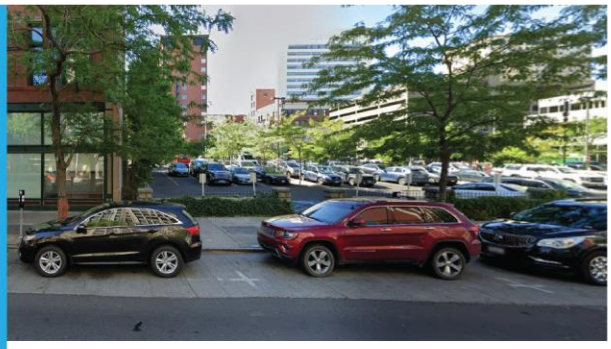
Division Street BRT Parking Study
Downtown Summary

Phase 2 WO#3: Planning and Preliminary Design








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EXECUTIVE SUMMARY

One of the busiest streets in Spokane, WA, Division Street is the main north-south roadway connecting communities between downtown Spokane and Mead. Spokane Transit Authority (STA) currently operates the Route 25 bus along Division Street between downtown Spokane and Hastings Park and Ride, carrying nearly one million passengers each year – the second highest ridership of any route in the system.

The Division Street Bus Rapid Transit (BRT) will convert the existing Route 25 to BRT service, with new stations and roadway modifications that will provide faster, safer, reliable, and more frequent bus service. The new bus line will run for ten miles from downtown Spokane to Mead. There are seven planned stations in the downtown segment of the Division Street BRT. Additionally, the Division Street BRT will include an off-street downtown layover and charging facility.
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Figure ES-1 for the proposed route and station locations.

STA conducted a parking study to understand the potential effects of Division Street BRT on existing parking and curbspace uses downtown. The purpose of the parking study was to quantify impacts and inform design modifications.

Much of the Division Street BRT parking study draws from the City of Spokane's Downtown Parking Study which was published in February 2019. The 2019 parking study evaluated the City's parking system and created a six-year plan and package of recommendations in response to expected growth and change. During the 2019 study, the City collected data to understand existing conditions, including on-street parking utilization. The Division Street BRT parking study also used publicly available GIS data to determine expected parking removal and changes along the route.

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Figure ES-1. Division Street BRT Proposed Alignment and Stations

Existing Conditions

The downtown segment of the planned Division Street BRT alignment can be seen in detail in Figure ES-2. This segment includes seven stations as well as a vehicle charging/layover location which will be used for buses that have finished their inbound journey. The two potential locations for charging and layover are located near the final inbound station/first outbound station on W 2nd Street.

