About the Mill Plain Bus Rapid Transit Project

The Vine is branching out to the Mill Plain corridor. In January 2017, C-TRAN delivered the region’s first bus rapid transit (BRT) system to the Fourth Plain corridor on time and under budget, while reducing travel time by 12 percent. Now, we’re planning to bring the next phase of BRT to Mill Plain Boulevard.

Overview

LENGTH: Approximately 10 miles
WESTERN TERMINUS: Downtown Vancouver
EASTERN TERMINUS: 164th Avenue (Fisher’s Landing Transit Center) or east Mill Plain Boulevard
POSSIBLE FUNDING SOURCES: Federal Transit Administration (FTA) Small Starts grant, state Regional Mobility Grant, Regional Transportation Council (RTC) Transportation Improvement Program, and/or local C-TRAN reserves

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

SUCCESSFUL FIRST YEAR OF OPERATION:
• 45 percent increase in ridership
• 89 percent reduction in late departures
• 12 percent reduction in scheduled travel time

Community benefits
• Reduces transit delays and improves travel times
• Unclogs bottlenecks for existing bus service
• Makes transit service along Mill Plain more reliable and attractive
• Provides better mobility and access to jobs and everyday services
• Unlocks economic and educational opportunities
## PROJECT TIMELINE

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| - Develop design options for termini, station stops, and street operations  
- Conduct environmental analysis  
- Assess funding opportunities  
- Select a "Locally Preferred" design option based on analysis and public feedback  
- Complete 15 percent design | - Complete design and engineering  
- Complete environmental process and obtain permits  
- Secure project funding  
- Plan for construction  
- Gather public feedback | - Secure right-of-way  
- Construct Mill Plain BRT project |

### Next steps

#### Public involvement activities
- Fall 2018: Public open house  
- October/November 2018: Corridor Advisory Committee Meeting #3  
- Ongoing briefings and direct outreach

#### Project team activities
- Design options  
- Potential station locations  
- Traffic and environmental analysis
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.

**Purpose**
- Improve Mill Plain transit service to serve corridor growth, improve east-west connectivity, improve transit travel time, and improve safety to access transit
- Build upon The Vine's success to improve transit service and amenities on Mill Plain
- Support the City of Vancouver's Comprehensive Plan and the ongoing subarea planning processes

**Need**
- Accommodate corridor growth
- Improve east-west travel and transit connectivity
- Make transit travel times more competitive and reliable
- Improve safety and access to transit

**Why Mill Plain?**
- Mill Plain is C-TRAN's second busiest transit corridor, is a major east-west connection in Vancouver, and is starting to see significant transit delays.
- The 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 Mill Plain in August 2017.
C-TRAN is considering two routing options for both the west and east ends of the planned Mill Plain BRT route.
GROWTH ON MILL PLAIN

Population growth

Population growth is expected in downtown and east of Southeast 164th Avenue.

Employment growth

Consistent employment growth is expected along all of the corridor, with the highest concentrations near downtown and the Columbia Tech Center.

Planned development

Nearly 6,000 new multifamily units and 2.8 million square feet of new office/retail space are planned along the corridor over the next 10 years.
EXISTING TRANSIT CONDITIONS

Route 37 on Mill Plain today

- Nearly 3,000 boardings per day
- Approximately 740 wheelchair lifts per month

Corridor transit operations

- Transit travel time is nearly double auto travel time
- Service slows to under 8 mph at the I-205 interchange
- Average time spent at stops is 50 percent more than The Vine on Fourth Plain

Bus stop access

- Quarter-mile stop spacing
- Pedestrian safety at bus stops is crucial to ensure safe access and attract ridership
**How will we determine the best design option?**

C-TRAN drafted the following criteria to help assess the most effective option for bus operations, travel, and community needs. Please share your priorities by placing a dot next to your top priority in each category.

### Evaluation criteria

#### East Terminus Alignment
- Ridership potential
- Economic development potential
- Seamless connection to other routes
- Cost-effectiveness
- Environmental impacts
- Opportunity to improve safe access to transit and bike/pedestrian connectivity

#### West Terminus Alignment (Downtown)
- Ridership potential
- Economic development potential
- Seamless connection to other routes
- Cost-effectiveness
- Environmental impacts
- Opportunity to improve safety and bike/pedestrian connectivity
- Integration with existing Vine stations
- Compatibility with future Vine extension to waterfront

### Corridor design considerations

#### Quantity and spacing of stations
- Transit travel time
- Impact on vehicle operations
- Cost-effectiveness
- Passenger access to stations

#### Transit priority features
- Transit travel time
- Impact on vehicle operations
- Changes to access for businesses or residences
- Cost-effectiveness
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 Mill Plain. Share your voice and help shape the outcome for The Vine: Mill Plain BRT!

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

Your Corridor Advisory Committee:
C-TRAN has convened a Corridor Advisory Committee (CAC) to advise us about community needs and priorities. The CAC plans to meet five times this year. The 17-member CAC represents local businesses, educational institutions, community organizations, neighborhood associations, and community interest groups. Meeting notices are posted to our website at c-tran.com.

Stay involved:
• Sign up for the project contact list
• Visit the project website at catchthevine.com for updates throughout the life of the project
• Request a project briefing for your community group
• Attend public meetings and provide comment
**Corridor-wide Issues**

**Station Locations:** Consider ridership, major trip generators, transfer locations, access requirements, site specific requirements/impacts, and operational needs to select adequate locations.

**Right-of-way:** Review potential ROW needs for station locations and potential transit priority treatments (e.g., queue jumps, part time bus lanes, BAT lanes, etc.)

**Environmental:** Identify potential constraints related to environmental justice, hazardous materials, air/noise, historic, cultural, and biological natural resources, among others.

**Utilities:** Identify above and below grade utilities that may impact site selection, cost, and construction schedule.

**Stormwater:** Coordinate with the City of Vancouver and WSDOT on stormwater requirements.

**Intersections:** Evaluate transit signal priority upgrades and ensure ADA upgrades are sufficient.

**Vehicles:** Identify the right sized vehicles to accommodate corridor capacity and C-TRAN maintenance/operations procedures.

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**Key Area A**

**Corridor Character:** Downtown commercial and mixed-use residential

**Issues:**

1. Integration with existing Vine stations
2. Downtown alignment decisions and additional station locations
3. Washington Street congestion operational constraints

**Key Area B**

**Corridor Character:** Primarily low density residential with commercial nodes

**Issues:**

1. Coordination with Mill Plain Subarea planning efforts
2. Potential environmental impacts to Fort Vancouver Historic Site

**Key Generators:**

1. Hudson's Bay High School
2. Clark College
3. Washington State School for the Deaf
4. Washington State School for the Blind
5. Vancouver Clinic
6. PeaceHealth Southwest Medical Center

**Key Area C**

**Corridor Character:** Primarily auto-oriented commercial with medium density residential

**Issues:**

1. I-205 operational bottleneck
   - Commercial driveway access management
   - Coordination with Fisher's Landing Transit Center
   - Transit Oriented Development/platform design
   - Eastern alignment decisions

**Key Generators:**

1. WorkSource Vancouver
2. Washington State Department of Social and Health Services
3. Kaiser Permanente Clinic
4. Mountain View High School
5. Vancouver Clinic
6. Vancouver Clinic: Columbia Tech Center
7. Clark College at Columbia Tech Center