



Downtown Transit Alternatives Analysis Public Open House #1

**June 29, 2010 – 6:00PM to 8:00PM – Champions Room
Compiled comments from stations and sticker boards**

The Downtown Transit Alternatives Analysis project hosted its first public open house on June 29th, 2010. This document summarizes the portion of comments that were provided at the four stations and during the presentation. There are two companion documents: a compilation of all hand-written comment cards and all hand-drawn route ideas.

Station 1 – Project Background

Attendees were given the option of giving comments and opinions to the staff member at station 1 on the question of, *“Do You Agree with the Project Goals and Evaluation Criteria?”* The following is a bulleted list of all responses recorded at station 1:

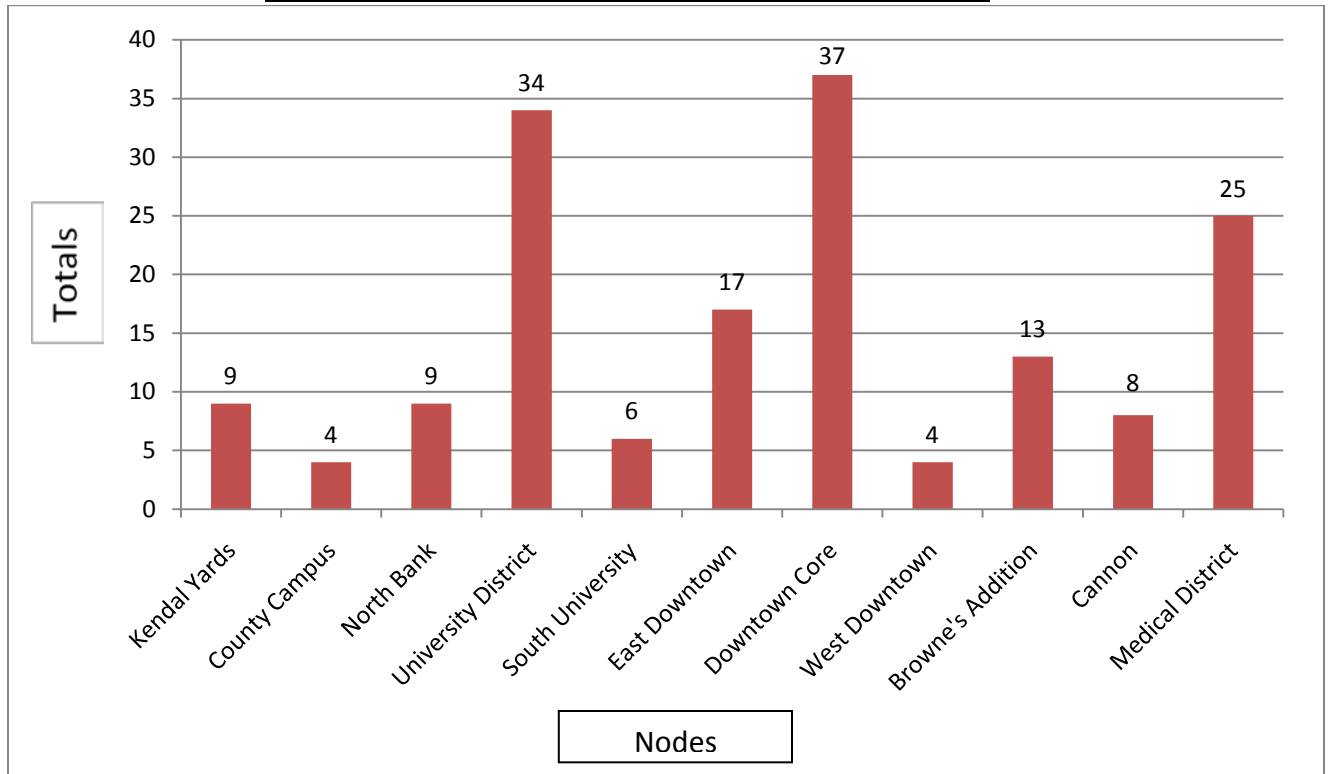
Do You Agree with the Project Goals and Evaluation Criteria?

