

Welcome!

Spokane Central City Transit Alternatives Analysis

Project Meeting #2

October 26, 2010



What will you do tonight?

- At tonight's open house, we are looking for your feedback on:
 - The work done to date
 - The shortlist of alternatives
 - The framework that will be used to evaluate the remaining alternatives
- Complete a comment form
- Talk to the project team

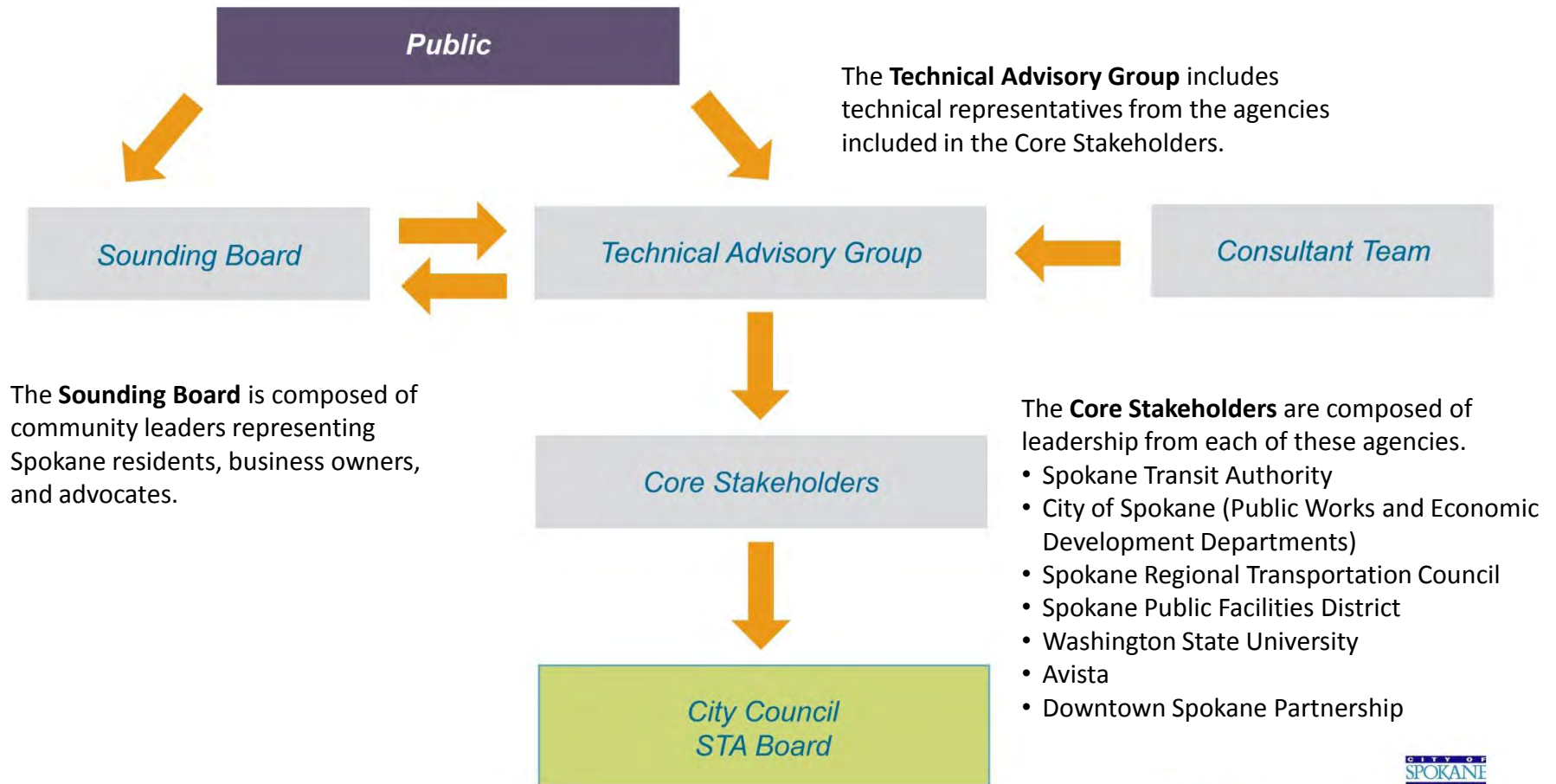


Project Purpose

- Provide a high performance transit investment that is the preferred mode for trips within Spokane's central city
- This project will:
 1. Identify variety of potential transit investments
 2. Evaluate different alternatives and modes
 3. Select one preferred alternative to move forward

