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Hwy 99 BRT Project TAC #3

January 20, 2023



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Agenda



1. Introductions & Corridor Overview (10 min)
2. Activities since TAC #2 (10 min)
3. Segment review of LPA
 - A. Downtown/Uptown (15 min)
 - B. County Commercial (20 min)
 - C. North (20 min)
 - D. Preliminary Ridership Estimates (5 min)
4. Open House Feedback (5 min)
5. Next Steps (5 min)



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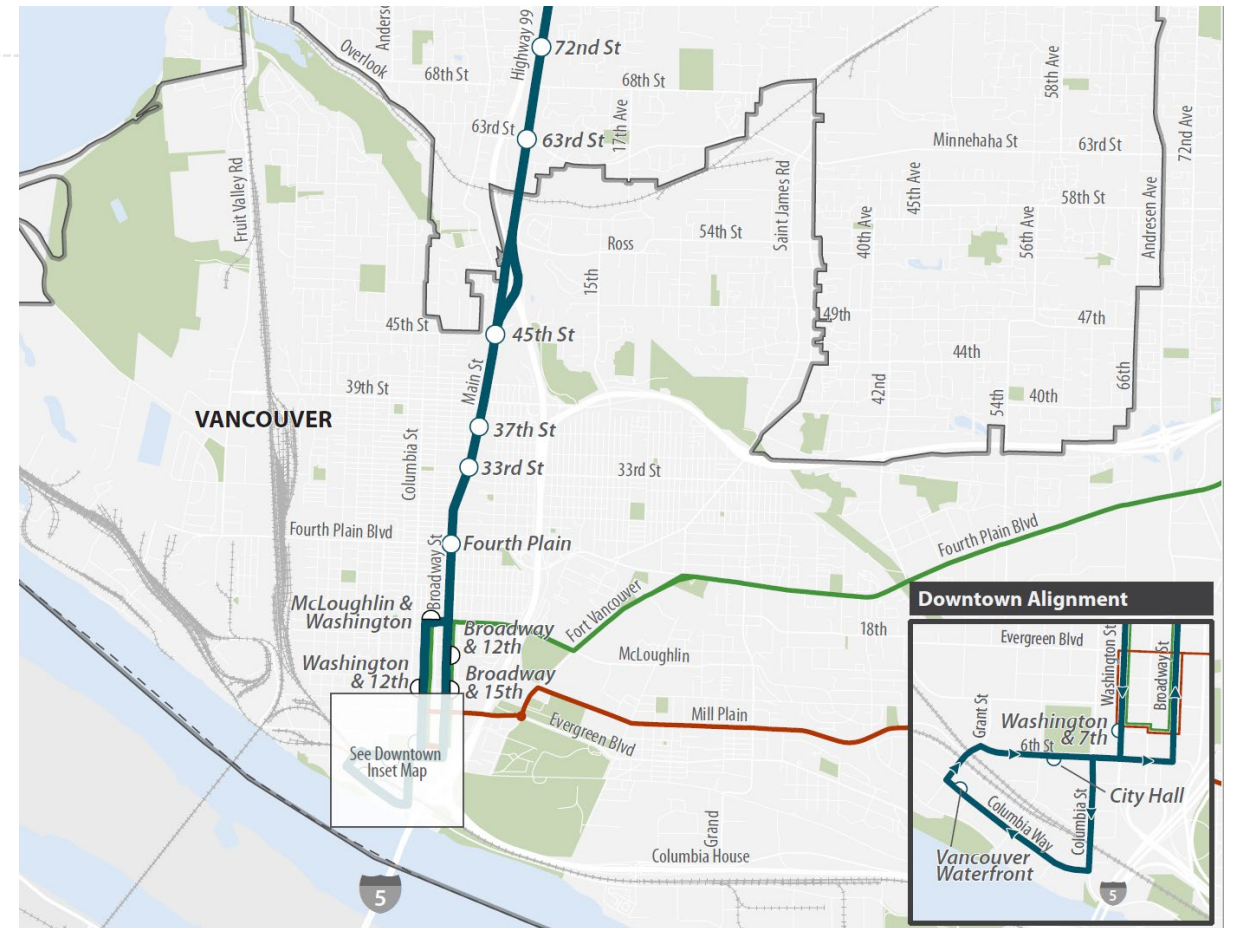
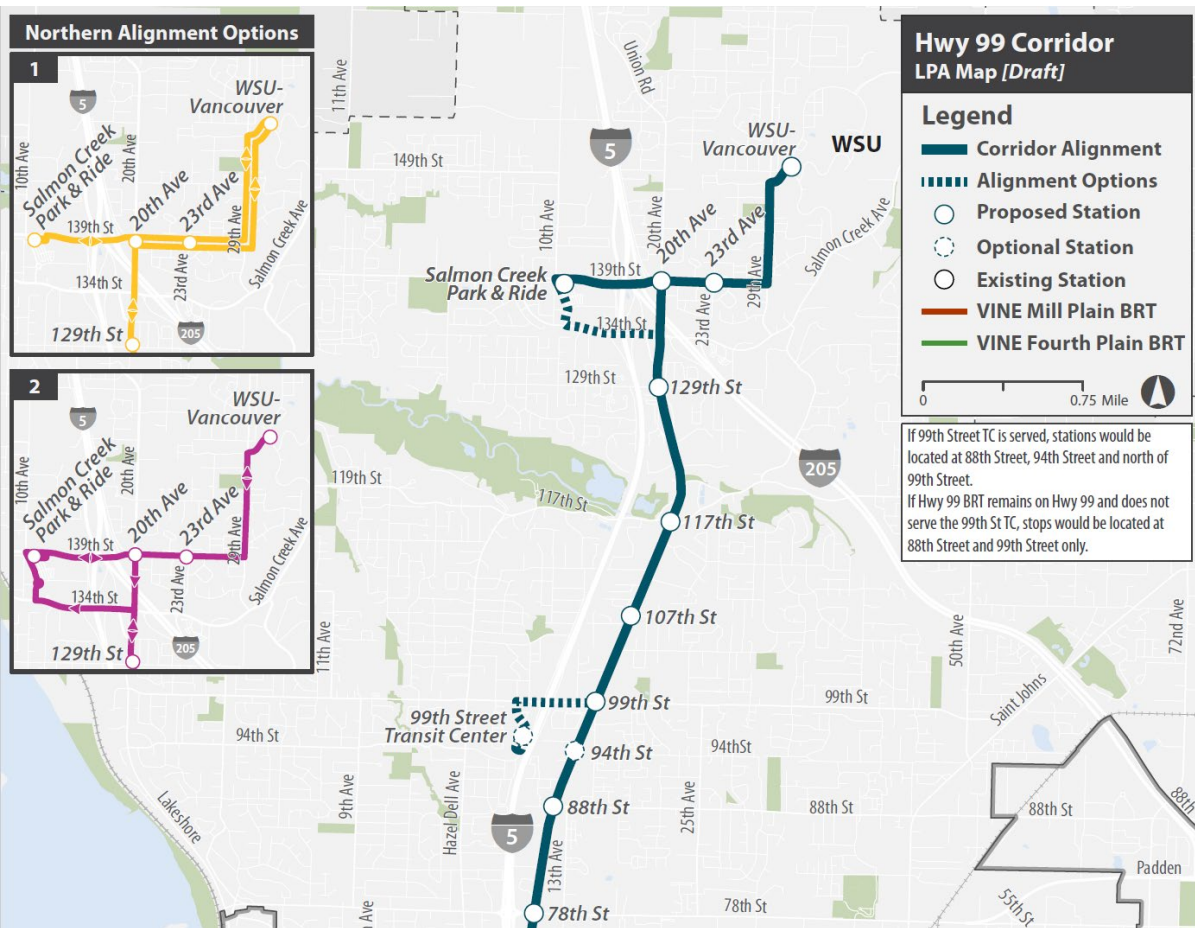
Introduction & Overview

