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Introducing the Ideas: Public Transit

The project team considered 14 ideas to improve public transit and recommends that six move forward for more investigation.

Transit Considerations:

- Who does transit serve?
- Where do they live?
- How fast should it be and how many people should ride it?

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Public Transit Facts

The time it takes a bus to travel between downtown Vancouver and Hayden Island doubled from 1998 and 2005.

Bus trips from Vancouver to Hayden Island take three times longer in the morning than afternoon.

Transit travel times between the Portland and Vancouver downtowns are expected to double between 2000 and 2020, from 27 to 55 minutes.

TriMet's #6 local bus service now averages 6 mph, down from 10 mph in 1995.

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Express Bus (TR-1)
Peak period local and express buses operating in existing or new I-5 general purpose traffic lanes.

Express buses have the potential to decrease auto demand, increase transit capacity, and increase transit performance and reliability in the project area.

Yes

No

Express Bus in Managed Lanes (TR-2)
Peak period local and express buses operating in lanes that give preference to transit, e.g., High Occupancy Vehicle lanes.

Express buses in managed lanes could decrease auto demand, increase transit capacity, and increase transit performance and reliability in the project area.

Yes

No

Bus Rapid Transit-Lite (TR-3)
All-day service that operates in exclusive, managed, and/or general purpose traffic lanes, which may or may not have in-line stations and special vehicles.

BRT-Lite could decrease auto demand, increase transit capacity, and increase transit performance and reliability in the project area.

Yes

No

Bus Rapid Transit-Full (TR-4)
All-day service that operates primarily in exclusive traffic lanes with in-line stations and special vehicles.

BRT-Full could decrease auto demand, increase transit capacity, and increase transit performance and reliability in the project area.

Yes

No

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Light Rail (TR-5)
Extension of MAX across the Columbia River in an exclusive guideway.

Light rail could decrease auto demand, increase transit capacity, and increase transit performance and reliability in the project area.

Yes

No

Streetcar (TR-6)
A service that can operate in exclusive and non-exclusive guideways, and operate on light rail tracks.

A streetcar service could decrease auto demand, increase transit capacity, and increase transit performance and reliability in the project area.

Yes

No

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PUBLIC TRANSIT

TRANSIT

High Speed Rail (TR-7)
A high speed service operating in a new exclusive guideway in the I-5 corridor.

High speed rail typically makes few stops, operates at speeds greater than 125 mph and connects two large metropolitan areas 200 to 300 miles apart. With limited stops, a high speed rail system would not improve transit performance or reduce vehicle demand in the project area.

☐ Yes

● No

Ferry Service (TR-8)
A ferry boat service connecting downtown Vancouver with Hayden Island and/or downtown Portland via the Willamette River.

A ferry between downtown Vancouver and downtown Portland would likely take more time than the existing bus service. In addition it could not serve all areas currently served by transit. Slow travel times and a limited number of riders would not reduce congestion or improve transit performance in the project area.

☐ Yes

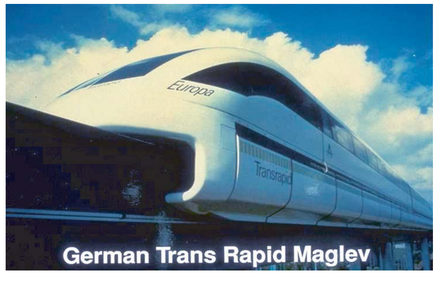
● No

Monorail (TR-9)
A new service operating in an exclusive elevated guideway within the I-5 corridor.

Monorails are most commonly used for local circulation, such as amusement parks and airports, and have never been used in North America for a regional transit system. A monorail system cannot be integrated into existing transit systems and would not improve service performance.

☐ Yes

● No



Magnetic Levitation (MagLev) (TR-10)
This rail system operates on exclusive right-of-ways and exceeds speeds of 200 mph.

The typical distance for a MagLev trip is 50 to 500 miles. With limited stops, a MagLev system would not improve transit performance or reduce vehicle demand in the project area.

☐ Yes

● No

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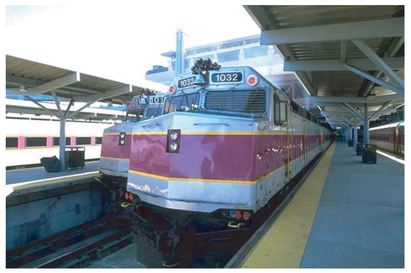
TRANSIT

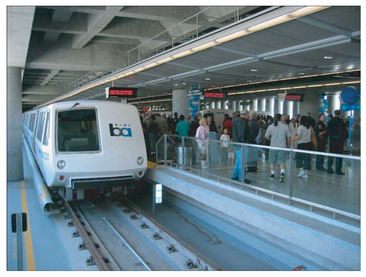


Commuter Rail (TR-11)
This proposal would use the existing BNSF tracks to carry commuters in addition to freight and Amtrak trains.

Train speeds on the BNSF tracks are very slow (12 to15 mph) in the project area, and track congestion is predicted to increase in the next 20 years. Transit performance would not improve under this option.

☐ Yes

● No



Heavy Rail (TR-12)
Heavy rail operates at moderate speeds in exclusive right-of-ways and typically serves 3 to 5 times more people than a light rail system. Stations are placed at greater distances than similar light rail systems. A portion of heavy rail systems often are underground (e.g., New York subways).

Heavy rail is an appropriate technology for the world's largest metropolitan cities. Heavy rail could not be feasibly integrated with existing transit systems in the Bridge Influence Area and would not improve transit performance.

☐ Yes

● No

Personal Rapid Transit (TR-13)
Small cars would carry 2 to 5 passengers along an elaborate system of elevated guideways.

Personal Rapid Transit systems are conceptual. No operating examples exist to judge cost, reliability or performance. With small cars and the need for a separate, exclusive guideway, this proposal is incompatible with existing transit systems and would not improve transit performance. Unless a very large number of vehicles were used, congestion would not decrease in the project area.

☐ Yes

● No

People Mover (TR-14)
Also known as "Automated Guideway Transit," this system operates on elevated tracks most commonly in short loop or shuttle operations of less than 5 miles.

People movers must be operated in a completely separate right-of-way either above or below ground level. As a result, they could not be feasibly integrated with existing transit systems and would not improve transit performance.

☐ Yes

● No

What do you think?

Did we leave any ideas out that should be considered?

Should these 6 ideas move forward?

Express bus in general purpose lanes (TR-1)

Express bus in managed lanes (TR-2)

Bus rapid transit “lite” (TR-3)

Bus rapid transit “full” (TR-4)

Light rail transit (TR-5)

Streetcar (TR-6)

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