

Gathering Our Voice

Interview with: Bob Parlette

Interviewed by: Chris Rader and Denise Briggs

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Transcribed by Amber Swan, Intermountain AmeriCorps Volunteer

Chris Rader: Today is September 28th 2009. I am Chris Rader starting off this interview then Denise Briggs will take over. We are talking with Bob Parlette in Wenatchee Washington. Bob thank you so much for joining us and consenting to sharing some of your memories with us. Let's start out by just asking you where you were born and when you were born.

Bob Parlette: Ok I was born in 1941 in Toledo, Ohio. Went to high school in Toledo. Got an appointment to the United States Air Force Academy in 1959, graduated there in 1963, and went to pilot training. My first duty station was at Larson Air Force Base in Moses Lake and that's how I became acquainted with Wenatchee. I had a friend in pilot training whose wife was from the Wenatchee area and everybody spoke highly about it and the few times I was here I thought, I'll tuck that in the back of my mind and if I ever get out of the service, that's a place where I could go live. And after almost 6 years in the service I decided to get out and went back to law school. And when I was in law school, started applying for jobs...

CR: Where was the law school?

BP: University of Washington. And I had it in my own mind I made a decision and that was that I was not going to live in a big city. And I had picked out Bellingham, Yakima, Wenatchee, and Port Townsend as I recall and maybe Friday Harbor as places I could live. And I got a job offer in Yakima. I had one in Seattle. And those were tough times, 1972, and it was hard to turn them down but I turned them down. I stuck to my guns and later a fella that I had become acquainted with, Carr Jeffers, told me that a firm here in Wenatchee was interviewing. I came over in May of 1972, and they hired me shortly thereafter and I've been here ever since.

CR: All right great. And tell us a little more about your background besides Toledo and I don't know if I need to know first of all your date I mean you were born in 1941, what month and day?

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BP: August 11

CR: Ok Thanks. What's your ethnic heritage? Your mom's and dad's?

BP: I'd like to go through that National Geographic thing and figure that out myself...As far as I know I am at least a ¼ German and there is obviously some Welsh blood in there some place and the name is I was always told is French. And I have American Indian...a little bit of that some place and that's about as far back as I can go.

CR: And both your parents are sort of mixed....

BP: Well my mother's dad, my Grandfather, was full-blooded German and came over as an immigrant in the 1890s.

CR: And your dad had a mixture of the Welsh and so forth...

BP: Yeah.

CR: Neat. So you were the first person in your family to move to North Central Washington?

BP: True.

CR: Okay. Good. Thank you for that and I think we whipped through that a little faster than with Eliot [Scull] so we can spend more time on the meat of things. So let's go to the next track.

Denise Briggs: My name is Denise Briggs and we are here again starting back with *Gathering Our Voice* and Bob Parlette. And I guess my first question is background content. How long have you lived in the North Central Washington area?

BP: Since 1972 in September.

DB: Okay and what brought you or your parents to this place?

CR: He told us that...

BP: That's one of the questions and I'll answer it...I got a job offer here in a law firm and this is a place that I wanted to come and I like the outdoor recreation and the setting of Wenatchee and everybody I knew in Wenatchee always wanted to come back and that probably meant more to me than anything. It's very rare to see young people that want to go back to their hometown. And everybody that I ever talked to that was from Wenatchee always wanted to come back.

DB: What do you remember most vividly from your journey here?

BP: (laughs) Well, it was a lot of journeys in a truck. I moved from Bothell, WA where I was going to law school and moved myself and made about eight trips in a 1965 Chevy pickup.

DB: How have you made a living in this region over the years?

BP: Practicing law and a little bit of a living growing cherries.

DB: So you have orchard/agriculture in this area?

BP: Right.

DB: What are the most proud terms of your personal, family, or community achievements in this place?

