WAC 197-11-970 Determination of nonsignificance (DNS).

DETERMINATION OF NONSIGNIFICANCE

Description of proposal: **Connect Spokane Comprehensive Plan Minor Update. Staff has prepared minor preliminary edits to Connect Spokane: A Comprehensive Plan for Public Transportation, in advance of a major update in 2020. Originally adopted by the Board of Directors in 2010 and most recently updated in 2017, Connect Spokane serves as the agency's goal and policy guide for the next 20 to 30 years.**

This update to the plan meets the policy requirement as defined in MI 3.2 Comprehensive Plan Amendments that states "Minor amendments to the Comprehensive Plan may take place at any time so long as the change does not significantly change the scope or direction of the plan."

Proponent: **Spokane Transit Authority**

Location of proposal, including street address, if any: **The proposal directly affects all area within the PTBA. The boundary for the PTBA is located entirely within Spokane County and includes the City of Spokane, City of Spokane Valley, Airway Heights, Medical Lake, Cheney, Liberty Lake, Millwood and portions of unincorporated Spokane County.**

Lead agency: **Spokane Transit Authority**

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

☐ There is no comment period for this DNS.

☐ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

X This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by **May 1, 2019**

Responsible official: **Gordon Howell**

Position/title: **Principal Planner** Phone: **509 325-6058**

Address: **1230 W. Boone Avenue, Spokane, WA 99201**

Date. **4/17/2019** Signature 

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

A. Background

1. Name of proposed project, if applicable: **Connect Spokane Comprehensive Plan**

2. Name of applicant: **Spokane Transit**

3. Address and phone number of applicant and contact person:
   Mike Tresidder
   1230 West Boone
   Spokane, WA 99201

   509 343.1694

4. Date checklist prepared: **April 12, 2019**

5. Agency requesting checklist: **Spokane Transit**

6. Proposed timing or schedule (including phasing, if applicable): **Policy changes are proposed for adoption in late May of 2019**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. **Connect Spokane is updated on a 3-year cycle.**

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. **There is no environmental information that has been prepared for this proposal.**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. **There are no applications related to this proposal that are pending approval.**

10. List any government approvals or permits that will be needed for your proposal, if known. **Approval of the Spokane Transit Board of Directors is required.**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to

describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The plan provides direction for providing transit services throughout the Spokane Public Transportation Benefit Area (PTBA). In effect, this document serves to set policies, educate, and describe what transit may start to look like throughout the Spokane Region over the coming decades. As a course-setting document created by the public, other government agencies, and STA, this plan serves as a reference tool for future decisions related to transit in the Spokane region over the next several years. This project provided minor updates to the plan.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposal directly affects all area within the PTBA. The boundary for the PTBA is located entirely within Spokane County and includes the City of Spokane, City of Spokane Valley, Airway Heights, Medical Lake, Cheney, Liberty Lake, Millwood and portions of unincorporated Spokane County.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

N/A - This is a non-project action.

b. What is the steepest slope on the site (approximate percent slope)?
N/A - This is a non-project action.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. **N/A - This is a non-project action.**

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. **N/A - This is a non-project action.**

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. **N/A - This is a non-project action.**

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
N/A - This is a non-project action.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
N/A - This is a non-project action.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
N/A - This is a non-project action.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. **N/A - This is a non-project action.**

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. **N/A - This is a non-project action.**

c. Proposed measures to reduce or control emissions or other impacts to air, if any: **N/A - This is a non-project action.**

3. **Water**

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
N/A - This is a non-project action.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. **N/A - This is a non-project action.**

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. **N/A - This is a non-project action.**

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. **N/A - This is a non-project action.**

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. **N/A - This is a non-project action.**

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. **N/A - This is a non-project action.**

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. **N/A - This is a non-project action.**

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. **N/A - This is a non-project action.**

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. **N/A - This is a non-project action.**

2) Could waste materials enter ground or surface waters? If so, generally describe. **N/A - This is a non-project action.**

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. **N/A - This is a non-project action.**

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: **N/A - This is a non-project action.**

4. **Plants**

a. Check the types of vegetation found on the site:
N/A - This is a non-project action.

____deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
____shrubs
____grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

b. What kind and amount of vegetation will be removed or altered? **N/A - This is a non-project action.**

c. List threatened and endangered species known to be on or near the site. **N/A - This is a non-project action.**

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: **N/A - This is a non-project action.**

e. List all noxious weeds and invasive species known to be on or near the site. **N/A - This is a non-project action.**

5. **Animals**

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. **N/A - This is a non-project action.**

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site. **N/A - This is a non-project action.**

c. Is the site part of a migration route? If so, explain. **N/A - This is a non-project action.**

d. Proposed measures to preserve or enhance wildlife, if any: **N/A - This is a non-project action.**

e. List any invasive animal species known to be on or near the site. **N/A - This is a non-project action.**

6. **Energy and Natural Resources**

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. **N/A - This is a non-project action.**

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. **N/A - This is a non-project action.**

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: **N/A - This is a non-project action.**

7. **Environmental Health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. **N/A - This is a non-project action.**

1) Describe any known or possible contamination at the site from present or past uses. **N/A - This is a non-project action.**

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. **N/A - This is a non-project action.**

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
N/A - This is a non-project action.

4) Describe special emergency services that might be required.

N/A - This is a non-project action.

5) Proposed measures to reduce or control environmental health hazards, if any:

N/A - This is a non-project action.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? **N/A - This is a non-project action.**

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. **N/A - This is a non-project action.**

3) Proposed measures to reduce or control noise impacts, if any: **N/A - This is a non-project action.**

8. **Land and Shoreline Use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. **N/A - This is a non-project action.**

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? **N/A - This is a non-project action.**

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: **N/A - This is a non-project action.**

c. Describe any structures on the site. **N/A - This is a non-project action.**

d. Will any structures be demolished? If so, what? **N/A - This is a non-project action.**

e. What is the current zoning classification of the site? **N/A - This is a non-project action.**

f. What is the current comprehensive plan designation of the site? **N/A - This is a non-project action.**

g. If applicable, what is the current shoreline master program designation of the site? **N/A - This is a non-project action.**

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. **N/A - This is a non-project action.**

i. Approximately how many people would reside or work in the completed project? **N/A - This is a non-project action.**

j. Approximately how many people would the completed project displace? **N/A - This is a non-project action.**

k. Proposed measures to avoid or reduce displacement impacts, if any: **N/A - This is a non-project action.**

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: **N/A - This is a non-project action.**

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: **N/A - This is a non-project action.**

9. **Housing** [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. **N/A - This is a non-project action.**

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. **N/A - This is a non-project action.**

c. Proposed measures to reduce or control housing impacts, if any: **N/A - This is a non-project action.**

10. **Aesthetics** [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? **N/A - This is a non-project action.**

b. What views in the immediate vicinity would be altered or obstructed? **N/A - This is a non-project action.**

c. Proposed measures to reduce or control aesthetic impacts, if any: **N/A - This is a non-project action.**

11. **Light and Glare** [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? **N/A - This is a non-project action.**

b. Could light or glare from the finished project be a safety hazard or interfere with views? **N/A - This is a non-project action.**

c. What existing off-site sources of light or glare may affect your proposal? **N/A - This is a non-project action.**

d. Proposed measures to reduce or control light and glare impacts, if any: **N/A - This is a non-project action.**

12. **Recreation** [help]

a. What designated and informal recreational opportunities are in the immediate vicinity? **N/A - This is a non-project action.**

b. Would the proposed project displace any existing recreational uses? If so, describe. **N/A - This is a non-project action.**

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: **N/A - This is a non-project action.**

13. **Historic and cultural preservation** [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe. **N/A - This is a non-project action.**

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. **N/A - This is a non-project action.**

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. **N/A - This is a non-project action.**

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. **N/A - This is a non-project action.**

14. **Transportation** [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. **N/A - This is a non-project action.**

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? **N/A - This is a non-project action.**

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? **N/A - This is a non-project action.**

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). **N/A - This is a non-project action.**

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. **N/A - This is a non-project action.**

