



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

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Columbia River Crossing

City Council & Columbia River Crossing Agency  
Vancouver WA 98660

**N-003-001** | 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.

**N-003-002** | 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.

**N-003-003** | 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.

**N-003-004** |

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

Lincoln Neighborhood Association

*Jenny I. Brown*  
Jenny Brown, President

**N-003-001**

Thank you for taking the time to submit this feedback on the I-5 CRC DEIS.

**N-003-002**

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

**N-003-003**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**N-003-005** 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		On-line		Paper		Combined	
%	nbr	%	nbr	%	nbr	%	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 neighbor hood  
 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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**N-003-004**

Thank you for your comment. The project team has worked extensively with the Lincoln Neighborhood Association both prior to and after publication of the Draft Environmental Impact Statement (DEIS). We look forward to continued discussions with the neighborhood association as the project progresses.

**N-003-005**

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.

**N-003-006**

Please see the response to comment N-003-005.

**N-003-006** 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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