North Monroe Advisory Board  
8 September, 2016

Advisory Board Attendance: Megan Kennedy, Mike Trautman, Ed Ardiss, Dale M Westhaver, EJ Ianelli, Mike Wallace, Jill Leonetti, Brianna Musser; Councilmembers Karen Stratton and Candace Mumm

Public Audience Attendance: Donald Bertolino, Issac Bubna, Chad Johnson, Gary Jarvis, Troy Varness, Roi Sigler, Bryce Morrison, Bob Kenney, Katy Azar

Welcome and Introductions

Housekeeping

• Notes Reviewed
  o 1 change from Brianna: “auto-businesses would not benefit”

Spokane Transit Authority (STA) Presentation

History
• Monroe featured a cable car in the 1890s
• A street car went from the bridge north
• Street car to bus in the 1930s
• Focus and intent to make Monroe bus service every 15 min beginning in the late 1990s

Existing transit conditions
• Current Service
  o Part of a network
  o STA provides multiple routes through Emerson/Garfield
• Route 24 Monroe
  o Connects 5 Mile Park and Ride with downtown Spokane
  o 3rd busiest route in the STA network
  o 649 weekly trips
    ▪ 58 weekday roundtrips
    ▪ 28 Saturday roundtrips
    ▪ 12 Sunday roundtrips
  o 2015 boarding
    ▪ 2,199 average weekday
    ▪ 883 average Saturday
    ▪ 435 average Sunday
• 628,615 annually
  o Within ¼ mile of a Route 24 stop
    ▪ 12,725 Homes
    ▪ 21,313 Jobs
    ▪ 2,061 residents w/o access to a private vehicle
  o Within the North Monroe Corridor
    ▪ 4 stop pairs at Dalton, Frederick, Grace and Montgomery/Carlisle
    ▪ Within ¼-mile of each stop in the Corridor
      • 3,747 Homes
      • 1,251 Jobs
      • 431 Residents w/o access to a private vehicle
• Route 124 North Expresses
  o 84,816 riders annually
  o Doesn’t stop on Monroe but goes through entire corridor
  o Virtually all commuters on this route travel through this segment of Monroe Street

Questions from Board regarding bus service from the past meetings
• How many people get on (boarding) and off (alighting) in the corridor (Average Weekday Passenger Activity)?
  o Southbound
    ▪ Alighting- 56
    ▪ Boarding- 294, including 155 at Montgomery
  o Northbound
    ▪ Alighting- 287, including 163 at Carlisle
    ▪ Boarding-82
• How long does the bus wait at each stop?
  o Dwell Data Collection
    ▪ 24 surveys over 6 peak PM time slots
    ▪ Total northbound travel time- 2:40 seconds
    ▪ Average total dwell- 25.25 seconds
    ▪ Longest total dwell- 40 sec
    ▪ Shortest total dwell - 14 sec
    ▪ 4 bikes, 5 strollers, 0 wheelchairs (total from all 24 trips)
• How often do wheelchair ramps get deployed?
  o Ramp deployments occur an average of once every 90 trips through the corridor (7.17/649 weekly trips)
  o Ramp deployments occur in the peak direction on average about once every 96 times through the corridor (1.25/120 peak trips)
• How often do bike racks get used?
  o Bikes usually 15-20 seconds to load or off load
  o Other passengers can board or alight while bikes are being loaded
Average of 15 bikes per week in October 2015

Are there plans to close any stops?

- In Sept 2010
  - STA removed stop pairs at Knox and York
  - Consolidated Montgomery and Carlisle Northbound
  - Relocated southbound stop at Indiana to Nora due to public feedback
  - Maintained Frederick stop due to public feedback

- STA anticipates consolidating the stops at Frederick and Dalton
  - Minimal loss of ¼ mile coverage if Frederick and Dalton are consolidated

