



Central City Transit Alternatives Analysis Public Open House #3

March 29, 2011 – 4:30PM to 7:00PM – Spokane City Hall
Compiled comments

The Central City Transit Alternatives Analysis project hosted its third public open house on March 29th, 2011. This document summarizes the comment forms received at the open house.

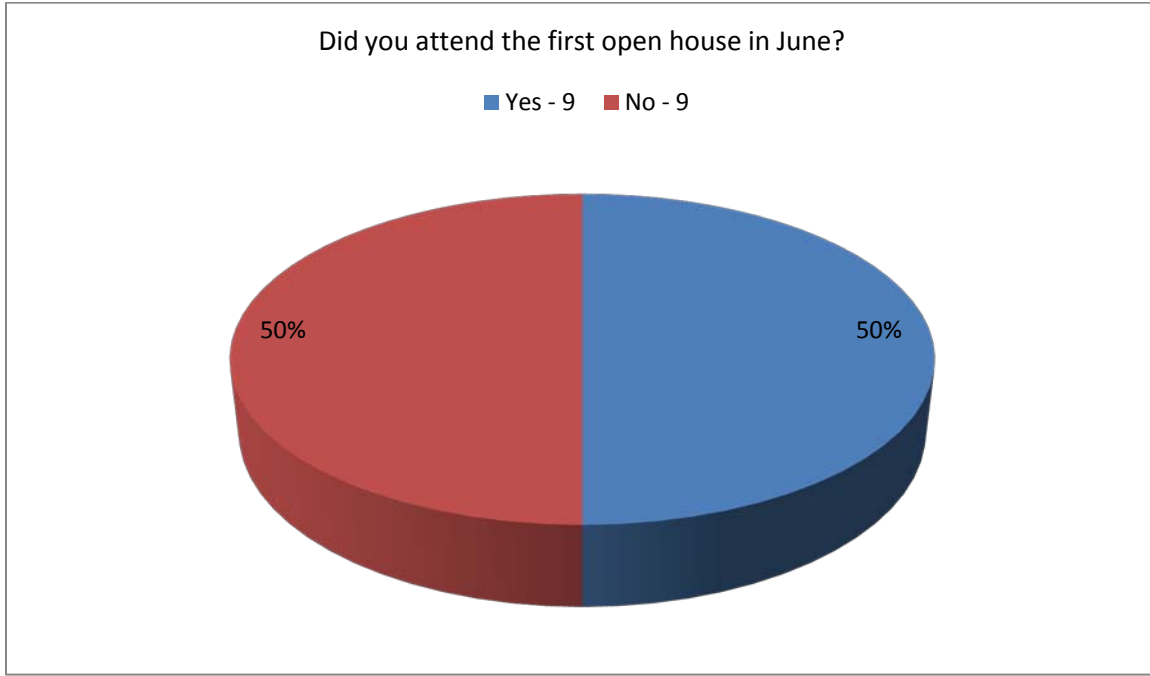
There are two companion documents: a compilation of all hand-written comment cards and sign in sheets.

Welcome

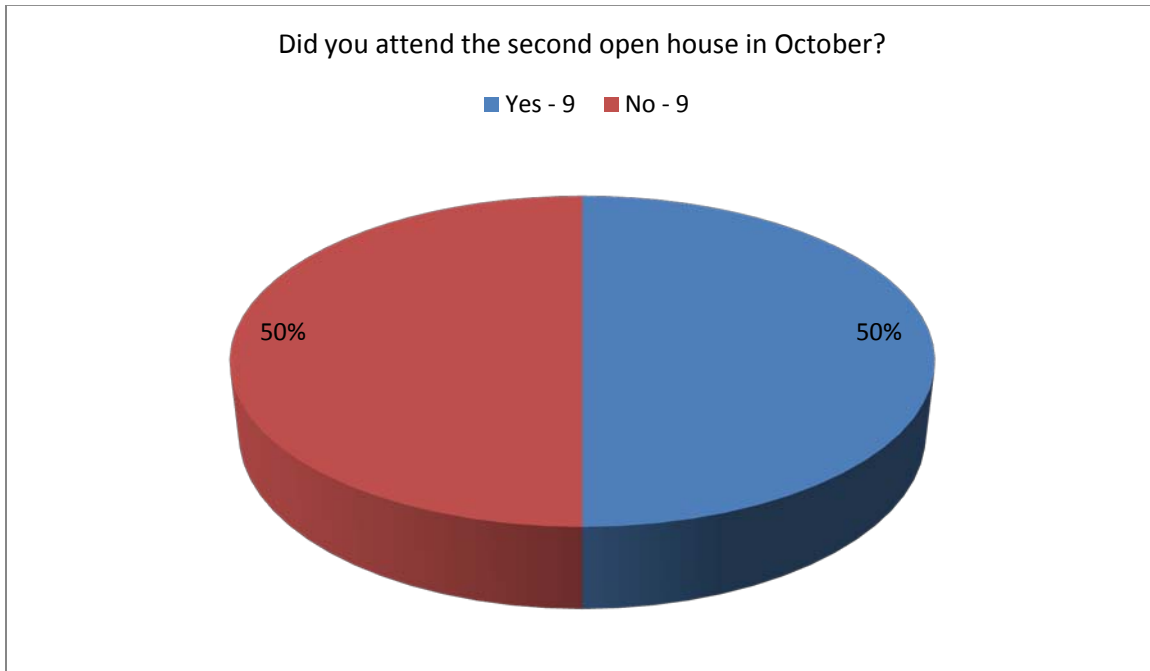
Question 1 – “How did you hear about tonight’s open house?”

