

# C-TRAN

## Hwy 99 BRT Project LPA

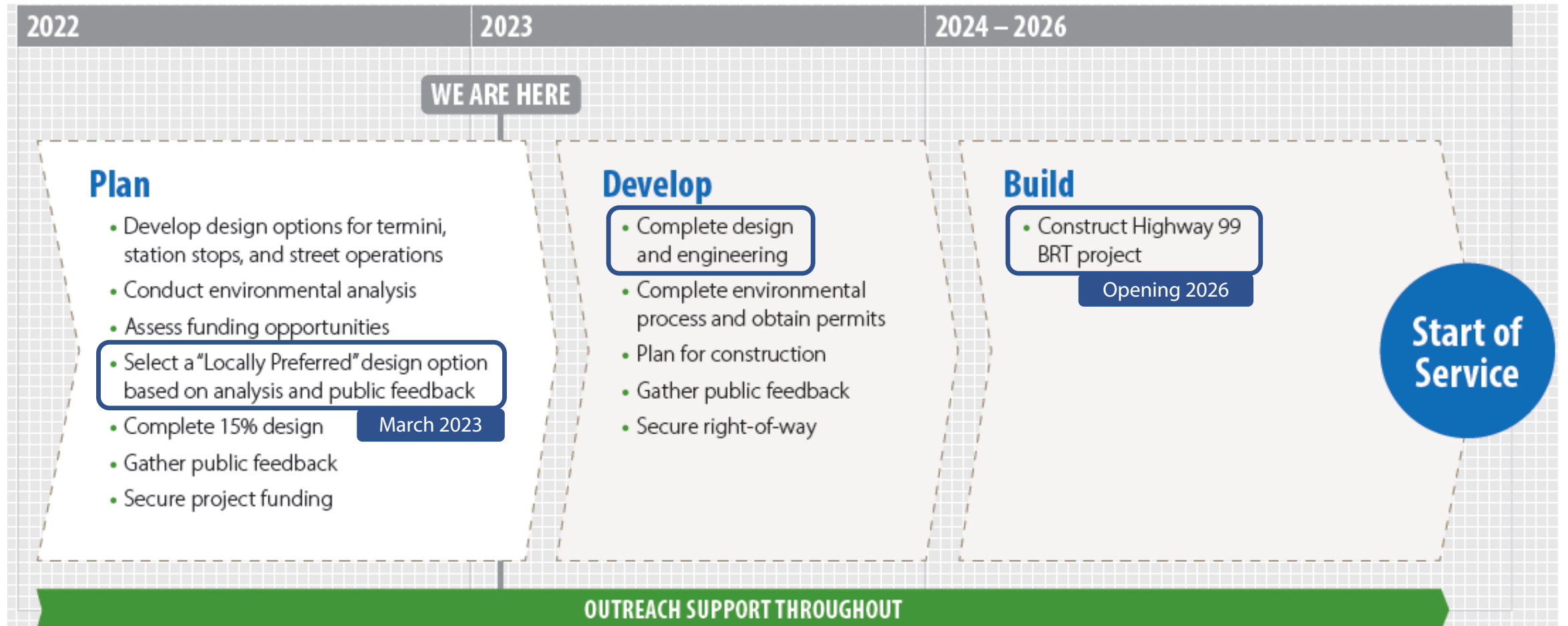
C-TRAN Board of Directors

March 28, 2023



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# Hwy 99 BRT Timeline

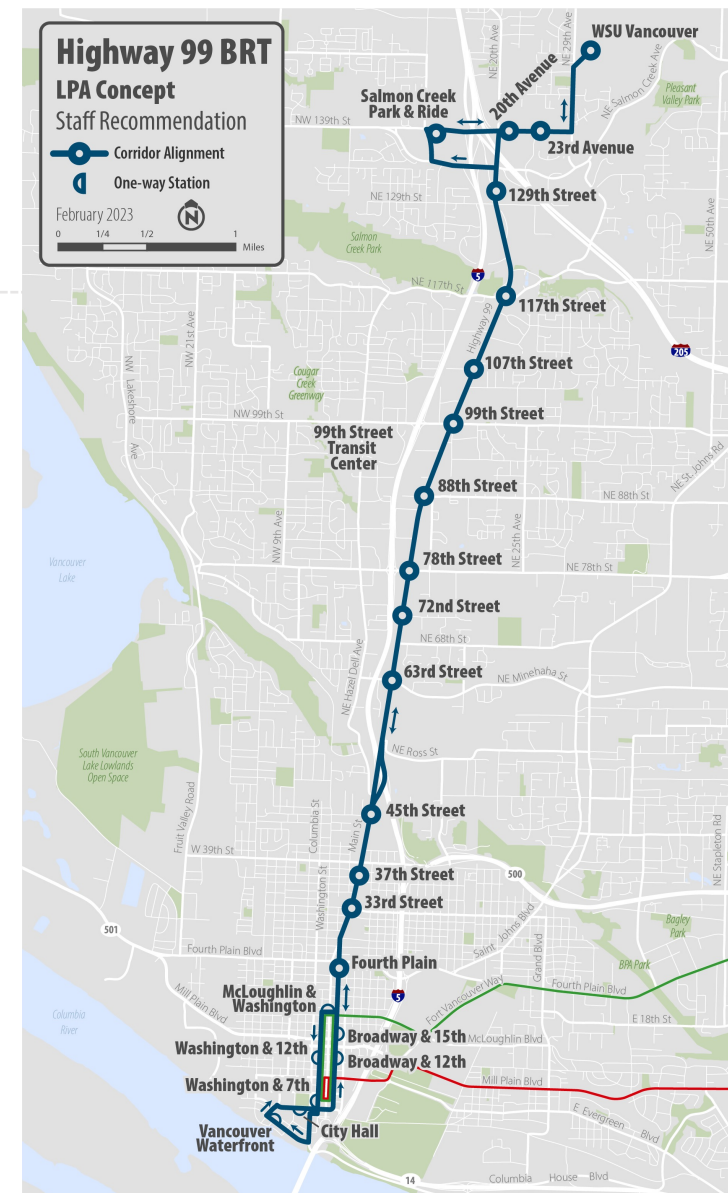


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# Staff Recommendation

## Locally Preferred Alternative

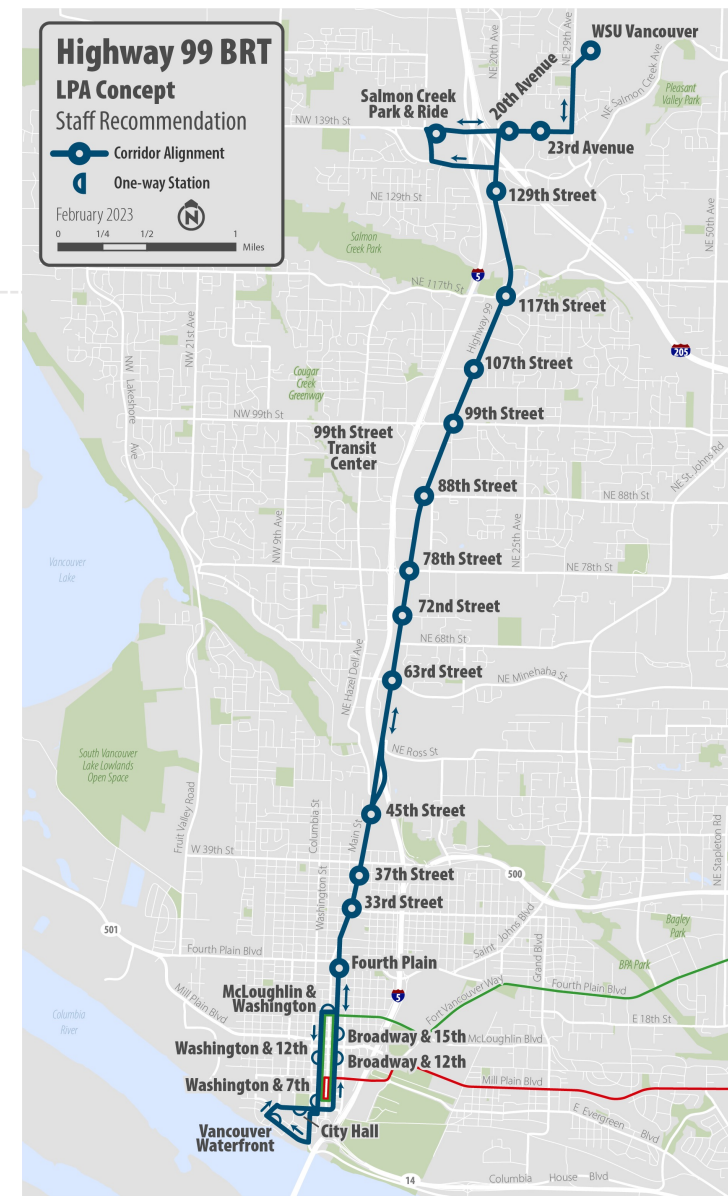
- **Mode:** Bus Rapid Transit
- **Alignment:** Highway 99/Main Street
- **Length:** 10 miles
- **Southern Terminus:** Vancouver Waterfront
- **Northern Terminus:** WSU Vancouver
- **Stations:** 33 new & 4 existing



