

Extending Light Rail to the North

The Columbia River Crossing Project (CRC) is expanding transit options in Vancouver and will improve connections, reliability and travel times for riders. This bi-state project includes a new, 2.9-mile extension of light rail from the Expo Center in Portland to the Marshall Center - Clark College area in Vancouver. This new line will connect the region's largest and most concentrated employment area in downtown Portland with Vancouver.

Project benefits

Continued growth is expected for the Portland–Vancouver region, with a million more people expected by 2030. Light rail will help improve mobility for people who rely on transit and provide a viable alternative to automobile travel, helping to relieve congested conditions across the Columbia River. Light rail will provide reliable transit service to 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
- Convention centers

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

Project designs and community input

The project team is working closely with the community to create a light rail system that fits into the adjacent neighborhoods. Working group meetings are open to the public and publicized on the CRC web site. Current



Light rail alignment

plans include building five new stations as well as three Vancouver park and ride facilities with about 2,900 spaces proposed.

Hayden Island. An elevated light rail station is being designed to support the goals of the Hayden Island Plan. The Portland Working Group, along with neighborhoods and users, are working with the CRC team on the design of the Hayden Island station, plaza and community connections to the station.

Vancouver. CRC, the City of Vancouver and C-TRAN are working with Vancouver residents to ensure that the light rail system helps support the City of Vancouver's vision for downtown development. Light rail trains will travel north on Broadway and south on Washington.

Project planners are studying two options for the east-west connection to the terminal station near the Marshall Center / Clark College with two-way train travel on either McLoughlin Boulevard or 17th Street. Four light rail stations and three Park and Rides planned for Vancouver.

Did you know?

Ridership: By 2030, about 17,000 people will cross the river on light rail each day, with 5.5 million boardings annually. Additional riders will be served by C-TRAN express buses.

Frequency: Weekday peak service every 8 minutes, with 15 minute service during off-peak periods.

Travel time: In 2030, a morning commute by light rail between downtown Vancouver and downtown Portland will take 39 minutes. Travel time between downtown Vancouver and the Rose Quarter will be 29 minutes.

Transit funding: In September 2008, the project applied to the Federal Transit Administration (FTA) for \$750 million in New Starts funding. This includes the cost of building 2.9 miles of track, purchasing 16 new light rail trains, building stations, park and rides and expanding existing maintenance and garaging facilities. New Starts funding has not been secured and requires an ongoing design and federal reporting process that is anticipated to last through 2013.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote, which is expected no earlier than fall 2010.

Safety and security

Safety and crime prevention are a high priority in the design, construction and operation of the new light rail system. CRC will incorporate engineering and architectural design elements to maximize safety and

security at stations and park and rides. Safety features may include unobstructed sight lines, clearly defined pedestrian routes, good lighting, reduced station clutter and security cameras.

As planning for the project continues CRC, C-TRAN, TriMet and local law enforcement agencies from the cities of Vancouver and Portland will develop a comprehensive security strategy.

What's next?

In December 2009, CRC received approval from the Federal Transit Administration to enter into preliminary engineering, a new phase of design which focuses on the work necessary for construction planning and refining the cost estimates. Over the next several months, staff will be working toward significant milestones:

- Station design and refinement of park and ride designs
- Completion of the Final Environmental Impact Statement (EIS), which is required before construction can occur.
- Completion of the Final EIS is anticipated in late summer 2010.

How can I get involved?

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


How can I comment on the project?


E-mail: feedback@columbiarivercrossing.org

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

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

Fax: 360-737-0294

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