

1 imperative that materials move between manufacturing  
2 sites and their destination sites in a timely  
3 manner. Any delay adds cost to the finished  
4 product, plays havoc with the scheduling of  
5 projects.


6 Many of our members commute across the  
7 existing bridge, and the added time spent sitting in  
8 traffic could be put to better use with their  
9 families.

10 You have heard some testimony on the  
11 decline in oil production, increase in gas prices,  
12 and phasing out of fossil fuel vehicles. It doesn't  
13 matter if we burn water, wood, or garbage in our  
14 vehicles; the population will increase and people  
15 will still need to commute to work and destination  
16 spots for everyday living.

17 I support building a bridge that will take  
18 us into the future by providing enough capacity for  
19 light rail, cars, and trucks, and bicycle traffic.  
20 Build it big and build it now. Thank you.

21 **MR. HEWITT:** Thank you.

22 Joy Overstreet.

23 **MS. OVERSTREET:** My name is Joy   
24 Overstreet. I live in Vancouver in the Lakeshore  
25 area.

1 I moved to Vancouver from the Bay Area in  
2 1992. And coming from the Bay Area, I'm very  
3 acquainted and comfortable with light rail. We used  
4 to drive, in the earlier days in the Bay Area, from  
5 the East Bay to San Francisco, and it would take  
6 half an hour. That was pretty much every time.  
7 Then traffic took 45 minutes, and then it took --  
8 Well, sometimes it was two hours, but sometimes it  
9 was 45 minutes. And so, you never knew how long it  
10 was going to be. So do you leave two hours earlier,  
11 or 45 minutes early, to get there? When BART came  
12 along, it transformed everything. You could pretty  
13 much guarantee that you could get where you were  
14 going in 45 minutes. Add, now, there's a web of  
15 BART tracks all over the Bay Area, and it's a  
16 phenomenal system.

17 What I've been encouraged by tonight is  
18 the number of voices speaking in favor of light  
19 rail. Because what I hear in Vancouver is a lot of  
20 voices. The loudest voices; the ones that are  
21 constantly writing to the Columbian that are anti-  
22 taxes, anti-light rail, anti-Portland, anti, anti.  
23 And I would encourage people who are here tonight  
24 who have given some really great testimony to  
25 actually write letters to the editor of the Columbia

1 and write articles giving facts and figures. We  
2 need -- If light rail is going to be a part of this,  
3 we need to convince the people who -- who have not  
4 had the advantage of living in a place where right  
5 light rail really works, to see what that's going to  
6 be like. That's it.

7 **MR. HEWITT:** Thank you.

8 So, now, I'd like to call up to this table  
9 Connie Wallace, Christian Steinbrecher, and Dan  
10 Kaufman. And the next speaker here will be Terry  
11 Parker.

12 **MR. PARKER:** My name's Terry Parker. My  
13 mailing address is Post Office Box 13503, Portland  
14 97213.

15 Alternative one, the no-build, does not  
16 have enough capacity for either motor vehicles or  
17 transit, in addition to lacking some safety  
18 requirements of a modern freeway.

19 The replacement crossing is too massive,  
20 has too massive a footprint, and both are too  
21 expensive to construct. Under no circumstances  
22 should there be a separate structure constructed for  
23 the chosen transit option; bicycles and/or  
24 pedestrians. The supplemental crossing as proposed  
25 are nothing more than a sham; a pointless folly that