

DIVISION STREET BRT

A New Vision for Spokane's Busiest Corridor

Division Street BRT Project Overview

The Division Street BRT project will be the second BRT line in the region, extending from downtown Spokane along the Division Street corridor for approximately 10 miles to the Mead area. The main purpose of the project is to deliver high-quality, fast, and frequent bus service in a revitalized and vibrant Division Street corridor.

Key Features Include:

- Frequent service with buses coming every 15 minutes or better on weekdays to reduce wait times
- Zero-emission, 60-foot buses
- Proposed 43 stations with improved waiting areas and access to surrounding medical, educational, shopping, employment, and residential destinations
- Business Access and Transit (BAT) lanes for approximately five miles between North River Drive and the North Division Wye, where US 2 and US 395 divide, to improve travel times for buses and local access to destinations along the BRT line
- Improvements for speed and reliability, such as off-board fare payment, signal priority, all-door boarding, and near-level platforms
- Pedestrian and bike improvements that provide direct access between transit service and end destinations
- Coordination with other supporting efforts to create compact, mixed-use communities near transit where people enjoy easy access to jobs and services, and safe and connected pedestrian and bicycle environments to and around stations.



Rendering of northbound Bus Rapid Transit service along Division Street near Empire Avenue featuring BAT lanes

Timeline

2010	Division Street identified as a priority corridor for future transit investments in <i>Connect Spokane</i> , ¹ STA's comprehensive plan.
2013	Spokane Regional Transportation Council (SRTC) includes the corridor in the regional long-range transportation plan for future transit investment.
2016	STA commits to making incremental investments to improve service reliability and accessibility and to study future BRT options on the corridor, consistent with the region's long-range plan.
2019	SRTC and STA organize partnership to conduct <i>DivisionConnects</i> study, involving WSDOT, City of Spokane, and Spokane County.
2021	Phase I of <i>DivisionConnects</i> adopted, selecting the locally preferred alternative (LPA) for the Division Street BRT project.
2022	<ul style="list-style-type: none"> • STA begins preliminary engineering and design phase of Division Street BRT project. • Phase 2 of <i>DivisionConnects</i> is completed. • \$405,000 awarded to STA to support TOD planning work to be undertaken by City of Spokane and Spokane County.
2023	<ul style="list-style-type: none"> • STA submitted a written request to the Federal Transit Administration (FTA) seeking entry of the Division Street BRT project into Small Starts Project Development phase, the first step to securing a Small Starts Grant Agreement. Upon acceptance, begin full design, engineering, and environmental review. • Washington State approved \$50 million for Division Street BRT in the Move Ahead Washington legislation. • Division Street BRT locally preferred alternative (LPA) further defined to identify alignment through downtown Spokane and north beyond the Division Y.
2023-2027	<ul style="list-style-type: none"> • Finalize full funding plan for the Division Street BRT project through state, federal, and local sources. • Complete design of the Minimum Operable Segment (MOS) • Completion of federal and state environmental review.
2028-2030	Construct Minimum Operable Segment (MOS) from downtown Spokane to Hastings Park and Ride.
2030	Bus Rapid Transit service introduced on Division Street
2030+	<ul style="list-style-type: none"> • Install BAT lanes on Division between the couplet and the Wye • Construct Mead Transit Center • Construct pedestrian/bike facilities along Ruby St. • Construct stations north of Hawthorne Rd. • Increase service frequency • Construct active transportation improvements

¹ <https://www.spokanetransit.com/projects/comprehensive-plan/>

Programmed and/or Secured: \$166.5 Million*

Federal - Congestion Mitigation and Air Quality (CMAQ) Grant: \$1 million

Federal - 5309 Capital Investment Grant (Small Starts) Program: \$82 million

State - Move Ahead WA: \$45 million

Local - STA sales tax revenue: \$33.3–\$34.8 million

Local - City Line project local share savings: \$3.7–\$5.2 million

*Unspent, local, voter-approved sales tax funds from the under budget City Line have also been committed to the Division Street BRT by STA's Board of Directors, estimated at \$3.7 - \$5.2 million.

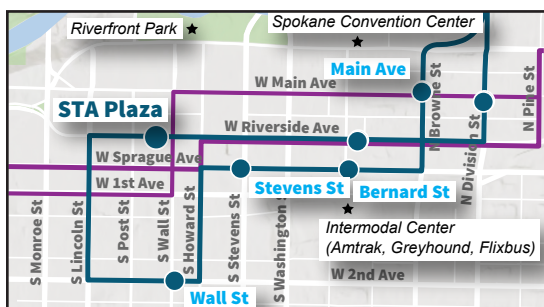
Locally Preferred Alternative

Upon completion of the public engagement activities in Phase 1 of *DivisionConnects*, a revised Locally Preferred Alternative (LPA) was adopted by the STA Board of Directors on May 18, 2023.

The LPA envisions the Division Street BRT service operating with zero-emission, 60-foot buses. The service plan is to operate at 15-minute frequency or better.

It is expected to run from Spokane's Central Business District near the STA Plaza to a new transit center at Farwell and Highway 2. Stations will be placed at major intersections, and the BRT line is expected to operate in side-running, dedicated Business Access and Transit (BAT) lanes for just over half of the route from North River Drive to the Division Wye. A BAT lane is a designated lane for buses and vehicles turning into or out of side streets and driveways for other vehicular traffic. This allows vehicles to access businesses and improves the speed and efficiency of public transit.

Protected bike lanes along Ruby Street, as well as pedestrian and ADA improvements throughout the corridor, are also being explored.



spokanetransit.com/division

Partner Agencies

- Washington State Department of Transportation
- City of Spokane
- Spokane County
- Spokane Regional Transportation Council

STA Project Staff

- **Karl Otterstrom** Chief Executive Officer
- **Dan Wells** Director of Capital Development
- **Don Skillingstad** Senior Project Manager
- **Jeff Hall** Capital Projects Manager



Map Data Source: City of Spokane, Spokane County, WSDOT, US Census, USDA, ESRI, Mapbox, OpenStreetMap