INTERSTATE 5 COLUMBIA RIVER CROSSING

Neighborhoods and Population Technical Report

May 2008

Columbia River CROSSING

TO: Readers of the CRC Technical Reports

FROM: CRC Project Team

SUBJECT: Differences between CRC DEIS and Technical Reports

The I-5 Columbia River Crossing (CRC) Draft Environmental Impact Statement (DEIS) presents information summarized from numerous technical documents. Most of these documents are discipline-specific technical reports (e.g., archeology, noise and vibration, navigation, etc.). These reports include a detailed explanation of the data gathering and analytical methods used by each discipline team. The methodologies were reviewed by federal, state and local agencies before analysis began. The technical reports are longer and more detailed than the DEIS and should be referred to for information beyond that which is presented in the DEIS. For example, findings summarized in the DEIS are supported by analysis in the technical reports and their appendices.

The DEIS organizes the range of alternatives differently than the technical reports. Although the information contained in the DEIS was derived from the analyses documented in the technical reports, this information is organized differently in the DEIS than in the reports. The following explains these differences. The following details the significant differences between how alternatives are described, terminology, and how impacts are organized in the DEIS and in most technical reports so that readers of the DEIS can understand where to look for information in the technical reports. Some technical reports do not exhibit all these differences from the DEIS.

Difference #1: Description of Alternatives

The first difference readers of the technical reports are likely to discover is that the full alternatives are packaged differently than in the DEIS. The primary difference is that the DEIS includes all four transit terminus options (Kiggins Bowl, Lincoln, Clark College Minimum Operable Segment (MOS), and Mill Plain MOS) with each build alternative. In contrast, the alternatives in the technical reports assume a single transit terminus:

- Alternatives 2 and 3 both include the Kiggins Bowl terminus
- Alternatives 4 and 5 both include the Lincoln terminus

In the technical reports, the Clark College MOS and Mill Plain MOS are evaluated and discussed from the standpoint of how they would differ from the full-length Kiggins Bowl and Lincoln terminus options.

Difference #2: Terminology

Several elements of the project alternatives are described using different terms in the DEIS than in the technical reports. The following table shows the major differences in terminology.

DEIS terms	Technical report terms
Kiggins Bowl terminus	I-5 alignment
Lincoln terminus	Vancouver alignment
Efficient transit operations	Standard transit operations
Increased transit operations	Enhanced transit operations

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Difference #3: Analysis of Alternatives

The most significant difference between most of the technical reports and the DEIS is how each structures its discussion of impacts of the alternatives. Both the reports and the DEIS introduce long-term effects of the full alternatives first. However, the technical reports then discuss "segment-level options," "other project elements," and "system-level choices." The technical reports used segment-level analyses to focus on specific and consistent geographic regions. This enabled a robust analysis of the choices on Hayden Island, in downtown Vancouver, etc. The system-level analysis allowed for a comparative evaluation of major project components (replacement versus supplemental bridge, light rail versus bus rapid transit, etc). The key findings of these analyses are summarized in the DEIS; they are simply organized in only two general areas: impacts by each full alternative, and impacts of the individual "components" that comprise the alternatives (e.g. transit mode).

Difference #4: Updates

The draft technical reports were largely completed in late 2007. Some data in these reports have been updated since then and are reflected in the DEIS. However, not all changes have been incorporated into the technical reports. The DEIS reflects more recent public and agency input than is included in the technical reports. Some of the options and potential mitigation measures developed after the technical reports were drafted are included in the DEIS, but not in the technical reports. For example, Chapter 5 of the DEIS (Section 4(f) evaluation) includes a range of potential "minimization measures" that are being considered to reduce impacts to historic and public park and recreation resources. These are generally not included in the technical reports. Also, impacts related to the stacked transit/highway bridge (STHB) design for the replacement river crossing are not discussed in the individual technical reports, but are consolidated into a single technical memorandum.

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Cover Sheet

Interstate 5 Columbia River Crossing

Neighborhoods and Population Technical Report:

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ACRONYMS

Acronym	Description
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APE	Area of Potential Effect
API	Area of Potential Impact
BMP	Best Management Practice
BNRR	Burlington Northern Railroad
BNSF	Burlington Northern Santa Fe Railroad
BPA	Bonneville Power Administration
BRT	Bus Rapid Transit
CBD	Central Business District
CEJG	Community and Environmental Justice Group
CFR	Code of Federal Regulations
COE	U.S. Army Corps of Engineers
CRC	Columbia River Crossing
DEIS	Draft Environmental Impact Statement
DEQ	Oregon Department of Environmental Quality
DOI	U.S. Department of Interior
DSL	Oregon Department of State Lands
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
Ft	Feet/foot
FTA	Federal Transit Administration
FTTS	FIFRA/TSCA Tracking System
GIS	Geographic Information System
GMA	Growth Management Act
GPS	Global Positioning System
HAZMAT	Hazardous Materials/Incidents
HCT	High-Capacity Transit
InterCEP	Interstate Collaborative Environmental Process
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LT	Listed Threatened
Mi	mile
Min	minute
MOA	Memorandum of Agreement
MOS	Minimum Operable Segment

Acronym	Description
mph	Miles per hour
MPO	Metropolitan Planning Organization
MSFCMA	Magnuson-Stevens Fisheries Conservation and Management Act
MTIP	Metropolitan Transportation Improvement Plan
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
NFA	No Further Action
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OAR	Oregon Administrative Rule
ODA	Oregon Department of Agriculture
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORS	Oregon Revised Statutes
RCW	Revised Code of Washington
RLIS	Regional Land Information System
ROD	Record of Decision
RTC	Regional Transportation Commission
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SMA	Shoreline Management Act
STIP	State Transportation Improvement Plan
TCP	Traditional Cultural Properties
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TPR	Transportation Planning Rule
TSP	Transportation System Management
UDAG	Urban Design Advisory Group
UGA	Urban Growth Area
UGB	Urban Growth Boundary
V/C	Volume to Capacity Ratio
VMT	Vehicle Miles Traveled
WDFW	Washington Department of Fish and Wildlife
WRD	Oregon Department of Water Resources
WSDOT	Washington State Department of Transportation
YWCA	Young Women's Christian Association

1. Summary

1.1 Introduction

Transportation facilities are major public resources that when altered, can result in positive and/or negative changes to surrounding neighborhoods and people. The purpose of this report is to evaluate and disclose direct and indirect effects of the I-5 CRC alternatives to neighborhoods and specific populations in the corridor.
This report addresses the following questions about potential effects from this project:

- Does the project displace people or community resources?
- Does the project separate neighborhood residents from their community resources such as educational, religious, health care, cultural, or recreational facilities, and/or commercial service?[1]
- Does the project increase traffic through a neighborhood, or severely decrease access to transit, bicycle, or pedestrian opportunities?
- Does the project severely impact community cohesion?[2]
- Is the project consistent with adopted neighborhood plan goals?

1.2 Description of the Alternatives

The alternatives being considered for the CRC project consist of a diverse range of highway, transit and other transportation choices. Some of these choices – such as the number of traffic lanes across the river – could affect transportation performance and impacts throughout the bridge influence area or beyond. These are referred to as "system-level choices." Other choices – such as whether to run high-capacity transit (HCT) on Washington Street or Washington and Broadway Streets – have little impact beyond the area immediately surrounding that proposed change and no measurable effect on regional impacts or performance. These are called "segment-level choices." This report discusses the impacts from both system- and segment-level choices, as well as "full alternatives." The full alternatives combine system-level and segment-level choices for highway, transit, pedestrian, and bicycle transportation. They are representative examples of how project elements may be combined. Other combinations of specific elements are possible. Analyzing the full alternatives allows us to understand the combined performance and impacts that would result from multimodal improvements spanning the project area.

[1] Separation of a neighborhood from its community resources may be caused by operational changes such as rerouting traffic, pedestrian, or transit service, as well as physical barriers such as new soundwalls or roadways.

[2] Cohesion impacts may include major displacements, separation of a neighborhood, impacts to traffic circulation, reduction in neighborhood activities, or inconsistency with adopted neighborhood plan goals.

Following are brief descriptions of the alternatives being evaluated in this report, which include:

- System-level choices,
- Segment-level choices, and
- Full alternatives.

1.2.1 System-Level Choices

System-level choices have potentially broad influence on the magnitude and type of benefits and impacts produced by this project. These options may influence physical or operational characteristics throughout the project area and can affect transportation and other elements outside the project corridor as well. The system-level choices include:

- River crossing type (replacement or supplemental)
- High-capacity transit mode (bus rapid transit or light rail transit)
- Tolling (no toll, I-5 only, I-5 and I-205, standard toll, higher toll)

This report compares replacement and supplemental river crossing options. A replacement river crossing would remove the existing highway bridge structures across the Columbia River and replace them with three new parallel structures – one for I-5 northbound traffic, another for I-5 southbound traffic, and a third for HCT, bicycles, and pedestrians. A supplemental river crossing would build a new bridge span downstream of the existing I-5 bridge. The new supplemental bridge would carry southbound I-5 traffic and HCT, while the existing I-5 bridge would carry northbound I-5 traffic, bicycles, and pedestrians. The replacement crossing would include three through-lanes and two auxiliary lanes for I-5 traffic in each direction. The supplemental crossing would include three through-lanes and one auxiliary lane in each direction.

Two types of HCT are being considered – bus rapid transit and light rail transit. Both would operate in an exclusive right-of-way through the project area, and are being evaluated for the same alignments and station locations. The HCT mode – LRT or BRT – is evaluated as a system-level choice. Alignment options and station locations are discussed as segment-level choices. BRT would use 60-foot or 80-foot long articulated buses in lanes separated from other traffic. LRT would use one- and two-car trains in an extension of the MAX line that currently ends at the Expo Center in Portland.

Under the efficient operating scenario, LRT trains would run at approximately 7.5 minute headways during the peak periods. BRT would run at headways between 2.5 and 10 minutes depending on the location in the corridor. BRT would need to run at more frequent headways to match the passenger-carrying capacity of the LRT trains. This report also evaluates performance and impacts for an increased operations scenario that would double the number of BRT vehicles or the number of LRT trains during the peak periods.

1.2.2 Segment-Level Choices

1.2.2.1 Transit Alignments

The transit alignment choices are organized into three corridor segments. Within each segment the alignment choices can be selected relatively independently of the choices in the other segments. These alignment variations generally do not affect overall system performance but could have important differences in the impacts and benefits that occur in each segment. The three segments are:

- Segment A1 – Delta Park to South Vancouver
- Segment A2 – South Vancouver to Mill Plain District
- Segment B – Mill Plain District to North Vancouver

In Segment A1 there are two general transit alignment options - offset from, or adjacent to, I-5. An offset HCT guideway would place HCT approximately 450 to 650 feet west of I-5 on Hayden Island. An adjacent HCT guideway across Hayden Island would locate HCT immediately west of I-5. The alignment of I-5, and thus the alignment of an adjacent HCT guideway, on Hayden Island would vary slightly depending upon the river crossing and highway alignment, whereas an offset HCT guideway would retain the same station location regardless of the I-5 bridge alignment.

HCT would touch down in downtown Vancouver at Sixth Street and Washington Street with a replacement river crossing. A supplemental crossing would push the touch down location north to Seventh Street. Once in downtown Vancouver, there are two alignment options for HCT – a two-way guideway on Washington Street or a couplet design that would place southbound HCT on Washington Street and northbound HCT on Broadway. Both options would have stations at Seventh Street, 12th Street, and at the Mill Plain Transit Center between 15th and 16th Streets.

From downtown Vancouver, HCT could either continue north on local streets or turn east and then north adjacent to I-5. Continuing north on local streets, HCT could either use a two-way guideway on Broadway or a couplet on Main Street and Broadway. At 29th Street, both of these options would merge to a two-way guideway on Main Street and end at the Lincoln Park and Ride located at the current WSDOT maintenance facility. Once out of downtown Vancouver, transit has two options if connecting to an I-5 alignment: head east on 16th Street and then through a new tunnel under I-5, or head east on McLoughlin Street and then through the existing underpass beneath I-5. With either option HCT would connect with the Clark College Park and Ride on the east side of I-5, then head north along I-5 to about SR 500 where it would cross back over I-5 to end at the Kiggins Bowl Park and Ride.

There are also options, referred to as the minimum operable segments (MOS), which would end the HCT line at either the Mill Plain station or Clark College. The MOS options provide a lower cost, lower performance alternative in the event that the full-length HCT lines could not be funded in a single phase of construction and financing.

1.2.2.2 Highway and Bridge Alignments

This analysis divides the highway and bridge options into two corridor segments, including:

- Segment A – Delta Park to Mill Plain District
- Segment B – Mill Plain District to North Vancouver

Segment A has several independent highway and bridge alignment options. Differences in highway alignment in Segment B are caused by transit alignment, and are not treated as independent options.

The replacement crossing would be located downstream of the existing I-5 bridge. At the SR 14 interchange there are two basic configurations being considered. A traditional configuration would use ramps looping around both sides of the mainline to provide direct connection between I-5 and SR 14. A less traditional design could reduce right-of-way requirements by using a "left loop" that would stack both ramps on the west side of the I-5 mainline.

1.2.3 Full Alternatives

Full alternatives represent combinations of system-level and segment-level options. These alternatives have been assembled to represent the range of possibilities and total impacts at the project and regional level. Packaging different configurations of highway, transit, river crossing, tolling and other improvements into full alternatives allows project staff to evaluate comprehensive traffic and transit performance, environmental impacts and costs.

Exhibit 1-1 summarizes how the options discussed above have been packaged into representative full alternatives.

Exhibit 1-1. Full Alternatives

	Packaged Options				
Full Alternative	River Crossing Type	HCT Mode	Northern Transit Alignment	TDM/TSM Type	Tolling Method[a]
1	Existing	None	N/A	Existing	None
2	Replacement	BRT	I-5	Aggressive	Standard Rate
3	Replacement	LRT	I-5	Aggressive	Two options[b]
4	Supplemental	BRT	Vancouver	Very Aggressive	Higher rate
5	Supplemental	LRT	Vancouver	Very Aggressive	Higher rate

[a] In addition to different tolling rates, this report evaluates options that would toll only the I-5 river crossing and options that would toll both the I-5 and the I-205 crossings.

[b] Alternative 3 is evaluated with two different tolling scenarios, tolling and non-tolling.

Modeling software used to assess alternatives' performance does not distinguish between smaller details, such as most segment-level transit alignments. However, the geographic difference between the Vancouver and I-5 transit alignments is significant enough to

warrant including this variable in the model. All alternatives include Transportation Demand Management (TDM) and Transportation System Management (TSM) measures designed to improve efficient use of the transportation network and encourage alternative transportation options to commuters such as carpools, flexible work hours, and telecommuting. Alternatives 4 and 5 assume higher funding levels for some of these measures.

Alternative 1: The National Environmental Policy Act (NEPA) requires the evaluation of a No-Build or "No Action" alternative for comparison with the build alternatives. The No-Build analysis includes the same 2030 population and employment projections and the same reasonably foreseeable projects assumed in the build alternatives. It does not include any of the I-5 CRC related improvements. It provides a baseline for comparing the build alternatives, and for understanding what will happen without construction of the I-5 CRC project.

Alternative 2: This alternative would replace the existing I-5 crossing with three new bridge structures downstream of the existing bridges. These new bridges would carry Interstate traffic, BRT, bicycles, and pedestrians. There would be three through-lanes and two auxiliary lanes for I-5 traffic in each direction. Transit would include a BRT system that would operate in an exclusive guideway from Kiggins Bowl in Vancouver to the Expo Center station in Portland. Express bus service and local and feeder bus service would increase to serve the added transit capacity. BRT buses would turn around at the existing Expo Center Station in Portland, where riders could transfer to the MAX Yellow Line.

Alternative 3: This is similar to Alternative 2 except that LRT would be used instead of BRT. This alternative is analyzed both with a toll collected from vehicles crossing the Columbia River on the new I-5 crossing, and with no toll. LRT would use the same transit alignment and station locations. Transit operations, such as headways, would differ, and LRT would connect with the existing MAX Yellow Line without requiring riders to transfer.

Alternative 4: This alternative would retain the existing I-5 bridges for northbound Interstate traffic, bicycles, and pedestrians. A new crossing would carry southbound Interstate traffic and BRT. The existing I-5 bridges would be re-striped to provide two lanes on each structure and allow for an outside safety shoulder for disabled vehicles. A new, wider bicycle and pedestrian facility would be cantilevered from the eastern side of the existing northbound (eastern) bridge. A new downstream supplemental bridge would carry four southbound I-5 lanes (three through-lanes and one auxiliary lane) and BRT. BRT buses would turn around at the existing Expo Center Station in Portland, where riders could transfer to the MAX Yellow Line. Compared to Alternative 2, increased transit service would provide more frequent service. Express bus service and local and feeder bus service would increase to serve the added transit capacity.

Alternative 5: This is similar to Alternative 4 except that LRT would be used instead of BRT. LRT would have the same alignment options, and similar station locations and requirements. Transit service would be more frequent (approximately 3.5 minute

headways during the peak period) compared to 7.5 minutes with Alternative 3. LRT would connect with the existing MAX Yellow Line without requiring riders to transfer.

1.3 Long-Term Effects

1.3.1 River Crossing Type and Capacity: Supplemental Crossing and Replacement Crossing

The supplemental or replacement crossings, would displace 15 to 13 floating homes on Hayden Island respectively. By eliminating several homes within this neighborhood, and more importantly separating one group of homes from the larger collection of floating homes in this particular community, cohesion may be impacted. Also on Hayden Island, both the supplemental and replacement crossings would acquire the existing Safeway, the only grocery store on the island. This could be potentially mitigated through relocation assistance that would allow the grocery store to move elsewhere on Hayden Island prior to project construction.

The supplemental crossing would require partial right-of-way acquisitions for 22 residential parcels in the Rose Village neighborhood. The partial right-of-way acquisitions do not require displacements, but some residents may experience noise impacts and visual impacts from sound walls. However, the sound walls would likely reduce the current noise levels near these homes. As such, it is unlikely that these impacts would have a notable adverse effect on neighborhood cohesion.

The replacement crossing would require the displacement of two residences, and right-of-way partial acquisitions of 21 to 24 residential parcels in the Shumway neighborhood. The right-of-way partial acquisitions do not require displacements, but some residents may experience visual impacts from sound walls. However, the sound walls would reduce the current noise levels near these homes. As such, the noise walls could have a positive impact on the Shumway neighborhood because noise levels would be reduced.

In terms of traffic, the replacement crossing would increase river crossing capacity to 75,000 trips a day during peak commute periods, versus 55,000 trips a day for the No-Build Alternative. This additional capacity would reduce the duration of congestion from 15 hours a day in 2030 from the No-Build Alternative to between 3.5 to 5.5 hours a day with the replacement crossing.

The supplemental crossing would increase river crossing capacity to 66,000 trips a day during peak commute periods, versus 55,000 trips a day for the No-Build Alternative. This additional capacity would reduce the duration of congestion from 15 hours a day in 2030 from the No-Build Alternative to 11 hours a day with the supplemental crossing.

Currently, noise levels along the project corridors range from 47 to 74 decibels (dBA) L_{eq}. There are 211 noise-sensitive land uses that currently exceed the appropriate traffic noise criteria (65 dBA being the threshold in Oregon, and 66 dBA in Washington). Under the No-Build Alternative, noise levels increase by up to 4 dBA and the number of noise impacts increases to 221. Under Alternatives 2 and 3, noise levels without mitigation will increase over the existing by up to 7 dBA with some reduction at locations east of the

relocated highway. The number of noise impacts increases to 256. Noise impacts under Alternatives 4 and 5 are similar to those given under the replacement alternatives.

With mitigation (i.e., noise walls), nearly all of the noise impacts resulting from build alternatives can be mitigated. There are a few notable exceptions, resulting from all build alternatives, along the project corridor in Vancouver. (See Highway Segment A and B discussion for more detail.)

The results of the noise analysis do not help to appreciably differentiate between the supplemental and replacement crossings. Either crossing, as they influence HCT alignment, could result in some noise impacts that would be difficult and costly to mitigate (See HCT alignment discussion for more detail). However, as the project will provide mitigation where none exists today, and will improve existing sound walls, the project will result in an overall decrease in noise levels in the corridor as compared to the No-Build Alternative.

1.3.2 Transit Mode: BRT and LRT

At this time, BRT and LRT would require similar acquisitions. The largest difference between the modes is the difference in ridership rates

When paired with the Vancouver alignment, both LRT and BRT require the acquisition of the Wellness Project; a mental health clinic that serves low-income and uninsured residents. Under certain transit alignments, LRT would require a full acquisition of the U.S. Bank in the Arnada neighborhood. The acquisition of U.S. Bank is not expected to directly impact Arnada cohesion as the bank was not identified as a community resource and there are other U.S. Banks in the area; one in the Hayden Island neighborhood at 1445 N Hayden Island Drive, and one in the Northeast Hazel Dell neighborhood at 6829 NE Highway 99.

Both BRT and LRT would be consistent with several neighborhood plans, because the plans call for increased access to transit. LRT may be more consistent with neighborhood plans, because the Esther Short and Hough neighborhood plans specifically state that the neighborhoods support the concept and development of LRT. None of the neighborhood plans specifically address BRT.

Both BRT and LRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The transit alignments may increase cohesion as they have been shown to be associated with increased development investment (both private and public) around alignments and especially stations. New development may add to cohesion by potentially providing more gathering spaces for residents, such as retail uses, restaurants and public services. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations.

BRT buses travel with mixed traffic outside the project area, and are thus subject to congestion-induced delays before they enter the exclusive guideway in the project area. Such delays can cause the buses to miss their schedules and increase travel times. This introduces an element of unreliability that deters ridership. Increasing the frequency of buses (Increased operations) further reduces BRT travel times by placing so many

vehicles in the guideway that the buses cause congestion and slow themselves down. As shown in Exhibit 5-1, BRT offers slower travel times in neighborhoods than LRT.

LRT provides better travel times and reliability than BRT. Additionally LRT is consistent with neighborhood plans that call for noise reductions, as LRT generates less noise than BRT. Exhibit 5-1 gives a breakdown of travel times.

The Esther Short and Hough neighborhood plans specifically state that the neighborhoods support the concept and development of LRT. Furthermore, LRT attracts approximately 30 to 40 percent more riders than BRT (Exhibit 5-2). Integration with the existing MAX system is an important benefit of LRT that helps attract these additional transit riders. This integration allows transit patrons to travel between Vancouver and Portland without a transfer. Transfers add time, and more importantly, are perceived by potential transit patrons as adding even more time, unreliability, and inconvenience to their commute.

In general, LRT alternatives have much lower noise impacts to the floating homes in the Hayden Island neighborhood and Vancouver neighborhoods than the BRT alternatives. In some cases, BRT nearly doubles the number of noise impacts along the alignment. All of the noise impacts from transit can be mitigated through the Federal Transit Administration (FTA) Residential Sound Insulation Program or in some cases sound walls, though this would only lower noise levels to below the appropriate threshold *within* the residential units. Sound insulation would not decrease outside ambient noise levels, which could result in an impact to previously quiet residential communities, like the homes on 16th Street. While BRT results in more noise impacts, LRT results in vibration impacts not created by BRT. LRT could result in 32 vibration impacts for the Vancouver alignment, or 47 vibration impacts for the I-5 alignment. All of the vibration impacts can be mitigated by using rubber dampeners, making physical improvements to the tracks, and using high quality wheel assemblies.

1.3.3 Major Transit Alignment: Vancouver Alignment and I-5 Alignment

The Vancouver alignment may require the full acquisition of the Wellness Project building in Vancouver's Lincoln neighborhood. Although not identified as a community resource in the community resource mapping process, the Wellness Project serves an important role in the community as a free mental health clinic that serves the needs of low-income and uninsured residents. According to a representative from the City of Vancouver, the Wellness Project must operate at the current location for five years or it would be required to pay back the Community Development Block Grants (CDBGs) it received. Potential mitigation and relocation assistance could minimize impacts to the Wellness Project and its clients.

The Vancouver alignment may also require partial acquisitions with impacts to two medical offices in the Lincoln neighborhood. Although these medical offices were not listed as community resources in the community resource mapping process, the medical offices provide services to Lincoln and other surrounding neighborhoods. The acquisition of these buildings is not consistent with the Lincoln neighborhood plan, which calls for encouraging businesses to stay within the neighborhood. However, the businesses could potentially be relocated within the neighborhood.

Under the Vancouver alignment, seven residences may be acquired in the Lincoln neighborhood in order to build the Lincoln Park and Ride. Eliminating this cluster of homes is not expected to have an impact on neighborhood cohesion, as they compose a small number of the total homes in the Lincoln neighborhood. An HCT station in the Lincoln neighborhood could bring residents together and encourage more pedestrian- and transit-oriented development. The park and ride would serve mostly the more distant neighborhood residents. However, a well designed and landscaped park and ride and station could bring greater design unity than the existing maintenance facility that occupies most of the proposed site.

The I-5 alignment may require full acquisition of eight residences in the Shumway neighborhood. Fully displacing this cluster of homes is not expected to have an impact on cohesion, as they compose a small number of the total homes in the Shumway neighborhood. The potential for noise, air quality, and visual impacts from noise walls is not likely to be a major effect. Eliminating homes would be inconsistent with the Shumway Neighborhood Plan, which calls for preserving the existing housing stock.

Both the Vancouver and I-5 alignments would have some adverse impacts on neighborhoods, but would have beneficial impacts as well. Acquiring and removing homes would be inconsistent with some of the neighborhood plan goals. With relocation assistance, the residents may be able to remain in the community, and with future development and redevelopment around stations, the housing stock would likely increase.

An important element of the Vancouver alignment is its effects on traffic in northern Vancouver neighborhoods, including the Arnada, Hough, Shumway, Carter Park, and Lincoln neighborhoods. The Vancouver alignment would reduce automobile capacity on Main Street, a key north-south arterial, causing more congestion in this area.

As shown in Exhibit 1-2, the I-5 alignment would have less effect on local street intersections than the Vancouver alignment because it is primarily within the I-5 right-of-way and does not reduce capacity of most streets. The additional highway and transit capacity of the build alternatives substantially improves local street service through neighborhoods during the afternoon peak period. Exhibit 1-3 shows that both full-length alignments operate comparably. The I-5 alignment provides similar travel times, despite a longer route, by providing a faster average speed. Ridership is also comparable.

Exhibit 1-2. Intersections Failing Under Project Alternatives

Project Alternative	During AM peak period	During PM peak period
Existing conditions	2	1
2030 No-Build Alternative	14	30
Vancouver alignment	20	9
I-5 alignment	15	4

Note: Vancouver and I-5 alignments are using LRT; BRT would differ slightly.

Exhibit 1-3. Vancouver and I-5 Alignment Characteristics

Characteristic	Vancouver Alignment	I-5 Alignment
Total Guideway length	3.43 miles	4.21 miles
Average Guideway speed	17.3 mph	21.5 mph
Expo Center to northern terminus	12.0 min	11.7 min
Pioneer Courthouse Square to northern terminus	39.9 min	39.6 min
Daily passenger trips on transit over I-5 crossing	20,800	21,000

Note: Values provided are for LRT.

The I-5 alignment, when paired with the BRT mode, does result in a greater number and severity of noise impacts, although indoor noise impacts from transit can be mitigated through FTA's Residential Sound Insulation Program.

1.3.4 Project Length: Full-Length Alternative and Minimum Operable Segment (MOS)

Full-length transit alternatives are consistent with many neighborhood plan goals that call for increased access to transit. Additionally, a full-length alternative may increase cohesion in the neighborhoods it serves. The alignments may promote private and public investment, thereby potentially providing more gathering spaces for residents to increase cohesion. The transit stations may add to cohesion as neighbors have more opportunities to connect to one another while waiting at the stations.

Shorter-length options alternatives that end at Mill Plain or Clark College for the Minimum Operable Segment (MOS) would not require the full acquisition of homes in the Lincoln and Shumway neighborhoods, and would not require the acquisition of the Wellness Project and two other medical buildings in the Lincoln neighborhood.

1.3.5 Segment-level Choices

Exhibit 1-4 shows the project area and segment boundaries.

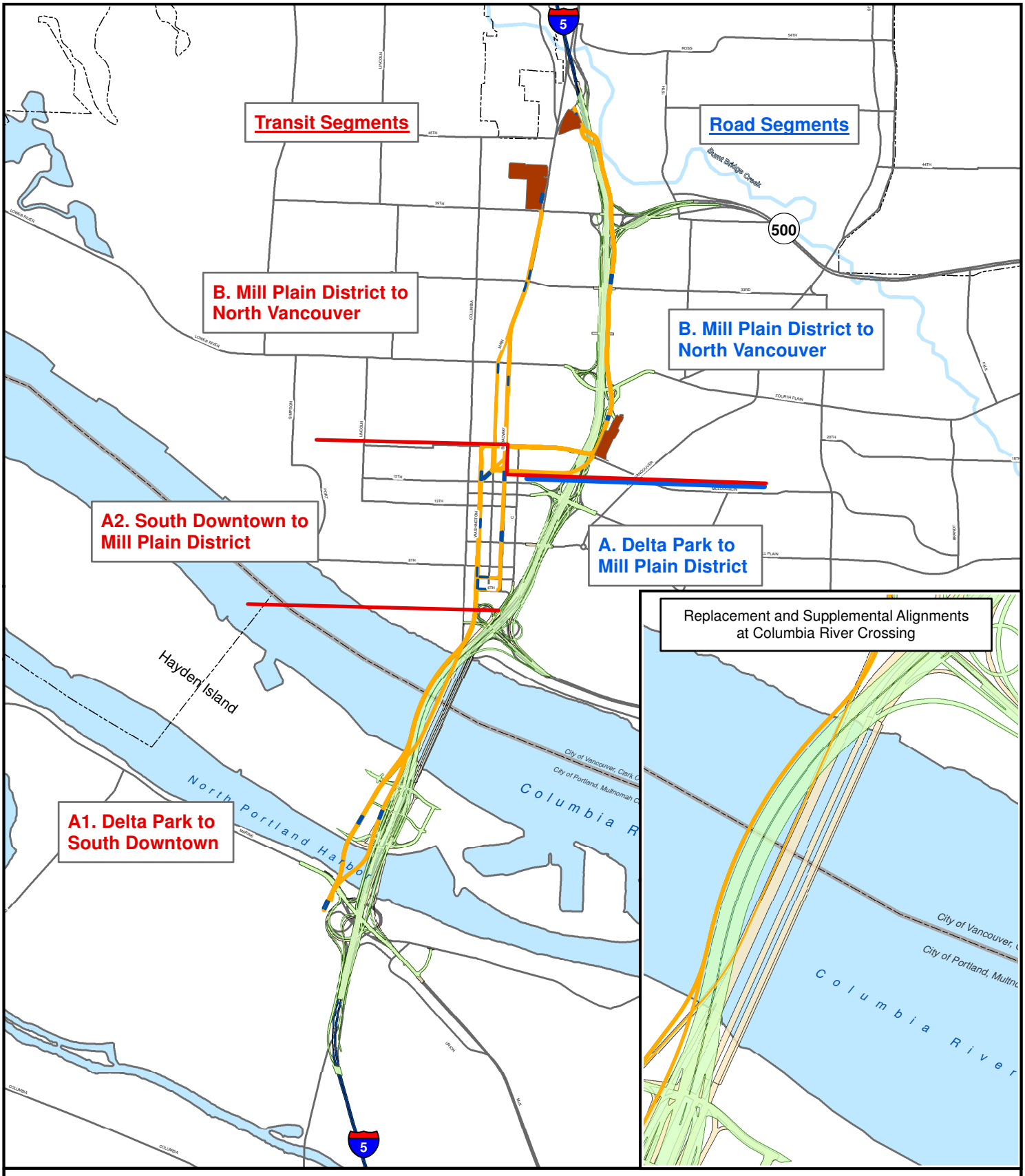

Exhibit 1-4: Project Area and Alternatives

Columbia River CROSSING

Analysis by J. Koloszar; Analysis Date: Aug.-2007; Plot Date: Dec.-2007; File Name: JH_014_8x11.mxd

1.3.5.1 Highway Segment A: Delta Park to Mill Plain District

All build alternatives would displace 13 to 23 floating homes in the Hayden Island neighborhood. Displacing these homes could impact cohesion in the neighborhood. The only grocery store, Safeway, would also be displaced by all options as designed for this analysis. Further refinement of the replacement option may avoid impacting this resource. Displacing Safeway would separate the Hayden Island neighborhood from its community resource. This could be mitigated by relocating the grocery store to a different location on the island prior to project construction.

1.3.5.2 Highway Segment B: Mill Plain District to North Vancouver

Both the replacement and supplemental crossings paired with the current I-5 alignment would have partial right-of-way impacts to neighborhoods in Segment B.

The supplemental bridge would require partial acquisition from 22 residential parcels in the Rose Village neighborhood. Although full acquisitions are not required, acquiring partial acquisition of several residential parcels may indirectly affect Rose Village with noise and visual impacts from noise walls. However, these effects are not considered adverse as the noise walls will most likely reduce current noise levels in the neighborhoods.

The replacement crossing would require the displacement of two residences and partial acquisitions from 21 to 24 residential parcels in the Shumway neighborhood. The partial acquisitions do not require displacements, but some residents may experience noise impacts and visual impacts from sound walls. However, the sound walls would likely reduce the current noise levels near these homes. As such, it is unlikely that these impacts would have a notably adverse effect on neighborhood cohesion.

1.3.5.3 Transit Segment A1: Delta Park to South Vancouver

1.3.5.3.1 Adjacent Alignment

The only difference between LRT and BRT adjacent alignments in Segment A1 is that LRT provides better travel times and reliability than BRT, so running LRT on this alignment would provide faster travel times for neighborhoods than running BRT on this alignment. BRT also produces more noise than LRT, resulting in more noise impacts. However, indoor noise impacts can be mitigated.

Both options would require acquisition of floating homes adjacent to the existing bridge in the Hayden Island neighborhood. By displacing homes in the neighborhood, cohesion may be affected. Both options may support increased private and public investment around the transit alignment and transit stations. This increased investment may indirectly affect neighborhoods by providing opportunities for improved cohesion as residents may have more spaces to gather.

1.3.5.3.2 Offset Alignment

The only difference between LRT and BRT offset alignments in Segment A1 is that LRT provides better travel times and reliability than BRT, so running LRT on this alignment would provide faster travel times for neighborhoods than running BRT on this alignment.

Both options would require acquisition of floating homes in the middle of the floating home community in the Hayden Island neighborhood. By displacing homes in the middle of the neighborhood (rather than on the periphery), cohesion would likely be affected more by the offset alignment than by the adjacent alignment. Both would likely support increased private and public investment around the transit alignment and transit stations. More rapid development and investment may indirectly affect neighborhoods by providing opportunities for improved cohesion as residents may have more spaces to gather.

1.3.5.4 Transit Segment A2: South Vancouver to Mill Plain District

The main difference between transit options in the South Vancouver to Mill Plain District is that LRT provides better travel times and reliability than BRT, so running LRT on this alignment would provide faster travel times for neighborhoods than running BRT on this alignment.

At this time there is no appreciable difference between a two-way alignment on Washington Street and a couplet on Washington/Broadway. One of the LRT alignment options would acquire the U.S. Bank property in the Arnada neighborhood. However, this is not expected to adversely impact the neighborhood, as there are other banks in the neighborhood and other U.S. Banks in close proximity. This acquisition could provide an opportunity for redevelopment on the vacant property surrounding the station.

1.3.5.5 Transit Segment B: Mill Plain District to North Vancouver

1.3.5.5.1 Vancouver

Transit alignments and stations may add to neighborhood cohesion. Both BRT and LRT may increase cohesion in neighborhoods they serve. They may promote increased private and public investment in the area, thereby potentially providing more gathering spaces for residents. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations. The Vancouver transit alignment could add LRT or BRT in the Esther Short, Hough, Carter Park, Arnada, Shumway, and Lincoln neighborhoods.

