



Plan Commission Transportation Subcommittee 12/7/21

Jason Lien, Principal Transportation Planner – Spokane Regional
Transportation Council

divisionconnects.org

Study Structure

Steering
Committee

Subset of
SRTC/STA Boards

Project
Management

SRTC / STA

Agency
Partners

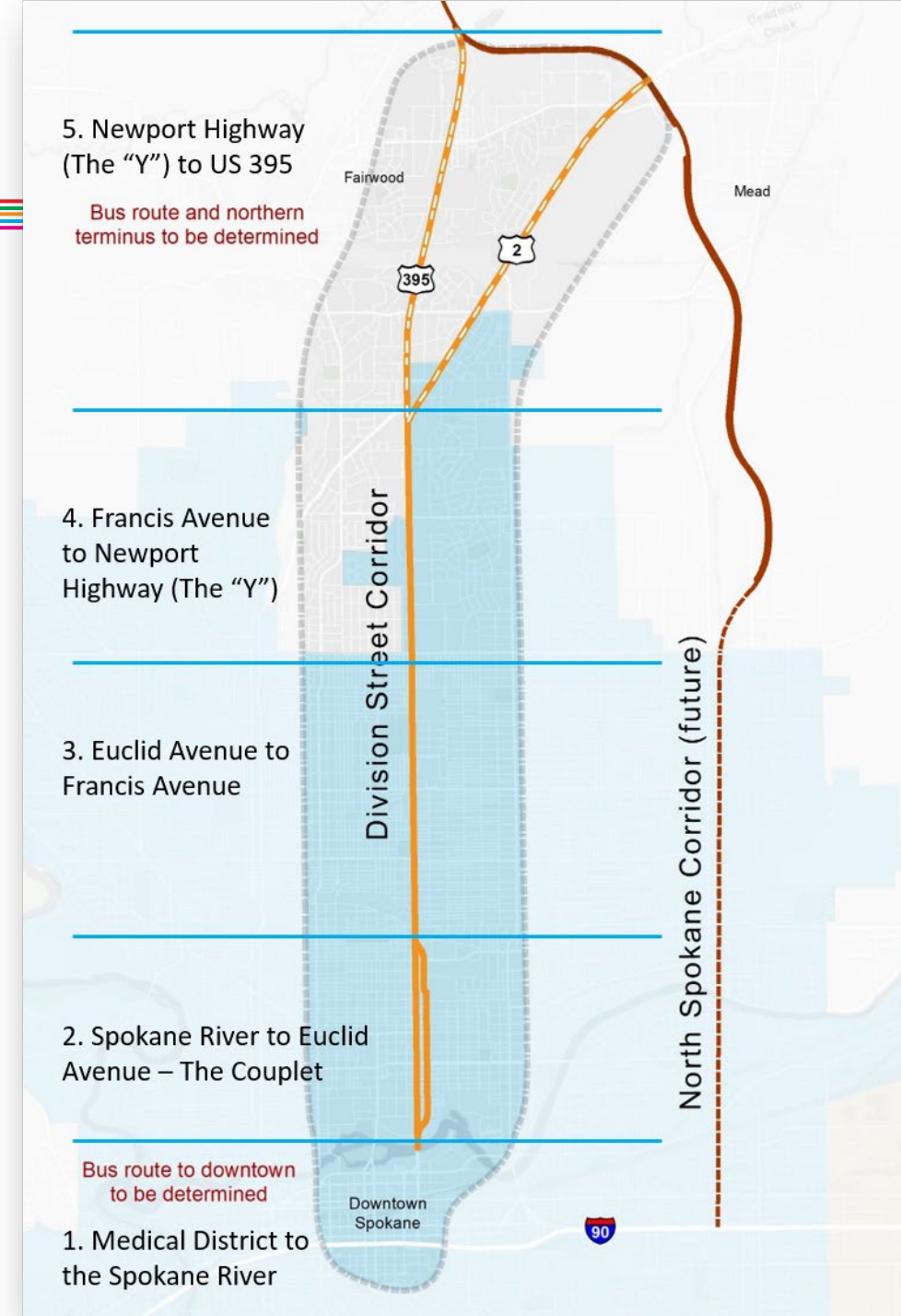
WSDOT / City of Spokane
/ Spokane County

