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## Central City Transit Alternatives Analysis Public Open House #2

**October 26, 2010 – 3:30PM to 7:00PM – South Campus Facility**  
***Compiled comments***

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The Central City Transit Alternatives Analysis project hosted its second public open house on October 26<sup>th</sup>, 2010. This document summarizes the comment forms received at the open house.

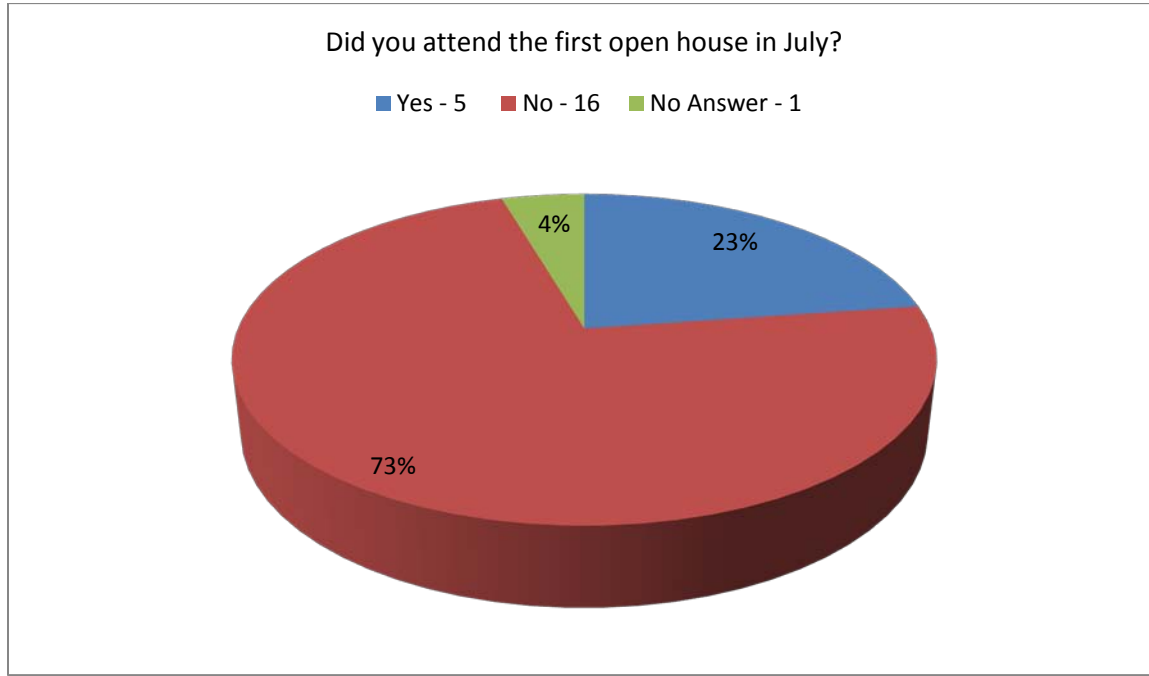
There are two companion documents: a compilation of all hand-written comment cards and sign in sheets.

