

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 23 BRT station pairings 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 "Y," 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 Bus Rapid Transit service along Ruby Street near Sharp Avenue featuring BAT lanes and protected bike 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 all stages of design.• Completion of federal and state environmental review.
2027-2029	<ul style="list-style-type: none">• Phased construction and testing.
2030	Bus Rapid Transit service will be introduced on Division Street following the connection of the North Spokane Corridor to I-90. The Division Street BRT project will accommodate growth in ridership and support economic redevelopment efforts.

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



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