Consultant
Team

Led by Parametrix

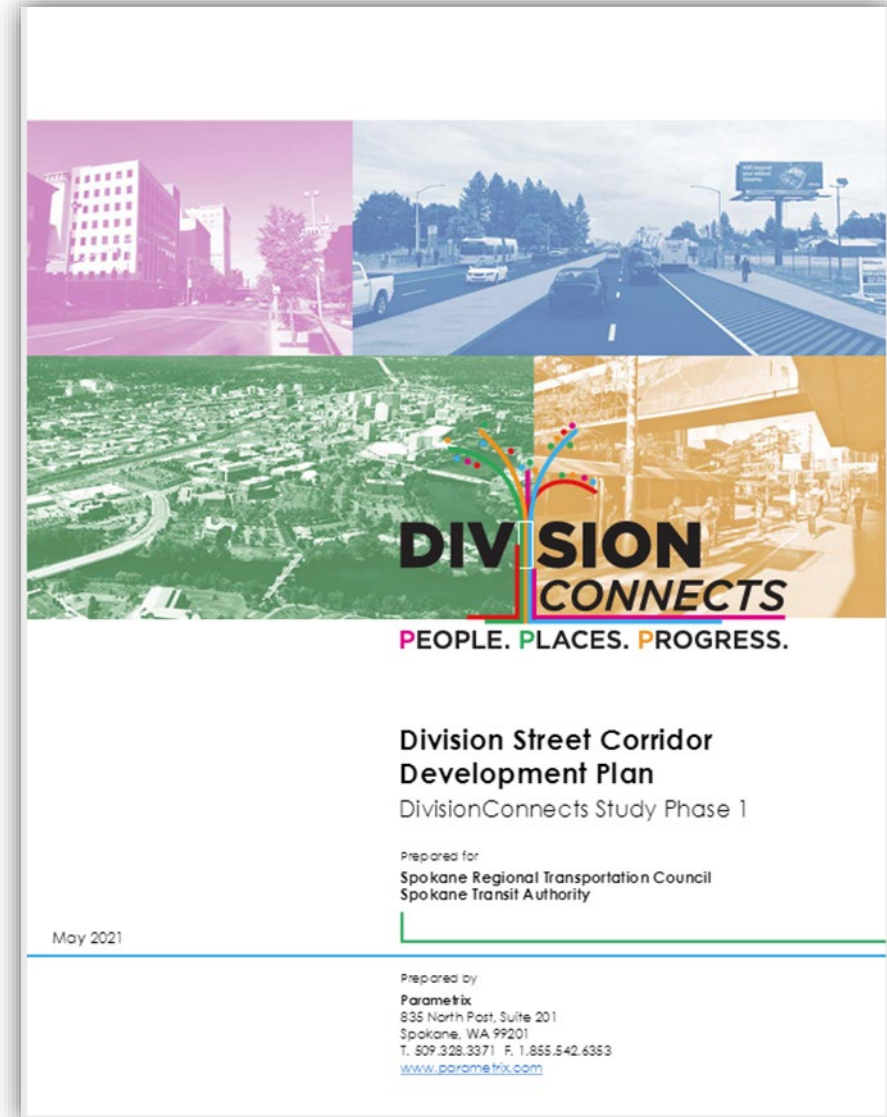
Background

- Launched beginning of 2020
- Corridor study of Division Street
 - Bus rapid transit (BRT)
 - All transportation modes
 - Relationship to NSC
 - Land use opportunity
- Study in two phases



Phase 1 Complete – Spring 2021

- Identification of Locally Preferred Alternative (LPA) for BRT. Documented in Corridor Development Plan.
- Accepted through STA and SRTC Board actions
- LPA description added to Horizon 2045 update



