

## RESOLUTION NO. 843-25

A RESOLUTION FOR THE PURPOSE OF AMENDING THE LOCALLY PREFERRED ALTERNATIVE FOR HIGH PERFORMANCE TRANSIT ALONG DIVISION STREET IN SPOKANE AND ENABLING THE ADVANCEMENT OF A MINIMUM OPERABLE SEGMENT.

SPOKANE TRANSIT AUTHORITY  
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

WHEREAS, the Spokane Transit Authority (STA) is a municipal corporation operating and existing under and pursuant to the Constitution and Laws of the State of Washington, including RCW Title 36, Chapter 57A, Public Transportation Benefit Area; and

WHEREAS, STA adopted *Connect Spokane, A Comprehensive Plan for Public Transportation (Connect Spokane)* by Resolution 665-10 in July 2010 and as subsequently amended;

WHEREAS, *Connect Spokane* identifies the Division Street Corridor, generally from downtown Spokane north to the Mead area, as a future High Performance Transit (HPT) corridor;

WHEREAS, consistent with *STA Moving Forward* and *Connect Spokane*, STA and Spokane Regional Transportation Council (SRTC) completed a transportation and land use study of the Division Street Corridor known as *DivisionConnects*;

WHEREAS, STA Board of Directors, by Resolution 785-21, adopted the Locally Preferred Alternative (LPA) of fixed-guideway bus rapid transit (BRT) on Division Street with the preliminary alignment and station locations in Spring 2021, and recognized additional refinements to the LPA would result from further study and public consultation;

WHEREAS, STA Board of Directors, by Resolution 809-23, amended the Locally Preferred Alternative (LPA) to identify the northern and southern termini and further refined station locations;

WHEREAS, STA Board of Directors, by Resolution 831-24, adopted *Connect 2035*, which identifies strategic initiatives and investments in public transportation through 2035, including the implementation Division Street BRT as a core investment;

WHEREASE, STA, in partnership with regional partners, including the Washington State Department of Transportation (WSDOT), SRTC, Spokane County and the City of Spokane, have developed and evaluated refinements to the LPA;

WHEREAS, the refinements to the LPA enable STA to design and implement the LPA in phases, including a Minimum Operable Segment (MOS) to ensure timely delivery of the core investment, consistent with the *Connect 2035* plan;

WHEREAS, the MOS may include initial implementation as a corridor-based BRT project as defined by the Federal Transit Administration;

WHEREAS, STA conducted public engagement activities throughout the evaluation process and conducted a public hearing before the STA Board of Directors on June 26, 2025 to consider input on refinements to the LPA;

WHEREAS, the refined LPA is consistent with the policies of *Connect Spokane*, STA’s comprehensive plan for public transportation;

WHEREAS, STA continues preliminary engineering and environmental activities related to Division Street BRT to prepare the project to seek entry into the Federal Transit Administration’s Capital Investment Grant (CIG) program.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of STA as follows:

Section 1. The STA Board of Directors hereby adopts the amended Locally Preferred Alternative (LPA) of fixed-guideway bus rapid transit (BRT) on Division Street, superseding the LPA adopted by Resolution No. 809-23, the alignment and general station locations depicted in Exhibits A and B, and the LPA elements as follows:

Provision	Element	Description
A	Mode	Fixed guideway bus rapid transit (BRT) using zero-emission 60’ buses
B	Service Level	Weekdays: 10-minute frequency or better Nights & Weekends: 15-minute frequency during most hours of the span
C	Northern Terminus	A new transit center in the vicinity of Farwell Road and Newport Highway
D	Southern Terminus	Downtown south of the STA Plaza in the vicinity of 2 <sup>nd</sup> Avenue and Wall Street
E	Alignment	As depicted in Exhibit A, Page 2
F	Station Locations	As set forth in Exhibit A, Page 3
G	System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding and near-level platforms
H	Lane Configuration	Side-running, dedicated Business Access and Transit (BAT) lanes for a majority of the alignment, primarily between North River Drive and the North Division “Y”, with primarily left-sided BAT lanes on Ruby Street
I	Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where applicable, along Ruby Street; pedestrian, ADA and bicycle improvements at targeted locations along the corridor

Section 2. Staff are directed to forward the refined Locally Preferred Alternative as adopted herein to Spokane Regional Transportation Council for consideration and adoption into the Metropolitan Transportation Plan.

