

CENTRAL CITY LINE STEERING COMMITTEE

MEETING 2:00 P.M.

Draft Minutes of May 16, 2016 Meeting
SRTC, Paulsen Building
421 W. Riverside Ave., Suite 500

MEMBERS/ALTERNATES PRESENT

Lisa Brown, Washington State Univ. - Spokane
Collen Gardner, Chief Garry Park Neighborhood
Cheryl Kilday, Visit Spokane
John Lemus, People First
E. Susan Meyer, Spokane Transit Authority
Gary Pollard, Riverside Neighborhood Council
Mark Richard, Downtown Spokane Partnership
Harlan Shellabarger, Cheney Free Press
Scott Simmons, City of Spokane
John Sklut, Gonzaga University
Amber Waldref, City of Spokane (Chair)

MEMBERS ABSENT

Mark Aden, DCI Engineers
Anne Marie Axworthy, Greater Spokane Inc.
Karen Byrd, Logan Neighborhood Council
Ryan Carstens, Spokane Community College
Kathy Fritchie, Browne's Addn. Neighborhood
Mark Mansfield, University Dist. Dev. Assoc.
Steve Trabun, Avista Corporation
Kevin Twohig, Spokane Public Facilities Dist.

STAFF PRESENT

Karl Otterstrom, Director of Planning (Secretary)
Kathleen Weinand, Transit Planner
Don Skillingstad, Capital Projects Manager
Brandon Rapez-Betty, Senior Comm. Specialist

CONSULTANTS/GUESTS

Mark Brower, CH2M
Catherine Ciarlo, CH2M
Ryan Farncomb, CH2M
Andrew Warlock, City of Spokane
Kevin Wallace, SRTC
Alden Jones, University District
Jennifer Bates, City of Spokane Intern

1. WELCOME, INTRODUCTIONS, AND AGENDA REVIEW

Chair Waldref called the meeting to order at 2:03 p.m. Chair Waldref welcomed the group to the meeting. Meeting attendees introduced themselves.

2. PUBLIC EXPRESSIONS

Chair Waldref asked if there were any members of the public who wished to speak. There were none.

3. ADMINISTRATIVE TASKS

Chair Waldref delayed a decision on the March meeting minutes due to a lack of a quorum.

4. STA BOARD/CITY COUNCIL UPDATE

Karl Otterstrom informed the committee that the STA Board took action to put a tax proposition on the November ballot. The sales tax measure of up to two-tenths would fund existing and future service, and future

capital improvements. If approved by voters, it would be phased in over two years. Staff will be updating cost estimates for STA Moving forward projects as well program sequencing. The STA Board and City of Spokane Council approved a joint resolution based on the Steering Committee recommendation for the final downtown alignment and the vehicle mode. There is a lot of press right now on the STA Moving Forward program and the Central City Line and it is staff's role to provide factual information. E. Susan Meyer commented that there was a guest editorial on the Central City Line in the Spokesman Review by Randal O'Toole with the Cato Institute. Ms. Meyer stated the editorial is not in favor of the CCL.

Chair Waldref stated there was a transportation policy speaker named John Robert Smith, a former Mayor who gave a speech in Spokane on transit investment and bus rapid transit and also wrote an editorial focusing on the return on investment and transit as a piece of overall investment in a community.

Mr. Otterstrom stated the majority of the work moving forward in the coming months on the Central City Line project is geared towards completing the grant application package. The plan is to have sufficient information for the July meeting for the Committee to make a recommendation on the application package to submit to FTA. The July Committee meeting will be an important meeting for everyone to attend to get recommendations on the parts of the application package prior to the July STA Board meeting.

5. PROJECT DEVELOPMENT UPDATE

Mark Brower thanked the Committee for the hard work on coming to a decision and recommendation on the downtown alignment, and there is a lot of work yet to be done prior to the September grant submittal. There are discussions underway with other stakeholders that will be important in the future. Work on the engineering tasks is continuing to help in preparing cost estimates.

Mark Richard arrived at the meeting at 2:15PM.

6. STATIONS AND STOPS

Mr. Brower stated that work is also continuing on identifying station and stop locations. The team will be looking for input on station locations from the Committee and provided a comment form to the Committee members. The project team is looking at each station location and potential improvements that will be needed in order to refine the cost estimates.

Cheryl Kilday arrived at the meeting at 2:20PM.

