
Downtown Transit Alternatives Analysis Sounding Board, Meeting #2

**May 25, 2010 – 5:30PM to 7:30PM – Downtown Library
Meeting Notes**

In Attendance: All sounding board members were in attendance with the exception of Delaney Paul and Liz West.

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

1. Project Goals

- a. Important that the idea of permanence is somewhere...this is critical....development needs to know that the transit will be there (won't go away). Reliable routes are key to capital decisions.
- b. Flexibility is important to facilitate the shifting of populations
- c. As population shifts, you re-examine, add stations, etc.
- d. All of these statements are intended to balance these goals. No one alternative will be perfect for every goal.
- e. Propose we add some language under transportation goal around predictability of alignment and service.
- f. Some modes are less or more labor intensive/and vulnerable to budget cuts.
- g. What are the checkpoints to measure against the goals?
- h. I'd like to see safety ...pedestrians, bikers, riders, etc.
- i. How do you define "comfortable?" Will everyone expect they have a seat?
- j. All agencies should support the goals. You should ask other agencies if they support (like highway administration)

2. Debrief from TAG and Sounding Board Work Session

- a. Question: will we have more data to inform the routes?
- b. Centers: Is the arena in an activity center?
- c. Is there another opportunity to give input on these? Yes, give input tonight, there will be a public meeting on June 29th then we'll come back to you.
- d. David reviewed the 7 ideas
- e. Questions:
 - i. What do the arrows represent?
 - ii. Reactions?

- iii. Red line: wanted to connect hotels and arena and downtown
- iv. How far will people walk to a stop? $\frac{1}{4}$ (5 to 8 mins) mile is not atypical. Half mile (10 to 15 mins) for some light rail
- v. How long will people ride a vehicle to get to DT circulator?
- vi. How far to a stop? How long to wait? How long will it take on the transit? That's how I decide.
- vii. 15 miles/hr is a good ballpark for transit with a lot of access, down to 8 to 10 miles an hour. 15 to 25 minutes end to end (within study area).
- viii. We're looking at 2030 or 2040 model....we want to think ahead, with regard to congestion and parking
- ix. When we talk about the medical district, we have to take into account how patients will feel....you want to keep people from taking their cars. Would be nice to go further west.
- x. Which are most important nodes to connect? Where would you start? Connect university district to downtown.
- xi. Brownes addition to university district through downtown and then a line from county complex through Kendall yards to medical district
- xii. Would be good to look at an overlay
- xiii. How many cities use loop systems? Portland, Detroit, etc.
- xiv. What about roles of riders? Like workers, students, etc.? Would be good to apply demographic data about those days. Want to serve the highest percentage of people who will use the system. We will narrow the funnel over time; apply more data as we go.
- xv. Important to think about how much density do we want to create? How are we trying to shape that development? Like the University District, Kendall Yards, etc. What will density look like? Development follows the permanence of the transit investment. Many times the development is leading the transit development (going in before the transit is built).
- xvi. Would Cannon and Browne's Addition want more density? That's important to consider.
- xvii. Lavender alternative: connects medical center to all of university district. This alignment helps overcome some of the natural barriers (like railroad, river).
- xviii. Most people thought downtown core should be served by this circulator
- xix. These routes should drive development in some of the areas. This is an important goal. That has happened in other cities. This is more about development than it is about transportation
- xx. Why not go from county to hospitals and Browne's addition to university district?

- xxi. These are potential routes as a part of a larger system. You'd combine them.
- xxii. We have to change the mindset. Look at the bigger picture? Building lots of parking also costs a lot of money.
- xxiii. Kendall yards through downtown to campus and then to hospitals.
- xxiv. Huge potential in the southern university district. Could be dense development.
- xxv. University district will need access to medical district
- xxvi. When we look at our combined MSA (Spokane-CDA), how are we looking at using this to tie to a larger picture around (for example) CDA to Spokane airport linkage? Does that help with funding case? It needs to be integrated into a larger vision for region.
- xxvii. Community support and success of a system helps encourage funding
- xxviii. Expand loop to South University district
- xxix. Public opinion will be important eventually. Average citizen will need to support the system and see the benefits. Property owners too.
- xxx. Where would you start? Where are routes currently most used? What foot traffic corridors are most common? Does DSP do pedestrian counts?
- xxxi. Connect Davenport, arena, Doubletree, Red Lion for tourism
- xxxii. Hardest places to connect are the east end of the study area north and south. It's not friendly to bus, pedestrian, bikes. Only Division connects.
- xxxiii. Perry district might be consideration for linking to university district
- xxxiv. Two separate needs: residential travelers and then service center to service center. Not sure you can build one system to serve all needs.
- xxxv. Ridership tripled when gas prices go up
- xxxvi. Play to your captive audience. Pick key triangle and build from there. At some point, you build spurs out to many angles
- xxxvii. Could the red one go through south university area?
- xxxviii. Combine Lavender and Pink. Covers everything.
- xxxix. Need to work on code for infill. Complete streets will also bring in pedestrians
- xl. This route serves existing and new audiences (pink and lavender)

3. Modes

- a. Send sounding board the modes PDF
- b. Send Sounding Board routes and mode information ahead of public meeting
- c. Bus does not give the sense of permanence
- d. Not sure it's appropriate to include bus rapid transit in circulator discussion
- e. Need to clearly explain to people what the applications are, what's required to make them effective. Many folks won't know about some of these modes

- f. Bus rapid transit...enhanced bus....idea is that it's above regular bus. Might not always be signal priority, can do designed lane, and have sidewalk extend out to meet bus. At this point, make each alternative as good as possible and then look at how to apply criteria.

4. Public Meetings

- a. Please have presentation twice
- b. Advertise parking options
- c. Use Facebook
- d. Check out website
- e. Use Google Group for sharing information
- f. Link to all the information on the Google Group
- g. Alert about posts
- h. Howard offered to give input on survey questions