

September 2018 Service Revisions

Draft Recommendation

Prepared for:
**Performance Monitoring and External Relations
Committee**

Draft

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Executive Summary

Based on years of input from citizens and technical preparation, the Spokane Transit Board of Directors approved a plan that aims to maintain the existing transit system while adding more resources where needed to improve service levels throughout the region. The *STA Moving Forward* plan, which is the basis of the voter-approved Proposition 1 ballot measure, includes more than 25 projects to provide more and better transit service throughout the region.

With the voter's approval of the STA Proposition 1, the multi-year implementation of *STA Moving Forward* projects began with some of the basic service improvements that were implemented in May and September of 2017. STA will bring more *STA Moving Forward* enhancements to the transit system in 2018 as well as other route improvements as part of ongoing service and schedule adjustments as provided for in the board-adopted 2017 Transit Development Plan (TDP). Subsequent phases of the *STA Moving Forward* plan will be implemented throughout a ten-year plan horizon. More information on Proposition 1 projects can be found online at stamovingforward.com.

Development of the Draft Recommendation

Staff presented the Preliminary Proposal for the September 2018 Service Revisions to the Board in October 2017, sought input on the proposal through January 2018, and now presents this Draft Recommendation. A summary of the outreach efforts and findings is in the next section of this report.

The *STA Moving Forward* plan, as amended, and the board-adopted 2017 Transit Development Plan (TDP) identify a number of service changes and improvements that would go into effect in 2018. These service changes require approval by the STA Board of Directors after conducting public outreach.

According to the *STA Moving Forward* plan, the following changes are planned to go into effect September 16, 2018 at the regular service change:

- Improve weekday reliability for bus service on North Division Street in addition to improvements made in 2017 (Route 25)
- Add service on Indiana Avenue between the Spokane Valley Mall and Greenacres Phase 2 – Nights and weekends (*accomplished in 2017*).
- Add new night and weekend service to Indian Trail (Route 23).

- Add and improve service in West Central Spokane (frequency improvement proposed to be moved up from 2021).
- Expand and upgrade maintenance facilities to meet existing and projected growth requirements (no impact to routes).
- Construct the West Plains Transit Center at Exit 272 on I-90, and provide a park & ride for commuters (Phase 2 – complete connectivity of West Plains cities is scheduled for 2020).

It should be noted that this report contains service concepts that would impact several routes serving the City of Cheney and the West Plains due to the West Plains Transit Center Park & Ride opening and the re-opening of the remodeled Eastern Washington University Pence Union Building (PUB). This proposal also contains other individual route improvements not listed in *STA Moving Forward* in conjunction with ongoing schedule adjustments as provided for in the board-adopted 2017 Transit Development Plan (TDP).

Fixed-route service design requires a robust examination of opportunities, feedback and consideration of policies and design principles. This Draft Recommendation has been developed in accordance with the principles and policies of *Connect Spokane*, STA's comprehensive plan for public transportation, while meeting the commitments set forth in the *STA Moving Forward* plan. While these are rigorous requirements and policies, they still provide for ample room for public input, discussion and technical considerations. Indeed, transit planning has both elements of art and science with a heavy dosage of constraints introduced by the built environment. Given this, virtually every improvement in the *STA Moving Forward* plan will have an appropriately scaled public input process that precedes the implementation of the service or when specific design considerations are under evaluation. Voters' approval of the funding for *STA Moving Forward* represents more of a beginning to public input rather than the final decision.

Staff from the Planning, Operations, Customer Service, Communications, and Training Departments make up STA's internal Service Improvement Committee. This committee meets bi-monthly in order to discuss ideas, resolve route safety issues, and review proposed changes to STA's bus system. This committee was instrumental in the preparation of this Draft Recommendation.

Summary of Stakeholder Feedback and Online Survey

STA solicited input from the public on the proposed service revisions listed in the Preliminary Proposal through an online survey and outreach at several regional city council and neighborhood council meetings. A general summary of the public outreach process is below:

- A total of 1,985 responses to the online survey were received. Those without internet access had the option to fill out a paper survey by request.
- The Preliminary Proposal report was presented at the following STA Public Meetings in October 2017:
 - Performance Monitoring & External Relations Committee
 - Citizen Advisory Committee
 - STA Board of Directors
- The Preliminary Proposal was available on the STA website or by request.
- A Facebook “Live” online event explaining the proposed changes was held on 10/26/17. The event was viewed over 800 times.
- A meeting was held at Studio Cascade on 12/6/2017 with surrounding property owners related to the Route 2 extension to the U-District Bike and Pedestrian Bridge near Sprague Avenue and Sherman Street.
- Staff from the Planning and Communications departments presented on the Preliminary Proposal concepts at the following city council and neighborhood council meetings:
 - West Central Neighborhood Council – 10/11/17
 - Medical Lake City Council – 11/7/17
 - City of Cheney Planning Commission – 11/13/17
 - Indian Trail Neighborhood Council – 11/14/17
 - West Plains Chamber of Commerce- 11/15/2017
 - East Central Neighborhood Council – 11/21/17
 - City of Cheney City Council – 11/28/17
- Notices of the proposed changes were posted on bus stops along impacted routes and on-board all coaches.
- Audible announcements regarding the proposed change and survey played on impacted routes.
- Information regarding the proposed changes were advertised at park & ride lots.

Summary of Online Survey Feedback

The online survey contained 29 questions and STA received a total of 1,985 responses. Responses were received from people all over the greater Spokane geographical area and even outside the PTBA. Most of the respondents frequently ride the bus; however, many answered that they never ride the bus. The variety of respondents illustrates the interest in public transportation in the region.

While the online survey is an important tool for obtaining stakeholder feedback, it is not considered scientific and is ultimately not the only way to influence decision making in terms of recommending service change revisions. It is also important to consider STA's planning principles and policies as well as professional analysis from staff that make up STA's internal Service Improvement Committee.

More service on existing routes

Route 21 West Broadway

Two revisions to Route 21 were presented in the Preliminary Proposal, increasing weekday frequency and interlining the route with Route 90. Since the proposed changes to both Routes 21 and 90 are interrelated, an online survey question asked, "What do you think about the proposed changes to routes 90 and 21?" Of those that had an opinion, 86% (467 respondents) thought the changes were a good idea as opposed to 14% (76 respondents) who thought the changes were a bad idea. Specifically for Route 21, respondents thought increasing weekday frequency was a positive change commenting that they would experience a faster, more time efficient trip. Others thought the change would allow them better access to appointments. Those that did not agree with increasing weekday frequency thought that the route operates fine with 30 minute frequency.

Respondents also thought the proposed interline with Route 90 was a good idea commenting that the new interline would allow them better access to Spokane Valley. Others thought the change was positive based on where they lived or worked. Those that did not agree with the interline thought both routes should be separate and agreed that Route 21 should remain interlined with Route 94 on weekdays. Others were concerned that Route 90 would impact the reliability of Route 21. Most of the written comments were related to the Route 90 "load and go" (now referred to as "board and go" in this Draft Recommendation) concept discussed in more detail under the *Modify existing routes to improve service effectiveness* Route 90 section below. The results of the survey and verbatim comments are located in the Appendix.

Route 23 Maple/Ash

Two revisions were presented in the Preliminary Proposal, extending the route to the Indian Trail end-of-the-line nights and weekends and shifting a portion of the route from Broadway Ave to Boone Ave between Maple/Ash and Monroe Streets. An online survey question asked, “What do you think about the proposed changes to Route 23?” Of those that had an opinion, 91% (447 respondents) thought the changes were a good idea as opposed to 9% (42 respondents) who thought the changes were a bad idea.

Regarding extending the route to the Indian Trail end-of-the-line nights and weekends, respondents mentioned that it would be easier for them to get to work and that the change would allow them to visit their family more on nights and weekends. Those not in favor of the proposed change questioned whether more Indian Trail bus service is justified based on current ridership in the area.

Those that favored the Boone Ave routing concept thought it was a good idea only if the frequency on Route 21 increases. Others mentioned that the change would bring more frequency to Boone Ave with Routes 22 and 23. Those who preferred that the route stay on Broadway Ave perceived that the change would reduce access to the Spokane County Campus and prefer to be dropped off/picked up in front of the courthouse as opposed to walking further to the Monroe St stops. Others were concerned with the impacts to the discontinued bus stops at Sharp/Ash and Mallon/Ash because those are popular stops. The results of the survey and verbatim comments are located in the Appendix.

Modify/add service

West Plain Transit Center/Eastern Washington University PUB Route Modifications

Two options for revisions to routes serving the West Plains were presented in the Preliminary Proposal, Option A and Option B. The main survey question asked “Which West Plains Option do you prefer?” Of those that had an opinion, 58% (285 respondents) preferred Option A as opposed to 42% (210 respondents) who preferred Option B.

Many who supported Option A did so because they thought the option would work better for them or someone close to them. Many thought that improving frequency and weekend service for Medical Lake are much needed improvements. Others thought the expansion of Route 68 to cover the Presley/Salnavé loop was a positive change or that the option was more efficient than Option B. Some that did not support this option stated their preference for the routes to stay the same as they are today, thought Option B would provide more coverage, or do not like that in Option A their trip to and from Downtown Spokane would require a transfer between routes. The results of the survey and verbatim comments are located in the Appendix.

Route 173 VTC Express – Replace with Routes 190 and 194

A concept to discontinue the Route 173 VTC Express and modify it into two routes was presented in the Preliminary Proposal. This concept was first presented in the September 2017 Draft Recommendation and implementation was deferred in order for STA to develop draft schedules so customers would have an idea how their commutes would be impacted and to continue the dialogue on how the concept would operate in terms of routing patterns. The main survey question asked “What do you think about the above proposal to disconnect Route 173 and replace it with new routes 194 and 190?” Of those that had an opinion, 68% (195 respondents) thought the proposal was a good idea as opposed to 32% (90 respondents) who thought the proposal was a bad idea. Those who supported the concept thought they would experience a faster and more convenient commute. Those that did not agree with the concept thought the routing should stay the same or thought there should not be any express buses operating on Sprague Ave due to the amount of traffic signals (since Route 90 already does). Others simply wanted more frequency on Route 173 and were concerned about residents in the vicinity of Mission and University and their ability to access the bus. Overall, many people were confused with the concept and incorrectly thought there would no longer be access to the Valley Transit Center (VTC). The results of the survey and verbatim comments are located in the Appendix.

Modify existing routes to improve service effectiveness

Route 2 South Side Medical Shuttle – U-District Pedestrian Bridge Extension

Several options for routing revisions that would extend Route 2 to the U-District Pedestrian Bridge were presented to the Public in the Preliminary Proposal. An online survey question asked “What do you think about the above proposal to extend the Route 2 Medical Shuttle to University District?” Of those that had an opinion, 93% (539 respondents) thought the proposal was a good idea as opposed to 7% (38 respondents) who thought the proposal was a bad idea. Those who supported the proposal thought they would have better access to medical appointments and better service to the lower South Hill, area hospitals/clinics, and the U-District. Others were excited about the proposed connection to Route 90 at Sprague Ave and a new connection to area hospitals for U-District students. Those that did not agree with the proposal thought the routing should stay the same and commented that there already is enough service to the U-District. Others thought that a longer route translates to longer wait times for the bus to come or longer travel times. The results of the survey and verbatim comments are located in the Appendix.

Route 25 Division – Improve Weekday Reliability/Plaza Operational Improvements

Two proposals for revisions to the Route 25 were presented in the Preliminary Proposal, improving weekday reliability and implementing “board and go” operations at the Plaza. An online survey question asked “What do you think about the proposed changes to Route 25?” Of those that had an opinion, 86% (537 respondents) thought the changes were a good idea as opposed to 14% (89 respondents) who thought the changes were a bad idea. For the two different proposed changes, respondents thought improving reliability was a positive change and a majority of the comments were concentrated on the “board and go” concept at the Plaza.

Regarding improving reliability by adding a downtown layover location other than the Plaza, respondents thought the proposed change would improve reliability by allowing the bus to depart on time. However, respondents were generally confused on how “board and go” would work. Those not in favor of the proposed change preferred the current dwell time at the Plaza and thought the change would lead to missed connections to/from other routes and being left behind at the Plaza. Those that favored the concept thought it would speed up their trip with less waiting time at the Plaza, but needed more information on how it would operate. If “board and go” is implemented, more education and outreach will be conducted in order to inform passengers how the concept would operate at the Plaza. The results of the survey and verbatim comments are located in the Appendix.

Route 90 Sprague - Plaza Operational Improvements

Two proposals for revisions to the Route 90 were presented in the Preliminary Proposal, interlining the route with Route 21 and implementing “board and go” operations at the Plaza. As stated earlier, the proposed changes to both Routes 21 and 90 are interrelated and an online survey question asked “What do you think about the proposed changes to routes 90 and 21?” Of those that had an opinion, 86% (467 respondents) thought the changes were a good idea as opposed to 14% (76 respondents) who thought the changes were a bad idea. Specifically for Route 90, comments were concentrated on the “board and go” concept at the Plaza. Comments related to the proposed interline with Route 21 were previously summarized under the *More service on existing routes* Route 21 section above.

Similar to Route 25 comments, respondents were generally confused on how “board and go” would work. Those not in favor of the proposed change preferred the current dwell time at the Plaza and thought the change would lead to missed connections to/from other routes. Others were concerned for elderly or disabled passengers making their bus on time at the Plaza if the change was implemented. Those that supported the change requested more information on how the routes would be scheduled. Others thought the concept would decrease the waiting time at the Plaza and they would get to where they need to go faster. If “board and go” is

implemented, more education and outreach will be conducted in order to inform passengers how the concept would operate at the Plaza. The results of the survey and verbatim comments are located in the Appendix.

Route 94 East Central/Millwood – Inbound Routing Modification

An inbound routing revision was presented in the Preliminary Proposal. An online survey question asked “What do you think about the proposed changes to the inbound 94 routing?” Of those that had an opinion, 86% (229 respondents) thought the changes were a good idea as opposed to 14% (38 respondents) who thought the changes were a bad idea. Those who supported the proposal thought the inbound routing would be more direct and quicker. Others thought the change would provide better access to Liberty Park and the Ben Burr Trail. Those that did not agree with the proposed routing change were concerned about people losing service on the other side of I-90, while others appeared confused by the map and thought service would be cut to Work Source, Fred Meyer, or East Central Community Center which is not the case. The results of the survey and verbatim comments are located in the Appendix.

Route 124 North Express – End-of-Line Routing Modification

Two options for revisions to the Route 124 end-of-line were presented in the Preliminary Proposal, the North Wall and Hawthorne Option and the Country Homes Blvd Option. The main survey question asked “What end-of-the-line routing options do you prefer?” Of those that had an opinion, 61% (190 respondents) preferred the North Wall and Hawthorne Option as opposed to 39% (124 respondents) who preferred the Country Homes Blvd Option.

Those who supported the North Wall and Hawthorne Option did so because it serves Whitworth University and current bus stop at Waikiki and Hawthorne Roads. Others thought this option would be faster and reliable because it avoided traveling on a larger portion of Division St. Those that did not support this option stated that Hawthorne Rd is a congested and narrow road that would create some challenging turning movements for the bus.

Those who supported the Country Homes Blvd Option did so because they thought it was more direct and faster. Others thought the option would provide better access to Division St destinations. Those that did not support this option stated that Country Homes Blvd is congested, especially at the Division St and Wall St intersections. Others mentioned that the North Wall and Hawthorne Option would provide better access to public transportation for residential neighborhoods along the proposed routing.

However, a significant number of the respondents voiced their desire for the route to stay the same and that both options were unfavorable. Many thought that both the changes would

increase their commute time and simply want more frequency or trips on the route during the mid-day and evening times. Others requested more information on why STA was considering changing up the routing or stated that both options are fine as long as they still serve both the Hastings and Fairwood Park & Ride lots. The results of the survey and verbatim comments are located in the Appendix.

Proposed Revisions

The proposed revisions, per *STA Moving Forward* and the 2017 Transit Development Plan (TDP), for September 2018 can be categorized as follows:

- More service on existing routes
- Modify/add service
- Modify existing routes to improve service effectiveness

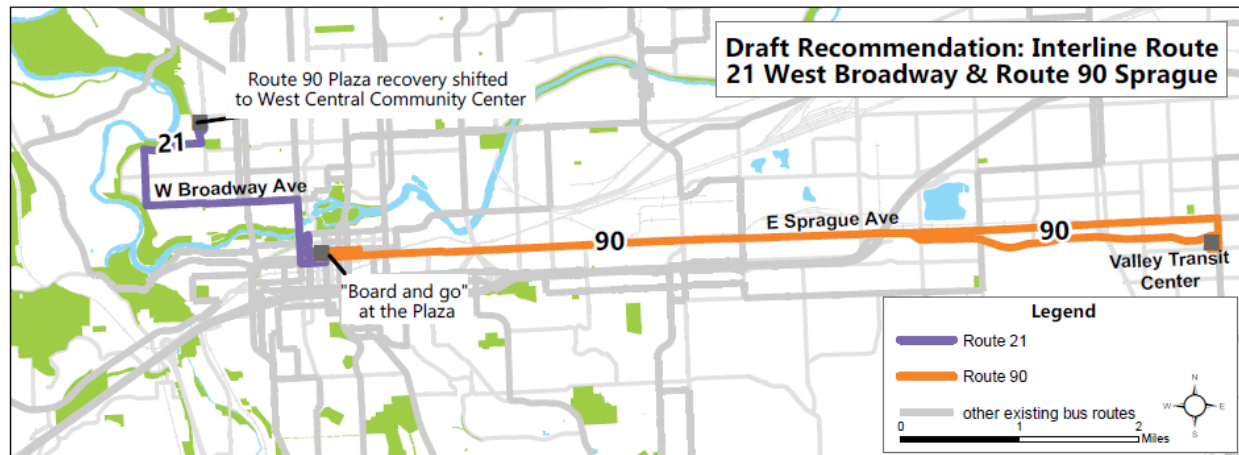
More service on existing routes

Route 21 West Broadway– More Weekday Service

Based on internal STA technical analysis and feedback on the Preliminary Proposal, STA is recommending more weekday service on Route 21 and that the route be interlined with Route 90.

In 2021, the *STA Moving Forward* plan proposes to create better frequency through the West Central neighborhood and allow for north/south connections to occur throughout the city without having to travel downtown. The existing Route 21 would be extended to create these new connections once the Central City line is operational. This Draft Recommendation would introduce the weekday frequency improvement aspect of the 2021 plan sooner due to a proposal to interline it with the more frequent Route 90. Plaza dwell for routes 25 Division and 90 Sprague is proposed to be minimized by implementing “board and go” operations for both routes. The Route 90 is proposed to be interlined with the shorter Route 21 to allow its layover and recovery to move from the Plaza to the Route 21 end-of-line at West Central Community Center (WCCC). Since Route 90 currently operates with 15-minute frequency on weekdays, Route 21 would improve to 15-minute frequency. Weekend frequency may also improve depending on final interline configurations. STA would work with the WCCC in order to obtain restroom access during times when the facility is closed.

It should be noted that Route 21 is currently interlined with Route 94 on weekdays. The proposed interline change with Route 90 would also create possible schedule and interline changes with routes 29, 32, 42, 43, and 94. The proposed changes are depicted on the map below.

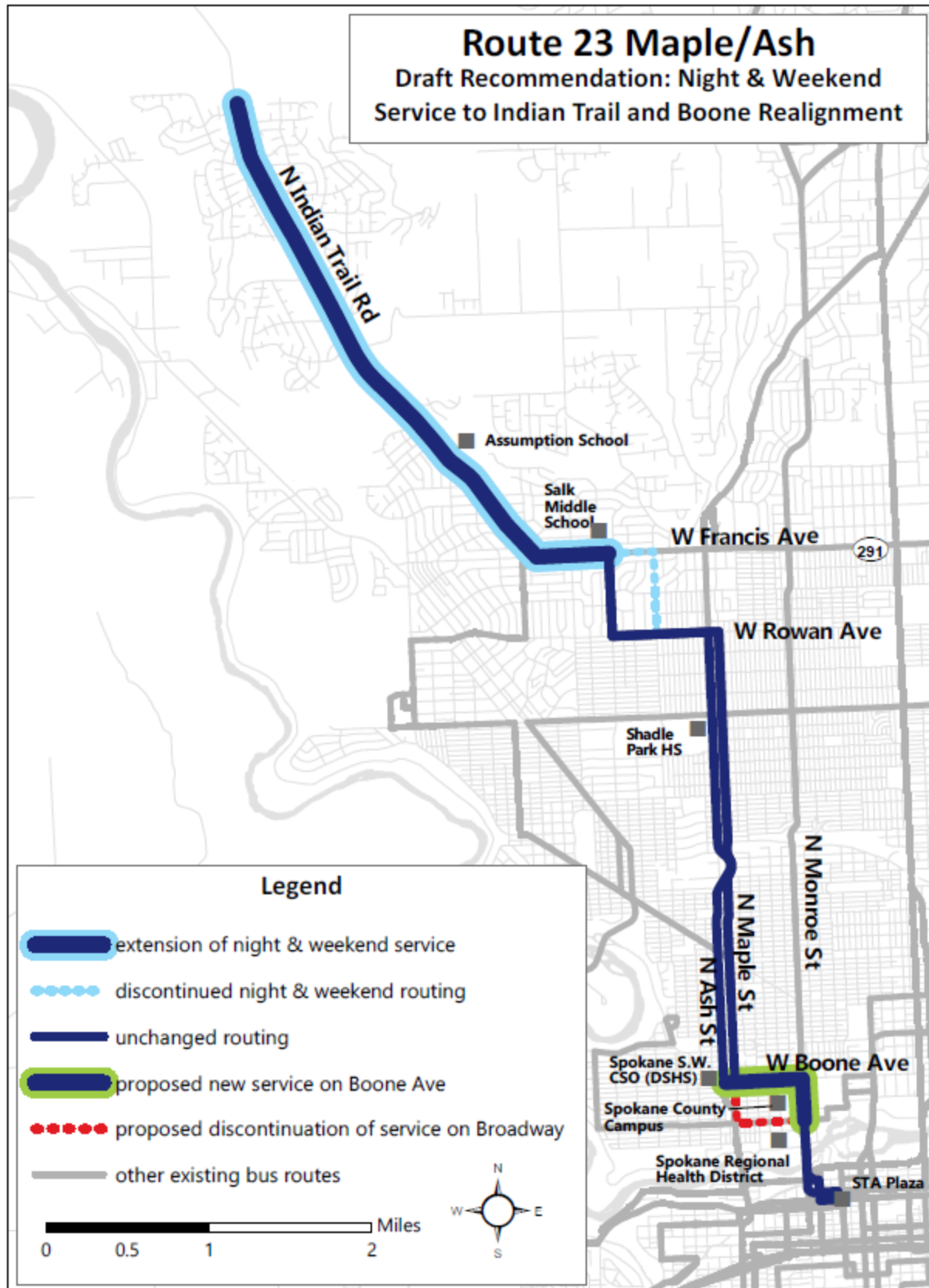


Route 23 Maple/Ash– Night and Weekend Service to Indian Trail & New Service on Boone Ave

Based on internal STA technical analysis and feedback on the Preliminary Proposal, STA is recommending that Route 23 be extended to Indian Trail for all trips and that the route be relocated to Boone Avenue between Monroe and Maple/Ash Streets.

Currently, Route 23 does not run all day to the end-of-line in Indian Trail. This means that the more than 4,800 people residing within ¼ mile of Route 23 do not have night or weekend service. Per the *STA Moving Forward* plan, the route is proposed to be extended to the end-of-line weeknights and all-day on weekends in order to meet Spokane Transit’s basic service standards.

Furthermore, since both routes 21 and 23 serve the Spokane County Campus along Broadway Ave, it is proposed that Route 23 be modified to serve Boone Ave (between Monroe and Maple/Ash Streets), which is also served by Route 22, due to the fact that Route 21 would have increased 15-minute weekday frequency along Broadway Ave. The proposed changes are depicted on the map below.



The table below depicts the average daily boardings (Ons)/alightings (Offs) by bus stop and direction (outbound/inbound), closest alternate stop to the discontinued Route 23 stop, and walking distance to the closest alternate stop from the discontinued Route 23 stop along Broadway Ave and Maple/Ash Streets.

Route 23 Discontinued Stop Location	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
Maple @ Mallon	Outbound	16	10	Boone @ Maple	Within 1/4 Mile (Routes 22/23)
Maple @ Boone	Outbound	17	59	Boone @ Maple	Within 1/4 Mile (Routes 22/23)
Ash @ Sharp	Inbound	61	22	Ash @ Maxwell	Within 1/4 Mile (Routes 22/23)
Ash @ Mallon	Inbound	37	16	Broadway @ Oak	Within 1/4 Mile (Route 21)

Modify/add service

West Plains Transit Center (WPTC)/Eastern Washington University PUB Related Route Modifications – West Plains Option A

Based on internal STA technical analysis and feedback on the Preliminary Proposal, STA is recommending West Plains – Option A.

The *STA Moving Forward* plan includes the construction of a new park and ride facility located at Exit 272 of I-90 which is currently underway. Currently, transit customers are required to travel to Downtown Spokane to make a connection between any of the cities on the West Plains. This new transit center would allow customers to change buses on the West Plains, saving time while also allowing STA to utilize existing service between Spokane and Cheney more efficiently. Full potential of this new facility would not be reached until WSDOT completes interchange improvements that would make serving the facility faster with improved ingress and egress (Phase 2). The improvements by WSDOT are anticipated to be fully operational in 2021. Complete connectivity of the West Plains cities is planned in Phase 2. Phase 1 will include serving the facility with select routes and/or trips. Some of these routes travel to the City of Cheney and serve Eastern Washington University (EWU). The 2017 TDP also includes potential changes to Routes 66, 68, and 165 due to the EWU PUB reconfiguration project that prevents STA from using the PUB as a bus layover location.

Two options for serving both of the facilities discussed above while also serving other transportation needs in the area were presented in the Preliminary Proposal. Option A proposed the most change to West Plains/Cheney bus service impacting five existing routes. This option introduced a new route that would serve the new WPTC between the proposed terminals at the STA Plaza and K St Station in the City of Cheney. Improved service frequency to

Medical Lake would be provided with a connection at the WPTC to either downtown Spokane or Cheney. This option would also discontinue service along the southeast perimeter of the EWU campus (7th St, 5th St, and C St between Washington St and Elm St), currently served by routes 68 and 165. Route 68 would be significantly modified and Route 165 would be discontinued.

Option B proposed the least amount of change to existing routes. Service would remain along 7th St, 5th St, and C St between Washington St and Elm St (currently served by Routes 68 and 165). There would be no changes to how Eagle Point is served on Route 68 along Betz Rd and Washington St. Routes 62 and 165 would be modified to serve the WPTC and the rest of the routing would remain unchanged. Both options would impact the Paratransit boundary due to the routing required to serve the WPTC and potential changes to individual routes.

West Plains Draft Recommendation

Route 61– This route would not serve Medical Lake Center via Brooks Rd west of Fairchild Airforce Base on weeknights and weekends due to proposed modifications to Route 62. Select trips on the base would extend west of the current terminal. This change would impact the Paratransit boundary. See the Public Process and Implementation Timeline section for more information.

Route 62 – This route would be modified to discontinue travel on I-90 and would have terminals at the Medical Lake Center and the WPTC. This would allow for improved hourly frequency on the route seven-days a week. Connections to the City of Cheney and downtown Spokane would be provided by a new Route 64. Currently, Route 62 operates with 90 minute frequency with only nine round trips during the weekday and is served by Route 61 weeknights and weekends, but riders need to travel through Airway Heights first. The route pattern within Medical Lake would be similar to Route 62 today. The area hospitals would be served in the outbound direction from the WPTC in the AM. In the PM, the inbound trips from Medical Lake Center would serve the area hospitals and then travel to the WPTC.

Route 64 (NEW) - This new route would have terminals at the Plaza in downtown Spokane and K St Station in the City of Cheney. In between these terminals, the route would serve the new WPTC off exit 272 and Eastern Washington University via Betz Rd, 6th St, Elm St, and Washington St. The route would operate with 30 minute peak frequency on weekdays and hourly mid-day weekday frequency. During the AM peak, the additional service frequency (typically every other trip) would operate between the WPTC and Downtown Spokane to provide additional peak service and reduced wait times at the WPTC. On nights and weekends, the route would operate with hourly

frequency. Route 62 riders would transfer to/from the new route 64 at the WPTC in order to travel to/from Downtown Spokane or Cheney. This route would be the main route serving Cheney weeknights and weekends. Route 66 would no longer operate during these times. The intent is that this route would be consolidated with Route 66 at the time the WPTC is fully operational with more direct access to I-90.

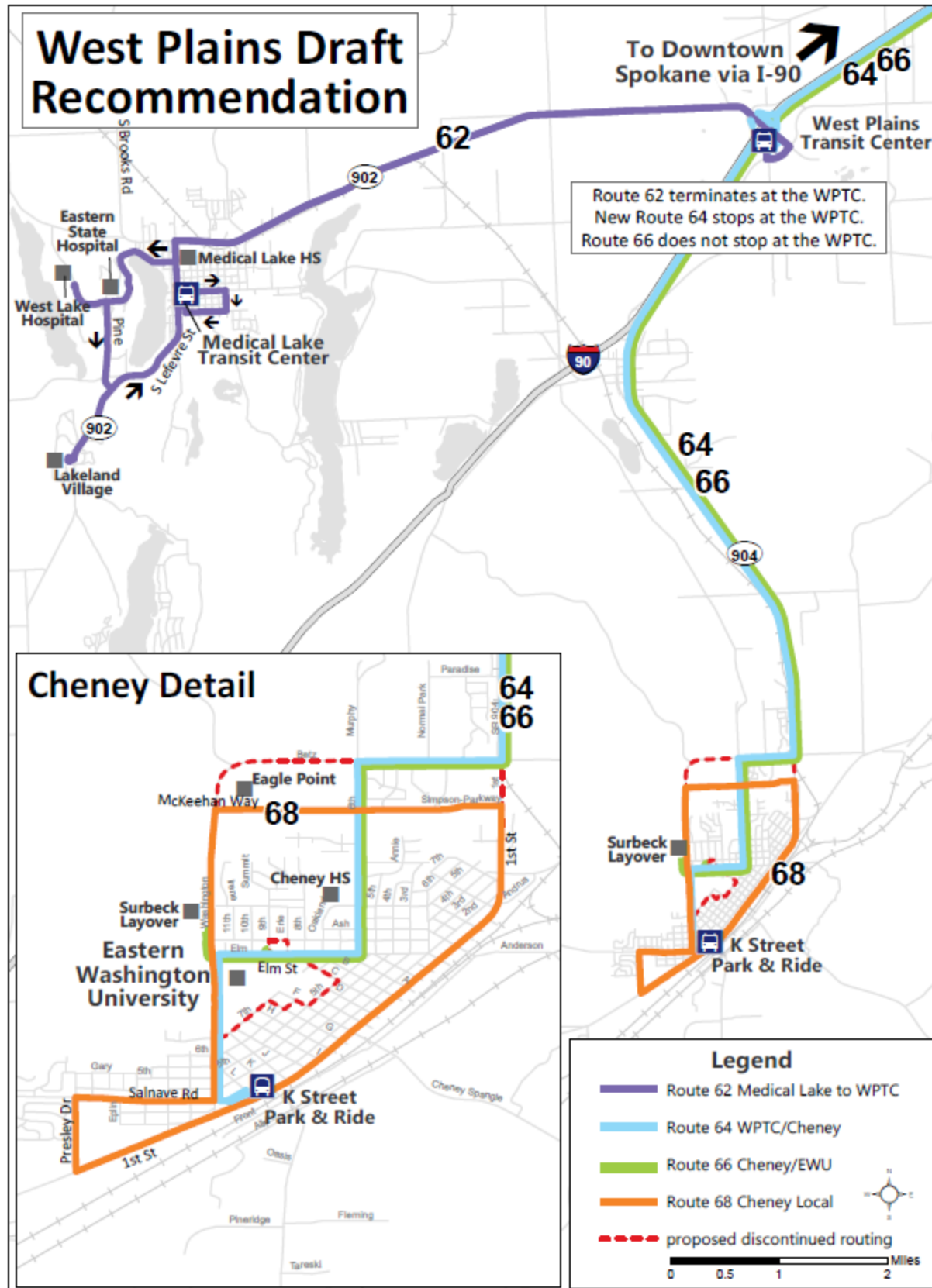
Route 66– There are no routing modifications to Route 66 that would impact current riders on weekdays; however, due to the EWU PUB reconfiguration, a new layover location will be constructed at the Surbeck Services (SUR) building on Washington Street just north of Cedar Street. Service on Elm St between Washington and 6th Streets would remain unchanged; however, new bus stops would be installed on Elm St near the redesigned EWU PUB. Buses would have layover at the SUR building. Weeknights and weekends, Route 64 would be the main route connecting the City of Cheney with Downtown Spokane. It is proposed that Route 66 would not operate on weeknights and weekends to avoid duplicative service. The intent is that this route would be consolidated with Route 64 at the time the WPTC is fully operational with more direct access the I-90. Also included in this recommendation is to explore renumbering the Route 66 AM express trips from the various park & rides to different route numbers based on the geographic location that the trips are originating from.

Route 68– Service would be discontinued on Betz Rd between Washington and 1st Streets in favor of serving Simpson Pkwy/Mike McKeehan Way between Washington and 1st Streets. Current Eagle Point riders would board the bus along Mike McKeehan Way which would eliminate the need for most riders to cross Washington or Betz streets in order to access transit. This option would also discontinue service along 7th St, 5th St, and C St between Washington St and Elm St (southeast portion of the EWU campus). These proposed routing changes would allow Route 68 to serve the Salnave Rd, Presley Dr, and 1st St loop in southwest Cheney seven-days a week due to the proposed discontinuation of Route 165 without substantially increasing operating costs (increase bus requirement). The route would have similar clockwise and counter-clockwise patterns with buses originating from K St Station (instead of the EWU PUB) where the layover location would be. This route pattern is proposed to also operate on weeknights and weekends. Currently, Route 66 is interlined with Route 68 weeknights and weekends. Route 68 performs a different weeknights and weekend pattern than on weekdays due to Route 66 serving Eagle Point weeknights and weekends. The proposed routing may require traffic improvements on both ends of McKeehan Way to allow buses to travel through intersections reliably during busy traffic times. Staff will coordinate with Cheney City Public Works. The proposed routing changes would impact

the Paratransit boundary. See the Public Process and Implementation Timeline section for more information.

Route 165 – This route would be discontinued due to the proposed modification of Route 68 that would serve the Salnave Rd, Presley Dr, and 1st St loop. In the AM, current Route 165 passengers along the loop would need to transfer from Route 68 to Routes 66 (at 6th St/McKeehan Way/Simpson Parkway) or new Route 64 (at K St. Station or at 6th St/McKeehan-Simpson Pkwy) in order to travel to Downtown Spokane and vice versa from Downtown Spokane in the PM. It should be noted that Route 165 only operates during the AM peak inbound (six trips) and PM peak outbound (six trips) on weekdays only. Option A would provide riders in southwest Cheney with steady all-day service seven-days a week on Route 68.

The Draft Recommendation for West Plains service is depicted on the map below.



The table below depicts the average daily boardings (Ons)/alightings (Offs) by bus stop and direction (outbound/inbound), closest alternate stop to the discontinued Route 66, 68 and/or Route 165 stop, and walking distance to the general location of the closest alternate stop.

Discontinued Cheney Stop Location	Routes	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
Betz @ Washington (Eagle Point)	66/68	66 Outbound/68 Counter-Clockwise	24	31	Board on McKeehan Way between Washington and 6th Streets	Within 1/4 Mile (Route 68)
7th @ Washington	68/165	165 Outbound/68 Clockwise	5	4	Board on Washington Street	Within 1/4 Mile (Routes 64/68)
7th @ I	68/165	165 Outbound/68 Clockwise	4	15	Board on 1st Street or Washington Street	Within 1/2 Mile (Routes 64/68)
7th @ G	68/165	165 Outbound/68 Clockwise	4	11	Board on 1st Street or Washington Street	Within 1/2 Mile (Routes 64/68)
F Street @ 6th	68/165	165 Outbound/68 Clockwise	0	8	Board on 1st Street, Washington Street, or Elm Street	Within 1/4-1/2 Mile (Routes 64/66/68)
5th @ College	68/165	165 Outbound/68 Clockwise	0	0	Board on 1st Street, Washington Street, or Elm Street	Within 1/4-1/2 Mile (Routes 64/66/68)
C Street @ 6th	68/165	165 Outbound/68 Clockwise	0	14	Board on 1st Street or Washington Street	Within 1/4-1/2 Mile (Routes 64/66/68)
Betz @ Washington (Eagle Point)	66/68	66 Inbound/68 Clockwise	5	33	Board on McKeehan Way between Washington and 6th	Within 1/4 Mile
C Street @ 5th	68/165	165 Inbound/68 Counter-Clockwise	13	5	Board on 1st Street, Washington Street, or Elm Street	Within 1/4-1/2 Mile (Routes 64/66/68)
5th @ College	68/165	165 Inbound/68 Counter-Clockwise	0	5	Board on 1st Street, Washington Street, or Elm Street	Within 1/4-1/2 Mile (Routes 64/66/68)
F Street @ 6th	68/165	165 Inbound/68 Counter-Clockwise	6	3	Board on 1st Street, Washington Street, or Elm Street	Within 1/4-1/2 Mile (Routes 64/66/68)
G Street @ 7th	68/165	165 Inbound/68 Counter-Clockwise	6	5	Board on 1st Street or Washington Street	Within 1/2 Mile (Routes 64/68)
7th @ I	68/165	165 Inbound/68 Counter-Clockwise	3	0	Board on 1st Street or Washington Street	Within 1/4-1/2 Mile (Routes 64/68)
7th @ Washington	68/165	165 Inbound/68 Counter-Clockwise	3	5	Board on Washington Street	Within 1/4 Mile (Routes 64/68)

Route 173 VTC Express – Replace With Routes 190 and 194

Based on internal STA technical analysis and feedback on the Preliminary Proposal, STA is recommending that Route 173 be replaced with Route 190 and 194.

While not specifically listed in *STA Moving Forward* or the 2017 TDP, this Draft Recommendation revisits a concept that was first introduced with the September 2017 Draft Recommendation. Implementation of this concept was deferred until September 2018 due to the concept not being essential to the *STA Moving Forward* plan and to continue the dialogue with current riders on how their commute would be impacted by the changes as well as finalizing the new layover location for both routes.

The concept aims to improve service effectiveness and efficiency on express service between the Valley Transit Center (VTC) and Downtown Spokane, by streamlining routing and replacing the existing Route 173 with two new express routes. Route 190 would be oriented toward the

job market of Downtown Spokane and the connectivity to the Plaza (which provides good connections to other destinations such as the U-District, medical district, and SFCC/SCC). The route would provide a majority of current Route 173 riders with a faster trip (5-7 minutes savings) between the VTC and Downtown Spokane. Route 194 would be a subordinate peak route that serves jobs within walking distance of Mission Ave and Argonne/Mullan Roads.

AM Proposed Revisions

Route 194 Outbound

The new route would begin service at the Plaza and would follow the same path downtown and on I-90 as Route 173 currently does but would end at Sinto Ave and Mullan Rd across from the Cenex gas station. This will be a change from the current path of travel as the bus currently continues on to the VTC after exiting I-90 at Argonne Rd. There is one planned AM stop for Route 194 at Argonne Rd and Mission Ave. There would be a 9-12 minute pause before the bus continues as Route 190. Riders traveling from downtown Spokane to the VTC will generally find Route 90 Sprague to be the better option during the AM Peak, however, if they wish to continue inbound to the VTC on the new 194, they would wait on the bus at the end-of-line layover location (Sinto Ave and Mullan Rd) until it continues as the inbound 190.

Route 190 Inbound

The new route would begin service at Sinto Ave and Mullan Rd then follow the same path to the VTC as Route 173 currently does along Mission Ave and University Rd. ***It is important to note that there will be NO layover at the VTC (just dwell time to board and alight passengers).*** This will be a change from the current path of travel as the bus currently begins service at the VTC and then travels on University Rd and Mission Ave before traveling to Downtown Spokane on I-90. From the VTC, Route 190 will travel express on Sprague Avenue to I-90 and then serve Downtown Spokane via the same downtown routing as Route 173 (same Route 173 bus stops would be served). ***There is one planned AM stop for Route 190 at Argonne Rd. No other Route 90 stops would be served.***

PM Proposed Revisions

Route 190 Outbound

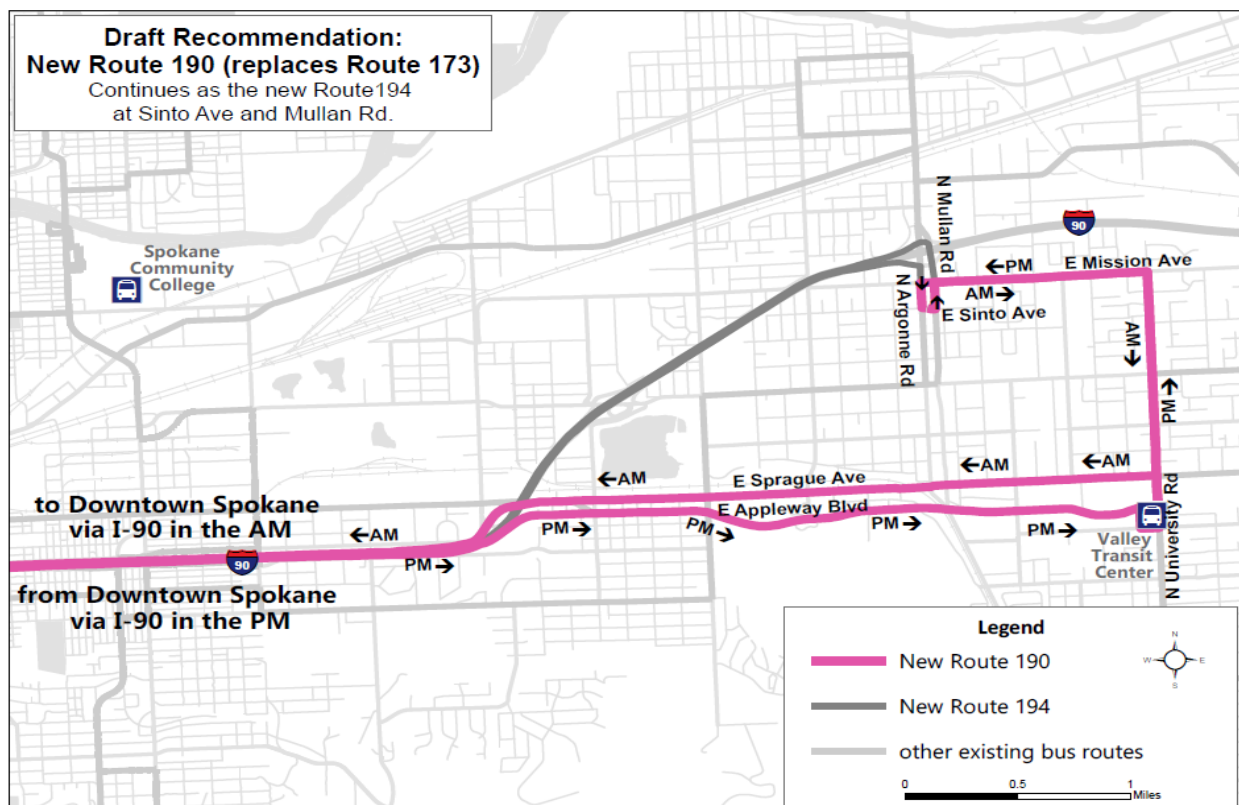
The new route would begin service at the Plaza and would first follow the same path in Downtown Spokane (same Route 173 bus stops served). Instead of exiting I-90 at Argonne Rd as Route 173 currently does, the bus would exit I-90 at Sprague Ave/Appleyway Blvd and then travel express to the VTC via Appleyway Blvd. ***There is one planned PM stop for Route 190 at Dishman-Mica Road (near the planned inbound stop at Argonne Rd) and NO other Route 90 stops would be served.*** This will be a change from the current path of travel as the

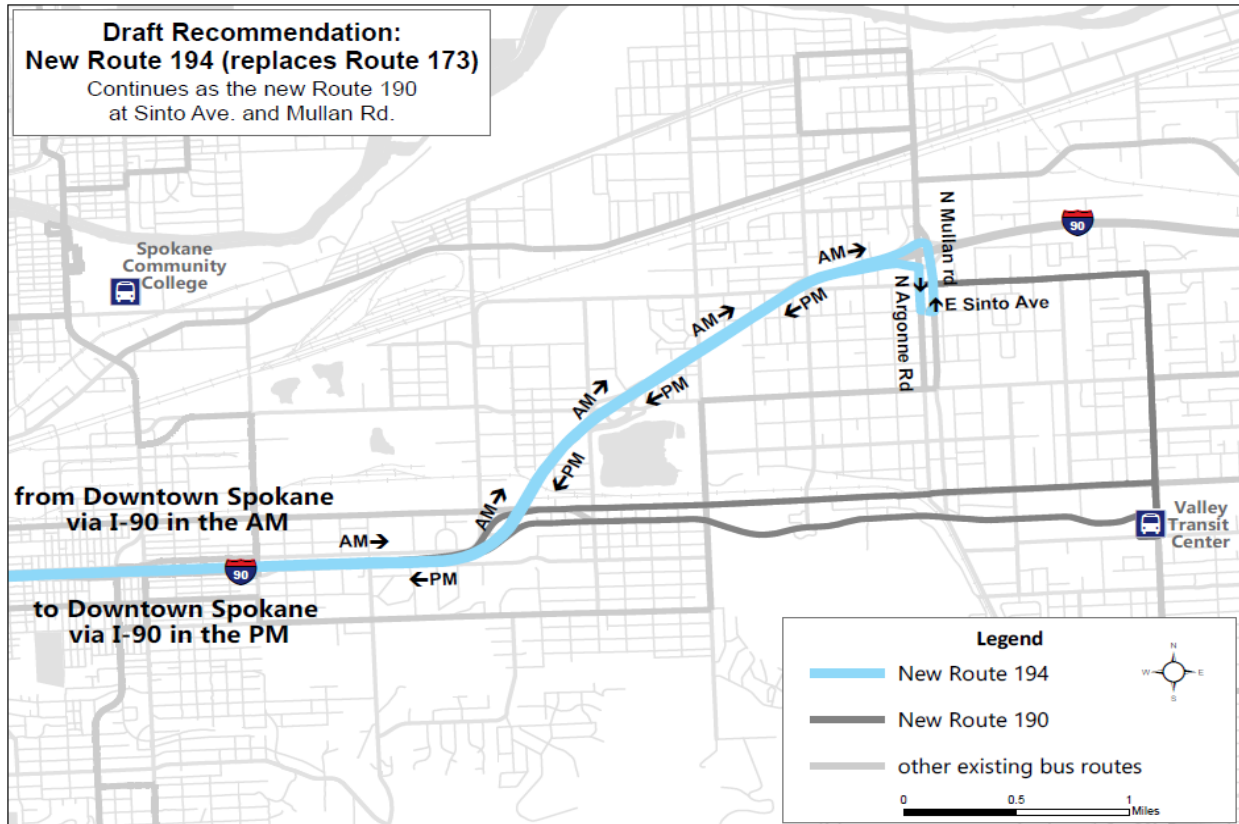
bus currently exits I-90 at Argonne Rd and then on to the VTC via Mission Ave and University Rd. From the VTC, Route 190 will travel the same path as Route 173 on University Rd and Mission Ave in order to end service at Sinto Ave and Mullan Rd across from the Cenex gas station. ***It is important to note that there will be NO layover at the VTC (just dwell time to board and alight passengers).*** Riders who wish to continue to the Plaza would wait on the bus at the end-of-line layover location (Sinto Ave and Mullan Rd) until the route becomes the inbound 194.

Route 194 Inbound

The new route would begin service at Sinto Ave and Mullan Rd (after a 9-12 minute pause after arriving as Route 190) then follow the same path to the Plaza along I-90 and in Downtown Spokane (same Route 173 bus stops served). This will be a change from the current path of travel as the bus currently begins service at the VTC and then travels on University Rd and Mission Ave before traveling on I-90 to Downtown Spokane. There is one planned PM stop for Route 194 at Mullan Rd and Mission Ave.

Both Draft Recommendation route concepts are depicted on the maps below.





The two examples below are what the public schedules could look like if this concept is implemented. This is intended to show current riders how their commutes would be impacted along with which route pattern operates during a given time of day. Initial bus tests concluded that VTC riders would experience faster commutes by saving five to seven minutes of travel time depending on the time of day, direction of travel, and traffic conditions on I-90. More detailed scheduling work is necessary if the concept is fully implemented.

190 194 From Downtown Weekday							190 194 To Downtown Weekday							
Route	Leave Plaza Zone 1 1	Argonne Mission 2	Appleway Dishman-Mica 3	VTC 4	Argonne Mission 2	Arrive Sinto Mullan 5	Route	Leave Sinto Mullan 5	Mission Mullan 2	VTC 4	Sprague Argonne 3	Arrive Plaza 1	Zone	Continues as Route
	----	----	----	----	----	----	190	5:17	5:18	5:27	5:30	5:45	4	25
194	5:50	6:00	----	----	----	6:04	190	6:09	6:10	6:19	6:22	6:37	1	194
	----	----	----	----	----	----	190	6:39	6:40	6:49	6:52	7:07	1	194
194	6:42	6:52	----	----	----	6:56	190	7:09	7:10	7:19	7:22	7:37	1	194
	----	----	----	----	----	----	190	7:21	7:22	7:31	7:34	7:52	1	
194	7:12	7:22	----	----	----	7:26	190	7:39	7:40	7:49	7:52	8:07	1	194
194	7:42	7:52	----	----	----	7:56	190	8:09	8:10	8:19	8:22	8:37	1	194
194	8:12	8:22	----	----	----	8:26	190	8:39	8:40	8:49	8:52	9:07	1	
194	8:42	8:52	----	----	----	8:56	190	9:09	9:10	9:19	9:22	9:37	P	74
190	12:42	----	12:55	1:00	1:09	1:11	194	1:20	1:21	----	----	1:37	1	
190	1:42	----	1:55	2:00	2:09	2:11	194	2:20	2:21	----	----	2:37	P	74
190	2:42	----	2:55	3:00	3:09	3:11	194	3:20	3:21	----	----	3:37	1	190
190	3:12	----	3:25	3:30	3:39	3:41	194	3:50	3:51	----	----	4:07	1	190
190	3:42	----	3:55	4:00	4:09	4:11	194	4:20	4:21	----	----	4:37	1	190
190	4:12	----	4:25	4:30	4:39	4:41	194	4:50	4:51	----	----	5:07	1	190
190	4:42	----	4:55	5:00	5:09	5:11	194	5:20	5:21	----	----	5:37	1	
190	5:12	----	5:25	5:30	5:39	5:41	194	5:58	5:59	----	----	6:15	P	190
190	5:42	----	5:55	6:00	6:09	6:11	----	----	----	----	----	----		
190	6:22	----	6:35	6:40	6:49	6:51	----	----	----	----	----	----		
P - Post & Riverside, west of the Plaza														
Bold times indicate P.M.														

Modify existing routes to improve service effectiveness

Route 2 South Side Medical Shuttle – U-District Pedestrian Bridge Extension

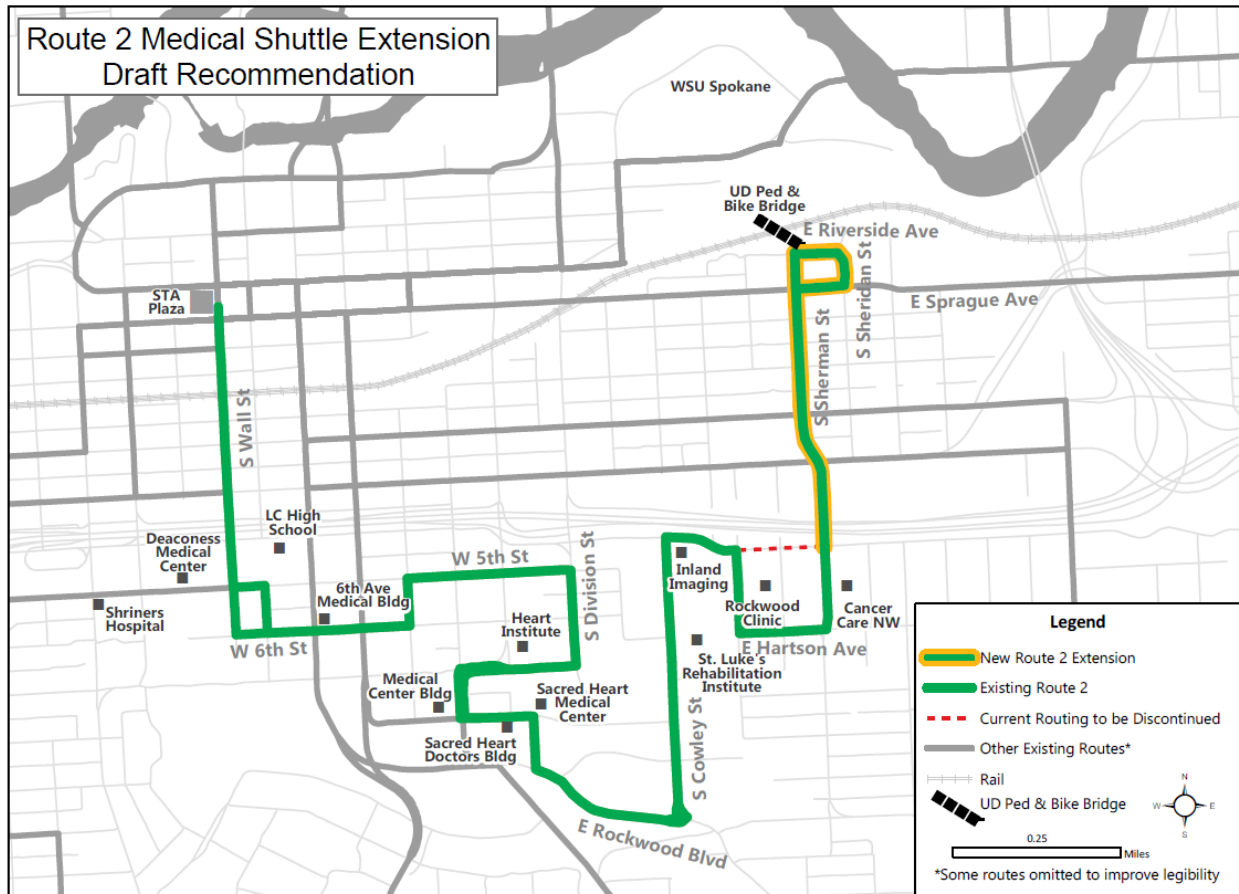
Based on internal STA technical analysis and feedback on the Preliminary Proposal, STA is recommending that Route 2 be extended to end at the U-District bike and pedestrian bridge via two-way service along Chandler St, Hartson Ave, and Sherman St near Rockwood Clinic (Chandler/Sherman Option).

As stated in the 2017 TDP, STA is considering extending the Route 2 in order to serve the new U-District bike and pedestrian bridge located just north of Sprague Ave and Sherman St. This change would connect the U-District with medical facilities on the lower South Hill while also providing a new transfer location with Route 90 along Sprague Ave. The route has been on the Annual Route Report's "out of compliance list" for several consecutive years consistently not meeting the Ridership and Energy standards. This change is expected to increase productivity.

Various options for how the route would be extended in the area of the Rockwood Clinic were presented in the Preliminary Proposal. All options would provide new service on Sherman St between 5th and Sprague Avenues. Based on further exploration, bus tests and consultation with City of Spokane Engineering, and property owners, the "Chandler/Sherman Option" is recommended.

Chandler/Sherman Option Draft Recommendation: This option would serve the Rockwood Clinic with two-way service along Chandler St, Hartson Ave, and Sherman St. Currently, Route 2 provides service one-way via a clockwise loop via Sherman St, Hartson Ave, and Chandler St as part of its end-of-line turnaround. STA has received approval from property owners in order to improve visibility (tree trimming) for the left turn from Hartson Ave to Sherman St traveling north to the new pedestrian bridge end-of-line in the outbound direction. The inbound pattern near Rockwood Clinic would remain the same as today.

The Draft Recommendation for serving Rockwood Clinic including extending the route to serve the U-District pedestrian bridge via Sherman St is depicted below. Buses would turn around at the pedestrian bridge using Sheridan Street, Riverside Avenue, and a mixed-mode plaza that will connect the bridge to Sprague Avenue along the Sherman Street alignment. Construction of Grant Street and Riverside Avenue near the bridge is not anticipated to be completed by the September 2018 service change date so an alternative routing will be developed and implemented until completion of the entire project (tentatively scheduled for completion in 2019). STA will monitor pedestrian activity on the mixed-mode plaza and future alternatives for routing will be explored as the roads near the bridge are built out.



Route 25 Division – Improve Weekday Reliability/Plaza Operational Improvements

Based on internal STA technical analysis and feedback on the Preliminary Proposal, STA is recommending to improve weekday reliability and implement “board and go” operations at the Plaza.

In addition to run time reliability improvements made in September 2017, an additional STA *Moving Forward* reliability enhancement would improve outbound departure reliability by introducing a layover location in Downtown Spokane other than the Plaza (improvement deferred from 2017). Inbound arriving buses will be able to drop off passengers at the Plaza and then travel out of service to the layover location and then return to perform outbound trips. The proposed layover location is along 2nd Ave and Lincoln St adjacent to the Conoco gas station. STA currently uses this location for bus layover and the location can accommodate a 60-foot articulated coach which the route will operate with starting in September 2018. This would improve transit operations by significantly reducing early arriving bus dwell time in front of Spokane Regional Business Center (SRBC) on Riverside Ave and Post St while also allowing late arriving inbound buses to depart outbound on time.

The *STA Moving Forward* Plaza Operational improvement will combine Plaza zones 4 and 5 into one zone to provide a longer curb length for larger buses. As part of this change, STA will implement “board and go” operations for Route 25. The dwell time would only be the time needed to load passengers. As soon as passengers finish boarding the bus it can depart the Plaza. Some of the survey respondents were confused on how “board and go” would actually work and STA would conduct further education and outreach closer to implementation in September if the concept is implemented.

Route 27 Hillyard – Improve Weekday Reliability

STA is recommending to improve weekday reliability on Route 27.

Route 27 currently experiences weekday afternoon reliability issues due to increased passenger activity and vehicular traffic, often resulting in schedule failure. To alleviate this situation, help maintain the reliability of Route 27’s schedule, and to improve the performance, it is proposed to add a bus to the schedule on weekday afternoons. The route would continue to operate with 30-minute weekday frequency. This is a near-term solution until 2021 when an *STA Moving Forward* project would add more frequency and capacity to Northeast Spokane, likely introducing new and revised route structures. The future service investments will help reduce overcrowding during peak periods of the day.

Route 90 Sprague - Plaza Operational Improvements

Based on internal STA technical analysis and feedback on the Preliminary Proposal, STA is recommending to implement “board and go” operations at the Plaza and that the route be interlined with Route 21 on weekdays.

The *STA Moving Forward* Plaza Operational improvement includes combining Plaza zones 4 and 5 into one zone to provide a longer curb length for larger buses (near term on Route 25). As part of this change, STA will implement “board and go” operations for Route 90. The dwell time at the Plaza would be scheduled to provide adequate time needed for passenger boarding activity, reducing or eliminating all together the layover time currently scheduled at the Plaza. As soon as passengers finish boarding the bus it can depart the Plaza. Some of the survey respondents were confused on how “board and go” would actually work and STA would conduct further education and outreach closer to implementation in September if the concept is implemented.

Route 90 currently has Plaza layover in zone 2 as part of the *STA Moving Forward* plan to improve weekday reliability on that route. This was implemented in September 2017. Route 90 will not have the space to layover at the Plaza after zones 4 and 5 are consolidated into one zone. Therefore, Route 90 is proposed to be interlined with Route 21 to allow the layover

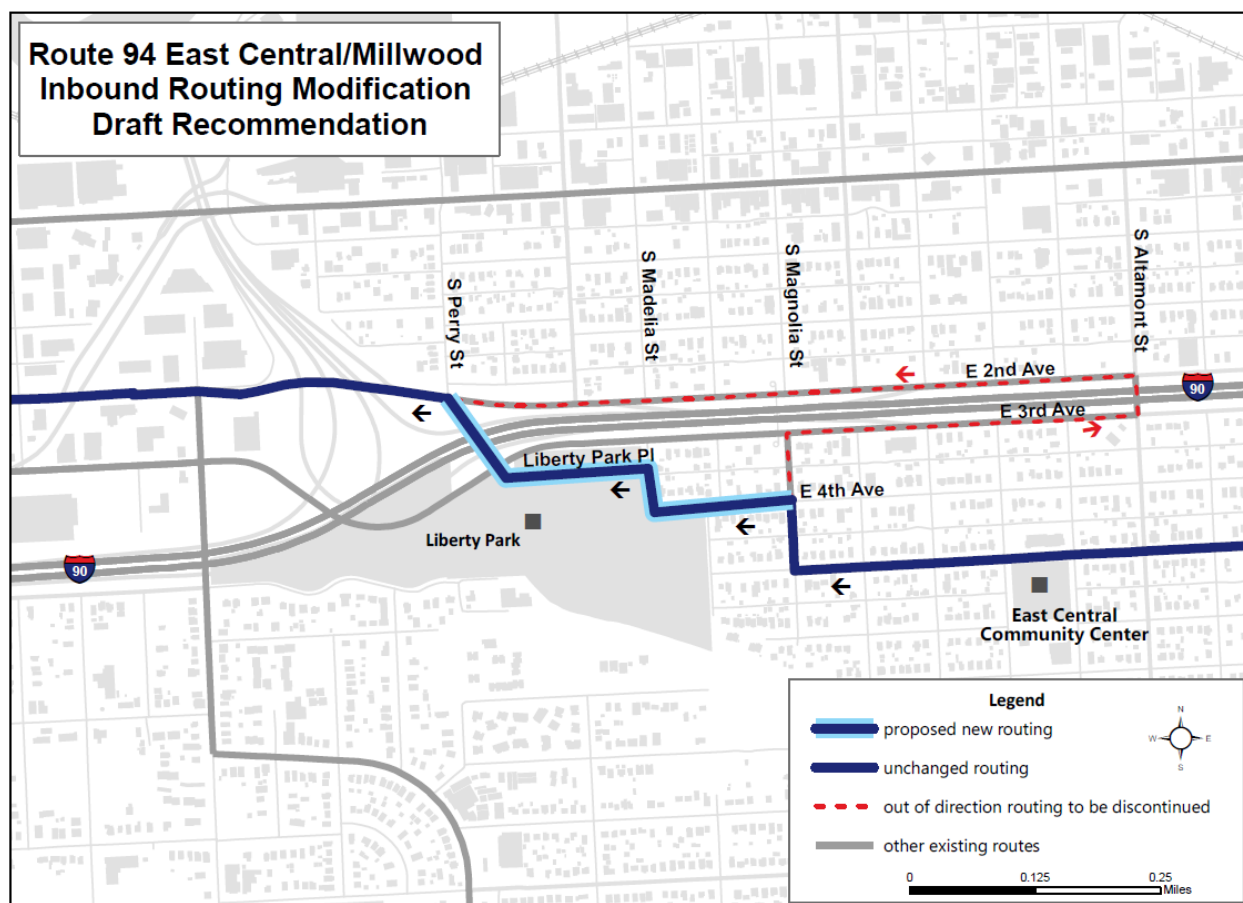
location to move from the Plaza to the Route 21 end-of-line at West Central Community Center (WCCC). STA would work with the WCCC in order to obtain restroom access during times when the facility is closed. The proposed changes are depicted on the map below.



Route 94 East Central/Millwood – Inbound Routing Modification

Based on internal STA technical analysis and feedback on the Preliminary Proposal, STA is recommending that the route be modified to eliminate inbound out of direction travel in the East Central neighborhood.

The 2017 TDP's Service Implementation Plan lists an exploratory service revision that would reduce out of direction travel in the East Central neighborhood. Inbound from Magnolia St, the bus currently has to backtrack via 3rd Ave, Altamont St, and 2nd Ave in order to serve the time point at 2nd Ave and Arthur St. The proposed inbound routing modification from Magnolia St is 4th Ave, Madelia St, Liberty Park Pl, and Perry St in order to travel west on 2nd Ave. This routing is depicted on the map below.



The table below depicts the average daily boardings (Ons)/alightings (Offs) by bus stop and direction (inbound), closest alternate stop to the discontinued Route 94 stop, and walking distance to the closest alternate stop from the discontinued stop.

Route 94 Discontinued Stop Location	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
Magnolia @ 3rd	Inbound	8	1	5th @ Magnolia	Within 1/4 Mile
3rd @ Crestline	Inbound	1	0	5th @ Stone	Within 1/2 Mile
2nd @ Altamont	Inbound	9	3	Sprague @ Altamont on Route 90 or 5th @ Stone on Route 94	Within 1/4-1/2 Mile
2nd @ Napa	Inbound	0	0	Sprague @ Napa	Within 1/4 Mile (Route 90)
2nd @ Madelia	Inbound	1	0	Sprague @ Helena	Within 1/2 Mile (Route 90)
2nd @ Perry	Inbound	0	0	Sprague @ Helena	Within 1/2 Mile (Route 90)

Route 124 North Express – End-of-Line Routing Modification

Based on internal STA technical analysis and feedback on the Preliminary Proposal, STA is recommending that two AM inbound trips be modified to begin at Fairwood Park & Ride (no Hastings Park & Ride service) in order to improve service reliability without major routing changes.

While not specifically listed in *STA Moving Forward* or the 2017 TDP, STA presented two options for modifying the Route 124 end-of-line to Fairwood Park & Ride instead of Hastings Park & Ride in order to avoid a difficult unprotected left turn from Mayfair Rd onto Hastings Road. The Hawthorne Option would have modified the inbound pattern to begin service at Fairwood Park & Ride and then travel east on Hastings Rd in order to serve Hastings Park & Ride. This would have allowed buses to take a right out of the Hastings Park & Ride lot instead of making the difficult left turn during the AM peak when Mead High School begins classes. In the outbound direction during PM peak, the route would have ended at Fairwood Park & Ride. The Country Homes Option was similar to the Hawthorne Option in that it began and ended at Fairwood Park & Ride. Instead of traveling on Hawthorne Rd between Division St and Waikiki Rd, buses would have traveled on Country Homes Blvd between Division and Wall Streets. Both options would have impacted the Paratransit boundary.

A substantial number of comments received regarding the two options expressed concern about longer commute times and a desire for no change at all. Therefore, STA is recommending maintaining the same general route pattern, and that only two AM trips be modified to begin at Fairwood Park & Ride instead of Hastings Park & Ride following the same inbound pattern from Fairwood Park & Ride as today. The outbound pattern would remain the same as today ending at Hastings Park & Ride. This recommendation impacts the current AM trips that depart the Hastings Park & Ride lot at 7:24 am and 7:57 am. Hastings Park & Ride passengers on those two trips would instead need to board at the Fairwood Park & Ride. This recommendation does not completely solve the left turn issue; however, it does solve the issue during the busiest AM peak time when traffic volumes are generally higher on Hastings Rd. A more permanent fix will be discussed for the September 2019 service change when Route 124 is proposed to be interlined with a new South Hill express route.

An example of what the public schedule could look like if this concept is implemented is shown below. This is intended to show current riders how their commutes would be impacted and which two trips are subject to modification.

124 To Downtown Weekday							
Leave Hastings P&R	Fairwood P&R	Monroe Francis	Monroe Wellesley	Monroe Broadway	Arrive Plaza	Zone	Continues as route
6	5	4	3	2	1		
5:20	5:22	5:31	5:34	5:41	5:45	1	173
5:50	5:52	6:01	6:04	6:11	6:15	P	74
6:12	6:14	6:23	6:26	6:33	6:37	B	
6:27	6:29	6:38	6:41	6:48	6:52	B	
6:42	6:44	6:53	6:56	7:03	7:07	P	74
6:54	6:56	7:06	7:09	7:16	7:22	B	
7:09	7:11	7:21	7:24	7:31	7:37	P	74
-----	7:26	7:36	7:39	7:46	7:52	B	
-----	7:59	8:08	8:11	8:18	8:22	B	
8:27	8:29	8:38	8:41	8:48	8:52	B	
3:54	3:56	4:05	4:08	4:15	4:22	P	
4:24	4:26	4:35	4:38	4:45	4:52	P	74
4:54	4:56	5:05	5:08	5:15	5:22	B	124
5:35	5:37	5:46	5:49	5:56	6:00	P	74
6:05	6:07	6:16	6:19	6:26	6:30	P	74
124 From Downtown Weekday							
Zone	Leave Plaza	Monroe Broadway	Monroe Wellesley	Monroe Francis	Fairwood P&R	Arrive Hastings P&R	
	1	2	3	4	5	6	
6	6:14	6:17	6:24	6:27	6:36	6:38	
6	6:41	6:44	6:51	6:54	7:03	7:05	
6	3:11	3:14	3:21	3:24	3:33	3:35	
6	3:41	3:44	3:51	3:54	4:03	4:05	
6	4:11	4:14	4:21	4:24	4:33	4:35	
6	4:41	4:44	4:51	4:54	5:03	5:05	
6	4:56	4:59	5:06	5:09	5:18	5:20	
6	5:11	5:14	5:21	5:24	5:33	5:35	
6	5:26	5:29	5:36	5:39	5:48	5:50	
6	5:41	5:44	5:51	5:54	6:03	6:05	
6	6:11	6:14	6:21	6:24	6:33	6:35	

Bold times indicate P.M.

P = Post & Riverside, west of The Plaza

B = Bank of America, east of The Plaza

PROPOSED CHANGES

The table below depicts the average daily boardings (Ons) for the two impacted inbound Route 124 trips that currently depart from Hastings Park & Ride at 7:24 am and 7:57 am.

