

**From:** [Kamp, Jacqueline](#)  
**To:** [Alvarez, Jose](#); [Kay, Jenna](#); [Orjiako, Oliver](#); [Anderson, Colete](#); [Albrecht, Gary](#)  
**Cc:** [Wiser, Sonja](#)  
**Subject:** FW: Planning for travel in Clark County  
**Date:** Wednesday, September 04, 2019 8:55:38 AM  
**Attachments:** [TIP 2020-2025docx.docx](#)

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FYI -

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**From:** Wilson, Susan  
**Sent:** Tuesday, September 3, 2019 4:18 PM  
**To:** Kamp, Jacqueline; Wiser, Sonja  
**Subject:** FW: Planning for travel in Clark County

FYI . . . The TIP doesn't build railroads.

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**From:** David Rowe [mailto:[drowe1910@icloud.com](mailto:drowe1910@icloud.com)]  
**Sent:** Friday, August 30, 2019 9:19 AM  
**To:** Wilson, Susan  
**Cc:** David Rowe  
**Subject:** Planning for travel in Clark County

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I wish to advance a concept to help solve the traffic problem that Clark County is experiencing today. Building and expanding roads just adds more automobiles in the congested county we live in. If we continue to build roads in Clark County it will evolve into a county similar to Orange County in southern California. I believe utilizing the transportation corridors that already exist in Clark County. Clark County owns the rail line that runs from Vancouver to Battle Ground and Yacolt. That rail line is prime for passenger usage and would cost much less to develop than Light Rail and cause less environmental impact. Burlington Northern owns the rail lines on the southern and western border of Clark County. These rail lines could be used as a Public-Private partnership to move passengers throughout the county if it was coordinated with C-TRAN buses. One additional rail track only needs 18 feet along side an existing rail track and does not need the extensive Environmental study that Light Rail needs.

I have attached a letter for you to submit to the public record during the Planning meeting September 19

David L. Rowe  
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Susan Wilson  
Clark County Planning Commission  
2020-2025 Transportation Improvement Program (TIP)

Clark County is destined to grow in population. Forward vision must be taken now to enhance this growth. I do not see this vision from the current transportation plans.

Clark County owns the Railroad Right of Way that runs through the middle of the county from Vancouver to Battle Ground. This corridor is perfect for designing a transportation system using passenger rail cars and C-Tran buses arriving at new stations along the 15-mile rail line. Buses and trains could be scheduled to move people throughout the county efficiently. In addition to the county owned rail line, Clark County is surrounded by railroads on the south from Vancouver to Camas and on the west from Vancouver to Ridgefield/LaCenter. Each rail corridors could be designed for passenger service with minimal environmental impact and much less expensive than Light Rail construction.

To solve the I-5 commuter gridlock is to consider real trains instead of Light Rail Trains. *The Cascades* train and AMTRAK trains pick up passengers at Vancouver Station and within 20 minutes passengers arrive in downtown Portland during non-commuter hours. At Portland Union Station passengers get on Tri-Met MAX or Buses within a few blocks. The current problem is that real trains are not scheduled during commuter rush hours.

One 20-minute trip of a *Cascades* train can carry up to 500 passengers (seated and standing). One *Cascades* train could be rescheduled to operate several trips from Vancouver WA to Portland Union Station during morning and evening commuter rush hours. C-TRAN buses could be scheduled to arrive at Vancouver Train Station while a train is waiting. Train and bus scheduling is important to eliminate waiting at the train station and allowing a shorter commute time.

One *Cascades* train scheduled to run between Vancouver and Portland during peak I-5 commuter hours could carry up to 2000 passengers avoiding the I-5 Bridge congestion. I would suggest a train leaving Vancouver at 6:00 AM to return to Vancouver for 7:00 AM, 8:00 and 9:00 trips to Portland in the morning. Then again operate round trips from Portland at 3:30 PM, 4:30, 5:30 and 6:30 in the afternoon.

I live in Battle Ground Washington and work in Lake Oswego, Oregon on the Willamette Shore Trolley ( [www.oregonrolley.com](http://www.oregonrolley.com) ). I spend 2 to 3 hours a day to commute. Occasionally I use the C-TRAN commuter bus and Tri-Met #35 which is faster somedays than driving my car northbound because of the HOV lane. If a *Cascades* train was available during commuter times I believe it would reduce my commute time by 30 minutes.

If commuters and pedestrians could use a well-designed rail/bus transportation mode, it would alleviate congestion for motorists and truckers throughout Clark County.

Sincerely,

David L. Rowe

Member of 2008 Clark County High Capacity Transit Study Committee

Member of C-TRAN Citizens Advisory Committee 2006-2008