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# Staff Recommendation

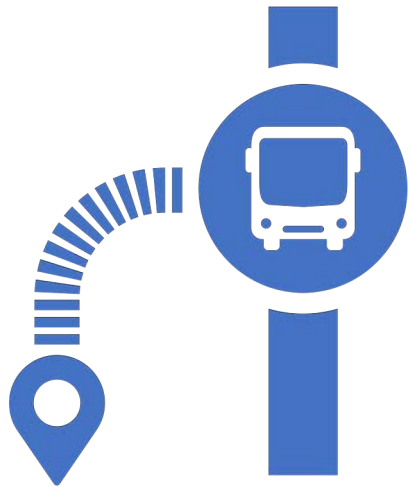
*That the C-TRAN Board of Directors approves the recommended Highway 99 Bus Rapid Transit Locally Preferred Alternative, as outlined in this staff report and approving Board Resolution BR-23-002.*



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# Locally Preferred Alternative

Same approach as  
Mill Plain BRT Project



Alignment & Termini



Stations



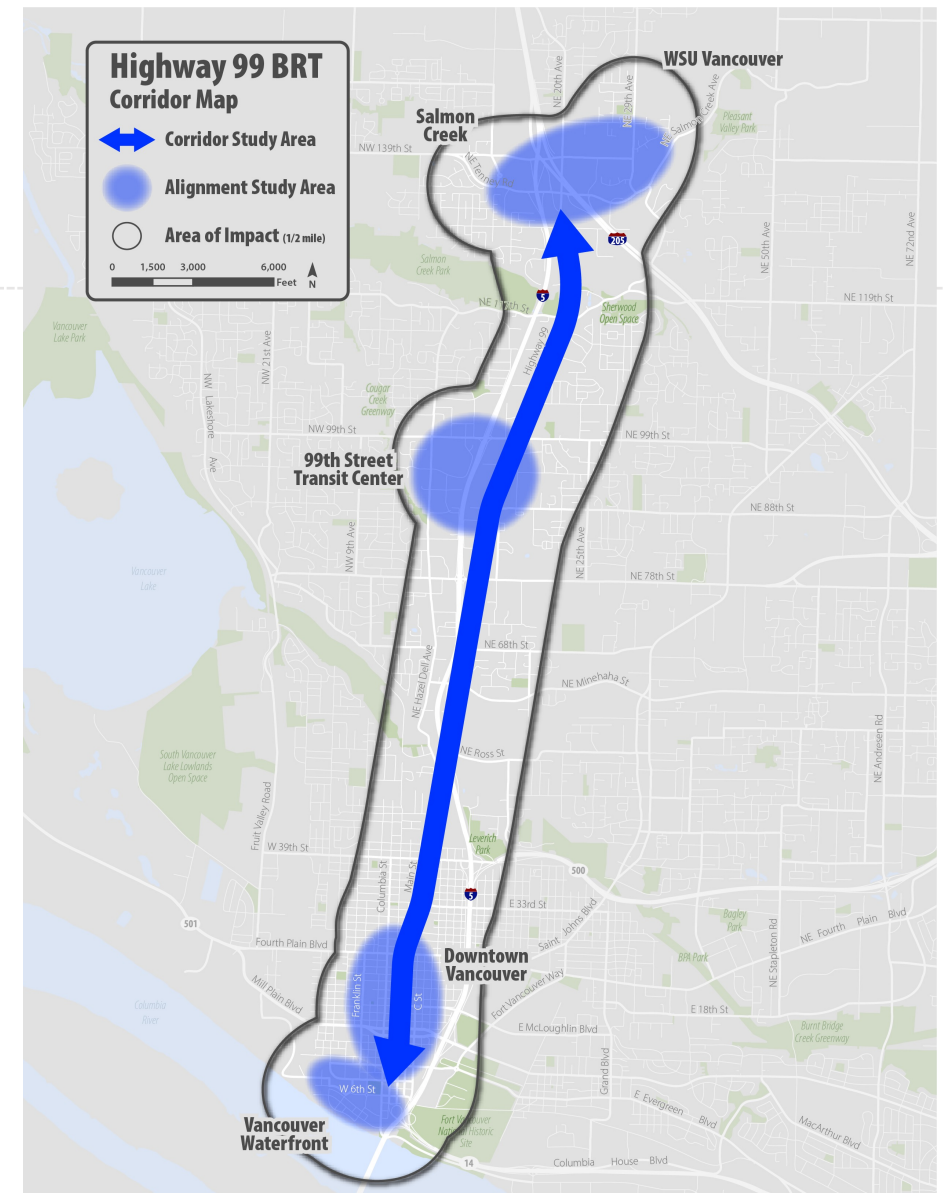
Mode



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# Highway 99 Corridor

- **Length:** 10 miles
- **Southern Terminus:** Vancouver Waterfront
- **Northern Terminus:** Salmon Creek/WSU Vancouver
- **Jurisdictions:** Clark County & City of Vancouver
- Major North-South spine in Vancouver and Clark County
- Third busiest transit corridor in the region

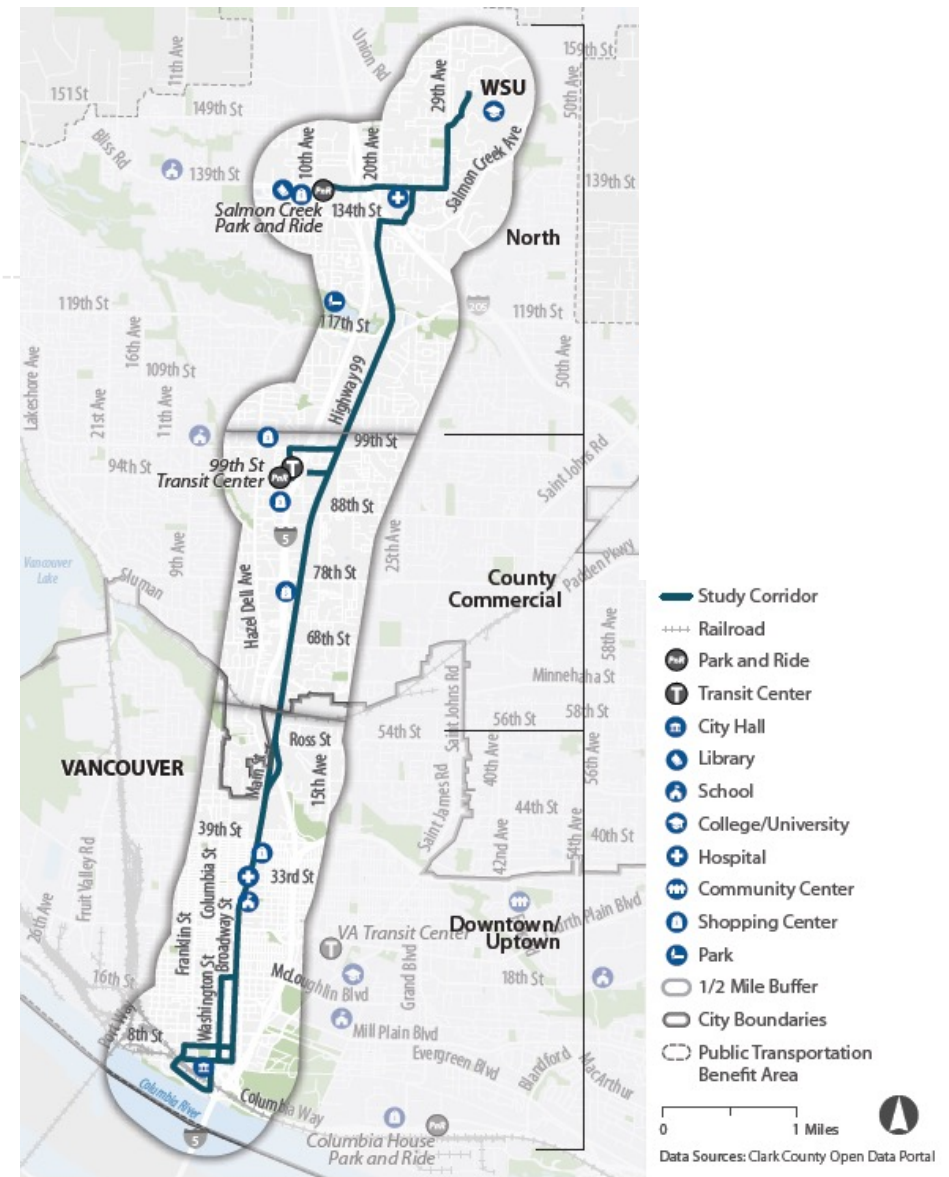


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# Highway 99 Corridor

## Current & Future Conditions

- Forecasted growth of over 7,000 households (47% increase) and 9,000 new jobs (34%) between 2015 and 2040.
- Corridor exceeds area averages in many community groups that historically use transit more often.
  - 26% in or near poverty.
  - 26% identify as a minority.
  - 10% don't have a vehicle, twice the countywide rate.
- Many existing bus stops are not accessible by a sidewalk or close to a controlled crossing.