BP: Well there are two projects of which I was involved....three...that I'm very proud of. The first one was the 1989 Centennial Winter Games. I was selected to be the president of the local organizing committee. It was a tremendously successful event. We had four days of live television coverage here in February of 1989 and we had a steam engine on the tracks for four days when the Burlington runner hadn't allowed one in 25 years. That was solely as a consequence of my dogged efforts to get the Burlington runner to open the rail lines up for the 4449 out of Portland. The winter games actually ended up with a surplus. We had about \$75,000 dollars left over and they went off without a hitch. The weather was beautiful and we

gave those \$75,000 dollars to the school district to help improve their athletic facilities and so forth.

DB: What a great fundraiser.

BP: Yeah and we had a good time. So that was one project and the second one is the one we are talking about here and that is completing the loop. That was an effort of, if I had to say...I would think a corps of about 10-15 people who really were responsible for that. But it had been on the plans at the Public Utility District....it wasn't a new idea but getting it done was certainly like climbing Mount Everest because unfortunately while the politicians ultimately came on board and cut the ribbon and all that, they were very much against it at the beginning and I knew in my heart that the Department of Transportation really didn't want to help either. They begrudgingly came along because they had in their mind building a highway there and the ancient gears who had laboriously worked on that for probably 20 years were kind of heart broken that the highway would never go in. And they were bitter about it and so was the Transportation Commission. And the next project...Anyway that was very successful and we raised the money to get that done and built a trail and it gladdens my heart everyday I go down there and see people riding bikes and smiling at each other as they take a walk. And I knew that that would be the end result. That once people got down on the river and started to enjoy taking those walks that it would be a wonderful little opening. We had our back turned to the river and now our frontal side is turned towards the river and everybody has great hopes for what's going to happen on Wenatchee waterfront. And the third project I was involved in and I was very proud of was a something called "Honor by Listening," which is somewhat similar to this. We interviewed WWII veterans, some Vietnam veterans...but it was during the millennium year 2000. I had written a letter to Secretary of State, Ralph Munro, saying that would be a good project to do as we go through the millennium... was to honor these guys. I had just read Tom Brokaw's book "Honor By Listening" and I thought, well what a nice thing if we could just get the local kids to interview the local vets and record those histories. And his response was, oh that's a good idea but basically, we can't do anything about it. So a friend of mine, Gene, and I

and Don Morse, who was a vet, got our heads together and we decided...just do it...and tried to get the school districts involved and...unbelievable the response I got from the Wenatchee School District that “oh this is way too serious for high school kids to do.” They turned me down flat. The response from Eastmont was much more positive and the superintendent called me up and said, “Bob I’ve got just the teacher who might want to take this project on...” Her name was Allison. I can’t remember her last name right now. But anyway, her father had been in the Navy and was a Naval Academy graduate. He knew John McCain. So she took it on with “vim and vigor” and I had never seen anything quite like that where these “old timers” connected with that generation of kids that were interviewing them. She taught honors English and she was like the dating game. She assigned a young person to interview a vet and she had cookies and coffee one night over at the high school. Next the kids were supposed to go to the home of the vet. Of course they were all scared and didn’t know what to do. These old guys made them feel quite at home and started to open up and tell stories to these kids that they’d never even told to their own family. Then, Gene Sherrod got involved in the act and he said to Allison, and he said, “I’ll publish all of the stories...in a book. So he had them all printed up and bound in a book. And the night that she passed those books out in the school’s honor’s English class there wasn’t a dry eye in the place! And these old guys come up and put their arm around these kids and say, “you know I thought this generation was all a bunch of drug users and wasted kids.”

DB: What a great connection...

BP: Yeah it was a great bridging of two generations. And the upshot of all that was I wrote a letter to Tom Brockow and said, you know, this is something you might be interested in. And sure enough he had his senior news guy call me up in the summer and say “we’d like to come out and do a special on this...a segment that’s going to be on the NBC nightly news on Allison’s class. Can you get a hold of her?” So I tried and found out she was on vacation in California and got the telephone number and they made arrangements and came out and interviewed these kids and they sent them all back to New York to the NBC nightly news. They gave them tickets to the Yankees stadium and Tom Brockow had a three-minute special on one of the nightly

news's on Allison's project. I was real proud of that. I thought that was a really neat thing.

