

Columbia River Crossing Project

Vancouver LRT Alignment



VDOT / C-TRAN
March 12, 2010
Project Sponsors Council

LRT Alignments - Background

- DEIS LPA – July 2008
 - Light Rail Transit, Downtown Couplet, McLoughlin, and Clark College vicinity terminus
- Vancouver Working Group – Spring 09
 - 22 members; 13 Meetings; 3 community workshops
 - Recommendations: downtown couplet; two-way on McLoughlin Blvd
 - 2 minority reports filed
- Council Workshop October 2009
 - Additional review requested
- City / C-TRAN / CRC technical refinement fall 2009 to present

VWG Background



North / South Alignment

- VWG Recommendation
 - Broadway St. for northbound LRT and Washington St. for southbound LRT
 - Track and stations in center of street
 - Two-way traffic flow
 - Special design treatments at station blocks to reduce impact and increase accessibility of center platform

North / South Alignment

- Fall 2009 Technical Analysis of VWG recommendation
- Elements of operational review included:
 - Traffic flow
 - Vehicle turning radii
 - Reductions in on street parking
 - Right-of-way constraints previously unknown
 - Vehicle travel lane widths

North / South Alignment

- Updated Preference:
 - Side running track - abutting west side of Broadway St. and abutting east side of Washington St.
 - One way traffic flow – northbound on Broadway St. and southbound on Washington St.
 - Enhanced sidewalk and station platforms – up to 16 foot sidewalks standards and up to 19 foot sidewalks at LRT Stations

North / South Alignment



You are here
looking North

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North / South Alignment

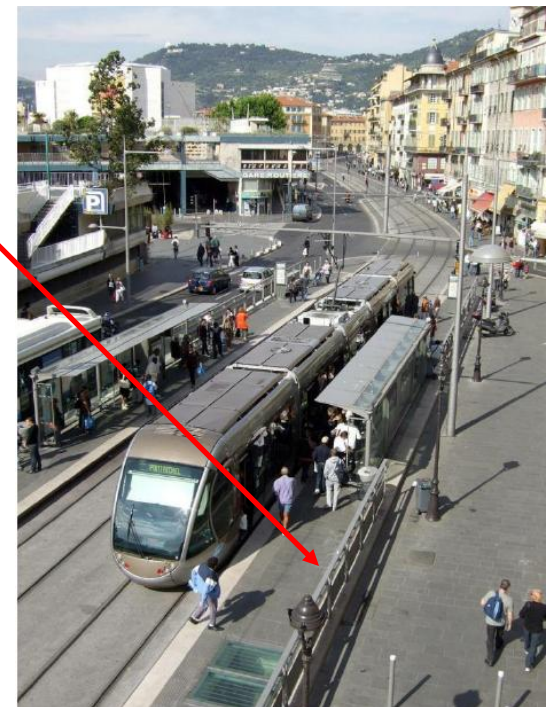
- Outcomes of refinements
 - Significant enhancement to traffic flow; particularly at the Mill Plain / 15th St. freeway access couplet
 - Retains higher proportion of on-street parking
 - Improved bus zones & rail transfers
 - Greater flexibility streetscape / sidewalk enhancements; also with shared LRT station and sidewalk zone
- Refinements presented to VWG at February 2010 meeting

North / South Alignment

- Additional Design Considerations:
 - Station security and hardening



Possible Station passenger leaning rails and fencing at strategic locations



Delineate transit platform zone with hard fixtures and paving; placement of fare machines; lighting



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East / West Alignment

- Attributes:
 - East / west traffic and LRT flow on same street
 - Park-n-Ride = 1,910 spaces at Clark



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Community Outreach

2007–2009 Activities

- Door-to-door, community meetings, direct mail, open houses, light rail workshops and walking tours.
- Vancouver Working Group considered various light rail elements, including alignment, from January to July 2009 in 12 public meetings.

2010 Light Rail Alignment Goals

- Inform public within ½ mile of potential light rail alignment about recommended north/south route and east/west options being considered.
- Provide owners/tenants with information about potential property changes due to light rail implementation.
- Provide forum for discussion about the differences between 17th St. and McLoughlin Blvd.