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# Existing Transit Service

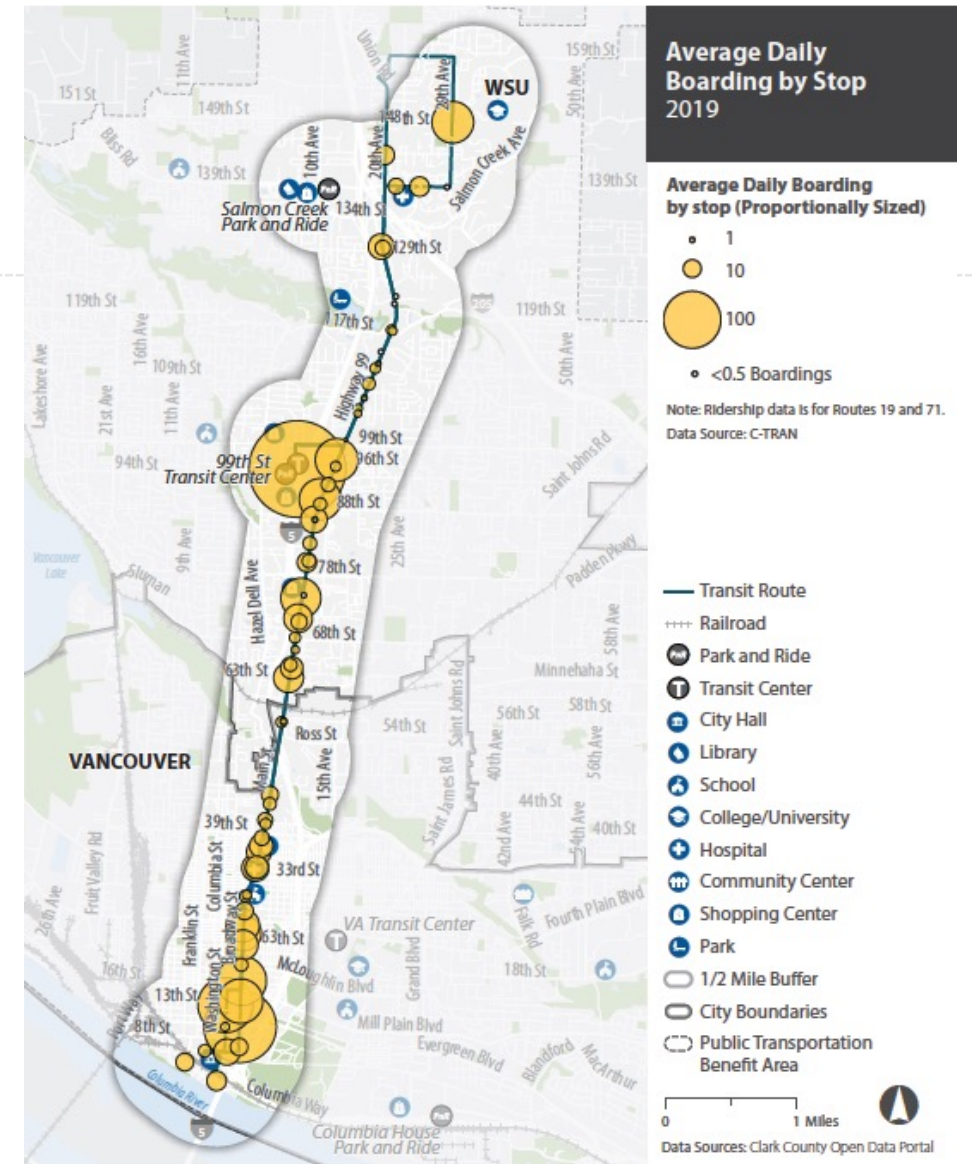
**Primary Routes:** 19 & 71

**Corridor Contributors:** 31 & 78

**Corridor Ridership:** 1,670 riders per day

## Existing Frequencies

- **Route 71:** 15-minutes all day weekdays, 20-minutes Saturdays, 30-minutes Sundays
- **Route 19:** 30-minute weekday peak, 60-minute off-peak and weekends



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# Public Involvement Activities

## Outreach & Open Houses

### Online & in-person open houses

- Corridor Overview, October 2022
- LPA Concept, January 2023

### Local Advisory Committees

- C-TRAN Citizens Advisory Committee
- Clark County Bicycle/Pedestrian Advisory Committee
- City of Vancouver Transportation & Mobility Commission (March 2023)

**Corridor interviews** (local businesses, community groups, & others)

### On-street canvassing

**Stakeholder focus groups** (select stakeholder LPA Concept interviews)

## Top Priorities (in order of preference)

1. Directness/travel time
2. Seamless connections to other routes
3. Opportunity to improve safe access to transit and bike pedestrian connectivity
4. Serves the most people and jobs

