

Welcome!

Spokane Central City Transit Alternatives Analysis

Project Meeting #3

March 29, 2011



Purpose of our Meeting Tonight

- Solicit your feedback on the Locally Preferred Alternative (LPA) **corridor** recommendation
- Present additional information on **modes** (electric trolleybuses, streetcars, and enhanced buses)

The project team will use your input tonight to:

- **Refine the Corridor LPA Recommendation** and prepare the LPA Report
- **Present the refined Corridor LPA** to the City Council, STA Board, and SRTC Board



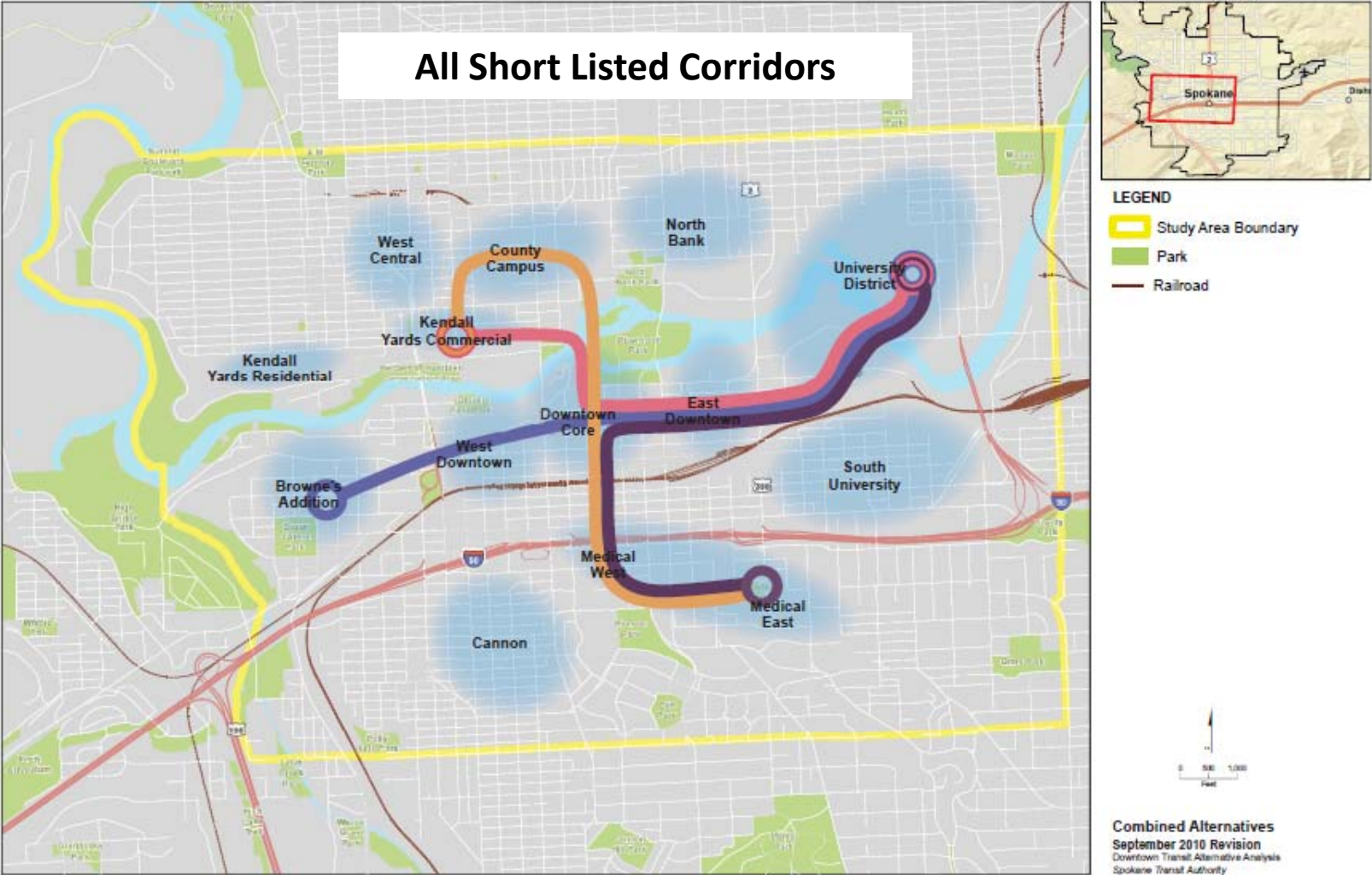
Project Objectives

- Increase the effectiveness and efficiency of transit within central city Spokane
- Provide improved transit connections to, from, and between central city activity areas
- Support and help stimulate central city development and redevelopment
- Comply with and support local and regional adopted goals, objectives, and plans
- Optimize fiscal investments in central city infrastructure and service
- Optimize the engineering design and environmental sensitivity of the project



Spokane Central City Transit Alternatives Analysis

Corridors Evaluated



Highlights from Corridor Evaluation

- All four corridors meet objectives and selection criteria
- Distinguishing features:
 - Capital cost
 - Development capacity of land uses along the alignment
 - Expected ridership