Chair Waldref asked what stop in Browne's Addition would be used to service the Rosauers grocery store as the grocery store would seem to generate a lot of traffic. Mr. Otterstrom stated Oak is currently used by Rosauers patrons.

Mr. Brower continued discussing potential station locations along the alignment and the potential to have center and left side stations at some locations. Mr. Otterstrom stated the left side and center stations allow for greater opportunities where a right-side station may be difficult due to structures, awnings and sidewalk issues like Sprague, and the Sprague/Riverside convergence.

Ms. Waldref asked if there has been detailed work to identify specific issues. Mr. Brower stated the team is currently working to gather more detailed for each station location, right now the station locations are preliminary. Some detailed work is being completed for Wall St. at the Plaza to see if a center station is possible.

Colleen Gardner asked if there has been consideration for the Wall St. repaving work being completed by the City. Mr. Brower stated the team is aware of the project. Ms. Waldref advocates for a Main and Wall station as it's the closest location to River Park Square.

Scott Simmons asked if the Wall St. location is a load and go station. Mr. Brower confirmed it was planned as such, with no layovers proposed. Mr. Simmons asked if existing stops will be consolidated. Mr. Brower indicated some would be.

Mr. Brower stated the project team has met with WSU representatives to discuss station locations and co-investment opportunities. There will most likely be side stations on Spokane Falls at the WSU Spokane Campus instead of a center station to allow for connections to future express service. This station location will be one of the larger stations. Ms. Waldref asked if there was an issue with walking distance between the main station at WSU and the station across the river at Gonzaga. Lisa Brown indicated there is not a concern but there may not be another option. Ms. Waldref was concerned about access to the clinic. Mr. Otterstrom indicated there are other connecting routes and stops that can connect to the CCL and the clinic.

Mr. Richard asked is there is a concern about placing a station on Spokane Falls in the curve before crossing the river. Mr. Brower stated it is not desirable to place a station on the curve.

Mr. Brower stated the project team is working with Gonzaga to identify design issues and opportunities along the Cincinnati corridor. The current proposal is to have stations at the Centennial Trail crossing and at Desmet. The team will be working with the City to ensure the future greenway project is coordinated with the CCL. Ms. Waldref indicated a preference for placing the south stations closer to the McCarthy Center but it was just a thought.

Ms. Waldref stated it is about five blocks from the Desmet station to the Hamilton/Mission station and asked if that long of a spacing is anywhere else. Ms. Waldref asked if there has been consideration of a station at Sharp. Mr. Brower indicated there has not. Ms. Waldref asked if the east-side stations on Hamilton/Mission were preferred over west side stations as there is an opportunity site on the west side of Hamilton. Mr. Brower indicated the team can look into it further.

Ms. Gardner stated the Chief Garry Park Neighborhood was having a neighborhood walkabout along the Greene Street and Napa Avenue corridors as part of their planning process and invited committee members. Mr. Lemus asked how the buses will leave SCC as there can be long wait times leaving the parking lot and turning south onto Greene Street. Mr. Otterstrom stated STA recently submitted a grant application for traffic signal improvements at Ermina Avenue and Greene Street to alleviate the long wait times.

7. VEHICLE AND POWER UPDATE

Mr. Brower stated the project team has researched vehicles and found that there appear to be only two manufacturers that can produce an electric 60' bus to meet Buy America requirements, which are BYD and New Flyer. The goal will be to prepare performance specifications for a vehicle. The team has been watching the Indianapolis IndyGo project which is very similar to CCL and getting good information from that project. Ms. Waldref asked if they have already written their specifications. Mr. Brower stated they have not, but will be working on the specifications very soon.

Ms. Meyer indicated BYD brought a demo bus to STA for a day visit. Mr. Otterstrom indicated the bus had five doors on both the right and left side. Ms. Meyer stated BYD is a Chinese company but the bus is manufactured in the U.S.

Mr. Simmons asked about the difference between inductive and conductive charging. Mr. Brower explained the difference. Ms. Waldref asked if there would be charging stations at each end of the route. Mr. Otterstrom stated the team was trying to avoid installing a charging station in Browne's Addition to reduce the impact on the neighborhood. Mr. Richard asked if the BYD can do both inductive and conductive as shown on the matrix. Mr. Brower will verify, but he thought the BYD bus used inductive technology.

