

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

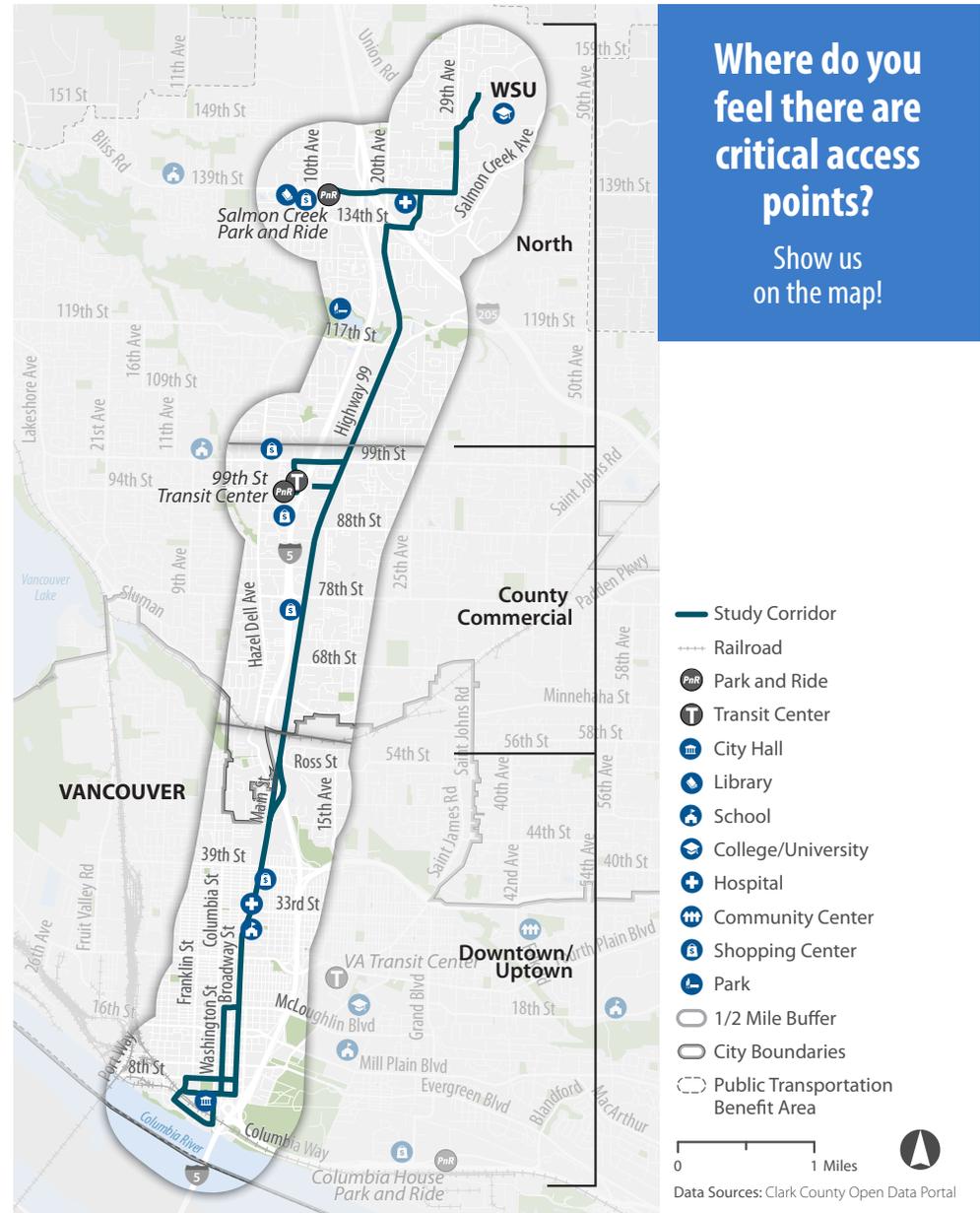
Community benefits

- 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

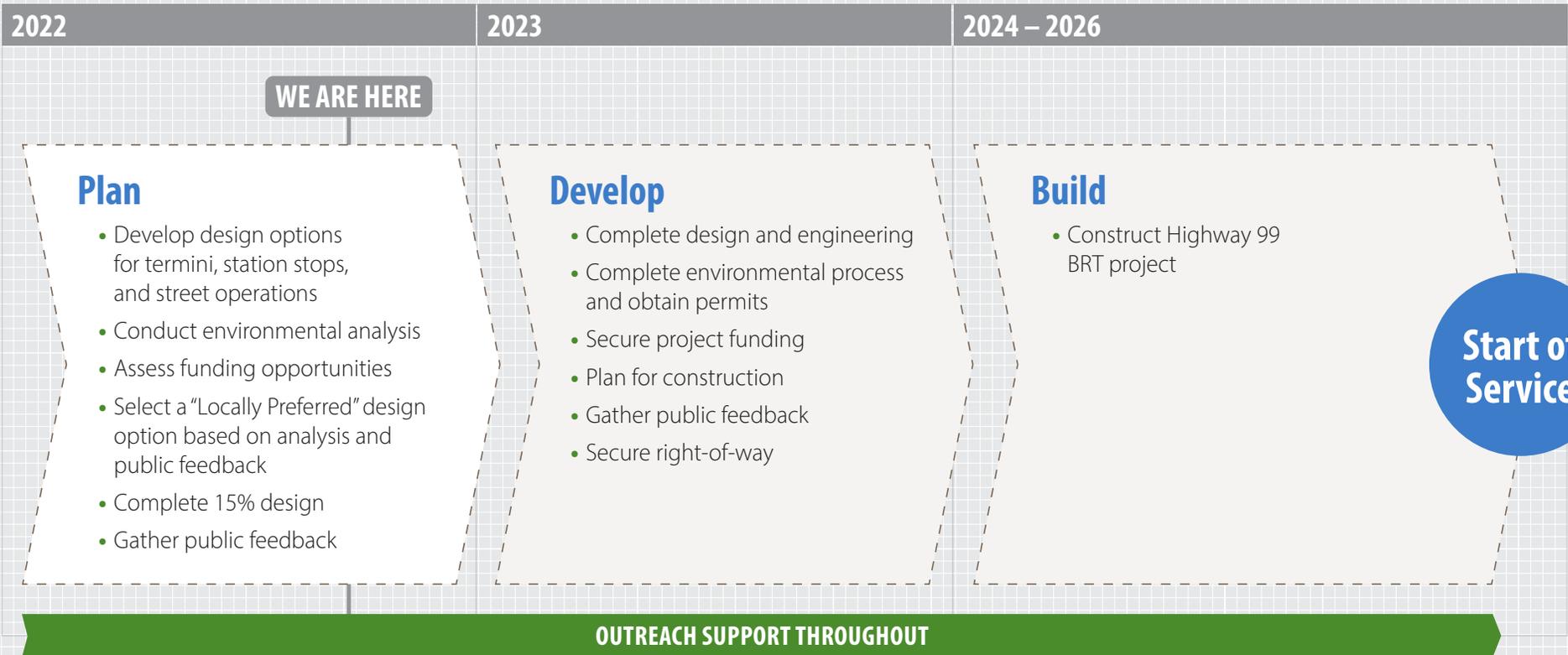
STUDY CORRIDOR

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.



PROJECT TIMELINE



Next steps

Public involvement activities

- October 2022 and January 2023 public open houses
- Individual stakeholder meetings
- Ongoing briefings and direct outreach

Project team activities

- Design and alignment options
- Potential 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