DB: All of them sound like really good projects but know I want to go back to the river and the story of the loop trail. How did you first get involved with the loop trail project?

BP: Well our law firm did legal work for Chelan PUD and I had the good fortune of getting to know Kirby Billingsley who was a commissioner. And I can remember being introduced at the PUD when I was first in town and there was a lady that just happened to be there by the name of Joan Vandivort making a pitch to the commissioner's to do something connected with the riverfront...I think it was the sternwheeler she was after. And I can remember getting up after I was introduced and I got up and chased her down and I said, "You know I'd like to volunteer my time to get involved in your group," which was called CREST of Columbia River Environmental Study Team. So I started going to lunches and got to know...there were about 7 or 8 people that were really involved with this, and Joni was the heartbeat of it. And Kirby liked me and so consequently he started to send me...he got the PUD to send me to the Columbia River Business Commission meetings down in Vancouver and Boise and all around the Northwest and the Columbia River Basin. He said, "Now I want you to promote recreation at these dams." And he had this dream in his mind called "Stewards of the River" where every dam would have an interpretive sign and there would be recreation, there would be education and there would be some specialty at that particular visitor facility and they would tie altogether. Computers were just a twinkle in somebody's eye back then but they were talking about tying these different ideas, these different themes together through computers. So if you were interested in Indian history you could go to the Rocky Reach and punch in Indian history or artifacts and Chief Joseph's dam would be the place if you really wanted to get into it you'd go up there to their visitor's center. So I had a good time for three or four years advancing that and I worked with architects out of Seattle on the plan for what they called the "Exhibit R" in connection with Rock Island powerhouse too.

Kirby was just a wonderful dreamer and he was a guy who knew how to get things done and he was connected with Warren Magnusson and Scoop Jackson and that helped. If he'd had his way,

we would have had parks on both sides of the river...all the way from Rock Island Dam up to Rocky Reach Dam. But he couldn't get the other commissioners to go along with it...they thought that was crazy, that we'd have more parks than we'd have people. So he scaled it back but they...Kirby had in his mind that the riverfront highway would never be built, that it ought to be a park. And back in the 1950s he actually got the state legislature to pass legislation that made that property an asset of the Washington State Parks system. One guy sued and said you can't do that....that land was purchased from me under the threat of condemnation for a highway purpose. His name was Lawl Spurline [?] and he put in his deed to the Department of Transportation that should you not use it for highway purpose, I get the right to buy it back. I knew Lawl [?] Because he was an attorney in town...a pretty decent fellow. Anyway that later came to play, that little bit of history when we were trying to get the trail built. The DOT always stressed, what are we going to do about Lawl Spurline...and I said...well let's try talking to him. Novel idea! So I went over to visit with Lawl, and I said, "You know are you against the idea of a trail?" No, I'm not against that. I just want somebody to recognize the fact I have the right to basically veto. Somebody ought to stop by here and ask me how I feel about things." So I got Lawl to withdraw his opposition. That was another interesting part of the story on the creation of the east side trail.

DB: So what was it that actually made you get involved though?

BP: I think I told Nancy [Warner] this last time we talked...

DB: I heard a lot of this story...

BP: When I came to town, I wanted to go down to the river. I was at 5th Street I remember that, and there was a big fence there, and "do not enter" you know...this was a dump, a dumping ground. I literally could not find a place to gain access to the riverfront and I just couldn't believe that. So I exposed that little tint of history there, and getting to know Kirby and Joan Vandivort just made me redouble my efforts to see if we couldn't get riverfront.

DB: So what were your resources that you brought to the project?

BP: Enthusiasm. Stupidity.

DB: How did your role grow and change over time?

