

GROWING THE VINE

About The Vine on Highway 99

The Vine is coming to the Highway 99/Main Street corridor. This bus rapid transit (BRT) project will improve transit service for a faster and more reliable trip. What's more, the project will unlock educational and economic opportunities. In September 2021, C-TRAN broke ground on the second branch of The Vine along Mill Plain Boulevard. The Mill Plain BRT project will continue the success of the launch of The Vine on Fourth Plain, which began operating in 2017 as the region's first BRT system. We want to hear from the Highway 99 community about how to design the best Vine for you.



Overview

LENGTH: Approximately 9 miles

NORTHERN TERMINUS:

Salmon Creek

SOUTHERN TERMINUS:

Downtown Vancouver and the Vancouver Waterfront

POSSIBLE FUNDING SOURCES:

Washington State Regional Mobility Grant, Regional Transportation Council (RTC) Transportation Improvement Program, Federal and/or local C-TRAN funding

What is The Vine?

The Vine uses larger buses, near-level boarding platforms, and other features like off-board fares to improve transit capacity and service.

SUCCESSFUL FIRST YEAR OF OPERATION:

- Three consecutive years of ridership increases before COVID-19
- Faster travel times, improved on-time performance
- Since 2017, roughly 2,000 housing units added within a half-mile of Fourth Plain, and roughly \$250 million in development value

