



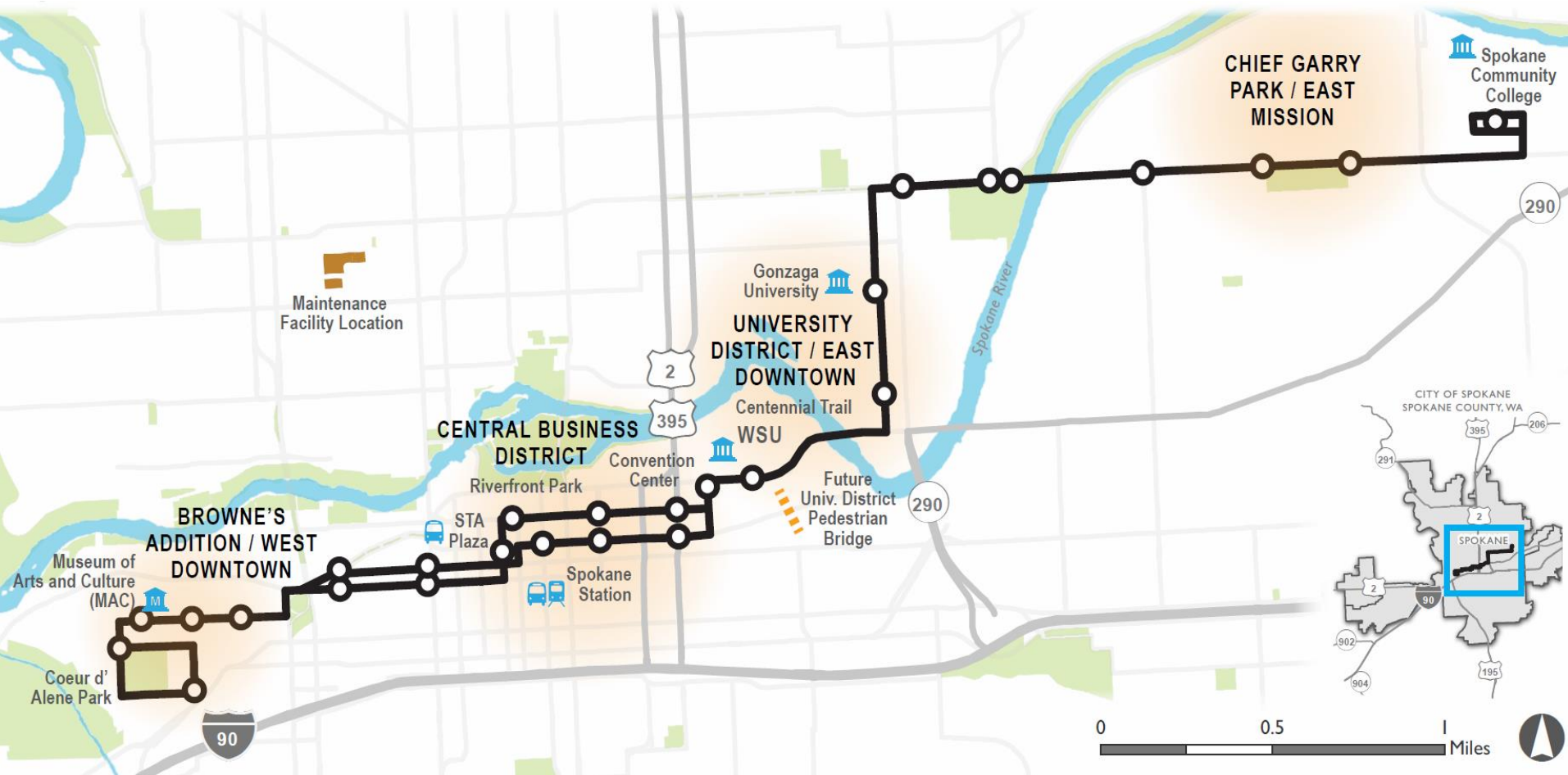
Tuesday, July 25, 2017
5:30 PM – 7:00 PM
Community Building

Spokane Transit Authority University District

What is the Central City Line?

