

Columbia River **CROSSING**

Transit Alternatives

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Transit Overview

- Existing Conditions
- Transit Modes Remaining
- Analysis Methods and the Representative Alignment



Existing Transit Services

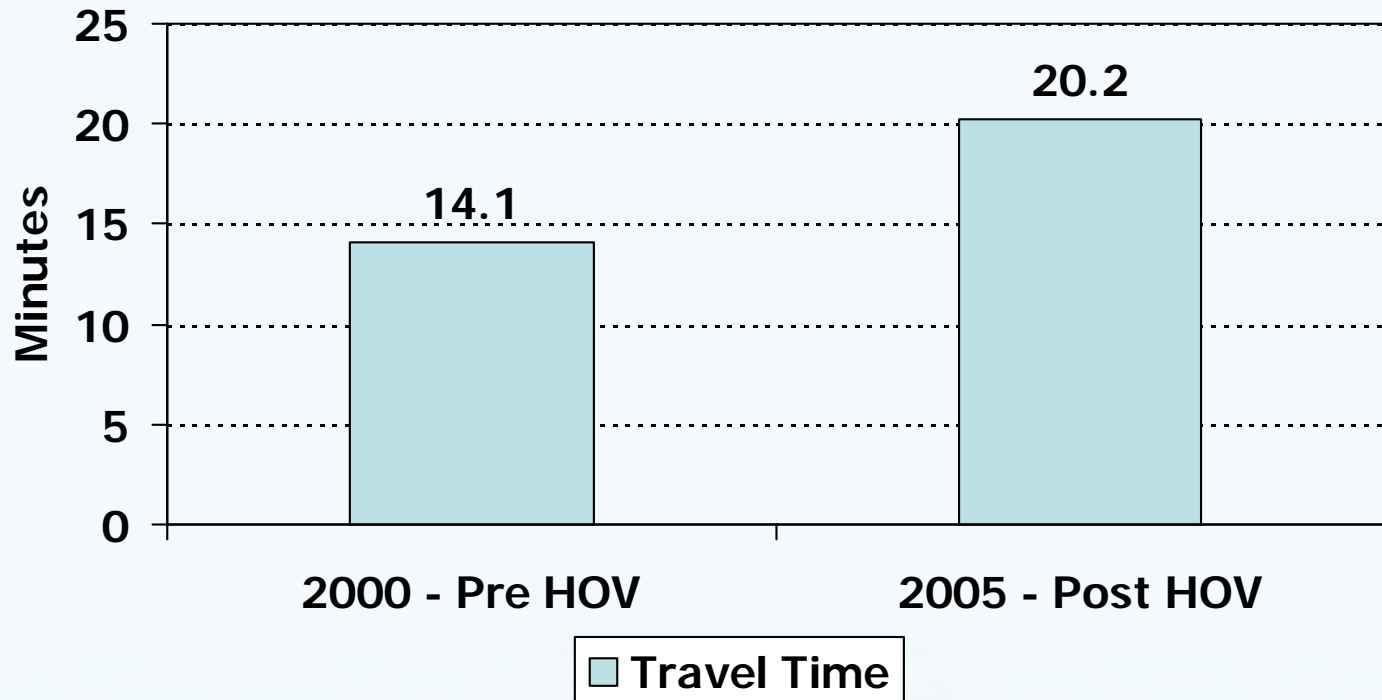
- One local bus route serving Portland and Vancouver downtowns (TriMet #6)
- Five commuter express routes serving Clark County and downtown Portland (105, 114, 134, 157, 190)
- Interstate MAX to Expo
- Average daily ridership across the I-5 bridge is 3,475 passengers (5.9% mode split in PM 4-hour peak)
- Transit services constrained by limited roadway capacity and congestion





Transit Travel Times are Increasing

C-TRAN Route #134 Travel Time: Salmon Creek
PNR to I-5 Bridge - Southbound 6AM-8AM