BP: Well obviously something like this needs leadership and I think it was a project just waiting to happen. Joni told me something on her deathbed I'll never forget...Joan Vandervort...she said, Eva Anderson had been one of her heroines. Eva was a state legislator here and the first woman to be elected I think in the Washington state legislature if I'm not mistaken. And that's Wilfred Wood's aunt. She said, Joan said to me, "when I got discouraged with something I was trying to do in connection with the riverfront..." she quoted part of a poem that was written by Robert Lewis Stevensen, and it said, the poem went like this...this is part of the poem..."Away down the river/ a hundred miles or more/Other children playing will bring your boats ashore" And the idea is that here you are playing in a stream and making a little boat and having a sail on it and you send it down on the stream and you never know what happens to it...

DB: Who retrieves it?

BP: Somebody else will pick up the torch so to speak and carry it on.

DB: What kept you going?

BP: What kept me going? The fact that I thought that we could change a lot of minds and convince people. Part of the story you'll hear is Tina's husband, Eliot, was president of the land trust and I had not been closely involved but I was aware of the project, the land trust, and their mission was to go out and acquire lands and preserve them...critical lands. I went. I guess the bolt of lightning that went through my body was when the DOT had been trying to get this riverfront highway built and they lost at the Shorelines Hearing Board level and they appealed to the Court of Appeals. They went to Judge Cone first and then they were going to appeal to the Eastern Washington panel of the Court of Appeals over in Spokane. And then I'll never forget I

was driving across the George Sellers Bridge and Don Senn who was a friend of mine was being interviewed on the radio and they said, "Well now that you've decided to drop this appeal, what are you going to do?" Of course I thought, well, they are going to drop the appeal, well that's great! The first words out of his mouth were, "Well I think we'll consider surplusing this property." And I thought, o my God, that's the last thing in the world you ought to do is...once you get waterfront property and public ownership you don't want to surplus it because the possibilities for the public use will be gone forever. That was just about the time Eliot was having a meeting at the land trust. So I went to that meeting. I'm sitting in the front row with my friend Eliot conducting the meeting and everyone was wringing his or her hands at the land trust. They were talking about the riverfront...they said, "oh the DOT won't lease it to us...they tried to get a lease on it..." Seated next to me there was a gentleman I was aware of...knew, but not well, and that was Gordon Congdon Sr., a physician in town. I had worked on first hospital campaign in 1976 and Gordon was instrumental in that getting the independent doctors to pitch in funds to build North Central Washington Hospital. I was the fundraising chairman along with Bob Keyes. So I had gotten to know Gordon and his good works back then and I can remember shaking my head and raising my hand and basically saying, "Eliot you guys, you're focusing on Mill Pond, and maybe the Pinnacles and these other projects...." And I said, "The DOT will never lease you that property. They hate you guys, they hate us. We're all environmentalists and they lost." And you just have to realize human nature doesn't want to go out and help somebody that just licked them. And I hadn't been involved in the "Save the Riverfront" committee and Eliot had with Dr. Congdon and others and I knew they were known...they were known by the DOT to be opponents. And in this town, in 1990, or whenever this was, if you were against the highway, you were "un-American...you were a rabid environmentalist." And so I made that bold statement to Eliot that I thought they ought to recognize that and shouldn't be surprised by it. And I said, "instead of focusing on doing the Mill Pond and these other acquisitions they were contemplating, why don't we focus on getting a trail built when it's still in public ownership. And Gordon popped up and said, "I agree, let's get a trail built."

And Eliot was very very deft and he said, "Ok, you guys are a sub-committee," and appointed us

the sub-committee. And I don't even think I was a member of the land trust...let alone did I want to be the chairman of a sub-committee. So I agree, somehow Gordon and I connected and we went out to lunch and I said, "Gordon, look, we can't do this through the land trust. I mean your names been associated with the "Save the Riverfront" committee and my name hasn't directly, but I was a known environmentalist in town and I said, "We've got to form a new organization." The key to this whole thing has got to be, let them have their dream. Let the DOT continue the dream of building a highway on that river. And we can take the position we're not here to stop your highway; we're here simply to raise the million dollars you had put in the budget for a trail. That way, how can they say no to us?