1) Newspaper (X6)
2) Press Release
3) E-mail (X8)
4) Neighborhood Council (X2)
5) Melissa W.
6) Television
7) SRTC website
8) STA website

Question 2 – “Did you attend the first open house in June?”



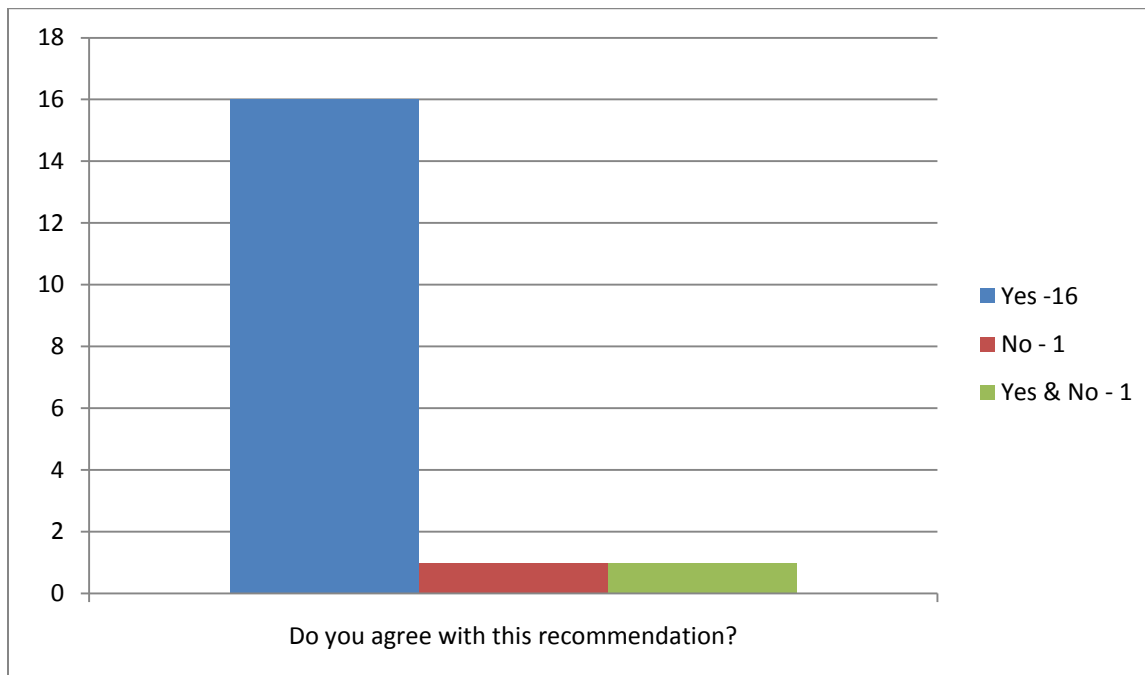
Question3 – “Did you attend the second open house in October?”



Corridors

Tonight we are presenting the recommendation for the first corridor to be the University District to Browne's Addition corridor, with an optional extension to the Medical District if funding permits. This corridor would eventually become part of a wider network that would extend to the County Campus and Kendall Yards.

Question 4 – “Do you agree with this recommendation? Why or why not?”