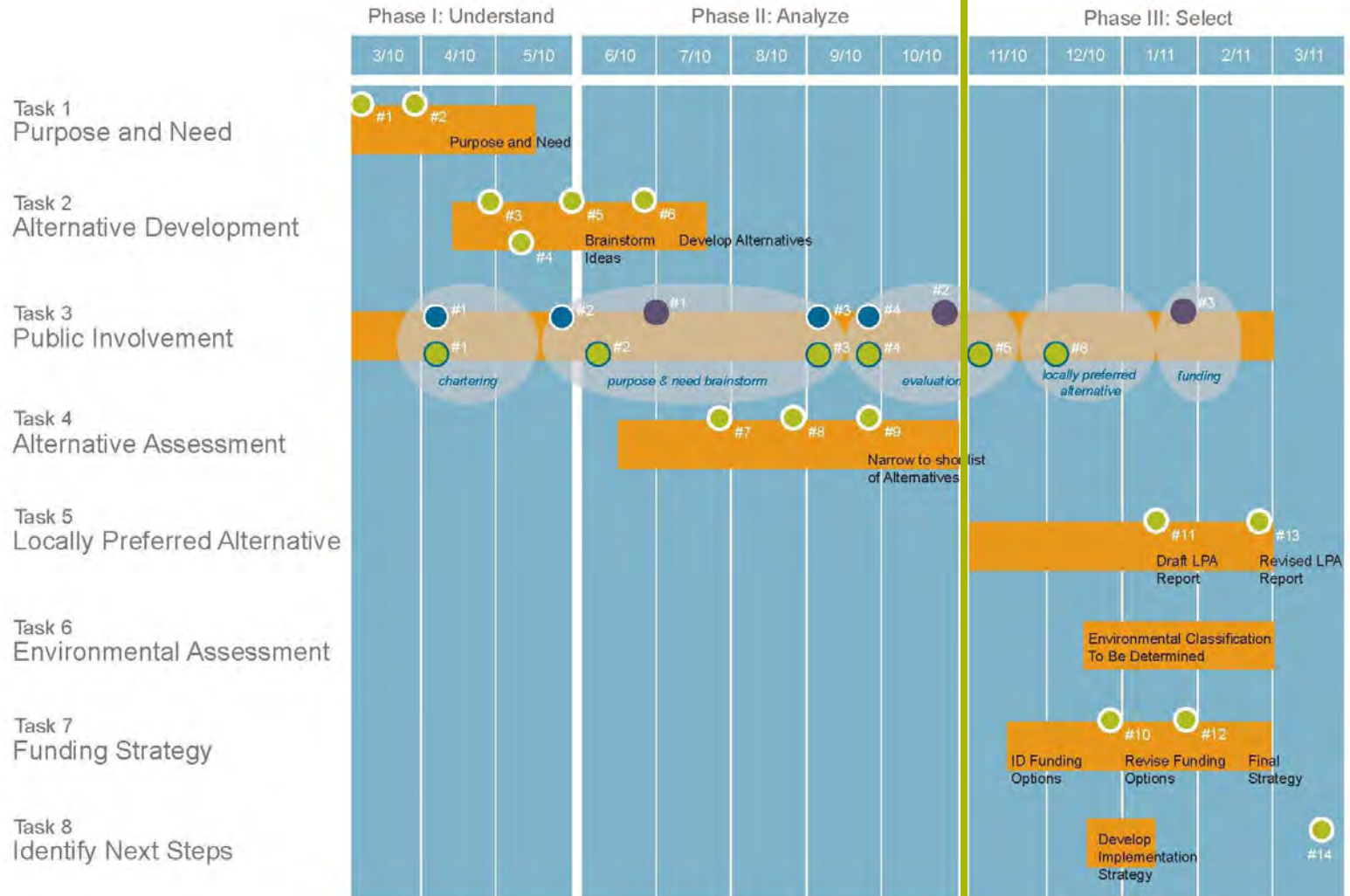


Who is Involved?



Project Schedule

We are here



Legend

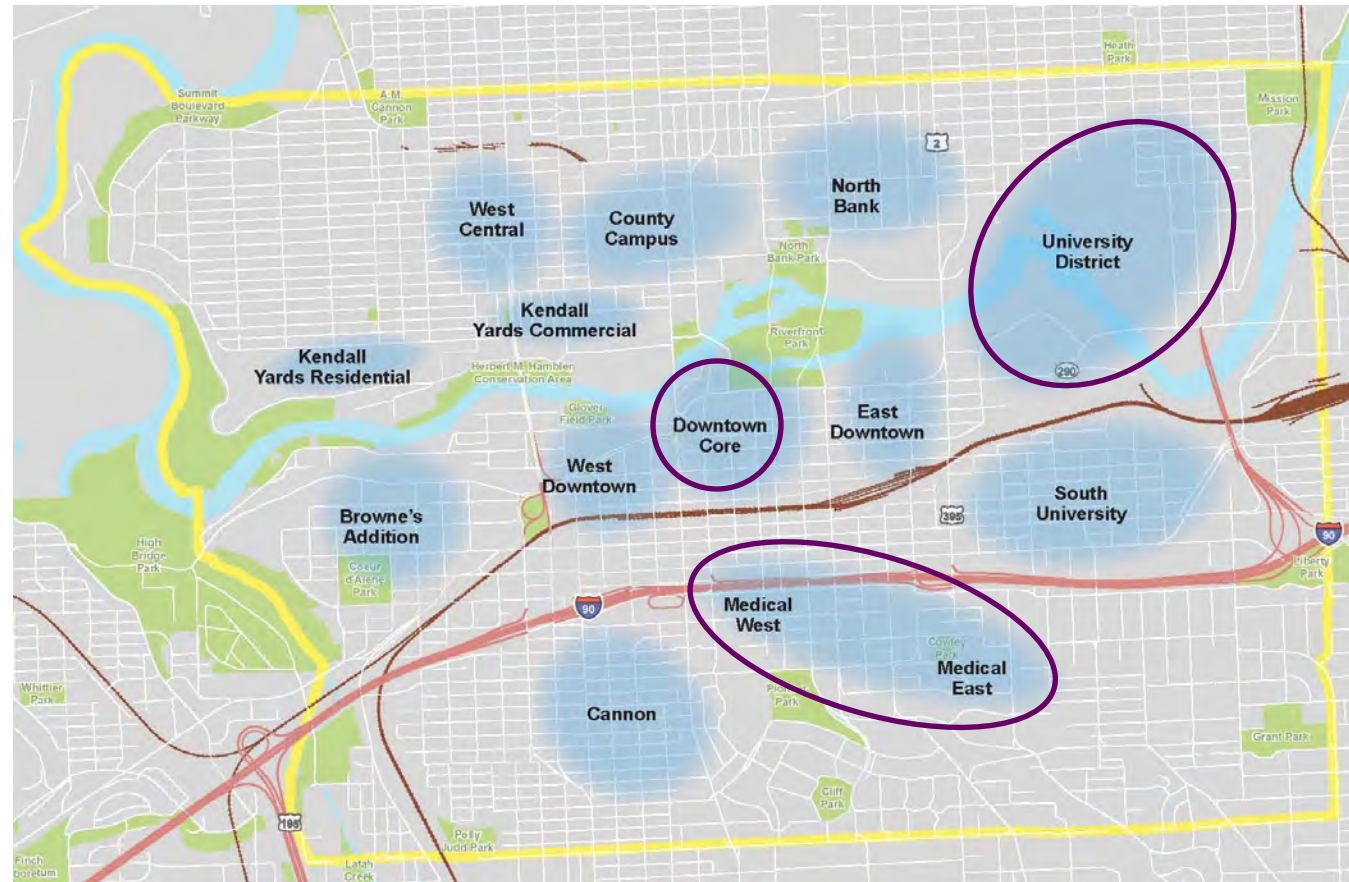
- Technical Advisory Group Meetings
- Public Meetings
- Core Stakeholder Meetings
- Sounding Board Meetings

