
Central City Transit Alternatives Analysis
Sounding Board, Meeting #6
March 3, 2011 – 5:30PM to 7:00PM – Global Credit Union
Meeting Notes

The following notes are a summary of the group discussions during the meeting.

1. Coming up:
 - a. Next open house: March 29, City Hall - Chase Gallery
 - i. Present emerging preferred mode and alignment
 - b. April – vote by stakeholders/STA board/City Council
 - c. Prepare small starts proposal in September

2. Comments on the mode PowerPoint that was presented:
 - a. Extend route from University District thru downtown to Browns Addition line. Has most ridership, serves 2 of 3 top connection points. (map for reference in PPT)
 - b. Making a choice – decision framework. Twin purposes; moving people and contributing to built framework.
 - c. Reviewed the common attributes.
 - d. Reviewed mode differentiators.
 - e. Costs: rail is generally a higher cost for maintenance.
 - f. Bus: lower cost of maintenance.
 - g. Unofficial vote/opinion from sounding board members:
 - i. Electric trolley bus – 4
 - ii. Enhanced bus – 4
 - iii. Streetcar – 8
 - iv. Undecided – 1

3. Comments on modes:
 - a. Like the route chosen.
 - b. Trolley buy – don't like overhead wires.
 - c. Any will be tough to sell (to public.)
 - d. Like flexibility of overhead wires.
 - e. Like the permanence of streetcar. Development will be better with the streetcar, there's time to figure out financing. Spokane is up for a challenge. (others agreed)

- f. Non-transit riders – more likely to ride streetcar.
- g. Like enhanced bus – early benefit, least constraints, then do more permanent solution later. See what new technologies come soon.
- h. Streetcar – more likely to attract students. Enhanced bus – not different enough.
- i. Prefer the trolley bus – electric power, flexible, bus back up. Bond issue – streetcars are too expensive.
- j. Can still feel permanent with enhanced bus (stations) without premium prices. Makes more sense for our density.
- k. Availability of electricity – like trolley bus part of streetcar – can do that with the electric trolley bus.
- l. Prefer the streetcar. Have questions about ridership and connection to it (preferred bus system). Who will use it every day? Need analysis of that. Get folks on perimeter more involved downtown.
- m. Maintenance: Use old Greyhound bus depot. Like streetcar. Routes: shouldn't conflict with light rail. Youth – want something different. Set sights high. Need funding analysis to understand what the true cost is. Trolley bus would be my second choice.
- n. Let's do something bigger. Trolley bus: bus with ugly wires. Concerned with not serving the south hill with rail. Like north/south better.
- o. Economic development better with streetcar. Would like info on economic development opportunities available along route. Like local findings, etc. Enhanced bus has value – consider as a stepping stone. Use while building streetcar.
- p. Like quietness of streetcar. Like enhanced bus as a stepping stone. Youth will like the streetcar.
- q. Next 10 years – huge battery revolution (for electric bus.) Would be great to see electric fleet instead of one streetcar. 10 times the cost = hard to understand.

4. Comments:

- a. Good consensus on alignment.
- b. Lots of diversity in opinions on mode.
- c. Trolley bus – want more info. Talk to some US Manufacturers.
- d. CH2MHill recommends a rec. on mode characteristics instead of specific vehicle
 - i. Trolley bus or streetcar
 - ii. Do more research
- e. John English – Utah Transit Authority
 - i. Built light rail, street car, commuter rail
 - ii. Knowledgeable on global systems
 - iii. Afternoon meeting

iv. Discussion with business community

5. Other questions:

- a. Battery manufacturing/disposal – is this a bigger environmental issue?
Avista may be a resource.

Next meeting: April 13th