Tom Shook, HDR



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Corridor Overview



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Phase 1 Project Objectives

- Select the Locally Preferred Alternative (LPA)
- Define the project to inform design scoping
- Estimate initial project costs



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Activities since last TAC

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Activities since last TAC

- Continued refinement of LPA
 - Workshop with C-TRAN Dec 5
 - Travel time analysis for stations and northern termini
 - Ridership projections
- Stakeholder engagement with City of Vancouver and Clark County
- Public engagement – issues and priorities
 - In person open house and online open house (Oct 5-21)
- Public engagement – draft LPA
 - Coordination with Hazel Dell Business Association
 - Other on-going stakeholder communication



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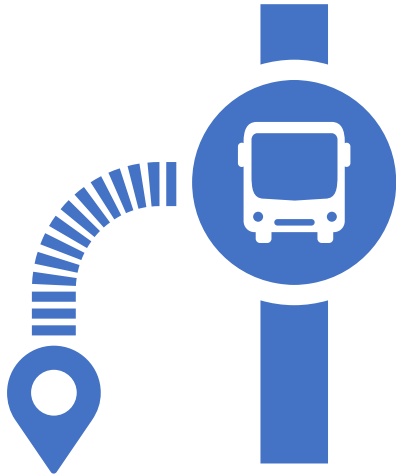
Segment Review of LPA

Stephanie Wright, Nelson\Nygaard
Paul Leitman, Nelson\Nygaard



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Elements of an LPA



Alignment & Termini



Stations



Mode



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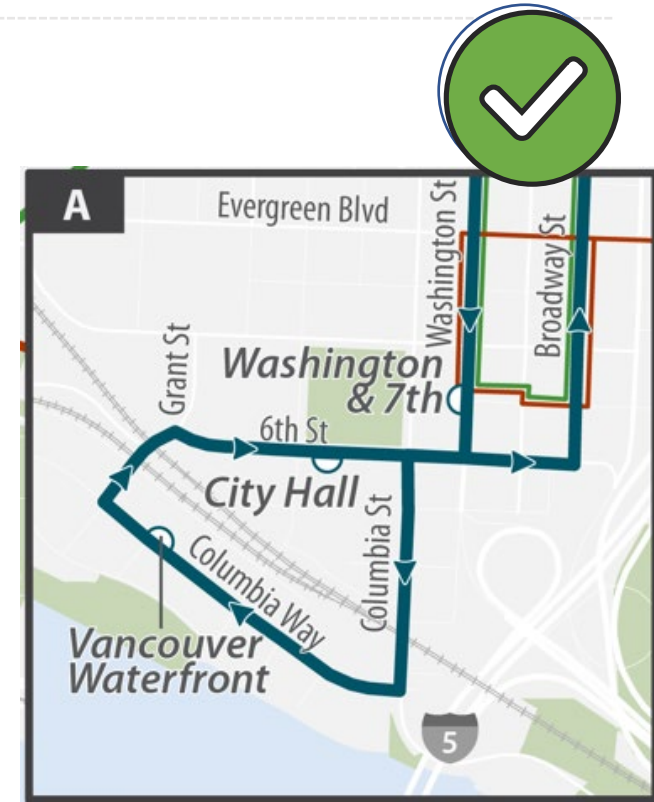
Downtown / Uptown