Stop Placement and Stop Design

- Currently, all stops on corridor on near side of the intersection in the right hand travel lane
- Pull-outs
  - The bus leaves the travel lane, pulls into a dedicated space, and then pulls back out into traffic
  - Advantages
    - Reduce delay
    - Reduce blocking of travel lane
  - Disadvantages
    - Increase of collision potential
    - Increases delay for passengers
    - Reduces area for parking
    - Reduces space for transit amenities & ADA compliance
  - STA does not promote pull-outs
  - A pull-out requires
    - 150 ft, or 7-8 parking stalls
      - 60 ft to decelerate and enter
      - 40 ft for coach
      - 50 ft to reenter
    - Plus a 5x8 ft ADA landing pad
  - Yield to bus signage has “no significant safety and operational effect” (CUTR, 2007)
- Bump-outs
  - The sidewalk is extended to allow the bus to stop in the travel lane
  - Advantages
    - Bus does not need to merge
    - Increased transit efficiency
    - Increase sidewalk space
    - Minimizes loss of parking for businesses
  - Disadvantages
    - Other vehicles delayed
    - Potential for unsafe passing
    - Far-side may block intersections
STA prefers bump-outs to reduce costs, risks and delays

- A bump-out requires
  - 40ft, or 2 parking stalls
  - 5x8 ADA landing pad is part of the bumpout

The Future Plans for Transit along the Corridor

- **STA Moving Forward** is a slice of a long range comprehensive plan for transit that could be implemented over the next ten years
- Includes a High Performance Transit Network (HPT)
  - North/South from 5 Mile to Moran Prairie Park and Rides through North Monroe Business District
  - Later night services
- STA selects amenities from a Station Kit-of-Parts to enhance customer experience and provide a consistent framework for passenger improvements
- Delay is more associated with passenger than traffic, especially when there is single door boarding

Questions/Comments

- Will you not be removing any more stops?
  - 4 stop pairs will become 3 through consolidation
- What is the maximum number of blocks somebody would have to walk to new consolidated stops?
  - ¼ mile/5 min walk are the acceptable spacing
  - Roughly 4 blocks in Spokane
- What is maximum somebody on Monroe would have to walk for a bus stop?
  - Likely 2 blocks
- What happens when HPT occurs, what happens to ridership frequency
  - 20-100% potential increase in ridership
- What happens to cars in the roads?
  - Effectively, HPT increases the capacity of the road
- What capacity is the current frequency serving, how may that frequency # change?
  - More growth in ridership could occur in peak period
    - 15 min frequency could become 10-12 min during peak times if demand warrants it
- If STA is not awarding the prospective incoming grants, how will that affect the above ground amenities?
  - There are multiple grant programs, biannually, annually, and beyond
  - Once something becomes a priority for the agency, grantors tend to respect agencies who know where they are heading
- It is important to several businesses to have good bus service
- Is a bus pull-out off the table?
  - If the city requires, STA will do it
The recommendation and desire is to not do pull-outs b/c of scheduling and ADA requirements.

- The neighborhood council attempted to fund an STA shelter on Dalton because that was the only stop where they identified enough available space in the right-of-way.
  - Minimum standard for shelter placement is 25 or more boardings a day.
- Statistical data on what has taken place on East Sprague? How could it be comparable to North Monroe?
  - It’s not comparable; physical improvements haven’t been implemented on Sprague yet.
- Plans for electronic fare collection?
  - Smart cards exist today.

Traffic Questions

Traffic Analysis Process and Assumptions

- 2011 Traffic data used.
- Analysis focused on PM peak hour analysis.
- Peak hour typically from 5-6PM.
- Northbound is critical movement.

Level of Service Comparison- 20% Shift During Peak PM Hour

- 320 cars
  - 130 cars (40%) to Division
  - 80 cars (25%) to Maple/Ash
  - 80 cars (25%) to Post
  - 30 cars (10%) to Local
- No LOS grade change.

Travel Time with Buses and with a 20% shift of traffic?

- Northbound change- 3.3 min to 3.5 min
- Southbound change- 4.6 min to 4.8 min

Questions

- Does this include the removal of the traffic light at Montgomery?
  - Yes, and incorporates the HAWK signal.
- 4 or 3 STA stops?
  - 3
- Regular or HPT?
  - Current service numbers

Open For Business Meeting
Thursday, Sept 15, at 7:30 a.m. at Corbin Senior Center

**Public Comments**

Will we get Police and Fire to come up to do a similar meeting to STA?

- Yes, we have to reschedule with Fire because of the wildfires
- Police did not have specific concerns