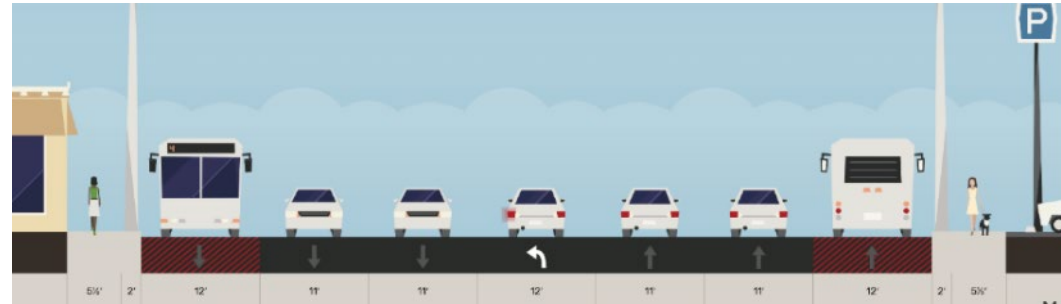
Locally Preferred Alternative

Table 7-1. Draft Locally Preferred Alternative for the Division Street Corridor

ELEMENT	DESCRIPTION
Mode	Fixed guideway BRT using zero-emission 60' buses ^a
Service Level	Weekdays: 10-minute frequency or better Nights and Weekends: 15-minute frequency during most hours of the span
Northern Termini	Short-term: Current Route 25 to Hastings Park and Ride Long-term: New transit center at Farwell and US2
Southern Termini	Spokane Central Business District near the STA Plaza
Alignment	Downtown: To be refined in Preliminary Engineering Couplet: Right-side along Ruby Street and Division Street Mainline: Right-side along Division Street North of "Y:" Short- and long-term phased approach
Station Locations	Major intersections and destinations. All stations will meet ADA accessibility requirements
System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding, and near-level platforms
Lane Configuration	Side-running, dedicated BAT lanes for a majority of the alignment, primarily between North River Drive and the "Y"
Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA, and bicycle improvements throughout the corridor

Locally Preferred Alternative

Mainline



Couplet

Division



Ruby



Phase 2 DivisionConnects

Scope of Work

- Land Use Planning
- Transportation Planning
 - Active Transportation
 - Travel Demand
- Public Engagement



BRT Corridors Review

Study of 20 BRT systems

- Development intensity increase
- Jobs location influence

NATIONAL STUDY OF BRT DEVELOPMENT OUTCOMES

Final Report

NITC-UU-14-650

by

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for

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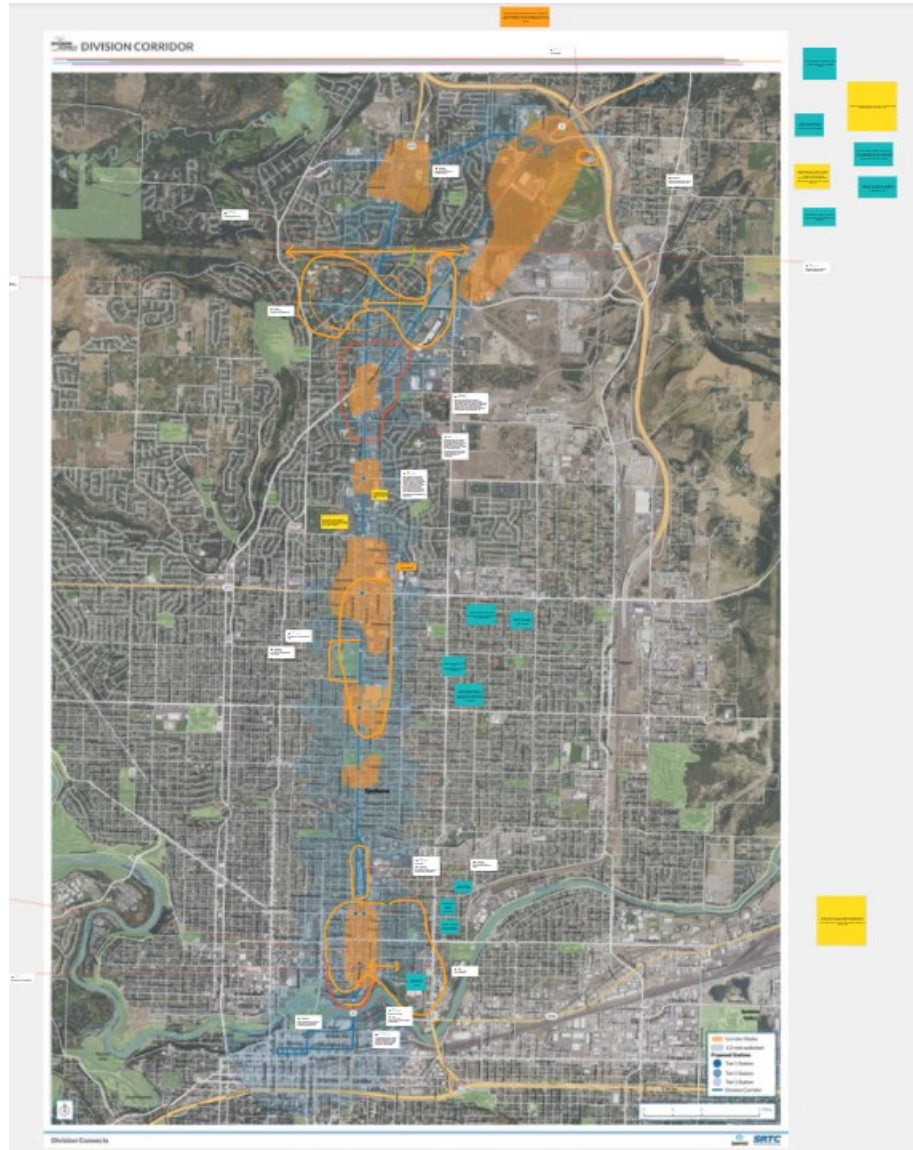
November 2015