### **Welcome**

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

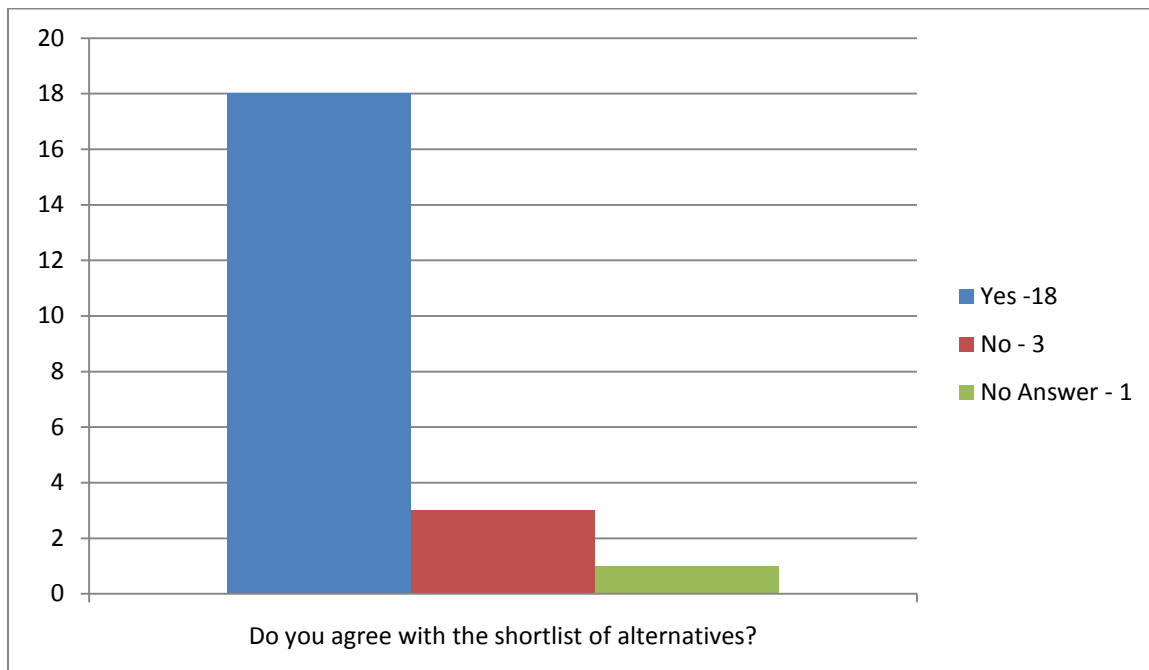
1) WSU Spokane Chancellor Pitcher	8) SRTC Blog (X2)
2) Media (X2)/Online City Blurb	9) News
3) E-mail (X4)	10) WSU E-Newsletter
4) Multiple places	11) I am a planning student
5) Post Card to Home (mailer)	12) Radio
6) Sounding Board	13) Campus Meeting
7) Paper (X4)	14) Classmate – WSU College of Nursing

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



## Alternatives

Question 3 – “Do you agree with the shortlist of alternatives? Why or why not?”



**Verbatim Responses:**

- *Think the route should start in U District!*
- *Four views do not adequately serve – ‘unless.’ Unless these are only a phase one of greater coverage of core and outlying city neighborhoods.*
- *I’m mostly interested in the bridge & I love the alternatives.*
- *Most efficiency concentration of intentional users and communities of interest.*
- *Like the plum connecting UD, DT & MD.*
- *They need to connect at least 3, not two, major employment centers.*
- *University district connection important – glad to see it in so many options.*
- *Good ways to connect different areas.*
- *Covers most of downtown busy areas.*
- *Yes, encouraging alternatives is good, but convenient and accessible parking garages will help encourage use.*
- *Looks like you put a lot of work and effort and arrived at this list!*
- *Economic.*
- *Each individual short-list option is inadequate and misses critical things. However if you combine the short-list f options it becomes a great solution.*
- *Browne’s Addition, through town, U District seems most useful presently.*
- *I think it is a very represented list from the long list and is reflective of the community’s needs.*
- *The list selected the most viable routes. As a student, I personally find the Plum route between SHMC and campus most helpful to my population.*
- *In general, linking reasonable nodes.*

Question 4 – “Tell us what you like or don’t like about the shortlist of alternatives.”

