

Please Sign In

Light Rail Concepts in Vancouver/Clark County

<u>NAME</u>	<u>Affiliation</u>	<u>Address</u>	<u>City</u>	<u>St.</u>	<u>Zip</u>	<u>email</u>
Tony Birch	Clark College					tbirch@clack.edu
John Fratt		5208 DUBOIS Dr				jufratt@pacifier.com
Tad Winiiecki	Highway Transit Research	16810 NE 90th Ave.				winiiecki@pacifier.com
STUART REDFORD		1701 BROADWAY #105	Vanc			STUARTREDFORD@MAC.COM
AHMAD QAYOUMI		CITY OF VANCOUVER				
Ralph Bonman		1325 NE Valley Road #51	Ballwin	Val.		
Franck L'Amie		2590 Main St				flamie@vhaus.com
JEFF BROWN		VANCOUVER				
Sharon Nasret						
Walter Valenta						
Lew Scholl			Vancouver			
Jim Howell						
Ralph Atcherson			Washougal			

Please Sign In

Light Rail Concepts in Vancouver/Clark County

July 25th. 2001

Vancouver Housing Authority

<u>Name</u>	<u>Affiliation</u>	<u>Address / City / ST / Zip</u>	<u>email</u>
Jim Karlock			JKARLOCK@IPNS.COM
Jim Etzkorn			
Jean Etzkorn			
Dave Frei			
Dan West			
Todd Boulanger	TRANSPORTATION		
Carol Gampieris			
Dale Miller	C-TRAN		dalem@c-tran.org
Frank Orem	Sierra Club		forem@Flash.net
John Weigant	Airtraffic Issues Roundtable (Portland)		JAWeigant@aol.com
Skip Leukonen	rural resident	97701 NW Holladay St. Redmond	skl@pacifier.com
ART VEWELAN		PORTLAND	
Vla Steneke		500 NW Wildwood Vanc 98665	timeout29@home.com

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

Light rail Appears to Be:

- 1- Highest Cost
- 2- most deadly
- 3- Poor energy efficiency
- 4- slowest option

AND INFLEXABLE!

Optional
Name: Jim Karlovic

Organization: Citizen

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

Good job - comments follow:

- (1) Station location near Clark College needs to be moved closer to Gausen Hall
- (2) Track alignment needs to go on west edge of old visitor's center - NOT on east edge - do NOT bisect the Clark College property (Clark now owns visitor's center).
- (3) do NOT TURN all of old visitor's center into wall to wall parking. The College will cooperate as best it can but parking there provides no service to the college *

Optional

Name: Tony Birch

Organization: Clark College

* Decision on the use of this land rests with the Board of Clark College

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

My personal preference is for LRT to cross the river into downtown Vanc first to provide relief to the ~~to~~ highway volume but also to provide a comfortable connection for business travelers between Vanc + Portland.

I am concerned about adequate parking if LRT has an ~~at~~ initial termination at the VA hospital. My suspicion is if there were a light rail station there now, parking would be packed by 6:30AM.

Suggestion: consider "Shopping Parking" as is used at BART in San Francisco. Call if there's a need for details.

Optional

Name:

STUART REDFORD

Organization:

MASS TRANSIT ADVOCATE

STUARTREDFORD@MAC.COM

360-936-0762

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

I think the presented concept is fabulous! I just hope CLATSOP COUNTY comes to it's senses and moves on light rail as it seems to be the wave of the future. We cannot depend on foreign oil into the future.

Optional

Name: Ralph Hutchison

Organization: _____

Comment Form: Design Review

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July 25, 2001, Vancouver Housing Authority

My comment about the design is:

All I saw look technically good. What I came to see was if anyone was considering FAST rail as part of the comprehensive solution. PDX has a master plan to spend \$3.5 billion to expand its service. Seatac is spending \$1 billion on a third runway that "won't add capacity." I believe fast rail is inevitable in the long run - for energy & pollution reasons - and that's its early consideration in a multi-modal plan will benefit everyone. However, if fast rail is to substitute for airplanes, a terminal at PDX & a route along I-205 may make more sense than current proposals.

Optional

Name:

John Weigant

Organization:

Portland's Airtraffic Issues Roundtable

Comment Form: Design Review

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July 25, 2001, Vancouver Housing Authority

My comment about the design is:

If the transit centers that complement the light rail avoid the already overfull intersections, the system will serve two purposes: moving people and minimizing additional intersection impact.

