

1 I'm strongly in support of bringing light rail into
2 Vancouver. When deciding where the light rail line
3 should end in Vancouver, I think we need to look,
4 not only to short-term costs, but to long-term
5 plans, not only to get people into Portland, but for
6 the city of Vancouver as a whole. I feel that the
7 Mill Plain and Clark College options are
8 unacceptable, because, while it gets light rail
9 across the river, it does not get it to the people
10 that actually are going to be using it. I feel that
11 it does need to go north. I feel like the Lincoln
12 Terminus is the best option, because it passes
13 through the uptown village area past the businesses
14 so that it is part of a full plan that does not just
15 get people through residential areas into Portland,
16 but can build a larger system for Vancouver on its
17 own and linking Vancouver and Portland. Thank you.

18 **MR. HEWITT:** Thank you.

19 Shawn Bacon.

20 **MS. BACON:** Hello. My name is Shawn
21 Bacon. My address is 4423 Southeast 45th --

22 **MR. HEWITT:** Come up closer and speak up.

23 **MS. BACON:** Sorry.

24 **MR. HEWITT:** Thank you. 

25 **MS. BACON:** My address is 4423 Southeast

1 45th in Portland.

2 And my favorite option would be a no-build
3 at the moment. I'd like to see light rail going to
4 Vancouver, because I think, you know, more people
5 that can be using transit into Portland, it would be
6 easier than being on the bridge, and traffic in
7 general. But the bridge options are so expensive
8 that it doesn't seem like it makes sense. There
9 doesn't seem like any options, other than just the
10 new bridges all together. And it -- Although the
11 information downstairs doesn't make it obvious that
12 there's not a huge benefit to building a new bridge,
13 my understanding from reading other people's writing
14 is that the distinction between no-build and
15 building this new bridge is not huge. And the
16 information given that makes a case basically says
17 we'll have 15 hours of high traffic if we don't make
18 this bridge. Which, to me, seems ridiculous. I'm,
19 like, what conditions could possibly create 15 hours
20 of traffic congestion? So, to me, it feels biased
21 towards saying that this is the only real option, if
22 you want to have reasonable traffic, which, you
23 know, we don't really have control over reasonable
24 traffic unless we build differently and don't allow
25 people to continue to sprawl, which we've done.

1 So, to me, the emphasis needs to be on how
2 are we going to be able to live together in the
3 future with transportation that the environment and
4 we can really afford. And so, that makes -- means
5 making big changes instead of saying, "Well, I have
6 a hard time getting to work, and I don't like it."
7 Because, really, soon -- very, very soon that's not
8 going to be the only issue. We can't continue the
9 way we have and all work together and live together
10 reasonably on the planet.

11 So, to me, we need to have that be a
12 bigger focus instead of continuing in our -- the way
13 we've always done things and hope that if we have
14 more lanes, somehow it won't be as bad and life will
15 be good. So I'd like to see some real statistics on
16 what the differences will be between our options and
17 what other things we could do with this money,
18 besides what we're going to do if we make a bridge.
19 Thank you.

20 **MR. HEWITT:** Thank you.

21 I think, at this table (indicated), next
22 will be Sharon Nasset, Jim Karlocks, and Ed Barnes.
23 Three familiar faces. And our next speaker is Chip
24 Shields.

25 **MR. SHIELDS:** Thank you Mr. Co-chair,