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Alignment

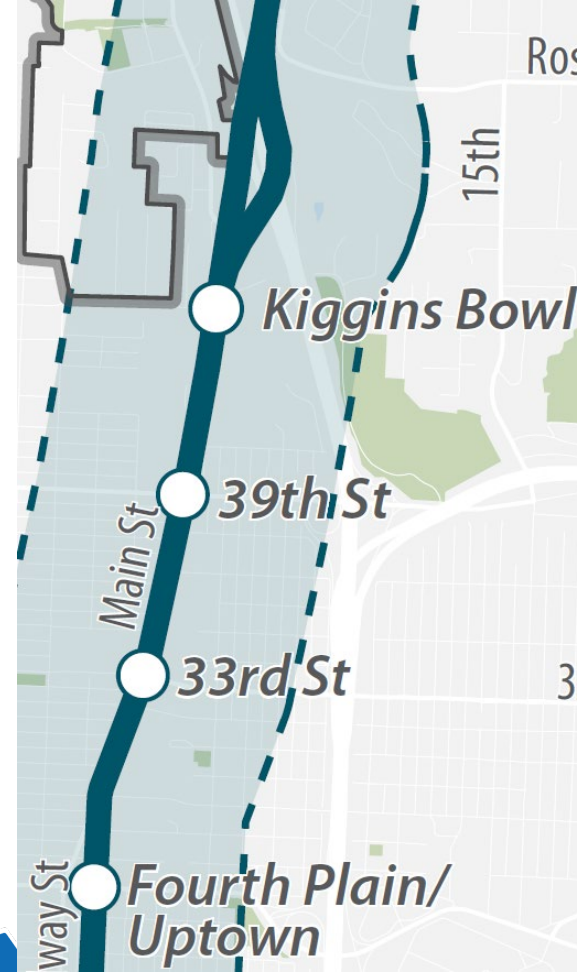
- Alignment via **8th Street** infeasible due to complications with Farmers Market
- IBR interchange will not impede Vine on **6th Street**
- Traffic control will be needed at 6th Street and Broadway



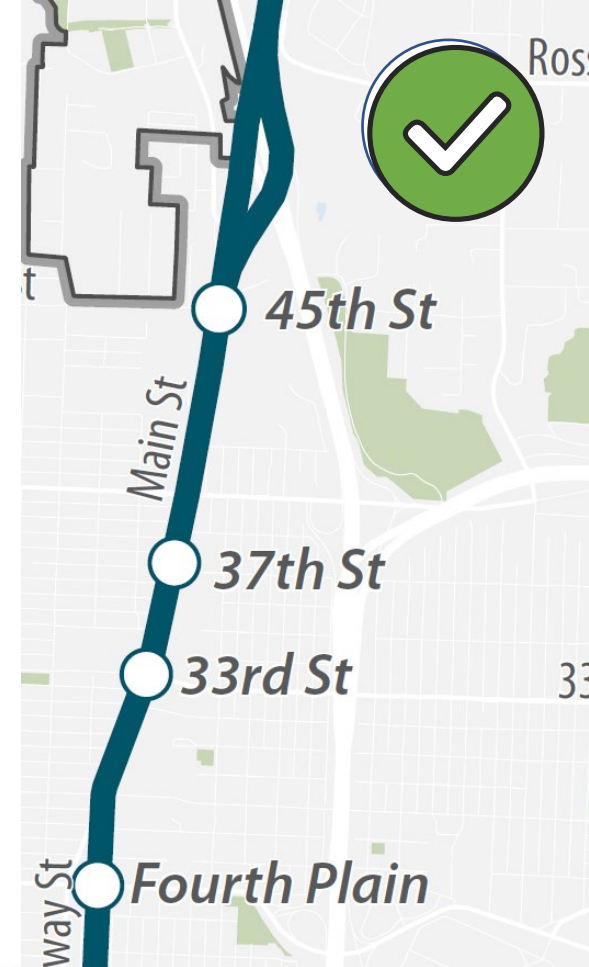
Stations

- Station at 37th Street will directly serve Safeway, a high ridership stop
- Pedestrian signal at 37th Street for passenger crossings

LPA (Sept 2022)



LPA (Dec 2022)