Selection of Locally Preferred Alternative Corridor

A detailed evaluation of the four short-listed corridors was conducted. Results for each corridor were:

- Blue Corridor - low capital cost, high ridership, high development capacity
- Orange Corridor – higher capital cost due to steep grades
- Pink Corridor – higher capital costs due to river crossing
- Plum Corridor – higher capital cost due to steep grades

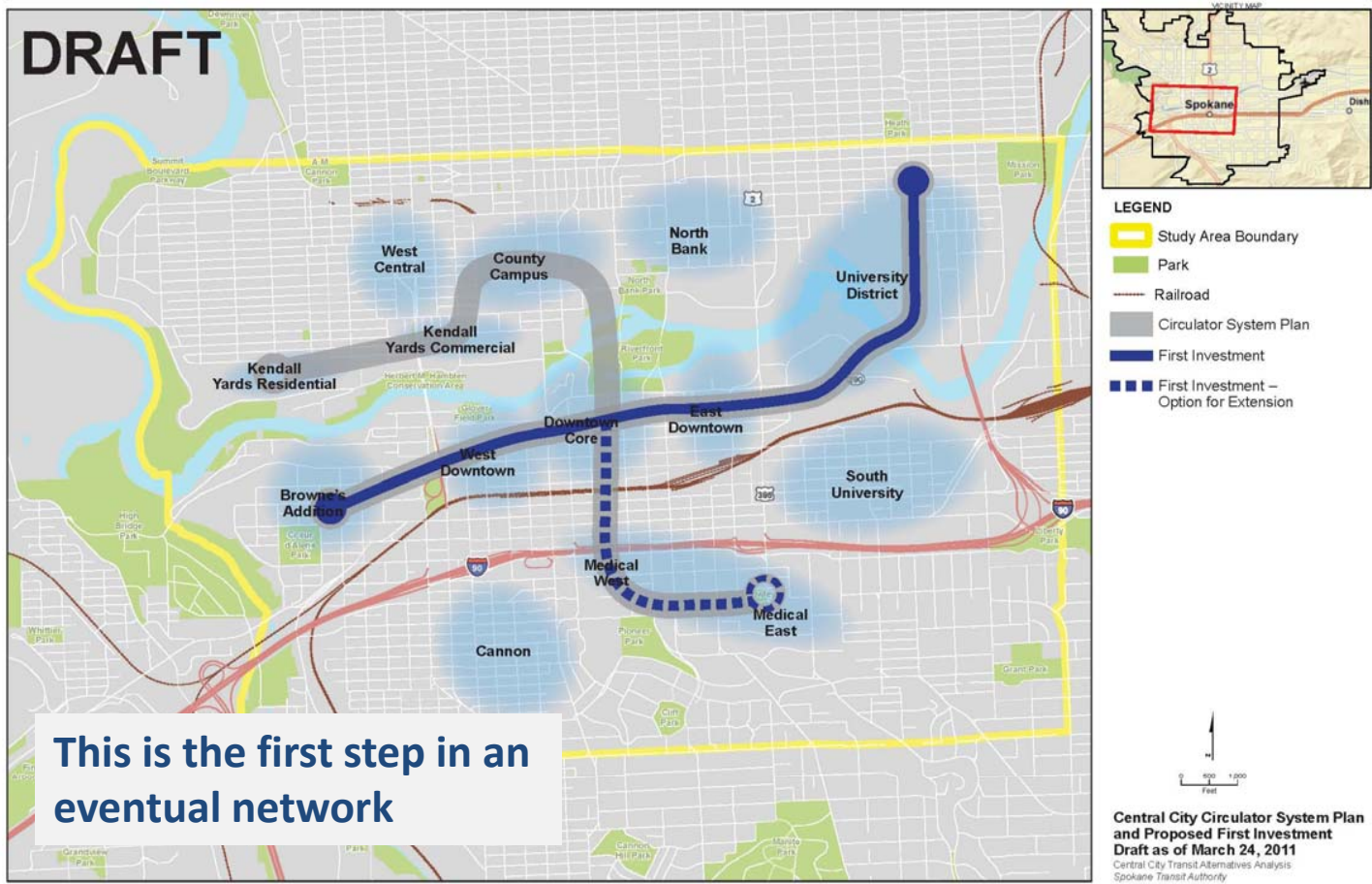
The **Blue Corridor**, with an optional extension to include service to the Medical District, was selected for advancement.