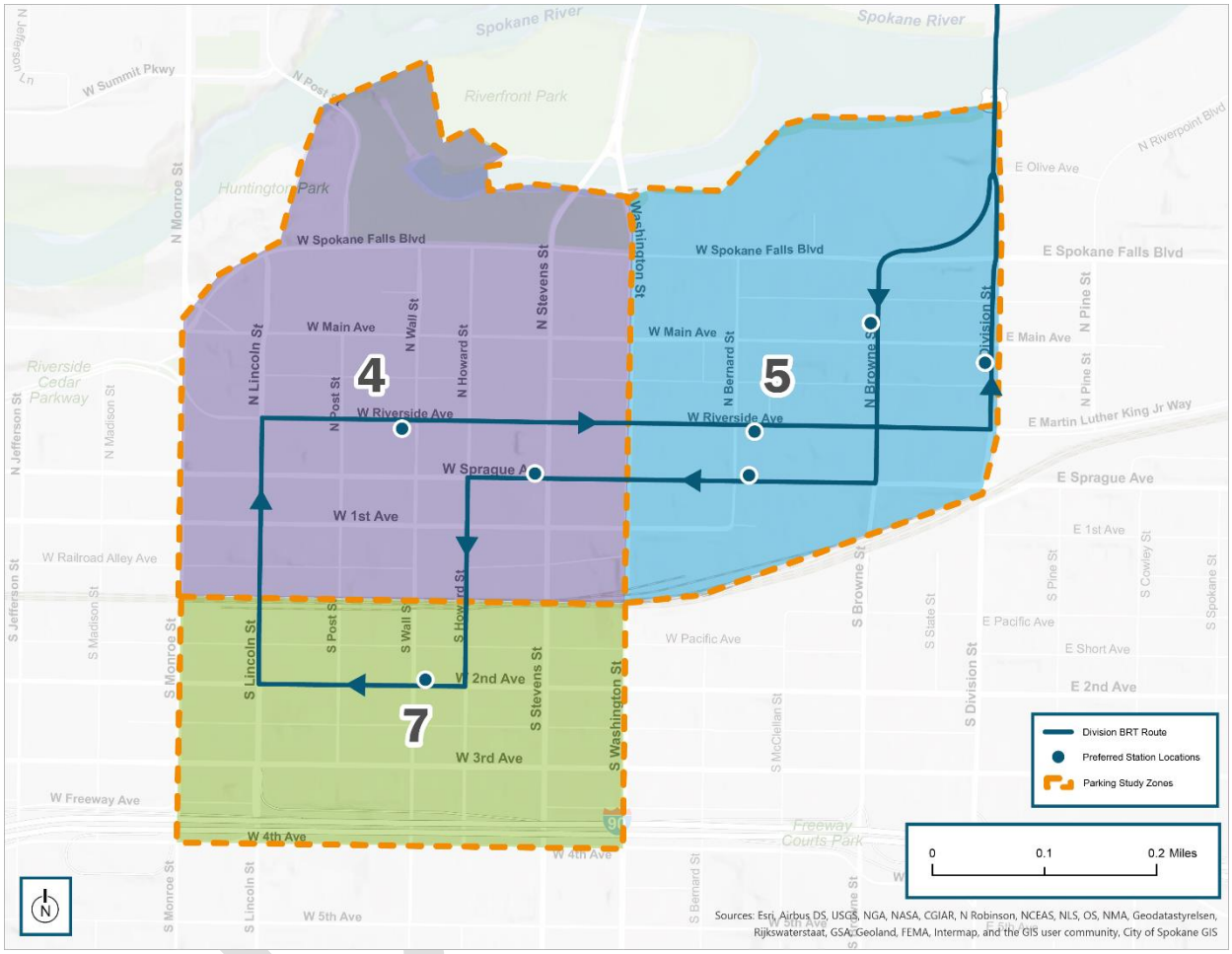


Figure ES-2. Zones 4, 5, and 7 from the 2019 Parking Study

In the 2019 Parking Study Report, downtown Spokane was divided into nine zones to present parking data. Because this segment of the Division Street BRT route crosses into and stops in three of the nine zones (Zones 4, 5, and 7), those three zones were considered the “downtown parking zones” for this study (see Figure ES-2 These three zones include the area between the Spokane River to the north; N Division Street, the Burlington Northern Santa Fe railroad tracks, and S Washington Street to the east; W 4th Avenue to the south; and N Monroe Street to the west.

Parking Inventory

Parking data for Zones 4, 5, and 7 came from the 2019 Downtown Spokane Parking Study, Appendix A. This parking inventory data was collected by zone using existing City of Spokane data, aerial imagery, and field surveys. Figure shows the types of on-street parking in the downtown boundary. Figure shows off-street parking. The proposed downtown charging locations are both paid off-street parking.