Parenthetically, I want to go back now to a really critical juncture in this trail building, that no one has really ever fully appreciated I think other than myself. I was in my law office one day about two years, maybe three years before this land trust meeting. A guy that I didn't know made an appointment and came to see me. His name was Clyde Ballard. Clyde was a newly elected state representative and his introduction was, "Bob we know that you have environmental leanings and I've got a question for you. What would make the highway project palatable to the environmentalists in town?" And I answered quickly, I said, Clyde I can tell you that. You know the PUD had in their plan a loop trail on both sides of the river. The PUD, at the time I don't even think a trail was built on the west side, I said, but if the DOT would put in their project a trail alongside that highway, I think a lot of people would treat that as a little sugar making the medicine go down. And Clyde's response to that was, he jumped up from his chair and said, "I'll get that done." And he did. He got a million dollars put in the budget to build the trail on the east side. And the reason that's so important is that later, when we had to go to the DOT, they couldn't fight the concept of a trail because they had already bought off on it themselves. It was in their plan, it wasn't something new. What we were advancing is we're going to save them money...we are going to save them a million dollars from their budget... we'll volunteer to go raise that money ourselves so that if and when you ever get your highway built, the trail ought to be there. Sure enough, as it came to pass, after we got the Complete the Loop Coalition started, Oneonta Fruit Company was kind enough to volunteer their airplane to

fly us to Olympia....Gordon and me and there may have been Skip and Jennifer Olson with us but I can remember Gordon and I basically did the talking for the community of Wenatchee and we said, "We have an idea, we'd like to build that trail that you had in your plans." And there was one gentleman, I don't even know who he was but I know he was from the Peninsula, the Olympic Peninsula. And he looked at me and he said, "Look it, we've had that money in our budget for you guys in Wenatchee for twenty years or twenty five years, whatever he said...and we've had it tied up, we couldn't use it any place and you guys killed this highway project and I don't know why we should do anything for you." Essentially that was his message. And we were fortunate that we had Dick who was a Cashmere resident on the Transportation Commission. He got us the audience with them. And Dick was with this panel up front, the Transportation Commission, and he kind of quickly diffused this guy and took the microphone and said, "Well you know if you guys can raise the money, you know, we won't stand in the way." He could see the logic that we had...you're really going to save us money...and we said, "We're not here to stop your highway..." Of course Gordon would have loved to stop that highway and so would I, but we let them have their dream and that was absolutely critical to getting their support later on when we actually did raise some money and went out to do the planning for it.

DB: So the special groups associated with the river...you kind of touched on a bunch of little groups, but if you were to sum it up to all the little different groups...

BP: The group that I was not a part of was the Save the Riverfront Committee and I don't think Save the Riverfront Committee...now it's sort of getting its due. But at the time it was not directly involved in the trail issue. They just wanted to save the property from the highway. They didn't want to see a highway built and I did not participate with that group. Gordon did and I think Eliot did and so did Phil at the PUD. There were two people at the PUD that I was surprised that were the upper management. There was a member, I can't think of his name...at Chelan PUD...he's on the committee that's on the riverfront icerink...he's on that as well. He's like number three man at the PUD. Anyway, he was on the Save the Riverfront Committee...

Jarvis, Joe Jarvis. I read that in the paper a year ago and I was just shocked because that had to be a courageous bit on his part to be against it. And I think he kind of went subsurface but his heart was there.

DB: Well if we are going to move on, we are going to talk about stewardship. How would you define stewardship?

BP: Stewardship is caring for our resource and preserving it for our future generations. And that's my definition.

DB: How does the loop trail contribute to good stewardship of the environment and the community?

BP: Well that's pretty obvious. The thing that I like about the trail is, I defy you to find somebody that's going to frown, on the trail. They are usually smiling and they are happy. They may be troubled, but they're not angry. They are getting some exercise and getting the hormones flowing that are good for you and getting the brain functioning in a more balanced way. So I think that the trail, the fact that it's there, and will be there for all times, for future generations, get people down by the water...by it's very nature is very peaceful...Having people walk next to it and see it I think adds to that serenity that it brings.