Ms. Waldref asked how specific we must be in our grant application as to a vehicle type. Mr. Otterstrom stated we do not need to know the exact vehicle type, but will need to identify the maximum impact area of charging stations to include in the NEPA documentation.

Ms. Waldref stated since Ms. Kilday and Mr. Richard arrived at the meeting there is now a quorum and the Committee could approve the minutes from the March meeting. Ms. Waldref asked if there were any changes. None identified. **Mr. Lemus made a motion to approve the March meeting minutes. The motion was seconded by Mr. Pollard. Motion passed unanimously.**

Mr. Pollard left the meeting at 3:05 PM.

8. SMALL STARTS GRANT UPDATE

Catherine Ciarlo gave a brief overview of the grant requirements, the competitiveness of the program and the timeline. The grant submittal date will be in September.

Ms. Gardner asked what is needed from the neighborhoods to show support for the project and how the timing of the ballot measure will affect the application. Mr. Otterstrom explained that the local capital commitment is from the state legislature, the operating funds are dependent on the ballot and this will be indicated in the grant application. FTA will want to know the result of the ballot measure the day after the public vote.

Ms. Ciarlo briefly reviewed the schedule moving forward and the roles and responsibilities of the Committee members. Mr. Otterstrom indicated support letters will be needed from as many partners and stakeholders as possible. Ms. Waldref stated there is about 8-weeks left to get support letters and background information.

Ms. Gardner stated not all neighborhood groups meet after June so should check on timing.

Ms. Meyer stated the Committee could help in communications about the project. When talking about the CCL, include it in the context of the entire STA Moving Forward plan. There are still people who believe the tax increase is just for the CCL.

9. STRATEGIC OVERLAY PLAN UPDATE

Ms. Ciarlo stated the purpose of the Plan is to support economic development in the Central City Line alignment and to engage the community and familiarize them with the CCL. The intent is to formalize the policy commitment on behalf of the City of Spokane and STA and make the best case possible for economic development support for the CCL. This in turn will improve the competitiveness of a "small starts" grant application.

Kathleen Weinand reviewed the objectives of the plan which include maximizing the community benefits of the CCL and leverage investments. The plan builds on an economic study completed in 2014.

Ms. Weinand reviewed the various outreach activities completed for the project and key takeaways from the outreach efforts.

Ryan Farncomb discussed strategies of the plan which include support for urban development, promote walkability, promote consistent wayfinding, parking strategies, promote affordable housing and address pedestrian safety issues in areas like Mission Ave.

Ms. Weinand stated the draft plan will be ready for review in mid-June, followed by a City Plan Commission workshop and hearing. The Committee will be asked for a recommendation on the plan prior to submittal to the STA Board and the City of Spokane Council.

Ms. Waldref asked if the team will come back with more specific information on the strategies. Ms. Waldref asked why Mission and Hamilton was called out specifically for zoning changes. Mr. Farncomb stated a zoning change at that location would be to conform to better support the Comprehensive Plan and possibly expand the limits of the form based code. Ms. Waldref asked if there will be other areas to look at zoning changes. Mr. Farncomb stated there are other zoning and development changes that may be proposed.

Ms. Brown recommended working with the universities and the University District closely on the economic impact. With respect to housing, think about promoting affordable housing rather than just thinking "no net loss." Ms. Brown asked what happens after the plan is approved. Mr. Farncomb stated there will be a strategic action plan developed with the goal of implementing the plan strategies. Ms. Ciarlo stated the team will be reaching out to stakeholders about implementing the plan. This will include the City of Spokane, University District and others.

Mr. Richard asked if the financial information will be completed by the July 18 meeting. Mr. Otterstrom stated the goal is to have financial information and updated cost estimate information to the Committee at the July meeting but could be revised prior to the submittal of the application. Mr. Richard stated if looking at bike share programs consider the density of downtown. Also consider building codes when thinking about land use strategies. Maybe there are tax credit programs or other tools to consider for the overlay plan to help densities since there are limitations on building heights.

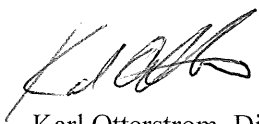
10. NEXT MEETING TARGET

The next meeting date is proposed to be July 18, 2016.

11. ADJOURN

Meeting adjourned at 3:37 p.m.

Respectfully Submitted,



Karl Otterstrom, Director of Planning
Steering Committee Secretary