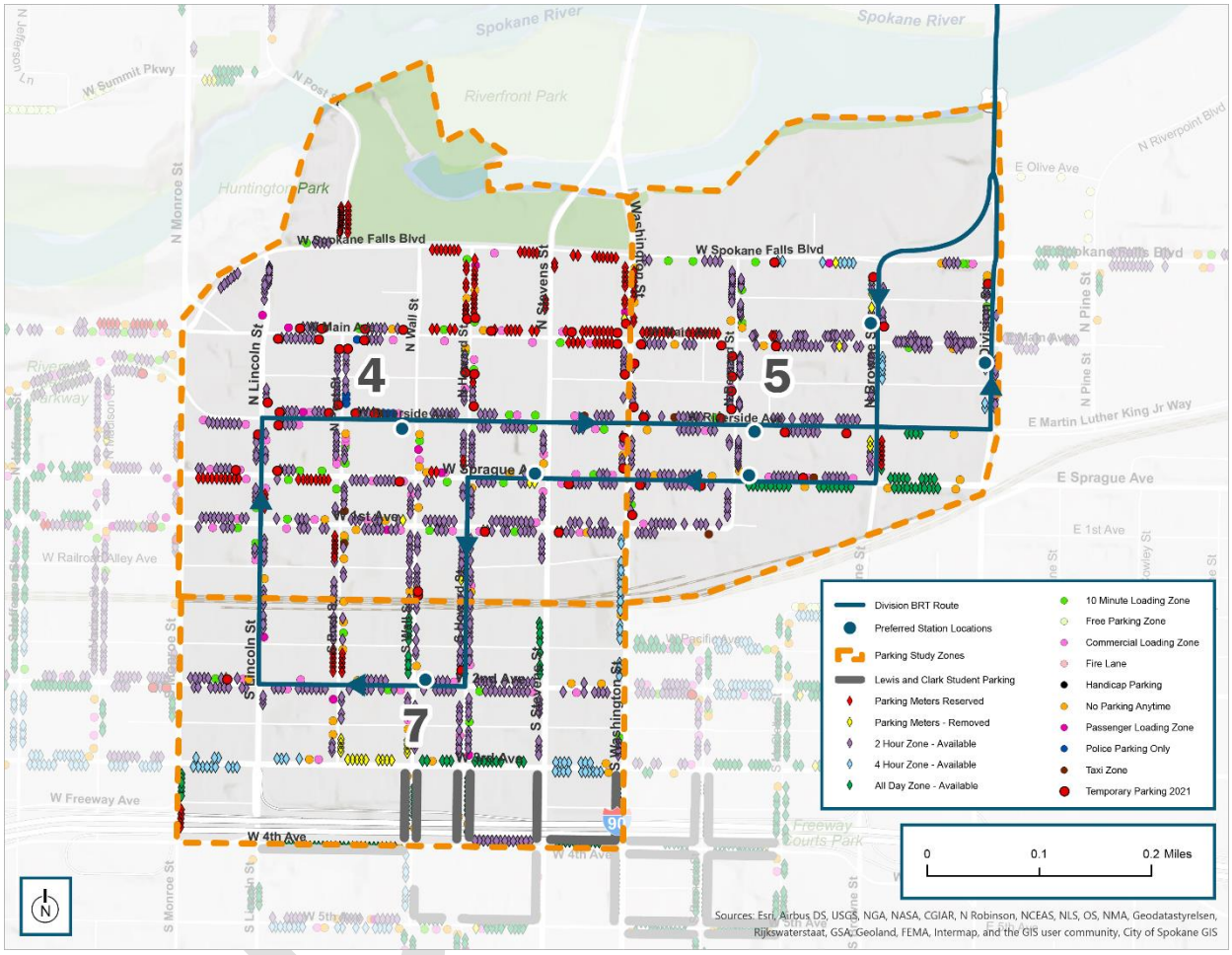
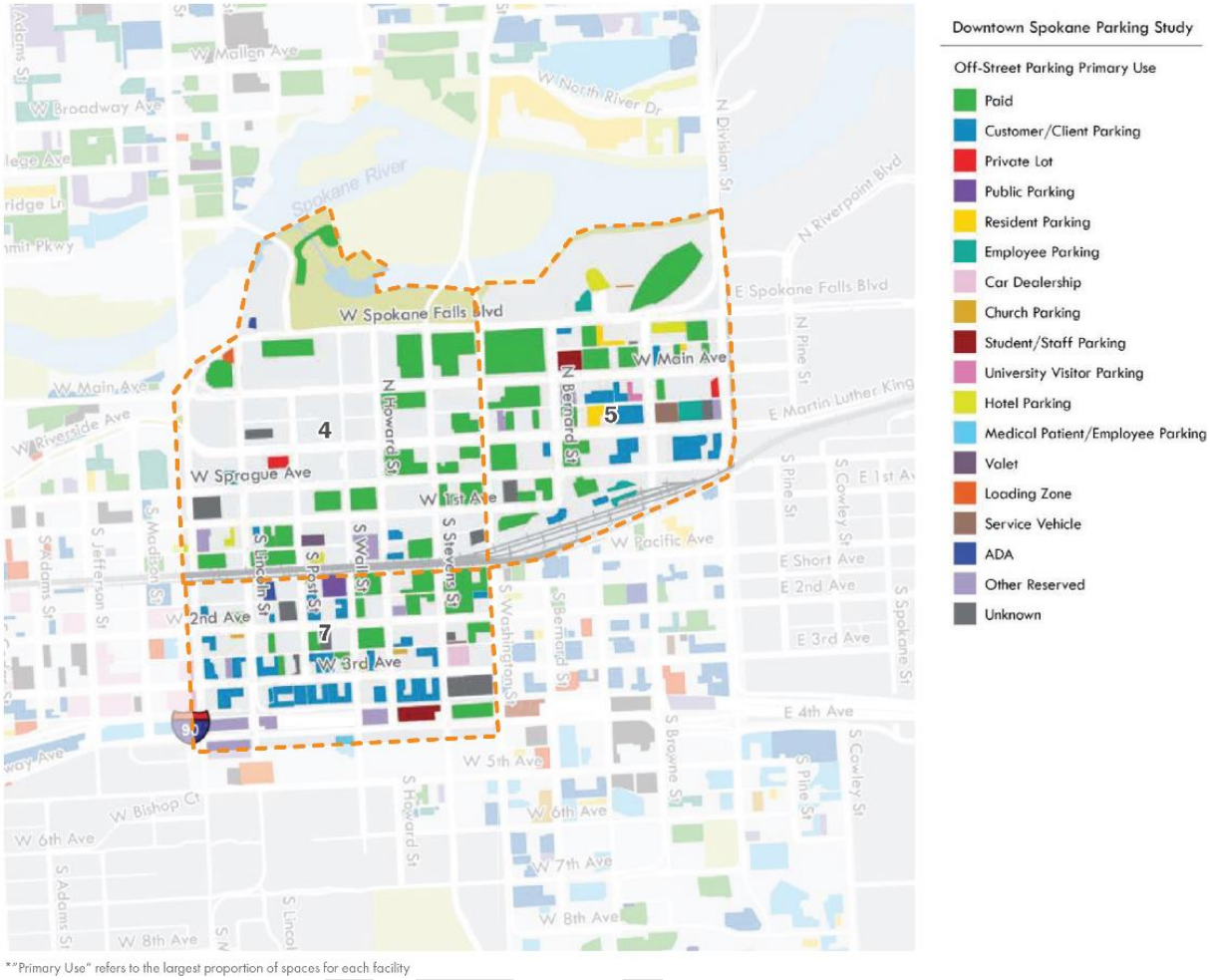