(updated 10.14.10)

Project Study Area

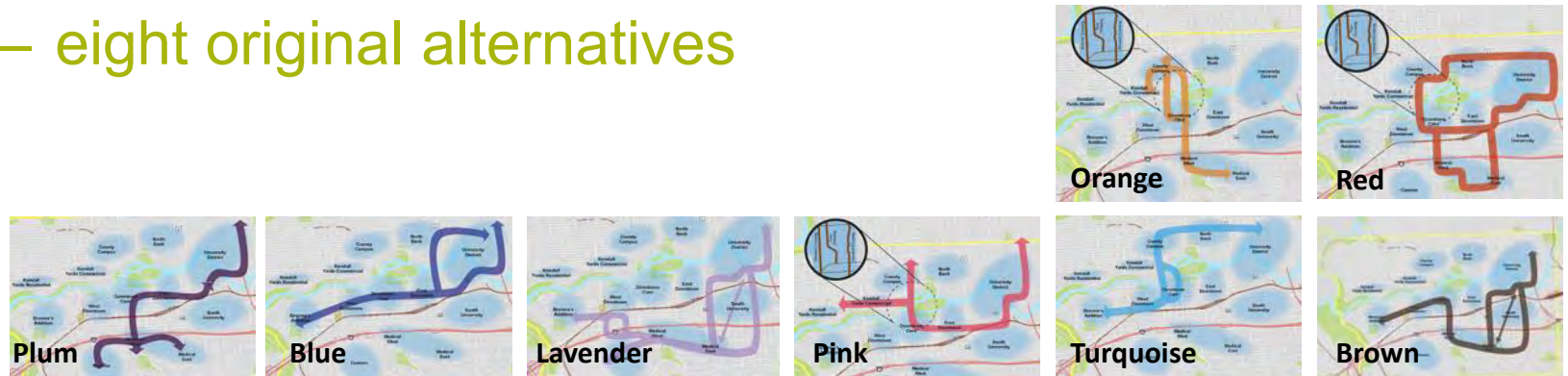
The project study area is outlined in Yellow, and activity centers considered by the project are shown in Blue.

The three principle activity areas for the study are circled.

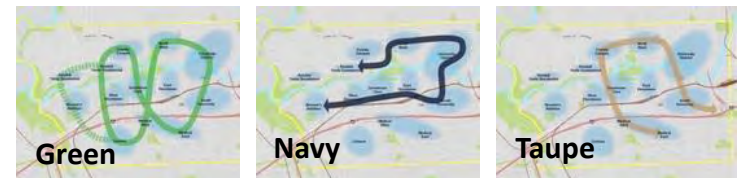


Long List of Alternatives – Corridors

- A total of 11 alternatives have been considered
 - eight original alternatives





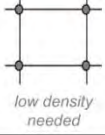




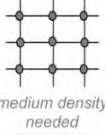




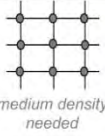




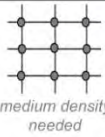

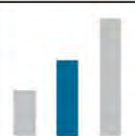


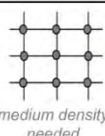




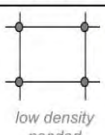

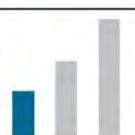


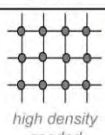

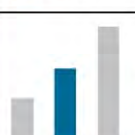


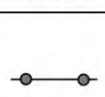

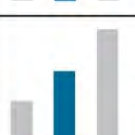


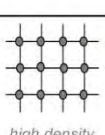

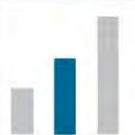


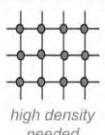


- three alternatives from public ideas collected at the first open house



Long List of Alternatives – Modes

Based on feedback from the public at the first open house, elected officials and other stakeholders, ten modes were considered to meet the needs of central Spokane.