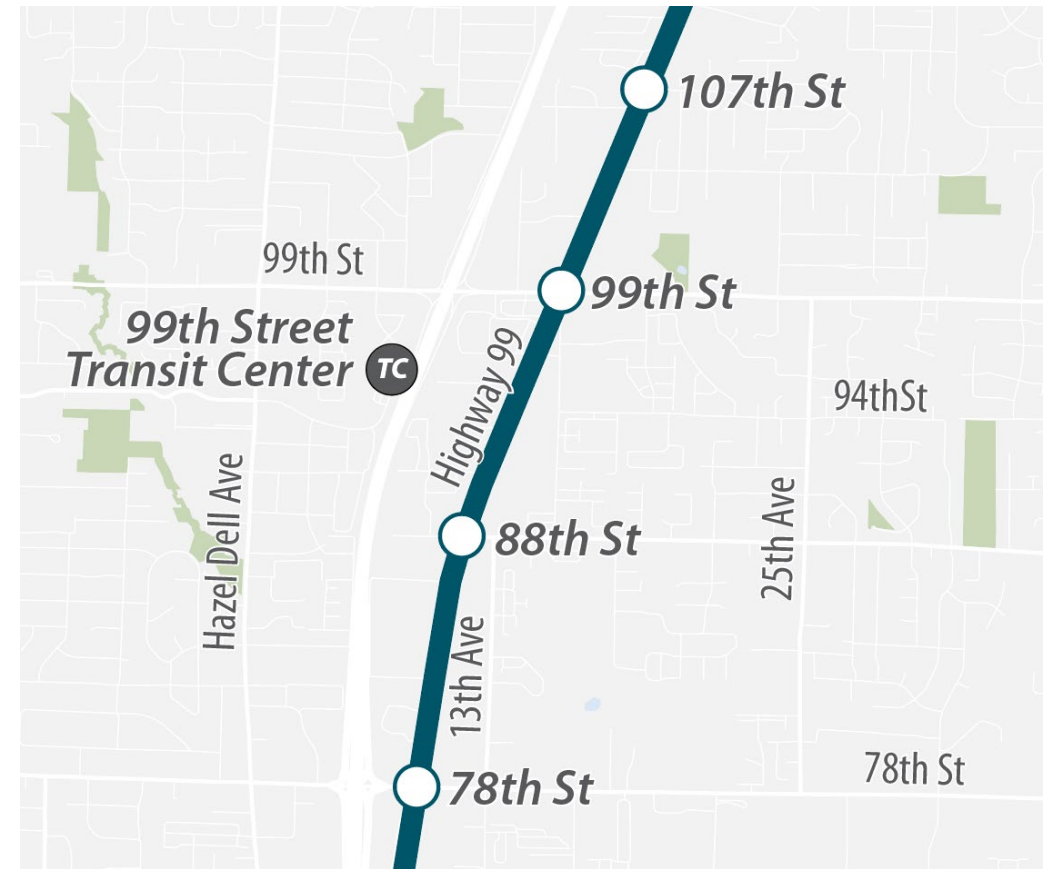
County Commercial



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Option 1: Direct Service along Hwy 99

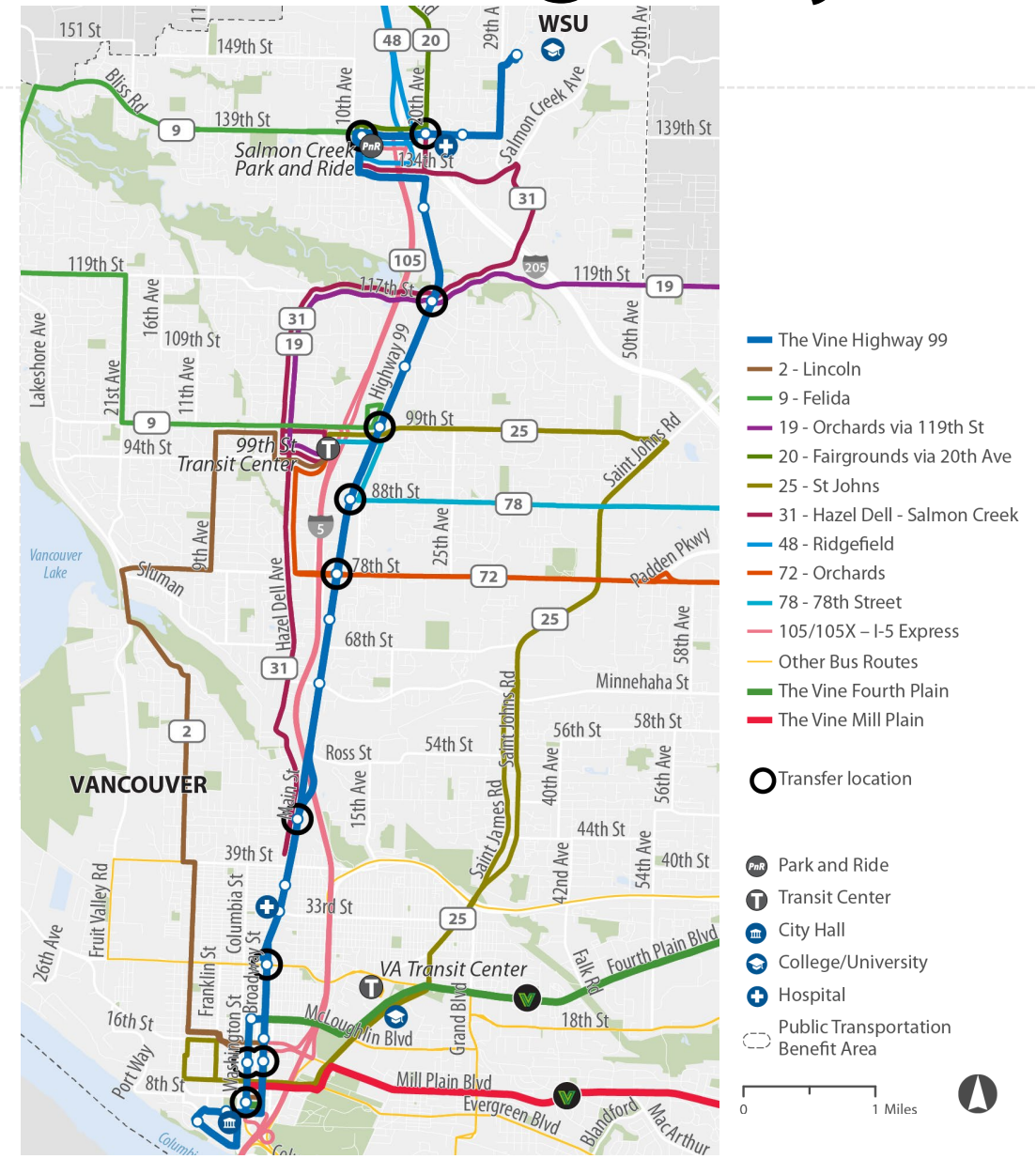
- No service to 99th St TC
- Stations every ½ mile
- Transfers to other routes:
 - 78th Street (Route 78)
 - 99th Street (Routes 9, 25)
- Benefit: Reduced travel time for passengers traveling through the corridor