BRT Corridors Review

- **Pittsburgh case study**
 - \$740M new investment along East busway
 - In-depth economic impact study ongoing
- **Land use policy**
- **Summary will be on project website**



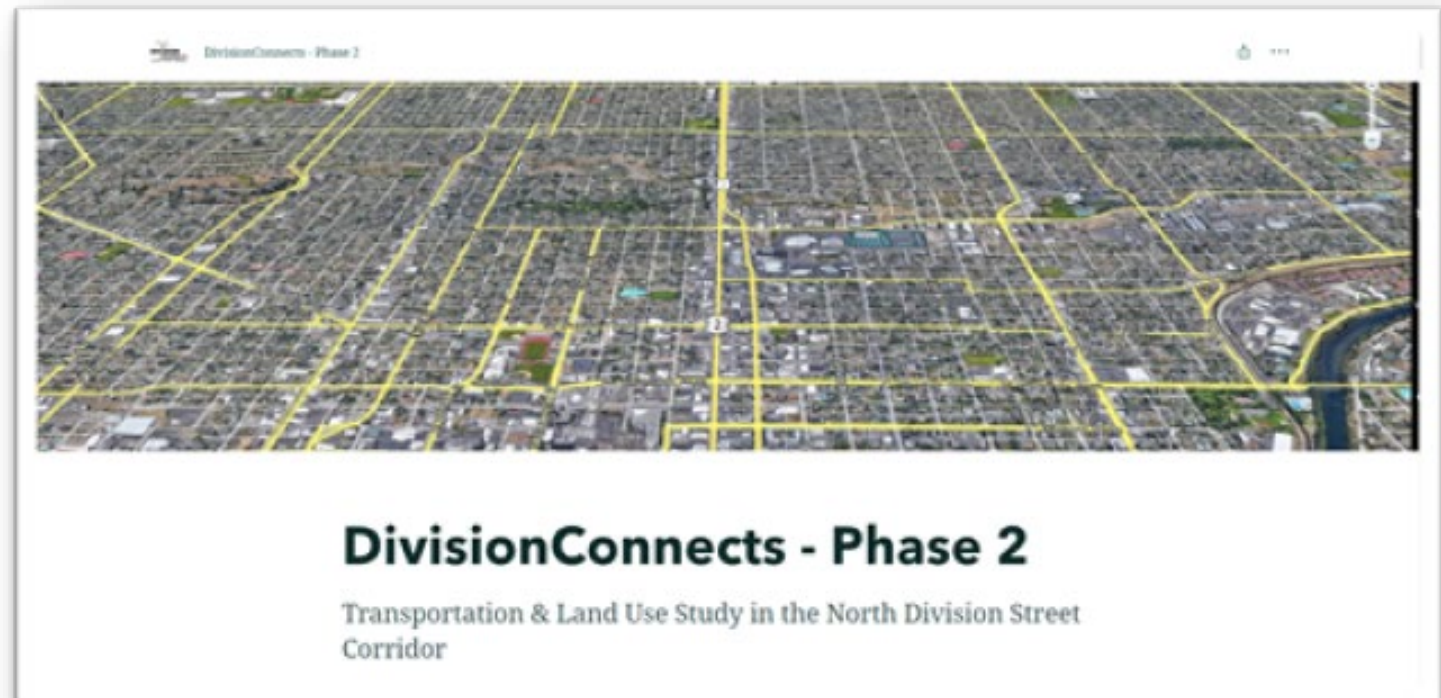
Land Use Planning



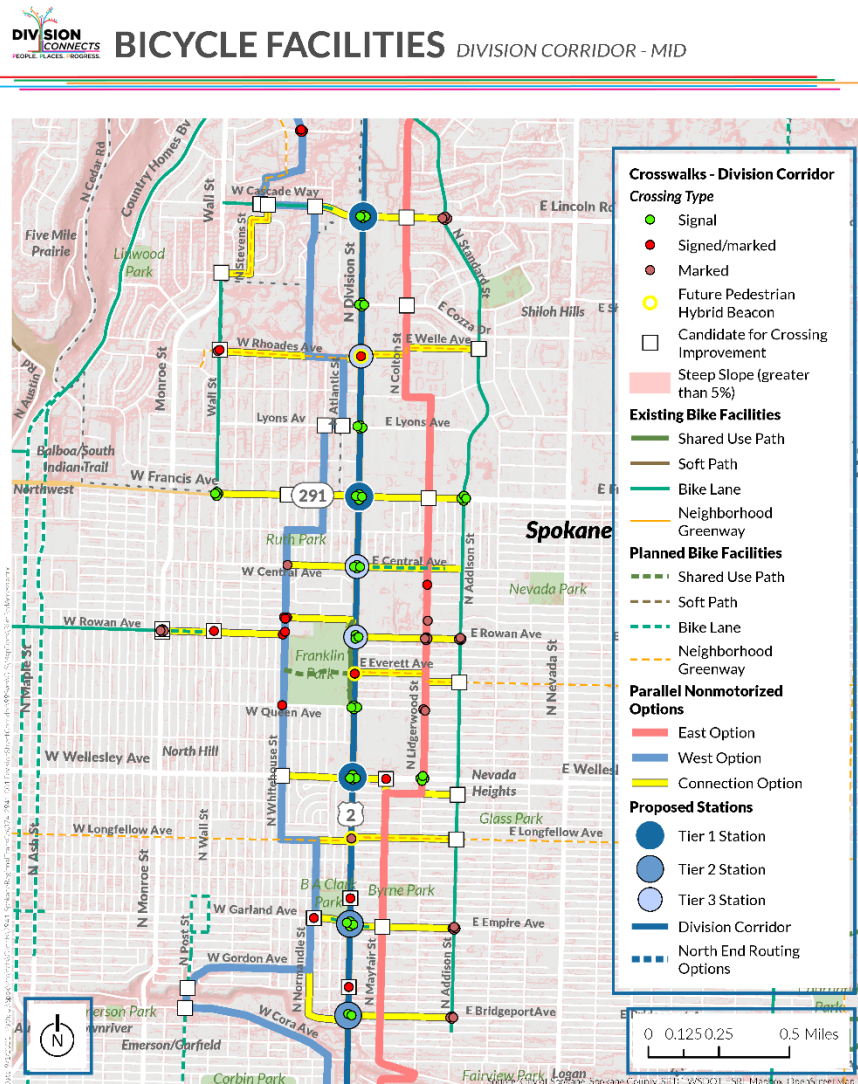
- Evaluate activity nodes with potential for development change
- Prioritize through agency workshops and public engagement
- Coordinate with City's TOD framework plan

