

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

1 the option to look at going up I-5; that our mayor
2 and our City said, "no." You have to do something
3 downtown Vancouver and tear it up. And so, I'm
4 sorry. I apologize for being critical of you and
5 your job. I think it's very unfair that you were
6 handed that deck of cards.

7 This system we have, I could support
8 something probably going up I-5. I could probably
9 support something in a wheel transit. I think a
10 wheel system has a lot of merit. This system that
11 we have going down the interstate continuing over to
12 Vancouver is really a trolley. It's not a rapid
13 transit. I've been in some foreign countries, and
14 there, they have a real system. They move fast.
15 They don't have intertraffic. They don't have stops
16 every three to five blocks or ten blocks. They go
17 several miles. They don't have pedestrians and
18 traffic that's crossing in front of them so you can
19 slaughter them, unfortunately. But you have not
20 given that as the option.

21 I think I address having park and rides in
22 downtown -- downtown areas, somehow bringing traffic
23 -- wheel traffic -- driving cars to downtown to get
24 on a public system. There's no doubt that we do
25 have a reasonable problem on I-5 and I-205, that of

1 traffic, and so one. Some of it is the
2 interchanges.

3 There's, in Vancouver, three stops in
4 approximately 15 blocks, as I recall. And that's
5 quite a few. And, again, it won't move people. But
6 I think we should have a system and using our C-TRAN
7 and try that to bring people into a hub and move.
8 I'll stop. I see the light's on. Thank you.

9 **MR. HEWITT:** Thank you.

10 Jim Howell. Welcome.

11 **MR. HOWELL:** My name is Jim Howell. 3325
12 Northeast 45th Avenue, Portland, Oregon.

13 If, one, we're required to make a choice
14 among the alternatives, the only responsible choice
15 would be the no-build. This does not mean that
16 nothing should be done. Clearly, there are severe
17 congestion. There's severe congestion on the
18 freeway, especially southbound at the a.m. and
19 northbound in the p.m. The current proposal to
20 build more lanes will not solve the problem, because
21 in the long run, it will only attract more traffic.

22 There are many ways to relieve the
23 bottleneck without throwing over \$4 billion to
24 rebuild five miles of freeway and seven
25 interchanges, construct a 12-lane mega structure