Current Route 124 Inbound Hastings P&R Departure Time	Hastings P&R Ons	Fairwood P&R Ons
7:24 AM	10	9
7:57 AM	6	5

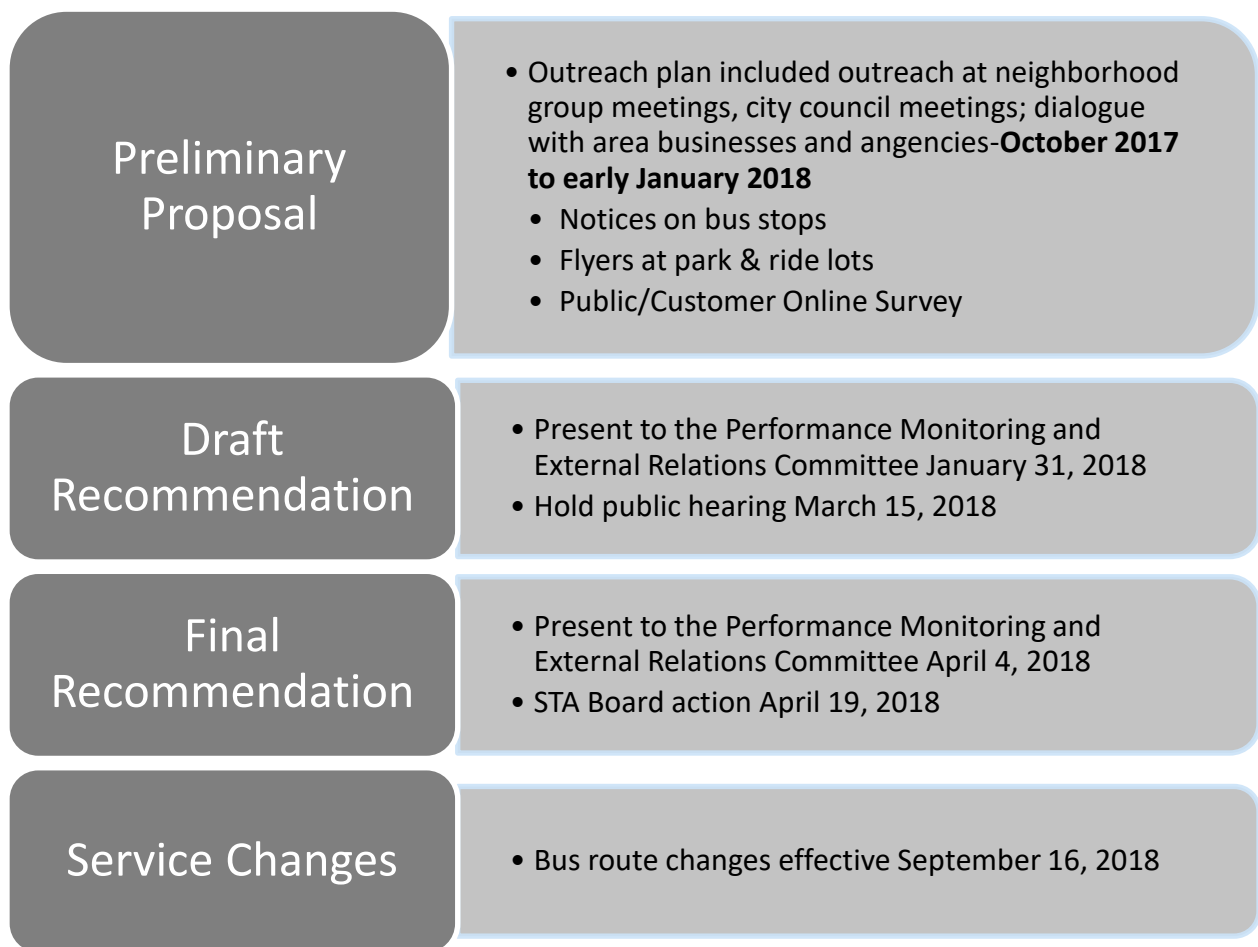
Public Process and Implementation Timeline

Although these concepts listed in this Draft Recommendation have been outlined in the *STA Moving Forward* plan and 2017 TDP, the ideas for the September 2018 service change were brought forward through the public process (Preliminary Proposal) to receive public input before service can begin. A public hearing will take place on March 15, 2018 in order to receive public input on the Draft Recommendation so as to formulate the Final Recommendation. The Communications and Public Input section of STA's Comprehensive Plan mandates that a public hearing take place and requires board approval for the Final Recommendation.

While significant analysis and evaluation has taken place to prepare this Draft Recommendation, public consideration and feedback is still needed to refine the proposal. Key objectives of sharing the Draft Recommendation with customers and the general public are as follows:

- Ensure broad input and education to achieve an understanding of concerns and constraints.
- Help our customers understand how the proposed service revisions could affect their travel choices.
- Obtain public feedback in order to develop a Final Recommendation through a formal public hearing and consideration process to take place in March 2018 prior to a final decision by the Board on April 19, 2018.

The following chart shows how this phase fits into the decision-making and implementation process. A concise public outreach plan is appropriate due to the fact that the changes represent bus service throughout the PTBA and select routes would be subject to modifications or deletions.



Title VI Implications

In compliance with Title VI of the Civil Rights Act of 1964, the Spokane Transit September 2018 Service Revisions includes a statement of the impacts of the proposed service changes on minority and low-income transit users. Section 601 of Title VI of the Civil Rights Act of 1964 states:

No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

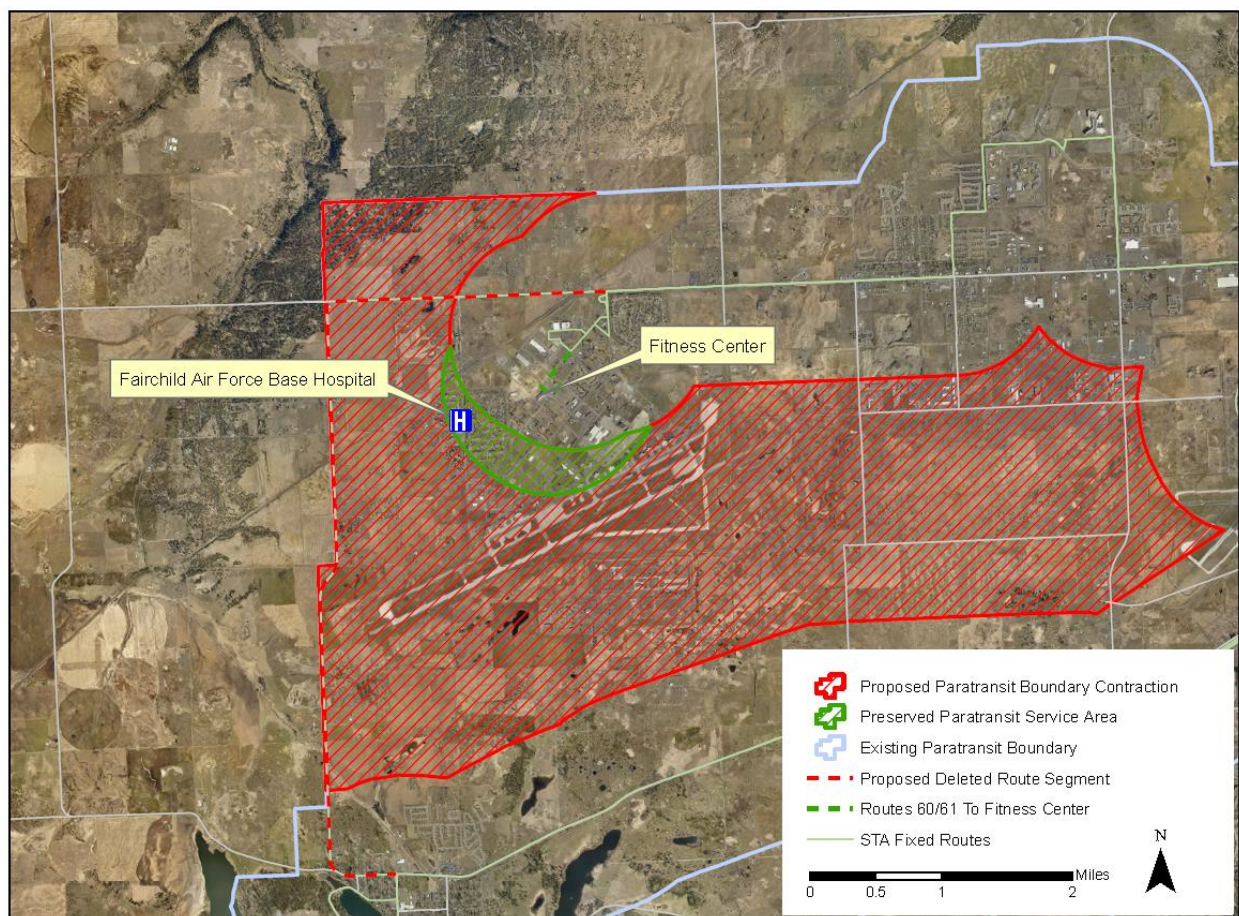
STA's proposed September 2018 service change is classified as a moderate service change because the proposed system-wide growth between 1% and 10% of STA's total revenue hours and not a reduction of hours. Since the service change is not considered major, a Title VI report is not required per Annex 2 listed in Connect Spokane: A Comprehensive Plan for Public Transportation.

Paratransit Boundary Implications

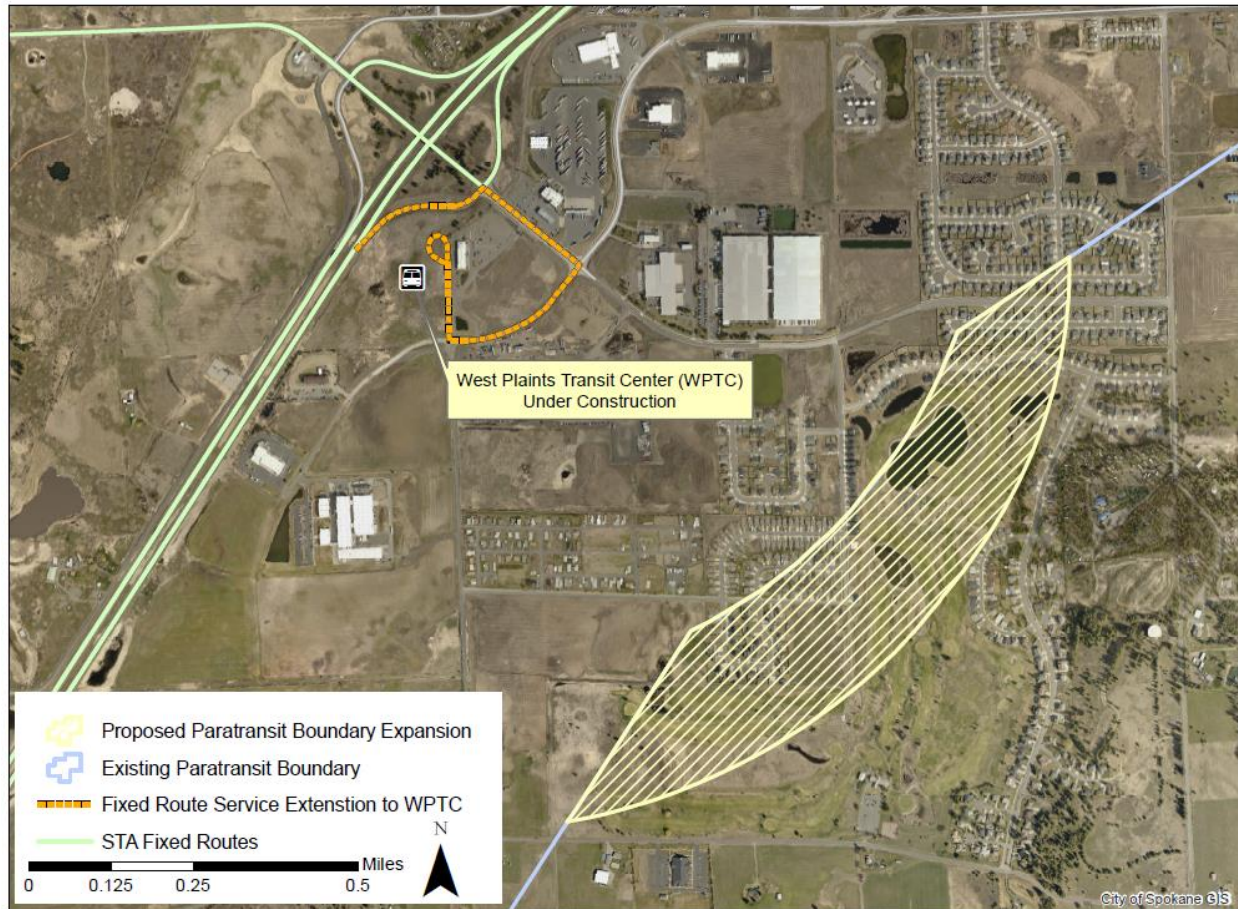
Paratransit service is provided to persons whose disability precludes them from accessing or traveling on fixed-route bus service. As a requirement of the Americans with Disabilities Act that it is complementary of fixed-route service, Spokane Transit adheres to the mandate to provide the service within $\frac{3}{4}$ of a mile of each fixed-route. Paratransit Policy 1.2 of the Comprehensive Plan for Public Transportation states that Spokane Transit will “adhere to a consistent boundary for Paratransit service availability relative to the maximum fixed-route service footprint and span provided.” Where there are exceptions, this policy makes it relatively simple to identify most locations that will be impacted by changes in routes that affect the Paratransit boundary. The maps on the following pages show the Paratransit Service Area impacts should certain aspects of the Draft Recommendation go into effect in September of 2018.

West Plains Paratransit Impacts

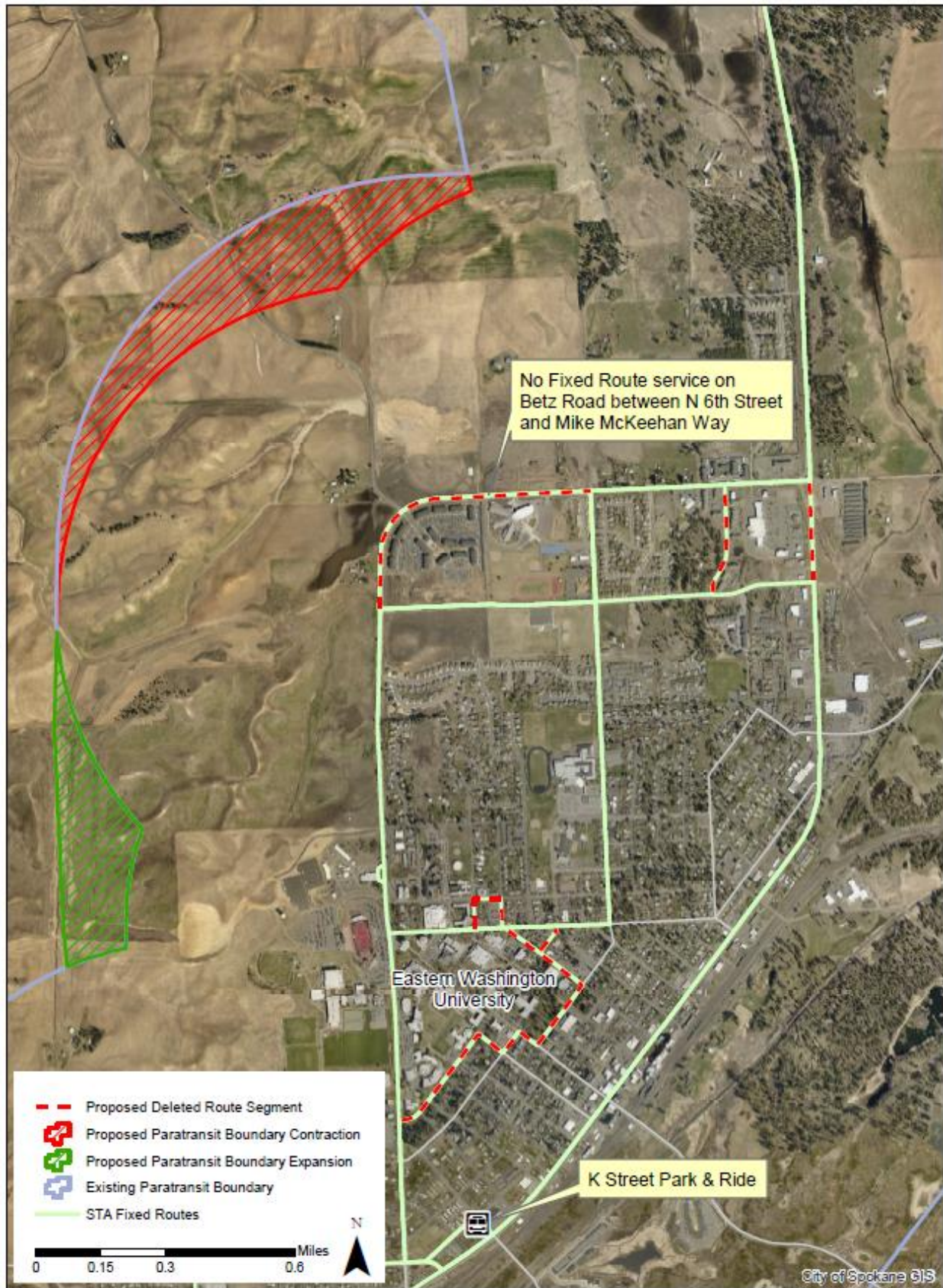
Today, Route 61 serves Medical Lake weeknights and weekends resulting in a larger expanse of the Paratransit boundary. However, this routing is not preferred, as it results in confusion regarding the route structure. Because Medical Lake would instead be served by Route 62 during these times in the West Plains Draft Recommendation, the Paratransit boundary would shrink. It is proposed that select trips of the Route 61 serve additional locations within the Fairchild Air Force Base (FAFB) to improve access. This is depicted in the map below.



Due to select routes serving the new West Plains Transit Center included with the West Plains Draft Recommendation, the Paratransit boundary would temporarily expand just east of exit 272. This expansion to the boundary could shrink when WSDOT interchange improvements are completed (currently scheduled for 2020) because buses may not be traveling on Westbow Rd. This would cause some 2018 eligible households to then lose Paratransit eligibility after the WSDOT improvements are completed in 2020 or 2021. The initial expansion to the boundary is depicted in the map below.



Due to the proposed discontinuation of service on Betz Rd between Washington and 1st Streets in favor of serving Simpson Pkwy/Mike McKeehan Way between Washington and 1st Streets for Draft Recommendation for service in Cheney, the Paratransit boundary would shrink northwest of Eagle Point. This is depicted in the map below.



Complete List of Proposed Changes

This section provides a complete list of the proposed changes to bus routes in the system. The chart below summarizes the proposed changes for each route. It is important to note that scheduling changes will likely occur to other routes not listed below.

Route	Proposed Changes	Rationale
2 South Side Medical Shuttle	Extend route to serve new U-District pedestrian bridge.	Extending route listed as an exploratory service revision in the 2017 TDP's Service Implementation Plan; Improve mobility and productivity.
21 West Broadway	Increase weekday frequency to 15 minutes; Interline with Route 90.	Improving weekday frequency is an enhancement listed as an <i>STA Moving Forward</i> project; Plaza Route 90 Zone 2 layover shifted to Route 21 end-of-line in order to implement "board and go" at the plaza as listed in <i>STA Moving Forward</i> .
23 Maple/Ash	Extend route to Indian Trail end-of-line weeknights and weekends; Modify route to travel on Boone Ave between Monroe and Maple Streets thereby discontinuing service on Broadway Ave.	Extending route to end-of-line is an enhancement listed as an <i>STA Moving Forward</i> project; Weekday frequency improvement on Route 21 which serves Broadway Ave.
25 Division	Improve weekday outbound departure reliability by adding a downtown layover location other than the Plaza; Eliminate Plaza dwell and implement "board and go" due to Plaza zones 4 and 5 being consolidated into one zone.	Both enhancements listed as <i>STA Moving Forward</i> projects.
27 Hillyard	Improve weekday afternoon reliability.	Improving reliability is related to a broader enhancement listed as an <i>STA Moving Forward</i> project (full implementation scheduled for 2021).

Route	Proposed Changes	Rationale
61 Highway 2 via Browne's Addition	Discontinue service to Medical Lake weeknights and weekends (West Plains Option A) and extend select trips farther west on Fairchild Air Force Base.	Potential routing modification is related to the West Plains Transit Center <i>STA Moving Forward</i> project; Route 62 would serve Medical Lake seven-days a week.
62 Medical Lake	Modify route to discontinue travel on I-90 with terminals at the Medical Lake Center and the new West Plains Transit Center (WPTC) seven days a week (West Plains Option A).	Potential routing modifications are related to the West Plains Transit Center <i>STA Moving Forward</i> project; Improve level of service offered to Medical Lake and improve connectivity.
<u>NEW West Plains Route</u>	Introduce new route (Route 64 in this report) with terminals at K St. Station in the City of Cheney and Downtown Spokane via I-90 that would serve the WPTC. This route would operate seven days a week and would be the primary route connecting Cheney and Downtown Spokane on weeknights and weekends.	New route is related to the West Plains Transit Center <i>STA Moving Forward</i> project; Route 62 riders would transfer to this new route at the WPTC in order to travel to/from Downtown Spokane and to/from Cheney.
66 Cheney/EWU	A new layover location will be constructed at the Surbeck Services (SUR) building for Route 66 buses. The route is proposed to not operate weeknights and weekends in favor of Route 64 becoming the primary route connecting Cheney and Downtown Spokane; Explore renumbering the AM express trips to different route numbers.	EWU PUB reconfiguration prohibits buses from turning around in the parking lot; avoid duplicative service along I-90 weeknights and weekends; Improve customer information.
68 Cheney Local	Modify route to serve Simpson Pkwy/McKeehan Way and the Presley Dr/Salnave Rd loop with seven-days a week all day service (West Plains Option A). The Presley Dr/Salnave Rd loop is currently only served weekdays during the peak period.	Potential routing modifications are related to the West Plains Transit Center <i>STA Moving Forward</i> project; Improve level of service offered to southwest Cheney (Presley Dr/Salnave Rd loop), and improve schedule reliability.

Route	Proposed Changes	Rationale
90 Sprague	Eliminate Plaza dwell and implement “board and go” due to Plaza zones 4 and 5 being consolidated into one zone; Interline with Route 21	Enhancement listed as <i>STA Moving Forward</i> project; Plaza zone 2 layover shifted to Route 21 end-of-line due to modifications to zones 4 and 5.
94 East Central/Millwood	Modify inbound routing in the East Central neighborhood to eliminate service along 3 rd Ave between Magnolia and Altamont Streets and along 2 nd Ave between Arthur and Altamont Streets	Inbound routing modification listed as an exploratory service revision in the 2017 TDP’s Service Implementation Plan; Reduce out of direction travel.
124 North Express	Modify two AM peak inbound trips to begin service at Fairwood Park & Ride. Current riders that park at Hastings Park & Ride would need to park at Fairwood Park & Ride in order to board the bus on the two trips.	Improve service reliability.
165 Cheney Express	Discontinue route (West Plains Option A).	Potential routing modifications are related to the West Plains Transit Center <i>STA Moving Forward</i> project.
173 VTC Express	Modify route into two new express Routes 190 and 194 (no loss of service for existing Route 173 riders).	Improve speed and reliability; Provide a majority of the current Route 173 riders with a faster, more direct trip between the VTC and Downtown Spokane; Implementation of concept was deferred with the September 2017 Final Recommendation.

Appendix

Online Survey Questions, Results, and Feedback

Q1 Where do you reside? (what neighborhood or geographical area)

Answered: 1,944 Skipped: 41

#	RESPONSES	DATE
1	I reside a block away from Francis and about 4 or 5 blocks from division and about 4 or 5 blocks from ash and maple	1/8/2018 9:02 AM
2	West Central neighborhood	1/6/2018 10:32 PM
3	Spokane Valley (Argonne and Boone)	1/6/2018 1:07 AM
4	S hill	1/4/2018 3:51 PM
5	Spokane Valley	1/4/2018 11:01 AM
6	Shadle Park	1/3/2018 8:04 PM
7	Cheney Washington	1/2/2018 2:53 PM
8	South Hill	1/2/2018 1:01 PM
9	P.O. Box 800 Maple Street Medical Lake, WA 99022	1/2/2018 12:10 PM
10	Medical Lake	1/2/2018 12:09 PM
11	Southeast corner of Hawthorne Rd and Waikiki.	1/2/2018 12:05 PM
12	I live in the Whitworth area.	1/2/2018 11:58 AM
13	P.O. Box 800 Maple Street Medical Lake, WA 99022	1/2/2018 11:45 AM
14	Liberty Lake	1/2/2018 11:27 AM
15	Logan Neighborhood	12/31/2017 12:41 AM
16	North Spokane	12/29/2017 7:43 PM
17	Colbert off of Colbert rd	12/29/2017 5:33 PM
18	Garfield North Central area	12/29/2017 3:03 PM
19	Spokane Valley	12/28/2017 5:31 PM
20	5025 n cook	12/28/2017 5:16 PM
21	Downtown Spokane	12/28/2017 3:17 PM
22	Spokane Vallwy, Pines and Broadway	12/27/2017 10:25 PM
23	Indian Trail	12/27/2017 9:15 PM
24	Mead High Area	12/27/2017 5:15 PM
25	North spokane	12/27/2017 4:08 PM
26	Four Lakes	12/27/2017 1:55 PM
27	Division	12/27/2017 11:19 AM
28	Lincoln Heights	12/27/2017 9:32 AM
29	Downtown 99201	12/27/2017 9:21 AM
30	North spokane	12/26/2017 9:42 PM
31	East central	12/26/2017 8:06 PM
32	Audubon	12/26/2017 5:28 PM
33	Eastside	12/26/2017 2:11 PM
34	Cheney	12/23/2017 12:03 PM

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35	Veradale of Spokane Valley	12/22/2017 10:46 PM
36	Liberty Lake	12/22/2017 5:21 PM
37	Downtown West	12/22/2017 4:21 PM
38	Lower south hill	12/21/2017 2:19 PM
39	North side	12/21/2017 8:59 AM
40	Downtown	12/20/2017 9:26 PM
41	spokane valley	12/19/2017 9:18 PM
42	Spokane valley	12/19/2017 12:53 PM
43	Cheney	12/19/2017 5:49 AM
44	Greenacres	12/18/2017 1:29 PM
45	South hill	12/18/2017 1:27 PM
46	Comstock	12/18/2017 1:16 PM
47	Perry District	12/18/2017 1:06 PM
48	West Central	12/18/2017 12:20 PM
49	Liberty Lake	12/18/2017 12:00 PM
50	On the north side of Spokane	12/18/2017 11:59 AM
51	Cheney-Spokane	12/18/2017 11:00 AM
52	West Central	12/18/2017 9:22 AM
53	South hill	12/18/2017 8:19 AM
54	West Central	12/17/2017 11:21 AM
55	North	12/16/2017 9:14 PM
56	West Central	12/16/2017 1:17 PM
57	Spokane Valley	12/16/2017 12:31 PM
58	Cheney	12/16/2017 5:45 AM
59	Wellesley and Crestline 99207	12/15/2017 12:21 PM
60	Spokane South Hill	12/15/2017 10:20 AM
61	Gonzaga University	12/14/2017 4:35 PM
62	West Hills(SFCC Route #20)	12/14/2017 5:26 AM
63	SPOKANE Valley	12/13/2017 10:03 PM
64	2400 N. Wilbur. It's in East Valley. I've been told it's called the Mansfield Neighborhood.	12/13/2017 8:16 PM
65	Southgate	12/13/2017 5:30 PM
66	North Spokane	12/13/2017 4:43 PM
67	Dishman Mica	12/13/2017 4:25 PM
68	Cheney	12/13/2017 4:03 PM
69	Northwest spokane	12/12/2017 11:30 PM
70	Shadle	12/12/2017 9:36 PM
71	North east	12/12/2017 5:40 PM
72	Spokane Valley (West Valley)	12/12/2017 2:37 PM
73	Lower South Hill	12/12/2017 12:54 PM
74	Spokane Valley, off of University	12/12/2017 6:15 AM
75	Cheney	12/12/2017 2:34 AM

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76	Mission addition. Between Farr rd and woodruff	12/11/2017 2:19 PM
77	North spokane/whitworth area	12/11/2017 11:54 AM
78	Nevada and Rich	12/11/2017 8:02 AM
79	North division	12/10/2017 7:50 PM
80	Indian Trail	12/10/2017 12:32 PM
81	West central	12/10/2017 8:20 AM
82	Cheney By Salnave elementary.	12/10/2017 2:44 AM
83	Logan neighborhood	12/8/2017 1:19 PM
84	Nevada - Lidgerwood	12/8/2017 12:34 PM
85	Neighborhood by University Highschool	12/8/2017 9:24 AM
86	south hill	12/8/2017 8:48 AM
87	West Central	12/8/2017 6:53 AM
88	Peaceful valley	12/7/2017 9:07 PM
89	deer park	12/7/2017 3:28 PM
90	East Hillyard/North Minnehaha (Freya & Gordon)	12/7/2017 12:49 PM
91	Emerson-Garfield	12/7/2017 8:04 AM
92	Deer Park	12/7/2017 7:58 AM
93	Brownes Addiction	12/6/2017 9:52 PM
94	Southgate	12/6/2017 9:02 PM
95	Northside	12/6/2017 3:47 PM
96	Spokane valley	12/6/2017 3:13 PM
97	Linwood	12/6/2017 2:44 PM
98	Spokane Valley	12/6/2017 1:57 PM
99	Spokane Valley, near vtc	12/6/2017 10:33 AM
100	Rockwood neighborhood	12/6/2017 9:06 AM
101	Cheney, Washington.	12/5/2017 7:34 PM
102	Cheney	12/5/2017 6:50 PM
103	Fairwood area	12/5/2017 5:42 PM
104	5 Mile 99208 Spokane	12/5/2017 4:20 PM
105	5 Mile	12/5/2017 3:38 PM
106	medical lake	12/5/2017 2:20 PM
107	Spokane Valley	12/5/2017 11:34 AM
108	Just north of Mead high school.	12/5/2017 11:03 AM
109	Hillyard	12/5/2017 10:24 AM
110	south hill east	12/5/2017 8:37 AM
111	Spokane Valley/Mirabeau	12/5/2017 8:25 AM
112	S. Westcliff Pl.	12/5/2017 8:23 AM
113	Northwood by Argonne	12/5/2017 7:53 AM
114	Spokane Valley	12/4/2017 5:26 PM
115	Hillyard	12/4/2017 5:06 PM
116	Garland District	12/4/2017 4:22 PM

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117	Northside	12/4/2017 1:18 PM
118	Shadle	12/4/2017 12:31 PM
119	West Central	12/4/2017 11:14 AM
120	west Valley	12/4/2017 10:34 AM
121	Whitworth area (99218)	12/4/2017 8:13 AM
122	Peaceful Valley	12/3/2017 7:18 PM
123	99205	12/3/2017 6:50 PM
124	Broadway & evergreen in the spokane valley	12/3/2017 12:52 PM
125	Cheney	12/2/2017 8:45 PM
126	Eastern Washington University	12/2/2017 2:11 PM
127	comstock	12/2/2017 8:13 AM
128	South Hill, between Grand and Hatch E. 26th Ave.	12/1/2017 7:17 PM
129	Hamblin neighborhood	12/1/2017 4:08 PM
130	Browne's Addition	12/1/2017 3:57 PM
131	Brownes Addition	12/1/2017 3:35 PM
132	Spokane Valley	12/1/2017 1:18 PM
133	North Spokane	12/1/2017 12:13 PM
134	Near VTC	12/1/2017 6:11 AM
135	Audubon	11/30/2017 9:10 PM
136	North spokane	11/30/2017 7:10 PM
137	Lincoln Heights	11/30/2017 6:40 PM
138	Downtown	11/30/2017 4:41 PM
139	Liberty Lake	11/30/2017 4:33 PM
140	Veradale	11/30/2017 4:22 PM
141	Perry district	11/30/2017 4:00 PM
142	Spokane valley, by Spokane valley hospital	11/30/2017 3:20 PM
143	Upriver Drive	11/30/2017 3:11 PM
144	Spokane Valley	11/30/2017 2:22 PM
145	North side	11/30/2017 2:05 PM
146	Cheney	11/29/2017 9:07 PM
147	spokane valley	11/29/2017 6:15 PM
148	Cheney	11/29/2017 5:20 PM
149	Queen/Addison area	11/29/2017 8:14 AM
150	Audubon Park Northwest Blvd.	11/29/2017 7:34 AM
151	Colbert	11/29/2017 7:26 AM
152	Colbert, WA	11/29/2017 5:55 AM
153	Valley	11/28/2017 5:12 PM
154	Cheney medical lake	11/28/2017 4:24 PM
155	Medical Lake Washington	11/28/2017 2:02 PM
156	Comstock	11/28/2017 11:00 AM
157	Nevada Lidgerwood Northtown	11/28/2017 9:28 AM

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158	Northside	11/28/2017 9:05 AM
159	Liberty Lake	11/28/2017 8:41 AM
160	North Spokane	11/28/2017 6:38 AM
161	Spokane Valley	11/28/2017 6:17 AM
162	north mead	11/27/2017 10:17 PM
163	Spokane valley	11/27/2017 5:35 PM
164	Liberty lake	11/27/2017 5:04 PM
165	Indian Trail	11/27/2017 4:06 PM
166	South Hill	11/27/2017 3:51 PM
167	West Central Spokane	11/27/2017 3:37 PM
168	Colbert	11/27/2017 1:12 PM
169	East Central	11/27/2017 1:02 PM
170	Spokane valley	11/27/2017 12:09 PM
171	Spokane valley near the vtc	11/27/2017 11:55 AM
172	Shadle	11/27/2017 11:24 AM
173	Spokane Valley	11/27/2017 11:02 AM
174	East central	11/27/2017 10:31 AM
175	Hillyard/Bemiss Area	11/27/2017 10:27 AM
176	Spangle, Wa - 15 mins from downtown Spokane	11/26/2017 9:01 PM
177	North spokane Addison.	11/26/2017 6:37 PM
178	Medical lake	11/26/2017 2:10 PM
179	cheney	11/26/2017 12:24 PM
180	Argonne Village area	11/26/2017 7:59 AM
181	Shadle area	11/25/2017 1:47 PM
182	by Hamilton and Mission	11/25/2017 1:33 PM
183	Valley	11/25/2017 12:10 PM
184	4th Ave. & University Rd. (Spokane Valley)	11/25/2017 10:13 AM
185	Riverside/downtown	11/25/2017 8:29 AM
186	Shadle	11/24/2017 1:47 PM
187	East Central Spokane	11/23/2017 8:24 AM
188	East Central	11/23/2017 12:56 AM
189	Thorpe Westwood	11/22/2017 6:31 PM
190	South hill, Lincoln heightSt	11/22/2017 4:17 PM
191	North Spokane, near Salk Middle School	11/22/2017 3:11 PM
192	Cheney	11/22/2017 2:24 PM
193	Downtown	11/22/2017 1:50 PM
194	Medical Lake	11/22/2017 1:18 PM
195	oak and mallon	11/22/2017 1:11 PM
196	South Hill	11/22/2017 11:34 AM
197	Cheney	11/22/2017 10:59 AM
198	Otis orchards	11/22/2017 7:24 AM

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199	Whitworth University	11/22/2017 6:52 AM
200	North Indian Trail	11/22/2017 4:14 AM
201	Spokane valley	11/21/2017 11:18 PM
202	East central neighborhood	11/21/2017 8:41 PM
203	South Hill	11/21/2017 7:15 PM
204	Valley	11/21/2017 6:29 PM
205	Minnehaha	11/21/2017 5:00 PM
206	Spokane Valley 99206	11/21/2017 1:56 PM
207	Spokane Valley	11/21/2017 1:17 PM
208	Indian Trail	11/21/2017 11:42 AM
209	Chattaroy	11/21/2017 10:24 AM
210	Downtown Spokane	11/21/2017 9:56 AM
211	Shadle	11/21/2017 9:26 AM
212	Newman Lake/East Farms	11/21/2017 8:41 AM
213	Cheney	11/21/2017 8:07 AM
214	Liberty Lake	11/21/2017 7:32 AM
215	Medical lake	11/21/2017 7:04 AM
216	Spokane Valley	11/20/2017 5:39 PM
217	Garland district	11/20/2017 5:03 PM
218	North Monroe	11/20/2017 4:17 PM
219	Near Joe Albi	11/20/2017 4:01 PM
220	Spokane	11/20/2017 4:00 PM
221	Spokane Regal and 55th	11/20/2017 3:17 PM
222	Nevada / Lyons area	11/20/2017 1:03 PM
223	Cheney Wa, near 1st and Presley	11/20/2017 12:21 PM
224	Spokane valley, wa	11/20/2017 11:35 AM
225	Nevada Lidgerwood	11/20/2017 11:03 AM
226	Near lilac lanes	11/20/2017 10:57 AM
227	Five Mile prairie	11/20/2017 10:34 AM
228	walker dr cheney wa	11/20/2017 9:57 AM
229	Mead	11/20/2017 9:21 AM
230	South hill (16th and Maple)	11/20/2017 9:17 AM
231	Colbert	11/20/2017 7:25 AM
232	Garland area	11/20/2017 6:47 AM
233	Medical lake	11/20/2017 4:38 AM
234	Brownes Addition	11/19/2017 11:36 PM
235	Northside	11/19/2017 3:06 PM
236	Sunset hill neighborhood	11/19/2017 11:37 AM
237	Deer Park	11/17/2017 12:19 PM
238	Millwood	11/17/2017 12:18 PM
239	Veradale	11/17/2017 10:35 AM

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240	Cheney	11/16/2017 11:45 PM
241	South Monroe St near West 10th ave (42 & 43 routes)	11/16/2017 10:49 PM
242	West central	11/16/2017 10:35 PM
243	Five Mile	11/16/2017 10:10 PM
244	Base of south hill near Altamont (route 94).	11/16/2017 5:50 PM
245	Holmberg Park	11/16/2017 3:47 PM
246	SFCC	11/16/2017 1:59 PM
247	8805 n Colton st Spokane Wa	11/16/2017 1:24 PM
248	West central	11/16/2017 1:18 PM
249	Medical lake / Lakeland village	11/16/2017 1:18 PM
250	Cheney	11/16/2017 1:00 PM
251	99201	11/16/2017 10:49 AM
252	south hill	11/16/2017 9:30 AM
253	Spokane Valley	11/16/2017 9:16 AM
254	Spokane Valley	11/16/2017 8:15 AM
255	Medical Lake	11/16/2017 7:05 AM
256	North side- Windermere area	11/16/2017 6:10 AM
257	Lincoln heights	11/16/2017 2:58 AM
258	Valley	11/15/2017 8:15 PM
259	Fairwood	11/15/2017 6:16 PM
260	Minnehaha	11/15/2017 4:37 PM
261	Downtown	11/15/2017 4:29 PM
262	Cheney West plains	11/15/2017 4:22 PM
263	West sharp ave	11/15/2017 3:58 PM
264	South Hill	11/15/2017 2:16 PM
265	South Hill-Regal	11/15/2017 2:04 PM
266	The valley.	11/15/2017 1:59 PM
267	Garland	11/15/2017 1:58 PM
268	Emerson,garfield	11/15/2017 12:00 PM
269	Walking distance to Five Mile P&R	11/15/2017 11:25 AM
270	Four lakes	11/15/2017 10:37 AM
271	Cheney park and ride	11/15/2017 10:08 AM
272	Liberty Lake	11/15/2017 9:56 AM
273	South Spokane Valley	11/15/2017 9:49 AM
274	Colbert, far north side by midway elementary	11/15/2017 9:48 AM
275	Ponderosa	11/15/2017 9:32 AM
276	Indian Trail	11/15/2017 9:17 AM
277	Post Falls, Idaho	11/15/2017 8:28 AM
278	Downtown Spokane and Spokane Valley	11/15/2017 8:03 AM
279	South hill	11/15/2017 7:47 AM
280	Mead, WA	11/15/2017 7:33 AM

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281	Spokane Valley, north of vtc	11/15/2017 6:23 AM
282	South Valley	11/14/2017 9:36 PM
283	Browne's Addition	11/14/2017 4:01 PM
284	Lower south hill close to Browne's Addition	11/14/2017 3:08 PM
285	Cheney	11/14/2017 1:48 PM
286	Audubon	11/14/2017 12:51 PM
287	North Spokane	11/14/2017 12:49 PM
288	Spokane Valley	11/14/2017 11:46 AM
289	Spokane Valley	11/14/2017 11:27 AM
290	Eagle Point Cheney	11/14/2017 11:03 AM
291	99206	11/14/2017 10:50 AM
292	Shadle area	11/14/2017 10:39 AM
293	Shadle area	11/14/2017 10:39 AM
294	Deer Park	11/14/2017 10:34 AM
295	South Hill, Cedar and 14th Ave	11/14/2017 8:09 AM
296	5th and Thor	11/14/2017 7:45 AM
297	Cheney	11/14/2017 7:45 AM
298	Logan neighborhood	11/14/2017 7:36 AM
299	Colbert wa	11/14/2017 7:00 AM
300	Audubon Neighborhood	11/14/2017 6:09 AM
301	North Nevada and Westview Court.	11/13/2017 11:41 PM
302	Veradale/south valley	11/13/2017 9:30 PM
303	Birth Spokane	11/13/2017 8:25 PM
304	Cheney, Wa	11/13/2017 7:38 PM
305	Gonzaga	11/13/2017 7:18 PM
306	South hill by Cataldo Catholic School	11/13/2017 6:07 PM
307	Barrington Place Apartments in Cheney, WA	11/13/2017 5:03 PM
308	Northwest spokane	11/13/2017 4:16 PM
309	Medical lake -4th & lefevre	11/13/2017 4:01 PM
310	SFCC	11/13/2017 4:00 PM
311	North Spokane	11/13/2017 2:00 PM
312	Wandermere	11/13/2017 1:40 PM
313	Browne's Addition	11/13/2017 12:44 PM
314	Medical Lake	11/13/2017 12:40 PM
315	4713 N Lillian Spokane valley	11/13/2017 11:17 AM
316	Canon Hill manito	11/13/2017 9:29 AM
317	Spokane Valley, near University	11/13/2017 7:33 AM
318	Argonne and knox	11/13/2017 5:50 AM
319	University and mission	11/12/2017 12:41 PM
320	Spokane Valley	11/12/2017 12:32 PM
321	McDonald	11/11/2017 9:47 PM

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322	West Centrall	11/11/2017 8:59 PM
323	Lower South Hill	11/11/2017 5:59 PM
324	Logan	11/11/2017 5:33 PM
325	Mead, north of Spokane	11/11/2017 5:09 PM
326	Greenacres,WA	11/11/2017 9:40 AM
327	North Hill Spokane	11/10/2017 11:22 PM
328	South Hill	11/10/2017 9:53 PM
329	Mission & Arragone	11/10/2017 3:29 PM
330	South Hill/Palouse	11/10/2017 2:07 PM
331	chief garry park area	11/10/2017 1:01 PM
332	Cheney	11/10/2017 12:58 PM
333	Hayford Village at Four Lakes, Washington	11/10/2017 10:41 AM
334	I reside on the 21 route.	11/10/2017 10:24 AM
335	Spokane Vally	11/10/2017 8:22 AM
336	Cheney	11/9/2017 9:04 PM
337	Garland	11/9/2017 6:50 PM
338	Spokane Valley Broadway and Evergreen	11/9/2017 6:26 PM
339	mead wa	11/9/2017 5:33 PM
340	Across the street from whitworth off Waikiki	11/9/2017 4:58 PM
341	Country Homes	11/9/2017 4:04 PM
342	Rathdrum, Idaho	11/9/2017 3:40 PM
343	Spokane Valley	11/9/2017 2:55 PM
344	North	11/9/2017 2:18 PM
345	Monroe	11/9/2017 1:08 PM
346	Spokane Valley	11/9/2017 12:45 PM
347	west central neighborhood	11/9/2017 12:41 PM
348	North Spokane County	11/9/2017 12:24 PM
349	Northwest blvd	11/9/2017 11:39 AM
350	Otis Orchards	11/9/2017 11:06 AM
351	West hills	11/9/2017 10:12 AM
352	Garland area	11/9/2017 10:09 AM
353	Liberty Lake	11/9/2017 7:30 AM
354	North of Mead	11/9/2017 7:17 AM
355	Colbert	11/9/2017 6:48 AM
356	Spokane Community College	11/9/2017 5:44 AM
357	Nevada	11/8/2017 9:09 PM
358	Cheney	11/8/2017 6:17 PM
359	Spokane Valley	11/8/2017 6:05 PM
360	Airway Heights	11/8/2017 6:01 PM
361	Spokane Valley	11/8/2017 5:27 PM
362	Argonne and mission	11/8/2017 5:21 PM

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363	Spokane Valley	11/8/2017 3:12 PM
364	Valley	11/8/2017 2:12 PM
365	Liberty lake	11/8/2017 1:01 PM
366	Boulder Apartments in Cheney	11/8/2017 11:29 AM
367	Cheney near safeway	11/8/2017 10:37 AM
368	Wandermere	11/8/2017 8:43 AM
369	Colbert	11/8/2017 8:16 AM
370	Indian Trail	11/8/2017 8:15 AM
371	nw spokane	11/8/2017 7:43 AM
372	Eagle point in cheney	11/8/2017 7:11 AM
373	Valley	11/8/2017 6:46 AM
374	Deer Park	11/8/2017 6:06 AM
375	South Indian Trail/Balboa	11/7/2017 8:37 PM
376	Cheney	11/7/2017 8:16 PM
377	Spokane Valley,WA 99206	11/7/2017 7:42 PM
378	Sprague and Barker	11/7/2017 7:06 PM
379	Chattaroy, WA	11/7/2017 6:42 PM
380	Spokane Valley	11/7/2017 5:49 PM
381	Spokane Valley, Sullivan Rd.	11/7/2017 5:04 PM
382	Cheney	11/7/2017 4:43 PM
383	Cheney	11/7/2017 4:04 PM
384	South hill	11/7/2017 3:48 PM
385	Magnesium and division	11/7/2017 3:28 PM
386	garland district	11/7/2017 3:22 PM
387	East Valley - Freeway Express Route	11/7/2017 3:18 PM
388	Medical Lake	11/7/2017 1:57 PM
389	Spokane Valley past Sullivan	11/7/2017 1:04 PM
390	99204	11/7/2017 12:45 PM
391	Greenacres	11/7/2017 12:41 PM
392	Airport	11/7/2017 12:24 PM
393	Deer Park, w	11/7/2017 12:10 PM
394	Spokane Valley	11/7/2017 11:49 AM
395	5 mile area	11/7/2017 11:21 AM
396	Hillyard	11/7/2017 10:54 AM
397	Northside	11/7/2017 8:44 AM
398	Medical Lake	11/7/2017 8:28 AM
399	Spokane Valley: Opportunity	11/7/2017 8:06 AM
400	Perry district	11/7/2017 7:39 AM
401	Browns addition	11/7/2017 7:26 AM
402	Coeur dalene, Idaho	11/7/2017 7:02 AM
403	Hayden, Idaho	11/7/2017 7:01 AM

STA September 2018 Preliminary Service Change Concepts

404	North side	11/7/2017 6:30 AM
405	NW blvd	11/7/2017 12:13 AM
406	Medical Lake	11/6/2017 9:04 PM
407	Cheney	11/6/2017 5:30 PM
408	Valley - Sullivan area	11/6/2017 5:21 PM
409	Colbert	11/6/2017 5:20 PM
410	Cheney wa	11/6/2017 4:59 PM
411	Dartford	11/6/2017 4:43 PM
412	NORTH OF WANDEREMERE	11/6/2017 3:08 PM
413	northwest spokane (audobon)	11/6/2017 2:32 PM
414	University and fourth valley area	11/6/2017 2:12 PM
415	Central Spokane Valley	11/6/2017 1:25 PM
416	downtown	11/6/2017 1:04 PM
417	Medical lake	11/6/2017 12:58 PM
418	west	11/6/2017 12:49 PM
419	Spokane Valley	11/6/2017 12:21 PM
420	Hilliard	11/6/2017 11:25 AM
421	Shilo Hills, between Nevada and Division	11/6/2017 11:18 AM
422	Near Greenbluff	11/6/2017 11:14 AM
423	Cheney	11/6/2017 11:14 AM
424	West Central Community Center area	11/6/2017 11:12 AM
425	Woodway Park	11/6/2017 10:06 AM
426	Indian Trail by Yokes	11/6/2017 9:53 AM
427	Spokane Valley-South	11/6/2017 9:51 AM
428	Garland	11/6/2017 9:39 AM
429	North Town Area	11/6/2017 8:28 AM
430	Cheney	11/6/2017 8:26 AM
431	Medical Lake downtown, I'll be in Cheney next year.	11/6/2017 8:26 AM
432	Valley	11/6/2017 8:25 AM
433	Liberty lake	11/6/2017 8:18 AM
434	orchard center Spokane valley	11/6/2017 8:17 AM
435	Lidgerwood area	11/6/2017 7:52 AM
436	Garland Neighborhoos	11/6/2017 7:26 AM
437	Hayden, Idaho	11/6/2017 7:23 AM
438	Cheney	11/6/2017 6:49 AM
439	Fairwood. North Spokane	11/5/2017 9:21 PM
440	Colbert	11/5/2017 9:10 PM
441	Northside town and cuntry area	11/5/2017 4:24 PM
442	Spokane valley	11/5/2017 10:57 AM
443	Franklin park	11/5/2017 9:59 AM
444	Near Rogers High School	11/5/2017 3:34 AM

STA September 2018 Preliminary Service Change Concepts

445	Spokane	11/4/2017 9:48 PM
446	Medical Lake	11/4/2017 4:14 PM
447	Cheney, by EWU	11/4/2017 2:37 PM
448	Mead/Colbert	11/4/2017 12:27 PM
449	Country Homes	11/4/2017 10:48 AM
450	Cheney	11/4/2017 9:55 AM
451	west central	11/4/2017 9:40 AM
452	Lower south hill/ Perry to Down Town	11/4/2017 7:10 AM
453	West Central	11/4/2017 5:23 AM
454	Manito/Cannon	11/3/2017 9:06 PM
455	West Central mallon & cannon	11/3/2017 4:44 PM
456	Otis Orchards	11/3/2017 4:03 PM
457	valley	11/3/2017 3:50 PM
458	Geiger Heights	11/3/2017 3:42 PM
459	Chester or South Valley	11/3/2017 3:42 PM
460	Cheney	11/3/2017 3:34 PM
461	Cliff/Cannon	11/3/2017 3:06 PM
462	magnesium rd	11/3/2017 2:52 PM
463	cda	11/3/2017 2:46 PM
464	Mead School District by Whitworth University	11/3/2017 2:40 PM
465	South Spokane Valley	11/3/2017 2:30 PM
466	Cheney	11/3/2017 2:17 PM
467	Valley	11/3/2017 2:04 PM
468	Brown's Mountain	11/3/2017 1:53 PM
469	West Plains	11/3/2017 1:22 PM
470	Audubon Park area	11/3/2017 1:03 PM
471	Hastings park and ride	11/3/2017 12:56 PM
472	Spokane Valley	11/3/2017 12:55 PM
473	Spokane Valley	11/3/2017 12:52 PM
474	Cheney	11/3/2017 12:45 PM
475	The Wandermere area	11/3/2017 12:03 PM
476	Rockford, WA	11/3/2017 11:39 AM
477	Liberty Lake	11/3/2017 10:55 AM
478	Mead near Mt. Spokane High School	11/3/2017 10:46 AM
479	Cheney	11/3/2017 10:43 AM
480	Brown's addition	11/3/2017 10:32 AM
481	North of Wandermere off US 395	11/3/2017 10:08 AM
482	East Central, but I am relatively still new to Spokane and have lived in the northern part of the Valley, West Central, and north of downtown Spokane in the last three years.	11/3/2017 9:42 AM
483	Browns Addition	11/3/2017 9:39 AM
484	Cheney, near the high school.	11/3/2017 9:09 AM

STA September 2018 Preliminary Service Change Concepts

485	99201	11/3/2017 8:43 AM
486	Spokane Valley, in between Argonne, Mission, Broadway, and University.	11/3/2017 7:57 AM
487	Colbert, MidWay Elementary area	11/3/2017 7:52 AM
488	Liberty lake	11/3/2017 7:50 AM
489	South Hill Spokane	11/3/2017 7:38 AM
490	Spokane Valley	11/3/2017 6:54 AM
491	Medical Lake	11/3/2017 6:40 AM
492	Medical Lake	11/3/2017 6:16 AM
493	Lower Gleneden (Wandermere area)	11/3/2017 5:02 AM
494	indian trail	11/3/2017 4:07 AM
495	North spokane, between Division and wall	11/3/2017 3:02 AM
496	Cliff cannon, lower south hill spokane	11/2/2017 8:11 PM
497	Five Mile	11/2/2017 7:29 PM
498	North Spokane	11/2/2017 5:11 PM
499	Fairwood	11/2/2017 4:57 PM
500	South Hill (53rd Ave)	11/2/2017 4:33 PM
501	My Spokane HS	11/2/2017 4:24 PM
502	Camelot, north Spokane	11/2/2017 4:06 PM
503	south hill	11/2/2017 3:53 PM
504	Shadle Park	11/2/2017 3:28 PM
505	Spokane Valley, south	11/2/2017 3:26 PM
506	Spokane valley	11/2/2017 3:24 PM
507	Blackhawk - North Spokane	11/2/2017 1:44 PM
508	South hill	11/2/2017 1:28 PM
509	Cheney, WA	11/2/2017 1:26 PM
510	East Central	11/2/2017 1:25 PM
511	North central	11/2/2017 1:14 PM
512	South Hill	11/2/2017 1:10 PM
513	9 mile	11/2/2017 12:46 PM
514	Spokane valley	11/2/2017 12:37 PM
515	Otis Orchards	11/2/2017 12:02 PM
516	Spokane Valley	11/2/2017 12:02 PM
517	Veradale	11/2/2017 11:50 AM
518	South Hill- near 17th	11/2/2017 11:46 AM
519	Downtown Spokane	11/2/2017 11:35 AM
520	I live In the neighborhood of where Appleway and Thierman is. So I could take either bus 90 or bus 94.	11/2/2017 11:33 AM
521	Liberty Lake	11/2/2017 11:19 AM
522	Mead area	11/2/2017 11:16 AM
523	Near Rogers High school.	11/2/2017 10:43 AM
524	Spokane Valley	11/2/2017 10:40 AM

STA September 2018 Preliminary Service Change Concepts

525	South Hill	11/2/2017 10:25 AM
526	East Cdntal (I-90 & Havana).	11/2/2017 10:24 AM
527	West central	11/2/2017 9:34 AM
528	Cheney	11/2/2017 8:48 AM
529	Newman Lake	11/2/2017 8:40 AM
530	Spokane Valley	11/2/2017 8:12 AM
531	West Central Spokane	11/2/2017 8:11 AM
532	Cheney	11/2/2017 7:55 AM
533	35th and Napa	11/2/2017 7:22 AM
534	Sherwood Forest, Spokane Valley	11/2/2017 6:19 AM
535	About 4 miles south of Deer Park	11/2/2017 6:09 AM
536	West Central	11/2/2017 12:31 AM
537	The valley	11/1/2017 10:21 PM
538	South Hill	11/1/2017 7:50 PM
539	Spokane Valley	11/1/2017 7:23 PM
540	Manito/Cannon Neighborhood	11/1/2017 4:35 PM
541	Farewood	11/1/2017 3:55 PM
542	east valley	11/1/2017 3:48 PM
543	cheney	11/1/2017 3:43 PM
544	West Central	11/1/2017 3:34 PM
545	Spokane valley	11/1/2017 3:27 PM
546	Idaho	11/1/2017 3:25 PM
547	Cheney, WA	11/1/2017 3:25 PM
548	Northside	11/1/2017 3:24 PM
549	Lower South hill	11/1/2017 2:55 PM
550	Cannon-Comstock.	11/1/2017 2:49 PM
551	Central Valley High School	11/1/2017 2:16 PM
552	spokane valley. wa	11/1/2017 1:25 PM
553	West Central	11/1/2017 12:12 PM
554	Summit avenue	11/1/2017 12:12 PM
555	Spokane Valley Washington	11/1/2017 12:04 PM
556	Spokane valley	11/1/2017 10:54 AM
557	Pullman, Pioneer Hill	11/1/2017 10:14 AM
558	Wandermere	11/1/2017 10:08 AM
559	2014 w Broadway ave apt 1	11/1/2017 9:32 AM
560	Broadway and bowdish	11/1/2017 8:58 AM
561	far South Hill	11/1/2017 8:56 AM
562	Spokane valley / Pines & Mansfield	11/1/2017 8:45 AM
563	Wandermere - Mead area	11/1/2017 8:24 AM
564	Cheney	11/1/2017 8:22 AM
565	Mead	11/1/2017 7:59 AM

STA September 2018 Preliminary Service Change Concepts

566	Northwest Spokane	11/1/2017 7:51 AM
567	Spokane Valley	11/1/2017 7:35 AM
568	Southhill	11/1/2017 7:22 AM
569	Qualchan	11/1/2017 7:06 AM
570	Near Midway Elementary School off highway 395	11/1/2017 6:58 AM
571	Near St. Luke's	11/1/2017 6:57 AM
572	Spokane Valley; Mission and Wilbur	11/1/2017 6:47 AM
573	Valley, park and appleway area	11/1/2017 6:40 AM
574	Chattaroy	11/1/2017 6:28 AM
575	Liberty Like at park and ride	11/1/2017 6:10 AM
576	Cheney	11/1/2017 5:41 AM
577	Spokane Valley	11/1/2017 5:23 AM
578	Fairwood	11/1/2017 5:20 AM
579	Colbert	11/1/2017 5:07 AM
580	Nevada and Francis	10/31/2017 9:28 PM
581	Spokane Valley	10/31/2017 9:05 PM
582	Wandermere	10/31/2017 8:04 PM
583	173 vtc	10/31/2017 5:59 PM
584	Medical Lake	10/31/2017 4:46 PM
585	West Central	10/31/2017 4:33 PM
586	North Spokane Mead	10/31/2017 4:24 PM
587	Spokane Valley	10/31/2017 4:20 PM
588	Wandermere	10/31/2017 3:45 PM
589	Chief Gerry Park	10/31/2017 3:09 PM
590	Spokane Valley	10/31/2017 2:58 PM
591	5 mile	10/31/2017 2:52 PM
592	Trentwood	10/31/2017 2:51 PM
593	99208/Fairwood	10/31/2017 2:47 PM
594	Medical Lake	10/31/2017 2:32 PM
595	McDonald and Broadway	10/31/2017 2:19 PM
596	In the valley or out in nine mile falls	10/31/2017 2:10 PM
597	John r Rogers area	10/31/2017 2:09 PM
598	Mead	10/31/2017 2:06 PM
599	The Garland District	10/31/2017 1:42 PM
600	Cliff Canyon	10/31/2017 1:32 PM
601	Spokane Valley	10/31/2017 1:22 PM
602	Riverside	10/31/2017 1:21 PM
603	n.spokane	10/31/2017 12:56 PM
604	Indian Trail Area	10/31/2017 11:57 AM
605	North Spokane, Hillyard area	10/31/2017 11:21 AM
606	Deep Creek	10/31/2017 11:13 AM

STA September 2018 Preliminary Service Change Concepts

607	Indian Trail	10/31/2017 10:10 AM
608	East Valley	10/31/2017 10:05 AM
609	99025	10/31/2017 9:24 AM
610	Cheney, Wa	10/31/2017 8:47 AM
611	herald between mission and broadway	10/31/2017 8:28 AM
612	Colbert, WA	10/31/2017 8:27 AM
613	Otis Orchards	10/31/2017 8:24 AM
614	North spokane by Holy Family Hosptial	10/31/2017 8:22 AM
615	Hillyard	10/31/2017 8:16 AM
616	Cheney	10/31/2017 8:15 AM
617	Fairwood	10/31/2017 8:12 AM
618	Shiloh Hills	10/31/2017 7:59 AM
619	Liberty Lake	10/31/2017 7:44 AM
620	Indian Trail	10/31/2017 7:33 AM
621	Grandview neighborhood top of Sunset Hill	10/31/2017 7:31 AM
622	Just north on Francis, near Indian Trail.	10/31/2017 7:17 AM
623	2121 E. Upriver Dr.	10/31/2017 6:53 AM
624	Spokane Valley - CVSD	10/31/2017 6:38 AM
625	Emerson-Garfield	10/31/2017 6:26 AM
626	Indian trail	10/31/2017 6:26 AM
627	By VTC	10/31/2017 6:26 AM
628	Shadle north hill	10/31/2017 6:24 AM
629	Mansfield and Pines, Spokane Valley	10/31/2017 6:22 AM
630	Along Indian Trail	10/31/2017 6:21 AM
631	Nortside to downtown for work. From Hastings	10/31/2017 6:16 AM
632	North Spokane, near mead high school	10/31/2017 6:14 AM
633	North Central	10/30/2017 9:35 PM
634	Brownes Addition	10/30/2017 9:24 PM
635	Minnehaha	10/30/2017 9:21 PM
636	South Hill	10/30/2017 8:24 PM
637	South Perry	10/30/2017 5:55 PM
638	North Spokane	10/30/2017 5:49 PM
639	Spokane Valley	10/30/2017 5:21 PM
640	Medical Lake	10/30/2017 5:05 PM
641	1048 W 1st, Cheney, WA Salnave Glen	10/30/2017 3:58 PM
642	south hill	10/30/2017 3:54 PM
643	Cheney	10/30/2017 3:43 PM
644	Saltese Flats	10/30/2017 3:41 PM
645	Perry District	10/30/2017 3:41 PM
646	Cheney	10/30/2017 3:35 PM
647	South east Spokane	10/30/2017 3:23 PM

STA September 2018 Preliminary Service Change Concepts

648	North Spokane	10/30/2017 3:05 PM
649	Logan Neighborhood	10/30/2017 2:49 PM
650	Spokane Valley u city	10/30/2017 2:39 PM
651	Post Falls, Idaho	10/30/2017 2:36 PM
652	Comstock (29th and Grand)	10/30/2017 2:28 PM
653	Upriver Dr. Along the centennial trail near SCC	10/30/2017 2:23 PM
654	west central	10/30/2017 2:18 PM
655	South Hill	10/30/2017 2:10 PM
656	Deer Park	10/30/2017 2:06 PM
657	North Spokane - Indian Trail area	10/30/2017 1:59 PM
658	Cheney/Four Lakes	10/30/2017 1:58 PM
659	South Hill	10/30/2017 1:53 PM
660	5-mile area	10/30/2017 1:50 PM
661	Colbert	10/30/2017 1:50 PM
662	Hillyard, northside	10/30/2017 1:35 PM
663	Fairwood(near Mead High School)	10/30/2017 1:30 PM
664	South Perry	10/30/2017 1:25 PM
665	Deer Lake	10/30/2017 1:16 PM
666	West Central	10/30/2017 1:13 PM
667	Medical Lake	10/30/2017 1:11 PM
668	North Indian Trail	10/30/2017 1:09 PM
669	Spokane Valley	10/30/2017 1:08 PM
670	North Spokane	10/30/2017 1:04 PM
671	5 mile	10/30/2017 1:03 PM
672	Longfellow	10/30/2017 1:00 PM
673	North part of Indian Trail	10/30/2017 1:00 PM
674	Five Mile Prairie	10/30/2017 12:58 PM
675	5MILE AREA	10/30/2017 12:56 PM
676	Medical Lake	10/30/2017 12:56 PM
677	near Airway Heights	10/30/2017 12:56 PM
678	Five Mile Praire	10/30/2017 12:56 PM
679	Cheney wa 2nd st	10/30/2017 12:56 PM
680	shadle	10/30/2017 12:56 PM
681	Suncrest	10/30/2017 12:49 PM
682	Spokane Valley	10/30/2017 12:46 PM
683	Wedgewood & Lingerwood	10/30/2017 12:46 PM
684	University @ mission	10/30/2017 12:46 PM
685	Shadle	10/30/2017 12:43 PM
686	Garfield Emerson	10/30/2017 12:42 PM
687	Valley	10/30/2017 12:23 PM
688	South Hill	10/30/2017 12:20 PM

STA September 2018 Preliminary Service Change Concepts

689	eastern South Hill	10/30/2017 12:19 PM
690	Shadle (northside)	10/30/2017 12:08 PM
691	Spokane Valley (Edgecliff)	10/30/2017 12:04 PM
692	Cheney	10/30/2017 12:00 PM
693	Northside	10/30/2017 11:54 AM
694	trentwood/ east valley area	10/30/2017 11:48 AM
695	Spokane valley	10/30/2017 11:48 AM
696	Manito/South Hill	10/30/2017 11:46 AM
697	North Spokane	10/30/2017 11:43 AM
698	Northwest terrace - no service	10/30/2017 11:41 AM
699	liberty lake	10/30/2017 11:37 AM
700	South hill	10/30/2017 11:35 AM
701	Fairwood	10/30/2017 11:15 AM
702	Spokane Valley	10/30/2017 11:15 AM
703	Minnehaha (Northeast Spokane)	10/30/2017 11:12 AM
704	South hill	10/30/2017 11:06 AM
705	Fairwood	10/30/2017 10:58 AM
706	Otis Orchards	10/30/2017 10:57 AM
707	Spokane Valley	10/30/2017 10:54 AM
708	Cheney, WA	10/30/2017 10:14 AM
709	Hillyard	10/30/2017 9:58 AM
710	Vinegar Flats/ SW Spokane	10/30/2017 9:58 AM
711	Spokane vally 2 min by car from vtc	10/30/2017 9:58 AM
712	North Spokane	10/30/2017 9:57 AM
713	Airway Heights	10/30/2017 9:48 AM
714	Manito	10/30/2017 9:48 AM
715	South Hill	10/30/2017 9:47 AM
716	Spokane Valley	10/30/2017 9:46 AM
717	Perry District	10/30/2017 9:46 AM
718	Medical Lake	10/30/2017 9:45 AM
719	Latah Creek, 3204 S Spring Creek Ln, Spokane WA 99224	10/30/2017 9:45 AM
720	Colbert, WA	10/30/2017 9:44 AM
721	Hayden, Idaho	10/30/2017 9:43 AM
722	South Hill	10/30/2017 9:43 AM
723	South Hill	10/30/2017 9:41 AM
724	Garland	10/30/2017 9:29 AM
725	Perry District	10/30/2017 9:26 AM
726	Cheney	10/30/2017 9:19 AM
727	Spokane Valley/Opportunity	10/30/2017 8:58 AM
728	Deer Park	10/30/2017 8:47 AM
729	Spokane Valley	10/30/2017 8:45 AM

STA September 2018 Preliminary Service Change Concepts

730	Colbert	10/30/2017 8:43 AM
731	south hill	10/30/2017 8:38 AM
732	Perry	10/30/2017 8:05 AM
733	Cheney	10/30/2017 7:50 AM
734	Nevada Lidgerwood	10/30/2017 7:49 AM
735	Otis orchards WA	10/30/2017 7:41 AM
736	Spokane Valley	10/30/2017 7:02 AM
737	Cheney	10/30/2017 6:59 AM
738	Chattaroy, WA	10/30/2017 6:46 AM
739	Wandamere	10/30/2017 6:44 AM
740	Lincoln Heights	10/30/2017 6:37 AM
741	Spokane Valley	10/30/2017 6:07 AM
742	Shiloh Hills	10/30/2017 5:29 AM
743	Spokane Valley	10/30/2017 5:08 AM
744	Spokane Valley	10/30/2017 4:49 AM
745	Spokane Valley	10/29/2017 9:14 PM
746	Chattaroy WA	10/29/2017 5:48 PM
747	Cheney	10/29/2017 5:08 PM
748	Spokane valley maribu	10/29/2017 5:06 PM
749	Cheney, Wa	10/29/2017 3:28 PM
750	Browne's Addition, Coeur D'Alene Street	10/29/2017 12:32 PM
751	Sprague & Helena	10/29/2017 12:25 PM
752	Moran prairie/South Gate	10/29/2017 12:01 PM
753	Valley	10/29/2017 11:59 AM
754	W Chelan Ave and Monroe St.	10/29/2017 11:41 AM
755	airway heights	10/29/2017 9:24 AM
756	Downtown Spokane	10/29/2017 8:42 AM
757	Cheney, EWU	10/29/2017 7:18 AM
758	SFCC Area	10/29/2017 7:16 AM
759	Northwest	10/28/2017 7:58 PM
760	Cheney, WA	10/28/2017 6:58 PM
761	Cheney	10/27/2017 10:06 PM
762	Spokane Valley, near South Sullivan	10/27/2017 9:46 PM
763	Port Angeles	10/27/2017 8:55 PM
764	Green acres	10/27/2017 6:38 PM
765	Westplains	10/27/2017 6:12 PM
766	Deer park washington	10/27/2017 4:31 PM
767	Valley	10/27/2017 4:18 PM
768	Whitworth area	10/27/2017 4:16 PM
769	Audubon	10/27/2017 3:50 PM
770	Cheney Washington	10/27/2017 2:24 PM

STA September 2018 Preliminary Service Change Concepts

771	North spokane 99208	10/27/2017 1:56 PM
772	Spokane valley	10/27/2017 1:45 PM
773	west valley	10/27/2017 1:40 PM
774	South Spokane Valley	10/27/2017 1:20 PM
775	Spokane Valley (near Sprague & Pines)	10/27/2017 1:01 PM
776	Medical Lake	10/27/2017 12:52 PM
777	Spokane Valley , 12th & Pines	10/27/2017 12:50 PM
778	Spokane Valley	10/27/2017 12:37 PM
779	North side spokane	10/27/2017 12:31 PM
780	Garfield-Emerson	10/27/2017 12:27 PM
781	Spokane Valley	10/27/2017 11:38 AM
782	Cheney	10/27/2017 11:32 AM
783	Spokane valley	10/27/2017 11:17 AM
784	Airway Heights/ South Hill	10/27/2017 11:14 AM
785	Spokane Valley near Pines and Freeway	10/27/2017 10:25 AM
786	I am homeless, so the bus system gets me to most places I need to go	10/27/2017 9:28 AM
787	Boulder Apts, Cheney, WA	10/27/2017 9:09 AM
788	Mead	10/27/2017 8:14 AM
789	Spokane valley	10/27/2017 7:59 AM
790	spokane	10/27/2017 7:54 AM
791	North Monroe at wedgewood	10/27/2017 7:37 AM
792	Spokane county	10/27/2017 7:29 AM
793	Ledgerwood	10/27/2017 7:20 AM
794	North spokane, fairwood	10/27/2017 7:06 AM
795	Fairwood	10/27/2017 7:03 AM
796	on broadway and Sullivan	10/27/2017 7:03 AM
797	Deer Park, WA	10/27/2017 6:59 AM
798	Wandermere	10/27/2017 6:36 AM
799	Near Hastings Park And Ride between Division, Hastings, Mill and Hawthorne	10/27/2017 6:26 AM
800	Colbert	10/27/2017 6:23 AM
801	Sunset Hill	10/27/2017 6:20 AM
802	North Spokane	10/27/2017 6:08 AM
803	Deer Park Wa	10/27/2017 5:53 AM
804	Fairwood Park and Ride	10/27/2017 5:13 AM
805	Mead area	10/27/2017 5:02 AM
806	Sullivan & Sprague area	10/26/2017 9:26 PM
807	Near Hastings Park and Ride	10/26/2017 8:24 PM
808	Post falls	10/26/2017 7:56 PM
809	Valley	10/26/2017 6:32 PM
810	Argonne & Mission	10/26/2017 5:22 PM
811	5th street near Deaconess Hospital	10/26/2017 5:16 PM