Verbatim Responses:

- 1) Unify central core of downtown, 2) green transportation alternative.
- Will be its back bone of two districts flowing through downtown. It will be its “new” beginning of transit in Spokane.
- Busy corridor that needs more public transit.
- We need a more organized way of moving people downtown, besides cars/autos.
- I think it is good as a first step. Spokane is in need of more transit options.
- I think the line should go east into east central – run morning and night.
- Your excellent, extensive research produced a sensible plan.
- Is this route now making a profit? Coming anywhere near breaking even?
- The growth we are seeing in the U District – and Spokane in general, coupled with the new economic reality today will definitely create the need to alternative transportation options.
- ...but, Kendall Yards doesn't yet exist and the county complex is not enough of a magnate. I support connectivity with the medical district and extension into the emerging international district on Sprague Ave.

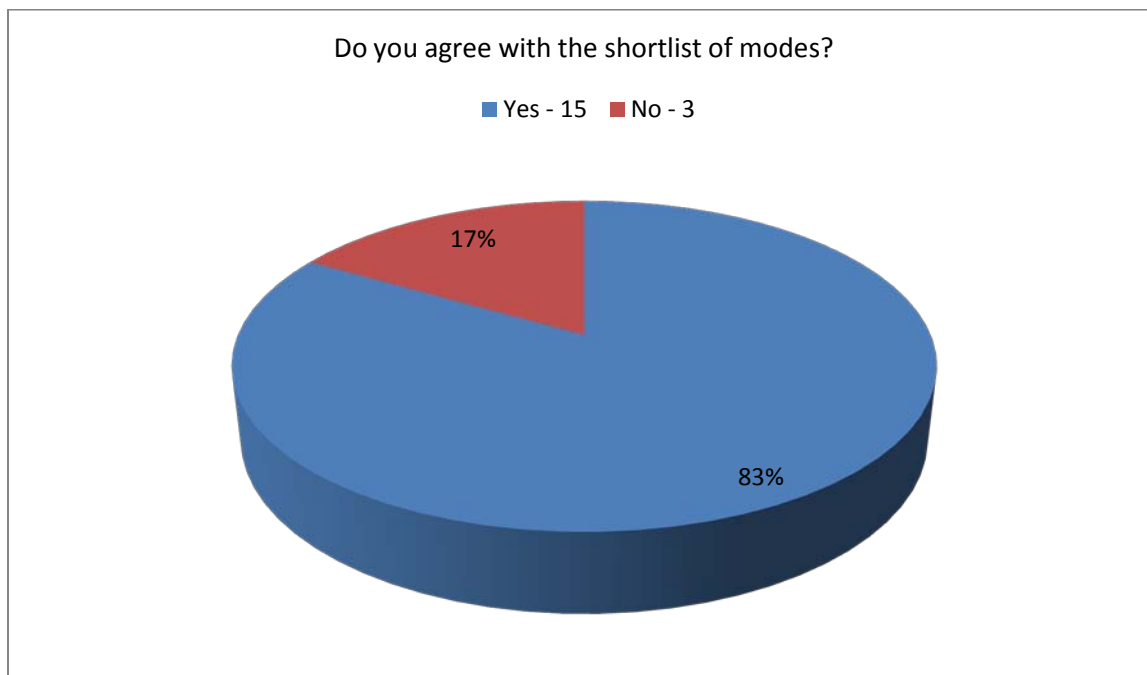
Question 5 – “Tell us what you like or don’t like about the corridor evaluation process.”

Verbatim Responses:

- *Appears open and transparent (I hope this is being funded with grant money).*
- *I think you need to inform us how this project will help reduce some of the 142,000 trips in the city. Seems to me that people will continue to drive and park in town. Ridership – who are you trying to capture? How will it reduce 30% of trips ending looking for parking?*
- *At this point I am totally enjoying its process. 1) Positive, 2) informational, 3) ground root.*
- *Takes so long.*
- *Coming in late in the game I am unclear as to how the study area was chosen.*
- *I don’t know of any East Central members.*
- *First phase makes a lot of sense. Others... medical district?...really drive that arm and might rightfully be expected to share in cost.*
- *No heavy investment in a route unless that route is a money maker already – or at least the route is requiring a low subsidy per rider.*
- *Like with any other public process for too little people actually contribute feedback until the project gets the green light.*
- *I don’t like separating corridor analysis from mode selection – different modes have different affects so I requirements – selecting routes without consideration of mode and objective is counterproductive.*

Modes

Question 6 – “Do you agree with the shortlist of modes? Why or why not?”

