

Appendix M: Public Comments and RTC Response

Introduction: Public Comments

The Regional Transportation Plan (RTP) for Clark County is the region's long-range, regional transportation plan. The RTP is a part of the required federal transportation planning process and represents the collective strategy for guiding the development of a regional transportation system to provide mobility and accessibility for person trips as well as freight and goods movement. The transportation plan is based on the Comprehensive Growth Management Plan for Clark County and supports local land uses and the region's economic development. The RTP identifies future travel needs, recommends policies and transportation strategies, and identifies implementation programs to meet future transportation needs.

The public outreach and participation process as part of the RTP's development, is designed to ensure early engagement of the public to allow the public's input on the Plan. Throughout 2017, 2018 and early 2019, there have been public outreach efforts to let the public know that the RTP is in the process of being updated and to solicit public input. The public has been encouraged to participate in the 2018 RTP update and to comment on transportation elements via e-mail, electronic comment cards available on RTC's website phone or by mail. RTP information and RTC Board materials on the RTP have been made available through RTC's website, www.rtp.wa.gov. The draft 2018 RTP update was made available for a formal public comment period beginning on December 5, 2018 and extending through February 25, 2019. RTC received over xx public comments through the electronic comment card available on RTC's website. Comments received from the public as of February 25, 2019 and RTC's responses are documented in this Appendix of the RTP. Any additional comments received before the RTC Board meets on March 5, 2019 will be addressed in a Public Comments Addendum to be presented to the Board at the March meeting.

RTC staff sent out updates on the RTP's progress to Clark County and Vancouver neighborhood coordinators and kept small cities informed through Regional Transportation Advisory Committee (RTAC) representatives. RTC's Executive Director moderated an expert panel convened by the League of Women Voters for a LWV transportation workshop held on April 15, 2018 when updates to both the Regional Transportation Plan and Human Services Transportation Plan were

discussed and input solicited. RTC also collaborated with the Washington State Transportation Commission (WSTC) as part of the Washington Transportation Plan and Regional Transportation Plan update processes. A September 10, 2018 Open House held at the Downtown Vancouver Public Library was jointly hosted by the WSTC and RTC.

All public meetings relating to the RTP's development were held at locations served by public transportation and in accessible meeting rooms. RTC makes translation services available at public meetings through contract with Telelanguage.com and translation of website materials through Google translate. RTC staff monitors local media for articles and comments on transportation issues and needs.

Involvement of the public in regional transportation planning builds from local efforts with public meetings held by WDOT, C-TRAN and local jurisdictions to seek public input on local transportation plans and projects.

Monthly meetings of the RTC Board of Directors allow the public to comment on regional transportation issues in a formal setting. All comments at these meetings become part of the meeting record. The RTP update has been a regular agenda item at many of the RTC Board meetings during 2017 and 2018. Monthly meetings of the Regional Transportation Advisory Committee (RTAC), comprised of local jurisdictions and transportation planning agencies, is the advisory Committee to the RTC Board.

Table M-1 presents public comments received by RTC and RTC's response to the comments.

Table M-1: Summary of Public Comment on RTP

#	Date	Source: First Name	Source: Last Name	Comments	RTC Response
	12/28/17	Carol & Dennis	Levanen	<p>What part of the word "NO" does the RTC not understand? Light rail was a No, No and a No, spoken clearly from the people, at the polls. RTC needs to get over it, and start planning for the real future of transportation. This region currently needs three things:</p> <ol style="list-style-type: none"> 1. An East side bridge and infrastructure that connects Oregon I-84 to I-5 at La Center, Washington. 2. A West side bridge and infrastructure that connects Oregon Highway 30 to Woodland, Washington. 3. New roads, highways and freeways that get people where they want to go. <p>You folks have wasted enough taxpayer dollars, and it's time you get serious about the kind of transportation that the people who are paying the bill are asking for.</p>	Columbia crossings and transit mode will be subject to future assessment.
	12/29/17	Chris	Young	<p>I strongly oppose the 2035 plan map, as shown on this website. There are three major areas that I disagree with:</p> <ol style="list-style-type: none"> 1. The disfunctional and extremely expensive Light Rail system is still showing in the plan, including its termination at Clark College. This Light Rail extension would require extensive parking systems, with little to no diversion of commuters from their cars, or current bus rides. As envisioned in this plan, it provides no benefits to the region, other than opening up a new funding source for Tri-Met. 2. There is no "West Side Bridge" across the Columbia River. Without a West Side corridor into the West Portland Metro Area, all Southbound traffic going to Beaverton, Hillsboro (Intel) or the coast, must pass through North Portland (spewing exhaust fumes into the surrounding residential areas), clogging the I5/I405 ring and passing through the Vista Ridge tunnels which are accessed by a single exit lane. This traffic would be much better served by a West Side bypass, as envisioned by Rep. Rich Vial, R-Scholls. 3. There is no "East Side Bridge" to relieve traffic at the I84/I205 junction. Northbound traffic at this location is constrained by a single exit lane, which is often backed up 2 - 3 miles on weekday mornings and Weekend evenings. An East Side bridge would reduce idling engine fumes from penetrating the surrounding residential areas, increase traffic flow and reduce miles driven by commercial traffic coming from the east and going North on I205. An East Side bridge would also relieve traffic at the I205/Airport way junction, the Sandy Blvd. junction and the I205/Hwy 14 junction in Washington. <p>We need these bridges as alternative routes BEFORE any reconstruction/replacement of the current I5 Interstate Bridges. Without adequate alternative routes, Commercial and private traffic will be virtually stopped for the entire time of the construction project.</p>	Columbia crossings and transit mode will be subject to future assessment.

