

RESOLUTION NO. 785-21

A RESOLUTION FOR THE PURPOSE OF ADOPTING A LOCALLY PREFERRED ALTERNATIVE FOR HIGH PERFORMANCE TRANSIT ALONG DIVISION STREET IN SPOKANE.

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)* in July of 2010; and,

WHEREAS, *Connect Spokane* identifies the Division Street Corridor, generally from downtown Spokane north to an area directly south of the Little Spokane River, as a future High Performance Transit (HPT) corridor; and

WHEREAS, the implementation strategies in *Connect Spokane* for HPT in the Division Street Corridor include increased service frequency, electric Bus Rapid Transit (BRT)-style vehicles, transit-only lanes, constructing a Farwell Park & Ride, constructing HPT stations and stop amenities; and

WHEREAS, STA engaged stakeholders, as well as the general public in planning an implementation strategy for *Connect Spokane*, culminating in "*STA Moving Forward: A Plan for More and Better Transit Services*," adopted by Resolution 727-14, and as amended by Resolution 744-16 and Resolution 781-20 (*STA Moving Forward*); and,

WHEREAS, *STA Moving Forward* included studying how full High Performance Transit would be implemented on Division as a complement to near-term service and facility investments in the corridor to improve existing service; and,

WHEREAS, consistent with *STA Moving Forward* and *Connect Spokane*, STA and Spokane Regional Transportation Council (SRTC) initiated a transportation and land use study of the Division Street Corridor in December of 2019 to include evaluating alternative configurations and alignments for BRT among other land use and transportation considerations; and,

WHEREAS, nine preliminary scenarios were considered by a steering committee composed of members of the STA and SRTC boards, and subsequently narrowed down to four alignments for public review; and

WHEREAS, STA and SRTC conducted robust public engagement from Spring 2020 through Winter 2021, with several online opportunities provided to the community, six Steering Committee meetings comprised of local elected officials and local administrators, stakeholder meetings with private landowners along the corridor, and a statistically significant survey for Phase I of the study and found general support for BRT configured with a fixed-guideway, side-running Business Access and Transit lane alternative; and

WHEREAS, after opportunity for public review and comment, and a public hearing before the STA Board of Directors on March 18, 2021; and

WHEREAS, the Locally Preferred Alternative is consistent with the policies of *Connect Spokane*, STA's comprehensive plan for public transportation; and,

WHEREAS, STA anticipates basing upcoming preliminary design and engineering activity related to Division BRT predicated on the LPA in order to prepare the project to seek entry in the Federal Transit Administration's Small Starts Program; and,

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

Section 1. The STA Board of Directors hereby adopts the Locally Preferred Alternative (LPA) of fixed-guideway bus rapid transit (BRT) on Division Street with the preliminary alignment and station locations as shown in Exhibit A, and with the following elements:

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 Termini	Short-term: current Route 25 to Hastings Park & Ride Long-term: To new transit center at Farwell and US2
D	Southern Termini	Spokane Central Business District near the STA Plaza
E	Alignment (Exhibit A.1)	Downtown: to be refined in Preliminary Engineering Couplet: right-side Ruby Street and Division Street Mainline: Division Street North of "Y": short- and long-term phased approach
F	Station Locations	Major intersections and destinations (see Exhibit A.2)
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 "Y"
I	Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA and bicycle improvements throughout the corridor.

Section 2. The STA Board of Directors recognizes that there will be additional refinements to the LPA, particularly to quantity and locations of stations, as further studies and public consultation occur, and those refinements will be recognized through additional resolutions of the STA Board of Directors as necessary.

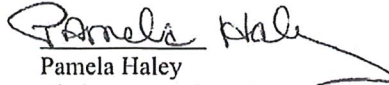
Section 3. Staff is directed to forward the Locally Preferred Alternative adopted herein to Spokane Regional Transportation Council for consideration and adoption into the Metropolitan Transportation Plan.

ADOPTED by STA at a regular meeting thereof held on the 15th day of April 2021.