Optional

Name: _____

Ira Stanek

Organization: _____

HDSCBA

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

I support the light rail without freeway expansion.
Vancouver must build its economy $\hat{=}$ accomodating commuters
by freeway expansion is a step in the wrong direction.
Light rail has a better chance to bring people "in" as
well as send them "out" \downarrow to jobs in Portland.
(Vancouver residents)

Go first to downtown Vancouver $\hat{=}$ from there to
Vancouver Mall. The economic ~~but~~ development potential
is greater than between Vancouver Mall down 205
to Portland.

Optional

Name:

ART LEWELLAN

Organization:

The LOT: Project

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

LRT will kill people. It will take resources which could better be used to improve bus service. Overall transit capability will be reduced by LRT because C-Train will be pressured to reduce express bus service and add feeder buses to LRT stations.

The LRT/feeder bus combination is much more expensive, and provides poorer service than express buses.

When westside Max started service there was no discernible effect on traffic on highway 26. If you graphed highway 26 traffic over time you couldn't tell where westside Max service began.

LRT is slow and doesn't take people where they want to go, but some people may ride LRT to Portland International Airport to avoid parking ~~fees~~ ^{fees} there. How many ride it will depend on the availability of park + ride stops in Vancouver and how well the LRT schedule matches the airline schedule.

I think LRT will cause more traffic congestion in Clark County by competing with other transport modes for surface space. LRT hasn't been economically competitive with buses since the 1930s. Elevated monorail is better, especially small vehicles such as personal rapid transit.

Optional

Name:

Tad Winiacki

Organization:

Highway Transit Research

Comment Form: Design Review

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July 25, 2001, Vancouver Housing Authority

My comment about the design is:

- I'm supportive of this light rail concept because it provides 'options'. Expansion of the freeway will not instill a change in commute patterns.
- Following Fort Vancouver Way makes a lot more sense than wrapping around Rosemere.
- I would like to see ~~options~~ the ability to have an "express" light rail option as well as typical "multi-stop" rail.
- ~~I would also like to see light~~

Optional

Name: Dave Frei

Organization: Arnada

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

East West should be on 4th Plain not Hx 500
Hx 500 route assumes available bus connections - won't happen
4th Plain picks up high density housing, commercial, retail
and industrial land.

205 Avoid Mill Plain / ^(112th Ave) Chuckalee intersection

What about 16th 4th Ave. makes more sense than
1-205 if you want riders

Optional

Name: Frank L'Amie

Organization: _____

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

- Light rail on the West Vancouver proper -
High speed rail in 205 corridor - good.
Moving people and reliability are important concepts.
You will have a long education program, but your
concepts are excellent and should be pursued.
- Does the College know of your station?
Are there estimated times for runs?
Can I get to the airport?

Optional

Name: _____

Organization: _____

John Fratt

citizen

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

The checker segment of the 205 line would make too many problems in a very troubled zone. Added delays as trains cross Mill Plain would find no support among the neighborhood associations.

Optional

Name: *Jim Etkow*

Organization: *ENAG*

Comment Form: Design Review

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July 25, 2001, Vancouver Housing Authority

My comment about the design is:

I believe Vancouver Mall should have a light rail station. C'mon! It's a development opportunity that Vancouverites should not miss. It adds an important destination onto the light rail.

Also, build LRT from downtown to Vancouver Mall after the first link reaches downtown.

Don't miss out on improving your economy.

Don't leave Vancouver Mall out!

Optional

Name: _____

Organization: _____

Comment Form: Design Review

Light Rail Concepts in Vancouver/Clark County

July 25, 2001, Vancouver Housing Authority

My comment about the design is:

- Move Hayden Island stop west, next to Jantzen Beach Center
- Move alignment from SR500 to Fourth Plain -
(Work with city/county to support TOD) --
Putting this along big road (SR500) forces many people into their cars. (and often onto the highways)
- Move I-205 alignment OUT OF FREEWAY,
This makes access to stations nearly impossible,
Learn from Portland, who also did it wrong!
- Put station AT Vancouver Mall
- Support development per attached map