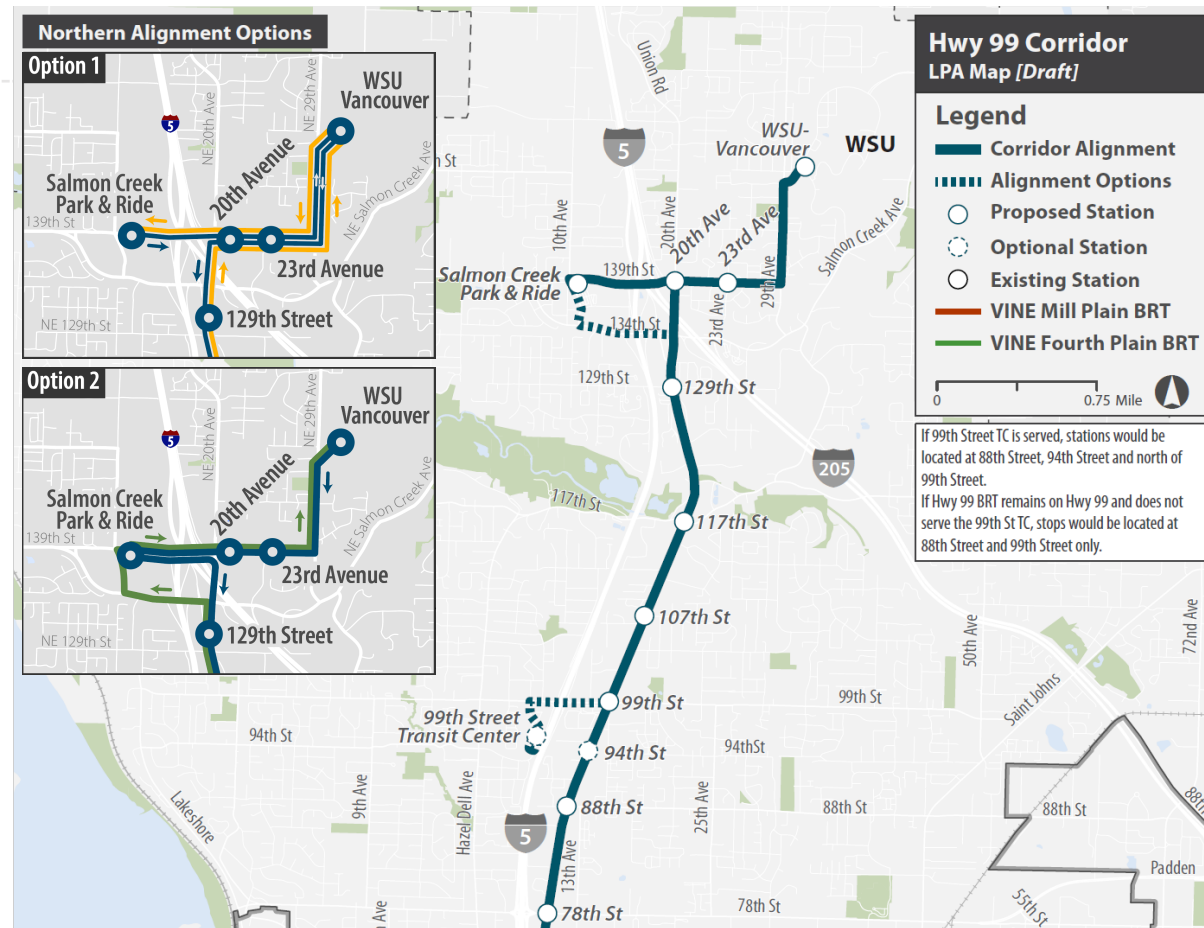
THE VINE ON  HIGHWAY 99

**Visit our January open houses**



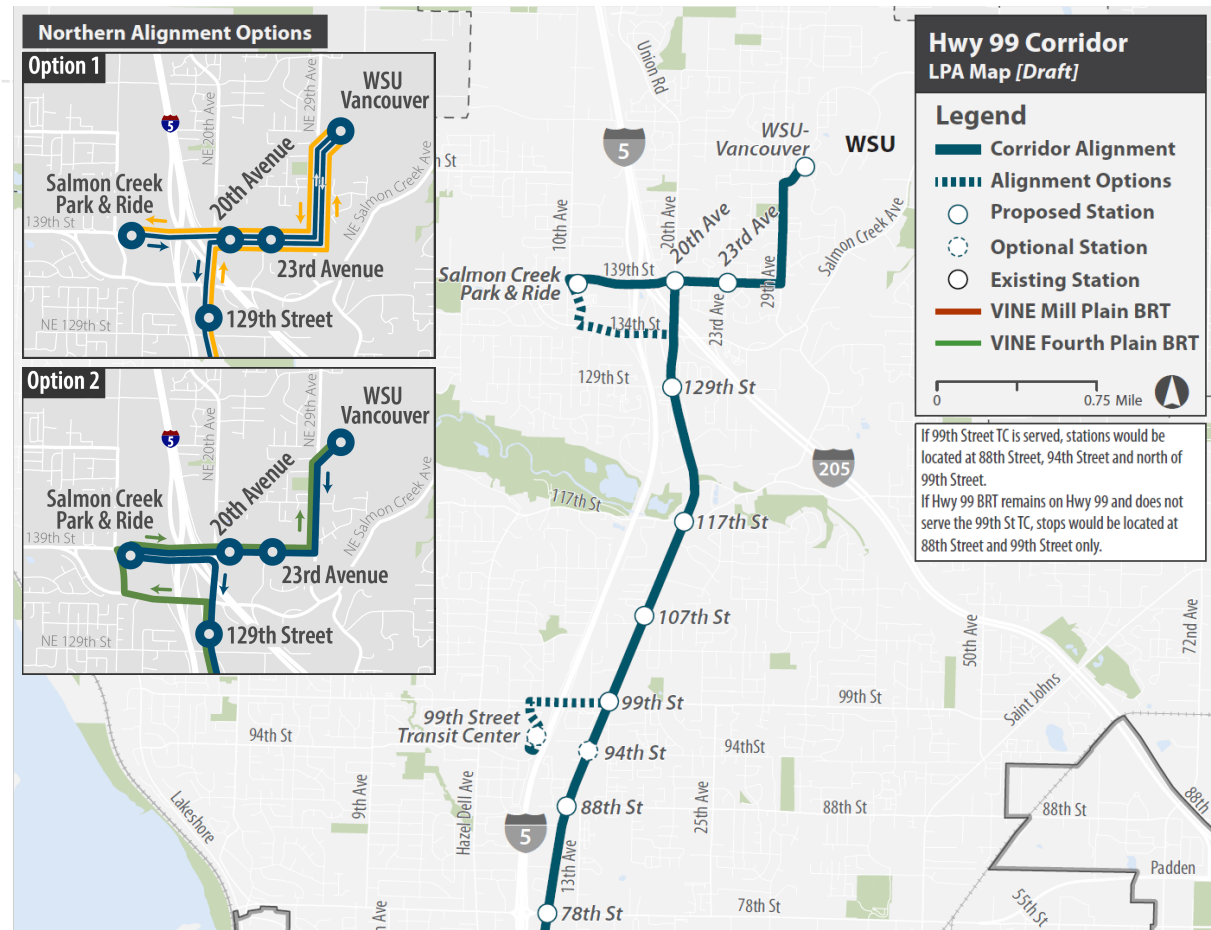
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# Draft Locally Preferred Alternative



