



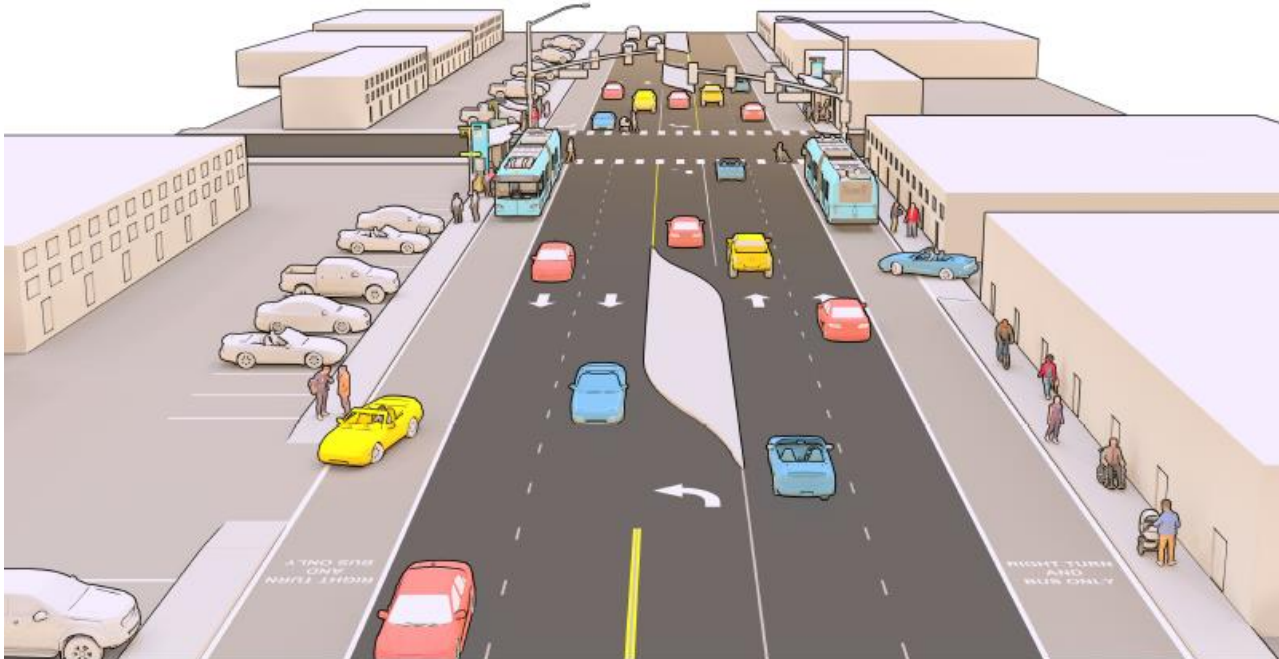
Division Street BRT

City of Spokane Transportation Commission

February 19, 2025

Division St. BRT Purpose

Increase overall mobility by delivering a high quality, fast, frequent bus service for the



Division St. – N. River Rd. to the Wye

- Provide an **affordable** choice to connect people to jobs, schools, and services.
- Support **access** for community members who can't drive or don't have access to a car.
- Reduce confusion and encourage a **safer corridor** by clearly marking how to use the roadway.

Where We've Been

2019

- "DivisionConnects" corridor study begins

2021

- SRTC and STA adopt the Locally Preferred Alternative (LPA)

2022:

- STA receives a \$405,000 grant
- DivisionConnects study completed
- Division Street BRT project begins

2023

- Refined LPA adopted
- Project development begins



RECOMMENDATIONS

Project 29: N Newport Hwy/E Westview Ave

N Newport Highway is a principal arterial at the intersection with E Westview Avenue, a local roadway. Proposed improvements provide non-motorists with safe facilities to cross N Newport Highway with a pedestrian hybrid beacon. Improvements include marked crosswalks, crosswalk markings, and flange/demarc gaps.