1.3.5.5.2 I-5 Transit Alignment

Transit alignments and stations may add to neighborhood cohesion. Both BRT and LRT may increase cohesion in neighborhoods they serve. They may promote private and public investment in the area, thereby potentially providing more gathering spaces for residents. The transit stations may add to cohesion as neighbors have a chance to connect to one another while waiting at the stations. However, because the I-5 alignment is located between I-5 and the edge of the neighborhoods, and given the zoning in these

neighborhoods, the potential for the I-5 transit alignment to promote increased development and redevelopment is considerably less than with the Vancouver alignment.

The I-5 transit alignment would add LRT or BRT in the Hough, Arnada, Central Park, Rose Village, West Minnehaha, and Lincoln neighborhoods. Additionally, transit stations for the I-5 transit alignment could be located in each of these neighborhoods, except West Minnehaha, where no transit stations are proposed at this time, therefore adding to cohesion in each of these neighborhoods.

At this time there is no appreciable difference between a McLoughlin or 16th Street connection from Segment A2 to the I-5 alignment in Segment B.

LRT provides better travel times and reliability than BRT, so running LRT on I-5 would provide faster travel times for neighborhoods than running BRT on I-5. BRT also produces more noise than LRT, resulting in impacts especially along 16th, McLoughlin, and Broadway. Indoor impacts can be mitigated.

1.3.6 Full Alternatives

1.3.6.1 No-Build Alternative

Under the No-Build Alternative there would be no displacements associated with the CRC project, and no change in neighborhood access to resources. Long-term direct effects may include inconsistencies with neighborhood plan goals that call for development of LRT and increased access to transit. Long-term indirect effects for neighborhoods are expected to include decreased access and increased travel times for residents traveling within the project area as well as the I-5 corridor.

The No-Build Alternative is not expected to create air quality impacts for neighborhoods. The U.S. Environmental Protection Agency (EPA) has developed National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants: carbon monoxide (CO), lead, ozone, nitrogen dioxide, sulfur dioxide, and particulate matter. No violations of the NAAQS are expected.

1.3.6.2 Replacement Crossing with BRT and I-5 Standard Toll (Alternative 2)

The replacement crossing with BRT would displace 13 to 20 floating homes on Hayden Island. Eliminating several homes may impact cohesion in the Hayden Island neighborhood. The replacement crossing would also require the displacement of eight residences and partial acquisition from 26 residential parcels in the Shumway neighborhood, due to the I-5 transit alignment. Although the partial acquisitions for right-of-way would not displace homes, residents may experience noise, air quality, and visual impacts from noise walls. However, these impacts are likely to be minimal and should not affect neighborhood cohesion.

BRT is consistent with neighborhood plans because it increases access to transit. However, none of the neighborhood plans specifically mention BRT.

BRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The transit alignments may increase cohesion as BRT may influence economic development or redevelopment around alignments. New development may add to cohesion by potentially providing more gathering spaces for residents, such as shopping centers and restaurants. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations.

1.3.6.3 Replacement Crossing with LRT and No Toll or I-5 Standard Toll (Alternative 3)

The replacement crossing with LRT would displace 13 to 20 floating homes on Hayden Island. This may impact cohesion in the floating home community on Hayden Island. The replacement crossing would also require right-of-way partial acquisitions from 15 residential parcels in the Shumway neighborhood due to the I-5 transit alignment. Although the partial acquisitions for right-of-way would not displace homes, residents may experience noise, air quality, and visual impacts from noise walls. However, these impacts are likely to be minimal and should not affect neighborhood cohesion.

LRT is consistent with neighborhood plans because it increases access to transit. Additionally, the Esther Short and Hough neighborhood plans specifically state that the neighborhoods support the concept and development of LRT.

LRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The transit alignments may increase cohesion as LRT traditionally influences economic development or redevelopment around alignments. New development may add to cohesion by potentially providing more gathering spaces for residents, such as shopping centers and restaurants. The transit stations may add to cohesion as neighbors have a chance to connect to one another while waiting at the stations.

1.3.6.4 Supplemental Crossing with BRT and I-5 Higher Toll (Alternative 4)

The supplemental crossing with BRT would displace 22 to 23 floating homes on Hayden Island. Eliminating several homes may impact cohesion in the Hayden Island neighborhood. The supplemental crossing, when paired with the I-5 alignment, would also require the displacement of one residence and partial acquisitions for 24 residential parcels in the Rose Village neighborhood. Although the partial acquisitions would not displace homes, residents may experience noise, air quality, and visual impacts from noise walls. However, these impacts are likely to be minimal and should not affect neighborhood cohesion.

BRT is consistent with neighborhood plans because it increases access to transit. However, none of the neighborhood plans specifically mention BRT.

BRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The transit alignments may increase cohesion as BRT may influence economic development or redevelopment around alignments. New development may add to cohesion by potentially providing more gathering spaces for

residents, such as shopping centers and restaurants. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations.

1.3.6.5 Supplemental Crossing with LRT and I-5 Higher Toll (Alternative 5)

The supplemental crossing with LRT would displace 22 to 23 floating homes on Hayden Island, depending on transit alignment. Eliminating several homes may impact cohesion in the Hayden Island neighborhood. The supplemental crossing, when paired with the I-5 alignment would also require the displacement of one residence and partial acquisitions from 24 residential parcels in the Rose Village Neighborhood. Although the partial right-of-way would not displace homes, residents may experience noise, air quality, and visual impacts from noise walls. However, these impacts are likely to be minimal and should not affect neighborhood cohesion.

LRT is consistent with neighborhood plans because it increases access to transit. Additionally, the Esther Short and Hough neighborhood plans specifically state that the neighborhoods support the concept and development of LRT.

LRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The transit alignments may increase cohesion as LRT traditionally influenced economic development or redevelopment around alignments. New development may add to cohesion by potentially providing more gathering spaces for residents, such as shopping centers and restaurants. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations.

1.4 Temporary Effects

The build alternatives may have the temporary effects listed below on a majority of the neighborhoods. Please see Section 6 for a complete list of temporary effects in the neighborhoods.

- Temporary property acquisitions for construction staging areas
- Noise impacts due to construction
- Vibration from construction
- Effects to air quality due to construction equipment
- Traffic spillover during construction
- Traffic detours and delays during construction

1.5 Mitigation

1.5.1 Long-Term Mitigation

1.5.1.1 Acquisition of Homes and Community Resources

The project team will evaluate potential options for relocating Hayden Island floating homes and displaced residents in the Lincoln and Shumway neighborhoods. The preference may be for a nearby location to maintain connection with the Hayden Island, Lincoln, and Shumway neighborhoods.

If the Safeway on Hayden Island is displaced, the project team will explore options for relocating the Safeway grocery store on Hayden Island prior to demolition of the current store.

If the Wellness Project on Main Street is displaced, the project team will consider mitigation strategies discussed in the Acquisitions Technical Report in order to help relocate the Wellness Project and will evaluate options for reducing or minimizing financial penalties to the Wellness Project associated with their Community Development Block Grant.

If medical offices are displaced, the project team will consider mitigation strategies discussed in the Acquisitions Technical Report.

1.5.2 Temporary Mitigation

1.5.2.1 Traffic Spillover, Detours and Delays

The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers into neighborhoods. Additionally, the construction team may consider pre-construction community meetings to inform residents of the construction timeline, relevant staging plans, ramp and road closures, detour plans and plans for maintaining access to residences and businesses. Lastly, the construction team could install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

1.5.2.2 Air Quality and Noise Impacts

The construction team would comply with appropriate construction noise abatement and air quality mitigation measures as described in the Noise and Vibration and Air Quality Technical Reports.

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2. Methods

2.1 Introduction

This section describes the methods that were used to collect data and evaluate potential effects to neighborhoods and population for the I-5 CRC project. The analysis was developed to comply with the National Environmental Policy Act (NEPA) and relevant federal, state, and local laws.

2.2 Study Area

The analysis area for the neighborhoods and population assessment was organized at a neighborhood level. The project team conducted an in-depth analysis of neighborhoods that are expected to experience direct construction or operational effects due to the project. Exhibit 2-1 lists these neighborhoods located in Clark County, Vancouver, and Portland. Exhibit 2-2 maps these neighborhoods. Any neighborhoods not specified are not expected to experience direct construction or operational effects from the project.

Exhibit 2-1. Study Area Neighborhoods

Clark County Neighborhoods	Vancouver Neighborhoods	Portland Neighborhoods
West Hazel Dell	Northwest	Hayden Island
	West Minnehaha	Bridgeton
	Lincoln	Kenton
	Shumway	
	Rose Village	
	Carter Park	
	Hough	
	Arnada	
	Central Park	
	Esther Short	
	Hudson's Bay	
	Columbia Way	

2.3 Effects Guidelines

This report addresses the following questions about potential effects from this project:

- Does the project displace people or community resources?

- Does the project separate neighborhood residents from their community resources such as educational, religious, health care, cultural, or recreational facilities, and/or commercial service?[3]
- Does the project increase traffic through a neighborhood, or severely decrease access to transit, bicycle, or pedestrian opportunities?
- Does the project severely impact community cohesion?[4]
- Is the project consistent with adopted neighborhood plan goals?

2.4 Data Collection Methods

Potential cumulative effects from this project are evaluated in the Cumulative Effects Technical Report. Please refer to this report for an evaluation of possible cumulative effects.

To determine if the effects listed above would affect neighborhoods and population, various types of data were collected for this report. Data were collected to develop a profile for each neighborhood in order to compare the existing conditions in each neighborhood to future conditions based on the build alternatives.

2.4.1 Spatial Analysis

For spatial analysis, the project team used Geographic Information System (GIS) data from Metro's Regional Land Information System (RLIS) and Clark County's GIS system, ClarkView.

2.4.2 Neighborhood Plans

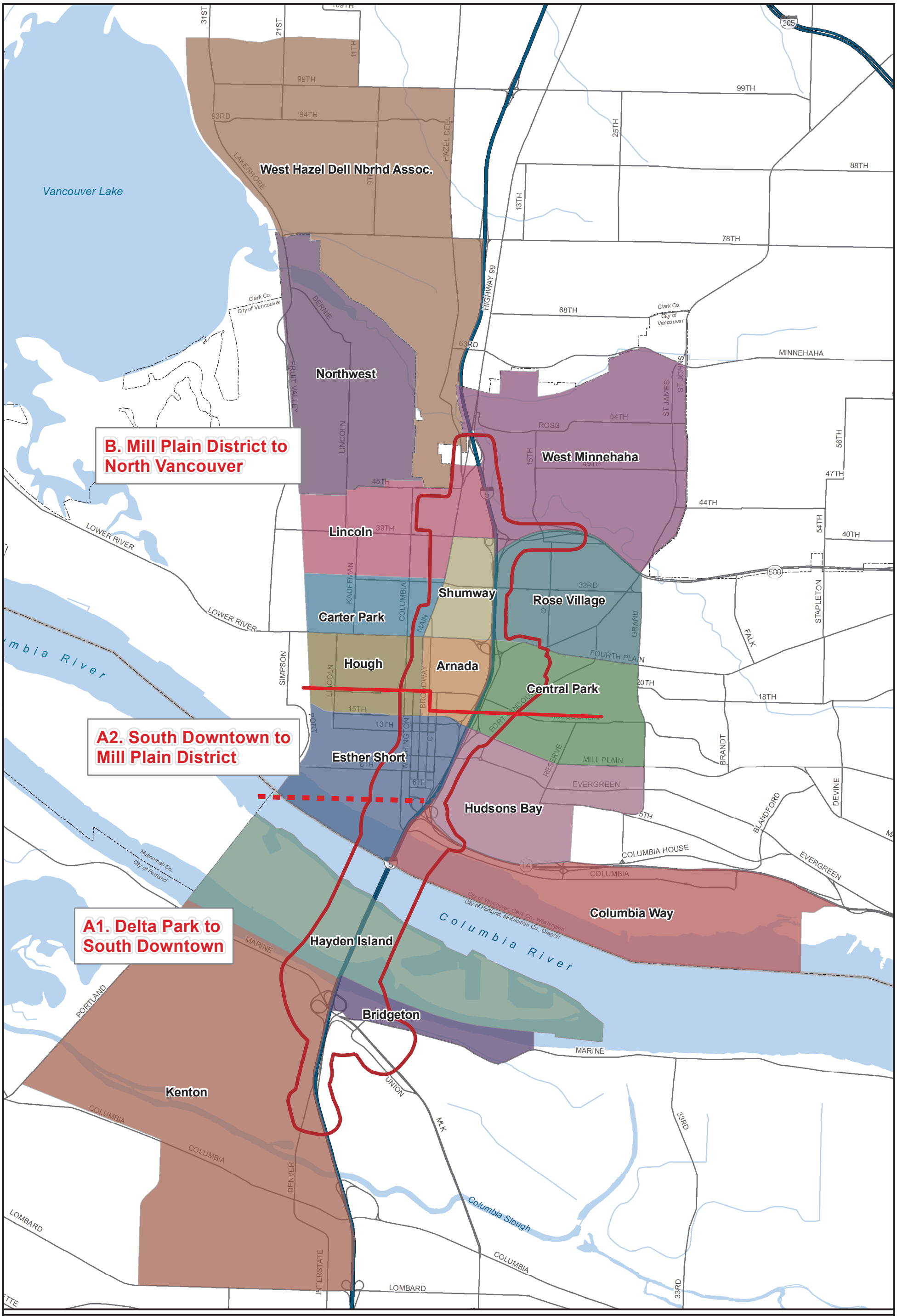
Historical data and general land use information about the neighborhoods were reviewed in adopted neighborhood plans from the City of Vancouver Office of Neighborhoods and the City of Portland Bureau of Planning. The plans were also reviewed for neighborhood plan goals to determine which goals were relevant to the project. The project team worked with neighborhood associations to determine whether the associations held neighborhood meetings or produced a newsletter.

2.4.3 Crime Statistics

Crime statistics for Clark County and Vancouver were obtained from the Clark County Sheriff's Office Crime Analysis Unit. Crime statistics for Portland were obtained from the Portland's Bureau of Police.

[3] Separation of a neighborhood from its community resources may be caused by operational changes such as rerouting traffic, pedestrian, or transit service, as well as physical barriers such as new soundwalls or roadways.

[4] Cohesion impacts may include major displacements, separation of a neighborhood, impacts to traffic circulation, reduction in neighborhood activities, or inconsistency with adopted neighborhood plan goals.



Analysis by J. Koloszar; Analysis Date: 07-17-07; Plot Date: 07-17-07; File Name: QF_006b_11x17.mxd

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The project team analyzed the total number of crimes committed in each neighborhood in 2006, as well as the total number of crimes committed in Vancouver and in Clark County in 2006. Crimes were defined as any offenses reported to law enforcement. The West Hazel Dell neighborhood comparison used Clark County's crime numbers, which include crimes committed in Vancouver, Camas, and unincorporated areas within the county. It did not include crimes committed in Ridgefield, La Center, Washougal, or Battle Ground, as crimes committed in these cities are reported only to the local jurisdictions, and are calculated in a different manner.

The City of Portland provided crime totals classified by neighborhood and normalized for 1,000 residents. In order to normalize the Vancouver neighborhood crime numbers, project staff divided the total number of crimes committed in each neighborhood by the total number of residents in that neighborhood. This percentage was then multiplied by 1,000 residents, to get the total number of crimes committed per 1,000 residents within each neighborhood. The same normalization process was done for Vancouver and Clark County totals, with total populations for these jurisdictions drawn from the 2000 U.S. Census. To compare the two, the crime rate by neighborhood was subtracted from the rate by jurisdiction. This difference was divided by the city and/or county crime rate to determine the difference in rate.

2.4.4 Census Data

Demographic information for neighborhood profiles was developed using the 2000 U.S. Census, Summary File 3. The following data were collected to determine the population and demographics for each neighborhood within the study area:

- Total population (Table P1)
- Percentage of minority population compared to city and county percentages (Table P6)
- Median home value compared to city and county median home values (Table H85)
- Percentage of population with income below the poverty level compared to the city and county percentages (Table P88)
- Percentage of population with disabilities compared to the city and county percentages (Table P42)
- Percentage of the population 65 years of age or older compared to the city and county percentages (Table P8)
- Percentage of households with 5 or more residents compared to the city and county percentages (Table H16)
- Percentage of owner-occupied housing compared to the city and county percentages (Table H7)
- Percentage of housing units with no vehicle (H44)

Because these data were not available at a neighborhood boundary level, the project team used GIS software to adjust the data to the neighborhood level. Neighborhood boundaries were laid on top of census block group boundaries to determine the proportion of neighborhood area within the block group. Block group data from several data sets from the 2000 U.S. Census Bureau American Fact Finder were joined to the neighborhood data to summarize characteristics of each neighborhood. Population data were adjusted by applying the proportion of the original area to totals where block groups were divided by neighborhood boundaries.

2.4.5 Other Technical Reports

The following CRC technical reports were reviewed for neighborhoods and population information, as described below:

- The Land Use Technical Report identified comprehensive plan designations, zoning codes, and other applicable land use laws for the neighborhoods.
- The Economics Technical Report identified effects on local and regional businesses located in the neighborhoods.
- The Historic Built Environment Technical Report helped to identify historic resources within the neighborhoods that may contribute to neighborhood cohesion.
- The Visual and Aesthetics Technical Report identified visual resources within the neighborhoods.
- The Public Services Technical Report identified important resources within neighborhoods, such as hospitals and fire stations.
- The Environmental Justice Technical Report helped define the demographics of each neighborhood and identify block groups within neighborhoods with low-income and minority populations.
- The Air Quality Technical Report described the effects of air pollution and air toxics in neighborhoods.
- The Noise Technical Report described the effects of noise levels in the neighborhoods.
- The Acquisitions Technical Report provided information about the potential displacement of people and community resources.
- The Traffic Technical Report identified effects on traffic circulation patterns on local and collector streets.
- The Transit Technical Report identified effects on transit service, including changes to transit routes, level of service, ridership capacity, and frequency of stations.
- The Public Involvement Technical Report described outreach efforts to neighborhoods and documented comments from citizens. This helped to identify citizens' concerns about the project's effects on community resources and activities.

2.4.6 Cohesion Assessment

Neighborhood cohesion describes the livability of a neighborhood, and more specifically, the opportunities for residents to connect to one another within the neighborhood. These opportunities can be offered through gathering places such as schools, community centers, parks, or shopping centers. High home ownership rates can also contribute to cohesion because there may be less turnover in neighborhoods with high home ownership rates than in neighborhoods with high rental rates. Crime rates may affect cohesion because they are important factors in determining how safe residents feel in their homes and neighborhoods. Neighborhood associations and neighborhood activities such as meetings or production of a newsletter may also affect cohesion, because they bring residents together and give them a chance to connect with one another.

These indicators of cohesion were assessed in the neighborhood profiles using input from the community resource mapping process, crime data, census data, tax assessor information, and neighborhood association information gathered through the public involvement process. See Section 3 for more information on the community resource mapping process and public involvement efforts.

2.5 Analysis Methods

The following methods were employed to measure effects to neighborhoods and population.

2.5.1 Long-Term Effects

2.5.1.1 Displacements

Project staff analyzed right-of-way data to determine if major displacements of people or community resources would occur within the neighborhoods. The Acquisitions Technical Report was referenced to determine how many people would be affected by the alternatives. The Environmental Justice Technical Report was referenced to determine if any of those displaced were low-income or minority residents.

2.5.1.2 Separation of a Neighborhood from its Community Resources

Project staff analyzed the proposed alternatives to determine if the project separated neighborhoods from their community resources. Community resources were identified through the community resource mapping process. The Acquisitions Technical Report was also referenced to determine if the project would displace any community resources identified through the community resource mapping process described in Section 3.2.

2.5.1.3 Impacts to Traffic Circulation

Impacts to traffic circulation patterns were determined by referencing the traffic and transit technical reports, with particular attention to local or collector streets and the accessibility of surrounding land uses. If effects were considered important based on the thresholds for those disciplines the same effects were considered significant for the neighborhoods where the effects took place.

2.5.1.4 Effects to Cohesion

Displacements, separation of a neighborhood from its resources, impacts to traffic circulation, or inconsistencies with neighborhood goals could all impact cohesion.

In addition to these factors, a reduction in neighborhood activities could affect cohesion. Project staff coordinated with neighborhood representatives to determine if a neighborhood association existed and how often the association met. Project staff also inquired about the frequency of neighborhood activities and the presence of a neighborhood newsletter.

2.5.1.5 Inconsistencies with Adopted Neighborhood Plan Goals

Inconsistencies with adopted neighborhood plan goals were determined through reviews of neighborhood plans to determine if proposed alternatives would violate goals, or would prevent future implementation of the goals.

2.5.2 Temporary Effects

Temporary effects to neighborhoods and population would likely result from temporary access changes to neighborhoods and their resources, and short-term construction activities that may increase noise levels and affect air quality. Data for access changes came from traffic models. Information regarding noise levels came from the Noise Technical Report, and air quality data came from the Air Quality Technical Report.

3. Coordination

3.1 Community and Environmental Justice Group

To achieve the goal of meaningful public involvement in the project development process, in August of 2006 the CRC formed the Community and Environmental Justice Group (CEJG). The 15 members of CEJG come from neighborhoods in the project area and include environmental justice community members (low-income, African American, Latino, Vietnamese and Russian speaking, as identified in the demographic analysis completed in 2005), two liaisons from the CRC Task Force, and five at-large members. They represent the diverse interests and perspectives of Vancouver, Portland, and Hayden Island neighborhoods potentially affected by the project.

Reporting to the project team, the CEJG was assigned the following tasks:

- Conduct individual or group review of the CRC project materials.
- Identify issues and concerns in the process, and present recommendations at key milestones to the project team.
- Assist the project team in effectively engaging the public in the project by:

  Reviewing and commenting on the outreach plan.

  Identifying service providers and community based organizations in the project area.

  Informing the project team of known changes in demographics within the area of effects since the 2000 Census.

  Assisting in identifying community reactions and issues of concern.
- Provide input to the project team into relevant areas of interest or potential impact (such as air quality, noise, highway interchange alignments and design features) to help inform the project's efforts to avoid, minimize and/or mitigate potential impacts of the project to their community.
- Communicate frequently with their respective constituency groups to keep them informed of project information, bring their input to the project team, and help develop understanding and support of project recommendations.
- Identify community concerns related to the project and communicate those concerns to the project team in a timely manner.
- Provide input to the project team to assist with developing potential solutions, as challenges arise on the project.
- Provide input to the project on balancing transportation, economic, and livability needs.

- Provide recommendations regarding specific project elements to ensure there is a balance within potentially impacted communities and that costs and benefits are reasonably distributed.

CEJG has met once a month since August 2006 and they will continue to meet until the CRC project's Locally Preferred Alternative is selected. To date, CEJG has provided input on a wide variety of project-related issues, including:

- Project background
- Preliminary alternative packages
- Recommendation on alternatives to carry into the DEIS

Between April and August 2007, the CEJG focused on the DEIS and potential project impacts to communities in the project area.

3.2 Community Resource Mapping

An inventory of community resources within each neighborhood was collected by the project team. The team met with members of the community who identified the resources that were important to them on a map. Maps and legends of community resources for Washington and Oregon are provided on Exhibits 3-1, 3-2, and 3-3.

The analysis methods for identifying community resources were as follows:

- Project staff identified neighborhood resources within and near the study area that fit the following commonly accepted neighborhood resource categories: parks, schools, locally and nationally recognized historic structures, and emergency services. Project staff created two draft maps based on these resources: one for Oregon and one for Washington.
- On September 14, 2006, CEJG reviewed the two draft neighborhood resource maps and identified additional resources.
- On November 2, 2006, the neighborhood resource maps were distributed and discussed at a meeting of the Shumway Neighborhood Association, resulting in additional identified resources.
- In early 2007, four open houses were held to discuss the project team's recommendations of the range of alternatives to advance into the DEIS. These open houses were held in the four major geographic areas of the study area: Vancouver (January 20, 2007); North Vancouver - Clark County (February 5, 2007); Hayden Island (January 30, 2007); and North Portland (January 25, 2007). In addition to information on the range of alternatives, the neighborhood resource maps were distributed and discussed in one-on-one conversations at these open houses, resulting in additional identified resources.
- In mid-2007, the project team used right-of-way data for the alternatives to determine if the resources identified by the community would be affected.

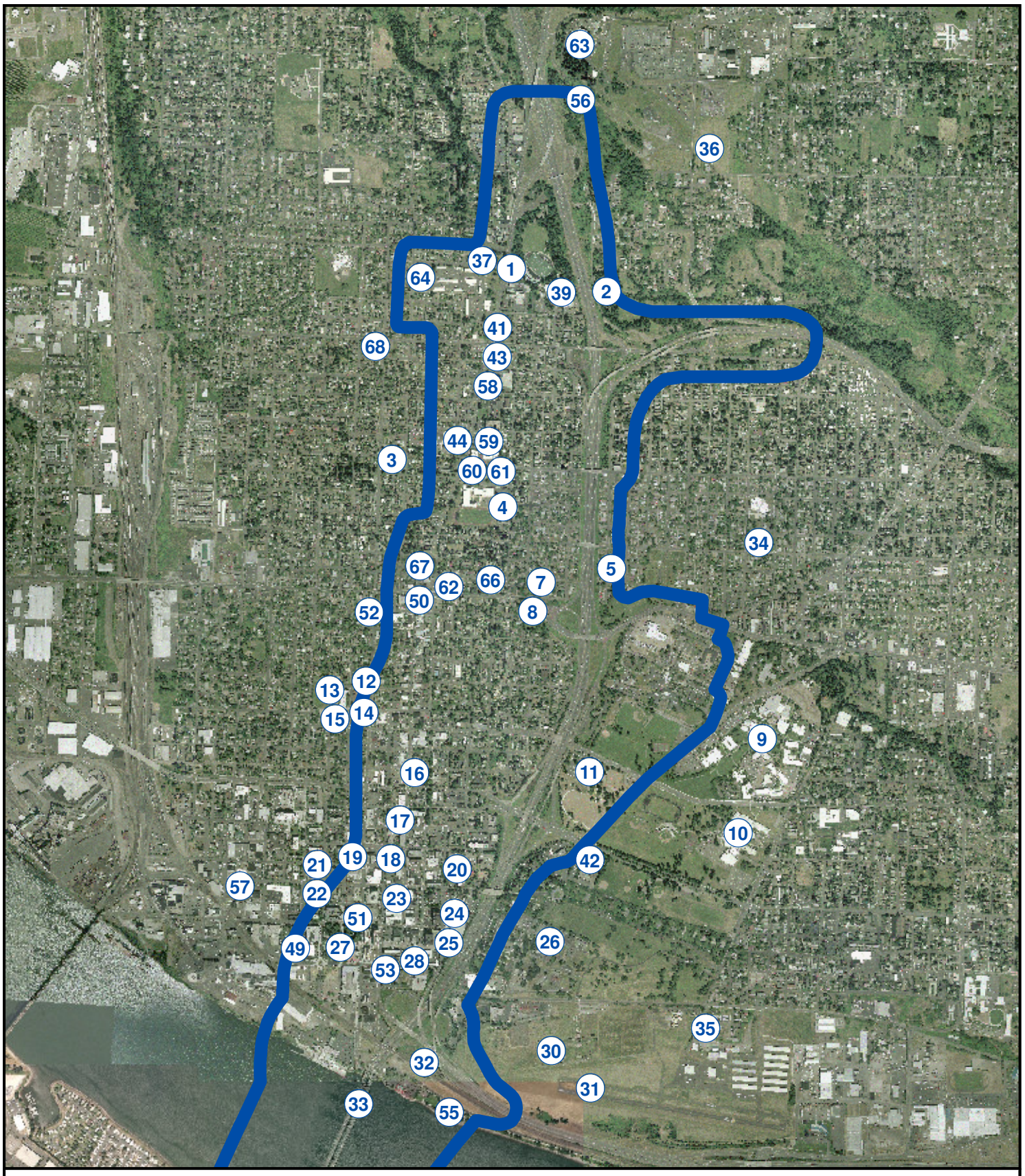

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Exhibit 3-1: Neighborhood Resources
Clark County, Washington (1 of 2)

Columbia River CROSSING

Analysis by J. Koloszar; Analysis Date: 17/18/07; Plot Date: 1/3/08; File Name: NEIREsources_DC146.mxd

1 **Covington House**
4201 Main Street
historical

2 **Leverich Park**
39th and M Street
park

3 **Carter Park**
33rd Street
park

4 **Shumway Park**
3014 F Street
park

5 **Leach Park**
28th and K Street
park

6 **2613 "H" Street House**
2613 H Street
historical

7 **Swan House**
714 E. 26th Street
historical

8 **Arnada Park**
W. 25th and G Street
park

9 **Clark College**
1800 E. Mcloughlin Bouleva
educational

10 **Hudson's Bay High School**
1206 E. Reserve Street
educational

11 **Marshall and Luepke Centers**
1009 E. McLoughlin Bouleva
community center

12 **Hough Elementary School**
1900 Daniels Street
educational

13 **Steffan House**
2000 Columbia Street
historical

14 **Charles Zimmerman House**
1812 Columbia Street
historical

15 **Hough Aquatic Center**
1801 Esther Street
recreational

16 **Carnegie Library**
1511 Main Street
educational

17 **Hidden, Lowell M. House**
100 W. 11th Street
historical

18 **Vancouver Telephone Exchange**
112 W. 11th Street
historical

19 **Chumasero-Smith House**
310 W. 11th Street
historical

20 **House of Providence (Academy)**
400 E Evergreen
historical

21 **Langsdorf House**
1010 Esther Street
historical

22 **Lloyd DuBois House**
902 Esther Street
historical

23 **Elks Building**
916 Main Street
historical

24 **Future Library**
educational

25 **Regal Cinema**
801 C Street
recreational

26 **National Historic Reserve**
East Reserve Street to I-5
historical

27 **Slocum House/Ester Short Park**
605 Esther Street
historical/park

28 **Heritage Building**
601 Main Street
historical

29 **Evergreen Hotel**
500 Main Street
historical

30 **Fort Vancouver**
612 E. Reserve Street
historical

31 **Pearson Field**
1115 E. 5th Street
historical

32 **Old Apple Tree Park**
East of I-5
historical/park

33 **I-5 Bridges**
historical

34 **Washington Elementary School**
2908 S Street
educational

35 **VA Medical Center**
1601 E. 4th Plain Boulevar
healthcare

36 **Dog Park**
Between 15th and 18th
park

37 **First Presbyterian Church**
4300 Main Street
religious institution

38 **Kiggins Bowl**
800 E. 40th Street
recreational

39 **Discovery Middle School**
801 E. 40th Street
educational

40 **Safeway**
3707 Main Street
shopping

41 **Community Wellness Center**
317 E. 39th Street
healthcare

42 **Fort Vancouver Regional Library**
1007 E. Mill Plain
educational

43 **Home Ownership Center**
3801-A Main Street
public service

44 **SW Washington Medical Center**
3400 Main Street
healthcare

45 **Arts & Academics School of Vancouver**
3101 Main Street
educational

46 **Vancouver Housing Authority**
2500 Main Street
public service

47 **YWCA**
3609 Main Street
community center

48 **Uptown Village**
Main Street
shopping

49 **Farmers Market**
555 W. 8th Street
shopping

50 **Starbucks**
2420 Main Street
community/recreation

51 **Starbucks**
304 W. 8th Street
community/recreation

52 **Columbia House**
33415 NW Lancaster Road
community/recreation

53 **Smith Tower**
515 Washington Street
senior/low income

54 **Pythian Home**
3409 Main Street
senior/low income

55 **Waterfront Park**
115 Columbia Way
senior/low income

56 **Discovery & Ellen Davis Trails**
Highway 99 and I-5
park

57 **Vancouver Fire Department, #82**
900 W. Evergreen Boulevard
public service

58 **Vancouver Fire Department, #86**
400 E. 37th Street
public service

59 **Vancouver Health and Rehabilitation Center**
400 E. 33rd Street
public service

60 **First United Methodist Church of Vancouver**
401 E. 33rd Street
religious institutio

61 **Evergreen Habitat for Humanity**
521 E. 33rd Street
public service

62 **First Church of Christ Scientist**
204 E. 4th Plain Boulevard
religious institution

63 **Bonneville Power, Ross Complex**
5411 NE Highway 99
public services

64 **City of Vancouver Water Tower**
42nd and NW Washington
historical

65 **WSDOT Service Center**
11018 NE 51st Circle
public service

66 **Saint Luke's Episcopal Church**
426 E. 4th Plain Boulevard
religious institution

67 **First Baptist Church**
108 W. 27th Street
religious institution

68 **Trinity Lutheran Church**
309 W. 39th Street
religious institution

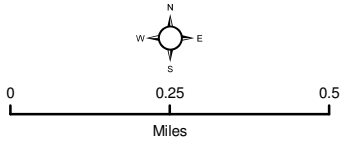


Exhibit 3-2: Neighborhood Resources
Clark County, Washington (2 of 2)

Columbia River CROSSING

Analysis by J. Koloszar; Analysis Date: 17/18/07; Plot Date: 1/3/08; File Name: NEIREsources_DC146075.mxd

1 **Private Community Center**
N. Arbor Avenue and Alder Street
recreational

2 **Former Hayden Is. Yacht Club**
120050 N. Jantzen Drive
community center

3 **Safeway**
11919 N. Jantzen Drive
shopping

4 **Lotus Isle Park**
N. Tomahawk and Island Drive
park

5 **Oregon Slough & Industrial Marinas**

natural resource/housing

6 **Expo Center**
2060 N. Marine Drive
recreational

7 **Vanport Wetlands**

natural resource

8 **Dog Run**

park

9 **Delta Park**
N. Martin Luther King Boulevard and Denver Avenue
park

10 **Portland International Raceway**
1940 N. Victory Boulevard
recreational

11 **Portland Meadows**
1001 N. Schmeer Road
recreational

12 **Columbia Slough**

recreational

13 **Columbia Cemetery**
1151 N. Columbia Boulevard
historical

14 **Paul Bunyan**
N. Denver Avenue and Interstate Avenue
historical

15 **Christmas Lights House (NRHP)**
1441 N. McClellan Street
historical

16 **Kenton Commerical Historic Destrict**
Denver Avenue
historical/shopping

17 **Kenton Community Policing Office**
8134 N. Denver Avenue
public service

18 **Jantzen Beach**

shopping

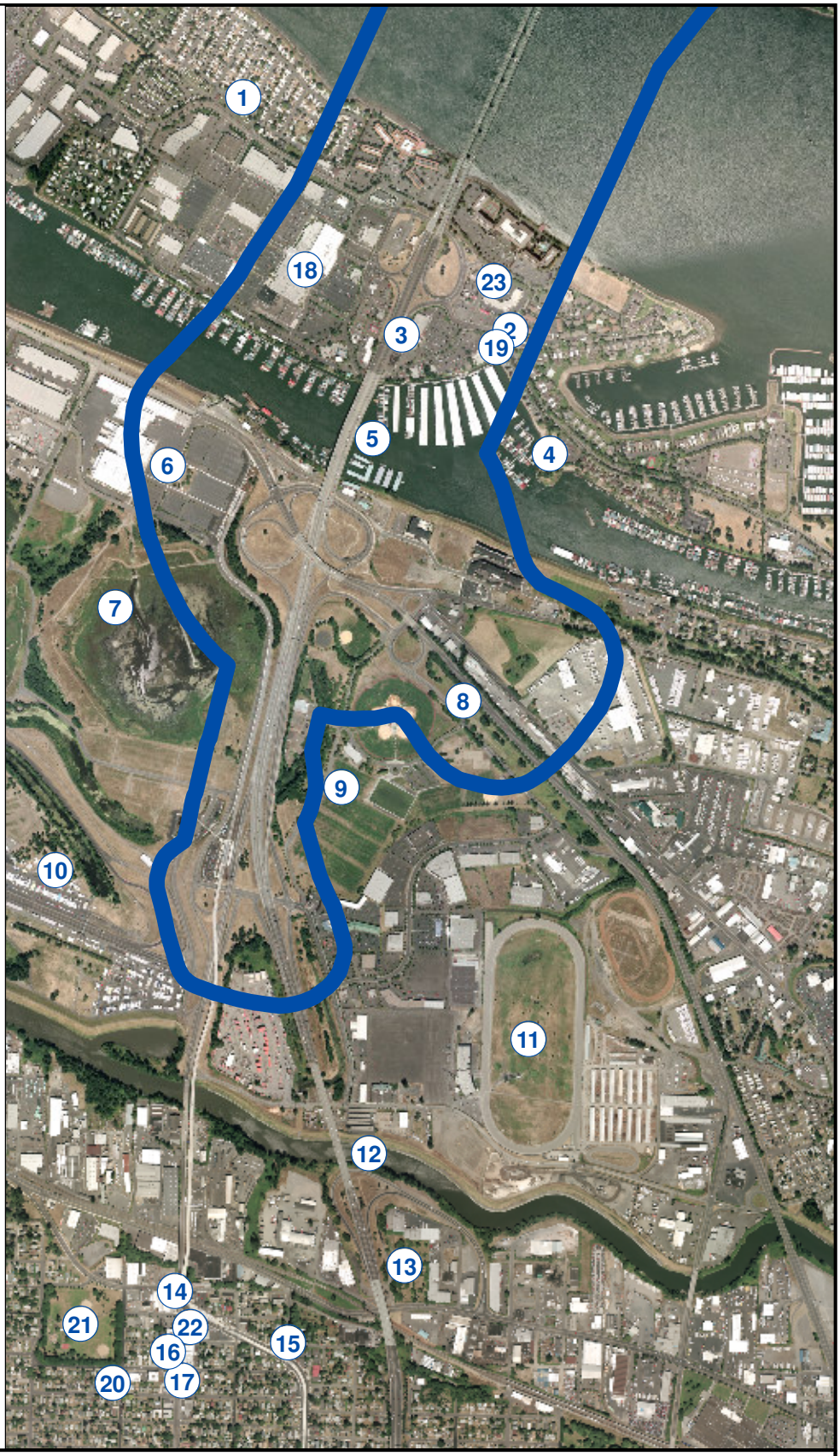
19 **Portland Fire and Rescue, Station #17**
848 North Tomahawk Drive
public service

20 **Historic Kenton Firehouse**
8105 N Brandon Avenue
community center

21 **Kenton Park**
8417 N Brwndon Avenue
park

22 **Wells Fargo Bank**
8324 N Denver Avenue
financial services

23 **Wells Fargo Bank**
12240 N Jantzen Drive
financial services



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Exibit 3-3: Neighborhood Resources
Multnomah County, Oregon

Columbia River CROSSING

Analysis by J. Koloszar; Analysis Date: 17/18/07; Plot Date: 1/3/08; File Name: NEIREsources_DC146.mxd

3.3 Public Involvement Activities

Public outreach activities have evolved with the project development process. The initial range of project options included ideas from the public gathered at open houses and during a public comment period in fall 2005. These ideas were narrowed down in spring 2006 to those offering the best outcomes based on initial staff screening and public feedback. The list of project options to receive rigorous study and analysis in the DEIS process grew as a result of public input and CRC Task Force recommendations. Strategies to reach and communicate with the broader public have been refined as a result of conversations with neighborhood associations and the CEJG. The following are the means by which the project team has sought public input:[5]

3.3.1 Advisory Groups

- Columbia River Crossing Task Force
- Community and Environmental Justice Group (CEJG)
- Pedestrian and Bicycle Advisory Committee
- Urban Design Advisory Group (UDAG)

3.3.2 Presentations and Discussions

- Neighborhood associations
- Business associations
- Civic clubs
- Faith groups and community organizations
- Schools and university classes

3.3.3 Community Meetings and Events

Open Houses

- Fall 2005
- April 2006
- January/February 2007

Design Workshops

- Summer 2006

[5] Please see Appendix A for a complete listing of public involvement activities as of July, 2007.