Spokane Central City Transit Alternatives Analysis

Locally Preferred Alternative Corridor Map





Spokane Central City Transit Alternatives Analysis

Modes Evaluated

	Enhanced Bus	Electric Trolleybus	Streetcar
Power Source	Diesel, Diesel-Electric Hybrid, or CNG Propulsion	Electric power drawn from overhead electric wire; May use diesel or battery for off-wire operation	Electric power drawn from overhead electric wire
Capacity	50-90 passengers/vehicle	50-90 passengers/vehicle	120-140 passengers /vehicle
Capital Cost	Approximately \$3-\$5 million/mile	Approximately \$6-\$12 million/mile	Approximately \$34-\$51 million/mile
Operating Cost	Approximately \$2 - \$4 million annually		
Route Flexibility	Highest flexibility in route design	Some flexibility in route design	Lowest route flexibility

Results of Mode Evaluation

Electric Trolleybus



Modern Streetcar



Enhanced Bus



The three modes differ in their:

- Service and operating characteristics
- Rider experience
- Contribution to the built and natural environments
- Cost-effectiveness





Attributes of the Preferred Mode

The recommended mode for the Spokane CCTAA will include:

1. Substantial stations with off-vehicle fare collection



2. High frequency service



3. Efficient energy use



4. Low-floor boarding at all doors



5. Distinctive branding



What hasn't been recommended

Electric Trolleybus



Modern Streetcar



Enhanced Bus

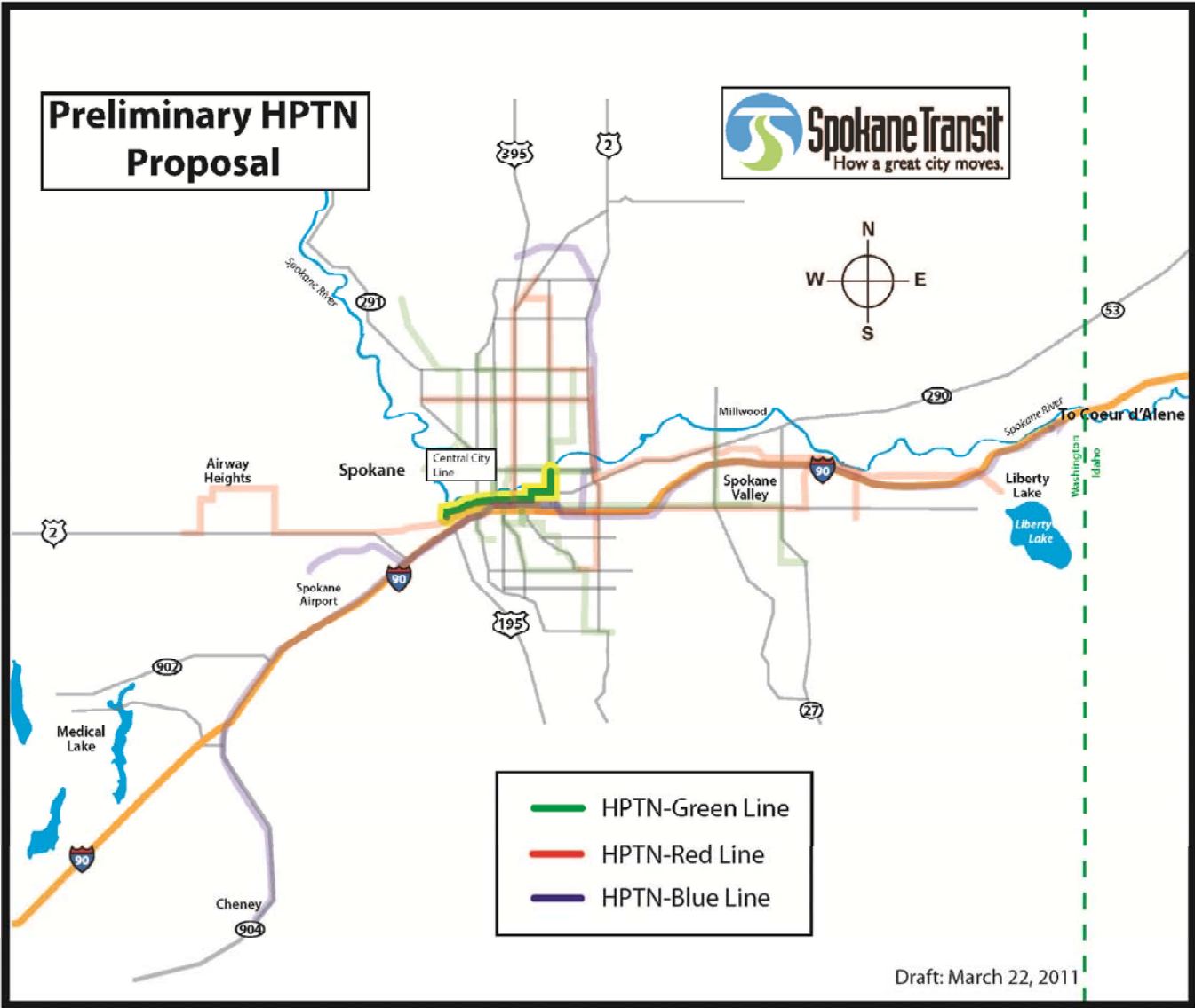


The recommendation for the **specific vehicle type** for the investment is not yet being recommended. This decision will be made based on more **refined cost estimates** and on discussions with manufacturers based on their **ability to manufacture each technology**. The means by which this project will be **funded** has not yet been recommended.





Spokane Central City Transit Alternatives Analysis



This project is part of Spokane Transit Authority's long-term vision for a High Performance Transit Network (HPTN). This project is shown in green on this map.



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Conceptual Implementation Timeline

