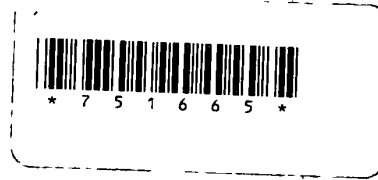


David Madore

December 3 at 10 45pm · Edited ·

**Proposing a toll-free East County Bridge Task Force and a toll-free West County Bridge Task Force:**

In the November 2014 General Election, voters were asked in a county-wide advisory vote if the BOCC should adopt resolution# 2014-07-27 that defines the guiding principles and policies regarding any new bridge across the Columbia River and to commission the Board to clearly support, provide leadership, and champion a new toll-free East County Bridge.

The voters approved that ballot measure. This agenda item proposes to do as the voters requested by formally adopting that resolution as official Clark County policy.

http://clark.wa.gov/.../Res.2014-07-27_ProposedToll-FreeEastC...

The mayors of Troutdale, Fairview, and Wood Village, Oregon have submitted a letter asking us to include them as partners in a new bi-state group to share the vision and to specifically focus on a new toll-free East County Bridge.

This agenda item proposes that the BOCC forms and sponsors a toll-free East County Bridge Task Force of leaders in both states committed to fast track the construction. The goal is for the collaborative process to explore and arrive at a preferred location and design.

Another agenda item proposes that the BOCC also forms and sponsors a toll-free West County Bridge Task Force of leaders in both states committed to fast track the construction. The goal is for the collaborative process to explore and arrive at a preferred location and design.

The scope includes concepts by State Representative Liz Pike as the I-5 Practical Design Flyover, a "Third Bridge Now" by Sharon Nasset, a new corridor similar to a West County mirror of the I-205, and options found in the 2008 RTC Transportation Corridor Visioning Study.

<http://www.rtc.wa.gov/reports/vision/VisioningCorridors.pdf>

Let's engage the leaders in both states who are committed to get 'er done with all speed. I welcome your feedback.



Like Comment Share

Mark Butler, Bill Osborne, Douglas Kazda and 12 others like this.

Chronological

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David Madore Don Joling, thanks for sharing the nonsensical article. It's a great example of how foolish conclusions can be drawn when common sense is replaced with wishful thinking. Such nonsense stifles, stagnates, and strangles communities. The I-205 would never have been built with such nonsensical wishful thinking.

One of the nonsensical facts that the article presumes is that government gives free roads. Nonsense. Drivers pay user fees to improve our road capacity. The more vehicles, the more use fees are generated to further improve roads.

There is ample money for roads. We don't have a revenue problem. We have a spending problem – spending our user fees for nonroads – light rail, BRT, bridges that carry no motor vehicles. In California's case, spending \$65 billion on one train that will move zero freight and will do nothing for congestion relief.

Roads don't cause traffic any more than hospitals cause sick people or ovens cause muffins, or toasters cause electricity, or blood vessels cause life's blood, or sewer treatment plants cause toilets.

The same wishful thinking that seeks to reduce roadway capacity is the same religion that pushes for ever increasing density to pack more and more people into hyper density urban mazes. It's nonsense. The law of supply and demand is universal.

Planning ahead for the necessary infrastructure to supply the capacity to meet demand that is paid for by the users is the sensible responsibilities of those that collect our revenue.

Like · Reply · 2 · December 4 at 8:58pm



Don Joling David- I posted that link with honorable intentions. I actually was given the link by a well educated friend from Australia earlier in the week, and hadn't considered the authors of the original research's perspective. Speaking down to me as though I'm... [See More](#)

Like · Reply · 1 · December 4 at 9:31pm



Tad Winiacki Good points, David, but I believe you need to broaden the base of those who pay for the transport infrastructure to all people who benefit from the infrastructure, not just "users" or "drivers". Non-drivers who never use the interstate highway system still benefit from it because it reduces the cost of the things they buy which are carried by trucks. The reduction in amount of fuel used and truck drivers' time is greater than the fuel taxes paid by the trucking companies, so there is a positive return on the investment of building and maintaining the highways. The same principle could apply to money spent on public transit if it resulted in less congestion on local streets, but unfortunately in almost all cases it doesn't and is a negative return on investment.

Like · Reply · December 4 at 9:38pm



David Clark Don Joling — David- I posted that link with honorable intentions.
ME — Didn't it occur to you that "building roads increases traffic" ultimately says that if we built many more roads, everyone would drive 24 hours a day? Ridiculous.
Or that people would drive to work twice each morning? Ridiculous.

Don Joling — Speaking down to me as though I'm an uneducated middle schooler might be part of the reason you're having a tough time with the "left" in our county"

ME — You should check things before posting them to avoid looking uneducated.