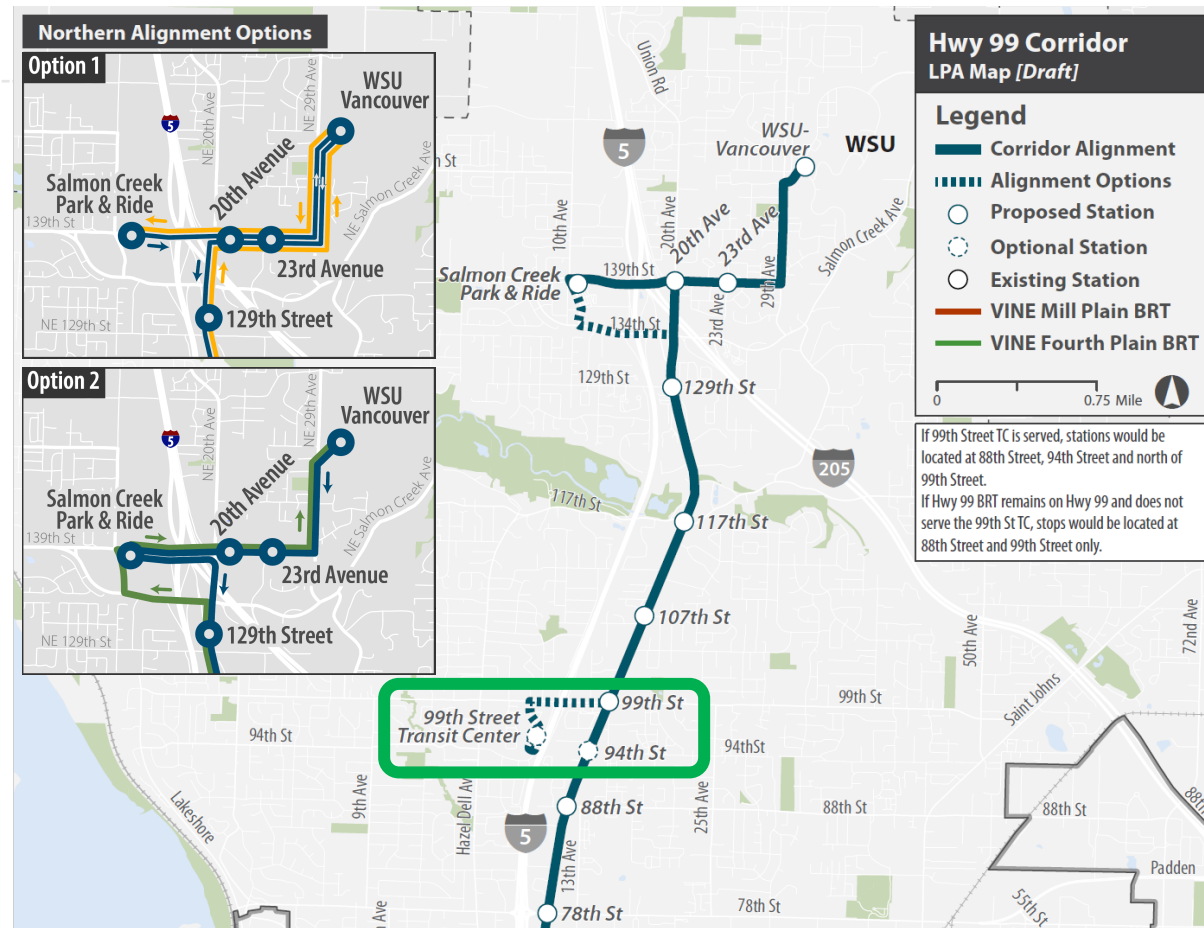
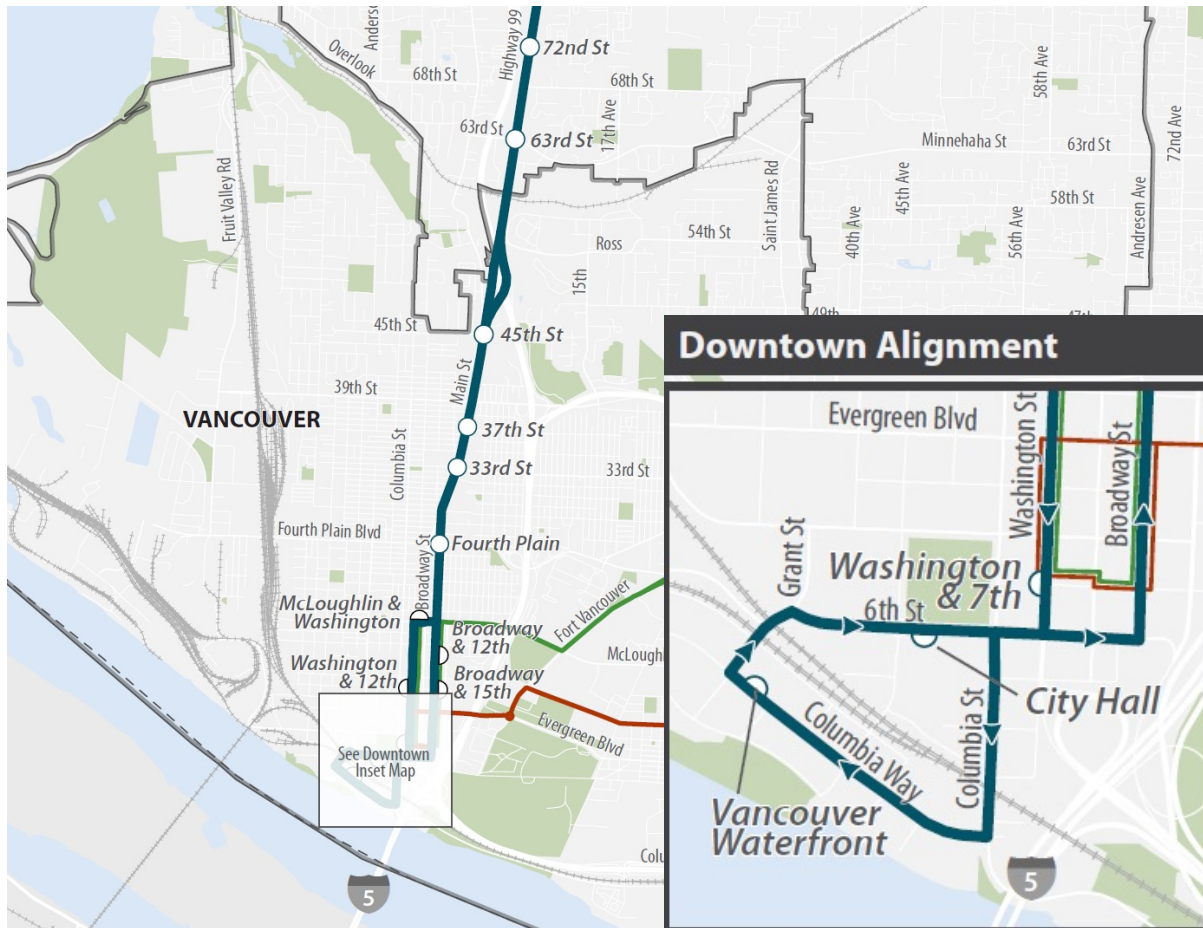
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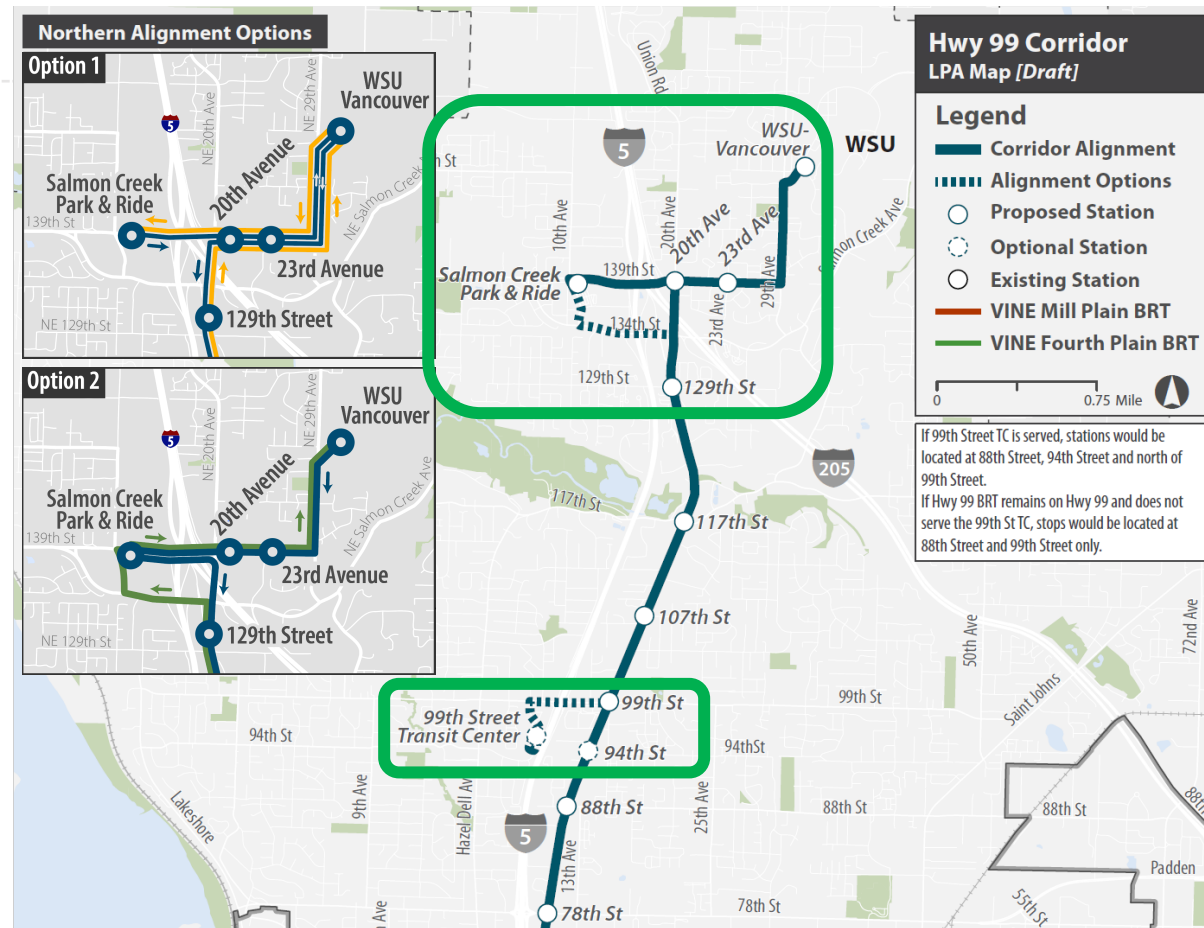
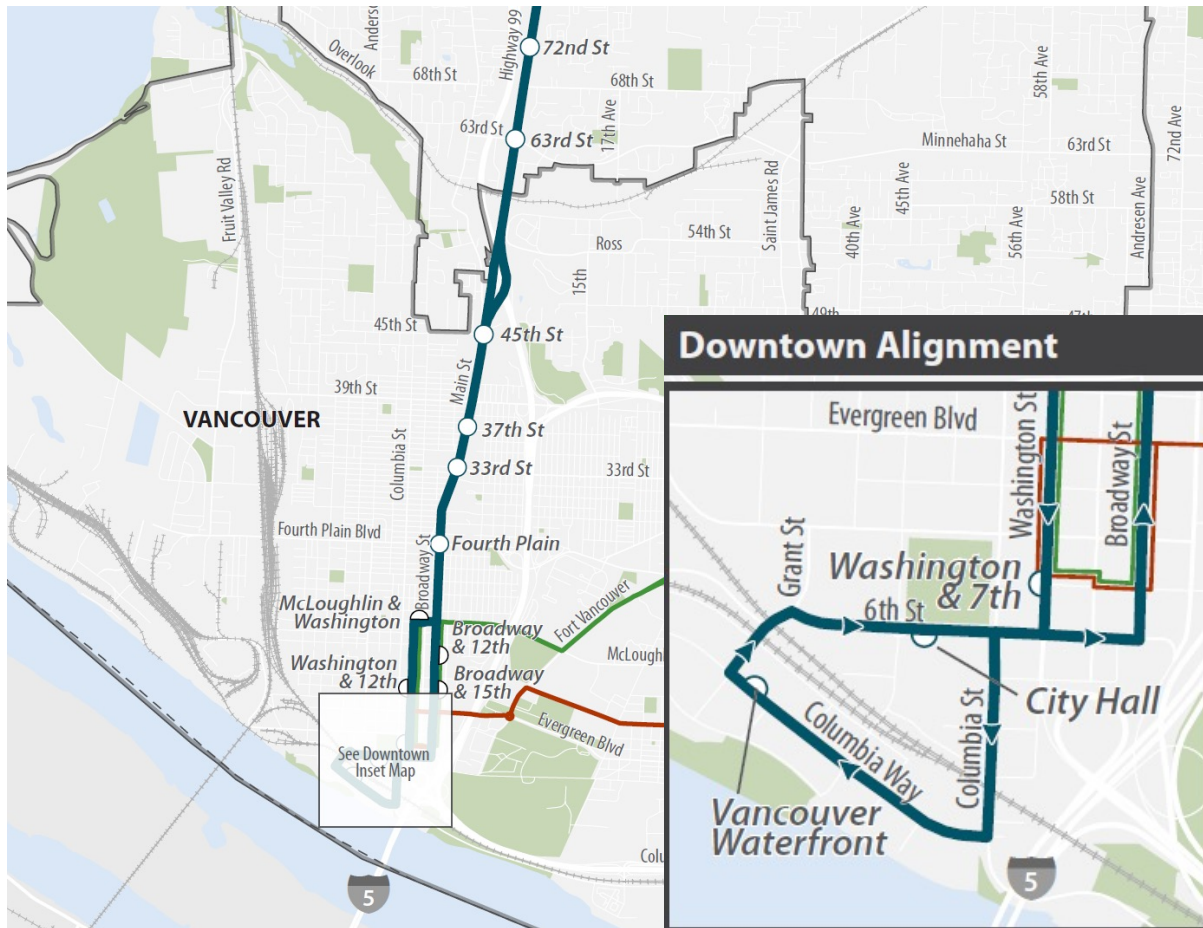
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# Draft Locally Preferred Alternative