3.3.4 Fairs and Festival Booths

- Street fairs
- Festivals and celebrations
- Farmers markets

3.3.5 Project News and Information

- Comprehensive website
- Monthly email news
- Newsletters
- Fact sheets
- Postcards
- Traveling displays

In addition to broad public outreach, project staff provided information to communities with limited English proficiency in the project area. Based on a review of census data, environmental justice communities with limited English proficiency in the project area were determined to be Russian, Spanish, and Vietnamese-speaking communities. As a result, project information has been translated into those languages, including project newsletters, some project documents, and portions of the project web site. Russian, Spanish, and Vietnamese interpreters have also been made available at numerous public open houses and open house announcements inform residents that interpreters would be made available upon request. Project staff also attended events, such as AsiaFest and a Slavic Coalition meeting, to broaden outreach to communities with limited English proficiency. CEJG further facilitated the involvement of those with limited English proficiency.

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4. Affected Environment

4.1 Introduction

This section presents the existing conditions of the neighborhoods and population most likely to experience effects from construction or operational changes. The assessment describes several characteristics of each neighborhood and identifies important community resources within the neighborhoods.

Because the project area is divided into three main segments, each neighborhood was assigned to a segment. Some neighborhoods span segment boundaries, in which case the neighborhood was assigned to the segment that includes the larger portion of the neighborhood. The names and definitions of race/ethnicities and demographic categories analyzed were taken from those used by the U.S. Census Bureau. Because of rounding, data show rates of 0 when few individuals in a census category are part of a large population.

4.2 Neighborhood Profiles

4.2.1 Clark County

4.2.1.1 West Hazel Dell Profile—Segment B

The West Hazel Dell neighborhood extends from the northern edge of the Vancouver city limits to 99th Street, with Hazel Dell Avenue as its eastern boundary. The neighborhood is composed primarily of older single-family residential subdivisions, with a newer commercial node, Hazel Dell Towne Center, near the center of the neighborhood along I-5. High-density housing and commercial development are concentrated along Hazel Dell Avenue. Schools in the neighborhood include Eisenhower Elementary, Lake Shore Elementary, and Jason Lee Middle School. The City Harvest, Columbian Christian, and Messiah Lutheran Churches are religious institutions located in the neighborhood.

Vancouver's public transportation system, C-TRAN, provides bus service throughout Clark County, with some commuter buses to downtown Portland. The West Hazel Dell neighborhood is mainly served by C-TRAN routes 2 (Lincoln/Felida), which runs along its western and southern boundaries and 6 (Hazel Dell), which runs along Hazel Dell Avenue. Route 78 (78th Street) also serves West Hazel Dell along NW Ninth Avenue. A bike lane has been proposed along the perimeter of the West Hazel Dell neighborhood along NE 45th Street.

For 2006, West Hazel Dell reported 103.6 crimes per 1,000 residents, a rate that includes crimes against property and individuals. This is roughly 61 percent less than the Vancouver average of 264 per 1,000 residents, and 48 percent less than the Clark County average of 198 per 1,000 residents. Although West Hazel Dell lies just outside of the city limits in unincorporated Clark County, comparing its crime rate to the city crime rate is

likely a more appropriate comparison given its geographic proximity. Its location makes it more similar in character to the neighborhoods near the city core, as opposed to the rural county.

West Hazel Dell does not have an official neighborhood action plan. The West Hazel Dell Neighborhood Association has published bylaws that outline a general goal to "promote the common welfare of the neighborhood and the residents therein" by acting as a forum "to address issues and problems within the neighborhood." The neighborhood association meets bimonthly on the third Wednesday of each month at Clear Water Springs Assisted Living Center near the center of the neighborhood. The neighborhood association publishes a hardcopy newsletter three times a year, and sends out a bimonthly newsletter via email prior to each meeting.

Cohesion in West Hazel Dell appears to be relatively high due to the opportunities the West Hazel Dell shopping center provides residents to connect to one another. The many schools in the neighborhood, a low crime rate, bimonthly neighborhood association meetings, and neighborhood newsletters help add to this cohesion as does the high home ownership rate.

4.2.1.1.1 West Hazel Dell Demographics

Race/ethnicity demographic data for the West Hazel Dell neighborhood reveal that the neighborhood has similar characteristics as Clark County and Vancouver (Exhibit 4-1). When comparing West Hazel Dell to Clark County, the race/ethnicity percentages are within 1 percent for all attributes. The percentages for West Hazel Dell and Vancouver are all within 2 percent, with the exception of the Caucasian population where it has a higher percentage.

There is more variation between the West Hazel Dell neighborhood and Clark County and Vancouver when looking at additional demographic data (Exhibit 4-2). Compared to Vancouver, West Hazel Dell has half the rates of population below the poverty level and housing units with no vehicles. Additionally, it has almost one-fourth more owner-occupied housing than Vancouver and, the median home value is approximately 18 percent higher than the city. The demographic trends are similar when compared with Clark County, although the there is less discrepancy in percentages. West Hazel Dell has lower percentages of population below the poverty level and housing units with no vehicles than Clark County. The percentage of owner-occupied housing and median home value are also greater than in Clark County.

Exhibit 4-1. West Hazel Dell Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
West Hazel Dell	10,717	90%	2%	1%	2%	0%	2%	3%	4%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Source: U.S. Census Bureau, 2000. Summary Tape File 3, Tables 6 and 7

Exhibit 4-2. West Hazel Dell Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
West Hazel Dell	$165,263	6%	19%	7%	10%	75%	4%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44. Clark County Tax Assessor's Property Information Center, last accessed July, 2007.

[a] Large family means five or more people per household.

4.2.2 Vancouver

4.2.2.1 Northwest Profile—Segment B

The Northwest neighborhood is bordered by the Vancouver city limits to the east and north, and Fruit Valley Road to the west. Though not as old as neighborhoods to the south, it is well established. It is comprised almost entirely of single-family residences, and contains three residential care homes and two elementary schools, Ben Franklin and Our Lady of Lourdes. Northwest has at least two homes that are considered resources of cultural and historical significance: the Stewart house and the Leukko farmhouse. The neighborhood strongly values Franklin Park and the Stewart Glen open space. Our Lady of Lourdes Church, and a Church of Jesus Christ of Latter-Day Saints also serve this community.

The Northwest neighborhood is served by C-TRAN routes 1 (Fruit Valley) along Fruit Valley Road, and 2 (Lincoln/Felida) which runs along NW Lincoln Avenue. There are proposed bike lanes through this neighborhood along NW Lincoln Avenue and NW Franklin Street, and along its perimeter of 45th Street.

For 2006, the Northwest neighborhood reported 79.9 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 30 percent of Vancouver's average of 264 per 1,000 residents.

The Northwest Neighborhood Association meets regularly at Franklin School, and also publishes a regular newsletter. The Northwest Neighborhood Action Plan was adopted in June 1996 and later accepted by Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals.

Cohesion in Northwest appears to be relatively high. The schools and parks contribute to this cohesion, as do the low crime rate, a neighborhood association and newsletter, and high home ownership rates.

4.2.2.1.1 Northwest Demographics

Race/ethnicity demographic data for the Northwest neighborhood reveal similarities to Clark County and Vancouver (Exhibit 4-3). Race/ethnicity percentages are within 2 points for all attributes. Similarly, the percentages between Northwest and Vancouver are all within 2 percent, with the exception of Caucasian and Asian. The Northwest neighborhood has more Caucasians and fewer Asians than Vancouver as a whole.

Beyond race/ethnicity, there is more variation between the Northwest neighborhood, Clark County, and Vancouver when looking at additional demographic data (Exhibit 4-4). Northwest has nearly twice the rate of housing units with no vehicle compared to Vancouver, and twice Clark County's rate. The data also show that almost one-fourth more housing units are owner-occupied compared to Vancouver. Additionally, it has half the rate of residents below the poverty level of Vancouver. The median home value is higher than the city or county, although only slightly higher than in Clark County.

Exhibit 4-3. Northwest Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Northwest	3,367	90%	2%	2%	1%	0%	3%	3%	4%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Source: U.S. Census Bureau, 2000. Summary Tape File 3, Tables 6 and 7.

Exhibit 4-4. Northwest Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Northwest	$154,425	7%	17%	10%	9%	79%	3%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44. Clark County Tax Assessor's Property Information Center, last accessed July, 2007.

[a] Large family means five or more people per household.

4.2.2.2 West Minnehaha Profile—Segment B

West Minnehaha is a large neighborhood extending from State Route 500 (SR 500) to Minnehaha Avenue at the city limits, and bordered by St. Johns Road to the east and I-5 and Highway 99 to the west. This mid-20th century neighborhood is composed primarily of single-family residential development, with a concentration of multi-family and commercial uses at the eastern edge of the neighborhood between St. Johns and St. James Roads.

Schools in the neighborhood include Minnehaha Elementary and the private Hosana Christian School. The neighborhood is home to Leverich Park and the Burnt Bridge Creek Greenway, which includes the Discovery and Ellen Davis Trails near I-5 SR 500 interchange. Other park resources include a well-used dog park between 15th and 18th Streets north of NE 49th Street. The Community of Christ Church: Garden Grove Branch, the Church of Christ: Minnehaha, and the First Evangelical Church also serve the West Minnehaha community.

The West Minnehaha neighborhood is served by C-TRAN route 25 (St. Johns), which runs along St. James and St. Johns Roads at the eastern perimeter of the neighborhood. Routes 134 (Salmon Creek Express), 157 (Lloyd Center/BPA Limited), 47 (Battle Ground Limited), and 190 (Marquam Hill Express) also run along the perimeter of West Minnehaha via I-5. There is an existing multi-use pathway through West Minnehaha along Ross Avenue and existing bike lanes along 15th Street, St. James Boulevard, and St. Johns Boulevard.

For 2006, West Minnehaha had 186.3 reported crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 29 percent less than the Vancouver average of 264 per 1,000 residents.

The West Minnehaha Neighborhood Action Plan was adopted in May 1998 and later accepted by Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals. The West Minnehaha Neighborhood Association meets inconsistently at West Minnehaha Neighborhood Association Center on NE 49th Street and publishes community information and meeting notes via an online blog, which can be found at http://westiminnehaha.blogspot.com/.

Cohesion in West Minnehaha appears to be moderate. The many commercial centers and few schools add to cohesion. However, the large geographic area of the neighborhood, low densities, inconsistent neighborhood association meetings, and moderate home ownership rates might limit cohesion.

4.2.2.2.1 West Minnehaha Demographics

The race/ethnicity demographics in the West Minnehaha neighborhood are similar to Clark County and Vancouver (Exhibit 4-5). The race/ethnicity population percentages for each attribute are within 1 percent, with the exception of Caucasians, Asians, and Two or More Races. The percentage of Caucasians is slightly higher than in Vancouver and slightly less than in Clark County. The percentage of Two or More Races residents is almost double Clark County.

Additional demographic data for the West Minnehaha neighborhood (Exhibit 4-6) reveal that the neighborhood falls between Clark County and Vancouver for median home value and the percentage of population below the poverty level. The median home value is approximately $10,000 more than in Vancouver, and is approximately $2,200 less than in Clark County. The percentage of owner-occupied housing is higher than either Clark County or Vancouver, although only slightly higher than the county rate. The percentage of population reporting a disability is higher than Clark County and Vancouver.

Exhibit 4-5. West Minnehaha Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
West Minnehaha	3,091	86%	3%	2%	2%	0%	2%	5%	6%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Source: U.S. Census Bureau, 2000. Summary Tape File 3, Tables 6 and 7.

Exhibit 4-6. West Minnehaha Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
West Minnehaha	$150,867	11%	26%	6%	9%	70%	6%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44. Clark County Tax Assessor's Property Information Center, last accessed July, 2007.

[a] Large family means five or more people per household.

4.2.2.3 Lincoln Profile—Segment B

The Lincoln neighborhood is bordered by 45th Street to the north, the alley between 34th and 33rd Streets to the south, and extends from I-5 to the Burlington Northern Railroad (BNRR) tracks. It is the most northern of the early Vancouver neighborhoods, with some homes dating back to the 1930s. For more information on the history of the Lincoln neighborhood, please refer to the Historic Built Environment Technical Report. Lincoln is almost entirely composed of single-family residential development, with higher density multi-family residential development along Main Street and 39th Street, and a commercial center at their intersection.

Lincoln has many important community resources, including the Lincoln Elementary, Discovery Middle School, and the adjacent Kiggins Bowl athletic field. The Memorial Health Urgent Care Center is located in Lincoln on Main Street and serves the entire downtown area with emergency medical care. Historic resources in the neighborhood

include the Covington House on Main Street and the City of Vancouver water tower located on 42nd and Washington. The Church of Jesus Christ of Latter-Day Saints: Vancouver 3rd Ward, the First Presbyterian Church, the Abundant Life Center, Unity of Vancouver, and Trinity Lutheran all serve the community.

C-TRAN Route 1 (Fruit Valley) serves the Lincoln neighborhood along Fruit Valley Road, while Route 2 (Lincoln/Felida) runs along NW Lincoln Avenue. Route 6 (Hazel Dell) and 71 (Highway 99) also serve the neighborhood along Main Street/Highway 99. Routes 134 (Salmon Creek Express), 157 (Lloyd Center/BPA Limited), 190 (Marquam Hill Express), and 47 (Battle Ground Limited) run through Lincoln via I-5. There are designated bike routes without lanes through the neighborhood along Kauffman Avenue, and bike lanes are proposed along 39th Street, 45th Street, Main Street, Lincoln Avenue, and Columbia Street.

For 2006, Lincoln reported 204.4 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 23 percent less than the Vancouver average of 264 per 1,000 residents.

The Lincoln Neighborhood Action Plan was adopted in June 1998 and later accepted by Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Lincoln Neighborhood Association meets on the second Monday of every month in the cafeteria of Lincoln Elementary, and consistently publishes a newsletter.

Cohesion in Lincoln is relatively high, due to the presence of several schools, a commercial center, and parks such as Kiggins Bowl, where high school athletic competitions are held. The active neighborhood association and frequent newsletters add to this cohesion.

4.2.2.3.1 Lincoln Demographics

Race/ethnicity demographics in the Lincoln neighborhood resemble those of Clark County, while there are more differences between Lincoln and Vancouver (Exhibit 4-7). There is a slightly higher percentage of Caucasians and a lower percentage of Asian and Hispanic or Latino populations in Lincoln than the county. In comparison to Vancouver, it has a higher percentage of Caucasians and lower rate of Asians, Native Hawaiian and Other Pacific Islander Alone, Some Other Race Alone, and Hispanic or Latino populations.

Lincoln has a lower median home value, percentage of residents with a disability, and percentage of large families than Clark County and Vancouver (Exhibit 4-8). Rates of population below the poverty level and living in owner-occupied housing fall between Clark County and Vancouver. Lincoln has fewer vehicles per housing unit than the county and city.

Exhibit 4-7. Lincoln Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Lincoln	3,440	90%	2%	1%	1%	0%	1%	4%	3%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-8. Lincoln Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Lincoln	$136,000	10%	15%	9%	7%	61%	11%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44. Clark County Tax Assessor's Property Information Center, last accessed July, 2007.

[a] Large family means five or more people per household.

4.2.2.4 Shumway Profile—Segment B

The Shumway neighborhood is located immediately west of I-5 between 39th Street and Fourth Plain Boulevard, with a western boundary of Main Street. It is one of the earliest neighborhoods in Vancouver, with some homes dating back to the early 20th century. For more information on the history of the Shumway neighborhood, please refer to the Historic Built Environment Technical Report.

Shumway consists mainly of single-family residential development, with higher density multi-family housing located along Main and 39th Streets. The intersections of Main Street with Fourth Plain Boulevard and 39th Street are zoned for commercial uses.

Clark County's only YWCA is located in Shumway on Main Street, as is downtown Vancouver's only grocery store, a Safeway. The Vancouver Fire Department Station 86 and the Pythian Home for low-income senior residents are both located on Main Street, as is the School for Arts and Academics, which draws students from the surrounding region interested in specific academic subjects. Shumway Park serves as a recreation resource for the community as do the athletic fields associated with the Arts Academy. There are many historic resources located in Shumway, including an historical house at 2613 H Street and the Swan House across the street. Vancouver's Health and Rehabilitation Center and Evergreen Habitat for Humanity are both located on 33rd Street. The Breaking Free Ministries, First United Methodist Church of Vancouver, First Church of Christ Scientist, the Lords Church (Korean), the Slavic Evangelic Church, and Saint Luke's Episcopal Church all serve the neighborhood.

C-TRAN Route 3 (City Center) runs through the center of the Shumway neighborhood along 33rd Street, while Route 4 (Fourth Plain) runs along the neighborhood's southern boundary. Routes 71 (Highway 99) and 6 (Hazel Dell) run through Shumway along Main Street. Routes 47 (Battle Ground Limited), 190 (Marquam Hill Express), 157 (Lloyd Center/BPA Limited), and 134 (Salmon Creek Express) all run along the eastern boundary via I-5. There are currently bike routes without dedicated bike lanes through Shumway along G Street, and proposed bike lanes along 29th Street and on Main Street.

For 2006, Shumway reported 318.5 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 21 percent more than the Vancouver average of 264 per 1,000 residents.

The Shumway Neighborhood Plan was adopted in May 1998 and later accepted by the Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Shumway Neighborhood Association meets on the first Thursday of every month at the Vancouver School of Arts and Academics. They publish a monthly newsletter and hold an annual "dumpster day" and a neighborhood yard sale.

Cohesion in Shumway appears to be moderate. The YWCA, Safeway, Shumway Park, and active neighborhood association all add to cohesion. However, a relatively high crime rate and low home ownership may limit its cohesion.

4.2.2.4.1 Shumway Demographics

Race/ethnicity data for Shumway reveal that the neighborhood has similar demographics as Clark County, with the exception of percentage of Asian and Two or More Races populations (Exhibit 4-9). It has 0 percent Asians while Vancouver has 4 percent and Clark County has 3 percent. The remaining race/ethnicity rates are within 1 percent of the city and county rates.

When comparing Shumway to Vancouver, the neighborhood has a higher percentage of Caucasians and Two or More Races and there are no Asian or Native Hawaiian and other Pacific Islander Alone residents. Shumway and Vancouver have the same percentages of African American, American Indian and Alaska Native Alone, and Hispanic or Latino populations.

Additional demographic data (Exhibit 4-10) show that almost 20 percent of housing units in Shumway do not have cars and slightly fewer than half of the housing units are owner-occupied. The rate of housing units with no vehicle is three times higher than Clark County's rate and more than twice as high as Vancouver's. The percentage of owner-occupied housing is lower than Clark County and Vancouver, although only slightly lower than the city. The percentage of population below the poverty level is higher, and the median home value is lower than Clark County and Vancouver.

Exhibit 4-9. Shumway Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Shumway	1,127	90%	2%	1%	0%	0%	2%	6%	6%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-10. Shumway Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Shumway	$126,000	14%	18%	10%	5%	46%	18%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44. Clark County Tax Assessor's Property Information Center, last accessed July, 2007.

[a] Large family means five or more people per household.

4.2.2.5 Rose Village Profile—Segment B

The Rose Village neighborhood (formerly known as the Rosemere neighborhood) is located directly east of I-5 between 39th Street and Fourth Plain Boulevard. Rose Village, which is bordered by Grand Boulevard to the east, is composed almost entirely of single-family residences. However, high-density multi-family development and community commercial centers can be found along the perimeter and along St. Johns Boulevard, which runs through the middle of the neighborhood.

Community resources include Washington Elementary School, Fort Vancouver Historic Cemetery, and Leach Park located immediately east of I-5 on Fourth Plain Boulevard. The Jehovah's Witnesses Central Church, Cascade Community Church, Memorial Lutheran Church-LCMS, Calvary Baptist Church, New Life Friends Church, United Pentecostal Church, and Everlasting Missionary Baptist Church all serve the neighborhood.

Rose Village is served by C-TRAN routes 3 (City Center), which runs along 33rd Street and Grand Boulevard, 4 (Fourth Plain), 44 (Fourth Plain Limited) along Fourth Plain Boulevard, and 25 (St. Johns) along Fort Vancouver Way. Routes 47 (Battle Ground Limited), 134 (Salmon Creek Express), 157 (Lloyd Center/BPA Limited), and 190 (Marquam Hill Express) all run through Rose Village via I-5. Route 190 also runs along the northern border of Rose Village on SR 500. There are existing bike lanes through Rose Village along Fort Vancouver Way and Grand Boulevard, and proposed lanes along Q Street, 33rd Street, and St. Johns Boulevard.

For 2006, Rose Village reported 351.3 reported crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 30 percent more than the Vancouver average of 264 per 1,000 residents.

The Rosemere Neighborhood Association is a private non-profit although it has not been recognized by the City as the official representative for the neighborhood since 2005. The Rose Village Neighborhood Association meets on the fourth Thursday of every month at the Memorial Lutheran Church, and publishes a monthly newsletter. The association has yet to publish a neighborhood action plan for adoption by the City of Vancouver.

Cohesion in Rose Village appears to be moderate. The existence of one school and one park help add to cohesion, but the relatively high crime rate and low home ownership rate may limit cohesion.

4.2.2.5.1 Rose Village Demographics

Race/ethnicity demographic data for Rose Village shows that it has a lower percentage of Caucasians than Clark County or Vancouver (Exhibit 4-11). In comparison, it has twice or more American Indian and Alaska Native Alone, Some Other Race Alone, and Hispanic or Latino population than the county or city. Residents reported three times the percentage of Some Other Race Alone than Vancouver.

Additional demographic data for Rose Village reveal several differences between it, Clark County, and Vancouver (Exhibit 4-12). Overall, the neighborhood has a higher percentage of population below the poverty level, a lower percentage of owner-occupied housing, and lower median home value. The percentage of population below the poverty level is almost twice the city and more than twice the county rates. Fewer than half of the housing units are owner-occupied, compared to slightly more than half in the city and almost three-quarters in the county. The median home value is approximately 40 percent lower than median home values in Clark County and approximately 33 percent lower than in Vancouver. Slightly over one-fourth of residents report a disability and slightly more than 10 percent of the housing units do not have a vehicle. In both cases, the rates are higher than the county and city.

Exhibit 4-11. Rose Village Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Rose Village	5,269	79%	3%	2%	2%	0%	9%	4%	14%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-12. Rose Village Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Rose Village	$95,425	23%	27%	6%	10%	42%	13%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44. Clark County Tax Assessor's Property Information Center, last accessed July, 2007.

[a] Large family means five or more people per household.

4.2.2.6 Carter Park Profile—Segment B

The Carter Park neighborhood is located west of Main Street, between Fourth Plain Boulevard and the alley between 33rd and 34th Streets, and bordered by the BNRR tracks to the west. It is an early Vancouver neighborhood with most homes built between 1920 and 1940. For more information on the history of Carter Park, please refer to the Historic Built Environment Technical Report.

Carter Park predominantly contains single-family residential development, characterized by craftsman-style bungalows, as well as some infill homes. Higher density residential zoning can be found along Main Street, Fourth Plain Boulevard, and Harney and Kauffman Avenues. There are pockets of commercial development at the intersections of Fourth Plain Boulevard with Kauffman Avenue and Main Street. Much of the area between Kauffman Avenue and the railroad tracks is zoned for light and heavy industrial uses.

There are a handful of community resources in the neighborhood including Carter Park at 33rd and Columbia, an urgent care center on 33rd Street, and the First Baptist Church located on 28th and Main Streets. There is a vacant shopping center and grocery store near the southwest corner of the neighborhood.

Carter Park is served by C-TRAN's Routes 1 (Fruit Valley) along Fruit Valley Road, 2 (Lincoln/Felida) along Columbia Street, 3 (City Center) along Kauffman Avenue, and 6 (Hazel Dell) and 71 (Highway 99) along Main Street. There is an existing bike lane along the southern boundary along Fourth Plain Boulevard, a designated bike route without lanes along Kauffman Avenue, and a proposed bike lane along Columbia and Main Streets.

For 2006, Carter Park reported 239.3 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 9 percent less than the Vancouver average of 264 per 1,000 residents.

The Carter Park Neighborhood Action Plan was adopted in February 1996 and later accepted by Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Carter Park Neighborhood Association meets on the third or fourth Thursday of every month at the Vancouver Housing Authority and does not currently publish a newsletter.

Cohesion in Carter Park appears to be high. The pockets of commercial development within residential areas give residents an opportunity to connect with one another. Additionally, the park, relatively low crime rate, and moderate home ownership rate contribute to cohesion.

4.2.2.6.1 Carter Park Demographics

Race/ethnicity demographics in Carter Park resemble those of Clark County and Vancouver (Exhibit 4-13). The percentage of Caucasians is between that of Clark County and Vancouver. The percentage of Asians is half that of Vancouver and the percentage of Two or More Races is slightly higher than the county or city.

Additional demographic data shows that Carter Park reflects city demographics, with the exception of age (Exhibit 4-14). The percentage of residents 65 years of age or older is almost half that of Vancouver. Compared to the county and city, it has a lower percentage of residents with a disability, a younger population, fewer large families, and more housing units without vehicles.

Exhibit 4-13. Carter Park Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Carter Park	1,722	87%	2%	1%	2%	0%	3%	5%	6%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-14. Carter Park Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Carter Park	$143,400	10%	16%	6%	7%	52%	10%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44. Clark County Tax Assessor's Property Information Center, last accessed July, 2007.

[a] Large family means five or more people per household.

4.2.2.7 Hough Profile—Segment B

The Hough neighborhood is located west of Main Street between 15th Street and Fourth Plain Boulevard, with the BNRR tracks as its western boundary. It is one of the earliest neighborhoods in Vancouver, with many homes dating back to the early 20th century. For more information on the history of the Hough neighborhood, please refer to the Historic Built Environment Technical Report.

Hough has a mix of single and multi-family housing within a perimeter of largely non-residential land uses. Along the eastern boundary (Main Street) the Uptown Village area includes restaurants, specialty stores, and personal services. The western boundary includes industrial uses and higher density housing. Mill Plain Boulevard, to the south, includes professional offices and runs along the edge of a campus of government buildings, while Fourth Plain Boulevard, on the north, is mostly residential.

Hough Elementary School and the Hough Public Pool are two major community resources in this neighborhood. Residents remark that the Starbucks on Main Street acts as an important community center for Hough, as does the Vancouver Housing Authority located at the intersection of Main Street and Fourth Plain Boulevard. Historic resources in Hough include the Steffan House and Charles Zimmerman House, both located on Columbia. Hough is also home to an historic district that encompasses approximately twenty blocks north of Mill Plain Boulevard, between Daniels and Markle Streets. The Renewed Hope Ministries, Word of Life Church-Vancouver, New Hope Center Vancouver Foursquare Church, Compass Church, and the First Christian Church-Disciples of Christ all serve the community.

The neighborhood is served by C-TRAN routes 1 (Fruit Valley), which runs through Hough along Mill Plain Boulevard, 2 (Lincoln/Felida) along Columbia Street, and 3 (City Center) along Kauffman Avenue. Routes 6 (Hazel Dell), 71 (Highway 99), and 4 (Fourth Plain) all run along the eastern boundary of Hough on Main Street. There are existing bike lanes through Hough along Fourth Plain Boulevard, McLoughlin Boulevard, and 15th Street, and proposed bike lanes along Lincoln Avenue, Kauffman Avenue, Columbia Street, Washington Street, and Main Street.

For 2006, Hough had 300.7 reported crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 14 percent more than the Vancouver average of 264 per 1,000 residents.

The Hough Neighborhood Action Plan was adopted in February 1996 and later accepted by Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Hough Neighborhood Association meets on the third Thursday of every month, except for the month of December, at Hough Elementary. The neighborhood association also holds an annual yard sale and neighborhood clean-up, and celebrated their 30th anniversary as a neighborhood association in 2007.

Cohesion in Hough appears to be moderate. The Uptown Village area, the school, public pool, and many historic resources provide opportunities for residents to connect. However, a relatively high crime rate and low rates of home ownership may adversely affect cohesion.

4.2.2.7.1 Hough Demographics

Race/ethnicity demographics in Hough resemble those of Clark County and Vancouver (Exhibit 4-15). The rate of Asians is one-fourth the city's percentage. The percentage of Two or More races is more than double the county, and almost double the city percentage.

Additional demographic data for the Hough neighborhood show several differences between Hough, the county, and city (Exhibit 4-16). It has a lower median home value, a higher percentage of population below poverty level, more residents with a disability, less owner-occupied housing, and fewer housing units with a vehicle. The median home value is approximately 22 percent lower than Clark County and approximately 11 percent lower than Vancouver. The population below the poverty level is more than double the rate in Clark County but slightly less than double the city. The percentage of population with a disability is approximately one-third more than the county or city. The percentage of owner-occupied housing is almost half that of Clark County and approximately one-third less than Vancouver. One-fourth of the housing units do not have vehicles. This is four times the rate of Clark County and three times the rate of Vancouver.

Exhibit 4-15. Hough Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Hough	2,285	86%	2%	1%	1%	0%	3%	7%	7%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-16. Hough Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Hough	$125,400	20%	30%	8%	9%	36%	25%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44. Clark County Tax Assessor's Property Information Center, last accessed July, 2007.

[a] Large family means five or more people per household.

4.2.2.8 Arnada Profile—Segment B

The Arnada neighborhood is located immediately west of I-5 between Fourth Plain Boulevard and 15th Street, with Main Street as its western boundary. It is one of the earliest neighborhoods in Vancouver. For more information on the history of the Arnada neighborhood, please refer to the Historic Built Environment Technical Report.

Arnada is primarily composed of single family residential development. It's commercial areas are located along Main Street, Broadway, and McLoughlin Boulevard. The business district, or Uptown Village, is located on Main Street, between McLoughlin and Fourth Plain Boulevards. The blocks between 15th Street and McLoughlin Boulevard are in large part located in the commercial downtown district, which promotes a mix of retail, office, civic, and housing uses.

Arnada Park, the only park in the neighborhood, is located near the Fourth Plain Boulevard interchange and serves as a recreational resource for the community. The Historic Carnegie Library is on Main Street and has been converted into a Historical Museum that serves all of Clark County. Metropolitan Community Church of the Gentle Shepherd, the Vancouver District United Methodist Church, and Breaking Free Ministries all serve the community.

C-TRAN route 4 (Fourth Plain) runs along the northern boundary of the neighborhood on Fourth Plain Boulevard, while routes 71(Highway 99) and 6 (Hazel Dell) run along its western boundary, Main Street. Routes 134 (Salmon Creek Express), 190 (Marquam Hill Express), 157 (Lloyd Center/BPA Limited), and 47 (Battle Ground Limited) run along the eastern boundary via I-5. Currently there are bike lanes through Arnada along McLoughlin and Fourth Plain Boulevards, and proposed bike lanes along Broadway, Main Street, and C and F Streets.

For 2006, Arnada reported 276.4 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 5 percent more than the Vancouver average of 264 per 1,000 residents.

The Arnada Neighborhood Action Plan was adopted in August 1996 and later adopted by Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Arnada Neighborhood Association meets the second Thursday of every month at the Vancouver Housing Authority on Main Street. The neighborhood association regularly publishes a newsletter, assists with the annual Uptown Village Street Festival in the summer, and sponsors the Arnada Memorial picnic near Memorial Day.

Cohesion in Arnada appears to be moderate. The Uptown Village shopping area and commercial downtown district allow residents a chance to connect to one another. However, a slightly higher crime rate than the city or county and moderate home ownership rates may reduce cohesion.

4.2.2.8.1 Arnada Demographics

Race/ethnicity demographics in the Arnada neighborhood reveal that it has a higher percentage of Caucasians than Clark County or Vancouver (Exhibit 4-17). Correspondingly, the percentages of all other races and ethnicities in the data set are lower than those of the county and city, with the exception of American Indian and Alaska Native Alone, which is the same in all three jurisdictions. The percentages of African Americans, Asians, Native Hawaiian and Other Pacific Islander Alone, Some Other Race Alone, Two or More Races, and Hispanic or Latino are all half or less those of the county and city.

Additional demographic data for Arnada show that the neighborhood has a slightly higher percentage of population below the poverty level, slightly more residents with a disability, and fewer housing units without vehicles than either Clark County or Vancouver (Exhibit 4-18). Larger demographic differences between the neighborhood and the county and city are found in the age and family size attributes. It has almost half the rate of residents 65 years of age or older compared to the county and city. Similarly, there is less than half the city's rate of large families, and nearly one-third the county rate of large families.

Exhibit 4-17. Arnada Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Arnada Neighborhood	984	98%	0%	1%	0%	0%	0%	1%	2%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-18. Arnada Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Arnada	$127,000	15%	20%	6%	4%	53%	11%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44. Clark County Tax Assessor's Property Information Center, last accessed July, 2007.

[a] Large family means five or more people per household.