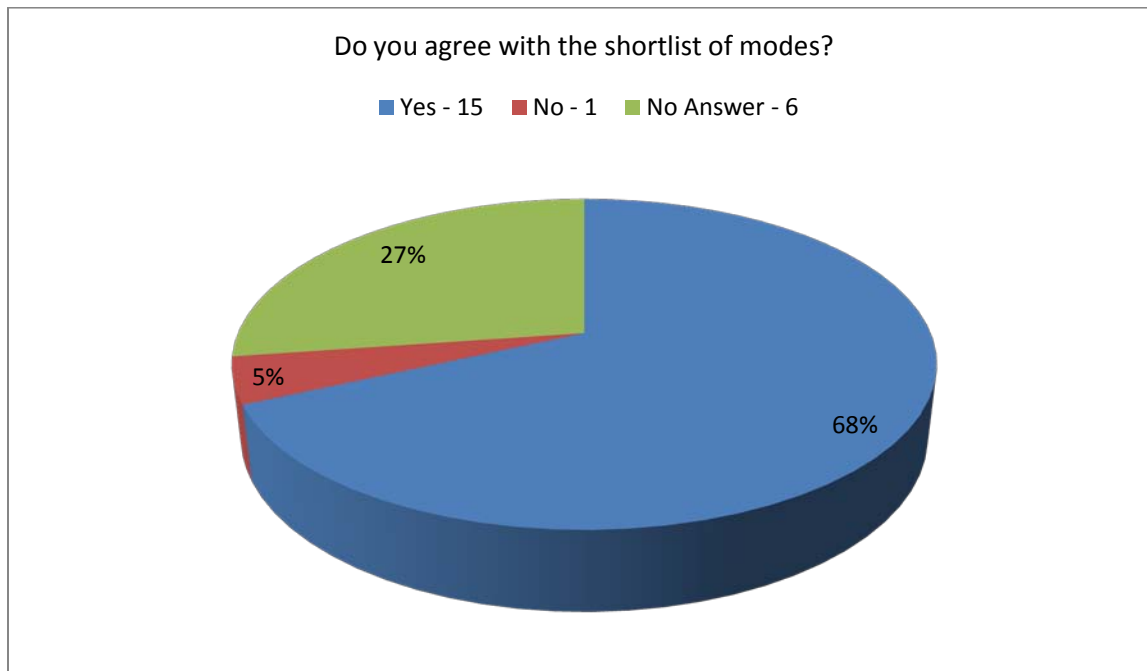
**Verbatim Responses:**

- *Like the U district as a destination and we need connection to residential areas for housing and commercial destinations for services and shopping.*
- *The others do not accomplish this and it is imperative.*
- *I prefer orange with the addition of the U District, any new alternative must connect the courthouse, downtown, medical and U District.*
- *Orange – no connection to UD not enough service in downtown core. Do people need to go from courthouse to medical district much? Blue – GREAT. Lots of students live in Browne’s Addition. Plum – Need to get to Riverpoint where the healthcare students are – otherwise medical district connection not as valuable. Pink – GREAT. Will support growth of Kendal Yards – multiple centers linked.*
- *If we are talking about a downtown circulation alternative within the context of more robust regional transportation scheme, then no one single alternative fills the need. I firmly believe in the need to connect medical, U district, central core, Browne’s addition, and Kendal Yards. Therefore, only Orange plus blue remotely meet the regional, circulator concept.*
- *Probably would not use any of them.*
- *Does a good job of connecting key location in the downtown area.*
- *None of them connect all areas.*

- *I would like to see all three but one step at a time and let's get going.*
- *Service to Kendal Yards is more critical than to Browne's Addition. Service to U District is critical. An option that does not provide north-side access seems silly, as it would only serve to reinforce an already significant barrier (I-90 and the railroad).*
- *I really like the idea of expansion and development of all the short list alternatives. However, I do not feel there is the ideal or perfect route outline among the options. I feel there needs to be a route that connects and covers downtown, the university district, south campus district (both Gonzaga and WSU and Eastern) and also includes the medical areas (sacred heart and deaconess).*
- *As a student, I am primarily interested in a route structure to/from the university district and the SHMC to benefit from. I would love t more speedy public transportation option between the two.*
- *I wish they were more linear as they are new they are a bit "loopy" for me. IT seems like straight line routes with minimal turns would be more efficiency operationally and more user friendly.*
- *Browne's Addition doesn't seem to have the traffic and amenities to warrant attention this round. U district to west downtown would be huge.*

## Modes

Question 1 – "Do you agree with the shortlist of modes? Why or why not?"