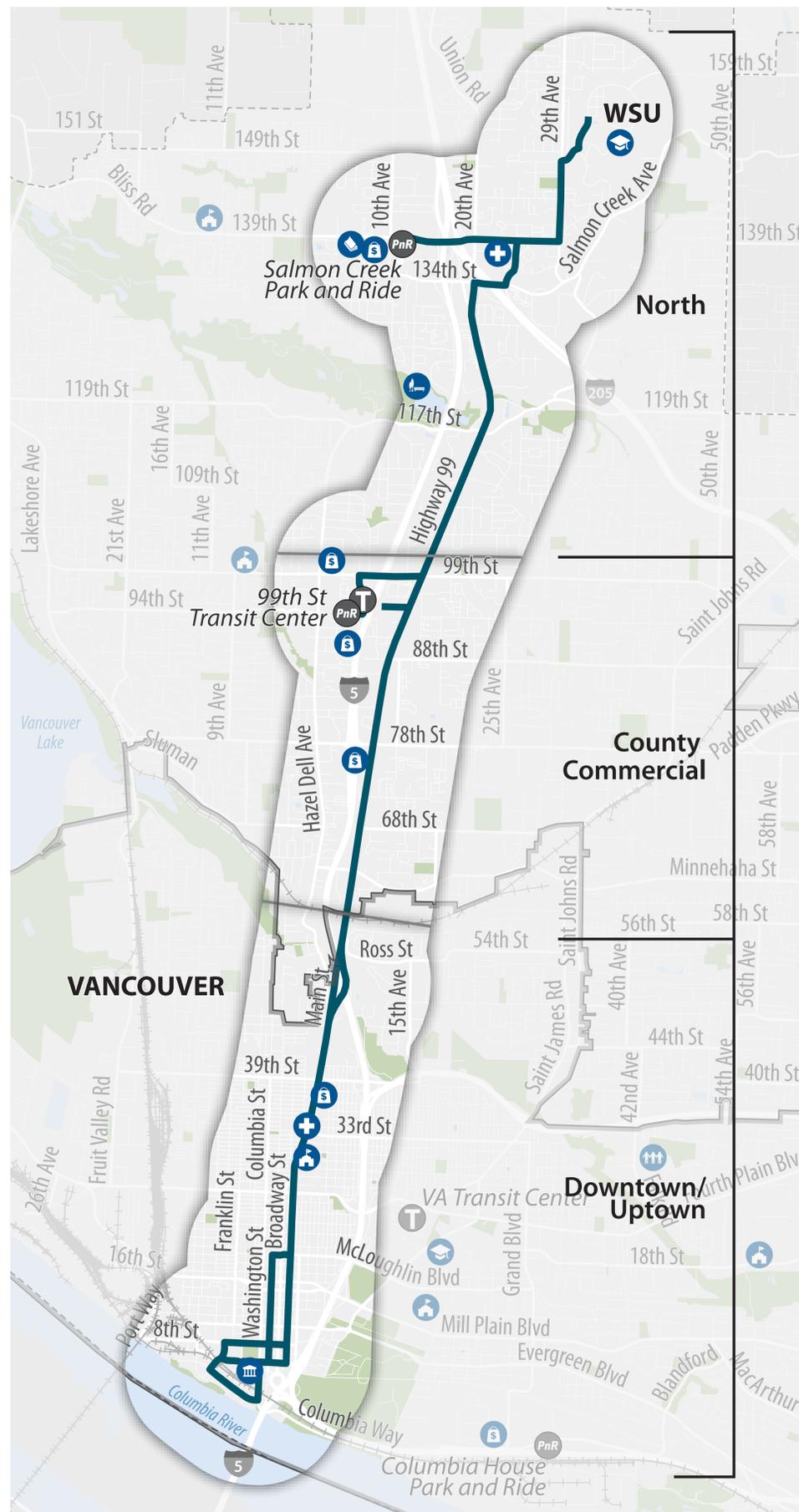
Community benefits

- Reduces transit delays and improves travel times
- Unclogs bottlenecks for existing bus service
- Makes transit service along Highway 99 more reliable and attractive
- Provides better mobility and access to jobs and everyday services
- Unlocks economic and educational opportunities

STUDY CORRIDOR

Corridor conditions

- Between 2015 and 2040, the Highway 99 corridor is forecasted to add over 7,000 new households (an increase of approximately 47%) and over 9,000 new jobs (an increase of approximately 34%).
- Approximately 10% of households along the corridor don't have a vehicle. This is double the countywide rate of 5%.
- Sidewalks are missing or deficient along parts of the corridor, and safe pedestrian crossings are generally more than a quarter-mile apart.
- Many existing bus stops are not placed close to safe pedestrian crossings, limiting the ability to safely reach corridor bus service.



Where do you feel there are critical access points?

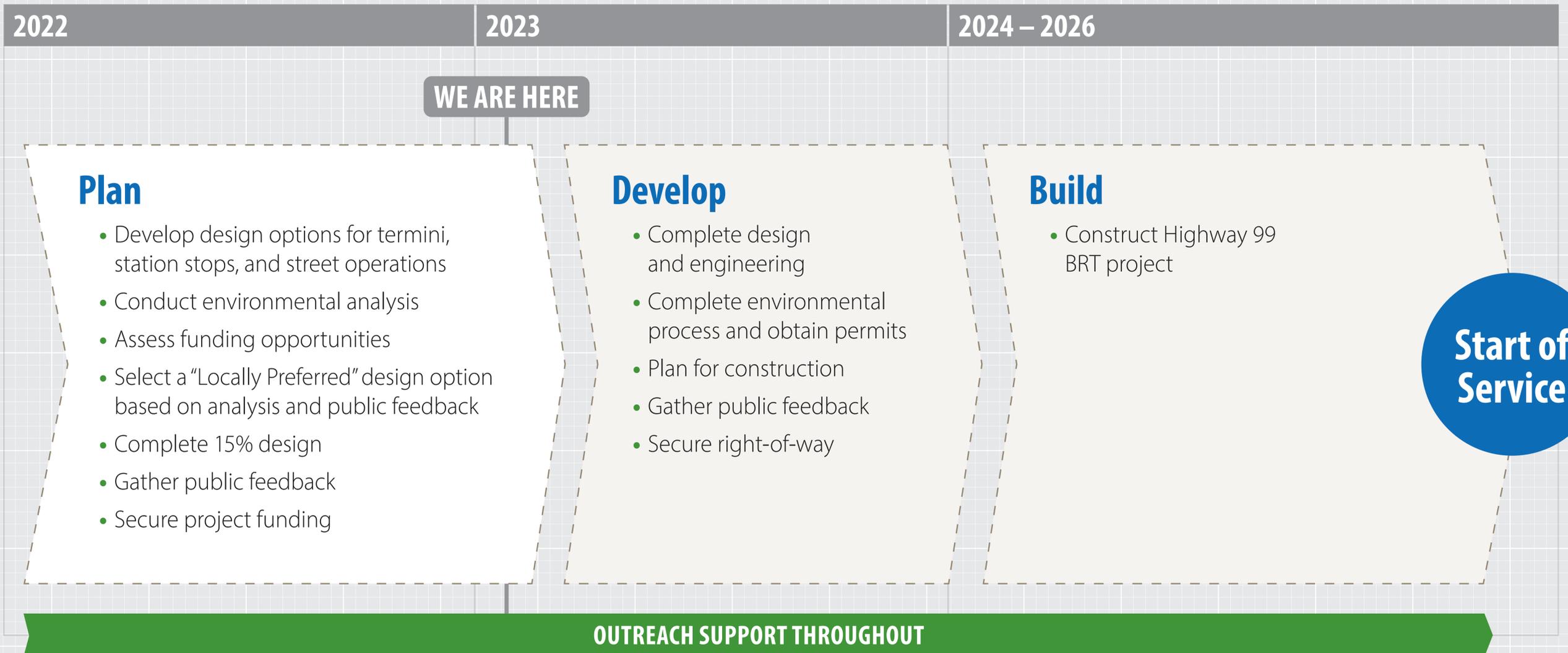
Show us on the map!