Option 1: Direct Service along Hwy 99

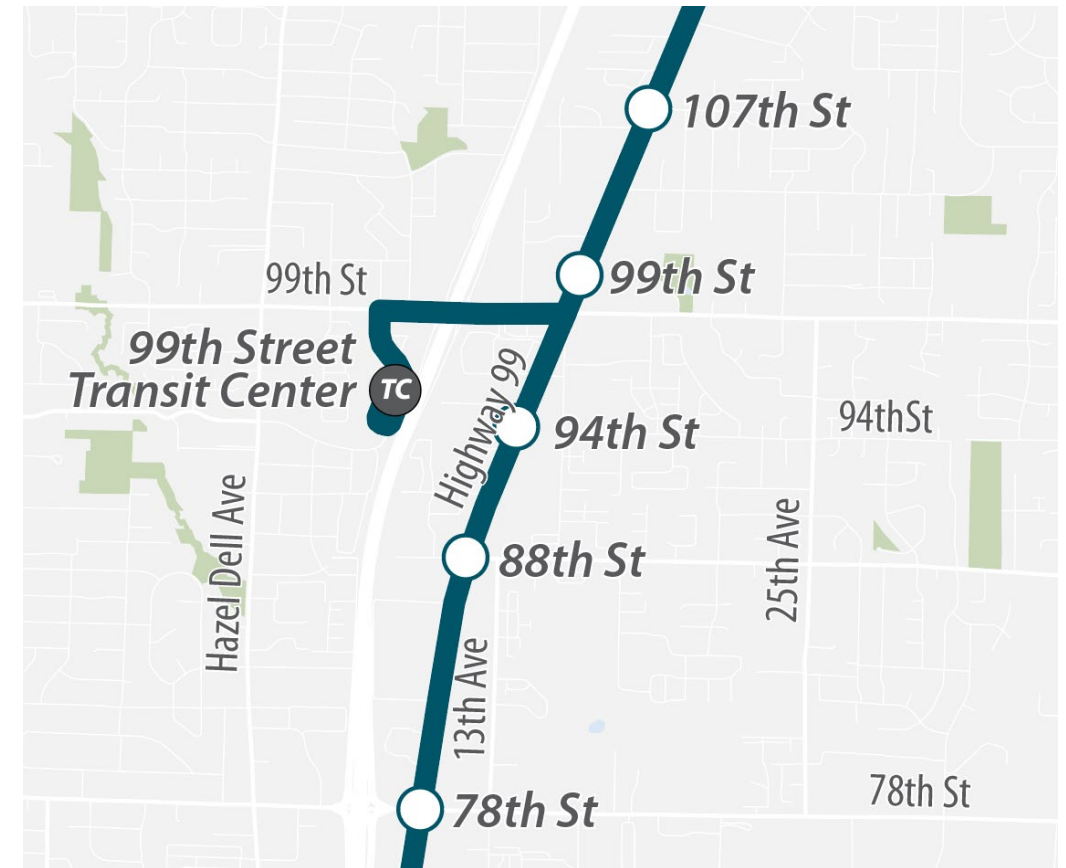
Transfers

- Future local service adjustment opportunities
- Transfers would be made to other routes at several stations



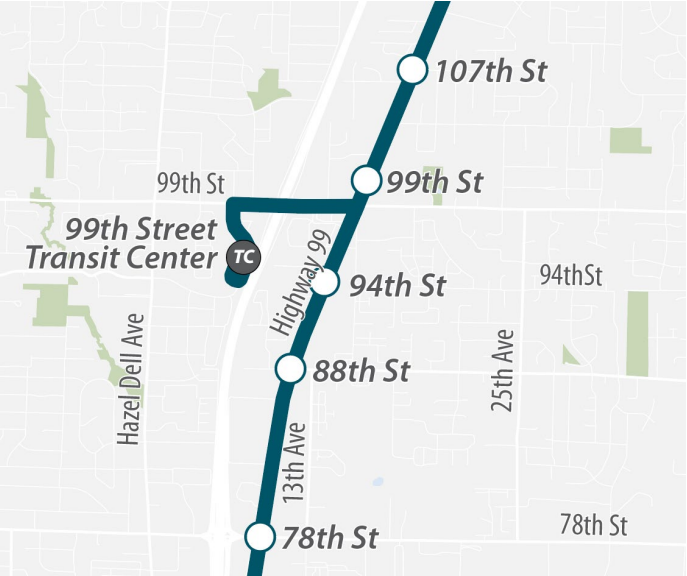
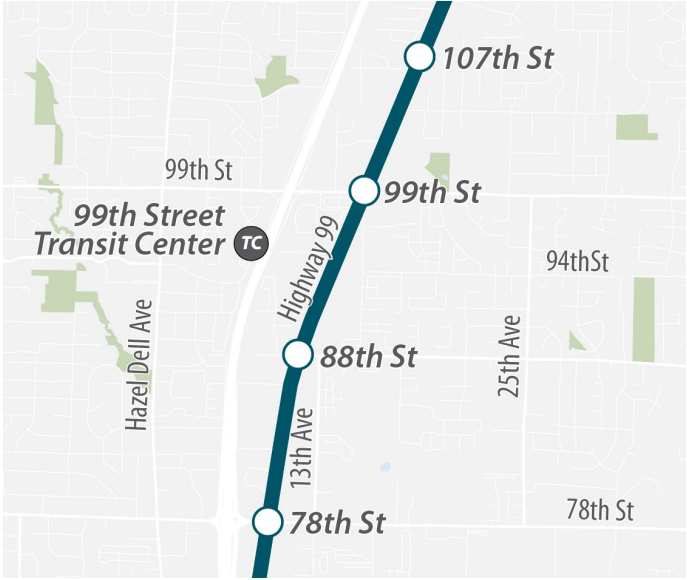
Option 2: Service to 99th Street TC

