North Monroe Corridor Project TRANSIT

CITY OF SPOKANE
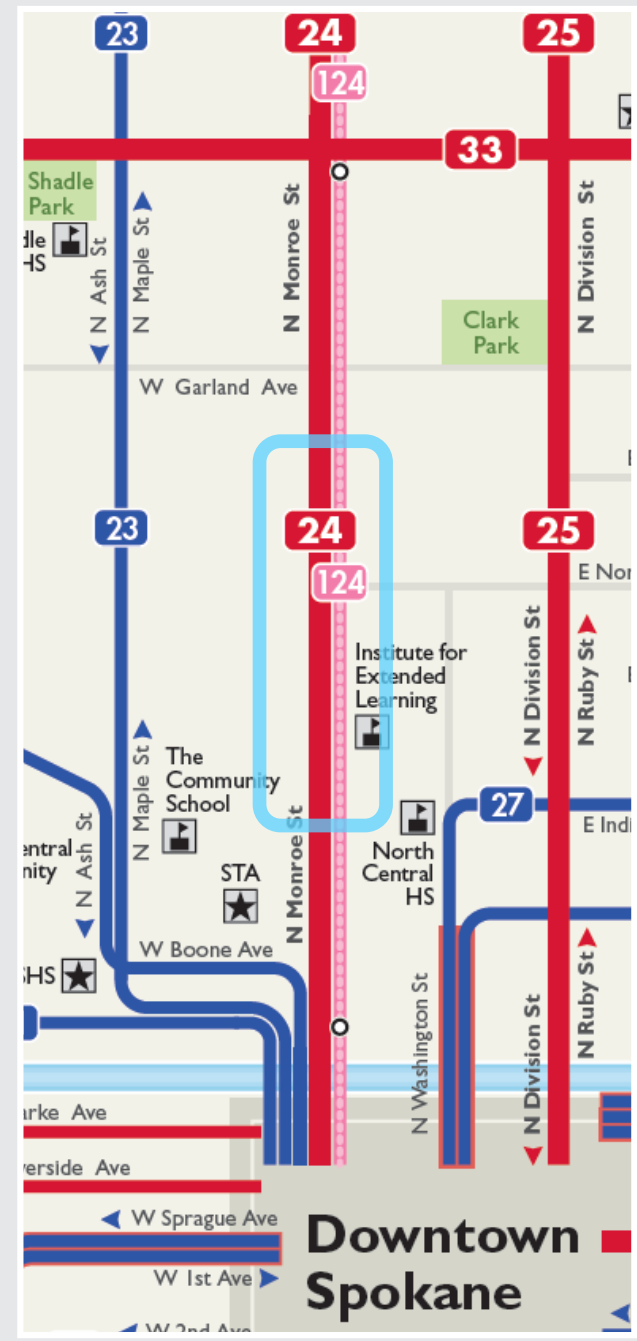
Spokane Transit

Route 24 - Monroe

- Connects Five Mile P&R with Downtown Spokane
- 3rd busiest route in network
- 649 weekly trips
  - 58 weekday roundtrips
  - 28 Saturday roundtrips
  - 12 Sunday roundtrips
- 2015 boarding data
  - 2,199 average weekday
  - 883 average Saturday
  - 435 average Sunday
  - 628,615 annually