- Agree, but cost is an important issue especially with federal/government funding cuts. Want to see improvement of existing service rather than expansion
- Project goals are forward thinking – what is needed for a vibrant core for decades to come. This is our time to dream big. It does not have to be built out for completion right away – rather a build out over time to make it affordable
- Yes! Especially replacing surface parking with dense development!
- We need to invest money now to handle Spokane great
- Consider fixed incomes when setting transit fares – can be hard to afford \$25 per month or kids’ bus passes
- Accessibility: when building need to be very clear about construction impacts to those people with disabilities. Need to improve paratransit service
- Travel times are very important
- Security is a big problem especially at the bus plaza
- Hard for people with disabilities to make transit connections (sidewalk connections are a problem too)
- Think about accessibility to bus stop especially for elders and disabled
- Integrate ADA accessibility from the start (sight & hearing impaired)

Station 2 – Major Areas or Neighborhoods

At Station 2 attendees were able to answer the question, “Which nodes do you feel are most important?” using stickers to mark their preferences. The results are shown below:

Which Nodes do you Feel are Most Important?



Additionally, Station 2 attendees could also write flip chart comments in response to the question, “What do you think is most important when considering nodes to be served by a transit investment?” The following notes were recorded at station 2:

What do you think is important when considering nodes to be served by a transit investment?

- Must prioritize based on where the greatest number of people want to go
- Relief from the urban condition (natural space, landmarks, shopping districts)
- Strategic transportation investment leads economic growth, land development and the intensity of development augment with other public investments is critical to cohere, successful and sustainable urban growth.



To account for the *missing* nodes, Station 2 also had a large map of Spokane labeled “Activity Nodes” where participants could use post-it notes to make comments. The text results are shown in the table below:

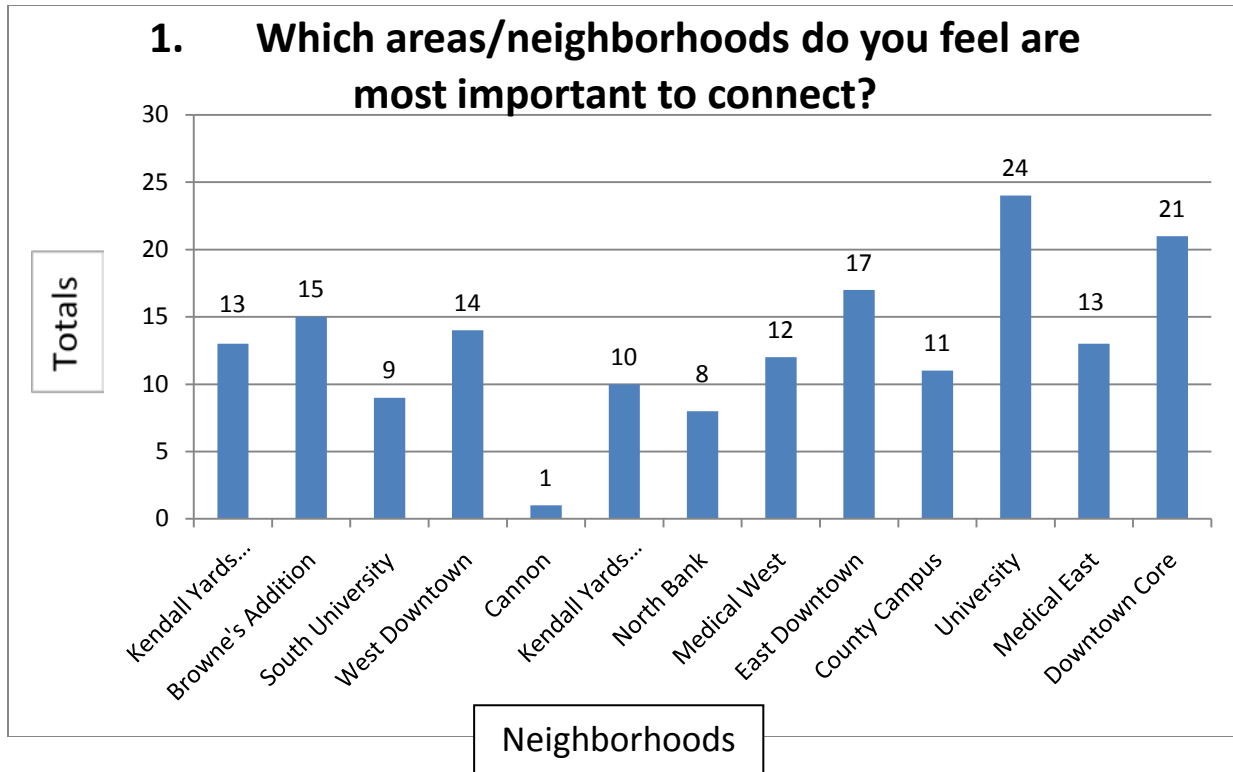
Are There Any Missing Activity Nodes

— (comments on sticky notes from maps) —

Sticky Note Comments	Additional/Supporting Comments
Direct Transit Route to Courthouse (Cerper) to help alleviate congestion	
Hear Hear! Monroe to Indiana!	
Great Gorge Park to Water Trail	
West Central go down middle – Boone? _____	To serve more people [Spokane Park!]
West Central _____	Yes!
West Central (Indiana/Monroe & River) _____	Yes!
Arena District	
Mission Street (Division to Hamilton)	
People’s Park & Peaceful Valley _____	I second this
Downtown, South of the railroad tracks_____	use transit as a catalyst for developing this area.
Keep all areas easy to walk from to downtown_____	Pedestrian only pathways?

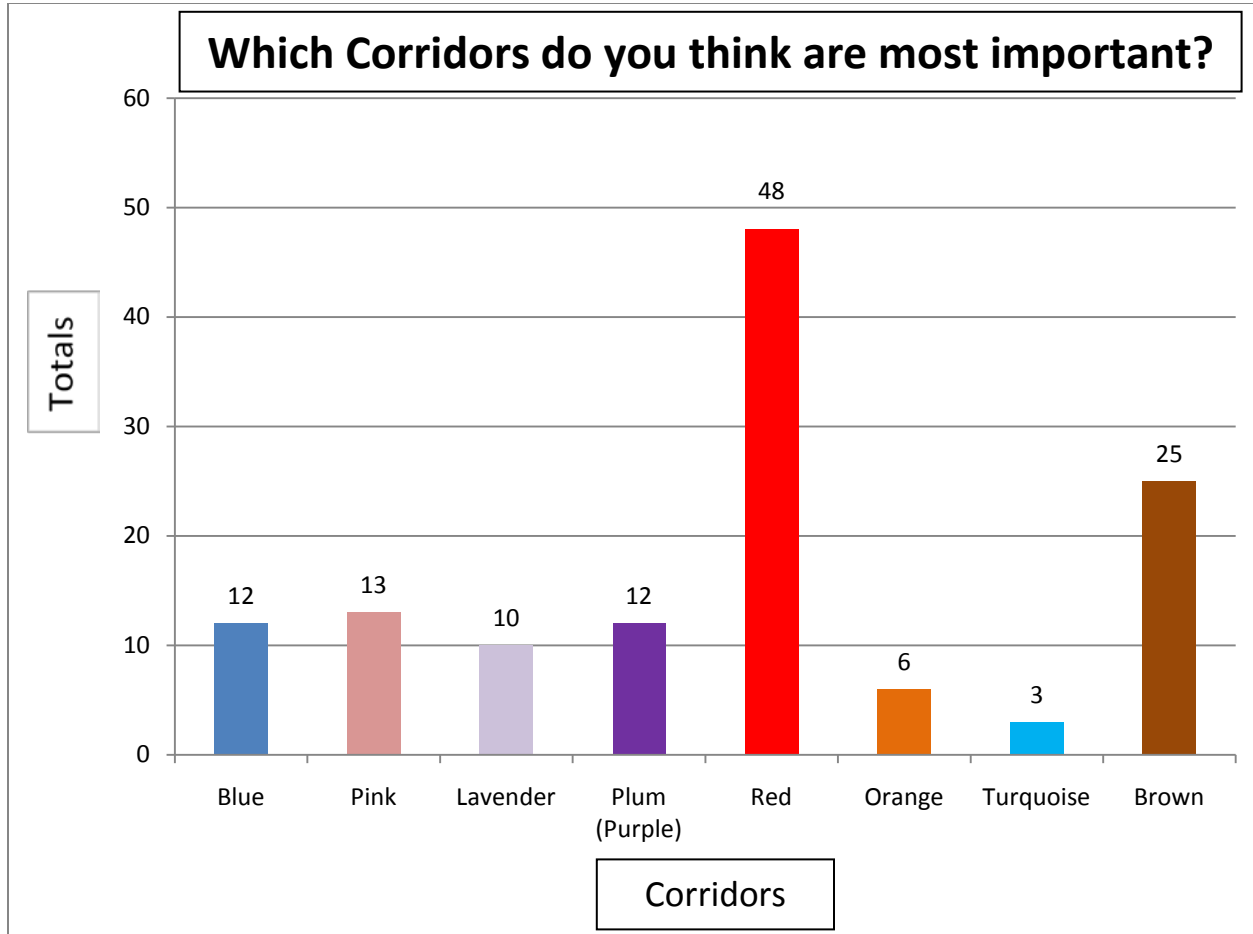
Public Comment Form Input on Major Areas/Neighborhoods

