

HCT Study Corridors Evaluation Survey Summary

9/15/2008

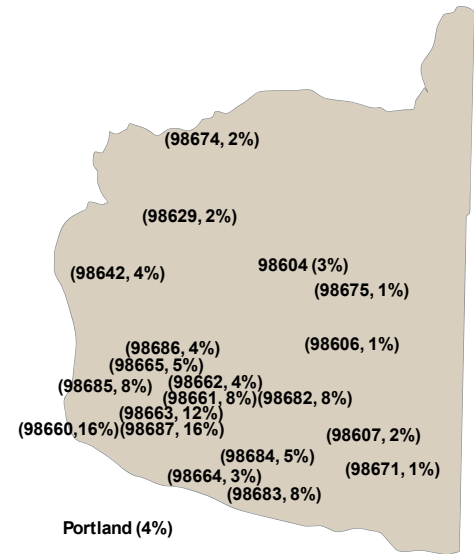
Comment Summary

The following summary is based on the comments received between the June 26, 2008 Sounding Board open house and August 29, 2008. This summary combines the information gathered in hardcopy at the open house with feedback from the online version of the survey. Seven response forms were received at the open house and 152 responses were submitted online.

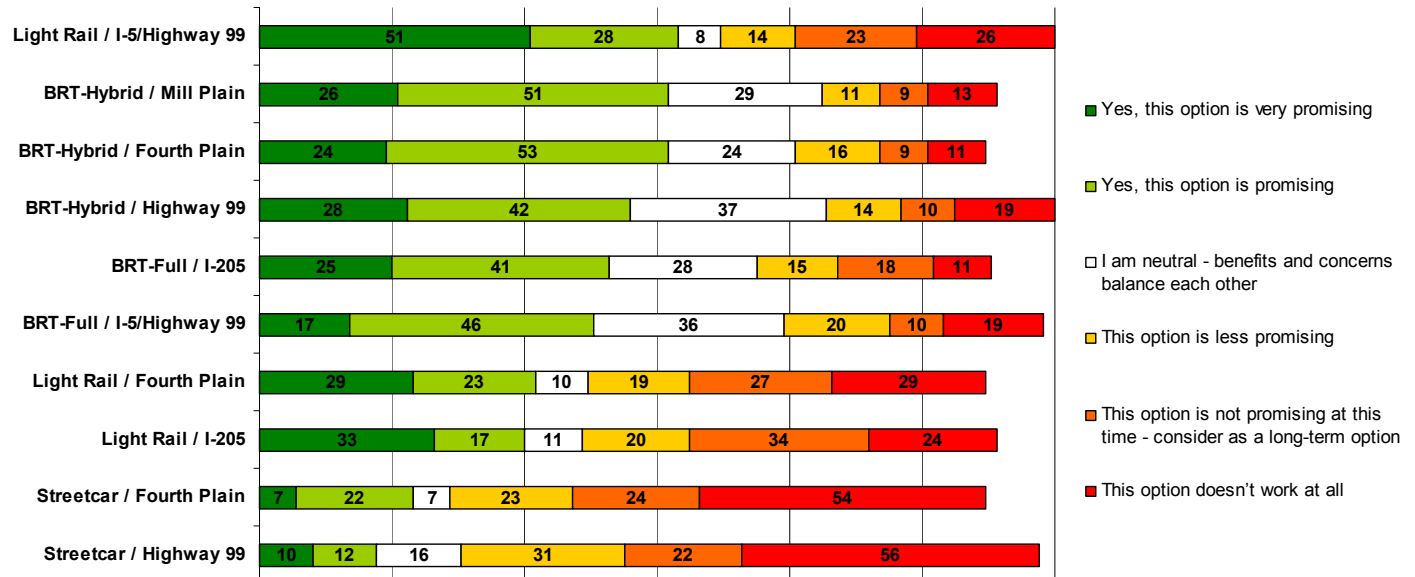
Survey Purpose

The survey was intended to seek feedback on which alignments and modes were perceived as the most promising to take forward into the system plan.

