

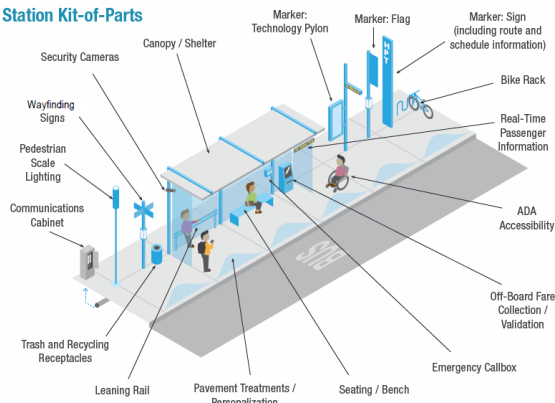
General Comments

- Consider tree planting and landscaping for shade.
- Partnerships in lower income neighborhoods to help fund customization efforts; i.e. Spokane Arts, HUD, CDBG, etc.
- Policy should address equity among neighborhoods in some way; i.e. both identity and functional elements.
- Important to address equal application of station parts throughout the alignment and ensure amenities throughout.
- Interest in bike lockers near stations at key locations
- Think about shelters that benefit other (fixed route) lines.
- Partner with Spokane Community College to host parking at big downtown events.
- Should be part of the tool kit – beyond just bike racks.
- Ask funders of other station improvements to put a % (i.e., 5-10%) to an underserved neighborhood (not their own).
- Important to include solar panels on shelters on Main.
- Include funding for lower income neighborhood shelters so they are not crappy!
- Engage business owners specifically on Main at Division and 1st and Monroe.
- Greenscape items should be part a required element at each station of the Kit-of-Parts.
- Green elements are crucial!
- STA needs to pursue granting resources to provide station customizations for communities that may not have formal legal incorporation status or capital funds for reasons of historic, ongoing, structural inequity.
- Yes! Plants can significantly reduce station temperature in summer heat.
- Build sustainability into entire project: construction materials and waste, ongoing operations (solar panels for electricity), heat island reductions . . .
- Equal funding for neighborhood.
- Yes to bike lockers!
- Will lack of art/embellishment/custom features end up being markers of poverty?
- At central stations, have access to drinking water year round; either permanent water bottle refillers or access to water / hook ups for temporary water

dispensers for big/hot events. (Contact zip2water.com)

- Several two-bike racks like the City's, instead of these, which are not very functional.
- Equity – Important
- Three – four additional busses at end of Gonzaga University basketball games won't be nearly enough!
Goal: 50% of capacity (3,000 ppl) moved within 10 minutes of end of game.
- \$1.75 is too steep for a trip across downtown!

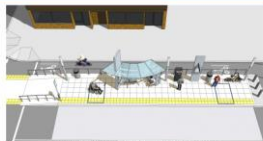
Station Kit-of-Parts



NOTE: The above diagram is a schematic representation of the proposed amenities and does not depict the actual design of the station for each typology.

- Obvious, . . . but look into prevailing winds to orient screen walls to protect from wind, rain.

HIGH PERFORMANCE TRANSIT STATION DESIGN



ISLAND PLATFORM - AERIAL VIEW



ISLAND PLATFORM - FRONT VIEW



ISLAND PLATFORM - SIDE VIEW



- Solar panels? !!!
- Important to have a plan for businesses who may lose customer access and parking during construction.
- Please focus on bike and pedestrian safety with locating shelters and stops.

HIGH PERFORMANCE TRANSIT STATION DESIGN



BULBOUT PLATFORM - AERIAL VIEW



BULBOUT PLATFORM - FRONT VIEW



BULBOUT PLATFORM - SIDE VIEW



- I prefer no "fence" around perimeter of stations.
- Three receptacles: trash, recyclables, compostables.
- Wayfinding signs for all modes (on both sides of Island platform).
- Opportunities for lighting around platform base?
- Cantilever kiosk cover to create covered bike parking.
- "U" racks are better than way racks.
- Add uncovered seating area.
- Especially important to have a "sun barrier" roof for in-lane stations – not glass.

CENTRAL CITY LINE

Central City Line through the University District



Central City Line

- When shuttle to hospital area starts, would be nice to coordinate especially well with bus lines from/to South Hill. People may want to obviate need to go downtown and ride over to U. District.

CENTRAL CITY LINE

Central City Line Stations: Consistency and Adaptability

In response to requests to adapt Central City Line stations to include art, landscaping, or historic interpretation, STA has developed a customization policy to guide decisions about individual station design.

STA High Performance Transit Station Conceptual 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
- STA recognizes that some customization will help integrate stations into the surrounding neighborhood
- Minor adaptations to station size and scale can be accommodated
- 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



STATION DESIGN PROPOSED FRAMEWORK



- Local businesses on Main are concerned about losing parking they just got with the new street configuration.
- Next train in . . . LED signs.
- I need a hook for the diaper bag!
- Concerns about equity of resources of "Kit-of-Parts" beyond potential CDBG / HUD funding.
- "Floating" benches - save space below benches – room for bags, etc.
- Benches – Various heights for short and tall people – especially children.
- Art panels – very important.