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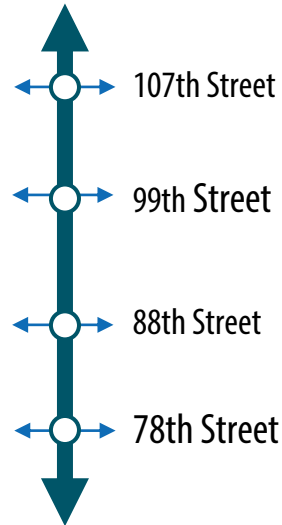
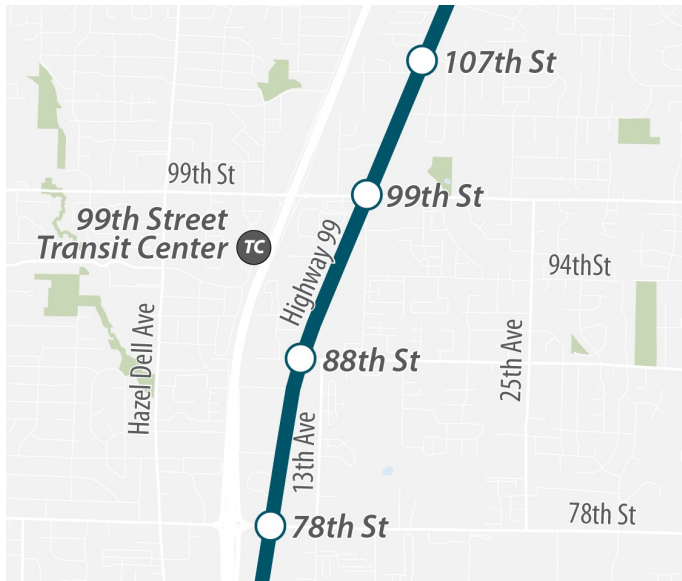
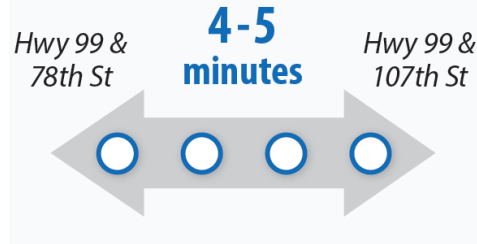


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# 99<sup>th</sup> Street Transit Center

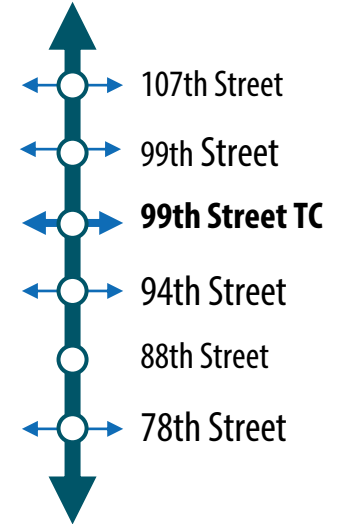
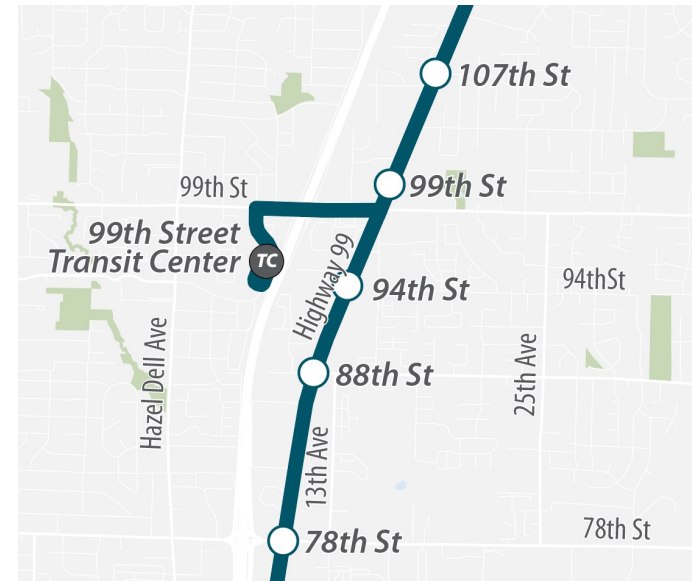
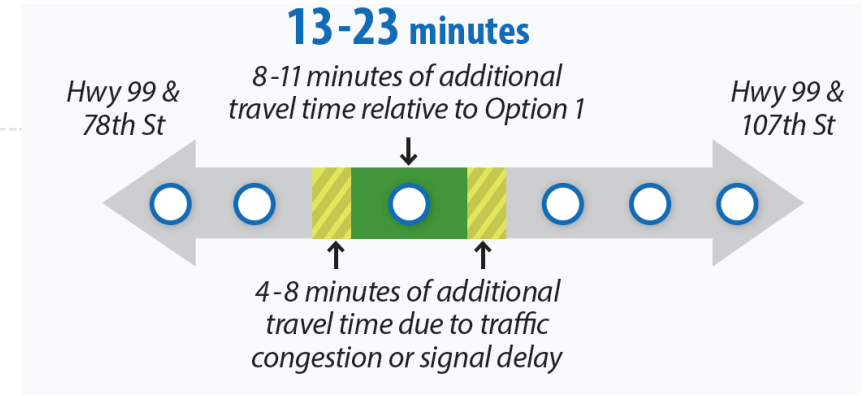
## Option 1

