

HCT Study Corridors Evaluation Survey

5/19/2008

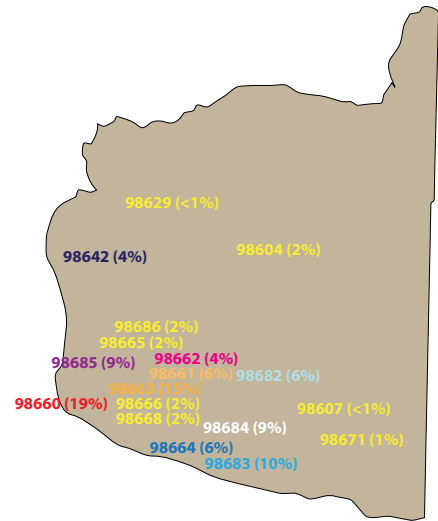
Comment Summary

The following summary is based on the comments received between the February 26, 2008 Sounding Board open house and May 14, 2008. This summary contains information gathered in hardcopy at the open house as well as from the online version of the survey. Eleven response forms were received at the open house and 161 responses were submitted online.

Survey Purpose

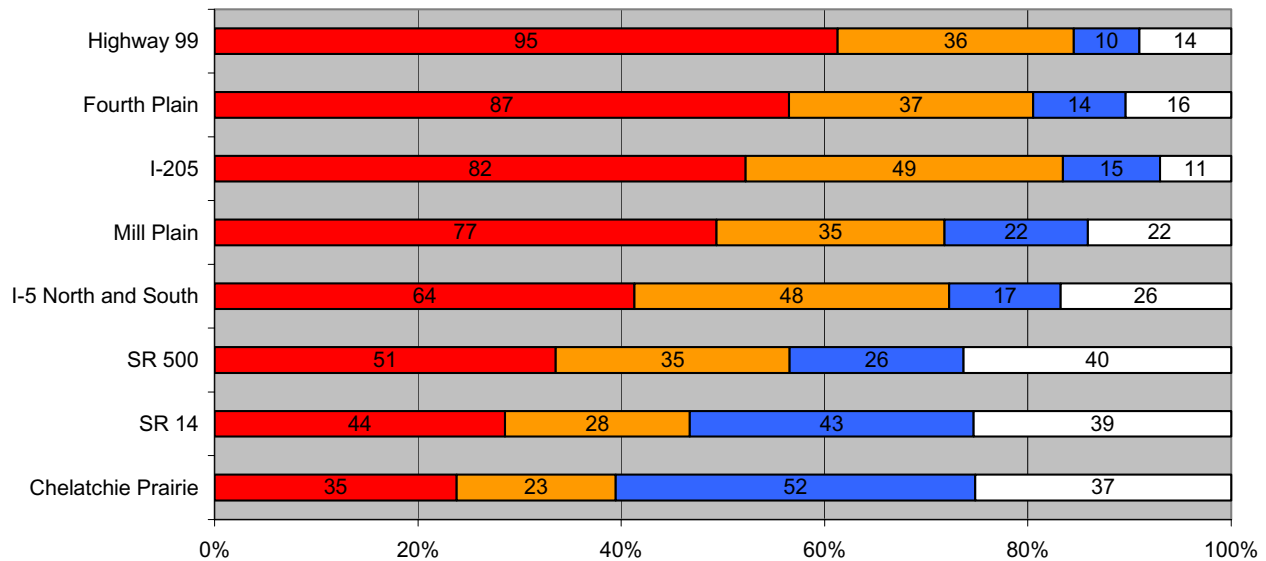
The survey was intended to seek feedback regarding which corridors and alignments were perceived as the most viable, which are the least viable, what refinements might be necessary to the alignments, and which options should be carried forward into analysis as part of a system plan.

Respondents were asked to explain the reasoning behind how they categorized each alignment. These responses are summarized on the reverse and have been separated into *benefits*, *concerns*, and *other comments*. *Benefits* generally include references to specific advantages or opportunities that are apparent in the alignment, and *concerns* typically refer to apparent weaknesses or potential problems to address. *Other comments* include suggestions that may not be specifically negative or positive about the alignment. The top five examples of each are included.



Survey respondents by zip code

■ Yes, the alignment works as it is. ■ Yes, but with changes. ■ Not within the next 20 years. □ No, this alignment doesn't work.



