

From: Wdelellis@wmconnect.com
To: [Columbia River Crossing](#)
CC:
Subject: Are you listening?
Date: Monday, June 30, 2008 7:47:06 PM
Attachments:

P-0746-001 Once again I am joining my neighbors in Vancouver asking, "Why comment or go to the meetings? They are not listening to us and their minds have been made up long before the public meetings."

The Columbian and even some of your own publications have noted that there is strong objection to light rail coming into Clark County. Yet when you voted, it was 37 for and only 2 against. That shows right there that you have no intention to make decisions that would honor the wishes of the tax payers and citizens of this area even though the law requires public input meetings. I guess the law does not require public listening meetings.

P-0746-002 Earlier, I sent an email asking for clarification on this mater and asking if our opinion in public meetings really counted. That has been over 30 days ago and, as I suspected, it didn't even warrant an answer from you. It shows how much you care what we think.

Can you see why the average citizen thinks our government officials see themselves as better and smarter than us?

Walter Ellis
 Vancouver, WA



P-0746-001

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. Light rail has been endorsed by every Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

P-0746-002

The earlier comment was received on June 5, 2008, which was during the Draft EIS comment period. All comment received during this time

were classified as Draft EIS comments or questions. Such comments and questions are addressed in the Final EIS. An explanation of the process was provided in a subsequent email on July 9, 2008.