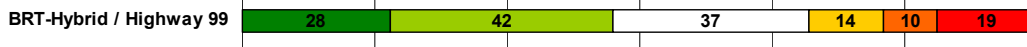
Respondents were asked to explain the reasoning behind how they categorized each mode/alignment combination. These responses have been compiled as *favorable* comments, or *concerns*. *Favorable* comments generally include references to specific advantages or opportunities that are apparent in the alignment, while *concerns* typically refer to apparent weaknesses or potential problems to address. The six most popular responses for each option are included. Checkmarks (✓) or Xs (✗) indicate that the comment was repeated more than once. Full comments are included at the end of this report.



Preliminary survey results were presented to the study Steering Committee on July 10, 2008. The order of mode and alignment preference has remained unchanged with the exception of Light Rail on Fourth Plain becoming slightly more preferred (ranked as very promising or promising) than Light Rail on I-205.



Question 2: Do you think that BRT-Hybrid on Highway 99 is worth considering as part of this system plan?



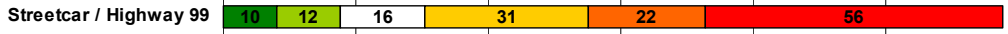
Favorable

- Good interim option ✓✓✓✓✓✓✓✓
- Cost/fundability ✓✓✓✓✓
- Flexible service ✓✓✓✓
- Serves population centers ✓✓
- Redevelopment opportunities ✓
- Better than existing options ✓

Concerns

- Transfer required to reach Portland ×××××
- BRT is less attractive ××××
- High fuel costs ×××
- Cost/fundability ×××
- Negatively affects auto traffic ××
- Moderate ridership ××

Question 3: Do you think that Streetcar on Highway 99 is worth considering as part of this system plan?



Favorable

- Less polluting ✓✓
- Serves intra-county travel ✓✓
- Aesthetically pleasing ✓
- Non-exclusive lane ✓
- Preferable to LRT ✓
- Appropriate for area

Concerns

- Cost/fundability ××××××××××××××××××××
- Prefer LRT or BRT ××××××××××
- Negatively affects auto traffic ×××××
- Transfer required to reach Portland ×××
- Inflexible ×××
- Low to moderate ridership ×××

Question 4: Do you think that BRT-Full on I-5/Highway 99 is worth considering as part of this system plan?



Favorable

- Cost/fundability ✓✓✓✓✓✓
- Good ridership ✓✓✓✓
- Good travel times ✓✓✓✓
- Park and Ride ✓✓
- Preferable to LRT ✓
- Flexible

Concerns

- Prefer LRT ××××××
- Transfer required to reach Portland ×××××
- Cost/fundability ××××
- Maintenance required ×××
- Neighborhood/business impacts ×××
- High fuel costs ××

Question 5: Do you think that Light Rail on I-5/Highway 99 is worth considering as part of this system plan?



Favorable

- Better connection to Portland ✓✓✓✓✓✓✓✓✓✓
- Long term goal ✓✓✓✓✓✓
- More environmentally friendly ✓✓✓✓
- Good travel times ✓✓✓✓
- Good ridership ✓✓✓✓
- Promotes development ✓✓✓

Concerns

- Cost/fundability ××××××××××××××
- Should connect to Clark College ××××
- Neighborhood/business impacts ××××
- Inflexible ×××
- Increase in crime/security concern ×××
- Travel times ××

Question 6: Do you think that BRT-Hybrid on Fourth Plain is worth considering as part of this system plan?



Favorable

- Good ridership ✓✓✓✓✓
- Cost/fundability ✓✓✓✓✓
- Good population to serve ✓✓✓✓
- Good interim option ✓✓✓
- Fourth Plain is a priority corridor ✓✓
- Serves intra-county travel ✓

Concerns

- Negatively affects auto traffic ×××
- Not commuter oriented ××
- Prefer LRT or Streetcar ×
- Corridor unnecessary ×
- Misplaced emphasis on mall ×
- Does not promote development as well ×

Question 7: Do you think that Streetcar on Fourth Plain is worth considering as part of this system plan?



