




The Division Prophecy

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Location





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



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



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

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



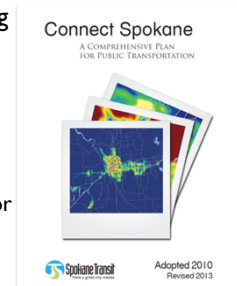
Challenges

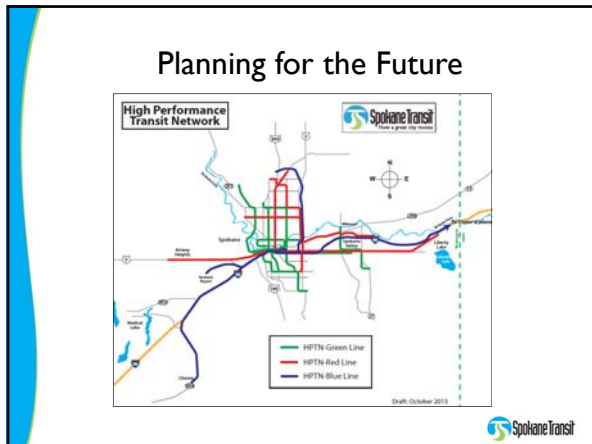
- Division and Magnesium
 - Lack of separation between pedestrians and busy street
 - Bus stops lie adjacent to large multi-family developments but most are behind commercial development and fenced off from pedestrian network



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

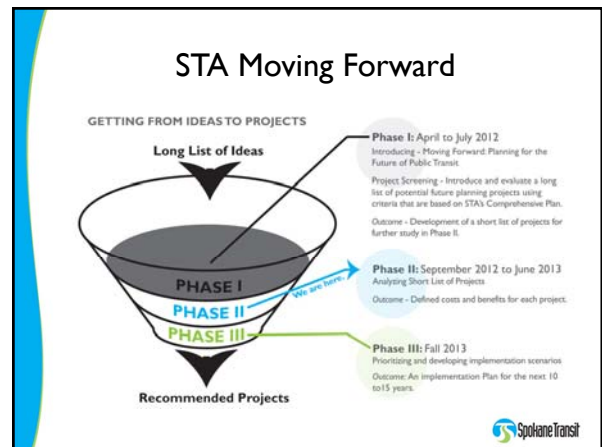
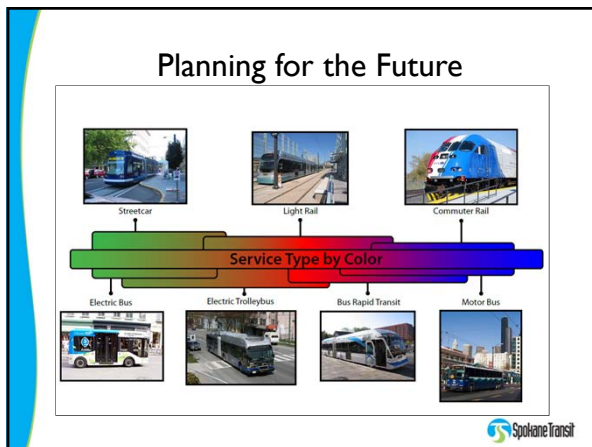




Planning for the Future

■ Service Typology

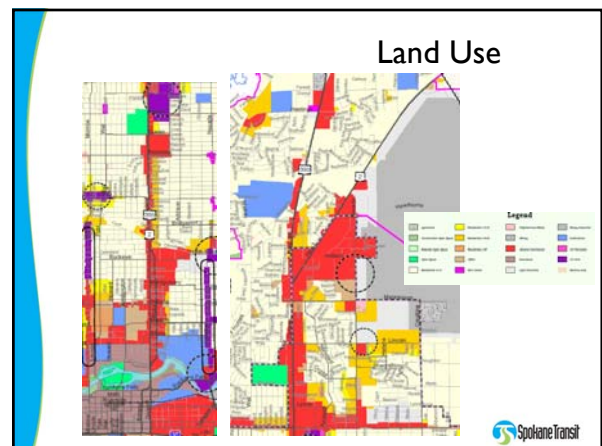
Service Type	Frequency	Purpose
BLUE LINES	15-30 minute	Cover long distances quickly to connect major regional destinations.
RED LINES	10-15 minute	Offer direct service to major destinations within a metropolitan area.
GREEN LINES	6-15 minute	Support spontaneous travel, short trips and provide quick, easy access to other service types.



North Division to Downtown – Red Line


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?

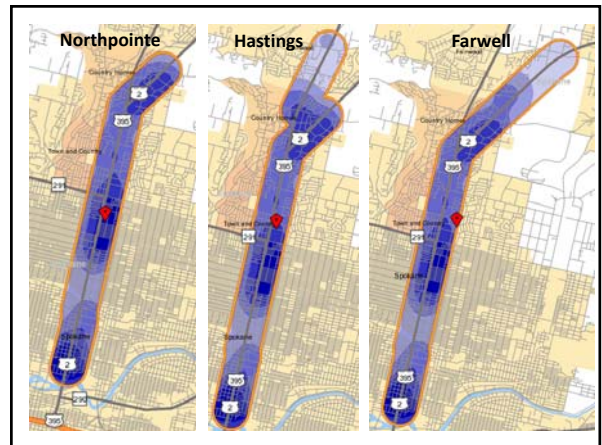
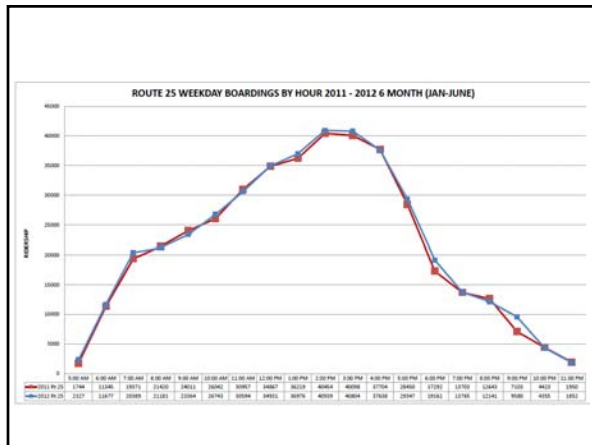