EXISTING CONDITIONS	PROJECT FEATURES
<ul style="list-style-type: none"> • One crash involving a pedestrian within the past five years • AADT of 22,000 (2013) along Newport Highway • Available for future County-installed BRT transit walk 	<ul style="list-style-type: none"> • Refuge islands • Curb extensions • Pedestrian hybrid beacon • Marked crosswalks • Signage • Curb ramps

PROJECT COSTS	NEXT STEPS
<ul style="list-style-type: none"> • Civil estimate = \$841,788, \$478,970 • Cost estimate assumptions are included in the summary table on page 80 • Implementation of the improvement is recommended to be phased separately from the Division BRT 	<ul style="list-style-type: none"> • Community engagement • Coordination with WSDOT • Further study of concepts to evaluate impacts on traffic operations and improved safety for all roadway users

CONCEPT DESIGN | DIVISION STREET CORRIDOR STUDY | Spokane Regional Transportation Commission | 91

BRT Corridor

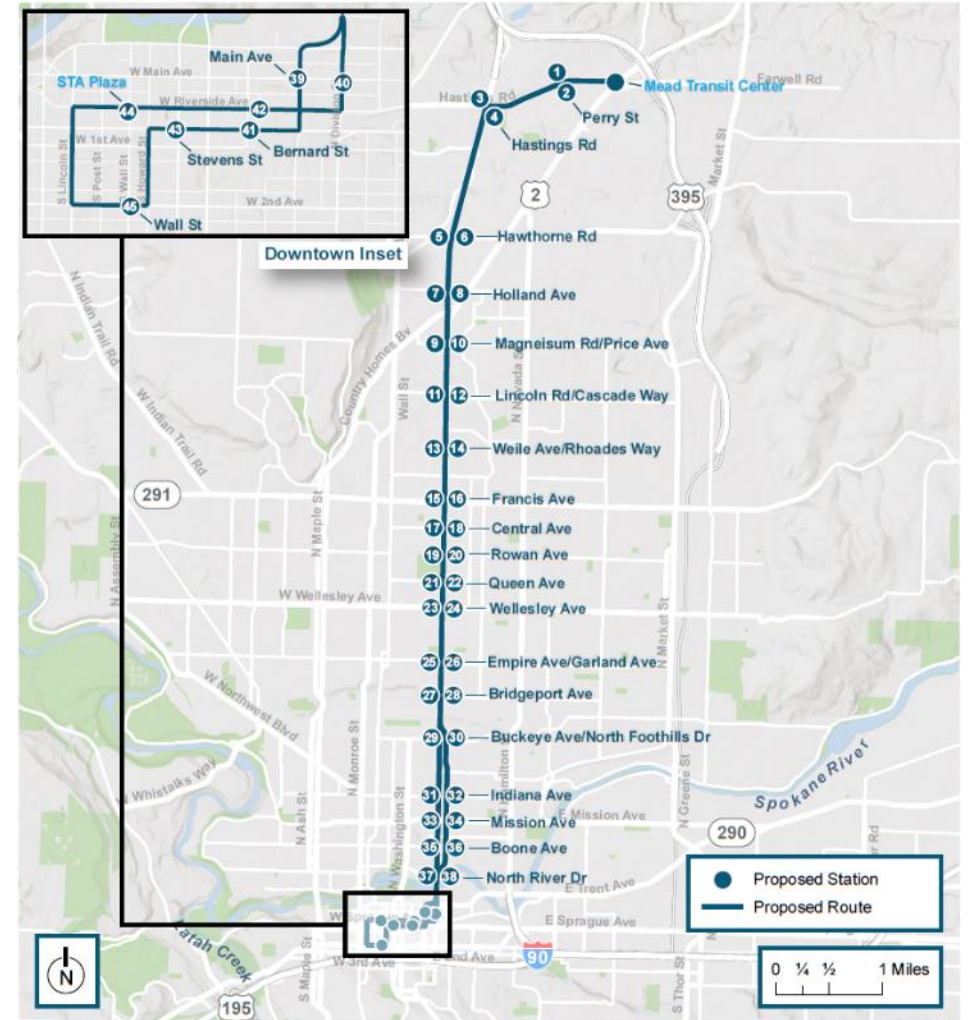
Development in the BRT corridor spaces will include high density apartments or condominiums, with street-level retail that is also dependent on proximity to transit stations. These spaces fill in the gaps between district and activity centers, with a variety of uses ranging between commercial, residential, and mixed-use development. Pedestrian and non-motorist safety and features are encouraged to promote walkability along the corridor. This topology extends up to 500 feet from the BRT corridor and features safe and enjoyable pedestrian and bike connections to nearby transit stations and adjoining neighborhoods.