Direct service along Hwy 99



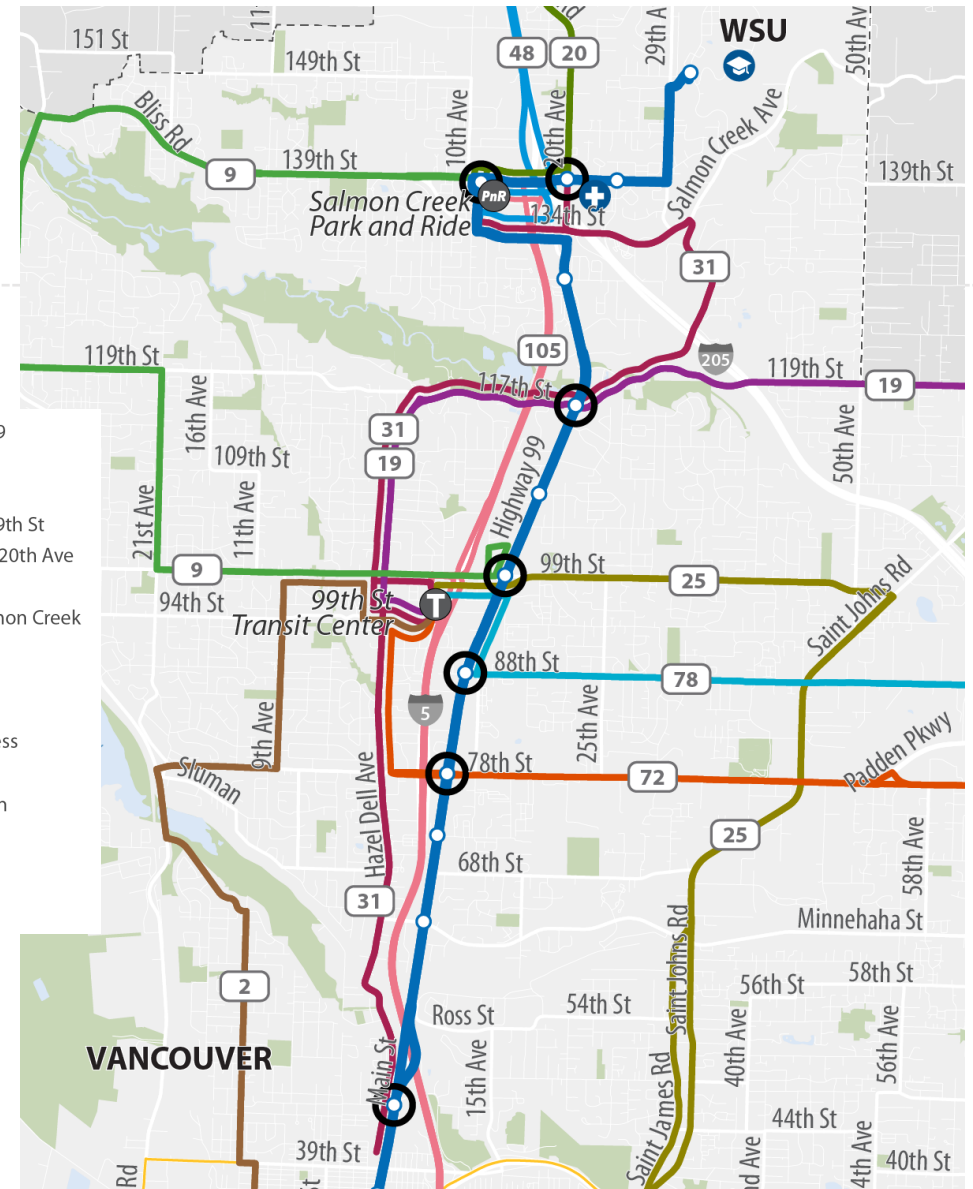
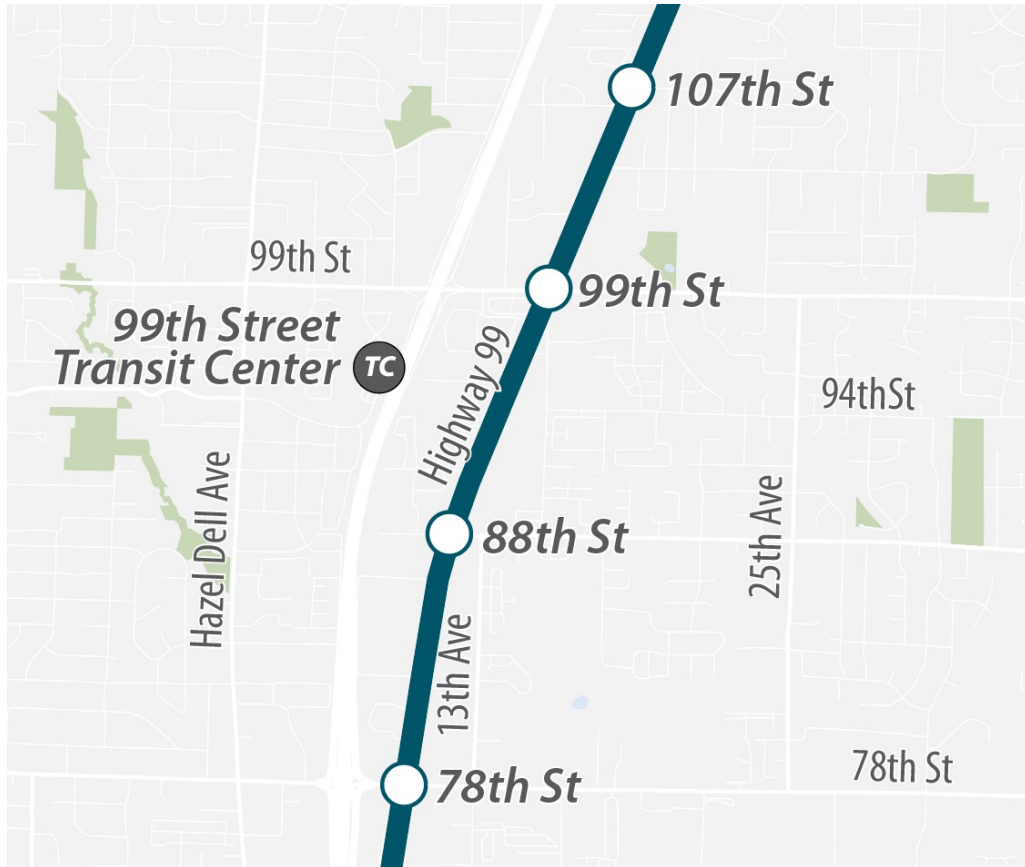
## Option 2

Service to 99th Street Transit Center



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# Transfer Opportunities



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# Maximizing Connections

## Local Transfer Stops

- Relocated stops to minimize transfer distance and crossings
- Shelters, seating, and garbage
- Lighting
- Real-time arrival information

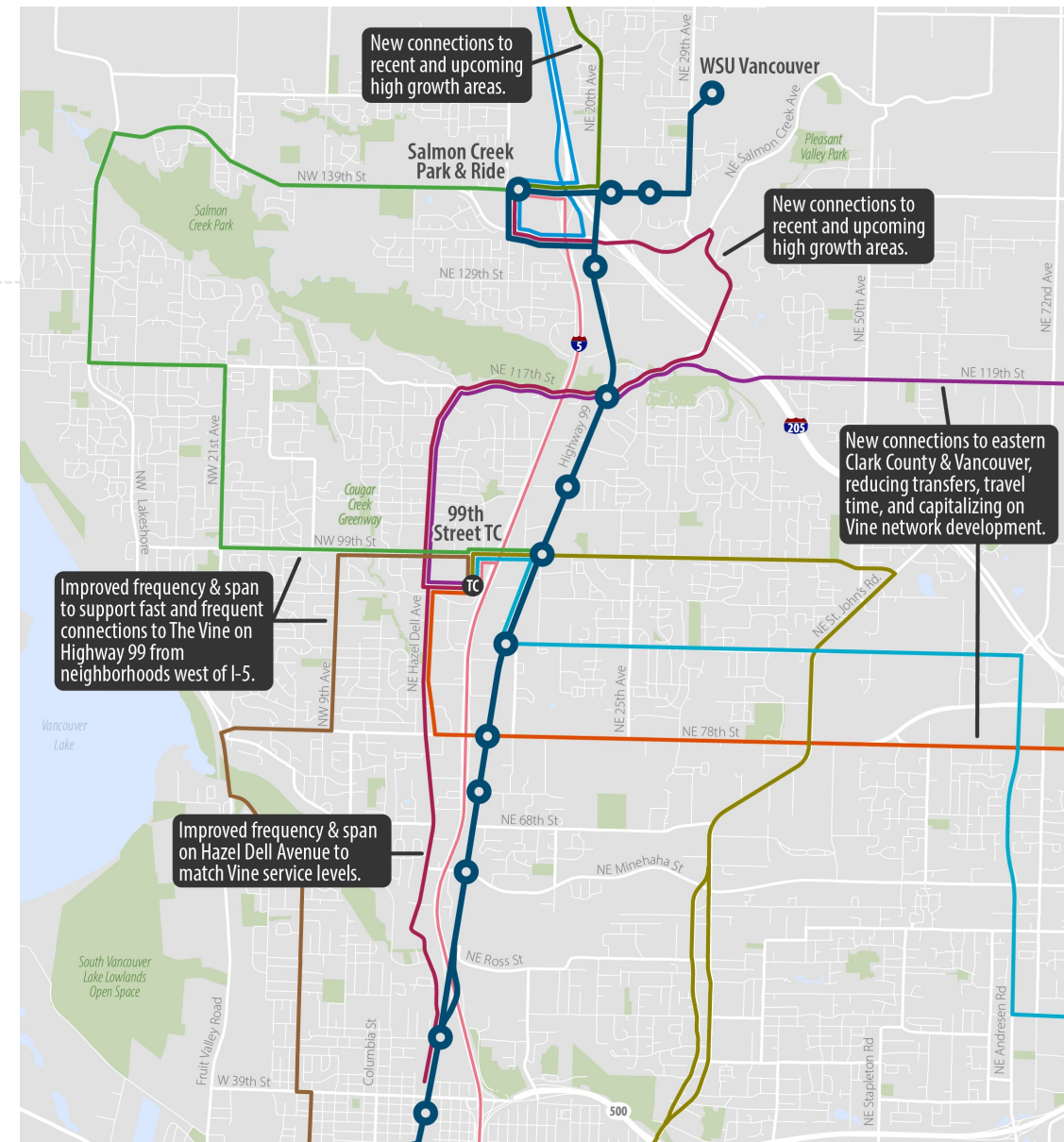




# Local Service Improvements

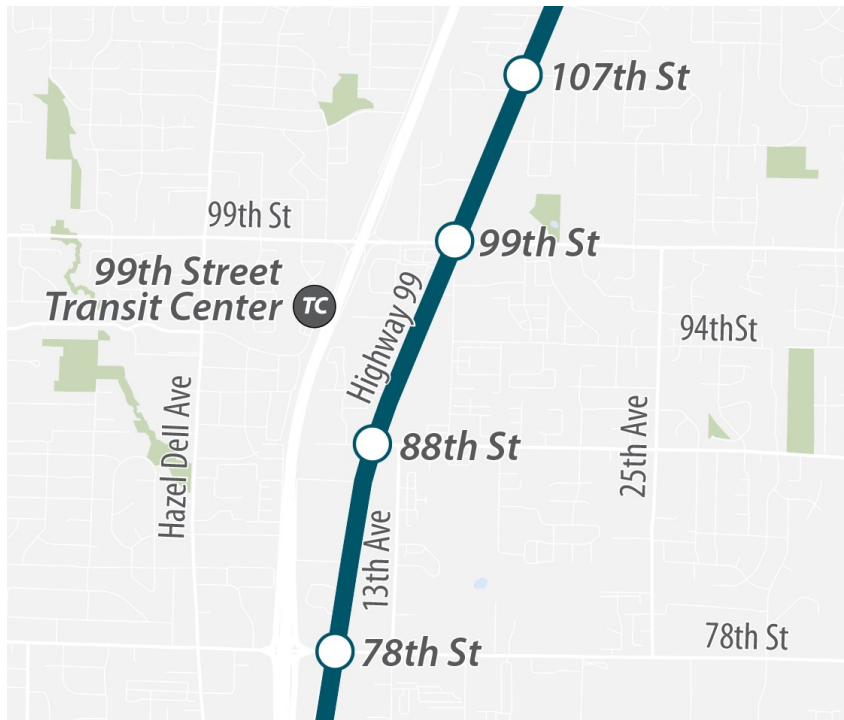
## C-TRAN local service improvements are constant between alternatives.