- First installment of High Performance Transit
- Modern electric bus providing all-day, frequent, premium transit service
- Connects people to jobs and services
- Connects neighborhoods to major destinations
- Connects students to college and universities
- Links major destinations
- Cultural connections (MAC, parks, PAC, theater dist.)
- Supports regional economic development

Alignment





Maul Foster & Alongi, Inc. | Stephanie Bower, Architectural Illustration

KEY ELEMENT OF THE UNIVERSITY DISTRICT VISION

The University District is a key regional economic engine. The CCL will link the U-District more strongly to the community, helping to fulfill the U-District vision as a strong pedestrian-oriented district with multi-modal connections to the region.

CCL Background

- Planning studies showed a need for more transit, a **modern electric bus** serves community needs
- Community discussions in 2015/16 confirmed downtown alignment
- Preliminary ratings package submitted in April 2017
- Engineering is now underway
- Public outreach is ongoing



Spokane Central City Transit Alternatives Analysis

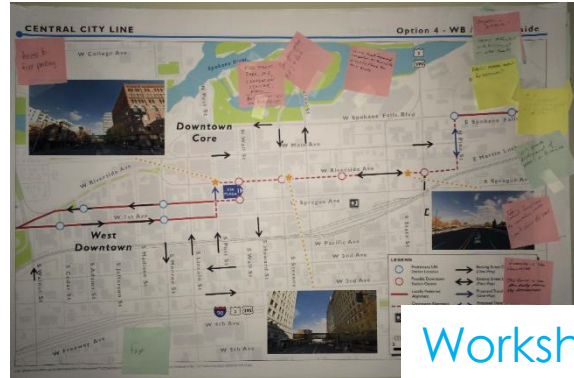
PROCESS SUMMARY REPORT

submitted by **CH2MHILL**

Shaped By The Community



Brown Bags



Workshops



Neighborhoods



Steering Committee



Open Houses

Project Background

PUBLIC OUTREACH AND INPUT

ENGINEERING

ENVIRONMENTAL REVIEW

SMALL STARTS GRANT

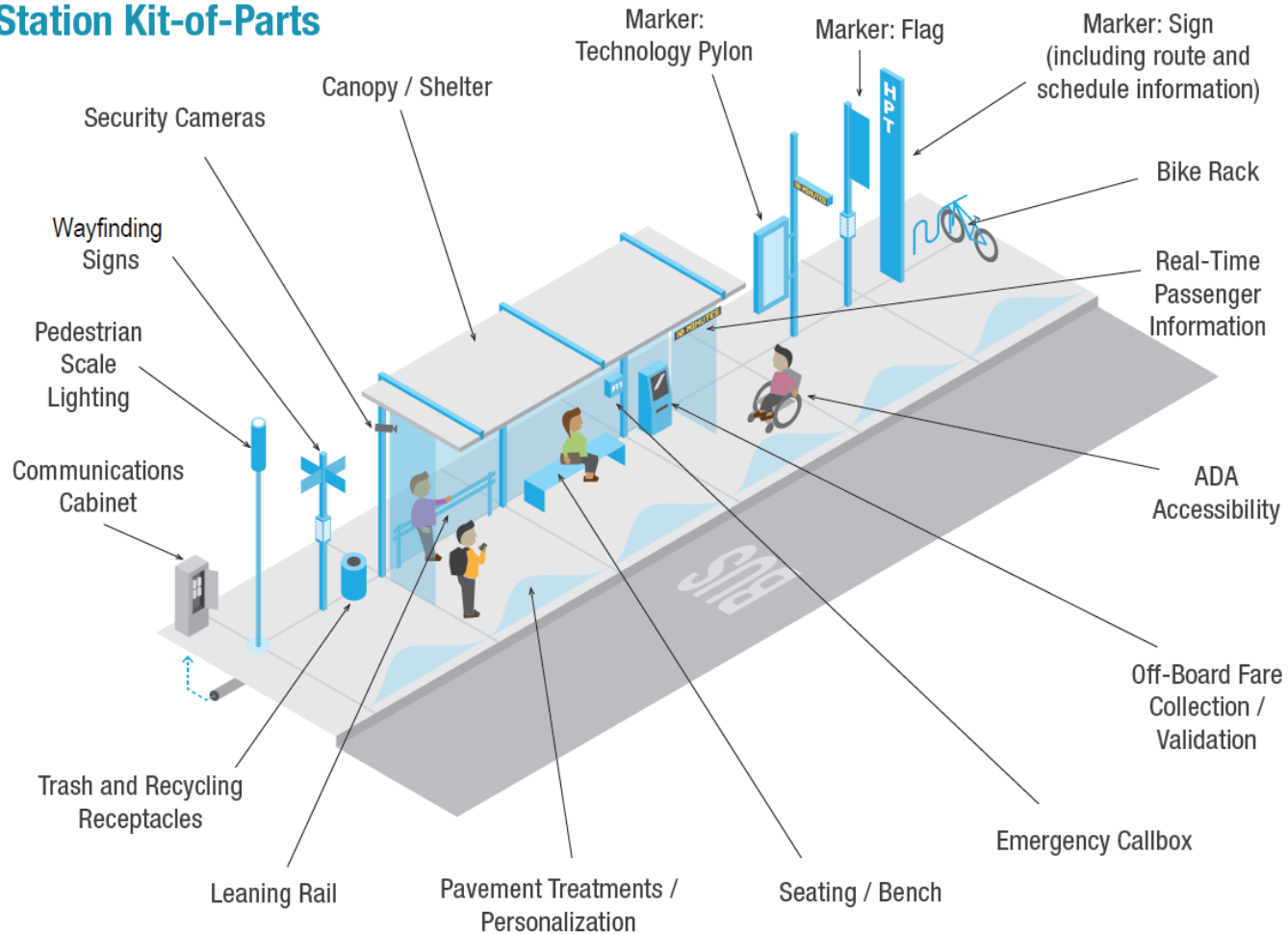
CONSTRUCTION



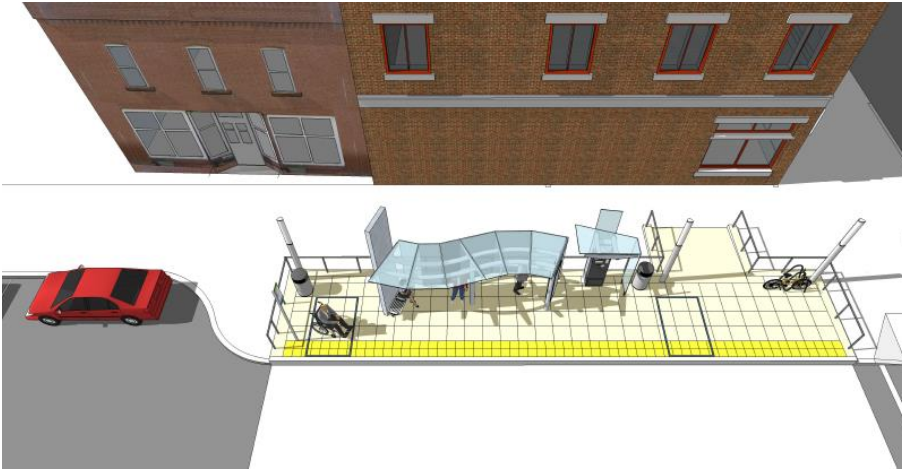
Station Design and Location

Station Kit of Parts

Station Kit-of-Parts



Conceptual Station Designs

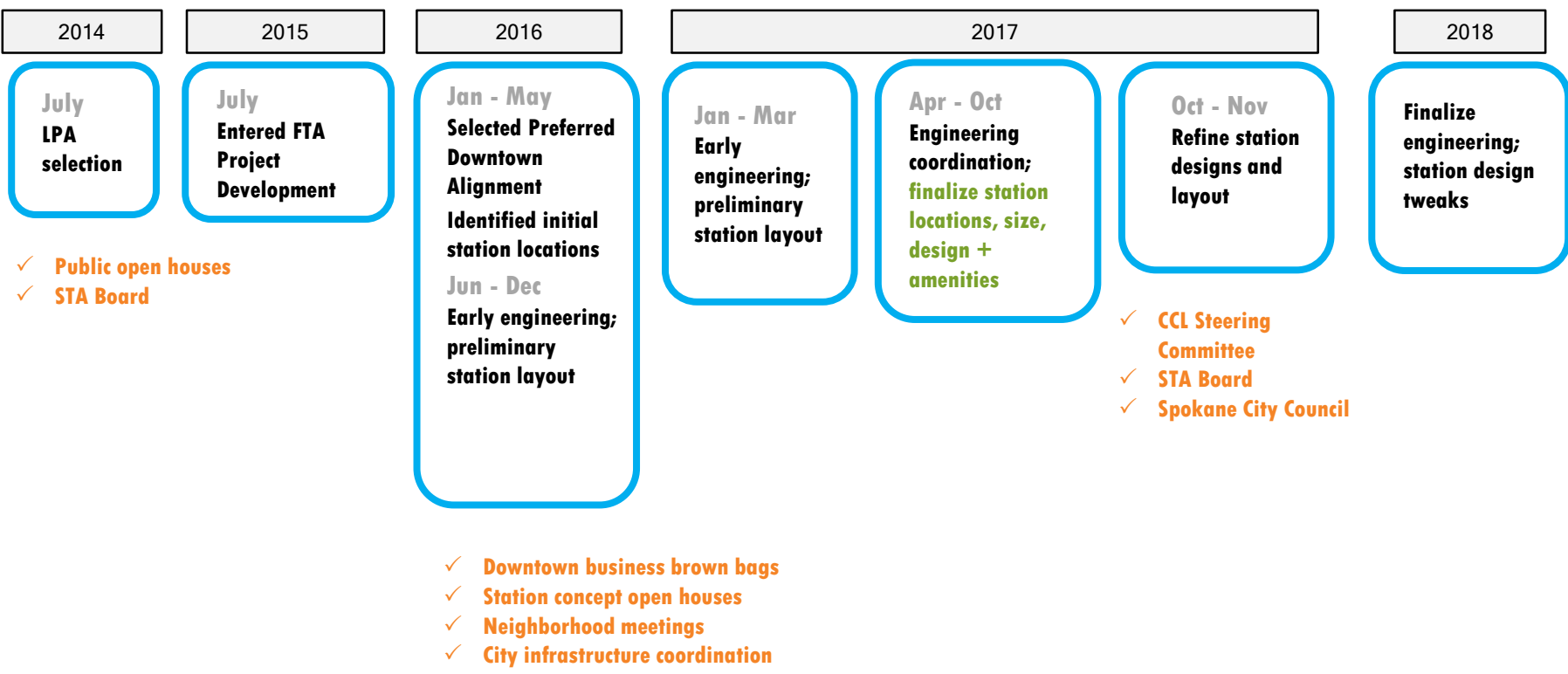


Bulbout Station

Island Station



CCL Station Design Process



Station Design Outreach Approach

Timeline: need to finalize major station design elements by this fall for engineering to advance. Some smaller changes/customization are possible into next year

- Policy framework
- Station Design Issues matrix
- Station area maps, cross sections and visualizations