Downtown Spokane

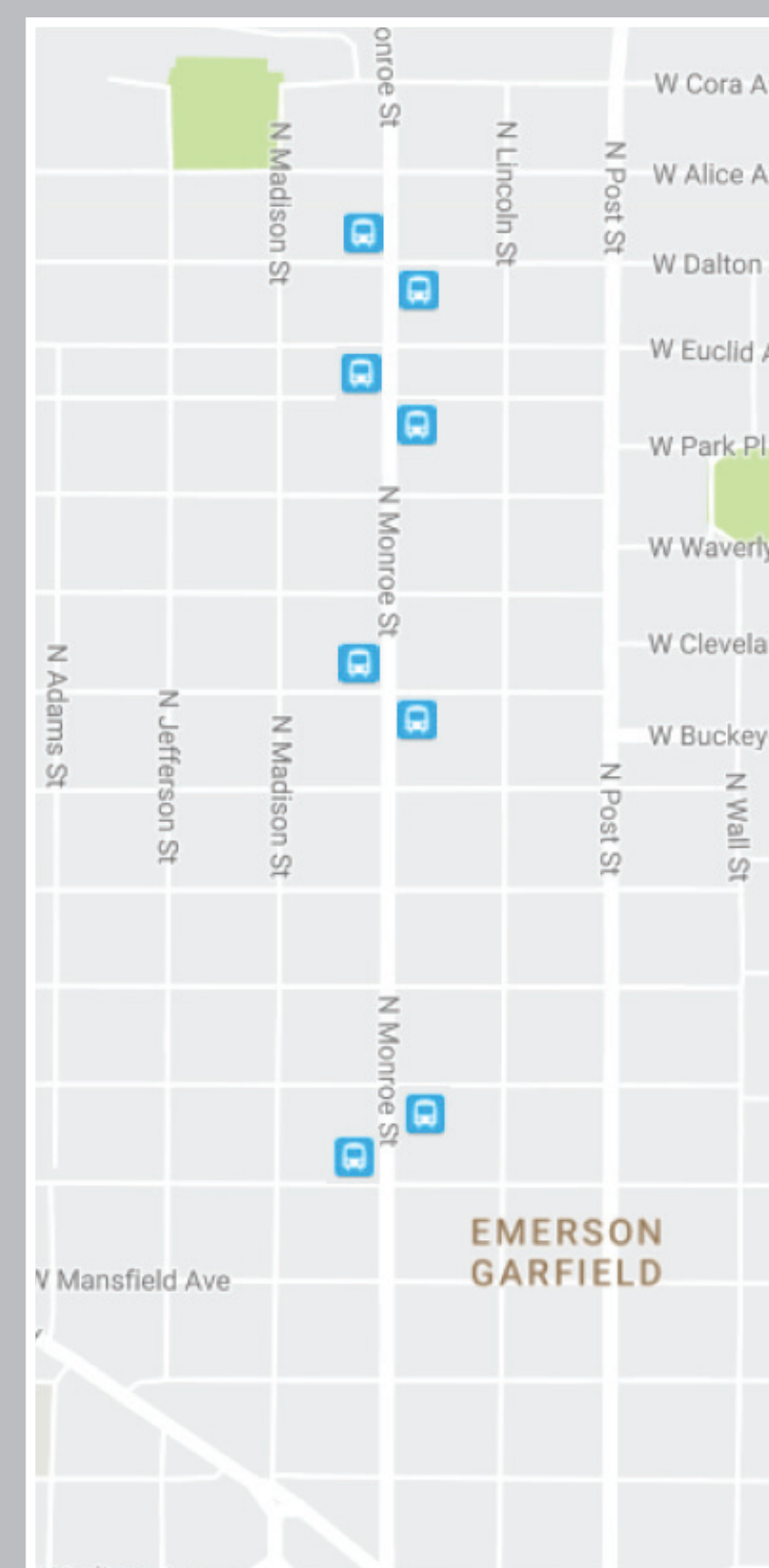