STA September 2018 Preliminary Service Change Concepts

812	Wandermere	10/26/2017 5:11 PM
813	North Spokane	10/26/2017 5:05 PM
814	nine mile	10/26/2017 3:43 PM
815	Off of the Medical Lake Exit, in the West Terrace development.	10/26/2017 3:25 PM
816	Newman Lake, WA	10/26/2017 3:21 PM
817	Driscoll and winston	10/26/2017 3:15 PM
818	Cheney, Salnave and Presley.	10/26/2017 2:53 PM
819	Indian Trail	10/26/2017 2:52 PM
820	Northwest Spokane	10/26/2017 2:51 PM
821	East Central	10/26/2017 2:31 PM
822	Garlands area	10/26/2017 2:29 PM
823	Cheney, WA	10/26/2017 2:14 PM
824	West Plains	10/26/2017 12:45 PM
825	Eagle point, Cheney	10/26/2017 12:28 PM
826	Spokane Valley	10/26/2017 12:20 PM
827	NorthTown	10/26/2017 12:17 PM
828	Freya&8th-Eas Side	10/26/2017 12:12 PM
829	vinegar flats/latah creek/hangman valley	10/26/2017 12:02 PM
830	Cheney, wa	10/26/2017 11:11 AM
831	Cheney	10/26/2017 11:07 AM
832	indian trail	10/26/2017 10:55 AM
833	North Spokane	10/26/2017 10:02 AM
834	Cheney	10/26/2017 7:57 AM
835	Cheney	10/26/2017 7:41 AM
836	Cheney	10/26/2017 7:28 AM
837	Cheney	10/26/2017 7:03 AM
838	MiniHaha park area	10/26/2017 6:51 AM
839	Pines and Montgomery	10/26/2017 4:02 AM
840	Cheney	10/25/2017 11:48 PM
841	Spokane valley	10/25/2017 6:03 PM
842	South Hill	10/25/2017 5:36 PM
843	Cheney....735 W. 1st St.....Pine Village	10/25/2017 5:19 PM
844	99205 Garland/Shadle	10/25/2017 4:05 PM
845	Garland	10/25/2017 3:36 PM
846	9th and Freya	10/25/2017 3:01 PM
847	Cheney	10/25/2017 2:54 PM
848	south HILL	10/25/2017 2:15 PM
849	Spokane valley	10/25/2017 1:28 PM
850	Downtown	10/25/2017 12:31 PM
851	South cheney	10/25/2017 12:28 PM
852	Liberty Lake	10/25/2017 11:58 AM

STA September 2018 Preliminary Service Change Concepts

853	Spokane valley	10/25/2017 11:49 AM
854	South Hill	10/25/2017 11:16 AM
855	Hillyard	10/25/2017 10:32 AM
856	Garland District	10/25/2017 10:21 AM
857	South hill	10/25/2017 10:08 AM
858	Spokane Valley	10/25/2017 10:04 AM
859	West Central	10/25/2017 9:03 AM
860	Glenden, north of Wandermere	10/25/2017 8:54 AM
861	Post falls, Id	10/25/2017 7:54 AM
862	Spokane Valley	10/25/2017 7:50 AM
863	Hillyard	10/25/2017 7:47 AM
864	Eagle point cheney	10/25/2017 7:33 AM
865	Millwood, WA	10/25/2017 7:14 AM
866	Camelot	10/25/2017 7:04 AM
867	Mead	10/25/2017 6:42 AM
868	Cheney, WA The Grove Apartments	10/25/2017 6:41 AM
869	hillyard	10/25/2017 6:23 AM
870	Mead	10/25/2017 5:54 AM
871	North end	10/25/2017 5:48 AM
872	Cheney	10/25/2017 5:45 AM
873	99216	10/24/2017 10:51 PM
874	99212	10/24/2017 7:56 PM
875	Shadle	10/24/2017 5:51 PM
876	Garland	10/24/2017 5:47 PM
877	Spokane Valley by EVHS	10/24/2017 5:16 PM
878	Cheney	10/24/2017 3:59 PM
879	Mead, Wa	10/24/2017 3:50 PM
880	West Central	10/24/2017 3:38 PM
881	Medical Lake	10/24/2017 3:25 PM
882	Shadle	10/24/2017 3:21 PM
883	Wandermere	10/24/2017 3:19 PM
884	Minnehaha Neighborhood	10/24/2017 3:13 PM
885	West Central	10/24/2017 3:11 PM
886	Cheney	10/24/2017 3:10 PM
887	West Central	10/24/2017 3:09 PM
888	Cheney	10/24/2017 3:07 PM
889	north side	10/24/2017 2:52 PM
890	CDA	10/24/2017 2:52 PM
891	south hill, spokane	10/24/2017 2:50 PM
892	Liberty Lake	10/24/2017 2:49 PM
893	Shadle Park neighborhood	10/24/2017 2:42 PM

STA September 2018 Preliminary Service Change Concepts

894	Millwood	10/24/2017 2:37 PM
895	5 Mile Spokane WA	10/24/2017 2:36 PM
896	Spokane Valley	10/24/2017 2:29 PM
897	Spokane Valley	10/24/2017 2:22 PM
898	Monroe and Broadway	10/24/2017 1:58 PM
899	Spokane Valley	10/24/2017 1:55 PM
900	Shadle	10/24/2017 1:48 PM
901	Cheney	10/24/2017 1:45 PM
902	indian trail	10/24/2017 1:32 PM
903	Town and Country	10/24/2017 1:24 PM
904	Four lakes	10/24/2017 1:23 PM
905	Chattaory	10/24/2017 1:22 PM
906	10518 e sinto spokane valley wa 99206	10/24/2017 1:20 PM
907	valley, Spokane County.	10/24/2017 1:15 PM
908	Far south hill	10/24/2017 1:14 PM
909	East Central.	10/24/2017 12:57 PM
910	Upriver Dr	10/24/2017 12:48 PM
911	Spokane valley	10/24/2017 12:37 PM
912	Eagle point	10/24/2017 12:32 PM
913	Five mile	10/24/2017 12:31 PM
914	cheney	10/24/2017 12:30 PM
915	Manito Park Area	10/24/2017 12:28 PM
916	Spokane county half way to Cheney	10/24/2017 12:28 PM
917	Mead, WA	10/24/2017 12:24 PM
918	West Spokane - I do not ride the bus because the closest one is seven or eight miles, which puts me at the grocery store.	10/24/2017 12:23 PM
919	north of spokane	10/24/2017 12:21 PM
920	Sprague and University	10/24/2017 12:16 PM
921	Hillyard, Rogers High School area	10/24/2017 12:13 PM
922	Near north town mall	10/24/2017 12:07 PM
923	Cheney	10/24/2017 12:05 PM
924	Airway Heights	10/24/2017 11:53 AM
925	Veradale	10/24/2017 11:53 AM
926	Cheney	10/24/2017 11:52 AM
927	Northside (near Hastings Park and Ride)	10/24/2017 11:48 AM
928	Stevens County	10/24/2017 11:41 AM
929	Coeur D'Alene, Idaho	10/24/2017 11:40 AM
930	north side	10/24/2017 11:37 AM
931	near Pines & Sprague	10/24/2017 11:35 AM
932	7th and Wall St	10/24/2017 11:25 AM
933	South Spokane Valley	10/24/2017 11:24 AM

STA September 2018 Preliminary Service Change Concepts

934	Wandermere	10/24/2017 11:19 AM
935	northside	10/24/2017 11:19 AM
936	VALLEY TRANSIT CENTER	10/24/2017 11:16 AM
937	North Spokane - Gleneden	10/24/2017 11:13 AM
938	Northwest side of town. Off of Central and G street.	10/24/2017 11:12 AM
939	Spokane Valley	10/24/2017 11:12 AM
940	Park & Broadway by Centennial Middle School	10/24/2017 11:11 AM
941	North Hill neighborhood	10/24/2017 11:08 AM
942	Indian Trail	10/24/2017 11:08 AM
943	south hill	10/24/2017 11:07 AM
944	North Spokane	10/24/2017 11:07 AM
945	Shadle	10/24/2017 11:06 AM
946	shadle	10/24/2017 11:05 AM
947	Lower south hill	10/24/2017 11:02 AM
948	SPOKANE VALLEY	10/24/2017 11:02 AM
949	Lincoln Heights	10/24/2017 11:02 AM
950	Nine Mile Falls	10/24/2017 11:01 AM
951	Midilome, South Valley	10/24/2017 11:00 AM
952	NORTH SPOKANE	10/24/2017 10:59 AM
953	Edgecliffe Park (8th and Park) in the valley	10/24/2017 10:59 AM
954	Millwood	10/24/2017 10:59 AM
955	Mead	10/24/2017 10:59 AM
956	South Hill	10/24/2017 10:59 AM
957	South Hill	10/24/2017 10:34 AM
958	Spokane Valley	10/24/2017 10:29 AM
959	West Plains	10/24/2017 9:50 AM
960	Millwood	10/24/2017 9:44 AM
961	Otis Orchards	10/24/2017 9:27 AM
962	Reardan	10/24/2017 9:26 AM
963	Pines and 10th in the Valley	10/24/2017 9:09 AM
964	Spokane Valley	10/24/2017 9:05 AM
965	south hill	10/24/2017 8:52 AM
966	Northwest Spokane	10/24/2017 8:48 AM
967	Four lakes	10/24/2017 8:45 AM
968	liberty lake	10/24/2017 8:31 AM
969	5 mile	10/24/2017 7:59 AM
970	Eaglepoint apartments in Cheney WA	10/24/2017 7:33 AM
971	Town and Country. Northside Spokane	10/24/2017 7:24 AM
972	Medical Lake	10/24/2017 6:49 AM
973	Cheney	10/24/2017 6:27 AM
974	Cheney,WA downtown cheney	10/24/2017 6:09 AM

STA September 2018 Preliminary Service Change Concepts

975	Cheney, near HS	10/23/2017 5:21 PM
976	Cheney, WA	10/23/2017 4:53 PM
977	near Holy Family Hospital -- Lidgerwood neighborhood	10/23/2017 4:25 PM
978	Coeur d'Alene Idaho	10/23/2017 3:44 PM
979	Millwood	10/23/2017 3:30 PM
980	Washington\Idaho state line area	10/23/2017 2:23 PM
981	Spokane Valley	10/23/2017 1:58 PM
982	Grand and 37th neighborhood	10/23/2017 1:21 PM
983	Cheney	10/23/2017 1:20 PM
984	west plains	10/23/2017 1:15 PM
985	Spokane valley	10/23/2017 1:07 PM
986	Cheney	10/23/2017 12:56 PM
987	South Hill	10/23/2017 12:55 PM
988	Cheney	10/23/2017 12:44 PM
989	Lower South Hill	10/23/2017 12:25 PM
990	Cheney	10/23/2017 12:16 PM
991	Spokane valley	10/23/2017 12:00 PM
992	Spokane Valley	10/23/2017 11:59 AM
993	Colbert, WA	10/23/2017 10:50 AM
994	Shadle	10/23/2017 10:45 AM
995	Northwood Spokane Valley	10/23/2017 9:56 AM
996	Cheney 6th	10/23/2017 9:45 AM
997	spokane valley	10/23/2017 9:37 AM
998	Downtown	10/23/2017 9:36 AM
999	99207	10/23/2017 9:32 AM
1000	South Hill	10/23/2017 9:13 AM
1001	U District	10/23/2017 8:55 AM
1002	Liberty Lake	10/23/2017 8:42 AM
1003	Buckeye & Fraya	10/23/2017 8:22 AM
1004	Spokane Valley, but barely outside of the city. I take the 94.	10/23/2017 8:09 AM
1005	North Indian Trail	10/23/2017 7:52 AM
1006	Medical lake	10/23/2017 7:43 AM
1007	Maple/Ash & Francis	10/23/2017 7:37 AM
1008	southhill	10/23/2017 7:27 AM
1009	South Hill	10/23/2017 7:21 AM
1010	Cheney area	10/23/2017 6:58 AM
1011	Cheney	10/23/2017 6:52 AM
1012	West Spokane Valley / Millwood	10/23/2017 6:52 AM
1013	Mead	10/23/2017 6:45 AM
1014	Medical Lake	10/23/2017 6:40 AM
1015	5 Mile Prairie	10/23/2017 6:30 AM

STA September 2018 Preliminary Service Change Concepts

1016	South Hill	10/23/2017 6:20 AM
1017	Cheney	10/23/2017 6:15 AM
1018	Chester Area - Ponderossa - Spokane Valley - Just out from the Lower Dishman Hills	10/23/2017 6:08 AM
1019	Chief Gerry	10/23/2017 5:55 AM
1020	Spokane Valley WA	10/23/2017 3:12 AM
1021	north spokane	10/23/2017 2:28 AM
1022	Airway Heights	10/23/2017 12:02 AM
1023	Moran Prairie South Hill	10/22/2017 10:26 PM
1024	Perry District	10/22/2017 7:45 PM
1025	North Spokane	10/22/2017 4:23 PM
1026	Downriver	10/22/2017 6:52 AM
1027	liberty lake	10/22/2017 4:18 AM
1028	north side	10/22/2017 3:15 AM
1029	Riverside downtown	10/21/2017 5:24 PM
1030	Downriver Neighborhood	10/21/2017 12:22 PM
1031	Greenacres WA 99016	10/21/2017 10:29 AM
1032	Spokane valley	10/21/2017 9:39 AM
1033	Veradale wa	10/21/2017 9:36 AM
1034	Monroe and Francis	10/21/2017 9:23 AM
1035	East central between Freya and Carnahan	10/21/2017 9:19 AM
1036	Spangle	10/21/2017 8:11 AM
1037	south hill	10/21/2017 7:59 AM
1038	Valley	10/21/2017 7:28 AM
1039	Lincoln Heights	10/21/2017 5:30 AM
1040	AIRWAY HEIGHTS WA	10/21/2017 5:07 AM
1041	223 S SULLIVAN RD	10/21/2017 2:15 AM
1042	Shadle Park	10/21/2017 1:18 AM
1043	Airway Heights	10/21/2017 12:54 AM
1044	nine mile falls	10/20/2017 11:44 PM
1045	West	10/20/2017 9:54 PM
1046	Lower south hill	10/20/2017 7:41 PM
1047	NORTH SIDE	10/20/2017 4:07 PM
1048	Newman Lake	10/20/2017 3:39 PM
1049	North Idaho	10/20/2017 3:38 PM
1050	Spokane Valley- trentwood area	10/20/2017 3:30 PM
1051	Greenacres/Spokane Valley	10/20/2017 3:23 PM
1052	Franklin Park	10/20/2017 3:18 PM
1053	Kingston, Idaho	10/20/2017 3:17 PM
1054	West Central	10/20/2017 2:58 PM
1055	Perry District	10/20/2017 2:32 PM
1056	west hills	10/20/2017 2:22 PM

STA September 2018 Preliminary Service Change Concepts

1057	valley	10/20/2017 2:21 PM
1058	SPOKANE VALLEY	10/20/2017 2:00 PM
1059	Spokane Valley	10/20/2017 1:47 PM
1060	shadle	10/20/2017 1:29 PM
1061	airway heights	10/20/2017 1:23 PM
1062	Spokane	10/20/2017 1:15 PM
1063	Cheney	10/20/2017 1:02 PM
1064	Lincoln Heights	10/20/2017 12:57 PM
1065	south hill near cannon hull park	10/20/2017 12:12 PM
1066	Hillyard	10/20/2017 12:09 PM
1067	Millwood	10/20/2017 12:03 PM
1068	Hwy 2, Medical Lake	10/20/2017 11:41 AM
1069	South Hill (Manito/Comstock area)	10/20/2017 11:29 AM
1070	Millwood	10/20/2017 11:14 AM
1071	Five Mile	10/20/2017 11:04 AM
1072	Mead	10/20/2017 11:00 AM
1073	Spokane Valley	10/20/2017 10:44 AM
1074	Shadle	10/20/2017 10:27 AM
1075	West Central	10/20/2017 10:19 AM
1076	Spokane Valley	10/20/2017 10:17 AM
1077	Spokane Valley 32nd & Pines	10/20/2017 10:15 AM
1078	POST FALLS IDAHO	10/20/2017 10:15 AM
1079	Audubon Park	10/20/2017 10:04 AM
1080	Spokane	10/20/2017 9:43 AM
1081	99205	10/20/2017 9:40 AM
1082	South Hill, Palouse HWY	10/20/2017 9:37 AM
1083	northwest spokane	10/20/2017 9:34 AM
1084	Cheney	10/20/2017 9:24 AM
1085	Evergreen and 16th	10/20/2017 9:19 AM
1086	North Spokane	10/20/2017 9:10 AM
1087	Nevada/Lidgerwood Spokane, WA	10/20/2017 8:51 AM
1088	Northside (Mead)	10/20/2017 8:40 AM
1089	Nevada-Lidgerwood	10/20/2017 8:34 AM
1090	Mead	10/20/2017 8:29 AM
1091	Spokane Valley	10/20/2017 8:28 AM
1092	cda ID	10/20/2017 8:25 AM
1093	Cheney	10/20/2017 8:22 AM
1094	North Spokane near Wandermere Road	10/20/2017 8:14 AM
1095	South Hill	10/20/2017 8:07 AM
1096	Spokane county rural	10/20/2017 8:05 AM
1097	Spokane Valley, Dishman Mica area.	10/20/2017 8:04 AM

STA September 2018 Preliminary Service Change Concepts

1098	Cheney	10/20/2017 7:56 AM
1099	Liberty Lake	10/20/2017 7:53 AM
1100	Liberty Lake	10/20/2017 7:37 AM
1101	Spokane valley 99216	10/20/2017 7:36 AM
1102	9 Mile Falls WA.	10/20/2017 7:34 AM
1103	Shadle	10/20/2017 7:33 AM
1104	Spokane Valley	10/20/2017 7:27 AM
1105	Cheney	10/20/2017 7:27 AM
1106	Colbert, WA	10/20/2017 7:23 AM
1107	Cheney near Salnave Park	10/20/2017 7:10 AM
1108	post falls	10/20/2017 7:00 AM
1109	nevada/lidgerwood	10/20/2017 6:59 AM
1110	Eastern South Hill, 29th Street and Carnahan	10/20/2017 6:57 AM
1111	Hillyard	10/20/2017 6:51 AM
1112	south hill	10/20/2017 6:50 AM
1113	6th st cheney	10/20/2017 6:47 AM
1114	Medical Lake	10/20/2017 6:45 AM
1115	Bemiss	10/20/2017 6:37 AM
1116	garland district	10/20/2017 6:33 AM
1117	Spokane South Hill, Mullan Road Area	10/20/2017 6:13 AM
1118	Spokane Valley	10/20/2017 6:09 AM
1119	Spokane Valley	10/20/2017 5:58 AM
1120	99208	10/20/2017 5:56 AM
1121	13th & Bernard	10/20/2017 5:49 AM
1122	6th & University	10/20/2017 5:29 AM
1123	Millwood area	10/20/2017 5:20 AM
1124	veradale	10/20/2017 5:18 AM
1125	Cheney Wa	10/20/2017 4:14 AM
1126	Medical Lake	10/19/2017 10:24 PM
1127	manito area	10/19/2017 9:14 PM
1128	Spokane Valley 99216 zip code	10/19/2017 7:31 PM
1129	Airway Heights	10/19/2017 6:57 PM
1130	Wild Rose Prarie	10/19/2017 5:46 PM
1131	Spokane	10/19/2017 4:48 PM
1132	cliff/cannon	10/19/2017 4:10 PM
1133	8th and Maple 99204	10/19/2017 3:50 PM
1134	West Plains (Airway Heights)	10/19/2017 3:50 PM
1135	valley	10/19/2017 3:38 PM
1136	Spokane Valley	10/19/2017 3:25 PM
1137	Spokane Valley, WA	10/19/2017 3:23 PM
1138	Indian Trail	10/19/2017 3:18 PM

STA September 2018 Preliminary Service Change Concepts

1139	Northside	10/19/2017 3:06 PM
1140	Perry District	10/19/2017 3:04 PM
1141	Millwood	10/19/2017 3:01 PM
1142	Downtown	10/19/2017 2:53 PM
1143	South Spokane Valley	10/19/2017 2:52 PM
1144	Cheney, WA	10/19/2017 2:48 PM
1145	Airway Heights	10/19/2017 2:40 PM
1146	Bridgeport/Nevada	10/19/2017 2:39 PM
1147	Upriver Drive (north of Millwood, East of Spokane, West of Spokane Valley)	10/19/2017 2:34 PM
1148	Greenacres	10/19/2017 2:33 PM
1149	North of Fairchild Air Force Base.	10/19/2017 2:31 PM
1150	By SFCC	10/19/2017 2:21 PM
1151	Espanola, Medical Lake	10/19/2017 2:16 PM
1152	spokane	10/19/2017 2:12 PM
1153	South Hill, middle	10/19/2017 2:02 PM
1154	Eagle Ridge	10/19/2017 2:01 PM
1155	Shadle area	10/19/2017 2:01 PM
1156	Spokane Valley	10/19/2017 1:57 PM
1157	Deer Park	10/19/2017 1:57 PM
1158	West Plains Transit Center area.	10/19/2017 1:55 PM
1159	Spokane Valley, WA	10/19/2017 1:54 PM
1160	franklin park	10/19/2017 1:41 PM
1161	Indian Trail	10/19/2017 1:39 PM
1162	Lidgerwood	10/19/2017 1:33 PM
1163	North Spokane GlenEdom	10/19/2017 1:27 PM
1164	99201	10/19/2017 1:25 PM
1165	99205	10/19/2017 1:22 PM
1166	Northwest Spokane 99205	10/19/2017 1:12 PM
1167	deer park	10/19/2017 1:10 PM
1168	Latah	10/19/2017 12:48 PM
1169	Browne's Addition	10/19/2017 12:47 PM
1170	Comstock	10/19/2017 12:40 PM
1171	Medical Lake, Wa	10/19/2017 12:32 PM
1172	99208	10/19/2017 12:23 PM
1173	Hastings Rd & Division	10/19/2017 12:17 PM
1174	Indian Trail	10/19/2017 12:15 PM
1175	South Hill	10/19/2017 12:13 PM
1176	Medical Lake	10/19/2017 12:09 PM
1177	Spokane Valley	10/19/2017 12:06 PM
1178	medical lake	10/19/2017 12:01 PM
1179	South Hill	10/19/2017 11:55 AM

STA September 2018 Preliminary Service Change Concepts

1180	west central	10/19/2017 11:51 AM
1181	south hill	10/19/2017 11:44 AM
1182	Trent and Pines in the Spokane Valley	10/19/2017 11:43 AM
1183	Minnihaha neighborhood near the south end of Hillyard.	10/19/2017 11:38 AM
1184	NORTHWEST SPOKANE, LITTLE HOLLYWOOD	10/19/2017 11:38 AM
1185	Emerson Garfield	10/19/2017 11:38 AM
1186	lower south hill	10/19/2017 11:36 AM
1187	Suncrest, Nine Mile Falls WA.	10/19/2017 11:32 AM
1188	West Vakket	10/19/2017 11:26 AM
1189	South Hill	10/19/2017 11:01 AM
1190	Manito Country Club area	10/19/2017 11:01 AM
1191	West Valley	10/19/2017 10:59 AM
1192	Golden Hills, cheney	10/19/2017 10:58 AM
1193	Greenacres 99016	10/19/2017 10:56 AM
1194	south hill	10/19/2017 10:50 AM
1195	Lower South Hill	10/19/2017 10:45 AM
1196	Spokane Valley	10/19/2017 10:42 AM
1197	Shadle	10/19/2017 10:42 AM
1198	valley	10/19/2017 10:38 AM
1199	Cheney	10/19/2017 10:28 AM
1200	valley	10/19/2017 10:25 AM
1201	northside	10/19/2017 10:20 AM
1202	Lower South Hill	10/19/2017 10:18 AM
1203	West Plains	10/19/2017 10:10 AM
1204	Broadway Ave Spokane Valley	10/19/2017 10:10 AM
1205	Northwest Spokane	10/19/2017 10:09 AM
1206	Northwest Spokane	10/19/2017 10:06 AM
1207	Deer Park	10/19/2017 10:05 AM
1208	Fairwood	10/19/2017 10:00 AM
1209	Rockwood/Manito	10/19/2017 9:59 AM
1210	Indian Trail	10/19/2017 9:48 AM
1211	spokane valley	10/19/2017 9:41 AM
1212	15th and Freya	10/19/2017 9:39 AM
1213	Cheney	10/19/2017 9:36 AM
1214	North Spokane	10/19/2017 9:30 AM
1215	North Spokane	10/19/2017 9:29 AM
1216	Cheney	10/19/2017 9:25 AM
1217	Nevada and empire area	10/19/2017 9:23 AM
1218	Greenacres	10/19/2017 9:19 AM
1219	Wandermere	10/19/2017 9:13 AM
1220	North Spokane by Holy Family	10/19/2017 9:12 AM

STA September 2018 Preliminary Service Change Concepts

1221	Medical Lake WA	10/19/2017 9:11 AM
1222	mead	10/19/2017 9:08 AM
1223	Browne's Addition	10/19/2017 9:08 AM
1224	Emerson Garfield	10/19/2017 9:08 AM
1225	Browne's Addition	10/19/2017 9:05 AM
1226	South Hill - near cannon park	10/19/2017 9:01 AM
1227	Southhill	10/19/2017 8:57 AM
1228	99005	10/19/2017 8:56 AM
1229	Hillyard area	10/19/2017 8:56 AM
1230	Spokane Valley - Antoine Peak	10/19/2017 8:50 AM
1231	Shiloh Hills	10/19/2017 8:50 AM
1232	SPOKANE VALLEY	10/19/2017 8:47 AM
1233	Logans Neighborhood	10/19/2017 8:40 AM
1234	99205	10/19/2017 8:39 AM
1235	Cannon's Addition	10/19/2017 8:38 AM
1236	CHAS Clinic on N Market St.	10/19/2017 8:37 AM
1237	Indian Trail	10/19/2017 8:35 AM
1238	Hillyard	10/19/2017 8:33 AM
1239	Downtown Spokane	10/19/2017 8:27 AM
1240	South Hill	10/19/2017 8:26 AM
1241	North, Idaho	10/19/2017 8:25 AM
1242	tyler	10/19/2017 8:16 AM
1243	Lower south hill	10/19/2017 8:14 AM
1244	Dishman Hills Area off of Dishman Mica Road	10/19/2017 8:13 AM
1245	Comstock	10/19/2017 8:12 AM
1246	Downtown Spokane	10/19/2017 8:06 AM
1247	Medical Lake WA	10/19/2017 7:58 AM
1248	Airway Heights	10/19/2017 7:56 AM
1249	Near North Town Nevada/Lidgerwood	10/19/2017 7:50 AM
1250	99022	10/19/2017 7:47 AM
1251	Downtown	10/19/2017 7:47 AM
1252	Airway Heights Wa 99224	10/19/2017 7:44 AM
1253	Spokane	10/19/2017 7:39 AM
1254	Foothills	10/19/2017 7:35 AM
1255	brownes addition	10/19/2017 7:33 AM
1256	Greenacres, WA	10/19/2017 7:29 AM
1257	Emerson Garfield	10/19/2017 7:24 AM
1258	Five Mile, Spokane	10/19/2017 7:24 AM
1259	Ponderosa Ridge, off Indian Trail	10/19/2017 7:17 AM
1260	Logan Neighborhood	10/19/2017 7:14 AM
1261	South Hill	10/19/2017 7:14 AM

STA September 2018 Preliminary Service Change Concepts

1262	Spokane Valley	10/19/2017 7:13 AM
1263	veradale	10/19/2017 7:13 AM
1264	Greenacres	10/19/2017 7:08 AM
1265	Airway Heights	10/19/2017 7:07 AM
1266	West Plains	10/19/2017 7:04 AM
1267	Suncrest, Nine Mile Falls	10/19/2017 7:04 AM
1268	Millwood	10/19/2017 7:02 AM
1269	Medical lake	10/19/2017 7:00 AM
1270	5 mile prarie	10/19/2017 6:59 AM
1271	South of Hillyard near Upriver Drive	10/19/2017 6:57 AM
1272	Dishman between vista and argonne	10/19/2017 6:54 AM
1273	West Plains	10/19/2017 6:54 AM
1274	medical lake exit, petro station	10/19/2017 6:54 AM
1275	elk-chattaroy	10/19/2017 6:52 AM
1276	VA Hospital	10/19/2017 6:50 AM
1277	South Hill (Southgate)	10/19/2017 6:49 AM
1278	Golden Hills, Cheney	10/19/2017 6:49 AM
1279	cheney	10/19/2017 6:47 AM
1280	shadle area	10/19/2017 6:45 AM
1281	Riverside, Wa	10/19/2017 6:44 AM
1282	99217	10/19/2017 6:44 AM
1283	stevens county	10/19/2017 6:36 AM
1284	99206	10/19/2017 6:35 AM
1285	South Hill	10/19/2017 6:28 AM
1286	south hill	10/19/2017 6:28 AM
1287	South hill, Freya and Congress Ave.	10/19/2017 6:21 AM
1288	Airway Heights	10/19/2017 6:17 AM
1289	Medical Lake	10/19/2017 6:16 AM
1290	South Hill	10/19/2017 6:16 AM
1291	emerson-garfield	10/19/2017 6:15 AM
1292	comstock	10/19/2017 6:04 AM
1293	southhill	10/19/2017 6:01 AM
1294	Medical Lake	10/19/2017 5:46 AM
1295	Morgan Acres	10/19/2017 5:44 AM
1296	Spokane, WA	10/19/2017 5:43 AM
1297	Rockwood	10/19/2017 5:42 AM
1298	medical lake	10/19/2017 5:27 AM
1299	spokane	10/19/2017 5:22 AM
1300	Spokane valley	10/19/2017 5:18 AM
1301	99022	10/19/2017 5:15 AM
1302	Whitworth	10/19/2017 5:06 AM

STA September 2018 Preliminary Service Change Concepts

1303	Colbert, WA	10/19/2017 4:44 AM
1304	Greenacres WA	10/19/2017 4:08 AM
1305	Cheney, WA	10/19/2017 2:13 AM
1306	tensed , idaho	10/19/2017 1:40 AM
1307	spokane	10/19/2017 12:53 AM
1308	Spokane Valley, WA	10/19/2017 12:26 AM
1309	idaho	10/19/2017 12:08 AM
1310	Audubon Park neighborhood	10/18/2017 11:05 PM
1311	99224, Old Trails area	10/18/2017 10:59 PM
1312	lower south hill	10/18/2017 10:50 PM
1313	brownes addition	10/18/2017 10:31 PM
1314	Mt Spokane	10/18/2017 10:28 PM
1315	Cheney	10/18/2017 10:27 PM
1316	Perry Street neighborhood/lower South Hill	10/18/2017 10:22 PM
1317	Cheney	10/18/2017 10:00 PM
1318	Millwood	10/18/2017 9:32 PM
1319	Spokane Valley	10/18/2017 9:18 PM
1320	Colfax, Wa	10/18/2017 9:15 PM
1321	West Central	10/18/2017 8:57 PM
1322	South Hill	10/18/2017 8:32 PM
1323	South Hill	10/18/2017 8:19 PM
1324	Cheney	10/18/2017 7:52 PM
1325	medical lake	10/18/2017 7:52 PM
1326	East Valley near Barker Rd.	10/18/2017 7:37 PM
1327	Audubon Park area	10/18/2017 7:03 PM
1328	Audubon Downriver	10/18/2017 6:57 PM
1329	south hill in Spokane	10/18/2017 6:51 PM
1330	Audubon Park/Shadle Center	10/18/2017 6:25 PM
1331	Lower South Hill	10/18/2017 6:24 PM
1332	Spokane valley	10/18/2017 6:11 PM
1333	south hill	10/18/2017 6:09 PM
1334	Post Falls, Idaho	10/18/2017 6:07 PM
1335	West Spokane	10/18/2017 5:42 PM
1336	99205	10/18/2017 5:38 PM
1337	Spokane valley	10/18/2017 5:37 PM
1338	Emerson-Garfield	10/18/2017 5:37 PM
1339	Wandermere	10/18/2017 5:33 PM
1340	Cheney, WA	10/18/2017 5:20 PM
1341	Suncrest, Wa	10/18/2017 5:12 PM
1342	Elk, Wa	10/18/2017 5:12 PM
1343	South Hill - Spokane	10/18/2017 4:58 PM

STA September 2018 Preliminary Service Change Concepts

1344	medical lake, WA.	10/18/2017 4:53 PM
1345	Northwest Spokane	10/18/2017 4:49 PM
1346	Shadle	10/18/2017 4:49 PM
1347	NW Spokane	10/18/2017 4:35 PM
1348	North Spokane	10/18/2017 4:25 PM
1349	QualchanHills	10/18/2017 4:02 PM
1350	Upper South Hill	10/18/2017 3:58 PM
1351	South Hill	10/18/2017 3:53 PM
1352	shadle park	10/18/2017 3:52 PM
1353	Hillyard	10/18/2017 3:52 PM
1354	Reardan, WA	10/18/2017 3:43 PM
1355	MEDICAL LAKE	10/18/2017 3:43 PM
1356	Cheney, Salnave School area	10/18/2017 3:42 PM
1357	North Central	10/18/2017 3:42 PM
1358	Millwood, WA	10/18/2017 3:35 PM
1359	Spokane Valley	10/18/2017 3:30 PM
1360	West hills	10/18/2017 3:26 PM
1361	greenacres	10/18/2017 3:20 PM
1362	Midway in Colbert	10/18/2017 3:20 PM
1363	Spokane Valley	10/18/2017 3:20 PM
1364	West Plains	10/18/2017 3:18 PM
1365	Comstock area of South Hill	10/18/2017 3:13 PM
1366	15th & Ash, Southill	10/18/2017 3:13 PM
1367	Cheney, WA	10/18/2017 3:08 PM
1368	Eagle Ridge	10/18/2017 3:06 PM
1369	Shadle Park	10/18/2017 3:01 PM
1370	Broadway and Flora	10/18/2017 2:55 PM
1371	Audubon downriver spokane neighbourhood	10/18/2017 2:53 PM
1372	lower south hill- 10th and monroe	10/18/2017 2:52 PM
1373	Indian Trail	10/18/2017 2:51 PM
1374	99005	10/18/2017 2:49 PM
1375	Mead	10/18/2017 2:45 PM
1376	Southside	10/18/2017 2:45 PM
1377	Indian Trail	10/18/2017 2:44 PM
1378	Greenacres Zipcode 99016	10/18/2017 2:42 PM
1379	Cheney near EWU	10/18/2017 2:39 PM
1380	99208	10/18/2017 2:38 PM
1381	Monroe and Broadway	10/18/2017 2:38 PM
1382	Perry District Spokane but work in Medical Lake	10/18/2017 2:34 PM
1383	on the outskirts of Spokane & Airway Heights	10/18/2017 2:34 PM
1384	Idaho	10/18/2017 2:33 PM

STA September 2018 Preliminary Service Change Concepts

1385	Spokane County	10/18/2017 2:33 PM
1386	Spokane (North)	10/18/2017 2:32 PM
1387	spokane	10/18/2017 2:32 PM
1388	deer park	10/18/2017 2:28 PM
1389	Spokane Valley	10/18/2017 2:27 PM
1390	Downriver	10/18/2017 2:27 PM
1391	MEDICAL LAKE	10/18/2017 2:24 PM
1392	South Hill Manito shopping center	10/18/2017 2:23 PM
1393	Medical Lake	10/18/2017 2:22 PM
1394	Hillyard	10/18/2017 2:22 PM
1395	City of Medical Lake	10/18/2017 2:20 PM
1396	South Hill, 37th and Arthur	10/18/2017 2:17 PM
1397	Valleyford, WA	10/18/2017 2:15 PM
1398	Medical Lake	10/18/2017 2:14 PM
1399	Spokane valley	10/18/2017 2:12 PM
1400	north side.	10/18/2017 2:12 PM
1401	Northside of Spokane	10/18/2017 2:11 PM
1402	Cheney	10/18/2017 2:11 PM
1403	Country Homes, Spokane WA	10/18/2017 2:11 PM
1404	nine mile falls, wa	10/18/2017 2:10 PM
1405	Cheney, WA	10/18/2017 2:10 PM
1406	Cheney	10/18/2017 2:09 PM
1407	Newkirk Rd	10/18/2017 2:08 PM
1408	West Central	10/18/2017 2:08 PM
1409	Foothills	10/18/2017 2:07 PM
1410	Spokane Valley	10/18/2017 2:06 PM
1411	Airway Heights	10/18/2017 2:05 PM
1412	Palouse/Spangle	10/18/2017 2:05 PM
1413	Spokane County - West Plains	10/18/2017 2:04 PM
1414	Millwood area	10/18/2017 2:04 PM
1415	Cheney	10/18/2017 2:03 PM
1416	North of Fairchild	10/18/2017 2:02 PM
1417	Northtown	10/18/2017 2:02 PM
1418	Indian Trail and Francis	10/18/2017 2:02 PM
1419	Spokane Valley	10/18/2017 2:01 PM
1420	5-Mile	10/18/2017 2:01 PM
1421	Near division and weile	10/18/2017 2:01 PM
1422	Spangle	10/18/2017 1:59 PM
1423	Minnehaha Park	10/18/2017 1:52 PM
1424	Upper South Hill	10/18/2017 1:51 PM
1425	Idaho	10/18/2017 1:51 PM

STA September 2018 Preliminary Service Change Concepts

1426	South hill Spokane	10/18/2017 1:50 PM
1427	Perry street	10/18/2017 1:48 PM
1428	medical lake	10/18/2017 1:48 PM
1429	Cheney	10/18/2017 1:47 PM
1430	Cheney/Medical Lake	10/18/2017 1:46 PM
1431	2024 N Locust Rd	10/18/2017 1:46 PM
1432	southhill	10/18/2017 1:46 PM
1433	Spokane Valley	10/18/2017 1:46 PM
1434	Spokane Valley	10/18/2017 1:44 PM
1435	Foothills (north on Forker Rd)	10/18/2017 1:44 PM
1436	south spokane	10/18/2017 1:38 PM
1437	South Spokane	10/18/2017 1:37 PM
1438	Logan Neighborhood, Spokane	10/18/2017 1:37 PM
1439	Spokane South Hill	10/18/2017 1:36 PM
1440	Lower South Hill, Thor/Freya	10/18/2017 1:35 PM
1441	Northwest Spokane	10/18/2017 1:34 PM
1442	South Hill	10/18/2017 1:34 PM
1443	Airway Heights	10/18/2017 1:33 PM
1444	Greenacres	10/18/2017 1:31 PM
1445	NORTH WEST	10/18/2017 1:28 PM
1446	South Hill	10/18/2017 1:28 PM
1447	Spokane, wa	10/18/2017 1:27 PM
1448	Hawthorne rd area	10/18/2017 1:27 PM
1449	1011 s. Fairview Heights Rd. Medical Lake, WA.	10/18/2017 1:26 PM
1450	Tyler, Washington near I90 and 904	10/18/2017 1:24 PM
1451	Lincoln Park	10/18/2017 1:23 PM
1452	Lincoln County	10/18/2017 1:22 PM
1453	Cheney/Medical lake area.	10/18/2017 1:19 PM
1454	Perry District	10/18/2017 1:18 PM
1455	Perry St & 30th Ave	10/18/2017 1:17 PM
1456	Post Falls ID	10/18/2017 1:16 PM
1457	Rockwoods	10/18/2017 1:15 PM
1458	West Plains	10/18/2017 1:13 PM
1459	Gonzaga area	10/18/2017 1:12 PM
1460	North Valley spokane	10/18/2017 1:09 PM
1461	South Hill 29th and Perry	10/18/2017 1:09 PM
1462	Medical lake	10/18/2017 1:09 PM
1463	Brownes Addition	10/18/2017 1:09 PM
1464	Spokane Valley	10/18/2017 1:07 PM
1465	Whitman Neighborhood	10/18/2017 1:06 PM
1466	Garden Springs area	10/18/2017 1:05 PM

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1467	Five Mile	10/18/2017 1:05 PM
1468	South Hill	10/18/2017 1:05 PM
1469	South Freya	10/18/2017 1:05 PM
1470	Northwest Spokane	10/18/2017 1:05 PM
1471	Liberty Lake	10/18/2017 1:04 PM
1472	rathdrum, ID	10/18/2017 1:04 PM
1473	Arrowhead Point neighborhood	10/18/2017 1:04 PM
1474	SOuth Hill	10/18/2017 1:04 PM
1475	West plains, near fairways golf course. We need bus routes!	10/18/2017 1:04 PM
1476	Rockwood neighborhood	10/18/2017 1:03 PM
1477	Nevada-Lidgerwood	10/18/2017 1:03 PM
1478	Millwood Northwood Ridge	10/18/2017 1:03 PM
1479	Nine Mile Falls, WA	10/18/2017 1:01 PM
1480	Spokane	10/18/2017 12:59 PM
1481	Spokane Valley	10/18/2017 12:59 PM
1482	Spokane Valley	10/18/2017 12:59 PM
1483	Hillyard	10/18/2017 12:59 PM
1484	723 E 24th Ave Spokane	10/18/2017 12:58 PM
1485	Around Wellesley and Division	10/18/2017 12:58 PM
1486	South Hill - Manito Park	10/18/2017 12:57 PM
1487	Medical Lake, Wa	10/18/2017 12:57 PM
1488	West Spokane	10/18/2017 12:53 PM
1489	MEAD, WA	10/18/2017 12:53 PM
1490	NEWPORT, WA	10/18/2017 12:53 PM
1491	Lidgerwood Neighborhood next to Northtown	10/18/2017 12:52 PM
1492	Spokane Valley	10/18/2017 12:52 PM
1493	West Plains/Medical Lake	10/18/2017 12:51 PM
1494	south hill	10/18/2017 12:50 PM
1495	West Central Spokane	10/18/2017 12:50 PM
1496	Cheney	10/18/2017 12:50 PM
1497	North Spokane off of Indian Trail	10/18/2017 12:50 PM
1498	Perry street district	10/18/2017 12:49 PM
1499	Spokane South Hill	10/18/2017 12:46 PM
1500	Mead, Washington	10/18/2017 12:45 PM
1501	Spokane Valley	10/18/2017 12:44 PM
1502	north of spokane	10/18/2017 12:44 PM
1503	Newman Lake / Otis Orchards	10/18/2017 12:43 PM
1504	Deer Park, WA	10/18/2017 12:42 PM
1505	Spokane valley	10/18/2017 12:42 PM
1506	Cheney, by the high school	10/18/2017 12:42 PM
1507	Northside	10/18/2017 12:42 PM

STA September 2018 Preliminary Service Change Concepts

1508	Medical Lake	10/18/2017 12:41 PM
1509	Geiger Heights	10/18/2017 12:41 PM
1510	valley	10/18/2017 12:41 PM
1511	West Plains	10/18/2017 12:41 PM
1512	Hospital District/lower South Hill	10/18/2017 12:41 PM
1513	Reardan, WA Lincoln County	10/18/2017 12:40 PM
1514	Spokane, wa	10/18/2017 12:39 PM
1515	SPOKANE	10/18/2017 12:39 PM
1516	Spokane northside	10/18/2017 12:39 PM
1517	South Hill	10/18/2017 12:39 PM
1518	Liberty Lake	10/18/2017 12:38 PM
1519	South Hill	10/18/2017 12:36 PM
1520	Rockwood neighborhood	10/18/2017 12:36 PM
1521	Lower South Hill	10/18/2017 12:36 PM
1522	Audubon Downriver Area	10/18/2017 12:35 PM
1523	north side	10/18/2017 12:34 PM
1524	South Spokane County	10/18/2017 12:33 PM
1525	Cheney	10/18/2017 12:33 PM
1526	Spokane Valley	10/18/2017 12:31 PM
1527	South hill	10/18/2017 12:30 PM
1528	nw Spokane by VA Hospital	10/18/2017 12:29 PM
1529	Mead, WA	10/18/2017 12:28 PM
1530	Indian Trail north side	10/18/2017 12:28 PM
1531	Colbert	10/18/2017 12:27 PM
1532	Deer Park	10/18/2017 12:27 PM
1533	Audabon	10/18/2017 12:27 PM
1534	Lidgerwood district	10/18/2017 12:27 PM
1535	INDIAN TRAIL	10/18/2017 12:26 PM
1536	Corbin Park	10/18/2017 12:26 PM
1537	North side	10/18/2017 12:26 PM
1538	Brown's addition	10/18/2017 12:26 PM
1539	Shadle Park, Spokane, WA	10/18/2017 12:25 PM
1540	Reardan	10/18/2017 12:25 PM
1541	Wandermere	10/18/2017 12:24 PM
1542	Indian Trail	10/18/2017 12:24 PM
1543	Spokane Valley, off 14th and Carnahan	10/18/2017 12:23 PM
1544	Northwood area	10/18/2017 12:23 PM
1545	Deer Park, Washington	10/18/2017 12:22 PM
1546	Spokane County	10/18/2017 12:20 PM
1547	southhill	10/18/2017 12:20 PM
1548	Spokane, WA - Southside	10/18/2017 12:20 PM

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1549	Perry District	10/18/2017 12:19 PM
1550	Davenport, WA	10/18/2017 12:18 PM
1551	Lidgerwood Elementary school	10/18/2017 12:17 PM
1552	Reardan	10/18/2017 12:17 PM
1553	Hillyard	10/18/2017 12:16 PM
1554	Manito, South Hill	10/18/2017 12:16 PM
1555	Spokane Valley	10/18/2017 12:16 PM
1556	Millwood and Argonne area	10/18/2017 12:15 PM
1557	Spokane Valley- Trent and Sullivan area	10/18/2017 12:14 PM
1558	Emerson-Garfield.	10/18/2017 12:14 PM
1559	Cheney,WA	10/18/2017 12:13 PM
1560	West Plains	10/18/2017 12:12 PM
1561	Colbert, Washington	10/18/2017 12:12 PM
1562	Creston, WA	10/18/2017 12:12 PM
1563	Cheney	10/18/2017 12:12 PM
1564	not willing share	10/18/2017 12:11 PM
1565	north wall/francis	10/18/2017 12:10 PM
1566	Nine Mile Falls, WA	10/18/2017 12:10 PM
1567	Spokane	10/18/2017 12:09 PM
1568	Shadle	10/18/2017 12:08 PM
1569	Qualchan/Eagle Ridge Area	10/18/2017 12:08 PM
1570	airway heights	10/18/2017 12:08 PM
1571	Autumn Ridge, South Hill	10/18/2017 12:08 PM
1572	Cheney	10/18/2017 12:08 PM
1573	South Hill (Cannon-Comstock)	10/18/2017 12:07 PM
1574	Lower South Hill	10/18/2017 12:07 PM
1575	Cheney	10/18/2017 12:07 PM
1576	14408 E Mallon Ave Spokane Valley, 99216	10/18/2017 12:06 PM
1577	Five Mile	10/18/2017 12:05 PM
1578	Nine Mile Falls	10/18/2017 12:05 PM
1579	Northside Francis and Nevada	10/18/2017 12:05 PM
1580	Spokane Valley	10/18/2017 12:05 PM
1581	South hill	10/18/2017 12:05 PM
1582	Cheney	10/18/2017 12:04 PM
1583	Liberty Lake	10/18/2017 12:04 PM
1584	Spokane Valley	10/18/2017 12:04 PM
1585	DEER PARK WA	10/18/2017 12:04 PM
1586	99205	10/18/2017 12:03 PM
1587	By Spokane Falls CC.	10/18/2017 12:03 PM
1588	north side, colville	10/18/2017 12:02 PM
1589	Deer Park	10/18/2017 12:02 PM

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1590	Franklin Park	10/18/2017 12:02 PM
1591	valley	10/18/2017 12:02 PM
1592	Deer Park	10/18/2017 12:01 PM
1593	Shadle	10/18/2017 12:01 PM
1594	Perry district	10/18/2017 12:01 PM
1595	Shadle	10/18/2017 12:01 PM
1596	North Spokane	10/18/2017 12:01 PM
1597	Spokane South Hill	10/18/2017 12:01 PM
1598	Nine Mile Falls	10/18/2017 12:00 PM
1599	Liberty Lake, WA	10/18/2017 11:58 AM
1600	Deer Park	10/18/2017 11:58 AM
1601	5-Mile	10/18/2017 11:57 AM
1602	mead	10/18/2017 11:56 AM
1603	Bemis	10/18/2017 11:55 AM
1604	Shadle Area	10/18/2017 11:52 AM
1605	99205	10/18/2017 11:51 AM
1606	Spokane Valley off of Pines	10/18/2017 11:51 AM
1607	West Plains	10/18/2017 11:50 AM
1608	south hill	10/18/2017 11:49 AM
1609	Shadle	10/18/2017 11:49 AM
1610	Spokane Valley	10/18/2017 11:49 AM
1611	Spokane Valley	10/18/2017 11:49 AM
1612	Hillyard	10/18/2017 11:48 AM
1613	Whitman County	10/18/2017 11:48 AM
1614	Town and Country (Linwood) area	10/18/2017 11:46 AM
1615	south hill	10/18/2017 11:45 AM
1616	Clear Lake, Medical Lake WA	10/18/2017 11:45 AM
1617	northside	10/18/2017 11:45 AM
1618	Spokane	10/18/2017 11:44 AM
1619	Mt Spokane	10/18/2017 11:44 AM
1620	99208	10/18/2017 11:43 AM
1621	neighborhood	10/18/2017 11:42 AM
1622	Whitworth area	10/18/2017 11:42 AM
1623	South Hill	10/18/2017 11:42 AM
1624	Williams Lake, Cheney	10/18/2017 11:41 AM
1625	colbert	10/18/2017 11:40 AM
1626	Edwall/west	10/18/2017 11:40 AM
1627	Spokane Valley	10/18/2017 11:40 AM
1628	spokane Valley - 27th and University is closest cross street	10/18/2017 11:39 AM
1629	Shadle area	10/18/2017 11:39 AM
1630	South Hill, 17th and Regal	10/18/2017 11:38 AM

STA September 2018 Preliminary Service Change Concepts

1631	medical lake	10/18/2017 11:38 AM
1632	Downtown	10/18/2017 11:38 AM
1633	Nine Mile Falls	10/18/2017 11:37 AM
1634	Spangle Area	10/18/2017 11:37 AM
1635	West Central	10/18/2017 11:37 AM
1636	East Valley middle school area	10/18/2017 11:37 AM
1637	brownes addition	10/18/2017 11:37 AM
1638	West side	10/18/2017 11:37 AM
1639	North Spokane	10/18/2017 11:36 AM
1640	Fox Hollow, Medical Lake WA	10/18/2017 11:36 AM
1641	Spokane Valley - University & 31st	10/18/2017 11:36 AM
1642	Garland district	10/18/2017 11:35 AM
1643	Perry district, Spokane	10/18/2017 11:34 AM
1644	Perry	10/18/2017 11:33 AM
1645	Lower South Hill	10/18/2017 11:33 AM
1646	99205	10/18/2017 11:30 AM
1647	north west side of spokane	10/18/2017 11:30 AM
1648	west valley	10/18/2017 11:29 AM
1649	Hayden, ID	10/18/2017 11:27 AM
1650	Medical Lake	10/18/2017 11:25 AM
1651	Airway Heights	10/18/2017 11:25 AM
1652	Browns Mountain	10/18/2017 11:24 AM
1653	lower South Hill	10/18/2017 11:24 AM
1654	Downtown Spokane	10/18/2017 11:23 AM
1655	Lamont, WA	10/18/2017 11:23 AM
1656	1307 s Ziegler Airway Heights	10/18/2017 11:23 AM
1657	Hamblen Elementary School	10/18/2017 11:23 AM
1658	spokane	10/18/2017 11:23 AM
1659	Spokane valley	10/18/2017 11:22 AM
1660	Cliff Cannon	10/18/2017 11:22 AM
1661	Downtown	10/18/2017 11:21 AM
1662	south hill	10/18/2017 11:21 AM
1663	Spokane County, North of Airway Heights	10/18/2017 11:21 AM
1664	Post Falls, Idaho	10/18/2017 11:20 AM
1665	South Spokane Valley	10/18/2017 11:20 AM
1666	Arrowhead Point	10/18/2017 11:19 AM
1667	Cheney, wa	10/18/2017 11:18 AM
1668	9 miles south of Cheney	10/18/2017 11:18 AM
1669	Deer Park	10/18/2017 11:18 AM
1670	Millwood (Spokane Valley), WA	10/18/2017 11:18 AM
1671	South Hill	10/18/2017 11:18 AM

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1672	South	10/18/2017 11:16 AM
1673	Greenacres	10/18/2017 11:15 AM
1674	brown's addition	10/18/2017 11:15 AM
1675	South Hill- Rockwood	10/18/2017 11:15 AM
1676	Valley, U-City area	10/18/2017 11:15 AM
1677	Between Medical Lake and Tyler	10/18/2017 11:14 AM
1678	Perry District	10/18/2017 11:13 AM
1679	wandermere, north spokane	10/18/2017 11:13 AM
1680	Nine Mile Falls Washington	10/18/2017 11:13 AM
1681	Cheney	10/18/2017 11:12 AM
1682	Lincoln Heights	10/18/2017 11:12 AM
1683	Wanderemere	10/18/2017 11:12 AM
1684	South Perry District	10/18/2017 11:12 AM
1685	Mead	10/18/2017 11:11 AM
1686	Liberty Lake, Washington	10/18/2017 11:11 AM
1687	South Hill	10/18/2017 11:10 AM
1688	Indian Trail area	10/18/2017 11:10 AM
1689	Bemiss	10/18/2017 11:10 AM
1690	Shadle	10/18/2017 11:09 AM
1691	Deer Park, WA	10/18/2017 11:08 AM
1692	Medical Lake	10/18/2017 11:06 AM
1693	south hill	10/18/2017 11:06 AM
1694	trentwood	10/18/2017 11:06 AM
1695	West Central	10/18/2017 11:06 AM
1696	South Hill	10/18/2017 11:05 AM
1697	Northside of Spokane	10/18/2017 11:05 AM
1698	Spokane Valley	10/18/2017 11:04 AM
1699	Northside Spokane	10/18/2017 11:04 AM
1700	Spokane valley	10/18/2017 11:03 AM
1701	south hill	10/18/2017 11:03 AM
1702	Indian Trail	10/18/2017 11:03 AM
1703	Brownes Addition	10/18/2017 11:03 AM
1704	Cannon Hill neighborhood	10/18/2017 11:02 AM
1705	Spokane valley	10/18/2017 11:02 AM
1706	Northwest Zip code 99208	10/18/2017 11:02 AM
1707	Colbert	10/18/2017 11:01 AM
1708	Cheney	10/18/2017 11:01 AM
1709	West Plains	10/18/2017 11:01 AM
1710	SPOKANE VALLEY, NEAR UNIVERSITY HIGH SCHOOL	10/18/2017 11:01 AM
1711	Cheney	10/18/2017 11:01 AM
1712	Otis Orchards	10/18/2017 11:00 AM

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1713	Nine Mile Falls/North Spokane	10/18/2017 11:00 AM
1714	Five Mile	10/18/2017 11:00 AM
1715	The Upriver Drive area in Spokane.	10/18/2017 11:00 AM
1716	99212	10/18/2017 11:00 AM
1717	East central	10/18/2017 10:59 AM
1718	Fairwood	10/18/2017 10:59 AM
1719	South Hill	10/18/2017 10:59 AM
1720	Five Mile Prairie	10/18/2017 10:58 AM
1721	Newman Lake	10/18/2017 10:58 AM
1722	Wandermere	10/18/2017 10:58 AM
1723	Geiger Heights	10/18/2017 10:58 AM
1724	South Hill, Manito Park	10/18/2017 10:58 AM
1725	South Hill	10/18/2017 10:57 AM
1726	Stevens County between Suncrest and Tum Tun	10/18/2017 10:57 AM
1727	North Hill	10/18/2017 10:57 AM
1728	Fairwood	10/18/2017 10:57 AM
1729	Garland	10/18/2017 10:56 AM
1730	Downtown	10/18/2017 10:56 AM
1731	South hill	10/18/2017 10:55 AM
1732	Spokane valley	10/18/2017 10:55 AM
1733	Fairwood- 99218	10/18/2017 10:55 AM
1734	N nevada	10/18/2017 10:55 AM
1735	Cheney	10/18/2017 10:55 AM
1736	Northeast Spokane Valley, east of Sullivan	10/18/2017 10:54 AM
1737	Logan, across the river from Avista	10/18/2017 10:53 AM
1738	99218 Fairwood Park	10/18/2017 10:53 AM
1739	Cheney	10/18/2017 10:53 AM
1740	Cheney, by Fairways Golf Course	10/18/2017 10:53 AM
1741	South Hill	10/18/2017 10:53 AM
1742	Broadway & Bowdish, Spokane Valley	10/18/2017 10:52 AM
1743	Spokane valley, greenacres	10/18/2017 10:51 AM
1744	Chattaroy	10/18/2017 10:51 AM
1745	Chief Gary Park	10/18/2017 10:51 AM
1746	South Hill	10/18/2017 10:51 AM
1747	Spokane valley	10/18/2017 10:51 AM
1748	Colbert Washington	10/18/2017 10:50 AM
1749	Downriver	10/18/2017 10:50 AM
1750	24th and Bernard. South Hill.	10/18/2017 10:50 AM
1751	Spokane Valley	10/18/2017 10:50 AM
1752	Medical Lake	10/18/2017 10:49 AM
1753	South hill	10/18/2017 10:49 AM

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1754	Cliff-Cannon	10/18/2017 10:47 AM
1755	Spokane valley	10/18/2017 10:47 AM
1756	West Central	10/18/2017 10:47 AM
1757	Northside-northtown	10/18/2017 10:47 AM
1758	Cheney	10/18/2017 10:46 AM
1759	The Altura, the apartments off Washington St.	10/18/2017 10:46 AM
1760	Shadle area	10/18/2017 10:46 AM
1761	Nevada Heights Neighborhood, City of Spokane	10/18/2017 10:46 AM
1762	Airway Heights	10/18/2017 10:46 AM
1763	North division 99205	10/18/2017 10:46 AM
1764	South Hill	10/18/2017 10:46 AM
1765	shadle area	10/18/2017 10:45 AM
1766	Mt Spokane Area	10/18/2017 10:45 AM
1767	Spokane Valley	10/18/2017 10:45 AM
1768	Shadle Park Area	10/18/2017 10:44 AM
1769	Airway Heights and Spokane Valley	10/18/2017 10:44 AM
1770	Spokane, South Hill	10/18/2017 10:44 AM
1771	Spokane Valley, south of 32nd and East of Bowdish	10/18/2017 10:44 AM
1772	spokane valley	10/18/2017 10:44 AM
1773	Spokane Valley Otis Orchards Barker road area	10/18/2017 10:43 AM
1774	West Spokane, Sunset Hills	10/18/2017 10:43 AM
1775	City of Sprague	10/18/2017 10:43 AM
1776	Colbert, WA	10/18/2017 10:42 AM
1777	Near Audobon Park	10/18/2017 10:42 AM
1778	Airway Heights	10/18/2017 10:41 AM
1779	Cheney	10/18/2017 10:41 AM
1780	Medical Lake	10/18/2017 10:40 AM
1781	5 Mile, NW Spokane	10/18/2017 10:40 AM
1782	Liberty Lake	10/18/2017 10:40 AM
1783	Audubon/Downriver	10/18/2017 10:40 AM
1784	town and country	10/18/2017 10:40 AM
1785	North Spokane	10/18/2017 10:40 AM
1786	South Hill	10/18/2017 10:39 AM
1787	Shadle Park	10/18/2017 10:39 AM
1788	Greenacres WA	10/18/2017 10:39 AM
1789	Chattaroy, WA	10/18/2017 10:39 AM
1790	99004	10/18/2017 10:38 AM
1791	East south hill	10/18/2017 10:38 AM
1792	medical lake	10/18/2017 10:37 AM
1793	Northwest Spokane (99205)	10/18/2017 10:37 AM
1794	Geiger Area	10/18/2017 10:37 AM

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1795	southhill	10/18/2017 10:37 AM
1796	North of Airway Heights WA	10/18/2017 10:37 AM
1797	Spokane Valley	10/18/2017 10:36 AM
1798	South Hill Lincoln Heights	10/18/2017 10:36 AM
1799	Cheney, WA	10/18/2017 10:36 AM
1800	Veradale	10/18/2017 10:36 AM
1801	Cheney	10/18/2017 10:36 AM
1802	Reardan	10/18/2017 10:36 AM
1803	Cheney, WA	10/18/2017 10:36 AM
1804	Cheney	10/18/2017 10:35 AM
1805	Morgan Acres	10/18/2017 10:35 AM
1806	SHADLE	10/18/2017 10:34 AM
1807	Spokane Valley	10/18/2017 10:34 AM
1808	colbert	10/18/2017 10:34 AM
1809	Greenacres	10/18/2017 10:34 AM
1810	Northwood area of Spokane	10/18/2017 10:34 AM
1811	Comstock Park Neighborhood	10/18/2017 10:33 AM
1812	colbert	10/18/2017 10:32 AM
1813	Mead	10/18/2017 10:32 AM
1814	Coeur d Alene, Idaho	10/18/2017 10:32 AM
1815	Lower South Hill	10/18/2017 10:32 AM
1816	south hill near cliff park (north of 14th, west of monroe, east of Bernard)	10/18/2017 10:32 AM
1817	208 Holladay Drive Cheney, wa 99004	10/18/2017 10:32 AM
1818	Idaho	10/18/2017 10:31 AM
1819	Millwood	10/18/2017 10:31 AM
1820	Shadle neighborhood	10/18/2017 10:31 AM
1821	South Spokane Valley	10/18/2017 10:31 AM
1822	Southhill	10/18/2017 10:31 AM
1823	Gonzaga	10/18/2017 10:30 AM
1824	Spokane Valley	10/18/2017 10:30 AM
1825	North Hill	10/18/2017 10:30 AM
1826	Hillyard	10/18/2017 10:30 AM
1827	Eagle Ridge, off 195	10/18/2017 10:29 AM
1828	South Hill	10/18/2017 10:29 AM
1829	South hill, Spokane	10/18/2017 10:28 AM
1830	Spokane Valley	10/18/2017 10:28 AM
1831	West Plains	10/18/2017 10:28 AM
1832	idaho	10/18/2017 10:28 AM
1833	Deer Park "No Bus Service"	10/18/2017 10:28 AM
1834	Browne's Addition	10/18/2017 10:28 AM
1835	Liberty Lake	10/18/2017 10:28 AM

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1836	Northwest Spokane	10/18/2017 10:27 AM
1837	Airway Heights	10/18/2017 10:27 AM
1838	Cheney (the south side, near Salnave Elementary)	10/18/2017 10:27 AM
1839	Argonne & Upriver Dr.	10/18/2017 10:27 AM
1840	Cheney	10/18/2017 10:27 AM
1841	Spokane Valley WA 99206-Use VTC	10/18/2017 10:27 AM
1842	north of spokane	10/18/2017 10:26 AM
1843	Spokane Valley	10/18/2017 10:26 AM
1844	Spokane - 195/Thorpe Rd.	10/18/2017 10:26 AM
1845	Trickle Creek Neighborhood in the Glenrose area	10/18/2017 10:26 AM
1846	Country Homes	10/18/2017 10:25 AM
1847	Moran Prairie	10/18/2017 10:25 AM
1848	SHADLE	10/18/2017 10:25 AM
1849	south hill Spokane, wa	10/18/2017 10:25 AM
1850	Cheney, WA	10/18/2017 10:25 AM
1851	Spokane Valley, Mirabeau Parkway and Pines area	10/18/2017 10:25 AM
1852	Otis Orchards, north of Trent, up Campbell road on Lincoln.	10/18/2017 10:25 AM
1853	Spokane Valley, near and southeast of Central Valley High School.	10/18/2017 10:25 AM
1854	Sunset Hill Area	10/18/2017 10:24 AM
1855	Liberty Lake	10/18/2017 10:24 AM
1856	North Spokane, near Mead HS	10/18/2017 10:24 AM
1857	South Hill	10/18/2017 10:24 AM
1858	Airway Heights Wa	10/18/2017 10:24 AM
1859	North side of Spokane	10/18/2017 10:24 AM
1860	South Perry	10/18/2017 10:23 AM
1861	Medical Lake	10/18/2017 10:23 AM
1862	Cheney	10/18/2017 10:23 AM
1863	south of Cheney	10/18/2017 10:23 AM
1864	4 Lakes	10/18/2017 10:23 AM
1865	Chattaroy	10/18/2017 10:23 AM
1866	Spokane Valley WA	10/18/2017 10:23 AM
1867	Garland District	10/18/2017 10:23 AM
1868	Nine Mile Falls, Wa	10/18/2017 10:23 AM
1869	north side spokane	10/18/2017 10:23 AM
1870	Spokane Valley	10/18/2017 10:23 AM
1871	Hillyard	10/18/2017 10:23 AM
1872	Spokane	10/18/2017 10:23 AM
1873	Otis Orchards	10/18/2017 10:23 AM
1874	East Valley	10/18/2017 10:22 AM
1875	Mead	10/18/2017 10:22 AM
1876	Chief Garry	10/18/2017 10:22 AM

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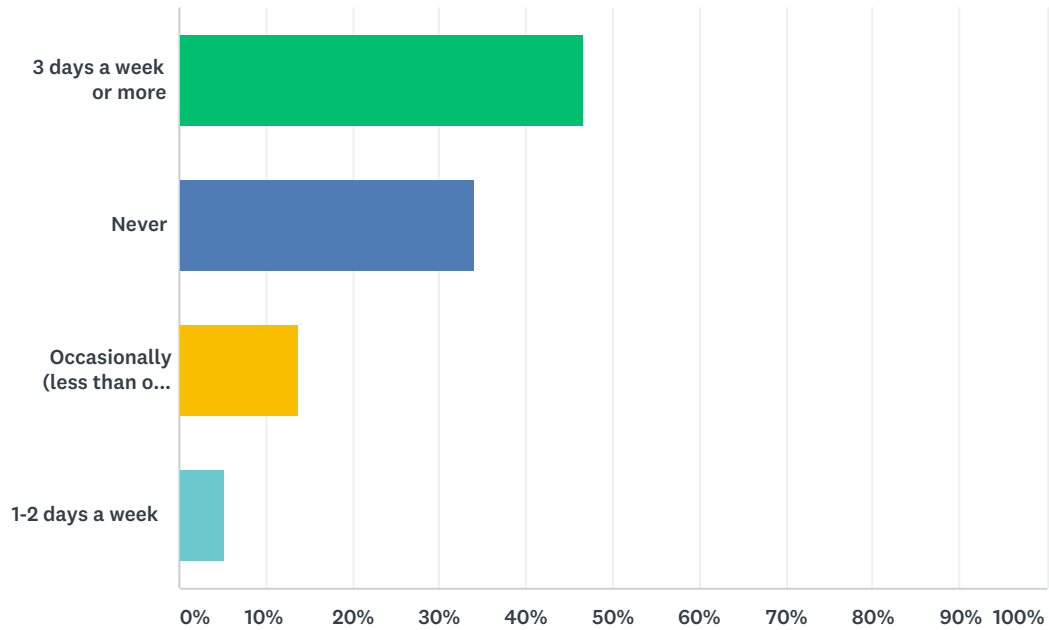
1877	Spokane	10/18/2017 10:22 AM
1878	South Hill	10/18/2017 10:22 AM
1879	Browne's Addition	10/18/2017 10:22 AM
1880	Spokane Valley	10/18/2017 10:22 AM
1881	South Hill	10/18/2017 10:22 AM
1882	Indian Trails-Woodridge	10/18/2017 10:22 AM
1883	Spokane Valley	10/18/2017 10:22 AM
1884	Medical Lake	10/18/2017 10:22 AM
1885	5 MILE	10/18/2017 10:22 AM
1886	Deer Park	10/18/2017 10:22 AM
1887	Cliff/Cannon	10/18/2017 10:22 AM
1888	Shadle	10/18/2017 10:21 AM
1889	Lidgerwood	10/18/2017 10:21 AM
1890	32and HWY 27	10/18/2017 10:21 AM
1891	Shade	10/18/2017 10:21 AM
1892	Lidgerwood	10/18/2017 10:21 AM
1893	Ponderosa in the Spokane Valley	10/18/2017 10:21 AM
1894	Lidgerwood : Nevada Street and Wellesley Ave	10/18/2017 10:21 AM
1895	emerson garfield	10/18/2017 10:20 AM
1896	Spokane South Hill	10/18/2017 10:20 AM
1897	Northwood, above Millwood area.	10/18/2017 10:20 AM
1898	idaho	10/18/2017 10:20 AM
1899	Cheney	10/18/2017 10:20 AM
1900	Cheney, WA	10/18/2017 10:20 AM
1901	Cheney	10/18/2017 10:20 AM
1902	Lower South Hill Valley.	10/18/2017 10:20 AM
1903	Lower Southside	10/18/2017 10:20 AM
1904	North of Airway Heights	10/18/2017 10:20 AM
1905	Rockwood	10/18/2017 10:19 AM
1906	Lidgerwood	10/18/2017 10:19 AM
1907	Morgan Acres	10/18/2017 10:19 AM
1908	Cheney	10/18/2017 10:19 AM
1909	Cheney	10/18/2017 10:19 AM
1910	South Hill - Lincoln Heights	10/18/2017 10:19 AM
1911	Spokane Valley	10/18/2017 10:19 AM
1912	Post Falls, Idaho	10/18/2017 10:19 AM
1913	Comstock	10/18/2017 10:18 AM
1914	Edgecliff	10/18/2017 10:18 AM
1915	South Hill	10/18/2017 10:18 AM
1916	South Perry, East Central	10/18/2017 10:18 AM
1917	Spokane Valley	10/18/2017 10:17 AM

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1918	Spokane, south hill neighborhood	10/18/2017 10:17 AM
1919	nine mile falls	10/18/2017 10:17 AM
1920	North spokane	10/18/2017 10:16 AM
1921	Hillyard	10/18/2017 10:16 AM
1922	Liberty Lake	10/18/2017 10:16 AM
1923	U District	10/18/2017 10:16 AM
1924	Coeur d'Alene, ID	10/18/2017 10:16 AM
1925	Liberty Lake	10/18/2017 10:16 AM
1926	Northwest	10/18/2017 10:15 AM
1927	Shadle	10/18/2017 10:15 AM
1928	Cheney	10/18/2017 10:15 AM
1929	Nine Mile Falls	10/18/2017 10:15 AM
1930	29th Ave	10/18/2017 10:15 AM
1931	Airway Heights	10/18/2017 10:14 AM
1932	10 Miles SW of Cheney, WA	10/18/2017 10:14 AM
1933	Liberty Lake	10/18/2017 10:13 AM
1934	Chief Gary	10/18/2017 10:13 AM
1935	Minnehaha	10/18/2017 10:12 AM
1936	cannon hill	10/18/2017 10:12 AM
1937	Five Mile	10/18/2017 10:12 AM
1938	Spokane Valley	10/18/2017 10:12 AM
1939	Spokane Valley	10/18/2017 10:11 AM
1940	Shadle/5 mile	10/18/2017 10:11 AM
1941	Spokane Valley	10/18/2017 10:11 AM
1942	Indian Trail	10/18/2017 10:11 AM
1943	Downtown Spokane	10/16/2017 8:00 PM
1944	Division st	10/16/2017 4:24 AM

Q2 How often do you ride the bus?

