



# Division Street Locally Preferred Alternative (LPA)

City of Spokane Plan Commission  
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Karl Otterstrom, Director Planning & Development

# Division Street HPT Study Background

- Appears in regional planning documents
- Identified in *Connect Spokane*
- Identified in *STA Moving Forward*

# 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

- 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 (HPT) Network

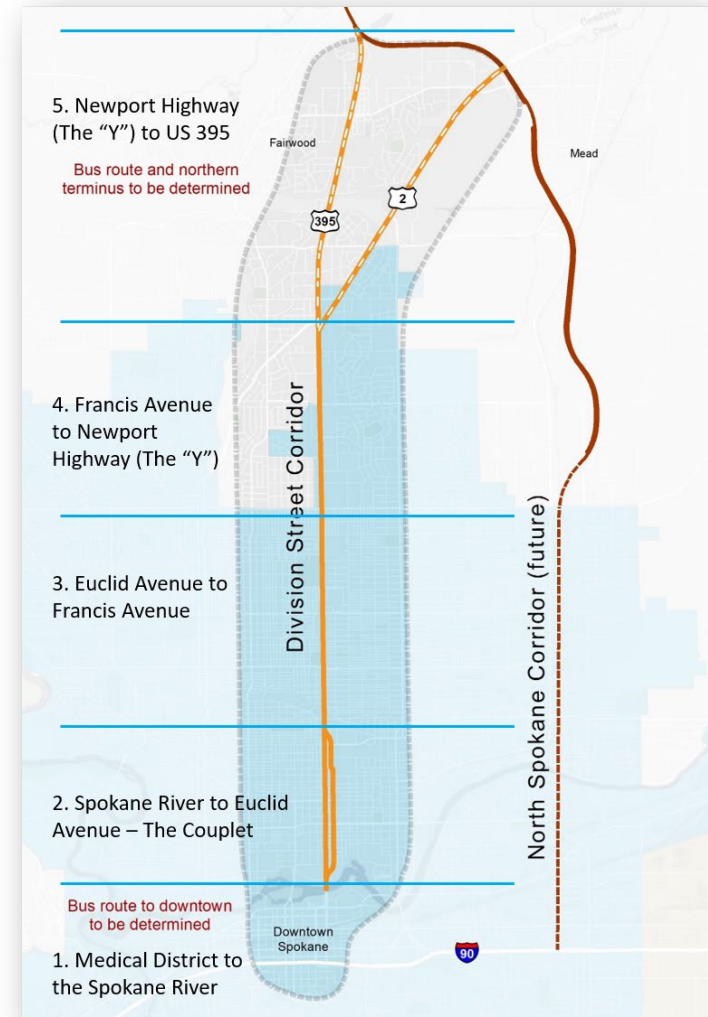


# STA Moving Forward (2014)

- The Division Street corridor identified as an HPT Corridor in Transition
  - Addition of larger buses
  - Increase the number of sheltered bus stops
  - Sidewalk improvements
  - Begin design for future full HPT improvements

# DivisionConnects Study

- Multi-jurisdictional study
- Two phase study
  - Phase I: Transportation – Multimodal
    - Bus Rapid Transit (BRT) implementation
    - Implications of North Spokane Corridor (NSC) on system
  - Phase II: Connectivity & Land Use
- Future studies to build on findings



# Phase I – Early Milestones & Activities

- December 2019: Study kick-off
- May 2020: State of the Corridor report
- May 2020 – February 2021: Steering Committee meetings (six total)
- July – October 2020: Round I Public Engagement
  - July/Aug. 2020: Community questionnaire
  - Sept./Oct. 2020: Interactive mapping website
  - Oct. 2020: Two focus groups

