



The Vine: Mill Plain Bus Rapid Transit Project Open House #3 Summary February 2019



Table of Contents

Background – 3

Public involvement – 4

Open house overview – 5

Notification – 5

Open house comment summary – 6

Next steps – 8



Background

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, C-TRAN is planning to bring the next phase of BRT to Mill Plain Boulevard.



The Vine: Mill Plain BRT project will serve C-TRAN's second busiest transit corridor and benefit Vancouver residents by:

- Reducing transit delays and improving travel times
- Unclogging bottlenecks for existing bus service
- Making transit service along Mill Plain more reliable and attractive
- Providing better mobility and access to jobs and everyday services
- Unlocking economic and educational opportunities

The proposed alignment for The Vine extension is approximately 10 miles long beginning in downtown Vancouver and ending at a transit center near 192nd Avenue (not yet constructed). C-TRAN will work with the Federal Transit Administration to ensure the Mill Plain BRT project is highly competitive for grant funding to help pay for capital construction. The project may also seek additional funding sources or use available C-TRAN reserves. C-TRAN operates debt-free, and is committed to remaining that way through this process.

About The Vine

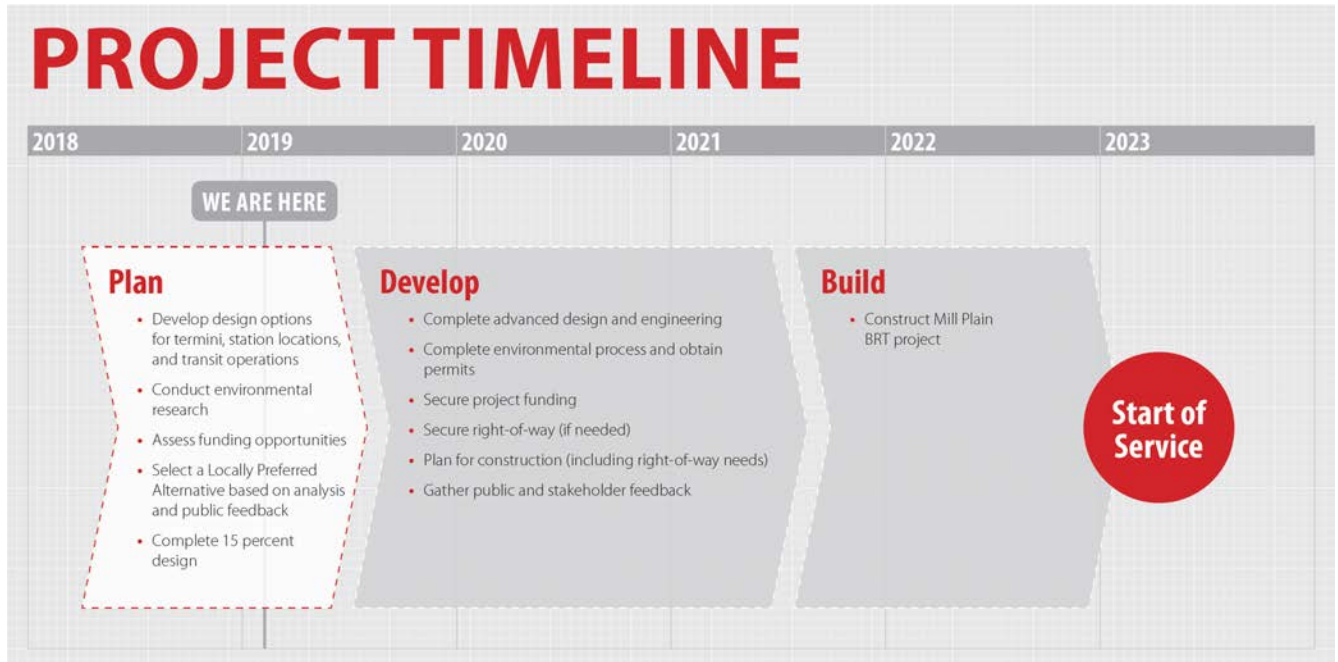
The Vine uses larger buses, level boarding platforms, and other features like off-board fares to improve transit capacity and service. Within the first year of operation, The Vine delivered a 45 percent increase in ridership, an 89 percent reduction in late departures, and a 12 percent reduction in scheduled travel times. And the corridor saw an influx of new housing projects totaling \$82 million, many citing The Vine as a key reason for the development.