Land Use StoryMap

- Information and questionnaire, potential activity nodes
- Open through Dec. 15



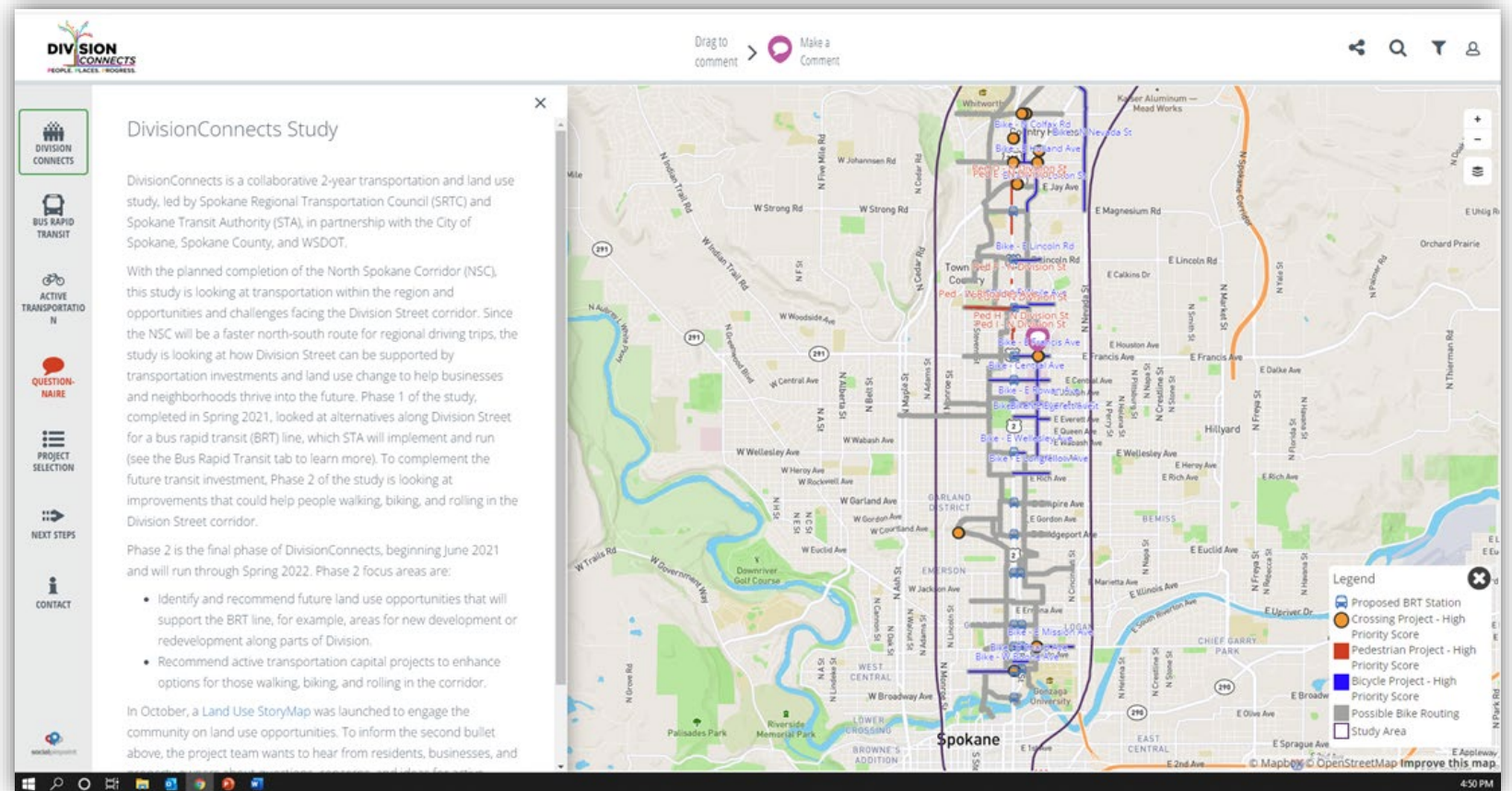
Active Transportation Planning



- **Screening potential projects to support local mobility and BRT access**
- **Projects from City of Spokane and Spokane County plans**
- **Gap analysis, safety**
- **Agency workshops & public engagement**

Active Transportation Map & Questionnaire

- Feedback on higher priority projects
- Open through Dec. 31



Project Schedule – Phase 2

		2021						2022			
		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR
Division Connects	Transportation Planning										
	Land Use Planning										
	Public Engagement										
	Phase 2 documentation/plans										

Next Steps

- **Community Outreach**
 - Land Use StoryMap (12/15 closure)
 - Active Transportation Map (12/31 closure)
- **Steering Committee meeting Dec. 15**
- **BRT planning and preliminary engineering work by STA**

Thank You

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