# Draft Alternatives for Public Input

*\*all sections looking north*

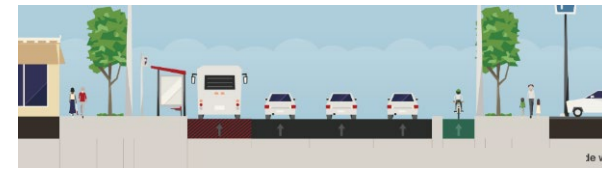
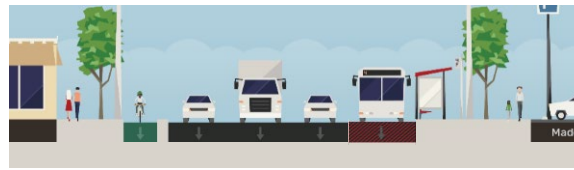
## Couplet

### Mainline

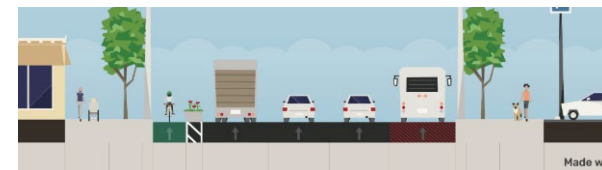
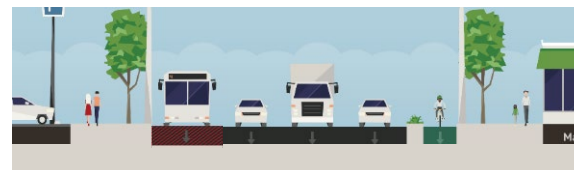
### Division

### Ruby

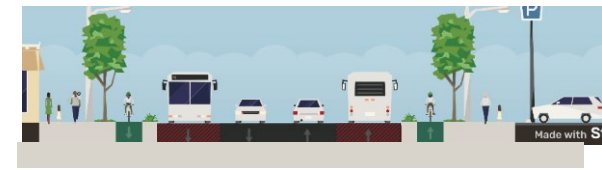
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SR-A



SR-B



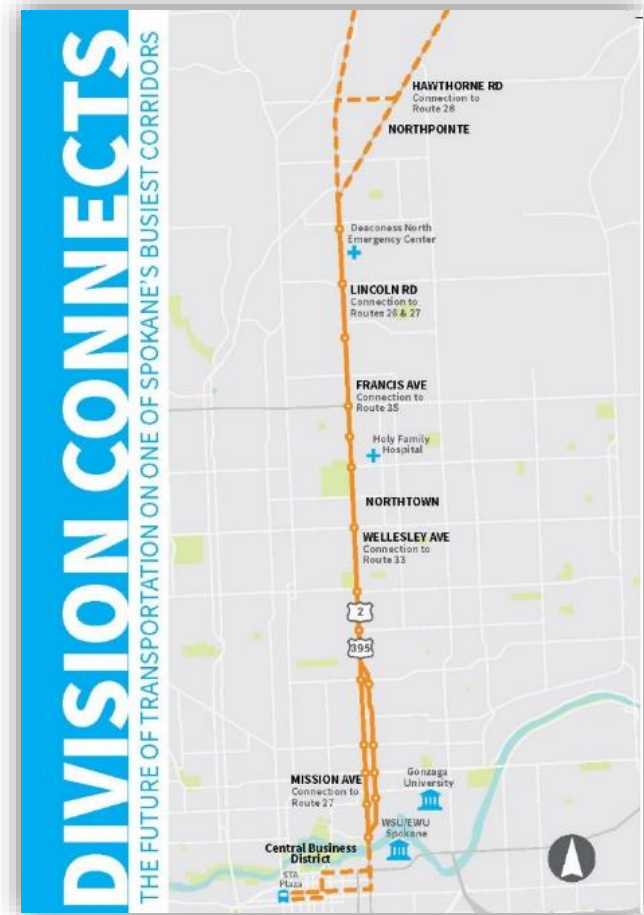
SR-C





# Round 2 Public Engagement Summary

- Online Open House – available January 20 – February 28
- Statistically Significant Survey (phone) - February 16
- Postcard mailing to all property owners, addresses and taxpayers within 1/8 mile of the corridor
- Virtual Open House – 7 pm on Thursday, February 11
- Stakeholder interviews