DRAFT HPT Station Policy Framework

- Consistent design among stations is important so people can easily identify the Central City Line
- The project budget was built around specific station costs. STA's expenditures are limited to that amount
- Some customization will help integrate stations into the surrounding neighborhood
- Minor adaptations to station size and scale can be accommodated



DRAFT HPT Station Policy Framework

Major customization requests (i.e. independent station design) will need special approval, and must meet the following conditions:

- The request has the support of a community organization or institutional partner
- Customization is compatible with STA branding placement
- The neighborhood or organization requesting the customization pays for design and construction expenses above the typical shelter cost



Issues Matrix

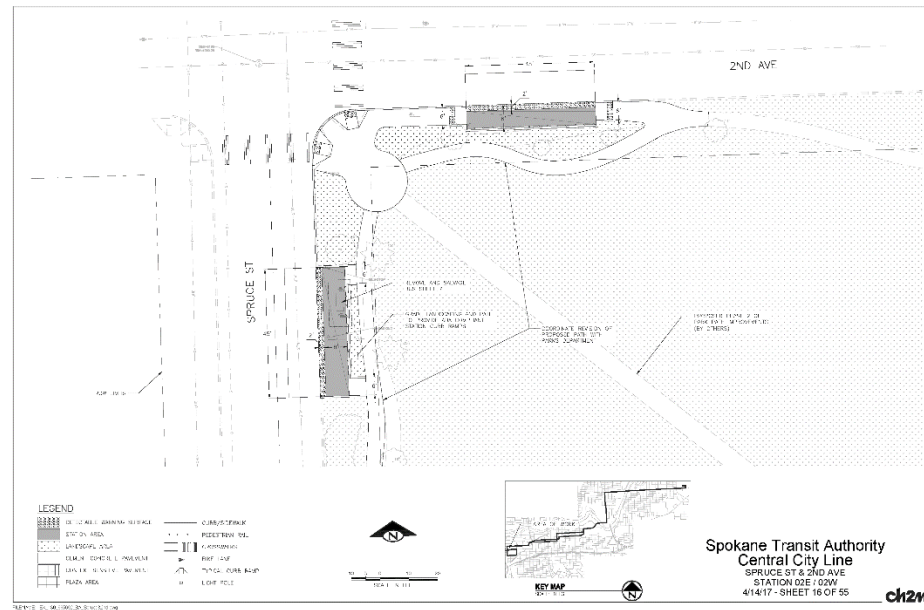
- Internal tool to track issues and chart a path toward final agreement

