

1. TRANSIT PROJECT: ENHANCED TRANSIT CORRIDOR ON DIVISION STREET

Need/Purpose

Future growth in the Spokane area will require an increase in transit service to help alleviate traffic congestion and improve citywide mobility.

Background Data

Division Street serves as the primary north-south roadway connecting downtown Spokane to the north and south hill neighborhoods.

Description of Improvement

Coordinate with STA to implement enhanced bus service on Division Street between downtown, North Spokane and the South Hill. The enhanced transit service includes the use of signature vehicles and station designs on priority corridors serving downtown.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

Priority

High

Alternatives/Additional Notes

2. TRANSIT PROJECT: ENHANCED TRANSIT CORRIDOR ON SPRAGUE AVE OR TRENT AVE

Need/Purpose

Future growth in the Spokane area will require an increase in transit service to help alleviate traffic congestion and improve citywide mobility.

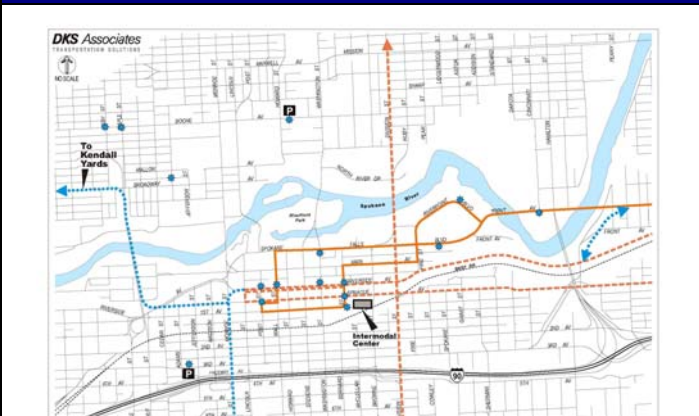
Background Data

Sprague Avenue and Trent Avenue serve as the primary east-west roadways connecting downtown Spokane to Spokane Valley to the east.

Description of Improvement

Coordinate with STA to implement enhanced bus service on Sprague Avenue or Trent Avenue between downtown and Spokane Valley. The enhanced transit service includes the use of signature vehicles and station designs on priority corridors serving downtown.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

Priority

Medium

Alternatives/Additional Notes

3. TRANSIT PROJECT: TRANSIT SIGNAL PRIORITY ALONG DIVISION STREET

Need/Purpose

There is a need for operational enhancements along major transit corridors to improve transit service. Division Street currently serves as one of the major north-south transit corridors through downtown.

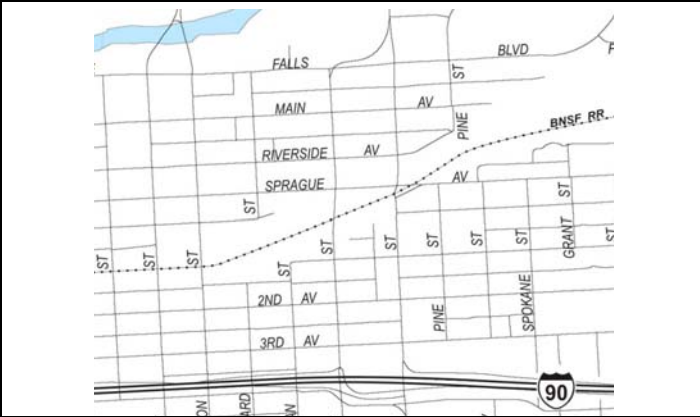
Background Data

Transit signal priority would improve the reliability and speed of transit vehicles along Division Street. Signal priority establishes communication between the approaching transit vehicles with the signal. Once the communication between the two is made, the approaching vehicle directs the traffic signal to lengthen the green time for the light and allow for “priority” through the intersection for buses that are behind schedule.

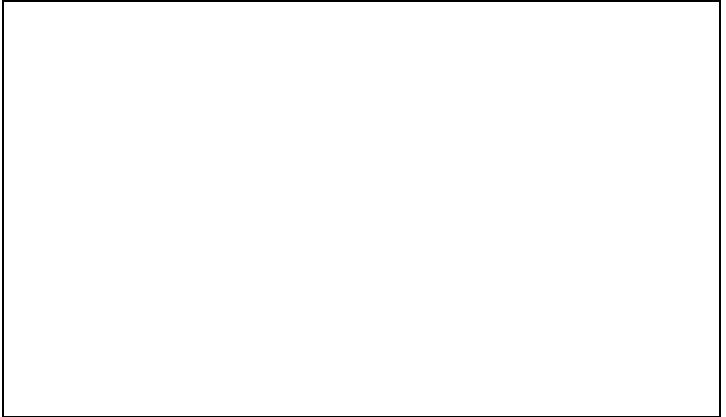
Description of Improvement

Coordinate with STA to construct and implement transit signal priority along Division Street at Spokane Falls Boulevard, Main Avenue, Riverside Avenue, Sprague Avenue, 1st Avenue, 2nd Avenue and 3rd Avenue.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

Priority

Medium

Alternatives/Additional Notes

4. TRANSIT PROJECT: BUS SHELTERS AND STREET LIGHTING

Need/Purpose

There is a lack of transit amenities such as bus shelters and street lighting at major stop locations.

Background Data

The purpose of transit stop amenities is to improve the convenience and attractiveness of using the transit system. Bus shelters improve the convenience of using the transit system by providing a comfortable place to wait for the bus. Bus stops should be highly visible locations so pedestrians can easily identify the locations and good security can be provided.

Description of Improvement

Coordinate with STA to install bus shelters and street lighting at select bus stops. Key bus stops with daily boardings of 35 or more are recommended as priority locations for transit amenities. The recommended locations for transit amenity improvements are shown in Figure 6-3.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

Bus shelter cost from \$5,000 to \$8,000 each.
Street lighting costs vary widely depending on project and location.

Priority

Medium

Alternatives/Additional Notes

Key bus stops recommended as priority locations for transit amenities and include:

- ▶ Division Street/Spokane Falls Boulevard
- ▶ Boone Avenue/Maple Street
- ▶ Monroe Street/Broadway Avenue
- ▶ Riverside Avenue/Washington Street
- ▶ Jefferson Park and Ride Lot


5. TRANSIT PROJECT: TRANSIT TRACKER

Need/Purpose
There is a lack of transit amenities such as transit tracker at major stop locations.

Background Data
The purpose of transit stop amenities is to improve the convenience and attractiveness of using the transit system. Transit riders can utilize Transit Tracker by internet or phone to access next bus arrival times using the bus stop ID number provided at the bus stop.

Description of Improvement
Coordinate with STA to install transit tracker technology at select bus stops. Focus Nextbus transit tracker installations along enhanced transit corridors first and utilize the conduit infrastructure improvements identified in this plan.

Project Area

Cross-section Detail or Photo
 <p>NextBus Platform Sign</p>

Preliminary Cost Estimate
Transit Tracker costs approximately \$5,000 per location at a bus shelter with access to electricity.

Priority
High

Alternatives/Additional Notes