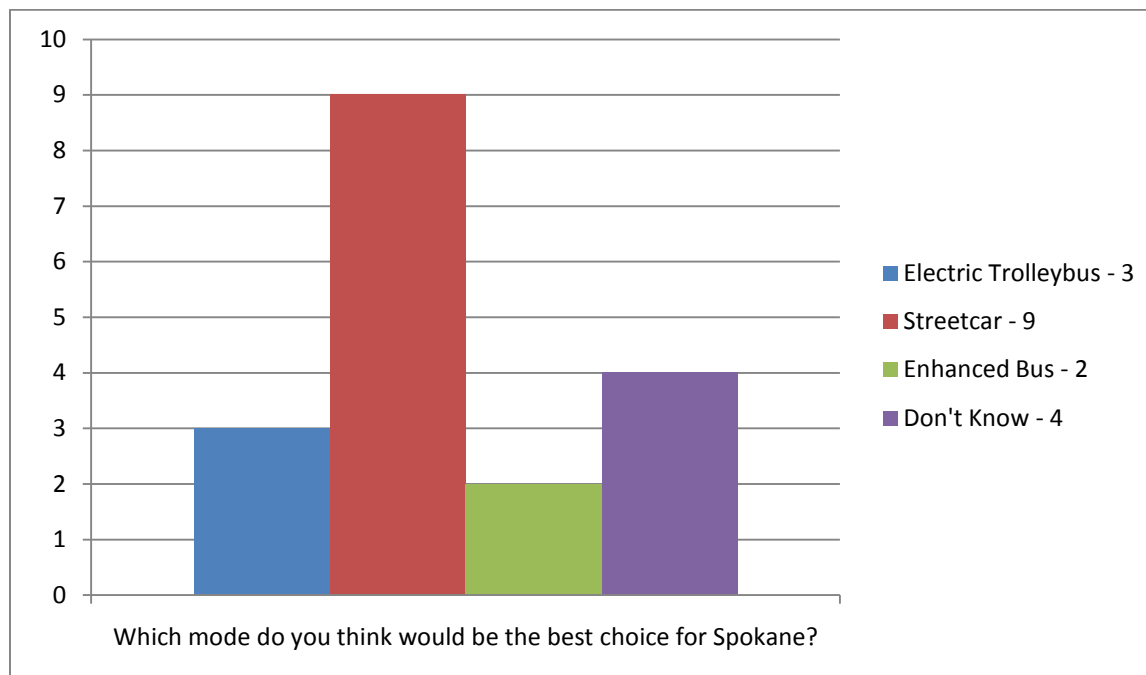




Verbatim Responses:

- *You hit it on the head. A lot of work...positive at this point.*
- *Too short a system.*
- *Covers the bases.*
- *Start with the bus system – equipment already available – minimize cost.*
- *Kind of...*
- *The model should not be selected in conjunction with a route. That is a separate decision.*
- *They are realistic for Spokane.*
- *Electric street cars! We need to balance our transformational system by including rail-based options.*

Question 7 – “Which mode do you think would be the best choice for Spokane? Electric trolleybus, streetcar, enhanced bus, don’t know. Tell us why.”



Verbatim Responses:

- *Enhanced Bus. 1) Probably most affordable, 2) still can have distinctive appearance. No advertising.*
- *Streetcar. To me, it’s all or nothing. Portland streetcar is amazing.*
- *Streetcar. 1) Spokane has a history of streetcars, 2) would complement its existing bus system, 3) it is fun to ride a streetcar...different feel, 4) initial high cost (tough sell) but long term joy, 5) look at other cities with streetcars...very positive.*
- *Electric trolleybus. Less pollution and less cost than streetcar.*
- *Streetcar. No more “rubber tires” bus!*
- *Streetcar. Permanency and economic advantage.*
- *Don’t know. Any – one with highest frequency potential.*



- *Streetcar. I think the beneficial aspects of a streetcar on the built environment are much greater than the bus options.*
- *Electric trolleybus. As long as the cost is not significantly (<50%) more than enhanced bus. I like electric vs. diesel plus the aesthetics of the trolleybus.*
- *Don't know. Other - The existing bus system can be running with no additional investment and the tax payers already subsidize.*
- *Don't know. I don't know which would benefit the greatest number of Spokane citizens. All would be terrific but your choice should be based on helping the majority of public transportation riders.*
- *Streetcar. Permanent nature of installation.*
- *Don't know. It is not possible to choose anything but the cheapest vehicle for the short term, until you have proven there is ridership for a route for the long term.*
- *Streetcar. Substantial evidence of economic development – none for buses. Flexible routing is a weakness, inflexible (rail) is a strength.*

Question 8 – “Is there anything else that you feel you need to know about the three modes under consideration to make the best choice?”