#	Date	Source: First Name	Source: Last Name	Comments	RTC Response
	1/9/18	Carrie	Parks	<p>Please DO SUPPORT light rail in any future projects. I lived as a student in Hamburg, Germany in the 1970's. That city had an effective and affordable light rail system. For about 30 cents a day at that time with my student status, I could travel anywhere in the city, even though I had no car. The trains ran about every 15 minutes. Stations were never more than about a 15 minute walk. It was a wonderful way to travel. I have enjoyed the Portland light rail for the same reasons. I can go downtown without worrying about traffic or parking, quite a nice option. I would really like to be able to get on a train here, rather than having to cross the river to get to one.</p> <p>With Clark County's population ever expanding, light rail is one way to help keep up with future demands. As a taxpayer, I would like my taxes to go toward this efficient and easy-to-use form of transportation.</p>	Columbia crossings and transit mode will be subject to future assessment.
	1/9/18	Robin	Starzman	<p>The Vancouver/Clark County area voted, rejecting light rail three times! NO LIGHT RAIL. Buses and bus lanes: yes. Adding one and two bridges, updating the I-5 bridge to make it quake-proof: yes - OR make a bridge span tall enough to allow ships through without the drawbridge (the light rail will not allow this.) (Use the rail bridge to the west of the I-5 bridge for light rail, if you must.) If you will notice, the traffic backs up on the Oregon side!!!! Therefore, work to have Oregon fix those two main bottleneck areas!!!!!!</p>	Columbia crossings and transit mode will be subject to future assessment.
	2/5/18	Danielle	Jokela	<p>Hi, will you please work with Oregon to stop their plan for tolling the I-5 & 205 bridges? SWWA residents who work in OR already pay state income tax. We don't have a voice to take an alternate route, those two bridges are the only way we can get to work. We also have limited flexibility in our work schedules, those are dictated by our employers. SWWA residents will unfairly bear the financial burden of this tolling scheme.</p>	Comment noted. ODOT submitted a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach.
	2/9/18	Port of Portland	Curtis Robinhold, Executive Director	<p>Letter to Susan Bladholm expressing support for the Frog Ferry initiative as a public-private partnership. The letter expresses need to expand travel modes to address the region's rapid growth and to help mitigate congestion on the I-5 corridor between Vancouver WA and downtown Portland and the importance of utilizing the Columbia and Willamette rivers.</p>	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	2/19/18	Fred	Kapelski	<p>I disagree with Congresswoman Jamie Herrera and her statement online of "The commuters they represent could soon be paying Oregon's tolls, and getting nothing in return." I have asked several times for her Constitutional basis for her statements, and as usual for Congress people, I have not, and will not receive an answer. If you are driving on a road you paid a toll for. The simple act of traveling means you have gotten something in return. My concern is why is Washington trying to dictate to Oregon what it can do with the highways in their stat? Money and time would be better spent dealing with issues on our side of the river.</p>	Comment noted.