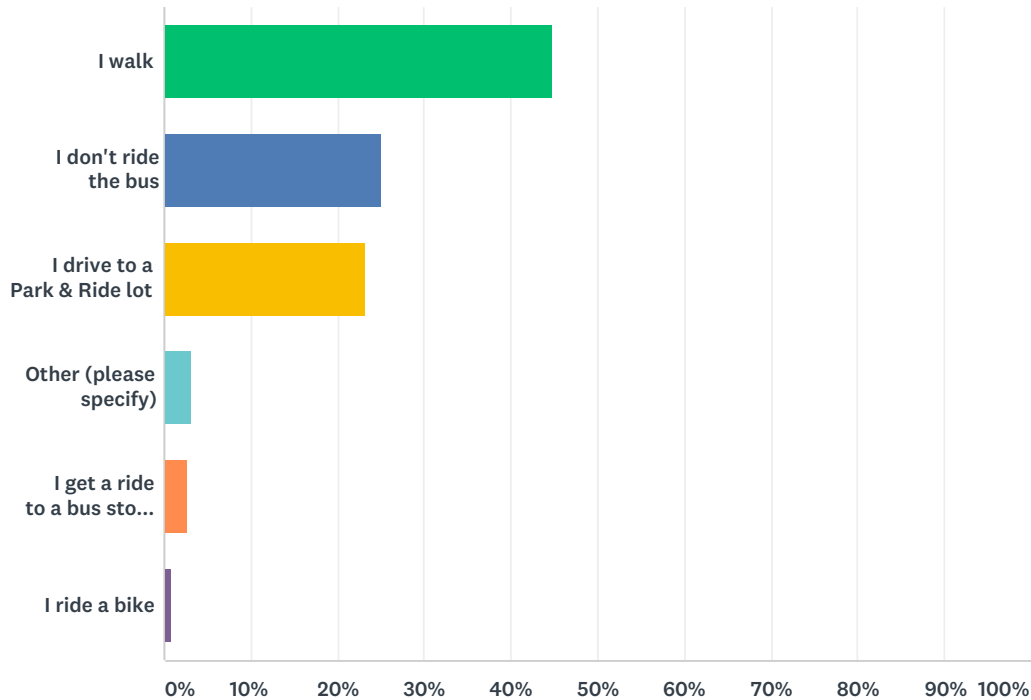
Answered: 1,973 Skipped: 12



ANSWER CHOICES	RESPONSES	
3 days a week or more	46.68%	921
Never	34.16%	674
Occasionally (less than once a week)	13.84%	273
1-2 days a week	5.32%	105
TOTAL		1,973

Q3 If you do ride the bus, how do you get from your home to the bus stop that you typically use?

Answered: 1,828 Skipped: 157



ANSWER CHOICES	RESPONSES	
I walk	44.75%	818
I don't ride the bus	25.16%	460
I drive to a Park & Ride lot	23.25%	425
Other (please specify)	3.17%	58
I get a ride to a bus stop or Park & Ride lot	2.74%	50
I ride a bike	0.93%	17
TOTAL		1,828

#	OTHER (PLEASE SPECIFY)	DATE
1	In winter I park at rite aid and take bus in, I don't like driving in winter, otherwise i do five mile park and ride and take 24 in	12/27/2017 9:15 PM
2	I ride a bike and walk	12/22/2017 10:46 PM
3	I push myself in my wheelchair to the bus stop	11/23/2017 12:56 AM
4	Walk or park at Park and Ride lot	11/22/2017 6:52 AM
5	Get a ride to the bus stop or walk, depending on day and time	11/17/2017 12:18 PM
6	I car pool to a point where there is a bus stop	11/16/2017 7:05 AM
7	Van pool	11/9/2017 3:40 PM
8	both, i ride my bike or walk	11/6/2017 12:58 PM

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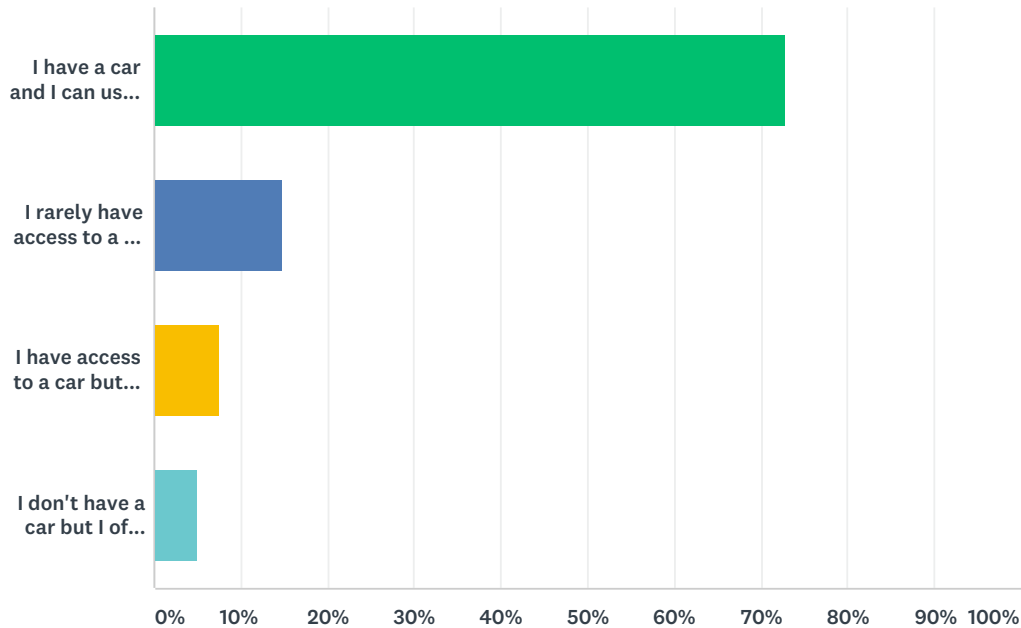
9	Ride share or walk	11/6/2017 11:18 AM
10	i live less than a mile from my house	11/6/2017 8:17 AM
11	car pool with another rider to Liberty Lake Park & Ride	11/6/2017 7:23 AM
12	I park at Goodtymes	11/3/2017 7:57 AM
13	In the summer, I drive to vtc. In winter, I walk to vtc.	11/2/2017 6:19 AM
14	I drive	11/1/2017 3:24 PM
15	Handicap Scooters	11/1/2017 2:55 PM
16	I walk to the stop next to me, or I get a ride to Jefferson Park and Ride.	10/31/2017 7:17 AM
17	There is no bus route out south to Highway 195	10/30/2017 9:45 AM
18	Occasionally I walk and occasionally I drive	10/27/2017 2:24 PM
19	Power Wheelchair	10/27/2017 1:40 PM
20	I work from home now but used to walk to a bus stop	10/27/2017 10:25 AM
21	I have permission to leave my car at the gas station in Four Lakes (I would LOVE a park and ride!!!)	10/26/2017 3:25 PM
22	there is no bus service in my neighborhood	10/26/2017 12:02 PM
23	I drive because the bus doesn't run late night when I get off work.	10/25/2017 4:05 PM
24	Motorcycle	10/25/2017 10:32 AM
25	Drive to a local parking lot - it is not a Park & Ride lot	10/25/2017 7:14 AM
26	carpool	10/24/2017 1:22 PM
27	carpool with spouse	10/24/2017 12:37 PM
28	I ride to the Spokane Arena	10/24/2017 11:07 AM
29	DRIVE TO VTC	10/24/2017 11:02 AM
30	car	10/23/2017 6:58 AM
31	I walk in the morning to take 66 and get picked up in the afternoon because the 165 I take home doesn't go on 6th	10/19/2017 10:58 AM
32	N/A	10/19/2017 10:38 AM
33	I both walk and use park & ride, depending on the day	10/19/2017 9:08 AM
34	There's no bus stop within walking distance to my residence so I don't ride the bus	10/19/2017 8:13 AM
35	I don't ride the bus, because there are no bus stops near me.	10/19/2017 7:04 AM
36	Disabled since 2015, take Paratransit.	10/19/2017 6:16 AM
37	I don't ride I would have to ride back to Spokane to go to Cheney.	10/18/2017 2:34 PM
38	I drive to the High School Parking Lot	10/18/2017 2:14 PM
39	car pool or walk	10/18/2017 2:04 PM
40	There are no bus stops near me.	10/18/2017 1:01 PM
41	I take a bus to the plaza	10/18/2017 12:49 PM
42	I would have to walk about 5 blocks	10/18/2017 12:27 PM
43	SUV	10/18/2017 12:14 PM
44	I drive my own car	10/18/2017 12:11 PM
45	NA	10/18/2017 12:04 PM
46	Not an option.	10/18/2017 12:02 PM
47	Drive to a parking spot on the street	10/18/2017 11:41 AM

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48	In good weather, I ride my bike to the Plaza. In the snow, I walk to the local stop.	10/18/2017 11:34 AM
49	I would walk	10/18/2017 11:15 AM
50	i usually drive to Belt + Wellesley + park on the street since the stop is 5+ blocks from my house	10/18/2017 11:09 AM
51	I walk sometimes & sometimes drive to the park & ride	10/18/2017 11:02 AM
52	Typically I use the vanpool service	10/18/2017 10:44 AM
53	Drive	10/18/2017 10:36 AM
54	I'm just moving to my new house and would li ke to catch the bus but there are no convenient routes going to campus.	10/18/2017 10:32 AM
55	Car	10/18/2017 10:25 AM
56	drive to bus stop	10/18/2017 10:23 AM
57	most days I pickup at the Park & Ride, but there are times when I do take the bus from my house, to the plaza, to Cheney and back home	10/18/2017 10:23 AM
58	Park in Yokes parking lot	10/18/2017 10:20 AM

Q4 Do you have access to a car?

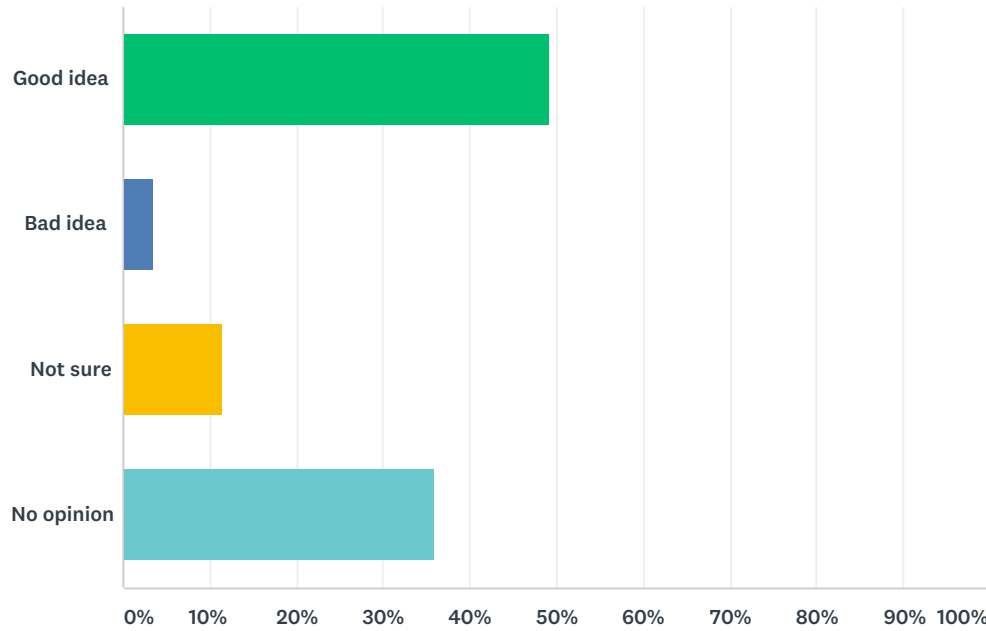
Answered: 1,966 Skipped: 19



ANSWER CHOICES	RESPONSES	
I have a car and I can use it whenever I want	72.79%	1,431
I rarely have access to a car and rely heavily on the bus	14.75%	290
I have access to a car but it is not always available	7.53%	148
I don't have a car but I often get rides from friends and family	4.93%	97
TOTAL		1,966

Q5 What do you think about the above proposal to extend the Route 2 Medical Shuttle to University District?

Answered: 1,098 Skipped: 887



ANSWER CHOICES	RESPONSES	
Good idea	49.09%	539
Bad idea	3.46%	38
Not sure	11.57%	127
No opinion	35.88%	394
TOTAL		1,098

Q6 Specifically, how would the proposal to extend the Route 2 Medical Shuttle to the University District impact you or someone you know?

Answered: 478 Skipped: 1,507

#	RESPONSES	DATE
1	I can't say I have ever ridden on Route 2	1/8/2018 9:04 AM
2	I like the idea of the choice to transfer to 90. I would do that often, and I use that route 2 for standing appointments 1 to 2 times a week. It would help me with running errands, and always adds a few more stops you can catch close by if construction happened in the lower south hill-- this happened for a bit the end of 2017 and i ended up just walking back to the plaza with a toddler at night from division and browne because it was quicker.	1/6/2018 10:36 PM
3	Another option to get to u district	1/4/2018 3:52 PM
4	Really this area has 3 routes that go through that area.	12/28/2017 5:39 PM
5	It wouldn't impact me that much	12/28/2017 3:19 PM
6	Cost us more in tax money. Only extend if you are going to raise rates to self sustain the bus system by the bus fares. People who don't ride the bus should not be footing the bulk of the cost.	12/27/2017 4:12 PM
7	More stops. More access for public appointments.	12/27/2017 11:20 AM
8	It seems like it would help seniors.	12/26/2017 8:09 PM
9	I just don't know.	12/26/2017 2:13 PM
10	It would be a good idea if it had more frequent service and bus-only lanes.	12/22/2017 10:47 PM
11	No impact	12/20/2017 9:27 PM
12	it would make it easier to get to the hospitals and lower south hill.	12/19/2017 9:19 PM
13	More services means helping more people.	12/18/2017 12:20 PM
14	Friends who live in that neighborhood have expressed the want for better bus service. It would make visiting them easier as well.	12/17/2017 11:22 AM
15	More buses need to connect different areas of town without having to transfer in the Plaza. Many people live on the lower south hill and work in the University District/east side of downtown, and currently have no convenient means of transport between the two areas.	12/16/2017 1:24 PM
16	it wouldn't	12/16/2017 5:46 AM
17	Many people I know end up walking from the University District to the Bus Depot. This would provide more options.	12/15/2017 10:22 AM
18	Use it rarely. Might make the ride or wait longer.	12/14/2017 5:29 AM
19	I think it would be more convenient.	12/13/2017 8:17 PM
20	Positively	12/12/2017 11:32 PM
21	More area covered for me to get closer to drs appointments.	12/12/2017 5:41 PM
22	Both my son and I have numerous medical appointments each month. Many appointments are located on the current #2, and we also have medical appointments on the University campus on the proposed route.	12/12/2017 2:39 PM
23	although take multiple buses this is a faster bus and convenient just for medical appointment, or LC. Never had one to this clinic and when take other buses have to wait longer to be picked up even when quick appointments.	12/11/2017 2:23 PM
24	No opinion.	12/10/2017 2:45 AM
25	They would be able to go from their classes to their internship easier and vice versa.	12/7/2017 12:51 PM
26	Waste of time and money	12/6/2017 9:53 PM

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27	The extension seems like it would cause me to wait longer for the shuttle to head downtown. I take it from Sacred Heart to the Plaza. Extending it to the U-District and then having it turn around could make it less efficient.	12/6/2017 9:08 PM
28	n/a	12/6/2017 4:14 PM
29	allow students in the medical programs to go direct to the hospitals.	12/6/2017 3:15 PM
30	It won't	12/6/2017 2:46 PM
31	Better access to medical facilities	12/6/2017 1:59 PM
32	it wouldn't	12/5/2017 6:52 PM
33	I just ride the shuttle to the arena to pick up me car. This extention would add to route 1 I assume.	12/4/2017 12:34 PM
34	I would be highly concerned if it affected the route 1 buses from the Arena, the routes have been cut back twice over the past 8 years and I am not too happy about that, especially in the peaktime morning hours to get to work - otherwise good idea	12/4/2017 10:36 AM
35	I use the Route 2 Medical Shuttle to get to my doctor's appointments from the plaza. I have no need for the extension.	12/3/2017 7:21 PM
36	It wouldn't	12/1/2017 4:10 PM
37	It will interface nicely with the new U-District Bridge, and improve access to between the WSU campus and the hospitals.	11/30/2017 6:41 PM
38	It wouldn't impact me.	11/30/2017 3:12 PM
39	Might make rides a little longer but would be worth it to service places that may sometimes be needed for future doctors appointments.	11/30/2017 2:26 PM
40	Better service	11/30/2017 2:05 PM
41	I just use it to get to St Luke or inland imaging and Sopkane Eye Clinic	11/29/2017 5:23 PM
42	Na- it already covers the areas that impact me	11/29/2017 8:15 AM
43	Not sure. If existing stops are no longer in effect then the impact would be severe.	11/28/2017 2:06 PM
44	It would be better for someone I know. For better access to the bus	11/27/2017 5:38 PM
45	It would help people who live in the area to get transfers to the 45, 90, and 94 without having to to to the Plaza. If Medical students need to get to the medical district, the ease of catching the bus on Sprague by the bridge, instead of going downtown first is nice.	11/27/2017 3:40 PM
46	I could ride my bicycle on Ben Burr Trail and catch the bus to downtown. It would help me commute by bicycle.	11/27/2017 1:04 PM
47	Na	11/26/2017 2:11 PM
48	I take that bus to Scared Heart Doctors Building	11/26/2017 8:00 AM
49	Messes up the route	11/25/2017 1:34 PM
50	Student working at nursing school who also work in medical	11/25/2017 12:11 PM
51	My doctors are at the University Dist. Providence Residency Health Center, I think this would get me closer	11/25/2017 8:32 AM
52	Would provide better bus access for one of my jobs.	11/24/2017 5:11 PM
53	All expansions are good expansions , please serve more of the city.	11/23/2017 12:57 AM
54	It won't impact me.	11/22/2017 6:33 PM
55	Allows connection to nursing classes and other classes at Riverpoint Campus and connection to bus 28.	11/22/2017 6:52 AM
56	It would have a positive impact for connecting medical students with the medical district and downtown. It would have a positive impact on the bike and pedestrian activity generated by the university bridge and extension of the Ben burr trail and any new/existing housing along the route.	11/21/2017 8:43 PM
57	I currently like it the way it is. Adding in the U district would make it more then 20 minute service. I like it for the reliable 20 min service.	11/21/2017 5:02 PM

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58	It would save me having to walk when there is no route going up there and make my trip faster	11/20/2017 4:18 PM
59	Any service increase is a plus	11/20/2017 12:22 PM
60	It wouldn't	11/20/2017 11:35 AM
61	Sounds good, but no impact on my transportation habits	11/20/2017 10:58 AM
62	Connecting the University District with Route 2 will allow for ease of access to medical facilities.	11/20/2017 6:49 AM
63	Keeps the line in service - surprized it is on the under-perform list - it is always full when I ride it	11/19/2017 11:38 PM
64	Doesnt impact me, but it just seems like it would service more people.	11/17/2017 12:21 PM
65	With the medical school opening at the WSU campus, it would provide access for students to quickly access the large medical campuses.	11/17/2017 12:20 PM
66	Not useful. Poor investment of resources. There is already a valley hospital and plenty of medical resources	11/16/2017 10:38 PM
67	Easy access to go from Cheney to medical lake and then to Spokane	11/16/2017 1:01 PM
68	good route	11/16/2017 10:49 AM
69	NA	11/16/2017 7:07 AM
70	Longer bus ride	11/15/2017 8:17 PM
71	Coming off 90 to lower South Hill would be great.	11/15/2017 4:26 PM
72	Not at the moment	11/15/2017 3:59 PM
73	It would not impact me unless the change results in the time schedule changing.	11/15/2017 11:27 AM
74	Would use for getting. Around town	11/15/2017 10:37 AM
75	It probably won't right now as I do ride the current route at times to Sacred Heart area and to Rockwood, but as of this time I don't have any reason to go over to where the route is possibly going to be expanded to.	11/14/2017 3:17 PM
76	It wouldn't impact anyone I know.	11/14/2017 12:50 PM
77	It would provide me and my family with better access to the amenities of the University District.	11/14/2017 8:10 AM
78	It would not affect anyone I currently know.	11/14/2017 6:10 AM
79	It would give me another bus to catch at times and make my trip quicker	11/13/2017 11:44 PM
80	It wouldn't	11/13/2017 9:33 PM
81	I could drop off my kids at st Anne's and then go straight to school or work at the university district!	11/13/2017 4:17 PM
82	No impact.	11/10/2017 2:08 PM
83	i use the #2 as an alternative route in getting home from my work place, so...no impact...but would be great for others.	11/10/2017 1:05 PM
84	Many people travel from the hospitals to the medical teaching clinics on Spokane Falls BLVD.	11/9/2017 6:52 PM
85	Family work in University District, this would be easy access to Drs.	11/9/2017 6:29 PM
86	no	11/9/2017 2:19 PM
87	It wouldn't. But I believe that having the connection in that area, would be good for people coming in from that area.	11/9/2017 1:12 PM
88	It would allow people to get to medical appointments easily.	11/9/2017 10:10 AM
89	no	11/8/2017 6:05 PM
90	May not be able to catch my 173 connection on time and I don't want to hang out at that plaza.	11/8/2017 5:30 PM
91	I don't ride it so idk	11/7/2017 5:50 PM
92	It wouldn't impact me much, as I normally don't ride the route that far.	11/7/2017 10:56 AM
93	Extend weekend hours and run buses later	11/7/2017 7:28 AM
94	Allow to transfer from Sprague and Sherman or downtown to medcial shuttle	11/6/2017 5:05 PM

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95	i go up that direction occasionally	11/6/2017 1:06 PM
96	It be more convenient.	11/6/2017 1:01 PM
97	Would provide service from my work to my Dr office	11/6/2017 11:19 AM
98	If attending class that I drive to I could easily walk over to catch bus and go to doctors appointment and return.	11/6/2017 10:08 AM
99	None	11/6/2017 9:52 AM
100	It doesn't, but it would provide good access for students in the University District.	11/6/2017 9:40 AM
101	n/a	11/6/2017 8:29 AM
102	Allow me to get to medical services without having to drive to work the day I have an appointment	11/6/2017 8:27 AM
103	I don't ride this route	11/5/2017 4:25 PM
104	It will be great for students in the Elson S Floyd College of Medicine to gain quick access to the South Hill where they may live, work, and extend their studies at the hospitals. Having an additional bus route in that area of East Sprague may also help developers feel more confident about developing in the area.	11/4/2017 12:28 PM
105	I could get to medical appointments easily from college at the university district	11/4/2017 10:49 AM
106	I do not think it would have an input on me or anyone I know.	11/4/2017 9:43 AM
107	Will it impact the time I ride the shuttle and making my connections at the plaza.	11/4/2017 5:26 AM
108	There is already 3 routes that go through the u district. Not sure why we need another	11/3/2017 4:46 PM
109	not at all	11/3/2017 3:51 PM
110	It could possibly be useful	11/3/2017 3:43 PM
111	no	11/3/2017 3:35 PM
112	cant answer on this	11/3/2017 2:53 PM
113	I like that there is a shuttle every 15 minutes--I use it to get from the Library to Lewis and Clark high school... selfishly I wouldn't want the times between buses to be longer! ;)	11/3/2017 1:05 PM
114	I know there are those who do not want more city buses on the roads. I want to be considerate of them. I see this skirts around East Central, but a medical route could convince those who likely have cars and prefer the comfort of their vehicles to consider the confines (smells, germs, people, space) of public transit. I don't use those medical facilities because they are too cramped.	11/3/2017 9:47 AM
115	I use this bus to get to doctor appointments. It will not directly impact my experience but I think it is a good use of current resources and providing connectivity between the two districts	11/3/2017 7:59 AM
116	It would help all people without cars	11/3/2017 6:54 AM
117	Very much so...	11/3/2017 6:17 AM
118	It would make it easier to transfer from the sprague bus stop and university district to the medical buildings.	11/2/2017 8:16 PM
119	None	11/2/2017 1:28 PM
120	this will add connectivity between the medical area and the expansion of the University bridge and Centennial trail	11/2/2017 1:26 PM
121	It would allow getting out to the Valley without first going to the Plaza.	11/2/2017 10:27 AM
122	Give students another route option in case they miss their bus	11/2/2017 8:49 AM
123	NA	11/2/2017 8:12 AM
124	Both these districts (medical and University) are important to me since I am a full time student at the Riverpoint Campus. I also work near Sacred Heart Hospital and it would simplify my travel and maybe reduce travel time.	11/2/2017 8:00 AM
125	It does not impact me personally, but having more options to get to previously non bussed areas is a great addition to many that need it.	11/2/2017 6:22 AM
126	I don't personally know anyone that this will impact, either way.	11/1/2017 3:28 PM

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127	Better access for me	11/1/2017 2:57 PM
128	i can get to route 94 easier	11/1/2017 1:41 PM
129	Since I am in Pullman I am not sure. I am sorry!	11/1/2017 10:15 AM
130	n/a	11/1/2017 8:46 AM
131	It would likely increase access to medical appointments for students and low-income citizens	11/1/2017 7:07 AM
132	It would extend the commute time for taking the medical shuttle from my downtown office to medical appointments.	11/1/2017 6:59 AM
133	It wouldn't impact me at all or anyone I know.	11/1/2017 6:58 AM
134	We could transfer to 2 if we were taking 90 to medical appts.	11/1/2017 6:49 AM
135	I don't go their	10/31/2017 6:00 PM
136	Better access	10/31/2017 2:53 PM
137	I don't know	10/31/2017 2:13 PM
138	Not at all	10/31/2017 2:10 PM
139	Better access to medical facilities	10/31/2017 1:43 PM
140	Alot of people at my work would benefit from it because the extension of that route is nearby	10/31/2017 1:23 PM
141	none	10/31/2017 1:21 PM
142	No need to go to the Plaza on the 90 for Rockwood appointments or to visit friends at SHMC. A simpler trip.	10/31/2017 10:11 AM
143	N/a	10/31/2017 9:26 AM
144	Provides people with a way to work, school or to resources around spokane.	10/31/2017 8:49 AM
145	It has all the major medical providers covered so a passenger could use that one route for any medical needs.	10/31/2017 7:33 AM
146	n/a	10/31/2017 6:38 AM
147	It won't.	10/30/2017 9:24 PM
148	Ideally this would allow patients with limited means and health professional students increasing access to the premier medical services in Spokane.	10/30/2017 6:01 PM
149	I would use it often	10/30/2017 5:23 PM
150	I pretty much fully rely on the bus and I never know where my job interview will be held at. Any extension would be greatly appreciated.	10/30/2017 4:00 PM
151	specifically, I would use it	10/30/2017 3:55 PM
152	Its not the safest route for people with possible medical issues. Too many transients and vagrants. Roads are bad to even get there	10/30/2017 2:19 PM
153	I deal with a lot of students who have chosen a medical career pathway. This would definitely benefit them.	10/30/2017 1:54 PM
154	It wouldn't effect me, but I'm sure that it would help a lot of people	10/30/2017 1:04 PM
155	It would not.	10/30/2017 1:01 PM
156	N/A	10/30/2017 12:59 PM
157	Easier route from LC High School to Gonzaga for high school kids who are taking a college class there.	10/30/2017 12:21 PM
158	I would not be impacted by the proposal	10/30/2017 12:20 PM
159	not at all	10/30/2017 11:49 AM
160	N/A	10/30/2017 11:13 AM
161	Helpful for students in the U-District	10/30/2017 9:47 AM
162	Spouse and I both work in UD, so will provide more options for public transit.	10/30/2017 9:44 AM

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163	Easier connection to the Spokane Teaching Health Clinic	10/30/2017 9:27 AM
164	Not much impact, but I think it will help people and traffic in that area.	10/30/2017 9:21 AM
165	I could see University medical students taking the route for their clinicals/rotations to the various healthcare locations.	10/30/2017 9:00 AM
166	It would not impact me but I think it is a great idea.	10/30/2017 8:46 AM
167	I would be interested to use it to avoid parking issues. There are many students and medical staff that I believe would use it.	10/30/2017 8:07 AM
168	no Impact	10/30/2017 5:10 AM
169	I go to GU and after have to get to Rockwood.	10/30/2017 4:50 AM
170	N/a	10/29/2017 9:15 PM
171	Don't ride it enough	10/29/2017 5:07 PM
172	more diversity, more "coverage" and accessibility. I'd ride that extension!	10/29/2017 12:36 PM
173	It won't but I see it's value for students	10/29/2017 12:02 PM
174	n/a	10/29/2017 9:27 AM
175	It might make it easier for nursing or medical students to get to the hospitals.	10/27/2017 12:28 PM
176	It would impact my 15 year old because of the bike trails	10/27/2017 9:30 AM
177	Minimal	10/27/2017 7:23 AM
178	Medical appointments at Sacred and University District all on one route	10/27/2017 6:22 AM
179	NA	10/27/2017 5:15 AM
180	I assume with the new medical school, students will need to get to the various medical facilities for their studies.	10/26/2017 9:28 PM
181	Any time there is an extension, it just causes the drivers to be LATE.	10/26/2017 8:25 PM
182	i wouldn't .there are three routes that service that area .	10/26/2017 6:34 PM
183	I live near this route, this would help me reach university district more easily.	10/26/2017 5:18 PM
184	It would make a for a longer ride and decreased frequency of trips.	10/26/2017 5:12 PM
185	Another option to connect that neighborhood to the schools and to connect with other routes.	10/26/2017 2:52 PM
186	my doctors office has moved to the university dist.	10/26/2017 2:42 PM
187	Would not impact me, but gives students easier access to medical offices and hospitals. As well as folks that live along the line.	10/26/2017 2:17 PM
188	excellent	10/26/2017 12:46 PM
189	It would probably benefit me if I went through U district	10/26/2017 12:29 PM
190	My son's physician is along that route, and would make it more accessible.	10/26/2017 12:14 PM
191	Improving access to medical services especially the new psychiatric treatment center at 5th and Brown	10/26/2017 7:29 AM
192	I don't think it would.	10/26/2017 4:03 AM
193	As long as the route is as frequent, it's great.	10/25/2017 5:37 PM
194	I don't know anyone it would affect	10/25/2017 2:55 PM
195	It wouldn't	10/25/2017 10:08 AM
196	Not sure.	10/25/2017 10:05 AM
197	Good idea because it helps all the university students	10/25/2017 7:56 AM
198	no impact	10/25/2017 7:55 AM
199	The bus system is tax funded...tax is theft so shut it down...my money	10/24/2017 8:04 PM

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200	Another great bus option	10/24/2017 5:49 PM
201	It would make it easier for medical students to access the hospitals and clinics where they do their internships	10/24/2017 3:40 PM
202	It wouldn't	10/24/2017 3:25 PM
203	I wonder how much longer it would take #2 to make the full loop. If I could have access to that information, then I can make a more informed decision. If it were about 5 minutes or less, then I think it would be a good idea. Anything longer than that, I don't know if I'd think it was a good idea.	10/24/2017 3:15 PM
204	Less walking	10/24/2017 3:09 PM
205	Positive impact on several of my friends and acquaintances. Excellent plan.	10/24/2017 2:32 PM
206	It wouldn't impact me.	10/24/2017 1:55 PM
207	More parking opportunities since parking is EXPENSIVE downtown. Very inconvenient for those who work downtown.	10/24/2017 1:25 PM
208	No	10/24/2017 12:48 PM
209	no impact - just potentially longer return time to downtown - good idea to make it more accessible to those in need	10/24/2017 12:38 PM
210	Not at all	10/24/2017 12:29 PM
211	don know	10/24/2017 12:13 PM
212	This would give the students at the schools access to the medical facilities.	10/24/2017 11:56 AM
213	options for folks east of the plaza to catch the medical bus without having to travel all the way to the plaza	10/24/2017 11:54 AM
214	n/a	10/24/2017 11:52 AM
215	n/a	10/24/2017 11:36 AM
216	Me, not at all	10/24/2017 11:26 AM
217	It would impact me or someone I know at all	10/24/2017 11:06 AM
218	I would be able to go to a doctor's appt from work without having to drive an park. It may also mean more students could take the bus from campus.	10/24/2017 10:31 AM
219	shorten walking distance if that is a hinderance	10/24/2017 9:10 AM
220	N-A	10/24/2017 9:06 AM
221	Any time there is a route that allows you to skip the transfer at the plaza is a good idea.	10/24/2017 8:56 AM
222	It would allow students in medical training to have easy access to Hospital Hill areas.	10/24/2017 7:25 AM
223	No opinion	10/24/2017 6:50 AM
224	If it's the only route it would impact me hugely since I live in Cheney	10/24/2017 6:10 AM
225	n\ a	10/23/2017 2:24 PM
226	It would not.	10/23/2017 1:59 PM
227	Would not	10/23/2017 1:07 PM
228	I don't know anybody who would be directly impacted by this.	10/23/2017 10:56 AM
229	It would be convenient to get to appointments if I'm coming from work.	10/23/2017 9:37 AM
230	We would like to see the medical shuttle come closer to the Teaching Health Clinic on Front Street.	10/23/2017 8:58 AM
231	Helping students and staff attending campus.	10/23/2017 8:43 AM
232	Convenient	10/23/2017 8:23 AM
233	It would be helpful for the medical students in the university district so they are able to get to medical facilities easier and they would not have to drive and park.	10/23/2017 7:54 AM
234	It would not affect me.	10/23/2017 7:22 AM

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235	none	10/23/2017 6:59 AM
236	It wouldn't	10/23/2017 6:53 AM
237	NA	10/23/2017 6:46 AM
238	None	10/23/2017 5:56 AM
239	none	10/23/2017 2:30 AM
240	DNA	10/23/2017 12:03 AM
241	It does not	10/22/2017 10:28 PM
242	allow more people to get to hospitals	10/22/2017 3:16 AM
243	I wouldn't use it, but I think it's a good idea.	10/21/2017 5:27 PM
244	better means of getting to appointments	10/21/2017 9:40 AM
245	it wouldn't	10/21/2017 8:00 AM
246	NO	10/21/2017 2:15 AM
247	It won't that I know of	10/21/2017 1:19 AM
248	Allow students to take the bus to their internships.	10/20/2017 9:56 PM
249	not at all	10/20/2017 7:42 PM
250	Not sure	10/20/2017 3:18 PM
251	It would be easier for the people living in the university district to get to/from work	10/20/2017 2:34 PM
252	IT DOES NOT IMPACT ME OR ANYONE I KNOW	10/20/2017 2:00 PM
253	it wouldn't	10/20/2017 1:48 PM
254	N/A	10/20/2017 1:24 PM
255	The fact that there would be access from the hospitals to the health centered campus is a good idea.	10/20/2017 9:39 AM
256	may increase loitering at the medical facilities by persons without medical appointments	10/20/2017 9:35 AM
257	Would not	10/20/2017 8:30 AM
258	n/a	10/20/2017 8:29 AM
259	IT NOT	10/20/2017 8:26 AM
260	If the shuttle ran at the right times (would have to start early in the morning i.e. 5:30 to 6 am), students at the WSU Spokane campus who do clinicals at the hospitals could park their cars on campus and ride to the hospitals.	10/20/2017 8:16 AM
261	I believe it will help more people get to desired medical facilities in downtown Spokane	10/20/2017 8:07 AM
262	Not Sure	10/20/2017 7:55 AM
263	my nephew would have better ease of use	10/20/2017 7:11 AM
264	It would give better access to the medical care my friends and family require.	10/20/2017 6:38 AM
265	I wouldn't, buses are too slow, always ahead of schedule and often times it is easier to walk than to have to smell the stink of the bums who call STA home	10/20/2017 6:15 AM
266	No.	10/20/2017 6:13 AM
267	does not impact me, but could make it easier for students and elderly people to access the medical centers on the route	10/20/2017 5:30 AM
268	patients would be able to reach their destinations for appointments better and faster.	10/20/2017 5:20 AM
269	N/A	10/20/2017 4:15 AM
270	it would add another option to get home from downtown although with a longer walk from the stop	10/19/2017 4:11 PM
271	It would not	10/19/2017 3:51 PM

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272	We would have easy bus transit between our business offices and our technical center. It would be GREAT!	10/19/2017 2:35 PM
273	n/a	10/19/2017 2:34 PM
274	It doesn't	10/19/2017 2:17 PM
275	I know several students that live near the U district that would benefit. Currently they walk to appointments	10/19/2017 2:03 PM
276	No.	10/19/2017 1:40 PM
277	No impact on me. Don't live in that area.	10/19/2017 1:13 PM
278	N/A	10/19/2017 12:16 PM
279	I don't know	10/19/2017 11:01 AM
280	N/A	10/19/2017 10:40 AM
281	I think it would be helpful to connect the 2 areas for people that need it.	10/19/2017 9:49 AM
282	Two riders per bus is not enough to constitute taxing the hell out of everyone! Stop government expansion	10/19/2017 9:28 AM
283	Many of my friends ride the bus and the more access the better.	10/19/2017 9:14 AM
284	This route would tremendously help patients get to where they need	10/19/2017 9:12 AM
285	I regularly ride a bus all over town. Any increased routes are always a plus	10/19/2017 9:02 AM
286	Help several citizens in the Spokane area have a more readily access to there needed medical offices to make their appointment travel easier	10/19/2017 8:19 AM
287	not at all	10/19/2017 8:00 AM
288	It might take longer to get to the doctors office.	10/19/2017 7:53 AM
289	It would take longer for me to get back to the STA Plaza from whatever hospital/clinic I'm coming from.	10/19/2017 7:36 AM
290	decrease property values eliminate parking for residents cost tax payers money	10/19/2017 7:36 AM
291	It would give health sciences students a better route to volunteer, internship and other opportunities.	10/19/2017 7:27 AM
292	Clinical students might be able to take bus to hospitals instead of trying to take car and find parking.	10/19/2017 7:25 AM
293	As long as the rides did not decrease in frequency there would be no impact as far as I'm concerned.	10/19/2017 7:18 AM
294	No impact.	10/19/2017 7:16 AM
295	not sure but more access is always better	10/19/2017 7:14 AM
296	N/A	10/19/2017 7:14 AM
297	it would greatly benefit student population attending EDU and WSU campuses	10/19/2017 7:09 AM
298	no opinion	10/19/2017 6:38 AM
299	?	10/19/2017 6:28 AM
300	It would be more convenient for my coworkers in that area.	10/19/2017 6:20 AM
301	It would take longer between runs.	10/19/2017 6:18 AM
302	It wouldn't... but it seems like a good idea, overall, for the community.	10/19/2017 6:16 AM
303	I work at the university in the Parking and transportation services and have many customers who would benefit from this service.	10/19/2017 5:45 AM
304	It would not impact anyone I know	10/19/2017 5:44 AM
305	it wont	10/19/2017 5:28 AM
306	Don't Know doesn't affect me.	10/19/2017 2:17 AM

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307	Cost us more tax dollars	10/19/2017 12:55 AM
308	N/A	10/19/2017 12:27 AM
309	Better access to healthcare and better access to medical workplace.	10/18/2017 11:07 PM
310	may not impact me at this time but is a way for people to get to work and to appointments. It looks like folks would have to transfer buses if they came from somewhere other than down town.	10/18/2017 11:03 PM
311	less wait time	10/18/2017 10:32 PM
312	No opinion	10/18/2017 9:37 PM
313	Not me or anyone I know specifically but if it helps people access medical or alternate motives of transportation to medical care, I support the decision. I don't have someone who I can ask for a ride to a medical appointment so even though I have access to a car I can use at anytime, if it is an appointment that requires assistance or I be driven, I would need to take a cab or uber if a bus route is not available which is more costly. The university district is home to students who may be in a similar circumstance.	10/18/2017 9:22 PM
314	A shuttle servicing medical facilities should be available to as many people as possible!	10/18/2017 7:55 PM
315	There are a lot of meetings/talks that go on in the U District. It would not seem to be much of an addition to run it through that area via the Hospitals/Clinics	10/18/2017 7:06 PM
316	It wouldn't but would be easier for my family who live on the planned extended route.	10/18/2017 6:26 PM
317	Helpful to students	10/18/2017 5:43 PM
318	If Route 2 stays on the same time schedule it would have no affect. If it changes how we connect to other routes it could be for the best or the worst.	10/18/2017 5:25 PM
319	It would help them out.	10/18/2017 5:13 PM
320	No impact	10/18/2017 4:36 PM
321	It wouldn't	10/18/2017 3:52 PM
322	it wouldn't	10/18/2017 3:44 PM
323	students in the university district would more easily be able to access clinical sites	10/18/2017 3:43 PM
324	Would not at this time.	10/18/2017 3:21 PM
325	n/a	10/18/2017 3:21 PM
326	Increased bus access, increased convenience	10/18/2017 3:19 PM
327	Would not impact me personally	10/18/2017 3:07 PM
328	Long wait for bus inbound because it a longer route.	10/18/2017 2:55 PM
329	Little impact	10/18/2017 2:52 PM
330	Unknown	10/18/2017 2:45 PM
331	I work at Sacred Heart and know that many of my patients live in the downtown corridor. I know this route would be very helpful for many of them.	10/18/2017 2:45 PM
332	Make it easy for students at Riverpoint to access the medical centers	10/18/2017 2:40 PM
333	idk	10/18/2017 2:39 PM
334	It all depends on the bus schedule and if I still have time to connect to the Cheney route 66 or 165. When EWU is not in session if route 2 bus is late to the Plaza then its an half hour to hour wait time for the next bus depending on the time of day.	10/18/2017 2:37 PM
335	N/A	10/18/2017 2:33 PM
336	Students working in the medical facilities and studying in the medical facilities would now take bus and save on driving and parking fees.	10/18/2017 2:26 PM
337	n/a	10/18/2017 2:26 PM
338	N/A	10/18/2017 2:25 PM

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339	It would make it easier to get to doctor appointments during the day. I wouldn't have to catch a bus downtown and transfer	10/18/2017 2:23 PM
340	Seems like it would help students in the University District, but no one I know.	10/18/2017 2:12 PM
341	I don't know any 'Bus People'	10/18/2017 2:11 PM
342	n/a	10/18/2017 2:09 PM
343	N/A	10/18/2017 2:06 PM
344	Not necessarily me, but it would be good for those on/near UD that need access to medical facilities.	10/18/2017 2:03 PM
345	N/A	10/18/2017 2:02 PM
346	It might increase the travel time.	10/18/2017 1:53 PM
347	n/a	10/18/2017 1:52 PM
348	It would provide more options for using the bus.	10/18/2017 1:51 PM
349	get to dr. appointment without driving	10/18/2017 1:50 PM
350	N/A	10/18/2017 1:46 PM
351	I hope it would make students at the Health Sciences Campus less dependent upon cars	10/18/2017 1:20 PM
352	Not sure	10/18/2017 1:20 PM
353	I work at WSU and sometimes interact with people at the various medical facilities along the route.	10/18/2017 1:16 PM
354	Expanded service is good for everyone.	10/18/2017 1:14 PM
355	There are plenty of routes down town, we need more routes to the rural areas	10/18/2017 1:10 PM
356	don't know	10/18/2017 1:10 PM
357	well the 28 goes close to the other end of that bridge	10/18/2017 1:08 PM
358	Would appear to make intervals between rides twice as long.	10/18/2017 1:07 PM
359	N/A	10/18/2017 1:06 PM
360	It appears to make it more convenient for anyone who has to get to the medical centers.	10/18/2017 1:03 PM
361	Family Caregiver, care receivers, elderly, disabled adults would have more access to get to these areas.	10/18/2017 1:00 PM
362	New and quicker bus route to/from U-District & lower south hill	10/18/2017 12:59 PM
363	Would offer more opportunity for shift workers.	10/18/2017 12:58 PM
364	Not that I know of	10/18/2017 12:54 PM
365	Having access to the University District from the hospital area would be beneficial for everyone along the route. University students would be able to take a convenient bus route to and ER, and residents of the hospital district would have easier access to a 'hip' area of the city.	10/18/2017 12:54 PM
366	I know that the students who are at both would like that. However, I also know that homeless discharged from the ERs are put onto the bus, so that could be a problem.	10/18/2017 12:47 PM
367	N/A	10/18/2017 12:46 PM
368	less/more traffic when I use that route?	10/18/2017 12:44 PM
369	n/a	10/18/2017 12:44 PM
370	I work at WSU-Spokane and know that our students often have rotations at the local hospitals. This new route would make it easier for them to access those sites by bus. It would also be great for employees of the University district who might have mid-day medical appointments. I often drive on those days, but would prefer to take the bus.	10/18/2017 12:37 PM
371	Able to get to DR	10/18/2017 12:32 PM
372	unknown	10/18/2017 12:30 PM

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373	I work in the University District and know that it would be great for the students who are doing internships etc in the Medical community	10/18/2017 12:29 PM
374	Positive access	10/18/2017 12:27 PM
375	It wouldn't.	10/18/2017 12:26 PM
376	would not	10/18/2017 12:21 PM
377	I think this would provide an opportunity for clients of FBH to be discharged from the ED and attend an appointment at the main office.	10/18/2017 12:18 PM
378	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:15 PM
379	Increased accessibility w/o transferring buses or having to go downtown to the bus plaza.	10/18/2017 12:11 PM
380	Unsure of impact	10/18/2017 12:10 PM
381	I would hope it affects all of us by providing a connected medical campus network and revitalizing the area it runs through!	10/18/2017 12:09 PM
382	No.	10/18/2017 12:09 PM
383	No	10/18/2017 12:08 PM
384	Would help bicyclers and bus riders from Spokane Valley connect to Main RWC and/or downtown	10/18/2017 12:08 PM
385	Given the number of students in the University District who may have internships at one of the Medical Centers, a shuttle would help these student with transportation and avoid parking shortage in the downtown areas surrounding the medical centers.	10/18/2017 12:07 PM
386	NA	10/18/2017 12:06 PM
387	This route does not benefit me.	10/18/2017 12:05 PM
388	more bus access is a good thing.	10/18/2017 12:03 PM
389	N/A	10/18/2017 12:02 PM
390	Save transit time.	10/18/2017 11:51 AM
391	a lot	10/18/2017 11:50 AM
392	Any extra distance STA is willing to extend a bus route would be helpful for anyone, because it could potentially drop them off closer to where they are trying to go and it is going to be winter, so the less time spent walking the better.	10/18/2017 11:47 AM
393	N/A	10/18/2017 11:44 AM
394	Good	10/18/2017 11:43 AM
395	I work with many people who need hospital services so it makes sense to expand the medical loop.	10/18/2017 11:42 AM
396	The benefit is that one bus goes to all the hospital locations, rather than having a student choose which route to take. The setback is that the route doesn't extend across E MLK way to E Trent Ave, so students can't walk to the EWU Spokane campus. This would be good in case students need to go from class to their field placement sites.	10/18/2017 11:41 AM
397	None Known	10/18/2017 11:38 AM
398	I might start to use the bus to go into Spokane and to the University District	10/18/2017 11:38 AM
399	not impacted	10/18/2017 11:31 AM
400	unsure	10/18/2017 11:27 AM
401	Provide patients easier access to the WSU Teaching clinic	10/18/2017 11:26 AM
402	Looks like it would more impact easier access from 90 Sprague Bus. which is a positive, unless the bus goes to Gonzaga directly, don't see it much an impact to U District	10/18/2017 11:26 AM
403	I would have better access to Route 90 when Route 74 is unavailable.	10/18/2017 11:25 AM
404	less walking	10/18/2017 11:25 AM

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405	improve access to transportation for students who don't have access to a vehicle.	10/18/2017 11:22 AM
406	N/A	10/18/2017 11:20 AM
407	I work with about 190 residents who are developmentally disabled and the bus system is very valuable to them and me when I help out.	10/18/2017 11:20 AM
408	Medical students and others would take the bus to and from the Health Sciences campus. I might walk down the hill from home- Rockwood and Sheridan to the Cancer Center to take the bus, but that would only get me a couple blocks. More likely I would take it to and from the campus to the hospitals.	10/18/2017 11:18 AM
409	good place to walk	10/18/2017 11:16 AM
410	Then I would be able to ride the bus all the way to my doctor at the Providence teaching clinic.	10/18/2017 11:15 AM
411	No impact.	10/18/2017 11:13 AM
412	It wouldn't really, except for maybe making the wait for a bus on that route longer, but I think it's a good idea to support the U District.	10/18/2017 11:13 AM
413	As a former student in the UD, direct connections to/from the South Hill from this area without having to transfer would be beneficial to future students.	10/18/2017 11:12 AM
414	I sometimes visit friends/family in the hospital. I'm concerned that extending the route would mean longer waits at the bus stops along the route.	10/18/2017 11:12 AM
415	No direct impact for me, but it would help to utilize this new facility.	10/18/2017 11:06 AM
416	n/a	10/18/2017 11:05 AM
417	It would be more convenient for a friend of mine!	10/18/2017 11:05 AM
418	connecting WSU/EWU to hospital seems like a good idea	10/18/2017 11:05 AM
419	I go to the medical facilities from Plaza only. Would the change make us wait longer for a bus when we are sick?	10/18/2017 11:05 AM
420	It would take a long way around	10/18/2017 11:03 AM
421	great for students going to and from and potential clinic clients as the UD grows.	10/18/2017 11:02 AM
422	N/A	10/18/2017 11:01 AM
423	It wouldn't	10/18/2017 11:00 AM
424	Nurse friend working at Sacred Heart, going to school in U-District would be helped greatly.	10/18/2017 10:59 AM
425	NA	10/18/2017 10:56 AM
426	not at all	10/18/2017 10:56 AM
427	Would help w/clients accessing appointments & services.	10/18/2017 10:56 AM
428	It would help U District students and those doing internships/working in the Medical district.	10/18/2017 10:56 AM
429	It wouldn't	10/18/2017 10:55 AM
430	Not me	10/18/2017 10:53 AM
431	I can foresee using it from time to time.	10/18/2017 10:53 AM
432	wouldn't	10/18/2017 10:52 AM
433	No	10/18/2017 10:47 AM
434	Having a stop closer to campus seems like a good idea.	10/18/2017 10:47 AM
435	N/A	10/18/2017 10:47 AM
436	It wouldnt impact me	10/18/2017 10:46 AM
437	It wouldn't.	10/18/2017 10:46 AM
438	N/A	10/18/2017 10:42 AM
439	Wouldn't	10/18/2017 10:42 AM
440	Make it easier for students to access medical facilities and get back to campus	10/18/2017 10:42 AM

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441	It would allow more clients I work with to get to needed medical appointments.	10/18/2017 10:40 AM
442	I do not ride that route.	10/18/2017 10:39 AM
443	those using bicycles have a safer route to travel	10/18/2017 10:39 AM
444	ease of access	10/18/2017 10:36 AM
445	it would not	10/18/2017 10:36 AM
446	I don't know any one it would impact but I imagine it would make it easier for those in the u district to make appointments and not take a long time to get there because of transfers downtown	10/18/2017 10:36 AM
447	I don't know	10/18/2017 10:36 AM
448	I am faculty at WSU SPokane and have regular meetings at Sacred Heart and St. Luke's rehab. Finding parking at Sacred Heart is always an issue so I could take the bus instead.	10/18/2017 10:35 AM
449	would not impact any employee of my office. we are in the valley	10/18/2017 10:33 AM
450	It would not greatly impact me but I think it is a good addition that makes sense.	10/18/2017 10:33 AM
451	No Opinon	10/18/2017 10:32 AM
452	Students would have less travel time.	10/18/2017 10:29 AM
453	Zero impact.	10/18/2017 10:28 AM
454	Access to the University District from around Spokane is helpful as an EWU employee who occasionally goes to our Spokane campus, often by bus.	10/18/2017 10:28 AM
455	Unkown	10/18/2017 10:28 AM
456	Tax money .	10/18/2017 10:27 AM
457	It's need for those who need to access their medical appointments in the area.	10/18/2017 10:27 AM
458	My daughter is a Nursing Student and it would benefit her ability to get back and forth!	10/18/2017 10:26 AM
459	Better and more frequent access to areas contiguous with downtown.	10/18/2017 10:26 AM
460	would not affect me	10/18/2017 10:25 AM
461	No	10/18/2017 10:24 AM
462	not much to myself	10/18/2017 10:24 AM
463	Will be beneficial for lots of students, faculty and staff in the region.	10/18/2017 10:23 AM
464	Negative financial impact	10/18/2017 10:23 AM
465	it may help health care professionals commute to the university district. It will no affect my commute from the south hill to university district	10/18/2017 10:23 AM
466	I don't know anyone that uses that bus	10/18/2017 10:22 AM
467	The Medical Students Would be able to use it to Intern.	10/18/2017 10:22 AM
468	Seems that it would run less.	10/18/2017 10:22 AM
469	Easier access to South side of I-90, medical complex, etc.	10/18/2017 10:21 AM
470	n/a	10/18/2017 10:21 AM
471	We already have 3 buses that run this route. there is no need to crowd this small area with another bus.	10/18/2017 10:21 AM
472	I could leave my car parked to attend medical appointments	10/18/2017 10:19 AM
473	Son works in University district, better access to minor emergency	10/18/2017 10:18 AM
474	haven't a clue	10/18/2017 10:17 AM
475	There are quite a few ESFCOM Medical Students that live in the U District that will start doing clinical rotations in 2019. I think they would be very likely to use the service starting in 2019.	10/18/2017 10:17 AM
476	I don't know anyone, but more access can't be a bad idea.	10/18/2017 10:16 AM
477	It would cause a delay in reaching medical appointments.	10/18/2017 10:16 AM

478	it would not impact you	10/18/2017 10:13 AM
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Q7 Please provide any additional comments, suggestions or concerns regarding the proposed change to the Route 2 below.

Answered: 173 Skipped: 1,812

#	RESPONSES	DATE
1	Why dont you do what you said you wanted to do. Make new routes in areas that do not have service. And extend weekend and sunday service.	12/28/2017 5:39 PM
2	n/a	12/28/2017 3:19 PM
3	Make it like segments (like a toll way). The more you ride the more you pay. If you want/need/expect more then it should cost more.	12/27/2017 4:12 PM
4	You should offer a physical form of the proposal inside the medical centers that would be affected by the change.	12/26/2017 8:09 PM
5	The idea of Route 2 is to be able to quickly get to Medical buildings on the South Hill. Add more to this route doesn't make sense.	12/26/2017 2:13 PM
6	Bus-only lanes are needed	12/22/2017 10:47 PM
7	Seems reasonable for uni kids to get south	12/20/2017 9:27 PM
8	this should happen spokane needs better transit and buses are not the answer i like the light rail.	12/19/2017 9:19 PM
9	I do not use this route	12/16/2017 5:46 AM
10	I don't have any.	12/13/2017 8:17 PM
11	None	12/12/2017 11:32 PM
12	(none)	12/12/2017 2:39 PM
13	It would be great to have the bus plaza extended to Geiger heights and cheney. I work in airway and it would be great for the ride to not take 3 hours a day ????????	12/10/2017 2:45 AM
14	This will be helpful for university students that have classes or residencies at the hospital district or if students without cars need to get to the doctor	12/7/2017 9:08 PM
15	Definitely a good idea.	12/7/2017 12:51 PM
16	Stop	12/6/2017 9:53 PM
17	I think there should be a direct U-District Medical Shuttle. When I take the 2, I find it to be kind of long and windy, especially that longer stretch along 6th avenue. Having two separate shuttles, like 2 East and a 2 West would be quicker and more efficient. Plus, they serve two different populations - students and then patients.	12/6/2017 9:08 PM
18	I don't favor it	12/5/2017 6:52 PM
19	see above..	12/4/2017 10:36 AM
20	None	11/30/2017 2:05 PM
21	I like that the Rockwood Clinic would still be included.	11/27/2017 1:04 PM
22	ignore the change, keep it as it is	11/25/2017 1:34 PM
23	Spokane Teaching Health Clinic needs closer service	11/25/2017 8:32 AM
24	Nothing for now	11/22/2017 6:33 PM
25	STA needs to continue to make bus service more than travel from and to Plaza. More timely connections to other buses are needed. This provides another connection so a person is able to actually use STA for transportation other than commuting to and from work.	11/22/2017 6:52 AM
26	None	11/21/2017 8:43 PM
27	None	11/20/2017 10:58 AM

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28	None	11/17/2017 12:21 PM
29	Very poor plan	11/16/2017 10:38 PM
30	NA	11/16/2017 7:07 AM
31	Also could put transfer to the 25	11/15/2017 4:26 PM
32	Conncting Riverpoint directly to the medical facilities is very smart, for both students and patients.	11/15/2017 2:17 PM
33	The potholes in the Health Care district are atrocious during the winter months! They affect the buses.	11/15/2017 11:27 AM
34	I would like to make sure no matter what that the route times at least the same frequency they do now. I also know not only I miss the older route when it still served the part of 5th going by Deaconess. People I know are not liking to wait so long of times for the 42 route that goes by there and with the current medical shuttle only stopping at 5th and Wall, that can be a tough walk up to some of our appointments, espically in the Deaconess Education Building past the ER.	11/14/2017 3:17 PM
35	None	11/14/2017 12:50 PM
36	any time a route expands possible ridership...great!	11/10/2017 1:05 PM
37	I think you should consider using larger buses for Route 2, especially if the changes proposed are put into action. I ride the Medical Shuttle weekly and often find it is cramped and crowded!	11/9/2017 9:14 PM
38	Hopfully there might be a way to smoothen the roads, especially when bus is on 6th ave and moving on Howard around LC High school. Another Bad spot is around exiting Sacred Heart driveway	11/6/2017 5:05 PM
39	none	11/6/2017 1:01 PM
40	I believe this would be good for the students living in this area to have better access to medical facilities.	11/6/2017 9:52 AM
41	I don't rise this route	11/5/2017 4:25 PM
42	Due to the longer route, would additional buses be added to maintain and/or increase the frequency?	11/4/2017 12:28 PM
43	It might be an improvement.	11/4/2017 9:43 AM
44	do it?	11/3/2017 3:51 PM
45	We really need late night buses	11/3/2017 6:17 AM
46	It could help people in the university area. I didn't know this was a suggestion as a possibility.	11/2/2017 8:16 PM
47	NAME	11/2/2017 8:12 AM
48	Would this route run more frequently?	11/2/2017 8:00 AM
49	Increased connectivity to Route 2, allowing for IB connection without having to travel to the Plaza to make connection and ride the whole route.	11/1/2017 3:28 PM
50	i would be able to connect with routes 90,94.	11/1/2017 1:41 PM
51	Will be the best if people walk or ride by a bus instead driving.	11/1/2017 10:15 AM
52	n/a	11/1/2017 8:46 AM
53	I hope that extending the route would not make it run less frequently due to the extended mileage of the route.	11/1/2017 6:49 AM
54	why are you change this	10/31/2017 6:00 PM
55	none	10/31/2017 1:21 PM
56	It might help students from Gonzaga and Riverpoint Cameron pus travel to the medical district.	10/31/2017 10:11 AM
57	This route should be more efficient. There is no need to completely encircle Rockwood's campus but fail to get patients with limited mobility close enough to the clinic on the riverpoint campus. It doesn't need to go so far South (don't go beyond the hospitals).	10/30/2017 6:01 PM
58	it may feel like a safer trip (vs having to connect to the 44 downtown)	10/30/2017 3:55 PM
59	Probably fine the way it currently is	10/30/2017 12:59 PM

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60	N/A	10/30/2017 11:13 AM
61	I fail to see how that is helpful when downtown is already so close to the U-District	10/30/2017 10:00 AM
62	If there were a bus route out to the Yokes on Cheney-Spokane Road on Highway 195 I would take the bus a lot	10/30/2017 9:47 AM
63	Possible increase to student pass usage.	10/30/2017 9:00 AM
64	none	10/30/2017 5:10 AM
65	There are a lot of medical scholastic buildings in the university district, it would be really convenient for a lot of those people.	10/30/2017 4:50 AM
66	n/a	10/29/2017 9:27 AM
67	The connection to/from the 90 at Sherman will likely help many riders shorten their travel times.	10/27/2017 8:56 PM
68	Their is a large amount of needles in the area. A lot of them don't have caps.	10/27/2017 9:30 AM
69	NA	10/27/2017 5:15 AM
70	Leave it	10/26/2017 8:25 PM
71	keep south service only	10/26/2017 3:23 PM
72	It would be good to have the connection between the medical facilities.	10/25/2017 5:37 PM
73	Looks good to me.	10/25/2017 10:08 AM
74	Since we have a bus out to EWU and a bus that runs thru Gonzaga, we should have one that runs thru the U District.	10/25/2017 7:56 AM
75	none	10/25/2017 7:55 AM
76	tax money equals resources, so tax debt is anti envirmnt	10/24/2017 8:04 PM
77	Although I do not ride the bus due to my job requirements, I support the STA and the grow plan. STA is good for our community and our standard of living. Thank you for driving this improvement to fruition.	10/24/2017 2:32 PM
78	I see the demand coming as the Med Schools mature	10/24/2017 11:36 AM
79	I like the extension to the pedestrian bridge-no need to try to go downtown and transfer.	10/24/2017 10:31 AM
80	No opinion	10/24/2017 6:50 AM
81	n\ a	10/23/2017 2:24 PM
82	There is nothing indicating if this would still run as frequently or if the change would affect frequency	10/23/2017 12:26 PM
83	It lengthens the route only a little, but it through an area of town where very few buses run N to S.	10/23/2017 10:56 AM
84	See note 6.	10/23/2017 8:58 AM
85	None	10/23/2017 8:23 AM
86	good idea	10/23/2017 7:54 AM
87	None	10/23/2017 5:56 AM
88	no	10/23/2017 2:30 AM
89	DNA	10/23/2017 12:03 AM
90	NA	10/22/2017 10:28 PM
91	n/a	10/20/2017 7:42 PM
92	N/A	10/20/2017 1:24 PM
93	n/a	10/20/2017 8:29 AM
94	looks good	10/20/2017 7:11 AM
95	Dump STA, boondoggle, waste of money and nobody uses it except the bums	10/20/2017 6:15 AM
96	No further comment.	10/20/2017 6:13 AM

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97	n/a	10/19/2017 2:34 PM
98	I think it will help many people it that area of work and live	10/19/2017 2:17 PM
99	N/A	10/19/2017 1:13 PM
100	Looks like a logical extension	10/19/2017 12:49 PM
101	N/A	10/19/2017 12:16 PM
102	None	10/19/2017 11:01 AM
103	N/A	10/19/2017 10:40 AM
104	how did people get around before, leave us alone, how about allowing private bus industries to come in	10/19/2017 9:28 AM
105	I think having a more readily access to medical offices elevates the stress on many travelers who could be under stress already	10/19/2017 8:19 AM
106	0	10/19/2017 8:00 AM
107	They need to run more oftern so I can get to the doctors office on time	10/19/2017 7:53 AM
108	See above.	10/19/2017 7:36 AM
109	decrease property values	10/19/2017 7:36 AM
110	The shuttle may benefit the nursing and medical students.	10/19/2017 7:16 AM
111	no opinion	10/19/2017 6:38 AM
112	?	10/19/2017 6:28 AM
113	N/A	10/19/2017 6:20 AM
114	I have nothing to add. Thank you.	10/19/2017 2:17 AM
115	Tired of being over-taxed for buses which are rarely used	10/19/2017 12:55 AM
116	N/A	10/19/2017 12:27 AM
117	this would especially help people who may be medically compromised to get timely access to medical care.	10/18/2017 11:07 PM
118	none	10/18/2017 5:43 PM
119	Take an college age girl down to the new proposed bus stop new the new bridge and ask them if they would wait in that neighborhood for a bus.	10/18/2017 5:25 PM
120	None	10/18/2017 5:13 PM
121	No comment	10/18/2017 4:36 PM
122	It is needed.	10/18/2017 3:21 PM
123	n/a	10/18/2017 3:21 PM
124	NA	10/18/2017 3:07 PM
125	Works as is for my doctor and dentist appointments	10/18/2017 2:55 PM
126	If your thought is that WSU nursing students will use the Medical Shuttle between the hositpal and University District. Take a 18 to 21 year old young women down to where that bus stop would be located and ask them if they would wait at a bus stop for a bus in that neighborhood.	10/18/2017 2:37 PM
127	None	10/18/2017 2:33 PM
128	n/a	10/18/2017 2:26 PM
129	NONE	10/18/2017 2:25 PM
130	Sounds like it will cost 'non-bus people' money	10/18/2017 2:11 PM
131	n/a	10/18/2017 2:09 PM
132	N/A	10/18/2017 2:06 PM
133	N/A	10/18/2017 1:46 PM

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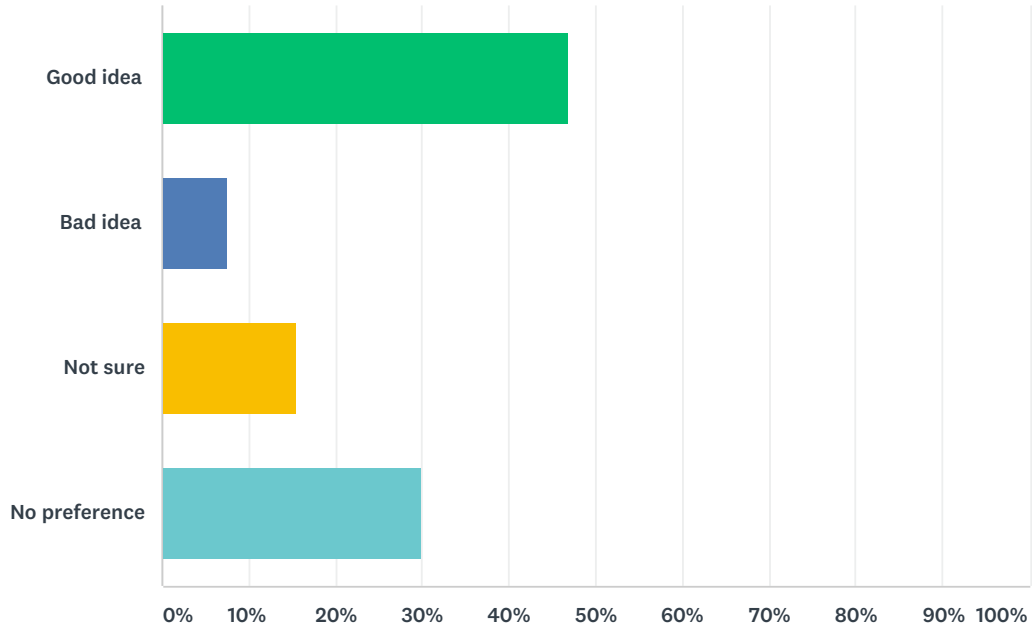
134	Dont believ in the bus system, only bums ride the bus	10/18/2017 1:10 PM
135	none	10/18/2017 1:10 PM
136	A shuttle between the university district, if REALLY needed, should be a separate route.	10/18/2017 1:07 PM
137	N/A	10/18/2017 1:06 PM
138	Route extensions seem to be beneficial for any residents in the area. I'm glad there is talk of making the city more accessible via public transportation!	10/18/2017 12:54 PM
139	No opinion	10/18/2017 12:46 PM
140	n/a	10/18/2017 12:44 PM
141	If there are enough customers that need this it should be extended	10/18/2017 12:30 PM
142	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:15 PM
143	Very good idea	10/18/2017 12:15 PM
144	N/A	10/18/2017 12:10 PM
145	N/A	10/18/2017 12:09 PM
146	NA	10/18/2017 12:06 PM
147	none	10/18/2017 12:05 PM
148	I don't think there will be enough people to use this service	10/18/2017 11:59 AM
149	N/A	10/18/2017 11:44 AM
150	None	10/18/2017 11:43 AM
151	My suggestion would be for Route 2 to extend across E MLK way and E Trent Ave it can connect to Hwy 290 and take the E 2nd Ave exit, to complete the route.	10/18/2017 11:41 AM
152	N/A	10/18/2017 11:38 AM
153	Along with the development at Kendall Yards, the growth of the medical district is the most important and most significant factor in the growth and transformation of the downtown core. Having these areas served by public transportation is not merely a good idea, but essential to the progress of Spokane's economic and civic development.	10/18/2017 11:37 AM
154	Except for easier connection with Sprague, don't see much impact.	10/18/2017 11:26 AM
155	Good job. Thank you for listening.	10/18/2017 11:20 AM
156	I only occasionally ride this route.	10/18/2017 11:13 AM
157	This would also allow a direct connect to 45/94 on 2nd Ave without having to go all the way downtown.	10/18/2017 11:06 AM
158	I like Route 2 because the bus runs frequently.	10/18/2017 11:05 AM
159	With medical school coming in, this route is needed.	10/18/2017 11:00 AM
160	Do not care about the the bus	10/18/2017 10:47 AM
161	N/A	10/18/2017 10:42 AM
162	Assess needed modifications for riders with disabilities	10/18/2017 10:40 AM
163	I rode the bus for many years, If the bus evercomes out even as far as Mead most likely I would ride the bus again	10/18/2017 10:36 AM
164	None	10/18/2017 10:36 AM
165	The frequency of the route might limit it's usefulness. Meetings typically start on the hour, so timing of the route would need to account for this to make it a viable alternative to driving.	10/18/2017 10:35 AM
166	Not enough passangers to off set cost.	10/18/2017 10:27 AM
167	The purposed route is quicker and direct to the medical facilities.	10/18/2017 10:27 AM
168	Why not take Sprague to return to the plaza?	10/18/2017 10:26 AM

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169	This makes great sense. Good coordination between public agencies to respond to community feedback.	10/18/2017 10:23 AM
170	Im looking to get from the south hill area to the university district in less time than on the bus right now it takes more than 45 minutes	10/18/2017 10:23 AM
171	None.	10/18/2017 10:22 AM
172	n/a	10/18/2017 10:21 AM
173	We already have 3 buses that run this route. there is no need to crowd this small area with another bus.	10/18/2017 10:21 AM

Q8 What do you think about the proposed changes to routes 90 and 21?

Answered: 996 Skipped: 989



ANSWER CHOICES	RESPONSES	
Good idea	46.89%	467
Bad idea	7.63%	76
Not sure	15.46%	154
No preference	30.02%	299
TOTAL		996

Q9 Specifically, how would the proposed changes to routes 90 and 21 impact you or someone you know?

