The Division Prophecy
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Director of Planning
Spokane Transit Authority

Historically Significant
Division Street has a long history as a major north-south corridor for the City of Spokane
Streetcars ran along sections of the corridor at the turn of the last century
Powered by horse, steam and electricity
Streetcars helped to grow commerce in the city and transport people to and from new homes being built north of the river

The Rise of the Automobile and Bus
The rise of the automobile attributed to the demise of the street car
Some streetcar lines became bus lines in the 1930s
By the 1940s congestion was such an issue on the Division Street corridor that plans began for a north-south freeway
Plans for a freeway were released in 1956 but were trumped by the Interstate Highway System
Instituting a one-way couplet was debated as early as the 1960s, implemented north of the river in early 1990s

Electric Streetcars
"Imagine speeding down the street at the amazing speed of ten miles per hour. Gliding up hills effortlessly and traveling in style to all the corners of Spokane Falls for only a nickel." – Electric Streetcar Advertisement
Division Street Today

- Division Street supports one of the Spokane Region’s strongest commercial corridors
- There are over 23,000 jobs along the corridor
- Major employment and commercial destinations include:
  - Gonzaga University
  - Northtown Mall
  - Holy Family Hospital

Division Street Today

- Traffic congestion remains a problem
  - Some segments have nearly 50,000 vehicle trips per day
- Transit ridership is strong
  - Over 1 million annual rides on Spokane Transit’s Route 25 Division route
  - Transit ridership growth is nearly three times that of the growth of automobile traffic along the corridor

Challenges

- Division and Wellesley
  - Redevelopment without thought to transit results in stops spaced far from intersection
  - Over 300 riders a day board the Division bus at this location
  - Riders must cross multiple legs of a busy intersection, depending on their destination, to access transit service

Challenges

- Division and Lyons
  - Lack of separation between pedestrians and busy street
  - Bus stops lie adjacent to large multi-family developments however vacant lots and a broken sidewalk network make access problematic

Challenges

- Division and Magnesium
  - Lack of separation between pedestrians and busy street
  - Bus stops lie adjacent to large multi-family developments but most are behind commercial development and fenced off from pedestrian network

Planning for the Future

- Comprehensive Planning
  - Spokane Transit has set forth a vision and policy framework to guide agency decisions for at least 20 years
  - Outlines the Principles, Policies and Strategies for the High Performance Transit Network
Key Questions

- What is the most appropriate place for a northern terminal?
- What are the operational challenges of being on a state highway?
- Where would the stops/stations be?
- What type(s) of vehicle(s) are most appropriate?
- What is the most effective routing in downtown Spokane?
Route 25 Division

- 15-minute service 5-days a week
- 15-minute service south of Francis on Saturdays
- 30 minute service nights and Sundays
- Average of 3200 boardings on weekdays
- Year over Year 6 month Ridership:
  - Up 2% Weekdays
  - Up 4% Saturdays
  - Up 8% on Sundays

<table>
<thead>
<tr>
<th>Segment by North Terminal</th>
<th>Selection Area (sq. mi.)</th>
<th>Length of Route (mi.)</th>
<th>Jobs</th>
<th>Jobs per Square Mile</th>
<th>Jobs per Route Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Division St. Corridor by Terminal</td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Northpointe</td>
<td>5.025</td>
<td>7.1</td>
<td>46,139</td>
<td>9,181.9</td>
<td>6,498.5</td>
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<td>Hastings</td>
<td>6.082</td>
<td>8.3</td>
<td>48,822</td>
<td>6,077.5</td>
<td>5,485.6</td>
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<tr>
<td>Farwell</td>
<td>6.293</td>
<td>9.2</td>
<td>47,039</td>
<td>7,474.8</td>
<td>5,112.9</td>
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</table>

<table>
<thead>
<tr>
<th>Division St. Corridor Starting at Boone Ave (Excluding the CBD)</th>
<th></th>
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<tbody>
<tr>
<td>Northpointe</td>
<td>4.203</td>
<td>5.9</td>
<td>23,226</td>
<td>5,526.1</td>
<td>3,936.6</td>
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<td>Hastings</td>
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<td>3,216.9</td>
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<tr>
<td>Farwell</td>
<td>5.43</td>
<td>8.0</td>
<td>23,498</td>
<td>4,327.4</td>
<td>2,937.3</td>
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</table>
Draft Purpose and Need

The purpose of the Division Street High Performance Transit Line is to:
- Move more people
- Improve pedestrian access and safety along Division St.,
- Collaborate with and support public and private investment into this important commercial corridor; and,
- Increase the capacity, efficiency and reliability of transit.

