

Transit Park and Rides

Park and rides for the Columbia River Crossing project

The park and rides proposed by the Columbia River Crossing (CRC) project would provide Vancouver and Clark County commuters with parking spaces at or near transit stations.

Today, demand for park and ride spaces far exceeds the supply. In fact, hundreds of people each day drive south across the I-5 bridge to park at the Delta Park and Expo Center MAX stations in Portland.

Park and rides are universal for bus rapid transit and light rail

The same park and ride facilities are being considered for bus rapid transit and light rail. The alignments, stations and park and ride facilities will serve either form of high capacity transit under consideration. Regional growth will increase demand for all forms of transportation. Park and rides are part of the infrastructure for future transportation needs.

Determining park and ride locations

CRC is considering park and ride lots for several locations: just north of Kiggins Bowl, at 39th and Main, and at Clark College. The project previously evaluated nine sites based on site size, freeway access, zoning, and access to local bus routes.

To plan these facilities, the project team is analyzing the wait times and volumes at intersections and how cars would use the surrounding streets. Expected traffic impacts are being analyzed as part of the Draft Environmental Impact Statement (EIS).



Salmon Creek Park and Ride

Proposed location and size of park and rides for each transit alignment

The project is evaluating and refining the number of parking spaces, locations and sizes of each possible park and ride. The number of parking spaces will be limited to levels local intersections and streets can reasonably accommodate.

Issues influencing the design of park and ride facilities include:

- Traffic impacts to surrounding streets and intersections
- Size, number and configuration of parking spaces
- Community character and open space for community use

The project is balancing four primary objectives in considering the number of parking spaces:

- Maximum number of riders
- Large unmet demand for high capacity transit
- Traffic and community impacts
- Neighborhood access

Maximum Possible Parking Spaces

Park and ride Location	Vancouver Alignment	I-5 Alignment
Kiggins	150 (satellite lot)	1400
39th and Main	1250-1800	0
Clark College	460 (satellite lot)	1100

** Numbers for evaluation only. Subject to change.*

Safety and Security

Safety and security principles are designed into the transit system. Examples of security-enhancing design principles include:

- Unobstructed sightlines
- Clear, direct access for short walking distances
- Locating facilities in active, visible areas
- Good lighting
- Providing security cameras and patrols

Next Steps

The project needs your help to design park and rides that fit within the community and provide access to reliable high capacity transit.

In spring 2008, the project will release the Draft EIS. A 60-day public comment period will begin at that time.

Community input already has helped park and ride design. Based on conversations with residents, CRC is exploring park and ride options at 39th and Main that include more open space and only allow access from Main Street. The structure can be built partially underground to look like a surface parking lot and reduce visual impacts.

How can I get involved?

- 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 Street, Suite 300
 Vancouver, WA 98660
 Phone: 360-737-2726 or 503-256-2726
 Fax: 360-737-0294

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