Answered: 379 Skipped: 1,606

#	RESPONSES	DATE
1	My job is really close to routes 90 and 21 but I never used them because I didn't think they were frequent enough, I would most likely use them like this.	1/8/2018 9:07 AM
2	21 is our bus home! And to my work and by the end of the year where both my youngest kids will be in Headstart! It is turning into quite the microcosm of its own city over here with the kendall yards development, and we catch the 21 to the grocery store the fresh basket frequently as well. My son's dad worka in the valley and catches the 21 home ao he would live to hear all of this news!	1/6/2018 10:41 PM
3	The 21 turning to the 94 and vise versa is perfect for my transit. I don't see a good reason for the 21 to run so frequently.	1/6/2018 1:09 AM
4	Faster east bound and maybe better connection s	1/4/2018 3:55 PM
5	I ride the 90 in every day to downtown and I feel like the bus times would change because now the bus has to continue on farther into downtown and back; currently the bus schedule gets me to work right on time, and I don't really want to have to leave earlier to get to work because another route has been tacked onto the 90.	1/4/2018 11:04 AM
6	On the third Monday of the month I travel to 1717 W. Broadway from The Plaza on Bus 21.	1/2/2018 12:11 PM
7	It would make it easier to get to where I need to be.	1/2/2018 12:09 PM
8	On the third Monday of the month I travel to 1717 W. Broadway from The Plaza on Bus 21.	1/2/2018 11:46 AM
9	Better service	1/2/2018 11:28 AM
10	Really the 90 route is never on time and now you want to add a route to it. The 90 NEEDS TO BE ITS OWN ROUTE.	12/28/2017 5:42 PM
11	it would make it more safer for passengers at the Plaza	12/28/2017 3:20 PM
12	Less down time should be less expense. So that would be more cost effective - the bus system needs to be self sustaining/funding. Those who don't use the bus system shouldn't be primarily funding it while at the same time funding their own personal transportation.	12/27/2017 4:18 PM
13	To get to my mother's faster. She has 2 types of cancer. N if be easier for here to ride also.	12/27/2017 11:21 AM
14	It would save time for some travelers.	12/26/2017 8:10 PM
15	Good route	12/22/2017 10:48 PM
16	Doesnt affect me,,i start at the plaza. But it seems like good stuff.	12/20/2017 9:28 PM
17	I ride the 21 and would LOVE to see more times and availability.	12/18/2017 12:21 PM
18	The increased 21 frequency would make my commute to work and back easier. I hope it extends into the evening as I often get off work at 7 or 8pm.	12/18/2017 9:26 AM
19	Not transferring downtown when I am traveling to East Sprague would certainly be a boon. Increased frequency of the 21 would be much appreciated when going to work.	12/17/2017 11:24 AM
20	I live near the 21 route and believe that that it needs to be a frequent bus line. It is a highly utilized route in the West Central neighborhood, and is essential for connecting residents to downtown and beyond. More buses need to make cross town journeys without the need to wait or transfer at the Plaza. Also, bus shelters need to be provided along this route and every other route throughout the city.	12/16/2017 1:44 PM
21	I sometimes take it for my commute to and from downtown if 74 is not available.	12/16/2017 12:36 PM
22	Do not use this route	12/16/2017 5:48 AM

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23	Not sure. Still a LONG ride to the VTC.	12/14/2017 5:31 AM
24	I like the idea that 21 will be going every 15 minutes. It impacts me by transporting me where I need to go more quickly.	12/13/2017 8:31 PM
25	It would make it easier for me to get to work when I catch the 21 at the plaza because it would run more frequently.	12/13/2017 4:44 PM
26	Positively	12/12/2017 11:33 PM
27	It will make trips to the court house faster. Also trips outbound on the 90 being load and go is a great idea	12/12/2017 9:41 PM
28	I need the bus to wait because of the time i have to be at my weekly appointments it would make me late or super early which is very inconvenient.	12/12/2017 5:42 PM
29	I use a wheelchair and live on the 90 route, so I use this route the most. I'm not sure how the load and go will impact me, trying to load with my wheelchair. I am concerned about trying to transfer to the 90 at the Plaza from another bus. It takes a few moments for the driver to unload me (as with all wheelchairs), so I may miss my connection to the 90 at the Plaza without that 5min window.	12/12/2017 3:10 PM
30	It sounds good on paper, but some people have to transfer buses. Sometimes busses are late. If they don't correspond you have missed your bus.	12/11/2017 2:26 PM
31	In some cases I believe the 90 should leave immediately but also I don't think it should because in my case I come from the falls along with lots of my friends and the normally the 20 arrives a minute or 30 seconds before the 90 leaves which is great so we don't have to wait for the next bus. However if we missed that 90 bus then we have to wait another 15 minutes to get the next bus which would leave sooner I guess. The 90 I personally think should wait, for my case but many others may want it to leave sooner.	12/8/2017 9:28 AM
32	I do not like the load and go idea unless there will be a huge increase in buses added. I take the 90 everyday to work, and I follow a schedule. I just want the 90 to be on time. The schedule it runs on now where the bus is waiting about 8 minutes before departure time works well. I like that the 90 is never late anymore.	12/7/2017 12:58 PM
33	It will slow down service when buses run late. Keep routes separate.	12/6/2017 9:55 PM
34	Every 15 minutes for the 21 would be great.	12/6/2017 9:09 PM
35	Quicker times to get to appointments	12/6/2017 2:01 PM
36	I would be able to get to the downtown area quicker from home, helping me get to Dr's appointments	12/6/2017 10:35 AM
37	I don't favor it	12/5/2017 6:53 PM
38	I go on the 90 pretty often and I usually have to run to catch it anyways so this would be bad for me	12/5/2017 11:36 AM
39	More opportunities for people to ride the bus since it comes more times.	12/5/2017 10:26 AM
40	It's going to make it difficult to pinpoint the exact time the 90 bus arrives at the Plaza. 5 minute wait time is not that long and gives better schedule estimation of when people can actually catch the bus.	12/5/2017 8:27 AM
41	Less wait time	12/4/2017 5:27 PM
42	90 load and go a great idea	12/1/2017 7:09 PM
43	it wouldn't	12/1/2017 4:13 PM
44	I would like to take the bus from my home in Brownes Addition to work on north Sullivan occasionally. Having no wait time at the Plaza would be beneficial.	12/1/2017 3:38 PM
45	I might be able to ride to winco and back on one pass!	11/30/2017 4:01 PM
46	I sometimes have to take the 96 to the vtc then take either the 173 or the 90 to downtown to catch the 21 so if it started going that the 90 turned into the 21 I wouldn't have to change buses at the plaza	11/30/2017 3:23 PM
47	Easier to catch the 90 and make it so the 90 runs on time more often.	11/30/2017 2:32 PM
48	Better service	11/30/2017 2:06 PM

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49	90 gets me were I need to go Farr and Appleway	11/29/2017 5:25 PM
50	They do not	11/27/2017 5:38 PM
51	I live on the 21 line. Having 15 min service would be nice. How will this work when the 21 line is up for possible changes to enhance service for West Central in the future?	11/27/2017 3:44 PM
52	I might be more inclined to take Route 90 when the bus is at the Bus Plaza.	11/27/2017 1:05 PM
53	Frequency	11/27/2017 10:32 AM
54	Everyone driving the Sprague route should get a change to another route like this on a regular basis. For example, when 90 arrives at VTC, have it become 97 or something.	11/25/2017 1:37 PM
55	I go on 90 a lot	11/25/2017 12:12 PM
56	I am a disabled person and the load and go idea is extremely inconvenient for someone like me who is slow.	11/23/2017 12:59 AM
57	No impact to me.	11/22/2017 6:34 PM
58	Less congestion at Plaza and timelier transfers.	11/22/2017 6:52 AM
59	This route will not directly impact me. However, I've heard concerns about pickup times being impacted at the stops. This is not a concern I share, as a rider of the 90 I know the buses will be able to keep on schedule due to the number of riders. I trust STA will figure out how to provide an accurate schedule for the public to have access to (I.e. the live mapping tool which tells riders where the bus is at any given time) However, I am concerned about increased ridership along the Sprague corridor with these changes. I believe there may be more increased ridership along Sprague and the elimination of the Sprague/Pittsburgh stop location in 2017 will have an impact for people having to walk further to get to where they need to go and decreasing overall access/convenience for riders. All due to business owners who have no concept about riding the bus. I hope that STA might consider studying the corridor and adding an additional stop in the Sprague corridor in the future. Especially with the elimination of the section of the 94 route to downtown on the north side of the freeway. Which will also eliminate several stops thus forcing riders to either walk to Sprague or 5th ave to catch the bus again making access to riding the bus difficult for riders and difficult for people who most need to use the bus for transportation. I understand the confusion for new riders who ride the 94 into downtown where the bus backtracks to Altamont and then heads west on 2nd ave but it's not THAT Confusing if you a) have a cellphone and can look up route information b) grab a paper 94 route information pamphlet on the bus c) ask the bus driver...just to name a few. Frequent riders do not have this confusion! I'd hate to see stops eliminated due to this reasoning alone.	11/21/2017 9:00 PM
60	90 should remain a 90 only its too busy to link it to a 21. Currently the few 98 into 90 are unreliable and makes it run late.	11/21/2017 5:04 PM
61	Use the 90 and this change does not seem to change the part I use	11/21/2017 1:18 PM
62	Well the bus #98 is usually late so I don't want to miss the bus in the mornings I go to school.	11/20/2017 11:44 AM
63	Not me	11/20/2017 10:59 AM
64	when transferring busses you sometimes need that wait time	11/19/2017 11:39 PM
65	Anyone who relies on the 90 to be at the zone when their transitional bus arrives would be severely damaged by this proposal. It's difficult enough making buses line up.	11/16/2017 5:53 PM
66	Better scheduling to ride the bus	11/16/2017 2:01 PM
67	I like the every fifteen minutes proposed change. I'm not sure I like the switch to load and go.	11/16/2017 1:21 PM
68	Bigger busses a lot of the time there is no room to stand when getting on and makes for dangerous situations when braking quickly. And many of the seats are taken and completely filled so you are forced to stand.	11/16/2017 7:11 AM
69	The 90 constantly runs late, which would cause the 21 to be late leaving the plaza	11/15/2017 8:19 PM
70	Well load and go sounds good but passengers wait inside when cold or hot. So when bus pulls away could be a possibility of some getting injured.	11/15/2017 4:36 PM
71	If the 90 is always late and it will make the 21 late	11/15/2017 4:30 PM
72	Not at the current time	11/15/2017 4:00 PM

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73	This creates more customer wait time because of the poor timing on route connections. Also, it does not take into account wheelchair passengers need for more boarding time.	11/15/2017 12:06 PM
74	I would like to to be able to get on the 90 bus when the Cheney bus gets to the plaza. Like 5 min to get to the transfer.	11/15/2017 10:15 AM
75	I sometimes use Route 90 from the Plaza, and a load and go platform would mean I have less waiting at the plaza (hooray!)	11/15/2017 9:19 AM
76	It might be easier to miss the bus this way, throwing off your schedule nearly everyday	11/15/2017 8:05 AM
77	When working late, it would take less time waiting for the 90 after the last 173 run has happened.	11/15/2017 6:25 AM
78	Anything to increase service on the 90 is needed. I know I have been on it where it is not having many people on it, while too many times it is fuller, not to mention all the times it seems to constantly be running behind schedule.	11/14/2017 3:19 PM
79	Better access to the VTC, where I commute on a daily basis	11/14/2017 8:11 AM
80	It's hard enough to get from one bus across the plaza and to another. This would create unnecessary hardship and 5 mins will not wreck the bus schedule	11/14/2017 7:38 AM
81	It would affect my teenage son who takes that route to work. I believe he would gain benefit from a faster trip.	11/14/2017 6:11 AM
82	Help me get places quicker and would love it...	11/13/2017 11:47 PM
83	It would make it harder to make passengers made it to the bus on time, especially if it got there early. Having scheduled times like clockwork makes it easier for a passenger to know they'll make it on time, rather than just hope the bus hasn't left by the time they get there.	11/13/2017 9:37 PM
84	I used to live by route 21 and having it continue as a route would be beneficial. Particularly one so frequented.	11/13/2017 4:02 PM
85	With the load and go I could get to where I wanted sooner.	11/13/2017 1:01 PM
86	Wait times would shorten but not knowing exactly when the bus would be there would be troublesome.	11/13/2017 7:35 AM
87	Love the increased frequency on route 21, because I take the bus for everything (work, entertainment, errands) and live on route 21. A more frequent schedule will make my life easier and better. I like the interlining idea.	11/11/2017 9:08 PM
88	Faster service to and from the Northside business area.	11/11/2017 9:42 AM
89	No impact.	11/10/2017 2:09 PM
90	not enthusiastic about "load and go" plan. i plan my departures/arrivals carefully via other routes and wouldn't like the times to be random.	11/10/2017 1:09 PM
91	"Load and go" won't give people who gets off a bus from a previous route to transfer to the 90 route especially the routes that stop at Sprague avenue than walk through the Plaza to get the Sprague bus, and you got people having to cross the street & watch for traffic lights. The 90 Prague bus is 1 of the busiest routes which means people who ride the 21 route will be waiting longer for the bus that's stuck in heavy traffic in Sprague, loading & unloading passengers at every bus stop.	11/10/2017 11:15 AM
92	I'd love more 21 service	11/10/2017 10:26 AM
93	The 21 route is very heavily traveled. It affects my caregiver's husband. He currently doesn't use the bus because of the crowding issue.	11/9/2017 6:53 PM
94	As long as the time is still 5 minutes	11/9/2017 6:36 PM
95	Not at all.	11/9/2017 3:43 PM
96	I think that you should just leave the 21 and the 90 the way they are now	11/9/2017 12:45 PM
97	no	11/8/2017 6:06 PM
98	Prefer the 90 to wait the 5 minutes it would make a difference for me	11/7/2017 8:18 PM
99	I would have to wait for the 90 at the plaza, more convenient to have the bus wait 5 minutes	11/7/2017 7:08 PM
100	If I need to go to that part of town I can just stay on	11/7/2017 5:51 PM

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101	I could get where I need to earlier.	11/7/2017 5:06 PM
102	As long as the bus gets me where I need to go I'm okay	11/7/2017 3:50 PM
103	More frequent route 21	11/6/2017 5:31 PM
104	I sometimes use the 90 for commuting or evenings. It just gives faster service.	11/6/2017 5:23 PM
105	I never rode the 21, but I ride the 90 on errands. It's helpful having a frequent schedule It would make my life easier. The times am on it the bus is usually pretty full	11/6/2017 1:05 PM
106	to many people on sprague	11/6/2017 12:50 PM
107	15 frequencies is good, load and go not so good. Focusing on arrival time and not departure time may impact connections at Sprague and Havana and VTC.	11/6/2017 10:14 AM
108	No impact	11/6/2017 9:54 AM
109	It doesn't	11/6/2017 9:41 AM
110	I think that would be great idea that is how alot of the bigger companies do it. I think that would make more on time reliablity.	11/5/2017 4:27 PM
111	Hopefully it would be faster.	11/5/2017 10:59 AM
112	Better connections and faster service to where I go	11/4/2017 2:38 PM
113	The increased service frequency of route 21 will be of great benefit to the West Central and Kendall Yards neighborhoods!	11/4/2017 12:43 PM
114	It will help me, and people I know, get where we want to go more efficiently.	11/4/2017 9:47 AM
115	I would ride the 21 in the morning if it would get to the plaza before my 6 am transfer. Right now I go out and catch the 23.	11/4/2017 5:28 AM
116	I live on the 21 route and more often than not i transfer to the 90 at the plaza	11/3/2017 5:34 PM
117	It could work well depending on how long the wait is between busses.	11/3/2017 3:44 PM
118	Load and go could cause any number of problems for people not able or willing to stand outside in the elements for whenever the bus might show up. I personally like to stand in the double door area to stay warm in the winter.	11/3/2017 3:09 PM
119	Well it's usually late anyways...	11/3/2017 9:48 AM
120	I use the 21 multiple times a day to get to work and to my connecting bus to school. If it ran more frequently it would make my day to day life much easier.	11/3/2017 7:18 AM
121	I was going to take bus 90 last week but didn't as it was going to take too long	11/3/2017 6:55 AM
122	If route 90 will go all the way to The Valley Mall will be great like before	11/3/2017 6:18 AM
123	It would make hurrying to the bus stop pretty hard for bus 90 sometimes and as long as you guys didn't take away the route on bus 21 than that would be good.	11/2/2017 8:37 PM
124	I work on route 21 and love that there would be more frequent service.	11/2/2017 1:27 PM
125	More frequent pick ups at the County campus on Broadway	11/2/2017 10:29 AM
126	Not sure.	11/2/2017 10:25 AM
127	The increase in service is very helpful.	11/2/2017 9:36 AM
128	NA	11/2/2017 8:13 AM
129	Currently, this change would not impact me however there are instances that I do use these two routes.	11/2/2017 8:05 AM
130	I take the 90 because of the frequency of the routes, and it can be incredibly packed and uncomfortable in the afternoons/early evening. Having more turn around can be a good thing. But the concept is a bit confusing.	11/2/2017 6:26 AM
131	I take the 21 from downtown to work. This would give me another option.	11/1/2017 7:26 PM
132	Getting out to the valley quicker would be helpful.	11/1/2017 4:38 PM

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133	This is would speed up my commute to work and home as I would not have to change buses or wait around for the bus at the plaza.	11/1/2017 3:39 PM
134	Reduces transfer opportunities. Buses/passengers arriving at the Plaza at the same time will have a reduced opportunity to make 90 OB connections.	11/1/2017 3:30 PM
135	I go from the courthouse to the vtc...this would be good for me.	11/1/2017 3:29 PM
136	Very crowded all the time ...really difficult to take scooter or walker on this route...you need to add accordinne buses	11/1/2017 3:00 PM
137	N/A	11/1/2017 1:47 PM
138	More frequent trips would increase flexibility of transit	11/1/2017 12:14 PM
139	More convenient	11/1/2017 12:13 PM
140	Not sure	11/1/2017 9:34 AM
141	I would be able to get home about 30 minutes faster	11/1/2017 8:59 AM
142	Some of the riders on bus #90 have a disability that may hinder them from getting to the bus quickly from another bus arriving to the Plaza.	11/1/2017 7:40 AM
143	It would likely increase the number of people who would access the bus since it comes more often. At first glance I thought it would hinder those who need more time to get to the bus, but since it would arrive more often and frequently it may actually increase access	11/1/2017 7:10 AM
144	Quicker	10/31/2017 2:54 PM
145	The 90 that I usually ride already pretty much does the 'load and go' method, because it comes so close to the leaving time. Because there are so many people that take this bus, it takes a while to get everyone on anyways.	10/31/2017 2:14 PM
146	My concern is that would that change the frequency of when the 90 comes because it's turning into route 21 instead	10/31/2017 1:25 PM
147	none	10/31/2017 1:22 PM
148	Increase service from the courthouse area to the valley. End the need to wait and continually add people to a jammed 90.	10/31/2017 10:18 AM
149	Maybe more people would use Kendall yards because of the increased frequency My fresh market	10/31/2017 10:02 AM
150	Anyone living in the valley would benefit from this route.	10/31/2017 8:02 AM
151	Love the "Load and Go"	10/31/2017 6:55 AM
152	n/a	10/31/2017 6:42 AM
153	It would only impact me on the days I take the 90. As when I take the other buses to the Plaza it gets there the 90 would have left already.	10/31/2017 6:30 AM
154	Less waiting time and being able to get to where I need to go faster	10/30/2017 5:52 PM
155	Scared I would miss it if it does not wait for the time it has on leave schedule	10/30/2017 2:39 PM
156	I don't want to see more bus traffic and people at west central community center.	10/30/2017 2:21 PM
157	not sure...sometimes i use 21 to get from SRHD to downtown, however since my downtown bus doesn't increase in frequency too, not sure if I'd benefit from the extra service. others might, though, which is why i thought this was a good idea.	10/30/2017 2:16 PM
158	The Faster I can get to the final bus transfer the better for getting to work on time.	10/30/2017 1:11 PM
159	I would not.	10/30/2017 1:02 PM
160	N/A	10/30/2017 1:00 PM
161	Just would need to make sure I was getting on the 90 towards Sprague, not the 21 going towards Broadway	10/30/2017 12:22 PM
162	it would not impact me at all	10/30/2017 12:21 PM
163	wouldn't impact me	10/30/2017 11:51 AM
164	Semmes more efficient for those who use this route	10/30/2017 9:48 AM

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165	N/A	10/30/2017 9:23 AM
166	In favor of increased frequency on 21.	10/30/2017 9:06 AM
167	Load and Go at the plaza. Makes it sound like it will leave no matter what time it is supposed to depart from the Plaza. Do like the merging of 90/21.	10/30/2017 9:01 AM
168	It will help me get to the valley faster with route 90	10/30/2017 8:51 AM
169	Quick ability to get to school	10/30/2017 7:51 AM
170	No Impact	10/30/2017 6:09 AM
171	No Impact	10/30/2017 5:11 AM
172	They would just need to arrive & leave close to their estimated times	10/29/2017 9:16 PM
173	best for the buses to run in 15-minute intervals rather than current 30-minutes between stops on most routes. Grateful the N. Division bus runs every 15-minutes on weekdays.	10/29/2017 12:38 PM
174	I ride the 90 every day. It would help me by getting me to where I need to go faster than sitting at the plaza waiting for it to leave	10/29/2017 8:44 AM
175	No Impact	10/27/2017 1:44 PM
176	I take 90 when 173 is not available/late.	10/27/2017 1:03 PM
177	I know quite a few people go from the west side of town to areas near Sprague and sometime even the valley. This would make the trip easier.	10/27/2017 12:31 PM
178	If the 90 no longer waits at the plaza, I am likely to miss it when the 66 is running late. The 90 continuing as 21 & vice versa would just be incredibly confusing.	10/27/2017 11:44 AM
179	It's seems to me that route 90 should go all the way down Sprague instead of changing busses at the vtc	10/27/2017 9:33 AM
180	I wouldn't know when to catch the 90 because it would always come at a different time	10/27/2017 8:02 AM
181	no waiting that the vtc would be awesome when heading downtown	10/27/2017 7:04 AM
182	I would have to revamp my personal schedule to get anywhere, again.	10/27/2017 5:19 AM
183	It would cause additional tardiness. I would not get to my destinations until much later	10/26/2017 8:29 PM
184	It would not	10/26/2017 6:36 PM
185	Never used this route.	10/26/2017 5:19 PM
186	some passengers would not be able to get on the bus in time. what about wheel chairs, people with disabilities...	10/26/2017 3:48 PM
187	If the 90 doesn't wait for five minutes me and my friends could miss it	10/26/2017 11:08 AM
188	Resident friends in the Valley will appreciate increased services	10/26/2017 7:30 AM
189	I use the 90 on occasion. This sounds like a good idea.	10/26/2017 7:07 AM
190	I don't think it would.	10/26/2017 4:04 AM
191	Would possibly keep the # 90 from being so late all the time.	10/25/2017 4:08 PM
192	It could cause me to miss my bus more frequently further down the line if the pick up times are not consistent	10/25/2017 11:51 AM
193	A lot of people I work with live in the valley and they really dislike the every 30 mins to get home after work.	10/25/2017 7:58 AM
194	no impact	10/25/2017 7:55 AM
195	I ride the 21 multiple days a week, and the 90 a few times a month. Increasing frequency of service on these routes would make my scheduling easier, as well as alleviating the sometimes crowded ride!	10/24/2017 3:47 PM

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196	In reference to my work, I would be more willing to do overtime and not be as rushed to finish something at the end of the day if I need another 10 minutes; I don't have this kind of flexibility now because I only have 5 minutes to catch my bus after work. Also, when I have appointments outside of downtown before or after work, I wouldn't have to drive and pay for parking; I might be able to use the bus to get my car instead.	10/24/2017 3:22 PM
197	I am not familiar with the volume of human movements between those two points; thus it is hard to comment.	10/24/2017 2:33 PM
198	It wouldn't.	10/24/2017 1:56 PM
199	No	10/24/2017 12:49 PM
200	If it doesnt negatively impact the frequency of the 90 i'm okay with it.	10/24/2017 12:26 PM
201	n/a	10/24/2017 11:53 AM
202	It's making the 173 route longer which is what I take when I ride the bus. Time is a concern for me and makes a difference between the bus or a car. I normally take the bus at Valley Transit Center to Downtown plaza.	10/24/2017 11:27 AM
203	I MIGHT MISS THE BUS IF I GET STUCK ON A CALL AT WORK, BUT I WOULDNT MIND WAITING FOR THE NEXT ONE IF THEY COULD RUN EVERY 15 MINUTES ALL THROUGHOUT THE DAY/EVENING.	10/24/2017 11:20 AM
204	VERY SELDOM BUT ONCE IN A WHILE I DO HAVE TO USE THE 90 DUE TO SCHEDULE..	10/24/2017 11:03 AM
205	N-A	10/24/2017 9:06 AM
206	I work on East Sprague and serve clients that use the 90. The increased frequency would greatly benefit our community.	10/24/2017 8:59 AM
207	No waiting on a high frequency line that affects a large area. If there were only two lines that could run 24 hours, the 25 and the 90 would be the ones I would select. (Perhaps that could be a plan for the future.)	10/24/2017 7:27 AM
208	n/a	10/23/2017 2:24 PM
209	does not impact me directly	10/23/2017 8:44 AM
210	Convenient	10/23/2017 8:23 AM
211	Would not affect me	10/23/2017 7:23 AM
212	None	10/23/2017 5:57 AM
213	none	10/23/2017 2:30 AM
214	not known	10/22/2017 3:17 AM
215	I would likely ride the bus more often, because I could get from home to work more quickly	10/21/2017 12:25 PM
216	better availability	10/21/2017 9:42 AM
217	i won't	10/21/2017 8:06 AM
218	NO	10/21/2017 2:16 AM
219	Must people who ride this usually have to go to Spokane valley anyway, why not just stay on the same bus.	10/20/2017 9:58 PM
220	Every 15 minutes would mean I could get to work at a normal time instead of really early or really late. It would also give me more options if I miss a bus.	10/20/2017 2:59 PM
221	DOESNT	10/20/2017 2:02 PM
222	may cut back on length of travel	10/20/2017 1:49 PM
223	N/A	10/20/2017 1:24 PM
224	It wouldn't directly impact me, but it might encourage more employees to ride the bus to work.	10/20/2017 11:16 AM
225	Better than it is now	10/20/2017 10:21 AM
226	I live 10 minutes walking from the valley park and ride, it would be nice if the 90 could turn into the 21 so that I didn't have to walk the 10 minutes to my house and instead could get off past the park and ride	10/20/2017 10:18 AM

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227	EAZIER ACCESS	10/20/2017 9:41 AM
228	No professional wants to load and go at the downtown center...too dangerous.	10/20/2017 8:31 AM
229	It would be nice to not have to wait to take off and you can get where you need to go faster.	10/20/2017 8:31 AM
230	ITS NOT	10/20/2017 8:27 AM
231	Faster service	10/20/2017 7:57 AM
232	I ride the route 90 to commute to work. This would get me home faster.	10/20/2017 7:28 AM
233	It will make traveling more convenient.	10/20/2017 6:39 AM
234	Another route that no one will use, Sprague is so efficient already with stop lights and congestion, likely a 60 - 70 minute trip that could be done by car in 15	10/20/2017 6:18 AM
235	No.	10/20/2017 6:14 AM
236	More people want to get on and go. This is a much better way for people to do that and utilize the transit system more.	10/20/2017 5:21 AM
237	It would not. I avoid this route at all costs.	10/19/2017 3:55 PM
238	I occasionally take the 90 by connecting via the 94, and the unpredictability that would sprout from "Load and Go" would make connecting hard to plan, especially since I am in a strict time schedule (work).	10/19/2017 3:07 PM
239	I can tell you that coming in from bus 98 the connection at the VTC was always really shaky, even with the 5 minute wait. I quit riding the bus because of the bad connections.	10/19/2017 2:36 PM
240	n/a	10/19/2017 2:35 PM
241	It doesn't	10/19/2017 2:18 PM
242	coworkers - less wait times in the winter is always nice.	10/19/2017 2:07 PM
243	Quicker ride time and more flexibility with departures.	10/19/2017 2:03 PM
244	Hopefully get to the Plaza and then out to Cheney in a more timely matter.	10/19/2017 1:56 PM
245	I think 2 coworkers would benefit.	10/19/2017 1:40 PM
246	No impact to me	10/19/2017 1:15 PM
247	N/A	10/19/2017 12:16 PM
248	I don't know	10/19/2017 11:02 AM
249	The 90 is already busy and has a hard time running on time. I think this could create additional congestion and confusion regarding bus schedules. I believe the route 90 bus should not change.	10/19/2017 10:57 AM
250	Would provide easier ways for patients to get to the medical clinic I work in.	10/19/2017 10:34 AM
251	If the bus is full, probably should just head out. If another one would come behind it.	10/19/2017 10:01 AM
252	I'm concerned this would decrease the frequency of the 90 bus. It already takes forever to get down Sprague, fewer buses would make it even worse.	10/19/2017 9:08 AM
253	I have never ridden that route, and am unsure how a change would effect travel	10/19/2017 9:03 AM
254	Being able to get to where you need is important	10/19/2017 8:58 AM
255	Allow passengers to have an easier access while traveling throughout the Spokane Valley	10/19/2017 8:20 AM
256	o	10/19/2017 8:01 AM
257	No impact.	10/19/2017 7:37 AM
258	No impact.	10/19/2017 7:17 AM
259	N/A	10/19/2017 7:15 AM
260	faster transfer	10/19/2017 7:15 AM
261	it would not	10/19/2017 6:56 AM
262	No Impact	10/19/2017 6:39 AM

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263	?	10/19/2017 6:29 AM
264	It would be convenient for the passengers who are in that area.	10/19/2017 6:21 AM
265	I don't... but it seems like a good idea that would positively impact the community.	10/19/2017 6:16 AM
266	I don't know it doesn't affect me.	10/19/2017 2:18 AM
267	Probably cost us more tax dollars	10/19/2017 12:57 AM
268	N/A	10/19/2017 12:28 AM
269	unknown	10/18/2017 11:08 PM
270	Reliable transportation to a new area	10/18/2017 9:23 PM
271	Extra flexibility to travel.	10/18/2017 9:16 PM
272	Why aren't all buses load and go?	10/18/2017 7:58 PM
273	Good for route 90 but how will it affect connecting with other routes? What will be the longest time you will have to wait to connect with a bus.	10/18/2017 5:29 PM
274	No impact	10/18/2017 4:36 PM
275	It wouldn't	10/18/2017 3:52 PM
276	decreased busses on curbs would create more room downtown near the plaza	10/18/2017 3:44 PM
277	n/a	10/18/2017 3:22 PM
278	If the 90 leaves immediately after releasing its passengers, it will probably leave a bunch of people who are coming off of different bus routes behind.	10/18/2017 3:12 PM
279	Better 21 service	10/18/2017 2:56 PM
280	No impact	10/18/2017 2:52 PM
281	It does not	10/18/2017 2:41 PM
282	I don't know	10/18/2017 2:40 PM
283	N/A	10/18/2017 2:34 PM
284	This would make it more convenient in their ever changing work schedule to use the bus to commute. it would provide more options so they could be flexible and not have to drive on days they need flexibility with transportation times.	10/18/2017 2:28 PM
285	n/a	10/18/2017 2:26 PM
286	N/A	10/18/2017 2:25 PM
287	No	10/18/2017 2:18 PM
288	Would not impact me or anyone that I know.	10/18/2017 2:13 PM
289	N/A	10/18/2017 2:11 PM
290	n/a	10/18/2017 2:10 PM
291	IT would help some one I know have better more frequent access	10/18/2017 2:08 PM
292	the load and go sounds like I won't be waiting for a bus but it will also be harder to keep a schedule for myself. The 90 is usually late so I travel earlier than I need to so I'm on time.	10/18/2017 2:07 PM
293	Greater opportunities to use public transportation	10/18/2017 1:52 PM
294	N/A as it does not give me a ride to my work place a mile or more north of down town.	10/18/2017 1:48 PM
295	NA	10/18/2017 1:47 PM
296	Have the bus route on South of Barker road	10/18/2017 1:33 PM
297	Not nessecary	10/18/2017 1:11 PM
298	not at all	10/18/2017 1:10 PM
299	West Central needs more service	10/18/2017 1:09 PM

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300	N/A	10/18/2017 1:06 PM
301	Better convenience.	10/18/2017 1:04 PM
302	More access and shorter wait times in harsh weather.	10/18/2017 1:01 PM
303	N/A	10/18/2017 12:47 PM
304	I use the Sprague routes simply because I know I don't have to wait long for them. So long as the 15 minute window isn't 17 or 20, they should go quick, quick, quick!	10/18/2017 12:41 PM
305	unknown	10/18/2017 12:39 PM
306	It wouldn't.	10/18/2017 12:26 PM
307	?	10/18/2017 12:25 PM
308	would not	10/18/2017 12:21 PM
309	More frequent buses are very helpful. My mom can get out about more. I can visit her more often.	10/18/2017 12:20 PM
310	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:15 PM
311	Anytime you don't have to wait at the plaza is an improvement.	10/18/2017 12:14 PM
312	Unsure of impact	10/18/2017 12:10 PM
313	Wouldn't	10/18/2017 12:10 PM
314	Faster route from Valley to courthouse etc.	10/18/2017 12:10 PM
315	N/A	10/18/2017 12:02 PM
316	I would take the 90 more often	10/18/2017 12:00 PM
317	Save transit time	10/18/2017 11:53 AM
318	none	10/18/2017 11:52 AM
319	some how	10/18/2017 11:51 AM
320	N/A	10/18/2017 11:45 AM
321	Not sure	10/18/2017 11:44 AM
322	Lots of people I work with take the 90 so that's good there's more of it.	10/18/2017 11:42 AM
323	None Known	10/18/2017 11:39 AM
324	unsure	10/18/2017 11:28 AM
325	Don't see this impacting anything	10/18/2017 11:28 AM
326	It would improve transit availability to my friends in West Central.	10/18/2017 11:26 AM
327	This would give our clients access to community resources that lack of transportation prevents them from having.	10/18/2017 11:23 AM
328	Would delay time getting a straight shot to downtown work / businesses.	10/18/2017 11:22 AM
329	My residence use the system and this would offer alternatives.	10/18/2017 11:21 AM
330	It seems that the 90 has a hard enough time staying on schedule, this would just increase that difficulty. 90 should not interline with any other route downtown, as it also interlines with other valley routes already.	10/18/2017 11:20 AM
331	People who commute from the east might use it more, especially given the traffic...	10/18/2017 11:19 AM
332	shorter travel time	10/18/2017 11:17 AM
333	I take the 90 to work after being dropped off by another bus. it could make catching it difficult if it doesn't wait.	10/18/2017 11:15 AM
334	No impact whatsoever.	10/18/2017 11:14 AM
335	No impact.	10/18/2017 11:13 AM

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336	Does that mean we have to wait longer for Route 90 for Route 21 to make its round and become 90? I ride Route 90 frequently, but never 21.	10/18/2017 11:11 AM
337	Not sure I would make the connection.	10/18/2017 11:08 AM
338	The 90 can be hard to catch as is - if it is early (not likely I know) you'd leave people scrambling from other buses.	10/18/2017 11:05 AM
339	Get me down Sprague quicker.	10/18/2017 11:04 AM
340	The 90 can take to long as it is sometimes	10/18/2017 11:04 AM
341	I take the 90 from the STA Plaza fairly often to transfer to other routes. Load and go would be convenient for me.	10/18/2017 11:02 AM
342	I may be taking the bus from Valley and this would be a good reason to	10/18/2017 11:00 AM
343	NA	10/18/2017 10:57 AM
344	not at all	10/18/2017 10:56 AM
345	Not me	10/18/2017 10:55 AM
346	closer to my home.	10/18/2017 10:52 AM
347	I hate the bus.	10/18/2017 10:48 AM
348	I might use it because I have family in the valley.	10/18/2017 10:48 AM
349	Take less time to travel out to the Valley when I go	10/18/2017 10:48 AM
350	Commute to work would be faster and shorter	10/18/2017 10:48 AM
351	"load and go" would speed up the buses a bit	10/18/2017 10:47 AM
352	It wouldn't.	10/18/2017 10:46 AM
353	Longer ride form the plaza to the VTC	10/18/2017 10:46 AM
354	I have to ride the 90 from the plaza to the vtc almost everyday. If it is load and go it could be a longer wait at the plaza depending on the time you arrive there. Also if I am reading this right, it would take longer to get from the plaza to the vtc which is where 50 percent of the people are going.	10/18/2017 10:46 AM
355	N/A	10/18/2017 10:42 AM
356	Clients in need of getting to appointments and accessing resources.	10/18/2017 10:41 AM
357	it would not	10/18/2017 10:37 AM
358	not sure	10/18/2017 10:37 AM
359	I depend on the 90 to get home from work 5 days a week and am only able to catch it because it waits at the plaza (I have a small window of time to walk from my building downtown to catch the bus).	10/18/2017 10:37 AM
360	The increased frequency of the 21 would help me get to the WCCC, which I do for work and it would help my coworker in her commute (not having to wait so long after work to catch the bus home)	10/18/2017 10:33 AM
361	Less stress	10/18/2017 10:30 AM
362	Na	10/18/2017 10:30 AM
363	Negative financial impact	10/18/2017 10:29 AM
364	No.	10/18/2017 10:28 AM
365	taxs	10/18/2017 10:28 AM
366	I ride the 90 to downtown every morning, so I don't want the schedule to change because it allows me to get to work on time (couple minutes early), but I don't want to be late, and I don't want to have to show up to work 15 minutes early either.	10/18/2017 10:27 AM
367	Because if you bus is running a minute late it could cause you to be late for work maybe cut the wait down to 5 minutes	10/18/2017 10:24 AM

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368	no impact if it still has a published schedule	10/18/2017 10:24 AM
369	n/a	10/18/2017 10:24 AM
370	Not a clue.	10/18/2017 10:23 AM
371	Running every 15 minutes load-and-go is better than running ever half hour. Sprague is one of the busiest routes, the vast majority of patrons are waiting on the curb when the 90 arrives.	10/18/2017 10:22 AM
372	n/a	10/18/2017 10:22 AM
373	less time waiting at the plaza is good	10/18/2017 10:20 AM
374	more stream lined for folks who live in the valley and work in town	10/18/2017 10:19 AM
375	It would increase the wait time between connections.	10/18/2017 10:19 AM
376	haven't a clue	10/18/2017 10:18 AM
377	I don't know	10/18/2017 10:18 AM
378	I would use it more	10/18/2017 10:14 AM
379	Help friends get to West Central area easier/more often.	10/18/2017 10:13 AM

Q10 Please provide any additional comments, suggestions or concerns regarding the proposed changes to routes 90 and 21.

Answered: 172 Skipped: 1,813

#	RESPONSES	DATE
1	Will the 90 be the only "load and go" bus? How will folks know when it is due to arrive?	1/6/2018 10:41 PM
2	The 90 Sprague is already jam packed full, standing room only in the mornings; and if you are adding another route to it, it can become dangerous having people standing all the way to downtown.	1/4/2018 11:04 AM
3	n/a	12/28/2017 3:20 PM
4	Create a toll system by segments. Like a toll tag on the highway. Each segment costs a certain amount that is automatically deducted.	12/27/2017 4:18 PM
5	No.	12/26/2017 8:10 PM
6	Bus rapid transit is needed around town.	12/22/2017 10:48 PM
7	Please have greater frequency in the evenings for the 21. I often have to wait 50 minutes for the bus after I get off work.	12/18/2017 9:26 AM
8	Would it make the transition to the buses in the valley easier? We really do not want to wait forever at the VTC or Mirabeau park and ride nor we do not want to risk missing them.	12/16/2017 12:36 PM
9	nothing	12/16/2017 5:48 AM
10	If it helps improve other connections, it could be a good change. When I used to ride the 90, the problem was not the 5 min wait but that my other routes would always leave before my arrival.	12/15/2017 10:24 AM
11	More frequent VTC trips would be nice.	12/14/2017 5:31 AM
12	I like the idea of load and go. For those that are ready for the 90, it shouldn't be a problem. Especially since it comes every 15min. Best wishes for the bus drivers, if this is implemented. I already envision people talking on their phones (not having their fare ready) and those that aren't paying attention or don't have their carts/strollers ready, filing complaints!!??	12/13/2017 8:31 PM
13	None	12/12/2017 11:33 PM
14	I do not ride the 21 often, so I have no comments on that.	12/12/2017 3:10 PM
15	This makes people late for work, if you have to take different route because missed wrong bus way out of way.	12/11/2017 2:26 PM
16	People will miss the bus and then have to wait for 10-15 more minutes for the next.	12/8/2017 9:28 AM
17	People go by scheduled times. I've never been out to take the 21 so I don't know how that route works. I can't firm an opinion on that.	12/7/2017 12:58 PM
18	I like that wait time is reduced	12/7/2017 8:07 AM
19	Stop	12/6/2017 9:55 PM
20	don't do it	12/5/2017 6:53 PM
21	I rarely take route 90, but I know it is heavily used and many riders would benefit.	12/5/2017 8:39 AM
22	Anything that increases frequency is a good thing.	11/30/2017 4:42 PM
23	None	11/30/2017 2:06 PM
24	Na	11/29/2017 8:16 AM
25	I remember a time when the 21 and 90 were interlined and the idea was good. One downside was when the 90 was running late, passengers at the Plaza waiting for the outbound 21 had to wait longer.	11/27/2017 3:44 PM
26	How can you ride and go with wheelchairs? How does the bus driver get a bathroom break?	11/25/2017 1:37 PM

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27	Please for the love of g_d don't do this.	11/23/2017 12:59 AM
28	Does load and go mean no time points on the 90?	11/22/2017 6:34 PM
29	I hope the frequency of bus 21 increases	11/22/2017 1:14 PM
30	Air quality may also be improved with less idling if that is what will be the result of this change.	11/22/2017 6:52 AM
31	Please DO NOT eliminate any other bus stops during Planning and negotiations for the Sprague phase II project. Please give more consideration to the ridership opinions and comments, the people who are most affected by these changes. NOT business owners.	11/21/2017 9:00 PM
32	I do like the 15 minutes for route 21. But I don't like the idea of some people having their schedule altered by the load and go.	11/16/2017 5:53 PM
33	I like how the 21 turns into the 94 and vice versa. And the load and goop seems very much like a missed opportunity for many passengers if they miss a 21 or a 90.	11/16/2017 1:21 PM
34	Cleaner busses on the 90 route and many of the other routes. The seats are almost always dirty and are not cleaned. Many people relieve themselves while sitting in seats and then the smell will be extremely bad and will transfer to other passengers.	11/16/2017 7:11 AM
35	Not load and go, give passengers time.	11/15/2017 4:36 PM
36	How would passengers know if the bus was late or had just left? Sometimes drivers don't adhere to the time schedule, and passengers are left in the dark.	11/15/2017 11:29 AM
37	Increased frequency means not having to wait as long in inclement weather.	11/13/2017 1:01 PM
38	Not sure about 'Load and Go' for route 90 because it'll only work well when buses are running on schedule.	11/11/2017 9:08 PM
39	i use the 90 all the time, but rarely the 21.	11/10/2017 1:09 PM
40	Please add earlier morning 21 service.	11/10/2017 10:26 AM
41	VTC to downtown must be every 15 minutes or sooner.	11/9/2017 6:36 PM
42	I'm sure the changes are needed on that end of the route. The big problem is coming from the Valley into Downtown. The 90 runs very late a lot of the time. It makes it hard when ride-sharing and standing in the extreme heat or cold.	11/9/2017 3:43 PM
43	Ok with Route 21 being more frequent	11/7/2017 8:18 PM
44	Don't like the load and go idea	11/7/2017 7:08 PM
45	Any route on High frequency should load and go. Makes it feel like the route is moving better.. But might need to allot two minutes to load and unload at Plaza. Load and go also will keep the driver on the bus to help passengers instead of wondering off or not available. Too often I see passengers needing help but no driver available. Maybe look into diverting one of the 15 minute frequency route 21's to serve both the courthouse and central Kendall yards but mainly serving Broadway...	11/6/2017 5:31 PM
46	None	11/6/2017 1:05 PM
47	no comment	11/6/2017 9:54 AM
48	I agree that the interlining will improve time and operational efficiency of these two routes, which is good for STA's costs as well as the passenger experience (as it'll be quicker to get from A to B). However, my concern with the "load and go" system is how delays & schedule slip be handled? Currently, the 5-minute layover at the Plaza helps "reset" any delays. Or is the vision that the high frequency of buses makes delays irrelevant?	11/4/2017 12:43 PM
49	Seems to be a good idea.	11/4/2017 9:47 AM
50	If the riders who frequent bus 21 need more frequent route times than I think that is atleast a good part of the idea. I ride it not as often as other buses myself.	11/2/2017 8:37 PM
51	NA	11/2/2017 8:13 AM
52	My concern about this change is that fact of potential increase in missing connections between routes especially since many routes already struggle with this area.	11/2/2017 8:05 AM
53	Load and go not a good idea because new riders rely on the times stated in bus schedules	11/2/2017 7:25 AM

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54	I do not understand the idea behind this. However, I don't take the 90 beyond the vtc and plaza, so I don't think the change to the 21 will affect me.	11/2/2017 6:26 AM
55	I like the idea of interlining with route 21 since it will improve the frequency for bus riders in that area. My potential concerns are: 1. With "load and go", it seems like it could increase the chances that the bus would run late because there's no flexibility/breathing room like there would be if the bus still had the 5 minute stop. 2. Will bus drivers for this route have fewer breaks if this is implemented? I've seen something like this implemented on another transit system, and it seemed like the bus drivers were always stressed out, and the bus routes got off schedule more often.	11/1/2017 8:00 PM
56	When I worked at Spokane Valley Library, it took me 15-20 minutes to drive from home to work; an hour to ride my bike, and nearly 2 hours to go by bus, with two transfers. Anything to make that a more reasonable commute would be helpful.	11/1/2017 4:38 PM
57	Route 21 needs more frequency to be my preferred mode of commute. The 90 connection will also make it more practical.	11/1/2017 3:39 PM
58	On days when the freeway is bad i find the 90 to be faster than the 173	11/1/2017 3:29 PM
59	Overloading an already overloaded route	11/1/2017 3:00 PM
60	well route 90 is always like "full" bus and there is times where i take this bus out to the valley	11/1/2017 1:47 PM
61	21 yesterday every 15 minutes	11/1/2017 9:34 AM
62	Maybe the time bus #90 waits for riders could be minimized to 3 or 4 minutes instead of eliminating the wait time completely.	11/1/2017 7:40 AM
63	If at all possible, making the 90 a double-long bus would be helpful because most times I ride that bus, it is very full and a few times we have even been overfull.	10/31/2017 2:14 PM
64	none	10/31/2017 1:22 PM
65	Can you assure that the wait at the plaza will never be more than 15 minutes? West Central to East Central and Valley are common connections.	10/31/2017 10:18 AM
66	A lot of people ride the 21 Wood more service be on the weekends also? There are no rider survey alerts on the 21 route Sta Poles	10/31/2017 10:02 AM
67	Great idea on increasing route 21 pickup times. More people could catch the bus due to more options.	10/31/2017 7:35 AM
68	The people utilizing Route 90 shouldn't be on a bus that goes to an area that is out of the way of where that route is traveling. Route 21 should be combined with a route that is going that direction.	10/31/2017 6:42 AM
69	Have the 90 come more often to prevent overcrowding	10/30/2017 5:52 PM
70	Downtown bus station is unsafe and deters people from shopping and dining downtown.	10/30/2017 2:21 PM
71	The only downside i can see is that, but missing the 5 min wait time, if someone's connecting bus is late, they will definitely miss the 21. But, by going every 15 minutes, they won't have to wait as long.	10/30/2017 2:16 PM
72	Probably fine the way it currently is	10/30/2017 1:00 PM
73	I like the "load and go"	10/30/2017 11:49 AM
74	I like the idea of load and go, it makes commute times less and people more accountable to be on time.	10/30/2017 9:23 AM
75	More info needed on 'load & go'. Is the timepoint now void? Will the bus leave ahead of people wanting to make the connection from another rt.?	10/30/2017 9:06 AM
76	90 is hard enough to catch without it taking off from the plaza "whenever" it gets there.	10/30/2017 9:01 AM
77	none	10/30/2017 5:11 AM
78	It would be nice if the 21 interlined with a route that passed a grocery store.	10/27/2017 8:59 PM
79	None	10/27/2017 1:44 PM
80	Definitely don't like the idea of the 90 continuing as 21 & vice versa. Too confusing, plus the continuing bus is likely to be more crowded.	10/27/2017 11:44 AM
81	Larger bus during high use times, I have missed stops due to the amount of people.	10/27/2017 9:33 AM

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82	It is going to be a time vampire and just an excuse for the drivers to be late.	10/27/2017 5:19 AM
83	Leave it alone. Fix the current problems and issues you have at the foundation of your company. Focus on BETTER and better QUALITY customer service of your drivers and other staff. Hold drivers ACCOUNTABLE. And if you are going to have a schedule... ABIDE BY IT!!!	10/26/2017 8:29 PM
84	I would keep a set time of departure	10/25/2017 11:51 AM
85	none	10/25/2017 7:55 AM
86	I'm a little nervous about this "load and go" concept on the 90. Though I don't use this route as frequently, knowing when the bus will be here and when it will depart is critical to effectively planning my ride. If this load and go strategy is critical to increasing frequency then I support it, but every effort should be made to ensure the consistency of bus schedules.	10/24/2017 3:47 PM
87	It's not hugely inconvenient for me if other routes have a higher priority for changes. But, I think it would assist people whose only transportation is the bus or appointments and such.	10/24/2017 3:22 PM
88	My 90 bus leaves at 7:05 and my shift ends at 7:00. Its close but i typically make it. Would the load and go impact this? 90 bus is 30 min wait in the evening and is very busy full bus at this time. I would like to see maybe 20 minutes or extended VTC express times.	10/24/2017 12:26 PM
89	none	10/24/2017 11:53 AM
90	Load and go could negatively effect transferring passengers that need to make a specific transfer at the VTC if the 90 leaves early from down town. Especially in inclement weather.	10/24/2017 11:40 AM
91	It would be annoying if the bus loaded and went as it can be difficult already with a bus arriving and running to catch a bus leaving at the same time. I think it would be good to combine routes 90 and 21 to improve service to West Central.	10/24/2017 8:53 AM
92	n/a	10/23/2017 2:24 PM
93	Seems like a good idea, but for those who may be trying to catch the bus at the Plaza, not sure how difficult it would make it - fine if the bus is on time, harder if it comes early/late. But every 15 minutes sounds wonderful!	10/23/2017 9:16 AM
94	None	10/23/2017 8:23 AM
95	None	10/23/2017 5:57 AM
96	no	10/23/2017 2:30 AM
97	less delays are better for passengers	10/21/2017 8:06 AM
98	N/A	10/20/2017 1:24 PM
99	GOOD IDEA	10/20/2017 9:41 AM
100	n/a	10/20/2017 8:31 AM
101	Dump STA, useless white elephant that nobody uses, drivers are surly, buses stink of bums and vomit	10/20/2017 6:18 AM
102	No further comment.	10/20/2017 6:14 AM
103	seems like a good idea to keep things moving, there are a lot of stops along Sprague and many people use that route. It would be more convenient for them and wait times would be less.	10/20/2017 5:34 AM
104	The 90 has way too many stops. I would take away half the stops, or... Maybe make an Express bus that takes Sprague, but only stops a few times on the way to U-city park n ride then a few more on the way to Sullivan	10/19/2017 3:55 PM
105	Please consider keeping the 5 minute buffer in the 90. I think this far outweighs any benefits from a Load and Go strategy as many people rely on the 90 to get into the heart of Downtown for work related reasons, requiring stability and predictability. Additionally, the sight of seeing so many people run to catch their buses every single day (including the population this strategy, I feel, is targeted towards) will only grow to be worse and endorse chaotic travel.	10/19/2017 3:07 PM
106	n/a	10/19/2017 2:35 PM
107	I believe it will assist many people on getting to and from work	10/19/2017 2:18 PM
108	NA	10/19/2017 1:15 PM

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109	N/A	10/19/2017 12:16 PM
110	N/A	10/19/2017 11:02 AM
111	If anything, I think additional route 90 busses need to run during peak times. I don't ride the bus every day, but the thought of taking the bus and having standing room only is not very appealing.	10/19/2017 10:57 AM
112	I am concerned some people use the bus route as a shelter	10/19/2017 9:50 AM
113	I like the idea of stop and go, but then again I do notice the drivers use those five minutes to get up and stretch and/or go to use the bathroom. Might prove tricky in that regard.	10/19/2017 8:29 AM
114	o	10/19/2017 8:01 AM
115	N/A	10/19/2017 7:37 AM
116	Decreasing curb time is a great idea.	10/19/2017 7:17 AM
117	no opinion	10/19/2017 6:39 AM
118	?	10/19/2017 6:29 AM
119	N/A	10/19/2017 6:21 AM
120	I have nothing to add. Thank you.	10/19/2017 2:18 AM
121	The STA system is inefficient and a tax burden	10/19/2017 12:57 AM
122	N/A	10/19/2017 12:28 AM
123	Concern with the ability to connect from other routes to routes 21 and 90. Disagree with not having 5 minute wait time at The Plaza.	10/18/2017 9:16 PM
124	No comment	10/18/2017 4:36 PM
125	n/a	10/18/2017 3:22 PM
126	Also combining route 21 and 90 would confuse a lot of people, people will probably get on the wrong bus and then the bus driver will have to deal with an angry passenger.	10/18/2017 3:12 PM
127	None	10/18/2017 2:56 PM
128	I don't know about the Load and Go. Seems like I could miss the 90 if another bus was to be running late..	10/18/2017 2:40 PM
129	None	10/18/2017 2:34 PM
130	n/a	10/18/2017 2:26 PM
131	N/A	10/18/2017 2:25 PM
132	N/A	10/18/2017 2:11 PM
133	n/a	10/18/2017 2:10 PM
134	the load and go sounds like you'll be running more busses and that will be more expense	10/18/2017 2:07 PM
135	Again the bus only supports bums and degenrites	10/18/2017 1:11 PM
136	The Route 21 west end should be re-designed to circle back along Ash Street on the return ride downtown instead of backtracking over the same existing route.	10/18/2017 1:11 PM
137	none	10/18/2017 1:10 PM
138	N/A	10/18/2017 1:06 PM
139	No comment	10/18/2017 12:47 PM
140	NA	10/18/2017 12:39 PM
141	It is a very good idea.	10/18/2017 12:20 PM
142	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:15 PM
143	N/A	10/18/2017 12:10 PM
144	N/A	10/18/2017 12:10 PM

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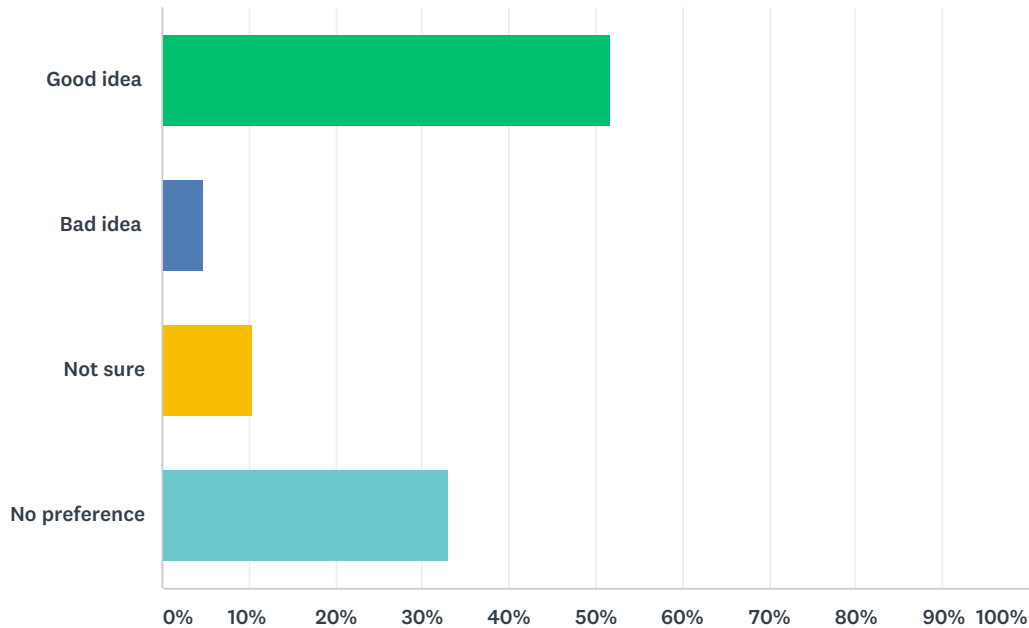
145	I don't believe "load and go" would be a good thing because there are plenty of people who need that extra 5 minute to get on the bus and waiting 15 minutes for the next one could make them late. What if another bus is running a minute or two late then they would miss the 90 if the bus just loaded people and left. Or if someone is in the bathroom and the bus just leaves they don't have that extra couple minutes to run down there. A couple minutes would always be helpful for people trying to catch a bus.	10/18/2017 11:49 AM
146	N/A	10/18/2017 11:45 AM
147	None	10/18/2017 11:44 AM
148	n/a	10/18/2017 11:39 AM
149	Due to the 90 Sprague bus being one of the major lines and one of the most busy lines, it wouldn't be that good an idea to tie it to a lesser busy 21 line.	10/18/2017 11:28 AM
150	Good job.	10/18/2017 11:21 AM
151	The frequency for the 90 should be increased to every 10 minutes or more frequent.	10/18/2017 11:20 AM
152	Load and go may not work for people who take other buses to get to the STA plaza	10/18/2017 11:15 AM
153	"Load and go" is a great concept in theory, but it's just a band-aid on a larger problem -- getting people into and out of the downtown plaza quickly. The underlying problem is that a hub-based system introduces congestion where there isn't any to begin with -- downtown, the valley, and now the west plains. Eventually, I'm hoping that STA will have to stop building transit centers and start focusing on non-transfer based express routes, or routes that overlap, so that no central hub is needed and individual bus stops can function as transfer locations. Or create routes that begin or end at common commuter routes that only run during common commuter hours. Hubs assume that most people are traveling to a location near the hub, but since Spokane has grown, I'm not so sure how valid this approach is anymore. I'm a little frustrated at these small, incremental additions to routes that may or may not help anyone -- none of the route changes in this survey basically affect me in any way. I want a good mass transit system, and am willing to pay the necessary fees and taxes to get one, but until STA really thinks about how people commute, I don't think we're going to get one. We're just going to get routes that shift a little bit from year to year, maybe an additional bus here and there, and transit hubs that become overwhelmed until we have to "load and go" just to get folks through on time to compete against one-car commuter option.	10/18/2017 11:14 AM
154	Any hope of adding stops along the 90 route? My son goes to Pride Prep and there are NO close stops and it is troubling for a young person to have to walk 1/2 a mile to catch a bus in that area after school.	10/18/2017 11:05 AM
155	Why fix it if it isn't broken	10/18/2017 11:04 AM
156	Higher frequency makes transit more useful.	10/18/2017 11:00 AM
157	I hate the the bus	10/18/2017 10:48 AM
158	I don't like the "Load and go" idea, could make it harder for people to actually get on the bus on time. Interlining and increased frequency would be nice though.	10/18/2017 10:48 AM
159	It seems like you would want people to know when a bus is going to arrive and depart. Load and go seems like it could be frustrating and confusing to some depending on what time they arrive at the plaza. But that being said, you may have data and info I don't know about and it may be a huge benefit that I don't understand.	10/18/2017 10:46 AM
160	N/A	10/18/2017 10:42 AM
161	Assess for needed modifications for riders with disabilities.	10/18/2017 10:41 AM
162	none at this time	10/18/2017 10:37 AM
163	Please don't make this change! :(	10/18/2017 10:37 AM
164	good idea, currently the overlap is such that transferring buses can make you miss the connection and have to wait	10/18/2017 10:30 AM

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165	Your indications regarding it would be a load and go, the 90 Sprague is rarely on time; once it starts getting behind in the afternoon, it stays behind for quite some time so adding the 21 to the line could cause more delays or late runs actually not resulting in people getting to their destination quicker or on time. Also, with respect to adding the 21 line to the 90, this would make the 90 have more passengers potentially and as it stands now, the 90 Sprague bus is a standing room only transit on more rides than not. Considering some of the driver's driving habits (i.e., slamming on brakes, slamming on gas pedal), this is not safe for us as riders. The 90 Sprague is over-crowded and not this would be a good idea.	10/18/2017 10:27 AM
166	I would imagine, given the audience for this route, picking up every 30 seems more reasonable, then every 15 mins	10/18/2017 10:26 AM
167	Better weekend coverage on Sunday some people work on the weekends	10/18/2017 10:24 AM
168	I rely on the published departure schedule	10/18/2017 10:24 AM
169	None	10/18/2017 10:23 AM
170	n/a	10/18/2017 10:22 AM
171	Rework the connection time points to eliminate "just missed" transfers and then I would consider the load and go option.	10/18/2017 10:19 AM
172	It's no secret that the 90 can be notoriously unreliable due to traffic/passenger volume, so I hope that the progress in fixing the schedule that recently began continues with this proposed interline. Overall, great idea!	10/16/2017 8:33 PM

Q11 What do you think about the proposed changes to Route 23?

Answered: 866 Skipped: 1,119



ANSWER CHOICES	RESPONSES	
Good idea	51.62%	447
Bad idea	4.85%	42
Not sure	10.51%	91
No preference	33.03%	286
TOTAL		866

Q12 Specifically, how would the proposed changes to Route 23 impact you or someone you know?

Answered: 290 Skipped: 1,695

#	RESPONSES	DATE
1	I would have no problem with the change to Boone if Broadway bus 21 becomes more frequent.	1/6/2018 10:42 PM
2	I would be able to go places during winter on the bus	12/27/2017 9:17 PM
3	I think less overlap, creating more widespread coverage, is better. But regardless of the routing, rider fairs should cover the cost of the service. When I ride the bus I expect to pay for my fair share and that it isn't right to pin my expense on anyone else.	12/27/2017 4:26 PM
4	It would probably help many working late.	12/26/2017 8:11 PM
5	Still good	12/22/2017 10:48 PM
6	it would make it easier to get into the city and without driving all the way through the city it would save a lot of time.	12/19/2017 9:20 PM
7	More times will allow more people to benefit.	12/18/2017 12:23 PM
8	Greater connections and frequency later in the afternoon/evenings would really help this route.	12/17/2017 11:26 AM
9	I sometimes have appointments in that area.	12/16/2017 12:45 PM
10	Not effected	12/16/2017 5:49 AM
11	I occasionally ride the 23. The proposed route would give me more options, increasing my ability to consolidate appointments.	12/13/2017 8:34 PM
12	Positively	12/12/2017 11:34 PM
13	I live off of route 23 currently and take it daily so increased service would be great for me! Also my grandma lives out in Indian trail and being able to get out there with my three kids on weakness would be awesome	12/12/2017 9:44 PM
14	I wouldbe able to go to church more regularly and not have to rely on someone to hopefully give me a ride home.	12/12/2017 5:44 PM
15	This will make it easier for me and my son to visit businesses and other locations at the end of the line on weekends and evenings.	12/12/2017 3:12 PM
16	Doesn't impact me. But those who live there would have better service	12/11/2017 2:27 PM
17	It would be easier to get home at night from work	12/10/2017 12:36 PM
18	My house is closer to maple and mallon, changing the route would mean it takes me longer to get home	12/10/2017 8:24 AM
19	Better access for Indian trail residents	12/7/2017 3:29 PM
20	No one rides the bus up there. No one is poor.	12/6/2017 9:56 PM
21	Would allow a more regular access to downtown from Indian trail and would help Drivers at STA to get downtown.	12/6/2017 3:18 PM
22	North Indian Trail needs service on the weekends. When we lived in that area, the lack of service seriously hampered our teen's mobility on weekends. Also, the number of apartments in the area and the necessity to work outside of the area really drives the demand for more extensive transit service.	12/6/2017 9:08 AM
23	it wouldn't	12/5/2017 6:54 PM
24	I don't ride that section	12/4/2017 12:36 PM

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25	It would be great to see Indian Trail FINALLY receive full service. I have lots of family in that area unable to utilize transit because of the current schedule and would love to see a bus nights and weekends	12/1/2017 12:18 PM
26	Better access to work	11/30/2017 6:44 PM
27	Doesn't effect us, we do not ride it during weekends and nights. However, any extensions to bus lines is a great idea.	11/30/2017 2:35 PM
28	Better service	11/30/2017 2:07 PM
29	I would have more options for reaching businesses and friends.	11/29/2017 7:36 AM
30	Would probably help my nephew in the Indian Trail neighborhood.	11/25/2017 1:38 PM
31	It reduces availability to me (23) and Im betting it will decrease reliability. Also cutting access to the courthouse is bad. I just had jury duty and this change would have been a huge inconvenience.	11/24/2017 1:53 PM
32	I know people who end up stranded because busses don't run past a certain place after a certain hour	11/23/2017 12:59 AM
33	No comment.	11/22/2017 6:36 PM
34	It would decrease my walking time and be much more convenient. Also, I could take the bus up Indian Trail more frequently and not have to walk there if it's late.	11/22/2017 3:13 PM
35	Extensions increase the opportunity to use STA as a transportation alternative for more than commuting to and from work.	11/22/2017 6:52 AM
36	The changes would help tremendously! I do not drive and if I have to work weekends UBER costs \$30-40 round trip. I have also been effected negatively by the weekday nights if I work late after the bus schedule ends.	11/22/2017 4:29 AM
37	None	11/21/2017 9:01 PM
38	I like the idea of using Boone ave.	11/21/2017 5:06 PM
39	Would help people get to Indian Trail on weekends.	11/21/2017 11:45 AM
40	Could get dropped off closer to my house late at night	11/20/2017 4:20 PM
41	A lot of people use this route on Broadway, including those with disabilities - I like the extended service times, however discontinuation of service to Broadway is not a good idea. There are already ways to get around on Boone - Let's not block the Broadway folks from getting around time.	11/20/2017 6:54 AM
42	Anytime you can extend service it is good	11/19/2017 11:40 PM
43	NA	11/16/2017 7:12 AM
44	Indian Trail is a growing community, would be great if bus went out their on weekends.	11/15/2017 4:39 PM
45	I walk to the Indian Trail library when the weather permits and it takes me an hour each way if I do it on the week-end.	11/15/2017 11:31 AM
46	The bus would drop me much closer to my home when I ride it evenings. On occasion, I have had to walk the last two to three miles home from the last evening-time bus stop at Francis and Alberta.	11/15/2017 9:22 AM
47	Later night and better weekend service is always good. If there's any way to add a 4:30 service to some routes that will put buses arriving at the plaza at 5am that would be even better	11/14/2017 7:39 AM
48	It would affect my teenage daughter and our family, being able to come home after school sports on the bus would be a benefit.	11/14/2017 6:13 AM
49	It doesn't	11/13/2017 9:38 PM
50	Boone needs a line. This would be great.	11/13/2017 4:02 PM
51	There is a yokes up there and if I happen to take a shift up there I can do so without walking down to Francis at night	11/11/2017 5:36 PM
52	Extends my ability to accept home are clients at more frequent hours.	11/11/2017 9:44 AM
53	No impact.	11/10/2017 2:09 PM

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54	I think with the 90/21 alignment it will help those going to the Maple and Boone area.	11/9/2017 6:56 PM
55	Good	11/9/2017 12:22 PM
56	Not sure if people would need to go all the way to the end of indian trail late. I like the realignment to Boone.	11/9/2017 10:11 AM
57	More freedom to come and go to the area	11/8/2017 6:20 PM
58	no	11/8/2017 6:06 PM
59	Extended night service gives more options to home	11/8/2017 8:20 AM
60	Make it easier to travel to relatives houses on the weekend.	11/7/2017 4:45 PM
61	I can take 22 or 23 to boone	11/7/2017 12:27 PM
62	I love how it stops service to Indian Trail at nights and on the weekends because the stop at Francis and belt is much closer to my home. I use this line everyday to get to work	11/7/2017 11:28 AM
63	I know many people who would be able to get home from school more reliably and do more on the weekends.	11/7/2017 10:59 AM
64	Accessibility	11/7/2017 6:31 AM
65	I would be able to catch a 23 or 22 right outside where I work instead of Just the 22.	11/6/2017 5:37 PM
66	I don't use this routes often	11/6/2017 1:08 PM
67	I have family that live on Indian Trail and this woud impact my ability to visit them via public transportation on nights and weekends.	11/6/2017 11:27 AM
68	15 minute service across Boone and Maple/Ash to Northwest Blvd has been needed for a long time.	11/6/2017 10:17 AM
69	I get dropped right at my office and would be able to leave from my office with this change	11/6/2017 9:55 AM
70	Yes, this route I would use to travel between STA Admin and the Plaza	11/6/2017 9:42 AM
71	As someone who works on the County Campus, I don't like proposals that eliminate the frequency of bus service along Broadway. Many of us start at 7:30 am. It would be great if we could ride the 23 up from the Plaza and be dropped off in front of the Court House at 7:25 AM. Currently we must ride the 22/24 routes and cross Monroe. This adds danger from autos and winter weather to the commute.	11/6/2017 8:32 AM
72	More Options avail fro Boone & Monroe	11/6/2017 7:29 AM
73	I think it wouldn't work. Didn't work back twenty years ago.	11/5/2017 4:28 PM
74	If I continue to ride the 23 in the morning. I do not have problem with this change as long as I can make my transfer at 6 am	11/4/2017 5:32 AM
75	this wouldn't help anyone I know or me	11/3/2017 3:52 PM
76	No pick up or drop off in front of Courthouse	11/3/2017 10:47 AM
77	I sometimes might have to work up in that region. And this would benefit me every once in a blood moon.	11/3/2017 9:49 AM
78	DSHS is on Maple so it will help their clients	11/3/2017 6:56 AM
79	Not so much	11/3/2017 6:19 AM
80	could go places on weekend without having to walk all the way to francis or rely on family and not have to worry about missing the last bus on weeknights	11/3/2017 4:14 AM
81	I don't know, it sounds good so as I can see if the frequency for bus 21 increases. I don't know if the discontinued night and weekend routing will affect anybody badly though.	11/2/2017 9:37 PM
82	I work at the courthouse. I like the 23 bus option.	11/2/2017 11:23 AM
83	NA	11/2/2017 8:14 AM
84	Recently, I have begun to use this route and having evening and weekend service in Indian Trail would allow me to transport my son to his appointments in that area and I am considering attending church out there and it would simplify my transportation issues with this part of Spokane.	11/2/2017 8:09 AM

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85	More flexible commutes and other uses for friends	11/2/2017 6:13 AM
86	My current employment is near Boone & Monroe, so this will give me better options. I like that!	11/1/2017 4:39 PM
87	This is only a good idea if service increases on 21. You don't want to strand riders on a denser, more heavily used corridor to accommodate a far flung area with less rider density.	11/1/2017 3:42 PM
88	Increased service for residence and businesses north of Francis.	11/1/2017 3:34 PM
89	More access always good	11/1/2017 3:01 PM
90	N/A	11/1/2017 1:55 PM
91	I would be greatly affected by this route change. I get on the bus in front of the courthouse on Broadway but if the bus stopped at Monroe and Broadway, I could easily catch it there.	11/1/2017 7:01 AM
92	Many people bus from businesses around Indian Trail and it is becoming a more developed area in recent years. I used to work at Excelsior and using the bus was a pain.	10/31/2017 9:30 PM
93	It would bring the bus closer to Nine Mike Falls, which could make it easier for me to get the bus.	10/31/2017 2:16 PM
94	none	10/31/2017 1:22 PM
95	I would be able to take the bus on weekends.	10/31/2017 12:00 PM
96	Eliminate the confusing Belt Street sometimes loop/turnaround.	10/31/2017 10:25 AM
97	I typically have to walk 4 miles to the Francis park and ride on Saturday's and Sunday's to catch the bus to work, and the same on the way back. Have service on the weekends would save me about 3 hours of walking a day.	10/31/2017 10:12 AM
98	More service on Boone It could reduce the cost of a Sta driver van on the weekends.	10/31/2017 10:02 AM
99	I would ride the bus again nearly 5 times a week. After moving to Indian Trail, I haven't been able. I work near the courthouse. Please make this change!	10/31/2017 7:37 AM
100	Sometimes I need to wait an extra half hour to catch the 22 just so I don't have to walk the extra 15 mins because the 23 doesn't go as far as Indian Trail. This change would allow me to catch the 23 more frequently.	10/31/2017 7:22 AM
101	n/a	10/31/2017 6:43 AM
102	Allow for bus usage during nights and weekends where it wasn't available and required either a ride from another via car or to walk along Indian Trail to Francis St for an STA Bus	10/31/2017 6:24 AM
103	Could get to Indian Trail library branch easier.	10/30/2017 9:24 PM
104	Indian trail is a mess as it is with no increased bus traffic	10/30/2017 2:21 PM
105	none	10/30/2017 2:18 PM
106	While I no longer live out Indian Trail, I frequently wished for later service and weekend service when I did live out there. Lots of young people, so it would be great for those without cars of their own to have bus access.	10/30/2017 2:01 PM
107	My roommates rely on the bus for work and personal activities and use this route often.	10/30/2017 1:16 PM
108	I know a lot of people that this would help	10/30/2017 1:05 PM
109	It would not.	10/30/2017 1:04 PM
110	Indian Trail is already busy enough without empty busses getting int eh way.	10/30/2017 1:01 PM
111	I just moved away from Indian Trail, and it was never an option before to use the bus on the weekends, but now I would use it. I have family down on Indian Trail that would consider using the route.	10/30/2017 12:57 PM
112	it would not impact me	10/30/2017 12:21 PM
113	I use the 23 fairly regularly, and it would be nice to have longer hours for the whole line.	10/30/2017 12:10 PM
114	no impact	10/30/2017 11:52 AM
115	Extended service to Indian Trail would be helpful. Paratransit has to provide trips when people could utilize 23 if it were available at these times.	10/30/2017 9:13 AM