Don Joling — any rate, the actual peer reviewed research paper- all full of "nonsense" (and a lot of math) disagree with your opinion. (I'll leave the link at the end).

ME — Peer review is NO GUARANTEE of quality. At best it tries to weed out stuff that is already well known. Only nuts like Al Gore believe peer-review is proof of accuracy.

Here are some cities that DID BUILD their way out of congestion:

<http://www.debunkingportland.com/roads/buildwayout.htm>

Here is what the Federal Highway Admin says about induced demand:

<http://www.fhwa.dot.gov/planning/tfaq.cfm>

PS: Here is a paper that shows that commute to work time on transit is about double that of

driving:<http://www.debunkingportland.com/commutetime.html>

PS: Mass transit costs about 500% of the total cost of cars & the roads they use:

<http://www.debunkingportland.com/top10bus.html>

http://www.debunkingportland.com/cost_of_max.html

PS: Transit subsidies dwarf road subsidies:

<http://www.debunkingportland.com/roadsubsidy.htm>

<http://www.debunkingportland.com/roadspaidbyusers.html>

PS: Cars cleaned up our cities:<http://www.uctc.net/.../Access%2030%20-%2002%20-%20Horse...>

Like · Reply · 1 · December 5 at 8:57pm · Edited



Write a reply...



David Madore Don Joling, I encourage you to read my response more carefully. I thanked you for posting the link and offered logical arguments to refute the article.

Peer review ought to provide critical scrutiny to challenge the conclusions. That is fundamental to the scientific method. Yet, we often see peers pushing an agenda in a way that is offended by counter arguments.

The "road capacity improvements cause congestion" ideology is why the SR-14 backs up every rush hour between 164 Ave and I-205. Adding more lanes was opposed by Portland Metro because it would induce more traffic and cause global warming. The article would agree. What do you think?

Our county roads (in the unincorporated areas controlled by our county) are the best in the state. That's because we recognize that motor vehicles must be accommodated by this crucial infrastructure.

In contrast, many (but not all) of Vancouver's roads are so neglected, that they fail to pass state and federal maintenance standards. The ideology of the city council for years has prioritized Light Rail, BRT, road diets, and hyper density instead.

The results of these different ideologies speak for themselves the same way that experiments support or disprove hypotheses.

Like · Reply · 3 · December 4 at 10:06pm · Edited



Tad Winiacki We can build our way out of congestion if we build up our transport infrastructure as fast as we construct more buildings. By "build up" I mean grade separation. Congestion on SR 5000 and SR 14 was reduced when overpasses were built at St. John's and Andresen Blvds. for example. Fixed schedule local transit won't help; only demand-response vehicles that take people where and when they want to go quicker, cheaper, and more reliably than their other alternatives will take them out of their cars. Grid road networks reduce congestion; dead ends and cul-de-sacs increase congestion.

Like · Reply · 1 · December 4 at 10:15pm



David Clark Tad Winiacki , BUT dead ends and cul-de-sacs have far less crime and NO cut-through traffic resulting in a better livability and fewer pedestrian deaths.

Like · Reply · December 5 at 3:37pm



John Ley David Madore -- "Adding more lanes was opposed by Portland Metro because it would induce more traffic and cause global warming." Was this at the Dec. RTC meeting?

Like · Reply · December 5 at 6:15pm

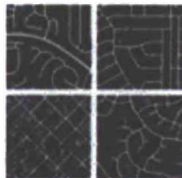


Tad Winiacki David Clark , there are nearly always trade-offs and compromises, aren't there? Your livability and less crime are countered by increased fuel consumption and longer trip times. Your fewer pedestrian deaths from collisions with cars are countered by fewer people walking and bicycling, more deaths from diabetes and other diseases caused by obesity and lack of exercise. In addition there is a trend in children not learning to be independent and go places without their parents driving them in their cars. The overall death rate is probably higher because of the dead ends and cul-de-sacs, but i don't have a reference to prove that.

Like · Reply · December 5 at 6:49pm



Tad Winiacki David Clark see <http://www.theatlantic.com/.../08/blame-the-city/375888/>



Do We Look Fat in These Suburbs?

People in dense cities are thinner and have...

THEATLANTIC.COM | BY JAMES HAMBLIN

Like · Reply · December 5 at 7:00pm



David Clark References for the failure of the peer-review process:

<http://wmbriggs.com/post/16092/>

<http://retractionwatch.com/>



Lancet Editor: Half Of Science Is Wrong. An Underestimate?

WMBRIGGS.COM

Like Reply December 5 at 8:14pm



David Clark Tad Wniecki — "Your livability and less crime are countered by increased fuel consumption and longer trip times."

ME — Yeah, I'll gladly spend a little more on my car than have to put up with criminals wandering around my neighborhood. As to longer trip times - what 10 seconds?

Like Reply December 5 at 8:59pm Edited