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? **N/A - This is a non-project action.**

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. **N/A - This is a non-project action.**

h. Proposed measures to reduce or control transportation impacts, if any: **N/A - This is a non-project action.**

15. **Public Services** [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.
N/A - This is a non-project action.

b. Proposed measures to reduce or control direct impacts on public services, if any. **N/A - This is a non-project action.**

16. **Utilities** [help]

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

N/A - This is a non-project action.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. **N/A - This is a non-project action.**

C. Signature [help]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee: Gordon Howell

Position and Agency/Organization: Spokane Transit Authority, Principal Planner

Date Submitted: 4/16/2019

D. supplemental sheet for nonproject actions [help]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal is not likely to increase discharge to water, emissions to air, production, storage or release of toxic, hazardous substances or production of noise. The intent of the proposed amendments to *Connect Spokane*, Spokane Transit's Comprehensive Plan, is to improve access to transit. Improving access to transit can reduce automobile congestion and related emissions to air. The transit improvements may also decrease stormwater discharges by decreasing the need for increased impervious surfaces in the form of automobile parking and new vehicle lanes.

Proposed measures to avoid or reduce such increases are:
No measures are proposed and no impacts are anticipated.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Not determined for non-project action.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:
No measures are proposed and no impacts are anticipated.

3. How would the proposal be likely to deplete energy or natural resources?

The intent of this plan is not to deplete energy or natural resources. Included in the plan are policies that support exploring and implementing alternative energy sources, and using energy more efficienctly.

Proposed measures to protect or conserve energy and natural resources are:
No measures are proposed and no impacts are anticipated.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Not determined for non-project action.

Proposed measures to protect such resources or to avoid or reduce impacts are:
No measures are proposed and no impacts are anticipated.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Not determined for non-project action.

Proposed measures to avoid or reduce shoreline and land use impacts are:
No measures are proposed and no impacts are anticipated.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal is not anticipated to increase demands on public services or utilities. The proposed changes may lead to improvements to transit service that would reduce demands on transportation and security services.

Proposed measures to reduce or respond to such demand(s) are:
No measures are proposed and no impacts are anticipated.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This plan does not conflict with local, state or federal laws.

HPT Route Descriptions

Route	Terminals	Via	Implementation Strategy and Challenges
E1	Cheney / EWU <> Hastings Park & Ride	I-90, Downtown Spokane, SCC, North Spokane Corridor	**Near-term-** Branded articulated bus or double-decker bus; ensure frequency and span between Downtown Spokane and Cheney meets HPT ~~Blue Line~~Express standards; restructure service to Medical Lake; construct West Plains Transit Center. **Mid-term-** Introduce express service on the North Spokane Corridor once completed. **Long-term-** Branded articulated bus or double-decker bus; ensure service to Hastings Park & Ride meets HPT ~~Blue~~ Express span and frequency standards.
E2	Spokane Int'l Airport <> Coeur d'Alene, ID	Downtown Spokane, Mirabeau, Liberty Lake, Post Falls	**Near-term-** Articulated bus; consider expansion of select trips to Coeur d'Alene; construct Liberty Lake Park & Ride. **Mid-term-** Articulated bus or double-decker bus; construct Argonne Park & Ride. **Long-term-** Articulated bus or double-decker bus; install HPT stations and stop amenities; evaluate service options for extension to Spokane Int'l Airport.