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116	Because there is currently no service on nights and weekends to Indian Trail, they have to rely on others for rides. This would be a great benefit as they can now work evenings and weekends.	10/30/2017 8:49 AM
117	No Impact	10/30/2017 6:10 AM
118	No Impact	10/30/2017 5:12 AM
119	Lots of people I know would use the 23 between STA and the Plaza	10/27/2017 9:00 PM
120	No Impact	10/27/2017 1:45 PM
121	This would make weekend travel much easier for those who live in Indian trail area.	10/27/2017 12:32 PM
122	I would not be able to get to my 15 year olds lawyer as quick.	10/27/2017 9:45 AM
123	Friends would be able to take the bus home from work at night vs. needing his wife to pick him up	10/27/2017 6:09 AM
124	NA	10/27/2017 5:20 AM
125	It would increase tardiness of the drivers.	10/26/2017 8:30 PM
126	Would help me see grandparents more easily.	10/26/2017 5:20 PM
127	I would be able to ride this route later in the day to get home, at the present time it does not go to the North Indian Trail area after a certain time.	10/26/2017 2:54 PM
128	Allows greater flexibility for riders in a fast growing residential area.	10/26/2017 7:31 AM
129	Looks like this will certainly help the folks that ride the bus.	10/26/2017 4:04 AM
130	Going by the STA lot gets me closer to where I can park my car.	10/25/2017 10:30 AM
131	no impact	10/25/2017 7:56 AM
132	It would impact some of the kids that I coach because some live in Indian trail and they could get on the bus line to get to practice.	10/24/2017 5:52 PM
133	Do not ride	10/24/2017 3:48 PM
134	very hard for my kids and friends to get out to Indian Trail on evenings and weekends when they don't have service - Jr High and high school kids have friends from all over including Indian Trail area and need access	10/24/2017 3:24 PM
135	Having access to the Indian Trail library would be helpful.	10/24/2017 3:17 PM
136	Yes many friends and acquaintances.	10/24/2017 2:34 PM
137	I used to work in the Indian Trail area. It would have been nice to have the option of riding the bus instead of commuting by vehicle.	10/24/2017 1:51 PM
138	I would be able to ride the bus more often at night. I might use it occasionally on weekends.	10/24/2017 1:34 PM
139	Yes	10/24/2017 1:09 PM
140	n/a	10/24/2017 11:53 AM
141	Depending on what time it leaves in the evening I may be able to take this bus. I usually take the 24 Monroe that leaves at 8:20PM weekday.	10/24/2017 11:24 AM
142	DAILY	10/24/2017 11:00 AM
143	N-A	10/24/2017 9:06 AM
144	n/a	10/23/2017 2:25 PM
145	I have many friends who live up Indian Trail. I also go to Church on Sundays up Indian Trail, and having a bus route that runs that way could serve my family and/or friends should our vehicles have problems.	10/23/2017 11:00 AM
146	I have friends who live out there. It's a long way to continue on your own without a bus, so this would be helpful.	10/23/2017 8:46 AM
147	Convenient	10/23/2017 8:24 AM
148	I live near there. It would be very helpful	10/23/2017 7:55 AM
149	None	10/23/2017 5:57 AM

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150	none	10/23/2017 2:31 AM
151	It would not.	10/21/2017 12:34 PM
152	not having to walk in these neighborhoods late at night	10/21/2017 9:43 AM
153	it wouldn't	10/21/2017 8:07 AM
154	My son had to turn down a job because it was weekends at Indian Trail. This would have allowed him to take the job!!	10/21/2017 1:20 AM
155	It would be easier for people to get home from the night shift without having to walk a long distance in the dark in a not-so-great area	10/20/2017 2:37 PM
156	DOESNT USUALLY BUT I SOMETIMES TAKE THE MAPLE BUS TO NW BLVD. I KNOW PEOPLE UP IN THE INDIAN TRAIL AREA WOULD GREATLY APPRECIATE THE CHANGE.	10/20/2017 2:03 PM
157	N/A	10/20/2017 1:24 PM
158	I am concerned how this will effect the inbound stops at sharp/ash & mallon/ash as these are popular stops in the afternoon. What is the proposal to service this area as the 21 does not.	10/20/2017 11:38 AM
159	EASIER ACCESS	10/20/2017 9:42 AM
160	I might be able to bus to work with the changes	10/20/2017 9:38 AM
161	No professional wants to ride the bus and transfer, take longer, and ride with not so secure folks.	10/20/2017 8:32 AM
162	n/a	10/20/2017 8:32 AM
163	NOT	10/20/2017 8:28 AM
164	reaches out further	10/20/2017 7:58 AM
165	A few of my friends will no longer have a bus stop closer to them but others will have more access.	10/20/2017 6:41 AM
166	Another 60 -70 minute ride to cover a 20 minute distance,	10/20/2017 6:19 AM
167	No.	10/20/2017 6:15 AM
168	I could walk to work from the stop if that were added.	10/19/2017 3:19 PM
169	I take the 23 every day to work, and the changes proposed do not affect my access. However, once the time changes are released, I may have a different opinion.	10/19/2017 3:11 PM
170	n/a	10/19/2017 2:35 PM
171	Me and my sister in law! Might be more likely to take the bus.	10/19/2017 1:41 PM
172	No impact to me due to taking different route to work	10/19/2017 1:16 PM
173	When I use the bus to get to work, I sometimes catch it at Boone & Monroe	10/19/2017 12:52 PM
174	More bus service in my neighborhood	10/19/2017 12:17 PM
175	the more service on broadway the better. These busses are always full and late.	10/19/2017 12:01 PM
176	None	10/19/2017 11:02 AM
177	easier for friends to get home safely	10/19/2017 10:35 AM
178	The later hours would be nice on Indian Trail. That area is developing rapidly. The road cannot accommodate the current number of cars. If the STA hours are extended, perhaps ridership will also increase to help alleviate the traffic problems. Something has to happen or people will not be able to get to and from their homes with any ease or timeliness.	10/19/2017 10:13 AM
179	People could have more access.	10/19/2017 10:01 AM
180	I see several individuals waiting for the bus on Indian Trail and on weekends I see people walking the sidewalk and I know of at least 1 individual that does it because the bus is his only access.	10/19/2017 9:54 AM
181	My sister takes the bus to school every day, and when she has plans on weekends, there is no bus access for her. This would definitely help her get places.	10/19/2017 9:47 AM
182	not needed	10/19/2017 9:41 AM
183	I'm a Lyft driver and many people have had to use me because the bus route to Indian Trail does not accommodate their schedule.	10/19/2017 9:15 AM

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184	I have family I visit and this will allow me to visit them and help out without having to catch a ride and rely more heavily on the bus.	10/19/2017 8:58 AM
185	All of the travelers that are in the Indian Trail area would have longer access on nights and weekends, which could increase the amount of riders and decrease the amount of people driving therefore less pollution in the air	10/19/2017 8:21 AM
186	o	10/19/2017 8:01 AM
187	No impact.	10/19/2017 7:37 AM
188	decrease property values eliminate parking for residents cost tax payers money	10/19/2017 7:37 AM
189	The changes would increase bus traffic on an already overloaded infrastructure.	10/19/2017 7:21 AM
190	allow people opportunity to look for affordable housing down Indian trail and not worry about transportation.	10/19/2017 7:17 AM
191	Friends would use it at night	10/19/2017 7:16 AM
192	If I wanted to take the bus downtown on the weekend I could, it would be my only option living in Suncrest.	10/19/2017 7:06 AM
193	no impact	10/19/2017 6:40 AM
194	?	10/19/2017 6:30 AM
195	It would be convenient for the people in that area.	10/19/2017 6:21 AM
196	I used to work up that way... and have friends that still do. For people I know that work and live that way, it would be a life changer. Not having reliable, consistent access to the same bus schedule on the weekends is hard! Also, it would hopefully reduce on some of the commuter traffic... making the area safer.	10/19/2017 6:18 AM
197	No Impact	10/19/2017 5:45 AM
198	It doesn't have any impact on me or any one I know.	10/19/2017 2:19 AM
199	It wouldn't help anyone	10/19/2017 12:59 AM
200	better access to DSHS needs and to west central area with socio-economic needs	10/18/2017 11:10 PM
201	Like that the hours are being extended on the Indian Trail route. This will benefit people that have to weekends and after hours and also giving people an opportunity to go downtown on weekends/ holidays.	10/18/2017 11:10 PM
202	Not able to use Route 23 to access West Central from Broadway at night.	10/18/2017 9:16 PM
203	This route is 9 blocks from my home. It is one of three routes serving the area I live in. In the winter, I would not trod though snow/ice to take this route although it is the only one that does not involve walking up/down a hill.	10/18/2017 7:09 PM
204	Route service to west boone is poor and this would give a little more access.	10/18/2017 5:41 PM
205	It would help someone I know.	10/18/2017 5:17 PM
206	It's wouldn't	10/18/2017 3:53 PM
207	doesn't impact anyone i know but seems like a good idea to increase hours the bus is available in Indian Trail	10/18/2017 3:45 PM
208	n/a	10/18/2017 3:22 PM
209	I liked the construction detour that did not go by the courthouse. No opinion on Indian trail.	10/18/2017 2:58 PM
210	Indian trail is my way home, however I do not ride the bus that area.	10/18/2017 2:56 PM
211	It doesn't	10/18/2017 2:41 PM
212	N/A	10/18/2017 2:26 PM
213	n/a	10/18/2017 2:26 PM
214	No	10/18/2017 2:18 PM

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215	I grew up this neighborhood, so I think it would improve mobility for the younger generation and with the additional apartment being built in the area might ease some traffic. I also work at the CSO and it would increase access for our clients.	10/18/2017 2:16 PM
216	N/A	10/18/2017 2:12 PM
217	n/a	10/18/2017 2:10 PM
218	It would make my kids lives easier as they could get to and from friend's easier	10/18/2017 2:04 PM
219	It would make it easier for employees to get to work on the weekends.	10/18/2017 2:03 PM
220	Increased use of public transit options	10/18/2017 1:52 PM
221	na	10/18/2017 1:45 PM
222	I can take the bus to my weekend housing out at the end of the route.	10/18/2017 1:17 PM
223	People working at the courthouse will be screwed.	10/18/2017 1:15 PM
224	Major road way, people can walk that route why would we need a bus?	10/18/2017 1:12 PM
225	not at all	10/18/2017 1:11 PM
226	It gives flexibility to students/working peoples to go farther into Indian Trail.	10/18/2017 1:10 PM
227	N/A	10/18/2017 1:07 PM
228	Seems like it will save time and money by cutting the route.	10/18/2017 1:05 PM
229	N/A	10/18/2017 12:48 PM
230	More options. More of a chance for me to use the service.	10/18/2017 12:47 PM
231	MY DAUGHTER IS 17 YRS OLD AND IN HIGH SCHOOL. SHE WANTS TO GET A JOB BUT I ONLY HAVE ONE VEHICLE. I WORK FULLTIME AND USE THE CAR FOR THAT. SO EXTENDED HOURS AND DAYS WOULD MAKE A HUGE DIFFERENCE FOR HER. ADDITIONALLY, A LOT OF HER FRIENDS DON'T HAVE CARS YET AND LIVE FAR ENOUGH AWAY TO NEED TO USE THE BUS TO GET TO OUR HOUSE. SO THERE HAVE BEEN LOTS OF WEEKENDS AND EVENINGS WHEN A FRIEND WOULD LIKE TO COME OVER BUT CAN'T UNLESS I AM AVAILABLE TO GIVE THEM A RIDE. EXTENDED BUS SERVICE WOULD HELP WITH THAT ISSUE TOO. AND MY MOM AND I BOTH LIKE TO TAKE THE BUS TO GO DOWNTOWN AND NOT HAVE TO DRIVE IN DOWNTOWN TRAFFIC OR HUNT FOR PARKING. I WOULD DEFINITELY USE THE BUS TO GO DOWNTOWN SOME WEEKENDS IF IT WAS AVAILABLE THEN.	10/18/2017 12:45 PM
232	unknown	10/18/2017 12:44 PM
233	I use the bus occasionally in the winter to get up near Boone (REI, the arena...), so I think this is a helpful change. I can't speak to the Indian Trail changes.	10/18/2017 12:42 PM
234	Someone I know who lives in Indian Trail will have later evening and weekend options to take the bus	10/18/2017 12:39 PM
235	I used to live in the Indian Trail area and lack of weekend service for myself and my kids was frustrating.	10/18/2017 12:38 PM
236	It wouldn't.	10/18/2017 12:27 PM
237	Night and weekend Service to Indian Trail would be very beneficial to me.	10/18/2017 12:27 PM
238	would not	10/18/2017 12:22 PM
239	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:15 PM
240	better services for some of my co workers, more opportunity to use the bus w/the extended route	10/18/2017 12:14 PM
241	Unsure of impact	10/18/2017 12:11 PM
242	Would not	10/18/2017 12:11 PM
243	I have a friend who lives in the Indian Trail area and it would give her the option of taking the bus in the evening as well as on the weekend when she does not want to take her car, especially in the winter.	10/18/2017 12:03 PM

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244	N/A	10/18/2017 11:45 AM
245	Good	10/18/2017 11:44 AM
246	How about extending service down to the Northwest Terrace instead of making people walk up the hill to the Complex to get to work? That's a rough walk and it makes no sense to choke off that whole neighborhood.	10/18/2017 11:44 AM
247	on the weekends I would be able to catch the bus at my normal stop and not have to catch it in a different spot	10/18/2017 11:41 AM
248	May utilize this route	10/18/2017 11:39 AM
249	Everyone I know is seeking improved North-South access. There is no quicker way of increasing use of the system than improving service on these routes.	10/18/2017 11:39 AM
250	would not change for me	10/18/2017 11:32 AM
251	another easy access to the Arena without much of a walk, and maybe a later access from the arena so there wouldn't be much a walk after events.	10/18/2017 11:30 AM
252	unsure	10/18/2017 11:28 AM
253	the indian trail extension is a good thing, I have friends at the indian trail library that currently can't get home from work unless they have a vehicle. likewise, how do bus riders access that library?	10/18/2017 11:28 AM
254	Improved access to resources for our clients who are disabled and on a fixed income.	10/18/2017 11:23 AM
255	This would greatly improve access.	10/18/2017 11:22 AM
256	less change of buses	10/18/2017 11:18 AM
257	I do not take Route 21, but take Route 23 occasionally. My co-workers have a continuous conversation about the pros and cons of extending routes. It will serve more areas, but if it makes the waiting time longer, people would opt for driving.	10/18/2017 11:15 AM
258	No impact.	10/18/2017 11:14 AM
259	It would be good for access to the Indian Trail Library.	10/18/2017 11:14 AM
260	It's always hard if I work late to catch that last bus to Indian Trail. Usually have to take the 22 & walk.	10/18/2017 11:14 AM
261	I would have much more flexibility in the time I leave work and return home in the evening. It would also allow me to hang out downtown for evening events before going home. Currently, if I have an evening engagement, I end up driving. The weekend service to Indian Trail would open many possibilities to attend social events and complete errands without needing to use my car. I am so grateful for this proposal!	10/18/2017 11:09 AM
262	Indian trails is growing, car traffic on that road sucks so anything to reduce it is a good idea	10/18/2017 11:08 AM
263	Better for underserved communities with retail and service jobs	10/18/2017 11:00 AM
264	I take it as an alternative to the 24.	10/18/2017 10:58 AM
265	not at all	10/18/2017 10:56 AM
266	Not me	10/18/2017 10:55 AM
267	Bus has stinky people make them walk	10/18/2017 10:49 AM
268	Make it a farther walk to get to TMobile and Yokes	10/18/2017 10:49 AM
269	It wouldn't.	10/18/2017 10:46 AM
270	N/A	10/18/2017 10:43 AM
271	the city is expanding and this would provide access for those who live further out.	10/18/2017 10:43 AM
272	I have some co-workers that could use the bus.	10/18/2017 10:42 AM
273	This would not impact myself or anyone that I know who normally uses the bus for transportation.	10/18/2017 10:39 AM
274	not sure	10/18/2017 10:38 AM
275	goes to State agencies!	10/18/2017 10:31 AM

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276	I sometimes use the bus to reach the YMCA's offices, where I volunteer, and the route along Monroe and Boone is much more convenient for that purpose.	10/18/2017 10:30 AM
277	waste of time in this rich neighborhood.	10/18/2017 10:28 AM
278	directly, this change won't effect my bus riding but for those that I know the ability to ride the bus after prime house makes a lot of sense!	10/18/2017 10:28 AM
279	If changing the Broadway piece to the Boone piece, it might be OK. This slowness of this part is why I don't take the bus downtown.	10/18/2017 10:28 AM
280	N/A	10/18/2017 10:26 AM
281	Lots of multi-family residential units in that area.	10/18/2017 10:25 AM
282	There are a lot of apartments along that corridor and I am sure workers that do not have a car would appreciate being able to work longer hours.	10/18/2017 10:25 AM
283	Lots of people out Indian Trails handicapped by current, inadequate service.	10/18/2017 10:24 AM
284	Seems that it would run less.	10/18/2017 10:24 AM
285	n/a	10/18/2017 10:24 AM
286	n/a	10/18/2017 10:22 AM
287	library employees would use this extension to get home from Indian Trail Library, patrons would use it to pick up books	10/18/2017 10:21 AM
288	haven't a clue	10/18/2017 10:19 AM
289	It may help keep down the in and out traffic	10/18/2017 10:16 AM
290	More busses clogging up the only road in Indian Trail	10/18/2017 10:12 AM

Q13 Please provide any additional comments, suggestions or concerns regarding the proposed changes to Route 23.

Answered: 142 Skipped: 1,843

#	RESPONSES	DATE
1	I don't use route 23 but I can't imagine people that people who live in the suburbs really need/ would use the bus.	1/8/2018 9:08 AM
2	The last bus leaves for Indian Trail during week at 6 pm so I cannot stay downtown after work and get bus home	12/27/2017 9:17 PM
3	If someone wants to ride all the way to the end of Indian Trail that is great but the person who wants that service/convenience needs to be willing to pay for what they want. If it's an off peak time then the fair charge should reflect that convenience.	12/27/2017 4:26 PM
4	No.	12/26/2017 8:11 PM
5	Bus only lanes needed.	12/22/2017 10:48 PM
6	nothing	12/16/2017 5:49 AM
7	The modifications make sense, especially when 21's route is being modified.	12/13/2017 8:34 PM
8	None	12/12/2017 11:34 PM
9	Do it!	12/12/2017 9:44 PM
10	(none)	12/12/2017 3:12 PM
11	Keep the route that is there and add the Indian trails extension	12/10/2017 8:24 AM
12	Change the timing of the route with Route 22 so there is 30 difference Inbound on Ash on Weekends.	12/8/2017 6:55 AM
13	Stop	12/6/2017 9:56 PM
14	I don't favor it	12/5/2017 6:54 PM
15	None	11/30/2017 2:07 PM
16	I honestly dont think you care about the people that NEED to ride the bus. Indian trail folks more than likely have cars. If you want to serve that area more than others just create a new route that goes to the 5 mile PnR.	11/24/2017 1:53 PM
17	No comment	11/22/2017 6:36 PM
18	Please do this sooner than next september	11/22/2017 3:13 PM
19	My family did vote for this in hopes this would change the North Indian Trail route. It is badly needed and impossible to walk 1.5 hours to catch it at Francis. I support weekend and evening (even limited service will help) service.	11/22/2017 4:29 AM
20	None	11/21/2017 9:01 PM
21	It should run later for those of us who work past 9 and need a connecting bus to get home	11/20/2017 4:20 PM
22	Nothing more - just keep Broadway access to bus services. I wish Garland had a route! But, living there, it's understandable.	11/20/2017 6:54 AM
23	NA	11/16/2017 7:12 AM
24	What you have provided would be great.	11/15/2017 4:39 PM
25	I'm concerned that riff raff will be using this bus route into the nicer neighborhoods that the bus serves.	11/15/2017 11:31 AM
26	I wholly support the increased service for Indian Trail. Thank you.	11/15/2017 9:22 AM
27	Please try to off set the 22 and 23 to make service pulse better. Hopefully.	11/9/2017 6:56 PM

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28	it doesnt affect me but i would just hope the availability would encourage people to bus more	11/7/2017 12:19 AM
29	Ensuring route 23 and 22 are offset both inbound to the Plaza and Outbound from the Plaza. Offsetting the routes ensure they are not following each other. Possible Fix to the intersection at Alberta & Francis so bus is not always running over the curb.(Very difficult right turn.)	11/6/2017 5:37 PM
30	I don't think ridership will justify the cost of all day service to Indian Trail. For commuters maybe an optional Uber/Cab etc. for the rare times a person needs a mid day ride.	11/6/2017 10:17 AM
31	Change the schedule so the 7:30 County Campus shift can use this bus.	11/6/2017 8:32 AM
32	going to the Plaza would be safer for those using the County Campus.	11/6/2017 7:29 AM
33	I support extending service full time to Indian Trail. I also support the proposal to move service from Broadway to Boone, but only if the increased frequency on Route 21 is implemented. While the following doesn't relate to the specific modifications proposed here, one concern I've always had with Route 23 is that it does not seem to connect residents to business centers. The route completely bypasses Shadle Center as well as the Five Mile Shopping Center (unless people are willing to carry groceries 1/2 mile). Could this round of service modifications be the right opportunity to address this? Serving the Five Mile shopping center might be a tricky due to the need to serve Alberta St. But for Shadle Center, perhaps a detour could be added via Longfellow, Belt, & Wellesley? This would also help better serve the Shadle Library as well.	11/4/2017 1:04 PM
34	this area is developing quickly. lot more people moving here. this will help with traffic as well.	11/3/2017 4:14 AM
35	I am wondering if Boone or Broadway is used more overall by bus riders.	11/2/2017 9:37 PM
36	NA	11/2/2017 8:14 AM
37	What would the frequency be with these changes?	11/2/2017 8:09 AM
38	Why not stop at 5 mile ??	11/2/2017 6:13 AM
39	If the 23 shifts to Boone, could the 22 shift to NW Blvd (continue north on Monroe to NW Blvd)?	11/1/2017 3:34 PM
40	N/a	11/1/2017 1:55 PM
41	none	10/31/2017 1:22 PM
42	Will the bus go to Indian Trail on holidays?	10/31/2017 12:00 PM
43	Does the potential passenger traffic out Indian Trail justify the expense?	10/31/2017 10:25 AM
44	The service on Broadway should remain intact, as many people travel to the courthouse area, and would require bussing services to that region.	10/31/2017 6:43 AM
45	I think the 23 should come more often	10/30/2017 5:52 PM
46	The light blue discontinuation concerns me. It looks like quite a change for existing users.	10/30/2017 2:18 PM
47	Any extended hours on any routes are greatly appreciated by younger people.	10/30/2017 1:16 PM
48	Remove Indian Trail from the route.	10/30/2017 1:01 PM
49	In favor of 23 on Boone Ave. also.	10/30/2017 9:13 AM
50	none	10/30/2017 5:12 AM
51	I say the more access and "coverage" of outlying areas, the better. I voted "Yes" for improvements to STA - - this certainly could be one of them.	10/29/2017 12:40 PM
52	None	10/27/2017 1:45 PM
53	This route has a driver that I have complained about multiple times. Specifically: ADA service animals. My 15 year old has a service animal that alerts me when he is having a cognitive panic attack, aids him with PTSD, as well as reactive attachment disorder and ADHD. All of which I am byproduct of the foster care system. This driver has called me a liar even though I have the documents on hand and offered to show him, I have asked him to please read section 504 of the ADA. It has gotten to the point where I no longer ride the bus due to his aggressive, insulting behavior that not even calling 328ride seems to resolve. I understand that some other people have not socialized their services animals or lie all together however, with out my 15 year olds service animal, I can't even get him to go to school let alone board a bus. DEAL WITH YOUR DRIVER. Or suffer a section 504 lawsuit.	10/27/2017 9:45 AM
54	NA	10/27/2017 5:20 AM

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55	Leave it alone. Fix the current problems and issues you have at the foundation of your company. Focus on BETTER and better QUALITY customer service of your drivers and other staff. Hold drivers ACCOUNTABLE. And if you are going to have a schedule... ABIDE BY IT!!!	10/26/2017 8:30 PM
56	as a CSR we always are getting calls on weekends so that would be a good thing	10/26/2017 3:40 PM
57	Leave the 23 on Broadway, the Courthouse is a popular/busy area.	10/26/2017 6:57 AM
58	Having a consistent route will create steady riders for this area.	10/25/2017 10:30 AM
59	none	10/25/2017 7:56 AM
60	Looks good	10/24/2017 5:52 PM
61	I'm all for increased frequency of service on weekdays between downtown and the Shadle area.	10/24/2017 3:06 PM
62	none	10/24/2017 11:53 AM
63	Makes the Bus a Viable commute alternative for service workers who don't work 8-5 from the Indian Trail Neighborhood.	10/24/2017 11:47 AM
64	It would be great if the 23 went to the 5 mile park and ride.	10/24/2017 11:24 AM
65	Just a comment--a few years ago I had an option of moving to the Indian Trail neighborhood, but declined due to the sparse bus service. The proposed change to increase service there is a good idea!	10/23/2017 4:28 PM
66	n/a	10/23/2017 2:25 PM
67	none	10/23/2017 8:24 AM
68	None	10/23/2017 5:57 AM
69	no	10/23/2017 2:31 AM
70	It looks like this would increase overall levels of service	10/21/2017 12:34 PM
71	i'd like extended night service on the south hill. does the far north side show the need for it?	10/21/2017 8:07 AM
72	N/A	10/20/2017 1:24 PM
73	Even though the schedules have different times for the 22 and 23, in reality, due to traffic especially in the afternoon, those two buses are right with each other coming down Ash to downtown. Seems weird to have two buses at the same time traveling behind each other.	10/20/2017 11:38 AM
74	GREAT	10/20/2017 9:42 AM
75	n/a	10/20/2017 8:32 AM
76	Keep the whole route and extend it. Don't discontinue areas of service.	10/20/2017 6:41 AM
77	Dump STA, useless white elephant and a money pit that nobody uses	10/20/2017 6:19 AM
78	No further comment.	10/20/2017 6:15 AM
79	it would depend on the number of people who ride the bus in those hours. I think more service is better, but only if it is used.	10/20/2017 5:35 AM
80	Is it needed?	10/19/2017 3:56 PM
81	I am concerned about the time changes that could occur with adding such a large portion to the route.	10/19/2017 3:11 PM
82	n/a	10/19/2017 2:35 PM
83	NA	10/19/2017 1:16 PM
84	N/A	10/19/2017 12:17 PM
85	I would not like to remove the route on Boone Ave. The current route takes you closer to the Spokane Regional Health District. If it is changed there will be a longer walk to and from the bus stop.	10/19/2017 11:44 AM
86	N/A	10/19/2017 11:02 AM

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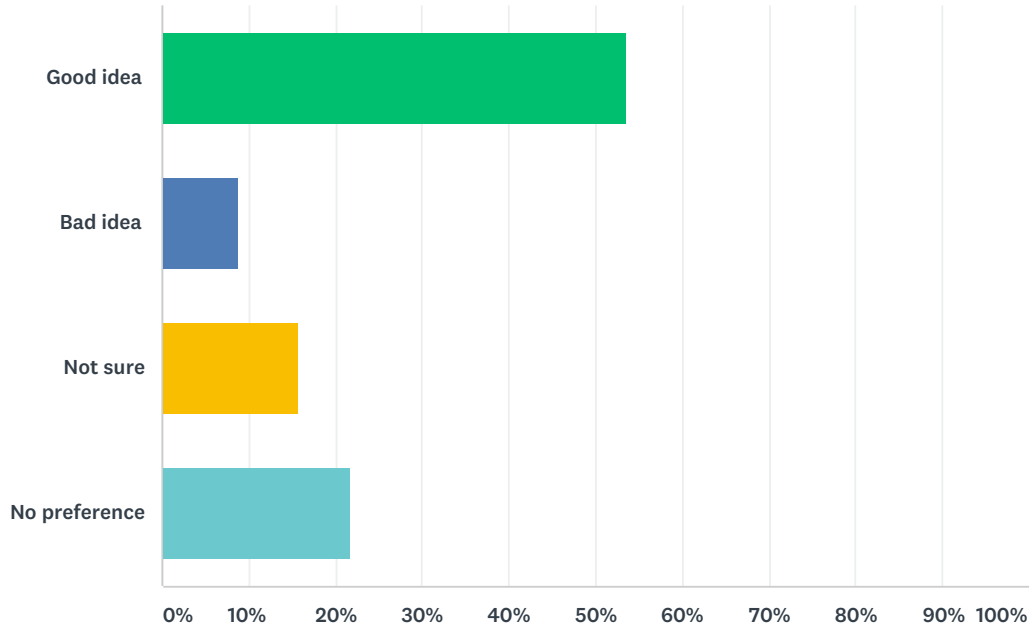
87	Anytime there is a discontinuation of services it affects someone. I hate to see anyone lose out on their ability to be mobile, but I also understand that any business is driven by their ability to make money. If statistics demonstrate that it is not cost effective to continue using these routes then good business practices would agree with cutting them.	10/19/2017 10:13 AM
88	I would love to see the route expanded, there are several individuals that also use the park and ride at Francis and Ash. The lot is often full and I believe expanding the route will alleviate some of the congestion at the park and ride.	10/19/2017 9:54 AM
89	STA should look at routing the #23 bus back on Maple/Ash between Francis and Rowan. This is the way it used to be.	10/19/2017 9:31 AM
90	o	10/19/2017 8:01 AM
91	n/a	10/19/2017 7:37 AM
92	decrease property values eliminate parking for residents cost tax payers money	10/19/2017 7:37 AM
93	how often busses would run	10/19/2017 7:17 AM
94	no opinion	10/19/2017 6:40 AM
95	?	10/19/2017 6:30 AM
96	N/A	10/19/2017 6:21 AM
97	Is there enough ridership to justify this change.	10/19/2017 5:08 AM
98	I have nothing to add.	10/19/2017 2:19 AM
99	The night buses are usually running empty with no passengers or just transporting people that are committing crimes	10/19/2017 12:59 AM
100	As the N Indian Trail area is developed, I support providing reliable modes of transportation	10/18/2017 9:25 PM
101	More access needed on Boone west of Ash and Maple.	10/18/2017 5:41 PM
102	None	10/18/2017 5:17 PM
103	n/a	10/18/2017 3:22 PM
104	If not going down Broadway, add a stop near or before boone	10/18/2017 2:58 PM
105	It's a good idea since there is more home development happening towards the end of Indian Trail.	10/18/2017 2:56 PM
106	N/A	10/18/2017 2:26 PM
107	n/a	10/18/2017 2:26 PM
108	Add or continue stopping at Five-mile Park and Ride.	10/18/2017 2:15 PM
109	N/A	10/18/2017 2:12 PM
110	n/a	10/18/2017 2:10 PM
111	na	10/18/2017 1:45 PM
112	Route 23 service needs to be re-instated to the Fairwood Park and Ride and the Hastings Park and Ride, ESPECIALLY with the upcoming Monroe Street Traffic Choking Project, which will RUIN the Route 124 Express service.	10/18/2017 1:15 PM
113	Busses only support the drug dealers and dui drivers	10/18/2017 1:12 PM
114	none	10/18/2017 1:11 PM
115	N/A	10/18/2017 1:07 PM
116	There are many more apartments being built on Indian Trail so additional bus use could reduce the traffic which is getting backed up during peak times	10/18/2017 12:52 PM
117	No comment	10/18/2017 12:48 PM
118	I'M REALLY EXCITED ABOUT THIS PROPOSAL AS MY DAUGHTER AND I HAVE DISCUSSED THIS FREQUENTLY, LAMENTING THE LACK OF BUS SERVICE IN THE EVENINGS AND WEEKENDS.	10/18/2017 12:45 PM
119	NA	10/18/2017 12:44 PM

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120	Good idea!	10/18/2017 12:23 PM
121	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:15 PM
122	N/A	10/18/2017 12:11 PM
123	N/A	10/18/2017 12:11 PM
124	Adding the bus route to apply on weekends could always help because people work weekends that live up there and might not have any transportation. Having that bus route be on weekends could be very helpful for anyone who lives in that area.	10/18/2017 11:53 AM
125	N/A	10/18/2017 11:45 AM
126	None	10/18/2017 11:44 AM
127	Expand operations to the NW Terrace area down 9 Mile road before expanding the Indian Trail service. Make that whole NW area included. Come on now.	10/18/2017 11:44 AM
128	Nice to have better access to Indian Trail. this also frees up a bit of congestion on Monroe Bridge and more service outside the 1 bus for easy access to the Arena and Value Village. I like the continuing on Boone idea.	10/18/2017 11:30 AM
129	what line would serve Ash/Maple between Boone and Broadway? or south of Broadway in the Kendall Yards neighborhood that needs to travel north?	10/18/2017 11:28 AM
130	Keep up the good work.	10/18/2017 11:22 AM
131	With that area expanding, it might be more necessary	10/18/2017 11:16 AM
132	I do not like smokers on the bus	10/18/2017 10:49 AM
133	N/A	10/18/2017 10:43 AM
134	Assess for needed modifications for riders with disabilities.	10/18/2017 10:42 AM
135	none at this time	10/18/2017 10:38 AM
136	I used the bus for many years and did not have a car. I think as our city extends the routes to reach further destinations we allow for people to have more housing opportunities and work opportunities.	10/18/2017 10:35 AM
137	Adding the Indian Trail section seems like a great idea. I wish the 23 ran more frequently.	10/18/2017 10:28 AM
138	None	10/18/2017 10:25 AM
139	n/a	10/18/2017 10:24 AM
140	n/a	10/18/2017 10:22 AM
141	are there any places that someone could park their car and ride this bus along this route?	10/18/2017 10:19 AM
142	good for students	10/18/2017 10:14 AM

Q14 What do you think about the proposed changes to Route 25?

Answered: 1,002 Skipped: 983



ANSWER CHOICES	RESPONSES	
Good idea	53.59%	537
Bad idea	8.88%	89
Not sure	15.67%	157
No preference	21.86%	219
TOTAL		1,002

Q15 Specifically, how would the proposed changes to Route 25 impact you or someone you know?

Answered: 342 Skipped: 1,643

#	RESPONSES	DATE
1	Daycare errands and multiple fun things to do with the family on this route! So much yes!	1/6/2018 10:43 PM
2	I ride the 25 to get to work, and on occasion, I desperately need those 5 minutes in case my own bus is late getting in or if I need to pick something up.	1/6/2018 1:10 AM
3	Make it faster to go n and maybe better connection s	1/4/2018 3:56 PM
4	What if your other bus runs late? What if you have to pick up some one in a wheel chair?	1/2/2018 12:14 PM
5	If this is what you are wanting to do you need to have it in a different zone. It needs to be away from the other buses so that it will not create more confusion. Many riders have a hard time understanding wait times.	12/28/2017 5:46 PM
6	it would help me get to a destination quicker	12/28/2017 3:21 PM
7	If other routes are delayed to the Plaza, this could cause people to miss the 25	12/27/2017 5:18 PM
8	More cost efficient. Stop time = wasted gas and less productivity.	12/27/2017 4:30 PM
9	So I can get home faster yes in deed. All for it.	12/27/2017 11:22 AM
10	If I am in the plaza waiting at the door, I fear will not make it to the bus.	12/27/2017 9:25 AM
11	I use this bus the most so it would be great to have it more reliable.	12/26/2017 9:45 PM
12	The 25 is a high volume route that could benefit from any and all expediency.	12/26/2017 8:13 PM
13	If you aren't exactly on time, then you have to wait for the next bus. Sometimes transfer buses run late and this just makes a long day, longer.	12/26/2017 2:16 PM
14	Just good	12/22/2017 10:49 PM
15	I take this bus during a couple of my commutes.	12/16/2017 12:47 PM
16	does not effect me	12/16/2017 5:49 AM
17	It would let me get back faster and be more efficient.	12/14/2017 4:36 PM
18	Might make for quicker trips .	12/14/2017 5:34 AM
19	I ride the 25, occasionally. The load and go will decrease congestion and improve smoother connections.	12/13/2017 8:37 PM
20	It would be easier to catch the 25 when I need to.	12/13/2017 4:45 PM
21	Positively	12/12/2017 11:35 PM
22	I take the 25 to take my kids to daycare and it's almost always packed full of angry people	12/12/2017 9:46 PM
23	We need them there on time because it could cause people to be late due to timing on getting to the plaza and the bus departing.	12/12/2017 5:45 PM
24	I have the same concerns that I mentioned for the #90 load and go, since I use a wheelchair. I use the #25 route frequently.	12/12/2017 3:13 PM
25	Might make me more willing to take the 25 as opposed to other routes	12/12/2017 12:55 PM
26	Impacts those riders that need to transfer to route 25 arriving at the Plaza	12/12/2017 2:43 AM
27	I don't take this bus. But I do have friends with smaller kids. It's hard to load up kids, strollers	12/11/2017 2:29 PM
28	I would arrive on time more frequently and also hopefully decrease bus capacity	12/11/2017 11:56 AM
29	Less wait time in the weather is better. Anything to help improve arrival time is good.	12/8/2017 1:21 PM

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30	Les sitting on the bus time	12/7/2017 3:29 PM
31	Drivers need a break. Good grief.	12/6/2017 9:57 PM
32	This wouldn't directly impact me as I don't frequently use the 25 route. However, unless the frequency is very high, I think "load and go" can negatively impact people as there is less consistency on service. Yes, it's great that it leaves earlier but what about the person that got there as it's pulling out? They are now waiting longer.	12/6/2017 9:10 AM
33	It could impact people who are running late and need the extra 5 minutes to be able to catch the bus. It will also provide a small break for the driver, people's eyes do get tired when driving (we're only human). It also can help someone not be in a rush which can cause anxiety. When people leave the bus in a rush, they may forget an item of theirs and the 5 minutes will allow them to come back and retrieve. If you add the load & go then people will lose the item forever or it will be stolen, these items can include, phones, bracelet, purse, a special gift from grandma, a Present/Gift.	12/5/2017 7:41 PM
34	it might be positive	12/5/2017 6:55 PM
35	Heavily used, and I ride it occasionally to get to work at Northtown.	12/5/2017 8:40 AM
36	Hopefully increase frequency	12/4/2017 5:29 PM
37	I sometimes ride the 25, so it would benefit me if I chose to ride it.	12/4/2017 2:55 PM
38	Na	12/4/2017 1:20 PM
39	I regularly ride the 25. The 5 minute wait can be useful if I'm connecting from another bus. That said the 25 is often very full and behind schedule so having it come in and out quickly would, I assume, prevent it from becoming too packed and help it to be more reliable.	12/3/2017 7:28 PM
40	I'll probably get left behind as the coach operator drives off in the distance because my bus is a few moments late.	12/3/2017 7:01 PM
41	As long as people are waiting for a bus, you should go.	11/30/2017 4:03 PM
42	Make the riding experience more pleasant and make the bus on time more.	11/30/2017 2:37 PM
43	Better service	11/30/2017 2:08 PM
44	Anything that makes the drop off and pick up more efficient I see as a good idea. Please keep the frequency of this route as it is and the longer it can run at 15 minute intervals, the better. I use this route frequently and the busses are most often filled to standing capacity.	11/29/2017 9:09 PM
45	if the buses continue to run every 15-20 min it should not be a big deal. However if another route gets delayed due to loading or unloading a customer in a wheelchair or taking a bike off the rack it would take up a bit more time so there would need to be a time allowance	11/29/2017 5:30 PM
46	I ride the 25 frequently and it is often not on time. I love the load and go idea and also the increased reliability.	11/29/2017 8:17 AM
47	The 25 helps get me to work, but if my first route, the 22, runs late, what would be the delay for the next 25?	11/29/2017 7:38 AM
48	I ride it sometimes in lieu of route 124. No impact for me.	11/29/2017 5:57 AM
49	Decrease travel time home from work.	11/28/2017 6:40 AM
50	It will be nice to have the route as a load and go. When the bus is idling at the Plaza it does no good.	11/27/2017 3:45 PM
51	I might go shopping along N. Division St. more often using bus to Northtown Mall.	11/27/2017 1:06 PM
52	No impact on me.	11/26/2017 6:40 PM
53	How does this work if the bus is late?	11/25/2017 1:39 PM
54	I use this often	11/25/2017 8:33 AM
55	Terrible idea!!! Please do not do this	11/23/2017 1:00 AM
56	Would work well for me.	11/22/2017 4:20 PM
57	GREAT idea. Less congestion at Plaza. More opportunities to actually connect with the buses on routes that intersect or travel close to 25 route.	11/22/2017 6:52 AM

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58	I think the load and go is a great idea for this route and makes sense.	11/21/2017 9:01 PM
59	Your never waiting for a bus. More frequent service means more connections on other routes.	11/21/2017 5:07 PM
60	We use 25 occasionally. It's always a busy bus so this might help	11/21/2017 7:06 AM
61	Wouldnt this mean that when another connecting bus is a little late someone will miss their bus? That would make more people late and frustrated, especially people who use the bus to get to work	11/20/2017 4:22 PM
62	load and go would work if the times between busses is only 15 min.	11/19/2017 11:41 PM
63	None of the busses run on time, so I think it would more often hurt people than help people.	11/17/2017 12:24 PM
64	I would want to try load and go before I rate it. At the times I travel to work it would likely be pointless. I'm no fan of the new long busses not lining up the rear door to the curb, since so many people are forced into the street.	11/16/2017 10:58 PM
65	That would be nice, but also very difficult to know if you missed the bus, or when the next one is coming.	11/16/2017 10:12 PM
66	I used to ride the 25 to work when I worked up on Lyons. This could have been the difference between getting to work on time or being late or having to come 30 minutes even earlier to the plaza (because the previous bus to the plaza runs every 30).	11/16/2017 5:55 PM
67	Many people need to ride this bus and the 5 minute wait will give people more time to catch the bus and not worry about missing it	11/16/2017 2:02 PM
68	It would save me time every day	11/16/2017 1:27 PM
69	With this method I think that it will be much more reliable and also better all around	11/16/2017 7:12 AM
70	As long as it doesn't get there early and leave immediately, this would work well.	11/16/2017 6:13 AM
71	I sometimes ride this route; I connect with bus 27. Just like with the schedule change for route 90/21, I wonder how the passengers will know if the bus is late or has just whizzed by.	11/15/2017 11:33 AM
72	Same as with the 90, as the 2 primary routes in our city, anything to improve service will be great.	11/14/2017 3:21 PM
73	Help me get to work on time	11/14/2017 10:36 AM
74	Better service and increased speed of access to destinations along Route 25	11/14/2017 8:12 AM
75	Load and go is a terrible idea, see other response about the 90	11/14/2017 7:40 AM
76	Less time sitting at the plaza and more frequent runs	11/14/2017 7:03 AM
77	It doesn't	11/13/2017 9:39 PM
78	Allows people to get to places faster.	11/13/2017 7:42 PM
79	People often have connections to make with route 25. For example I take the 20 and then the 25. I would have to wait around at the plaza if this changed whereas currently the times match up for me to go from one bus to another.	11/13/2017 4:04 PM
80	'Load & Go' increases the chances that people will miss the bus.	11/13/2017 1:43 PM
81	I like the increased efficiency	11/13/2017 9:31 AM
82	Less crowding on buses.	11/11/2017 9:46 AM
83	I can get home faster after a long day at EWU	11/10/2017 11:23 PM
84	do not like the load and go idea. five minutes wait time helps catching the bus when other routes may be late...or if waiting inside the plaza and getting outside to the bus with packages, etc.	11/10/2017 1:13 PM
85	Get me to work faster	11/10/2017 12:59 PM
86	Give people a chance to get to the bus routes, some of us have to get off from other buses to transfer to the 25 Division. "No Load and Go!"	11/10/2017 11:31 AM
87	Hopefully it work great.	11/9/2017 6:59 PM
88	sometimes	11/9/2017 2:20 PM

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89	in my view I would put one of the according buses on the 5 on the 1st and 3rd of every month to help people that get tanf and ssi and ssd to pay there bills cause the way it is now the buses are always crowded at these days of the month	11/9/2017 12:47 PM
90	It would mean the waiting line is grouped on the sidewalk and if you are running at all lateno window for catching the bus. I have had busses pull away as I am walking up to them and not happy when I have to wait for next one.	11/9/2017 12:27 PM
91	no	11/8/2017 6:06 PM
92	Would be hard to know when bus would be departing	11/8/2017 8:19 AM
93	If waiting for the light to turn and the bus is loading and immediately leaving, we will miss it. You would not really know when the next one will be there. It should leave on time and not leave the guessing to the bus riders.	11/7/2017 6:47 PM
94	It seems like it would be irritating	11/7/2017 11:00 AM
95	I agree with this for the same reasons with route 90/21. Load and go is better for High frequency routes and driver availability	11/6/2017 5:51 PM
96	I ride this route often. There are always so many people waiting. Load and go makes sense	11/6/2017 1:13 PM
97	i ride it occasionally to frequently	11/6/2017 1:09 PM
98	I am not sure it would give persons with disabilities/mobility aids enough time to prepare/board the bus.	11/6/2017 12:37 PM
99	It sounds like it would decrease congestion at the Plaza and since the bus runs more frequently it seems that it would result in an increase in ridership.	11/6/2017 11:28 AM
100	Would allow faster outbound times	11/6/2017 11:21 AM
101	I think capacity will require 5 minutes anyway when it matters. At slow times load and go solves little.	11/6/2017 10:18 AM
102	Does not	11/6/2017 9:44 AM
103	It would impact my daughter that rides the bus from after busing to Cheney for school	11/6/2017 8:30 AM
104	Get to destition quicker	11/5/2017 9:23 PM
105	I think that is a good idea as I previously stated most bigger companies have already got this going.	11/5/2017 4:30 PM
106	Reliability and time efficiency are king - great proposal!	11/4/2017 1:15 PM
107	Get to appointments faster	11/4/2017 10:52 AM
108	These changes will help me, and people I know get where we want to go more efficiently.	11/4/2017 9:50 AM
109	plaza gets crowded with busses and creates a hazard as pedestrians can bolt in and out of the street between the busses, hidden from traffic until they are in your lane.	11/3/2017 3:54 PM
110	Same answer as with the 90. The buses do this anyways when running late so I don't see how this would improve reliability.	11/3/2017 3:10 PM
111	I sometimes take this route to Hasting park and ride	11/3/2017 12:59 PM
112	It doesn't.	11/3/2017 9:50 AM
113	Sitting around does take a lot of time, so quickly leaving would be nice (as long as you don't miss the bus.)	11/3/2017 9:11 AM
114	any change to help people get to where they are going is a good idea	11/3/2017 6:56 AM
115	I love that idea because is a busy route	11/3/2017 6:19 AM
116	It might be harder to make it to the bus departing time from the plaza, atleast sometimes and I am worried about stops they will continue to have and not have for the proposed new bus route.	11/2/2017 9:40 PM
117	I ride the 25 3-5 times per month	11/2/2017 4:26 PM
118	Many have to wait a while for bus 25 to show up. It's also very crowded during certain times of the day. A lot of EWU students ride this bus, and have a long ride, and have to endure a lot of stops in order reach their destination (Hastings Park & Ride).	11/2/2017 11:25 AM

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119	It would make it easier to have a backup route home that is frequent.	11/2/2017 10:47 AM
120	It depends on if it continues into Evening service or not.	11/2/2017 10:26 AM
121	NA	11/2/2017 8:14 AM
122	I don't use this route very often however being able to get to where I am going more efficiently is very important to me.	11/2/2017 8:11 AM
123	Speed increases on Division would make it easier to use to access my doctors	11/2/2017 6:15 AM
124	Less wait time.	11/1/2017 3:58 PM
125	I think it is only a good idea if it comes more frequently so the time consequences are less severe if someone happens to miss it.	11/1/2017 3:43 PM
126	Decreased transfer opportunities. Harder to connect from other routes.	11/1/2017 3:35 PM
127	N/A	11/1/2017 1:57 PM
128	The 5 minute wait allows more flexibility when catching the bus. It reduces the chance of a "near miss" when leaving from work.	11/1/2017 8:27 AM
129	I feel like I would need to stand around more waiting for the bus instead of planning to be there at a specific time.	11/1/2017 8:01 AM
130	I sometimes use the 25 if the 28, 27, or 26 don't get me where I need to go.	10/31/2017 9:31 PM
131	Condense my schedule as well as others I know	10/31/2017 2:16 PM
132	Make it easier to get to school and quicker commute home after school	10/31/2017 1:45 PM
133	none	10/31/2017 1:22 PM
134	Avoid waiting on a full bus as more passengers doddle in.	10/31/2017 10:30 AM
135	The 25 stops right across the street from my work and the bus is always full so it would be a good idea to run more frequent	10/31/2017 8:25 AM
136	potentially me	10/31/2017 8:14 AM
137	The few times I have ridden the 25, it gets completely packed. Making it load & go would help it be more consistent.	10/31/2017 7:25 AM
138	The bus would actually be on time and more reliable	10/30/2017 5:54 PM
139	I travel this route at times and do appreciate the "load and go" concept.	10/30/2017 4:08 PM
140	Yes it would impact me in particular. I would be using STA for my commute between EWU and GU. But currently I cannot because of the time of the wait between the Plaza and a bus to GU. Currently that wait is 30 minutes and the EWU bus arrives at the plaza right after the 25 leaves for Division.	10/30/2017 1:57 PM
141	If there is a delay in the previous bus I could be late for bus 25 and have to wait in the extreme cold or heat for the next bus	10/30/2017 1:51 PM
142	I ride the 25 every day and not having to wait would be awesome.	10/30/2017 1:35 PM
143	It would not.	10/30/2017 1:04 PM
144	N/A	10/30/2017 1:01 PM
145	this is one of the busy routes and the buses would not be too overcrowded	10/30/2017 12:49 PM
146	it would not impact me	10/30/2017 12:22 PM
147	no impact	10/30/2017 11:52 AM
148	Faster total time to destination.	10/30/2017 9:43 AM
149	Increased reliability would be helpful.	10/30/2017 9:15 AM
150	Get more people there faster	10/30/2017 7:43 AM
151	I used to ride the 25 on a daily basis and it was mostly unpleasant! Something needs done and the proposed changes are a place to start!	10/30/2017 7:03 AM

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152	Did I miss the bus or has it arrived yet? When late, we would have no idea if it was coming or going?	10/30/2017 6:49 AM
153	Yes, no time to load wheelchairs	10/30/2017 6:12 AM
154	No Impact	10/30/2017 5:13 AM
155	Ride 25 four or more days a week to get to work, very good for me.	10/30/2017 4:52 AM
156	Wheelchair needs time to load ?	10/29/2017 5:54 PM
157	I walk to the Plaza from Browne's Addition to catch the N. division bus no. 25 and often I miss it by only a few moments, it sounds like this would decrease the chances of that.	10/29/2017 12:41 PM
158	I ride the 25 a lot	10/29/2017 7:18 AM
159	It could make a lot more people miss the bus.	10/27/2017 2:27 PM
160	No time to board a Powered Wheelchair	10/27/2017 1:48 PM
161	Shorter wait times, better productivity	10/27/2017 12:55 PM
162	It would mean quicker departure from the plaza and less crowding before the bus is even out of downtown.	10/27/2017 12:34 PM
163	Some people count on the bus leaving at a specific time.	10/27/2017 9:49 AM
164	I rely on the bus leaving at the same times everyday. Would the bus arrive at the time it's supposed to "load and go"? If it will, it's a good idea.	10/27/2017 8:18 AM
165	I don't take the 25 downtown unless it's the weekend but it would be fine	10/27/2017 7:31 AM
166	Sometimes I connect to 25 and rush so it helps that the bus sits for awhile at STAPlaza	10/27/2017 7:08 AM
167	My college students take the 66 to Downtown and then hop on the 25 to get home. Make sure these routes time out properly so they don't have a long wait for the 25.	10/27/2017 6:28 AM
168	I nearly get to the bus. I need that 5 minute gap.	10/27/2017 5:56 AM
169	It is in THEORY a GREAT idea, and I love it.. but I do not see that it working that smoothly. The drivers are insistent about getting their breaks	10/27/2017 5:41 AM
170	Give a more accurate and correct schedule. And DO NOT allow drivers to leave Hastings Park and Ride later than the scheduled time.	10/26/2017 8:31 PM
171	I use Route 25 frequently, this would cut down on wait times for sure.	10/26/2017 5:21 PM
172	I ride this route only occasionally throughout the year. As long as the frequency of departures remains at every 15 minutes, I approve.	10/26/2017 5:14 PM
173	same concerns as the 21 and 90 routes. I don't think its a good idea.	10/26/2017 3:50 PM
174	I would probably miss the bus once or twice a month if it left immediately, but thats better than it not being on time when I'm in a hurry	10/26/2017 2:32 PM
175	Increases the use ability for people transiting from other routes needing to go north	10/26/2017 7:32 AM
176	I don't think it would.	10/26/2017 4:04 AM
177	The # 25 is having issues with being on time during the peek hours. This might help with the late running buses.	10/25/2017 4:10 PM
178	There would have to be more buses for this route if it is changed to Load & Go.	10/25/2017 3:38 PM
179	Sometimes buses are late and that extra 5 minutes can help you catch it	10/25/2017 1:29 PM
180	The Load & Go service will encourage passengers to be ready in the loading zone instead of having that past puff on a cigarette and doing the mad dash to make the bus.	10/25/2017 10:36 AM
181	Always packed! Need to used the biggest bus available. I haven't rode the Division bus in about a year but always a pain.	10/25/2017 7:59 AM
182	no impact	10/25/2017 7:56 AM
183	I sometimes go in the 25 bus to get to the clinic I go to. So if the buses switch the the load and go does that mean if they arrive early does that mean they will still depart as soon as they get there? Or would they wait that min or so to go with the schedule that people follow online like I do?	10/25/2017 6:45 AM

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184	not knowing a specific time a bus will leave might be a bit difficult if you need to catch a transfer after leaving the plaza	10/25/2017 6:01 AM
185	I don't ride this route often enough to know if there is a problem with leaving on time, but I have concerns about the consistency of this "load and go" strategy.	10/24/2017 3:50 PM
186	Since I don't take this route all the time, I don't know about the impact. When I do take this route the few minutes I wait don't seem like too much time.	10/24/2017 3:18 PM
187	Everyone using the bus will benefit.	10/24/2017 2:35 PM
188	It wouldn't except that I think it's always a good idea to limit amount of curb space needed at the plaza, especially as operations expand.	10/24/2017 2:01 PM
189	when you are transferring from one bus to another, sometimes there is only a few minutes btwn getting to the plaza and leaving the plaza. load and go would create more people loitering around the plaza	10/24/2017 1:23 PM
190	n/a	10/24/2017 11:53 AM
191	I only ride this bus if the 124 is not available. anything to make my trip faster would be welcomed.	10/24/2017 11:01 AM
192	Faster ride to campus from downtown if you can't wait for the other buses that go through campus	10/24/2017 10:32 AM
193	N-A	10/24/2017 9:06 AM
194	Again, the less time spent at the plaza the better.	10/24/2017 9:00 AM
195	Faster response on a high frequency route.	10/24/2017 7:30 AM
196	I leave work at a specific time, and have only a 5 minute window to get to the plaza to catch the 25 home, often getting there just a minute or two before current scheduled departure. I already work 10+ hour days...do I want to miss my bus and wait (and get home LATER) because it "loaded and went" a few minutes early? NO!	10/23/2017 4:31 PM
197	n/a	10/23/2017 2:25 PM
198	I've only ridden Route 25 a handful of times. However, the buses on this route run often enough that I don't see any huge impact (other than the benefit of reducing congestion around the plaza) of a "Load & Go" implementation. It's a good idea.	10/23/2017 11:02 AM
199	I often am catching 25 from the 20 bus coming from SFCC & the SFCC bus is often late, which cuts down on my chance to catch 25. In that respect, not great, but I understand the need to load and go.	10/23/2017 9:19 AM
200	Convenient	10/23/2017 8:24 AM
201	None	10/23/2017 5:58 AM
202	you suck	10/23/2017 2:31 AM
203	no impact	10/22/2017 3:19 AM
204	My son takes the bus late at night. That would help him get more hours at work.	10/21/2017 1:20 AM
205	IT DEPENDS ON HOW RELIABLE THE OTHER BUSSES ARE AT GETTING TO THE PLAZA ON TIME. OTHERWISE, PEOPLE WOULD HAVE TO WAIT FOR THE NEXT BUS.	10/20/2017 2:05 PM
206	N/A	10/20/2017 1:25 PM
207	It would help to have less crowded buses and be able to accommodate my work schedule better	10/20/2017 10:19 AM
208	NO PREFERENCE	10/20/2017 9:43 AM
209	n/a	10/20/2017 8:33 AM
210	NOT	10/20/2017 8:28 AM
211	I find the route to be fairly reliable as it is - sometimes it runs late but I'm not sure to what to attribute that. I like any changes that would make it reliable. I usually catch it northbound at Division and Spokane Falls Blvd so don't know if the load and go would make it harder to predict when it would arrive at other stops.	10/20/2017 8:19 AM
212	keep moving	10/20/2017 7:59 AM
213	Just have to adjust to new time schedule	10/20/2017 7:24 AM

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214	Getting to work faster and making other connections will be great	10/20/2017 6:42 AM
215	 anything that clears the "House of Bums" that Spokane calls the STA Plaza.	10/20/2017 6:21 AM
216	No.	10/20/2017 6:15 AM
217	I utilize the 25 to go north a few days out of each month, so this would not impact me as much.	10/19/2017 3:13 PM
218	n/a	10/19/2017 2:35 PM
219	Same as other route, quicker transportation and more options for departure times	10/19/2017 2:04 PM
220	People running late could miss the bus and would have to wait a potential long time to catch the next bus	10/19/2017 1:17 PM
221	Good to get it in and out.	10/19/2017 12:20 PM
222	N/A	10/19/2017 12:17 PM
223	N/A	10/19/2017 11:02 AM
224	Faster for passengers, but would need to increase frequency of pickups to make up for stragglers that could be running late, etc.	10/19/2017 10:36 AM
225	Many riders I know will be able to get to work on time and not miss their scheduled time.	10/19/2017 9:00 AM
226	I think this would be good, especially if it means more reliability. This route is full most of the time, why not use extended buses during the weekdays?	10/19/2017 8:41 AM
227	not sure	10/19/2017 8:02 AM
228	lot of people ride this bus. people transferring from one might not be able to make connection	10/19/2017 7:55 AM
229	It should help move things along and arrive on time.	10/19/2017 7:54 AM
230	I like the scheduled depart times. Leaving early means the bus would arrive at all the other stops early, doesn't it? It seems like it would be difficult to determine when to be at a bus stop.	10/19/2017 7:42 AM
231	decrease property values eliminate parking for residents cost tax payers money	10/19/2017 7:37 AM
232	Sounds like these kinds of changes would make the route serviced occur more frequently, which would help me on the rare occasion that I use this route. And it might lighten the load, these buses seem super overloaded.	10/19/2017 7:22 AM
233	The changes will improve the total time to complete the trip.	10/19/2017 7:20 AM
234	N/A	10/19/2017 7:17 AM
235	Friends & relatives ride the bus.	10/19/2017 7:06 AM
236	less time would be helpful	10/19/2017 6:43 AM
237	?	10/19/2017 6:30 AM
238	It would be convenient for the passengers in the area.	10/19/2017 6:24 AM
239	The plaza can be confusing, connecting busses can be late - people can miss their connection.	10/19/2017 6:23 AM
240	Once again - positive impact for the community as a whole.	10/19/2017 6:18 AM
241	but add a couple of more buses to the route	10/19/2017 5:47 AM
242	It doesn't affect me or any one I know.	10/19/2017 2:21 AM
243	Wouldn't help many	10/19/2017 1:00 AM
244	Time is money!	10/18/2017 11:11 PM
245	unknown	10/18/2017 11:10 PM
246	If it doesn't arrive on time, as soon as it arrives, it will depart for "load and go"? More information needed, data on how often riders would be "left behind".	10/18/2017 9:27 PM
247	Concern with the ability to connect from other routes to routes 25. Disagree with not having 5 minute wait time at The Plaza.	10/18/2017 9:16 PM
248	the wait time will be shorter and the bus won't be crowded	10/18/2017 4:42 PM
249	It wouldn't	10/18/2017 3:53 PM

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250	more frequent busses along Division st would be highly desirable, 30 min is too long to wait for a bus on one of our busiest streets in town	10/18/2017 3:46 PM
251	it the buses actually arrive and leave on time it is great. If not then a lot of people will miss the 25 connection	10/18/2017 3:45 PM
252	n/a	10/18/2017 3:23 PM
253	It will probably cause people who want to 25 to be left behind because they are getting off a different bus route.	10/18/2017 3:13 PM
254	Not sure, but seems like less delays and better on time	10/18/2017 2:59 PM
255	no impact	10/18/2017 2:59 PM
256	I'm sure it would mean increased busses and therefore increased subsidy and therefore tax funded bus-ridership is a bad idea	10/18/2017 2:51 PM
257	just more efficient	10/18/2017 2:42 PM
258	Please be sensitive to the people with mobility impairments.	10/18/2017 2:40 PM
259	Where does Route 25 go?	10/18/2017 2:36 PM
260	it does not	10/18/2017 2:29 PM
261	Don't live there	10/18/2017 2:27 PM
262	N/A	10/18/2017 2:26 PM
263	n/a	10/18/2017 2:19 PM
264	It will help me get to work faster	10/18/2017 2:19 PM
265	Seems like it would speed up transport.	10/18/2017 2:16 PM
266	N/A	10/18/2017 2:12 PM
267	It works I use it to get to Hastings Park and ride	10/18/2017 2:05 PM
268	I think it would make the loading at the plaza a little more hectic. But I do like the idea of getting places a little faster and reducing the foot print.	10/18/2017 2:05 PM
269	It would make driving downtown less stressful since there would not be busses parked that are hard to see around.	10/18/2017 2:04 PM
270	It might cause more people to miss the bus and be late.	10/18/2017 1:54 PM
271	NA	10/18/2017 1:46 PM
272	Make my wait shorter.	10/18/2017 1:35 PM
273	less wait time downtown	10/18/2017 1:29 PM
274	Will make travel faster.	10/18/2017 1:21 PM
275	Not needed, that is a walkable route	10/18/2017 1:12 PM
276	not at all	10/18/2017 1:11 PM
277	n/a	10/18/2017 1:11 PM
278	faster loading so less crowds at the plaza	10/18/2017 1:10 PM
279	N/A	10/18/2017 1:07 PM
280	Seems like it will save time and money.	10/18/2017 1:05 PM
281	Less wait time and faster bus turn around.	10/18/2017 1:05 PM
282	no impact	10/18/2017 1:03 PM
283	So long as the frequency doesn't get reduced, this is okay.	10/18/2017 1:02 PM
284	N/A	10/18/2017 12:48 PM
285	unknown	10/18/2017 12:47 PM
286	It would reduce my waiting time downtown between transfers.	10/18/2017 12:44 PM

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287	Like the previous question, so long as the time between buses is 15 min or quicker, they should go go go.	10/18/2017 12:43 PM
288	I would just be worried that if the bus had an early departure, people down the line wouldn't know and might miss their bus. If that is being addressed in some way, then I have no concerns.	10/18/2017 12:40 PM
289	faster commute time	10/18/2017 12:30 PM
290	It wouldn't.	10/18/2017 12:27 PM
291	would not	10/18/2017 12:22 PM
292	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
293	Maintaining a timetable/schedule is a sign of a well run transit program.	10/18/2017 12:16 PM
294	Unsure of impact	10/18/2017 12:11 PM
295	The plaza is confusing and I wonder how new riders will be able to navigate to get to the right bus in time when there is no schedule for departure?	10/18/2017 12:05 PM
296	quicker trips	10/18/2017 12:04 PM
297	Save time. One less excuse for lazy people to use. No more "not enough stops often enough"	10/18/2017 11:56 AM
298	I think it's a good idea but will there still be some type of scheduled departure times? People may have problems not knowing when to be there for a but.	10/18/2017 11:52 AM
299	N/A	10/18/2017 11:46 AM
300	The 5 minute wait helps others who are delayed by other bus routes. It helps more than it hurts.	10/18/2017 11:45 AM
301	Good	10/18/2017 11:44 AM
302	wouldn't have to wait too long to catch the bus	10/18/2017 11:42 AM
303	It all depends on connective between the 25 and busses coming from other directions (E, W, S) Normally the 25 only had transfer connectivity with other North busses (24, 26, 28), which was downright Terrible, while riders coming on the 90 or from the South Hill or Cheney usually wait several minutes at the plaza, both inbound and outbound.	10/18/2017 11:35 AM
304	Clients I work with would have better access to services.	10/18/2017 11:31 AM
305	unsure	10/18/2017 11:28 AM
306	improved access to resources for people with disabilities and limited income.	10/18/2017 11:24 AM
307	Division is tricky any improvements are greatly appreciated.	10/18/2017 11:23 AM
308	This is the only route I have ever ridden...afternoon commute was always so crowded and no place to sit for a good portion of the route, not sure if that would change at all with your proposed changes.	10/18/2017 11:23 AM
309	There have been times where having the 25 waiting 5 minutes at the plaza has been very helpful, as it allows time for people coming from other routes to connect with the 25 downtown.	10/18/2017 11:20 AM
310	I ride Route 25 a lot. Because its current frequency is so good that I seldom go to the bus stop to catch a particular bus. I just go and catch when the bus comes. Frequency is the key to Load and Go. If it is frequent enough, then that's fine.	10/18/2017 11:19 AM
311	I wait for the 25 to go home and it often seems to take forever to come and go from downtown.	10/18/2017 11:17 AM
312	No impact.	10/18/2017 11:14 AM
313	Would cut down on wait time for a friend of mine.	10/18/2017 11:06 AM
314	I would ride the 25 more often with this change.	10/18/2017 11:05 AM
315	It will cut down travel time for many people I know.	10/18/2017 11:02 AM
316	NA	10/18/2017 10:58 AM
317	not at all	10/18/2017 10:56 AM
318	Not me	10/18/2017 10:55 AM

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319	I would likely miss my busses more often from downtown.	10/18/2017 10:51 AM
320	no time schedule? how do you know when the next one will come	10/18/2017 10:49 AM
321	never ride	10/18/2017 10:49 AM
322	It wouldn't.	10/18/2017 10:46 AM
323	Sometimes I barely have 5 minutes to get from one connection to another and would miss the connection to the 25 if it arrived early, requiring me to wait another 1/2 hour	10/18/2017 10:46 AM
324	N/A	10/18/2017 10:43 AM
325	no time wasted and there are other buses arriving	10/18/2017 10:43 AM
326	as long as this Load and Go message is expressed to those riders that understand, I think that will save the rider on the bus time!	10/18/2017 10:40 AM
327	not sure	10/18/2017 10:38 AM
328	This is one of the most popular routes, and it must be on the move always... as the route encounters a lot of daily traffic.	10/18/2017 10:29 AM
329	Tax.	10/18/2017 10:28 AM
330	Reliability is extremely important.	10/18/2017 10:28 AM
331	I ride with an individual on the 173 home in the evening and he comes from the 25 to transfer to the 173. Your "Proposed" changes regarding changing the schedule doesn't help to answer these questions because you don't say what the changes are.	10/18/2017 10:28 AM
332	I don't ride the 25 often but it would be good not to have to wait too long for the bus to leave,	10/18/2017 10:27 AM
333	with how often this bus run and runs late this is a good idea	10/18/2017 10:26 AM
334	Time saving	10/18/2017 10:26 AM
335	n/a	10/18/2017 10:25 AM
336	Same as the 90.	10/18/2017 10:23 AM
337	I'd have to wait if I have a connection to 25 from another bus, for example from 44. The 5 minute wait saves me time more often than not.	10/18/2017 10:22 AM
338	n/a	10/18/2017 10:22 AM
339	I can use this bus to take me to the UD and not wait for the scheduled departure when my connecting bus arrives if timed well	10/18/2017 10:22 AM
340	mom lives at the end of this line, would help with her care and getting home again on the south hill	10/18/2017 10:22 AM
341	I would arrive a work at a more feasible time	10/18/2017 10:15 AM
342	Faster service	10/16/2017 4:26 AM

Q16 Please provide any additional comments, suggestions or concerns regarding the proposed changes to Route 25.

