



Extending Light Rail To The North

The Columbia River Crossing project (CRC) is expanding transit options between Portland and Vancouver and will improve connections, reliability and travel times for riders. This bi-state project will extend an existing 52-mile light rail system across the Columbia River to connect the region's largest and most concentrated employment area in downtown Portland with Vancouver.



The Columbia River Crossing Project (CRC) is expanding transit options in Vancouver and will improve connections, reliability and travel times for riders.

Columbia River Crossing

CRC is a long-term, comprehensive solution to address safety and congestion problems on I-5 between Portland, Oregon and Vancouver, Washington. The project will replace the I-5 bridge, extend light rail to Vancouver, improve closely-spaced interchanges and enhance pedestrian and bicycle pathways.

Benefits to local residents, the natural environment and the regional economy include:

- Improved safety
- A more reliable trip for freight, autos, and transit
- Reduced congestion on I-5 and adjacent neighborhoods
- No bridge lifts
- Earthquake protection
- Supported and sustained jobs with improved access to ports and highways
- Reduced emissions and improved water quality

Connecting Communities

The Portland–Vancouver region is expected to grow significantly in the next 20 years, with a million more people projected to live here by 2030. Light rail will improve mobility for many people and provide a viable alternative to automobile travel, helping to relieve congested conditions across the Columbia River. The completed light rail extension will provide reliable transit service between many key regional destinations including:

- Vancouver and Portland central business districts and employment centers
- Entertainment and retail districts such as Esther Short Park, the Oregon Zoo and regional theater companies
- Sporting venues, including Rose Quarter and Delta Park
- Colleges and universities, including Clark College and Portland State University
- Vancouver and Portland convention centers

In addition, the project will provide transit connections to the region's other light rail lines, streetcar lines, Amtrak passenger rail service and C-TRAN and TriMet bus routes.

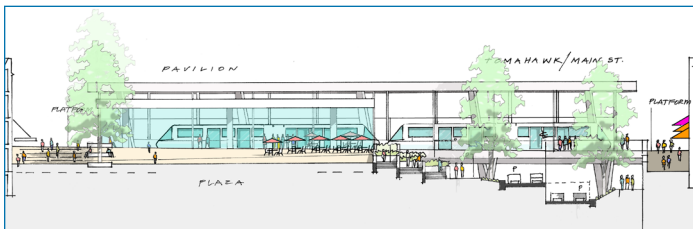
Light Rail Designs

The CRC project team is working closely with the community to create a light rail system that fits well into the adjacent neighborhoods.

The transit portion of the CRC project will include a 2.9-mile extension of TriMet's Yellow Line from the existing Expo Center Station in north Portland, Ore., through downtown Vancouver, Wash., to a terminus near the Marshall/Leupke Center.

Hayden Island

A station is planned as part of the light rail extension. The station will be located on the west side of I-5 a short distance from the Jantzen Beach SuperCenter. The station is being designed to support the goals of the Hayden Island Plan, which is a City of Portland neighborhood plan developed with local input to reflect the long-term vision of the community.



Design concept for light rail station in Hayden Island.

Vancouver

In downtown Vancouver, trains will travel north on Broadway Street and south on Washington Street in a dedicated lane. Trains will travel east and west on 17th Street to the terminus station near the Marshall/Luepke Center. Four transit stations will be built along the line. In addition, three park and ride facilities are planned to accommodate about 2,900 parking spaces. Park and rides will be built near Fifth and Washington streets, 15th and Washington streets, and across from the Marshall/Luepke Center.



Design concept for light rail in downtown Vancouver.

Designing a Safe System

Planning for safety and security on and around light rail is a top priority for C-TRAN, TriMet and the CRC project. The new light rail line is being designed to promote safe interaction between light rail trains, cars, pedestrians and bicyclists. A cooperative agency effort and the application of safety and security principles will ensure that light rail is designed and constructed to run safely, securely, dependably and efficiently.

CRC is using design strategies proven to reduce the potential for crime at stations and on trains. Significant input from advisory groups, local jurisdictions and the public will help in the design of a safe system. Recommendations include:

- Integrate stations into the community, near residential and commercial buildings.
- Manage pedestrian access to stations through the thoughtful placement of entrances and exits, fencing, lighting and landscaping.
- Design stations so that user activity is easily visible, with clear lines of sight into and out of the station.
- Ensure stations are well-maintained and visually pleasing using high-quality materials, attractive design features and public art.
- Create a well-defined separation of stations and crosswalks from automobile traffic, using distinct pavement textures and traffic signals.
- Use visual and audible warning devices to alert pedestrians, bicyclists and drivers to approaching trains.

Did You Know?

- ▶ At opening, weekday peak service will provide trains every 7.5 minutes, with 15-minute service during off-peak periods.
- ▶ By 2030, there will be about 18,700 trips crossing the Columbia River on light rail each day, with about 6 million boardings annually.
- ▶ Travelers between Vancouver and downtown Portland will also have the option of using a C-TRAN Express Bus.



Station lighting increases visibility for those on or approaching platforms.



Transit police and fare inspectors help increase passenger safety.

