

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.

N-004-001 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.

N-004-002 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

N-004-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

N-004-002

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

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N-004-002 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.

N-004-003 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

N-004-004 12 be displaced and some of our local business owners
 13 may have their income severely disrupted during this
N-004-005 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.

N-004-006 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.

N-004-007 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.

N-004-003

A number of floating homes in the North Portland Harbor would be displaced by the CRC project. No other residents on Hayden Island are expected to be displaced by the project. For more detailed information regarding these impacts, please see Chapter 3 (Section 3.3), Property Acquisitions and Displacements, of the FEIS.

N-004-004

Construction activities associated with transit and highway improvements have the potential to negatively and positively affect nearby businesses, as described in Chapter 3 (Section 3.4) of the DEIS and the FEIS. For example, construction could temporarily block visibility and access to specific businesses, cause traffic delays, and reroute traffic to detours, all of which could divert customers and hamper business activities. Potential positive construction effects could include increased spending in the project area during construction, which can, for example, increase sales at local shops and restaurants.

The project team will work to minimize negative business impacts and encourage positive impacts. Construction will be carefully planned to minimize road closures and to avoid completely closing access to businesses. When needed, signs would be used to identify temporary access points and the businesses they serve. Detours would be carefully routed to reduce travel times and be signed to reduce confusion. Programs to help businesses affected during construction could include business planning assistance, marketing and retail consulting, or promotions to generate patronage in construction areas. See Chapter 3 (Section 3.4) of the FEIS for more discussion on temporary construction effects and possible mitigation measures.

N-004-005

The CRC project is working to minimize temporary impacts during construction that could impede travel in the project area. These

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N-004-008

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

N-004-009

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

N-004-010

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.

N-004-011

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.

N-004-012

25 Please support a new bridge with light

temporary effects were described in Chapter 3 (Section 3.1) of the DEIS, and are refined in Chapter 3 (Section 3.1) of the FEIS, which also includes proposed measures to mitigate these impacts.

As the project moves into its final design phase, the CRC project team will complete a construction staging plan that will address, in greater detail, temporary closures, detours, and access on the highway and local streets affected by construction. This construction staging plan will indicate to contractors the proposed sequencing of construction based on DOT standards. Contractors are often given the opportunity to modify the construction staging plan to maximize construction efficiency and economy, but are required to fulfill DOT performance standards for temporary impacts.

N-004-006

The Hayden Island Plan calls for more development on the island. The owners of the commercial property intend to develop vacant parcels and redevelop others. The bridge helps to facilitate such development. The Island's plan includes parks and other open spaces that will not be acquired by the CRC project.

N-004-007

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

N-004-008

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

N-004-009

Thank you for your comments. You are likely correct that growth will occur with or without the proposed improvements in the bridge and the

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N-004-012 | 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

connected transportation system. What our research has revealed is that the *type of growth* will be different depending on the type of transportation improvements. The proposed facility, with light rail transit, tolls, and other components should positively contribute to the types of growth identified in the adopted growth management plans of the region.

N-004-010

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

N-004-011

Thank you for your broad-minded consideration. As you know, improving the regional, and west coast, interstate highway system is one of our primary objectives with this project.

N-004-012

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.

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