Image	Typical Speed	Vehicle Capacity	Stop Spacing	Density	Cost
 Regular Bus			 Typically 1/4 to 1/2 mile	 low density needed	\$ capital costs \$\$ operating costs
 Electric Trolley Bus			 Typically 1/4 to 1/2 mile	 medium density needed	\$\$ capital costs \$\$ operating costs
 Streetcar			 Typically 1/4 mile	 medium density needed	\$\$\$ capital costs \$\$\$ operating costs
 Bus Rapid Transit (own right-of-way)			 Typically 3/4 to 5 miles	 medium density needed	\$\$\$ capital costs \$\$ operating costs
 Bus Rapid Transit (in street)			 Typically 1/4 to 1/2 mile	 medium density needed	\$\$ capital costs \$\$ operating costs
 Rubber Tire Streetcar			 Typically 1/4 to 1/2 mile	 low density needed	\$ capital costs \$\$ operating costs
 Light Rail Transit (LRT)			 Typically 1/2 mile	 high density needed	\$\$\$\$ capital costs \$\$\$ operating costs
 Aerial Tram			 Typically 3/4 to 5 miles		\$\$\$\$ capital costs \$\$\$ operating costs
 Personal Rapid Transit			 Typically 1-2 miles	 high density needed	\$\$\$\$ capital costs \$\$\$ operating costs
 Monorail			 Typically 1/4 mile	 high density needed	\$\$\$\$ capital costs \$\$\$ operating costs

Purpose and Need Statement

- The Purpose of project is to:

1. **Increase transit ridership** to, from, and between existing and emerging activity areas within downtown
2. **Directly connect residential areas** with major employment centers
3. **Help stimulate new development** in downtown that is in support of local and regional land use goals, objectives and plans
4. **Maximize regional support** of and investment in the transportation system
5. **Being environmentally sensitive** and garnering broad **public support**



- The Need for this project arises from:

1. Opportunity to **focus infrastructure investments** to encourage new development downtown
2. Opportunity to **improve transit accessibility, efficiency, and competitiveness**
3. Opportunity to **increase regional transit access** to activity and employment centers
4. Demand for convenient downtown transit **service outside of peak periods**
5. Need to **overcome existing barriers**
6. Challenges encountered by **new riders**
7. Future **traffic congestion** downtown