- Study Corridor
- Railroad
- PnR Park and Ride
- T Transit Center
- City Hall
- Library
- School
- College/University
- Hospital
- Community Center
- Shopping Center
- Park
- 1/2 Mile Buffer
- City Boundaries
- Public Transportation Benefit Area

0 1 Miles

Data Sources: Clark County Open Data Portal

PROJECT TIMELINE



Next steps

Public involvement activities

- C-TRAN Board of Directors review and adopt locally preferred alternative
- Individual stakeholder meetings
- Ongoing briefings and direct outreach

Project team activities

- Design and alignment options
- Refining station locations
- Traffic and environmental analysis

PROJECT PURPOSE AND NEED

A Purpose and Need statement describes the transportation problems in the corridor and provides context for decision-makers as they consider the best design options.

Why Highway 99?

- Highway 99 is C-TRAN's third-busiest transit corridor, is a major north-south connection in Vancouver and Clark County, and will be critical to carry more passengers as the region continues to grow.
- The Southwest Washington Regional Transportation Council (RTC) identified the corridor as a top priority for enhancing transit in 2008.
- The C-TRAN Board approved moving forward with BRT on Highway 99 in March 2022.
- C-TRAN has recently invested additional service toward the existing routes that serve the Highway 99 corridor, Routes 71 and 19. The Vine will build on those investments.

Purpose

- Improve Highway 99 transit service to serve corridor growth, improve north-south connectivity, improve transit travel time, and improve safety and access to transit
- Build upon The Vine's success to improve transit service and amenities on Highway 99 and Main Street
- Support regional and corridor planning processes within the City of Vancouver and Clark County

Need

- Accommodate corridor growth
- Improve north-south travel and transit connectivity
- Make transit travel times more efficient and reliable
- Improve safety and access to transit