- Direct service to 99th St TC
- Additional station at 94th St and TC compared to Option 1
- All transfers at 99th St TC
- Benefit: Consolidated transfer location

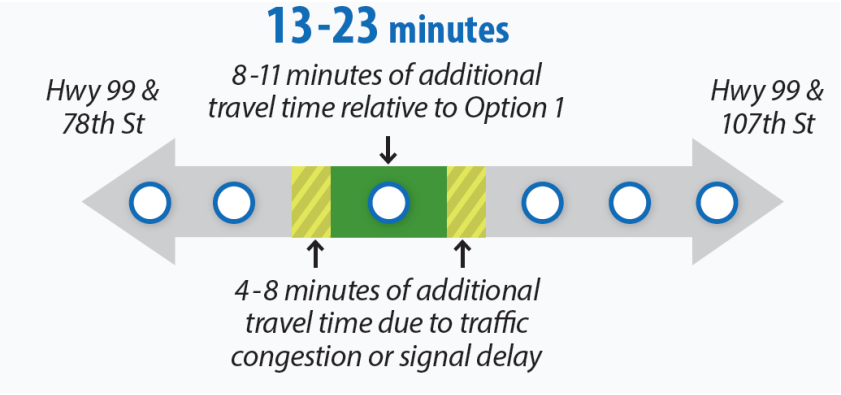
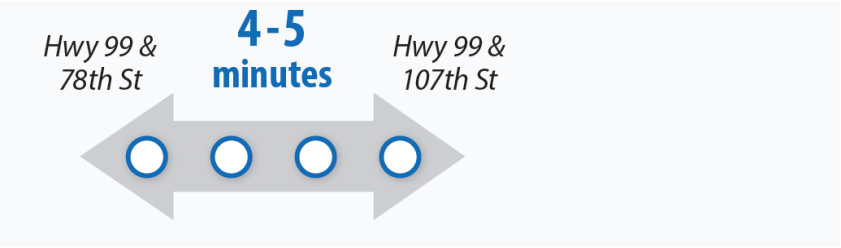


Comparison

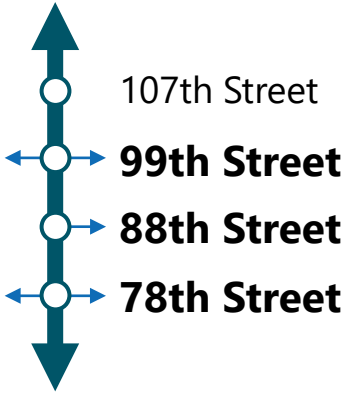
Map



Travel Times



Transfers



Option 1

Direct service along Hwy 99

Option 2

Service to 99th Street Transit Center

North



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Initial Alignment & Termini Options



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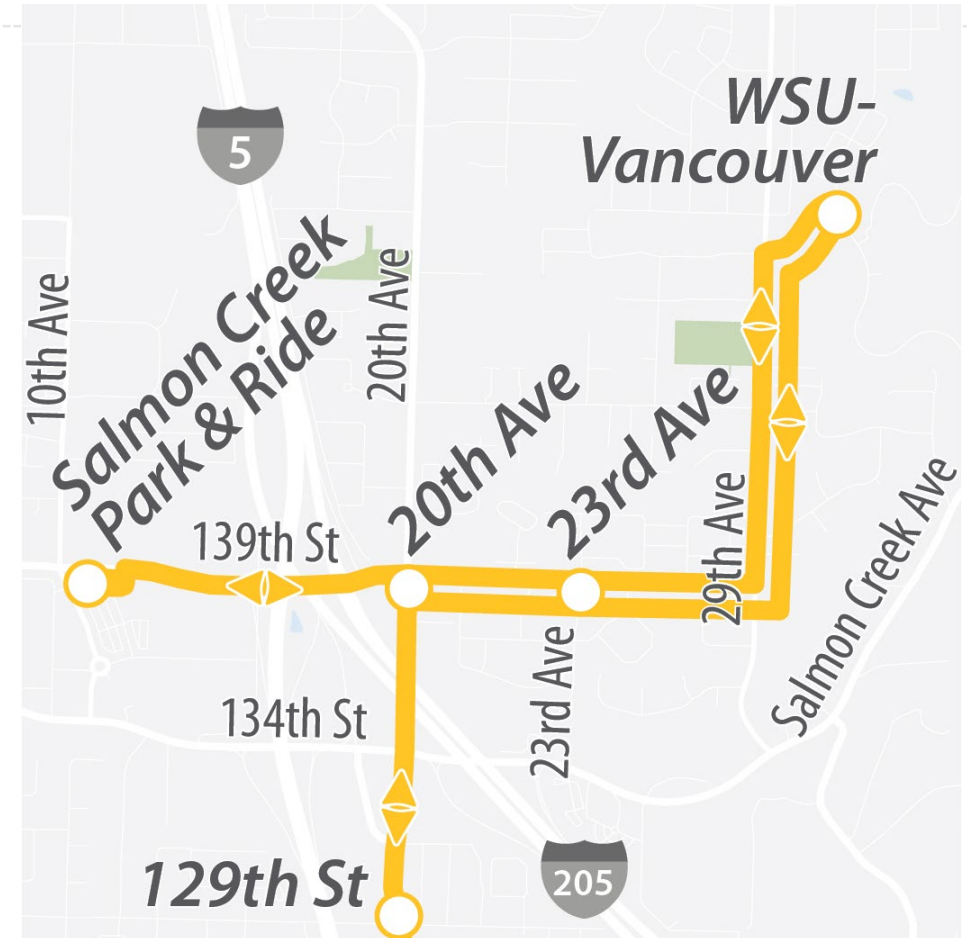
Initial Alignment & Termini Options