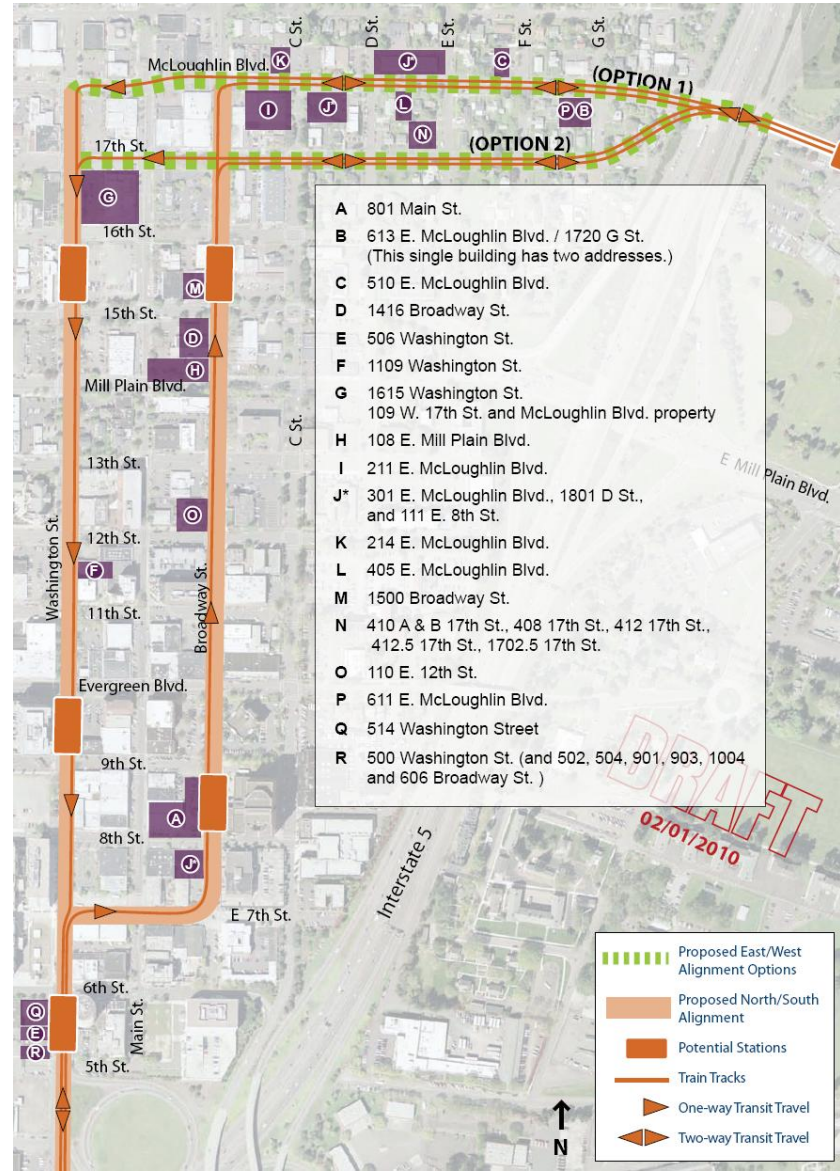
Community Outreach

Outreach Plan: January – March, 2010

- VWG briefing on February 4, 2010.
- Developed property database along alignment to facilitate one-on-one outreach of potential impacts.
- General population mailing to 2,276 properties surrounding the alignment describing the proposal and announcing upcoming open houses.
- Direct mail to 109 property owners and tenants (73 properties) with a description of proposed alignment, invitation to open houses, and an opportunity for a personalized meeting.
- Door-to-door outreach along light rail corridors with alignment information, invitation to open houses, and opportunity to set up personal meetings.
- Two light rail alignment open houses.
- One-on-one meetings with 20 potentially impacted property owners/tenants to inform them about possible property changes.