Figure ES-3. On-street Parking in Downtown Parking Zones



**"Primary Use" refers to the largest proportion of spaces for each facility

Figure ES-4. Off-street Parking, by Primary Use (City of Spokane, 2019)

There are over 12,000 parking spaces total in Zones 4, 5, and 7. This includes on- and off-street parking. Most parking in these zones is in off-street facilities (approximately 85 percent). The most prevalent types of off-street parking spaces are public paid, customer, metered, and medical. The majority of on-street parking spaces require payment.

In addition to creating a parking inventory, the 2019 study determined parking utilization rates by collecting data in the field. Utilization counts were collected on weekdays from 6 a.m. to 10 p.m. (Tuesday through Thursday) and on Saturdays from 10 a.m. to 2 a.m.

In the 2019 study, the City set specific occupancy targets for on-street parking at 75-85 percent to support their performance-based parking management plan. Looking at on- and off-street parking utilization combined in all three zones during an average weekday, peak occupancy occurs at noon and is least busy during early morning and late night hours. Although occupancy peaks at noon and the hours before and after, these rates are well below the City's target occupancy rate, which means that parking is considered "available" at all times of day within the three zones. The highest utilization rates were 61 to 67 percent in Zone 4 between the hours of 10 a.m. and 2 p.m., but this shows that there is still parking available within the zone.

The weekend (Saturday) findings showed greater variation between the zones. In general, occupancy was highest during 6 p.m. and 8 p.m. (40 to 42 percent)

Although block-by-block utilization rates were not analyzed for this study, this data was included in the 2019 parking study in several map figures which show the on- and off-street facility utilization rates at 12 p.m., 6 p.m., and 8 p.m. While there are individual blockfaces and facilities that have occupancy rates well above the targeted 85 percent, these are located adjacent to blockfaces and/or facilities that have much lower occupancy rates. Therefore, there is still available parking nearby and within the zone.

Proposed Impacts

The Division Street BRT could remove 17-19 on-street parking stalls. This could impact 2- and 4-Hour paid parking spaces as well as a commercial vehicle load zone. The range accounts for uncertainty regarding the station location at Sprague at Stevens and the location of a charging/layover site. Up to 107 off-street parking spaces could also be removed (see Table ES-1).

Table ES-1. Summary of Downtown Parking Removal per Station

	Expected Parking Removal		**Utilization**		
Station Name/Location	**# of On-street Spaces**	**# of Off-street Spaces**	**Weekday 12 p.m.**	**Weekday 6 p.m.**	**Saturday 8 p.m.**
Browne at Main[1]	4	0	n/a	n/a	n/a
Division at Main[2]	3	0	n/a	n/a	n/a
Sprague at Stevens (near side)	1	0	0-25%	26-50%	26-50%
Sprague at Stevens (far side)	3	0	76-95%	95%+	76-95%
2nd at Wall	4	0	51-75%	51-75%	76-95%
Downtown Layover and Charging Site	5	Up to 107	Up to 51-75% (off-street); 0-50% (on-street)	0-25%	0-25% (off-street); Up to 51-95% (on-street)
Total Impacts Expected	17-19	Up to 107			
	Up to 126				

Note: Data from Downtown Parking Study, Appendix A by City of Spokane (2019).

1 The 2019 Parking Study Appendix A methodology does not account for missing utilization data on this blockface, but notes that some gaps exist due to access issues and construction that occurred during the data collection period.

2 See above.

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Next Steps

Parking impacts noted in downtown Spokane will be addressed during future project stages by STA. Outreach during the station design process will include any parking and curbside impacts. STA will coordinate with the City and adjacent landowners as needed. Additionally, determining the final station location for Sprague at Stevens as well as the downtown layover and charging site will be selected while considering potential parking impacts. Parking utilization counts for the charging site is recommended.

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