Verbatim Responses:

- *You need to know that electric streetcars can traverse the south hill – they have before.*
- *Enhanced bus is too similar to a bus.*
- *Explanations presented were thorough.*
- *- Start with existing buses and if super successful do more – don't risk more tax payers funds.*
- *How does the impact on the built environment enter into the decision making process.*
- *Frequency of buses.*
- *Streetcars would bring more people (and conventions) to downtown.*
- *What can I do to help this along!*
- *Which one functions best in snow?*

Question 9 – “Tell us what you like or don't like about the evaluation of modes:

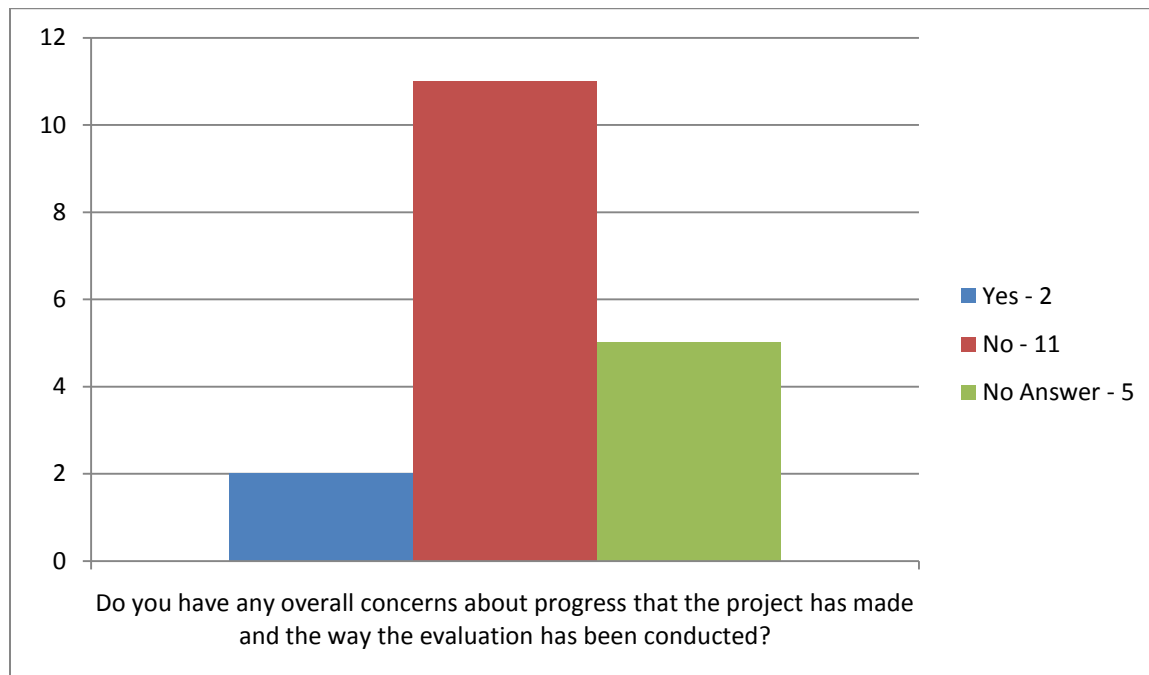
Verbatim Responses:

- *It is separated from corridor analysis.*
- *There is no hard data available on a trail run for maybe a year, to show that the passengers will ride the routes proposed.*
- *No route from east central.*
- *Too limited in scope, too shallow an approach.*
- *Good illustration.*
- *It is open and friendly; it is very exciting and positive; it will make Spokane better; it will be a tourist attraction and practical.*

Next Steps

We will be considering input received from you tonight as we prepare the draft Locally Preferred Alternative recommendation and present it to the City Council, the Spokane Transit Authority Board of Directors, and the Spokane Regional Transportation Council Board of Directors.

Question 10 – “Do you have any overall concerns about progress that the project has made and the way the evaluation has been conducted? If yes, please explain.”



Verbatim Responses:

- *I feel that STA has an agenda that they've been either unwilling or afraid to share.*
- *The work done thus far is astounding, thank you! Please continue with your enthusiasm and plans.*
- *Costs.*
- *Thanks for all the hard work!*

Additional Comments

Question 11 – “Please add any other comments here:”

Verbatim Responses:

- *There is too much planning and not enough doing!*
- *Let's take the challenge and make streetcars a reality.*
- *Sorry, I have not checked out the website yet.*