EXISTING TRANSIT SERVICE

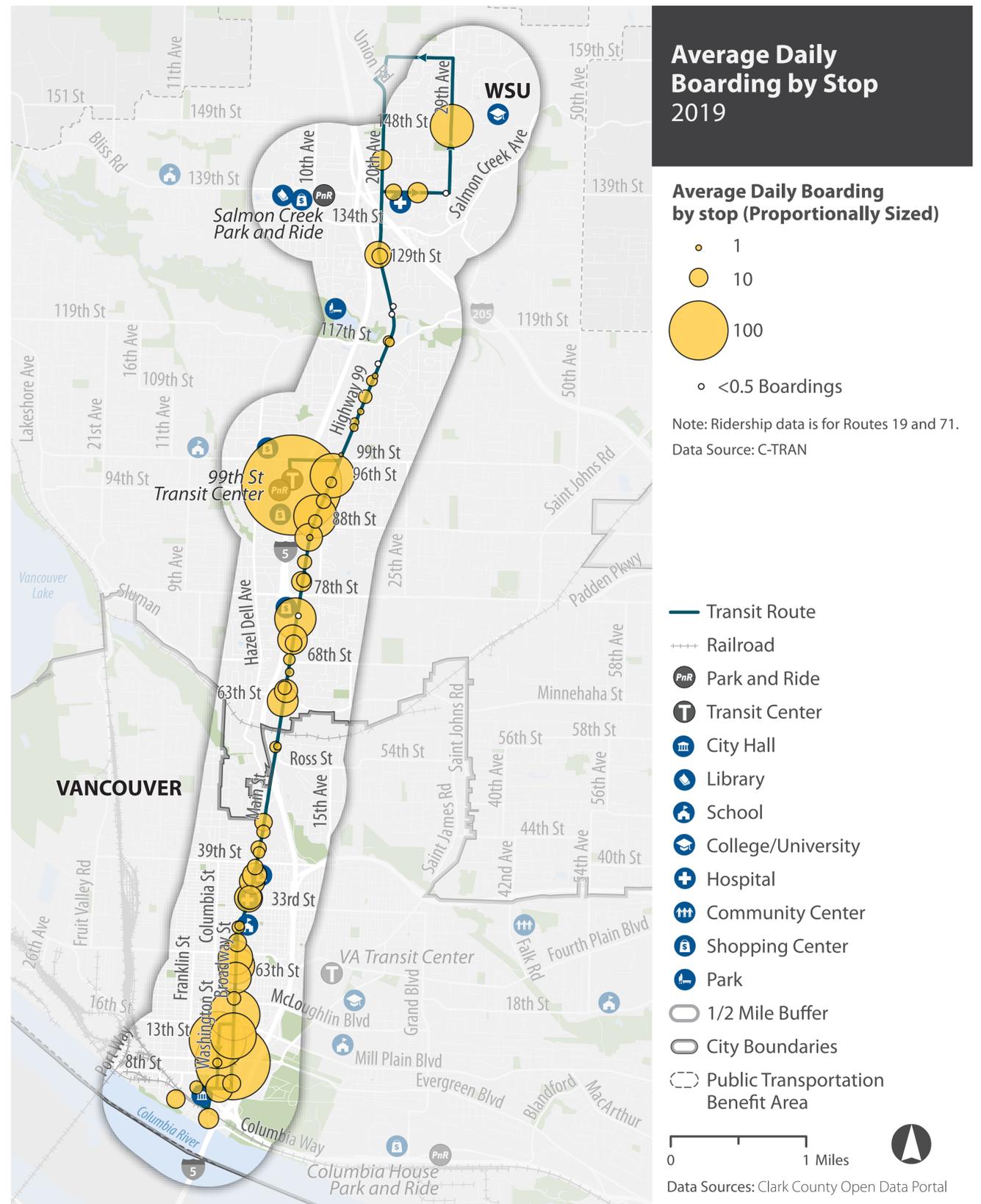
Primary routes

- Routes 71 and 19 are the primary routes on Highway 99, with Routes 31 and 78 serving portions of the corridor.
- Combined, these routes carry approximately 1,670 passengers per day along the corridor (in 2019).
- Service along Highway 99 between downtown and the 99th Street Transit Center operates every 15 minutes on Route 71 during peak times.
- Route 19 service along Highway 99 north of the 99th Street Transit Center to Legacy Hospital and WSU Vancouver operates every 30-60 minutes.



Where do you ride transit?

Show us on the map!