Timeline

The Mill Plain BRT Project is currently in Phase One of a multi-year process. From spring 2018 to winter 2019, Phase One includes multiple opportunities for public input to inform a Locally Preferred Alternative—that is, the basic outline for how and where BRT will function along Mill Plain. Phase Two will hone the finer details in project development. Lastly, Phase Three will



include construction of the project - making Mill Plain BRT a reality. C-TRAN anticipates service will begin by 2023.



Public involvement

C-TRAN is listening to community voices to plan safe, reliable, and effective transit solutions for the Mill Plain BRT project. The planning process for The Vine: Mill Plain BRT project has, and will continue to, offer many opportunities to comment on the design options for Mill Plain. C-TRAN hosted the first public open house in August 2018. A total of 32 community members attended the open house. C-TRAN hosted the second public open house in November 2018, and 18 community members attended.

Throughout the project's development, C-TRAN hosted information booths at several community events and festivals to raise awareness about the project, including the Clark County Fair and the Main Street block party in downtown Vancouver. C-TRAN has also briefed neighborhood and community organizations about the project regularly.

Additionally, C-TRAN convened a Corridor Advisory Committee (CAC) to advise them about community needs and priorities. The CAC met in May, August, October, and December 2018 and January 2019. The 17-member CAC represents local businesses, educational institutions, community organizations, neighborhood associations, and community interest groups.



Open house overview

On February 4, 2019, C-TRAN hosted the third project open house at Fisher's Landing Transit Center from 4:30 to 6:30 p.m. to provide details about the Mill Plain BRT alignment and design considerations. C-TRAN invited the public to learn more and provide comments about the project.

Twenty-two community members attended the open house. Project team members from C-TRAN attended the open house to answer questions and listen to the community. Attendees were greeted by project staff, asked to sign-in, and received C-TRAN fact sheets and a comment form.



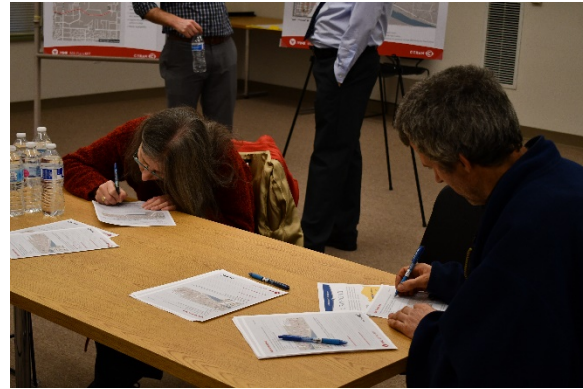
Open house attendees viewed display boards around the room with background information about the project and timeline, preliminary station locations, proposed alignments including the proposed Locally Preferred Alternative, current traffic conditions, and a recap of what we heard during Phase 1. Attendees could submit written comments using a comment form.

Notification

C-TRAN publicized the open house through the following channels:

- Shared information with stakeholders through briefings and interviews.
- Posted ads in *The Columbian* and *Camas/Washougal Post Record*.
- Shared updates on C-TRAN's website, Twitter and Facebook pages, as well as social media posts shared by C-TRAN community partners.
- Emailed event notice from both C-TRAN and Vancouver Office of Neighborhoods.
- Made Rider alerts available on local buses.
- Mailed postcard to households along the corridor.
- Posted notices in community calendars for *The Columbian*, *Camas/Washougal Post Record*, and *The Reflector*.
- Distributed press release to local media.





Open house comment summary

C-TRAN accepted public comments in person at the open house and offered a way for future comments to be sent in via mail or email. At the meeting, C-TRAN received eleven comment form. As of February 12, 2019, C-TRAN did not receive any additional comments via email or mail.