Optional

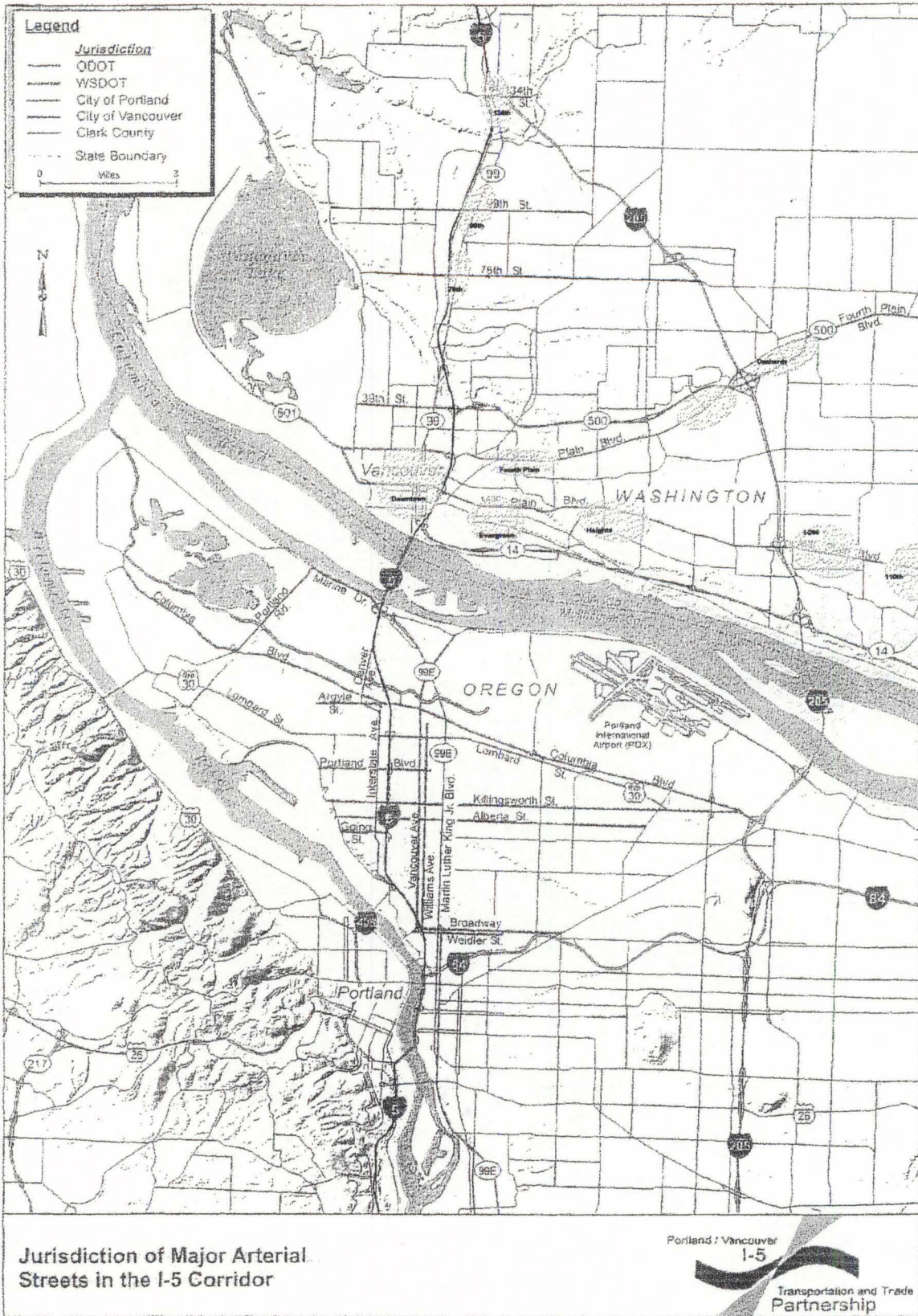
Name:

Frank Orem

Organization:

Sierra Club

Option Package No. 10 Town Center Development



Meeting Evaluation

Light Rail in Vancouver / Clark County

July 25, 2001

Housing Authority of Vancouver
2500 Main Street

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
This session was useful	X				
My comments were heard		X			
I know more now than when I arrived	X				

Comments:

*Thanks for the opportunity to see the plans
good luck*

Meeting Evaluation

Light Rail in Vancouver / Clark County

July 25, 2001

Housing Authority of Vancouver
2500 Main Street

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
This session was useful		X			
My comments were heard		X			--
I know more now than when I arrived		X			

Comments:

LRT is a very expensive non-solution to the problems the I-5 corridor committee is trying to solve.

Meeting Evaluation

Light Rail in Vancouver / Clark County

July 25, 2001

Housing Authority of Vancouver
2500 Main Street

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
This session was useful	✓				
My comments were heard	✓				
I know more now than when I arrived	✓				

Comments:
