Wellesley Corridor Development Plan

Preliminary Draft

Prepared for:
STA Planning & Development Committee

Preliminary Draft

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Spokane Transit

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Executive Summary

The Wellesley Line is a cornerstone of Spokane Transit Authority's envisioned High Performance Transit (HPT) Network and a key commitment of the *Connect 2035* strategic plan. Route 33 Wellesley is STA's fifth highest-ridership route, carrying more than 600,000 annual passengers while connecting Spokane Falls Community College, Spokane Community College, major employment and commercial centers, schools, parks, neighborhoods, and numerous transit routes across the city. The Wellesley corridor serves approximately 38,000 residents, nearly 15,000 households, and almost 10,000 jobs, making it one of Spokane's most important east-west transportation corridors

The purpose of this Corridor Development Plan (CDP) is to establish a framework for the design, funding, construction, and implementation of High Performance Transit improvements along the corridor. The plan documents existing conditions, outlines the public engagement process, summarizes community feedback, evaluates improvement opportunities, and presents a recommended implementation strategy. The plan is intended not only to guide future investment decisions but also to position STA to pursue future grant funding, partnerships, and development opportunities. The recommended infrastructure and alignment plan is summarized as follows:

- **Implement High Performance Transit Service:** Upgrade the existing Route 33 corridor to HPT standards while maintaining the current alignment between Spokane Falls Community College and Spokane Community College.
- **Corridor Improvements:** Consolidate selected stops and improve stop spacing to increase service reliability, reduce travel times, and create a more intuitive transit experience. Pedestrian and crossing improvements will support safer access to transit throughout the corridor.
- **Accessibility Improvements:** Upgrade bus stops with ADA-compliant boarding areas, sidewalks, pedestrian connections, and platforms where warranted to improve accessibility for all riders.
- **Enhanced Amenities:** Invest in shelters, benches, leaning rails, lighting, distinctive wayfinding markers, waste and recycling receptacles, and real-time passenger information. The level of investment will vary based on ridership, transit connections, and the role each stop plays within the corridor.
- **Transit-Oriented Development Opportunities:** Identify strategic development opportunities along the corridor, particularly at key activity centers where transit investment can help catalyze housing, employment, retail activity, and neighborhood revitalization.

With an estimated implementation program of approximately $9.5 million between 2027 and 2032, the Wellesley Corridor Development Plan represents the next major expansion of STA's High Performance Transit network. By combining transit improvements, accessibility investments, and coordinated land use opportunities, the plan advances a long-term vision of a connected, equitable, and transit-supportive Spokane.

Project Background

Introduction

The Wellesley corridor is one of thirteen High Performance Transit corridors identified in *Connect Spokane,* STA's Comprehensive Plan. High Performance Transit (HPT) allows for spontaneous travel with relatively higher frequency. High Performance Transit corridors are STA's highest ridership corridors where investments in speed and reliability, frequency, hours of service, and passenger amenities are made. The Wellesley Line is an important element of the growing High-Performance Transit (HPT) network and a commitment to fulfillment of the *Connect 2035* strategic plan.

Objectives

The existing Route 33 Wellesley is a backbone route of the STA system, providing a critical west-east connection from Spokane Falls Community College (SFCC) to Spokane Community College (SCC) through nine different Spokane neighborhoods. Implementing high performance transit in the corridor will:

- Deliver convenient transfers to other routes
- Improve first and last mile connections
- Deliver multimodal accessibility improvements
- Encourage and grow ridership and
- Enhance transit operations

Purpose

The process for development of a Corridor Development Plan (CDP) is identified in Policy HP 1.0 Corridor Development Plan in Connect Spokane, which states:

To be recognized as an HPT line, a corridor development plan should first be approved by the STA Board of Directors.

> The HPT lines are in major corridors where there is sufficient need to justify significant investments in passenger amenities and information. The corridor development planning process provides a method to determine the appropriate scale of investment, the service design and the implementation steps toward plan realization. It engages stakeholders including existing and future passengers, property owners and agencies in envisioning the future state of a corridor and ways to make progress, even if incremental. It also may identify the locations of stations and stops and infrastructure requirements.

This Corridor Development Plan summarizes the planning process used to identify, conceptualize, evaluate and coordinate transit service and facility improvements that may be implemented over time to best meet the CDP objectives. Furthermore, the CDP defines these transit improvements in enough detail to serve as a resource for pursuing additional grants for project funding and for the next steps in the implementation process, which include property acquisition, permitting and preliminary design and engineering.

Planning Background and Context

As noted previously, Route 33 Wellesley is a key west-east route, connecting schools, transit routes, shopping districts, and neighborhoods across Spokane. The map below shows Route 33 routing (January 2026), along with key locations along the corridor.

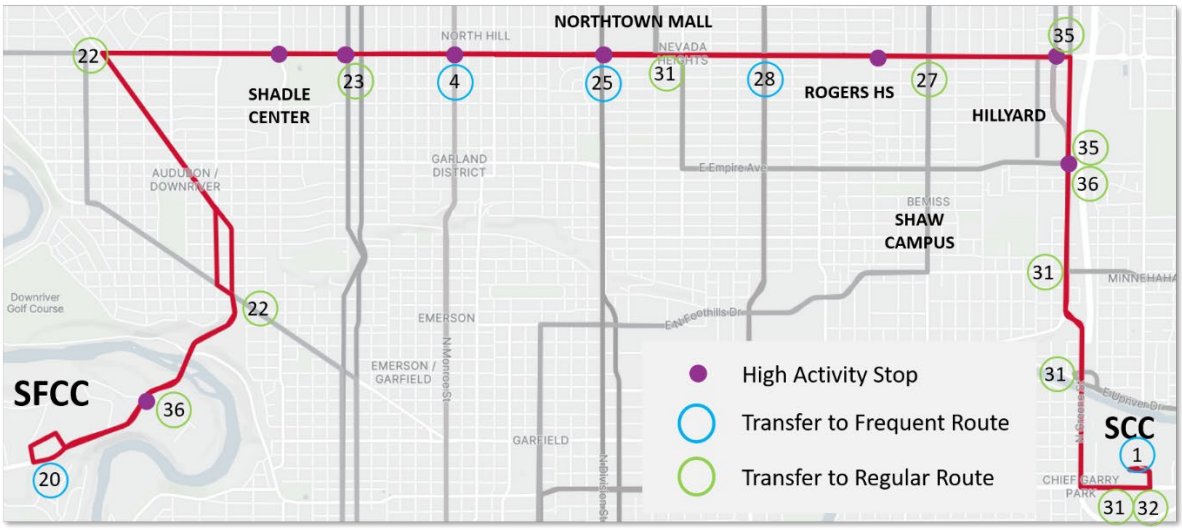


Figure 1. Map of Existing Route 33 and Key Locations Along the Corridor

STA Plans

Connect Spokane

Connect Spokane is STA's comprehensive plan that spans a 30 year timeframe. As a guiding policy document for the future of public transit in Spokane, this long-term plan forms the basis for our medium-range plan (*Connect 2035* 10-year strategic plan) and short range plan (5-year Transit Development Plan).

The first element in *Connect Spokane* is the High Performance Transit element. High Performance Transit (HPT) is STA's term for core lines serving local and regional corridors that are all-day, two-way, frequent, and easy to use. Together, the lines represent STA's High Performance Transit Network, a focus for integrated investment in infrastructure and supporting land use. This element begins by identifying nine principles of high performance transit.

Table 1. Principles of High Performance Transit

Principle	Description
Pedestrian Support	More than any other service type, HPT extends the range of the pedestrian.
Ubiquity	HPT service should attempt to serve the greatest number of people possible and the greatest number of destinations possible.
Activity Centers	HPT should connect the region's cities and centers of population and jobs as much as possible.
System Effectiveness	HPT should improve the effectiveness of the transportation system.
Appropriate Scale	HPT should be fiscally responsible and scaled appropriately to the region's current and long-term needs given competing demands for scarce public resources.
Mode Neutrality	Service quality, not mode technology, is the defining feature of HPT.
Permanence	HPT features permanence of investments.
Integration	HPT should integrate and provide connections with other modes and transport services.
Competitive	HPT should make desired connections better than competing modes whenever possible.

Along with the principles, *Connect Spokane* has several policies that address corridor development plans. Those policies are shown below in Table 2.

Table 2. *Connect Spokane* Corridor Development Plan Policies

Policy	Statement
HP 1.0 Corridor Development Plan	To be recognized as an HPT line, a corridor development plan should first be approved by the STA Board of Directors.
HP 2.1 Vehicle Type Assumptions	Unless otherwise evaluated or identified in a corridor development plan, rubber-tired buses are the standard HPT vehicle.
HP 3.2 Speed and Reliability	STA will advance measures to improve the speed and reliability of HPT corridors to improve service efficiency and increase mobility and access for STA riders.
HP 3.3 Land Use Implementation	In addition to the policies in Regional Transportation and Land Use Coordination, STA will actively pursue partnerships, policies and other measures that result in greater access to HPT.

Policy	Statement
HP 4.0 High Performance Transit Network Map	The HPT network map is the foundation, framework, and basis for future service improvements. *The Wellesley corridor is identified as Urban B corridor on the map with a near-term strategy to secure funding to implement HPT on the corridor with improved passenger amenities and a mid-term strategy to pursue opportunities to advance TOD in the corridor and enhance additional stops.*

Connect 2035

Connect 2035 articulates Spokane Transit Authority's strategic roadmap for bus, Paratransit, and Rideshare services through 2035. The plan sets an updated vision, mission, and goals for the organization, along with a detailed set of projects and investments to be implemented over the next decade to benefit riders and communities throughout the region.

During outreach and engagement, STA heard about the importance of High Performance Transit. Riders see significant opportunity for more High-Performance Transit lines—bus routes with frequent service, faster travel times, and upgraded stations and amenities.

One of the identified initiatives in Connect 2035 is to upgrade Route 33 Wellesley to a High-Performance Transit Line. Route 33 Wellesley is an important crosstown route traveling from Spokane Falls Community College to Spokane Community College and passing through several diverse neighborhoods. Route 33 Wellesley already has frequent service with buses coming every 15 minutes for most of the day, and this project would invest in enhanced stations and amenities to increase safety, comfort, and the overall experience for riders.

City of Spokane

Complete Streets

In August of 2025, The City of Spokane passed an updated Complete Streets ordinance and adopted Complete Streets as Chapter 17H.020 in Title 17H Engineering Standards of the Spokane Municipal Code. Section A notes that "All street projects shall include Complete Streets elements as called for in the Bicycle Master Plan, Pedestrian Master Plan, and the Americans with Disabilities Act (ADA) Transition Plan. Complete Streets shall be achieved either through single projects or through a series of smaller improvements or maintenance activities over time. It is the City's intent that all allowable sources of transportation funding be drawn upon to implement Complete Streets projects."

Complete Streets components to be implemented shall be based on a context-sensitive approach, using a Safe Systems framework as defined in RCW 47.04.010, with the analysis of the street's existing conditions, and the present and future needs for all users.

Street Development Standards

Title 17H Engineering Standards also addresses the needs for pedestrians and transit riders, most notably in Section 17H.010.190 Pedestrian Buffer Strips. Sections A and B are as follows:

A. Pedestrian buffer strips are required on both sides of all streets between the sidewalk and the curb. The width and type of pedestrian buffer strip for each street shall comply with the requirements of the city's design standards.
B. Planted strips are required on residential local access streets. A concrete pedestrian buffer strip may be allowed in place of the planted strip for certain land uses such as churches and schools that require passenger loading and unloading, or at bus stops. These will be evaluated on a case-by-case basis and allowed at the discretion of the director of engineering services.

A pedestrian buffers strip is notably absent on Wellesley Avenue, impacting the pedestrian environment and reducing opportunities for the addition of transit amenities.

27 by 2027 Urban Mobility Network

In 2024, Spokane adopted the goal of installing a new 27-mile network of safe, comfortable and connected bikeways by 2027. This "27 by 2027" Urban Mobility Network focuses on linking quiet neighborhood streets to safe shared-use pathways by installing crossing improvements at arterial streets. The network also includes the installation of wayfinding signage and pavement markings to create a complete, legible network of bikeways. This network will be installed segment-by-segment incrementally over the next three years.

The 27 by 27 Network intersects Route 33 at several locations along Wellesley, where the urban mobility network creates stronger north-south connections. Those locations are:

- North Belt Street
- North Lidgerwood Street
- North Cook Street

In addition, the 27 by 27 Network envisions a route along West Longfellow Avenue, four blocks south of Wellesley Avenue.

Transit-Oriented Development

In 2022, the City of Spokane published the *Transit-Oriented Development Framework Study: A Station Area Planning and Regulatory Guidebook for Spokane's High Frequency Transit Corridors.* The transit-oriented development framework supports neighborhood/district character and function and informs the type and intensity of transit supportive development within station areas. Five distinct station typologies were identified that range in development density and mix of uses. The five station typologies are summarized in Table 3 below.

Table 3. Transit Oriented Development Station Typologies

Typology	High-level Characteristics
Center	District-scale high and medium density housing with street-oriented retail, commercial, and employment uses served by public space amenities
Corridor	Mixed land use, typically extending one- to two-blocks from the transit route with medium and high-density housing, with street oriented retail, commercial and employment uses.
Employment/Campus	May be predominantly employment, educational, medical campus uses or regional-serving recreation facilities where land use and circulation is dictated by a single institution, City department or major employer.
Neighborhood-Node	Neighborhood compatible medium density housing, with street oriented neighborhood serving retail and commercial uses and may include parks, and schools.
Neighborhood-Residential	Areas of predominately existing single-family housing with infill housing opportunities and often served by parks and schools.

Historical Subarea Plans

Fort George Wright Station & Corridor Plan (2016)

This plan identifies a set of actions and investments that address specific functional and safety criteria mandated by STA, as well as developing the type of walkable, mixed-use "neighborhood center" desired by the West Hills residents. It incorporates and helps implement portions of SFCC's master plan and supports and helps orient the final phase of the River Run Planned Unit Development (PUD) abutting Whistalks Way (formerly Ft. George Wright Boulevard). The plan recommends the creation of:

- An off-street loading area for STA's transit stop. This helps improve passenger, pedestrian and traffic safety; reduces traffic delays; and moves transit services closer to the center of the SFCC campus.
- Creation of a two-way, mini "main street" along the return leg of the transit loop. This provides opportunities for mixed-use and neighborhood center use patterns; provides needed student and neighborhood services; creates a walkable focal point for SFCC and the West Hills Neighborhood; calms traffic along Whistalks Way; and compliments proposed development completing River Run PUD along FGW.
- Installation of pedestrian-activated signals along Whistalks Way. These, to be located at Randolph Road and (present) Mitchell Drive crossings, improve pedestrian and transit user crossing safety; and help calm traffic.

- Provision of full traffic signals along Whistalks Way. These, to be located at a new intersection at the return leg of the transit loop and Whistalks Way ("College Avenue" on the Plan Diagram) and at the intersection of Elliot Drive and Whistalks Way east of the SFCC campus, will help calm and smooth traffic flow along the corridor; improve transit egress from the on-campus station; and improve traffic flow and egress safety.

Northwest and Audubon/Downriver (edge), Shadle Area Plan, *October 2019*

The Northwest and Audubon/Downriver neighborhoods plan concentrated on what the future of the Shadle area could become. Key takeaways from the plan that are relevant to the Wellesley HPT corridor include:

- Wellesley will become a slower thoroughfare between North Belt Street and North Alberta Street. The street will also feature increased amenities, creating a quality street environment that is conducive to a mix of retail and residential uses fronting along the new boulevard. East of Belt, Wellesley will evolve into a street that is easier to cross, both on foot and in a vehicle, to emphasize and facilitate connection to the center's northern neighborhoods. (Actions 1, 11, 12)
- Intentional incorporation of higher density housing within the center's core will increase the variety of housing types available in the district and will promote increased pedestrian use of the entire district center.
- Allow ease of flow to, from, and within the Shadle area for all modes of transportation (Principle)
- The current development pattern of mainly single-family homes is adequate, but creating a wider diversity of housing choices in the area is supported.
- The Shadle area should incorporate walkable and bikeable street design rather than continue to be focused mainly on cars as the main mode of transportation.
- Goal 7: Allow ease of flow to, from, and within the Shadle area for all modes of transportation.
- Wellesley Ave, between Alberta and Ash, should be designed for people first, with slower speeds, narrowed travel lanes, expanded sidewalks, and enhanced crossings of Wellesley Avenue.

North Hill (2015)

The North Hill subarea plan, completed in 2015, had certain key takeaways for the Wellesley HPT Corridor:

- Goal C 1-2. Improve access to public transit to link North Hill homes, parks, schools, the business district, and downtown.
- Traffic Calming and Connectivity is a priority. Several streets are in need of enhanced pedestrian facilities and traffic calming – or slowing – including Garland, Wellesley, Rowan, Wall, and Monroe.
- Potential Arterial Streetscape Improvements include sidewalk improvements (wider), landscaped medians, ped refuge islands

Bemiss / Hillyard / Whitman (2010)

Key takeaways from the 2010 Bemiss/Hillyard/Whitman subarea plan include looking to mass transit to help increase density and encouraging Transit-Oriented Development.

Hillyard (2025)

The most recent subarea plan, spearheaded by the Northeast Public Development Authority, the key takeaway is the recommendation that, in the long run, the City should explore the possibility of de-coupling North Market Street and North Haven Street to create a significant redevelopment opportunity around the existing Aquatic Center. This initiative could enhance connectivity, improve traffic flow, and provide more space for green space, mixed-use development, and centralized community amenities.

Additionally, participants in a walking tour noted that North Haven Street is a heavily travelled corridor with high traffic volumes and vehicle speeds. Participants noted that it is both difficult and uncomfortable for pedestrians (especially children) to cross the street and there is a lack of designated crossings and street trees.

Chief Garry Park Neighborhood Action Plan (2017)

One of the identified values is “Strong Public Transportation”, while priorities include pedestrian safety and connectivity and street Improvements. In Chapter 4: Neighborhood Retail & Activity Centers, key goals include:

- Goal 1: Support a mix of neighborhood retail and residential uses within existing neighborhood commercial areas.
- Goal 2: Support the examination/development of higher density residential and mixed-use commercial in the area surrounding the intersection of Mission Ave and Greene Street.
- Goal 4: Promote and encourage quality site and building design for new development within the neighborhood.

In Chapter 5: Pedestrian Safety and Connectivity, the plan identified improvements to pedestrian circulation and amenities in the Chief Garry Park neighborhood as a top priority, including safe crosswalk locations along Mission and Greene, along with a general goal of identifying key locations for safe pedestrian crossings along all arterials.

City of Spokane Capital Improvement Program (CIP)

The adopted six year Capital Improvement Program includes project STR-2025-1819, which is a study of potentially converting Haven Street and Market Street back to two-way streets. The study is scheduled for 2026/2027.

PlanSpokane 2046

PlanSpokane 2046 is the City of Spokane's periodic update to the Comprehensive Plan, as required by state statutes. Due at the end of 2026, the periodic update will identify policies and future regulations to guide the next 20 years of the city.

Along with the policy update, a central piece to the update is the designation of the Future Land Use Map (FLUM). The draft FLUM, released in August 2026, identifies the mix of uses desired for the next twenty years. It does not necessarily reflect what is built on the property today but rather reflects the community's vision for the future. While it does not alter the current use on the property, it does inform what rezones and future development would be permitted. This direction helps to slowly transition properties into their desired use. A significant change in the Land use code has been to simplify the number of categories from over twenty down to a more manageable eight.

Along with that change, there have been substantive changes to the land use surrounding Route 33 Wellesley. One of the key characteristics of the FLUM is an emphasis on Transit-Oriented Development (TOD), emphasizing increased residential and mixed-use development near existing and planned transit corridors.

Along Wellesley Ave itself, the surrounding land uses (red oval, below) have been upzoned from low density residential (single-family) to high density residential. This change not only facilitates a future with more potential ridership closer to transit, but it also allows the city to achieve the State's mandated requirement to plan for housing at all income levels. There has also been a change in the land use around the Wellesley Ave/Division Street intersection, with the current commercial zoning being converted to a more expansive mixed-use zoning.

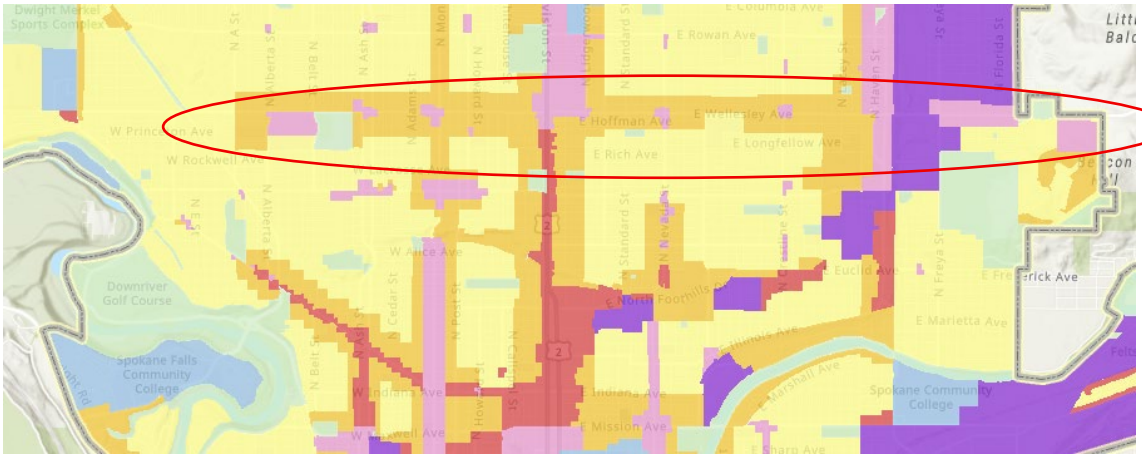


Figure 2. Draft City of Spokane Future Land Use Map

Additional impacts are discussed further in Development Opportunities in the Evaluation section.

Existing Conditions

Transit

As noted, Route 33 Wellesley provides a critical west-east connection from Spokane Falls Community College (SFCC) to Spokane Community College (SCC) through nine different Spokane neighborhoods. Along with being a critical west-east route, Route 33 also provides connections to other key STA routes, including:

- 36 North Central
- 22 NW Blvd
- 23 Maple/Ash
- 4 Monroe-Regal
- 25 Division
- 31 Minnehaha/Lidgerwood
- 28 Nevada
- 27 Crestline
- 35 Francis/Market

The map below shows the current Route 33 and its major community and transit connections.

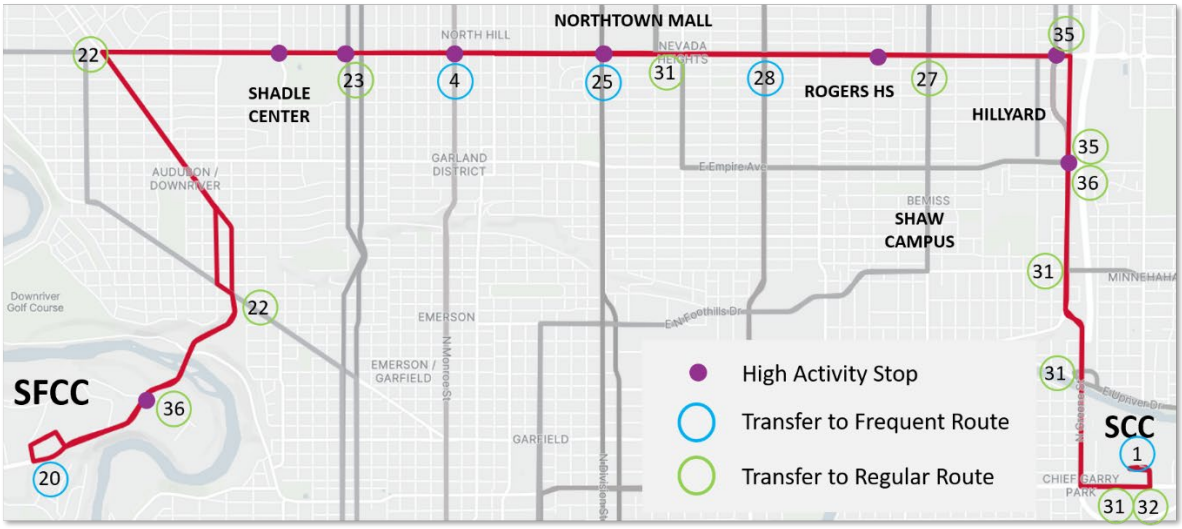


Figure 3. Map of Existing Route 33 and Key Locations Along the Corridor

In 2025, the overall ridership for 33 Wellesley was 606,029, the fifth highest ridership in the entire STA system. Over the course of a normal day, the ridership distribution shows a morning peak between 6-8 am, and another peak from 2-5 pm in the afternoon. This is indicative of the number of high schools along the corridor, as well as normal commute time use.

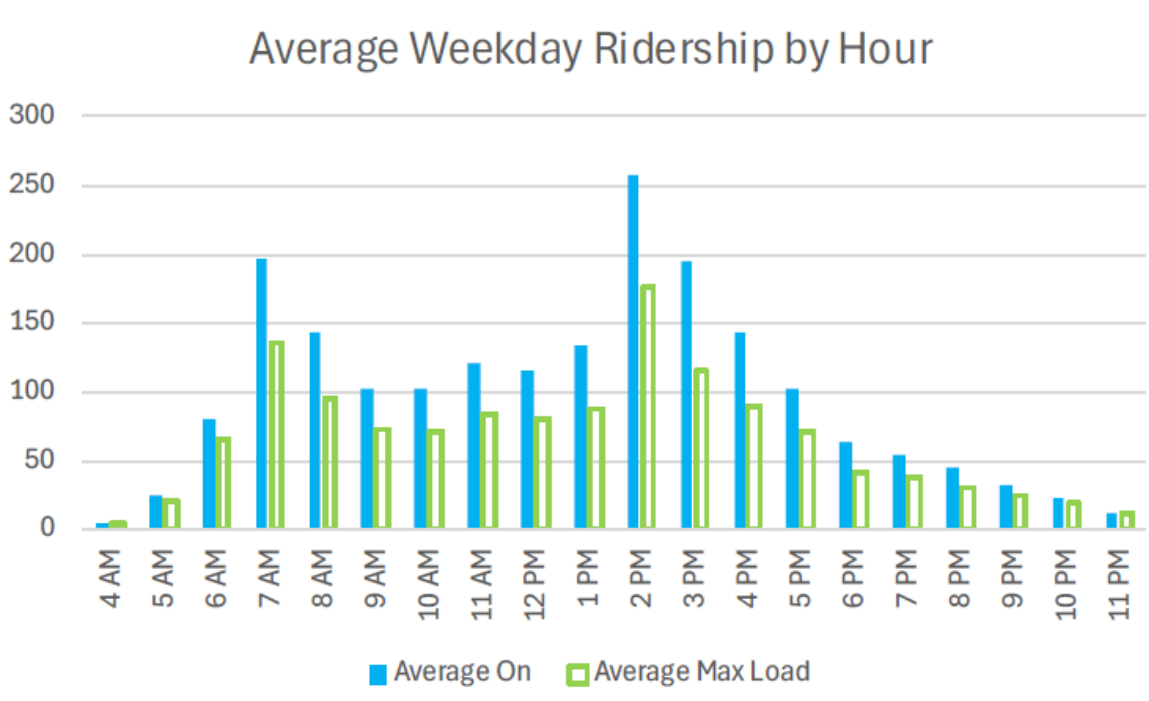


Figure 4. Route 33 Average Weekday Ridership by Hour (2025)

Transit Stops

Figure 5. Route 33 westbound stop at Monroe St (left) and westbound stop at Belt St (right)

There are 73 stops for Route 33 Wellesley, including the end of the line at Spokane Community College and Spokane Falls Community College. Most of those stops are a standard stop – just a post and a flag. This is primarily due to the limited right-of-way along the entire corridor, especially along Wellesley Avenue. With a desired footprint of 9' or greater to accommodate the shelter, a clear pedestrian zone, and a boarding and alighting area for transit users, this limited right-of-way makes it difficult to install shelters and other amenities at all desired locations. Figures x and y highlight typical stops along the corridor.

Pedestrian Environment

The pedestrian environment is important, indeed, the first principle in the High Performance Transit element is *Pedestrian Support*, "*more than any type of service, HPT extends the range of the pedestrian.*"

The map below shows existing sidewalk (green) and missing sidewalk (red). It also shows marked crossings, signalized and unsignalized, in blue.

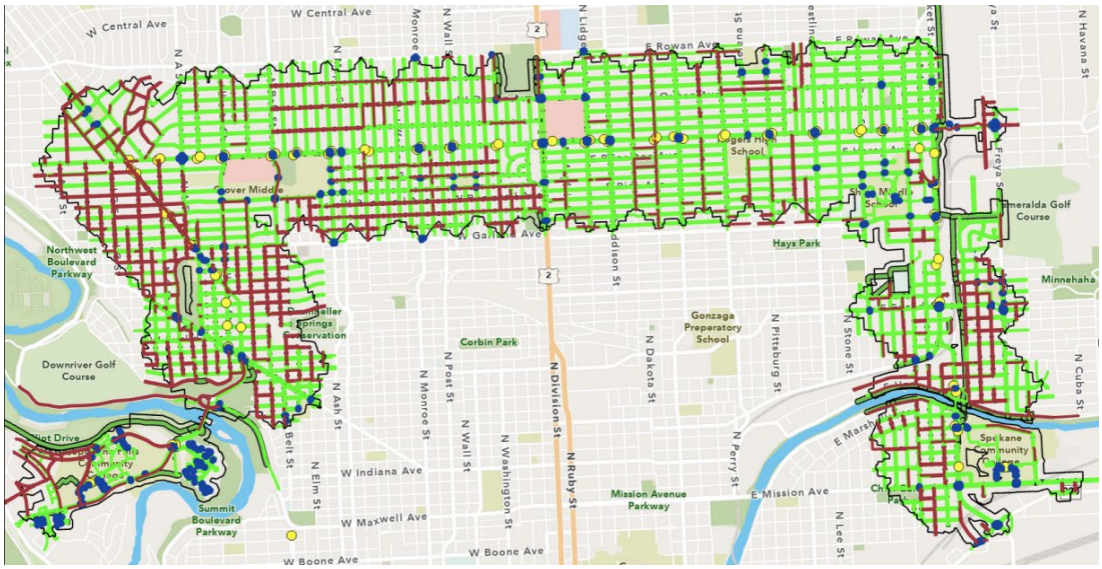


Figure 6. Map of Existing and Missing Sidewalks along Route 33 Wellesley

As evident on the map, there is generally good sidewalk coverage along the Route 33 corridor. The only exception along the corridor is the northern end of Driscoll Boulevard, where Driscoll and the adjacent roadways were developed without sidewalks. However, there is a 2026-2027 city utility project that will install sidewalks from West Garland Avenue to Wellesley Avenue along this stretch. Just off the corridor, between North Belt Street and North Division Street, we see that several of the east-west streets as well as number of the north-south streets between North Division Street and North Crestline Street are missing sidewalks.

Even with sidewalks in much of the study area, the quality of the pedestrian environment is poor and can be difficult to use. Per the City of Spokane *Streets, Alleys, Bikeways, and Sidewalks* Design Standards, adopted in November 2020, the sidewalk should be a minimum of 5'-wide (in residential zoning) and 7'-wide in centers and corridors and commercial zoning, with a 5-6' wide buffer between the sidewalk and curb. The sidewalks are generally only 5'-wide, directly adjacent to a 4- or 5-lane roadway with no buffer (planted or paved) between pedestrian and fast moving vehicles.

Figure 7. Sidewalk and retaining wall at eastbound stop at Ash St (left) and eastbound stop at Pittsburg St (right)

As noted earlier, besides an uncomfortable walking environment, this also makes it difficult to provide transit amenities such as shelters and benches within the right-of-way.

In addition to the sub-optimal pedestrian realm, there are also long stretches of Wellesley Avenue where there are no marked crosswalks (as seen in the map), making it difficult at times to cross the roadway in a reasonable amount of time.

Roadway

The classifications of each roadway that Route 33 Wellesley travels are identified in Table 4 below.

Table 4. Roadway Classifications Along Route 33 Wellesley

Roadway	Extent	Roadway Classification
W Whistalks Way	SFCC – Petit Dr/Downriver Dr	Principal Arterial
N T.J. Meenach Dr	Petit Dr/Downriver Dr – Northwest Blvd	Principal Arterial
N Cochran St	Northwest Blvd – Driscoll Blvd	Minor Arterial
N Alberta St	Northwest Blvd – Driscoll Blvd	Minor Arterial
N Driscoll Blvd	Cochran St – Wellesley Ave	Minor Arterial
Wellesley Ave	Driscoll Blvd – Haven St/Market St	Principal Arterial
N Haven St	Wellesley Ave – Market St	Principal Arterial
N Market St	Wellesley Ave – N Greene St	Principal Arterial
N Greene St	Market St – Mission Ave	Principal Arterial
E Mission Ave	Greene St – SCC	Principal Arterial

2023 Average Weekday Traffic counts by the City of Spokane show the following traffic volumes at key points are shown in Table 5 below.

Table 5. Average Weekday Traffic Counts (2023)

Measuring Location	Average Weekday Traffic Count
Whistalks Way – adjacent to SFCC	20,500
Driscoll and Garland	10,100
Driscoll and Wellesley	7,500
Wellesley and Alberta	8,600
Wellesley and Belt	13,100
Wellesley and Ash	16,400
Wellesley and Monroe	19,800
Wellesley and Division	17,200
Wellesley and Nevada	15,100
Wellesley and Crestline	12,000
Market and Euclid	32,800
Greene and Mission	38,700

Bicycle Environment

While bicycling is allowed on Wellesley Avenue, it can be difficult given the current traffic volumes and lack of dedicated bicycle facilities. This is why the existing HPT principle of *System Effectiveness* matters, "HPT should improve the effectiveness of the transportation system". There are several bike lanes and shared roadways that cross Wellesley Avenue, allowing Route 33 to expand the potential destinations for those traveling by bicycle. The "shared roadways" include:

- Longfellow Avenue (E-W)
- A Street (N-S)
- Cedar Street (N-S)
- Wall Street (N-S)
- Whitehouse Street (N-S)
- Perry Street (N-S)

Bike lanes are present on the following roadways in the vicinity of Wellesley Avenue:

- Belt Street (N-S)
- Addison Street (N-S)
- Crestline Street (N-S)
- Cook Street (N-S)
- Regal Street (N-S)

In addition to the identified on-road facilities above, Route 33 Wellesley also provides access to two regional trails – the Centennial Trail near Spokane Falls Community College and Spokane Community College, and the Children of the Sun Trail in Hillyard.

Corridor Character

Using the Business Analyst tool from ESRI, a snapshot of the corridor around Route 33 Wellesley emerges. STA used a 10-minute walkshed from the existing stops to create an analysis area, shown in Figure 10 below.

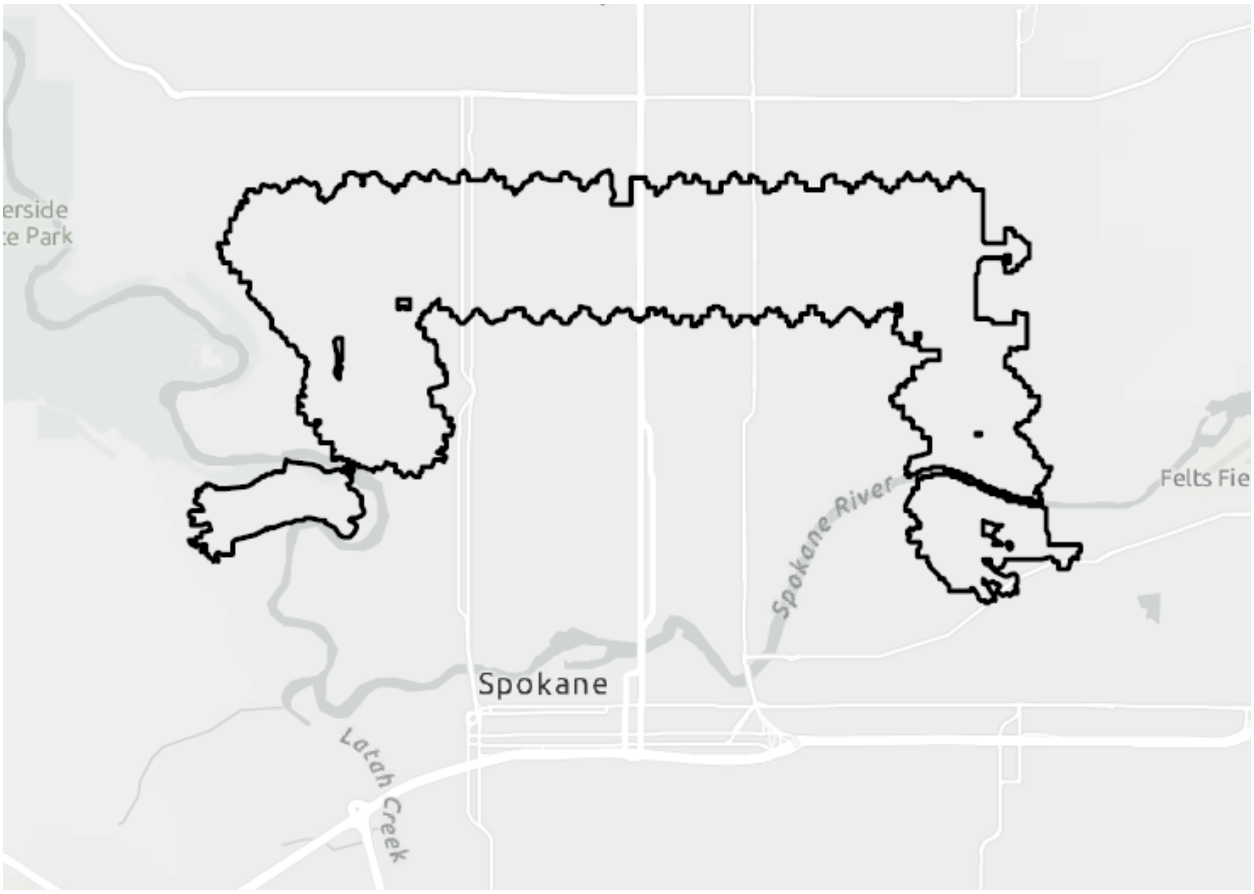


Figure 8. Map of Study Area Boundary

Population

The overall population of the study area is 38,194, or 17% of the population of the City of Spokane. The chart below shows the age distribution of study area residents.

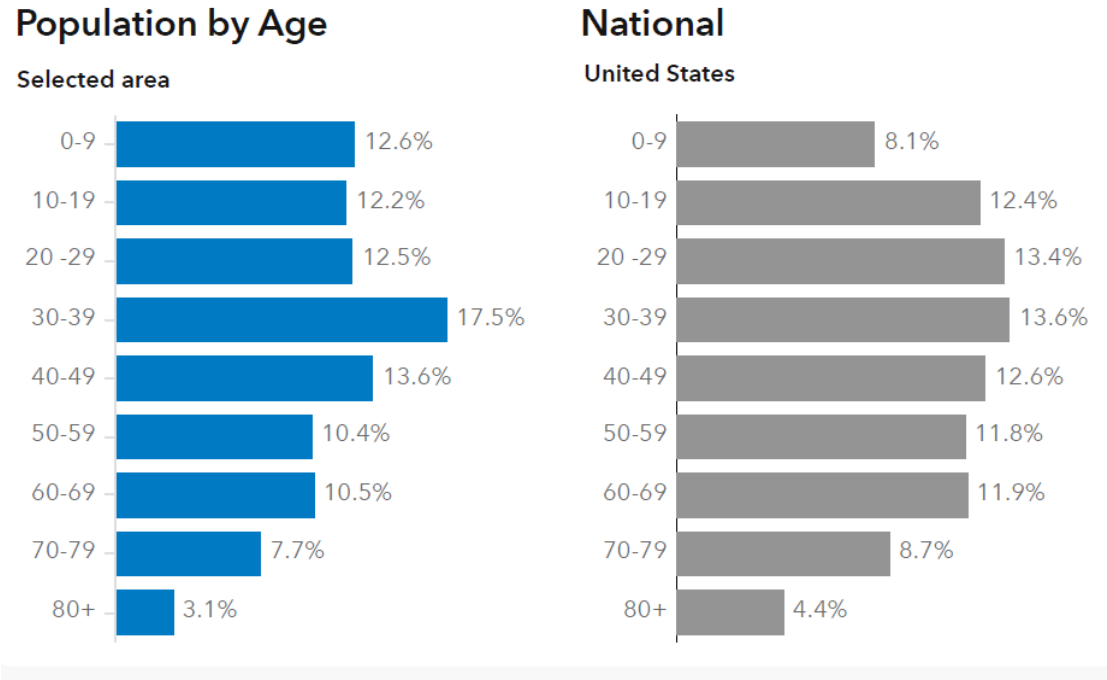


Figure 9. Population of Study Area by Age Compared to National Average

Just under 55% of the population is in the prime workforce population age between 20 and 59 years old; slightly better than the national average of 51%. The median age of the study area population is 37, equal to the median age of the City of Spokane, and slightly younger than Spokane County.

Like much of Spokane, the population of the study area is overwhelmingly white, with 76% identifying as white. The chart below shows population by race.

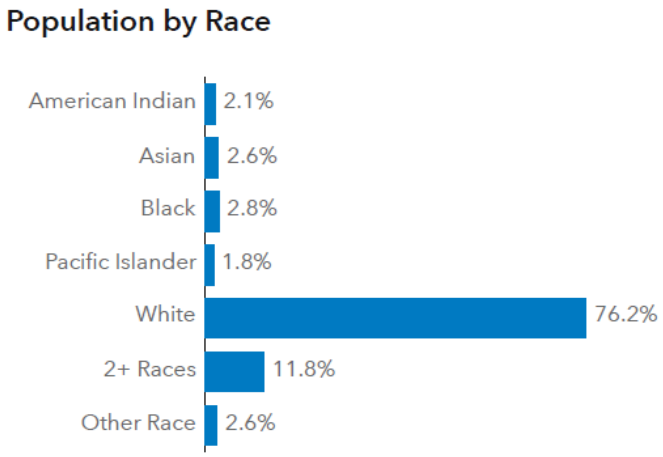


Figure 10. Population by Race of Study Area

Households

The 38,194 residents of the study area live in 14,824 households, for an average household size of 2.56. This is slightly more than the average household size for Washington (2.52) and Spokane County (2.45). The study area has a median household income of $74,574, which is lower than the City's $86,206 median income. By income band, over 30% of the households in the corridor make between $75,000 and $125,000 annually, with most households making between $75,000-$99,999 (15.9%). However, nearly 12% of the households (1,787) live below the poverty level.

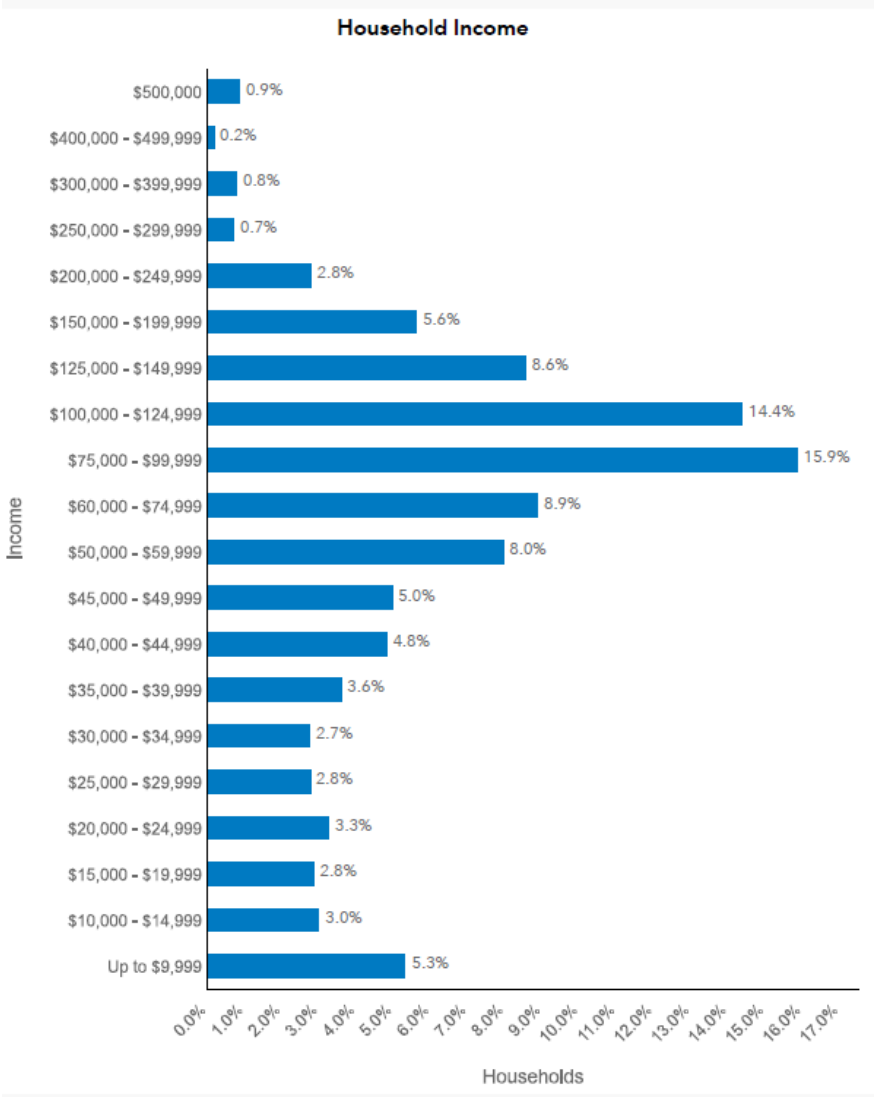


Figure 11. Household Income in Study Area by Income Band

Housing

66% of the total housing units are owner-occupied, compared to 58% for the City of Spokane, and 68% for Spokane County. The median home value is $323,403, far lower than the $405,300 in the Spokane/Spokane Valley Metropolitan Statistical Area. A quarter of the housing stock is pre-1939, with nearly 70% of the total housing stock built before 1960.

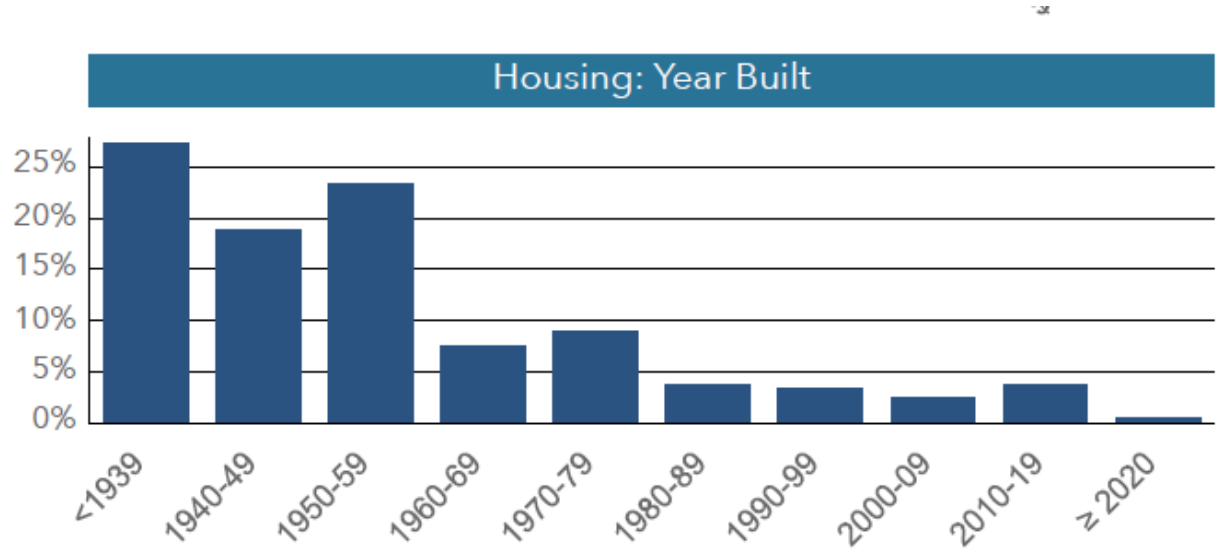


Figure 12. Housing by Year Built in Study Area

Businesses and Employment

As noted above, the study area has nearly 20% of the City of Spokane's population, as well as key regional centers at Shadle Park, Northtown Mall, and downtown Hillyard. High Performance Transit (HPT) principle *Activity Centers* notes that "HPT should connect the region's cities and centers of population and jobs as much as possible".

Business

There are 796 businesses in the study area, employing 9,645 people and generating $2.1B in total sales. The average business has just under 4 employees, but there are seven businesses with 100 or more employees in the study area. There are 115 businesses per square mile, falling primarily into the restaurant, health care, or retail categories.

Employment

According to available data, over 50% of the workforce that lives in the study area is employed in a traditional white collar job – office/administrative, sales, and management – being the top 3 employment categories. Most of the jobs classified as blue collar (23.7% of residents) fall into

transportation or construction, while food services and health support lead the services (19.5%) categories. By industry, health care and retail trade are more than twice any other industry for labor force employment. The unemployment rate for the study area is only 3.4%, lower than the 3.8% rate for Spokane County, and considerably lower than the 4.7% rate for the state as a whole.

Land Use

The current zoning along Route 33 Wellesley (Wellesley Avenue in red oval below) is primarily single-family residential, with pockets of neighborhood retail and office. The Shadle Shopping Center and downtown Hillyard are zoned Centers and Corridors, while the properties adjacent to the Wellesley and Division intersection are zoned General Commercial. All of Spokane Falls Community College is zoned Residential High Density, while Spokane Community College is Light Industrial. These are all important activity centers within the City of Spokane connected by Route 33 Wellesley.

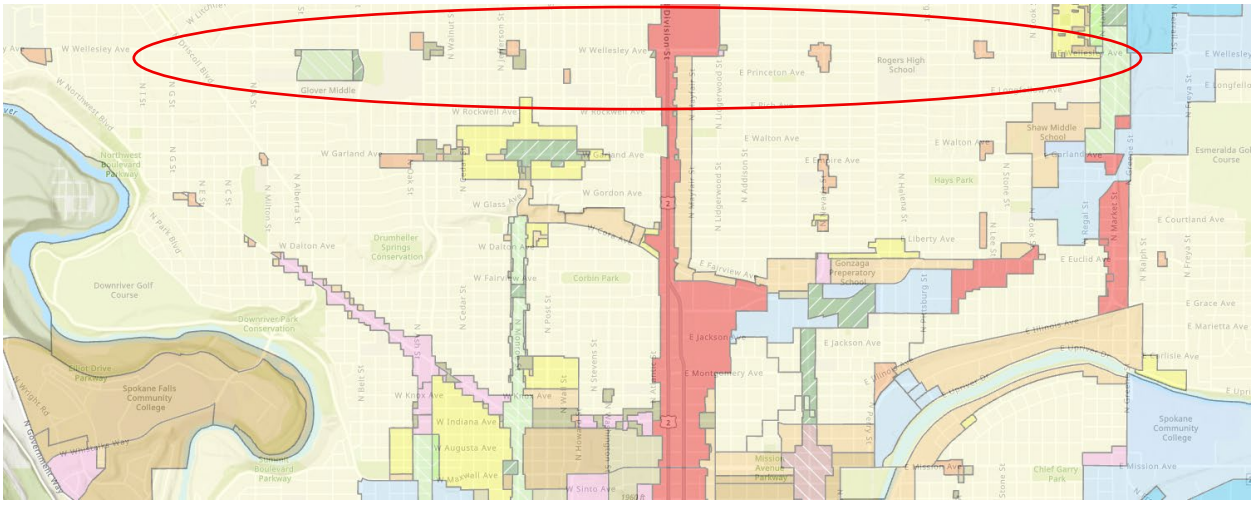


Figure 13. Existing City of Spokane Land Use Map

Engagement

The engagement process was focused on meeting with the neighborhoods surrounding Wellesley Avenue and the Route 33, to engage with the residents who routinely travel along and across Wellesley Avenue in their daily lives. Policy 1.0 Designing Public Engagement and Outreach in the *Communications and Public Input* element of *Connect Spokane* identifies the following public participation spectrum and asks STA to consider how to best solicit and incorporate public comment.

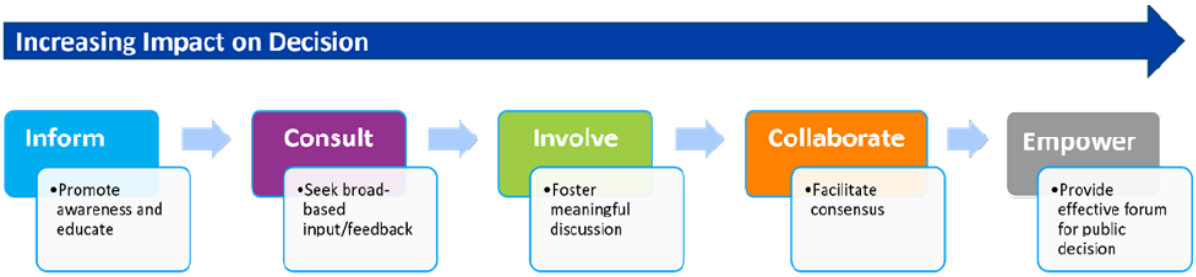


Figure 14. Public Participation Spectrum

The engagement process was broken into two distinct rounds.

Round One: Involve

Round one was an opportunity for community members to consider and discuss the following questions:

- How does transit work for the neighborhood today?
- How/where do you access transit?
- What would make transit work better?
- What are desired amenities to make transit more comfortable/desirable?

The questions were preceded by a short slide deck (Appendix) to set the stage for the discussion and ensure that everyone was speaking from the same knowledge set.

The discussions were respectful, with good feedback provided by community members, with several themes emerging:

- Safety: This took several different forms, not all of which can be directly addressed by STA, but includes:
    - Bus stops with minimal waiting room, especially high use stops, directly next to a busy roadway
    - Lack of protected crossings in certain parts of the corridor
    - Minimal protection from elements at majority of Route 33 Wellesley stops

- Embrace a holistic approach: Identify all other benefits to the additional infrastructure, such as increased attention to stops, the opportunity to partner with community partners/students, and the opportunity to explore new and creative ways to install infrastructure in a constrained corridor.
- Focus on key destinations: Several stops were identified as key stops in need of infrastructure, including:
    - Haven (new NEPDA development),
    - Crestline (transfer to Route 27 Crestline)
    - Pittsburg and Perry (Rogers High School)
    - Nevada (transfer to Route 28 Nevada)
    - Ash (Shadle Park High School)

Round one engagement calendar is listed in the table below.

Table 6. Round 1 Engagement Schedule

Stakeholder	Date
Hillyard Neighborhood Council	February 12, 2026
Bemiss Neighborhood Council	February 12, 2026
Whitman Neighborhood Council	February 12, 2026
Northwest Neighborhood Council	February 18, 2026
Minnehaha Neighborhood Council	March 12, 2026
Rogers High School Leadership Class	March 17, 2026
North Hill Neighborhood Council	April 9, 2026
Nevada Heights Neighborhood Council	April 14, 2026

Round Two: Consult

Round two community engagements occurred several months later with a slide deck that identified the evaluation process and results, with the discussion focused on receiving feedback on draft concepts for stops, stop locations, and a discussion on trade-offs of designs versus available right-of-way and potential easements and acquisitions.

Round two engagement calendar is listed in the table below.

Table 7. Round 2 Engagement Schedule

Stakeholder	Date
Nevada Heights Neighborhood Council	June 9, 2026
Hillyard Neighborhood Council	June 11, 2026
Bemiss Neighborhood Council	June 11, 2026
Whitman Neighborhood Council	June 11, 2026
North Hill Neighborhood Council	June 11, 2026
Minnehaha Neighborhood Council	July 9, 2026

Round Three: Inform

To be added prior to Final Draft in October

Website

The website provides an overview of what STA means by High Performance Transit, provides an overview of the corridor and some quick facts about transit in the Wellesley corridor, and outlines a high-level schedule. The preliminary draft and final draft will both be available for review at the website.

Board Engagement

The Planning & Development Committee has been routinely updated on the progress of the Corridor Development Plan. The engagement timeline is in the table below.

Table 8. Board Engagement Schedule

Timeframe	Activities	Audience
November 2025	Introduced project, corridor development planning process, and engagement plan	P&D Committee
February 2026	Brief on existing conditions and scheduled engagement activities	P&D Committee
April 2026	Update on Engagement Round 1 to date Preview of infrastructure analysis method	P&D Committee
July 2026	Update on Engagement Round 2 to date	P&D Committee
September 2026	Review draft plan	P&D Committee
October 2026	Public Hearing Draft Plan	P&D Committee
October 2026	Public Hearing	STA Board
November 2026	Recommendation for adoption	P&D Committee
November 2026	Adoption	STA Board

Corridor Evaluation

Project Goals

- **Maintain/Enhance HPT Service**: Maintain existing 15-minute weekday service frequency and evaluate expanding. Consolidate stops for consistent spacing and improved reliability.
- **Implement HPT Amenities**: Provide stop amenities including shelters, distinctive wayfinding markers, benches, leaning rails, waste and recycle bins and real time signage at certain locations. The level of investment will vary based on current and projected ridership at each stop location.
- **Corridor Improvements**: Pedestrian improvements to increase safety, reliability and speed. This could include additional pedestrian ramps, crosswalks, and sidewalks at key locations.
- **Identify Development Opportunities**. The Wellesley corridor provides significant opportunities to leverage transit improvements, compatible with both the existing land uses as well as the proposed land use changes, to develop urban, transit-oriented nodes that provide a mix of goods and services to meet daily needs for both residents and visitors.

Transit Opportunities

Alignment

The Wellesley Line alignment is not proposed to change from the current Route 33. The western terminus is at Spokane Falls Community College, with the eastern terminus at Spokane Community College. In addition to Wellesley Avenue, the alignment also travels along North Driscoll Boulevard, and the North Market Street and North Haven Street couplet in Hillyard. The map below highlights the major community and transit connections available along this corridor.

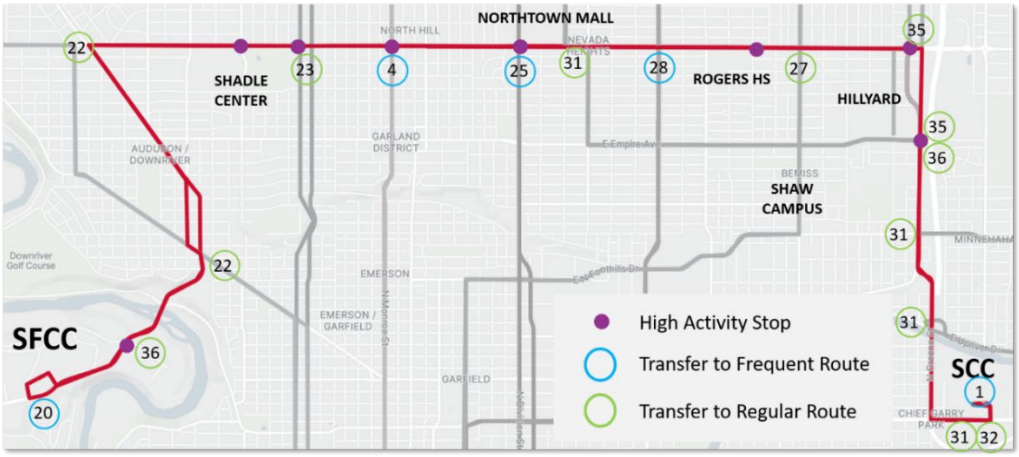


Figure 15. Map of Route 33 Wellesley and Major Connections

Stop Evaluation Method

A stop evaluation matrix was developed based on three major inputs:

- **Spokane Transit Authority Policies.** These are found in *Connect Spokane*, and currently there are six polices in the *System Infrastructure* element, as well as one guiding principle in the *Transit Equity and Inclusion* element that speak directly to stop and/or shelters.
- **Community Input**. Community input regarding key stops and destinations along the corridor, as well as identifying stops that present problems through location or accessibility.
- **Site Assessment**. Looking at current stop locations and considering available right-of-way based on aerial and drive-by analysis, public versus private ownership, and the potential opportunity to shift or move the stop if necessary to accommodate a shelter or HPT station (depending on location).

The factors in the stop evaluation matrix and the scoring rubric are identified in the table below.

Table 9. Stop Evaluation Matrix Scoring Rubric

Factor	Scoring Rubric	
	Rubric	Scoring
Boardings	50+ 25-49 1-24	1 2 3
Transit Connection	Frequent Regular None	1 2 3
Key Destinations	Regional/Community Identified Local None	1 2 3
Site Assessment	Room available Possible, or possible to move No	1 2 3

Using the rubric described above, low scores (1) are more desirable than high scores (3). The scores for the Wellesley corridor ranged from a low of 4 to a high of 12. The full scoring matrix can be found in the appendix.

Proposed Stop Actions

Stop Amenities

Based on work originally done for STA's first HPT Line, the Monroe-Regal Line, the following typologies and associated amenities have been developed when considering stop development. With available right-of-way, an enhanced stop is prepared for a future shelter.

Table 10. HPT Stop Typology

Typology	Amenities
Standard	Post and flag
Enhanced Stop	Post and flag Trash can Bench
Enhanced Stop with Shelter	Post and flag Shelter Bench Trash can *Leaning pad (space allowing)*
Station	Post and flag Shelter Bench Trash can Leaning pad Lighting Marker

Ridership is a criterion used in determining appropriate typology, with STA guidelines of 75 or more daily riders for station, 25 or more daily boardings for enhanced stop with shelter, and 15 or more daily boardings for an enhanced stop. However, these are only guidelines, and other context-sensitive factors are also strongly considered when determining the appropriate typology.

Based on the evaluation method, improvements are planned to be implemented along the corridor in accordance with the following table. The proposed stop actions are subject to further refinement and review and/or approval from the respective municipalities.

The following actions are proposed for the Route 33 Wellesley stops.

Table 11. Proposed Stop Actions

Stop Action	Total stops
Construct HPT & Install Station Improvements	7
Construct Enhanced Stop with Shelter	10
Install New Shelter	11
Consolidate / Close Stop	16

The above actions result in the following typologies along the corridor.

Table 12. Proposed Stop Typology

Stop Typology	Total stops
Station	8
Enhanced Stop with Shelter	18
Enhanced Stop	4
Standard	27

Details on each stop are listed in the table below and the following maps.

Table 13. Proposed Stop Actions for Route 33 Wellesley

Road 1	Road 2	Direction	Stop ID	Proposed Stop Action
SFCC Transit Station			4489	Enhanced with Shelter
Whistalks	Elliot	Westbound	1134	Enhanced with Shelter
Whistalks	Elliot	Eastbound	1085	Enhanced with Shelter
Alberta	NW Blvd	Westbound	1132	Standard
TJ Meenach	NW Blvd	Eastbound	3779	Standard. Move across NW Blvd.
Alberta	Dalton	Westbound	4041	*Close*
Cochran	Dalton	Eastbound	1088	Standard. Move to Courtland
Alberta	Courtland	Westbound	4040	Standard
Driscoll	Kiernan	Westbound	1129	Standard
Driscoll	Kiernan	Eastbound	1090	Standard
Driscoll	Garland	Westbound	1127	Standard
Driscoll	Garland	Eastbound	1092	Standard
Driscoll	Rockwell	Westbound	1125	Standard
Driscoll	Rockwell	Eastbound	1094	Standard
Driscoll	Hoffman	Westbound	1123	Standard
Driscoll	Hoffman	Eastbound	1096	Standard
Wellesley	Driscoll	Westbound	2065	Standard
Wellesley	C	Westbound	2064	*Close*
Wellesley	C	Eastbound	2068	*Close*
Wellesley	Milton	Westbound	2063	Standard. Move closer to A
Wellesley	Milton	Eastbound	2069	Standard. Move closer to A
Wellesley	Alberta	Westbound	2062	Enhanced
Wellesley	Alberta	Eastbound	2070	Enhanced
Wellesley	Belt	Westbound	2060	Station
Wellesley	Belt	Eastbound	2072	Station
Wellesley	Cannon	Westbound	2059	Standard
Wellesley	Cannon	Eastbound	2073	Enhanced with Shelter
Wellesley	Ash	Westbound	4039	Enhanced with Shelter. Move west across Ash Street.
Wellesley	Ash	Eastbound	3126	Enhanced with Shelter
Wellesley	Cedar	Westbound	2076	Standard
Wellesley	Cedar (alley)	Eastbound	2056	Standard
Wellesley	Monroe	Westbound	3785	Enhanced with Shelter
Wellesley	Monroe	Eastbound	2078	Enhanced with Shelter
Wellesley	Wall	Westbound	2053	Standard
Wellesley	Wall	Eastbound	2079	Standard
Wellesley	Whitehouse	Westbound	2051	*Close*

Road 1	Road 2	Direction	Stop ID	Proposed Stop Action
Wellesley	Whitehouse	Eastbound	2081	*Close*
Wellesley	Division	Westbound	2049	Station
Wellesley	Division	Eastbound	2083	Station
Wellesley	Lidgerwood	Westbound	2048	*Close*
Wellesley	Lidgerwood	Eastbound	2084	*Close*
Wellesley	Addison	Westbound	2047	Enhanced with Shelter
Wellesley	Addison	Eastbound	2085	Standard
Wellesley	Cincinnati	Westbound	2045	*Close*
Wellesley	Cincinnati	Eastbound	2087	*Close*
Wellesley	Nevada	Westbound	2044	Enhanced with Shelter
Wellesley	Nevada	Eastbound	2088	Enhanced with Shelter. Move West across Nevada.
Wellesley	Perry	Westbound	2042	*Close*
Wellesley	Perry	Eastbound	2090	*Close*
Wellesley	Pittsburg	Westbound	2040	Station. Possibly move west
Wellesley	Pittsburg	Eastbound	2092	Station. Possibly move west
Wellesley	Crestline	Westbound	2038	Enhanced with Shelter
Wellesley	Crestline	Eastbound	2094	Enhanced with Shelter. Possibly move east.
Wellesley	Cook	Westbound	1832	*Close*
Wellesley	Cook	Eastbound	1804	*Close*
Wellesley	Lacey	Westbound	1831	Enhanced with Shelter
Wellesley	Lacey	Eastbound	1805	Standard
Wellesley	Haven	Westbound	2037	Station
Wellesley	Haven	Eastbound	2095	Enhanced with Shelter
Market	Heroy	Westbound	2036	Standard
Haven	Heroy	Eastbound	2096	Standard
Market	Haven	Westbound	2035	*Close*
Market	Garland	Westbound	2034	Enhanced with Shelter
Market	Garland	Eastbound	3781	Enhanced with Shelter
Market	Garnet	Westbound	2033	*Close*
Market	Garnet	Eastbound	2099	*Close*
Market	Euclid	Westbound	2031	Enhanced with Shelter. Move slightly north.
Market	Euclid	Eastbound	2101	Standard
Greene	Jackson	Westbound	3252	Enhanced
Greene	Jackson	Eastbound	1917	Enhanced
Greene	Ermina	Westbound	4386	Standard
Greene	Ermina	Eastbound	4389	Standard
SCC Transit Station			4376	Station

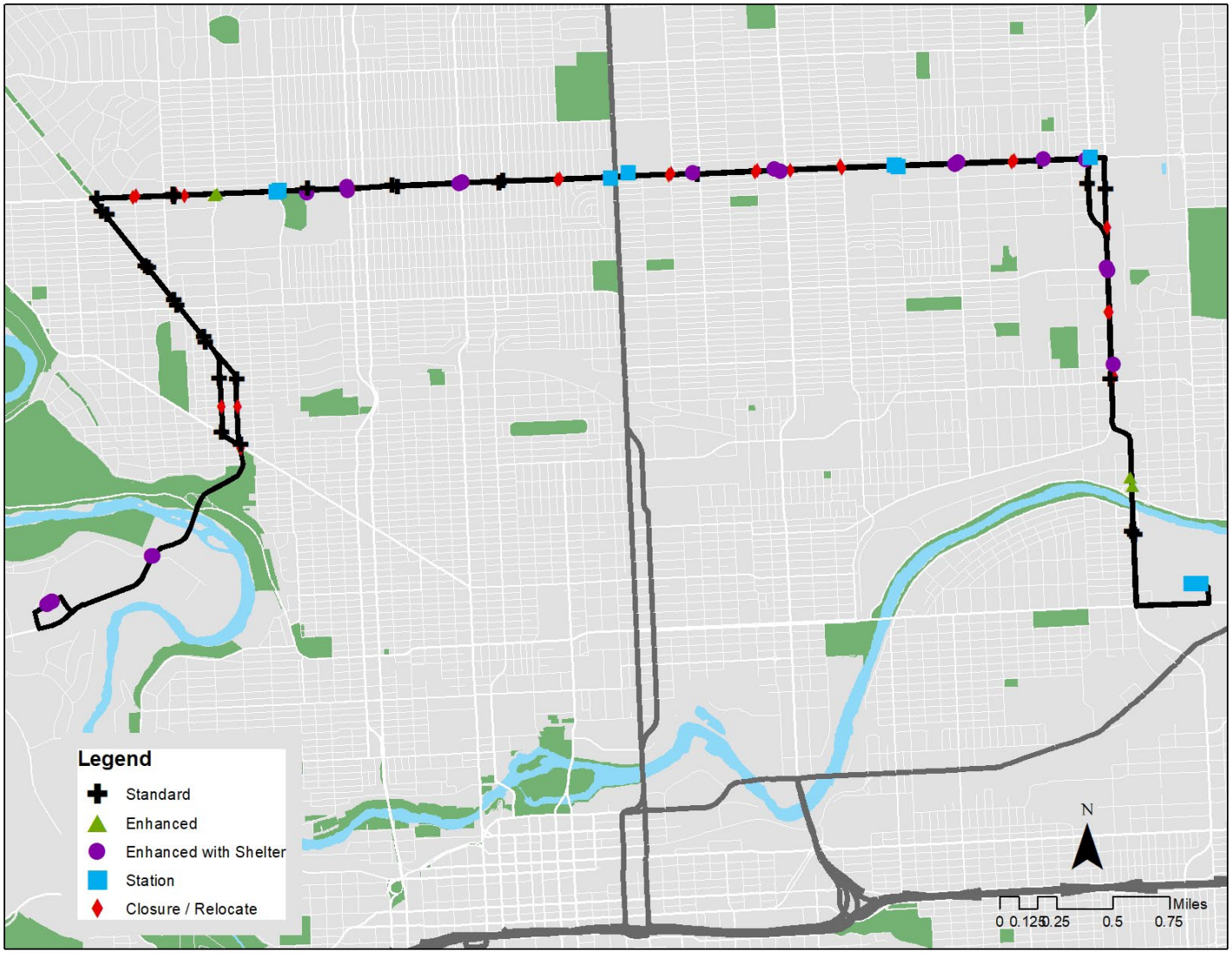
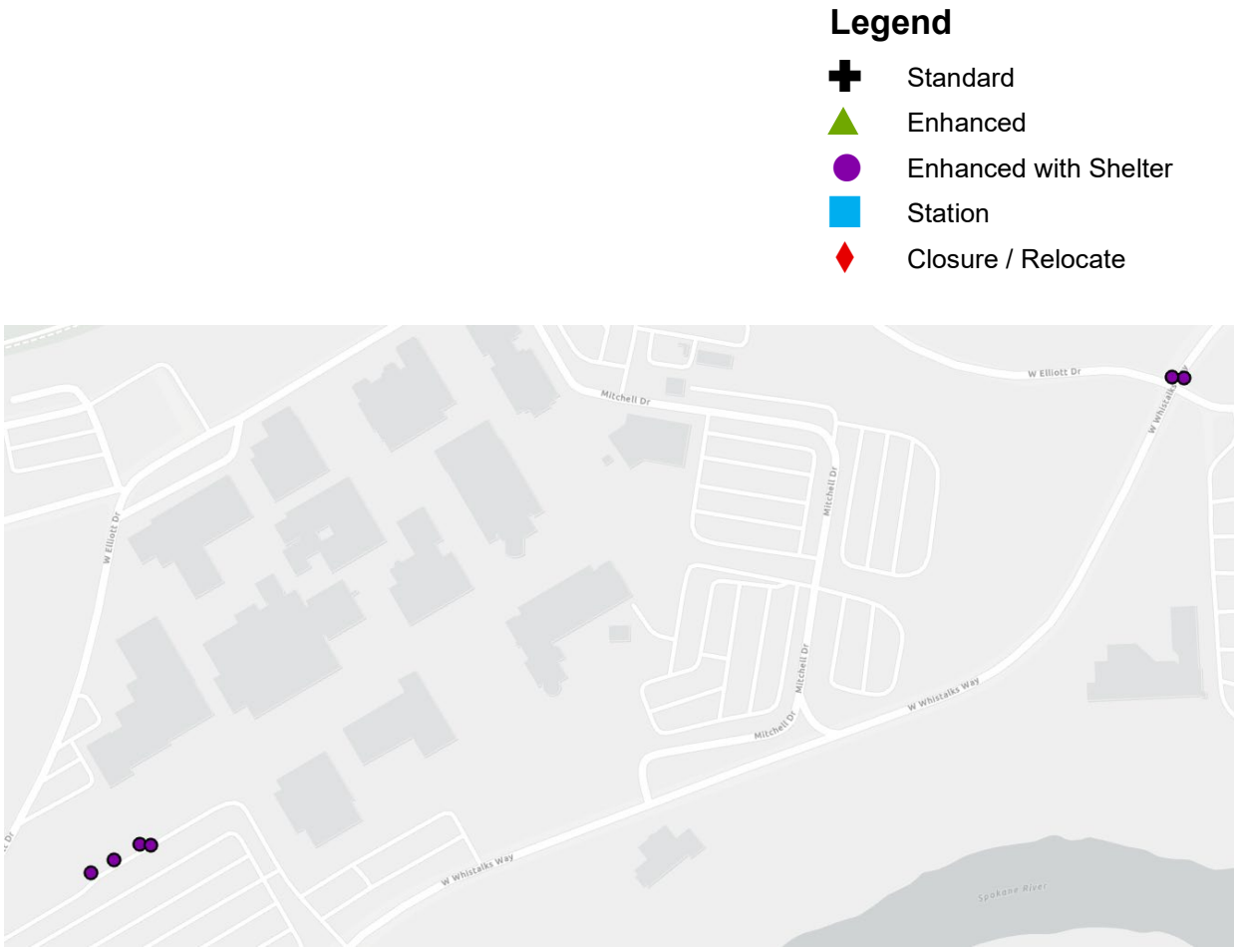


Figure 16. Map of Proposed Stop Actions for Route 33 Wellesley

Stop Actions

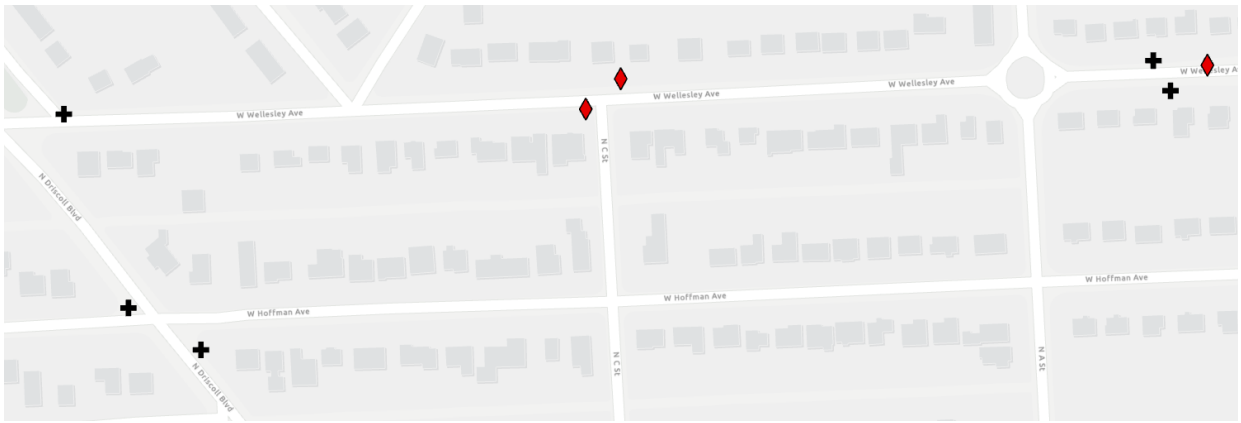
Figure 17. Proposed Stop Actions for Route 33 Wellesley



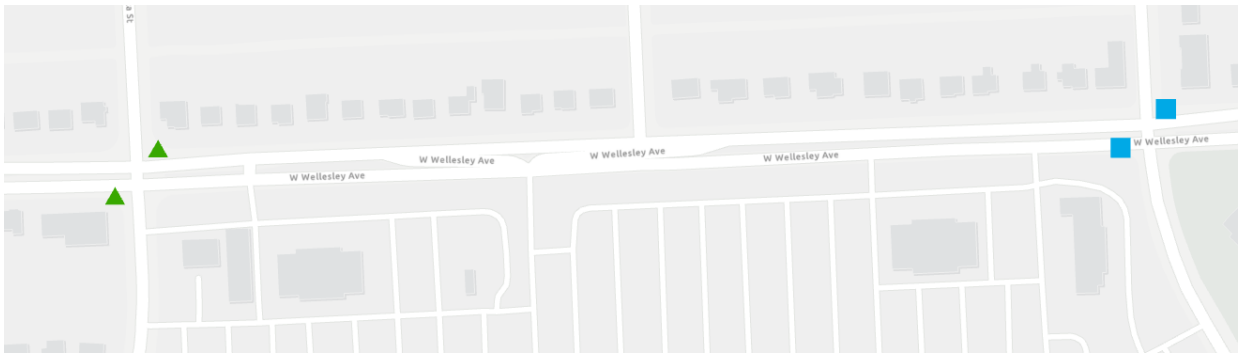
SFCC to Elliot Way

Northwest Blvd to Courtland Ave

Gordon Ave to Rockwell Ave



Hoffman Ave to Milton St



Alberta St to Belt St

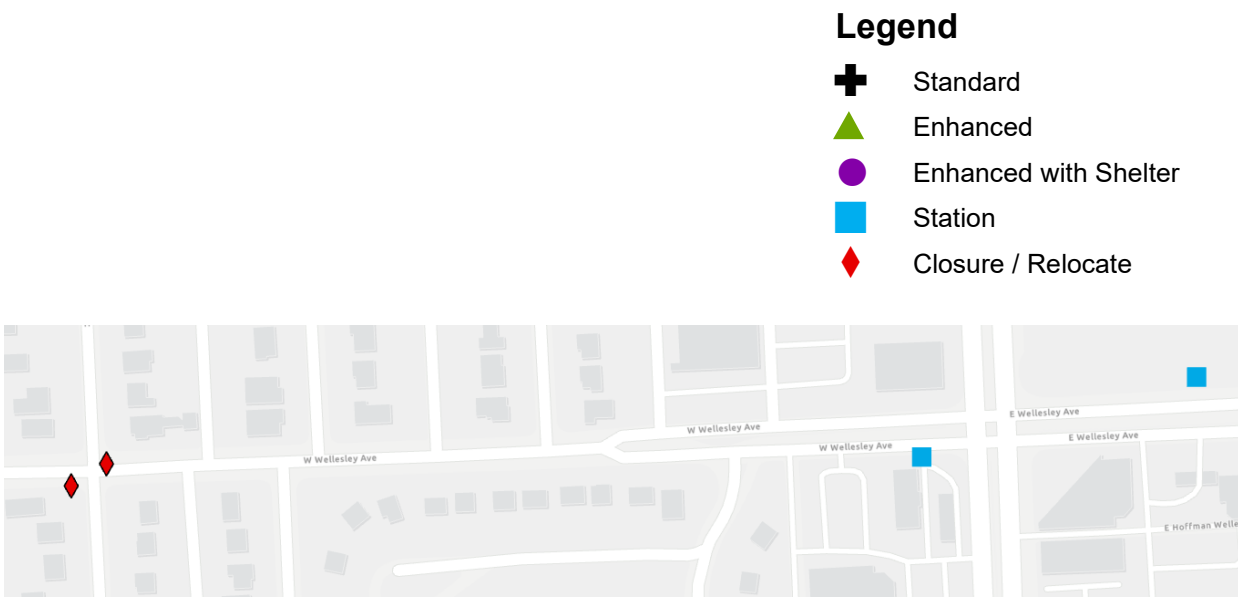
Legend

- Standard
- Enhanced
- Enhanced with Shelter
- Station
- Closure / Relocate

Cannon St to Ash St

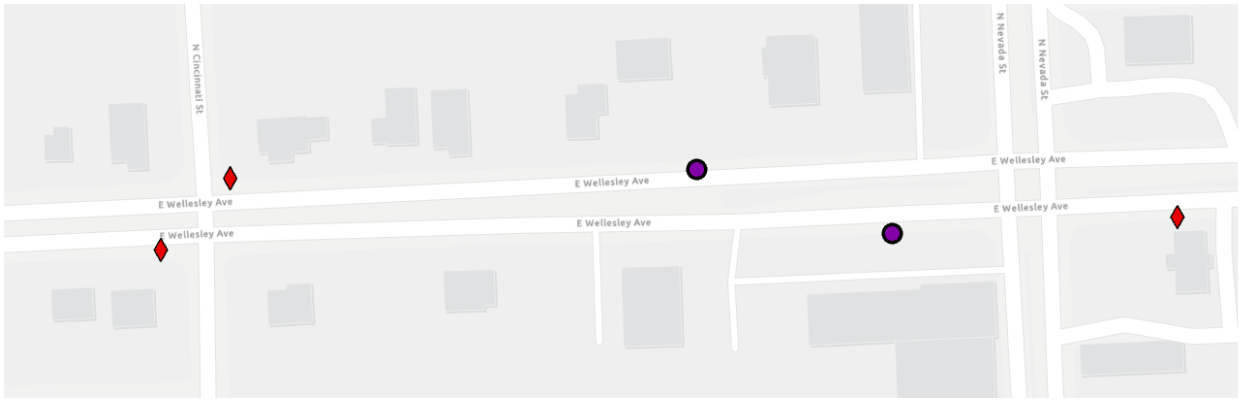
Maple St to Adams St

Monroe St to Wall St

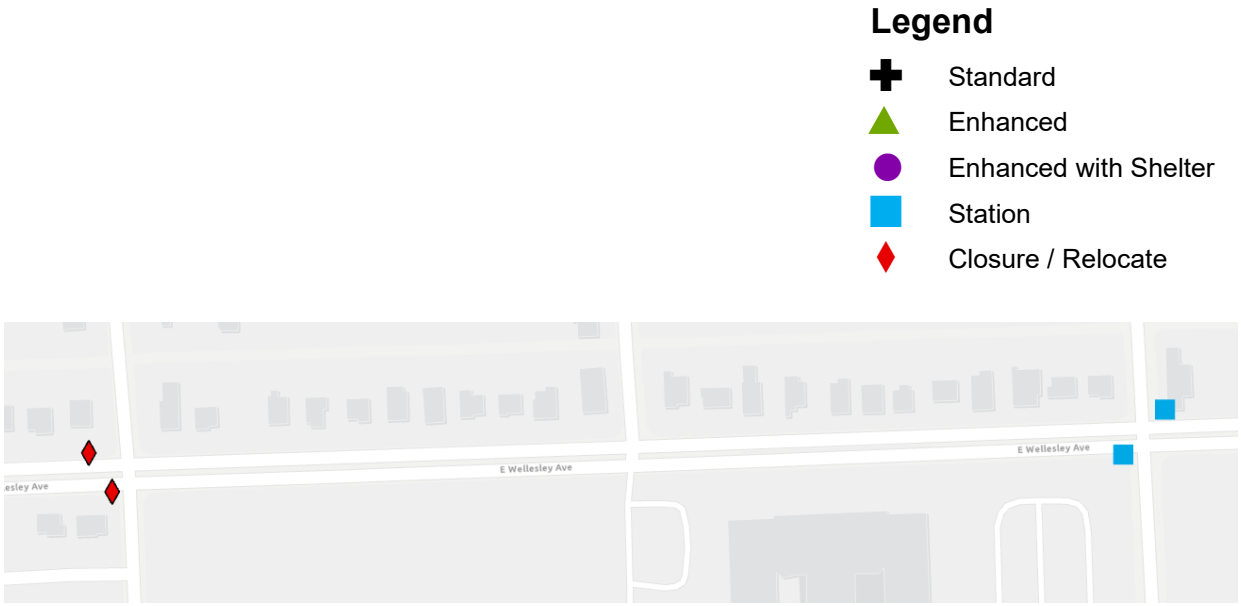


WhitehouseSt to Division St

Lidgerwood St to Addison St

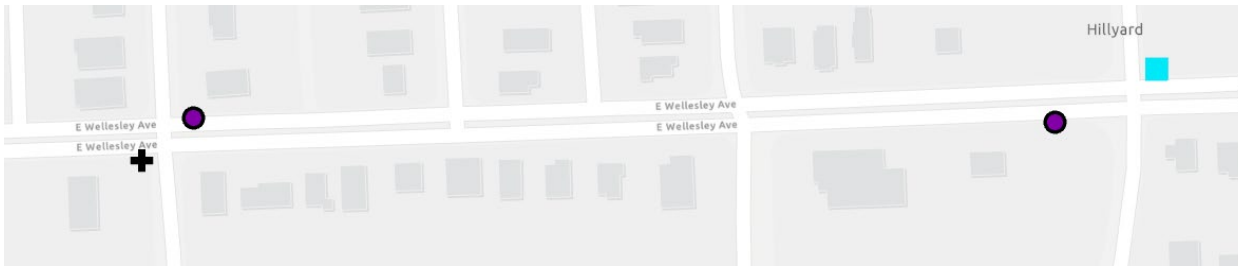


Cincinnati St to Nevada St

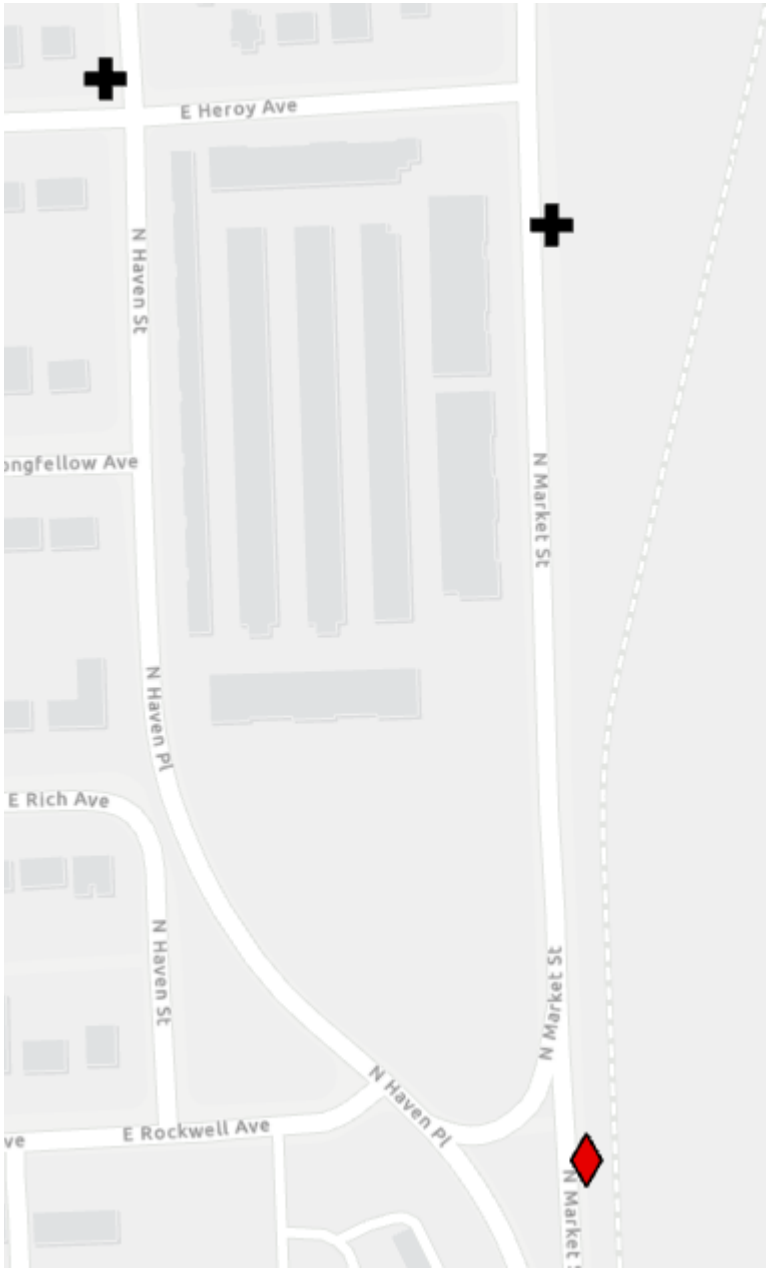


Perry St to Pittsburg St

Crestline St to Cook St

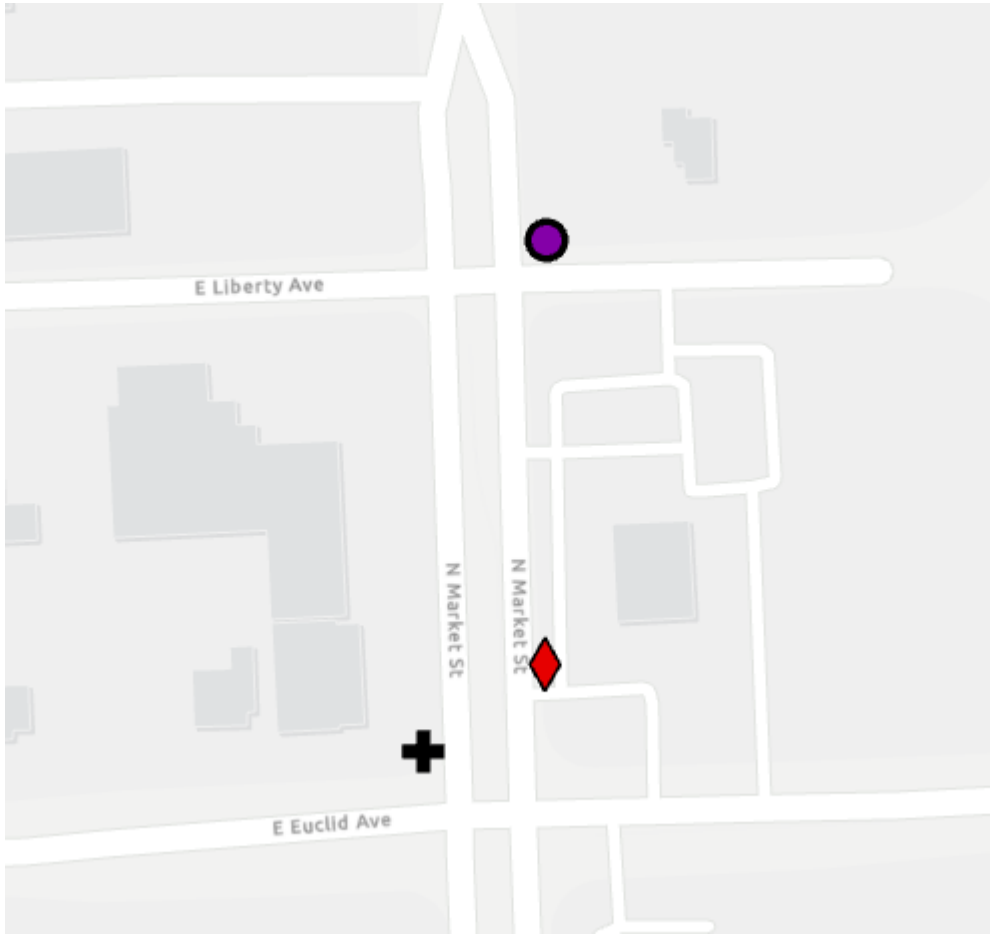


Lacey St to Haven St

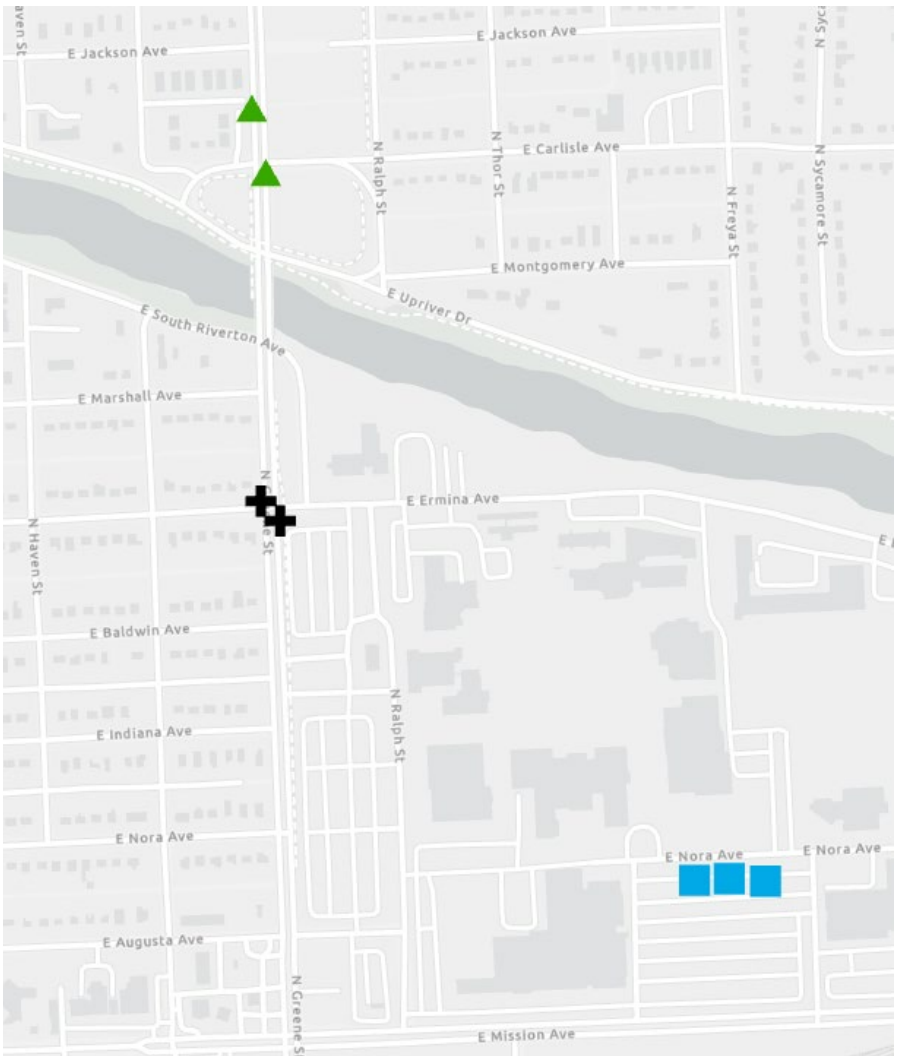


Heroy Ave to Rockwell Ave

Garland Ave to Garnet Ave



Market St and Euclid Ave



Jackson Ave to Mission Ave

Service Plan

Current service frequency is as follows (in minutes).

Table 14. Current Route 33 Service Frequency

	Weekday	Saturday	Sunday
5:30 am – 6:15 pm	15	30	-
6:15 am – 7:15 am	15	30	60
7:15 am – 6:15 pm	15	30	30
6:15 pm – 9:15 pm	30	30	30
9:15 pm – 11:15 pm	30	30	-

While frequency is not proposed to increase, the existing service plan will be evaluated for potential improvements including expanding 15-minute service at other times of day. In addition, Route 33 Wellesley will no longer be interlined with Route 20 SFCC.

Budget Considerations

The project budget in the table below includes the $630,000 Spokane Regional Transportation Council (SRTC) CMAQ grant funds for planning, engineering, and design activities for the Wellesley Corridor Development Plan.

Table 15. Adopted Wellesley HPT Budget

Funding Source	2027	2028	2029	2030	2031	2032	2027-2032
Local	$400,000	$870,000	$1,200,000	$1,200,000	$574,416	$0	$4,244,416
State	$0	$0	$2,800,000	$1,800,000	$0	$0	$4,600,000
Federal	$0	$630,000	$0	$0	$0	$0	$630,000
Total	$400,000	$1,500,000	$4,000,000	$3,000,000	$574,416	$0	**$9,474,416**

Development Opportunities

Along with the identification of transit opportunities, the corridor development plan provided an occasion to identify near-term and future development opportunities along the corridor that HPT implementation would support. As noted earlier, in 2022, the City of Spokane published the *Transit-Oriented Development Framework Study: A Station Area Planning and Regulatory Guidebook for Spokane's High Frequency Transit Corridors*. The transit-oriented development framework supports neighborhood/district character and function and informs the type and intensity of transit supportive development within station areas. Five distinct station typologies were identified that range in development density and mix of uses. The five station typologies are summarized in the table below, with the typology designations for the Wellesley corridor shown on the following map.

Table 16. Transit Oriented Development (TOD) Typologies

Typology	High-level Characteristics
Center	District-scale high and medium density housing with street-oriented retail, commercial, and employment uses served by public space amenities
Corridor	Mixed land use, typically extending one- to two-blocks from the transit route with medium and high-density housing, with street oriented retail, commercial and employment uses.
Employment/Campus	May be predominantly employment, educational, medical campus uses or regional-serving recreation facilities where land use and circulation is dictated by a single institution, City department or major employer.
Neighborhood-Node	Neighborhood compatible medium density housing, with street oriented neighborhood serving retail and commercial uses and may include parks, and schools.
Neighborhood-Residential	Areas of predominately existing single-family housing with infill housing opportunities and often served by parks and schools.

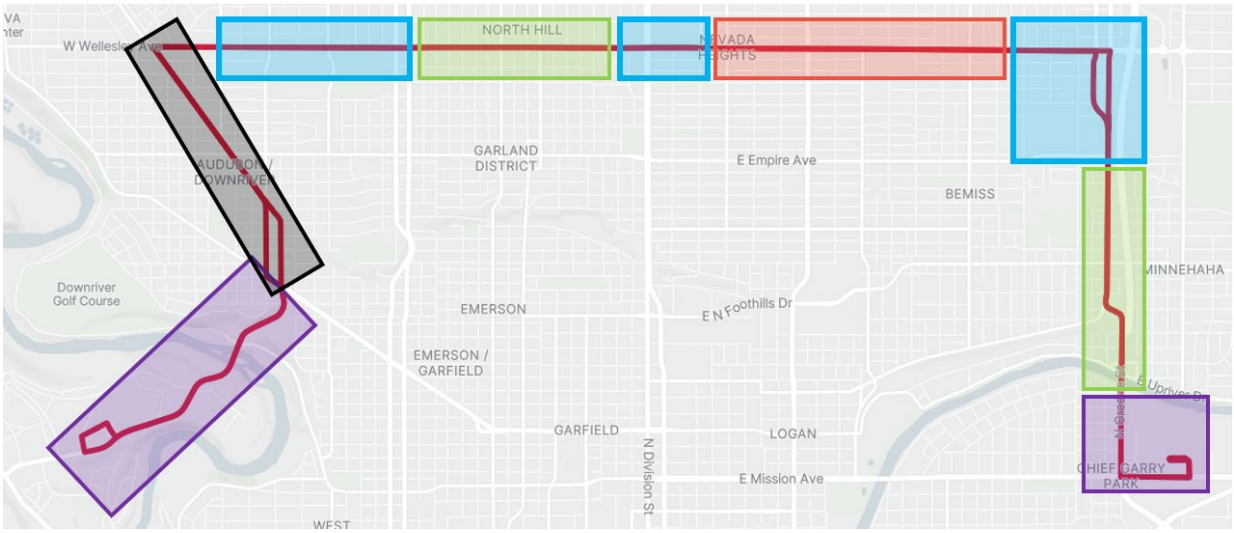


Figure 18. Map of Proposed TOD Typologies

When looking at development opportunities along Route 33 Wellesley corridor, the following criteria were considered.

