestion in our region is significant. Locally it directly affects our economy and quality of life. Because our trade and transportation is damaged, it affects our nation's economy as well. It is imperative we solve this problem now.

With important challenges come a variety of solutions. Challenges can divide people into believing so strongly in their own solution that they are no longer objective. To this end, officials have had to instill laws to create fairness and honesty. Environmental Impact Studies, Open Meeting rules and Content Sensitive Solutions are just to name a few. For the last year CRC staff has been informed verbally and in writing that Columbia River Crossing project options data is inaccurate, misleading, missing information and that there were open meeting violations. Having been unsuccessful in being part of fair and honest process, it has become imperative that further action be taken. First inform the task force members directly. Port Commissioner Arch Miller pointed out that since the Governors' office appoints the task force and staff, and complaints regarding conflicting data should be directed there if corrections can not be made at the CRC level.

After reviewing the conflicting data in staff screening hopefully the CRC Task Force Members will insist that the Bi-State industrial Corridor is studied fully and with an open mind.

Thank you,

Sharon Nasset

20 October, 2006

Guy Kudlemyer  
5669 D St.  
Springfield, OR 97478  
gwkuddles@comcast.net

**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.

*"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,



Guy Kudlemyer

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OCT 23 2006

Columbia River Crossing

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19 October, 2006

Patrick Singleton  
2928 NE 12<sup>th</sup> Ave  
Portland, OR 97212  
igorL85@comcast.net

**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.

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Thank you for your time,

Patrick Singleton