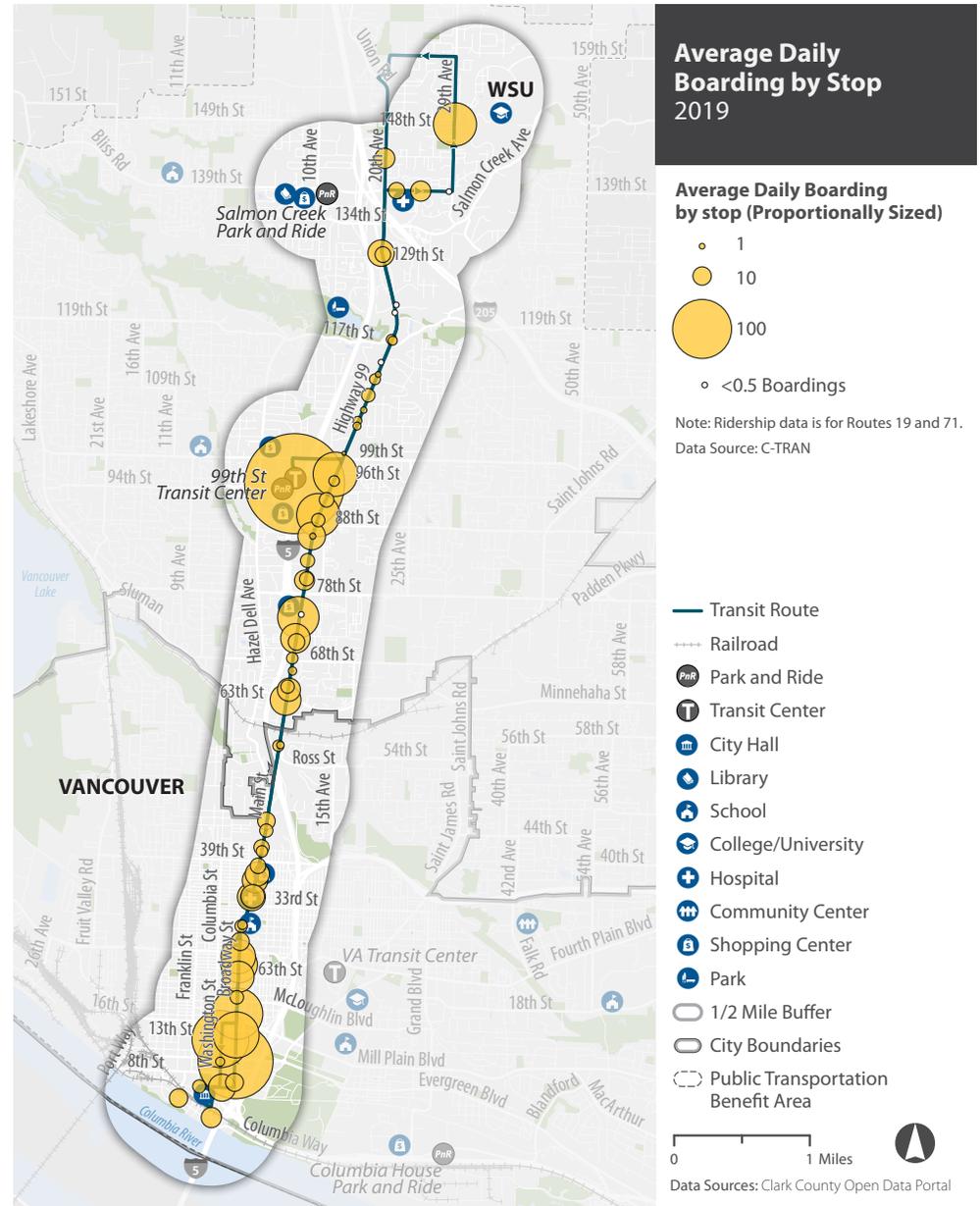
Where do you ride transit?

Show us on the map!