WHAT WE HEARD

Participation

IN-PERSON OPEN HOUSE (October 5, 2022)

28 members of the public attended

6 comments were collected

+ Many discussions took place between the public and project team members

ONLINE OPEN HOUSE (October 6 - 21, 2022)

363 people visited

20 overarching comments were collected

54 station location comments were collected

38 respondents provided input on evaluation criteria

Key themes included:

Desire for increased frequency of transit service, interconnectivity with other existing bus routes, and reduced travel times on Highway 99

Interest in providing additional access to Washington State University Vancouver and understanding potential changes to bus service

Community concerns about:

- Low ridership perceptions on Highway 99
- Loss of local bus stops
- Bus slowdowns and increased walking distances to potential Vine stations

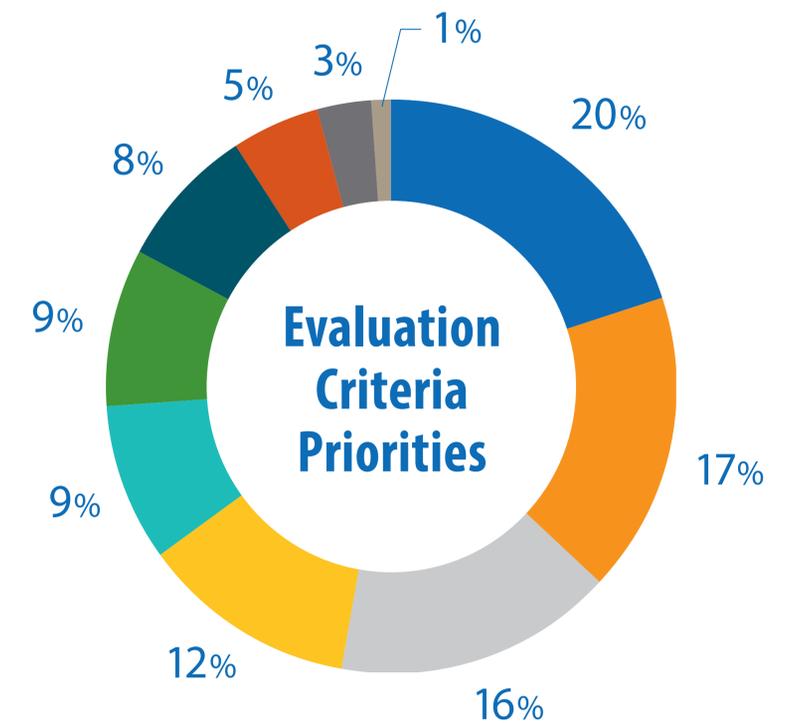
Interest in learning more about opportunities to connect certain sidewalk segments along Highway 99

Interest in safer/easier pedestrian and bike access to transit stops

Increased access to local amenities
(e.g., grocery stores, schools, neighborhood parks)

The top four evaluation criteria priorities included:

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



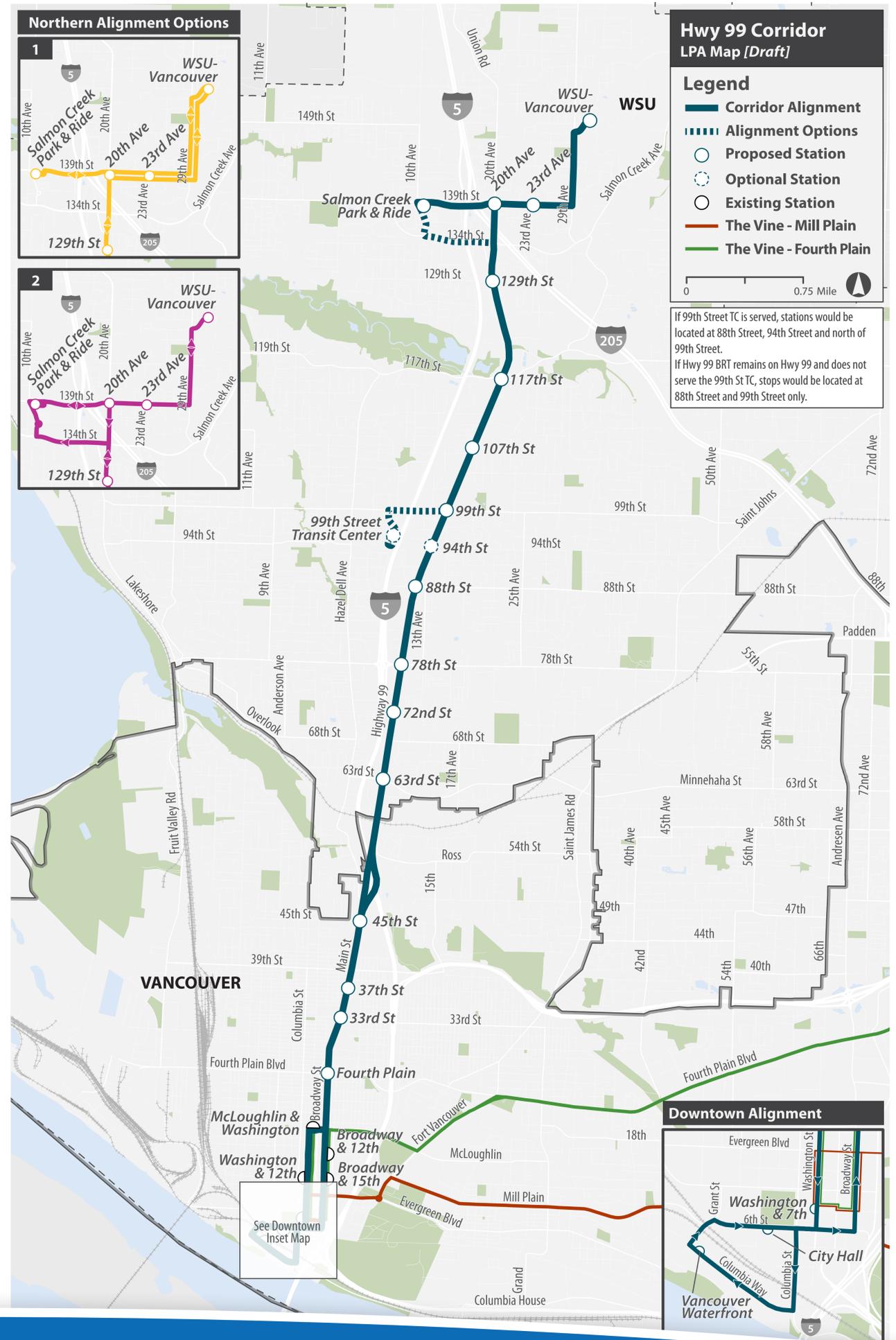
- Directness/travel time
- Seamless connections to other routes
- Opportunity to improve safe access to transit and bike-pedestrian connectivity
- Serves the most people and jobs
- Ridership potential
- Serves major destinations
- Environmental impacts
- Cost-effectiveness
- Economic development potential
- Other

DRAFT LOCALLY PREFERRED ALTERNATIVE

A Locally Preferred Alternative (LPA) is a BRT route highlighting general service, station locations, and cost and ridership estimates. The route is designed to meet the needs of the Highway 99 corridor based on technical analysis and community feedback. Further studies will be required before the LPA is officially adopted and approved.

The draft LPA combines Route 19 and Route 71 into high-capacity transit. The Vine on Highway 99 will include larger buses, improved station infrastructure, and other features to move passengers more efficiently and reliably along the corridor.

The project team is collecting input on the draft LPA, including the northern alignment and service to the 99th Street Transit Center.



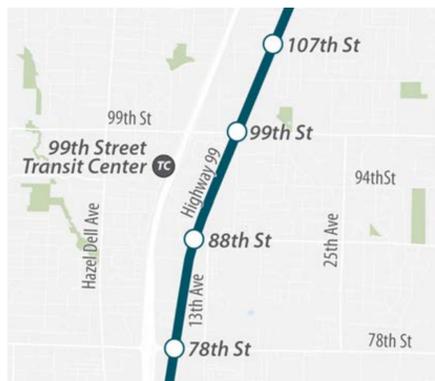
HIGHWAY 99 AND 99TH STREET SERVICE AREA

Today, the 99th Street Transit Center is the hub for transfer to nine routes (Routes 2, 9, 19, 25, 31, 48, 71, and 105/105X). It is also a pickup point for The Current.