Section 3. The STA Board of Directors hereby enables the advancement of a Minimum Operable Segment (MOS) that should include the following elements, delivering most of the project elements in Section 1.

Provision	Element	Description
A	Mode	Fixed guideway bus rapid transit (BRT) using zero-emission 60' buses
B	Service Level	Weekdays: 15-minute frequency for 14 or more hours per day Nights & Weekends: 30-minute frequency during most hours of the span or better
C	<u>Interim</u> Northern Terminus	Hastings Park and Ride
D	Southern Terminus	Downtown south of the STA Plaza in the vicinity of 2 <sup>nd</sup> Avenue and Wall Street
E	Alignment	As depicted in Exhibit B
F	Station Locations	All stations identified in Exhibit A that are located near or south of Hawthorne Road
G	System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding and near-level platforms
H	Lane Configuration	Side-running, dedicated Business Access and Transit (BAT) lanes in both directions for approximately 1.3 miles, generally between North River Drive and Foothills Drive, with primarily left-sided BAT lanes on Ruby Street
I	Other Multimodal Treatments	Pedestrian, ADA and bicycle improvements at targeted locations along the corridor

ADOPTED by STA at a regular meeting thereof held on the 24<sup>th</sup> day of July, 2025.

Attest:

  
 Dana Infalt  
 Clerk of the Authority

  
 Lance Speirs  
 STA Board Chair *Pro Tempore*

Approved as to form:

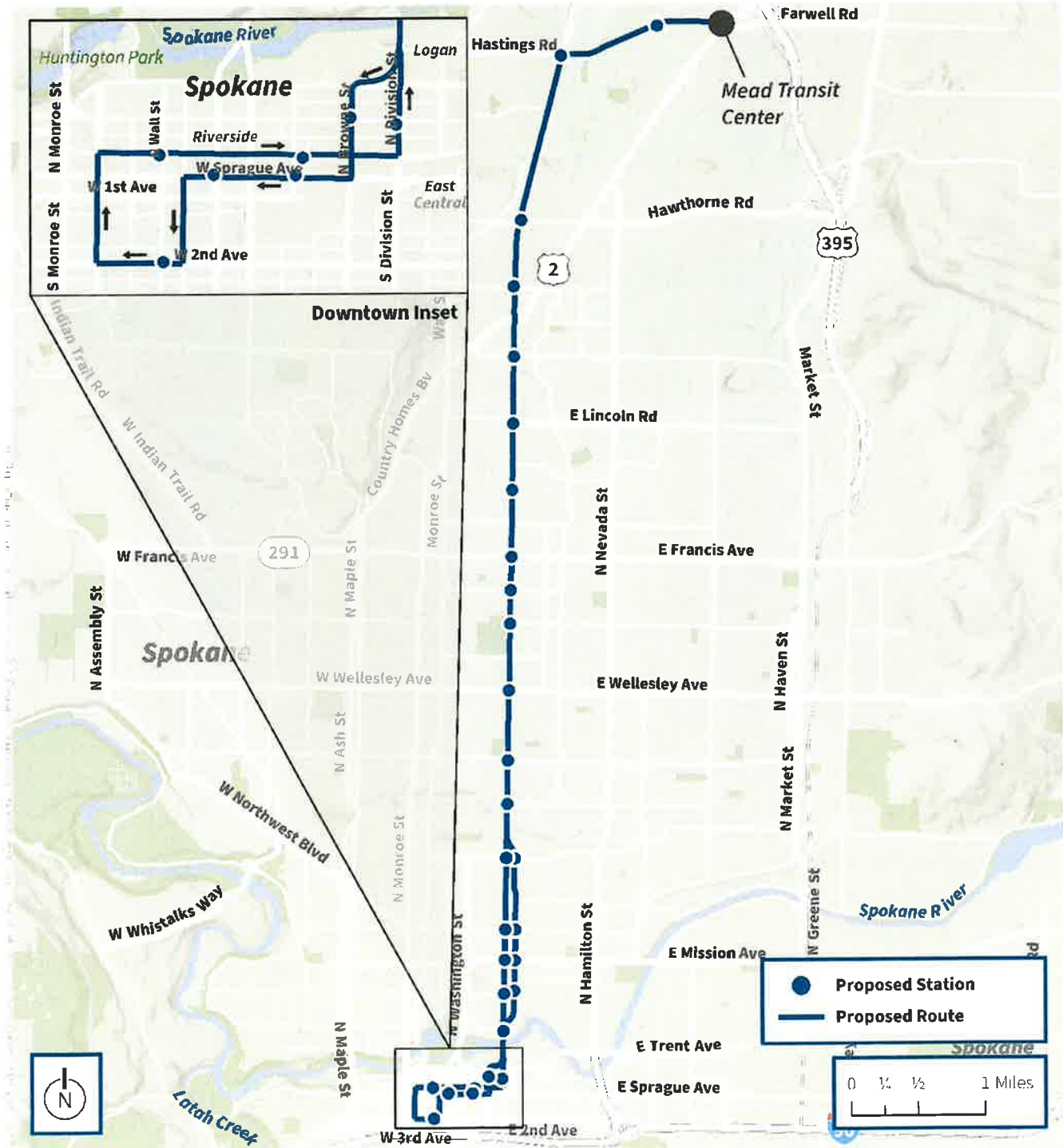
  
 Megan Clark  
 Legal Counsel

**EXHIBIT A:**  
**Division Street Bus Rapid Transit Alignment  
and Station Locations, July 2025**

**Page 2: Alignment**

**Page 3: Table of Station Locations**

# Division Street BRT - Alignment



Source: City of Spokane, City of Spokane Transit Authority, U.S. Census Bureau, USDA, USFS, and Spokane Regional Council of Governments.

## Division Street BRT: Table of Station Locations

Station locations are identified by the nearest major intersections.

<b>Northern Segment</b>	<b>Couplet Segment</b>
Mead Transit Center	N Division St/N Ruby St/E North Foothills Dr/W Buckeye Ave
Hastings Rd/N Perry St	N Division St/N Ruby St/Indiana Ave
N Division St/Hastings Rd	N Division St/N Ruby St/Mission Ave
N Division St/Holland Rd	N Division St/N Ruby St/Boone Ave
N Division St/Holland Rd	N Division St/North River Dr
<b>Mainline Segment</b>	<b>Downtown Segment</b>
N Division St/E Magnesium Rd/W Price Ave	N Browne St/W Main Ave (SB)
N Division St/E Lincoln Rd/W Cascade Way	W Sprague Ave/Bernard St (SB)
N Division St/E Weile Ave/W Rhoades Ave	W Sprague Ave/Stevens St (SB)
N Division St/Francis Ave	W 2nd Ave/S Wall St (SB)
N Division St/Central Ave	W Riverside Ave/N Wall St (NB)
N Division St/Rowan Ave	W Riverside Ave/N Bernard St (NB)
N Division St/Wellesley Ave	N Division St/Main Ave (NB)
N Division St/E Empire Ave/W Garland Ave	
N Division St/E Bridgeport Ave/W Glass Ave	

# EXHIBIT B:

## Division Street Bus Rapid Transit Alignment and Station Locations, Minimum Operable Segment, July 2025