Community Outreach

- One-on-One Property Owner Meetings



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Community Outreach

Key Observations

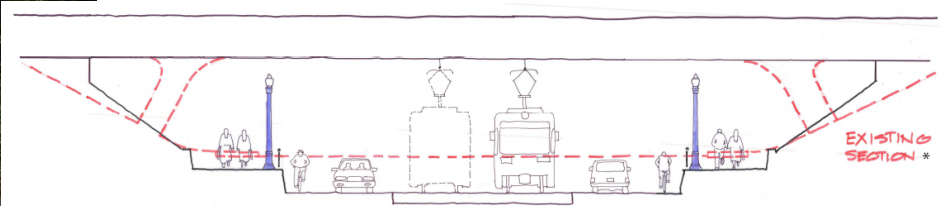
- The loss of access and parking on each of the proposed corridors was the number one issue.
- The recommended side running track with one-way auto traffic on Washington/Broadway streets was not an issue.
- Property owners/tenants on McLoughlin Blvd. prefer a 17th St. route ; while 17th St. property owners/tenants prefer a McLoughlin Blvd. route.
- The faster transit time on McLoughlin Blvd. was commonly offered as a reason for supporting light rail on McLoughlin Blvd.
- The economic opportunities on 17th St., due to vacant land and zoning, was commonly offered as a reason to support light rail on 17th St.

East / West Alignment

- Major Evaluation Factors: McLoughlin Blvd v. 17th Street:
 - Street / Neighborhood Character
 - Technical Design
 - Land use / Development Capacity
 - Transit Operations
 - Costs
 - Property Impacts
 - Traffic Flow
 - Community Input