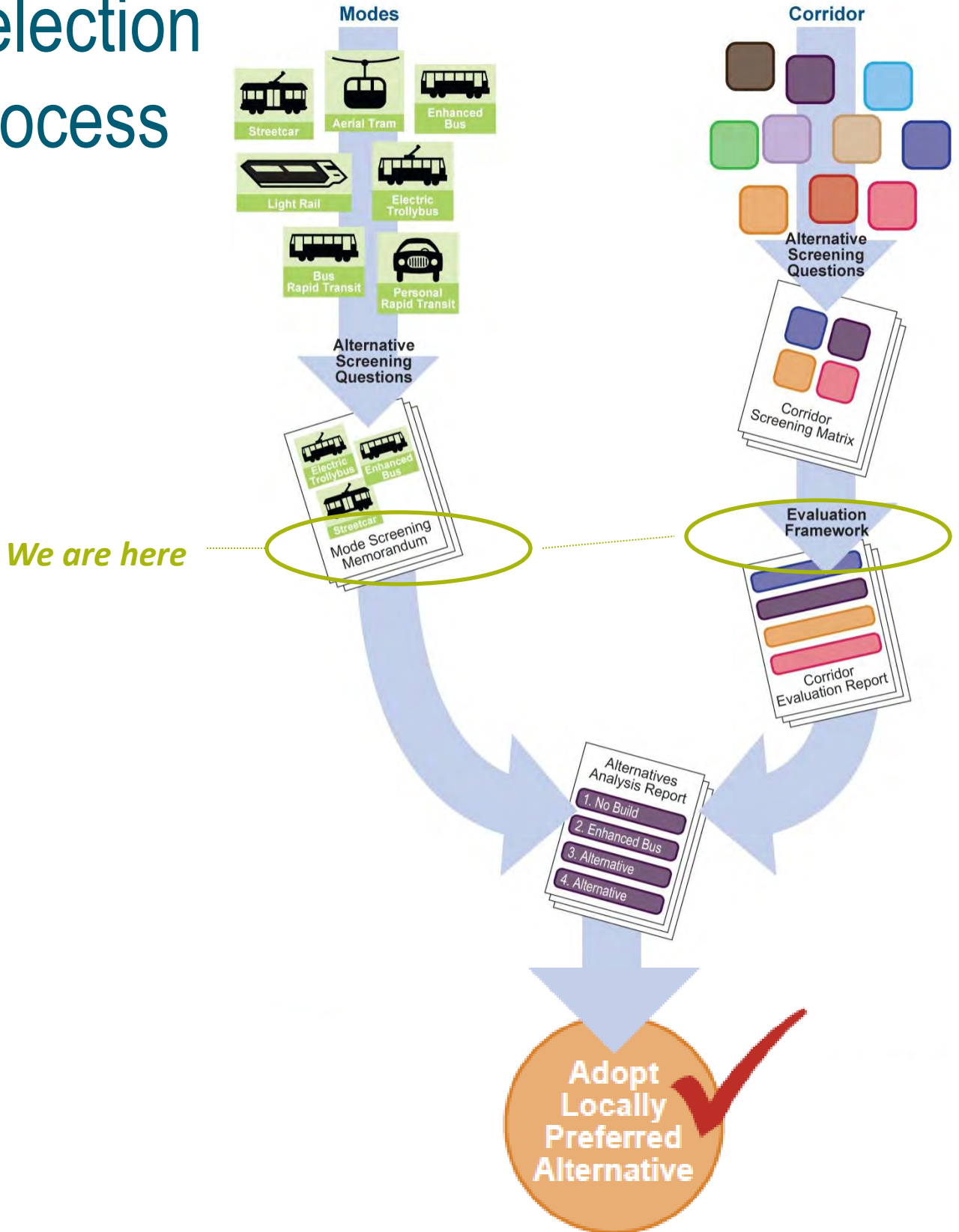


Screening Questions

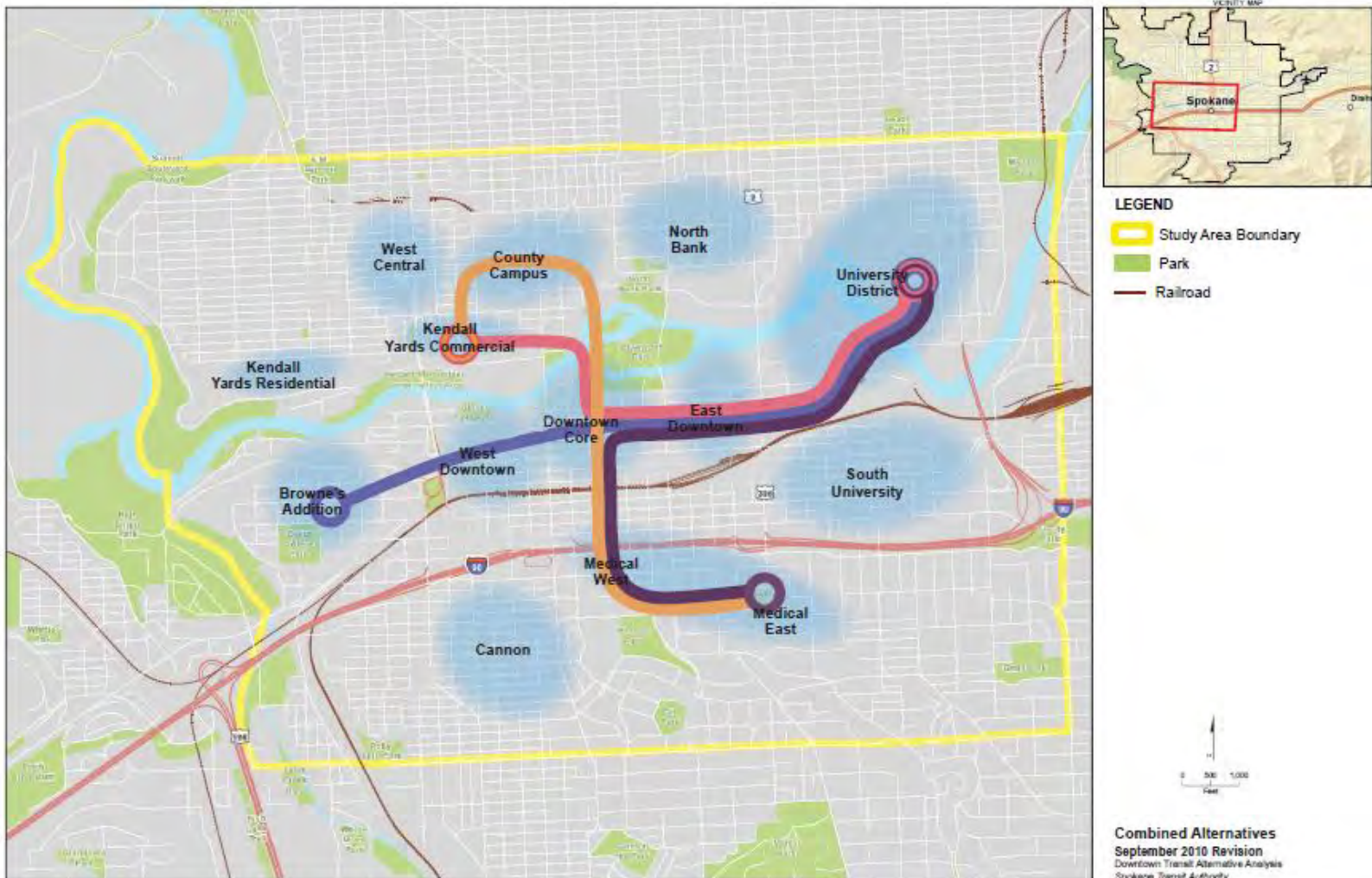
The following questions helped narrow the initial list of alternatives down to a smaller number that will be evaluated.