Central City Line station area outreach considerations and schedule					
Revised: 17 July 2017					
Station location	Station size/site characteristics	"Hot button" issues/features of interest	What is needed to confirm decision and move forward?	Meeting date(s) and process	Viewpoint for rendering
First Tier Stations					
4 th Ave and Spruce St (Layover)	Right side layover; 103' concrete pad; new sidewalk; adjacent to edge of CDA park	- CDA Park impact/views - Presence of layover vehicles (2 @ 60') - New sidewalk and impact on adjacent trees (replacements?) <i>- Note: No charging infrastructure assumed at this location</i> - Impact of/to Neighborhood Festivals (ArtFest, ElkFest) - Close Coordination and approvals with City Parks & Recreation	- City Parks Coordination - Design Review Board - Neighborhood Design Input		Street view, looking S on Spruce St., showing layover, park, and church
2 nd Ave and Spruce St (WB)	Right side station with 45' platform/pad; Adjacent to edge of CDA Park	- CDA Park impact/views - Views from residences/abutters to park - Sidewalk/path/crosswalk modifications - Impact on adjacent trees (replacements?) - Potential future park improvements (e.g. diagonal path)	- City Parks Coordination - Design Review Board - Neighborhood Design Input		Combined view of WB/EB stations around corner - looking SE toward the park to see both stations and the park
2 nd Ave and Spruce St (EB)	Right side station with 45' shelter/pad; Adjacent to edge of CDA Park	- Impact of/to Neighborhood Festivals (ArtFest, ElkFest) - Close Coordination and approvals with City Parks & Recreation			
1 st Ave and Adams St	Left side 60' platform/ pad; New bike lane behind island; Crossing/luminaire improvements; Adjacent to CSO site	- Combined impact of station, bike lane, CSO site, and intersection improvements - Agreement on how station fits into re-designed street (i.e. impact on parking and travel lanes) - Public/business perception re possible travel lane changes	- Coordination with City CSO design team (ongoing) - Downtown business design input - Design Review Board		Street level opposite station or aerial (e.g., SE corner of 1st/Adams) showing CSO site and both stations (requires City concept for CSO site development). Street reconfigurations
Sprague Ave and Adams St	Left side 60' platform and pad; New bike lane behind island; Crossing/luminaire improvements; Adjacent to CSO site				
WSU (Spokane Falls Blvd, EB)	Right Side 60' platform/pad; Modified median island; New midblock crossing; New bike lane behind island	- Adjacencies to new and potential WSU facilities (e.g., existing parking lot development) - Connectivity to U-District bike/pe'd paths, including U-District Pedestrian Bridge - Impact on parking and travel lanes - Median reconfiguration	- Design input from WSU - Design input from UDDA - Coordinated agreement with WSU on station amenities and roadway improvements, including who is responsible for which elements		Street level (looking S) showing bridge in background). Alt: aerial looking SE, capturing pedestrian bridge, future parking lot development

Design Outreach Example

Example:

- Narrowing down the range of options on the table
- Maps and engineering drawings



We Need Your Help!

- Give us your input on important design elements

Division/Main [OB]



Division/Riverside [IB]



Pine St.



Spokane Falls Blvd. [IB]



Spokane Falls Blvd. [OB]



Cincinnati/Centennial Trail



Cincinnati/Desmet



Mission/Hamilton [OB]



Mission/Hamilton [IB]