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Refined Option 1: Salmon Creek Terminus

- Terminus at Salmon Creek P&R
- Bi-directional Legacy service at 139th and 23rd
- For trips from the south:
 - Direct service to WSU-Vancouver
 - Out-of-direction travel to Salmon Creek P&R



Refined Option 2: WSUV Terminus

- Terminus at WSUV
- Bi-directional Legacy service at 139th and 23rd
- For trips from the south:
 - Direct service to Salmon Creek P&R
 - Out-of-direction travel to WSU-Vancouver



Comparison

Map

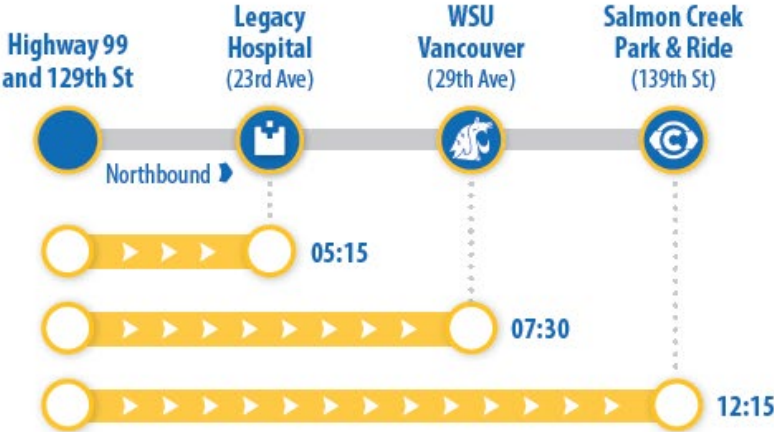
Option 1 Salmon Creek Terminus



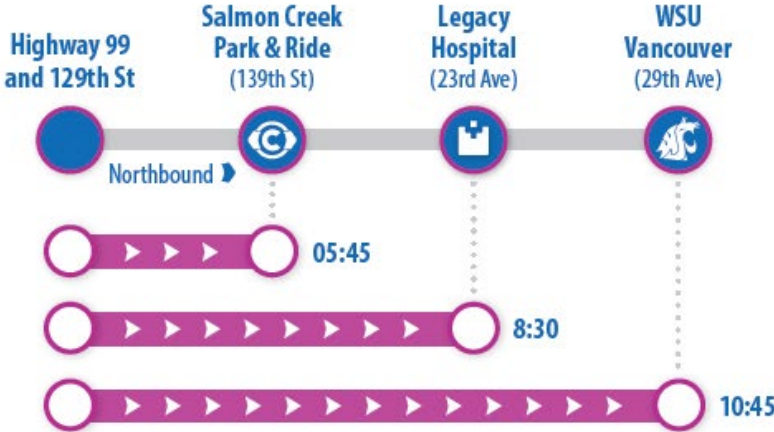
Option 2 WSU Vancouver Terminus



Stations would be served in this order:



Stations would be served in this order:



Travel Times

Preliminary Ridership Estimates



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Preliminary Ridership Results

Build Alternatives

Alt 1 – Hwy 99 BRT, serving 99th St TC, northern alignment Option 1

Alt 2 – Hwy 99 BRT, serving 99th St TC, northern alignment Option 2

Alt 3 – Hwy 99 BRT, NOT serving 99th St TC, northern alignment Option 1

Alt 4 – Hwy 99 BRT, NOT serving 99th St TC, northern alignment Option 2

Alts	No Build	Alt 1	Alt 1 Δ	Alt 2	Alt 2 Δ	Alt 3	Alt 3 Δ	Alt 4	Alt 4 Δ
Ridership	1,400	2,460	1,060	2,510	1,110	2,734	1,334	2,790	1,390

Notes:

- All of the Build Alternatives have some modification to service/demand on the 10 routes assumed to be modified with Hwy 99 BRT service
- No build includes C-TRAN Routes 71 and 19

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Open House Feedback

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Participation

IN-PERSON OPEN HOUSE (October 5, 2022)



Key themes included:



ONLINE OPEN HOUSE (October 6 - 21, 2022)



October Engagement

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



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January Engagement

- In-person open house conducted January 17th, 2022
- Online open house live from January 18th-31st, 2022
 - Link to open house: highway99onlinemeeting.com
- Goal is to gather feedback on alignment choices and final LPA