#### Verbatim Responses:

- *Tentatively. Trolley rail service e/w through core (blue and orange) are good start in developing long term systems that will in the long run pay back in quality of life for most.*
- *Cannot make everyone happy – serve those who are interested and influencers within their spheres (committees, families, etc.)*
- *Maybe. It all depends on ridership. Will an electronic trolley bus carry just as many as a bus? If so, why would we spend more?*
- *Because it includes a rail-based alternative.*
- *Like the street car.*
- *Yes, I think the alternative bus route is great because the streetcar in Seattle seems to be a waste of money (excessive in cost to create).*
- *Two out of three is great!*
- *Yes, if combined. Try to keep some sort of grid structure in the design.*
- *They are realistic for our community population, area of implement and are realistic financially.*
- *The three selected are the most realistic considering the short distances and lack of lane space creation.*

#### Question 2 – “Tell us what you like or don’t like about the shortlist of modes.”

#### Verbatim Responses:

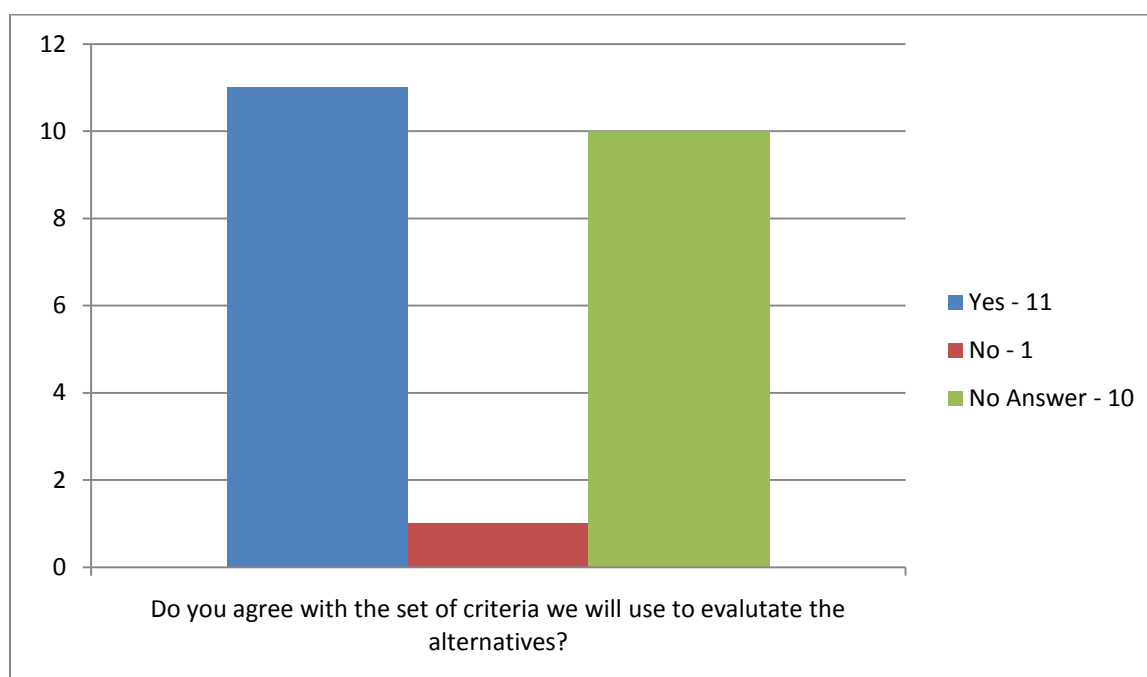
- *No point – but work for the long term one step (Mayor Verner!) at a time.*
- *Focus on concentrations of population in employment and academic destinations. Incentives use of alternate transportation modes to attract interest and attention to develop habits that involve alternate forms of transportation to the city core.*
- *Electric Trolley bus seems like best alternative with medium cost, but seems semi-permanent for economic development. The modern street car does the same, but likely too expensive option. Enhanced bus could be fill-in or alternative add-on system option.*
- *Streetcar – cool but expensive. Electric trolley – like the use of renewable energy. Enhanced bus – move flexibility; could support future expansion easier/faster. [All – like the long-term commitment – good for development – but what about E. Sprague benefiting?]*
- *Cost of street car.*
- *My strong preference is rubber tire. Much more responsive to change. Less expensive and therefore much quicker to implement.*
- *The gas/diesel bus. My first pick – street car; Second pick – electric trolley bus.*
- *Environmentally served, attractive, efficient.*
- *I like the idea of bus priority and the speed and efficiency of travel. However, I also believe our current bus transportation should and could provide that for us. Upgrade and expand our current services instead of creating an entire new service. I also like the idea of the trolley and street care but worry about the efficiency in speed of the street care and its complication potential problems with traffic. The trolley bus seems to be the best option at this time. However, traffic is still an issue.*
- *Personally, I don’t know if there is enough “enhancement” seen by the public with the enhanced bus (although it was be a significant improvement (therefore if there is enough interest a trolley as might be more efficient.*



