



Lincoln Neighborhood Association
c/o 203 West 34th Street
Vancouver WA 98660
May 14, 2008

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MAY 15 2008

Columbia River Crossing

City Council & Columbia River Crossing Agency
Vancouver WA 98660

The Vancouver Lincoln Neighborhood Association has had numerous neighborhood meetings in the past year, focused on the CRC, with its representatives, and City of Vancouver Transportation Department staff, to help us understand the project and its potential impact on our neighborhood. LNA has surveyed its residents for feedback on current options for the Columbia River Crossing and mass transit as an aid for the City Council to understand our position as a neighborhood. Attendees at our April meeting were surveyed in person, and subsequent input was requested through our newsletter, with the option of on-line or paper surveys. 159 respondents representing 152 households responded. The complete results are attached.

Most (65%) of the respondents prefer a replacement bridge. Most prefer LRT to BRT, but a small percentage oppose light rail under any circumstances. A large majority prefer a terminus outside of Lincoln neighborhood due to concerns for existing neighborhood disruption, traffic issues, and security concerns. If a Lincoln lot is used, most prefer a small footprint with a park. If HCT is routed through Uptown Village, most prefer it to be not entirely on Main. Overall, we prefer an alignment that preserves our neighborhood quality of life.

The surveying involved a great amount of work by volunteers, well aided by city staff. The similarity between results at the meeting and online/paper survey gives us confidence that these results are representative of the approximately 1500 households in our neighborhood. As a neighborhood, our primary desire would be to see that any changes that must occur only enhance its character and quality, rather than detract from it. We see the changes brought by a parking facility, mass transit, or significant realignment of our transportation systems as substantially changing the neighborhood character. We may individually differ as to our support or opposition to this project but as a neighborhood we want an active role in defining how it will occur and what mitigation is possible. We look forward to working together with you on making this happen and would appreciate a response soon as to how you see that occurring.

Please consider carefully the impact on our neighborhood, and opinions of your constituents, when evaluating your options.

Lincoln Neighborhood Association


Jenny Brown, President

Lincoln Neighborhood Association Survey Results 2008 May

1) What should we do with the existing bridge?

- a Replace the I-5 interstate bridges with a new bridge
 b Add a new bridge for southbound and use the old ones for northbound
 c Rebuild the existing bridges and do not add new capacity of any type

Meeting % nbr	On-line % nbr	Paper % nbr	Combined % nbr
67% 28	74% 53	50% 21	65% 102
31% 13	22% 16	45% 19	31% 48
2% 1	4% 3	5% 2	4% 6
100% 42	100% 72	100% 42	100% 156

2) How often per week do you drive to Oregon?

- a Less than once per week
 b 1-2 times per week
 c 3-5 times per week
 d 5 or more times per week

21% 9	24% 17	40% 17	27% 43
40% 17	19% 14	23% 10	26% 41
21% 9	21% 15	14% 6	19% 30
17% 7	36% 26	23% 10	27% 43
100% 42	100% 72	100% 43	100% 157

3) If done as well as the best example you can think of, could light rail connecting Vancouver to Portland be acceptable?

- a Yes
 b No

73% 30	93% 68	67% 30	81% 128
27% 11	7% 5	33% 15	19% 31
100% 41	100% 73	100% 45	100% 159

4) What should we recommend for mass transit on the bridge only?

- a LR (light rail)
 b BRT (bus rapid transit)
 c No mass transit of any type
 d No recommendation

69% 27	78% 57	45% 19	67% 103
26% 10	21% 15	45% 19	29% 44
5% 2	0% 0	5% 2	3% 4
0% 0	1% 1	5% 2	2% 3
100% 39	100% 73	100% 42	100% 154

5) End mass transit north of the bridge at this location:

- a Clark College area
 b Kiggins Bowl area
 c Park & Ride on WSDOT site (Lincoln: Main & 40th area)
 d Down town some where
 e Any where outside my neighborhood
 f Continue it north beyond city limits

33% 14	29% 21	34% 13	31% 48
7% 3	7% 5	0% 0	5% 8
10% 4	12% 9	0% 0	8% 13
10% 4	5% 4	5% 2	7% 10
2% 1	1% 1	13% 5	5% 7
38% 16	45% 33	47% 18	44% 67
100% 42	100% 73	100% 38	100% 153

6) If parking is at WSDOT we prefer:

- a A single surface level lot with the best blended landscaping we can develop
 b A multi-level lot using less land, with more green space around it preferably as a park
 c Size matters, as small as possible regardless of configuration

13% 5	13% 9	11% 4	12% 18
26% 10	61% 43	49% 17	48% 70
62% 24	27% 19	40% 14	39% 57
100% 39	100% 71	100% 35	100% 145

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Lincoln Neighborhood Association Survey Results 2008 May

	Meeting		On-line		Paper		Combined	
	%	nbr	%	nbr	%	nbr	%	nbr
7) What is my greatest concern with parking at WSDOT site?								
a Security: increased crime	15%	6	33%	24	21%	6	26%	36
b Safety: Traffic & prdestrian	10%	4	5%	4	4%	1	6%	9
c Traffic & prdestrian volume	26%	10	19%	14	18%	5	21%	29
d Disruption of existing neighborhood	36%	14	23%	17	29%	8	28%	39
e Multiple egress roads to facility	5%	2	19%	14	29%	8	17%	24
f Other	8%	3	0%	0	0%	0	2%	3
	100%	39	100%	73	100%	28	100%	140
8) If HCT is to continue north to Fourth Plain Boulevard or beyond, should it:								
a Have both directions of traffic on Main	8%	3	13%	9	11%	4	11%	16
b Have both directions of traffic on Broadway; or	59%	22	39%	27	36%	13	43%	62
c Have one direction of traffic on Main & one on Broadway	32%	12	49%	34	53%	19	45%	65
	100%	37	100%	70	100%	36	100%	143
9) Should we even have a neighborhood position on this subject?								
a Yes, made by those who participated in the process	93%	38	89%	63	98%	43	92%	144
b No	7%	3	11%	8	2%	1	8%	12
	100%	41	100%	71	100%	44	100%	156
Note: If more than one answer was checked and no preference was indicated, the answer was not counted.								

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