Route 25 Division

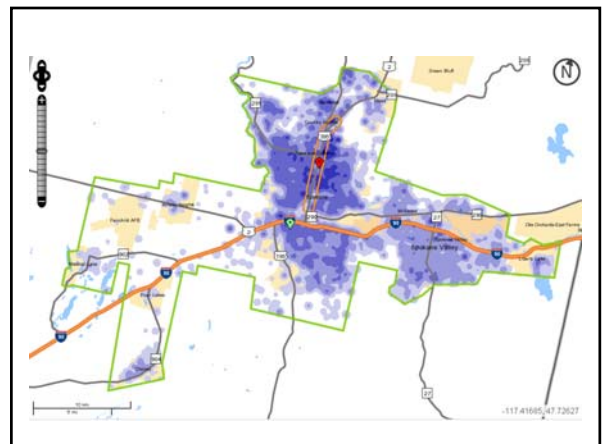
- 15-minute service 5-days a week
 - 15-minute service south of Francis on Saturdays
- 30 minute service nights and Sundays
- Average of 3200 boardings on weekdays
- Year over Year 6 month Ridership:
 - Up 2% Weekdays
 - Up 4% Saturdays
 - Up 8% on Sundays

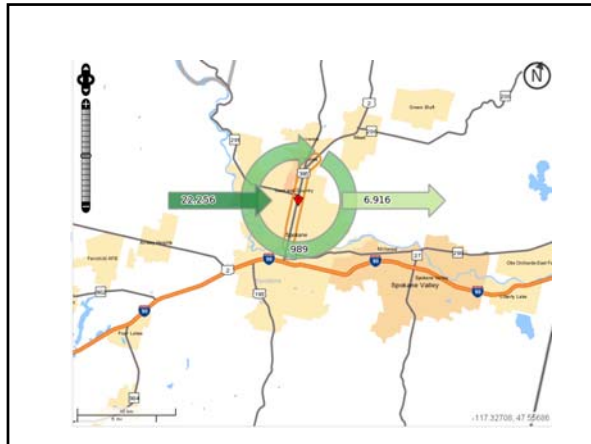


Spokane Transit



Segment by North Terminal	Selection Area (sq. mi.)	Length of Route (mi.)	Jobs	Jobs per Square Mile	Jobs per Route Mile
Division St. Corridor by Terminal					
Northpointe	5.025	7.1	46,139	9,181.9	6,498.5
Hastings	6.082	8.9	48,822	8,027.3	5,485.6
Farwell	6.293	9.2	47,039	7,474.8	5,112.9
Division St. Corridor Starting at Boone Ave (Excluding the CBD)					
Northpointe	4.203	5.9	23,226	5,526.1	3,936.6
Hastings	5.211	7.7	24,770	4,753.4	3,216.9
Farwell	5.43	8	23,498	4,327.4	2,937.3





Corridor Demographics

Jobs by Worker Age	Alignment to Northpointe	
Age 29 or younger:	7,478	32.2%
Age 30 to 54:	11,935	51.3%
Age 55 or older:	3,833	16.5%
Jobs by Earnings		
\$1,250 per month or less:	7,086	30.5%
\$1,251 to \$3,333 per month:	9,468	40.7%
More than \$3,333 per month:	6,692	28.8%
Top Industries		
Retail Trade:	7,152	30.8%
Health Care and Social Assistance:	4,796	20.6%
Accommodation and Food Services:	3,022	13.0%



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.



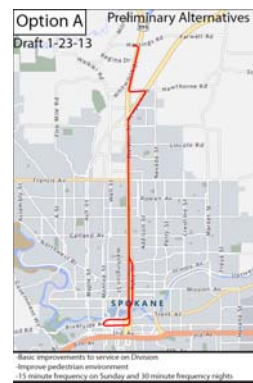
Summary of Preliminary Alternatives

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



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

Corridor	Option	Notes
Division	A – Bus route facility and service improvements	HPT “Lite” investment
Division	B – HPT in the outside lanes	
Division	C – HPT with MET in median of the corridor	CAP favored this option but supported incremental investments
Division	D – HPT using Rapid Streetcar	

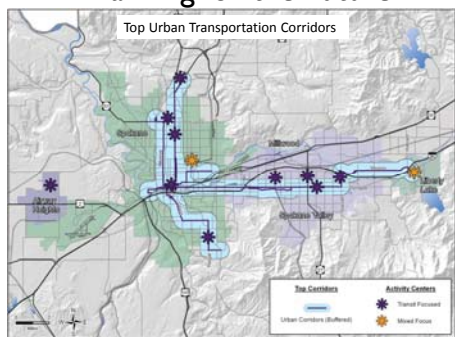


Planning for the Future

- 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



Planning for the Future



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



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



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 Prophecy!

- 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