4.2.2.9 Central Park Profile—Segment B

The Central Park neighborhood is located immediately east of I-5 between Mill Plain and Fourth Plain Boulevards, with a western boundary of Grand Boulevard. It is an early Vancouver neighborhood. Some homes in this neighborhood were originally built for officers and soldiers based at Fort Vancouver. For more information on the history of Central Park, please refer to the Historic Built Environment Technical Report.

Central Park has a mix of single- and multi-family residential development. The neighborhood has three schools: Clark Community College, the Washington State School for the Blind, and Hudson's Bay High School. The neighborhood also includes the Veterans Administration at its northern edge, and the Luepke and Marshall Community Centers. The Veterans Administration provides healthcare through its medical center and Center for Community Health. Many of these community resources have large campuses that combine open space, high concentrations of people, and activity centers. Vancouver Vineyard Church also serves the Central Park community.

The Central Park neighborhood is served by C-TRAN routes 3 (City Center), which runs through the neighborhood along Grand Boulevard, 30 (Burton) along McLoughlin Boulevard, 4 (Fourth Plain) along Fourth Plain Boulevard, 37 (Mill Plain) along Mill Plain Boulevard, 25 (St. Johns) along Fort Vancouver Way, and routes 44 (Fourth Plain) and 39 (Clark College/Medical Center) along Fourth Plain Boulevard and Fort Vancouver Way. Routes 134 (Salmon Creek Express), 190 (Marquam Hill Express), 157 (Lloyd Center/BPA Limited), 47 (Battle Ground Limited) run along the eastern perimeter via I-5.

There are existing bike lanes through Central Park along McLoughlin Boulevard, Mill Plain Boulevard, Reserve Street, Fort Vancouver Way, and Grand Boulevard. The current bike lanes along McLoughlin and Mill Plain Boulevards will be expanded east, and a bike lane along Fourth Plain Boulevard has been proposed. In addition, there is a proposed multi-use pathway from Waterworks Park to Officers Row.

For 2006, the Central Park Neighborhood reported 403.6 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 53 percent more than the Vancouver average of 264 per 1,000 residents.

The Central Park Neighborhood Action Plan was adopted in October 2000 and later accepted by Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Central Park Neighborhood Association holds a potluck followed by a meeting on the last Wednesday of every month at the Washington State School for the Blind. The neighborhood also holds an annual yard sale and supports the annual Fourth of July Kids Parade.

Cohesion in Central Park appears to be moderate. Three schools and two community centers add cohesion by providing gathering places for residents. However, the relatively high crime rate and low home ownership rate may limit neighborhood cohesion in Central Park.

4.2.2.9.1 Central Park Demographics

Race/ethnicity in the Central Park neighborhood is similar to the demographics in Vancouver (Exhibit 4-19). Although both the neighborhood and the city have the same percentage of Caucasian, the percentages of other races and ethnicities vary slightly. The percentage of African Americans is half the percentage of the city. The percentage of Native Hawaiian and Other Pacific Islander Alone is double that of the city. The percentage of Hispanic or Latino population is one-third higher than the city. Compared to Clark County, the neighborhood has a lower percentage of African Americans, but a more than double the percentage of Native Hawaiian and Other Pacific Islander Alone, and Some Other Race Alone. The percentage of Hispanic or Latino population is almost double the percentage of the county.

Additional demographic data for the Central Park neighborhood reveal several differences between the neighborhood, county, and city (Exhibit 4-20). One-fourth of the Central Park population is below poverty level, more than double the percentage in the county or city. The percentage of population 65 years of age or older is half the percentage of Clark County and slightly more than half that of Vancouver. Approximately one-fourth of residents live in owner-occupied housing, compared to approximately half of Vancouver and two-thirds of Clark County residents. Finally, one-fourth of housing units do not have vehicles. This is more than four times the rate of Clark County and three times the rate of Vancouver.

Exhibit 4-19. Central Park Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Central Park	2,091	84%	1%	1%	3%	2%	4%	4%	9%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-20. Central Park Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Central Park	$107,600	25%	27%	5%	7%	26%	25%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44.

[a] Large family means five or more people per household.

4.2.2.10 Esther Short Profile—Segment A2

The Esther Short neighborhood is located immediately west of I-5, extending from 15th Street to the Columbia River. The BNRR tracks run along the western border of this neighborhood. It is one of the earliest neighborhoods in Vancouver. For more information on the history of the Esther Short neighborhood, please refer to the Historic Built Environment Technical Report.

Esther Short is primarily composed of commercial development, which is concentrated in the downtown area. Some light industry is located in the western portion of the neighborhood, with heavy industry along the railroad tracks and a portion of the Columbia River. Most of the residential development is in the form of condominiums and apartments near Esther Short Park and in the northwest corner of the neighborhood.

Community facilities in the neighborhood include an Amtrak train station and the regionally important Esther Short Park. The park is the site of many festivals, concerts, and the Vancouver Farmers Market. The Starbucks located on the perimeter of the park serves as a central meeting place for the surrounding community. The County Public Service Center, a State Crime Lab, the Federal Building, and other government buildings are concentrated on a government campus along Franklin Street in the northwest corner of the neighborhood. City Hall is also located in the neighborhood on E 13th Street. Esther Short is the future location of the Vancouver Library, which will be located near the Regal Cinemas on C Street. The Vancouver Fire Department Station 82 is located in Esther Short, as is Smith Tower which offers senior and low-income housing. This neighborhood has the highest concentration of historic resources in the county, including the Lowell M. Hidden House, the Vancouver Telephone Exchange, the Evergreen Hotel, the Heritage Building, the Langsdorf House, the Elks Building, the House of Providence Academy, the Lloyd Dubois House, the Chumasero-Smith House, and the Slocum House in Esther Short Park. St. Paul Lutheran Church, St. James Catholic Church, the Christian Science Reading Room, and the Chabad of Clark County all serve the community.

The neighborhood is served by C-TRAN route 1 (Fruit Valley), which runs through Esther Short along Mill Plain Boulevard, and route 3 (City Center) through the center of the neighborhood.

There is an existing multi-use path through Esther Short that begins at Esther Short Park and moves toward the Columbia River, and a proposed multi-use path heading west along the Columbia River. There are existing bike lanes throughout the neighborhood, including lanes along the Columbia River, and 10th, 14th, and 15th Streets. Bike lanes have been proposed along Lincoln Avenue, Kauffman Avenue, and Jefferson, Columbia, Washington, Main, Broadway, and C Streets.

For 2006, Esther Short had the highest crime rate in all of Clark County with 1167.3 reported crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 342 percent more than the Vancouver average of 264 per 1,000 residents. It is likely that this high crime rate poorly characterizes the neighborhood, as all of the crimes committed at the County Court House and Jail are recorded as taking place within this neighborhood.

The Esther Short Neighborhood Action Plan was adopted in June 1998 and later accepted by Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Esther Short Neighborhood Association meets on the second Thursday of every month in the food court of the Vancouver Farmers Market.

Cohesion in Esther Short appears to be low to moderate. Esther Short Park is within the neighborhood and is the site of several community events. The active neighborhood association also contributes to cohesion. However, the neighborhood's extremely low home ownership rate and high rate of apartment renters may decrease cohesion.

4.2.2.10.1 Esther Short Demographics

Race/ethnicity demographics in the Esther Short neighborhood are similar to those of Clark County (Exhibit 4-21). Although both the neighborhood and the county have the same percentage of Caucasian population, the percentages of other races and ethnicities vary slightly. Compared to Vancouver, the neighborhood has a higher percentage of Caucasian and a lower percentage of American Indian and Alaska Native Alone, Asian, Native Hawaiian and Other Pacific Islander Alone, Some Other Race Alone, and Two or More Races.

Additional demographic data for Esther Short show that the demographics differ from the county and city (Exhibit 4-22). The median home value is approximately 61 percent of the median home value in Clark County and 67 percent the value in Vancouver. The percentage of the population below poverty level is almost four times as high as in Clark County and almost three times as high as in Vancouver. Almost half of Esther Short residents reported a disability, which is more than double the percentage reported for the county or city.

The percentage of large families in the neighborhood is one-third of the percentage in the city and almost one-fourth that of the county. The percentage of owner-occupied housing is more than four times lower than the percentage in Clark County and more than three times lower than percentage in Vancouver. Finally, 34 percent of housing units do not have vehicles. This rate is almost six times higher than in Clark County and slightly more that four times higher than in Vancouver.

Exhibit 4-21. Esther Short Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Esther Short	2,074	89%	2%	0%	3%	0%	2%	3%	6%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-22. Esther Short Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Esther Short	$93,750	35%	45%	8%	3%	15%	34%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44.

[a] Large family means five or more people per household.

4.2.2.11 Hudson's Bay—Segment A2

Hudson's Bay neighborhood is located directly east of I-5 between Mill Plain Boulevard and SR 14. It is one of the earliest neighborhoods in Vancouver, with many homes dating back to the 1820 through 1840s. For more information on the history of the Hudson's Bay neighborhood, please refer to the Historic Built Environment Technical Report.

Hudson's Bay is home to large public facilities and open spaces such as Officers Row, the Vancouver National Historic Reserve, and a portion of Pearson Airfield, and has few single-family residential structures. These few homes are a combination of late nineteenth and early twentieth century two-story frame houses and 1930s style bungalows. Residential development is concentrated at the eastern portion of the neighborhood to Grand Boulevard, with a few housing units in the restored vintage structures on Officers Row. High-density multi-family residential development is scattered throughout the neighborhood, with a majority located south of Evergreen Boulevard. Limited commercial uses are concentrated along Evergreen Boulevard, east towards Grand Boulevard. Hudson's Bay is also the current home of the Fort Vancouver Regional Library on Mill Plain Boulevard.

The Hudson's Bay neighborhood is served by C-TRAN route 3 (City Center), which runs along Grand and Columbia House Boulevard, and route 32 (Evergreen/Andresen) along Evergreen Boulevard. Route 37 (Mill Plain) runs along the northern perimeter of Hudson Bay on Mill Plain Boulevard, and route 41 (Camas/Washougal Limited) runs along its southern boundary via SR 14. Routes 25 (St. Johns), 44 (Fourth Plain), 39 (Clark College/Medical Center), and 30 (Burton) all run through the northwest corner of the neighborhood on their way to the Seventh Street transit center. Routes 190 (Marquam Hill Express), 157 (Lloyd Center/BPA Limited), 134 (Salmon Creek Express), 47 (Battle Ground Limited), 105 (I-5 Express), 44 (Fourth Plain Limited), and 41 (Camas/ Washougal Limited) all run along the western perimeter via I-5.

There is an existing multi-use pathway through Hudson's Bay along Officers Row, and proposed multi-use pathways from Officers Row north into the Central Park neighborhood and across SR 14 into the Columbia Way neighborhood. There are existing bike lanes along Mill Plain and Evergreen Boulevards. There are proposed bike lanes on Mill Plain Boulevard, a small section of Evergreen Boulevard, and Fifth Street.

For 2006, Hudson's Bay reported 365.1 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 38 percent more than the Vancouver rate of 264 per 1,000 residents.

The Hudson's Bay Neighborhood Action Plan was adopted in April 1998 and later accepted by the Vancouver City Council. For a description of neighborhood plan goals, please refer to Exhibit 4-33. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Hudson's Bay Neighborhood Association meets on the second Tuesday bimonthly in the cafeteria of Harney Elementary.

Cohesion in Hudson's Bay appears to be low. The neighborhood library and neighborhood association contribute to cohesion, but with the limited number of residences, the neighborhood may not be very cohesive.

4.2.2.11.1 Hudson's Bay Demographics

Race/ethnicity demographics for Hudson's Bay show that the neighborhood has a lower Caucasian population rate than Clark County or Vancouver (Exhibit 4-23). Correspondingly, some of the percentages for the other races and ethnicities are higher. The percentage of African Americans is more than three times higher compared to the county and the city. Additionally, the percentage of the Some Other Race Alone is more than double the Clark County percentage and almost double the Vancouver percentage. The Hispanic or Latino population is double the county and almost double the city rates.

Further demographic data show additional differences when comparing Hudson's Bay to Clark County and Vancouver (Exhibit 4-24). The primary differences are the poverty level, large family rate, amount of owner-occupied housing, and number of housing units with no vehicle. The percentage of population below the poverty level is more than twice that of the county. The percentage of large families is almost four times lower than the percentage in the county and is three times lower than the city. The percentage of owner-occupied housing in the neighborhood is less than half that of the county and city. The rate of housing units with no vehicles is twice that of Clark County.

Exhibit 4-23. Hudson's Bay Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Hudson's Bay	1,386	83%	7%	0%	1%	1%	5%	1%	10%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-24. Hudson's Bay Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Hudson's Bay	$132,350	19%	28%	8%	3%	24%	12%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44.

[a] Large family means five or more people per household.

4.2.2.12 Columbia Way Profile—Segment A2

The Columbia Way neighborhood is located directly east of I-5, between SR 14 and the Columbia River, and extends east to include Marine Park. Commercial uses, which include many waterfront restaurants, comprise most of Columbia Way. Columbia Way is home to high traffic and historically important parks, including the Waterfront Park, Marine Park, and Old Apple Tree Park. Single-family town homes and multi-family structures have recently been built along the shoreline just east of Waterfront Park. A mix of light and heavy industrial uses is concentrated at the eastern end of this neighborhood, along with the Water Resources Education Center.

The Columbia Way neighborhood is served by C-TRAN route 3 (City Center), which runs along Columbia Way, and route 41 (Camas/Washougal Limited) along SR 14. There is an existing multi-use pathway through Waterfront Park along Columbia Way, and a proposed bike lane in the same location. A proposed multi-use pathway would connect the existing multi-use pathway with the Fort Vancouver National Historic Reserve on the other side of SR 14 in the Hudson's Bay neighborhood.

For 2006, Columbia Way reported 282.4 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 7 percent more than the Vancouver average of 264 per 1,000 residents.

The Columbia Way Neighborhood Association is currently inactive, and has not published a neighborhood action plan.

Cohesion in Columbia Way appears to be low. Although it contains several parks, with its limited number of residences and an inactive neighborhood association, the neighborhood may not be very cohesive.

4.2.2.12.1 Columbia Way Demographics

Race/ethnicity demographic data for the Columbia Way neighborhood generally show similarities to the county and city, with the exceptions of Native Hawaiian and Other Pacific Islander Alone and Hispanic or Latino (Exhibit 4-25). The percentage of Native Hawaiian and Other Pacific Islander Alone is four times the city rate; none are reported for Clark County. The Hispanic or Latino population percentage is less than half the county and one-third the city.

Additional demographic data for Columbia Way generally show similar demographics as the county and city, with the exceptions of the percentage of population 65 years or older and the percentage of large families (Exhibit 4-26). The percentage residents who are 65 years of age or older is more than twice the county and almost twice the city. The percentage of large families is less than half the county and slightly more than half the city.

Exhibit 4-25. Columbia Way Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Columbia Way	680	86%	3%	0%	3%	5%	0%	3%	2%
Clark County	345,238	89%	2%	1%	3%	0%	2%	3%	5%
Vancouver	143,226	84%	2%	1%	4%	1%	3%	4%	6%

Exhibit 4-26. Columbia Way Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Columbia Way	$137,000	14%	22%	21%	5%	47%	10%
Clark County	$153,100	9%	18%	10%	11%	67%	6%
Vancouver	$140,800	12%	19%	11%	9%	53%	8%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44.

[a] Large family means five or more people per household.

4.2.3 Portland

4.2.3.1 Hayden Island Profile—Segment A1

The Hayden Island neighborhood is located on Hayden Island in the Columbia River, and extends from the eastern end of the island, west to the BNRR tracks one mile west of I-5. It is only accessible via I-5 or boat, and is dominated by commercial uses lining both sides of I-5, including retail, service, and office space. A large retail mall, and other large retailers are located directly west of I-5, while single- and multi-family residential uses are concentrated to the east of I-5. Small marinas are located around the island, with floating homes, boat houses, and small, marine-related commercial uses concentrated on the south side of the island in the North Portland Harbor.

Hotels and restaurants are also located on Hayden Island, as is the community's only grocery store, Safeway. The Jantzen Beach shopping center is located west of I-5. Recreational areas on Hayden Island include a private Community Center between Arbor and Alder Streets, the Former Hayden Island Yacht Club on Jantzen Drive, and Lotus Isle Park on Tomahawk Island Drive. The Wells Fargo Bank on N Jantzen Drive provides

financial services to the island, while the Portland Fire and Rescue Station 17 on N Tomahawk Drive provides public service.

C-TRAN routes 41 (Camas/Washougal Limited), 44 (Fourth Plain), 47 (Battle Ground Limited), 105 (I-5 Express), 134 (Salmon Creek Express), 190 (Marquam Hill Express), 157 (Lloyd Center/BPA Limited) all run through the Hayden Island neighborhood via I-5, but do not make any stops within the community. TriMet operates bus 6 (MLK Jr. Blvd.), which stops on Hayden Island near the Jantzen Beach shopping center.

There is an existing multi-use pathway through Hayden Island along I-5, and a proposed bike lane along Hayden Island and Jantzen Drives. A pedestrian path has been proposed along the Columbia River on Tomahawk Island and Hayden Island Drives.

For 2006, the Hayden Island neighborhood reported 255.4 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 210 percent more than Portland's overall rate of 82.5 per 1,000 residents. This high crime rate is mainly caused by a high volume of "Other Larceny" crimes, as reported by the City of Portland Police Bureau. These crimes can most likely be attributed to the large shopping center at Jantzen Beach, where larcenies are reported by store officials. This crime rate probably does not accurately portray crime rates outside of the shopping center.

The Hayden Island Neighborhood Network meets on the second Thursday of every month at the former Hayden Island Yacht Club. Although active, it has not published a neighborhood action plan.

Cohesion on Hayden Island appears to be high. The concentration of residential uses on the island likely indicates that neighbors often have an opportunity to connect to one another. Additionally, the Lotus Isle Park and the grocery store on the island provide opportunities for residents to interact. A high home ownership rate also contributes to cohesion on the island. Although there is a high crime rate, these crimes are probably attributable to the Jantzen Beach shopping center, and do not have the same effect on cohesion as crimes committed within the residential areas of the neighborhood.

4.2.3.1.1 Hayden Island Demographics

Race/ethnicity demographic data for the Hayden Island neighborhood reveal differences from Multnomah County and Portland (Exhibit 4-27). The Caucasian percentage is higher than both the county and city rates, whereas the percentage of all other races and ethnicities, with the exception of Native Hawaiian and Other Pacific Islander Alone, is lower than both the county and the city. The percentages of African American, Some Other Race Alone, Two or More Races, and Hispanic or Latino populations are less than one-third the rates in the county or city.

Additional demographic data for the neighborhood show further differences between the neighborhood, county, and city (Exhibit 4-28). It has a lower median home value, lower percentage of population below the poverty level, lower percentage of large families, and lower percentage of housing units with no vehicle compared to both the county and city. The median home value is approximately 62 percent of the median home value in the county and approximately 63 percent of the median home value in the city. The

percentage of population below the poverty level is slightly more than half the percentage in the county or city. No residents in the neighborhood are members of a large household, compared to 8 percent in both the county and city. Seventy-nine percent of Hayden Island residents live in owner-occupied housing compared to slightly more than half in the county and city. Finally, the rate of housing units with no vehicle is less than half the county and city.

Exhibit 4-27. Hayden Island Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Hayden Island	716	94%	1%	0%	4%	0%	1%	1%	2%
Multnomah County	660,486	79%	5%	1%	6%	0%	4%	5%	7%
Portland	529,025	78%	6%	1%	6%	0%	4%	5%	7%

Exhibit 4-28. Hayden Island Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Hayden Island	$96,950	7%	25%	8%	0%	79%	5%
Multnomah County	$156,600	12%	19%	11%	8%	57%	13%
Portland	$154,700	13%	19%	12%	8%	56%	14%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44.

[a] Large family means five or more people per household.

4.2.3.2 Bridgeton Profile—Segment A1

The Bridgeton neighborhood is located east of I-5 on North Portland Harbor. It is an early Portland neighborhood with cottages built between 1915 and 1930 along the Columbia River. Residential uses are concentrated at the eastern end of the neighborhood, both on land in rowhouses and detached single-family dwellings, and in the river on floating homes. Industrial uses can be found directly adjacent to I-5 around the Marine Drive interchange. Columbia High School and its adjacent playfield act as important community resources, as do the neighboring sloughs and the Columbia River, which provide recreational uses.

TriMet line 16 (Front Ave./St. Johns) serves the Bridgeton neighborhood along Marine Drive. C-TRAN routes 41 (Camas/Washougal Limited), 44 (Fourth Plain), 47 (Battle Ground Limited), 105 (I-5 Express), 134 (Salmon Creek Express), 190 (Marquam Hill Express), 157 (Lloyd Center/BPA Limited), and TriMet line 6 (ML King Jr.) all run through the neighborhood via I-5, but do not make any stops within the community.

There is an existing multi-use pathway and bike lane along Marine Drive, and a proposed multi-use pathway along the North Portland Harbor.

For 2006, Bridgeton reported 122.3 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 48 percent higher than the Portland average of 82.5 per 1,000 residents.

The Bridgeton Neighborhood Action Plan was adopted by the Portland City Council in November 1997. For a description of neighborhood plan goals, please refer to Exhibit 4-34. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Bridgeton Neighborhood Association meets on the third Wednesday of every month at Columbia High School.

Cohesion in Bridgeton appears to be high. The school and recreational resources in the area provide residents an opportunity to connect to one another. A moderate crime rate and high home ownership also contribute to cohesion.

4.2.3.2.1 Bridgeton Demographics

Race/ethnicity demographics for the Bridgeton neighborhood reveal differences between the neighborhood, Multnomah County, and Portland (Exhibit 4-29). The percentages of Caucasian and Hispanic or Latino are lower than the county and city, while the percentage of African American is higher in comparison. The percentage of African Americans is double that in Multnomah County and almost double the percentage in Portland. The percentage of Hispanic or Latino in Multnomah County and Portland is seven times higher than the Bridgeton neighborhood. Demographic data show that there are no residents reporting as Some Other Race Alone or Two or More Races. Note that the population in Bridgeton is only 39, so single individuals or households will have a large effect on these percentages.

Additional demographic data for Bridgeton further illustrates differences between the neighborhood, county, and city (Exhibit 4-30). The percentage of population 65 years of age or older is one-third of the city percentage and slightly more than one-third of the county percentage. Additionally, approximately three-quarters of Bridgeton residents live in owner-occupied housing, a higher rate than the county or city. Finally, the percentage of housing units with no vehicles is less than one-fourth of the county and city percentages.

Exhibit 4-29. Bridgeton Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Bridgeton	39	76%	11%	1%	7%	0%	0%	0%	1%
Multnomah County	660,486	79%	5%	1%	6%	0%	4%	5%	7%
Portland	529,025	78%	6%	1%	6%	0%	4%	5%	7%

Exhibit 4-30. Bridgeton Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Bridgeton	$134,500	9%	23%	4%	7%	71%	3%
Multnomah County	$156,600	12%	19%	11%	8%	57%	13%
Portland	$154,700	13%	19%	12%	8%	56%	14%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44.

[a] Large family means five or more people per household.

4.2.3.3 Kenton Profile—Segment A1

The Kenton neighborhood is located west of I-5 and extends from North Portland Harbor to Lombard Avenue. Kenton contains a wide range of uses, including residential, commercial, industrial, and recreational. Single-family residential development is concentrated south of Columbia Boulevard, with commercial and industrial uses located to its north. Multi-family residential dwellings are scattered throughout the neighborhood, but a majority are found among densely packed commercial structures along Interstate and Lombard Avenues.

The northern portion of Kenton contains multiple community resources including Portland International Raceway, Heron Lakes Golf Course, Multnomah County Fairgrounds, and the Expo Center. The large Paul Bunyan statue at the intersection of N Interstate and N Argyle Avenues, the Kenton Neighborhood Rose Garden, and the Historic Kenton Firehouse are also important cultural resources that provide identity to the community. Peninsula Elementary, Kenton Elementary, and De La Salle North Catholic High School are all located within Kenton. West Delta Park and Vanport Wetlands serve as natural resources, as does Kenton Park on Brandon Avenue. There are many historic resources including the Kenton commercial historic shopping district on Denver Avenue, the historic David Cole House on N McClellan, and the historic Kenton Firehouse on Brandon Avenue. The Kenton Community Policing Office on Denver Avenue provides public service to the community, while the nearby Wells Fargo Bank provides financial services. Religious institutions include Peninsula Open Bible Church, Celebration Tabernacle, and Peninsula Baptist Church.

Kenton is served by TriMet lines 16 (Front Ave/St. Johns) via Marine Drive, 4 (Division) via Fessenden, and 35 (Greeley/Macadam) via Greeley. Line 6 also enters the Kenton neighborhood and runs along Denver Avenue. C-TRAN routes 41 (Camas/Washougal Limited), 44 (Fourth Plain), and 47 (Battle Ground Limited) all stop in Kenton at the Delta Park/Vanport MAX Station, the northern terminal of the MAX Yellow Line. Routes 105 (I-5 Express), 134 (Salmon Creek Express), 190 (Marquam Hill Express), and 157 (Lloyd Center/BPA Limited) all run through Kenton via I-5, but do not make any stops within the community.

There are designated bike routes without lanes along Broadacre Drive and Force Avenue, and existing dedicated bike lanes along Victory Boulevard, Denver Avenue, Interstate

Avenue, and Expo Road. Bike lanes are being proposed along Columbia Boulevard, Peninsular Avenue, Willis Boulevard, Kilpatrick Street, and an additional section on Victory Boulevard. There is also an existing multi-use pathway along Columbia Boulevard and Marine Drive.

For 2006, the Kenton neighborhood reported 88.8 crimes per 1,000 residents, a rate that includes both crimes against property and individuals. This is roughly 8 percent more reported crimes than the Portland average of 82.5 per 1,000 residents.

The Kenton Neighborhood Action Plan was adopted by the Portland City Council in October 1993 and amended in January 2001. For a description of neighborhood plan goals, please refer to Exhibit 4-34. Section 5 analyzes project impacts in relation to neighborhood plan goals. The Kenton Neighborhood Association typically meets on the second Wednesday of every month at the Kenton Firehouse.

Cohesion in Kenton appears to be high. With several schools, community gathering places, a downtown shopping center, and parks, residents have many opportunities to connect with one another. A low crime rate, a moderate home ownership rate, and an active neighborhood association also contribute to cohesion.

4.2.3.3.1 Kenton Demographics

Race/ethnicity demographics for Kenton reveal differences between the neighborhood, Multnomah County, and Portland (Exhibit 4-31). The percentage of Caucasians is lower than the county or city, while the percentages of African Americans and Two or More Races are higher in comparison. The percentage of African Americans is more than double the percentage in Multnomah County and Portland. The percentage of Two or More Races is double the percentages in the county and city.

Additional demographic data shows more similarities between the neighborhood, county, and city (Exhibit 4-32). One exception is the percentage of residents 65 years of age or older, which is half the city percentage and slightly more than half the percentage of the county.

Exhibit 4-31. Kenton Race/Ethnicity

Area	Total Population	Caucasian	African American	American Indian and Alaska Native Alone	Asian	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic or Latino
Kenton	7,086	64%	13%	2%	6%	0%	6%	10%	9%
Multnomah County	660,486	79%	5%	1%	6%	0%	4%	5%	7%
Portland	529,025	78%	6%	1%	6%	0%	4%	5%	7%

Exhibit 4-32. Kenton Demographics and Characteristics

Area	Median Home Value	% of Population Below Poverty Level	% on Disability	% 65 Years of Age or Older	% of Large Families[a]	% of Owner-Occupied Housing	% of Housing Units with No Vehicle
Kenton	$119,456	14%	26%	6%	11%	66%	14%
Multnomah County	$156,600	12%	19%	11%	8%	57%	13%
Portland	$154,700	13%	19%	12%	8%	56%	14%

Sources: U.S. Census Bureau, 2000. Summary Tape File 3, Tables H85, P56, P88, P42, P8, H16, H7, and H44.

[a] Large family means five or more people per household.

4.2.4 Description of Relevant Neighborhood Plan Goals for Vancouver and Portland

This section is a general description of the goals listed in the City of Vancouver and City of Portland Neighborhood Plans, which are listed in Exhibits 4-33 and 4-34. This section is intended to offer an understanding of the neighborhood goals that have potential to be impacted due to this project.

- Housing

  Minimize the adverse impacts of increased density

  Preserve the neighborhood's existing housing stock

  Maintain housing affordability

  Encourage home ownership

- Transportation and Traffic

  Reduce transportation-related noises and odor

  Reduce speeding within the neighborhood

  Enhance and maintain on-street parking throughout the neighborhood

  Maintain adequate bus service to the neighborhood

  Reduce impact of truck traffic

  Support development of LRT

  Improve bike and pedestrian facilities and connections to destinations

- Community Image and Character

  Support neighborhood amenities

  Support cultural activities

  Enhance attractiveness

Exhibit 4-33. Summary of Vancouver Relevant Adopted Neighborhood Action Plan Goals[a]

Neighborhood Action Plan	Housing	Transportation and Traffic	Community Image and Character	Land Use	Historic and Cultural	Recreation and Open Space	Public Facilities	Noise Reduction	Economic Development	Public Safety
Northwest		X	X	X	X	X	X			
Lincoln	X	X	X	X		X	X	X	X	X
Central Park	X	X	X	X	X	X	X			X
Shumway	X	X	X		X	X	X			X
Carter Park	X	X	X	X	X	X	X		X	
Arnada	X	X	X	X		X		X		X
Hough	X	X	X	X		X	X			
Esther Short	X	X	X	X	X		X	X		
Hudson's Bay	X	X	X	X	X	X	X		X	
West Minnehaha		X	X			X			X	

[a] Goals identified in applicable City of Vancouver Neighborhood Action Plans.

Exhibit 4-34. Summary of Portland Relevant Adopted Neighborhood and Community Plan Goals[a]

Neighborhood Action Plan	Housing	Transportation and Traffic	Community Image and Character	Land Use	Historic and Cultural	Recreation and Open Space	Public Facilities	Noise Reduction	Economic Development	Public Safety
Bridgeton	X	X		X	X				X	X
Kenton	X	X	X	X	X	X	X		X	X

[a] Goals identified in applicable City of Portland Neighborhood Plans.

- Land Use

  Avoid construction of intrusive, out-of-scale structures in the neighborhood

  Maintain all single-family zoning

  Support density adjacent to transit

- Historic and Cultural

  Preserve the neighborhood's historic character through the establishment of historic districts

  Keep the look of new homes consistent with the look of existing and historic homes

- Recreation and Open Space

  Establish safe and accessible recreational facilities

  Develop and maintain open space within the residential areas of the neighborhood

- Public Facilities

  Improve local and arterial roads to ensure safe travel within the neighborhood

  Provide multimodal access to and within the neighborhood for all levels of ability

- Noise Reduction

  Mitigate noise from I-5

- Economic Development

  Encourage businesses to stay in neighborhoods

  Support business and retail revitalization

- Public Safety

  Improve neighborhood pedestrian safety and accessibility

  Improve and maintain sidewalks and street crossings

  Give people with disabilities, children, and seniors every consideration for protection from street traffic

  Encourage site design that increases sense of security

- Environment

  Protect neighborhood trees and encourage tree planting

  Ensure that individuals, owners and government agencies protect the Columbia River from contaminants, including oil and other hazardous materials

  Protect natural resource values of the Columbia and Bridgeton Sloughs

  Maintain North Portland Harbor as a scenic corridor

- Family Services

  Improve effectiveness of community groups and services

- Education

  Maintain quality schools

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5. Long-Term Effects

5.1 How is this section organized?

This chapter describes the long-term impacts that would be expected from the I-5 CRC alternatives and options. It first describes impacts from the four full alternatives and the No-Build Alternative. These are the five representative alternatives that include specific highway, transit, bicycle, pedestrian, and other elements. The discussion focuses on how these alternatives would affect corridor and regional impacts and performance. The discussion then focuses on impacts that would occur with various design options at the segment level, for example, comparing the impacts of each alignment option in each segment. Finally, it provides a more comparative and synthesized summary of the impacts associated with the system-level choices. This three-part approach provides a comprehensive description and comparison of (1) the combination of system-level and segment level choices expressed as five specific alternatives (2) discrete system-level choices, and (3) discrete segment-level choices.

It addresses both direct and indirect long-term impacts. Chapter 6 addresses temporary effects.

5.2 Impacts from Full Alternatives

This section describes the impacts from four full alternatives and the No-Build Alternative. These are combinations of highway, river crossing, transit and pedestrian/bicycle alternatives, and options covering all of the CRC segments. They represent the range of system-level choices that most affect overall performance, impacts and costs. The full alternatives are most useful for understanding the regional impacts, performance and total costs associated with the CRC project.

5.2.1 No-Build Alternative

Under the No-Build Alternative there would be no displacements of people or community resources and no separation of neighborhoods from their resources. Long-term direct effects would include inconsistencies with neighborhood plan goals that call for development of LRT and/or increased access to transit.

Long-term effects for neighborhoods include increased travel times for residents traveling within the I-5 corridor as described below.

5.2.1.1 Southbound Mainline Operations

Between existing conditions and those in 2030 with the No-Build Alternative, weekday morning southbound peak travel demands are projected to increase throughout the corridor, with the highest growth projected for North Clark County (100 percent) and the lowest growth projected for North Portland (less than 5 percent). The growth projected

within the project area ranges from 20 to 35 percent. The duration of southbound congestion on the Interstate Bridge is expected to increase from 2 hours currently to over 7 hours in 2030 with the No-Build Alternative. One of these hours would occur during the afternoon/evening peak from an increase in reverse commutes.

The Delta Park project, which widens I-5 southbound from two lanes to three lanes between Victory and Columbia Boulevards, will eliminate the Delta Park lane drop bottleneck. However, in 2030 with the No-Build Alternative, congestion would still exist from the existing capacity constraints near the I-405/Alberta Street area. Southbound congestion here would increase from 2.5 hours to over 7 hours in 2030 with the No-Build Alternative.

During the 2-hour morning peak, southbound I-5 travel times are forecast to increase by 3 minutes (20 percent) for a vehicle trip along I-5 from SR 500 to Columbia Boulevard, and by 15 minutes (50 percent) for a vehicle trip from 179th Street to I-84. The 50 percent increase in travel time for the longer segment is due to the increase in congestion levels along I-5.

5.2.1.2 Northbound Mainline Operations

Forecast growth rates for I-5 northbound afternoon peak travel demands range between 5 and 20 percent in North Portland, 30 to 35 percent within the project area, and 30 to over 100 percent in northern Clark County. In 2030 with the No-Build Alternative, northbound congestion periods on the Interstate Bridge are expected to increase from 4 hours to almost 8 hours. Northbound congestion near the I-405/Rose Quarter weaving area could increase from over 2 hours today to over 7 hours. Half of the longer congested period (3.5 hours) would occur in the morning, from reverse commute congestion.

Growth rates for southbound I-5 afternoon peak travel demands are forecast from 10 to 20 percent in North Portland, 20 to 40 percent within the project area, and from 40 to over 100 percent in northern Clark County. During the 2-hour afternoon peak, northbound I-5 travel times are forecast to increase by 2 minutes (15 percent) for a vehicle trip from Columbia Boulevard to SR 500 and by 6 minutes (16 percent) from I-84 to 179th Street. These are forecast to increase due to more congestion in the two existing bottleneck locations (Interstate Bridge and I-405/Rose Quarter weave).

In Portland, the existing conditions analysis (based on a year 2005 model) shows one intersection that fails to meet standards (traffic service levels) for the morning peak, and one that fails to meet standards in the afternoon peak. In Vancouver, one intersection does not meet standards in the morning peak, and two fail to do so in the afternoon peak.

The No-Build Alternative (representing conditions in 2030) will be accompanied by many intersection failures in both Portland and Vancouver. In both cities, 17 intersections will not meet standards in the morning peak. During the afternoon peak, 33 intersections will no longer meet standards.