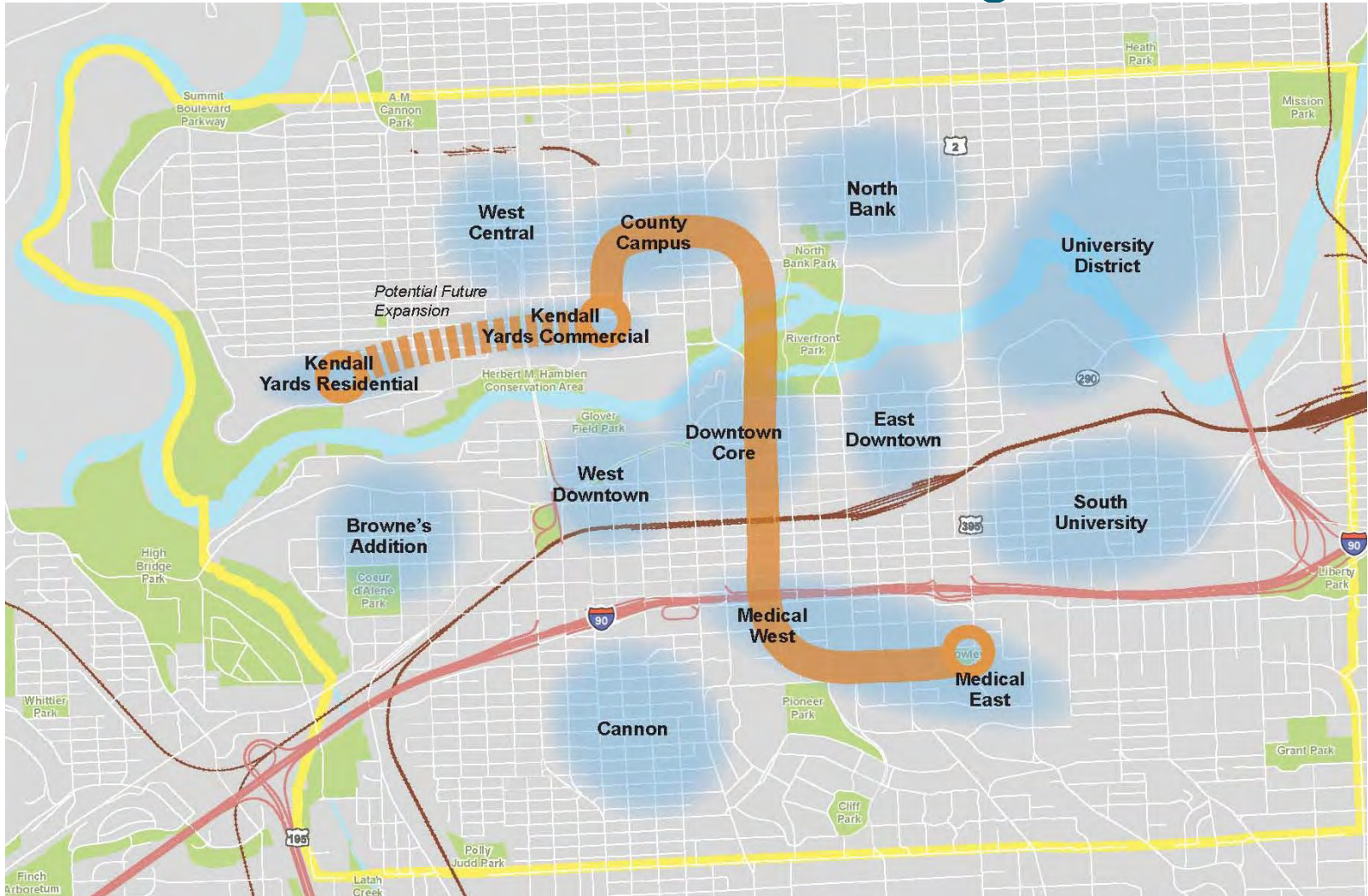
Selection Process



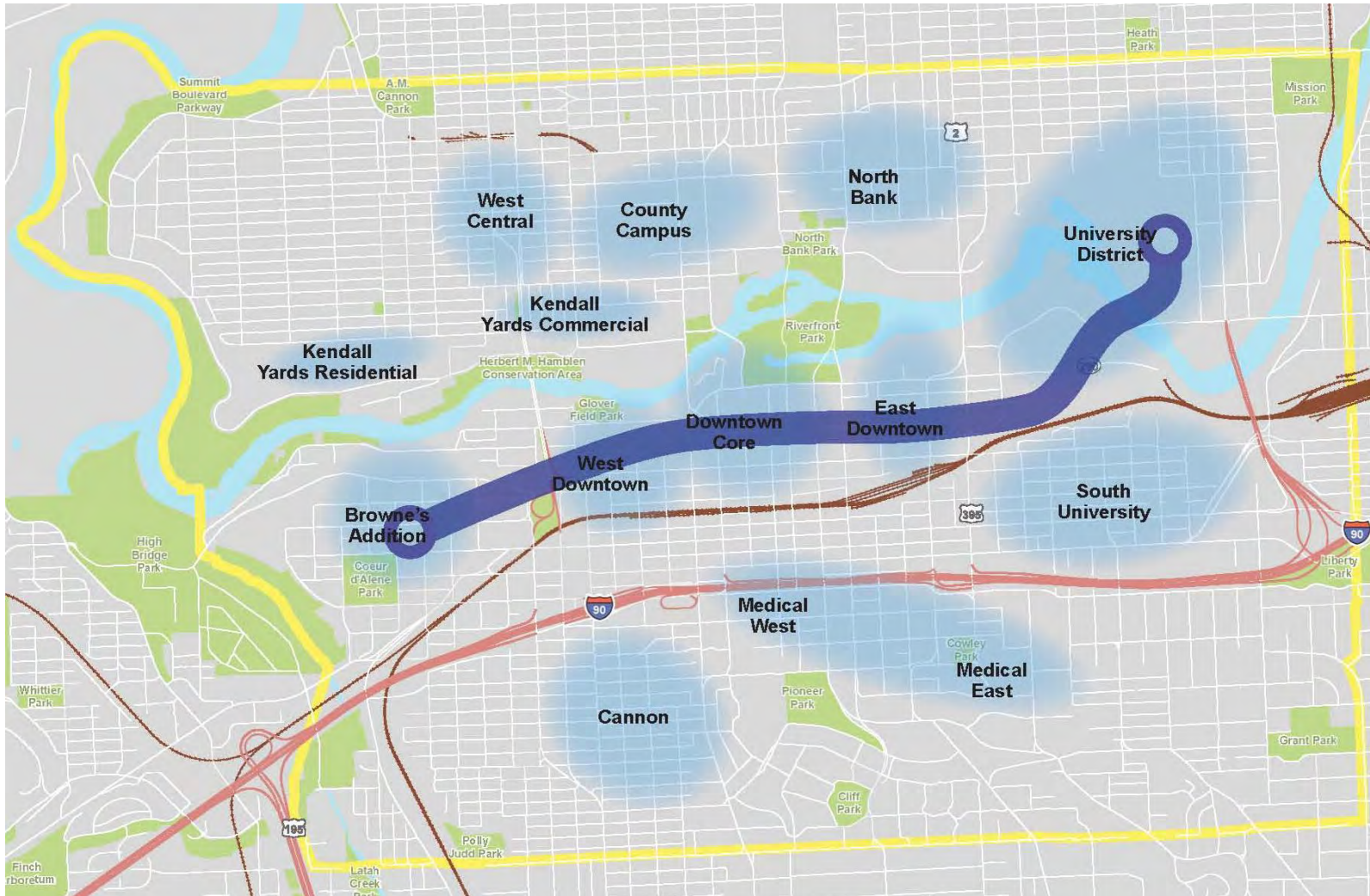
Compilation of Short Listed Alternatives