Summary of Preliminary Alternatives

<table>
<thead>
<tr>
<th>Name</th>
<th>Improvement</th>
<th>Mode Options</th>
<th>Capital Requirements</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Basic improvements to service on Division.</td>
<td>Potential to add articulated buses.</td>
<td>New buses, sidewalk improvements and improved amenities.</td>
</tr>
<tr>
<td>B</td>
<td>Red HPT Curbside BRT</td>
<td>Branded 60' hybrid buses.</td>
<td>Construct in-lane BRT operating curb-side with HPT branded stations; bus lanes; north terminal.</td>
</tr>
<tr>
<td>C</td>
<td>Red HPT Line Center lane MET Rapid/BRT, underlay curbside local bus service north of N. Foothills.</td>
<td>Branded 60'–80' MET Rapid or BRT Bus</td>
<td>Construct center lane BRT with branded stations; north terminal.</td>
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<tr>
<td>D</td>
<td>Red HPT Line Center lane Rapid Streetcar; underlay curbside local bus service north of N. Foothills.</td>
<td>Branded Rapid Streetcar</td>
<td>Construct center lane Rapid Streetcar with branded stations; north terminal.</td>
</tr>
</tbody>
</table>

Option A: Basic Improvements

- Basic improvements to service on Division
- 15 minute frequency on Sunday and at least 30 minute frequency at nights
- Sidewalk completion on Division
- Improved stop amenities
- Operate 60' diesel buses on route
Option B: Red HPT Line BRT Curbside
- Red Line BRT operating at the curbside
- HPT branded stations and amenities
- Bus lanes where feasible
- Construct north terminal

Option C: Red HPT MET Center lane
- Red Line HPT Center lane
  - Modern Electric Trolley
- Include curbside underlying service north of N. Foothills at 30 minute frequency
- Construct north terminal

Option D: Red HPT Rapid Streetcar Center lane
- Red Line HPT Center lane Rapid Streetcar
- Include curbside underlying service north of N. Foothills at 30 minute frequency
- Construct north terminal
**Corridor Options**

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Option</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Division</td>
<td>A – Bus route facility</td>
<td>HPT “Lite” investment</td>
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<td></td>
<td>and service improvements</td>
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<tr>
<td>Division</td>
<td>B – HPT in the outside</td>
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<td></td>
<td>lanes</td>
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<tr>
<td>Division</td>
<td>C – HPT withOMET in</td>
<td>CAP favored this option but</td>
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<td></td>
<td>median of the corridor</td>
<td>supported incremental investments</td>
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<tr>
<td>Division</td>
<td>D – HPT using Rapid</td>
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<tr>
<td></td>
<td>Streetcar</td>
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**Planning for the Future**

- **Horizon 2040**
  - Metropolitan Transportation Plan for all of Spokane County
  - A long-term multimodal “blueprint”
  - The Division corridor is one of the Top Urban Transportation corridors
  - Identified as Transit Focused

**Near Term Opportunities**

- **High Performance Transit Design Grant**
  - In 2014 Spokane Transit submitted an STP grant to study the form and implementation of rubber-tired High Performance Transit on Division
  - $400,000.00 in funding requested with a $100,000.00 local match
  - Project to begin in 2019 with completion in 2020

**Other Mid-Term Opportunities**

- **Developer Improvements**
  - Work with developers to improve pedestrian and transit infrastructure
  - Sidewalk infill
  - ADA improvements
  - Transit Amenities
  - Support the development of residential and commercial zones along the corridor

**STA Moving Forward Draft Plan**

- **STA Moving Forward**
  - Phase III produced a draft 10-year implementation plan to invest services that serve more people and more places
  - The Division Street corridor has been identified as an HPT “Lite” corridor (Option A from CAP work)
  - Addition of larger buses
  - Increase the number of sheltered bus stops
  - Sidewalk improvements
Long Term Opportunities

- Implement Full Build-Out of Division HPT
- Will require funding not included in STA Moving Forward
- Transit Oriented Development
  - The Division Street corridor is an excellent candidate for transit oriented development
  - Existing Spokane Transit service is well positioned to support existing demand as well as future with implementation of HPT “Lite”
  - Ample property exists along the corridor that could be built as new, or renovated to become, mixed-use commercial and residential space

Your Turn to Prophesy!

- Division Street is like what street in your community?
- Could the city re-purpose traffic lanes for bus lanes before the North Spokane Corridor is completed?
- What other things can be done to make Division Street more livable and transit friendly today?

Prophetic Charette!

Final Questions and Discussion