# Online Open House/Story Map

- Story Map had six sections:
  - Welcome
  - Project background
  - Biking & Walking
  - What is Bus Rapid Transit?
  - Options for Transit Improvements
  - Next Steps
- Over 150 people provided comments
- Side-running C ranked highest among alternatives
- Side-running A & B even, but distribution different
  - A strong as #1 and #4
  - B strong as #2 or #3
- Center-running lowest performing alternative



# Statistical Survey

- Mode choice
  - 94% have driven their personal vehicle on Division
  - 22% have walked along Division
  - 14% have taken a bus on Division
- 77% believe Division needs improvement
- 63% believe it is important to improve the quality of bus service along Division
- 66% believe it is important to improve reliability and quickness of buses along Division

# Stakeholder Interviews

- Direct contact to targeted property owners and businesses along the corridor
- Those interviewed generally favorable to study process and objectives
- General support for transit improvements
- Some concern with center-running and left turn access, though one found center-running favorable
- Some interest in side-running B version of couplet (2-way Ruby), though also generated concern for Ruby business impact
- Side-running C favored for its use of space in couplet including Ruby cycle-track
- Some interest expressed in land use diversification, e.g. more multi-family housing near commercial centers

# Transit Evaluation Framework

Transit Performance and  
User Benefit



Corridor Mobility



Equitable and Inclusive  
Access to Transit



Responsiveness to  
Community Goals



Implementation Feasibility



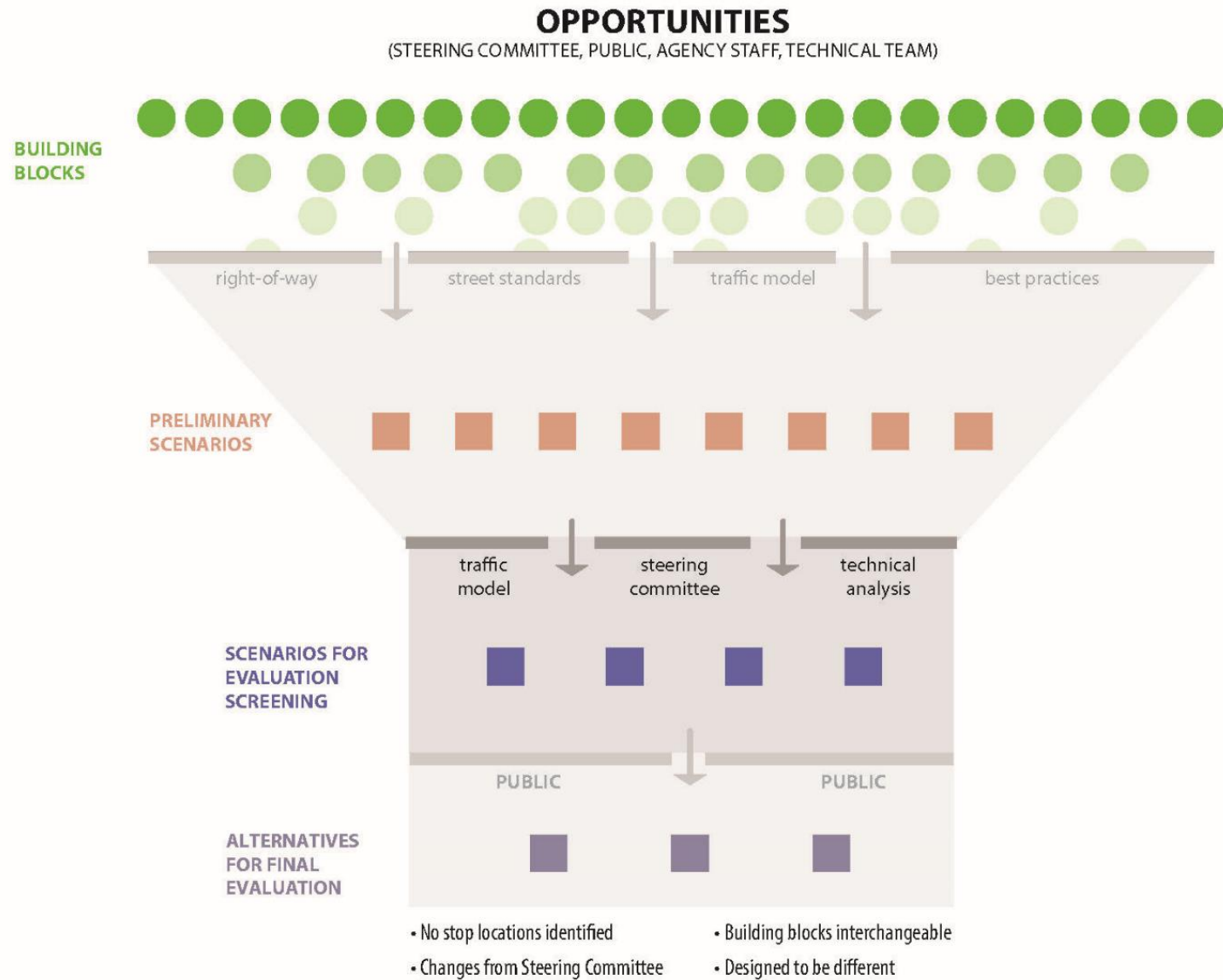
Capital and Operating Costs







Funding Competitiveness



# Alternatives Analysis Process



		Center Running	Side Running A	Side Running B	Side Running C
<b>Transit Performance and User Benefit</b> 	Current Corridor Transit Ridership (pre-COVID)	930,000 (2018 annual ridership)			
	Ridership Potential (Households/Employment)	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: green;">●</span>	<span style="color: lightgreen;">●</span>
	Speed and Reliability Improvement	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: yellow;">●</span>	<span style="color: lightgreen;">●</span>
	Improves STA Network Connectivity	Bus stops spacing/location would be the same for all alternatives thus no anticipated differences associated with network connectivity.			
<b>Corridor Mobility</b> 	Traffic/Corridor Mobility Impacts	<span style="color: lightgreen;">●</span>	<span style="color: green;">●</span>	<span style="color: yellow;">●</span>	<span style="color: lightgreen;">●</span>
