

Columbia River



CROSSING

Appendix A

Vision and Values Statement Comments

**Columbia River Crossing Task Force Meeting
September 12, 2005**

- Re-insert congestion relief into the Vision and Values Statement
- Support for a sound regional economy should be included
- Modal choice was deleted, it spoke it to all modes, and should be included (4)
- Include disparities in the community and history of transportation process on public health, housing, and low-income residents
- Encourage single-occupancy drivers to get out of their cars, improve freight mobility
- Trade, improve global gateway status should be mentioned (2)
- Demand management should be included
- Intelligent transportation management systems should be included
- Efficient system, Transportation Demand Management (TDM), High Occupancy Vehicle (HOV) lanes
- Does not want to lose trade as a value in the statement
- Job growth, job diversity, serve large market should be included
- Freight mobility, access to ports should be included
- 5,600 commuters travel to Washington County. This represents commuters with the highest number of single occupancy vehicles (SOV), 2,000 travel to Clark County
- Create Task Force subgroup to incorporate Vision and Values ideas with project staff
- Support mobility goals in the Vision and Values Statement
- Community livability value should point out that the freeway is a barrier
- The affected area is broader than the bridge, it is across the river

- Look at how the project affects the vision
- Problem statement includes all facets of transportation problems
- The Vision and Values Statement is the foundation of non-transportation measures
- The Vision and Values Statement is meant to measure the connectivity between neighborhoods and asks, what are the alternatives?
- Strengthen business success
- Look at all options for freight mobility, look at SOVs
- Pay people to carpool in order to increase efficiency
- Values are something we can measure
- Regional energy usage will affect bridge use
- Emissions should be represented
- Would a mutually exclusive Vision and Values Statement resolve conflicts between what our vision is and itemized values?
- Alternatives may meet some values better than others
- Vision and Values Statement needs an “Economic Prosperity” heading
- Elevate the “Economic Prosperity” heading high, make it the first one
- Transportation Demand Management needs to be clearly outlined
- Include historical piece of increased use of the bridges in the Problem Statement
- The Community Livability section lacks strong language. Language should reflect movement.
- Health impacts, asthma
- Hal Dengerink and Henry Hewitt will co-chair a Vision and Values Statement subcommittee composed of Serena Cruz and Larry Paulson. The first draft of recommendation will be out before the next Columbia River Crossing Task Force meeting (October 12, 2005).

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