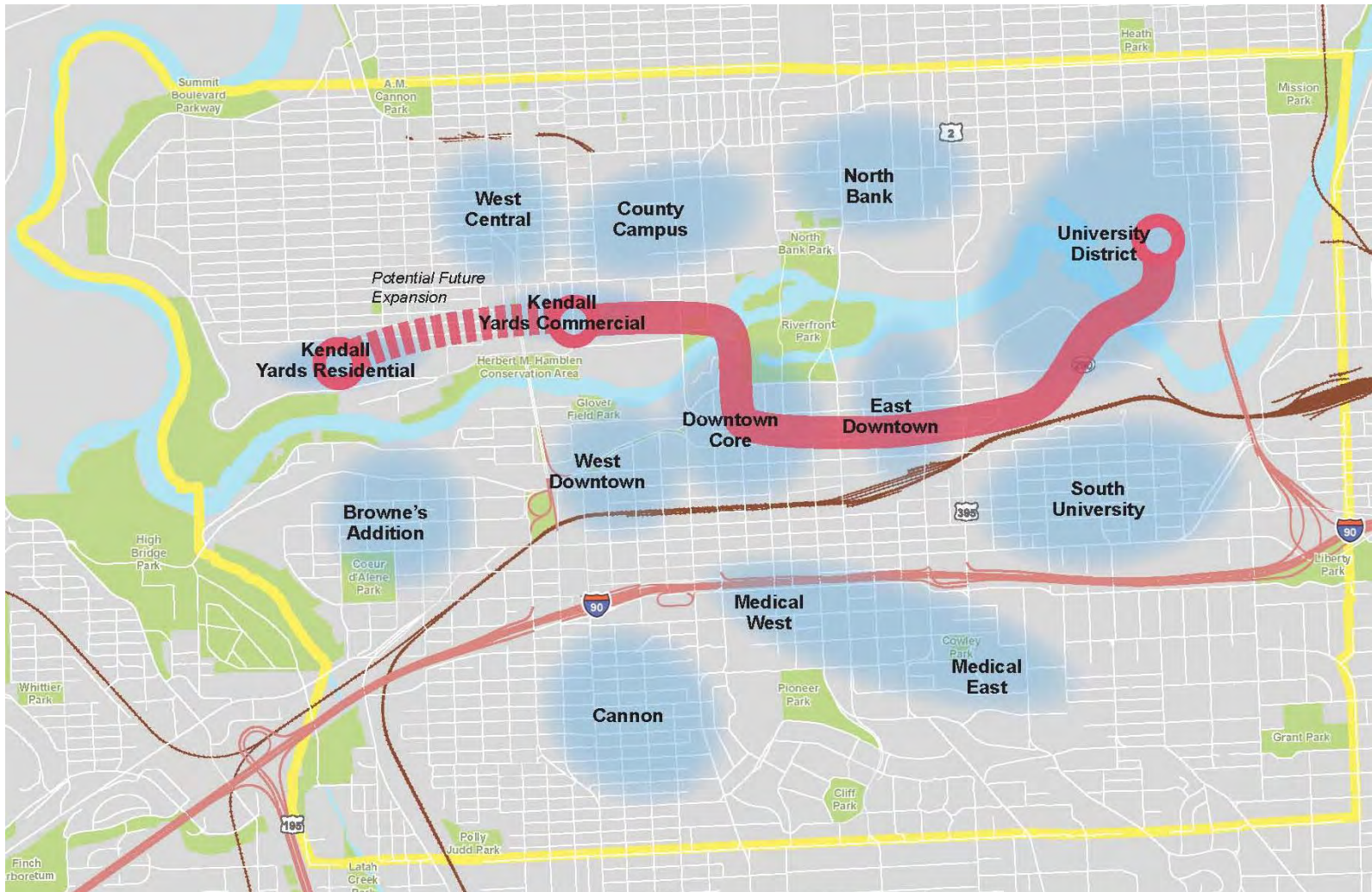
Short Listed Alternatives – Orange Alternative