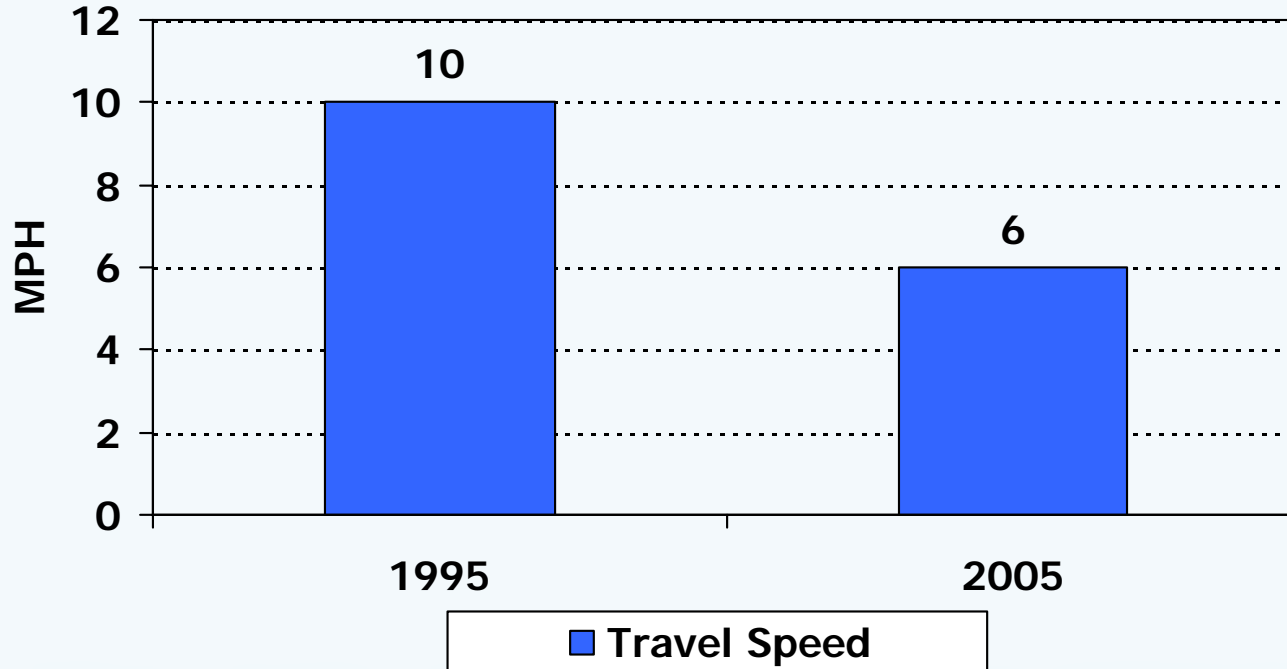


Source: Vancouver HOV Lane Pilot Project Final Evaluation Report, 2006



Transit Vehicle Speeds are Decreasing

TRI-MET Route #6 Average Travel Speeds During the AM Peak Period - 7th Street TC to Hayden Island

