



2025 COMPREHENSIVE PLAN UPDATE

YOUR FUTURE. YOUR VOICE.

EIS Scoping Input Form May 2024

Please fill out this sheet in pen and drop it in the comment box. Please print clearly!

Name: Rodger Lance
Address: 9309 NE 152ND AVE VANCOUVER 98682
Open house location: BK

Comments: SEE ATTACHED

Would you like to be added to our comprehensive plan notification list? If so, please print your e-mail address clearly below.
E-mail address: rlance@comcast.net

Other ways to comment:

- Online comment form: <https://clark.wa.gov/community-planning/comp-plan-comments>
- Email: comp.plan@clark.wa.gov
- Mail: Comp. Plan EIS Scoping, Community Planning, PO Box 9810, Vancouver, WA 98666

Comments are due by 5pm June 5, 2024

Thank you for your time to participate in EIS scoping! We appreciate your input and will use it to ensure that the EIS contains issues of importance to our community.

For other formats, contact the Clark County ADA Office 564.397.2322 / 711 or 800.833.6388 / ADA@clark.wa.gov

I am attaching a letter Clark County Pomona Grange No. 1 (The County level Grange) sent to the Clark County Council earlier this year. Rather than restate the same concerns on your form, I would like through our prior letter, to again stress the importance of not losing the Chelatchie Prairie Rail-line.

My wife and I enjoyed talking to you and your staff last night. More people should take advantage of your efforts to inform Clark County residences of what is happening in our backyard. Your staff were well prepared to answer all our questions and lead us in a direction to get more help on a couple of personal issues.

I have also attached a letter I personally mailed to the Columbian Newspaper in reference to the rail-line.

Thank you for your time,

Rodger Lance

January 11, 2024

To Clark County Councilors

Subject: The Chelatchie Prairie Railroad

Clark County Pomona Grange No. 1 has been a strong advocate of opposing any abandonment of the 33 miles Chelatchie Prairie Short Railroad. Having a right of way through the county with its multitude of possible future uses would be a shame to lose.

Recent articles in The Columbian newspaper, in both their editorials and the reader's comments section, have had a number of controversial comments made that need clarification. Information should be made readily available to educate the general public to the importance of having a right-of-way through our County and clarifying what is allowed and not allowed based off of RCW'S currently in force.

Clark County Pomona Grange would like to go on record of supporting Clark County's continued ownership of the Chelatchie Prairie Railroad for the following reasons:

1. Having a right of way through Clark County is something, once lost, that could never be gained back. To purchase right of ways are extremely expensive and often hard to obtain: be that use for commercial freight traffic and tourism or expansion of the "trails with rails" project (such as what Clark County has started next to Battle Ground Lake with walking, biking and equestrian uses available).
2. Commercial operation of the line is tightly regulated. A lot of words have been written on how disruptive high usage of the railroad would and/or could be, with a lot of comments on sight and noise pollution. With the current rail weight of 60 lb./yd. (60 pounds per yard) on the Chelatchie rail-line, speed is limited, by regulations, not to exceed 10 mph, which in itself keeps noise levels low. To increase the speed of the railroad, all of the rail on the 33 miles of track would have to be increased to a rating of at least 90 lbs./per yd. before any operation would be allowed for heavier trains on this short line railroad and/or allow speeds to increase.
3. The potential use of the Chelatchie Prairie railroad as a "heavy rail" commuter train is not an unrealistic alternative in the future as long as Clark County still owns the right of way. A time may come in the future to improve the weight/per yd. rating that would allow faster speeds on this short line railroad between Chelatchie Prairie and Vancouver. This would be a cost the county would have to bear. Legislatively, some money has recently been made available to the Palouse River and Coulee City Railroad. Would the Clark County Council consider requesting similar funding?
4. Heavy Industrial zoning opposed to Light Industrial zoning has been brought up. Either zoning could potentially benefit greatly from the existence of a short line railroad.

Clark County Pomona Grange No. 1, which represents all of the individual Granges of Clark County, encourages serious consideration be given to the items laid out above.

Sincerely,

Janice Anderson

Janice Anderson, President Clark County Grange No. 1
Copy to The Clark County Chelatchie Prairie Advisory Board

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Janice Anderson

Janice Anderson, President Clark County Grange No. 1
Copy to The Clark County Chelatchie Prairie Advisory Board

I am writing in support of the April 15th Readers' Views "Protecting historic Chelatchie railroad"

There have been a slew of letters to Readers Opinions' in the Columbian over the last year or more with negative comments about the Chelatchie Prairie Railroad. Yet, as I read them, I don't believe they are as much against the railroad itself as they are against what is happening next to this historic short rail-line. This letter pointed out how much more efficiently a railroad can move material opposed to trucks traversing the rural roads between Vancouver and Chelatchie. I would like to add that rail is also a much safer means of moving freight. As this letter mentioned the Chelatchie Prairie Railroad right of way is an extremely important asset to our county. **It would virtually be impossible to buy back this asset should it be lost.** Please work to correct the problems of those using the line. Don't blame the line for the issues those problems created.

Representing the views of Clark County Pomona Grange No. 1

R.B. Lance

PO Box 25, Battle Ground WA 98604

360-600-0637