

July 13, 2006

TO: CRC Project Development Team
FROM: CRC Transit Team
SUBJECT: **TRANSIT REPRESENTATIVE ALIGNMENT**
COPY: Distribution, Transit Working Group

On May 15, 2006, the Transit Working Group recommended to the CRC Project Development Team a single representative high capacity transit alignment with its associated major transit stations. This memo documents that selection and describes the single representative alignment that will be used to estimate patronage and capital and operating costs later this summer.

DEFINITION OF THE TRANSIT REPRESENTATIVE ALIGNMENT

The Transit Working Group selected a single representative high capacity transit alignment in order to make a direct modal comparison during this phase of the Alternatives Analysis. The selection of a representative alignment for analysis purposes only will help the project team differentiate the high capacity transit modes on performance, ridership, capital costs, and travel speed. By selecting a representative alignment on which to test all the transit modes, the analysis is made cleaner by eliminating the performance or ridership variations that might be due to different alignments or station locations. The representative alignment analysis will provide information needed to select transit modes for inclusion to the DEIS. Alignments carried into the DEIS could be refined with different alignment options from the representative alignment based on engineering and performance data developed during the summer.

The representative alignment is the product of eight months of work detailing potential transit modes, alignments, and termini. The CRC Transit Team has held four Transit Design Workshops and numerous small meetings during that time, at which the definitions of modes and alignments have been discussed and refined. More than 30 distinct combinations of transit modes and alignments have been drafted and discussed through this process.

BRT-Lite, BRT, and LRT will be tested using the representative alignment. The table below is the most recent definition of the four distinct transit modes as of May 22, 2006.

Express Bus	Point-to-point peak-period express bus service operating along I-5 in either general purpose or managed freeway lanes. The suburban Clark County-based express bus service would connect Salmon Creek and downtown Portland and would have upgraded park-and-rides.
BRT-Lite	Limited stop all-day bus rapid transit service operating along I-5 in managed freeway and/or arterial lanes. The suburban Clark County-based BRT service would connect Salmon Creek, downtown Vancouver, and downtown Portland. The BRT-Lite system would have upgraded buses, passenger stops, and park-and-rides.
BRT	All-day bus rapid transit system similar to the Interstate Max Yellow line connecting downtown Vancouver to the Portland International Raceway/Van Port LRT station and downtown Portland. Within the Bridge Influence Area the BRT-Full system would operate along an exclusive running way with light-rail type stations and performance. Outside of the Bridge Influence Area BRT-Full could operate in I-5 general purpose or managed lanes. BRT-Full can be constructed as "rail ready" for a future conversion to LRT.

LRT	An extension of the Interstate Max Yellow line in exclusive right of way from the Portland International Raceway/Van Port LRT Station north to Vancouver with the same service characteristics as TriMet's 44-mile regional LRT system.
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The following are the key features of the representative alignment which are referenced on the map shown in the back of this memorandum.

Representative Alignment. The 4.33 mile alignment starts at the Exposition LRT Station in Portland and continues north through Hayden Island, downtown Vancouver, west to I-5 via McLoughlin, and north to the terminal facility at Kiggins Bowl.

Alignment Options. There are multiple alignment options that may be selected later should engineering or performance data become available or fatal flaws be discovered on the representative alignment. Key areas where the alignment options will be studied include:

- Marine Drive Interchange
- Hayden Island
- Downtown Vancouver (Washington, Main, Columbia)
- McLoughlin Blvd. (or 15th Street)
- East or West side of I-5

Major Stations. There are four major stations selected as part of the representative alignment. Major station locations were evaluated as part of the *Feasibility Analysis for Terminal HCT Station within the Bridge Influence Area*, and each site has been reviewed and prioritized according to multiple criteria:

- Hayden Island, with the station location to be narrowed as part of a special technical study.
- Site A, a 5.3-acre central-city transit orientated development site with local feeder bus service and a park-and-ride of up to 840 spaces.
- Site C, a 4.5-acre potential terminal facility with local feeder bus service and a park-and-ride of up 2,140 spaces
- Site F, an 8.1-acre potential terminal facility with local feeder bus service and a park-and-ride of up to 3,600 spaces.

River Crossings. The representative alignment can utilize several of the river crossings, and is shown with RC-3, the downstream mid-level replacement bridge. Other potential river crossing options include the adaptive reuse of the existing I-5 bridges for high capacity transit.