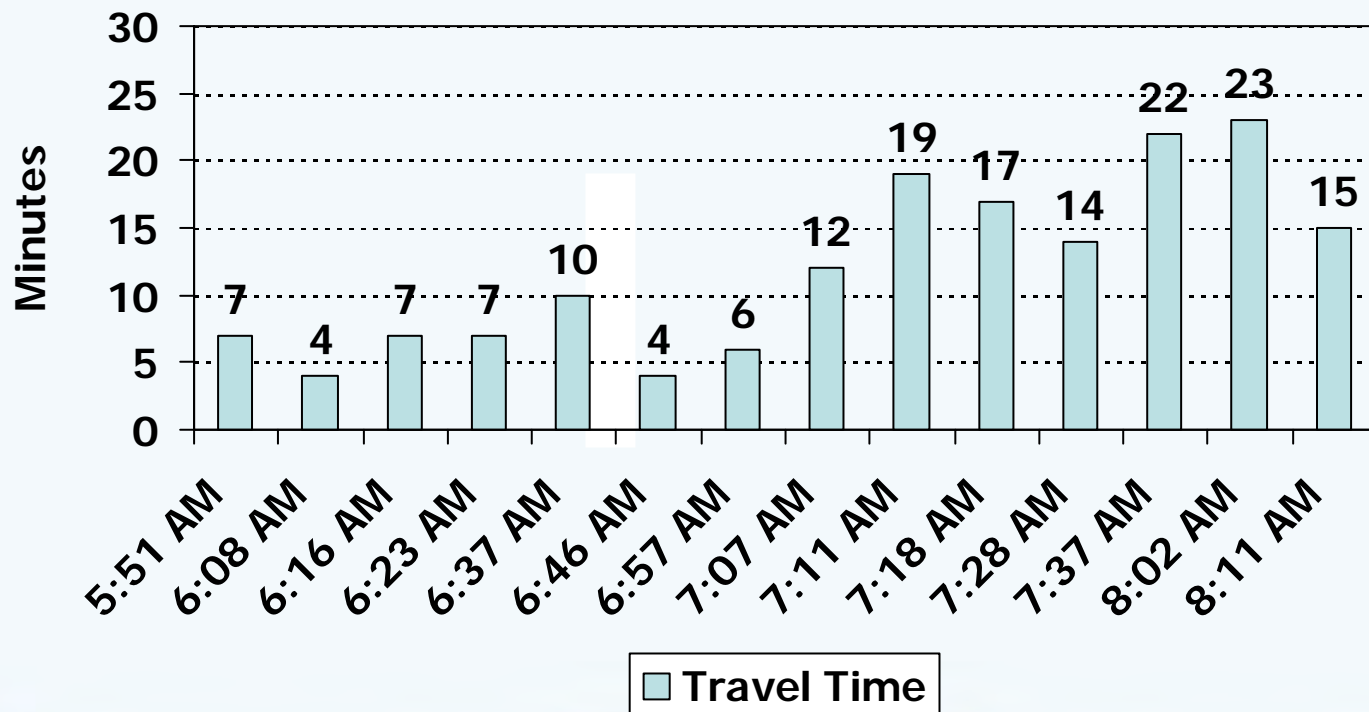


Source: TriMet Schedule and Performance Data, 2005



Transit Vehicles are Affected by Congestion

