

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