EXISTING TRANSIT SERVICE

Primary routes

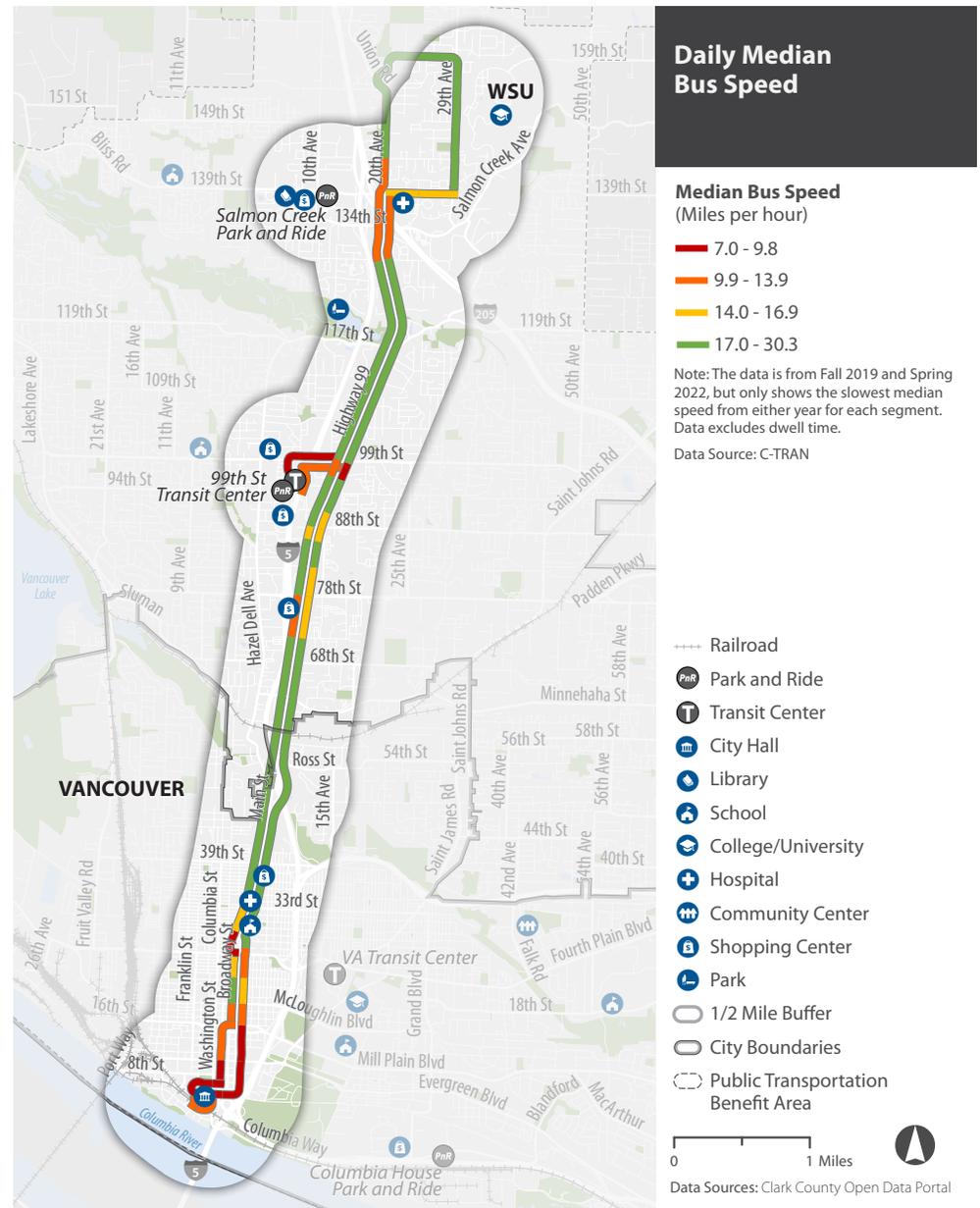
- Routes 71 and 19 are the primary routes on Highway 99, with Routes 31 and 78 serving portions of the corridor.
- Combined, these routes carry approximately 1,670 passengers per day along the corridor (in 2019).
- Service along Highway 99 between downtown and the 99th Street Transit Center operates 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.