Answered: 167 Skipped: 1,818

#	RESPONSES	DATE
1	na	12/28/2017 3:21 PM
2	Create a fair for any route or segment that covers the cost of the service including higher fares at times that are not high rider times if bus routes are to remain running at those times.	12/27/2017 4:30 PM
3	Many people rely on the 25. Post a no wait warning at the zone?	12/26/2017 8:13 PM
4	nothing	12/16/2017 5:49 AM
5	I think this is a good idea. The comments I wrote regarding the 90 can be applied to the 25.	12/13/2017 8:37 PM
6	None	12/12/2017 11:35 PM
7	(none)	12/12/2017 3:13 PM
8	The bus fills very quickly from Wellesley to downtown. Making it very cramp, hard to find a seat/stand, especially for the elderly and disabled.	12/11/2017 11:56 AM
9	I would rather have Route 25 wait more than 5 minutes because I had bunion surgery on my left foot not too long ago and it is really really hard for me to walk without it hurting am lot and I can't walk that fast still	12/11/2017 8:13 AM
10	Stop	12/6/2017 9:57 PM
11	I am not objected to trying the "load & go" in this country a lot of things are expected to be fast pace and delivered on time, but we should start learning that we are not robots, we get tired, we get sad, we get frustrated. We are human. This "load & go" doesn't seem too bad of an idea, but maybe leave it for a year, see how it goes and offer a new idea to better commute the people of this city and your communities. Thank you.	12/5/2017 7:41 PM
12	I'm neutral	12/5/2017 6:55 PM
13	Would this mean that 25 would occur more frequently?	12/4/2017 2:55 PM
14	Na	12/4/2017 1:20 PM
15	Define "all passengers are loaded" and when a coach operator stops loading or is required to let someone on? I do not mind my bus being a couple minutes late, but with set departure times it ensures that I will NOT be left behind if my bus is a little bit late assuming the buses are in sync (which is rare). I feel that with 'load and go' too often passengers whose buses were a touch late would be left behind.	12/3/2017 7:01 PM
16	How does load and go work with the schedule? During busy times it can take 5 min to load the Division bus especially with wheelchairs. Will this just make the bus late?	12/1/2017 12:19 PM
17	None	11/30/2017 2:08 PM
18	More stops near traffic lights	11/25/2017 8:33 AM
19	The busses are often not on time so my concern is, with no wait time, how will you make sure that more people aren't missing the bus?	11/24/2017 5:15 PM
20	Earlier trips on the weekends for those of us that work!	11/22/2017 4:20 PM
21	Would this be an inconvenience to drivers? Would it decrease reliability of an already unreliable bus due to how busy it is?	11/22/2017 3:14 PM
22	Start an earlier outbound route for weekdays to allow a connection to the 5:20 am departure at Hastings Park and Ride.	11/22/2017 6:52 AM
23	None.	11/21/2017 9:01 PM
24	Make it mor frequent and run later at night	11/20/2017 4:22 PM

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25	You should run the bus every 10 minutes instead of every 15. This would reduce crowding and make the system more efficient.	11/17/2017 12:24 PM
26	25 Sunday schedule is drastically lacking and why I may switch away from Spokane Transit.	11/16/2017 10:58 PM
27	I do like the idea of a load and go, but not at the expense of losing reliability and consistency.	11/16/2017 5:55 PM
28	If there are not a few more 25 busses this may not improve the route much, because then if you miss the bus you may have to wait a longer time for the next time.	11/13/2017 7:42 PM
29	If any changes were to be made to this route it should run later. I rely on it for transportation to and from work and while it is convenient for midday times, it is lacking at night.	11/13/2017 4:04 PM
30	i use the 25 all the time. wish there were more buses on the weekends.	11/10/2017 1:13 PM
31	I live in Cheney and almost always need to take two different buses to get to my destination. I often find that even with careful planning a short layover at the plaza is inevitable. Five minutes between buses is usually all I have. I ultimately rely on bus departure times being a consistent constant. The concept of "load and go" seems like it would cause a lot of stress and grief, and would not allow people to plan their transportation well.	11/9/2017 9:22 PM
32	I feel that this is a very good idea. This bus is almost always packed. Having a more frequent departures would be awesome.	11/9/2017 1:19 PM
33	As it is right now....waiting lines cause confusion on the sidewalk especially for people who dont ride the bus often.	11/9/2017 12:27 PM
34	Keep to specific time table for leaving plaza	11/8/2017 8:19 AM
35	Traffic on Division is unpredictable. Load and go would not necessarily make it better as there could be other delays during the route. Leave the schedule as is please.	11/7/2017 6:47 PM
36	i would think the load-and-go would make the times inconsistent with the time table. i could be a customer who wants consistency/reliability with the time table.	11/7/2017 12:22 AM
37	Route 25 currently will drive past the Plaza going quite a few blocks out of the way before letting passengers off.on the other side of the Plaza. I'm sure this is because of Zone availability Route 25 needs a drop off zone in front of the Plaza right when it gets there.. The current routing inbound to the Plaza is better then it used to be by going up Stevens and to the Plaza on Sprague, However the People need to be let off once they reach the Plaza.	11/6/2017 5:51 PM
38	Wi-Fi? Also a stop closer to the fredmeyer wanderemere shopping center. It's too far to walk from the center to bus stop.	11/6/2017 1:13 PM
39	increase Sunday times	11/6/2017 1:09 PM
40	Provide larger bus	11/6/2017 11:21 AM
41	How would this affect the time the bus would arrive at its other stops?	11/6/2017 9:57 AM
42	What is the frequency of this route. I would be more supportive of the idea if it runs every 15 mins.	11/6/2017 9:44 AM
43	I am concerned about how connection to the 25 may be missed if there is load and go. Buses are often running behind and if the bus just leaves when it gets there, would it mean more people aren't making that time or that schedules would be adjusted to ensure making the bus on time?	11/4/2017 4:52 PM
44	As one of the busiest routes in the STA system, my concern would be how effective the "load and go" method will given the amount of time it takes for an entire queue (bus load) of passengers to pay their fare. This would seemingly become more of an issue as ridership continues to increase and more 60-foot buses are run on Division. Perhaps this could be the right time to implement pre-board payments? Passengers could have the option to pay for their bus pass at a kiosk so all they would do is swipe the pass when they board, rather than wasting time pulling coins and bills out of their pocket, waiting for the pass to print, etc. It would greatly speed up the boarding process and reap the benefits of the "load and go" method.	11/4/2017 1:15 PM
45	Seems to be a good idea.	11/4/2017 9:50 AM
46	Larger busses, please	11/3/2017 9:10 PM
47	Please keep the route going to Hastings park and ride, it important when the express is not running	11/3/2017 12:59 PM
48	The 5:12 bus is packed during the week at the plaza. Standing room only many times	11/3/2017 3:06 AM

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49	As stated above	11/2/2017 9:40 PM
50	It would be nice to have a separate bus for students at the most busiest times of the day.	11/2/2017 11:25 AM
51	NA	11/2/2017 8:14 AM
52	load and go not a good idea for new riders who rely on printed bus schedules	11/2/2017 7:27 AM
53	Please see the previous comments about "load and go" for routes 90 & 21.	11/1/2017 8:02 PM
54	N/A	11/1/2017 1:57 PM
55	Bus 25 service is OK as it is now for the most part. The only problem is some people causing delays by not having their fares ready in a timely manner.	10/31/2017 4:47 PM
56	I know that the 25 makes lots of stops and I go to the Hastings park and ride. So you should add a 124 mid day	10/31/2017 2:16 PM
57	More bus service from 7:00-9:00 a.m.	10/31/2017 1:45 PM
58	none	10/31/2017 1:22 PM
59	When will the drivers have time to use the toilet if every run is load and go? It can be a long trip back up to Hastings Road.	10/31/2017 10:30 AM
60	As long as it is more often, it should be fine, but if I don't know when the next bus comes, the wait time at the plaza could essentially be longer.	10/31/2017 8:14 AM
61	The number of people who ride it makes it late a lot of the time because that means more stops and more time taken up by people getting off. Load & go procedures, and perhaps more frequent stops/unscheduled relief busses during the busiest times of day would help.	10/31/2017 7:25 AM
62	While this has the potential to shorten trip time, I am concerned that this may no longer leave a margin of time for transferring from one route to the Route 25 Bus in the case that the first route's bus is late to the plaza, which is often times the case.	10/30/2017 8:31 PM
63	Leave on time from the plaza	10/30/2017 5:54 PM
64	Anything that cuts down on loiterers and people hanging around at bus depot seems like it would be an improvement	10/30/2017 2:22 PM
65	I think the buses that are in the downtown corridor should have much shorter waiting time and therefor greater frequency.	10/30/2017 1:57 PM
66	It'd be less crowded and it should be sooner when the bus comes	10/30/2017 1:37 PM
67	A sign saying when each bus would arrive so that you could be ready to load right away. Also a stop at Mead High School would be more helpful to Running Start students who attend Mead who are getting home from Eastern and The Falls as well as helping residents of Fairwood	10/30/2017 1:35 PM
68	Faster routes are always better	10/30/2017 1:20 PM
69	No map provided to see where in Spokane this effects.	10/30/2017 1:13 PM
70	It's Fine	10/30/2017 1:01 PM
71	I like this idea	10/30/2017 12:49 PM
72	It is a busy route and at times runs late. I think riders would appreciate it leaving quicker.	10/30/2017 12:24 PM
73	Please advertise this change if made so that people don't run after the bus thinking they missed it.	10/30/2017 12:11 PM
74	In favor if 'load & go' does not cause loss of connections and timepoint confusion.	10/30/2017 9:15 AM
75	none	10/30/2017 5:13 AM
76	Stop at Fred Meir North side	10/29/2017 5:54 PM
77	The 25 can take a long time to load. Hopefully that will be factored into the plan.	10/27/2017 9:01 PM
78	Larger bus for this route during the busy times. Service to deer park! You go out to Cheney why not deer park?	10/27/2017 9:49 AM

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79	- Customer Service training for the drivers - Driving Rules Safety. The drivers either are going TOO slow for no reason, or always slamming on the brakes. - Accountability of the drivers on staying on time- leaving on time and hitting all time points at the correct time. There is a schedule that we as customers and riders my abide to, the drivers should be to the same standard. - Stop giving free rides to people who cant pay.	10/27/2017 5:41 AM
80	Leave it alone. Fix the current problems and issues you have at the foundation of your company. Focus on BETTER and better QUALITY customer service of your drivers and other staff. Hold drivers ACCOUNTABLE. And if you are going to have a schedule... ABIDE BY IT!!!	10/26/2017 8:31 PM
81	seniors, elderly & disable cannot move that fast. Parents of young children cannot break that stroller down fast enough	10/26/2017 3:44 PM
82	Later service on weekends, specifically Sunday. The mall closes at 6 and services end before then. It would be helpful for shoppers and workers alike to extend til 7	10/26/2017 12:17 PM
83	Awesome idea	10/25/2017 7:59 AM
84	none	10/25/2017 7:56 AM
85	more buses on route so it leaves more often?	10/25/2017 6:01 AM
86	No concerns.	10/24/2017 2:35 PM
87	This is good so long as the bus does not arrive early. Some people can't get to the location until the exact time it is to be there.	10/24/2017 1:53 PM
88	none	10/24/2017 11:53 AM
89	Unlike the 90, that terminates at another Nexus point, load and go for the 25, could improve making cross town bus connections.	10/24/2017 11:50 AM
90	none.	10/24/2017 11:01 AM
91	Trying to transfer buses at the plaza can be a bit difficult especially with buses arriving and leaving at the same exact time. The 5 minutes allows more people to get off their bus to get on the bus they need without having to wait.	10/24/2017 8:56 AM
92	If the STA wanted to do limited 24 hour service, having the 25 and the 90 doing the run would likely handle a lot of the demand.	10/24/2017 7:30 AM
93	n/a	10/23/2017 2:25 PM
94	None	10/23/2017 8:24 AM
95	None	10/23/2017 5:58 AM
96	no	10/23/2017 2:31 AM
97	People would just have to learn to be on time	10/20/2017 2:38 PM
98	N/A	10/20/2017 1:25 PM
99	NO PREFERENCE	10/20/2017 9:43 AM
100	n/a	10/20/2017 8:33 AM
101	If the bus waits 5 minutes or loads and goes to depart 5 minutes later, it will not make a difference tot he riders.	10/20/2017 7:00 AM
102	the only thing I see happening even now is when the bus driver shuts the door of the bus they will not reopen even if someone is knocking to get on. this route has the more impatient drivers of all the routes I have been on.	10/20/2017 6:37 AM
103	Dump STA, Useless White elephant that nobody uses	10/20/2017 6:21 AM
104	No further comment.	10/20/2017 6:15 AM
105	getting where you want to go faster is always better.	10/20/2017 5:37 AM
106	This bus should not even go to the Plaza. Just run it back and forth on Division St all day.	10/19/2017 3:57 PM
107	Counter to the 90, the 25 is constantly flooded with people with 2 buses running nearly back to back. It is such a popular route that, when it arrives, it takes more than 5 minutes to load every passenger. While the 90 is not as busy and would, I feel, suffer from Load and Go, the 25 is just busy enough that I think this would be beneficial.	10/19/2017 3:13 PM

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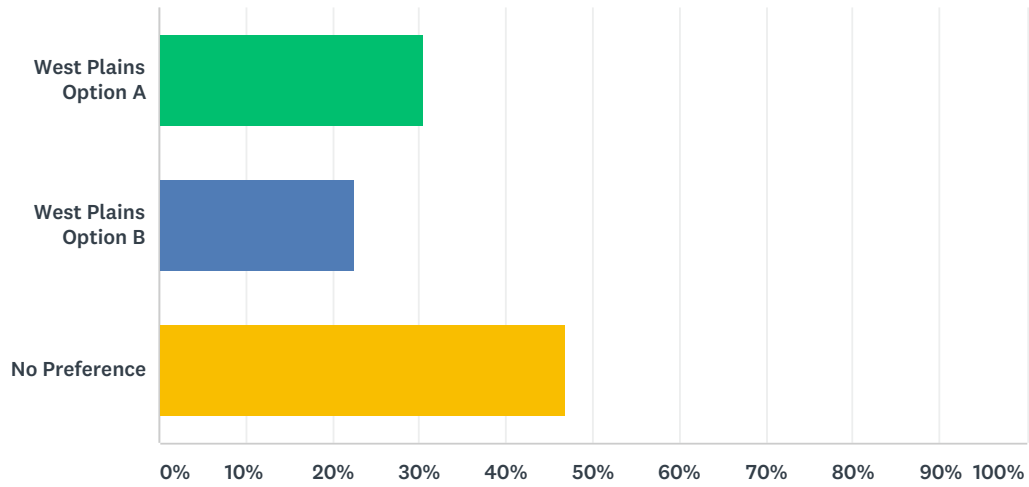
108	n/a	10/19/2017 2:35 PM
109	Hopefully more than 1 stop ever x minutes would occur to help with the new "load and go"	10/19/2017 1:17 PM
110	The 25 is usually packed full. When loading at the plaza it is usually boarded immediately. Load and go is a good idea. Better efficiency.	10/19/2017 12:20 PM
111	N/A	10/19/2017 12:17 PM
112	N/A	10/19/2017 11:02 AM
113	Concern regarding connection buses that are running late - resulting in patrons missing the 25 and having to wait for the next bus to arrive.	10/19/2017 9:36 AM
114	At the moment, this is the most unreliable route that I use. Anyway to improve the schedule is appreciated.	10/19/2017 9:32 AM
115	If it loads and goes, the problem I see is if another bus is running late then the route 25 would cause that person to be late.	10/19/2017 9:00 AM
116	o	10/19/2017 8:02 AM
117	how often this bus runs. every 15 minutes or every half hour	10/19/2017 7:55 AM
118	See above.	10/19/2017 7:42 AM
119	decrease property values eliminate parking for residents cost tax payers money	10/19/2017 7:37 AM
120	Either way the bus departs at the set time and if I'm there in time for that, then there is no difference to my ability to catch the bus- therefore, the benefits to the route are not offset by any impacts to me.	10/19/2017 7:04 AM
121	?	10/19/2017 6:30 AM
122	N/A	10/19/2017 6:24 AM
123	I have nothing to add.	10/19/2017 2:21 AM
124	Wouldn't be worth the effort	10/19/2017 1:00 AM
125	n/a	10/18/2017 3:23 PM
126	None	10/18/2017 2:59 PM
127	load and go helps everyone keep moving	10/18/2017 2:29 PM
128	n/a	10/18/2017 2:27 PM
129	N/A	10/18/2017 2:26 PM
130	n/a	10/18/2017 2:19 PM
131	N/A	10/18/2017 2:12 PM
132	At busy times, the 25 runs late anyway. My concern would be people depending on the bus departing at a specific time.	10/18/2017 1:54 PM
133	NA	10/18/2017 1:46 PM
134	There should be a Route 25 Express line stopping no more than every 1 to 2 miles.	10/18/2017 1:21 PM
135	Buses only help support bums	10/18/2017 1:12 PM
136	none	10/18/2017 1:11 PM
137	n/a	10/18/2017 1:11 PM
138	N/A	10/18/2017 1:07 PM
139	It's more of a big city style and people would get used to it.	10/18/2017 1:05 PM
140	Passengers may still need the wait time to get to the bus. The extra 5 minute wait will ensure riders don't miss their bus.	10/18/2017 12:49 PM
141	No Comment	10/18/2017 12:48 PM
142	NA	10/18/2017 12:47 PM
143	This idea leaves little or no time for transfers between routes.	10/18/2017 12:18 PM

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144	more timely arrivals/departures is always helpful	10/18/2017 12:18 PM
145	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
146	Sounds more efficient	10/18/2017 12:11 PM
147	Concern that [people will be standing outside in the cold scared that they will miss their bus.	10/18/2017 12:05 PM
148	People need the extra few minutes to run from one bus to the other.	10/18/2017 11:57 AM
149	N/A	10/18/2017 11:46 AM
150	None	10/18/2017 11:44 AM
151	Better connectivity with other routes (90, 66, 44, 45, etc.) is one of the most important tasks that STA really needed to take on from the beginning. It used to take me nearly 90 minutes to get from work on North Foothills to the lower South Hill because of a nearly half hour wait at the plaza. So that impacted me very hard.	10/18/2017 11:35 AM
152	Assess for needed modifications for riders with disabilities.	10/18/2017 11:31 AM
153	Access is key. Thank you.	10/18/2017 11:23 AM
154	The only way for this to work is to increase the frequency of the 25 to every 10 minutes or even more frequent	10/18/2017 11:20 AM
155	Also think about it when there are accidents or incidents that may delay a bus on the road.	10/18/2017 11:19 AM
156	I don't usually get on the 25 bus at the plaza, I usually got on at Ruby and Mission. Will the stops along the way still be predictable so I can plan accordingly or how would that work?	10/18/2017 10:57 AM
157	The majority of the time the bus only sits at the Plaza for a few minutes anyway. Plus during peak hours its a load and go situation anyway because traffic coming off division is so bad due to construction.	10/18/2017 10:51 AM
158	Never ride	10/18/2017 10:49 AM
159	N/A	10/18/2017 10:43 AM
160	none at this time	10/18/2017 10:38 AM
161	I have noticed recently he has had to get off the 25 and come to one of the last stops for the 173 bus headed to the Valley because the 25 won't make it to the plaza on time for him to transfer. Also, not sure what up with comments regarding more curb space at Plaza. Who's taking the curb space? Are you planning on having other buses sitting there longer or just want a place to park?	10/18/2017 10:28 AM
162	Better sunday and holiday coverage would be a blessing we all do not work m-f jobs	10/18/2017 10:26 AM
163	None	10/18/2017 10:26 AM
164	any additional help reducing transitions between buses it's helpfull	10/18/2017 10:25 AM
165	n/a	10/18/2017 10:22 AM
166	Seems like it would be harder to catch the bus downtown if you have smaller window.	10/18/2017 10:20 AM
167	Would you increase the number of trips the #25 makes so as to not increase wait times between runs?	10/18/2017 10:20 AM

Q17 Which West Plains Option do you prefer?

Answered: 930 Skipped: 1,055



ANSWER CHOICES	RESPONSES	
West Plains Option A	30.65%	285
West Plains Option B	22.58%	210
No Preference	46.77%	435
TOTAL		930

Q18 Please describe why you prefer West Plains Option A , Option B or have no preference.

Answered: 457 Skipped: 1,528

#	RESPONSES	DATE
1	I catch Bus 62 from Pine and Maple at Medical Lake and would like to continue riding the bus to downtown Spokane.	1/2/2018 12:12 PM
2	It would be more feasible for me.	1/2/2018 12:09 PM
3	I catch Bus 62 from Pine and Maple at Medical lake and would like to continue riding the bus to downtown Spokane.	1/2/2018 11:48 AM
4	option B would allow me to still connect with the 68 in Cheney to get to the CHAS clinic	12/28/2017 3:24 PM
5	Bus routes should run only at times with sufficient riders to cover the cost or a rate that covers the cost. I can't imagine there would be sufficient riders on the weekends.	12/27/2017 4:37 PM
6	I just want route 61 to continue going to northern quest casino.	12/26/2017 9:47 PM
7	It offers more service.	12/22/2017 10:50 PM
8	i work in the west plains and i live in the spokane valley and it sucks driving all the way and i would ride this light rail because getting to work would be faster.	12/19/2017 9:22 PM
9	I prefer option A because I like the changes to the 68	12/19/2017 5:56 AM
10	Option a because it seems more simple	12/18/2017 11:05 AM
11	I take the 66 and sometimes the 165 and it takes about 30 minutes to get there and you are proposing to extend that time.	12/16/2017 6:04 AM
12	Would have to ride them to really form an opinion.	12/14/2017 5:35 AM
13	It seems that it may increase service to areas that currently have minimal service.	12/13/2017 8:41 PM
14	No preference.	12/13/2017 4:47 PM
15	Option A provides increased service to West Plains areas, better routing, and less duplication.	12/12/2017 5:49 PM
16	Option A because there is no need to increase travel time to EWU. Many faculty and students(my daughter) including. Take this bus. Sometimes multiple to get there. Because it's cheaper.	12/11/2017 2:38 PM
17	I take the 66 everyday when I live out at Cheney. I rely on it very much for me to get to work in Downtown Spokane.	12/11/2017 11:59 AM
18	I'm a student that relies heavily on route 66 to get me to Cheney and spokane because i don't have a car even on weekend's	12/8/2017 1:24 PM
19	Both suck. Don't waste money out there. No one rides the bus. We just need their money.	12/6/2017 10:01 PM
20	I have kids that use the bus to go to EWU daily. Adding route 64 would be a nice benefit and not changing 66 would be really important as transit time from downtown to the EWU Cheney campus should be as quick as possible. I don't have an opinion on anything to Medical Lake except that I want to see improved transit service to all of our outlying communities whenever feasible.	12/6/2017 9:15 AM
21	The new 64 works better for where I live in Cheney.	12/5/2017 7:06 PM
22	I go on the 66 everyday and I do not want it to change. I like the frequency of times right now and I would like to be available evenings as well.	12/5/2017 11:37 AM
23	I would like Option B because the 165 caters to my work schedule and location. Also it goes down First street and goes to Spokane and the suggested 64 route does not go on First street.	12/2/2017 8:54 PM
24	I like that Route 66 would change and go later on the week nights. I rely on the bus to get to/from the airport when I travel home.	12/2/2017 2:13 PM
25	It serves EWU students better	12/1/2017 4:18 PM

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26	Option A makes way more sense. Route 62 should run nights and weekends! 61 to Medical Lake is a joke!	12/1/2017 12:22 PM
27	Option B keeps express service to Cheney.	11/30/2017 6:47 PM
28	Option A would make it easier for students and faculty.	11/30/2017 2:43 PM
29	No preference	11/30/2017 2:10 PM
30	I prefer West Plains Option A because I live in the 800 W 1st Apartment which has a bus stop 1 block from my house that links to the 165 bus, but it runs so infrequently that I am not able to use it often. Hundreds of students live in these apartments and the closest bus stop is 5 blocks away which especially in the winter is hard for me since I have mobility problems. I like the idea of the 68 serving the area where I live and I like that people will eventually be able to travel from Cheney to Medical Lake without having to go into Spokane because I know there is a need for that as well.	11/29/2017 9:26 PM
31	The 165 is the bus we take in the early morning to downtown. The 66 does not leave early enough to get to the transfer center to get to final location	11/29/2017 5:40 PM
32	I work at airway heights from medical lake. The plan A would complicate things but the weekend availability is preferred.	11/28/2017 2:12 PM
33	It is better at a Transit Center to have two options to get to Spokane. Two different routes continue to Spokane.	11/27/2017 1:11 PM
34	Stays in the same places in Cheney.	11/26/2017 9:04 PM
35	The current bus routes in Cheney serves the students and residents. There is no need to make dramatic changes, which will result in more inconvenience to people. In option A, 68 will not run along Betz road, which will not serve so many residents along Betz road. Simpson Parkway is the richest neighborhood in Cheney, where people drive BMW. They do not like to have bus stops outside their homes, and we do not want to walk 15 minutes from Betz to Simpson Parkway to stand outside rich homes for a bus, especially during snowy days. This is the main reason why we do not like Option A. Option B should keep everything as is. For 68 not serving the pub and the university students and employees is also a disaster. Keep everything as is. I regret supporting STA, which now try to change things in Cheney making things harder for us.	11/26/2017 12:37 PM
36	I'd let the bus drivers decide what they want.	11/25/2017 1:40 PM
37	PLEASE DO OPTION A!!!!!! I work graveyard shifts in Medical Lake and having no nightly or weekend service on the 62 means my job is in constant flux as to getting there on time. The 61 going to the medical lake center just doesn't cut it. Please fix route 62. It is without a doubt, currently the worst route in the whole system.	11/23/2017 8:30 AM
38	People in Cheney deserve better local service.	11/23/2017 1:01 AM
39	Option A appears to offer more options for Cheney riders.	11/22/2017 2:38 PM
40	My travel has nothing to do with EWU, so the current 66 is hit or miss, depending on the school schedule. The new bus would offer more availability for me to travel between Cheney and downtown Spokane	11/22/2017 12:01 PM
41	I ride Only the 66. The less disruption to that route the better.	11/22/2017 11:36 AM
42	I seldom use these routes.	11/22/2017 6:54 AM
43	I chose option a because I think the express route 165 might be a good idea to remove. I only road that route when attending school at EWU and would sometimes take this bus into Spokane. This would be the only major impact I would see from eliminating this route is the ability to move students to and from Cheney in peak hours. However, I trust you will/have considered this and will accomodate this in adjusting route 66s frequency where possible? Also, riders can get to and from perfectly fine without the 165 due to routes 66 and 68.	11/21/2017 9:10 PM
44	Option B provides more coverage for people living near 1st street (as well as in the Presley and Salnave area) who want to commute to Spokane for work and who get to the bus stop on foot.	11/21/2017 8:34 AM
45	I usually ride the 62 on weekdays. I like the idea of more service to medical lake on nights and weekends. I do like the weekend ability to get to airway heights on the 61 but the changes in option a are more valuable.	11/21/2017 7:17 AM
46	I think that routes 66 and 165 are mainly used for getting from Cheney to downtown Spokane quickly, makong them take longer doesn't make sense	11/20/2017 4:26 PM

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47	We can use the 68 from the apartments to go to shop in Cheney instead of walking 4 blocks, right now after walking 4 blocks from 800 W 1st, I usually just walk the rest of the way!	11/20/2017 12:35 PM
48	There is still no route that gets to the eagle ridge area. Much needed, especially at Cheney Spokane road, at the shopping center.	11/20/2017 11:05 AM
49	would not have to transfer from 68 to 66 to go to spokane	11/20/2017 10:01 AM
50	more times 165 goes close to my house	11/20/2017 10:00 AM
51	Option B appears to involve more of the city, giving easier access to those who may not be able to walk far to board the bus.	11/20/2017 7:13 AM
52	62 would run more often and nights and weekends.	11/20/2017 4:47 AM
53	A would be too confusing and long.	11/17/2017 12:28 PM
54	Appears that option A would reduce the number of buses headed downtown all of the time. It would also provide a good tie in when the second phase of the WPTC is complete that can provide access from the center to Airway heights without having to go to downtown.	11/17/2017 12:25 PM
55	Looks more straight forward for 165	11/17/2017 10:37 AM
56	I live on Betz Rd and I moved specifically here to be next to the bus stop. For four years I used to live at Simpson pkwy but no busses came by then. So it would be ironic that when I moved to be near a bus stop, it changed.	11/16/2017 11:50 PM
57	I think the 66/64 would get confusing and mess up many college students. Sticking with just the 66 would be best.	11/16/2017 10:16 PM
58	Im a student at EWU in Cheney, and I frequently need to go to Cheney, so nothing should be changed	11/16/2017 2:04 PM
59	I go to EWU 5 to 6 days a week and go to Spokane at night a lot	11/16/2017 1:36 PM
60	It's better to have the 62 run 7 days a week	11/16/2017 1:21 PM
61	Easy route	11/16/2017 1:03 PM
62	I would like to see the busses have more times available and also on weekends because the route 62 is the bus that I take every day and would like to see more routes and also something that you can go to Cheney but not go to Spokane and then come back the same way it will save on a lot of time and will make a lot of people happy I would take the bus more if they would go on weekends and with later services on the route 62	11/16/2017 7:18 AM
63	I live in Spokane and work in Cheney (sometimes on weekends) and I like the current 66 schedule during evenings and weekends	11/15/2017 4:42 PM
64	We need a bus stop at the petro gas station between four lakes and Spokane. Would use every day. Would be a quick stop for the bus	11/15/2017 10:41 AM
65	Option B maintains weeknight service from EWU to Spokane. Option A does not.	11/15/2017 9:33 AM
66	I would ONLY prefer plan A if: 1) there were frequent connections at the WPTC 2) there was little to no wait time between arrival at the WPTC and the 62 departure to Medical Lake and the same in reverse. 3) waiting area at WPTC was safe and secure with good lighting and security presence. 4) arrival and departure times to the hospitals were synced to the shift times (like they used to be).	11/14/2017 4:23 PM
67	So far as I understand, that would provide someone like me the best access to Eastern State Hospital on a more regular basis. I have tried to seek employment there but have had to turn away due to not being able to say I can get there on weekends/holidays and different times that work better with the shifts for employees that what the current bus routes provide. I know the main focus is and will be on people going to/from Cheney, particularly EWU students, but Medical Lake people need better attention to them as well as individuals like myself attempting to get to Lakeland or Eastern Hospital, again especially to work and either don't drive period or do not wish to drive that distance (like in the winter months being big).	11/14/2017 3:29 PM
68	Utilizes the new transit center the most	11/14/2017 12:54 PM
69	I ride 66 from Spokane to ewu, no change on either plan to 66 so no preference	11/14/2017 10:43 AM
70	Route 66 wouldn't change	11/14/2017 10:37 AM
71	No preference really just like option A over B. Just makes more sense to me	11/13/2017 11:54 PM

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72	For those heading to cheney at night during the weekdays option A seems like it would take longer stopping at the new stations whereas option B is more of a straight shot not eliminating Route 66. Unless route 64 would be Route 66 not eliminating any of its stops.	11/13/2017 7:49 PM
73	Because bus 62 would run more often. It would be nice to have a 4:20pm bus instead of having to wait 40 minutes after work to catch a bus from Eastern State Hospital to downtown.	11/13/2017 7:25 PM
74	I prefer Option B because I use the bus stops along Betz Road all of the time.	11/13/2017 5:20 PM
75	If the 62 runs more often then I'd take that to work (weekdays working 8:30a-5:00p) rather than drive to the Jefferson P&R	11/13/2017 4:09 PM
76	I take part in clubs at EWU and take the bus regularly on weeknights.	11/13/2017 2:06 PM
77	I ride the 66 bus at EWU everyweekend and I wouldn't be really helpful if it stayed the same. However if I were to change it would not cause that much of an issue	11/13/2017 1:53 PM
78	Better service for medical lake and easier to get to Cheney without going into spokane	11/13/2017 12:43 PM
79	Because there doesn't need to be three different bus routes for cheney/spokane commuters.	11/12/2017 12:43 PM
80	A seems cleaner. But I worry about loss of direct service between Airway Heights and Medical Lake. How well-used is it?	11/11/2017 6:06 PM
81	i use the 66 to get to eastern 5 days a week for classes...so the options do not affect that route.	11/11/2017 2:14 AM
82	I take the 66 out to EWU and I do not have access to a car. I would not be able to get to school on the weekends if I needed to, which would be very inconvenient.	11/10/2017 11:26 PM
83	When I'm coming back to Cheney from Spokane, route 165 has a stop close to home that would not be there with Option A. Especially in the winter when it gets dark outside earlier, and being a woman, there are more safety concerns late at night and having a shorter walking distance is much preferred. With Option A, I would need route 64 to run early in the morning like route 165 did as I commute early in the morning. Also, as a student, having stops around campus is much more convenient than the increased walk time that Option A creates.	11/10/2017 9:16 PM
84	Higher frequency	11/10/2017 1:01 PM
85	West Plains option A most definitely reminded, I get to keep my 62 Medical Lake bus stop at Medical Lake highway & Geiger, I don't have ride the buses back and forth to get Cheney & Airway Heights, a bus that runs more frequently, & finally get rid to Spokane on Weekends to run for Bloomsday & watch Hoopfest, I love idea!	11/10/2017 12:26 PM
86	I am a Cheney resident and rely heavily on the STA. I think that Option A is more efficient and helpful to all residents. I think it may be a bit confusing at first but would ultimately be the better option!	11/9/2017 9:30 PM
87	The route names are already familiar with the customers. It would reduce the re-training of people riding the bus.	11/9/2017 7:11 PM
88	66 is the route I take and it is fine the way it is no need to change.	11/9/2017 7:32 AM
89	A is more convenient for frequent passengers.	11/8/2017 6:25 PM
90	I prefer up your day cuz I live in Airway Heights go to Cheney a lot and would love to heading to Transit Center to connect Medical Lake Airway Heights in Cheney all together so I don't have to go downtown and adding Route 64 would be lovely between Medical Lake and Cheney was a love it so much	11/8/2017 6:09 PM
91	no	11/8/2017 6:07 PM
92	The stop at Simpson Pkwy would be extremely helpful to me	11/8/2017 11:34 AM
93	I use the Betz bus stop every day to get to class so I would prefer the 68 to continue to serve Betz Road.	11/8/2017 10:40 AM
94	66 and 64 could be used weekdays or weekends to Spokane. 68 avoids railroad crossing and adds service to Simpson Parkway.	11/8/2017 8:35 AM
95	I like the Cheney Express which goes down First Street in Cheney and heads to Spokane. The 64 would not be going down First. Also would prefer to take the 66 in the evenings and not stop at the West Plains	11/7/2017 8:30 PM

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96	I like the way the schedule us now, it seems to still cover all the days and times people need it. Also the areas people still use. It is also easier to not have to learn all new routes and times and still have a west plains transit center to help connect bus routes.	11/7/2017 8:22 PM
97	Eastern student want same access on weekends	11/7/2017 5:12 PM
98	Option B has no route changes to Route 66 and 165 which is the bus I relay on to get to work and home.	11/7/2017 4:50 PM
99	More frequent runs to medical lake	11/7/2017 2:02 PM
100	Out of the listed routes, I only use the 66 to get to and from Eastern Washington university on schooldays (which seems to have not changed much)	11/7/2017 12:57 PM
101	I would like having another bus to go to cheney	11/7/2017 12:31 PM
102	I would like the ride to be more frequent like every 30 min.	11/7/2017 8:30 AM
103	Option A looks like it connects medical lake and Cheney to Spokane better (more frequently, more consistently, and more predictably) than option B	11/7/2017 8:12 AM
104	Route 165 is inefficient and takes a bus resource that could serve Cheney more efficiently. Route 165 serves the edges of Cheney, I feel the bus should be more centered Like an extended version of route 66. Route 64 looks like an extended version of route 66 Route 64 should dominate the primary routing to Cheney when EWU students are not using the bus as much. Route 64 should be at least half hour frequency during Peak hours and maybe all day except nights and weekends when it is put at Hourly.. Route 66 should only come out when needed as a supplement for EWU students and offsetting route 64 Route 66 maybe should not be used at all in the summer. I like the Idea of route 68. It would help the efficiency and safety of the route. Less people would be crossing an unsafe street to transfer.. Hopefully route 68 has just one pattern all year long weekends, nights, etc... The multiple patterns have caused confusion...	11/6/2017 6:16 PM
105	Keeping 66 the same is my preference	11/6/2017 5:35 PM
106	I depend on 66, and am reluctant to not have evening and weekend service on the 66. I realize 64 would provide this service in option A, but I would want to know more about the frequency it would run and how long it would take before giving up the evening and weekend 66.	11/6/2017 2:38 PM
107	I would prefer to have a route service 7 days a week in medical lake to the hospital for employment	11/6/2017 1:21 PM
108	increase in service for later riders	11/6/2017 1:11 PM
109	Because it involves keeping the EWU PUB bus stop	11/6/2017 11:18 AM
110	Will not use it	11/6/2017 9:46 AM
111	As a daily work commuter from Cheney. I don't want the trip to get any longer, meaning I would prefer express service that does not stop at the new transit center during my ride which currently starts in at 6:45 am getting me to work at 7:30 and a 5:05 PM when I board the 66 for my ride home. The 6th street route works well for me because its closer for me, however, I have observed a number of work commuters using the Yokes parking lot to park and ride.	11/6/2017 8:49 AM
112	I like both options but less stops before reaching Cheney on the Cheney routes is better for me, and in my experience the night route to medical lake is very low volume so I don't see a need to change it from the current form.	11/6/2017 8:40 AM
113	I think plan seems like it would work a bit better it would be less confusing. Having the 66 be the express service and having the 64 local Making all the stops. Making the wptc a transfer point.	11/5/2017 4:35 PM
114	I would ride much more if 62 operated nights & weekends. It would be great to not be stranded out here. I have never taken 61 because it is a 50 min ride at inconvenient times.	11/4/2017 4:32 PM
115	Increased service to downtown and the option to transfer at west plains to go to airway heights instead of having to come downtown to the plaza to catch a bus to airway heights and in reverse to get home.	11/4/2017 2:43 PM
116	Option A appears to have a number of benefits versus Option B. 1) It provides more flexibility for frequency control, especially for Route 62. However, scheduling will need to be done in a manner that keeps layover times for transferring passengers at a minimum. Otherwise, the passenger experience and convenience would be greatly reduced. 2) Route 68 appears to serve more of Cheney in Option A, improving service to that community.	11/4/2017 1:59 PM

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117	A offers more choices	11/4/2017 10:55 AM
118	Because it enables growth in medical lake without substantially reducing service at times I use the 66 bus route.	11/4/2017 6:52 AM
119	There isn't enough information provided. I can't make a decision without knowing specific frequency and length of service. My only objective is to round trip between the Jefferson Park & Ride and EWU as late and as frequent as possible so whatever choice provides that. Being able to get around Cheney from EWU more frequently than hourly would be nice too because I could leave campus to eat.	11/3/2017 3:18 PM
120	Because I only go to EWU on weekdays, meaning that I only take route 66 which is going to stay mostly the same as it does today.	11/3/2017 2:43 PM
121	I really like the proposed changes to the route 68	11/3/2017 2:34 PM
122	Option A because route 68 stops at EWU	11/3/2017 2:11 PM
123	Nice either way no preference	11/3/2017 1:30 PM
124	Please do not cancel route 165	11/3/2017 1:11 PM
125	In case I go to EWU on weekends, I will still be able to ride on the 66 route.	11/3/2017 11:41 AM
126	How long will the 165 wait at the West Plains Transit Center? Will I still be able to catch the 22 at 7:50 am at the Plaza?	11/3/2017 10:59 AM
127	Night and weekend rides from medical lake are long.	11/3/2017 10:38 AM
128	This doesn't affect me and I think it is unnecessary. Waste of resources.	11/3/2017 9:51 AM
129	No preference. I would like USB ports on the buses so i can charge my phone while I travel	11/3/2017 9:47 AM
130	I think 1st street directly needs service to Spokane.	11/3/2017 9:18 AM
131	I prefer B because I ride the 66 multiple times a day and it works very well. I'm concerned about it changing at all. Especially the change where it doesn't run weekends and nights. Also, I'd prefer to keep the 165.	11/3/2017 7:24 AM
132	More runs and runs 7 days a week.	11/3/2017 7:04 AM
133	I work downtown on weekends and have to catch a cab to Walmart in Airway Heights to go to work and with this new route it will save a ton of money and time	11/3/2017 6:27 AM
134	More weeknight service between EWU and Downtown Spokane as a result of a dedicated route 64 for weeknights would be wonderful.	11/2/2017 4:37 PM
135	Option A and Option B should be combined somehow.	11/2/2017 3:33 PM
136	I ride the bus to camps everyday and option A and I like the sound of "The route will be on schedule more often"	11/2/2017 1:33 PM
137	This option seems to streamline service, offer more time options and better service to the Cheney and Medical Lake areas	11/2/2017 1:31 PM
138	I ride #66 because it's super convenient from the Jefferson lot and don't want this route to change.	11/2/2017 1:12 PM
139	Having the ability to travel to EWU soon weeknights or weekends would be nice	11/2/2017 12:42 PM
140	What I'm interested in is more express service between Spokane valley and ewu.	11/2/2017 11:56 AM
141	I have no preference as to the route change because I really only take the 66. However, I like the idea of there being a loop for the bus route because I'm planning to move on campus.	11/2/2017 10:56 AM
142	I work a dinner shift in spokane and would use the new route to get home faster	11/2/2017 8:53 AM
143	Option A provides more flexibility for me. My son attends Salnave Elementary and it would allow me to get the school easier without having to walk so much especially in the winter months. This option covers all the various things I need both here in Cheney and being able to get to Spokane in a timely manner.	11/2/2017 8:25 AM
144	NA	11/2/2017 8:17 AM
145	i have a friend who lives in medical lake that works in cheney	11/2/2017 7:29 AM
146	More places are being covered	11/1/2017 10:28 PM

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147	Improved service to travel within Cheney	11/1/2017 4:08 PM
148	I ride the 66, which seems the same in both.	11/1/2017 2:52 PM
149	like route 62 with with option b make it operate nights and weekends.	11/1/2017 2:25 PM
150	I like plan A because it has more times that it will arrive in Medical Lake and maybe my wait time between rides from Medical Lake to Downtown won't be so long.	11/1/2017 7:47 AM
151	I prefer option b because sometimes I come to school on the weekends or stay late on weekdays and I would like the route to remain the same.	11/1/2017 7:26 AM
152	I ride Route 66 in the morning and at noon so it wouldn't affect me	11/1/2017 6:13 AM
153	It seems that option A offers more to commuting EWU students, being one of them, myself.	10/31/2017 9:33 PM
154	I would like to get to Cheney from Medical Lake without going clear into Spokane. Having 62 seven days/week would be very helpful	10/31/2017 4:51 PM
155	Prefer Option A because I work on the weekends and its an hour long ride on the 61	10/31/2017 2:37 PM
156	I don't live or go to Cheney at all so I don't know the functionality of the routes or roads in detail	10/31/2017 2:20 PM
157	I go to EWU	10/31/2017 2:20 PM
158	Better service to Cheney	10/31/2017 1:47 PM
159	na	10/31/2017 1:23 PM
160	Because I take the 66 all the time.	10/31/2017 11:23 AM
161	It's ridiculous that the 68 wouldn't stop at the new stops at the ewu pub. This is a main stop and pick up for people living in cheney and betz road is a main stop for people to get on the bus and get to places. We need the bus on betz road	10/31/2017 8:58 AM
162	I ride 66 and it would mostly stay the same	10/31/2017 8:27 AM
163	I really only take the 66 and neither of those plans effect my route enough to have an opinion.	10/31/2017 8:23 AM
164	Love the new bus 64!	10/31/2017 7:06 AM
165	It seems that both Options have multiple routes that travel the same path. It seems to be a waste of resources.	10/31/2017 6:48 AM
166	I rarely go out that way	10/30/2017 5:55 PM
167	Both of these changes would be great since I live on the current 165 route and only have service early morning or later afternoon and only during the school year.	10/30/2017 4:10 PM
168	Because Route 66 stays mostly the same for either option.	10/30/2017 2:39 PM
169	I like the option that provides longer hours of operation	10/30/2017 2:07 PM
170	Option B is the best for me. In option A I wouldn't want to take the bus if my options after 5 PM are limited. I would like to know what time the evening schedule starts for Route 66. I sometimes teach a class at EWU until 5:30 so I don't get done until 6. I would like to continue to take the bus, however that option may be eliminated I option A	10/30/2017 2:05 PM
171	Less change and wouldn't have to pay new drivers for route 64	10/30/2017 1:53 PM
172	Option B seems to give more complete service to all areas of the West Plains.	10/30/2017 1:49 PM
173	Best option for my kids to be able to access the city transit	10/30/2017 1:16 PM
174	I will never ride the bus.	10/30/2017 1:05 PM
175	No preference	10/30/2017 1:04 PM
176	Having more routes through Medical Lake would be beneficial and decrease wait times. I love the option to be able to change buses sooner to go to Cheney vs. having to go into Spokane to the Plaza to change buses to come back to Cheney. My brother stopped riding the bus when the took out the link from Medical Lake to Cheney.	10/30/2017 1:03 PM
177	The more routes around Cheney the better! I went to school at Eastern and I took the bus 2-4 times a day.	10/30/2017 12:58 PM
178	does not impact me	10/30/2017 12:23 PM

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179	Mainly because I would be screwed on getting home to cheney from Spokane if it no longer ran on weekends and weeknights- and so would many other people. I'm not sure how often the new route would run so I'm wary of that.	10/30/2017 12:18 PM
180	no impact	10/30/2017 11:53 AM
181	You haven't addressed Route 61 much except for the Medical Lake and FAFB perspective.	10/30/2017 9:58 AM
182	Seems simpler and allows riders more direct options.	10/30/2017 9:28 AM
183	68 being on schedule more, to go to airway heights frok Cheney I don't need to go all the way to the plaza then back.	10/30/2017 8:08 AM
184	It's good now.	10/30/2017 7:45 AM
185	Because I catch the 165 on Presley going to Spokane for work. Plan A would force me catch the 68 and have to transfer within Cheney to thw 64 or 66 before continuing on to Spokane.... also increasing travel time!! Might as well just keep the 165 and have it stop at the new transfer station.	10/30/2017 7:13 AM
186	Cheney care center & Rock wood clinic	10/29/2017 6:06 PM
187	Option B is preferable because discontinuing the route portions as proposed in Option A would adversely affect me, and several other people that I know in fact. Maintaining access to Betz Rd and the south east side of the university is very important to me.	10/29/2017 5:29 PM
188	A for the service is on weekends for the hospital.	10/29/2017 11:52 AM
189	I work at eastern state hospital. I start at 9:00 am get off at 5:15. I take 62 from the plaza, at 7:25 get to work at 7:55, wait an hour. When I leave at 5:15 the 4:50 bus is already gone. I walk to the Medical lake transit center weather permitting. Wait for the 5:50 bus that gets in the to the Jefferson Park and Ride at 6:50 pm.	10/29/2017 8:02 AM
190	Option B will make it easier for passengers to not have to remember a new bus number and plan ahead to get places.	10/27/2017 10:19 PM
191	Shortens the 62, eliminates the 165.	10/27/2017 9:06 PM
192	Option A just seems like the all around better option.	10/27/2017 2:30 PM
193	Most people riding the 66, mainly students, only go to spokane and have little need for the west Plains stop which would add undue time to the already long trip. Students not from around here are already confused with the bus schedules, adding another bus but only at nights and weekends would make the routes unnecessarily complex.	10/27/2017 2:01 PM
194	More trip options	10/27/2017 1:51 PM
195	More trips per day, weekend service.	10/27/2017 1:01 PM
196	Option A sounds like a better overall plan, but could use a few adjustments.	10/27/2017 11:53 AM
197	I rely on the 165 for my commute to/from work. Options A and B both increase the commute time but option B would increase it less.	10/27/2017 11:45 AM
198	Seems like it would be the easied for the rider to adjust to.	10/27/2017 9:38 AM
199	A seems more predictable and easier to know what stop to go to.	10/27/2017 9:12 AM
200	B because the express and the 66 need to be continued on weeknights for students to be able to participate in school activities and still be able to get home	10/27/2017 7:33 AM
201	As long a my college students can take the 66 to the EWU campus I'm good.	10/27/2017 6:29 AM
202	NA	10/27/2017 5:42 AM
203	NA	10/26/2017 8:33 PM
204	I take the 66 home from work and with the changes I would have to travel further to catch the new route 64	10/26/2017 8:06 PM
205	Plan B makes more sense .	10/26/2017 6:42 PM
206	Option B because as a student at EWU who relies on route 66 to get to and from school and home, I'd like to be able to get on the bus and stay on it without extra transfers if I have to stay late on campus. Option A made it sound like if I was on campus too late, I'd have to rely on a combination of 68 and 64 to get downtown to my bus home.	10/26/2017 5:29 PM

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207	As an EWU student, the new route 64 sounds convenient for my weekend activities. I have never used route 165.	10/26/2017 5:28 PM
208	When I take the bus, I use 165 from Four Lakes.	10/26/2017 3:32 PM
209	The Salnave Prsley loop services working commuters. This is a large group of dailey riders that depend on the bus. If they have an additional transfer to build into the timing, it would be unmanageable for most of them. Many purchased homes based on the bus route location. I myself would be very upset.	10/26/2017 3:06 PM
210	Cheney service 7-days a week from downtown. I'm not a fan of the current 165 route.	10/26/2017 2:56 PM
211	more options to use the bus 7 days a week	10/26/2017 1:01 PM
212	I live in Eagle Point and hats a far walk if it didn't run through there	10/26/2017 12:31 PM
213	Either one is fine, assuming no negative changes to the frequency of service	10/26/2017 12:25 PM
214	Option A is barely batter than option B. This is because I and many others live in Boulder Apartments on Simpson Parkway and would benefit from a closer bus stop, especially in the winter and evenings. However, if Boulder were to get a bus stop than rent would likely go up more. Higher rent would be bad.	10/26/2017 11:19 AM
215	Option A makes it seem like all the routes would be longer and less convient	10/26/2017 11:12 AM
216	I live by Presley Dr. and Salnave Rd. It is easier to take 165.	10/26/2017 8:00 AM
217	Provides increased accessibility Medical Lake from Cheney	10/26/2017 7:43 AM
218	Seems to be a workable idea. I like the idea of increasing service.	10/26/2017 7:23 AM
219	I don't live in that area, nor do I take the bus.	10/26/2017 4:05 AM
220	I work at city hall and 165 is a great direct line. I hardly get to see my family and I don't need the hassle of zagging through Cheney when I can go straight through the backbone.	10/25/2017 5:29 PM
221	People in Cheney rely on the bus going through the city of Cheney. If we were to change that it would interfere with the residents of Cheney	10/25/2017 2:59 PM
222	I ride the 66 from ewu and would not want to walk all the way to k street	10/25/2017 1:31 PM
223	Cheney routes more streamlined	10/25/2017 11:25 AM
224	I take 66 to school from the park and ride if there were an easy liberty lake express then I'd utilize that often even from the plaza.	10/25/2017 10:13 AM
225	no preference	10/25/2017 7:57 AM
226	Option a seems more efficient	10/25/2017 7:35 AM
227	My only concern is the elimination of the 165 bus. I take this bus often. As an alternative to the 66. I hope the new west plains route will run as often as the 165	10/25/2017 5:55 AM
228	Option A was a great choice because I see a whole bunch of ewu students get on 68 from the ewu pub	10/24/2017 5:59 PM
229	I already have to change buses a couple times to get home and adding another one would add onto the time it would take me to get home.	10/24/2017 5:18 PM
230	I prefer a regular direct nights and weekends option into Spokane. Without having to stop at new transfer station unless absolutely necessary.	10/24/2017 4:06 PM
231	I really only ride these routes as far as Browne's Addition, so I am not qualified to weigh in.	10/24/2017 3:52 PM
232	It seems to have the best options.	10/24/2017 3:46 PM
233	I live in medical lake. I need more time options for traveling to and from my home.	10/24/2017 3:29 PM
234	I would choose option b, because I rely on route 66 to get to downtown spokane on weeknights and weekends. I think that the 64 route would be more difficult for me to get to. But I don't agree that the 68 shouldn't have bus stops by the ewu pub. I think the routes should stay the same and Sunday's should just have a later bus service	10/24/2017 3:14 PM
235	I chose no preference because both of these options would be more inconvenient to me and make me use the transit system less.	10/24/2017 3:12 PM

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236	More commuters to Eastern State Hospital if runs every day for the day/afternoon shifts.	10/24/2017 2:55 PM
237	Option A is more linear and this is most efficient in logistics.	10/24/2017 2:36 PM
238	like the fact that the 66 would not stop at the wp stop.	10/24/2017 1:31 PM
239	As long as the schedule to Jefferson Park and Ride remains unchanged I'm fine	10/24/2017 12:57 PM
240	Option B it's better to go by Eagle Point on both sides since a lot of students live there. Especially during winter some prefer the bus instead of driving themselves. Option A is great that the route goes by the field which I think should happen. Especially during game days it'd be easier for people to attend and not have to worry about finding parking. But with option B, you also need to go through 7th street since the stops offer closer walking distance to multiple buildings.	10/24/2017 12:40 PM
241	I live in Airway Heights. An express bus in general to Airway Heights would be great. There is a need.	10/24/2017 12:09 PM
242	Commuting time to and from Medical Lake to Downtown Vastly improves. Allows for commuting from Medical lake to Cheney/EWU viable.	10/24/2017 11:55 AM
243	n/a	10/24/2017 11:54 AM
244	I like that 66 connects to the park and ride at all times during he week	10/24/2017 11:07 AM
245	I like option B because it gives riders more buses to choose from to go to Cheney. It would also mean some students could park at the park and ride in West Plains versus driving to campus.	10/24/2017 10:36 AM
246	I prefer option A. Route 68 should serve the PUB at EWU to have better ridership. Also if option B is selected, routes 66 and 165 should switch numbers considering it is not "express with having to add time for an extra stop"	10/24/2017 9:07 AM
247	As long as there is still a stop regularly in the four lakes area it doesnt matter which new route is added or not.	10/24/2017 8:53 AM
248	If some of the 165s in the afternoon turn into 66s as they currently do, my current commute won't be changed. The Option A 64 doesn't have that option from what I can tell.	10/24/2017 7:40 AM
249	I currently use 66 and 165 to get to and from Spokane for work on weekdays. It appears that both plans would allow for my access to remain about the same.	10/24/2017 6:36 AM
250	The 165 has been helpful to everyone who works early mornings and late nights changing it would have a huge negative impact.	10/24/2017 6:18 AM
251	Either one I believe will still accomodate my work schedule Tues-Sat	10/23/2017 6:52 PM
252	I ride the 66 daily as my commute option. I support additional routes into Cheney, but I think the 66 and 165 both provide good coverage right now and I'd hate to see that changed.	10/23/2017 5:02 PM
253	Simpler routing, reduces number of different routes but keeps service similar or better.	10/23/2017 3:36 PM
254	n/a	10/23/2017 2:26 PM
255	I've been saying for years that the 165 route is a waste and the 68 route should just be expanded.	10/23/2017 1:00 PM
256	Having the 68 cover the long walk from the 165 stop would be great, and having the 64 cover the 66 loss would help get me to and from school easier	10/23/2017 12:48 PM
257	All except the change in route 68 lots of people use the 68 on Betz rd	10/23/2017 12:22 PM
258	I ride Route 66 every weekday as I commute for work to EWU. I've also ridden Route 68 from time to time around Cheney to go to/from the library or to/from the mechanic. I think making Route 68 more of a continuous, circular loop (which would still serve students living in the Eagle Point apartments) is preferable as it would stick to mainly arterials and not go on very many side roads.	10/23/2017 11:15 AM
259	Option A best as long as 66 runs more often in the afternoon. It needs to run at least every 1/2 hour for people going to homes off of 6th St and the PUB. The 165 does not go where the population is.	10/23/2017 9:50 AM
260	I mostly use this to go to EWU during the weekday. Only concern - would this affect the bus that travels to the airport? Airport access by bus is important (though not always feasible in the early am or evening hours, when the bus doesn't run frequently or at all).	10/23/2017 9:24 AM
261	Not sure which one would serve my daughter better. She travels to EWU 5 days/week from Garland area of Spokane, through downtown and to Cheney.	10/23/2017 8:57 AM

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262	N/A	10/23/2017 8:25 AM
263	A is a better option for students	10/23/2017 7:57 AM
264	I live in the west plains and would like the bus that services that area.	10/23/2017 6:57 AM
265	Quicker to get to Cheney from downtown Spokane.	10/23/2017 6:56 AM
266	Nights and weekends would benefit people in the area.	10/23/2017 6:44 AM
267	As I live on Simpson Parkway, I do not want a transit bus driving past my house every hour, that road is already extremely busy and make the driveway hard to get out of. Also Betz and Washington streets have more apartments and students traveling then Simpson Parkway does.	10/23/2017 6:21 AM
268	None	10/23/2017 6:00 AM
269	why don't you come out on night shift. To medical lake & Lakeland village.	10/23/2017 2:36 AM
270	I go to Airway Heights	10/22/2017 3:21 AM
271	I don't ride to the West Plains or Cheney.	10/21/2017 5:37 PM
272	I would like to see an 11:00 pm bus for the State Employees in Medical Lake.	10/20/2017 7:46 PM
273	NO PREFERENCE. IT SOUNDS LIKE THE BUSES WOULD RUN MORE IN OPTION A.	10/20/2017 2:11 PM
274	N/A	10/20/2017 1:25 PM
275	More service from K Street station to EWU campus during the day	10/20/2017 1:04 PM
276	Whichever plan is the quickest for getting my college kiddo from the north Mead area to EWU. :-)	10/20/2017 11:05 AM
277	I would be able to take the 62 bus from the Jefferson park and ride during the week and weekends to commute instead of having to drive. I also am an EWU student that uses the Jefferson park and ride. If I could take the new cheney bus directly to Lakeland and avoid having to drive to Cheney or Medical Lake I would use the bus a lot more and save a lot of money, depending on how late the medical lake bus ran out to Lakeland.	10/20/2017 10:22 AM
278	NO PREFERENCE	10/20/2017 9:44 AM
279	N/A	10/20/2017 8:39 AM
280	Neither...a lot of cost and expense for empty or near empty buses. Why do we need to employ bus drivers for empty buses?	10/20/2017 8:33 AM
281	Less wait time for persons in ML via this route as 62 would not go all the way downtown.	10/20/2017 6:56 AM
282	Will anybody use this service? Or will it just be empty buses in rural areas? STA sucks!	10/20/2017 6:22 AM
283	I do not utilize the transit system enough to have a strong enough opinion.	10/20/2017 6:18 AM
284	If there is more availability to buses I'm happy.	10/20/2017 4:18 AM
285	Night and weekend service would be beneficial to those working odd shifts at the Medical Lake Hospitals.	10/19/2017 10:31 PM
286	Betz Rd is the popular bus stop	10/19/2017 2:49 PM
287	n/a	10/19/2017 2:36 PM
288	Many people work on the weekends out in Medical Lake and this will help them and it will also give the teenagers a way into town on the weekends	10/19/2017 2:23 PM
289	Anything to help our interns from EWU, I'm a fan.	10/19/2017 2:09 PM
290	less stops to get to the Downtown Plaza to catch another bus to get to the Valley Transit Center	10/19/2017 2:01 PM
291	Simpler, easier to understand. Has all the routes I would need to use.	10/19/2017 1:56 PM
292	The extended 68 route would be good for Cheney local and the new 64 route serving weekends and evenings would place more buses on this route	10/19/2017 1:33 PM
293	Don't live nor take the bus out there	10/19/2017 1:19 PM
294	No preference as only use Route 66, so as long as there is service between Cheney & Spokane then it doesn't matter which option.	10/19/2017 12:37 PM
295	only prefer A because of weekend and night service.	10/19/2017 12:11 PM

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296	The 66 route is more accessible for more population. It is a joke when people are told the 165 goes to the PUB in the afternoon. It is faster to wait another 15 min. for the next 66.	10/19/2017 11:08 AM
297	I like the current route 66. I don't see a reason to add a stop to the spokane-EWU commute and it is unclear to me when "weeknights" would begin.	10/19/2017 11:08 AM
298	Better location	10/19/2017 11:02 AM
299	Lettered street area gets more traffic for students, gives options to transfer over at West Plains Transit Center/partake in local business while waiting.	10/19/2017 10:43 AM
300	I don't live in town or near where a bus would stop	10/19/2017 10:13 AM
301	Don't want to get rid of the 165 Cheney Express	10/19/2017 9:50 AM
302	I do not ride the bus.	10/19/2017 9:30 AM
303	None	10/19/2017 9:29 AM
304	The map makes it look like option B stops at the transit center on most trips; I'd prefer a direct route to Spokane if possible	10/19/2017 9:10 AM
305	I prefer having the express option for the 66 without dropping evening services	10/19/2017 9:06 AM
306	B option is user friendly and has more options	10/19/2017 9:03 AM
307	Messing with the weeknight and weekend schedule for the 66 would be a huge problem for students and those who work in Cheney. As someone who relies on the bus system heavily (I have no car), the schedule it has now is perfect. I also like that it wouldn't stop at WPTC, having to stop there would add to the commute and the whole idea is to get there quicker.	10/19/2017 8:39 AM
308	Having a more frequent bus from the West Plains Transit Center to Medical Lake would give a huge increase in the amount of travelers that would take the bus. The would have more readily access to take the bus with the option to go from Medical Lake to either Cheney or Spokane. With all of the state workers tha work in the Medical Lake area on all days of the week, I would fell that there would be a HUGE increase in the amount of riders STA sees, which in turn would increase your revenue	10/19/2017 8:26 AM
309	works better for ML	10/19/2017 8:04 AM
310	No preference. I ride to Airway Heights Corrections Center, and it doesn't look like either plan would alter that.	10/19/2017 7:43 AM
311	MANY of the people who ride this bus route from EWU to Spokane would prefer not to stop at a transit center near Medical Lake. Doing so would increase the travel time. I believe that you will receive complaints regarding extended time. When I ride this bus, I go directly from the Jefferson Lot to EWU and would not like to take longer to stop in Medical Lake. It appears, from my understanding of option A, that during the heaviest ridership times, there would still be a 66 that would run from downtown Spokane to EWU without the transit center stop.	10/19/2017 7:38 AM
312	Makes more sense	10/19/2017 7:19 AM
313	Neither of these appear to have additional routes to Airway Heights	10/19/2017 7:16 AM
314	Nights & weekends service.	10/19/2017 7:12 AM
315	7 days a week including evenings	10/19/2017 7:04 AM
316	medical lake	10/19/2017 6:57 AM
317	more frequent buses on the existing routes in Cheney	10/19/2017 6:53 AM
318	no preference,	10/19/2017 6:46 AM
319	?	10/19/2017 6:32 AM
320	I would use the west plains option A. That would be great.	10/19/2017 6:32 AM
321	It looks like Plan A is expanding current service. That's not a bad thing.	10/19/2017 6:19 AM
322	Medical Lake needs more time for the bus to be here it ends at night far to early to make it a valuable mode of transportation.	10/19/2017 5:48 AM
323	No preference	10/19/2017 5:46 AM
324	This option doesn't affect me because I drive all the time.	10/19/2017 2:25 AM

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325	A looks more efficient for the few it will benefit	10/19/2017 1:01 AM
326	option B due to having the option of taking the bus all the way downtown or getting off at that transfer station.	10/18/2017 11:24 PM
327	Option B would allow the students at EWU to have more around the clock access to travel the area.	10/18/2017 11:14 PM
328	Longer routes equal better service options for customers (more important than if waiting times between stops increase).	10/18/2017 10:47 PM
329	Although I don't use the bus I do have children who do. Option 1 seems as if it would better serve them. They now have to leave earlier than necessary to catch a convenient bus or walk halfway across town.	10/18/2017 10:39 PM
330	It seems easier to figure out how to stop at WPTC if you want to go to Medical Lake.	10/18/2017 10:08 PM
331	I am not familiar with these routes/areas to be able to provide an informed opinion. Thank you.	10/18/2017 9:28 PM
332	Better coverage to all of Cheney (plus I don't like the added time on 165 stopping mid-way to town -- it's not very "express" that way!)	10/18/2017 8:12 PM
333	Hard to answer	10/18/2017 5:57 PM
334	it would be wonderful if I again to take the bus to and from work(Lakeland Village) The bus currently does not run evenings or weekends	10/18/2017 3:59 PM
335	no preference	10/18/2017 3:53 PM
336	i do not use the bus in this area (but i will forward the survey on to people who do)	10/18/2017 3:48 PM
337	n/a	10/18/2017 3:24 PM
338	I guess it would be nice if the new Route 64 could service more times and areas than the 165.	10/18/2017 3:20 PM
339	Both options are bad, people need the 68, the 66, and the 165 to continue as they do. Also adding a another bus line to service the Cheney area on nights and weekends will confuse people.	10/18/2017 3:16 PM
340	Would depend on bus frequency, but looks like better service	10/18/2017 3:14 PM
341	looks like the only way I could get from the lower south hill to AHCC on a bus	10/18/2017 2:58 PM
342	I ride the bus from ELM and 6th and am a bit walking handicap. If it did not stop there, then I would just drive. Route 68 local is useless for my situation unless I park and ride. That being the case, I just drive.	10/18/2017 2:52 PM
343	My commute is from Spokane to Medical Lake and I enjoy not having to transfer	10/18/2017 2:44 PM
344	None	10/18/2017 2:41 PM
345	one says no weekends and then yes on weekends why not one option that is all weekends and the other no weekends. i have no preference either way.	10/18/2017 2:30 PM
346	Live in Medical Lake	10/18/2017 2:29 PM
347	I'm concerned about night service during EWU school year... Not knowing how the new route would effect getting back to Spokane between 7 - 9 pm timely is troublesome.	10/18/2017 2:29 PM
348	WEEKEND BUS SERVICE	10/18/2017 2:27 PM
349	express	10/18/2017 2:26 PM
350	better overall service for Medical lake and Cheney	10/18/2017 2:25 PM
351	It would be nice to have more options on what time I can catch the bus, and weekend service would be great!	10/18/2017 2:18 PM
352	No preference	10/18/2017 2:12 PM
353	7 days per week	10/18/2017 2:07 PM
354	Option A looks like a pain in the ass	10/18/2017 2:02 PM
355	Option A seems to be more versatile.	10/18/2017 2:00 PM
356	More direct route to and from Spokane and EWU	10/18/2017 1:42 PM

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357	I will be retiring soon.	10/18/2017 1:35 PM
358	I never take those routes.	10/18/2017 1:23 PM
359	I like the option of not having to go all the way into Spokane when going from Medical Lake to Cheney and vice versa. I have a friends and coworkers who work/live in Medical Lake and go to school in Cheney that this would help them in commuting to school.	10/18/2017 1:17 PM
360	again not necessary, if you chose to live that far out then that's on you, and Spokane should not have to pay for that	10/18/2017 1:13 PM
361	I take Route 66, so I prefer no changes to it.	10/18/2017 1:09 PM
362	I would recommend no changes to the direct Cheney/Spokane route. Also, would like to add additional routes on non school days (summer vacation, etc)	10/18/2017 1:09 PM
363	Would not affect me. It seems it would affect the people that use that Route.	10/18/2017 1:08 PM
364	N/A	10/18/2017 1:07 PM
365	This would help some of the hospital workers who have to work late and on the weekends.	10/18/2017 1:07 PM
366	Option B appears to have more options from WPTS to downtown.	10/18/2017 1:06 PM
367	I like an option for EWU students to use the bus closer to campus on the weekends.	10/18/2017 1:05 PM
368	People still have to get home from work at Lakeland village on the weekends!!!	10/18/2017 1:05 PM
369	No preference	10/18/2017 1:03 PM
370	Option A would be beneficial to state employees that work weekends and nights in Medical Lake.	10/18/2017 1:02 PM
371	Better for people who work in Medical Lake area	10/18/2017 12:57 PM
372	Route 68 Cheney local coverage on Presley Dr and Salnave Road would be great!	10/18/2017 12:55 PM
373	Option A would work best for me and most people who only go from Cheney to Spokane for the college.	10/18/2017 12:54 PM
374	don't use the Bus	10/18/2017 12:52 PM
375	N/A	10/18/2017 12:49 PM
376	more consistent service for Medical Lake on night and weekends	10/18/2017 12:47 PM
377	I use travel between Jefferson Park and Ride and EWU. As long as there is a bus traveling on weeknights, it will not make a difference.	10/18/2017 12:28 PM
378	It offers more trips between Medical Lake and the West Plains area.	10/18/2017 12:26 PM
379	would not	10/18/2017 12:23 PM
380	This seems more direct and serves Cheney neighborhoods better. A dedicated line to WPTC will reduce need for stops for customers commuting between Cheney/Spokane.	10/18/2017 12:19 PM
381	More options for riders.	10/18/2017 12:18 PM
382	64 is a good idea, but i'd go further and split it into 64E and 64W, both serving the transfer station, but 64W going to cheney and 64E going to Spokane. It would make connecting easier.	10/18/2017 12:17 PM
383	I don't know that area and what folks need there well enough to answer this question.	10/18/2017 12:16 PM
384	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
385	Uneffected	10/18/2017 12:12 PM
386	Better service to the university	10/18/2017 12:08 PM
387	I don't ride the bus, nor do I live on the west plains.	10/18/2017 12:04 PM
388	Option B is the most efficient. It covers more area without once it gets to Cheney. Keeping the Betz Rd. option is better, since there is housing on both sides of Betz.	10/18/2017 11:59 AM
389	More service on weekends to Medical Lake	10/18/2017 11:55 AM
390	Easy access route	10/18/2017 11:46 AM

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391	N/A	10/18/2017 11:46 AM
392	I like the idea of a park and ride at the four lakes exit area	10/18/2017 11:45 AM
393	I do not believe this would effect me as I only travel to the Correction Center and back so unless it would be earlier or later to my stops, that would be my only concern.	10/18/2017 11:44 AM
394	I prefer Option B because a lot of people live alongside Betz Road. To move the bus route to Simpson Parkway meaning people have to walk a long way to catch the bus, often at dawn. The new route along Simpson Parkway just to save a little time for the railway crossing is not worth it for people who have to walk on slippery snow in winter to get from Betz road to Simpson Parkway. Also, introducing Route 64 to run similar to Route 66 confuse us all. We'll have to remember which bus to take which day to go to Spokane. Route 165 starts very early to serve people who have to go to Spokane extra early. To remove 165 is not a wise choice.	10/18/2017 11:42 AM
395	No Preference	10/18/2017 11:40 AM
396	It makes a complete circle around Cheney - EWU. Good for student commuters.	10/18/2017 11:40 AM
397	A seems like an increase in service which would be nice. but would it cause transfer wait at the West Plains Transit Center? That is a key concern.	10/18/2017 11:38 AM
398	I might want to use 66 on the weekend. If 66 were still available during the summer I'd be fine with option A.	10/18/2017 11:37 AM
399	I work at Lakeland Village and this provides flexibility	10/18/2017 11:35 AM
400	Plan A appears to have more options for those in the outlying areas.	10/18/2017 11:35 AM
401	unsure	10/18/2017 11:29 AM
402	Option A seems to best utilize service and increase options on nights/weekends	10/18/2017 11:27 AM
403	Option A would still allow those using route 68 to catch the bus at EWU PUB on Elm Street.	10/18/2017 11:25 AM
404	both are helpful.	10/18/2017 11:24 AM
405	Option A is better for EWU students because route 64 goes from WPTC to the EWU campus. If you use option B most students will refuse to ride route 165 because it doesn't come to campus until the very end of the route. It goes through all of downtown Cheney and out to Presley Drive and students probably won't be willing to do that.	10/18/2017 11:21 AM
406	I would use the bus from Medical Lake more often, currently I drive into Cheney to catch the bus as K Street. But if there is a Transfer Station in between I wouldn't have to go all the way into Medical Lake or Cheney to then drive home. Especially, if I was running late or the roads were bad.	10/18/2017 11:20 AM
407	make it easier for me to use STA	10/18/2017 11:20 AM
408	Better coverage in Cheney.	10/18/2017 11:20 AM
409	As a 66 rider who uses at random hours, weekends and later at night I would prefer not stopping at medical lake transit as proposed in Plan A.	10/18/2017 11:12 AM
410	It looks like under Option A Route 66 would provide the most frequent and fastest (non-stop) transportation from EWU to the Jefferson Park & Ride.	10/18/2017 11:10 AM
411	Plan A seems to allow more options and coverage - diversity and greater travel flexibility to these areas.	10/18/2017 11:08 AM
412	I like the idea that there would be more options and stops in Cheney.	10/18/2017 11:07 AM
413	Same route on weekends.	10/18/2017 11:05 AM
414	I like that 66 does not stop at the new transit center and I think 68 serves Betz Road and the Safeway Plaza betting in Option B.	10/18/2017 11:04 AM
415	May occasionally have to stay at EWU into the evenings, and am concerned about walking alone to the K Street park and ride.	10/18/2017 10:57 AM
416	Don't ride the bus	10/18/2017 10:56 AM
417	Option A give medical lakers more access to the bus.	10/18/2017 10:56 AM

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418	If I take the 165 Express, I want it to travel directly to Cheney PUB without delay by traveling to the West Plains.	10/18/2017 10:56 AM
419	Because the 64 and 66 would serve the same route it would efficiently allow me to take the bus that is first available. Currently these do not interline except at PUB so I often catch at Starbucks the 66 - if I want to catch the 165 then I have to go to 1st street. Especially when there is snow delay, it can be frustrating to be at one stop and see other bus come and not be able to get there to catch it.	10/18/2017 10:53 AM
420	Need a stop at Eagle Point Apt.	10/18/2017 10:52 AM
421	Will never ride	10/18/2017 10:50 AM
422	Covers more streets. goes farther in the city	10/18/2017 10:50 AM
423	I think that the bus going by Eagle Point is beneficial.	10/18/2017 10:50 AM
424	Better access for people who live in Cheney/Four Lakes and Spokane, maybe vice versa for people who live in Spokane.	10/18/2017 10:50 AM
425	There is no difference between the routes for my purpose.	10/18/2017 10:48 AM
426	I would not use the bus.	10/18/2017 10:47 AM
427	The only bus route I use, except for rare occasions, is route 66. I do not use it on evenings or weekends, this is why I have no preference on the evening and weekend change.	10/18/2017 10:47 AM
428	more opportunities with option A for those working different shifts.	10/18/2017 10:47 AM
429	Option A has more service available, specifically Route 62	10/18/2017 10:44 AM
430	If I had the option of using the bus on weekends, I would be willing to use the bus, rather than drive my own vehicle.	10/18/2017 10:44 AM
431	N/A	10/18/2017 10:43 AM
432	Both look good	10/18/2017 10:43 AM
433	With my work schedule, the added hours may allow me to ride the bus instead of drive.	10/18/2017 10:42 AM
434	Because there are lots of students who need a timely trip back to Spokane in the evenings and weekends.	10/18/2017 10:41 AM
435	More flexibility	10/18/2017 10:40 AM
436	no preference	10/18/2017 10:39 AM
437	It's a tough call -- Option A gives me better service to Spokane from South Cheney on nights and weekends, though, which would be super helpful, and I like that better than the 165, which runs at weird times that don't do as much for me. I'd want to be sure, though, that it's relatively easy to get into Spokane in the mornings, though -- would the 64 be running? Or is that a 68 to 66? I also like the superior connections between Cheney and Medical Lake, which I think I'm seeing if I understand it correctly.	10/18/2017 10:38 AM
438	it would better represent the changes in the community and omit the convoluted Express route through Cheney	10/18/2017 10:35 AM
439	I walk a few miles to Jefferson P&R and go straight to Cheney on the 66, but if other people would utilize the route stop in West Plains I wouldn't complain about having to stop there to and from work.	10/18/2017 10:32 AM
440	It already takes too long to get back and forth between Cheney and Spokane on nights, weekends, and with the "summer schedule."	10/18/2017 10:32 AM
441	I take the 66 to and from Cheney daily, so these changes don't appear to have any effect on my rides.	10/18/2017 10:31 AM
442	because I often work late at EWU in Cheney and also on the weekends and I don't want the extra stop at the West Plains center	10/18/2017 10:30 AM
443	Should be a neither option.	10/18/2017 10:29 AM
444	Option B would provide a new hub for those in the west plains area. With a regular (64) route to the west plains, riders could pick that bus up, then transfer to wherever they need to head. It would also make it easier for those who live in the west plains to travel to Spokane.	10/18/2017 10:29 AM

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445	The route would be in service seven-days a week with all day service. The route will be on schedule more often because railroad crossings will be avoided.	10/18/2017 10:28 AM
446	Option B serves some very intensive population areas with apartment complexes.	10/18/2017 10:28 AM
447	NA	10/18/2017 10:28 AM
448	my husband rides the bus to/from Cheney not me. It would help him to have early evening transport to and from, after 5 pm meetings	10/18/2017 10:28 AM
449	More benefits to more routes!	10/18/2017 10:27 AM
450	Ability to stay on one bus.	10/18/2017 10:24 AM
451	A misses the entire apartment complexes on Betz road	10/18/2017 10:24 AM
452	n/a	10/18/2017 10:22 AM
453	I only travel to EWU during the work week on the 66 bus, from the 3rd & Jefferson Park & Ride lot. None of the west plains options affect my ride.	10/18/2017 10:22 AM
454	Its direct access to EWU.	10/18/2017 10:22 AM
455	Does not affect me.	10/18/2017 10:20 AM
456	Either one would lengthen the commute time, I can drive to and from work in 45 minutes. Why would I want to increase my commute by 30-45 minutes each way.	10/18/2017 10:17 AM
457	Option A brings more frequency, reliability, and 7-day service to the West Plains. Leaps and bounds the better option!	10/16/2017 8:40 PM

Q19 Please provide any additional concerns, comments or suggestions about these West Plains Options.