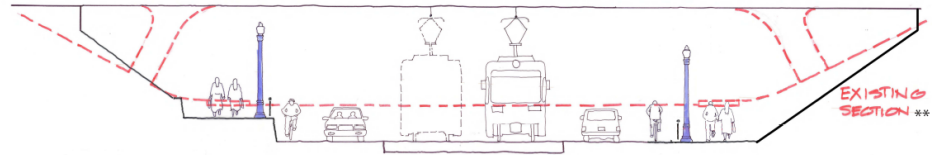
East / West Alignment

- Grade changes at I-5 Underpass



SECTION 7A • MCLOUGHLIN OPTION
LOOKING EAST UNDER I-5

* Existing overpass may be replaced after road reconstruction

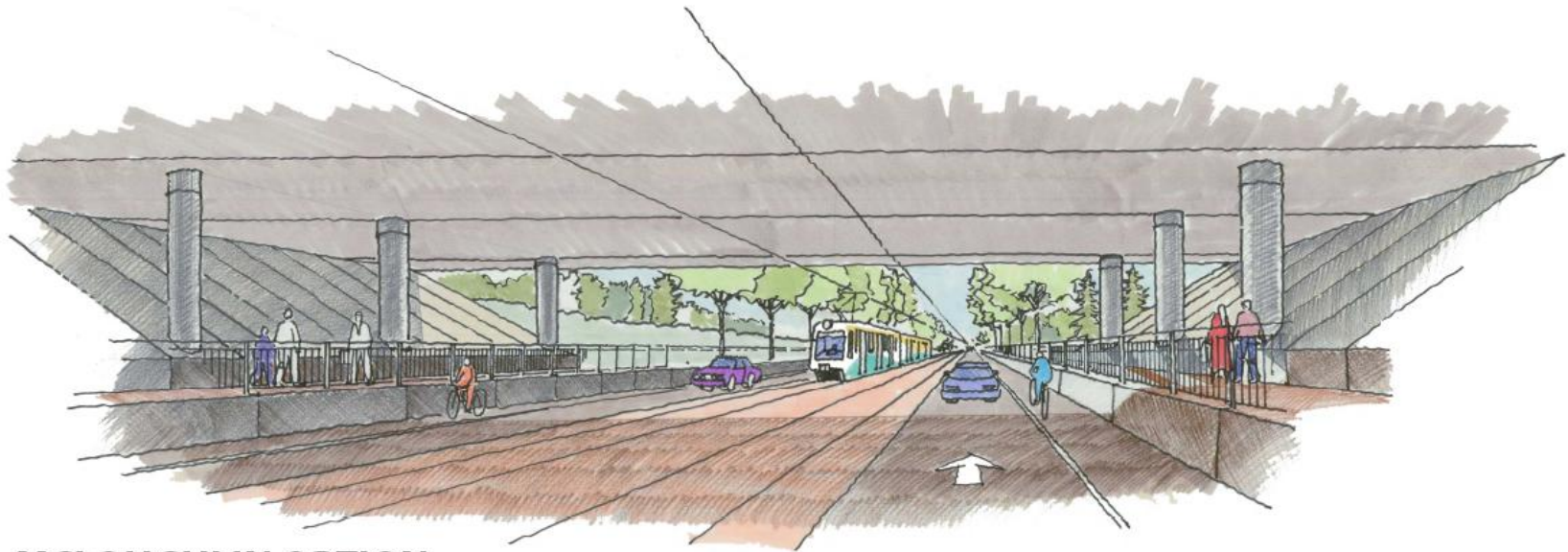


SECTION 7B • 17TH STREET OPTION
LOOKING EAST UNDER I-5

** Existing overpass must be replaced prior to road reconstruction

East / West Alignment

- View of McLoughlin alignment under I-5

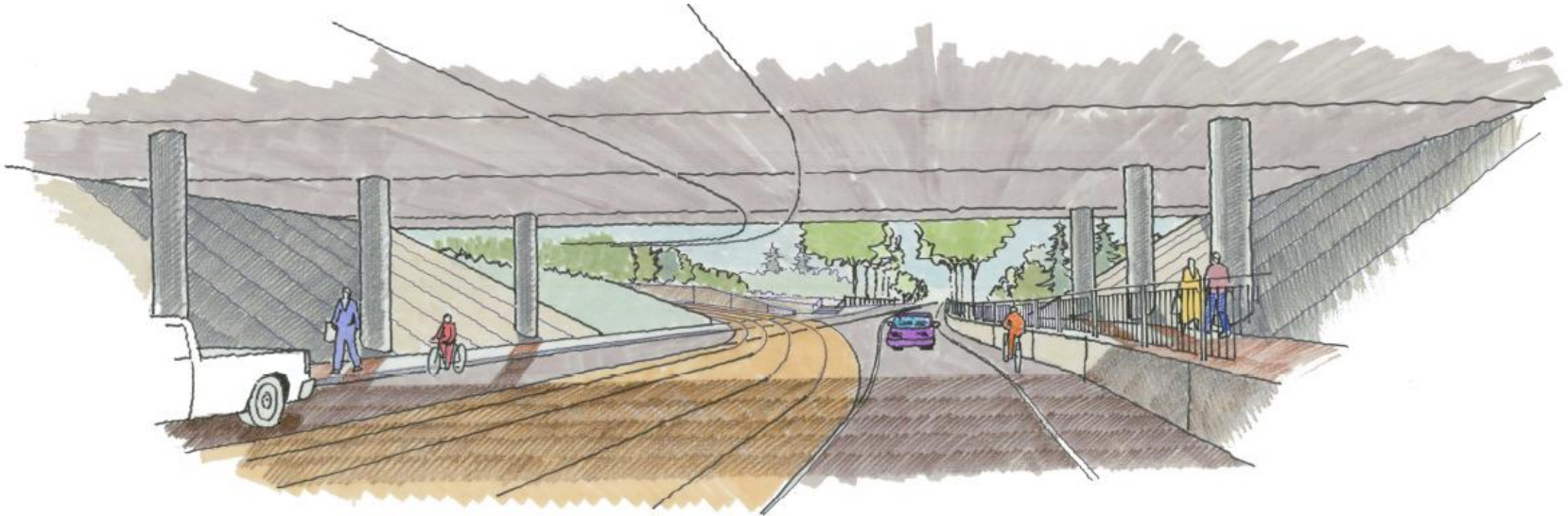


MCLOUGHLIN OPTION
LOOKING WEST UNDER I-5

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East / West Alignment

- View of 17th St. alignment under I-5



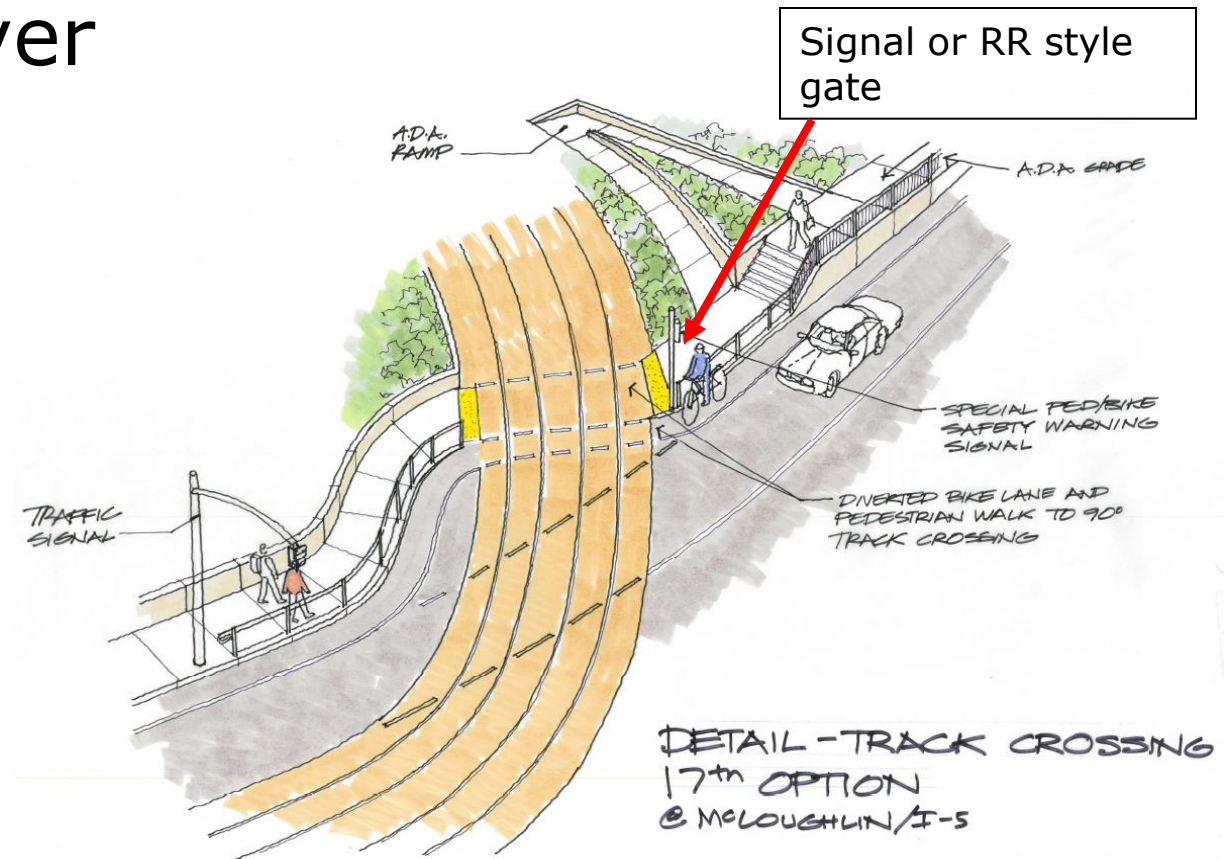
17TH STREET OPTION

LOOKING WEST UNDER I-5

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East / West Alignment

- Design approach for 17th Alignment cross-over



17TH STREET OPTION • TRACK CROSSING
ENTERING M'LOUGHLIN WEST OF I-5 UNDERPASS

East / West Alignment

- Approved Zoning



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East / West Alignment

- Issues Comparison

McLoughlin Blvd

- Parking
- Property Impacts – Commercial in nature
- Citizen Input:
 - Recommended by VWG
 - Miscellaneous letters of endorsement
- Transit Operations
- Future Development / Station Opportunity

17th Street

- Parking
- Property Impacts – Residential in nature
- Citizen Input:
 - VWG Minority Report Endorsement
 - Arnada Neighborhood Association vote of endorsement
 - Miscellaneous letters of endorsement
- Transit Operations
- Future Development / Station Opportunity