ATTEST:


Dana Infalt
Clerk of the Authority

SPOKANE TRANSIT AUTHORITY


Pamela Haley
Chairwoman of the Board

Approved as to form:

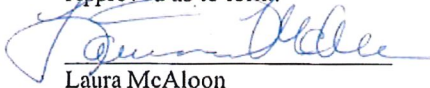

Laura McAloon
Legal Counsel

EXHIBIT A.1: Division BRT Alignment

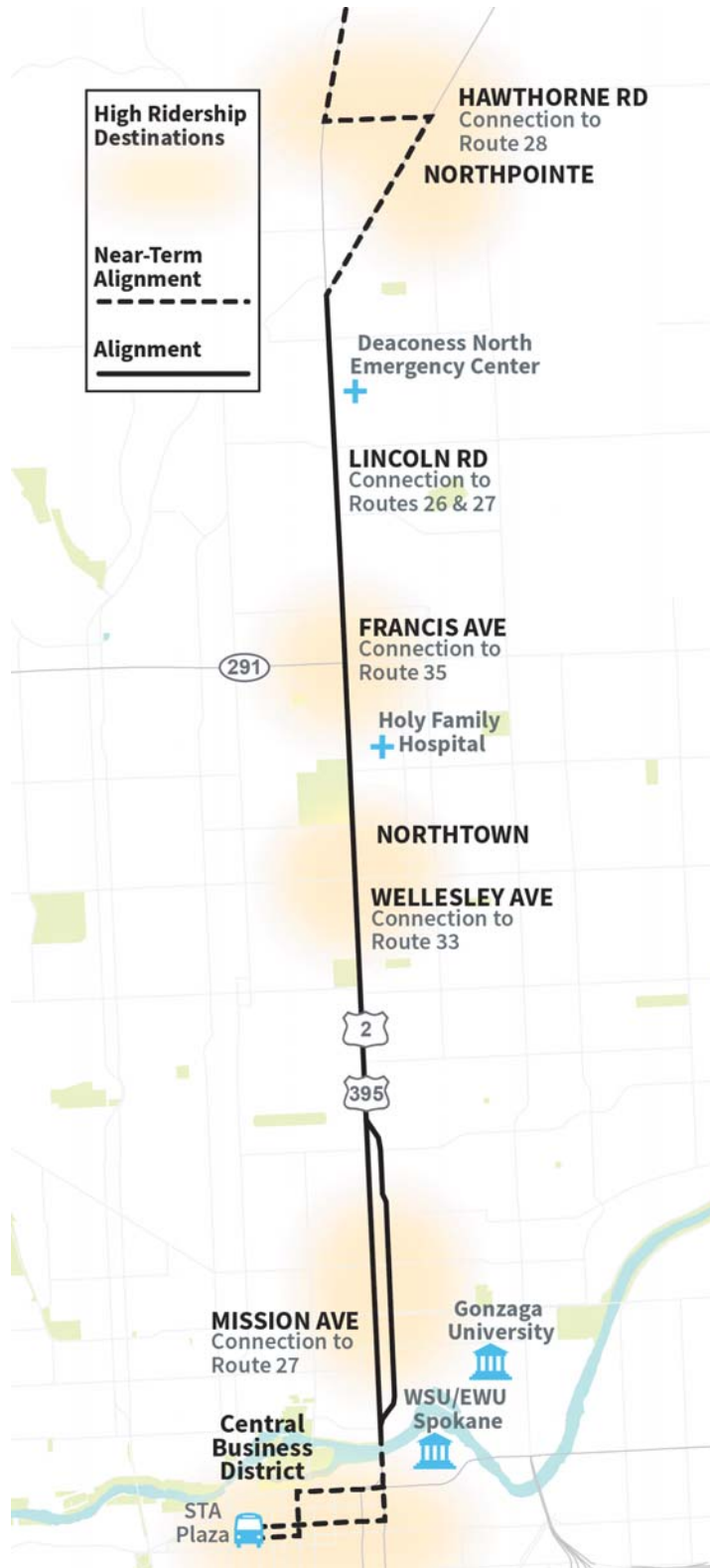
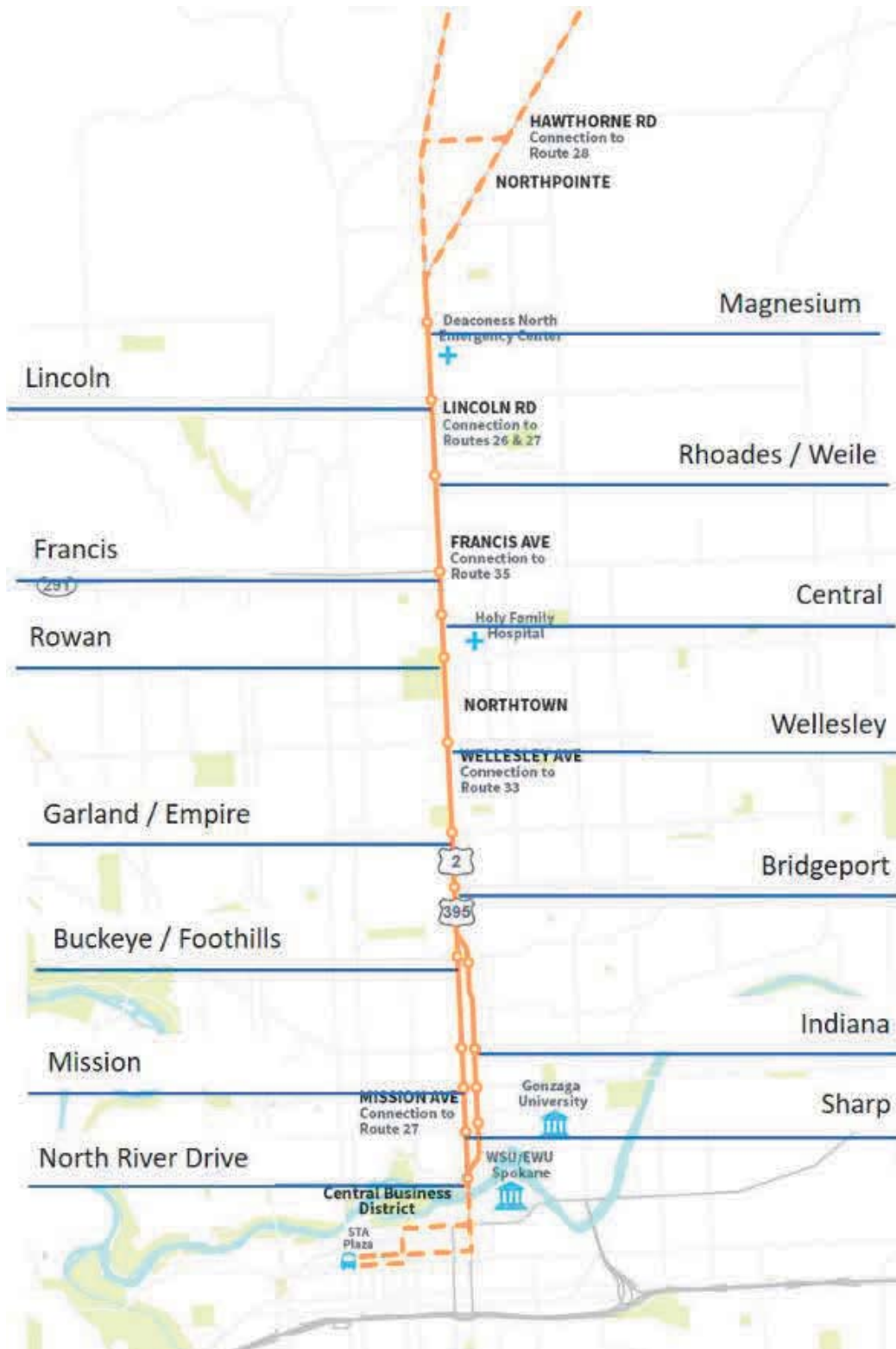


EXHIBIT A.2: Division BRT Station Locations



SPOKANE TRANSIT AUTHORITY

BOARD MEETING OF

April 15, 2021

AGENDA ITEM 6D: DIVISION BRT: SELECTION OF LOCALLY PREFERRED ALTERNATIVE

REFERRAL COMMITTEE: Planning & Development (*French*)

SUBMITTED BY: Karl Otterstrom, Director of Planning and Development
Mike Tresidder, Associate Transit Planner

SUMMARY: Phase I of the DivisionConnects sought to inform decisions related to the configuration of bus rapid transit (BRT) on Division Street. The culmination of this phase of study was the preparation of draft recommendation for a preferred BRT alternative in the busy corridor.