	Bicycle and Pedestrian Impacts	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>
	Freight Impacts	<span style="color: orange;">●</span>	<span style="color: green;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: green;">●</span>
	Business Access Impacts	<span style="color: orange;">●</span>	<span style="color: green;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: green;">●</span>
	Safety Impacts	<span style="color: green;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>
<b>Equitable and Inclusive Access to Transit</b> 	Transit-Dependent Populations Served	Population Over 65: 13.4%; Population Under 16: 17.4%; Population with a Disability: 15.8%; Households Below 80% AMI: 55.0%; Households Below 50% AMI: 34.8%; Households Below 30% AMI: 20.9%; Workers Over 16 with No Vehicle Available: 4.8%			
	Access to Employment	Total Jobs: 20,758; By Salary: \$1,250 or less/month: 22.7%; \$1,251 to \$3,333/month: 36.4%; More than \$3,333/month: 40.9%; By Industry (top 5): Health Care/Social Assistance: 23.7%; Retail Trade: 20.1%; Accommodation/Food Services: 15.7%; Educational Services: 10.0% Professional/Scientific/Technical Services: 9.1%			
	Access to Healthcare, Education, and Social Services	3 Schools, 5 Parks/Recreation Sites, 2 Hospitals, 1 Emergency Response/Law Enforcement			
	Accessibility Improvements	All stations will be developed to meet ADA standards. Accessibility is anticipated to be similar across all alternatives.			
<b>Responsiveness to Community Goals</b> 	Neighborhood/Residents Impacts	<span style="color: lightgreen;">●</span>	<span style="color: green;">●</span>	<span style="color: green;">●</span>	<span style="color: green;">●</span>
	Business Community Impacts	<span style="color: yellow;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: green;">●</span>	<span style="color: green;">●</span>
	Corridor Traveler/Commuter Impacts	<span style="color: green;">●</span>	<span style="color: green;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>
	Impact on Institutions and Other Stakeholders	<span style="color: yellow;">●</span>	<span style="color: green;">●</span>	<span style="color: green;">●</span>	<span style="color: green;">●</span>
	Compatibility with Community Growth and Land Use Vision	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>
	Complementary Community Improvement Opportunities	<span style="color: lightgreen;">●</span>	<span style="color: lightgreen;">●</span>	<span style="color: green;">●</span>	<span style="color: green;">●</span>