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	3/25/18	Brian	Effinger	I'll cut to the chase: SR-500 @ Fourth Plain Rd -- why isn't this intersection on anyone's radar? It's bad enough we don't have funding for SR-500 @ Falk and @ Stapleton; SR-500/Fourth Plain is nowhere to be found, either at RTC or WSDOT. This intersection has to be the worst in Vancouver and needed a rebuild like 15 years ago. Why is C-TRAN always on the docket at the expense of crowded thoroughfares like SR-500/Fourth Plain? Is there something in the works I don't know about? Are we fighting for more grant funding to be funnelled our way instead of Puget Sound getting all the goodies? I love my community and I want to still be able to get across it; and I resent being the bastard child of WA whose transportation priorities are dictated by a state we don't even live in. Thanks for your attention.	WSDT SW Region has recently launched a study to come up with potential solutions for the SR-500/Fourth Plain intersection area. A placeholder project is included in the RTP (page 191), dependent on panning study outcomes.
	4/10/18	Capt. Anne	McIntyre	Letter to Mayor Ted Wheeler, City of Portland urging Portland to include \$350,000 to fund a feasibility and operations plan for a passenger ferry service between Vancouver WA and downtown Portland in its budget. The letter points to vehicle traffic having reached unacceptable levels and is growing so it is time to look at new solutions.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	4/12/18	Central Eastside Industrial Council	Brad Malsin, CEIC Board President	Letter to Portland City Council in support of ferry service between Vancouver, Portland and Oregon City/Lake Oswego	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/6/18	Julie	Rawls	I definitely support the potential to bring passenger ferry service to the Vancouver, Washington area. It would be a wonderful amenity as the city and port continues to redevelop the waterfront and I personally would use it as a transportation option for my commute to work.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/6/18	Scott	South	I strongly support the development of a passenger ferry system as a naturally viable transportation and a community recreation option in a clean and unique way that will enhance the social-economic connection between Vancouver and Portland.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/6/18	Tamara	Jackson	I support looking into the potential of bringing a passenger ferry service to the Vancouver area, to add connectivity to Vancouver's waterfront and foster improved transportation options for residents.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/6/18	Jim	Hagar	"I support looking into the potential of bringing a passenger ferry service to the Vancouver area, to add connectivity to Vancouver's waterfront and foster improved transportation options for residents."	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/6/18	Susan	Bladholm	Please add bringing a passenger ferry service to the Vancouver region--to improve connectivity to the Portland metropolitan area.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/7/18	Maren	Calvert	Please include support for the Frog Ferry feasibility study in your regional transit plan. We live on a river and now have a beautiful waterfront. We need to make the waterfront accessible by water. The Frog Ferry is an important piece of a comprehensive transit plan. It will spur economic growth and development and bring customers and tourists to downtown, while also providing an alternate route between Vancouver and Portland. We need to study whether the idea is feasible.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.

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	11/8/18	TriMet	Doug Kelsey, General Manager	Letter to Susan Bladholm, Frog Ferry, thanking Frog Ferry proponents for the TriMet briefing on potential ferry service; ferry service being viewed as another possible tool to provide regional travel options. TriMet urges the analysis and understanding of travel demand and origin and destination characteristics of potential ferry users to assess the viability of ferry service.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/12/18	Josh	Pruzek	I support looking into the potential of bringing a passenger ferry service to the Vancouver area, to add connectivity to Vancouver's waterfront and foster improved transportation options for residents.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/12/18	David	Konz	I support looking into the potential of bringing a passenger ferry service to the Vancouver area, to add connectivity to Vancouver's waterfront and foster improved transportation options for residents.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/14/18	Earl	Poulsen	How about finding funds to restore and maybe expand the zoo train in sw Portland? If C-Tran or TriMet can get grants or other funds, why not help the Zoo? Please don't laugh.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/20/18	Unosquare, LLC	Mike Barrett	Letter to Susan Bladholm from CEO of Unosquare, LLC expressing enthusiastic support for the concept of a water taxi or passenger ferry system in the Portland/Vancouver metropolitan area.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/20/18	OHSU	Skai Dancey, PE	Letter to Susan Bladholm expressing OHSU's support for the Frog Ferry to use the Willamete River as a transportation corridor to reduce congestion and advance Transportation Demand Management (TDM) with a dock at South Waterfront, Portland.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	11/14/18	Port of Vancouver USA	Mike Bomar, Director of Economic Development	Letter to Susan Bladholm expressing support for exploring the feasibility of a water taxi service in the Portland-Vancouver metro area to support the continued connectivity and vitality of the region. The letter mentions increasing the vitality of Vancouver's waterfront, promoting trade and tourism and support for the Port's vision of a destination waterfront at Terminal 1 in Vancouver.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	12/18/18	Ed	Gotch	I am in support of looking at the Frog Ferry Passenger Ferry Service Initiative. Using our waterways for transportation makes sense to me. Thank you.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	12/18/18	Dave	Barcos	Please make sure you allow for feasibility studies for a passenger ferry from Vancouver to Portland in your new plans.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	1/12/19	City of Portland, Office of the Mayor	Mayor Ted Wheeler	Letter to Susan Bladholm expressing support for taking the next step to undertake a two-year feasibility study to further explore the key goals, challenges, benefits and approach principles for a water ferry service connecting Portland, Vancouver and/or the City of Lake Oswego.	Interest in a ferry service between Portland and Vancouver is noted in the RTP update's Chapter 3.
	1/30/19	Clark Co. Council		Modify language on page 59 (3-26), " <u>infrastructure improvements</u> are outlined on Clark County's web page. Under the Clark County Comprehensive Growth Plan the County has designated an area for railroad industrial. This will enable the development of industry and growth in shippers who will use the line".	Edits will be made in final RTP version.

#	Date	Source: First Name	Source: Last Name	Comments	RTC Response
	1/30/19	City of Washougal (Rob Charles)		Alternatives analysis is complete so change the 27 th Street project description to 32 nd Street Railroad Underpass, Addy to F; cost estimate at \$40 million. Describe 27 th , Main to SR-14, project extended to Port south of SR-14 consistent with the CCTA document and Washougal's transportation applications (see pages 151 and 194 of the 2018 draft RTP)	Edits will be made in the final RTP version.