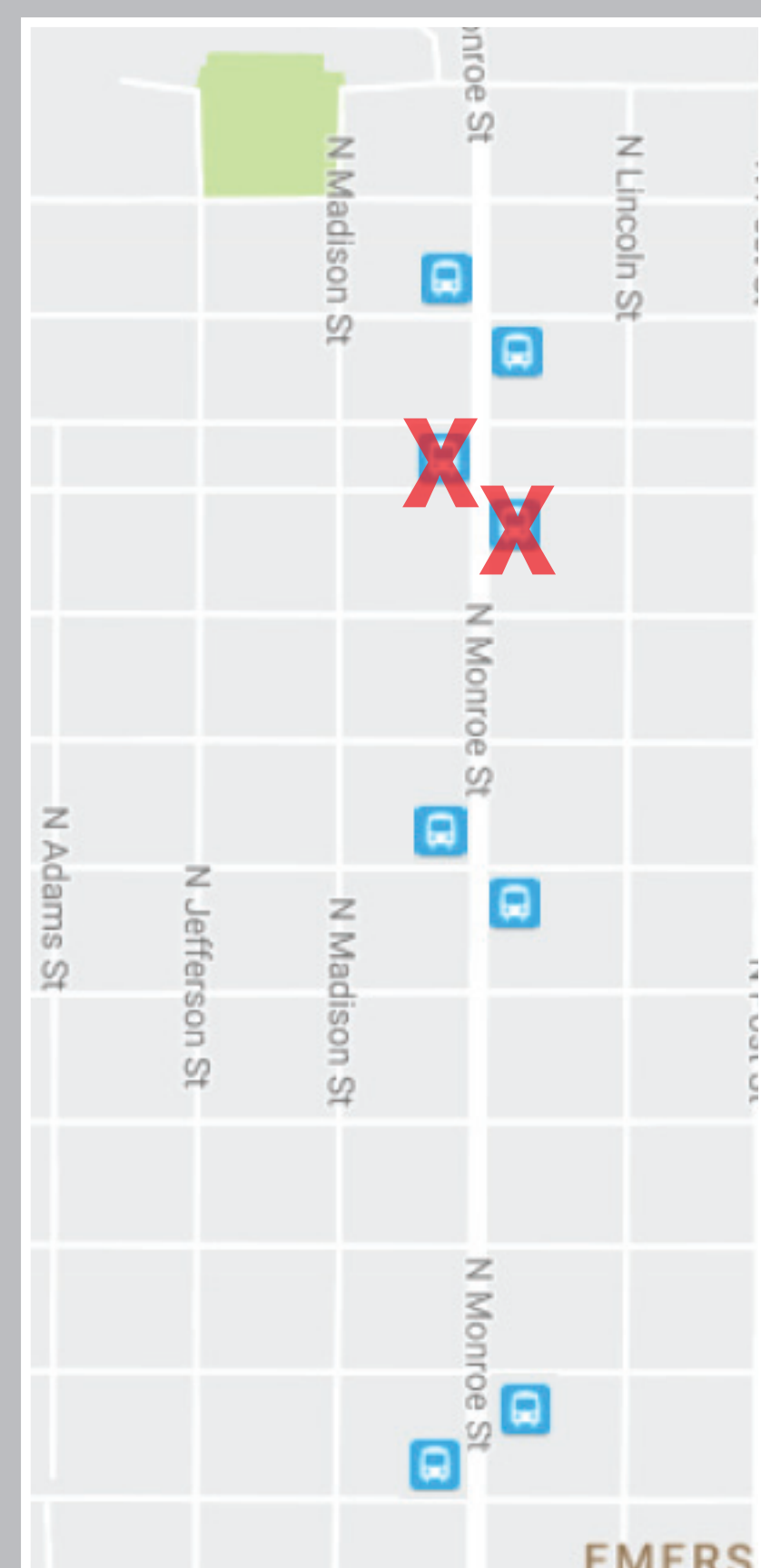### Within 1/4 mile of Route 24 there are:

- 12,725 Homes
- 21,212 Jobs
- 2,061 Residents without access to a private vehicle

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Existing Stops
- Four stop pairs
  - Dalton
  - Fredrick
  - Grace
  - Montgomery/Carlisle

Proposed Change
One stop pair is proposed to be eliminated to speed up travel times for riders and other travelers.

Will a single lane cause travel time to increase for cars behind the bus?

Based on STA travel survey, the "dwell time" (the amount of time the bus is stopped for passengers) for all four stops combined is on average 25 seconds during the PM Peak hour (5-6pm). The bus travels through four times per hour. The anticipated travel time increase for motorists is a relatively small trade-off for improved safety, livability, and comfort of all corridor users.

Northbound Monroe Weekday Dwell and Travel Time Measurements, August 25 - September 2, 2016

Plaza Departure Time	Monroe @ Carlisle		Dwell	Monroe @ Grace		Dwell	Monroe @ Frederick		Dwell	Monroe @ Dalton		Dwell	Total Corridor Dwell
4:57 PM	Arr 0:54	Dep 1:04	0:10	Arr 1:41	Dep 1:46	0:05	Arr 2:15	Dep 2:17	0:02	Arr 2:33	Dep 2:46	0:13	0:30
	Off 2.2	On 1.0		Off 1.2	On 0.0		Off 0.7	On 0.0		Off 2.8	On 0.3		
5:12 PM	Arr 0:48	Dep 0:56	0:08	Arr 1:39	Dep 1:43	0:04	Arr 2:12	Dep 2:15	0:03	Arr 2:31	Dep 2:39	0:08	0:23
	Off 1.7	On 1.7		Off 0.8	On 0.0		Off 0.8	On 0.0		Off 1.7	On 0.0		
5:27 PM	Arr 0:49	Dep 0:57	0:08	Arr 1:41	Dep 1:44	0:03	Arr 2:17	Dep 2:24	0:07	Arr 2:43	Dep 2:50	0:07	0:25
	Off 1.4	On 1.3		Off 0.7	On 0.0		Off 1.0	On 1.0		Off 2.2	On 0.0		
5:42 PM	Arr 0:44	Dep 0:52	0:08	Arr 1:28	Dep 1:32	0:04	Arr 1:58	Dep 2:00	0:02	Arr 2:16	Dep 2:26	0:10	0:23
	Off 1.0	On 1.0		Off 0.7	On 0.2		Off 0.5	On 0.0		Off 1.3	On 0.3		
Average	1.6	1.0	8.5 sec	0.8	0.0	4.0 sec	0.8	0.3	3.5 sec	2.0	0.2	9.5 sec	25.25 sec