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Next Steps

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2022

2023

2024 – 2026

WE ARE HERE

Plan

- 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% design
- Gather public feedback
- Secure project funding

Develop

- Complete design and engineering
- Complete environmental process and obtain permits
- Plan for construction
- Gather public feedback
- Secure right-of-way

Build

- Construct Highway 99 BRT project

Start of Service

OUTREACH SUPPORT THROUGHOUT

Next steps

Public involvement activities

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

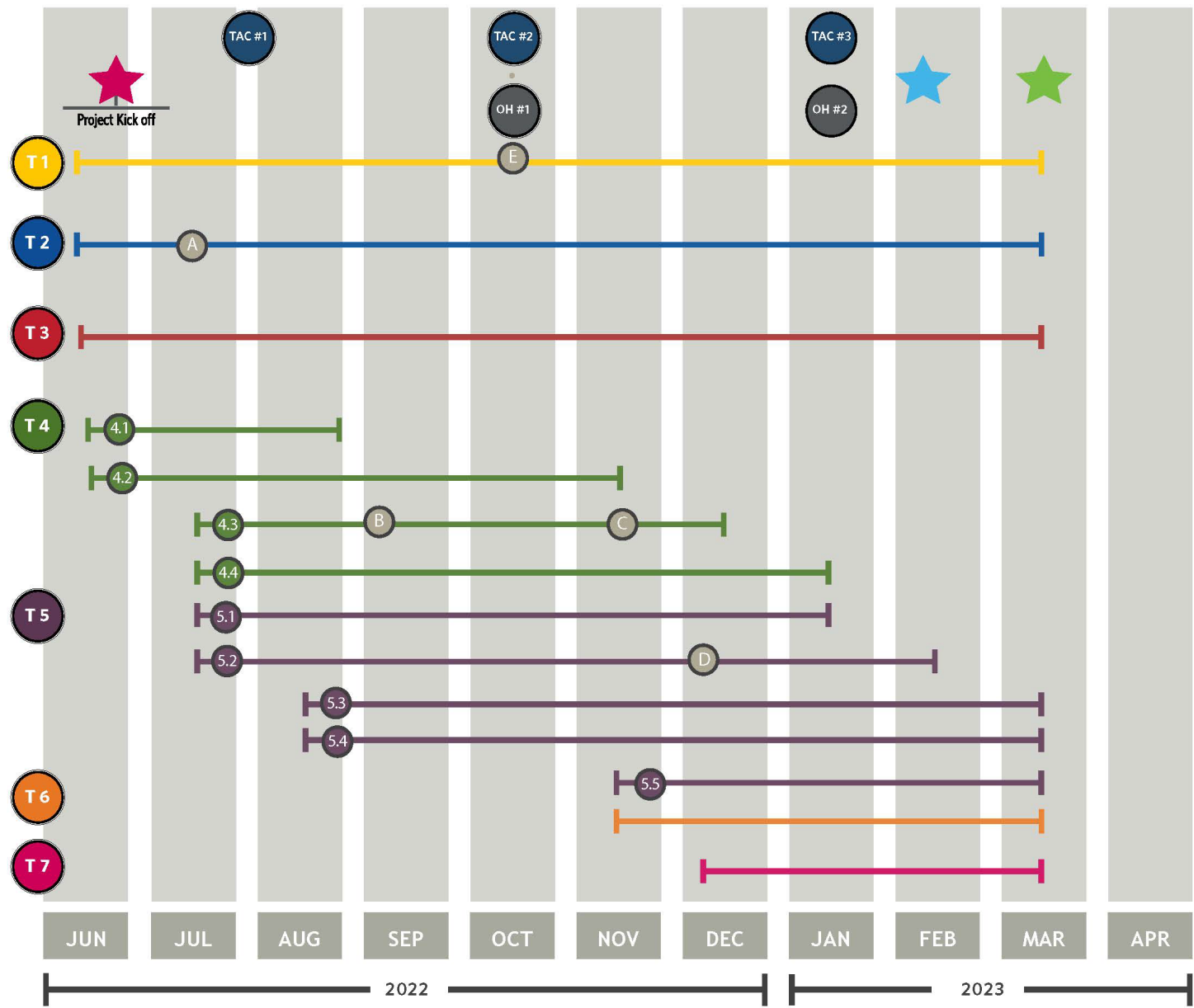
Project team activities

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

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Schedule at a Glance

Highway 99 BRT Project



- MEETINGS/WORKSHOPS/MILESTONES**
- Project Kick-off
 - C-TRAN Board LPA Adoption
 - C-TRAN Board Review
 - PI Planning Workshop
 - Workshop #1 - Alts Development
 - Workshop #2 - Evaluation Review
 - Workshop #3 - Design Refinement
 - Corridor Tour
- TASKS**
- 1 Project Management
 - 2 Strategic Guidance
 - 3 Public Involvement
 - 4 Corridor Definition
 - 4.1 Existing and Future Conditions
 - 4.2 Traffic Analysis
 - 4.3 Corridor Definition
 - 4.4 Environmental Reconnaissance
 - 5 Preferred Concept Engineering/Design
 - 5.1 Basis of Design
 - 5.2 Concept Design
 - 5.3 Opinion of Cost
 - 5.4 Utility Inventory
 - 5.5 Corridor Fiber Assessment
 - 6 Survey/Mapping
 - 7 Phase 1 LPA Report
- ADVISORY GROUPS**
- OH Open House
 - TAC Technical Advisory Committee