<i>Benefits</i>	<i>Concerns</i>	<i>Other Comments/Suggestions</i>
Highway 99		
<ul style="list-style-type: none"> ▪ Development potential ▪ BRT potential ▪ Improves connections to Portland ▪ Serves expected growth ▪ Good connections to activity centers 	<ul style="list-style-type: none"> ▪ Less appropriate for LRT ▪ Poor bike/ped accessibility ▪ Low cost/benefit ▪ Should not include Main Street ▪ Low ridership potential 	<ul style="list-style-type: none"> ▪ Connect to Hazel Dell ▪ Connect to the Salmon Creek park-and-ride lot ▪ Build southern section first ▪ Should be the same mode as CRC and should connect at Kiggins Bowl ▪ Highway 99 Study findings should be considered
I-5 North and South		
<ul style="list-style-type: none"> ▪ LRT potential ▪ BRT potential ▪ Serves downtown Vancouver ▪ Improves connections to Portland ▪ Good potential ridership 	<ul style="list-style-type: none"> ▪ Poor bike/ped accessibility ▪ Highway 99 preferable ▪ Poor connections to activity centers ▪ Serves fewer trips within Clark County ▪ Neighborhood/business impacts 	<ul style="list-style-type: none"> ▪ Consider another Columbia River bridge ▪ Build southern section of I-5 first ▪ Connect to medical center ▪ Connect to Clark College ▪ Build sooner than 20 years
I-205		
<ul style="list-style-type: none"> ▪ LRT potential ▪ Improves connections to Portland ▪ Connection to Portland airport ▪ Serves expected growth ▪ BRT potential 	<ul style="list-style-type: none"> ▪ Poor bike/ped accessibility ▪ Poor connections to activity centers ▪ Glen Jackson Bridge capacity ▪ Less appropriate for LRT ▪ I-5 preferable 	<ul style="list-style-type: none"> ▪ Connect Portland Airport to Van Mall ▪ Automated demand-response vehicles could be more economical ▪ SR 500 is good northern end of route ▪ Fourth Plain good northern end
SR 14		
<ul style="list-style-type: none"> ▪ BRT potential ▪ Completes transit loop with I-5 ▪ Serves commuters well ▪ LRT potential ▪ Serves south/east county 	<ul style="list-style-type: none"> ▪ Low priority relative to other alignments ▪ Poor potential ridership ▪ Less density/growth potential ▪ Poor bike/ped accessibility ▪ Low cost/benefit 	<ul style="list-style-type: none"> ▪ Preserve right of way ▪ Should extend further east ▪ Serve Boise Cascade properties ▪ Try modified bus service
Mill Plain		
<ul style="list-style-type: none"> ▪ BRT potential ▪ LRT potential ▪ Serves east/west intra county trips ▪ Streetcar potential ▪ Potential connection to SW Medical 	<ul style="list-style-type: none"> ▪ Current bus service or improved service adequate ▪ HCT effect on traffic ▪ Current congestion effect on HCT ▪ Neighborhood/business impacts ▪ Low priority relative to other alignments 	<ul style="list-style-type: none"> ▪ Consider a tunnel to avoid steep grade ▪ Consider larger streetcars ▪ Use as a feeder route
Chelatchie Prairie		
<ul style="list-style-type: none"> ▪ Serves expected growth ▪ Commuter rail potential ▪ LRT potential ▪ BRT potential ▪ Low capital cost 	<ul style="list-style-type: none"> ▪ Low ridership potential ▪ Low cost/benefit ▪ Low growth/density ▪ Low priority relative to other alignments ▪ Detracts from auto related improvements 	<ul style="list-style-type: none"> ▪ Preserve for long term ▪ Should include multi-use path ▪ Start with buses ▪ Focus on industrial development ▪ HCT is preferable to a trail
SR 500		
<ul style="list-style-type: none"> ▪ Completes loop between I-5 and I-205 ▪ LRT potential ▪ BRT potential ▪ Serves commuters well ▪ Serves expected growth 	<ul style="list-style-type: none"> ▪ Fourth Plain preferable ▪ Poor bike/ped accessibility ▪ Low cost/benefit ▪ Limited park-and-ride options ▪ Mill Plain preferable 	<ul style="list-style-type: none"> ▪ Connect to Van Mall ▪ Connect to Hazel Dell ▪ Use elevated system
Fourth Plain		
<ul style="list-style-type: none"> ▪ BRT potential ▪ LRT potential ▪ Good potential ridership ▪ Development potential ▪ Streetcar potential 	<ul style="list-style-type: none"> ▪ Neighborhood/business impacts ▪ Detracts from auto related improvements ▪ LRT inappropriate ▪ Low cost/benefit ▪ Mill Plain preferable 	<ul style="list-style-type: none"> ▪ Encourage park-and-ride lots ▪ Integrate with SR 500 and Mill Plain ▪ Connect to Port of Vancouver ▪ Connect to I-205 before going farther east