- Improved frequency & span on Hazel Dell Avenue to match Vine service levels.
- New connections to eastern Clark County & Vancouver, reducing transfers, travel time, and capitalizing on Vine network development.
- New service connecting to areas of Clark County experiencing significant development.
- Network changes to support fast and frequent connections to The Vine on Highway 99 from neighborhoods west of I-5.



# Staff Recommendation

## Option 1 - Direct Service along Hwy 99



- Faster travel time through corridor
- More reliable trips
- Less out of direction travel
- All transfer opportunities are maintained, with enhanced amenities at stops
- Savings of 20-45 minutes per roundtrip can be reinvested into service
- Preferred during outreach

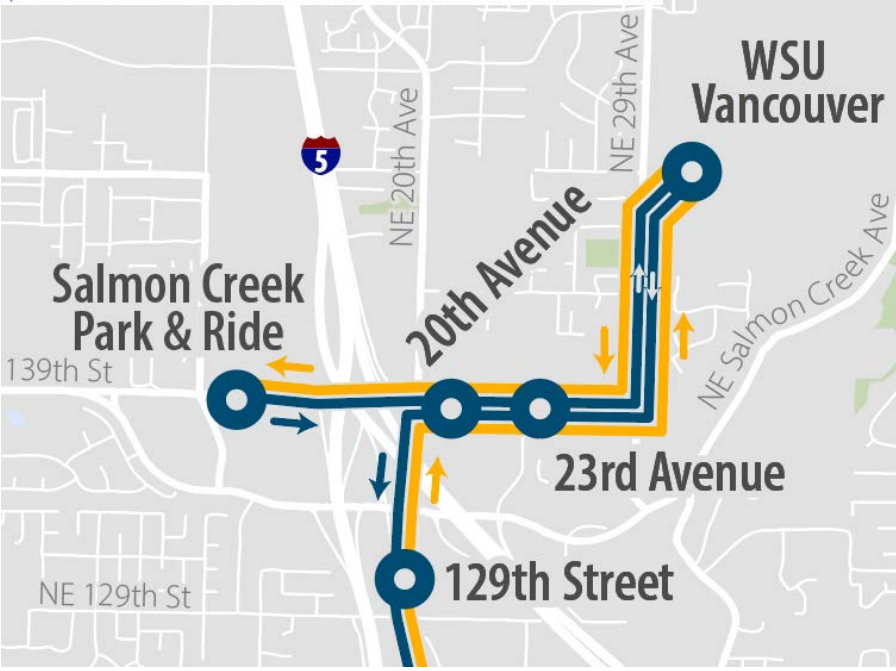


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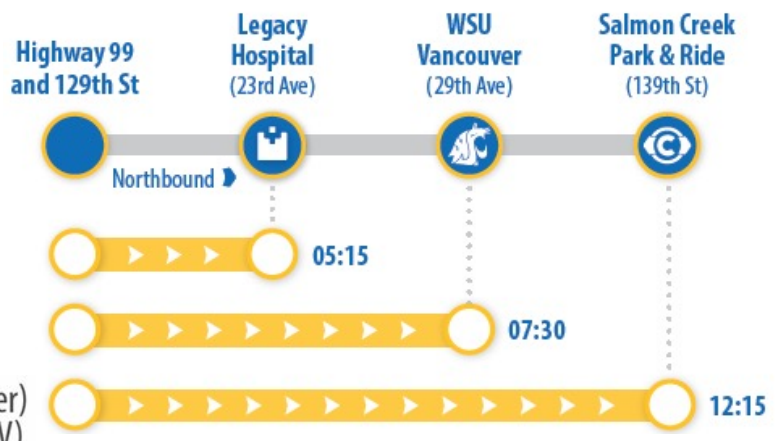
# Salmon Creek Alternatives

## Option 1 Salmon Creek Terminus

↑ Northbound (to Salmon Creek via WSU Vancouver)  
 ↓ Southbound (to Vancouver Waterfront via WSU-V)



Stations would be served in this order:

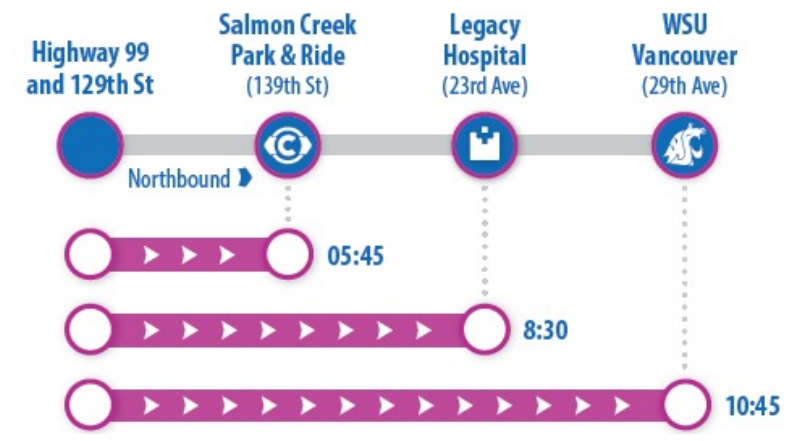


↑ Northbound (to WSU Vancouver via Salmon Creek)  
 ↓ Southbound (to Vancouver Waterfront via Salmon Creek)



## Option 2 WSU Vancouver Terminus

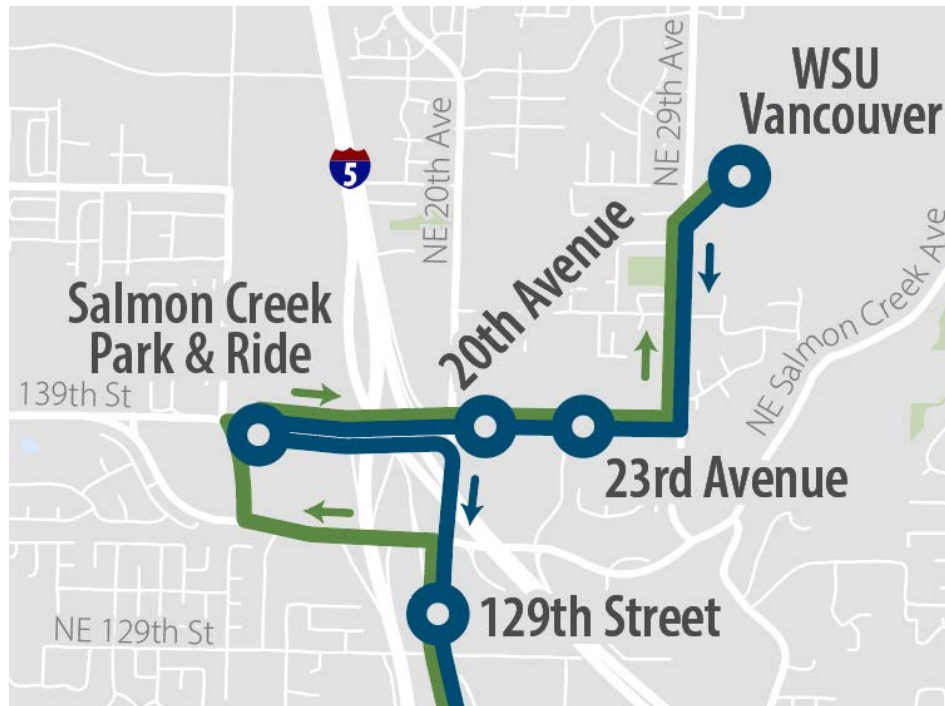
Stations would be served in this order:



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# Staff Recommendation

## Option 2 – WSU Vancouver Terminus



- Faster travel time to reach all destinations
- More reliable trips by avoiding congested intersections
- Less out of direction travel
- Simple pattern is easier to understand for riders
- Reduced perception of impact on neighborhood

↑ Northbound (to WSU Vancouver via Salmon Creek)  
↓ Southbound (to Vancouver Waterfront via Salmon Creek)



# Questions?



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