Favorable

- Serves intra-county travel ✓✓✓
- Better than BRT ✓
- Attractive mode ✓
- Fewer impacts to businesses and residences ✓
- Creates development opportunities
- Consistent with Fourth Plain goals

Concerns

- Cost/fundability ××××××××××××××××
- Low ridership ××××××××
- Impractical ××××
- Inappropriate for area ×××
- Limited service range ××
- Prefer improved regular bus service ××

Question 8: Do you think that Light Rail on Fourth Plain is worth considering as part of this system plan?



Favorable

- Better connection to Portland ✓✓✓✓✓✓✓✓✓✓
- Long term goal ✓✓✓✓✓✓✓✓✓✓
- Serves intra-county travel ✓✓✓✓✓✓
- Good travel times ✓✓✓
- Good ridership ✓✓✓
- Promotes development ✓✓

Concerns

- Cost/fundability ××××××××××××××××
- Low ridership ×××
- Business/neighborhood impacts ××
- Lower priority than north/south corridors ××
- Prefer improved regular bus service ××
- Poor travel times ××

Question 9: Do you think that BRT-Full on I-205 is worth considering as part of this system plan?



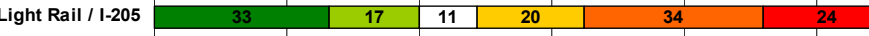
Favorable

- Cost/fundability ✓✓✓
- Easier to implement ✓✓
- Serves inter-county travel ✓
- Better than existing service ✓
- Serves growing area ✓
- Alleviates congestion ✓

Concerns

- Prefer LRT ×××
- Transfer required to reach Portland ××
- Lower priority than other corridors ×
- Not as youth friendly ×
- Less development potential ×
- Low demand

Question 10: Do you think Light Rail on I-205 is worth considering as part of this system plan?



Favorable

- Better connection to Portland ✓✓✓✓✓✓✓✓✓✓
- Long term goal ✓✓✓✓✓✓
- Serves growing area ✓✓
- Promotes development ✓
- Better than existing service ✓
- Serves commuters ✓

Concerns

- Cost/fundability ××××××××××××××××
- Lower priority than other corridors ××××××××
- Low demand ××××
- Not as youth friendly ×
- Prefer improved regular bus service ×
- Increase in crime/security concern ×

Question 11. Do you think that BRT-Hybrid on Mill Plain is worth considering as part of this system plan?



Favorable

- Cost/fundability ✓✓✓✓✓✓✓✓✓✓
- Good ridership ✓✓✓✓✓✓✓✓✓✓
- Appropriate mode for the corridor ✓✓✓✓
- Growing area ✓
- Good interim solution ✓
- Serves intra-county travel ✓✓✓

Concerns

- Prefer improved regular bus service ×××
- Redundant with service on Fourth Plain ×××
- Prefer streetcar ×
- Cost/fundability ×
- Business impacts
- Negatively affects auto traffic

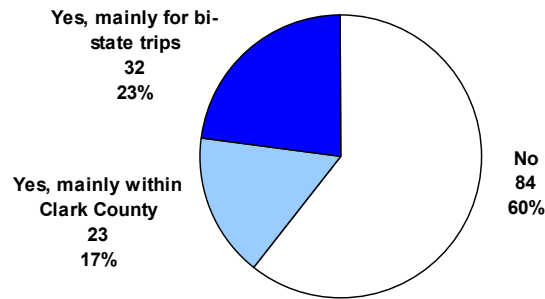
Question 12: Do you have any other comments on the alignments or modes?

Respondents described the need for some form of effective transit, and several wanted to see improvements as soon as possible. Respondents suggested that HCT should have longer operating hours than regular bus and that dedicated lanes should be used where possible to improve travel times and avoid automobile related conflicts.

Many respondents considered LRT to be an expensive and long-term option, though many appreciated the prospect of accessing LRT from Vancouver if possible.

Respondents encouraged that a number of factors be considered when planning HCT in Clark County, including: the impacts from park and ride facilities, connections to future river crossings, transit cost-effectiveness, and rising fuel prices.

Question 13: Do you currently ride transit?



Question 14: How have you been involved in the HCT Study? (Check all that apply.)

“Other” responses included:

- The Columbia River Crossing Project
- The HCT Study website
- Community meetings
- City Council
- News
- Email notices