Providing Passenger Security

CRC is working closely with the City of Vancouver and City of Portland police, and C-TRAN and TriMet security to maximize passenger safety at stations and park and ride facilities, as well as on light rail trains. CRC's security plan will include:

- Monitoring stations and trains by transit security and local police officers
- Enforcement of fare payment
- Installation of closed-circuit TV (CCTV) at light rail stations, park and rides and on trains
- Partnerships with local law enforcement and the regional 9-1-1 system to have the closest available units available as "first responders" to any incident
- Programs to remove graffiti, pick-up litter and maintain landscaping
- Working with local government to develop appropriate land uses near transit stations

Community Feedback Shapes Design

Community advisory groups have worked with CRC project staff to ensure community preferences and the needs of transit riders are considered in light rail system planning. Transit advisory group members included business and neighborhood leaders, transit riders and agency representatives. The groups met more than two dozen times between 2008 and 2011 to conduct field visits, review plans and provide feedback. In addition, five open houses were held in the communities to gather input on the light rail extension. Community input has resulted in the following work to date:

- Design guidelines for the Hayden Island station
- Route for the Vancouver portion of the line
- Station locations in Vancouver
- Guidance on traffic and parking along the Vancouver route

The community and project citizen advisory groups will continue to be consulted as light rail designs are refined to gain input on appearance of the stations and streets, park and ride designs and security plans.



Cable, bollards and distinctive surfaces help define transit, auto and pedestrian areas.

Transit Funding

The project is applying for \$850 million in Federal Transit Administration New Starts funding. This funding includes the cost of building the light rail track, purchasing 19 new light rail trains, building stations and park and rides and expanding existing light rail maintenance facilities. Long-term operation and maintenance of the new light rail line is proposed to be funded through C-TRAN and TriMet.

C-TRAN is requesting an increase in the local sales tax rate of 0.1 percent (one cent per \$10 purchased) to fund future high capacity transit systems, including operations and maintenance of light rail, and the construction, operations and maintenance of a bus rapid transit line for Fourth Plain. A public vote is expected later in November 2012.

HOW CAN I GET INVOLVED?

- Visit the website at www.ColumbiaRiverCrossing.org to sign up for updates and view the project calendar
- Attend an advisory group meeting
- Invite CRC staff to your group to discuss the project
- Contact the project office to talk with a staff member

E-mail: feedback@columbiarivercrossing.org

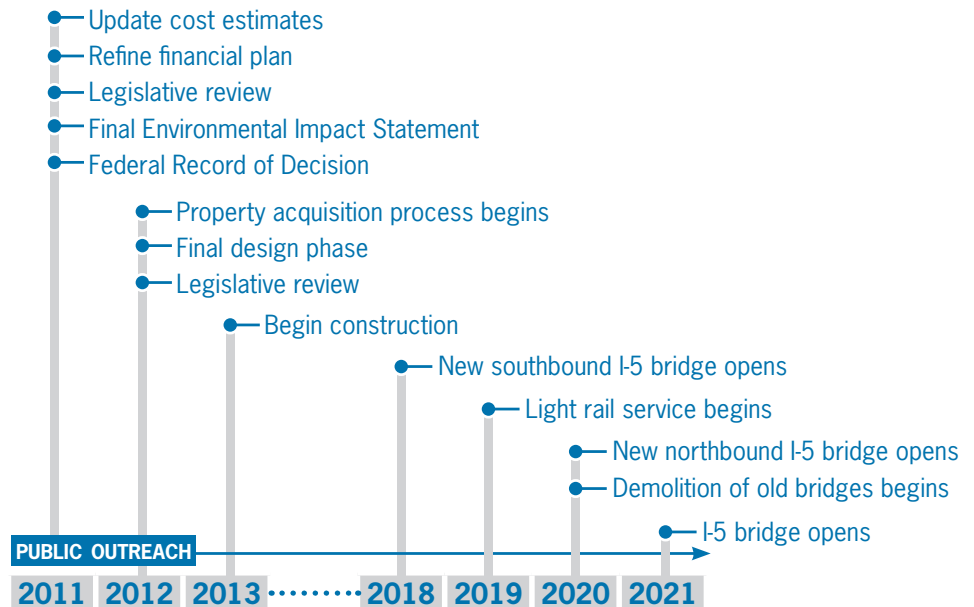
Mail: 700 Washington Street, Suite 300
Vancouver, WA 98660

Phone: 360-737-2726 or 503-256-2726

Fax: 360-737-0294

Schedule and Next Steps

In July 2008, local project partners reached consensus that a replacement bridge and light rail extension would best meet project goals and community needs. In December 2009, CRC received approval from the Federal Transit Administration to enter into preliminary engineering, a phase of design which focuses on refining the cost estimates and the work necessary for construction planning.



Analysis of the project's environmental and community effects are included in a Final Environmental Impact Statement, which is required to request a Record of Decision (ROD) from the federal government. With a ROD, the project may begin final design and property acquisition.



AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Columbia River Crossing (CRC) project office at (866) 396-2726. Persons who are deaf or hard of hearing may contact the CRC project through the Telecommunications Relay Service at 7-1-1.

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UPDATED: September 29, 2011

www.ColumbiaRiverCrossing.org