DB: How did you learn about stewardship?

BP: I don't know if I ever did... Well I worked on this project with Kirby called "Stewards of the River" but you know, I think I just love the outdoors. When I went to law school that was an exciting time and this is something that very few people really appreciate. It was Dick Nixon who really advanced the environmental movement. This was all done between 1968 and '72. We had the Clean Water Act; we had the National Environmental Policy Act. All those were adopted in his administration. The reason they were is because of a guy named Enrichment, who ultimately went to jail for the Watergate thing, but he was a "Seattlite" who, anybody that lives in Seattle is going to have a soft spot in their heart for the environment and the outdoors. He

obviously did and he was pretty instrumental in convincing the Nixon Administration and Ruckelshaus too was part of that whole Republican and Dan Evans...you know these were moderate people that wanted to see the environment preserved. It was an important time in our history and while in law school I learned about the National Environmental Policy Act. And my heart was I loved to hike, I loved the mountains, that's why I decided to live here and so that whole concept of stewardship is pretty natural for somebody who is from the Northwest. And I had the amazing good fortune to get to know Kirby Billingsly who was just a good person. Not a mean old bone in his body. He wanted to do things for the public. He was a Democrat and he was another unsung hero. He was largely responsible for getting Senator Jackson to introduce the Exhibit R regulation that required every hydroelectric federally licensed dam to mitigate for recreation. That passes Congress and because of that, requirement from the Feds we have now, as these licenses get renewed on the Columbia River, back in Tennessee authority, all of those federal projects have to build some form of mitigation for recreation. Pretty neat that a guy here in Wenatchee was the one that got that done.

DB: So how has your notion of stewardship changed over time?

BP: I don't think that it has. My notion is we ought to...I had that even reinforced after watching Ken Burns special last night and seeing those old guys in 1855 talk about Yosemite and it just sort of happened. And no one really thought that they were doing something of world importance. The first nation to recognize the need for parks...it's pretty amazing.

DB: What do you most appreciate about the loop trail?

BP: The fact that people love it. Oh and the other thing about it is the word "loop." No one likes to go up a trail and come back. They like to see something new and a loop trail is infinite!

DB: So what images, feelings, and thoughts come to mind when you think about it?

BP: A sunny day and getting exercise and looking at happy people.

DB: How does the loop trail help you feel connected to this place and community?

BP: Well I think that we are going to see this riverfront get cleaned up over time. We've already made huge progress and I compare that to what it was like in 1972 when I came here. It gives a person a sense of hope that those of us on the environmental side of things are getting our voices counted. I think that there is an increased recognition of the importance of recharging your batteries and the outdoors and to appreciate your place and taking care of it. And I think people...well Joni was another one...she and other people were pulling knapweed. That's the ultimate stewardship...going down to the loop trail and picking up trash and pulling weeds. So we get more and more people...that whole take pride in America thing is pretty pronounced in East Wenatchee in particular.

DB: What is it about this region that has helped you make a living here?

BP: Well everybody needs lawyers, they're absolutely critical and they had to send me to Wenatchee so it gave me an opportunity to live here so I don't know how to answer that one.

DB: Have aspects of the community and economy here contributed to your personal and professional advancements?

BP: Well sure, talking to my law school classmates, everybody always kind of compares lifestyle and income. Those classmates of mine who went on to Seattle and Spokane, they work long hours, they get, they call it the "toilet paper policy;" use them and discard it. As they go up the chain in the big firms and if you don't make partner by eight years, then they'll decide they're not going to make you partner and you either stay here and be a grunt the rest of your life or you move on and leave. The guys who do make partner make a far amount of money. But I've compared my income with friends of mine and I've done as equally well or better than anybody I know in my class that practiced in Seattle. And I've had a hell of a lot more fun. Most of that fun has been involved with community service.