The following chart summarizes responses to question #1 under “major areas or neighborhoods” on the open house comment form. The question was “*which areas/neighborhood do you feel are most important to connect?*” By check-marking boxes, the attendees provided the following results:



Station 3 – Corridors and Routes

At Station 3 attendees were able to answer the question, *which corridors do you think are most important?* using stickers to mark their preferences. The results are shown below, accompanied by the maps attendees used to make their decisions:



(Maps that correlate with results above)



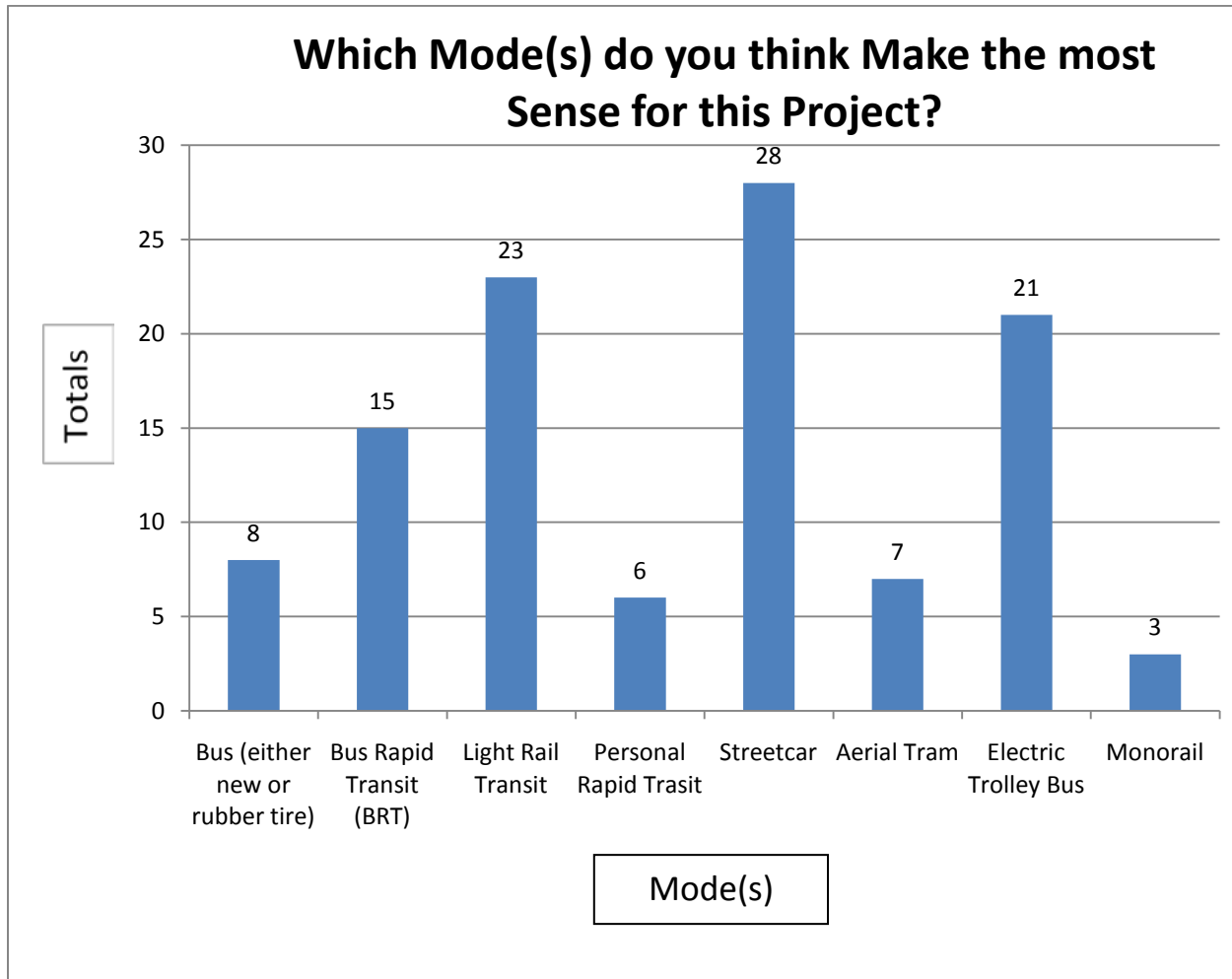
At station 3, people could also write notes on a large printed map. The comments from the sticky notes have been compiled below:

Are There Combinations of Corridors that Should Be Considered?

- Don't want to lose existing buses and don't like 18 foot buses, hard to get onto those if disabled
- Paratransit should allow same day service (for doctor visits and not having to plan ahead)
- Accessibility for service/seeing dogs
- Get CORD and Blind and Deaf center involved
- A combo of blue and turquoise – Serves some of the residents AND business hubs
- Match core (business-downtown/medical/school) functions of community
- Connectivity to the bike/ped system should be considered in corridor planning
- Figure "8" or two close loops that overlap to allow for transfers
- Loop serves a lot
- Like the aerial tram b/c get over barriers
- Tourist attraction - Northbank (arena), River Park Square, Green Zone (Main between Browne and Division), University District, Correction Center
- Keep TTY phone and add Braille for blind at bus stops on the bus post
- Go to Green Street SSC

Station 4 – Travel Modes

At Station 4 attendees were able to answer the question, “Which mode(s) do you think make the most sense for this project?” using stickers to mark their preferences. The results are shown below:



Similar to other stations at the open house, attendees were able to provide comments using a flip chart with the question, “What Is your preferred mode?” The following notes were recorded at station 4:

What is Your Preferred Mode?

- Need a Ped-Only Blvd/Trail/Route/etc. going north-south or through the heart of downtown (commercial/residential)
- Can it be the start of a regional system?
- My mode is multi - walk/bike/bus. Please connect to good bike/ped routes
- Overhead electric wires –Look unsightly