5.2.2 Replacement Crossing with BRT (Alternative 2)

The replacement crossing combined with bus rapid transit (BRT) would displace approximately 13 to 20 floating homes on Hayden Island. The number varies depending on whether the transit alignment is adjacent to the highway or offset. By eliminating several homes within this neighborhood, and more importantly by separating one group of homes from the larger collection of floating homes in this particular community, cohesion may be impacted. The replacement crossing would also acquire the existing Safeway, the only grocery store on the island. Further design refinement of replacement crossing could avoid this impact. This could be potentially mitigated through relocation assistance that would allow the grocery store to move elsewhere on Hayden Island prior to project construction.

The replacement crossing would require partial acquisitions of 15 residential parcels in the Shumway neighborhood (when paired with the I-5 transit alignment). The partial acquisitions would not require displacements, but some residents may experience noise impacts and visual impacts from sound walls. However, the sound walls would likely reduce the current noise levels near these homes. As such, it is unlikely that these impacts would have a notable adverse effect on neighborhood cohesion.

In terms of traffic, the replacement crossing would increase river crossing capacity to 75,000 trips a day during peak commute periods, versus 55,000 trips a day for the No-Build Alternative. This additional capacity would reduce the duration of congestion from 15 hours a day in 2030 for the No-Build Alternative to between 3.5 and 5.5 hours a day with the replacement crossing.

BRT buses travel with mixed traffic outside the project area, and are thus subject to congestion-induced delays before they enter the exclusive guideway in the project area. Such delays can cause the buses to miss their schedules and increase travel-times. This introduces an element of unreliability that deters ridership. Increasing the frequency of buses (Increased operations) further reduces BRT travel times by placing so many vehicles in the guideway that the buses cause congestion and slow themselves down. As shown in Exhibit 5-1, BRT offers slower travel times in neighborhoods than LRT.

BRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The transit alignments may increase cohesion as BRT may influence economic development or redevelopment around alignments. New development may add to cohesion by potentially providing more gathering spaces for residents, such as shopping centers and restaurants. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting.

An analysis was performed to estimate CO concentrations near poorly performing intersections for the project alternatives. No violations of the NAAQS were shown for existing conditions, the No-Build Alternative, or any of the build alternatives. Therefore, air quality impacts are not expected.

5.2.3 Replacement Crossing with LRT (Alternative 3)

The replacement crossing combined with light rail (LRT) would displace approximately 13 to 20 floating homes on Hayden Island. The number varies depending on whether the transit alignment is adjacent to the highway or offset. By eliminating several homes within this neighborhood, and more importantly separating one group of homes from the larger collection of floating homes in this particular community, cohesion may be impacted. The replacement crossing would also acquire the existing Safeway, the only grocery store on the island. Further design refinement of the replacement crossing could avoid this impact. This could be potentially mitigated through relocation assistance that would allow the grocery store to move elsewhere on Hayden Island prior to project construction.

The replacement crossing would require two to eight residential displacements, and partial acquisitions from 21 to 26 residential parcels in the Shumway neighborhood, depending on transit alignment. The partial right-of-way acquisitions would not require displacements, but some residents may experience noise impacts and visual impacts from sound walls. However, the sound walls would likely reduce the current noise levels near these homes. As such, it is unlikely that these impacts would have a notable adverse effect on neighborhood cohesion.

In terms of traffic, the replacement crossing would increase river crossing capacity to 75,000 trips a day during peak commute periods, versus 55,000 trips a day for the No-Build Alternative. This additional capacity would reduce the duration of congestion from 15 hours a day in 2030 for the No-Build Alternative to between 3.5 and 5.5 hours a day with the replacement crossing.

LRT provides better travel times and reliability than BRT. Additionally LRT is consistent with neighborhood plans that call for noise reductions, as LRT generates less noise than BRT. Please see Exhibit 5-1 below for a breakdown of travel times. The Esther Short and Hough neighborhood plans specifically state that the neighborhoods support the concept and development of LRT.

LRT attracts approximately 30 to 40 percent more riders than BRT (Exhibit 5-2). Integration with the existing MAX system is an important benefit of LRT that helps attract these additional transit riders. This integration allows transit patrons to travel between Vancouver and downtown Portland without a transfer. Transfers add time, and more importantly, are perceived by potential transit users as adding even more time, unreliability, and inconvenience to their commute.

Exhibit 5-1. BRT vs. LRT Travel Times (in minutes)

	BRT		LRT	
	Efficient Transit[a]	Increased Transit[b]	Efficient Transit	Increased Transit
Expo Center to Lincoln or Kiggins park & ride	13	25	12	12
Lombard Transit Center to Lincoln or Kiggins park & ride	25	34	18	18
Downtown Vancouver (Seventh St.) to Pioneer Square	35	33	32	32
Pioneer Courthouse to Lincoln or Kiggins park & ride	46	54	40	40

[a] "Efficient Transit" includes longer headways between transit vehicles, and requires purchase and operation of fewer buses or trains. This has been paired with replacement alternatives, but is an option for either river crossing.

[b] "Increased Transit" includes shorter headways between transit vehicles, and requires purchase and operation of fewer buses or trains. This has been paired with supplemental alternatives, but is an option for the river crossing.

Exhibit 5-2. Number of Transit Riders over the Columbia River

		BRT		LRT	
	No-Build	Efficient Transit	Increased Transit	Efficient Transit	Increased Transit
Annual transit riders over the Columbia River Crossing	2.5 million	4.8 million	5.7 million	6.7 million	7.4 million

LRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The transit alignments may increase cohesion as LRT has been shown to be associated with increased development investment (both private and public) around alignments and especially stations. New development may add to cohesion by potentially providing more gathering spaces for residents, such as retail uses, restaurants and public services. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations.

The replacement crossing with LRT is not expected to create air quality impacts for neighborhoods. The EPA has developed National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: CO, lead, ozone, nitrogen dioxide, sulfur dioxide, and particulate matter.

An analysis was performed to estimate CO concentrations near poorly performing intersections for the project alternatives. No violations of the NAAQS were shown for existing conditions, the No-Build Alternative, or any of the build alternatives. Therefore, air quality impacts are not expected. See the CRC Air Quality Technical Report for more detailed information.

5.2.4 Supplemental Crossing with BRT (Alternative 4)

The supplemental crossing could displace approximately 22 to 23 floating homes on Hayden Island, depending on transit alignment. By eliminating several homes within this neighborhood, and more importantly separating one group of homes from the larger collection of floating homes in this particular community, cohesion may be impacted.

Also on Hayden Island, the supplemental crossing would acquire the existing Safeway, the only grocery store on the island. This impact could not be avoided through design refinement. This could be potentially mitigated through relocation assistance that would allow the grocery store to move elsewhere on Hayden Island prior to project construction.

The supplemental alignment would require the displacement of 0 to 1 residence, and partial acquisitions from 22 to 24 residential parcels in the Rose Village neighborhood. The partial acquisitions do not require displacements, but some residents may experience noise impacts and visual impacts from sound walls. However, the sounds walls would likely reduce the current noise levels near these homes. As such, it is unlikely that these impacts would have a notable adverse effect on neighborhood cohesion.

In terms of traffic, the supplemental crossing would increase river crossing capacity to 66,000 trips a day during peak commute periods, versus 55,000 trips a day for the No-Build Alternative. This additional capacity would reduce the duration of congestion from 15 hours a day in 2030 from the No-Build Alternative to 11 hours a day.

BRT buses travel with mixed traffic outside the project area, and are thus subject to congestion-induced delays before they enter the exclusive guideway in the project area. Such delays can cause the buses to miss their schedules and increase travel-times. This introduces an element of unreliability that deters ridership. Increasing the frequency of buses (Increased Transit) further reduces BRT travel times by placing so many vehicles in the guideway that the buses cause congestion and slow themselves down. As shown in Exhibit 5-1, BRT offers slower travel times in neighborhoods than LRT.

BRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The transit alignments may increase cohesion as BRT may influence economic development or redevelopment around alignments. New development may add to cohesion by potentially providing more gathering spaces for residents, such as shopping centers and restaurants. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations.

5.2.5 Supplemental Crossing with LRT (Alternative 5)

The supplemental crossing could displace approximately 22 to 23 floating homes on Hayden Island, depending on transit alignment. By eliminating several homes within this neighborhood, and more importantly separating one group of homes from the larger collection of floating homes in this particular community, cohesion may be impacted. Also on Hayden Island, the supplemental crossing would acquire the existing Safeway, the only grocery store on the island. This impact could not be avoided through design refinement. This could be potentially mitigated through relocation assistance that would allow the grocery store to move elsewhere on Hayden Island prior to project construction.

The supplemental crossing highway alignment would require the displacement of 0 to 1 residence, and partial acquisitions from 22 to 24 residential parcels in the Rose Village neighborhood. The partial right-of-way acquisitions do not require displacements, but some residents may experience noise impacts and visual impacts from sound walls.

However, the sounds walls would likely reduce the current noise levels near these homes. As such, it is unlikely that these impacts would have a notable adverse effect on neighborhood cohesion.

In terms of traffic, the supplemental crossing would increase river crossing capacity to 66,000 trips a day during peak commute periods, versus 55,000 trips a day for the No-Build Alternative. This additional capacity would reduce the duration of congestion from 15 hours a day in 2030 from the No-Build Alternative to 11 hours a day.

LRT provides better travel times and reliability than BRT. Additionally LRT is consistent with neighborhood plans that call for noise reductions, as LRT generates less noise than BRT. Exhibit 5-1 gives a breakdown of travel times. The Esther Short and Hough neighborhood plans specifically state that the neighborhoods support the concept and development of LRT. Furthermore, LRT attracts approximately 30 to 40 percent more riders than BRT (Exhibit 5-2). Integration with the existing MAX system is an important benefit of LRT that helps attract these additional transit riders. This integration allows transit users to travel between Vancouver and downtown Portland without a transfer. Transfers add time, and more importantly, are perceived by potential transit patrons as adding even more time, unreliability, and inconvenience to their commute.

LRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. Transit development may increase cohesion, as LRT has been shown to be associated with increased development investment (both private and public) around alignments and especially stations. New development may add to cohesion by potentially providing more gathering spaces for residents, such as retail uses, restaurants and public services. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations.

Indirect effects from a replacement crossing with bus rapid transit may include increases to noise levels.

5.3 Impacts from Segment-level Options

This section describes and compares the impacts associated with specific highway alignment and interchange options and specific transit alignments and options. They are organized by Segment, including:

- Segment A: Delta Park to Mill Plain District
- Segment B: Mill Plain District to North Vancouver

For transit options, Segment A is divided into two sub-segments, each with a discrete set of transit choices:

- Sub-segment A1: Delta Park to South Vancouver
- Sub-segment A2: South Vancouver to Mill Plain District

Impacts from highway options are described separately from impacts from transit options. The purpose of this organization is to present the information according to the choices to be made. Where the traffic and transit choices would have a substantial effect on each other, this is considered.

5.3.1 Segment A: Delta Park to Mill Plain District - Highway Alternatives

5.3.1.1 No-Build Alternative

Under the No-Build Alternative there would be no CRC-related displacement of people or community resources. Long-term direct effects would include inconsistencies with neighborhood plan goals that call for development of LRT and increased access to transit. Additionally, the No-Build Alternative would create longer traffic delays and congestion than the build alternatives.

The No-Build Alternative is not expected to create air quality impacts for neighborhoods.

5.3.1.2 Effects Common to All Build Alternatives

All build alternatives would have impacts on Hayden Island. The supplemental crossing would require the most floating home acquisitions, with 15. Displacing these homes could impact cohesion in the neighborhood. The only grocery store, Safeway, would also be displaced by all options with the supplemental river crossing. Though design refinement of the replacement crossing could avoid this impact. Traffic delays and congestion would be reduced by all build alternatives.

In Segment A, two multi-story apartments (Normandy Apartments at Seventh and C Streets, and Fort Apartments (previously the Fort Vancouver Motel) at the SW corner of the Mill Plain interchange) in the Esther Short neighborhood would experience noise impacts due to this project. Noise mitigation could not meet reasonability criteria due to the low number of units and topographical conditions. More specifically, the upper stories are too high to be adequately and cost effectively mitigated with noise walls. Despite these residual impacts, the project will provide mitigation where none exists today, and will improve existing sound walls. Therefore, the project will result in an overall decrease in noise levels in the corridor.

Exhibit 5-3. Segment A: Delta Park to Mill Plain District

Segment A: Delta Park to Mill Plain District (Highway impacts only)		
Crossing Type	**Replacement**	**Supplemental**
Impact	13 Floating Homes on Hayden Island (adjacent) 20 Floating Homes on Hayden Island (offset)_	15 Floating Homes on Hayden Island
Impact	May avoid Safeway Grocery Store on Hayden Island	Safeway Grocery Store on Hayden Island

5.3.2 Segment B: Mill Plain District to North Vancouver - Highway Alternatives

5.3.2.1 No-Build Alternative

Under the No-Build Alternative there would be no displacement of people or community resources, and no separation of neighborhoods from their resources in Segment B. Long-term direct effects may include inconsistencies with neighborhood plan goals that call for development of LRT and increased access to transit. Long-term direct effects for neighborhoods also include increased travel times for residents traveling within the I-5 corridor.

The No-Build Alternative is not expected to create air quality impacts for neighborhoods.

5.3.2.2 I-5 Current Alignment (with Replacement or Supplemental Crossing)

When paired with the current I-5 alignment, either the replacement or supplemental crossings would have partial right-of-way impacts to neighborhoods.

The supplemental crossing would require the displacement of one residence and partial acquisitions from 24 residential parcels in the Rose Village neighborhood. The partial acquisitions would not require displacements, but some residents may experience noise impacts and visual impacts from sound walls. However, the sound walls would likely reduce the current noise levels near these homes. As such, it is unlikely that these impacts would have a notable adverse effect on neighborhood cohesion.

Similarly, the replacement alignment would require the displacement of eight residences and partial acquisitions from 26 residential parcels in the Shumway neighborhood. The partial acquisitions would not require displacements, but some residents may experience noise impacts and visual impacts from sound walls. However, the sound walls would likely reduce the current noise levels near these homes. As such, it is unlikely that these impacts would have a notable adverse effect on neighborhood cohesion.

After the replacement of currently ineffective sound walls along I-5 in Northern Vancouver, residual noise impacts may still affect some homes primarily in the Shumway and Rose Village neighborhoods. Noise impacts may particularly occur near openings in the proposed noise walls near Mill Plain Boulevard and 29th, 33rd, and 39th Streets. These openings may allow noise to reach some residential uses in Shumway and Rose Village. Despite this residual impact, the project will provide mitigation where none exists today, and will improve existing sound walls. Therefore the project will result in an overall decrease in noise levels in the corridor.

Exhibit 5-4. Segment B: Mill Plain District to North Vancouver

Segment B: Mill Plain District to North Vancouver		
Crossing Type	**Replacement**	**Supplemental**
Impact	Cluster of Partial Acquisition Impacts in Shumway	Cluster of Partial Acquisition Impacts in Rose Village

5.3.3 Segment A1: Delta Park to South Vancouver - Transit Alternatives

5.3.3.1 No-Build

Under the No-Build Alternative there would be no displacements of people or community resources, and no separation of neighborhoods from their resources in Segment A1. Long-term direct effects may include inconsistencies with neighborhood plan goals that call for development of LRT and increased access to transit. Long-term direct effects for neighborhoods also include increased travel times for residents traveling within the I-5 corridor.

The No-Build Alternative is not expected to create air quality impacts for neighborhoods.

5.3.3.2 LRT and BRT Hayden Island I-5 Adjacent Alignment (Replacement or Supplemental)

At this time, there is no appreciable difference between LRT and BRT I-5 adjacent alignments in Segment A1. There is however a difference between an adjacent alignment for a replacement or supplemental crossing. A replacement, adjacent alignment would require displacement of no homes. A supplemental adjacent alignment would displace eight floating homes. By displacing homes in the neighborhood, cohesion may be affected. See Exhibit 5-5 for a summary of these impacts.

Both LRT and BRT may influence economic development or redevelopment around the transit alignment and transit stations. This development may indirectly affect neighborhoods by providing opportunities for improved cohesion as residents may have more spaces to gather.

LRT provides better travel times and reliability than BRT. Additionally LRT is consistent with neighborhood plans that call for noise reductions, as LRT generates less noise than BRT. Exhibit 5-1 gives a breakdown of travel times.

The floating homes in Hayden Island are the only residential community impacted by noise as a result of LRT or BRT in Segment A1. The Adjacent transit alignment results in more noise impacts to this community than the offset alignment. When paired with the BRT mode choice, the number and severity of these noise impacts increase. All of these noise impacts could be mitigated through the placement of sound walls along the HCT Bridge over the river, though LRT would require considerably shorter walls.

Exhibit 5-5. Segment A1: Delta Park to South Vancouver: LRT and BRT Adjacent Options

Segment A1: Delta Park to South Vancouver (LRT and BRT Options)		
Crossing Type	**Replacement**	**Supplemental**
Impact	0 Floating Homes on Hayden Island (adjacent) 7 Floating Homes on Hayden Island (offset)_	8 Floating Homes on Hayden Island (adjacent) 7 Floating Homes on Hayden Island (offset)_
Impact	May avoid Safeway Grocery Store on Hayden Island	Safeway Grocery Store on Hayden Island

5.3.3.3 Segment B: Roadway and Transit Acquisitions in the Shumway and Rose Village Neighborhoods

When the impacts associated with the roadway and transit alignments are analyzed in combination (as opposed to analyzing roadway impacts separately from transit impacts as previously done) a new pattern of acquisitions emerge in the Rose Village and Shumway neighborhoods that border I-5.

Shumway is impacted most severely by the I-5 transit alignment when paired with the replacement roadway alignment, while Rose Village is impacted most severely by the I-5 transit alignment when paired with the supplemental roadway alignment. More specifically, Rose Village is impacted most severely not by the roadway alignment with the larger footprint (i.e., replacement), but with the smaller-footprint supplemental alignment.

In general, acquisition impacts in these two neighborhoods are made more severe when HCT is placed along I-5 (as opposed to taking the Vancouver alignment), although this increased impact is more dramatic in the Shumway neighborhood where partial acquisitions become full acquisitions. The only combination where this is not true is when the supplemental alignment is combined with I-5 HCT. In this case, the Vancouver alignment requires more acquisitions in Shumway, as this neighborhood is being impacted from both the east (roadway) and the west (transit).

In order to understand the full acquisition impacts along I-5, transit and roadway acquisitions need to be addressed in combination. Simply adding acquisitions from this section with acquisitions from the Transit Segment B discussion would result in double-counting, and therefore a misleading analysis of impacts for the Shumway and Rose Village neighborhoods. See Exhibit 5-6 for the number of acquisitions associated with these options.

Exhibit 5-6. Roadway and Transit Acquisitions in the Shumway and Rose Village Neighborhoods

	Rose Village				Shumway			
	Replacement		Supplemental		Replacement		Supplemental	
	I-5	Vanc	I-5	Vanc	I-5	Vanc	I-5	Vanc
Residential displacement	0	1	1	0	8	2	0	2
Partial acquisitions w/o building impact	12	4	24	22	26	21-24	8	11-14

5.3.3.4 LRT and BRT Hayden Island Offset Alignment (Replacement or Supplemental)

At this time, there is no appreciable difference between LRT and BRT offset alignments in Segment A1. All offset transit alignments would displace seven floating homes in the middle of the Hayden Island neighborhood. Because the offset alignment displaces homes in the middle of the neighborhood, rather than on the edge of the neighborhood (as with the adjacent alignment), the offset alignment would have a greater impact on cohesion as the neighborhood would be divided by the alignment.

Both LRT and BRT may influence economic development or redevelopment around the transit alignment and transit stations. This development may indirectly affect neighborhoods by providing opportunities for improved cohesion as residents may have more spaces to gather.

LRT provides better travel times and reliability than BRT. Additionally LRT is consistent with neighborhood plans that call for noise reductions, as LRT generates less noise than BRT. Exhibit 5-1 gives a breakdown of travel times.

The floating homes in the Hayden Island neighborhood are the only residential community impacted by noise as a result of LRT or BRT in Segment A1. The adjacent transit alignment results in more noise impacts to this community than the offset alignment. When paired with the BRT mode choice, the number and severity of these noise impacts increase. All of these noise impacts could be mitigated through the placement of sound walls along the HCT bridge over the river, though LRT would require considerably shorter walls.

5.3.4 Segment A2: South Vancouver to Mill Plain District - Transit Alternatives

5.3.4.1 No-Build Alternative

Under the No-Build Alternative there would be no displacements of people or community resources, and no separation of neighborhoods from their resources in Segment A2. Long-term direct effects may include inconsistencies with neighborhood plan goals that call for development of LRT and increased access to transit. Long-term direct effects for neighborhoods also include increased travel times for residents traveling within the I-5 corridor.

The No-Build Alternative is not expected to create air quality impacts for neighborhoods.

5.3.4.2 LRT and BRT Two-Way on Washington Street or Washington/Broadway Couplet

At this time there is no appreciable difference between an LRT or BRT two-way Washington Street alignment and an LRT or BRT Washington/Broadway couplet alignment. When transitioning to the 16th Street alignment in Segment B, LRT would require the acquisition of U.S. Bank in the Arnada neighborhood. However, this is not expected to impact the neighborhood, as there are other U.S. Banks in close proximity. LRT provides better travel times and reliability than BRT. Additionally LRT is consistent with neighborhood plans that call for noise reductions, as LRT generates less noise than BRT. Exhibit 5-1 gives a breakdown of travel times.

As existing noise levels are already high along the HCT alignments in Segment A2, the only impacts that occur are a result of a very specific combination of river crossing and HCT mode. With the supplemental crossing, HCT descends into Vancouver from a higher point than with a replacement crossing. Due to the grade threshold for HCT, the HCT bridge would not touch down until after Sixth Street on Washington, putting the HCT ramp near the higher units of the Smith Tower Apartments in the Esther Short neighborhood. With BRT, this bridge alignment results in noise impacts to 20 of the units in this building. These impacts from transit can be mitigated through FTA's Residential Sound Insulation Program.

5.3.5 Segment B: Mill Plain District to North Vancouver - Transit Alternatives

5.3.5.1 No-Build Alternative

Under the No-Build Alternative there would be no displacements of people or community resources, and no separation of neighborhoods from their resources in Segment B. Long-term direct effects may include inconsistencies with neighborhood plan goals that call for development of LRT and increased access to transit. Long-term direct effects for neighborhoods also include increased travel times for residents traveling within the I-5 corridor.

The No-Build Alternative is not expected to create air quality impacts for neighborhoods.

5.3.5.2 Vancouver Transit Alignment

Both BRT and LRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The alignments may influence economic development or redevelopment around the alignment and near stations, thereby potentially providing more gathering spaces for residents. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations. The Vancouver transit alignment could add LRT or BRT in the Esther Short, Hough, Arnada, Carter Park, Arnada, Shumway, and Lincoln neighborhoods. Additionally, transit stations for the Vancouver transit alignment could be located in each of these neighborhoods, therefore adding to cohesion in each of these neighborhoods.

At this time there is no appreciable difference between a two-way Washington and a Washington/Broadway couplet connection to Vancouver.

For a description of how the Vancouver transit alignment as a whole compares to the I-5 transit alignment as a whole, refer to the System-Level Choices discussion in Section 5.5.

In Segment B, BRT would result in noise impacts to residential units in the Arnada neighborhood. Though all of the noise impacts from transit could be mitigated for noise levels inside homes (through FTA's Residential Sound Insulation Program), outside noise levels would be higher than the No-Build Alternative.

5.3.5.3 North I-5 Transit Alignment

Both BRT and LRT may increase cohesion in neighborhoods where transit alignments run and where transit stations are located. The alignments may influence economic development or redevelopment, thereby potentially providing more gathering spaces for residents. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations. The I-5 transit alignment could add LRT or BRT in the Hough, Arnada, Central Park, Rose Village, West Minnehaha and Lincoln neighborhoods. Additionally, transit stations for the I-5 transit alignment could be located in each of these neighborhoods, except West Minnehaha, where no transit stations are proposed at this time, therefore adding to cohesion in each of these neighborhoods.

At this time there is no appreciable difference between a McLoughlin Boulevard or 16th Street connection to I-5.

In Segment B, HCT along McLoughlin Boulevard or 16th Street would result in noise impacts to residential units in the Arnada neighborhood. The most dramatic impact occurs along 16th Street, which is currently a low-traffic, predominantly residential street. Though all of the noise impacts from transit could be mitigated for noise levels inside homes (through FTA's Residential Sound Insulation Program), outside noise levels would be higher than the No-Build Alternative.

BRT also results in noise impacts to residential units in Rose Village near the HCT flyover ramp over the SR 500 interchange to Kiggins Bowl Park and Ride. All of the noise impacts from transit would be mitigated via residential sound insulation, though outside noise levels would be higher than the No-Build Alternative.

5.4 Impacts from Other Project Elements

5.4.1 Minimum Operable Segments

Stopping the HCT line at Clark College or the Mill Plain transit center would avoid the acquisition of homes in the Lincoln and Shumway neighborhoods and the acquisition of the Wellness Project and two other medical buildings in the Lincoln neighborhood due to transit alignments. However, the MOS options would have limited transit access for the Rose Village, Shumway, Carter Park, Lincoln, or West Minnehaha neighborhoods. They

would also reduce the potential for increased public and private investment in development and redevelopment.

5.4.2 Transit Maintenance Base Options

Alternatives utilizing the BRT option would require an expanded maintenance station in Vancouver. Alternatives utilizing the LRT option would require an expanded maintenance station in Gresham.

TriMet's existing Ruby Junction maintenance base in Gresham would be expanded to support the extra light rail service under all LRT options. The expansion of the current Ruby Junction maintenance facility would require the full acquisition of 14 parcels, and the partial acquisition of one parcel. This partial acquisition would be required for the construction of a cul-de-sac and would not displace the use on the property. In many cases there appears to be multiple uses occurring on a single property. Initial counts estimate that seven light industrial or manufacturing uses, not including one vacant factory, and seven single family residences (SFRs), not including a vacant SFR, would be displaced to make room for this expansion.

Census data for the area surrounding the site indicate that 40 percent of residents are minority and 35 percent have incomes below the poverty line. Specific house-by-house analysis is needed to determine the proportion of EJ residents on these parcels. The LRT maintenance base is within the Rockwood Neighborhood. The neighborhood does not have a neighborhood plan.

C-TRAN's existing maintenance base in east Vancouver, near the intersection of 18th Street and 65th Avenue, would be expanded to support the bus rapid transit alternatives. The maintenance facility would require the full acquisition of five parcels. The parcels currently support two single-family residences, one manufacturing business, and two vacant lots. Census data for this area indicate that 17 percent of residents are minority and 7 percent have incomes below the poverty line.

The BRT maintenance base in Vancouver is within the Meadow Homes Neighborhood. The neighborhood has a Neighborhood Action Plan, but there is no reference to transportation uses. The closest neighborhood goal related to a maintenance base is the goal to "…co-create with businesses in our neighborhood to enhance the livability of our community."

5.5 Impacts from System-Level Choices

5.5.1 River Crossing Type and Capacity: How does the supplemental crossing compare to the replacement crossing?

5.5.1.1 Supplemental and Replacement

The supplemental and replacement crossings, combined with HCT, would displace approximately 13 to 20 floating homes on Hayden Island. The number varies depending on whether the transit alignment is adjacent to the highway or offset. By eliminating

several homes within this neighborhood, and more importantly separating one group of homes from the larger collection of floating homes in this particular community, cohesion may be impacted. Also on Hayden Island, both the supplemental and replacement crossings would acquire the existing Safeway, the only grocery store on the island. However, further design refinements to the replacement alternative could avoid this impact. This could be potentially mitigated through relocation assistance that would allow the grocery store to move elsewhere on Hayden Island prior to project construction.

The supplemental crossing would require partial acquisitions for 22 residential parcels in the Rose Village neighborhood. The partial acquisitions do not require displacements, but some residents may experience noise impacts and visual impacts from sound walls. However, the sound walls would reduce the current noise levels near these homes. As such, it is unlikely that these impacts would have a notable adverse effect on neighborhood cohesion.

The replacement crossing would require partial acquisitions for 21 to 24 residential parcels in the Shumway neighborhood, (due to the I-5 transit alignment). The partial acquisitions do not require displacements, but some residents may experience visual impacts from sound walls. However, the sound walls would reduce the current noise levels near these homes. As such, the noise walls could have a positive impact on the Shumway neighborhood because noise levels would be reduced.

In terms of traffic, the replacement crossing would increase river crossing capacity to 75,000 trips a day during peak commute periods, versus 55,000 trips a day for the No-Build Alternative. This additional capacity would reduce the duration of congestion from 15 hours a day in 2030 from the No-Build Alternative to between 3.5 to 5.5 hours a day with the replacement crossing.

The supplemental crossing would increase river crossing capacity to 66,000 trips a day during peak commute periods, versus 55,000 trips a day for the No-Build Alternative. This additional capacity would reduce the duration of congestion from 15 hours a day in 2030 from the No-Build Alternative to 11 hours a day with the supplemental crossing. However, with the supplemental crossing, there is separation between travel lanes in advance of, across and downstream of, the two existing bridges. This lane separation, combined with the short on-ramp spacing between Marine Drive and Hayden Island, would result in traffic congestion lasting throughout the day.

Due to this congestion, only 45 percent of Hayden Island's on-ramp demand would be served during the afternoon/evening peak. Only 55 percent of Marine Drive's on-ramp demand would be able to access northbound I-5. This would result in backups along the ramps and on the adjacent local street systems.

Currently, noise levels along the project corridors range from 47 to 74 decibels (dBA) L_{eq}. There are 211 noise sensitive land uses that currently exceed the appropriate traffic noise criteria (65 dBA being the threshold in Oregon, and 66 decibels in Washington). Under the No-Build Alternative, noise levels increase by up to 4 dBA and the number of noise impacts increases to 221. With the replacement alternatives, noise levels without mitigation will increase over the existing by up to 7 dBA with some reduction at

locations east of the relocated highway. The number of noise impacts increases to 256. Noise impacts under the supplemental alternatives are similar.

With mitigation (i.e., noise walls), nearly all of the noise impacts resulting from build alternatives can be mitigated. There are a few notable exceptions, resulting from both build alternatives, along the project corridor in Vancouver. (See Highway Segment A and B discussion for more detail).

The results of the noise analysis show that there is little difference between the supplemental and replacement crossings. Either crossing, as they influence HCT alignment, could result in some noise impacts that would be difficult and costly to mitigate (See HCT alignment discussion for more detail). However, as the project will provide mitigation where none exists today, and will improve existing sound walls, the project will result in an overall decrease in noise levels in the corridor when compared to the No-Build Alternative.

5.5.2 Transit Mode: How does BRT compare to LRT?

At this time, BRT and LRT would require similar acquisitions. The largest difference between the modes is the difference in ridership rates

When paired with the Vancouver alignment, both LRT and BRT require the acquisition of the Wellness Project; a mental health clinic that serves low-income and uninsured residents. Under certain transit alignments, LRT would require a full acquisition of the U.S. Bank in the Arnada neighborhood. The acquisition of U.S. Bank is not expected to directly impact Arnada cohesion as the bank was not identified as a community resource and there are other U.S. Banks in the area; one in the Hayden Island neighborhood at 1445 N Hayden Island Drive, and one in the Northeast Hazel Dell neighborhood at 6829 NE Highway 99.

Both BRT and LRT would be consistent with several neighborhood plans, because the plans call for increased access to transit. LRT may be more consistent with neighborhood plans, because the Esther Short and Hough neighborhood plans specifically state that the neighborhoods support the concept and development of LRT. None of the neighborhood plans specifically address BRT.

Both BRT and LRT may increase cohesion in neighborhoods where transit stations are located. The transit stations may add to cohesion as neighbors have a chance to connect to one another while waiting at the stations. Additionally, both BRT and LRT may increase cohesion as they have been shown to be associated with increased development investment (both private and public) around alignments and especially stations. New development may add to cohesion by potentially providing more gathering spaces for residents, such as retail uses, restaurants and public services. The transit stations may also add to cohesion as neighbors have a chance to connect to one another while waiting at the stations.

BRT buses travel with mixed traffic outside the project area, and are thus subject to congestion-induced delays before they enter the exclusive guideway in the project area. Such delays can cause the buses to miss their schedules and increase travel-times. This

introduces an element of unreliability that deters ridership. Increasing the frequency of buses (Increased Transit) further reduces BRT travel times by placing so many vehicles in the guideway that the buses cause congestion and slow themselves down. As shown in Exhibit 5-1, BRT offers slower travel times in neighborhoods than LRT.

LRT provides better travel times and reliability than BRT. Additionally LRT is consistent with neighborhood plans that call for noise reductions, as LRT generates less noise than BRT. Exhibit 5-1 gives a breakdown of travel times.

The Esther Short and Hough neighborhood plans specifically state that the neighborhoods support the concept and development of LRT. Furthermore, LRT attracts approximately 30 to 40 percent more riders than BRT (Exhibit 5-2). Integration with the existing MAX system is an important benefit of LRT that helps attract these additional transit riders. This integration allows transit patrons to travel between Vancouver and Portland without a transfer. Transfers add time, and more importantly, are perceived by potential transit patrons as adding even more time, unreliability, and inconvenience to their commute.

In general, LRT alternatives have much lower noise impacts to the floating homes in the Hayden Island neighborhood and Vancouver neighborhoods than the BRT alternatives. In some cases, BRT nearly doubles the number of noise impacts along the alignment. All of these noise impacts from transit can be mitigated through FTA's Residential Sound Insulation Program, or in some cases sound walls, though this would only lower noise levels to below the appropriate threshold within the residential units. Sound insulation would not decrease outside ambient noise levels, which could result in an impact to previously quiet residential communities, like the homes on 16th Street. While BRT results in more noise impacts, LRT results in vibration impacts not created by BRT. LRT could result in 32 vibration impacts for the Vancouver alignment, or 47 vibration impacts for the I-5 alignment. All of the vibration impacts can be mitigated by using rubber dampeners, making physical improvements to the tracks, and using high quality wheel assemblies.

5.5.3 Balance of Transit vs. Highway Investment: Increased Transit System Operations with Aggressive TDM/TSM Measures, and Efficient Transit System Operations with Standard TDM/TSM Measures

Alternatives 4 and 5 are paired with more robust Travel Demand Management (TDM) and Transportation System Management (TSM) measures, and with increased transit service.

The following is a summary of the types of TDM policies that will be implemented in the aggressive package:

- User Fees (Tolling),
- Parking prices (or parking restrictions),
- Reduced Price Transit Passes,
- Additional transit service (or newly implemented service),
- Traffic signal priority (TSP) for transit,

- Educational programs,
- Flexible work schedules,
- Tele-commuting, and
- Bicycle or pedestrian paths.

These measures attempt to reduce the demand on the transportation system, by providing incentives to carpool, telecommute, purchase transit passes, etc. These measures would likely be most beneficial to residents of the neighborhoods within the project area. These neighborhoods have the level of transit service, urban densities, and other elements that enable these programs to be effective. It is possible that long-term indirect effects from a reduced supply of parking could raise demand for parking in residential neighborhoods bordering commercial areas.

With an increased transit system, travel times by LRT would be improved. Early findings suggest that increased transit service with BRT would likely slow the system, as the higher number of BRT vehicles would cause long delays at local intersections. In Alternatives 4 and 5, mode splits are higher, with BRT increasing from 15 to 18 percent and LRT from 20 to 22.5 percent.

5.5.4 Major Transit Alignment: How does the Vancouver alignment compare to the I-5 alignment?

5.5.4.1 Vancouver Alignment

The Vancouver alignment would require the full acquisition of the Wellness Project building located at 317 E 39th Street in Vancouver's Lincoln neighborhood. Although not identified as a community resource in the community resource mapping process, the Wellness Project serves an important role in the community as a free mental health clinic that serves the needs of low-income and uninsured residents. The Wellness Project opened in January 2004 and aims to help decrease homelessness, unemployment and use of emergency rooms. From January 2004 to May 2006, the clinic treated more than 1,300 patients, and in 2005 alone, the clinic conducted approximately 4,500 appointments.

