

## Final Summary of Public Input – Survey 2

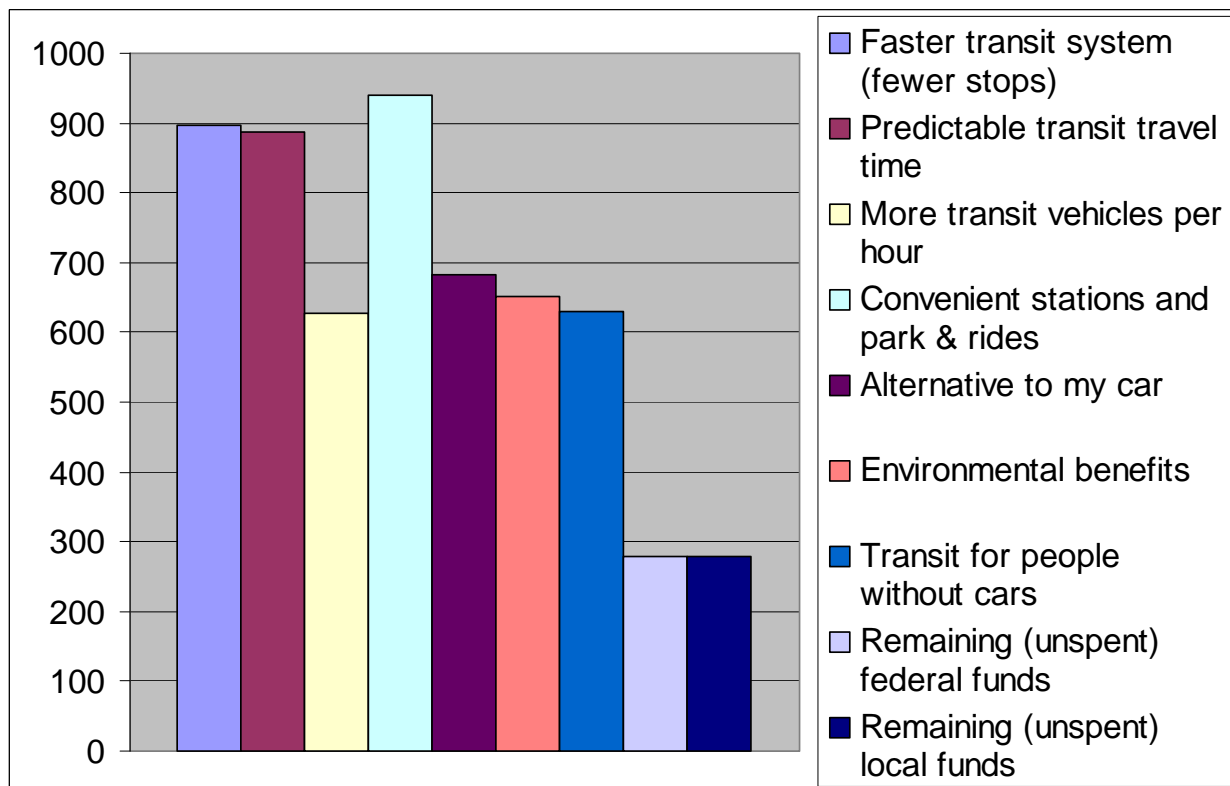
This summary reflects all survey responses and additional comments received via the Clark County High Capacity Transit System Study website as of February 29, 2008.

### Survey Responses – Survey #2

Number of survey responses: 299

*Question 1: You have 20 tokens to allocate towards HCT transit benefits. 10 tokens represent local transportation funds and 10 tokens represent federal transportation funds. How would you spend these funds? You have the option not to spend all the tokens. Any unspent tokens will be divided equally between the two funding sources, because federal funds must be matched by local funds.*

The chart below compares the number of tokens allocated between the different HCT benefits, as well as the number of tokens that remained unspent by survey participants.



## Additional Survey Detail & Analysis

- Number of participants who spent all 20 tokens on HCT benefits: 236 (79% of survey participants)
- Number of participants who allocated some number of tokens to the following benefits (or to unspent funds):

Faster Transit	Predictable Transit	More Vehicles	Convenient Stations	Alts. to Car	Env. Benefit	Transit w/o Car	Unspent Federal	Unspent Local
209	229	187	244	184	178	183	61	61

- “Convenient stations and park & rides” received the greatest number of tokens (941) and was also the benefit selected by the largest number of respondents (244).
- “Faster transit system (fewer stops)” received the second greatest number of tokens (896) but was selected by the third largest number of respondents (209).
- “Predictable transit travel time” received the third greatest number of tokens (887) but was selected by the second largest number of respondents (229).

## Comments

The study has received 209 comments since the study began. The five most popular comment categories and a brief synopsis of the comments received are shown below.

### *Light Rail – 92 comments*

- The majority of these comments supported light rail, though almost a quarter of light rail comments expressed opposition to light rail in favor of either bus service or road system improvements
- Many comments indicated which destinations should be connected by light rail (e.g. the airport) and the majority emphasized connecting to the existing light rail system in Portland

### *Destinations & Corridors – 78 comments*

- Many respondents asked for improved and increased connections between downtown Vancouver and downtown Portland
- Other destinations included the Portland Airport, Vancouver Mall, Clark College, Portland Rose Garden and cities such as Battle Ground, Camas, and Brush Prairie

### *Travel to Portland – 48 comments*

- Many comments mentioned improving the commute into Portland
- Several comments praised the efficiency of a connection to Portland’s existing transportation infrastructure

### *Growth & Development – 36 comments*

- Most comments advocated planning for the future and some suggested that transportation investments will become increasingly expensive
- Other comments emphasized the county’s long-term transportation needs and maintaining flexibility in the transportation system

### *General Bus Service – 36 comments*

- The majority of these comments argued that bus service is the most flexible and efficient mode of public transportation and would be preferable to more costly rail infrastructure
- Several comments advocated increased express bus service or improved general bus service; a few expressed concerns about the safety and comfort of bus service