Route	Terminals	Via	Implementation Strategy and Challenges
F1	Downtown Spokane <> Newport Hwy & Hawthorne	Downtown Spokane, Division Street, Newport Hwy.	**Near-term-** Regular bus; improve daytime capacity issues and night and weekend frequency; construct improved passenger amenities; Business Access and Transit (BAT) lanes between N. Foothills Dr. and the Spokane River. **Mid-term-** Enhanced bus; meet HPT ~~Red~~ Frequent ~~Line~~ frequency and span standards; construct Farwell Park & Ride; construct HPT station and stop amenities. **Long-term-** ~~Modern Electric Trolley~~electric BRT-style vehicles; construct center-running
F2	Airway Heights <> Liberty Lake	Sunset Blvd., I-90 Corridor, Sprague Ave., Spokane Valley, Greenacres	**Near-term-** Regular bus; expand service on Route 173 VTC Express with more peak frequency and hourly mid-day service; simplify Route 61 Highway 2 through Airway Heights; construct improved stop amenities. **Mid-term-** Enhanced bus; ensure frequency and span meet HPT ~~Red~~ Frequent ~~Line~~ standards with BRT service along semi-exclusive right of way. **Long-term-** Light rail.
F3	VA Hospital <> Indiana & Evergreen	Wellesley, Market, SCC, Trent, Millwood, Spokane Valley Mall	**Near-term-** Regular bus; improve frequency during nights and weekends on Route 33 Wellesley. **Mid-term-** Regular bus; modify Routes 32 and 33; add 15 minute daytime weekday frequency throughout the length of the corridor. **Long-term-** Enhanced bus; meet HPT ~~Red Line~~Frequent frequency and span standards; install HPT station and stop amenities.
F4	Whitworth University <> South Hill Park & Ride	Hawthorne Rd., Division St., Nevada St., Francis Ave., Market St., Freya St., 29th Ave.	**Near-term-** Improve frequency during nights and weekends along Route 26 Lidgerwood and 28 Nevada. **Mid-term-** Regular bus; modify parts of Route 26 Lidgerwood, 28 Nevada and 34 Freya; add 15 minute daytime weekday frequency. **Long-term-**Enhanced bus; ensure frequency and span meet HPT ~~Red Line~~Frequent standards; install HPT stations and stop amenities.

Route	Terminals	Via	Implementation Strategy and Challenges
F5	Five Mile Park & Ride <> 57th & Regal	Monroe St., Downtown Spokane, Grand Blvd., 29th Ave., Lincoln Heights, Regal St.	**Near-term-** Enhanced bus interline Routes 24, 44G and portion of Route 45; construct Moran Prairie Park & Ride; construct improved passenger amenities along route; improve intersection at 29th and Regal to allow for proposed alignment **Mid-term-** ~~Modern Electric Trolley~~Enhanced bus; ensure frequency and span meet HPT ~~Green Line~~Frequent standards; install HPT amenities at stops and stations. **Long-term-** Expand capacity as warranted.
F6	Browne's Addition <> Spokane Community College	Downtown Spokane, Riverpoint Campus, Hamilton St., Mission Ave.	**Near-term-** Electric Bus Rapid Transit; develop service plan to modify existing routes; ensure frequency and span meet HPT ~~Green Line~~Frequent standards. **Mid-term-** Improve connections along corridor to support integration with other HPT corridors as they develop. **Long-term-** Expand capacity as warranted.
F7	Downtown <> Valley Transit Center	Sprague Ave.	**Near-term-** Regular bus; improve passenger amenities at bus stop locations. **Mid-term-** ~~Modern Electric Trolley~~Enhanced bus; ensure frequency and span meet HPT ~~Green Line~~Frequent standards **Long-term-** Expand capacity as warranted.
F8	Indian Trail <> 29th & Grand	Alberta St., SFCC, Gov. Way, Maple St., 14th Ave., Lincoln St., 29th Ave.	**Near-term-** Regular bus; improve service on Route 23 to provide mid-day and evening service to Indian Trail. **Mid-term-** Regular bus; restructure Routes 20, 23, 33, and 43; improve weekday daytime frequency to every 15 minutes; construct Indian Trail Park & Ride. **Long-term-** Enhanced bus; ensure frequency and span meet HPT ~~Green Line~~Frequent standards; install HPT station and stop amenities where
F9	Five Mile Park & Ride <> South Hill Park & Ride	Francis Ave., Nevada St., Hamilton St., Riverpoint Campus, Perry St., Southeast Blvd.	**Near-term-** Regular bus; improve frequency through South Perry District. **Mid-term-** Regular bus; connect N. Hamilton to S. Perry; create 15 minute weekday daytime frequency. **Long-term-** Enhanced bus; ensure frequency and span meet ~~Green Line HPT~~HPT Frequent standards; install HPT station and stop amenities where
F10	Monroe & Broadway <> Mission & Hamilton	Broadway, A St., Maxwell Ave., Mission Ave.	**Near-term-** No identified improvements. **Mid-term-** Regular bus; restructure bus routes to create basic service along corridor. **Long-term-** Enhanced bus; ensure frequency and span meet HPT ~~Green Line~~Frequent standards.
F11	Millwood <> SR 27 & E 32nd (South Valley)	Argonne Rd., Valley TC, Sprague Ave., Pines Rd.	**Near-term-** No identified improvements. **Mid-term-** Regular bus; restructure service in the Valley to create basic service along route. **Long-term-** Enhanced bus; ensure frequency and span meet HPT ~~Green Line~~Frequent standards.

FR -8.0 – Route Numbering

STA shall adopt a route numbering policy consistent with industry standards.

The following policy provides guidelines on a numbering system for all fixed-routes. A survey of various transit systems suggests that organizing route numbering series by service types and common geography (destination-based or travel-shed-based) is the most prevalent numbering logic outside of simple sequential numbering. A clear numbering system helps customers to make effective travel choices based on the service characteristics which are most important for their particular transportation needs.

STA ~~routes~~ route numbers are used to identify service types (HPT Lines, Basic Service, and Commuter Peak Service) and may be organized further using geography for additional communication. ~~are grouped in series with the first digit reflective of either common geographical attribute or common service characteristic (~~service type~~). As a policy, HPT routes, Basic Service in Transition, and Commuter Peak service should be in series reflecting service type while Basic Service can be grouped by common geography. To avoid confusion, no route number should conflict with a numbered Washington State highway passing through the PTBA~~. Any reintroduction of a route number on a substantially different route than its prior identity should occur after no less than two years of non-use.

Colors, symbols and letters can also be used to distinguish HPT or specialized routes.

The use of colors, symbols and numbers, when introduced, should fit within a systems-approach to service communication and branding.

Fixed-Route Connect Strategies

Fixed-Route Investment Considerations Map

The following map is a conceptual look at areas of the PTBA where Spokane Transit would analyze for the potential revision or addition of services.

Spokane Transit Authority is constantly evaluating the fixed-route services provided to the community and is looking for ways to make them better. The following map provides a broad picture of what the fixed-route network might look like in 2025. With further analysis and public input, the actual outcome will undoubtedly change and more details will emerge.

4.3 ~~4.3~~ Shelters and Awnings

4.3.1 Placement and Maintenance

The placement and maintenance of shelters or other weather cover for passenger waiting areas where appropriate shall be encouraged.

STA shall work with local and regional jurisdictions to position bus shelters, awnings and other weather protection as funding allows and consistent with Title VI requirements. Shelters and awnings can encourage ridership by protecting waiting patrons from adverse weather elements. Shelters also provide an appropriate location for posting important ridership information. Stops with new shelters will comply with the Americans with Disabilities Act. Stops to have shelters funded by STA must meet at least one of the following criteria:

1) 25 or more weekday average boardings
2) Transfer point between two or more routes
3) Adjacent to a ridership generator with a high proportion of riders with limited mobility

4.3.2 Removal

The removal of shelters may occur after a review of ridership data and/or physical condition.

In the programmed shelter replacement plan, STA reviews stops with less than 10 boardings per day and consider those locations for removal. STA will also review a shelter's physical condition based on a point rating of the frame, roof, panels, bench, and the concrete foundation.

4.4 Lighting

Stops, benches, and shelters shall have pedestrian-scale lighting whenever possible.

While any lighting enhances the safety and security of transit stops, benches, and shelters, lighting designed specifically to illuminate the path of a pedestrian can do a better job than general street lights.

4.5 Bicycle Facilities

Bicycles, including bicycle share, shall be accommodated at STA's facilities and on STA coaches.

A good bicycle network and appropriate facilities are similar to a good pedestrian network and facilities. They can couple with transit to extend the range of non-motorized modes of transportation. By supporting bike share and bicycle ridership through short- and long-term bicycle parking, greater bicycle capacity racks on coaches, and other supportive efforts, STA is able to increase options for those who choose to travel by more than one mode.