CORRIDOR TRANSIT OPERATIONS

Travel times may vary

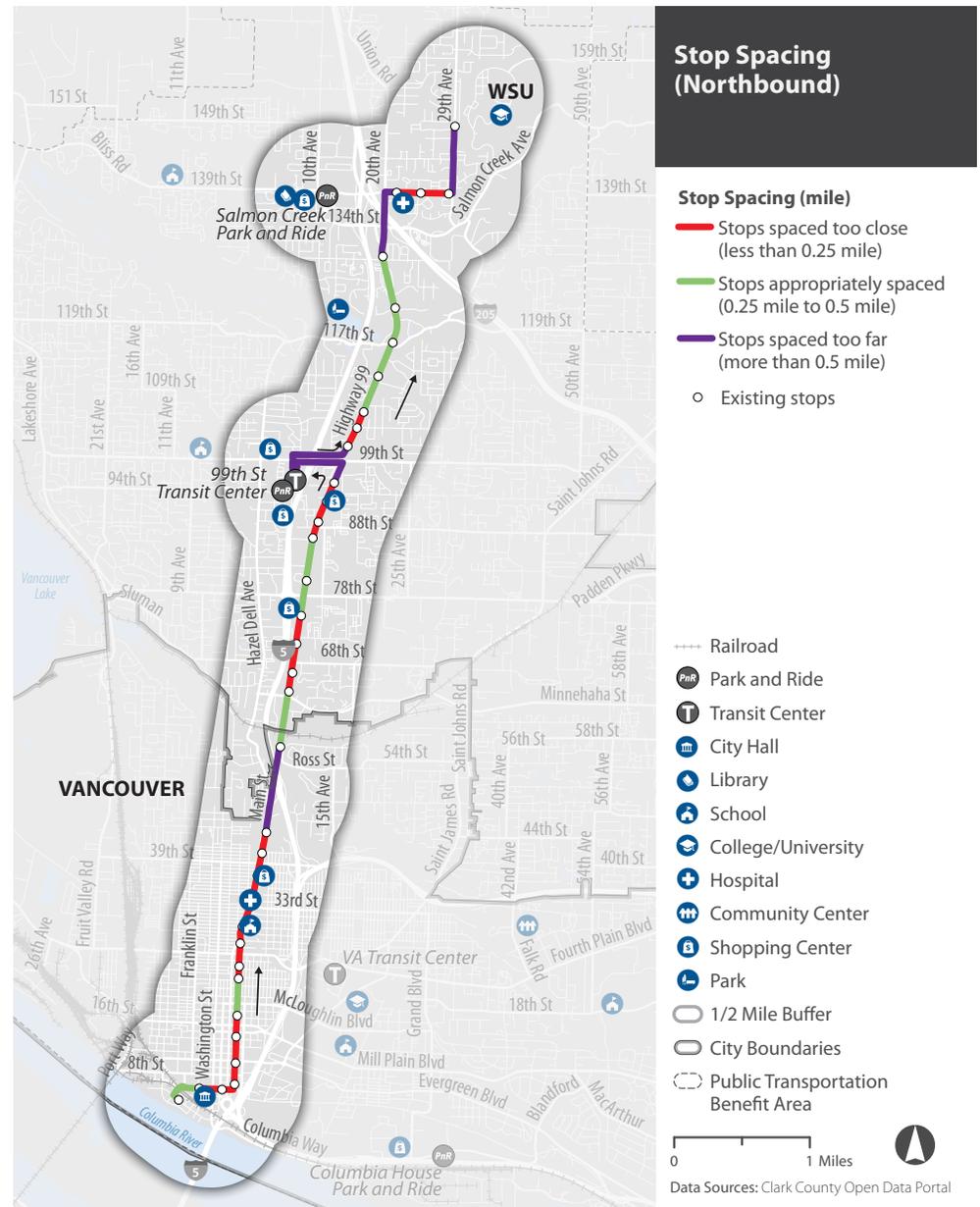
- Transit travel time on Route 71 averages 35-50 minutes, depending on direction. This compares with auto travel time of approximately 15-20 minutes.
- The corridor's transit speed averages 15 mph, but slows to less than 10 mph approaching 78th Street, Fourth Plain Boulevard, 39th Street, and along several blocks in downtown Vancouver along Washington Street and along 6th Street.
- Typical time spent at stops is 18 to 23 seconds. The busiest stops typically experience 30-50 seconds of waiting.
- Route 71 experienced an on-time performance of approximately 56% in spring 2022. Route 19's on-time performance was 69% in fall 2019 but dropped to 62% in spring 2022.



BUS STOP ACCESS

Existing stop spacing

- There are currently 80 bus stops along Routes 19 and 71, some of which may benefit from enhanced access improvements.
- Corridor bus stops exist between one-quarter and one-third of a mile apart, and many are not located within close proximity of a protected crossing.
- Pedestrian safety at bus stops is crucial to ensure safe access and attract ridership.



ALIGNMENT OPTIONS

How do we determine the best alignment options?

C-TRAN has drafted the following criteria to help assess the most effective options for bus operations, travel, and community needs.

PLEASE SHARE YOUR TOP PRIORITIES BY PLACING A DOT NEXT TO THE CRITERIA BELOW.

Evaluation Criteria

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



What are your thoughts?

ENGAGING THE COMMUNITY

We want to hear from you!

C-TRAN is listening to community voices to plan safe, reliable, and effective transit solutions. The planning process is full of opportunities to comment on the design options for Highway 99. Share your voice and help shape the outcome for The Vine on Highway 99!

How to submit comments:

- Tell us tonight:
 - + Place written comments in the comment box
 - + Talk to a member of the project team
- E-mail us anytime: TheVine@c-tran.org

Stay involved:

- Sign up for the project **contact list**
- Visit the project website at catchthevine.com/highway99 for updates throughout the life of the project
- Request a **project briefing** for your community group
- Attend **public meetings** and **provide comments**