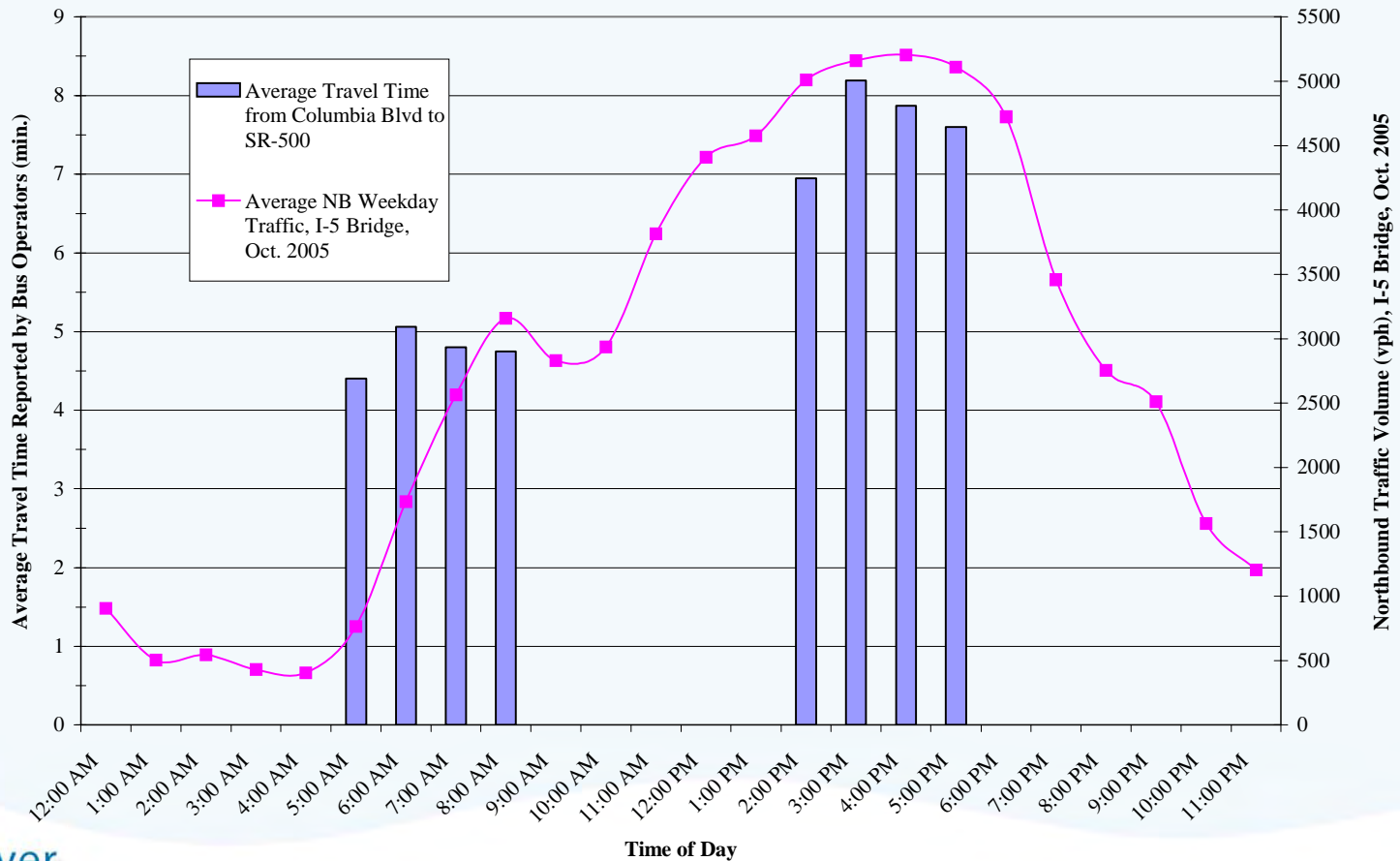
C-TRAN Route #134 BIA Travel Time - Southbound
from SR-500 to Columbia Blvd, 9/21/05





