

1 Randy Salisbury.


2 **MR. SALISBURY:** My name is Randy
3 Salisbury. I'm a principal at DSP Architecture in
4 Vancouver.

5 I'm looking forward to the day when I can
6 cross the bridge without worrying about the
7 supporting wood pilings installed in 1917, failing.
8 I'm looking forward to the day when I don't have to
9 worry about whether or not I'll be late to a meeting
10 due to a bridge lift. Most of all, I'm looking
11 forward to leaving my gas-using car at home and
12 simply riding MAX when I need to do business in
13 Portland. Thank you.

14 **MR. HEWITT:** Thank you.

15 **(Whereupon, a short break was taken.)**

16 **MR. HEWITT:** Ed Tomayer, Michelle Hamann,
17 and Shawn Bacon. So we'll get those three here.
18 And we'll ask to come up here to the other table,
19 John Bartles, Representative Chip Shields, and Ken
20 Morgan. And we'll start with Ed. Grab the mike,
21 please.

22 **MR. TOMAYER:** Good evening. My name is Ed
23 Tomayer. I live at 701 Columbia Street in
24 Vancouver. 

25 I strongly support a new bridge with light

1 rail. This project is attempting to solve many,
2 many issues at the same time. Some of these issues
3 include interstate traffic issues affecting
4 businesses and people from Columbia to Mexico,
5 carbon emissions, commuting, barge traffic, bridge
6 lifts, seismic safety, pedestrian and bike access,
7 I-5 access to and from downtown Vancouver, Hayden
8 Island, and other areas, traffic congestion, traffic
9 safety, and economic growth and stability. When I'm
10 looking at the whole picture, I believe that the
11 option that best addresses all the issues is a
12 bridge with light rail.

13 I'd like to comment on all of these, but, of
14 course, we don't have time for that. So I'll pick
15 one item. I believe that prosperity follows light
16 rail. A trip on the Yellow Line easily illustrates
17 this. There are new businesses all along the line,
18 and old businesses have a fresh coat of paint. I
19 would like to see downtown Vancouver benefit the
20 same way. One way to look at it is this: There is
21 an estimate, I think, that there's -- 7,000 riders a
22 day will use light rail on day one. Let's be
23 conservative and assume 5,000 riders per day, and
24 look at 300 days per year. This means that
25 1,500,000 riders will window shop each year in

1 downtown Vancouver. Add to this crude estimate,
2 which does not -- and this crude estimate does not
3 include shoppers from Portland and vacationers to
4 the area who will now have access to Vancouver. It
5 is hard for me to imagine that this is bad for
6 business.

7 I will be submitting a more detailed
8 opinion -- or option -- to the CRC via e-mail that
9 addresses the list of issues that I previously
10 mentioned. For now, I want to go on public record.
11 I believe that the best solution is a new bridge
12 with light rail. Thank you.

13 **MR. HEWITT:** Michelle -- is it Hamann?

14 **MS. HAMANN:** Hamann.

15 **MR. HEWITT:** Hamann, excuse me.

16 **MS. HAMANN:** My name's Michelle Hamann. I
17 live at 4112 Lincoln Avenue in Vancouver,
18 Washington. My husband and I moved to Vancouver
19 about six months ago. And the one thing that is
20 lacking in the neighborhood that we chose is an
21 efficient and acceptable way to use public
22 transportation to get into Portland. It either
23 necessitates poorly-timed buses, too many transfers,
24 or is having to drive our car 50 blocks north, or
25 across the bridge, to get into the city. That's why