Below is a summary of feedback collected at the meeting organized by topic. Transcribed comments are included in italics below to highlight key themes of public comment.

Interest in Mill Plain BRT project

In the comment form, attendees identified why they were interested in the project. (Note: attendees could pick more than one option.)

- Attendees who identified themselves as bus riders indicated they ride the bus for work, personal appointments, and general mobility.
- At least five attendees live nearby the route. Neighborhoods included:
 - Gateway MAX
 - Fisher's Landing
 - Cascade Park
 - Meadow Homes

Alignment: Mill Plain corridor

- Attendees generally expressed support of the proposed alignment.
 - *Positive comments for this alignment. This is the preferred option...more transfer points to other routes.*
 - *Makes the most sense to me to develop already existing major route to begin larger scaled service.*
 - *I like the Mill Plain Corridor.*
 - *Possible western expansion. Opportunity to make improvements at 15th/Mill Plain and Broadway.*
 - *Efficient service is key to reducing gridlock.*



- Attendees would like bus stops to be near community amenities
 - *Very supportive of having a station at the hospital (PeaceHealth).*
 - *Biggest concern is that it's not planned to travel to the Van Mall Transit Center.*
 - *Please try to have a bus stop for the number 80 bus near the intersection of Mill Plain and 164th Ave to transfer from the Mill Plain bus to the 80 bus.*
 - *Please try to have a bus stop by the Fred Meyer on 164th Ave.*
- One attendee expressed dissatisfaction with any changes to the route due to concern that she would have poor connections to local transit and stop spacing would be further apart.

West terminus: Evergreen to Downtown

- Some attendees liked this alignment's access to downtown Vancouver
 - *I believe the Mill Plain West Terminus would provide greater access to downtown Vancouver.*
 - *Very supportive of the downtown routing.*
- Some attendees had safety and access concerns
 - *Safety concerns for right turn on to Evergreen Blvd.*
 - *Too few stations to connect to the Fourth Plain BRT.*
 - *Does not serve Uptown (North of Mill Plain Downtown).*

East terminus: East Mill Plain to new Transit Center

- Attendees expressed support for providing access to the area and future development
 - *This would be a cool area for future businesses, homes, and schools.*
 - *I like the idea of a new transit center on East Mill Plain to offer greater access to eventual Camus/Washougal Eastern County Expansion.*
 - *New transit center location would provide new access to riders who currently cannot access that area and for those that are currently in that area and don't have access.*
- Some attendees were concerned about access to businesses and other bus lines
 - *How well will the 65/80 link to Fisher's Landing Transit Center?*
 - *Frequent service along 164th all day/night is needed and non-negotiable. There are too many businesses that need service and employees to those businesses that need to be able to get to work.*
 - *The proposed Mill Plain Transit Center will end my ridership of the 92 – I will drive to Fisher's Landing instead. I am surprised that Mill Plain is preferred given the greater inconvenience of transfers to other routes.*
- One attendee expressed strong support for the (1)92nd Street location of the transit center.

Other community issues and priorities

- Integrate BRT with the entire transit network to enhance the entire system



- *I think BRT is a great thing for Clark County, but I would like to see these new innovations integrated with the commuter bus network to encourage overall transit utilization.*
- Keep the community in mind when changing or ending other bus routes
 - *Please keep the 41. This is a great route.*
 - *C-Tran needs to have #37 run similar hours/frequency now as when the new BRT line is operational.*
 - *I urge C-TRAN to provide service to Ilani Casino. I don't drive the freeways, so this bus option would mean the world to me (and many, many others!!).*
 - *This is very unfair. People had to move off from 4th Plain when BRT was implemented because stop spacing became too great.*

Next steps

The project team will continue to advance project design and engineering, refine transit priority options, and secure the remaining funding needed to build the project. In March 2019, C-TRAN will hold a public hearing and select a Locally Preferred Alternative.

Project staff will also continue to conduct direct outreach and briefings with community organizations.