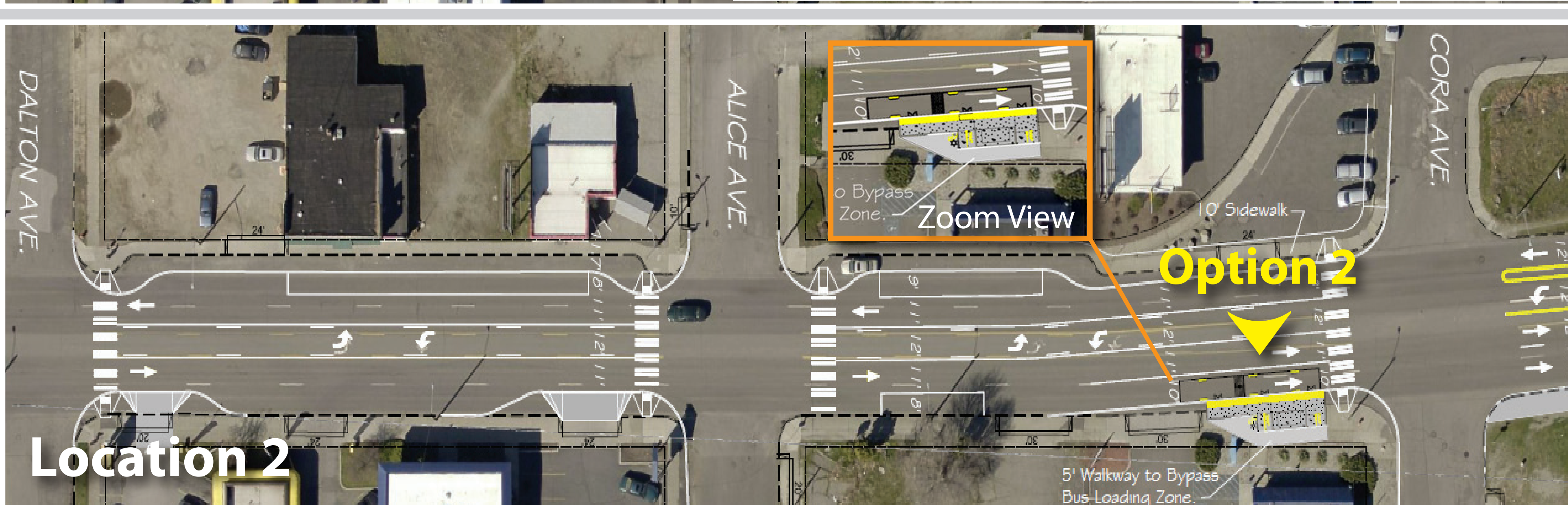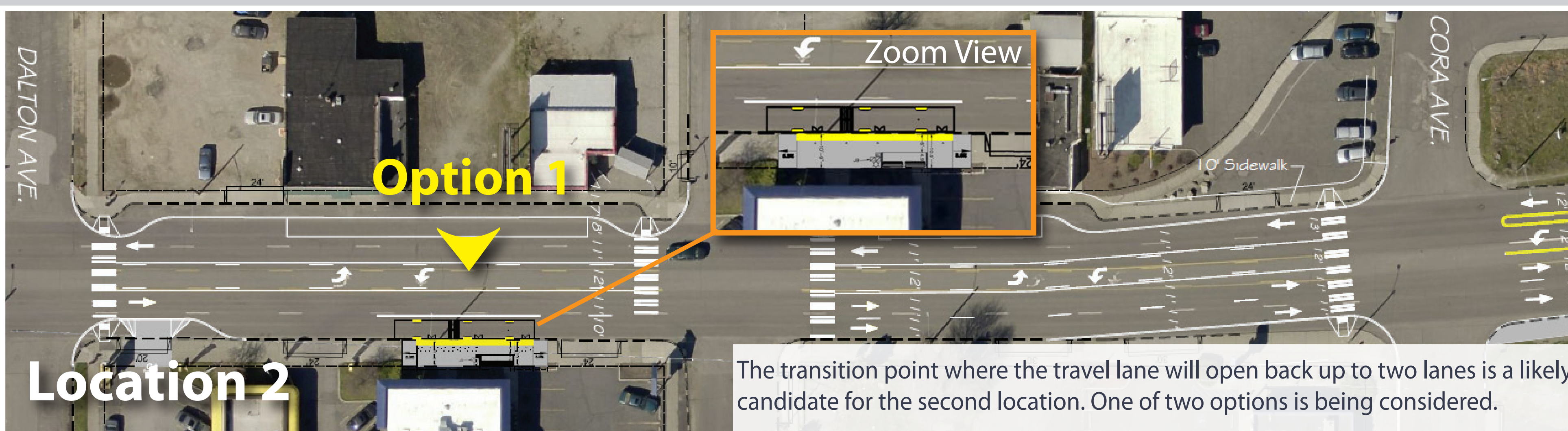Average Northbound Travel Time from Indiana to Dalton: 2:40

- 24 surveys
- Trip with longest total dwell at all 4 stops: 40sec of dwell
- Trip with shortest total dwell at all 4 stops: 14sec of dwell
- 4 bikes, 5 strollers, 0 wheelchairs

