Central City Line (CCL)

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
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
Shaped By The Community

Brown Bags  Workshops

Neighborhoods

Steering Committee  Open Houses

July 25, 2017
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

Security Cameras
Wayfinding Signs
Pedestrian Scale Lighting
Communications Cabinet
Trash and Recycling Receptacles
Leaning Rail
Pavement Treatments / Personalization
Marker: Technology Pylon
Canopy / Shelter
Marker: Flag
Marker: Sign (including route and schedule information)
Bike Rack
Real-Time Passenger Information
ADA Accessibility
Off-Board Fare Collection / Validation
Emergency Callbox
Seating / Bench
Conceptual Station Designs

Bulbout Station

Island Station
CCL Station Design Process

- **2014**
  - July: LPA selection

- **2015**
  - July: Entered FTA Project Development

- **2016**
  - Jan - May: Selected Preferred Downtown Alignment, Identified initial station locations
  - Jun - Dec: Early engineering; preliminary station layout

- **2017**
  - Jan - Mar: Early engineering; preliminary station layout
  - Apr - Oct: Engineering coordination; finalize station locations, size, design + amenities

- **2018**
  - Oct - Nov: Refine station designs and layout
  - Finalize engineering; station design tweaks

- Downtown business brown bags
- Station concept open houses
- Neighborhood meetings
- City infrastructure coordination

- CCL Steering Committee
- STA Board
- Spokane City Council
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 adaptions 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
# Issues Matrix

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

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### Central City Line station area outreach considerations and schedule

<table>
<thead>
<tr>
<th>Station Location</th>
<th>Stairs associated characteristics</th>
<th>&quot;Hot Button&quot; issues/Features of interest</th>
<th>What is needed to confirm decision and move forward?</th>
<th>Meeting date(s) and process</th>
<th>Viewpoint for need for</th>
</tr>
</thead>
<tbody>
<tr>
<td>4th Ave and Spruce St (NE)</td>
<td>Right side, bayline; 50’ common path; new sidewalk; adjacent to edge of CDA park</td>
<td>CDA Park impacts/views; Presence of light rail vehicles (1, 50, 51); New sidewalk and adjacent area (replacements?)</td>
<td>City Parks Coordination; Design Review Board; Neighborhood Design input</td>
<td>City Parks Coordination; Design Review Board; Neighborhood Design input</td>
<td>Street view, looking SE from Spruce St, showing Bayliner, park, and church</td>
</tr>
<tr>
<td>3rd Ave and Spruce St (SW)</td>
<td>Right side station with 40’ platform/pad; Adjacent to edge of CDA Park</td>
<td>CDA Park impacts/views; Separation from residences/structures; to park; Sidewalk/park/structures; modifications</td>
<td>City Parks Coordination; Design Review Board; Neighborhood Design input</td>
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<td>Combined view of W/R/L stations around corner - looking SE toward the park for both stations and the park</td>
</tr>
<tr>
<td>2nd Ave and Spruce St (SE)</td>
<td>Right side station with 40’ platform/pad; Adjacent to edge of CDA Park</td>
<td>CDA Park impacts/views; Separation from residences/structures; to park; Sidewalk/park/structures; modifications</td>
<td>City Parks Coordination; Design Review Board; Neighborhood Design input</td>
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<tr>
<td>1st Ave and Adams St</td>
<td>Left side 60’ platform/pad; New bike lane behind island; Crossing/landmark improvements; Adjacent to CDA site</td>
<td>Combined impact of station, bike lane, CDA site, and intersection improvements</td>
<td>Coordination with City CDA design team (ongoing); Overstreet business design input</td>
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<td>Street level opposite station on east (e.g., SE corner of 2nd/Adams) showing CDA site and both stations (revisions) (City concept for CDA site development); Street reconstructions</td>
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<tr>
<td>WSU (Spokane Falls Blvd, SW)</td>
<td>Right side 60’ platform/pad; Modified median island; New sidewalk/parking lot; Adjacent to CDA site</td>
<td>Combining new and potential WSU facilities (e.g., existing parking lot development); Connectivity to CDA District street/parkways; including WSU District Pedestrian Bridge; Impact on parking and travel lanes</td>
<td>Design input from WSU; Design input from CDA; Coordination agreement with WSU at station; parking changes and roadway improvements; including (and what is important for which element)</td>
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<td>Street level opposite station on east (e.g., SE corner of 2nd/Adams) showing bridge in background; WSU; sidewalk/parking lot development</td>
</tr>
</tbody>
</table>
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]