## DRAFT TRANSIT FRAMEWORK SCENARIO EVALUATION

# PRELIMINARY EVALUATION- DRAFT

HIGHER  
PERFORMING

● ● ● ● ●

LOWER  
PERFORMING

		Center Running	Side Running A	Side Running B	Side Running C
<b>Implementation Feasibility</b> 	Construction Feasibility	●	●	●	●
	Phasing Options and Implementation Flexibility	●	●	●	●
	Construction Impacts on Stakeholders	●	●	●	●
	Potential Environmental Impacts (NEPA/SEPA)	●	●	●	●
<b>Capital and Operating Costs</b> 	Capital Cost for Transit Alternative	●	●	●	●
	Capital Cost of Total Corridor Improvements	●	●	●	●
	Annual Operations	●	●	●	●
<b>Funding Competitiveness</b> 	Meets Cost/Ridership Warrants for FTA 5309 Small Starts Funding	All alternatives are expected to meet the FTA 5309 Small Starts Funding criteria.			
	Funding Competitiveness based on Small Starts Criteria	●	●	●	●
	Local Funding/Financial Impact on STA	●	●	●	●
	Opportunities to Leverage Multimodal Funding Sources	●	●	●	●
	Other Flexible Funding Options	●	●	●	●

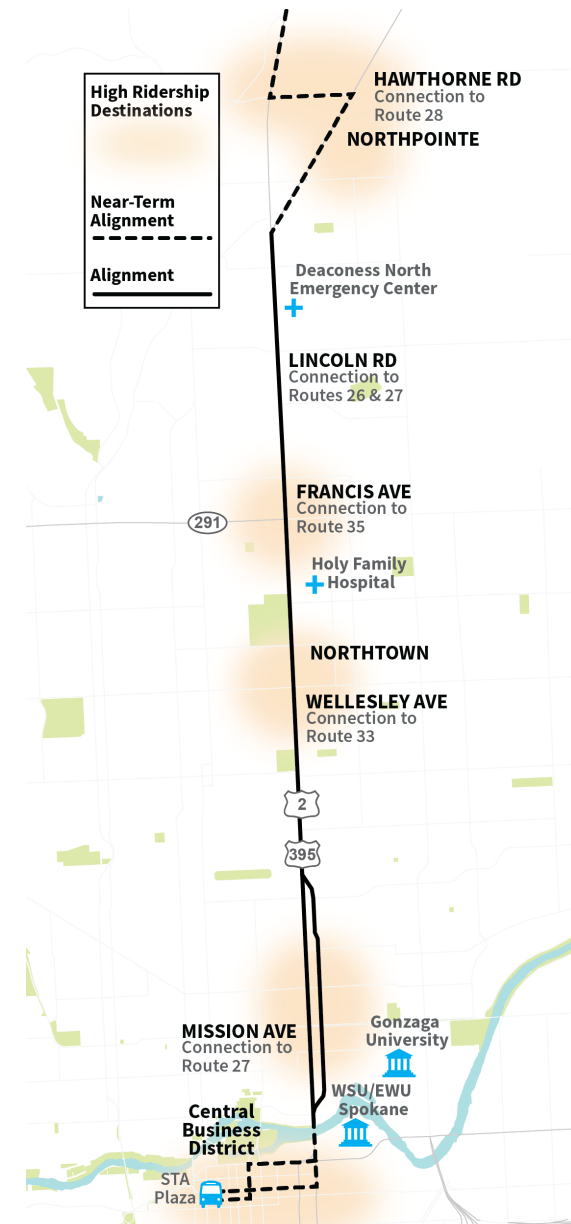


# Recommended Locally Preferred Alternative

Element	Description
Mode	Fixed guideway bus rapid transit (BRT) using zero-emission 60' bus
Service Level	Weekdays: 10-minute frequency or better Nights & Weekends: 15-minute frequency during most hours of the span
Northern Termini	Short-term: Current Route 25 to Hastings Park & Ride Long-term: To new transit center at Farwell & US2
Southern Termini	Spokane Central Business District near the STA Plaza
Alignment	Downtown: to be refined in Preliminary Engineering Couplet: right-side Ruby Street and Division Street Mainline: Division Street North of "Y": short- and long-term phased approach
Station Locations	Major intersections and destinations (see map). All stations will meet ADA accessibility requirements.
System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding and near-level platforms
Lane Configuration	Side-running, dedicated Business Access and Transit (BAT) Lanes for a majority of the alignment, primarily between North River Drive and the "Y"
Other Multimodal Treatments	Protected bicycle facilities along Ruby Street with pedestrian, ADA, and bicycle improvements throughout the corridor

# Alignment

- Downtown: to be refined in preliminary engineering
