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June 23, 2008

Doug Ficco, Project Director
Kris Strickler, Deputy Project Director
Columbia River Crossing Project
700 Washington Street, Suite 300
Vancouver, WA 98660

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Columbia River Crossing

RE: Park and Ride lots in downtown Vancouver

Dear Doug and Kris:

L-001-001

This letter presents the City's position on placing bus transit park and ride lots in Vancouver's downtown, specifically in the vicinities of Main Street and 5th, and 16th Street and Broadway. In short, the City will not accept the location of park and ride facilities in the downtown core to support expanded bus operations because it would be inconsistent with the adopted Comprehensive Land Use Plan and the Vancouver City Center Vision subarea plan.

As you know the City and C-TRAN recently cooperated to move the C-TRAN 7th Street transit mall out of downtown, and to switch to an inter-lined service delivery model to minimize transit's direct impact in downtown without sacrificing quality and level of service.

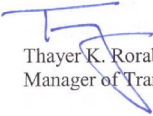
Park and ride facilities in the core of downtown would use valuable land to provide parking for cars, for people whose sole purpose in coming into downtown would be to get on a bus and leave. That is not the type of environment we are striving for, and have largely created in downtown over the last decade of remarkable redevelopment and renewal.

Allowance of park and rides in conjunction with a light rail transit project is another matter. As you know, light rail is perceived as a higher quality transit mode than bus, and it can bring an element of urbanity and land use development potential to downtown that is not otherwise achievable. The same is not true of parking lots to serve bus patrons.

Park and ride lots are not included in Vancouver's vision for downtown. But, because light rail brings with it so many other positive attributes, we believe a balance may be struck that could make park and ride lots at these two locations reasonable and consistent with adopted plans when implemented with light rail. Design of the structures and integration with the downtown traffic system and surrounding land uses will be the key to successful implementation of light rail, including park and ride lots if needed, in Vancouver's downtown core.

We look forward to working very closely with the implementing agency to insure that the light rail system enhances our downtown.

Sincerely,


Thayer K. Rorabaugh
Manager of Transportation Services

City of Vancouver
TRANSPORTATION SERVICES
Thank You For Keeping Vancouver Moving!

L-001-001

Thank you for your comment.

The LPA includes light rail as its preferred mode of transit and includes park and ride stations at the SR 14 interchange and Mill District. The park and ride at Mill District would include active space on the ground floor (which could include retail) which could add to active use on the street and be consistent with local plans.

For a more detailed description of transit improvements associated with the LPA, see Chapter 2 of the FEIS.