

1 would suggest that you start that as soon as  
2 possible. I also think that would ease congestion  
3 and encourage people to carpool and maybe look --  
4 look at alternative means of transportation. Thank  
5 you.

6 **MR. HEWITT:** Thank you.

7 Now, if this group of three will go back  
8 to their seats, we will ask Dana Carlile, Molly  
9 Haynes, and Dave Johnston to come to the table here  
10 (indicated).

11 And our next speaker will be Tamsen  
12 Wassell.

13 **MS. WASSELL:** Hello. My name is Tamsen  
14 Wassell, and I live on Hayden Island. But I'm here  
15 today as the president of the Tomahawk Destiny  
16 Association, a homeowners' association of 72  
17 households on Hayden Island.

18 **UNIDENTIFIED SPEAKER:** Can't hear. Can't  
19 hear.

20 **MR. HEWITT:** I was supposed to tell you to  
21 speak into the microphone.

22 **MS. WASSELL:** I was hoping that technology  
23 would be in place for that.

24 Our -- our membership has strongly  
25 supported the board resolution that states the

1 following: Be it resolved, Tomahawk Destiny  
2 Association is in favor of a proposal to replace the  
3 current I-5 Bridge with one that includes light  
4 rail. Be it further resolved that we oppose the  
5 proposed Metro resolution that limits the option to  
6 the current bridge with a toll.

7           While many in Portland and Vancouver will  
8 be affected by new bridge construction, no  
9 neighborhood will pay a bigger price in the short  
10 term than Hayden Island. We recognize that our  
11 support means that some of our neighbors' homes will  
12 be displaced and some of our local business owners  
13 may have their income severely disrupted during this  
14 construction. Each of us knows that if we think the  
15 traffic and access to the Island is bad now, it will  
16 be gruesome for many years during construction.

17           We have had conversations that we may lose  
18 some of the open space where we walk our dogs, due  
19 to the development that a new bridge will bring.  
20 But I am proud to be part of a community and a  
21 neighborhood association, because High Noon has also  
22 passed a similar resolution that sees this as not a  
23 "not in our backyard" kind of way, but instead, what  
24 is best for our Island, our city, our region, and  
25 yes, our nation.

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1           It's best for our Island, because  
2 development is going to happen with or without a new  
3 bridge, and we would rather it be done in a planned  
4 and thoughtful way. Much time and taxpayer money  
5 has already been spent of developing a master plan  
6 for development on the Island that is largely based  
7 on the notion that we will have a new bridge with  
8 light rail. This new bridge is good for the city  
9 and the region, because the growth of Vancouver, and  
10 in Portland, will happen with or without a new  
11 bridge. But with a new bridge, growth will happen  
12 with mass transportation, and it will be less costly  
13 to build a bridge today in today's dollar with  
14 today's costs than to wait ten years and build it  
15 with more expensive dollars.

16           And lastly, it's good for the nation.  
17 Somewhere in all this parochial rhetoric, we have  
18 lost track that I-5 is an international highway,  
19 that I-5 connects us to important trading partners -  
20 - Canada and Mexico -- the ability for us to move  
21 goods easily between our nations is good for me, for  
22 Portland, for the region, and the nation. We, on  
23 Hayden Island, are willing to bear the pain of the  
24 process for the good of all of us.

25           Please support a new bridge with light

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1 rail.

2 **MR. HEWITT:** Thank you.

3 Is it Joe, or Kirk?

4 **MR. SCHAEFER:** I'm Joseph Schaeffer. I'm  
5 a land use planner here on behalf of Diversified  
6 Marine, which is the shipyard just across Marine  
7 Drive from our parking lot here today. Diversified  
8 Marine builds tugboats and small ferries and does  
9 repair work on -- on boats of that nature. And we  
10 support the replacement bridge with the light rail  
11 option.

12 However, there's a very important  
13 condition for us, and that relates to the design of  
14 the Marine Drive interchange. Two of the proposed  
15 designs include a very large margin ramp on Marine  
16 Drive, which effectively closes all access, not only  
17 to our property, but also eliminates any street  
18 access between the different sides of I-5. That,  
19 naturally, would displace the business, and for  
20 obvious reasons, we're opposed to that.

21 The third option for the Marine Drive  
22 interchange is what's called the southern alignment,  
23 which moves most of that Marine Drive traffic to the  
24 south side of the Expo Center here and would allow a  
25 local street bridge to be put in closer to our