The Wellness Project operates with funding from Southwest Washington Medical Center, City of Vancouver, and Clark County's Department of Community Services, along with grants from other private parties, such as the Home Depot Foundation. Additional grants from City of Vancouver and federal Community Development Block Grants (administered through Clark County) have helped the Wellness Project purchase the building at 317 E 39th Street, which they formerly leased. According to a representative from the City of Vancouver, the Wellness Project must operate at the 39th Street location for five years or it would be required to pay back the CDBGs they have received. Potential mitigation and relocation assistance could minimize impacts to the Wellness Project and its clients.

The Vancouver alignment may also require partial acquisitions with impacts to two medical offices in the Lincoln neighborhood. Although these medical offices were not listed as community resources in the community resource mapping process, the medical

offices provide important services to the Lincoln neighborhood and other surrounding neighborhoods. One building, located at 300 E 37th Street, houses a variety of businesses, including:

- General Surgery, private practice
- Clinical Psychologist, private practice
- Wellspring Clinic: Chiropractic, massage, counseling
- Acupuncture, Herbal Medicine, Massage, private practice
- Dentist, private practice

The other building, located at 3506 E Main Street, is the Clinic for Optimal Health, and is an ear, nose, and throat clinic.

The acquisition of these medical offices is not consistent with the Lincoln neighborhood plan which calls for encouraging businesses to stay within the neighborhood. Potential mitigation, such as relocating these medical offices within the neighborhood, could minimize impacts to these medical offices.

Although the Vancouver alignment eliminates some community resources, the alignment also provides increased transit access to the only grocery store in the downtown Vancouver area. The alignment would provide HCT on Main Street, adjacent to the Safeway grocery store, giving residents increased access to an important community resource.

Under the Vancouver alignment, seven residences may be acquired in the Lincoln neighborhood in order to build the Lincoln Park and Ride. Eliminating this cluster of homes is not expected to have an impact on neighborhood cohesion, as they compose a small number of the total homes in the Lincoln neighborhood. An HCT station could bring residents together and encourage more pedestrian- and transit-oriented development. The park and ride would serve mostly the more distant neighborhood residents. A well-designed, landscaped park and ride and station could bring greater design unity than the existing DOT maintenance facility that occupies most of the proposed site.

An important element of the Vancouver alignment is its effects on traffic in northern Vancouver neighborhoods, including the Arnada, Hough, Shumway, Carter Park, and Lincoln neighborhoods. The Vancouver alignment would reduce automobile capacity on Main Street, a key north-south arterial, causing more congestion in this area.

5.5.4.2 I-5 Alignment

The I-5 alignment requires the full acquisitions of between zero and eight residences in the Shumway neighborhood, depending on highway alignment. Fully displacing this cluster of homes is not expected to have an impact on cohesion, as it comprises a small number of the total homes in Shumway. The potential for noise, air quality, and visual impacts from noise walls is not likely to be significant. Eliminating homes would be

inconsistent with the Shumway Neighborhood Plan, which calls for preserving the existing housing stock.

The Kiggins Bowl Park and Ride structure is associated with the I-5 alignment and lies within the Lincoln neighborhood. There are no full acquisitions of homes or community resources attributed to the Kiggins Bowl Park and Ride from the I-5 alignment.

The I-5 alignment, when paired with the BRT, results in a greater number and severity of noise impacts, though indoor impacts from transit can be mitigated through residential sound insulation. Exhibit 5-7 shows the potential transit related noise impacts by mode, alignment, and neighborhood.

Exhibit 5-7. Potential Transit-Related Noise Impacts by Neighborhood

Neighborhood	Percent Minority	Percent Low-Income		Total Noise Impacts[a]	Severe Noise Impacts	Noise Impacts After Mitigation	Total Noise Impacts[a]	Severe Noise Impacts	Noise Impacts After Mitigation
				Offset Alignment			Adjacent Alignment		
Hayden Island	7%	7%	BRT	42	21	0	35	7	0
			LRT	21	0	0	7	0	0
				Vancouver alignment			I-5 Alignment		
Arnada	2%	15%	BRT	40-47	1-30	0	31-49	17-31	0
			LRT	0-30	0	0	10-19	0	0
Carter Park	16%	10%	BRT	7-11	0-8	0	0	0	0
			LRT	0	0	0	0	0	0
Esther Short	11%	35%	BRT	0-20	0	0	0-20	0	0
			LRT	0	0	0	0	0	0
Rose Village	21%	23%	BRT	0	0	0	15	12	0
			LRT	0	0	0	0	0	0
Shumway	11%	14%	BRT	3-7	0	0	0	0	0
			LRT	0	0	0	0	0	0

[a] Includes "moderate" and "severe" impacts, as defined in the Noise and Vibration Technical Report

As shown in Exhibit 5-7 the I-5 alignment would have less effect on the Arnada, Shumway, and Carter Park neighborhoods because it is primarily within the I-5 right-of-way and does not reduce capacity of most streets. The additional highway and transit capacity of the build alternatives substantially improves local street service through neighborhoods during the afternoon peak period. In contrast during the morning peak period, local intersections actually experience more congestion and delay (Exhibit 5-8).

Exhibit 5-8. Intersections Failing Under Project Alternatives

Project Alternative	Morning Peak Period	Afternoon Peak Period
Existing conditions	2	1
No-Build Alternative	14	30
Vancouver alignment	20	9
I-5 alignment	15	4

Note: Vancouver and I-5 alignments are using LRT; BRT would differ slightly.

Exhibit 5-9. Vancouver and I-5 Alignment Effects to Neighborhoods

Impact	Vancouver	I-5
Displacement of Homes	5 single-family and 1 duplex in Lincoln neighborhood	6 single-family and 1 duplex in Shumway neighborhood
Displacement of Community Resource	Wellness Project (Lincoln) SW WA Memorial Health and Urgent Care Center (Lincoln) 2 Medical Offices (Lincoln)	None
Consistencies with Neighborhood Plan Goals	Consistent with plan goals calling for increased access to transit (Esther Short, Hough, Carter Park, Shumway, Lincoln)	Consistent with plan goals calling for increased access to transit (Hough, Central Park, West Minnehaha, Lincoln)
Inconsistencies with Neighborhood Plan Goals	Lincoln Neighborhood Plan–Encourage businesses to stay in the neighborhood	Shumway Neighborhood Plan–Preserve existing housing stock

Both the Vancouver and I-5 alignments would have some adverse impacts on neighborhoods, but would have beneficial impacts as well, such as increased access to transit. Acquiring and removing homes would be inconsistent with some of the neighborhood plan goals. With relocation assistance, the residents may be able to remain in the neighborhood, and with future development and redevelopment around stations, the housing stock would likely increase.

Exhibit 5-10 below shows that both full-length alignments operate comparably. The I-5 alignment provides similar travel times, despite a longer route, by providing a faster average speed. Ridership is also comparable.

Exhibit 5-10. Vancouver/I-5 Alignment Characteristics

	Vancouver Alignment	I-5 Alignment
Guideway length	3.43 miles	4.21 miles
Average Guideway speed	17.3 mph	21.5 mph
Expo Center to northern terminus	12.0 min	11.7 min
Pioneer Courthouse Square to northern terminus	39.9 min	39.6 min
Daily passenger trips on transit over I-5 crossing	20,800	21,000

Values provided are for LRT.

5.5.5 Tolling

Tolling is being considered as a means to help fund the project, although tolling also has potential impacts on transportation and community resources. A range of tolling options is being considered for the I-5 CRC project, including:

- No toll
- Toll only the I-5 crossing
- Toll both the I-5 and I-205 crossings
- Toll at various rates (including higher rates during peak periods)

This DEIS evaluates proposed lower rate tolls for the replacement alternatives than for the supplemental alternatives (see Exhibit 5-11). However, any of the tolling options could be combined with any of the river crossing alternatives. Tolls would be collected through an electronic toll collection system for users, both with and without transponders. Toll collection booths would not be required. A "no toll" option is also being assessed to identify the affect that tolling has on traffic patterns.

Exhibit 5-11. Toll Rate Structures Used for Evaluation

For Replacement Options							
		Passenger Car		Trucks with Transponders		Trucks w/o Transponders	
Start	End	w/Transp	No Transp	Med Truck	Heavy Truck	Med Truck	Heavy Truck
Midnight	5:00AM	$1.00	$2.00	$2.00	$4.00	$3.00	$5.00
5:00AM	6:00AM	$1.50	$2.50	$3.00	$6.00	$4.00	$7.00
6:00AM	10:00AM	$2.00	$3.00	$4.00	$8.00	$5.00	$9.00
10:00AM	3:00PM	$1.50	$2.50	$3.00	$6.00	$4.00	$7.00
3:00PM	7:00PM	$2.00	$3.00	$4.00	$8.00	$5.00	$9.00
7:00PM	8:00PM	$1.50	$2.50	$3.00	$6.00	$4.00	$7.00
8:00PM	Midnight	$1.00	$2.00	$2.00	$4.00	$3.00	$5.00
For Supplemental/Increased Transit Options							
		Passenger Car		Trucks with Transponders		Trucks w/o Transponders	
Start	End	w/Transp	No Transp	Med Truck	Heavy Truck	Med Truck	Heavy Truck
Midnight	5:00AM	$1.00	$2.00	$2.00	$4.00	$3.00	$5.00
5:00AM	6:00AM	$1.50	$2.50	$3.00	$6.00	$4.00	$7.00
6:00AM	10:00AM	$2.50	$3.50	$5.00	$10.00	$6.00	$11.00
10:00AM	3:00PM	$1.50	$2.50	$3.00	$6.00	$4.00	$7.00
3:00PM	7:00PM	$2.50	$3.50	$5.00	$10.00	$6.00	$11.00
7:00PM	8:00PM	$1.50	$2.50	$3.00	$6.00	$4.00	$7.00
8:00PM	Midnight	$1.00	$2.00	$2.00	$4.00	$3.00	$5.00

Effects to traffic diversion and changes to congestion levels due to tolling are not expected to impact local traffic patterns in neighborhoods. Tolling scenarios for Hayden Island residents were not determined at the time this report was published.

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6. Temporary Effects

6.1 Regional and System-wide Impacts

6.1.1 Impacts Common to All Alternatives

The build alternatives may include the temporary effects listed below and may impact neighborhoods. The degree of these effects and their locations are described in each neighborhood subsection. Mitigation measures for these effects are discussed in Section 9.

- Temporary property acquisitions for construction staging areas. These acquisitions would be returned to the landowner after construction is complete. The locations of staging areas are yet to be confirmed based on final engineering designs.
- Noise impacts due to construction
- Vibration from construction
- Effects to air quality due to construction equipment
- Traffic spillover during construction
- Traffic detours and delays during construction

6.2 Segment A: Delta Park to Mill Plain District

6.2.1 Kenton

The Kenton neighborhood may experience traffic spillovers and traffic detours and delays due to construction on the Marine Drive interchange. Residents in Kenton are not expected to experience impacts from noise, vibration or changes in air quality.

6.2.2 Bridgeton

The Bridgeton neighborhood may experience detours and delays due to construction on the Marine Drive Interchange. Bridgeton may also experience traffic spillovers due to motorists traveling along Marine Drive to the I-205 Glenn Jackson Bridge in order to avoid delays due to construction on the I-5 bridge. Residents in Bridgeton are not expected to experience impacts from noise, vibration, or changes in air quality.

6.2.3 Hayden Island

Temporary property acquisitions may occur on Hayden Island from construction of both transit and highway alignments. Residents of Hayden Island are likely to experience noise and vibration impacts due to construction equipment, vibratory compaction equipment, and pile driving during bridge construction. Air quality may also be affected

on Hayden Island by emissions from construction equipment. Residents living in floating homes would be particularly susceptible to construction-related noise, vibration, and air quality effects due to their close proximity to both the highway and transit alignments.

Construction activities for the highway and interchanges are expected to result in traffic delays on I-5 during construction. These delays would have the greatest impact on Hayden Island residents as they have no route to bypass the construction activity. As a result, residents will likely experience increased travel times while construction activity is underway.

6.2.4 Columbia Way

The Columbia Way neighborhood may experience traffic detours and delays due to construction on I-5, leading to increased travel times. The neighborhood may also experience traffic spillovers as motorists may use SR 14 through Columbia Way to I-205 in order to avoid delays from construction on I-5. Residents in the neighborhood are not expected to experience impacts from noise, vibration or changes in air quality.

6.2.5 Hudson's Bay

The Hudson's Bay neighborhood may experience traffic spillovers and traffic delays and detours due to construction on I-5. Residents in the neighborhood are not expected to experience impacts from noise, vibration or changes in air quality.

6.2.6 Esther Short

Temporary property acquisitions (construction easements) may occur in the Esther Short neighborhood, due to construction of the transit alignment. Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. Noise from pile driving during bridge construction is not likely to impact residents. Air quality may be affected in the neighborhood due to emissions from construction equipment. Construction activities for the highway and transit alignments are expected to result in traffic delays, meaning increased travel times for residents. Construction on I-5, Washington Street, or Broadway may create spillover traffic in other parts of the neighborhood.

6.3 Segment B: Mill Plain District to North Vancouver

6.3.1 Central Park

The Central Park neighborhood may experience traffic spillovers, delays, and detours due to roadway and potential transit construction along I-5. Residents in the neighborhood are not expected to experience impacts from noise, vibration or changes in air quality because there are no homes in close proximity to the intense construction.

6.3.2 Arnada

Temporary property acquisitions (construction easements) may occur in the Arnada neighborhood, due to construction of the transit guideway. Residents are likely to

experience noise and vibration impacts due to construction equipment and vibratory compaction. Air quality may also be affected in the neighborhood due to emissions from construction equipment. Construction activity for the transit guideway is expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on Broadway and 16th or McLoughlin may create spillover traffic in other parts of the neighborhood.

6.3.3 Hough

Temporary property acquisitions (construction easements) may occur in the Hough neighborhood, due to construction of the transit guideway. Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. Air quality may also be affected in the neighborhood due to emissions from construction equipment. Construction activity for the transit guideway is expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on Washington and 16th or McLoughlin may create spillover traffic in other parts of the neighborhood.

6.3.4 Carter Park

Temporary effects are expected to be limited to the eastern border of the Carter Park neighborhood, on the Vancouver transit guideway. Temporary property acquisitions (construction easements) may occur due to construction of the transit guideway in Vancouver. Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. Air quality may also be affected in the eastern portion of the neighborhood due to emissions from construction equipment. Construction activity for the transit alignment is expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on Main Street may create spillover traffic in other parts of the neighborhood.

6.3.5 Shumway

Because Main Street and I-5 are the western and eastern borders, respectively, of the Shumway neighborhood, temporary effects will most likely be limited to the outskirts of the neighborhood. Temporary property acquisitions may occur due to construction of the transit guideway on Main Street. These acquisitions may also occur due to construction of the highway alignment on I-5. Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. Air quality may be affected in the eastern portion of the neighborhood due to emissions from construction equipment. Construction activities for the transit and highway alignments are expected to result in traffic delays, meaning increased travel times for residents. Construction on Main Street and I-5 may create spillover traffic in other parts of the neighborhood.

6.3.6 Rose Village

Temporary effects are expected to be limited to the western border of the Rose Village neighborhood, as I-5 is its western boundary. Temporary property acquisitions (construction easements) may occur due to highway and transit construction on I-5.

Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. Air quality may also be affected in the western portion of the neighborhood due to emissions from construction equipment. Construction activities for the transit and highway alignments are expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on I-5 may create spillover traffic in other parts of the neighborhood.

6.3.7 Lincoln

Temporary property acquisitions (construction easements) may occur in the Lincoln neighborhood, due to construction of the Vancouver transit alignment and construction of the highway and transit alignment on I-5. Temporary property acquisitions may also occur due to the Lincoln and Kiggins Bowl Park and Rides. Residents of Lincoln are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. Air quality may be affected in the neighborhood due to emissions from construction equipment. Construction activity for the Vancouver or I-5 transit alignment is expected to result in traffic delays, meaning increased travel times for Lincoln residents. Construction on Washington and 16th or McLoughlin may create spillover traffic in other parts of the neighborhood.

6.3.8 West Minnehaha

Temporary effects are expected to be limited to the western border of the West Minnehaha neighborhood, as I-5 is its western boundary. Temporary property acquisitions (construction easements) may occur due to highway and transit construction on I-5. Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. Air quality may be affected in the western portion of the neighborhood due to emissions from construction equipment. Construction activities for the transit and highway alignments are expected to result in traffic delays, meaning increased travel times for residents. Construction on I-5 may create spillover traffic in other parts of the neighborhood.

6.3.9 Northwest

No temporary effects are expected in the Northwest neighborhood.

6.3.10 West Hazel Dell

No temporary effects are expected in the West Hazel Dell neighborhood.

7. Mitigation for Long-Term Effects

7.1 Introduction

Described below are segment-level measures that could be employed to mitigate various impacts to neighborhoods. An overarching mitigation measure that should be applied in all segments is the provision of outreach materials developed for those people with limited English proficiency. Outreach should entail translation of all project materials; especially those materials regarding anticipated long-term and temporary effects, including acquisitions, traffic detours, and changes to transit service.

7.2 Highway Mitigation in Segment A: Delta Park to Mill Plain District

Both the replacement and supplemental highway alignments would require acquisition[6] of floating homes in the Hayden Island neighborhood. The project team will evaluate a variety of mitigation options including:

- Relocating these floating homes to a nearby location (please see the Acquisitions Technical Report for more details).
- Relocating the homes to other areas on the river.
- Providing amenities to promote physical connectivity between the floating homes that would be separated from the contiguous floating home community in North Portland Harbor.

Safeway, the only grocery store in the Hayden Island neighborhood, would be acquired under the supplemental option. However, displacing the grocery store could be mitigated by avoiding the need to acquire it with refinements to the replacement alignment. Mitigation could also include relocating the Safeway store on the island prior to demolition of the current store.

7.3 Highway Mitigation in Segment B: Mill Plain District to North Vancouver

Both the supplemental and replacement crossings would require partial acquisitions for expanded right-of-way. The supplemental option would require the partial right-of-way acquisitions from 22 residential parcels in the Rose Village neighborhood. The replacement alignment would require the displacement of two residences and partial right-of-way from 21 to 24 residential parcels in the Shumway neighborhood.

[6] Relocations will be conducted in accordance with the Uniform Relocation and Acquisitions Policy Act as amended.

Although full parcel acquisitions are not required in Segment B for either highway option, acquiring partial right-of-way from several residences may indirectly affect these neighborhoods with noise, air quality, and visual impacts from noise walls, as the highway will be closer to these homes. However, such impacts are not expected to have a major effect on neighborhood cohesion. Mitigation strategies should be reviewed in the Noise, Air Quality, and Visual Technical Reports to help mitigate impacts to the homes in Rose Village and Shumway.

7.4 Transit Mitigation in Segment A1: Delta Park to South Downtown

Both the adjacent and offset transit alignment in Segment A1 would require acquisition of floating homes in the Hayden Island neighborhood. The project team will evaluate a variety of mitigation options, including:

- Relocating these floating homes to a nearby location (see the Acquisitions Technical Report).
- Relocating the homes to other areas on the Columbia River.
- Providing amenities to promote physical connectivity between the floating homes that would be separated from the contiguous floating home community in North Portland Harbor.

7.5 Transit Mitigation in Segment A2: South Downtown to Mill Plain District

There are no proposed mitigation strategies for transit alignments in Segment A2 as no long-term neighborhood impacts are expected.

7.6 Transit Mitigation in Segment B: Mill Plain District to North Vancouver

The Vancouver alignment in Segment B may require a full acquisition of the Wellness Project building (depending on transit mode) located at 317 E 39th Street in Vancouver's Lincoln neighborhood. The Wellness Project serves an important role in the community as a free mental health clinic that serves the needs of low-income and uninsured residents. According to a representative from the City of Vancouver, the Wellness Project must operate at the 39th Street location for five years or it would be required to pay back the CDBGs they have received. The project team will consider mitigation strategies discussed in the Acquisitions Technical Report in order to help relocate the Wellness Project, as well as evaluate options for reducing or minimizing financial penalties to the Wellness Project associated with their CDBGs.

The Vancouver alignment may require partial acquisitions with impacts to two medical offices. Depending on the preferences of these businesses, opportunities to relocate within the Lincoln neighborhoods would be explored. The project team would also consider mitigation strategies discussed in the Acquisitions Technical Report.

The Vancouver alignment would also require the full acquisitions of seven residences in the Lincoln neighborhood, due to the Lincoln Park and Ride lot. Depending on residents' preferences, opportunities to relocate within the Lincoln neighborhood would be explored. Additionally, the project team will consider mitigation strategies for the Lincoln Park and Ride lot, such as developing a Leadership in Energy and Environmental Design (LEED)[7] certified parking structure or extensive landscaping around the structure to mitigate the visual impacts of the structure. The Park and Ride lot could also be designed to include public amenities that would benefit the Lincoln neighborhood.

The I-5 alignment in Segment B may require acquisitions with impacts to buildings for up to eight residences in the Shumway neighborhood, depending on roadway alignment. Depending on the individual residents' preferences, opportunities to relocate within the same neighborhood would be explored. The project team will also consider mitigation strategies discussed in the Acquisitions Technical Report.

[7] The LEED Green Building Rating System is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings.

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8. Mitigation for Temporary Effects

8.1 Introduction

The build alternatives may have the temporary effects listed below in a majority of the neighborhoods. Temporary effects would not occur until construction begins, which would occur after the Locally Preferred Alternative (LPA), Final Environmental Impact Statement (FEIS), and the Record of Decision (ROD).

- Noise impacts due to construction
- Vibration from construction
- Effects to air quality due to construction equipment
- Traffic spillover during construction
- Traffic delays during construction
- Temporary property acquisitions for construction staging areas

8.2 Mitigation in Segment A: Delta Park to Mill Plain District

8.2.1 Kenton

Kenton may experience detours and delays due to construction of the Marine Drive interchange. The construction activities may occur during nighttime hours to minimize traffic detours, delays and spillovers into the neighborhood. The construction team may hold pre-construction community meetings to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.2.2 Bridgeton

Bridgeton may experience detours and delays due to construction of the Marine Drive interchange. Bridgeton may also experience traffic spillovers due to motorists traveling along Marine Drive to the I-205 Glenn Jackson Bridge in order to avoid delays due to construction on the I-5 bridge. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays, and spillovers into the neighborhood. The construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.2.3 Hayden Island

Temporary property acquisitions (construction easements) may occur on Hayden Island, due to construction of both the transit and highway alignments. The construction team may meet with property owners who would be affected by the temporary acquisitions to discuss details of the acquisitions, such as duration of the acquisition as well as an operating schedule. For other mitigation measures for temporary acquisitions, please see the Acquisitions Technical Report.

Residents of Hayden Island are likely to experience noise and vibration impacts during bridge construction. Residents living in floating homes would be particularly susceptible to noise and vibration effects due to their close proximity to both the highway and transit alignments. The construction team should comply with appropriate noise abatement measures as described in the Noise Technical Report.

Air quality may be affected on Hayden Island due to emissions from construction equipment. Residents living in floating homes would be particularly susceptible to air quality effects due to their close proximity to both the highway and transit alignments. The construction team should comply with appropriate air quality mitigation measures as described in the Air Quality Technical Report.

Construction activity for the highway and interchanges is expected to result in traffic delays on I-5 during construction. These delays would have the greatest impact on Hayden Island residents as they have no route by which to bypass the construction activity. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers into the neighborhood. The construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.2.4 Columbia Way

The Columbia Way neighborhood may experience traffic detours and delays due to construction on I-5, leading to increased travel times for Columbia Way residents. The neighborhood may also experience traffic spillovers as motorists may use SR 14 through Columbia Way to I-205 in order to avoid delays from construction on I-5. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers into the neighborhood. The construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.2.5 Hudson's Bay

The Hudson's Bay neighborhood may experience traffic spillovers and traffic detours due to construction on I-5. The construction team may consider performing construction

activities during nighttime hours to minimize traffic detours, delays and spillovers into the neighborhood. Additionally, the construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.2.6 Esther Short

Temporary property acquisitions may occur in the Esther Short neighborhood due to construction of the transit guideway. The construction team may meet with property owners who would be affected by temporary acquisitions to discuss details of the acquisitions, such as duration of the acquisition as well as an operating schedule. For other mitigation measures for temporary acquisitions, please see the Acquisitions Technical Report.

Residents are likely to experience noise and vibration impacts due to construction for the highway and transit alignments. The construction team should comply with appropriate noise abatement measures as described the Noise Technical Report.

Air quality may be affected in the neighborhood due to emissions from construction equipment. The construction team should comply with appropriate air quality mitigation measures as described in the Air Quality Technical Report.

Construction activities for the highway and transit alignments are expected to result in traffic delays, meaning increased travel times for residents. Construction on I-5 and on Washington and/or Broadway may create spillover traffic in other parts of the neighborhood. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers into the neighborhood. The construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.3 Mitigation in Segment B: Mill Plain District to North Vancouver

8.3.1 Central Park

The Central Park neighborhood may experience traffic spillovers and traffic detours due to roadway and potential transit construction on I-5. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers into the neighborhood. The construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.3.2 Arnada

Temporary property acquisitions (construction easements) may occur in the Arnada neighborhood, due to construction of the transit alignment. The construction team may meet with property owners who would be affected by temporary acquisitions to discuss details of the acquisitions, such as duration of the acquisition as well as an operating schedule. For other mitigation measures for temporary acquisitions, please see the Acquisitions Technical Report.

Residents are likely to experience noise and vibration impacts due to construction equipment. The construction team should comply with appropriate noise abatement measures as described in the Noise Technical Report.

Air quality may be affected in the neighborhood due to emissions from construction equipment. The construction team should comply with appropriate air quality mitigation measures as described in the Air Quality Technical Report.

Construction activity for the transit alignment is expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on Broadway and 16th or McLoughlin may create spillover traffic in other parts of the neighborhood. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers into the neighborhood. Additionally, the construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.3.3 Hough

Temporary property acquisitions may occur in the Hough neighborhood, due to construction of the transit alignment. The construction team may meet with property owners who would be affected by the temporary acquisitions to discuss details of the acquisitions, such as duration of the acquisition as well as an operating schedule. For other mitigation measures for temporary acquisitions, please see the Acquisitions Technical Report.

Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. The construction team should comply with appropriate noise abatement measures as described in the Noise Technical Report.

Air quality may be affected in the neighborhood due to emissions from construction equipment. The construction team should comply with appropriate air quality mitigation measures as described in the Air Quality Technical Report.

Construction activity for the transit alignment is expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on Washington and 16th or McLoughlin may create spillover traffic in other parts of the neighborhood. The construction team may consider performing construction activities during nighttime

hours to minimize traffic detours, delays and spillovers into the neighborhood. Additionally, the construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.3.4 Carter Park

Temporary effects are expected to be limited to the eastern border of the Carter Park neighborhood, on the Vancouver transit alignment. Temporary property acquisitions may occur due to construction of the Vancouver transit alignment. The construction team may meet with property owners who would be affected by the temporary acquisitions to discuss details of the acquisitions, such as duration of the acquisition as well as an operating schedule. For other mitigation measures for temporary acquisitions, please see the Acquisitions Technical Report.

Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. The construction team should comply with appropriate noise abatement measures as described in the Noise Technical Report.

Air quality may be affected in the eastern portion of the neighborhood due to emissions from construction equipment. The construction team should comply with appropriate air quality mitigation measures as described in the Air Quality Technical Report.

Construction activity for the transit alignment is expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on Main Street may create spillover traffic in other parts of the neighborhood. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers into the neighborhood. Additionally, the construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.3.5 Shumway

Because Main Street and I-5 are the western and eastern borders, respectively, of the Shumway neighborhood, temporary effects would most likely be limited to the outskirts of the neighborhood. Temporary property acquisitions may occur due to construction of the transit alignment on Main Street. These may also occur due to construction of the highway alignment on I-5. The construction team may meet with property owners who would be affected by the temporary acquisitions to discuss details of the acquisitions, such as duration of the acquisition as well as an operating schedule. For other mitigation measures for temporary acquisitions, please see the Acquisitions Technical Report.

Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. The construction team should comply with appropriate noise abatement measures as described in the Noise Technical Report.

Air quality may be affected in the eastern portion of the neighborhood due to emissions from construction equipment. The construction team should comply with appropriate air quality mitigation measures as described in the Air Quality Technical Report.

Construction activities for the transit and highway alignments are expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on Main Street and I-5 may create spillover traffic in other parts of the neighborhood. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers. Additionally, the construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.3.6 Rose Village

Temporary effects are expected to be limited to the western border of the Rose Village neighborhood as I-5 is its western boundary. Temporary property acquisitions may occur due to highway and transit construction on I-5. The construction team may meet with property owners who would be affected by the temporary acquisitions to discuss details of the acquisitions, such as duration of the acquisition as well as an operating schedule. For other mitigation measures for temporary acquisitions, please see the Acquisitions Technical Report.

Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. The construction team should comply with appropriate noise abatement measures as described in the Noise Technical Report.

Air quality may be affected in the western portion of the neighborhood due to emissions from construction equipment. The construction team should comply with appropriate air quality mitigation measures as described in the Air Quality Technical Report.

Construction activities for the transit and highway alignments are expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on I-5 may create spillover traffic in other parts of the neighborhood. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers. Additionally, the construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.3.7 Lincoln

Temporary property acquisitions may occur in the Lincoln neighborhood from construction of the transit alignment on Main Street and construction of the highway and transit alignment on I-5. Temporary property acquisitions may also occur due to the Lincoln and Kiggins Bowl Park and Rides. The construction team may meet with property owners who would be affected by the temporary acquisitions to discuss details of the acquisitions, such as duration of the acquisition as well as an operating schedule. For other mitigation measures for temporary acquisitions, please see the Acquisitions Technical Report.

Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. The construction team should comply with appropriate noise abatement measures as described in the Noise Technical Report.

Air quality may be affected in the neighborhood due to emissions from construction equipment. The construction team should comply with appropriate air quality mitigation measures as described in the Air Quality Technical Report.

Construction activity for the Vancouver and I-5 alignments is expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on Washington and 16th or McLoughlin may create spillover traffic in other parts of the neighborhood. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers into the neighborhood. Additionally, the construction team may host a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.3.8 West Minnehaha

Temporary effects are expected to be limited to the western border of the West Minnehaha neighborhood as I-5 is its western boundary. Temporary property acquisitions may occur due to highway and transit construction on I-5. The construction team may meet with property owners who would be affected by the temporary acquisitions to discuss details of the acquisitions, such as duration of the acquisition as well as an operating schedule. For other mitigation measures for temporary acquisitions, please see Section 9 of the Acquisitions Technical Report.

Residents are likely to experience noise and vibration impacts due to construction equipment and vibratory compaction. The construction team should comply with appropriate noise abatement measures as described in the Noise Technical Report.

Air quality may be affected in the western portion of the neighborhood due to emissions from construction equipment. The construction team should comply with appropriate air quality mitigation measures as described in the Air Quality Technical Report.

Construction activities for the transit and highway alignments are expected to result in traffic delays, meaning increased travel times for residents. Additionally, construction on I-5 may create spillover traffic in other parts of the neighborhood. The construction team may consider performing construction activities during nighttime hours to minimize traffic detours, delays and spillovers. Additionally, the construction team may consider hosting a pre-construction community meeting to inform residents of the construction timeline, relevant staging plans, ramp and road closures, and detour plans. Lastly, the construction team may want to install temporary signage to inform drivers of traffic delays because of construction and heavy equipment entering or leaving the highway.

8.3.9 Northwest

No mitigation measures are proposed for the Northwest neighborhood as no temporary effects are expected.

8.3.10 West Hazel Dell

No mitigation measures are proposed for the West Hazel Dell neighborhood as no temporary effects are expected.

9. Permits and Approvals

Uniform Relocation and Real Property Acquisitions Policies Act of 1970 as amended (Uniform Act), as described in the Acquisitions Technical Report.