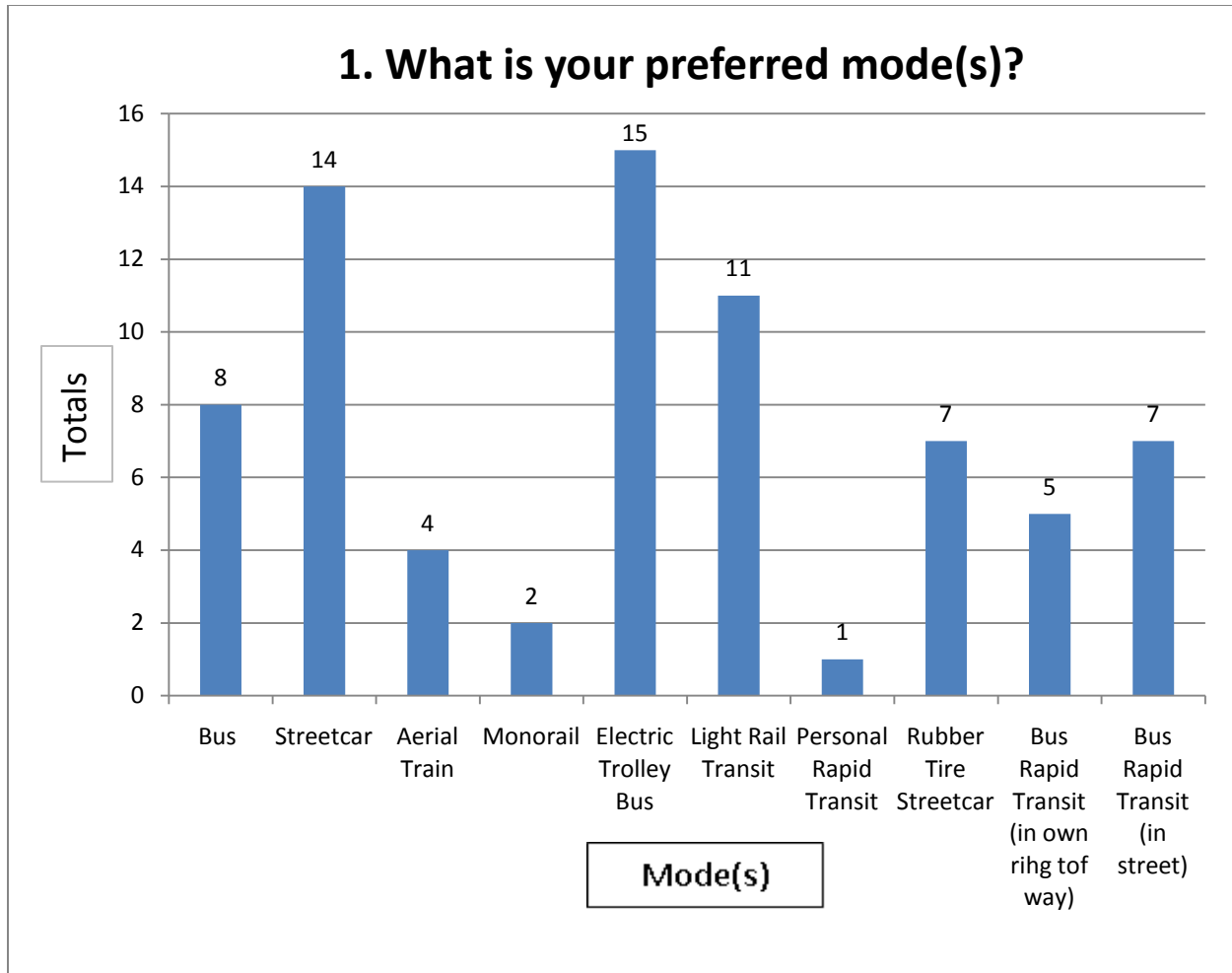
- RAIL leads development, bus follows development
- What are the benefits (economic) compared to the costs?
- My preference is for streetcar due to its ability to leverage public investment to stimulate development. However, I also could see an electric trolley system having the same impact – My preference is for streetcar due to its ability to leverage public investment to stimulate development. However, I also could see an electric trolley system having the same impact – ONLY if it is done so intensely that Spokane becomes known for its trolley bus system.
- Fixed route important for development investment

[Editors note: we interpret this as two separate concerns written by the same person]

- ADA – Compliant
- Cost to low income

Public Comment Form Input on Modes

The following chart summarizes responses to question #1 under “Modes” on the open house comment form. The question was “What is your preferred mode(s)?” By check-marking boxes, the attendees provided the following results:



The following comments were made verbally during the Q&A session following the 7:15PM presentation:

Questions and Comments from PPT Presentation

- Spokane has one of worst transit systems I've seen. Routes/times cut
- Improve existing system before you look at new investments
- Is part of process determining the gaps of deficits? How will people who are not here have a voice? What is the process for determining those?