- Couplet: Ruby and Division
- Mainline: Division Street
- North of Y: Near-term alignment to follow current Division Route 25 with future phasing that aligns with regional growth trends



# Station Locations

- Recognize preliminary status of locations to be refined in preliminary engineering



# Lane Configuration

- North of the “Y”
  - General Purpose
- Downtown
  - General Purpose
- Mainline and Couplet
  - BAT lanes





# Lane Configuration: Couplet

- Side Running-C Alternative is recommended
  - BAT lanes on both Ruby and Division Street
  - On-corridor bike facilities in couplet

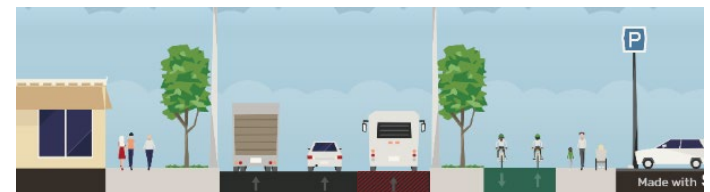
## Division

### Mainline



### Ruby

### Couple



# The LPA Qualifies as a Small Starts Fixed-Guideway BRT Project

## ■ Federal Transit Administration Definition

- Over 50 percent of the route must operate in a separated right-of-way dedicated for transit use during peak periods. Other traffic can make turning movements through the separated right-of-way.
- Defined, accessible stations and shelters
- Transit signal priority and other measures to improve speed and reliability
- High frequency service: every 10-15 minutes on weekdays, 30-minute frequency on weekends.
- Branding and a distinct look from regular bus service

# Other Information & Next Steps

- Approximate cost is \$120 million (2021\$)
  - Given early planning phase, cost range is likely \$120 million to \$150 million
  - Local, state and federal funding will be necessary to fully fund project, once firm project scope schedule and budget are developed
- Locally Preferred Alternative Concurrence
  - LPA will be submitted to SRTC, City of Spokane and Spokane County for concurrence and inclusion in the Metropolitan Transportation Plan
- Division BRT Corridor Development Plan
  - Will be provided for review and approval in May to document alternatives analysis process and LPA
- Division BRT planning, design and engineering services
  - Will seek Committee approval in May of scope of work for a solicitation for qualifications for procure professional services for planning, design and engineering services
    - \$2 million programmed for preliminary engineering phase that precedes formal Project Development