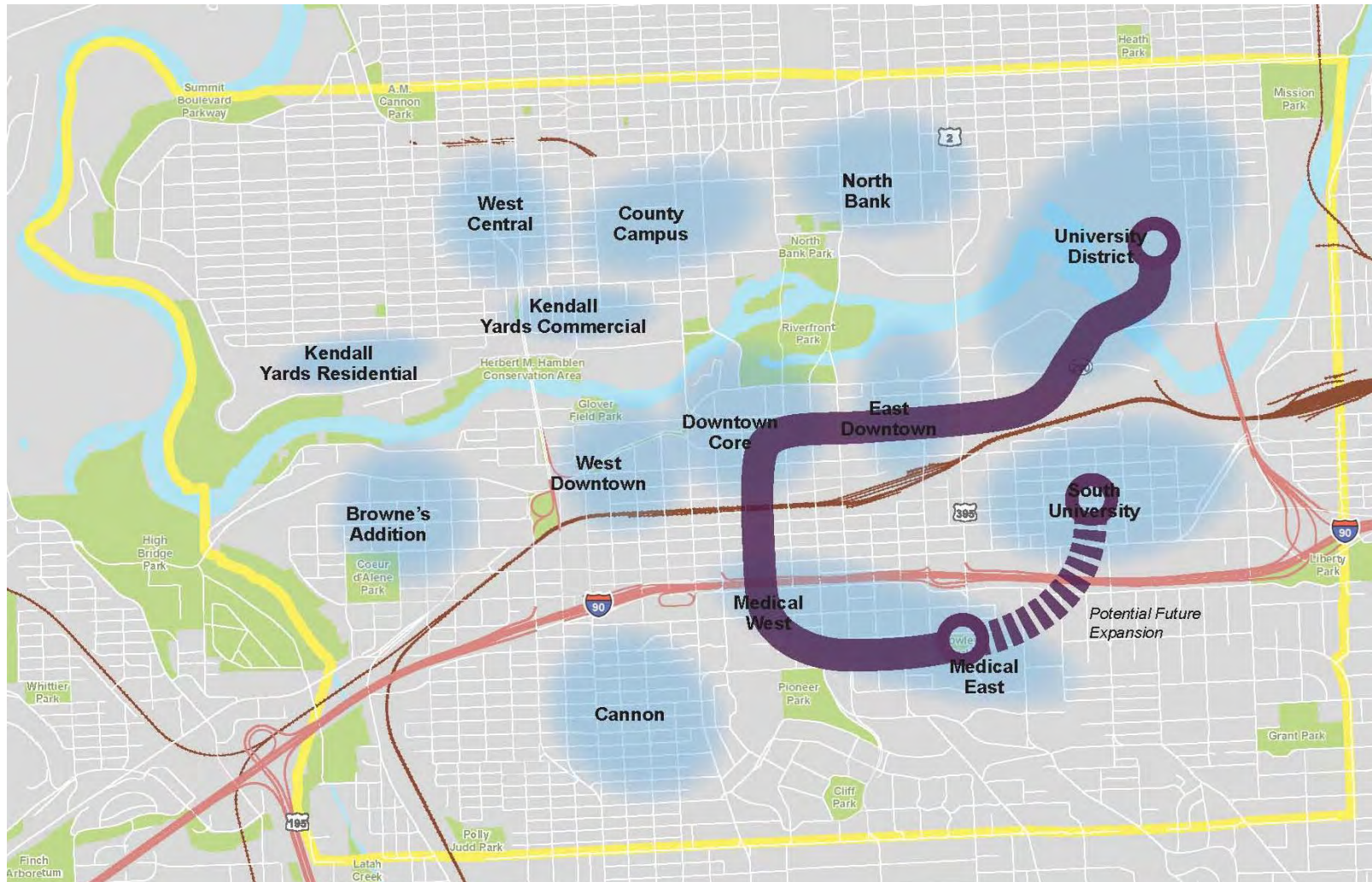
Short Listed Alternatives – Blue Alternative



Short Listed Alternatives – Pink Alternative



Short Listed Alternatives – Plum Alternative



Short List – Modes

Three modes have been shortlisted for the full evaluation process

Modern Streetcar



Electric Trolleybus



Enhanced Bus



Evaluation Framework

CRITERION	MEASURE
Objective A: Increase the effectiveness and efficiency of transit within downtown Spokane	
Travel Time	Actual travel time
	Perceived travel time
Ridership Potential	Likely ridership response
Ease of use	Ability of new and infrequent riders to understand the service and find stops
Reliability of service	Ability of transit service to be maintained due to scheduled or unscheduled events or weather conditions
	Length of reserved transit lanes
Accommodate growth	Ability of mode to serve new land use changes in the downtown area
	Ability of mode to accommodate growth in demand
Efficiency of the transit network	Travel time savings for the existing system
Objective B: Provide improved transit connections to, from, and between downtown activity areas	
Transit accessibility	Number of major activity centers served
	Number of residential units located within 1/4 mile of the alternative
	Number of jobs located within 1/4 mile of the alternative
Pedestrian accessibility	Number of significant pedestrian barriers crossed
Objective C: Support and help stimulate new downtown development and redevelopment	
Potential to create jobs and business opportunities	Number of districts identified by the City as priority job creation areas
	Percentage of parcels within 1/4 mile of the alternative that are considered "developable but underutilized"
Urban form and activity	Increased pedestrian activity at street level



Evaluation Framework

CRITERION	MEASURE
Objective D: Comply with and support local and regional adopted goals, objectives, and plans	
Land use plans and economic development goals	Consistency with the City of Spokane's Comprehensive Plan Support of Targeted Area Development districts
Transportation plans	Consistency with STA's HPTN Plan Consistency with Metropolitan Transportation Plan
Objective E: Optimize fiscal investments in downtown transit infrastructure and service	
Affordability	Projected capital cost Projected operating cost
Availability of funding	Potential capital cost funding source(s) Potential operating cost funding source(s)
Leverage	Potential to leverage other public/private investments
Objective F: Optimize the engineering design and environmental sensitivity of the project	
Environmental impacts	Number of parcels of land directly affected by the project Number of historic properties potentially adversely affected Number of 4(f) properties potentially used Number of noise-sensitive land uses adjacent to the alternative
Equity	Approximate number of low-income persons within 1/4 mile of the alternative Approximate number of persons of a minority race or ethnicity within 1/4 mile of the alternative Approximate number of transit-inclined persons within 1/4 mile of the alternative
Constructability	Number of new river crossings needed Major design considerations
Energy conservation	Reduction in greenhouse gases



Next Steps

- The project team will use your input tonight to:
 - Refine the short list of alternatives and modes
 - Refine the evaluation framework
 - Begin the evaluation process