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APPENDIX A

Complete Listing of Public Involvement Activities as of July 2007

CRC Public Involvement Activities

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Rotary Club, Camas Wash.	??			WA	Civic	Rob DeGraff	40	
Multnomah County Commission (5 commissioners + 12 in audience)	??			OR	Government	Rob DeGraff	17	
Neighborhood Assn's Council of Clark County	3/13/06 Mon	7pm - 9pm		WA	Neighborhood	Linda Mullen	20	
Columbia Corridor Assn.	3/21/06 Tue	3pm - 5pm	Tabled at CCA's open house	OR	Business	Anne Pressentin, Rob DeGraff, Heather Gundersen	25	Corky Collier, director, CCA
Portland Business Alliance Transportation Committee	March __??			OR	Business	Rob DeGraff	15	
TOTAL for MARCH 2006							**117**	
North Portland Neighborhood Services	4/3/06 Mon	7pm	2209 N. Schofield St.	OR	Neighborhood	Barbara Hart, Peter Ovington	15	Tom Griffin-Valade
Portland Business Alliance Transportation Committee	4/11/06 Tue	12:00pm	200 SW Market St., Portland	OR	Business	Rob DeGraff	12	Marion Haynes
CRC Open House, Vancouver	4/12/06 Wed	4pm	Hudson's Bay High School	WA	General Public	All	103	
CRC Open House, Portland	4/13/06 Thu	4pm	Red Lion Hotel at Jantzen Beach, 909 N Hayden Island Dr, Portland	OR	General Public	All	100	
Overlook Neigh Assn	4/18/06 Tue	7pm mtg,	Kaiser Town Hall, 3704 N Interstate Ave (at N Overlook Blvd).	OR	Neighborhood	Rob DeGraff, John Osborn, Peter Ovington, John Gillam (PDOT)	25	Ethan Edwards, emailethan@yahoo.com
TOTAL for APRIL 2006							**255**	
Shumway Neigh Assn	5/4/06 Thu	7pm	3101 Main St., Vancouver School of Arts and Academics, Media Center	WA	Neighborhood	Kris Strickler, Lynn Rust, Anne Pressentin, Nanci Luna Jimenez	22	Anne McEnerny-Ogle, macogle@pacifier.com, 360-695-5124
Laurelhurst Elementary School, 3rd grade class	5/5/06 Fri	10am	Laurelhurst Elem., Portland	OR	School	Peter Ovington	25	Jeff Sturges, teacher
Kenton Neigh Assn	5/10/06 Wed board mtg	7pm	Kenton Firehouse, 8105 N. Brandon St, Portland	OR	Neighborhood	Linda Mullen, Peter Ovington, Stacy Codington, John Gillam (PDOT)	20	Aaron Gray, aaron.gray@webtrends.com, 503-753-8075
WSDOT open house on I-205 Mill Plain Blvd. Southbound Off Ramp	5/11/06 Thu	4pm	WSDOT SW Region	WA	General Public	Rex Wong, Peter Ovington	5	Sylvia Ross, WSDOT
Say Hey! Partners in Diversity networking event	5/11/06 Thu	5:30pm	Wieden+Kennedy, 224 NW 13th Ave, Portland	OR	Environmental Justice	Heather Gundersen, spoke to approx 10, but 350 attended	10	Vicki Nakashima, nakashimav@mac.com, 503-203-5624
Hayden Island Neigh Assn (HINooN)	5/11/06 Thu	7pm for 20-30 min	12050 N. Jantzen Ave (new location!), next to Zupan's	OR	Neighborhood	John Osborn, Anne Pressentin, Stacy Codington, John Gillam (PDOT), Nanci Luna Jimenez	12	Gene Rogers, 503-285-3589, eugenerogers@mybluelight.com

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Arnada Neigh Assn	5/11/06 Thu	7pm	Vancouver Housing Authority, 2500 Main St. (met at Starbucks since locked out of bldg)	WA	Neighborhood	Doug Ficco, Peter Ovington	12	Dave Frei
Esther Short Neigh Assn	5/16/06 Tue	6:30pm	Community Room, Second Floor, Smith Tower, 515 Washington St, (at 6th)	WA	Neighborhood	Rex Wong, Doug Ficco, Peter Ovington	30	Steve Burdick, City of Vancouver liaison
Portland Pedestrian Advisory Committee	5/16/06 Tue	7pm	Portland City Hall, Lovejoy Room	OR	Bicycle / Pedestrian	Tom Markgraf (+ Elizabeth Mros-O'Hara)	14	Elizabeth Mros-O'Hara, 360-816 2166
PROPER Community Forum (Kenton neighborhood)	5/16/06 Tue	7pm	Fridays Espresso Café, 4131 N. Denver Ave	OR	Community	Stacy Codington	21	Georgina Lazo, 360-609-5163
Rose Village Neigh Assn	5/23/06 Tue	7pm, 1 hr.	Washington Elementary, 2908 S. St., gymnasium	WA	Neighborhood	Doug Ficco, Peter Ovington	13	Chair: Clinton (Clint) Hopkins, 696-3895, clintbarb88@netzero.com
TOTAL for MAY 2006							**184**	
Lloyd District TMA	6/1/2006	3:30pm	700NE Multnomah, 3rd Floor conference room.	OR	Business	Tom Markgraf	25	Rick Williams
Shumway Neigh Assn	6/01/06 Thu	7pm	3101 Main St., Vancouver School of Arts and Academics, Media Center	WA	Neighborhood	Kris Strickler, Lynn Rust, Heather Gundersen, Anne Pressentin	14	Anne McEnerny-Ogle, macogle@pacifier.com, 360-695-5124. Come prepared with info on right-of-way, EJ, env
Rose Festival	6/2/06 Fri	11am-11pm	Tom McCall Waterfront Park	OR	Festival	Barbara Hart, Peter Ovington, Anne Pressentin, Audri Streif	99	Christina Palmer: 503-224-7673
St. Johns Business Boosters	6/2/2006	4:30pm	7325 N. Alta	OR	Business	Tom Markgraf	8	Gary Boehm 503 2861312
Association of General Contractors	6/2/2006		Salem	OR	Business	John Osborn	16	
Central Eastside Industrial Council	6/6/2006	3:30pm	Goodwill Industries, SE 7th Ave, Portland	OR	Business	Tom Markgraf	24	Wayne Kingsley Tim Holmes (W) 5038729616 Chris Hammond, Land use Chair. chris@hammondbldg.com309-1971
Hudson's Bay	6/8/06 Thu	7pm, 20-30 min total, near top of agenda	McLoughlin Hts. Church of God, E 9th and Winchell, downstairs, enter from 9th	WA	Neighborhood	Doug Ficco, Peter Ovington	10	Marcia Naas, 360-693-8488, no email; send info to 714 T. St., Vancouver WA 98661-4247; mailed newsletter article
Portland Community College	6/8/2006	10:00 AM	Student Service Bld. Room 209	OR	School	Tom Markgraf	2	Carolyn Wilson 503-978-5574 assistant
Association of Building Owners and Managers (BOMA)	6/8/2006	8:00 AM	1211 Southwest Fifth Suite L17	OR	Business Assc.	Tom Markgraf	25	Met with Susan – emailed materials to her for her board.
Kenton Neigh Assn	6/9/06 Fri general meeting	5pm to 7pm (can set up table after 3pm)	Kenton Lodge (not Firehouse), 8130 N. Denver Ave.	OR	Neighborhood	Stacy Codington, Peter Ovington (+Bob Hillier, City of Portland)	50	Aaron Gray, aaron.gray@webtrends.com, 503-753-8075
Vancouver Farmers Market	6/10/2006	9am-3pm	Esther Short Park	WA	Farmers Market	Audri Streif, Anne Pressentin	46	

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Associated Oregon Industries	6/15/2006	2:00 PM	1149 Court. NE, Salem	OR	Business Assc.	Tom Markgraf, John Osborn, Robin Freeman?	4	Dick Butrick (503) 588-0050 Briefing Dick and John Ledger
Juneteenth Celebration	6/17/06 to 6/18/06	Sat. 12-8, Sun 1-8	Peninsula Park, Portland	OR	Festival	Audri Streif, Stacy Codington, Peter Ovington, Laura Reily	60	Larry: House of Exodus 503.978.9229
North Clackamas Chamber of Commerce	6/19/2006	12pm		OR	Business	Tom Markgraf	19	
Kenton Business Association	6/19/2006	6pm	6:15 p.m., June 19Kenton FirehouseFirst on agenda.	OR	Business	Tom Markgraf	15	Echo Leighton(W) 5032857234
Meadow Homes Neigh Assn	6/20/06 Tue	6:30	Jim Parsley Center, Community Room, next to pool, 2901 Falk Road, Van.	WA	Neighborhood	Rex Wong, Anne Pressentin	12	Sue Kautz: 360-735-1949
Rosemere	6/20/06 Tue	6:30pm, 30 minutes or more	International Air Academy, Room 137, 2901 E Mill Plain Blvd.	WA	Neighborhood	Heather Gundersen, Doug Ficco, Peter Ovington	18	Dvija Michael Bertish, chairman, www.rosemerena.org, 360-906-
Uptown Village Assn.	6/21/06 Wed	8am	Vancouver Housing Authority, 2500 Main St., conf rm, immediately on left as enter bldg	WA	Business	Doug Ficco, Peter Ovington	11	Jennifer Peterson, 360-573-0917,tea@carnelianrosetea.com
Assn of Oregon Counties	6/21/2006	2pm	Salem, Oregon	OR	Government	Tom Markgraf	6	
Bridgeton Neigh Assn	6/21/06 Wed	7pm	Columbia School, 716 NE Marine Dr (at NE Bridgeton)	OR	Neighborhood	Stacy Codington, Lynn Rust	39	Matt Whitney, mattwhitney@comcast.net, 503-285-3296
Good in the 'Hood	6/25/06 Sun	11:30am-7pm	King School Park 4815 NE 7th Ave ((4800 block of Ne 6th and Humboldt)	OR	Festival	Audri Streif, Stacy Codington,	5	info line 503-282-1288
Vancouver Planning Commission	6/27/2006	4pm	City Council Chambers, 210 East 13th Street	WA	Government	Doug Ficco, Jay Lyman	8	Terry Lenhart 360-619-4152
Yost Grube Hall (architecture firm)	6/29/2006			OR	Professional / Design	Tom Markgraf	48	a two hour event!
TOTAL for JUNE 2006							**564**	
Hayden Island forum (Commissioner Adams, Hayden Island Neigh. Network)	7/6/06 Thu	7pm - 9pm	12050 N. Jantzen Ave, next to Zupan's, in big room downstairs	OR	Neighborhood	John Osborn, Barbara Hart, Peter Ovington, Jay Lyman, Ron Anderson	40	Walter Valenta, Gene Rogers
Metro	7/6/06 Thu	9am - 11am	Metro, 600 NE Grand Ave, Portland	OR	Government	Project co-directors, Jay Lyman, Tom Markgraf et al.	2	
Columbia Bi-State Bicycle Ride	7/7/06 Fri.	11 am - 1pm	Esther Short Park	WA	Bike Ride Lunch	Audri Streif, David Parisi	15	Cara Cantowine 360-619-1150 or Ingrid Nylan at Cycle Oregon
Vancouver Farmers Market	7/8/06 Sat	9am-1pm	Esther Short Park	WA	Farmers Market	Audri Streif, Anne Pressentin	52	

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Albina Community Bank	7/10/06 Mon	6pm	Albina Community Bank, MLK and San Rafael, (knock on back door)	OR	Business	Tom Markgraf	1	Joice Taylor Global Management inc. 503-789-7074 jTaylorGM@cs.com
Gresham Brownbag -- elected officials and transportation managers	7/11/06 Tue	Lunchtime	Gresham City Hall	OR	Government	Tom Markgraf	12	
Hazel Dell / Salmon Creek Business Association	7/12/06 Wed	11:45am - 1pm	Felida Fire Station 11600 NW Lakeshore Avenue Vancouver	WA	Business Assc.	Doug Ficco, Peter Ovington	30	Ila Stanek, 360-573-7376, ilastanek@hotmail.com (Ila is pronounced EYE-luh). www.hdscba.org
Swan Island Business Association and TMA	7/12/06 Wed	11am	Freightliner HQ.	OR	Business	Tom Markgraf	18	Lenny Anderson 5037456563, 30 minutes
Battle Ground Harvest Days	7/15 -7/16	Sat. 11am - 6pm, Sun 11am -4pm	Battleground Fair Grounds	WA	Festival	Audri Streif, Laura Reily	90	Battleground Chamber of Commerce 360-687-1510
Oakbrook Neigh Assn	7/18/06 Tue	7pm	Oakbrook Park (near Burton Rd.) : picnic tables	WA	Neighborhood	Rex Wong, Barbara Hart	36	Mary Augustine 883-0146 mayweee@yahoo.com
Hough Neigh Assn [pronounced HOUCK)	7/18/06 Tue	7pm	Hough Elementary School, 1900 Daniels St (at McLoughlin)	WA	Neighborhood	Lynn Rust, Peter Ovington	29	Eric Giacchino, chair, egiacchino@hotmail.com, 360-993-1038
West Hazel Dell Neighborhood Assn.	7/19/06 Wed	6:30pm	Clearwater Springs Assisted Living Center, 201 NW 78th Street, Vancouver 98665	WA	Neighborhood	Doug Ficco, Barbara Hart	3	Ila Stanek, Secretary (Ila is pronounced EYE-luh), 360-573-7376 home, 360-695-1120 work, ilastanek@hotmail.com, www.hdscba.org
Noon Concert Series in the Park	7/19/06 Wed	11am - 1pm	Esther Short Park	WA	Festival	Audri Streif,	17	Cara Cantowine 360-619-1131
African-American Alliance Community Unity Breakfast	7/20/06 Thu	7:30am breakfast, 8am program	Irvington Village community room, 420 NE Mason St, Portland	OR	Environmental Justice	Danielle Cogan, Peter Ovington	50	Karen Powell, kpowell@bufor.org, 503-282-7973
Heart District	7/20/06 Thu	6pm	904 Main St. Divine Consign	WA	Neighborhood	Doug Ficco, Peter Ovington	7	Linda Glover 360-695-6443 shop@divineconsignfurniture.org
Carter Park Neighborhood Assn.	7/20/06 Thu	7pm	Vancouver Housing Authority, 2500 Main St.	WA	Neighborhood	Doug Ficco, Peter Ovington	14	Mike Heywood, president, 503-288-7461 mikewrit@hotmail.com
Transportation Open House (City of Vancouver and Clark County)	7/22/06 Sat	10 am - 3 pm	Vancouver Mall	WA	General Public	No staff from CRC, only materials.	5	Phil Wuest Vancouver Transportation Services 696-8290, x.8656
Columbia Pacific Building Trades	7/25/06 Tue	10am	Kirkland Union Manor, Portland	OR	Business	Tom Markgraf	27	
Noon Concert Series in the Park	7/26/06 Wed	11am - 1pm	Esther Short Park	WA	Festival	Audri Streif,	20	Cara Cantowine 360-619-1131

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Beaverton Chamber of Commerce	7/26/06 Wed	7:30am	Kingstad Center, 15450 SW Millikan Way, Beaverton, west end of street, on south side of road	OR	Business	Tom Markgraf	28	Ron Miller, 503-681-8991, advnw@aol.com. Ron will email more info. Rob DeGraff spoke to this group before.
C-TRAN Citizens' Advisory Committee	7/27/06 Thu	5:30pm first on agenda	C-TRAN, 2425 NE 65th Avenue, Vancouver	WA	Community / Transit	Peter Ovington	15	Ed Pickering, C-TRAN, 360-906-7460, edp@c-tran.org
Oregon Assn of Minority Entrepreneurs (OAME) Coffee and Issues Forum	7/28/06 Fri	7am - 8am	OAME, 4134 N Vancouver Ave (at Skidmore), Portland	OR	Environmental Justice	Danielle Cogan	10	
Hawaiian Festival	7/29/06 Sat.	11am - 7pm	Ester Short Park	WA	Festival	Audri Streif, Peter Ovington	132	Elsie Alexander 503-430-2549, ic2alexander@aol.com Application in process.
At Home At School (Popsicle Stick Bridge Event, 6 adults, 20 kids)	7/31/06 Mon	11am	Silver Star Elementary, Vancouver	WA	Kids	Doug Ficco, Audri Streif, Tom Markgraf	26	Tiffany 609-5094
TOTAL for JULY 2006							**679**	
Noon Concert Series in the Park	8/2/06 Wed	11am - 1pm	Esther Short Park	WA	Festival	Audri Streif	10	Cara Cantowine 360-619-1131
Lloyd District Community Assn.	8/3/06 Thu	12pm	Oregon Square	OR	Business	Tom Markgraf	27	Nancy Chapin
North/Northeast Business Association	8/7/06 Mon	6pm	Albina Community Bank, MLK and San Rafael, (	OR	Business	Tom Markgraf	19	Joice Taylor Global Management inc. 7897074
Rotary Club, North Portland	8/8/06 Tue	12pm	Columbia Edgewater Club	OR	Civic	Peter Ovington	9	Craig Lewelling 503-286-3549
Pacific Northwest International Trade Assn.	8/8/06 Tue	12pm	Port of Portland Terminal 6, conference room	OR	Business	John Osborn	27	Susie Lahsene, Port of Portland
Women's Transportation Seminar (WTS), Downtown Vancouver Tour	8/8/06 Tue	3pm	CRC offices, North Conference Rm.	WA	Professional	Barbara Hart	20	Ted Stonecliffe, CRC project
Waterfront Organizations of Oregon	8/806 Tue	7pm, 1 hour	Tyee Yatch Club, 2929 Marine Drive, Portland	OR	Water-based Homes and Businesses	Peter Ovington	11	Mary Schutten, mschutten@nologos.org, 503 238-6004
Identity Clark County, board	8/9/06 Wed	8am	Murdoch Building, 6th floor, Vancouver	WA	Business	Tom Markgraf	24	Ginger Metcalf
Noon Concert Series in the Park	8/9/06 Wed	11am - 1pm	Esther Short Park	WA	Festival	Audri Streif,	11	Cara Cantowine 360-619-1131
Say Hey, Northwest! Partners in Diversity networking event	8/10/06 Thu	5:30 - 8:30pm	Oregon Convention Center	OR	Environmental Justice	TOTAL: 40 (Danielle) + 10 (Heather + ?? (Nanci)Danielle Cogan, Heather Gundersen, Nanci Luna Jimenez	50	Vicki Nakashima, nakashimav@mac.com, 503-203-5624. Had a project summary handout in "welcome packet"
Design Concepts Workshop, Vancouver -- Columbia River Crossing	8/10/06 Thu	6pm-8:30pm	Fort Vancouver Historic Reserve, E.B. Hamilton Hall (Red Cross Bldg.), 605 Barnes St., Vancouver	WA	Neighborhood and Business	Many	18	

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Vancouver Farmers Market	8/13/06 Sun	10am-1pm	Esther Short Park	WA	Farmers Market	Audri Streif	24	
Humboldt Neighborhood Assn.	8/15/06 Tue	7pm	PCC Cascade PSEB (Public Service Education Bldg) 705 N. Killingsworth, rm 101	OR	Neighborhood	Tom Markgraf	16	Nancy Clark 503-282-6496, nclark3482@aol.com
Kiwanis Club of Cascade Park	8/17/06 Thu	7:30am	IHOP, 164th Ave, SR14	WA	Civic	Peter Ovington	8	Contact person: Lyle Coblentz Lowlyle2@aol.com 360-604-1275 home 360-892-4462 (work)
Lake Oswego Chamber of Commerce	8/17/06 Thu	12pm	242 B Avenue, Lake Oswego	OR	Business	Tom Markgraf	18	Jerry Wheeler, jerryw@lake-oswego.com, 503-636-3634
Arbor Lodge Community Fair	8/17/06 Thu	5:30 pm 8pm	Peace Lutheran Church 2201 N Portland Blvd.	OR	Neighborhood	Stacy Codington, Anne Pressentin	37	Chris Duffy, chair of neighborhood association. 971 506 0541 cell
Lions Club, Vancouver	8/18/06 Fri	12:30pm	611 Grand Blvd., Wash. State School for the Deaf	WA	Civic	Peter Ovington	18	Roy Pulliam 503-774-2832
Taste of Vancouver	8/17-8/20 Thur - Sun	Th. 5-10, Fri. 12-10, Sat. 10-10, Sun. 12-10	Esther Short Park	WA	Festival	Laura Reilly, Peter Ovington, Anne Pressentin, Audri Streif	93	
Uptown Village Street Festival	8/19-8/20 Sat-Sun	Sat. 10- 8, Sun 10-5	Uptown Village, Vancouver, WA Main & 13th	WA	Festival	Laura Reilly, Anne Pressentin, Audri Streif, Clay Erickson, Ted Stonecliffe, Michael Harrison, Quinn Fahey	187	Ronnie Noize 360-882-1298 ronnie@veronikanoize.com
Vancouver City Council	8/21/06 Mon	4pm-6pm	210 E. 13th St., Vancouver, City Council Chambers	WA	Government	Doug Ficco, Ron Anderson, Gregg Snyder, Rex Wong, Peter Ovington	7	7 council members plus 8 audience members
TOTAL for AUGUST 2006							**634**	
Hayden Island Neighborhood Network (HINooN) (board of directors)	9/7/06 Thu	7pm	12050 N. Jantzen Ave, next to Zupan's, in big room downstairs	OR	Neighborhood	Peter Ovington	11	Richard Gill, 503-247-9105h, 225-6655w, gillpdx@msn.com "You or Walter give a 10 minute
Fern Prairie Grange	9/7/06 Thu	7:30pm	Fern Prairie Grange	WA	Civic	Peter Ovington	8	Donna Furguson 360-834-5258
PROPER Festival, North Portland	9/9/06 Sat	12pm-4pm	Kenton Park, North Portland	OR	Festival	Audri Streif, Lynette Shaw	32	Don Elliott, don@eperspectives.net, 503-756-7139
Friends of Clark County	9/9/06 Sat	4pm into evening	Annual general membership picnic	WA	Civic	Peter Ovington	35	Lora Caine, task force member
SeptemberFest -- Holy Cross Catholic Church	9/10/06 Sun	12 pm - 5pm	5227 N. Bowdoin St. (a half block south of Lombard at Hodge).	OR	Festival	Audri Streif, Lynette Shaw	35	Gerry Howard, General Chair, Home: (503) 289-9457

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
NW Regional Right of Way Conference	9/11/06 Mon	3:15pm	Vancouver Hilton, Heritage BEF	WA	Professional	Doug Ficco	180	180 people attended, but primarily WSDOT and other professionals. Don't count in tally, per Linda Mullen
Hayden Island Neighborhood Network (HINooN)	9/14/06 Thu	7pm	12050 N. Jantzen Dr next to Zupan's, in big room downstairs	OR	Neighborhood	Peter Ovington, John Osborn (+ John Gillam, Paul Smith from PDOT)	60	Gave 20-minute PowerPoint. Sam Adams was there to discuss development
Alberta Co-Op Farmers Market and Alberta Street Fair	9/16/06 Sat	10 am to 2 pm (street fair is from 11a-6p)	NE 15th Ave and NE Alberta St. Portland	OR	Farmers Market	Lynette Shaw	13	Jocelyn Jocelyn@Alberta Co-op [jocelyn@albertagrocery.coop]
Jantzen Beach Moorage, Inc.	9/19/06 Tue	6:30pm	Holiday Inn Express, Hayden Island Dr.	OR	Neighborhood	John Osborn, Kris Strickler, Danielle Cogan (+ ODOT right-of-way mgr)	20	Michelle Tworoger, director, 1605 NE 45th Avenue; 503-802-8382, michelle@hapdx.org
US Coast Guard Open House and Public Meeting	9/21/06 Thu	4pm-6pm open house, 6pm-9pm public hearing	Red Lion Hotel at Jantzen Beach, Timberline Room (dwnstrs from Main Lobby),	OR	General Public, Government	Pressentin, Ovington, Streif, Shaw, Valdez, et al	60	17 people testified at hearing
6th Annual Open House at Public Safety Complex at Fairgrounds	9/23/06 Sat	11am-4pm	505 NW 179th Street, Ridgefield, Wash	WA	Festival	Audri Streif	20	Bridget Schwarz, 360-254-7997, Fairgrounds Neigh Assn.
Design Concepts Workshop, Portland – Columbia River Crossing	9/25/06 Mon	6pm - 9pm	Oregon Assn of Minority Entrepreneurs, 4134 N. Vancouver Ave, Portland	OR	Neighborhood and Business	All	28	
Vancouver National Historic Reserve Trust	9/26/06 Tue	7am-8:45am	Pearson Airpark	WA	Historic / Non-Profit	Doug Ficco, Lynn Rust, Frank Green	20	Elson Strahan, VNHRT
CRC Task Force meeting	9/27/06 Wed	4pm-8pm	WSDOT SW Region	WA	Task Force	All	17	Number reflects number of members of the public
Piedmont Neigh. Assn.	9/27/06 Wed	8pm for 20 min	Holy Redeemer School, 127 N. Portland Blvd, Small Hall.	OR	Neighborhood	Peter Ovington	20	Shaun Sullens (a she), shaunsullens@msn.com, 503-240-1672.
Vancouver Heights Neigh. Assn.	9/28/06 Thu	7pm, 20-30 min., top of agenda	105 Lieser Rd. between St. Helens and Mill Plain, east	WA	Neighborhood	Anne Pressentin	15	Jan Kent 735-7131
Fairway/164th Neighborhood Assn.	9/28/06 Thu	7pm	Fairway Village ballroom	WA	Neighborhood / Business / Senior	Peter Ovington, Audri Streif	13	Sue Griffin, 360-883-0878, susanad@juno.com
Environmental Justice Training with Running Grass	9/30/06 Sat	9am	Fort Vancouver Historic Reserve, E.B. Hamilton Hall (Red Cross Bldg.), 605 Barnes St., Vancouver	WA	Environmental Justice	Danielle Cogan	13	
TOTAL for SEPTEMBER 2006							**600**	
Metro Council	10/3/06 Tue	2pm	Metro, 600 NE Grand Ave, Portland	OR	Government	Kris Strickler, John Osborn, Richard Brandman (Deputy Planning Dir., Metro)	7	Richard Brandman, staff for Metro Councillor Rex Burkholder

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Shumway Neighborhood Assn (Mini Design Workshop)	10/5/06 Thu	7pm - 9pm	Vancouver School of Arts and Academics Media Center, 3101 Main Street,	WA	Neighborhood	Strickler, Anderson, Green, Cogan, Ovington, Wong	41	Anne McEnerny-Ogle, macogle@pacifier.com, 360-695-5124
Slavic Coalition	10/10/06 Tue	5:30 for 15 minutes	IRCO, 10301 NE Glisan, Portland	OR	Environmental Justice	Peter Ovington, Nanci Luna Jimenez	9	Anya Valsamakis, anya@hevanet.com, 503-491-7007
The Oregon Chapter of the Air & Waste Management Association	10/17/06 Tue	12pm	World Trade Center, Portland OR	OR	Professional	John Osborn, Heather Gundersen	27	Kathy Futornick, Exponent, 503-624-5523, kfutornick@exponent.com
Meadow Homes Neigh Assn	10/17/06 Tue	7pm	Jim Parsley Center, Community Room, next to pool, 2901 Falk Road, Van.	WA	Neighborhood	Peter Ovington	13	Sue Kautz: 360-735-1949
The Economic Roundtable	10/18/06 Wed	12pm-1:30	University Club, SW 6th Ave and Jefferson St., Portland	OR	Civic / Business	Jay Lyman, Dean Lookingbill (RTC)	20	Bob Plame, 503-968-6745, bobplame@verizon.net
Washington Grange	10/18/06 Wed	6:30pm	7701 NE Ward Rd. Vancouver WA 98682 (Entrance on 76th St.)	WA	Civic	Peter Ovington	8	Rodger Lance, 687-1503 day, 892-8371 eve
Senior Studies Institute	10/19/06 Thu	10am - 12pm	Capital Center 185th and Walker Rd. Beaverton	OR	Academic / Seniors	Peter Ovington	8	Roger Johnson 515-292-1114, SSI Curriculum Committee
City Center Redevelopment Authority	10/19/06 Thu	12pm	Vancouver City Hall, Council Chambers	WA	Government	Rex Wong, Gregg Snyder	8	Gena Pugh on behalf of Steve Burdick, City of Vancouver
Community and Environmental Justice Group	10/19/06 Thu	6pm	Kenton Firehouse, 8105 N. Brandon St, Portland	OR	Environmental Justice		2	
Kiwanis Club, Boulevard chapter	10/24/06 Tue	7am for 30 min.	Elmers Resturant 40th St. and Andresen	WA	Civic	Peter Ovington	22	Ross Johnson, 360-687-1021, woodnut@comcast.net
CRC Task Force meeting	10/25/06 Wed	4pm	OAME, 4134 N Vancouver Ave, Portland	OR	Task Force	All	5	
Piedmont Neigh. Assn.	10/25/06 Wed	7:30pm	Holy Redeemer School, 127 N. Portland Blvd, Clare Hall.	OR	Neighborhood	Peter Ovington	10	Ms. Shaun Sullens, shaunsullens@msn.com, 503-240-1672.
Opus Northwest	10/30/06 Mon	11:45am - 1:00	1500 SW 1st Ave, Portland	OR	Business	Peter Ovington	11	John Bartell, john.bartell@opusnw.com
Agencies in SW Washington, Design Workshop	10/31/06 Tue	1:00 pm - 4:00 pm	Vancouvercenter, 2nd floor, 700 Washington St.	WA	Government	Kris Strickler, Jay Lyman, Ron Anderson, Doug Ficco, Frank Green, Lynn Rust, Tom Hildreth, Gavin Oien, Rex Wong, Gregg Snyder, Peter Ovington	13	Bob Hart, RTC
TOTAL for OCTOBER 2006							**204**	
Harney Heights Neighborhood Assn.	11/1/06 Wed	7pm	King Elementary - media center, 4801 Idaho St., Vancouver	WA	Neighborhood	Peter Ovington, Audri Streif	18	Cynthia Powers 360-694-2459 cynpowers@aol.com-Next Meeting Sept. 6th-call to confirm in early August
Portland Freight Committee	11/2/2006	7:30am	Portland City Hall, Lovejoy Room	OR	Business	David Parisi	26	

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Hayden Island Mobile Home Owners and Renters Association	11/2/06 Thu	7pm	South Shore Clubhouse, 12221 N. Westshore Drive, Portland OR 97217	OR	Neighborhood	Peter Ovington + invite John Gillam, John Osborn	41	Pam Ferguson, 503-224-2288 (day), 286-7989 (eve), office@greekcusina.com
Shumway Neighborhood Assn.	11/2/06 Thu	7pm	3101 Main St., Vancouver School of Arts and Academics, Media Center	WA	Neighborhood	Doug Ficco, Kris Strickler, Danielle Cogan	20	
Felida Neighborhood Park Dedication	11/4/06 Sat	12pm	Raspberry Fields Park	WA	Neighborhood	Audri Streif	16	Milada Allen 360-573-4030 guadeamus@earthlink.net
Identity Clark County, board	11/8/06 Wed	7:30am	Riverview Community Bank, 900 Washington St., 9th floor board room, Vancouver	WA	Business	Jay Lyman, Ron Anderson, Tom Markgraf	15	Bob Byrd, Task Force member, or Ginger Metcalf
Say Hey! NW	11/9/06 Thu	5:30 - 8 pm	Self-Enhancement Inc., 3920 N. Kerby Avenue Portland OR	OR	Environmental Justice	Danielle Cogan, Peter Ovington	15	Vicki Nakashima, nakashimav@mac.com, 503-203-5624.
Oregon Highway Users Alliance	11/10/06 Fri	9:45am-10:15am	Astoria, Oregon	OR	Advocacy / Business	Jay Lyman	19	Jessica Redding, OHUA, 503-585-8254
Wyeast Middle School eighth graders, Vancouver	11/14/06 Tue	9am and 1pm	Wyeast Middle School, Vancouver	WA	Youth	Gavin Oien	250	
East Columbia Neighborhood Assn.	11/14/06 Tue	7pm	East Columbia Bible Church, 420 NE Marine Drive (near 6th)	OR	Neighborhood	Barbara Hart	25	Dick and Gyrid Towle (say "toll")
Bennington Neighborhood Assn.	11/14/06 Tue	7:40 - 8:50pm	Fire Station 89, conference room, 17408 SE 15th St.	WA	Neighborhood	Peter Ovington	15	Julie Hukee, chair, jahukee@msn.com, 360-892-8657
Washington State Transportation Commission	11/15/06 Wed	2:45pm - 3:45pm		WA	Government	Doug Ficco	7	Reema Griffith, 360-705-7073
Youth Town Hall, Clark County	11/16/06 Thu	10am-11:30am	1300 Franklin St., 6th floor, Vancouver	WA	Youth	Peter Ovington, Lynette Shaw, Claire Valdez	9	Jim Gladson, Clark County, jim.gladson@clark.wa.gov
WSDOT open house on SR-14 widening	11/16/06 Thu	4pm- 7 pm	Camas Police Station	WA	General Public	Audri Streif	41	Sylvia Ross, WSDOT 360.905.2058
Arbor Lodge Neigh. Assn.	11/16/06 Thu	6:30pm	Chief Joseph School, Portland	OR	Neighborhood	Peter Ovington	15	Chris Duffy, chair of neighborhood association. , 971 506 0541 cell
Columbia Corridor Association	11/17/06 Fri	8:15am	700 NE Multnomah, room 7H	OR	Business	John Osborn, Tom Markgraf, Peter Ovington	15	Corky Collier, director, CCA
Division/Clinton Business Assn.	11/21/06 Tue	7:30am	Jane Fisher's Edward Jones office: 4111 SE Division Street	OR	Business	Tom Markgraf	13	Nancy Chapin 503.774.2832; nchapin@tsgpdx.com
Rosemere neighborhood group	11/21/06 Tue	6:30pm for 1hr45min	Washington Elem. School (locked -- met instead at CRC offices)	WA	Neighborhood	Peter Ovington, Danielle Cogan, Ron Anderson, Frank Green	13	Dvija Michael Bertish, chairman, www.rosemerena.org, 360-906-

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
CRC Task Force meeting	11/29/06 Wed	4pm-8pm	WSDOT SW Region	WA	Task Force		7	
Kiwanis Club of Cascade Park	11/30/06 Thu	7:30am	IHOP, 2900 SE 164th Ave, Vancouver, off SR14	WA	Civic	Tom Markgraf	22	Ken Martin, president, 360-896-5894 kmartin1@farmersagent.com or
CRC Community and Environmental Justice Group	11/30/2006	6:00pm - 8:30pm		OR	Environmental Justice	Kris Strickler, Tom Markgraf, Heather Gundersen, Lynette Shaw, Danielle Cogan	1	
TOTAL for NOVEMBER 2006							**603**	
Metro Council (work session)	12/5/06 Tue	2pm-3:30pm	600 NE Grand Ave, Portland	OR	Government	Jay Lyman, Kris Strickler	7	
SW Washington Regional Transportation Council (RTC) board	12/5/06 Tue	4pm-5:30pm	RTC	WA	Government	TBD (probably Doug or Kris)	25	Dean Lookingbill, RTC
Kiwanis, Downtown Portland	12/6/06 Wed	12pm for 25 min.	Benson Hotel, SW Broadway and Oak St., Portland	OR	Civic	Peter Ovington	25	Versie Meyer, 503-684-5442, versiem@aol.com
Portland Planning Commission	12/12/06 Tue	2:30pm	1900 SW Fourth Ave, #2500	OR	Government	John Osborn, Jay Lyman, Peter Ovington	8	John Gillam, PDOT
Hayden Island Neigh. Network (HINooN)	12/12/06 Tue	7pm	12050 N. Jantzen Dr	OR	Neighborhood	Peter Ovington, Frank Green, Danielle Cogan	67	Richard Gill, 503-247-9105h, 225-6655w, gillpdx@msn.com
CRC Community and Environmental Justice Group	12/13/06 Thu	5:30-8pm	South Shore Club House, 12221 North South Shore Drive, Portland	OR	Environmental Justice	Danielle Cogan, Lynette Shaw, et al.	n/a	No members of public
Jantzen Beach SuperCenter employee meet and greet	12/14/06 Thu	9am-10am	Jantzen Beach SuperCenter (indoor mall in front of Caffeine Express)	OR	Employee Group	Peter Ovington, Audri Streif	25	Melissa Freeman, mall general mgr., 503-286-9103, mfreeman@mmrs.com. Asst. is
Portland Transport Blog	12/14/06 Thu	6pm	Wynne's Bar, 2002 SE Division St., Porltand	OR	Civic	Jay Lyman, Linda Mullen	13	Chris Smith, chris@chrissmith.us
RPACT (Regional Policy Advisory Committee on Transportation), Cowlitz-Wahkiakum Counties	12/20/06 Wed	4pm-5pm	County Admin. Bldg., Kelso, WA	WA	Government	Doug Ficco	20	
TOTAL for DECEMBER 2006							**190**	
TOTAL for YEAR 2006	**See Task AC sheet**						**4,030**	
Coalition for a Livable Future -- Forum on Columbia River Crossing	1/4/07 Thu	6:30 - 8pm	New Columbia	OR	Civic	Jay Lyman presenter, John Osborn, Barbara Hart	65	

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Shumway Neighborhood Assn.	1/4/07 Thu	7pm	3101 Main St., Vancouver School of Arts and Academics, Media Center	WA	Neighborhood	Kris Strickler, Danielle Cogan	25	
Neighborhood Associations Council of Clark County (NACCC)	1/8/07 Mon	7pm	4700 NE 78th, Vancouver, Clark County Public Works Maintenance Ctr.	WA	Neighborhood	Barbara Hart	16	Doug Ballou, dballou@pacifier.com, 360-573-3314
Portland Planning Commission	1/9/07 Tue	12:30pm	1900 SW Fourth Ave, #2500	OR	Government and General Public	Jay Lyman, Barbara Hart	n/a	John Gillam, PDOT
East Columbia Neighborhood Assn.	1/9/07 Tue	7pm	East Columbia Bible Church, 420 NE Marine Drive (near 6th)	OR	Neighborhood	Barbara Hart	8	Linda Girves, vice-chair, lahainaspyder@comcast.net, 503-793-2715 cel, 503-331-
Jantzen Beach SuperCenter meet and greet	1/11/07 Thu	9am	Jantzen Beach SuperCenter (indoor mall in front of Caffeine Express)	OR	Employee Group	Peter Ovington	5	Melissa Freeman, mall general mgr., 503-286-9103, mfreeman@mmrs.com
Esther Short Neighborhood Assn.	1/11/07 Thu	6:30pm-8pm	indoor farmers market, 8th St. and Esther, corner of Esther Short Park	WA	Neighborhood	Barbara Hart, Frank Green, Peter Ovington	47	Tom Jones, Esther Short Neigh. Assn. chair, VancouverJones3@aol.com, 360-906-0473
Arnada Neighborhood Assn.	1/11/07 Thu	7pm	Vancouver Housing Authority, 2500 Main St., Vancouver	WA	Neighborhood	Danielle Cogan	25	Dave Frei, dave.frei@hp.com, 360.212.3641. or co-chairs Scott and Anja O'Neil, 360-906-1844
City Center Redevelopment Authority	1/18/07 Thu	12pm - 1pm	Vancouver City Hall, Council chamber	WA	Government	Rex Wong, Gregg Snyder	n/a	Gena Pugh, 360-696-8048 Gena.Pugh@ci.vancouver.wa.u
WSDOT Open House, Cowlitz County	1/18/07 Thu	4pm - 7pm	Cowlitz PUD room	WA	General public	Audri Streif	7	
Open House, Columbia River Crossing, VANCOUVER	1/20/07 Sat	9:30 - 12:30	Linoln Elementary 4200 NW Daniels St Vancouver, WA 98660	WA	Open House	All	137	Diane Reynolds 360-313-4713
Task Force meeting	1/23/07 Tue	4pm-6:30pm	WSDOT SW Region	WA	Task Force	All	9	
Rose Village Neighborhood Assn.	1/23/07 Tue	7pm	Memorial Lutheran Church, classroom, 2700 E. 28th St., (off Grand Blvd), Vancouver	WA	Neighborhood	Peter Ovington, Frank Green	24	Robert Sposili (696-4725) is acting chair
African-American Alliance Community Unity Breakfast	1/25/07 Thu	7:30am-9am	Irvington Village ALF, 420 NE Mason St., Portland	OR	Environmental Justice	Kris Strickler, Danielle Cogan	45	Adrienne Livingston, 503-282-7973, aaacub@bufor.org
Open House, Columbia River Crossing, PORTLAND	1/25/07 Thu	4:30 - 7:30	Oregon Assn of Minority Entrepreneurs, 4134 N. Vancouver Ave, Portland	OR	General public	All	59	
Open House, Columbia River Crossing -- Hayden Island	1/30/07 Tue	6:30 - 8:30pm	12050 N. Jantzen Dr., across from Safeway, next to former Zupan's	OR	General public	All	111	CRC staff

