


1 is traffic there. There is congestion there. That
2 I-5 Bridge is obsolete and outdated. There needs
3 not to be a drawbridge there on an -- on an
4 interstate of that capacity. I am in favor of the
5 new bridges with light rail, safer bicycle and
6 commute -- and pedestrian lanes. I -- I think that
7 it should be built ten years ago. I think today's
8 dollars is the best for our money. I think it needs
9 to be underway right away. I -- I also don't
10 believe that that should take ten years to build
11 that. I think, if that bridge was to be devastated
12 in some way along with the other bridge, that there
13 would be some way to get that built quicker than ten
14 years. I think that's way too long. That's all.
15 Thank you.

16 **MR. HEWITT:** Thank you.

17 Temple Lentz.

18 **MS. LENTZ:** I'm Temple Lentz. I live at
19 3612 Q Street in Vancouver.

20 And I would like to agree with the
21 previous speaker, that it's actually really 
22 heartening to hear positive comments tonight, which
23 is more than I tend to see in the papers or that I
24 heard last night at the hearing there. This is a
25 strong project that's long overdue, and I advocate a

1 replacement bridge with light rail going as far as
2 we can get it.

3 The current bridge is already woefully
4 congested, seismically unfit, and dangerous to bike
5 or drive-across. Metro council members and certain
6 writers call this "Washington's problem," and
7 they're wearing blinders. And they're apparently
8 unaware that the goods they buy, whether they're
9 from Wal-Mart, Whole Foods, or the farmer's market,
10 still need to actually get to market.

11 Further, the tax revenue Oregon receives
12 from the so-called "tax dodgers" who work in Oregon
13 but live in Washington is surely something they
14 wouldn't like to lose. This is a regional issue,
15 but affects all of us.

16 As to peak oil and related arguments, yes,
17 a change is going to come. It's inevitable. But
18 with -- along with change comes technology and
19 adaptation, whether we're driving Cadillacs, Civic
20 Hybrids, or electric cars, or if we experience a sea
21 change and suddenly see seas of commuter bicycles,
22 we are going to need a safe, structurally sound and
23 regionally beneficial river crossing.

24 There are some concerns in Vancouver about
25 transit running through downtown Vancouver, but we

1 need it. Business owners are reasonably --
2 reasonably concerned about the effect during and
3 after construction. But having lived in Portland,
4 Chicago, and Paris, I believe they are mistaken.
5 Light rail encourages a pedestrian community, which
6 encourages commerce. As I ride my bike down
7 Vancouver's Main Street and see shuttered and
8 deserted businesses with ample parking in front of
9 them, I'm hard pressed to think that a system that
10 directly funnels people downtown is a bad thing.
11 This is an opportunity, not a restriction.

12 Further, concerns about increased crime in
13 Vancouver with the introduction of light rail are
14 ridiculous and carry no small hint of racism and
15 classism. Controlling crime is about the community,
16 not the transit.

17 Many people are suggesting a third bridge,
18 an arterial bridge. Or, last night I even heard
19 about the crazy arterial superhighway. None of
20 those solutions solve the problem of this bridge,
21 which is the matter at hand.

22 The CRC has done a great job over the last
23 few years of researching needs and possibilities and
24 boiling them down to what we see here. It's time
25 now to move forward. Most of the options people are

1 proposing have already been considered and
2 evaluated. It would be great if the CRC could
3 design us a bridge that would be exactly what each
4 of us want it to be. But until we develop a federal
5 budget for magic, the CRC has done a good job, and
6 we need to move forward. Thank you.

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

8 I think what we're going to do is, we'll
9 take the three people who are here, and then we'll
10 take a break. Is that fine with you? So we won't
11 call up the next three. We'll just take what we
12 got.

13 And the next speaker at this first table
14 (indicated) is Joe Morrison.

15 **MR. MORRISON:** Joe Morrison. I have a
16 business at 1916 Main Street.

17 Somewhere along the way, I understood this
18 thing is slightly political. And I criticize you
19 people a lot about not paralleling I-5 and making
20 this a rapid transit system, which it is not. What
21 you're proposing is not a rapid transit system.
22 You've got many stops in downtown Vancouver --
23 three. You're looking at doing park and rides in
24 downtown Vancouver. I have a real difficult time
25 with that. But I found out that you weren't given