DB: And that my next question. In what ways do you feel your family or your work have

contributed to the community life and spirit of this place?

BP: You can't underestimate the value of knowing the law and how things function. And here I was working with a very able and competent physician who'd gone to the Mayo Clinic and he was the doctor and I was the lawyer and Gordon just had that spark of enthusiasm I loved. He was 80 some years old we got along like two peas in a pod. I'd have ideas and Gordon would say, "I'll get that done." And he would go and call his friends. He had a battery of friends that he could call on to go and make telephone calls to go and raise money and do whatever. I was the conniver and Gordon was the action man to get it done. So it really helped to have my law background and knowing where the pressure points were. On this loop trail thing I told Gordon, look, the first step we should take is to go to every public agency and put it to them...put it right to them, "do you support us or don't you?" This is our idea, do you support us or not? So we went to Chelan PUD and I knew they would support us and they passed a resolution of support. I went to Chelan County...how could they say no? They passed one. I went to Douglas County and they passed one...one to East Wenatchee and was called a "grandstander" for taking this project on, but they passed one. I went to the port districts and they passed one. Went to every service club in town...we made presentations at the service clubs and they signed on. That's why we called it a coalition. And I went to Douglas PUD and they refused to sign it. The only ones that refused to sign on. And when I left Douglas PUD, the next day or to I had a check in the mail of \$100 from Mike Doneen who was encouraging them not to support us, but he told me in his heart he thought it was a good idea by sending that check. So with that collection of resolutions, you know, "official" resolutions, we could wave those in the air and say, "are you with us? Who wants to have the courage to be against this wonderful public project?"

DB: And why did the Douglas county PUD no sign on?

BP: Well their logic was, look, we really supported that highway, and we spent thousands of dollars moving our lines off of the right away or something. And Mike Doneen was a wheat grower and the whole extensive purpose of the riverfront highway was so the grain growers

could get their wheat down from Waterville down the east side and to the elevator here on the west side. They wanted smooth transportation flow and they didn't want to be clogged up. Sunset Highway was an obvious mess when people wanted to turn left on the highway, all traffic came to a halt behind them. The fix for it that ultimately came on was so simple. George Sellers got that done. He just put in a couple critical turn lanes at critical junctures on Sunset. It proved to everybody they didn't need to have a four-lane freeway to solve their transportation mess. All they needed to do was plan for three-laning and improving Sunset Hwy. That's now what we're doing. So that was Douglas PUD's rationale for not supporting, "we support the highway." They knew the roosts that we'd pulled on them and here we were saying, "its okay, you know, build a highway..." We knew they couldn't build it because they were in violation of the State Shorelines Act. They were in a bottleneck within a 200-foot zone. To get through that they would have had to go back and do some planning and acquire more land outside the 200 foot zone. As the highway came up to the Grant Road stoplights there just wasn't enough room to acquire that land.

DB: What do you see in your county or in the whole region that gives you hope that we are moving towards a thriving future?

BP: I guess I never lost hope that we were going to have a thriving future. If anything I felt the opposite. I was happy with the orchards in town, I was happy with the community. I didn't need to see Wenatchee grow. And every time I see these guys get organized, they had a project called...I can't remember the acronym, but it was basically an economic development council here in town. [QUEST] And they'd go hit people up. To join that you'd have to pay \$500 to be part of the club and so forth. And I respectfully declined to do that because I didn't think Wenatchee needed to grow. I was quite happy living in a place that is surrounded on the west side by national forests and on the east side by a lot of BLM land and open space. So while I'm not against growth, I'm not one that thinks we need to do all of these things to get growth. To me growth comes naturally if you have clean water, clean air, good schools, and recreational opportunities...parks. And people will come and see it's a nice community.

DB: So you see these things as inspiring the younger generation?

BP: Yeah I mean they are a natural outcome from all of this. Growth will come.

DB: Is there anything else you would like to share with us today?

BP: No.

DB: Well thank you for your time.