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Piedmont Neighborhood Assn.	1/31/07 Wed	7:30pm	Holy Redeemer School, 127 N. Portland Blvd, Small Hall.	OR	Neighborhood	Peter Ovington	12	John Benson, 503-285-8305h, 443-6804w, berlioz@earthlink.net
TOTAL for JANUARY 2007	**17**						**595**	
Lions Club, Vancouver	2/1/07 Thu	6:30pm	Bill's Chicken Inn, corner of Fort Vancouver Way and St. Johns Blvd, Vancouver	WA	Civic	Peter Ovington	18	Carl Addy, caddy@pacifier.com, 360-771-5789
Shumway Neighborhood Assn.	2/1/07 Thu	7pm	3101 Main St., Vancouver School of Arts and Academics, Media Center	WA	Neighborhood	Barbara Hart	14	
Open House, Columbia River Crossing -- Vancouver / Clark County	2/5/07 Mon	4:30 - 7:30 pm	WSDOT SW Region	WA	General public	All	51	CRC staff
Citizen Transportation Summit (Sharon Nasset event)	2/5/07 Mon	2pm-8pm (presentation 6:30pm, 7pm town hall open mic)	12050 N Jantzen Dr	OR	General public	Danielle Cogan	n/a	Sharon Nasset, 503-283-9585, thirdbridgenow@aol.com
RTC (Southwest Washington Regional Transportation Council)	2/6/07 Tue	4pm		WA	Government	Doug Ficco	n/a	
City of Portland Community Fair on Budget Priorities, St. Johns Neighborhood	2/6/07 Tue	5:30-6:00pm	8427 N Central Street, St. Johns Community Ctr	OR	General public	Carolyn Sharp	10	Darcy Cinq-Mars, City of Portland Office of Finance and Mgmnt, 503-823-7453
Bridgeton Neighborhood Assn. (special meeting on CRC)	2/7/07 Wed	7pm	Columbia School, 716 NE Marine Dr (at NE Bridgeton)	OR	Neighborhood	Frank Green, Danielle Cogan, Bob Hillier of PDOT	35	Matt Whitney, bridgeton.neighborhood@comcast.net, mattwhitney@comcast.net, 503-
JPACT (Joint Policy Advisory Committee on Transportation), Metro	2/8/07 Thu	7:30am-9am	Metro Council Chamber, 600 NE Grand Ave, Portland	OR	Government	Jay Lyman	n/a	on agenda from 8:05-8:30am, Jessica Martin, admin to Richard Brandman, martinj@metro.dst.or.us, (503)
WSDOT 2007 Design/Construction training sessions	2/8/07 Thu	1:30pm and 2:45pm	WSDOT SW Region	WA	Government	Kris Strickler, Doug Ficco, Lynn Rust, Frank Green, Rex Wong, Ray Barker	n/a (but 105 attended)	Henderson, Rick [mailto:henderr@WSDOT.WA.GOV]. Strickler agreed to it.
Arnada Neighborhood Assn.	2/8/07 Thu	7pm	2500 Main St., Vancouver Housing Authority	WA	Neighborhood	Peter Ovington, Lynn Rust	21	Dave Frei
Hayden Island Neigh. Network (HINooN) -- board of directors	2/8/07 Thu	7pm	12050 N. Jantzen Dr	OR	Neighborhood	Ron Anderson	16	Rick Gill, 503-247-9105h, 225-6655w, gillpdx@msn.com
City of Vancouver, Council work session	2/12/07 Mon	4pm-8pm	Marshall House, Vancouver	WA	Government	Doug Ficco, Jay Lyman	n/a	Thayer Rorabaugh, City of Vancouver
West Minnehaha Neighborhood Assn.	2/12/07 Mon	6pm	1500 NE 49th St, Vancouver	WA	Neighborhood	Peter Ovington	7	Bill Custis 360-694-2122 Roxie Olsen 360-258-8819

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Neighborhood Associations Council of Clark County (NACCC)	2/12/07 Mon	7pm	4700 NE 78th, Vancouver, Clark County Public Works Maintenance Ctr.	WA	Neighborhood	Doug Ficco, Barbara Hart	25	Doug Ballou, dballou@pacifier.com, 360-573-3314
Multnomah County Republican Party, Central Committee Meeting	2/12/07 Mon	7pm	NE 57th and Sandy Blvd.	OR	Civic	Ron Anderson	68	
Retired Carpenter's Union	2/12/07 Mon	11am-1pm	JJ North Restaurant, NE 105th and Halsey St., Portland	OR	Labor	Tom Markgraf	32	Merle Ellinger
Metro Council (work session on CRC, discussion of potential resolution)	2/13/07 Tue	2pm	600 NE Grand Ave, Portland	OR	Government	John Osborn	n/a	
Washington State Senate Transportation Committee	2/13/07 Tue	3:30pm	Senate Hearing Room 1, J. A. Cherberg Building, Olympia, WA	WA	Government	Doug Ficco	n/a	
Federal Highway Administration - Western Federal Lands Division	2/14/07 Wed	10:30am	610 E. Fifth St., Vancouver	WA	Government	Tom Hildreth	63	Dan Donovan, 360-619-7966
Rotary Club, Vancouver	2/14/07 Wed	12pm (12:45 speaker)	Convention Ctr At the Inn at the Quay, Vancouver	WA	Civic	Jay Lyman	190	Tom Hunt 360-693-8180, 503-887-0788cel,
Kenton Neighborhood Assn.	2/14/07 Wed	6:30pm	Kenton Firehouse, 2209 N. Schofield at Brandon, Portland	OR	Neighborhood	Peter Ovington	10	10 min update during "pre-meeting" I Aaron Gray, chair, aaron.gray@webtrends.com,
Retired Public Employees of Clark County	2/15/07 Thu	2pm-3pm	1009 E. McLoughlin, Luepke Senior Center, Vancouver	WA	Civic / Retired	Frank Green, Peter Ovington	19	Bill Ayres, 360-574-2789
Oregon Senate ~ Business, Transportation, and Workforce Development Committee	2/15/07 Thu		Salem, Oregon	OR	Government	John Osborn	n/a	
Joint Meeting of the Washington Senate Transportation Committee and the Oregon Senate Business, Transportation and Workforce Development Committee	2/16/07 Fri	11:30am-2pm	Commission Board Room (1st Floor) Port of Portland Building 121 NW Everett Street Portland, Oregon	OR	Government		n/a	
Bus tour for Oregon and Washington legislators	2/16/07 Fri	2:30-4:30pm	Starts at Port of Portland, ends at ODOT	OR/WA	Government	No more than three	n/a	
Kiwanis Club, Boulevard chapter	2/20/07 Tue	7am-8am	Elmers Resturant 40th St. and Andresen	WA	Civic	Peter Ovington	16	Annette Cartwright, 360-571-5020, abcart@comcast.net
Multnomah County Commission	2/20/07 Tue	9am-11am, agenda time TBD	Multnomah Bldg., 501 SE Hawthorne Boulevard, Portland	OR	Government	John Osborn, Tom Markgraf	n/a	Karen Schilling, request sent to Jay Lyman

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Neighborhood Traffic Safety Alliance (NTSA)	2/20/07 Tue	7pm	Glenwood Place Senior Living, Plaza Building, 5320 NE 81st Avenue,	WA	Neighborhood / Government	Peter Ovington	22	Matt Ransom, City of Vancouver, 360-696-8290 ext.8412
Hough Neighborhood Assn.	2/20/07 Tue	7pm	Hough Elementary School, 1900 Daniels St (at McLoughlin)	WA	Neighborhood	Carolyn Sharp	26	Steve Miller, 360-735-8996, WestsideMiller@hotmail.com
Metro Council public hearing and action	2/22/07 Thu	2pm	600 NE Grand Ave, Portland	OR	Government	John Osborn	n/a	
WSDOT SR 502 Open House	2/22/07 Thu	4pm-7pm	Battle Ground High School - location TBD	WA	General public	Audri Streif	25	Connie Kratovil, KratovC@WSDOT.WA.GOV
C-TRAN Citizens' Advisory Committee	2/22/07 Thu	5:30pm	C-TRAN, 2425 NE 65th Avenue, Vancouver	WA	Community / Transit	Peter Ovington	20	Jim Quintana and/or Ed Pickering, jimq@c-tran.org
Pleasant Highlands Neighborhood Assn.	2/22/07 Thu	7pm-9pm (30 min)	Pleasant Valley Middle School, (in library), 14320 NE 50th Ave, Vancouver	WA	Neighborhood	Peter Ovington	30	Ron Price, 360-576-1629, ronpat11@comcast.net
Carter Park Neighborhood Assn.	2/22/07 Thu	7pm	Vancouver Housing Authority, 2500 Main St.	WA	Neighborhood	Carolyn Sharp, Lynn Rust	11	Mike Heywood, 360-693-8809, mikewrit@hotmail.com
WSDOT NW Region Design/Construction Training Session	2/26/07 Mon		Seattle, WSDOT NW Region	WA	Government	Doug Ficco et al	n/a	
Task Force meeting	2/27/07 Tue	4pm-8pm	Oregon Dept of Transportation, 123 NW Flanders St, Portland	OR	Task Force	All	100	
TOTAL for FEBRUARY 2007	**37**						**829**	
ODOT Region 1 Leadership Team	3/7/07 Wed	11am	ODOT Portland	OR	Government	Danielle Cogan	n/a	
Jantzen Beach SuperCenter meet and greet	3/8/07 Thu	9am-10am	Jantzen Beach SuperCenter (indoor mall in front of Caffeine Express)	OR	Business	Peter Ovington	27	Melissa Freeman, mall general mgr., 503-286-9103, mfreeman@mmrs.com
Hayden Island Neighborhood Network (HINooN), annual general membership meeting	3/8/07 Thu	7pm	12050 N. Jantzen Dr., across from Safeway, next to former Zupan's	OR	Neighborhood	Danielle Cogan	30	Rick Gill, gillpdx@msn.com, 503 247-9105
Lions Club, Fort Vancouver chapter	3/9/07 Fri	11:45am	Boppin' Bo's, 7809 NE Vancouver Plaza Dr., Vancouver	WA	Civic	Peter Ovington	40	Rick Giles, 903-9571, rick.giles@earcare.us
Fourth Alternative Subcommittee to CRC Task Force	3/12/07 Mon	2:30-4:30pm	Former Hayden Island Yacht Club, 12050 N. Jantzen Dr.	OR	Task Force Subcommittee	Several	35	
Hudson's Bay Neighborhood Assn.	3/13/07 Tue	for about 2 hrs (?)	Harney Elementary, Grand and Evergreen, cafeteria	WA	Neighborhood	Peter Ovington, Frank Green	12	Kathy Nelson, chair, 360-696-9413

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Trinity Lutheran Church Men's Group	3/17/07 Sat	8:45am	Trinity Lutheran Church, 309 W. 39th St., Vancouver	WA	Civic	Peter Ovington	30	Duane Lansverk, 696-3312w (MWF mornings), 694-7246h. Saw recent pres. at Lions Club.
Fourth Alternative Subcommittee to CRC Task Force	3/19/07 Mon	8am-11am	Former Hayden Island Yacht Club, 12050 N. Jantzen Dr.	OR	Task Force Subcommittee	Several	35	
Kiwanis Club, Downtown Portland	3/21/07 Wed	12pm-1:30pm	Benson Hotel, SW Broadway and Oak St., Portland	OR	Civic	Tom Markgraf	21	Versie Meyer, 503-684-5442, versiem@aol.com
Fourth Alternative Subcommittee to CRC Task Force	3/26/07 Mon	8am-11am	Former Hayden Island Yacht Club, 12050 N. Jantzen Dr.	OR	Task Force Subcommittee	Several	13	
Task Force meeting	3/27/07 Tue	4pm-6:30pm	WSDOT SW Region	WA	Task Force	n/a	25	
Columbia Corridor Assn.	3/28/07 Wed	7:30-9am	Sheraton Airport Hotel, 8235 NE Airport Way, Portland	OR	Business	John Osborn, Tom Markgraf, Peter Ovington	20	Corky Collier
TOTAL for MARCH 2007	**12**						**288**	
SW Washington Regional Transportation Council (RTC) board	4/3/07 Tue	4pm		WA	Government		n/a	
Portland Freight Committee	4/5/07 Thu	7:30am	Portland City Hall, Lovejoy Room	OR	Business / Freight	Frank Green	35	Bob Hillier, PDOT
Northwest Oregon Labor Council	4/9/07 Mon	1:30pm	1125 SE Madison St., Portland	OR	Labor	Tom Markgraf	26	Judy O'Connor 503-235-9444
St Johns Neighborhood Assn.	4/9/07 Mon	7pm	St Johns Community Center, 8427 N. Central, Portland	OR	Neighborhood	Peter Ovington	23	Thomas Ebert, Chair, ebertof77@gmail.com, 20 min with Q/A
ITE / WTS Joint Luncheon	4/10/07 Tue	11:30am-1pm	Embassy Suites, downtown Portland	OR	Professional	Kris Strickler, Danielle Cogan	130	Shayna Rehberg, 503-227-3678
Clark County Young Democrats	4/10/07 Tue	6:30pm	Longshoreman's Hall, 1205 Ingalls St., Vancouver	WA	Civic	Tom Markgraf	12	Jamie Holm, jimholm@yahoo.com, 635-2834, www.ydwa.org/clark/
Battle Ground City Council	4/16/07 Mon	7pm	Battle Ground City Hall	WA	Government	Doug Ficco	7	Claire Lider, city clerk, Claire.lider@ci.battle-ground.wa.us, 360-342-5008
Vancouver School District	4/17/07 Tue	8am	CRC project office, 700 Washington St., Vancouver	WA	Government	Ficco, Strickler, Wong, Snyder, Rust, Green	1	Heidi Rosenberg
Arlington Club	4/17/2007		Portland	OR	Civic / Business	Ron Anderson	35	
Portland State University, Urban Studies brownbag discussion	4/18/07 Wed	12pm	PSU Urban Center, room 270, 506 SW Mill	OR	Academic / Civic	Jay Lyman, Danielle Cogan	40	Ariana Tipper, tipper@pdx.edu, 503-841-7660

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
City Center Redevelopment Authority	4/19/07 Thu	12pm		WA	Government	Kris Strickler, Rex Wong	n/a	Gena Pugh, City of Vancouver
West Minnehaha Neighborhood Assn.	4/19/07 Thu	7pm	1500 NE 49th St, Vancouver	WA	Neighborhood	Barbara Hart, Frank Green	27	Bill Custis 360-694-2122 Roxie Olsen 360-258-8819
City of Vancouver neighborhood liaisons briefing	4/24/07 Tue	10:30am-12pm	Vancouver City Council chambers	WA	Government	Danielle Cogan, Frank Green	10	Matt Ransom, City of Vancouver transportation
Rose Village Neighborhood Assn.	4/24/07 Tue	7pm	Memorial Lutheran Church, classroom, 2700 E. 28th St., (off Grand Blvd), Vancouver	WA	Neighborhood	Danielle Cogan	16	Robert Sposili
Kiwanis Club, Peninsula chapter	4/25/2007	12pm	Elmer's Restaurant, Delta Park, 9848 N. Whitaker Rd.	OR	Civic	Danielle Cogan	11	Rick Merck, 503-285-0621, rickmerck@merckrealty.com
Andresen / St. Johns Neighborhood Association	4/26/07 Thu	7pm	4700 NE 78th, Vancouver, Clark County Public Works Maintenance Ctr.	WA	Neighborhood	Peter Ovington	17	Gloria Sommer, president, 735-8983, andresenst@aol.com
TOTAL for April 2007	**15**						**390**	
North Salmon Creek Neigh. Assn	5/3/07 Thu	7pm	Three Creeks Library	WA	Neighborhood	Frank Green	25	Dan Bodell, chair, 360-574-5636, bodell@vancouver.wsu.edu
ODOT bridge design conference	5/9/07 Wed		Salem	OR	Government / Professional	Tom Cooper	n/a	Approx 120 attended, but we're not counting.
SR-502 Open House, WSDOT	5/9/07 Wed	4pm-7pm	Battle Ground High School	WA	General public	Audri Streif	15	
Land Surveyors Assoc. of Washington	5/10/07 Thu	6pm	Boppin' Bo's, 7809 NE Vancouver Plaza Dr., Vancouver	WA	Professional and General Public	Lynn Rust, Frank Green	17	John Thomas, WSDOT, 360-905-2154, thomasj@wsdot.wa.gov
Walnut Grove Park dedication	5/12/07 Sat	11am-2pm	58th Avenue, Vancouver	WA	Civic	Audri Streif	18	
Congressional staffers visit CRC office and tour project area	5/14/07 Mon	11am-1:30pm	CRC offices and Bridge Influence Area	WA	Government	Tom Markgraf, Ron Anderson, Peter Ovington	13	Tom Markgraf
Lincoln Neighborhood Assn.	5/14/07 Mon	7pm	Linoln Elem. School, common area, 4200 NW Daniels St Vancouver	WA	Neighborhood	Peter Ovington, Gregg Snyder	28	Vice-chair: Dave Howard, 360-750-5980, mbdav@juno.com. Attended CRC Design Workshop, Aug 2006
American Society of Civil Engineers	5/17/07 Thu	12pm	Old Country Buffet, Vancouver	WA	Professional	Gavin Oien	22	
North Portland Business Association	5/24/07 Thu	7:30am	New Dad's Restaurant, 8608 N. Lombard in St. Johns	OR	Business	Danielle Cogan	25	Deanne Washburn, secretary, mastermuffler@integraonline.com
Carter Park Neighborhood Assn.	5/24/07 Thu	7pm	2500 Main St., Vancouver Housing Authority	WA	Neighborhood	Gregg Snyder, Kris Strickler, Barbara Hart	21	Mike Heywood, president, 503-288-7461 mikewrit@hotmail.com

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Central Park Neighborhood Assn.	5/30/07 Wed	6:30pm potluck, 7pm mtg	Washington School for the Blind, cafeteria, 2214 E. 13th St., Vancouver	WA	Neighborhood	Gregg Snyder, Lynn Rust	23	Richard Hovey, 737-0632 or Norma Watson, president, 695-1385w
TOTAL for MAY 2007	**11**						**207**	
Freight Mobility Strategic Investment Board	6/1/2007	11am	Frito Lay, 4808 NW Fruit Valley Road, Vancouver, conference room	WA	Government / Business	Ron Anderson	24	Marsha Gehring, 360-586-9695, GehrinM@FMSIB.WA.GOV
North Portland Neighborhood Services	6/4/2007	7pm	Kenton Firehouse, 2209 N. Schofield at Brandon, Portland	OR	Neighborhood	Danielle Cogan	9	Tom Griffin-Valade, city staff contact, 503-823-4513
Hayden Island Mobile Home Owners and Renters Association	6/7/2007	6:30pm-8pm	South Shore Clubhouse, 12221 N. Westshore Drive, Portland OR 97217	OR	Neighborhood	Gregg Snyder, Danielle Cogan, Gavin Oien	26	Pam Ferguson, 503-224-2288 (day), 286-7989 (eve), office@greekcusina.com
Shumway Neighborhood Assn.	6/7/2007	7pm	3101 Main St., Vancouver School of Arts and Academics, Media Center	WA	Neighborhood	Frank Green, Lynn Rust, Barbara Hart	11	Anne McEnerny-Ogle, macogle@pacifier.com
Vista Meadows Neighborhood Park	6/9/2007	12 pm - 2 pm	NE 29t Ave and NE 147th St. - Adjacent to WSUV campus	WA	Civic	Audri Streif	20	
Vancouver Farmers Market (info table for farmers market and for bicyclists)	6/9/2007	9am - 3pm	Esther Short Park, W. 8th and Esther St.	WA	General public / Bicyclists	8:30am-12pm: Peter Ovington, Zach Horowitz. 12pm-3:30pm: Gregg Snyder, Ryan LeProwse.	39	
Lincoln Neighborhood Assn.	6/11/2007	7pm	Lincoln Elem. School, common area, 4200 NW Daniels St Vancouver	WA	Neighborhood	Gregg Snyder, Anne Pressentin	39	Jenny Brown
Rosemere neighborhood group	6/12/2007	6:30pm	Washington Elementary, 2908 S. St., gymnasium	WA	Neighborhood	Gregg Snyder, Lynn Rust, Peter Ovington	13	John Felton, jsf@pacifier.com
Hudson's Bay Neighborhood Assn.	6/12/2007	7pm for 20-30 min	Harney Elementary, 3212 E. Evergreen, cafeteria	WA	Neighborhood	Carolyn Sharp, Bob Dethlefs, Barbara Hart	7	Kathy Nelson, chair, 360-696-9413, no email
Kenton Neighborhood Assn.	6/13/2007	5pm-8pm	Kenton Lodge, 8130 N. Denver Ave., Portland	OR	Neighborhood	Danielle Cogan	40	Aaron Gray, chair, (setup anytime after 4pm)
Clark County High Capacity Transit Sounding Board meeting	6/13/2007	6pm	Clark County Elections, 1408 Franklin St., Vancouver	WA	General public	Carolyn Sharp	3	Bob Hart, RTC
WSDOT SR 502 Open House	6/14/2007	4pm-7pm	Battle Ground High School	WA	General public	Audri Streif	12	

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
City of Portland Bicycle Master Plan Open House	6/14/2007	5pm	Jefferson High School	OR	Bicycle / Pedestrian	Zach Horowitz	16	Roger Geller, PDOT, or Elicia Cardenas, Portland Bicycle Advisory Committee
Hayden Island Neighborhood Network (HINooN)	6/14/2007	7pm	Former Hayden Island Yacht Club, 12050 N. Jantzen Dr.	OR	Neighborhood	Gregg Snyder, Danielle Cogan, Frank Green, Peter Ovington	48	Ed Garren, president, ed@edgarren.us, 503-922-0338
Arnada Neighborhood Assn.	6/14/2007	7pm	2500 Main St., Vancouver Housing Authority	WA	Neighborhood	Lynn Rust, Carolyn Sharp, Bob Dethlefs	19	Seanette Corkill, chair
Hough Neighborhood Assn.	6/19/2007	7pm	Hough Elementary School, 1900 Daniels St (at McLoughlin)	WA	Neighborhood	Gregg Snyder, Lynn Rust, Carolyn Sharp	16	Jack Harroun, yougetjack@gmail.com, 907-7000
ODOT I-5 Delta Park project open house	6/20/2007	4pm-7pm	Ockley Green School, 6031 N. Montana Ave., Portland	OR	General public	Danielle Cogan, Lynn Rust	25	Lois Cohen, lcohen@zetlin.com
Bridgeton Neighborhood Assn.	6/20/2007	7pm	Columbia School, 716 NE Marine Dr (at NE Bridgeton)	OR	Neighborhood	Gregg Snyder, Frank Green, Peter Ovington	33	Matt Whitney, bridgeton.neighborhood@comcast.net, 503-285-3296
Uptown Village Association	6/21/2007	8am	Vancouver Housing Authority, 2500 Main Street	WA	Business	Danielle Cogan	14	Steve Lenzkes, 360-601-6284, stevelenzkes@hotmail.com
Vancouver's Downtown Association	6/21/2007	6pm	Divine Consign, 904 Main St.	WA	Business / Neighborhood	Gregg, Frank, Carolyn	35	Celinda Rupert, president, VDA, president@vdausa.org. Also on agenda are C-TRAN and City of Vancouver.
Good in the 'hood	6/23/2007	12 pm - 9 pm	King School Park, 4815 NE 7th Ave. (one block S. of Alberta Street).	OR	Festival	Carolyn Sharp, Meg Matthews, Anne Pressentin, Peter Ovington	49	
Northwest Oregon Labor Council	6/25/2007	7pm		OR	Labor	Tom Markgraf	143	
Rose Village Neighborhood Assn.	6/26/2007	7pm	Memorial Lutheran Church, classroom, 2700 E. 28th St., (off Grand Blvd), Vancouver	WA	Neighborhood	Carolyn Sharp, Frank Green, Bob Dethlefs	18	Robert Sposili
TOTAL for JUNE 2007	**23**						**659**	
TOTAL YEAR TO DATE 2007	**115**						**2,968**	
Try to schedule for July: West Minnehaha Neighborhood Assn.		7pm		WA	Neighborhood			No response from chairs.
Neighborhood Associations Council of Clark County (NACCC)	7/9/2007	7pm	4700 NE 78th, Vancouver, Clark County Public Works Maintenance Ctr.	WA	Neighborhood	Barbara Hart, Lynn Rust	24	Doug Ballou, dballou@pacifier.com

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
East Columbia Neighborhood Assn.	7/10/2007	7pm	East Columbia Bible Church, 420 NE Marine Dr.	OR	Neighborhood	Danielle Cogan	22	Dick Towle, 503-283-7925
Arnada Neighborhood Assn.	7/12/2007	7pm	Arnada Park, at the pergola (park is south of Fourth Plain, east of F St.)	WA	Neighborhood	Carolyn Sharp, Bob Dethlefs, Lynn Rust	25	Seanette Corkill, chair - will be held at outdoor location - will need paper maps of highway imps
Rotary, Vancouver Sunrise	7/13/2007	7am	Heathman Lodge, 7805 NE Greenwood Dr, Vancouver, WA 98662	WA	Civic	Peter Ovington	28	Greg Jurna, 693-7200, gregjurna@riverviewbank.com
Vancouver Farmers Market (transit focus)	7/15/2007	10am-2pm	8th and Esther	WA	General public	Carolyn Sharp, Rex Wong, Elizabeth Mros-O'Hara	84	
Humboldt Neighborhood Assn.	7/17/2007	7pm	room 101 of the Public Services Education Building on the PCC Cascade Campus	OR	Neighborhood	Danielle Cogan	7	Nancy Clark, chair, 503-282-6496
West Hazel Dell Neighborhood Assn.	7/18/2007	6:30pm - 8pm	Clearwater Springs Assisted Living Center, 201 NW 78th Street (upstairs atrium fireplace rm)	WA	Neighborhood	Peter Ovington	9	Ila Stanek, ilastanek@hotmail.com
Bi-State Coordination Committee	7/19/2007	7:30am	1300 Franklin St., 6th floor, Vancouver	WA	Government	John Osborn	n/a	
City Center Redevelopment Authority	7/19/2007	12pm	Vancouver City Hall, council chambers	WA	Government	Rex Wong, Lynn Rust, Danielle Cogan		Gena Pugh 360-696-8048 Gena.Pugh@ci.vancouver.wa.us
CANCELLED Esther Short Neighborhood Assn.	7/19/2007	6:30pm	indoor farmers market, 8th St. and Esther, corner of Esther Short Park	WA	Neighborhood	Carolyn Sharp, Bob Dethlefs	0	Ron Mah (new president), 696-1338 - MEETING CANCELLED 7/16, will reschedule
Six to Sunset Summer Concert Series	7/19/2007	6pm-8pm	Esther Short Park	WA	Festival	Audri Streif		
Regional Transportation Advisory Committee (RTAC)	7/20/2007	9am-11am	1300 Franklin St., 6th floor, Vancouver	WA	Government	TBD		Bob Hart, RTC
Battle Ground Harvest Days	7/21/2007	12pm-7pm	Battle Ground fairgrounds	WA	Festival	Audri Streif, Claire Valdez, Meg Matthews		
Overlook Neighborhood Assn.	7/24/2007	7pm	Kaiser Town Hall, 3704 N Interstate Ave (at N Overlook Blvd).	OR	Neighborhood	Carolyn Sharp, Lynn Rust		Brad Halverson, CRC Task Force member
CRC Summer Drop-In Event ~ Hayden Island	7/25/2007	4pm-7pm	Former Hayden Island Yacht Club, 12050 N. Jantzen Dr.	OR	General public	Kris Strickler, Frank Green, Rex Wong, Heather Gundersen, Peter Ovington, Carolyn Sharp, Meg Matthews		
Piedmont Neighborhood Assn.	7/25/2007	7:30pm	Holy Redeemer School, 127 N. Portland Blvd, Clare Hall	OR	Neighborhood	Frank Green, Peter Ovington		John Benson, johnbenson@farmersinsurance.com, 503-285-8305
Breakfast on the Bridges for Bicyclists	7/27/2007	7am-9am	Broadway Bridge and Hawthorne Bridge	OR	Bicyclists and Pedestrians	Carolyn Sharp, Meg Matthews		Timo at Shift?

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
Ho'ike Hawaiian Festival	7/28/2007	11am-6pm	Esther Short Park	WA	Festival	Meg Matthews, Audri Streif, Bob Dethlefs, Gregg Snyder		
PENDING CONFIRMATION: Hudson's Bay Neighborhood Assn.	8??/2007 - still to be set		to be associated with neighborhood picnic	WA	Neighborhood			Kathy Nelson, chair, 360-696-9413, no email
CRC Summer Drop-In Event ~ Vancouver Farmers Market	8/4/2007	9am-3pm	8th and Esther	WA	General public	9am-12pm: Danielle Cogan Frank Green Dave Treadwell Meg Matthews (Ray Barker) 12pm-3pm: Lynn Rust Dave Treadwell Audri Streif		
Kiwanis, Russelville chapter	8/8/2007	12pm	Courtyard Retirement Home, corner of NE Burnside and 103rd	OR	Civic	Peter Ovington	12-14 expected	Walter Grigsby, 503-285-8341
MATERIALS ONLY Say Hey! Partners in Diversity networking event	8/9/2007	5:30-8pm	Two World Trade Center, Plaza Level, 121 SW Salmon St., Portland	OR		300 inserts needed for information packets		Vicki Nakashima, nakashimav@mac.com
CRC Summer Drop-In Event ~ Jantzen Beach SuperCenter	8/11/2007	11am-2pm	Jantzen Beach SuperCenter (outdoor entrance near carousel and Target)	OR	General public (focus on DOT staff)	Lynn Rust, Bob Dethlefs, Anne Pressentin, Meg Matthews		
Arbor Lodge Community Fair	8/16/2007	5:30 - 8pm	2209 N. Portland Blvd. (Rosa Parks Way) - Peace Lutheran Church	OR	Festival	TBD	300 -400 expected	Ms. Chris Duffy 971-506-0541 chrisduffyalna@yahoo.com
Uptown Village Street Festival	8/18/07 8/19/07	10am-8pm and 10am-5pm	Uptown Village, Vancouver, WA Main & 13th	WA	Festival	Audri Streif, Anne Pressentin, Rex Wong, Mark Rohden, Bob Dethlefs, Gregg Snyder		
Alberta Street Farmers Market	8/30/2007	5:30pm-9:30pm	NE Alberta St.	OR	Festival	Audri Streif, Meg Matthews		
PENDING CONFIRMATION: Oregon Symphony Concert and Arbor Lodge Park Festival	8/25/2007	2:30 - 6:30	Arbor Lodge Park - N. Delaware Ave. and N. Dekum St.	OR	Festival	TBD	3000 - 4000 expected	Ms. Chris Duffy, 971-506-0541, chrisduffyalna@yahoo.com Concert begins at 6 pm. Information booths and vendors will be on display earlier
Lincoln Neighborhood Assn. ~ Fall Open House	9/10/2007	TBD	Lincoln Elem. School, cafeteria, 4200 NW Daniels St Vancouver	WA	Neighborhood	TBD		Jenny Brown, chair, 693-1947. Dave Howard vice-chair, 750-5980

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
TO BE CONFIRMED: Esther Short Neighborhood Assn. in mid-Sept. (after July mtg was cancelled)								
TO BE CONFIRMED: Rose Village Neighborhood Assn.	9/25/2007	7pm		WA	Neighborhood	TBD		Bruce Baxter
North Portland Business Association	9/27/2007	7:30am	New Dad's Restaurant, 8608 N. Lombard in St. Johns	OR	Business	TBD		Deanne Washburn, secretary, mastermuffler@integraonline.com
CRC Open House	TBD	TBD		OR	General public	TBD		
CRC Open House	TBD	10am-2m		WA	General public	TBD		
Women's Shipping Club	10/18/2007	6:30pm	TBD	OR	Freight	TBD	expecting 20 or so	Jenny Evers, jennylevers@yahoo.com
MATERIALS ONLY | NO STAFF								
Jantzen Beach SuperCenter	Spring/summer 2007			OR	General public	Kiosk with newsletters, project udate fact sheets, mailing list		Melissa Freeman, general manager, or "Marta" her asst.
Say Hey! Northwest, Partners in Diversity networking event	5/10/2007	5:30pm-8pm	Wieden + Kennedy, 224 NW 13th Ave.	OR	Environmental Justice	300 Project Update fact sheets in welcome sacks		Vicki Nakashima, nakashimav@mac.com, 503-203-5624
AsiaFest	5/19/2007	11am-6pm	Oregon Convention Center	OR	Cultural	100 Project Update fact sheets at TriMet's booth		Leslie Mylius in TriMet's marketing dept. (or Alan Lehto)
PedalPalooza I-5 Bridge Breakfast	6/20/2007		I-5 Bridge	WA	Bicyclists	75 Ped/Bike fact sheets to Chad Kays		Chad Kays, 360-695-7041, chad.kays@walliseng.net
PedalPalooza I-5 Bridge Mocktails	6/21/2007	2:30pm	I-5 Bridge	WA	Bicyclists	75 Ped/Bike fact sheets to Chad Kays		Chad Kays, 360-695-7041, chad.kays@walliseng.net
PedalPalooza Breakfast on Hawthorne Bridge	6/22/2007	7am-9am	Hawthorne Bridge, Portland	OR	Bicyclists	75 Ped/Bike fact sheets to Roger Geller		
Pending								

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
CANCELLED -- Lewis River Rotary Club (they'll reschedule us)	6/27/06 Tue	7am - 8am	Cedars Golf Course, off NE 152nd, main entrance in mtg room	WA	Civic	Doug Ficco (+ one Communications staff)	Expect 30-35. Powerpoint works well. Have screen.	Tim Robertson, 360-909-8153, trobert21@msn.com. get there a few minutes before 7am.
Uptown Village Association	sometime in Sept 07			WA	Business	TBD		Steve Lenzkes, chair, 601-6284, stevelenzkes@hotmail.com, quick update in June 07, needs full presentation after UV Street
Oregon Business Association								Lynn Lundquist**Oregon Business Association**6700 SW 105th, #108Beaverton, OR 97008Ph: 503-641-0900Fax: 503-641-0959**Lynn Lundquist, President**Email: orebusassn@aol.com**Tom Kelly, OBA Board Chairman-Setting Date to meet with transportation committee**
City Club of Portland								Wendy Radmacher Willis (503) 228-7231-Wants major speaker in November/post election
Ogden				WA				Kathy Huss 360-256-9387- 8/23 Not interested in having CRC
(NACCC) Ramblin' Creek Estates / S. Salmon Creek Ave				WA				Rick Dronen 360-574-1640 casadronen@msn.com-No meetings scheduled yet, but will let us know when they do set one up.
(NACCC) Fairgrounds				*WA*				Bridget Schwarz 360-573-5873, bridget@bridge-i-t.com
(NACCC) Felida				WA				Milada Allen 360-573-4030 guadeamus@earthlink.net-next meeting in Sept. would like to have us present. Call back in August to set up date and time
(NACCC) Greater Brush Prairie				WA				Sam Kim, 360-896-7119 brushprairie@comcast.net
(NACCC) Meadow Glade				WA				Harold Hansen, 360-573-4148, hasenhk@comcast.net
(NACCC) NE Hazel Dell				WA				Bud Van Cleave, 360-695-1466, BSVANC@aol.com-

EVENT	DATE	TIME	WHERE	OR / WA?	EVENT TYPE	STAFF	# attended	CONTACT (+ NOTES)
(NACCC) Sherwood Hills				WA				Dick Durland 503-576-0981--NA not active. Signed up for our email updates so that he can put info. in monthly newsletter