Transit Travel Times are Affected by Congestion

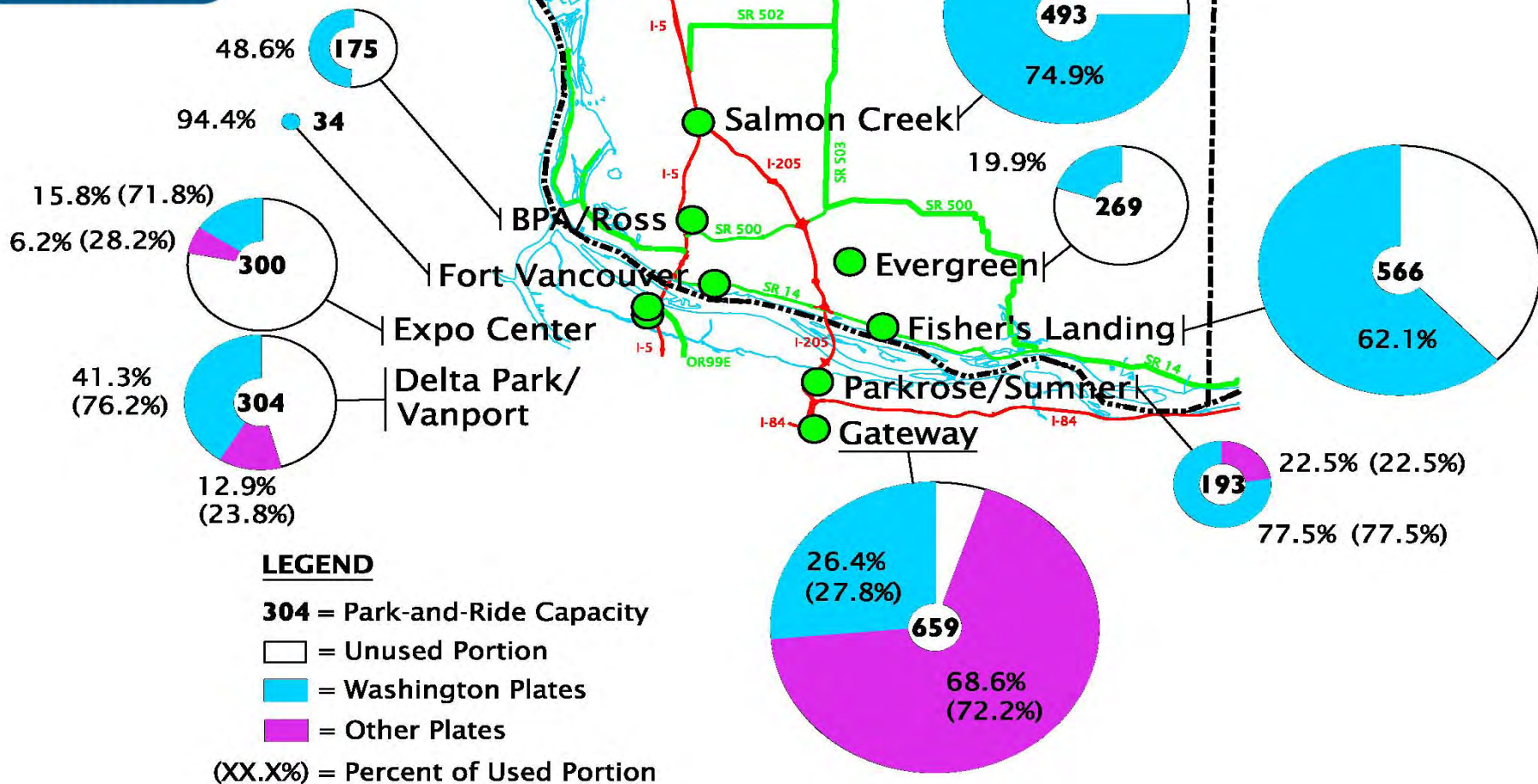
C-TRAN Bus Travel Times by Time of Day Northbound from Columbia Blvd to SR-500