Table 17. Transit Oriented Development Identification Criteria

Criteria	Factors
Land Use	• Density • Destinations • Development Potential • Neighborhood Fabric • Current vs. Future
Network Connectivity	• Transit Connections • Walkability • Bicycle Connections • Street Network
Transformative Potential	• Impact of Transit-Oriented Development (TOD) • Potential Scale • Economic Development
Public Approval	• Community Input • Potential Partnerships • Potential Obstacles

The initial analysis identified the following TOD opportunity nodes, with the three preferred opportunity sites the centers identified above and acknowledged with an asterisk in Table 16.

Table 18. TOD Opportunity Nodes

Opportunity Node	Key Characteristics
SFCC Station	• Education campus • Underdeveloped parcels • Transit connections
TJ Meenach @ Northwest Boulevard	• Existing retail • Underdeveloped parcels • Nearby park • Transit connections
Wellesley @ Belt*	• Social destinations (park, library, pool) • Underdeveloped parcels • Existing retail • Transit connections
Wellesley @ Wall	• Walkable • Underdeveloped parcels • Social destinations (churches)
Wellesley @ Division*	• Existing retail, including regional mall • Future BRT connection • Underdeveloped parcels • Nearby park
Wellesley @ Haven*	• Walkable • Existing retail • Active Public Development Agency
Market @ Garland	• Existing retail • Social destinations (schools, regional trail)
SCC Transit Center	• Education campus • Underdeveloped parcels • Transit connections

* Preferred opportunity node

Wellesley @ Belt

Figure 19. Wellesley Ave at Belt St Opportunity Node

The area around the Wellesley and Belt intersection already has several destinations associated with transit-oriented development. With the Shadle Shopping Center and the presence of both Walmart and Safeway for shopping, to the social destinations of Shadle Park and the Shadle Park Library and Aquatic Center, to the nearby high school and middle school. There is the prospect for development and/or redevelopment at several of the nearby parcels, with the opportunity to add density and connectivity to create an accessible mixed-use neighborhood. Transit and active transportation connections are also strong in this node.

Wellesley @ Division

Figure 20. Wellesley Ave at Division St Opportunity Node

This node is at the intersection of two of the five highest ridership routes in the STA system, with both routes receiving upgrades over the next 5 years – Route 33 Wellesley to High Performance Transit (HPT) and Route 25 Division to Bus Rapid Transit (BRT). This node was identified in the recently completed Division Street TOD Plan as a node with strong redevelopment opportunities. The large parcels to the north of Wellesley have the potential for transformative change in the City and along these two key corridors, with the opportunity to create a major transit and retail/mixed-use hub in North Spokane. In addition, there is a large park nearby for social and recreational activities.

Wellesley @ Haven

Figure 21. Wellesley Ave at Haven St Opportunity Node

This center is the historical commercial center of Northeast Spokane, and provides an opportunity to continue the revitalization of this historic neighborhood. There are empty and/or underdeveloped lots that provide a huge economic opportunity to continue and build on the work of the Northeast Public Development Agency (NEPDA), a strong partner in the area leading the economic renaissance. Downtown Hillyard already has a walkable core, with connections to the regional Children of the Sun Trail and several local STA routes, along with the quick connection to Spokane Community College and the City Line.

Project Next Steps

Upon approval of the Final Wellesley Corridor Development Plan, STA staff will move forward into the project design and implementation phase. Some locations are within the right-of-way, or in public ownership, while other locations may require a Site License Agreement to install the proposed improvements. These will be negotiated during the design phase