Bus Pullouts
Options to maintain the flow of northbound traffic are being considered for two of the three stops.
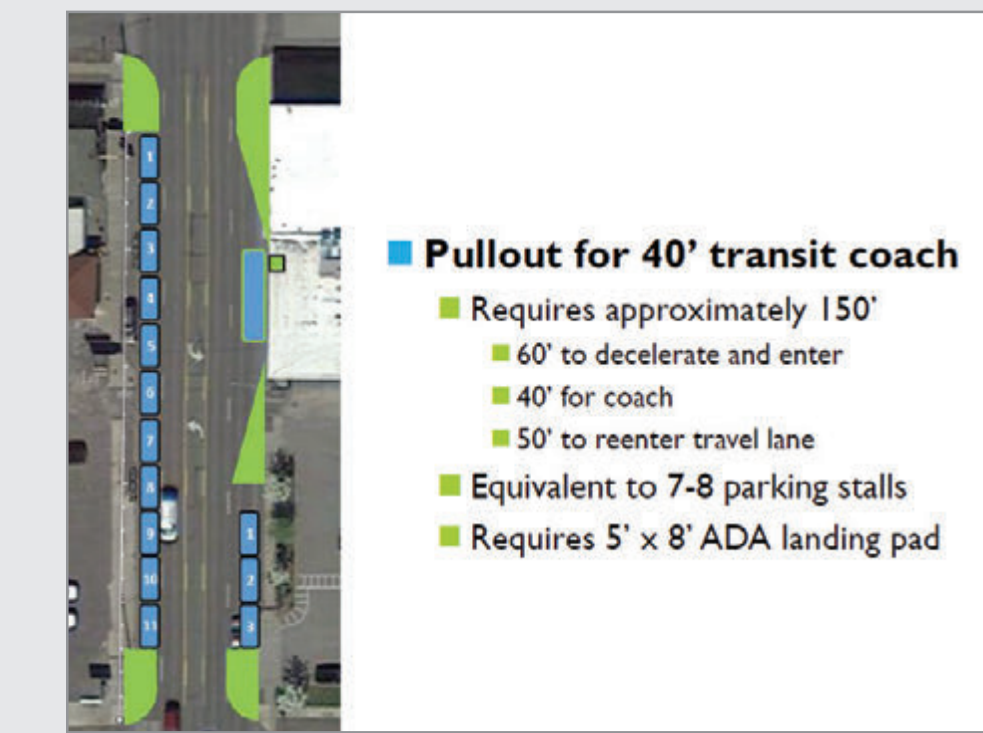
Location 1 The first location is between Montgomery and Carlisle in front of the Institute for Extended Learning.

Location 2 — Option 1 — Zoom View

The transition point where the travel lane will open back up to two lanes is a likely candidate for the second location. One of two options is being considered.

Location 2 — Option 2 — Zoom View

5' Walkway to Bypass Bus-Loading Zone

Pullout Trade-off

- Takes up parking spaces
- Many streets are not wide enough to accommodate pullouts for buses
- Increases potential for side-swipe or rear-end collisions upon re-entry
- Increases service delay and unreliability for transit passengers
- Decreases space for transit amenities such as shelters, benches, etc.

Pullout for 40' transit coach
- Requires approximately 150'
  - 60' to decelerate and enter
  - 40' for coach
  - 50' to reenter travel lane
- Equivalent to 7-8 parking stalls
- Requires 5' x 8' ADA landing pad

What About Bikes?

During the PM peak hour (5-6 pm), ramp deployments occur about once every 96 trips or 1.25 times per week. For all other times of day, deployment occurs about 7 times per week.

What About Wheelchair Deployment?

Out of 649 weekly trips through the project area, there are on average 15 bike loadings for all four stops. Bikes usually take about 15-20 seconds to load (this is often happening while other passengers are boarding).

Coming Transit Improvements
High Performance Transit Network

- Distinct shelters
- All-door boarding (front and rear door at the same time)
- Level boarding (speeds loading time; the sidewalk is built at the same level as the bus door)
- Real time departure information signage (at busiest stops)
- More frequent weekend service