- BRT-1 High density residential development
- BRT-2 Mixed-use development with linear emphasis
- BRT-3 Integrated pedestrian amenities and public art
- BRT-4 High density mixed-use development
- BRT-5 Multimodal transportation options

FIG. 6

Division Street BRT Overview

- STA's second Bus Rapid Transit project
- 10+ miles, downtown Spokane to Farwell/NSC
- 43 new stations
- Transit center at northern terminus
- Charging/layover location in downtown
- Business Access Transit (BAT) lanes
- Ruby Street multimodal improvements
- Significant agency coordination
- Construction to begin in 2027 and open for service when the NSC fully opens to the public



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

Locally Preferred Alternative (LPA)

- The alternative evaluated through a planning process and approved by the STA Board through a public process:
 - Mode:
 - Fixed-guideway Bus Rapid Transit (BRT)
 - Zero emission 60-foot buses
 - Service level target:
 - 10-minute weekdays
 - 15-minute nights & weekends
 - Route between Downtown Spokane and Farwell Rd./US 2
 - 43 stations (mostly paired)
 - Transit Signal Priority (TSP)
 - Side running BAT Lanes



Division St. & Wellesley Ave.

Business Access and Transit (BAT) Lanes

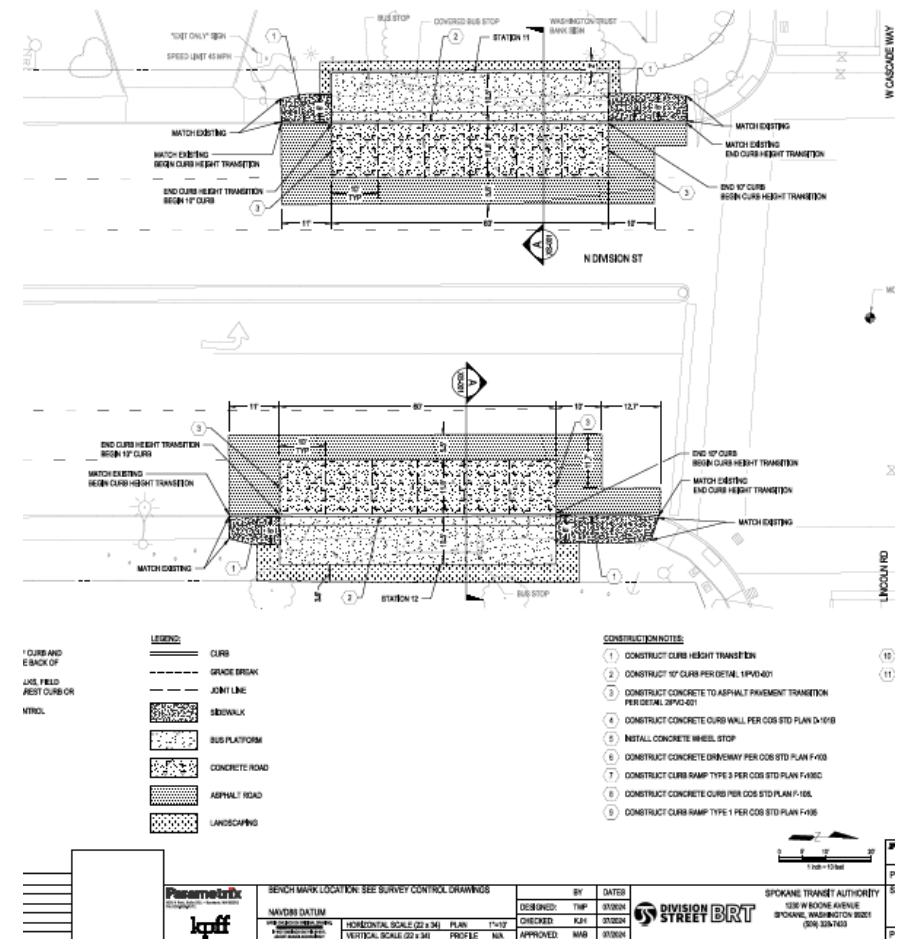
- Shared-use lanes for buses & turning vehicles
- Allow buses to travel more efficiently, less travel time
- Reduce delays caused by buses stopping in lane
- Right-turning vehicles and delivery trucks do not slow travel lanes