BACKGROUND: Spokane Transit has been collaborating with our local and regional partners, including Spokane Regional Transportation Council (SRTC), the City of Spokane, Spokane County, and Washington State Department of Transportation (WSDOT) on a transportation and land use study of the Division Street corridor known as “DivisionConnects.” Through the evaluation process guided by a steering committee that includes members of the boards for STA and SRTC, a draft recommendation was formulated for a locally preferred alternative for BRT in the Division Street Corridor. The draft recommendation was presented to the Planning and Development Committee on March 3, 2021 and was subject to a public hearing before the STA Board of Directors on March 18, 2021. While no members of the public testified at the hearing, public input received to date has been generally supportive of the project, favoring the elements that are now combined in a proposed locally preferred alternative.

The locally preferred alternative (LPA) for fixed guideway Division bus rapid transit (BRT) has several elements, which are as follows:

Element	Description
Mode	Fixed guideway bus rapid transit (BRT) using zero-emission 60’ buses
Service Level	Weekdays: 10-minute frequency or better Nights & Weekends: 15-minute frequency during most hours of the span
Northern Termini	Short-term: current Route 25 to Hastings Park & Ride Long-term: To new transit center at Farwell and US2
Southern Termini	Spokane Central Business District near the STA Plaza
Alignment (Exhibit A.1)	Downtown: to be refined in Preliminary Engineering Couplet: right-side Ruby Street and Division Street Mainline: Division Street North of “Y”: short- and long-term phased approach
Station Locations	Major intersections and destinations (see Exhibit A.2). 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 Business Access and Transit (BAT) lanes for a majority of the alignment, primarily between North River Drive and the “Y”
Other Multimodal Treatments	Protected bicycle facilities along Ruby Street with pedestrian, ADA and bicycle improvements throughout the corridor.

The LPA as defined is expected to qualify as a “fixed guideway BRT” under current federal law and FTA policy guidance. The current definition of fixed guideway BRT includes the following elements according to the Final Interim Policy Guidance for the FTA Capital Investment Grant Program, dated June 2016:

1. Over 50 percent of the route must operate in a separated right-of-way dedicated for transit use during peak periods. Other traffic can make turning movements through the separated right-of-way.
2. The route must have defined stations that are accessible for persons with disabilities, offer shelter from the weather, and provide information on schedules and routes.
3. The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideway, and either queue-jump lanes or active signal priority in non-separated guideway,
4. The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays and a ten-hour span of service on weekends. Short headway service on weekdays consists of either (a) fifteen-minute maximum headways throughout the day, or (b) ten-minute maximum headways during peak periods and twenty-minute maximum headways at all other times. Short headway service on weekends consists of thirty-minute maximum headways for at least ten hours a day.
5. The provider must apply a separate and consistent brand identity to stations and vehicles.

As part of the documentation for the evaluation and planning process, the LPA and anticipated next steps, the project team is preparing a corridor development plan. Subject to approval of the LPA, the draft corridor development plan will be submitted to the Committee in May for review and recommendation for approval.

The LPA represents an important milestone in the planning of BRT on Division Street. It is anticipated to be refined through the preliminary engineering phase of the project.

RECOMMENDATION TO COMMITTEE: Recommend the Board approve a motion to adopt by resolution the Division BRT Locally Preferred Alternative (LPA).

COMMITTEE ACTION: Approved as presented and forwarded to Board consent agenda.

RECOMMENDATION TO BOARD: By resolution, adopt the Division BRT Locally Preferred Alternative (LPA) as presented.

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____