

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
 - 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
 - Part of a network
 - STA provides multiple routes through Emerson/Garfield
- Route 24 Monroe
 - Connects 5 Mile Park and Ride with downtown Spokane
 - 3rd busiest route in the STA network
 - 649 weekly trips
 - 58 weekday roundtrips
 - 28 Saturday roundtrips
 - 12 Sunday roundtrips
 - 2015 boarding
 - 2,199 average weekday
 - 883 average Saturday
 - 435 average Sunday

- 628,615 annually
 - Within ¼ mile of a Route 24 stop
 - 12,725 Homes
 - 21,313 Jobs
 - 2,061 residents w/o access to a private vehicle
 - 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
 - 84,816 riders annually
 - Doesn't stop on Monroe but goes through entire corridor
 - 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)?
 - Southbound
 - Alighting- 56
 - Boarding- 294, including 155 at Montgomery
 - Northbound
 - Alighting- 287, including 163 at Carlisle
 - Boarding-82
- How long does the bus wait at each stop?
 - 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?
 - Ramp deployments occur an average of once every 90 trips through the corridor (7.17/649 weekly trips)
 - 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?
 - Bikes usually 15-20 seconds to load or off load
 - 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