- *I like all three for different reasons! Let the public, city and STA decide.*
- *Overhead wires are 20<sup>th</sup> century. Need to weigh visual impact as it has a cost and strive for more forward thinking solutions.*

## **Next Steps**

Question 1 – “Do you agree with the set of criteria we will use to evaluate the alternatives? If no, why not?”



### **Verbatim Responses:**

- *Time to review these on site just now – prevents answering in good conscience, but I agree the process must begin very soon and be refined as planetary needs come clear.*
- *Not sure.*
- *Accommodating growth is important, ease and reliability, increase pedestrian activity.*
- *Qualifier – map of density of service areas would have been helpful.*
- *UPGRADABILITY! Do not install dead-end infrastructure. Pick an option that establishes a mass-transit right of way and that creates electrical infrastructure. If street car is used try to install rail that will be compatible with future rail expansions and upgrades.*
- *Where is aesthetics? City is sinking big \$ to improve the appearance of Division, and overhead wires are 2 of 3 choices. Assumptions of stimulating private development is over weighted. 2 biggest players (WSU & Greenstone) will proceed at their pace.*



Question 2 – “What criteria are most important to you? Why?”

**Verbatim Responses:**

- *See (1) above.*
- *All are equally important .*
- *A) Potential to create jobs and business opportunities. This is transit-oriented development, which is a key benefit of a rail-based mode. B) Transit accessibility. This is extremely important when considering “downtown” circulation as an element of an overall regional transportation solution.*
- *Which route will get the most riders.*
- *Adaptability to future changes and enhancements.*
- *Will people use it, make sure people need to be and want to be connected to specific points.*
- *UPGRADABILITY!*
- *Biking routes, traffic flow, ease of walking.*
- *The access and service it will provide – including stops, location and capacity to transport.*
- *Time spent – if it not a significant improvement, it may not be utilized to its full potential. The route is most beneficial in my opinion as close to the university district & SHMC (Plum) as possible.*
- *Improved ridership/connectivity. Contribute to “complete streets.”*

**Additional Comments**

Question 1 – “Please add any other comments here.”

**Verbatim Responses:**

- *Thank you for all such effort as this to get the best for Spokane’s long term quality of life.*
- *I am very interested in transportation projects being coordinated...lo9catin-wise and mode wise. This means it would be in advisable to locate a rail-based circulator on Riverside, which currently is identified as the alignment for a future light rail line.*
- *It would be helpful to see it in context of current bus routes.*
- *I feel that the project is going in the right direction but we are still in need of a route that combines the downtown campus (Gonzaga and WSU) and hospital regions together. Transport modes need to be efficient and considerate of current traffic situations (congestion, space, etc.) and financially appropriate for Spokane. I see no clear mode of transport winner at this time.*