Division St. at Wellesley Ave. Looking South

Project Status

- 30% design complete for 25 stations
- Traffic operations analysis and intersection evaluations underway
- Cultural Resources study underway
- Noise/Air Quality study underway
- Geotechnical borings complete; report anticipated in March 2025
- Submit environmental package to FTA in Spring 2025
- Submit grant ratings package to FTA in Spring 2025
- Coordinating couplet design



Ruby St. Corridor - Existing Conditions



DIVISION/RUBY COUPLET BIKEWAY CONCEPTS

5/17/2024

RUBY STREET / EXISTING CONDITIONS Typical ROW Width: ~100'
 (LOOKING NORTH) Constrained ROW Width: ~75' (2 properties)

NOTE: Draft concepts portray potential layouts for consideration and further refinement. Dimensions shown are for reference purposes only. Layouts are *not* approved for design.

Ruby St. Corridor - Alternative 2 (LPA)



DIVISION/RUBY COUPLET BIKEWAY CONCEPTS

RUBY STREET / ALTERNATIVE 2
(LOOKING NORTH)

5/17/2024

NOTE: Draft concepts portray potential layouts for consideration and further refinement. Dimensions shown are for reference purposes only. Layouts are not approved for design.

Ruby St. Corridor - Alternative 2 (Path)



DIVISION/RUBY COUPLET BIKEWAY CONCEPTS

RUBY STREET / ALTERNATIVE 2 (SUP)
(LOOKING NORTH)

5/17/2024

NOTE: Draft concepts portray potential layouts for consideration and further refinement. Dimensions shown are for reference purposes only. Layouts are *not* approved for design.

Ruby St. Corridor - Alternative 1L



DIVISION/RUBY COUPLET BIKEWAY CONCEPTS

RUBY STREET / ALTERNATIVE 1L
(LOOKING NORTH)

5/17/2024

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Ruby St. Corridor - Alternative 1R



DIVISION/RUBY COUPLET BIKEWAY CONCEPTS

RUBY STREET / ALTERNATIVE 1R
(LOOKING NORTH)

5/17/2024

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Ruby St. Corridor - Alternative 3



DIVISION/RUBY COUPLET BIKEWAY CONCEPTS

RUBY STREET / ALTERNATIVE 3
(LOOKING NORTH)

5/17/2024

NOTE: Draft concepts portray potential layouts for consideration and further refinement. Dimensions shown are for reference purposes only. Layouts are not approved for design.

Ruby St. Corridor - Alternative 4



DIVISION/RUBY COUPLER BIKEWAY CONCEPTS

RUBY STREET / ALTERNATIVE 4
(LOOKING NORTH)

5/17/2024

NOTE: Draft concepts portray potential layouts for consideration and further refinement. Dimensions shown are for reference purposes only. Layouts are not approved for design.

Bicycle Facility Next Steps

- City staff evaluation of bike facility options
- Review and input (potential recommendation) from Transportation Commission on March 19
 - A change from the LPA will require action by the STA Board of Directors and should also be informed by Spokane City Council input

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