Serving the transit center takes a significant amount of out-of-direction travel time.

The project team would like input on your priorities regarding travel time and transfers to determine if The Vine should serve the transit center.

Option 1 Direct service along Highway 99



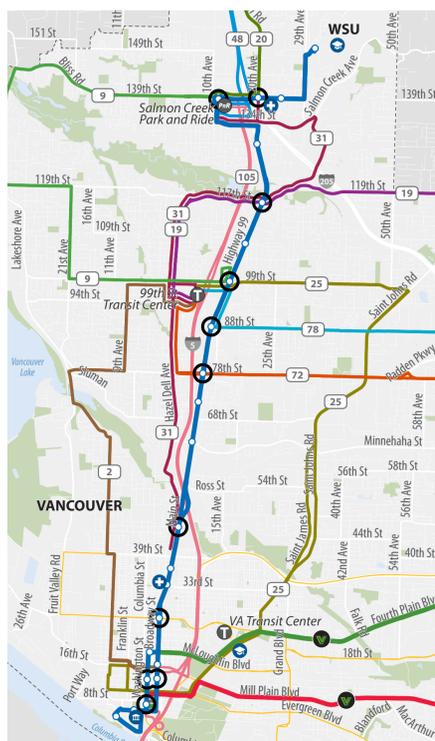
STATIONS:

Located at 78th St, 88th St, Highway 99 and 99th St, and 107th St

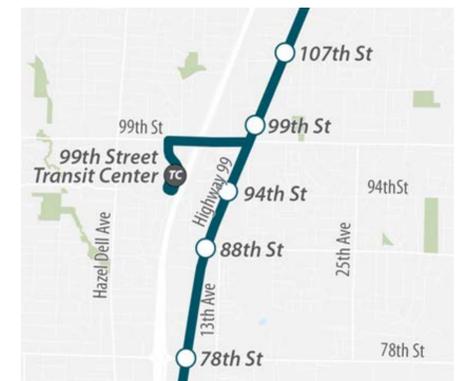
TRANSFERS:

Happen along Highway 99

○ Option 1 Transfer Stations



Option 2 Service to 99th St Transit Center



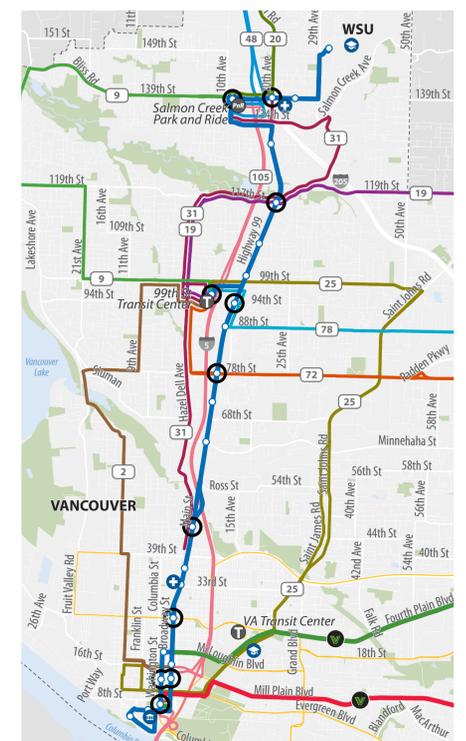
STATIONS:

Located at 78th, 88th St, 94th St, 99th St Transit Center, Highway 99 and 99th St, and 107th St

TRANSFERS:

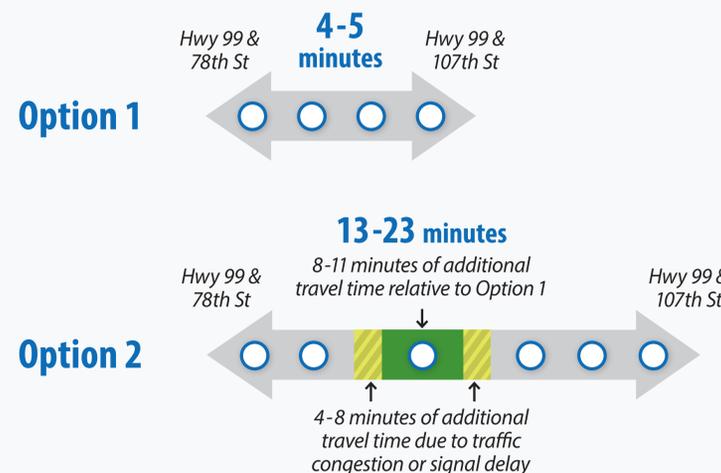
Happen at 99th Street Transit Center

○ Option 2 Transfer Stations



TRAVEL TIME TRADE-OFFS

Serving the transit center can take 13-15 minutes of travel time, with up to 8 additional minutes when traffic is heavy.



Faster travel times through the corridor

Option 1

What's YOUR Priority?

Transfers at one location (99th Street Transit Center)

Option 2

CORRIDOR ROUTE OPTIONS IN SALMON CREEK

We need your input on the order in which to serve these major destinations in the north end of the corridor:

**Washington State University
Vancouver campus**

**Legacy Salmon Creek
Medical Center**

Salmon Creek Park & Ride
(access to Three Creeks Community Library, Fred Meyer, and transfer to Routes 9 and 105/105X and other local routes)

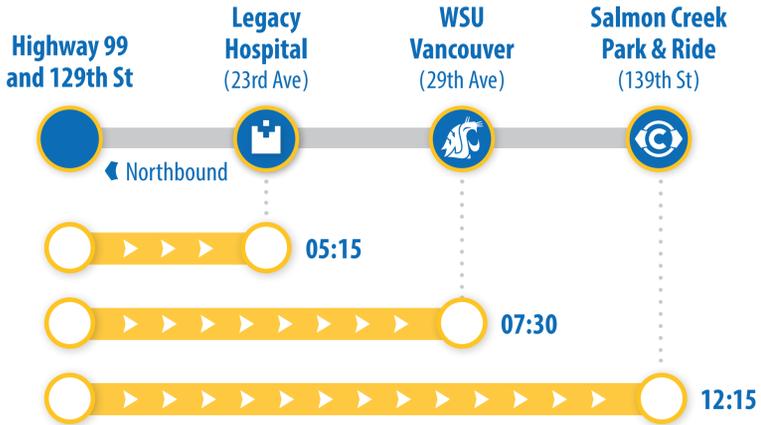
Option 1 Salmon Creek Terminus



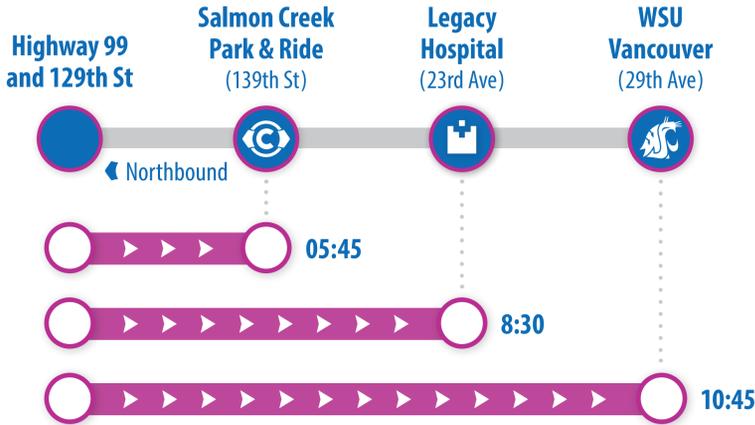
Option 2 WSU Vancouver Terminus



Stations would be served in this order:



Stations would be served in this order:



NOTE: Faster travel times are from points south of 129th Street. Each option has similar travel times between Salmon Creek and WSU Vancouver.

What's YOUR Priority?

Depending on where you're going, **Option 1** and **Option 2** have different travel times. Where are you usually headed? How do you prioritize travel times to these locations?

Faster travel times to **Legacy Hospital and WSU Vancouver**

Faster travel times to **Salmon Creek Park & Ride**