East / West Alignment

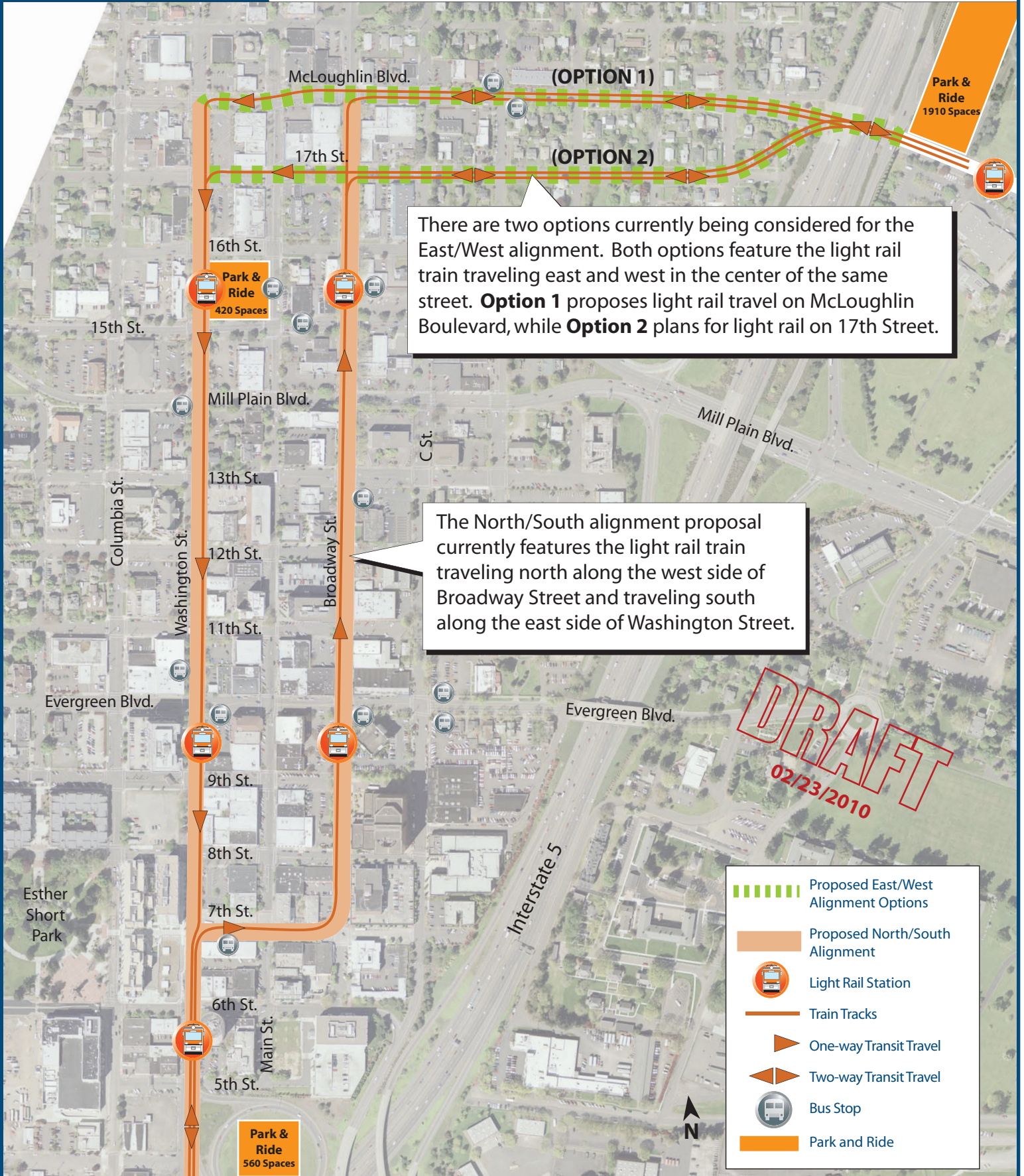
- City Staff / C-TRAN Staff
Recommendation:
 - 17th Street Alignment

Thank you



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Potential Downtown Vancouver Light Rail Alignment



There are two options currently being considered for the East/West alignment. Both options feature the light rail train traveling east and west in the center of the same street. **Option 1** proposes light rail travel on McLoughlin Boulevard, while **Option 2** plans for light rail on 17th Street.

The North/South alignment proposal currently features the light rail train traveling north along the west side of Broadway Street and traveling south along the east side of Washington Street.

DRAFT
02/23/2010

- Proposed East/West Alignment Options
- Proposed North/South Alignment
- Light Rail Station
- Train Tracks
- One-way Transit Travel
- Two-way Transit Travel
- Bus Stop
- Park and Ride