2006 Park-and-Ride Utilization

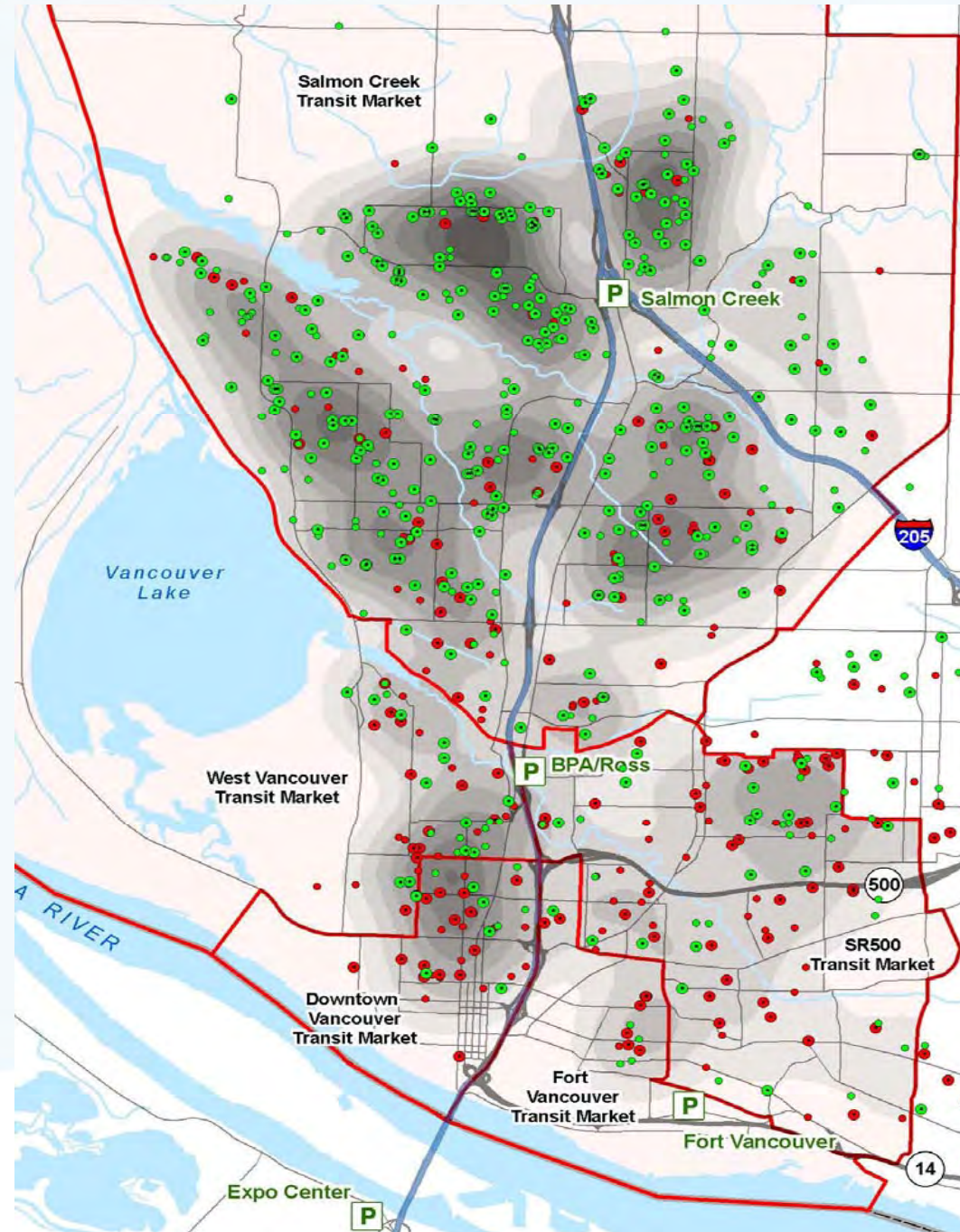
CLARK COUNTY





2006 Park-and-Ride Market

- 67% of users at the I-5 park-and-ride lots live within the I-5 transit market
- Clear purpose and need shown for the 99th Street park-and-ride
- An average of 500 vehicles per day cross the river to ride MAX
- Significant park-and-ride demand exists within the Bridge Influence Area





2020 Transit Market

- By 2020, over 80% of northbound person trips are concentrated in 5 districts
- Transit components serving multiple markets can attract greater ridership





TR-1 Express Buses in I-5 General Purpose Lanes

- Point-to-point peak-period service
- Provides service from suburban Clark County to downtown Portland
- Relies solely on new capacity (more lanes) within the Bridge Influence Area to improve transit vehicle speed and increase reliability
- Express bus service could be doubled
- I-5 corridor park-and-ride spaces could increase to 2,600





TR-2 Express Buses in I-5 Managed Lanes

- Point-to-point peak-period bus service
- Provides service from suburban Clark County to downtown Portland
- Relies on a new 17-mile managed lane system to improve transit vehicle speed and reliability
- 12 new transit-only queue jumps at I-5 interchanges
- Express bus service could be doubled
- I-5 corridor park-and-ride spaces could increase to 2,600





TR-3 Bus Rapid Transit *Lite*

- A new all-day, limited-stop bus rapid transit system
- Provides service from suburban Clark County to downtown Portland
- Includes special vehicles and upgraded “mini-stations”
- Relies on a combination of I-5 managed lanes and transit-only queue jumps to improve transit vehicle speed and reliability
- Headways at 5 minutes in the peak periods, 15 minutes off-peak
- I-5 corridor park-and-ride spaces could increase to 8,880





TR-4 Bus Rapid Transit

- A new all-day, limited-stop bus rapid transit system
- Provides service from Vancouver to downtown Portland, with shuttle connections to suburban Clark County
- Includes special vehicles and full LRT-like stations
- Relies on a new exclusive bus guideway to improve transit vehicle speed and reliability
- Headways at 5 minutes in the peak periods, 15 minutes off-peak
- I-5 corridor park-and-ride spaces could increase to 8,880





TR-5 Light Rail Transit

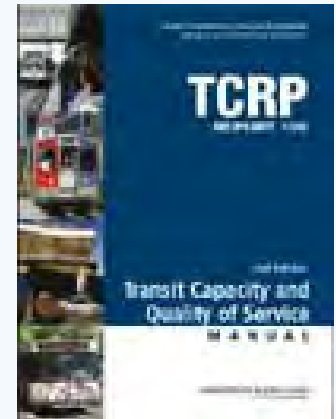
- An extension of TriMet's Yellow Line to downtown Vancouver
- Provides service from Vancouver to downtown Portland, with shuttle connections to suburban Clark County
- Relies on a new exclusive rail guideway to improve transit vehicle speed and reliability
- Headways at 5 minutes in the peak periods, 15 minutes off-peak
- I-5 corridor park-and-ride spaces could increase to 8,880





Potential Alignments and Analysis Methods

- For the Alternatives Analysis, modes should compete head-to-head on an apples-to-apples basis as much as possible
- The objective is to narrow the range of transit modes down to one to two for the DEIS
- FTA FY2008 New Starts Guidance is being followed





Representative Alignment Selected on May 16, 2006