4.6 Pedestrian Infrastructure

As funding allows, Spokane Transit may partner with local jurisdictions to improve pedestrian infrastructure in locations where there is a direct and tangible benefit to customers accessing a transit stop or other transit facility.

3.3.1 Transit Development Plan

The Transit Development Plan provides background information on STA, accomplishments during the previous year, and planned projects and programs for the following six years. As a public transportation benefit area authority, STA is required to prepare this plan. The document provides updated information to the Washington State Department of Transportation on the development of the various transit activities undertaken by STA.

3.3.2 Capital Improvement Program

The Capital Improvement Program (CIP) enables STA to make educated, coordinated, and financially sound capital investments. The 6-year CIP includes capital projects, programs and program categories. The CIP is updated annually

3.3.3 Service Implementation Plan

Developed with and included in the Transit Development Plan, this document guides the delivery of Fixed-Route service. The SIP describes service revisions proposed for the three calendar years following adoption.

3.3.4 Transit Asset Management Plan (TAM)

The Transit Asset Management Plan is included as an Appendix to the Transit Development Plan. The TAM is updated in its entirety no less than once every 4 years, and covers a horizon period of at least 4 years, and includes:

- Projected targets for the next fiscal year
- Condition assessments and performance results; and
- A narrative report on changes in transit system conditions and the progress toward achieving previous performance targets

In addition, the TAM is submitted to the state and MPO on a regular schedule, generally within 30 days of Board approval.

~~*3.3.4*~~*3.3.5 Annual Strategic Plan*

As part of the annual budget adoption process, STA will prepare a concise annual strategic plan identifying agency priorities for the coming year, including major implementation actions, whether they impact service, infrastructure, or processes. The plan will be a companion to the budget and will be generally consistent with the Comprehensive Plan.

3.4 Update Schedule

Document	Horizon	Revision Schedule
Comprehensive Plan for Public Transportation	20-30 Years	Begin update no later than three years from last major update
Transit Development Plan	Current calendar year plus six years	Adopt before September 1 of each year

1.3 Performance Standard 3: Fares (Economic)

As a minimum standard of performance, routes shall have a farebox recovery no less than one-half the system average.

An important performance indicator for medium- to large-sized transit systems is fare revenues. While small agencies often find that the cost of collecting fares is equal to or exceeds the fares potentially collected, STA collects millions of dollars annually from its riders for services rendered. Farebox recovery for this performance standard is the total fixed-route revenue collected as a percentage of the total fixed-route operating cost. It is valuable as a metric since both fares per passenger and cost per hour are not equal for every route. Two routes may have exactly the same ridership but have different farebox recoveries. Routes using larger vehicles traveling longer distances in an hour will cost more to operate. Without a corresponding increase in fares per passenger, farebox recovery is likely to be lower than the comparable route.

1.4 Performance Reporting

By April of each year, the Planning Department will report on both the performance of each route for the previous two years and the standards that applied for those years. New service will be evaluated following its development period, typically 18 to 24 months. Any route that falls below the minimum standard for ~~any one~~all ~~of the~~ three performance standards for two consecutive years will be considered out of compliance with the standards. A partial year of operation (e.g. if a route begins operation in September) will not be counted against a route's compliance with these standards. This provides for at least two and not more than three years for a route to mature before any corrective action is required.

The annual report will offer reasons why the route may be below standard and offer preliminary concepts for remediation.

1.5 Remediation

Remediation is not simply about eliminating poor performing routes, but instead considering both the route's relationship to the network and other possible network changes that could ultimately improve the entire network. Remedial actions should take place no more than 18 months following a performance report indicating non-compliance.

Non-compliance of routes with respect to performance standards is typically an indication of a route being designed inconsistent with the design principles or adopted service design policies. There may also be changes in land use (e.g. a major mall closes indefinitely) or changes in the network which unintentionally deteriorated service or demand. Remedial efforts should identify how proposed improvements will better align with design principles and adopted policy and provide a rough projection of the relationship to performance standards.