Answered: 230 Skipped: 1,755

#	RESPONSES	DATE
1	I also use Bus 61 on the weekend to/from Medical Lake to Spokane.	1/2/2018 12:12 PM
2	Is also use Bus 61 on the weekend from Medical Lake to Spokane.	1/2/2018 11:48 AM
3	na	12/28/2017 3:24 PM
4	Set fair rates at a level that covers the projected operating costs for the month and adjust accordingly like we have to in the private world. If I can't afford gas then I am careful about where I drive until pay day. It costs me roughly \$15 per day to do "necessity" driving. I adjust on the other stuff. It's time STA does the same and passes those costs on to riders who use the services and remove the burden on those who don't use it.	12/27/2017 4:37 PM
5	Housing is needed at the transit centers.	12/22/2017 10:50 PM
6	I was hoping that when the college was out of session there would be an increase in the 66 frequency. I understand that there are more people when classes are in but it seems that the people that take the bus on a regular basis do not matter and everything is based on the college and the students and the people that live in Cheney do not matter. If you miss the 66 in the morning when classes are out there is a hours wait before the next 66. Also, the 165 is suppose to be an express but the 66 is faster.	12/16/2017 6:04 AM
7	Option A is best, but I think Cheney Local should still serve Cheney High School.	12/15/2017 10:32 AM
8	Route improvements are definitely needed due to population growth.	12/13/2017 8:41 PM
9	(none)	12/12/2017 5:49 PM
10	Why depending on where you live would you want to take more time to get somewhere. Example from the valley to EWU on express bus is an hour and fourty five minutes.	12/11/2017 2:38 PM
11	Have it more frequently in downtown after 5pm instead of every hour.	12/11/2017 11:59 AM
12	My main concern is to get from Cheney to Airway Heights faster. I would like to hear more about route 61 in this scheme	12/5/2017 7:06 PM
13	It would be very nice if the 165 ran more often than it does, such as in the middle of the day, after 9am and later in the evening	12/2/2017 8:54 PM
14	It is still a problem for late afternoon class students	12/1/2017 4:18 PM
15	None	11/30/2017 2:10 PM
16	I am concerned that the 68 will no longer loop around EWU. There are many stops on that route that people use and to only have one access point to the campus instead of multiple access points around the campus will severely impact people with mobility issues such as myself. I think the idea of avoiding the railroad tracks is a good idea, but there is a way to do that while still looping around the school and serving those who live in the Eagle Point apartments too. I like the idea of where the 68 route would be expanding, but I think it should continue to serve all areas it served before, make a turn on 6th and then a turn on Simpson Parkway to avoid the railroad if that is a concern for the bus being on time.	11/29/2017 9:26 PM
17	Has anyone considered a small bus for Medical Lake? Very few people actually ride it to my experience.	11/28/2017 2:12 PM
18	I ride route 66 to and from Eastern M-F. Three of those weeknights, I'll have night classes that don't end till 9PM.	11/28/2017 7:20 AM
19	I like the development of more service to the west of Spokane.	11/27/2017 1:11 PM

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20	Make sure 66 goes from Jefferson P&R to cheney with minimal stops. 66 should also run more later in the evening. If i miss a later bus after a final i have to wait a whole hour to catch another one.	11/26/2017 9:04 PM
21	Add a new route (not changing the old ones) to go from Cheney, Medical Lakes and Airway Height Walmart.	11/26/2017 12:37 PM
22	None.	11/22/2017 2:38 PM
23	Only, that the bus schedule be off set in a way with the 66 that they do not run within minutes of each other and then wait an hour for the next one.	11/22/2017 12:01 PM
24	I hope the new transit center is successful for you.	11/21/2017 9:10 PM
25	Please keep wait time at WPTC for 165 as short as possible, especially since wait time at K street station is already long on that route.	11/21/2017 8:34 AM
26	It would be nice to have more service to airway heights some day but it's not my top priority.	11/21/2017 7:17 AM
27	I think getting better service for nights and weekends would keep drunk drovers off the road, make Cheney locals feel like the bus isn't just for college kids and cause greater travel between Spokane and Cheney.	11/20/2017 4:26 PM
28	Right now Presley and Salnave is only serviced by the 165 which is limited to mornings and afternoons. The 68 in plan A would be wonderful!	11/20/2017 12:35 PM
29	Add a stop at Cheney Spokane road by chaps/Latah bistro/yokes fresh market.	11/20/2017 11:05 AM
30	ho much extra time will this add to my daily trip	11/20/2017 10:00 AM
31	Both ultimately good ideas.	11/20/2017 7:13 AM
32	Just make a 66 that runs to all of the park and rides in north spokane hourly starting at 5.	11/17/2017 12:28 PM
33	I think Cheney local is fine as it is. Many student rely on busses passing by Betz Rd so it's unfair to them to do this.	11/16/2017 11:50 PM
34	Please keep weekend and night service to and from the EWU pub and elm st	11/16/2017 1:36 PM
35	Later time for route 62 and the connection with Cheney is a very good idea and should be implemented	11/16/2017 7:18 AM
36	We need a bus stop at the petro gas station between four lakes and Spokane. Would use every day. Would be a quick stop for the bus. The area is quickly developing with 100+ new homes and the closest bus stop is in for lakes :(need an option for the fairways golf course development. Would be used a ton. Thx	11/15/2017 10:41 AM
37	It's too bad route 66 cannot stop at the WPTC. I realize one downside would be adding time to the trip. On occasions when I just miss the departure from Jefferson Park and Ride, I regret having no in-between place to get ahead of 66, park, and hop on. Somewhere in Four Lakes, if ever possible, would be convenient, because the bus could pick up and drop off without adding too much time to the route.	11/15/2017 9:33 AM
38	I am concerned that the changes in Option A will end up making the commute from the Downtown Transit center to Medical Lake longer / unworkable for shift workers.	11/14/2017 4:23 PM
39	Planning to take 62 to downtown during winter but it'll mean getting to work 1 hour early, not ideal.	11/13/2017 4:09 PM
40	I like the Jefferson park and ride. I would like to propose the addition more bus times for North Spokane from Country Holmes to EWU.	11/13/2017 2:06 PM
41	I don't want it to affect route 66 at all for the routes in the mornings and afternoons.	11/12/2017 12:43 PM
42	Why can't there be a bus from med lake to airway heights on a daily basis? Going all the way into Spokane from med lake just to go to Walmart in airway heights, then back to Spokane to get med lake bus home is redundant.	11/11/2017 9:51 AM
43	The 66 is my way to EWU. Please keep this route open on weekends!	11/10/2017 11:26 PM
44	I got 1 request, instead of calling the West Plains Transit Center, how about naming it the Rosa Parks Transit Center.	11/10/2017 12:26 PM
45	I have noticed over the years as a Cheney resident that the 68 Cheney Local bus route often fall behind. I must say that when a bus is even just 2 minutes late it can effect bus transfers drastically. And I hope that with the proposed changes, punctuality would be of utmost importance!	11/9/2017 9:30 PM

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46	I would recommend making the 68 more frequent and making the 165 express a true express to capture back some of the time in the routes. The 68 should not be tied to the EWU schedule. It should be a local steady route for residents to rely on.	11/9/2017 7:11 PM
47	I really like when route 74 becomes 66	11/9/2017 7:32 AM
48	Please do option A and at roots 64 between Cheney and Medical Lake. Would be the better then b not do option b it is garbage to stay the way it is now for those an option b so I think the better option is a a new bus root 64 Medical Lake Cheney	11/8/2017 6:09 PM
49	The stop at Safeway on 66 is a great stop before going into Spokane and I think the new 64 should also stop there	11/8/2017 11:34 AM
50	I hope there is still service to Spokane from First Street, if you remove the 165 could you make sure a 68 pulls up right when a 64 is leaving for Spokane so we can make a transfer. Also I wish the 66 or whichever bus services Cheney in the evening ran every half hour rather than every hour.	11/7/2017 8:30 PM
51	Learning a whole new bus routes and taking away bus stops regularly used will not help in my opinion.	11/7/2017 8:22 PM
52	Don't remove direct access to eastern add later routes	11/7/2017 5:12 PM
53	Changes to Routes 66 and 165 would take me longer to get home and to work and require me to more than 1 bus to get home.	11/7/2017 4:50 PM
54	I would be interested in seeing what plans there are for after that i90 work is completed in 2020/2021	11/7/2017 8:12 AM
55	For the People who lose direct service to downtown on route 165, maybe interline the first few route 68's with route 64 in the morning and Visa Versa in the afternoon since both routes are going to K st Station anyway. A few turns might be a concern. (6th & Mckeehan, Mckeehan & Washington, and Elm & Washington.	11/6/2017 6:16 PM
56	Increase 66 service during the AM (5 - 8am) on weekdays.	11/6/2017 5:35 PM
57	Route 62 will lose some commuters if it does not go all the way to Spokane. Many commuters use the park and ride in Spokane, then ride the bus. Taking two busses for Spokane commuters is inconvenient	11/6/2017 1:21 PM
58	I will be surprised if this project pans out. Not sure who will be motivated to use this park and ride and in the past virtually no one traveled between Cheney and Airway Heights when service was available.	11/6/2017 10:22 AM
59	I like the new proposed 68 route option and the increased service to Medical Lake and the idea of a West Plains transit center. However, I am not keen on a longer AM or PM peak commute to work.	11/6/2017 8:49 AM
60	I love the new transit hub and I'm glad STA is increasing service to the West Plains. More frequent/faster routes to and from Cheney are always a plus when possible.	11/6/2017 8:40 AM
61	I hope option A is being publicized to Medical Lake residents, a community that is currently underserved by mass transit. This option would improve ridership substantially.	11/4/2017 4:32 PM
62	Would prefer to see the 165 kept in addition to the proposed 64 route option. Also would the 66 under plan A run less or not at all during summer quarter? This would be a concern if the new 64 did not pick up the slack and leave those who live there full time in the lurch.	11/4/2017 2:43 PM
63	Is there a way to connect Airway Heights to the WPTC via Hayford Road? That seems to be a missing component in both options and will be critical for connectivity between Airway Heights, Cheney, and Medical Lake. My comments/concerns with Option A are: 1) Route 66 should be extended to the K Street Park & Ride to make up for the removal of route 165. I think it's important to maintain an express service between Spokane & Cheney. Perhaps 66 could be renumbered to #166 as it effectively becomes the defacto Cheney Express (since it'll bypass the WPTC but still serve EWU & The Plaza). In the current Option A proposal, trips to the K Street Park & Ride from Downtown Spokane will require a transfer from #66 to #64. Trips to Downtown Cheney would require an additional transfer to #68. If #66 ran to the K Street Park & Ride, it solves the express issue, and eliminates one transfer for someone going to Downtown Cheney (they could go from #66 directly to #68) Route 64 could then represent more of a Spokane-Cheney "local" route. 64's layover could be Surbeck during the day, and K Street on nights & weekends. 2) Route 68 should be routed to preserve service to the area of Cheney southeast of EWU (7th St, F St, etc.).	11/4/2017 1:59 PM

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64	I'm a little concerned that removing the bus from Betz Road moves bus access farther away from the big, new housing area north of Betz.	11/3/2017 2:34 PM
65	I think it's a bad idea to add even more bus route, especially weeknights. "What defines a weeknight", it could cause some confusion and anger when people leaving EWU after work or class have to take a longer route	11/3/2017 2:11 PM
66	I can't wait	11/3/2017 1:30 PM
67	Will a bus shelter be provided at the stop near 6th and Elm in Cheney so I can shelter from the weather if I choose to ride the 66 inbound?	11/3/2017 10:59 AM
68	No preference. I would like USB ports on the buses so i can charge my phone while I travel	11/3/2017 9:47 AM
69	I usually only ride 66, and I appreciate it operating as it currently does.	11/3/2017 9:18 AM
70	Have enough buses running through the west plains transit center so transfers to the downtown transit center are quick. Once the public transportation commute time between Medical Lake and downtown Spokane hits the 45 minutes or more mark as the norm (same goes for the return) it just makes for too long of a day.	11/3/2017 7:04 AM
71	Having route 62 weekend buses and late night buses is going to make a whole lot of difference not only for me but for a bunch of residents in that area	11/3/2017 6:27 AM
72	The bus that runs to Airway Heights should also run through the West Plains Transit Center so those riders who wish to go from AH to Cheney could do so without having to ride into Spokane	11/2/2017 1:31 PM
73	Having a bus route that goes from ewu to valley Transit center without any stops (like in the morning from VTC to EWU)	11/2/2017 12:42 PM
74	66 needs double long buses during the 7, 8, and 9am VTC to Cheney.	11/2/2017 12:06 PM
75	It would be nice to have a bus that goes directly from EWU campus to the Hastings Park & Drive.	11/2/2017 11:28 AM
76	I feel very strongly that there needs to be more 66 busses leaving Eastern at the start of the hour. There are too many students every day standing because every seat is taken. I feel there should be a survey as to how many people stand on the bus at specific times of the day and send another bus at those times. I don't feel like people should have to shove past others to get on and off the bus.	11/2/2017 10:56 AM
77	Please extend the sunday night bus times for 66 or the new route by at least 1 hour, people work in spokane and live in cheney	11/2/2017 8:53 AM
78	When you are building this facility make certain that it is accessible to all riders. If you have questions regarding meeting these requirements, please contact Dave Reynolds with Access 4 All Spokane and he can be reached at 509.798.8779.	11/2/2017 8:25 AM
79	NA	11/2/2017 8:17 AM
80	Glad to have connection options from Cheney to Medical Lake. But what about Airway Heights?	11/1/2017 4:08 PM
81	N/A	11/1/2017 2:25 PM
82	I only have one concern and that is making the connection at the WPTC to the Jefferson Lot in Downtown Spokane and vice versa.	11/1/2017 7:47 AM
83	We need service to Airway Heights from Medical Lake so the weekend 61 shouldn't be canceled.	10/31/2017 4:51 PM
84	na	10/31/2017 1:23 PM
85	You are smart you will figure it out.	10/31/2017 10:08 AM
86	Plan A would be good for everyone else except changes to route 68	10/31/2017 8:58 AM
87	I couldn't get past how horrible the West Plains Transit Center rendering is. Is that seriously the design? Some parking lot for cars and buses out in the middle of nowhere? You couldnt put it at least close to somewhere people MIGHT be able to walk or bike to it? It should be located where people can use MULTIPLE forms of transportation to get to the bus. You've only allowed them 1...a car. So people have to buy a car to drive it for 10 min in the am then 10 min in the pm. And for that, you need extra roads, driveways, parking spaces. This is so stupid and horrendous, I cannot get over it. Your STA, not Agency for the Promotion of Car Usage...which is exactly what this plan does. People might not be driving as much, but you arent exactly getting cars off the road, and you are DEFINITELY NOT promoting multi-modal transportation. This looks like some 1950 BS right here.	10/30/2017 2:27 PM

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88	I miss the old option of staying on a version of 66 that continued on to Salnave. I teach near the preschool at EWU and that is quite the walk across campus to get the bus, especially when it is dark in the late fall and through the winter. It is great to see a 165 that would go thru to Salnave.	10/30/2017 2:05 PM
89	I really like the option from Cheney of either getting off at WTC or continuing onto Spokane. Did I miss the Airway Heights part of the plan or is that for later?	10/30/2017 1:49 PM
90	Would like to see a route from Medical Lake to Airway Heights	10/30/2017 1:13 PM
91	This will help students. Looks good.	10/30/2017 1:04 PM
92	I don't understand the difference between route 66 and 64; if the 66 is driving past the p&r it should stop there. Add more night routes for the 66 and make pickup times at EWU correspond to class schedules better. It makes no sense for classes to get out at 10:50 and buses to come by at 10:50, 11:05, and 11:10. 10:55, 11:00, and 11:05 are much better because then people are more spread out between the 3 busses and don't have to wait as long.	10/30/2017 12:30 PM
93	Airway Heights kids go to Cheney Schools so you still have them going to downtown to go into Cheney. You have ignored Airway Heights and only addressed Medical Lake and Cheney. With the number of houses increasing dramatically in Airway, you might want to think about connecting them to the other west plains areas.	10/30/2017 9:58 AM
94	Phasing in of Paratransit boundary contractions?	10/30/2017 9:28 AM
95	I take route 66 in the morning from the Betz Rd stop in Cheney to get to Gonzaga University. My bus is scheduled to pick me up at 8:52 am. I usually get to the stop around 4:47 just in case the bus is early. In the five minutes I'm standing in the cold, not one, not two, but THREE "not in service" buses pass me, heading to Spokane. This is really frustrating as I'm standing out in the cold and can't get on one of those buses. They are heading to Spokane anyways, why can they not pick up passengers on the way to make our commute a little faster?	10/30/2017 8:08 AM
96	I live in Cheney and work in Spokane and have NEVER used the 68. I never liked the idea to begin with.....a bus that stays in Cheney and runs circles all day.....where people could easily walk or ride a bike??? I'd rather see the 65 again, with more regular service.	10/30/2017 7:13 AM
97	Need to go to St. Paul's Episcopal Church Need 30 min service on Sat & Sunday	10/29/2017 6:06 PM
98	If you're going to consolidate the current Clockwise and Counter-Clockwise routes 68 into a single continuous route in one direction, please increase the frequency of the buses. Every 15 min instead of every half hour.	10/29/2017 5:29 PM
99	just keep a bus running out to the Airport!!	10/29/2017 12:43 PM
100	I am a cook, my shift is Friday to Tuesday. 9:00 am till 5:15 pm. If I take the 8:25. bus I am a couple minutes late. Going home I take the 5:50 bus which takes almost an hour to get to the Jefferson lot. I go to the plaza, wait on for the 24. I get home around 7:30 pm. Would like to see weekend end service from 8 am till 7:00 pm. It would be nice. Thanks Sean	10/29/2017 11:52 AM
101	Week end service is even worse. No Saturday service to the hospital	10/29/2017 8:02 AM
102	It should have the Airway Heights going into the facility now since the routes will be getting changed so people who know about the new station was going to help them not have to go downtown to go back out to Airway Heights from downtown corridor.	10/27/2017 10:19 PM
103	In A, could the 64 do the Salnave loop and not the 68?	10/27/2017 9:06 PM
104	none	10/27/2017 1:51 PM
105	With stops at the new transit center, both ways, will the trip time increase proportionally?	10/27/2017 1:01 PM
106	I prefer Option A, but as a college student who sometimes needs to be at school late, having to make an extra stop because the 66 wouldn't run on weeknights isn't ideal. On days like that, I want to get home asap & changing buses twice instead of once means a much longer trip to get home for me.	10/27/2017 11:53 AM
107	Keeping the number of transfers down is very important. Right now most riders of the 165 transfer once at the plaza. Option A would add a transfer in Cheney and a stop at the WPTS. Even if you don't have to get off the bus, you still have to stop and pay the price (in time) for someone else to transfer.	10/27/2017 11:45 AM
108	NA	10/27/2017 5:42 AM

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109	Leave it alone. Fix the current problems and issues you have at the foundation of your company. Focus on BETTER and better QUALITY customer service of your drivers and other staff. Hold drivers ACCOUNTABLE. And if you are going to have a schedule... ABIDE BY IT!!!	10/26/2017 8:33 PM
110	The new route doesn't say if it will have any stops between k station and west plains transit center so I don't know if it will be better for me or not	10/26/2017 8:06 PM
111	The ONLY reason I don't take the bus every day is because the bus stop in Four Lakes is deadly. In the afternoon, you're dropped off on the right side of 904 and I have to cross the street to get to my car. It's treacherous. I will ride the bus every day if I can have a close alternative that doesn't put my life at risk!	10/26/2017 3:32 PM
112	Please think about dailey working commuters not just EWU students.	10/26/2017 3:06 PM
113	I think there should be more stops throughout the middle of cheney though not just on the main strip and campus	10/26/2017 12:31 PM
114	Services to Medical Lake should take in consideration the shift change times at the Eastern State Hospital and Lakeland Village. With 600 plus workers at Eastern State Hospital the correct timing of services is critical. Reducing transit time from Cheney to Medical Lake from 1hr 20min, as it is now, to 30 minutes would entice me to ride the bus from Cheney to Medical Lake where I work. This is still a 15 minute increase in my transit time each way, but I feel it would be worth it.	10/26/2017 7:43 AM
115	What I DON'T like is dropping the 165. We still need to have that going through the downtown to new transit and Spokane	10/26/2017 7:23 AM
116	I don't really use them other than 66 to EWU	10/25/2017 10:13 AM
117	none	10/25/2017 7:57 AM
118	I do like that eagle point is being skipped because it seemed like a long detour with few people getting off there	10/25/2017 5:55 AM
119	Thank you for making a way to Medical Lake from Cheney without having to go all the way into Spokane	10/24/2017 4:06 PM
120	The ease of catching the 66 near Safeway to get downtown is why I take the bus to work every day. If on weekends and weeknights I would need to take the 68 to the k street station and then get on the 64 I would stop riding the bus. I don't think a change like that is necessary.	10/24/2017 3:12 PM
121	I would miss parking at k street to catch the bus. I live in the Salnave area but do not want to stop at the wp transit on my way to work.	10/24/2017 1:31 PM
122	Do your best to cut waste and spending in all endeavors	10/24/2017 12:57 PM
123	Option B should still provide Medical Lake connections.	10/24/2017 12:40 PM
124	none	10/24/2017 11:54 AM
125	I would also have Route 66 stop at the park and ride. Why bother driving past it and not stop? It could be a pick up and go.	10/24/2017 10:36 AM
126	Are the schedules themselves going to be changed or just the route into/around Cheney?	10/24/2017 8:53 AM
127	Route 68 should still go all the way through salnave to help the people who live out that far during the day so people don't have to walk so far in the future. Also since there is a new apartment complex there it would help dearly to every one out jay far.	10/24/2017 6:18 AM
128	Route 66 I only wish that even during times when school isn't in session the schedule would stay the same and not become less frequent because there are still many non students who work year round that shouldn't have to change their bus times just because of students being in school or not!!	10/23/2017 6:52 PM
129	n/a	10/23/2017 2:26 PM
130	The Cheney maps have always been a bit hard to figure-- the concern I see with option A is that it appears the 68 will no longer go along Betz? does this eliminate the stop at and across from the Safeway/Starbucks area? That is a major transfer hub for the 66/68. It allows people quick access to shopping, and those coming in from Spokane a quick transfer to places such as the CHAS clinic	10/23/2017 1:07 PM
131	I love the concept of the West Plains Transit Center.	10/23/2017 11:15 AM
132	Daughter relies on this bus to attend EWU, so I would vote for whichever option allows her to get there and back most efficiently. Thank you.	10/23/2017 8:57 AM

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133	None	10/23/2017 8:25 AM
134	None	10/23/2017 6:00 AM
135	nightshift & lakeland village	10/23/2017 2:36 AM
136	I work afternoon shift at Lakeland Village. I would be more inclined to ride the bus if I could get home on it.	10/20/2017 7:46 PM
137	N/A	10/20/2017 1:25 PM
138	NO PREFERENCE	10/20/2017 9:44 AM
139	N/A	10/20/2017 8:39 AM
140	I would like to see MORE buses on the 66 route - for WORKING COMMUTERS - and MORE STABILITY in the schedule - not a reduction in service every time there is some EWU schedule change - MANY PEOPLE ride the bus as working commuters that are not EWU students. Example: change to bus schedule over summer break - decreased # of buses - lasted THREE MONTHS - this is unacceptable!!	10/20/2017 8:00 AM
141	Dump STA	10/20/2017 6:22 AM
142	No further comments.	10/20/2017 6:18 AM
143	Wow!	10/19/2017 3:57 PM
144	n/a	10/19/2017 2:36 PM
145	NA	10/19/2017 1:19 PM
146	Would like there to be later service from Cheney to Spokane on Sunday nights. Currently have to drive to Cheney every Sunday as the bus does not run late enough in the evening/night.	10/19/2017 12:37 PM
147	The 66 needs to go every 1/2 hour instead of hourly in the late afternoon. It is very inconvenient to have to wait 20 min for the 165 or 35 minutes for the 66 to get to Cheney. Also it is very inconvenient to take the 165 at all when you live off of 6th Ave. I also see student after student going to campus taking the 165 so they don't have to wait for the 66. The 68 routes are not timed well to get to 6th or campus in a timely manner if you take the 165 to Cheney and switch to the 68.	10/19/2017 11:08 AM
148	N/A	10/19/2017 11:02 AM
149	Not about these plans specifically, but the stops in Cheney need to be planned with the City to allow for cut outs to allow buses to get off the street. Also there are way too many stops in Cheney, and the new stop for the University on Elm street is ridiculous.	10/19/2017 9:30 AM
150	It's rare for me to ride 62 or 165, but on occasion I do ride the 68 and from the proposal I don't see anything different. It's the 66 that concerns me.	10/19/2017 8:39 AM
151	see above.	10/19/2017 7:43 AM
152	I have worked with many people who would like a bus that runs up Sunset Highway, through Airway Heights and then continues on to Cheney. If a route like that stopped at the transit center I think that would be beneficial.	10/19/2017 7:38 AM
153	Neither of these appear to have additional routes to Airway Heights	10/19/2017 7:16 AM
154	my granddaughter would use this definilty	10/19/2017 7:04 AM
155	A route between Cheney, Medical Lake and Airway Heights in needed.	10/19/2017 6:53 AM
156	I like the express route when I do ride the bus; an increase in time could be a factor in determining whether to use or not, so would like to see the express remain in place	10/19/2017 6:53 AM
157	They both look helpful	10/19/2017 6:46 AM
158	?	10/19/2017 6:32 AM
159	N/A	10/19/2017 6:32 AM
160	That you won't increase the time frame that they are running in Medical Lake	10/19/2017 5:48 AM
161	I have nothing to add.	10/19/2017 2:25 AM
162	If you can put it together without taxing the public more go for it	10/19/2017 1:01 AM

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163	I have never liked the current routes. The 68 route was rejected by Cheney citizens because it didn't really serve the people well, STA acted like they were listening, then stuck us with it anyway.	10/18/2017 10:39 PM
164	It would be good to have a bus to Airway Heights from the WPTC. Also If 66 could go to EWU's Spokane Campus, it would encourage more people to take the bus to classes. Usually taking the bus to the Spokane camps works well. Returning to Cheney is problematic, especially in the evening/night.	10/18/2017 10:08 PM
165	I hope to move to that area soon and use perhaps the bus if it has active routes at 1130pm when I get off work	10/18/2017 9:17 PM
166	STA needs to look at the whole picture just not the individual route	10/18/2017 5:57 PM
167	Please run the 62 at 11:00 from Medical Lake	10/18/2017 3:59 PM
168	It really is an inconvenience that the 68 bus does not serve my neighborhood after 8am. I have difficulty walking from my residence to Washington St at Moos Field to catch the bus to EWU and on to Spokane. Currently, once the bus leaves the K Street Station, it goes directly up Washington St to EWU. Going from K Street Station down 904 to Presley Dr and then Salnave Rd to Washington St would not add a significant amount of time to the route and would more greatly serve the west end of Cheney.	10/18/2017 3:48 PM
169	why is Airway heights completed skipped in all these plans. the Casino's are big employers it would be nice to get to work with out having to go to Spokane first.	10/18/2017 3:47 PM
170	n/a	10/18/2017 3:24 PM
171	With Airway Heights growing as fast as they why are there no plans for expansion there? New casino coming in and one of the fastest growing small cities in the state but it seems medical lake is the focus and they have very minimal growth...	10/18/2017 3:14 PM
172	Need a park n ride option for 66.	10/18/2017 3:14 PM
173	n/a	10/18/2017 2:29 PM
174	The current 66 and connections in Spokane heading to north Spokane are not very handy or timely after 7 pm.	10/18/2017 2:29 PM
175	none at this time	10/18/2017 2:26 PM
176	weeknight and weekends- layovers/wait times for connecting buses- making it worth wild to wait instead of coming all the way downtown- basically not having to wait 30mins to an 1 hour for a bus	10/18/2017 2:25 PM
177	I have enjoyed riding the bus, I would ride more often for personal use if it was available more	10/18/2017 2:18 PM
178	N/A	10/18/2017 2:12 PM
179	Please make the Cheney High School to West Plains Transit Center easy to use for high-schoolers using the bus	10/18/2017 1:54 PM
180	There should be an Airport Express Route.	10/18/2017 1:23 PM
181	Are these routes really necessary?	10/18/2017 1:14 PM
182	bad idea	10/18/2017 1:13 PM
183	N/A	10/18/2017 1:07 PM
184	It would be beneficial to have a park and ride	10/18/2017 1:03 PM
185	More frequent buses between Medical Lake and Spokane to accommodate state employees that work shifts that start at 7:30am or 8:00am and end at 3:45pm or 4:15pm would encourage more ridership.	10/18/2017 1:02 PM
186	It is great that Route 66 does not need to stop at the new transit center so it does not delay the Spokane Cheney commute.	10/18/2017 12:55 PM
187	That freeway exit / on ramp is already slow, so putting buses on it will slow it down even more. The worst will be west bound since the buses will have to do two left turns.	10/18/2017 12:54 PM
188	NA	10/18/2017 12:52 PM
189	Any additional/extended service in this area will be beneficial to those who live and work in the area.	10/18/2017 12:51 PM

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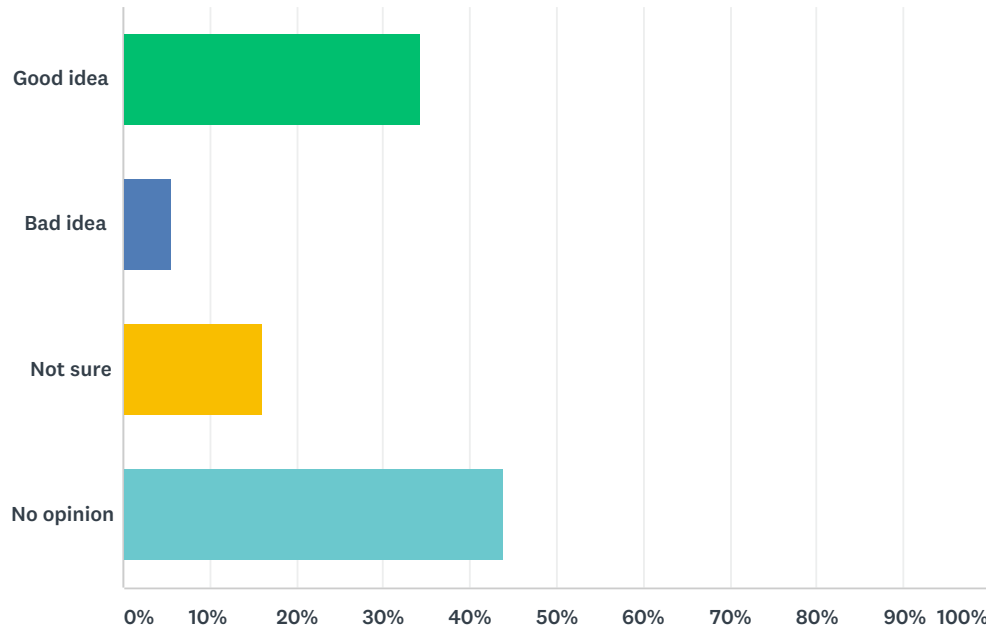
190	No Comment	10/18/2017 12:49 PM
191	Concerned about lack of service to and from Cheney on weeknights/weekends.	10/18/2017 12:45 PM
192	Weekend night service to Cheney from Spokane until at least midnight is in dire need. It is impossible to take the bus from Cheney to a show in Spokane. Nothing ends by 10pm which would be needed to comfortably catch a 10:30 bus. This is very negligent of STA to not have this service. Think of how many intoxicated driving accidents could be avoided if the hours were extended on the weekend! This is simply smart policy which would provide a much needed service. I urge you to give extended weekend hours to the regions only university town a try!!!!	10/18/2017 12:19 PM
193	Allows riders to get home safely without crossing over the bridge at exit 272.	10/18/2017 12:18 PM
194	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
195	I would love if the West Plains/Cheney route could loop around to capture Latah/Eagle Ridge/Qualchan on its way to Spokane instead of backtracking? Maybe that doesn't make sense. I've just been hoping for STA options along the 195 corridor!	10/18/2017 12:13 PM
196	N/A	10/18/2017 12:12 PM
197	I depend on the Route 66 bus to get to work 5 days a week. If the schedule time for this route stays the same then either route looks good.	10/18/2017 11:57 AM
198	Would like to see a stop added at the Fire Station at Highway 2 and Brooks Road.	10/18/2017 11:55 AM
199	None	10/18/2017 11:46 AM
200	N/A	10/18/2017 11:46 AM
201	Don't want to have to change buses to go to downtown Spokane.	10/18/2017 11:43 AM
202	Instead of messing with the bus routes in Cheney, we need new bus routes to go directly from Cheney to Airway Heights or directly to Spokane Valley. Today, we have to change bus and wait for bus at Plaza. It takes too much time. We would choose to stay home instead.	10/18/2017 11:42 AM
203	N/A	10/18/2017 11:40 AM
204	None at this time.	10/18/2017 11:38 AM
205	Assess for needed modifications for riders with disabilities.	10/18/2017 11:35 AM
206	Thank you.	10/18/2017 11:24 AM
207	One other issue I would have with option A is cuts out Eagle Point. There is a lot of students that live there and I am told they are going to keep building in that area. I encourage Eagle Point students everyday to ride route 68. I don't see the benefit of cutting out Eagle Point on route 68.	10/18/2017 11:21 AM
208	This is very exciting!	10/18/2017 11:20 AM
209	If I am going to the airport right after work I would still have to go downtown to go to the airport. It would be nice to have an airport option from Cheney.	10/18/2017 11:15 AM
210	What time of day/night would the change from 66 direct to 64 occur? 6pm 7pm	10/18/2017 11:12 AM
211	Reposition the end of Route 66 at EWU to a location in front of an enclosed and heated building, perhaps when EWU's "PUB" construction is complete. The current "shelters" at the boarding stop on Elm Street are a torture in extreme weather.	10/18/2017 11:10 AM
212	The Transit Center design needs to carefully address existing congestion due to the convergence of the westbound I-90 off and on ramps and the traffic from Hayford Road/the I-90 frontage road, and Highway 902. This is a nightmare right now, and I could not see from the conceptual picture provided how this would address this congestion. You need an expert in Traffic Engineering to look at this.	10/18/2017 11:04 AM
213	poor area-community members need the bus.	10/18/2017 10:56 AM
214	I work long hours and catch the 66 to from Cheney to Spokane after 5:30 pm. I would need the 66 to continue to operate nights until 6 or 6:30.	10/18/2017 10:56 AM
215	A new apartment complex has been built near Salnave and development continues to occur in Cheney, so I hope STA is responding to this.	10/18/2017 10:53 AM
216	Will never ride the west plains dont need bus service	10/18/2017 10:50 AM

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217	N/A	10/18/2017 10:43 AM
218	No input at this time	10/18/2017 10:43 AM
219	there used to be a Medical Lake bus all by itself--why not go back to that instead of building a transit center?	10/18/2017 10:41 AM
220	none at this time	10/18/2017 10:39 AM
221	The changes largely leave route 66 intact and that is the only route that directly affects me.	10/18/2017 10:38 AM
222	The only downside of losing the 68's old route for Option A is that I like having bus service on the SE edge of campus, but honestly, I know that those streets aren't easy for buses to navigate, and that the streamlining of the 68 makes a lot of sense. I have one question -- will the 64 run during the day? Because if not, it's much harder to get to Rockwood's clinic and Cheney HS from much of Cheney, which will have to ride the 68 to EWU and then transfer to the 66. But if the 64 is running, it at least helps out the south side of Cheney, and allows other folks to get on the 64 at the transit center in Cheney to get to those destinations. I know it's a tough tradeoff to fix everything, though.	10/18/2017 10:38 AM
223	Adding an additional stop at the WPTC to the Express or new Rte 64 PLUS a stop in the Plaza makes the commute from EWU even more time consuming and complex. Rather defeats the concept of "Express" needed to encourage students to ride rather than drive.	10/18/2017 10:35 AM
224	Please add more buses on route 66 between 7 a.m. and 7:40 a.m. We are a month in to the quarter at EWU and there are still too many people in line for the 7:10 a.m. bus and not everyone is able to squeeze on. It's ridiculous that every morning the 7:10 drives off and there is still a line all the way down the platform. Please send a bigger bus in the morning or add an additional bus. Also, please add a bus between the 7:25 and 7:40. If one doesn't get to get on the 7:25 bus because it is too crowded then if you are forced to wait for the 7:40 you are late for work or class at 8 a.m. This needs to be corrected!	10/18/2017 10:30 AM
225	Just finish the darn north south freeway. I'm tired of getting behind empty busses.	10/18/2017 10:29 AM
226	NA	10/18/2017 10:28 AM
227	Finally!	10/18/2017 10:27 AM
228	Students use STA to get to campus from the apartments	10/18/2017 10:24 AM
229	n/a	10/18/2017 10:22 AM
230	Care must be taken to make a scheduled transfer for 62 riders at WPTC with the proposed 64 to help sell current riders on the loss of the one-seat ride, especially since they'll get more service with Option A.	10/16/2017 8:40 PM

Q20 What do you think about the proposed changes to the inbound 94 routing?

Answered: 668 Skipped: 1,317



ANSWER CHOICES	RESPONSES	
Good idea	34.28%	229
Bad idea	5.69%	38
Not sure	16.02%	107
No opinion	44.01%	294
TOTAL		668

Q21 Specifically, how would the proposed changes to the Route 94 impact you or someone you know?

Answered: 141 Skipped: 1,844

#	RESPONSES	DATE
1	na	12/28/2017 3:24 PM
2	More direct should be more efficient and cost effective. Good for saving money.	12/27/2017 4:39 PM
3	No Free Meyer's stop. Bad idea!	12/27/2017 9:27 AM
4	The would be fantastic! Any way to shave a few minutes on my morning route would be Great! Anyone catching the 94 on 3rd ave could just as easily catch the 90 anyway!	12/26/2017 8:15 PM
5	Just fine	12/22/2017 10:50 PM
6	not effected	12/16/2017 6:04 AM
7	Not sure.	12/14/2017 5:36 AM
8	It's not necessarily bad but I think it'll eliminate the current stops that are convenient for many people. If I'm looking at it right, it'll bypass WorkSource and other stops people still use.	12/13/2017 8:48 PM
9	I take the #94 frequently, and this seems like a better routing option.	12/12/2017 5:51 PM
10	I don't take this route often and I don't live in East Central, so I like this because it looks like it will be a faster way to get downtown from the Valley.	12/6/2017 9:14 PM
11	it wouldn't	12/5/2017 7:07 PM
12	This would cut extra time sitting on the bus.	12/5/2017 7:56 AM
13	It would make my trips on the 94 a little shorter since the loop through 2nd and 3rd would be cut out. I don't use any stops on the portion of the route that's to be changed.	12/3/2017 7:33 PM
14	Eliminate service to mostly vacant areas, stop confusing backwards routing	11/30/2017 6:48 PM
15	We do not ride this bus often, but I'm sure it will help those who do.	11/30/2017 2:44 PM
16	I wouldn't be able to go to my favorite goodwill	11/30/2017 2:13 PM
17	I don't know anyone who uses the 2nd Avenue stops after Altamont underpass.	11/27/2017 1:14 PM
18	Sometimes I ride this bus home	11/26/2017 8:01 AM
19	I still need to get to 3rd and Sherman on this bus.	11/25/2017 1:42 PM
20	I just feel like this will really screw over the people that use the bus stop by the gas station on altamont. Although it does seem logical to do this change	11/23/2017 1:06 AM
21	No comment	11/22/2017 7:54 PM
22	This change appears to eliminate service for a large residential area. However, some of that area may include houses that have become state property for future freeway development. Provide specifics on the existing conditions of the area where service is being eliminated.	11/22/2017 6:58 AM
23	It's a good and bad idea. STA would be eliminating potentially four stops by removing this section if the route? Please, please, please give Considerable thinking about where those riders, who will not have access to those stops any longer where they are going to access the bus. This area being eliminated is fairly large and eliminating it decreases accessibility. Also see my response to route 90. STA has eliminated the stop at Sprague and Pittsburgh now you want to eliminate two additional stops along 2nd ave. You have significantly decreased accessability to the bus for riders in this small section of the neighborhood. Also give consideration to providing stops in the vicinity of the new Ben burr trail extension into downtown. I know there are stops in the area now but want to make sure STA is considering ease of accessibility to bus stops along the new section.	11/21/2017 9:17 PM
24	The more direct approach seems like a better idea. The ridership on 2nd and third between magnolia and Altamont is low.	11/21/2017 5:13 PM

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25	Making it more direct would make travel between downtown and the valley quicker. It also means I won't be bus sick every time I get to work	11/20/2017 4:30 PM
26	Would inbound still pick up at Freddys	11/19/2017 11:44 PM
27	Huge improvement! The route is illogical in its current form	11/16/2017 10:41 PM
28	It would heavily affect me getting to work on time depending on the new scheduling, which I don't like. And it may affect some people who get on at those previous stops, which I don't like. However in the morning it seems there aren't many people at those later stops so this may be a good idea.	11/16/2017 6:00 PM
29	NA	11/16/2017 7:18 AM
30	Bus currently goes backwards at this location, seems confusing.	11/16/2017 3:02 AM
31	That would make it not take so long or seem like it takes so long.	11/15/2017 7:56 AM
32	I like it in a lot of ways but for people needing to get to/from downtown that are in between 5th on the south and Sprague on the north, will this benefit them in the same way where they can currently get to either 2nd or 3rd and catch a bus?	11/14/2017 3:32 PM
33	More direct access will make me more likely to use the route	11/14/2017 8:41 AM
34	whenever i use the 94 (to get to my community garden), i haven't seen anyone use the out of direction stops much.	11/11/2017 2:17 AM
35	There are many passengers who use that area that will cut. I actually think it's a good thing though and would help long run. It just needs lots of community outreach I think.	11/9/2017 7:14 PM
36	The out of direction travel was annoying.	11/8/2017 6:26 PM
37	no	11/8/2017 6:07 PM
38	It would take away one less bus going to and from work source and adg that a lot of people use and other places. Unless there are still enough buses that go past those popular spots than idk about it.	11/7/2017 8:26 PM
39	I thought that was a weird way to go and like the new way	11/7/2017 5:53 PM
40	I use this route a few times a week to get to school, and it take forever.	11/7/2017 11:30 AM
41	there would be less service to that area	11/6/2017 1:12 PM
42	May result in delays at peak hours due to traffic on third. Otherwise makes sense.	11/6/2017 10:23 AM
43	I think that would be a bad idea. Due to the fact they wanted to do that about 18 years ago and they felt during the snow it wouldn't work. They don't plow down those roads regularly	11/5/2017 4:37 PM
44	Looks like it may save me time however not certain	11/4/2017 2:44 PM
45	It would make trips to Downtown quicker due to less back tracking.	11/4/2017 2:09 PM
46	Could be helpful since this route hits DSHS in the valley and the unemployment office.	11/3/2017 3:47 PM
47	I live on this route currently and I think this neighborhood needs the route as it is rather than cutting right through it. This is a bad idea and just goes to show STA doesn't care about East Central. This is a poor neighborhood and could benefit most from public transit, isn't Spokane, with the recent road work, trying to revive this part of town? Apparently STA can't see that or their (self?) interests lay elsewhere.	11/3/2017 9:55 AM
48	Not much	11/3/2017 6:27 AM
49	I would find it a more quick route, but the people who get on at the current route that would be discontinue (especially those on the 2nd section between Altamont and Perry) would have a significant increase in a walk to reach a new stop.	11/2/2017 1:32 PM
50	NA	11/2/2017 8:17 AM
51	Less time on bus	11/1/2017 3:03 PM
52	N/A	11/1/2017 2:26 PM
53	na	10/31/2017 1:23 PM
54	More direct is better all around! This too is a route I use often.	10/30/2017 4:11 PM

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55	I worked in Millwood trying to promote this route, and only about 2 people considered using it. The reason no one used it is because the bus took 45min minimum, and driving was almost 3 times as fast. So, if this proposed change cuts time off (and 15 min would be the right amount), then I think you'll have a few more Millwood riders.	10/30/2017 2:32 PM
56	More of a straight shot to downtown to transfer buses.	10/30/2017 1:18 PM
57	N/A	10/30/2017 1:04 PM
58	The new route looks more direct. It is the bus I take inbound and outbound every day. Very few people board the bus in the routing to be discontinued.	10/30/2017 12:29 PM
59	May take longer	10/30/2017 12:24 PM
60	no impact	10/30/2017 12:23 PM
61	Seems likely to back up traffic in the underpass turning on to 2nd which is already a mess during busy times of day.	10/30/2017 9:54 AM
62	This is where I90 is it is difficult to get across one way or the other you catch these busses.	10/27/2017 9:53 AM
63	NA	10/27/2017 5:43 AM
64	It's going cause people to have to leave earlier to get to the new stops.	10/26/2017 8:34 PM
65	While the route doesn't affect me directly because I get on 94 in the Millwood area, I always thought the out of direction part seemed out of place	10/26/2017 5:30 PM
66	Not familiar with this route, never used.	10/26/2017 5:29 PM
67	Seems more clean.	10/26/2017 4:06 AM
68	I would still catch it at the same spot, but it looks like it would get downtown faster, which is good.	10/25/2017 3:06 PM
69	More stops by Liberty Park is great for this area.	10/25/2017 11:01 AM
70	none	10/25/2017 7:57 AM
71	a shorter route, less stops, getting into downtown faster. Currently takes 45 minutes as scheduled.	10/25/2017 7:21 AM
72	It would get me to work quicker, although I only take the bus in the winter.	10/24/2017 12:59 PM
73	n/a	10/24/2017 11:54 AM
74	Hopefully going past Liberty park will increase ridership	10/24/2017 10:37 AM
75	n/a	10/23/2017 2:26 PM
76	All I know is this rerouting may change the amount of time it takes to arrive at the Plaza or get home, but the location of my stop remains unchanged.	10/23/2017 8:30 AM
77	Convenient	10/23/2017 8:25 AM
78	Leave the way it is	10/23/2017 6:01 AM
79	don't know	10/22/2017 3:22 AM
80	It would not	10/21/2017 12:39 PM
81	more efficient	10/21/2017 9:47 AM
82	IT WOULDN'T IMPACT ME.	10/20/2017 2:11 PM
83	N./A	10/20/2017 1:26 PM
84	NO OPINION	10/20/2017 9:44 AM
85	n/a	10/20/2017 8:39 AM
86	Cuts out a lot of travelers	10/20/2017 8:01 AM
87	Stop lights, and now buses clogging up an already congested area, 45 - 60 minutes to cover a 15 minute drive	10/20/2017 6:24 AM
88	No.	10/20/2017 6:19 AM
89	I use this route every single day, but this change would not affect me	10/19/2017 3:40 PM
90	less time to travel.	10/19/2017 2:06 PM

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91	No impact	10/19/2017 1:19 PM
92	N/A	10/19/2017 11:03 AM
93	East Central community center is a great resource and improving access could be beneficial to many people.	10/19/2017 9:56 AM
94	Have you tried to see how this will affect the current neighborhood versus the new ?	10/19/2017 9:04 AM
95	decrease property values eliminate parking for residents cost tax payers money	10/19/2017 7:39 AM
96	N/A	10/19/2017 7:20 AM
97	N/A	10/19/2017 6:32 AM
98	serve alot of folks	10/19/2017 5:30 AM
99	Why change this route anyways	10/19/2017 1:02 AM
100	unknown	10/18/2017 11:15 PM
101	Wouldn't	10/18/2017 3:54 PM
102	n/a	10/18/2017 3:24 PM
103	None	10/18/2017 2:42 PM
104	n/a	10/18/2017 2:29 PM
105	n/a	10/18/2017 2:26 PM
106	N/A	10/18/2017 2:13 PM
107	looks like a shorter bus ride for me.	10/18/2017 2:09 PM
108	Bad idea	10/18/2017 1:14 PM
109	not at all	10/18/2017 1:14 PM
110	East Central could use better service	10/18/2017 1:11 PM
111	Better access point to East Central Comm Center.	10/18/2017 1:09 PM
112	N/A	10/18/2017 1:08 PM
113	unknown	10/18/2017 12:53 PM
114	N/A	10/18/2017 12:50 PM
115	Best idea. Since there are no buses on the Altamont Loop anymore (my parents live there), I use the east central buses. Getting rid of that loop is definitely necessary.	10/18/2017 12:45 PM
116	It wouldn't.	10/18/2017 12:29 PM
117	would not	10/18/2017 12:23 PM
118	If it changes timepoints and makes the route shorter, I'd be able to make connections at the Plaza easier.	10/18/2017 12:21 PM
119	I'm disappointed that the route won't go up to Northwoods and that the bus doesn't come down Park Rd. far enough to pick up travelers by the water area and that part of Millwood. Millwood should have much better access to transit.	10/18/2017 12:19 PM
120	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
121	Unsure of impact	10/18/2017 12:13 PM
122	Elderly friend will be able to go to the park, she loves that little park.	10/18/2017 12:08 PM
123	Not sure	10/18/2017 11:46 AM
124	N/A	10/18/2017 11:46 AM
125	could cause a person to walk 2 blocks from 3rd. or 2 blocks from 2nd. to Sprague. this would be a luxury for most riders.	10/18/2017 11:40 AM
126	Clients I work with would have better access to services.	10/18/2017 11:35 AM

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127	Would a traffic light be installed at Perry and 2nd? There are times where this is backed up with traffic waiting to make the left from Perry to 2nd, the bus would be subjected to this wait as well.	10/18/2017 11:31 AM
128	unsure	10/18/2017 11:29 AM
129	access is key.	10/18/2017 11:25 AM
130	Would be a quicker way to get to and from downtown to East Central when transferring from the South Hill.	10/18/2017 11:18 AM
131	no impact on me, but it would seem to cut some travel time eliminating the double back to Altamont. Those catching it on 2nd would still have the 90 as an option.	10/18/2017 11:11 AM
132	Not at all	10/18/2017 10:57 AM
133	Not me	10/18/2017 10:57 AM
134	Never ride	10/18/2017 10:50 AM
135	It wouldn't.	10/18/2017 10:47 AM
136	N/A	10/18/2017 10:43 AM
137	not sure	10/18/2017 10:39 AM
138	n/a	10/18/2017 10:34 AM
139	It includes a whole other neighborhood that I am sure have carless families.	10/18/2017 10:29 AM
140	It would impact quite a few people I know. There is not enough bus service to Millwood area now.	10/18/2017 10:24 AM
141	It's a long ride now and this should help shorten it.	10/18/2017 10:24 AM

Q22 Please provide any additional comments, suggestions or concerns regarding the proposed change to the inbound Route 94.

Answered: 88 Skipped: 1,897

#	RESPONSES	DATE
1	na	12/28/2017 3:24 PM
2	Regardless of route, rider fares should be assessed and adjusted to cover predicted cost.	12/27/2017 4:39 PM
3	Please implement this change!	12/26/2017 8:15 PM
4	improves efficiency	12/20/2017 9:30 PM
5	Keep it the way it is unless it's just too cost prohibitive.	12/13/2017 8:48 PM
6	My only concern is about people who live north of the freeway, it might be really inconvenient for them.	12/6/2017 9:14 PM
7	If there are events at Liberty Park then the parked vehicles can be a little tough to maneuver a bus around unless they have no parking signs on the street.	12/6/2017 3:32 PM
8	not in favor	12/5/2017 7:07 PM
9	This would be a bad idea	11/30/2017 2:13 PM
10	The persons in East Central across I-90 might need an alternative to riding Route 90.	11/27/2017 1:14 PM
11	The 94 should route the outbound different towards Trent. At Trent and Argonne: Left Trent Right Dale to layover at Dale and Buckeye behind Albertsons Continue to Buckeye, left Right on Vista Right on Liberty Right on Argonne and resume	11/22/2017 7:54 PM
12	None	11/21/2017 9:17 PM
13	Route 94 should run later and more frequently so that people who work past 9 in places like the Argonne Village and surrounding shopping areas can get home. There are retail workers there that need late night transport	11/20/2017 4:30 PM
14	Some wouldn't have a way to get to the bus stop quickly and especially with the cold weather coming it could be more dangerous for those who walk. Unless, of course, no one gets picked up there on most days	11/17/2017 10:39 AM
15	Can we please have one more 30 minute bus added to the evening schedule outbound? So that there is a 6:35 between the 6:05 and the 7:05. It would benefit many of us who work elsewhere and use the 94 to get home but have to travel to downtown first.	11/16/2017 6:00 PM
16	NA	11/16/2017 7:18 AM
17	Riders on 2nd could walk 6 blocks to Sprague. How about riders on 3rd? Not many ways to cross the freeway in that area.	11/11/2017 6:08 PM
18	I strongly recommend community outreach to the neighborhood. It's a concern that STA would appear uncaring about the residents in the area. It will help in the long run.	11/9/2017 7:14 PM
19	As above. Do people need a lot more stops in and around Liberty Park? I really don't know much about it.	11/7/2017 8:26 PM
20	Totally agree with this due to the Backtracking route does now which waste time. There are no houses anymore on 2nd and the people can use the Sprague Bus.	11/6/2017 6:18 PM
21	Good change, as it'll eliminate running buses through the vacant stretch of 2nd Avenue in the North Spokane Corridor right of way. Riders who live north of I-90 can easily walk the two blocks to #90 Sprague. For riders who previously used stops on 3rd Ave, 5th Ave is a short two blocks away. Could the time saved by eliminating out of direction travel be used to boost the frequency of Route 94 from 30 minutes to say, 25 minutes? Since #21's interline with #94 is proposed to change to #90, it frees #94 up to run whatever frequency is desired.	11/4/2017 2:09 PM
22	15 minutes (or 20) on weekdays and 30 minutes on weekends.	11/2/2017 10:28 AM

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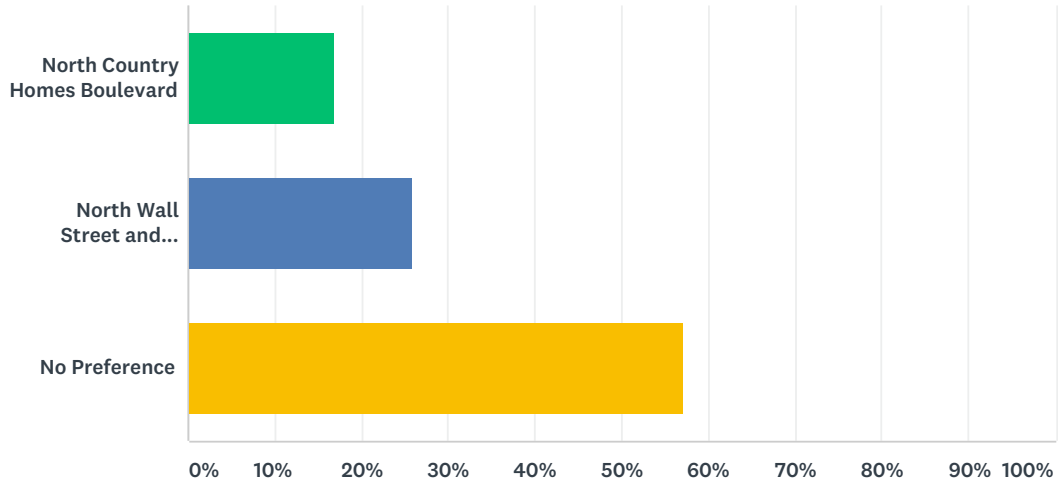
23	NA	11/2/2017 8:17 AM
24	Will the bus even fit?	11/1/2017 4:09 PM
25	N/A	11/1/2017 2:26 PM
26	na	10/31/2017 1:23 PM
27	Is there anyway to get the outbound 94 to arrive at Buckeye and Dale on time please	10/31/2017 12:10 PM
28	It depends on whether the people on the to-be-discontinued route have an option to catch the Sprague bus.	10/31/2017 7:41 AM
29	I wish this route or any route for that matter would continue up into the mead area	10/31/2017 6:20 AM
30	Probably fine the way it currently is.	10/30/2017 1:04 PM
31	Re: travel by bus to Millwood; will STA ever run a bus east on Francis Avenue and come across Bigelow Gulch Rd with stops. at Thierman Rd. or Jensen Rd, then continue on down to Millwood via Argonne Rd. My daughter lives in that area and currently, no buses can get me to her part of town much past Liberty in Millwood.	10/29/2017 12:46 PM
32	Yes!	10/27/2017 9:07 PM
33	If stops were put in close to the bridges and more pedestrian bridges put in then this would be a effective route change	10/27/2017 9:53 AM
34	NA	10/27/2017 5:43 AM
35	Leave it alone. Fix the current problems and issues you have at the foundation of your company. Focus on BETTER and better QUALITY customer service of your drivers and other staff. Hold drivers ACCOUNTABLE. And if you are going to have a schedule... ABIDE BY IT!!!	10/26/2017 8:34 PM
36	Doesn't really impact me, but the impacted area is lower income that may not have access to transportation. If the proposed change takes place, there is limited access to the other side of the freeway to reach the bus system	10/26/2017 12:29 PM
37	I wish the 94 ran earlier on weekday mornings.	10/25/2017 3:06 PM
38	none	10/25/2017 7:57 AM
39	It seems more efficient, but those on 2nd would have farther to walk to get to a bus stop.	10/24/2017 3:48 PM
40	The route needs to run more than once an hour on the weekends.	10/24/2017 12:59 PM
41	quicker	10/24/2017 11:56 AM
42	none	10/24/2017 11:54 AM
43	n\ a	10/23/2017 2:26 PM
44	I don't like the fact that I have to wait hour on the hour to catch the bus after work. I leave work at 6 pm. The bus leaves the plaza at 6:05. The next one is at 7:05. In the morning I have to leave an hour early to catch the bus or end up being late. It's a big waste of time but saves gas and is good for the environment.	10/23/2017 8:30 AM
45	none	10/23/2017 8:25 AM
46	None	10/23/2017 6:01 AM
47	This proposed change looks like it will force residents between Sprague and the I-90 to cross the freeway to board. This looks problematic to me	10/21/2017 12:39 PM
48	N/A	10/20/2017 1:26 PM
49	In my riding this route there were people who would be impacted. Do they have a different option to get downtown?	10/20/2017 12:08 PM
50	NO OPINION	10/20/2017 9:44 AM
51	n/a	10/20/2017 8:39 AM
52	Dump STA	10/20/2017 6:24 AM
53	No further comment.	10/20/2017 6:19 AM

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54	There is a stretch of people that I see every day that utilize the bus between Perry and Altamont. What is your solution for them?	10/19/2017 3:40 PM
55	NA	10/19/2017 1:19 PM
56	N/A	10/19/2017 11:03 AM
57	decrease property values eliminate parking for residents cost tax payers money	10/19/2017 7:39 AM
58	N/A	10/19/2017 6:32 AM
59	This cuts out a significant portion of the route that serves those who ride the bus frequently - would impact walking distance to bus stops by several blocks.	10/19/2017 6:25 AM
60	Eliminate routes if anything	10/19/2017 1:02 AM
61	Concerned that the discontinued route portion may not serve members of that neighborhood who rely on transportation currently provided by it.	10/18/2017 10:50 PM
62	n/a	10/18/2017 3:24 PM
63	n/a	10/18/2017 2:29 PM
64	n/a	10/18/2017 2:26 PM
65	N/A	10/18/2017 2:13 PM
66	this seems like it would make this bus ride shorter which is a good thing.	10/18/2017 2:09 PM
67	Seems to make sense	10/18/2017 1:24 PM
68	Bad idea	10/18/2017 1:14 PM
69	none	10/18/2017 1:14 PM
70	There are enough bus routes downtown that changing in another neighborhood may be a good idea and cut down on crime.	10/18/2017 1:09 PM
71	N/A	10/18/2017 1:08 PM
72	NA	10/18/2017 12:53 PM
73	No comment	10/18/2017 12:50 PM
74	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
75	N/A	10/18/2017 12:13 PM
76	None	10/18/2017 11:46 AM
77	N/A	10/18/2017 11:46 AM
78	nice little change. serves what it's supposed to serve, and easier access to liberty park.	10/18/2017 11:40 AM
79	Assess for needed modifications for riders with disabilities.	10/18/2017 11:35 AM
80	Why not route it via Altamont?	10/18/2017 11:31 AM
81	Appreciate your consideration.	10/18/2017 11:25 AM
82	never ride	10/18/2017 10:50 AM
83	N/A	10/18/2017 10:43 AM
84	none at this time	10/18/2017 10:39 AM
85	I use 94 daily, but only for outbound. So the inbound change will not impact me.	10/18/2017 10:37 AM
86	n/a	10/18/2017 10:34 AM
87	NA	10/18/2017 10:29 AM
88	There is not enough bus service to Millwood area now. There are new developments and massive new apartment complex above the Millwood area and NO bus service at all. Traffic is a mess and there is no option to take the bus to help relieve the problem.	10/18/2017 10:24 AM

Q23 What end-of-the-line routing option do you prefer?

Answered: 732 Skipped: 1,253



ANSWER CHOICES		RESPONSES	
North Country Homes Boulevard		16.94%	124
North Wall Street and Hawthorne		25.96%	190
No Preference		57.10%	418
TOTAL			732

Q24 Please describe why you prefer North Country Homes Boulevard, North Wall Street and Hawthorne or have no preference.

Answered: 234 Skipped: 1,751

#	RESPONSES	DATE
1	Prefer North Wall (Waikiki) and Hawthorne route because it is easy access by walking.	1/2/2018 12:08 PM
2	Because I live next to Whitworth University and I have some disabilities that makes it hard to drive	1/2/2018 12:03 PM
3	It would bring me closer to some of the places that I go once I get off the bus.	12/29/2017 5:38 PM
4	I do not want more busses jamming up Hawthorne.	12/27/2017 4:41 PM
5	It allows for a better plan for future bus rapid transit.	12/22/2017 10:52 PM
6	Dont use this	12/20/2017 9:30 PM
7	getting up north from downtown or going going downtown from up north is a long drive with alot of traffic and it would be nice to be able to move fast through the city.	12/19/2017 9:23 PM
8	I may have a job up there.	12/16/2017 12:49 PM
9	Having to cross Division can be a major hassle.	12/14/2017 5:38 AM
10	I am not familiar enough with the route to give informed input. I've rarely ridden this bus.	12/13/2017 8:51 PM
11	Serves Whitworth University	12/12/2017 5:53 PM
12	I think going by Whitworth is beneficial to students	12/12/2017 12:58 PM
13	Allows whitworth students who don't have cars to get on the bus more quickly and avoiding to walk far. Also, country homes is very busy at peak commuting times. Can make the bus route longer and be late often.	12/11/2017 12:04 PM
14	It wouldn't impact the stop at Hawthorne	12/7/2017 8:06 AM
15	Yawn.	12/6/2017 10:03 PM
16	I don't go to that area	12/5/2017 7:08 PM
17	It is along the route I need to get to work, being partially disabled this is important to me.	12/5/2017 5:46 PM
18	I think it would be faster to take Country Homes Blvd, but I'm good with either way as long as this bus remains an express. Outbound to downtown would take longer on Country Homes Blvd as traffic gets pretty bad at the Y.	12/5/2017 11:09 AM
19	Prefer North Wall and Hawthorne route. I live near Wall in the neighborhood south of Whitworth and currently catch the bus at Waikiki and Hawthorne. Personally, the Wall-Hawthorne route would be very convenient but the North Country Homes route would be very inconvenient and probably cause me to stop taking the bus and start driving for my commute.	12/4/2017 8:38 AM
20	Less walking from bus stop to whitworth.	12/1/2017 4:07 PM
21	Minimizes double routing	11/30/2017 6:49 PM
22	Hawthorn and Wall would provide more coverage area and it would help the Whitworth students and faculty.	11/30/2017 2:51 PM
23	Better service	11/30/2017 2:14 PM
24	Makes more sense to me	11/29/2017 7:29 AM
25	Traffic backs way up on division at Hawthorne during peak commuting hours. Use the Hawthorne option you are proposing for more reliable departure and arrival at Hastings and fairwood.	11/29/2017 6:04 AM
26	North Wall because I have more family and friends that live near that possible route.	11/28/2017 7:22 AM
27	Don't use this one.	11/25/2017 1:42 PM

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28	My eyedoctor would be much more accessible with this route, as would the entire shopping center	11/22/2017 3:18 PM
29	Whitworth University and the community all along Waikiki, Wall, and all the residential and other areas that connect to those two streets need service. There is no service provided with the North Country Homes Blvd option. In addition, the STA vans that serve the community would be drastically reduced with the North Country Homes Blvd option. RETAIN THE STOP AT HAWTHORNE AND WAIKIKI!!!!!!!!!!!!	11/22/2017 7:08 AM
30	Less buses on N. Country Homes and Division (already very crowded and traffic is bad). I also think the hawthorne route helps more people around Whitworth college.	11/21/2017 11:49 AM
31	Seems more direct.	11/20/2017 9:28 AM
32	It seems like a more straight forward route.	11/20/2017 7:29 AM
33	I like both options- Country Homes is a prettier drive.	11/20/2017 7:18 AM
34	I think country holmes would be a bit quicker actually. Its also nice for people who want to go to all of the stores on highway 2.	11/17/2017 12:33 PM
35	It allows walking to bus stop from home when my knee heals	11/16/2017 3:53 PM
36	Division intersections get very clogged at night and the fewer the bus has to go through the less change of the bus being delayed.	11/16/2017 6:21 AM
37	I get off at Waikiki & Hawthorne to go home:)	11/15/2017 6:28 PM
38	I walk to the shops, gym, and doctor in the North Pointe area, which is south of the final destination. I walk along North Country Homes Blvd and wonder why no bus serves that busy street.	11/15/2017 11:36 AM
39	I am more likely to need to get to somewhere along division	11/15/2017 10:17 AM
40	I park at the Hastings Park and ride. It doesn't matter to me which route the bus takes to get me there.	11/15/2017 7:41 AM
41	Wait time at the light would be less at Hawthorne and whitworth area would have access to more than one bus route	11/14/2017 7:09 AM
42	Serving North Country Homes would make getting to my Dr. Office easier.	11/13/2017 11:58 PM
43	I live near Whitworth University and use the stop at Hawthorne and Waikiki. The Country Homes route would take this away.	11/13/2017 8:38 PM
44	Seems like there would be less traffic on wall, maybe not though.	11/13/2017 7:51 PM
45	Easier to get to Whitworth	11/13/2017 9:33 AM
46	the office of driver's licensing is located on country homes. the current division bus does not take a person as close to the office as a route on country homes would.	11/11/2017 7:55 AM
47	I think it would help long term. Also there is a couple of DR clinics up there that people are trying to reach.	11/9/2017 7:16 PM
48	I think it should be left the way it is	11/9/2017 2:24 PM
49	Country Homes and Division back up too much during peak hours and difficult to navigate...I have been driving it for 10 years.	11/9/2017 12:32 PM
50	I sometimes take the 124 but I get off at Francis and Monroe to walk to my work.	11/9/2017 10:15 AM
51	No specific reasons.	11/8/2017 6:28 PM
52	no	11/8/2017 6:07 PM
53	Preference is to leave route as is. Not sure what benefit changing that leg will have and there will be additional time waiting at the light on Division.	11/8/2017 8:47 AM
54	Hawthorne route requires less time on the division which has heavier traffic	11/8/2017 8:24 AM
55	I think the streets that this goes on are popular traveling places and would be nice to have one more bus passing on them.	11/7/2017 8:30 PM
56	Country Holmes is one of the most congested stops there is on the whole route. I use this park N ride and you take your life in your hands when traveling from downtown just trying to cross the street dodging traffic. Why would you even consider this when it is so unsafe?	11/7/2017 7:00 PM

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57	I only ride the bus downtown. I don't take it back north.	11/7/2017 12:14 PM
58	It 's more convenient	11/7/2017 8:54 AM
59	Don't change the route! It works best for the users now, both options are longer, more circuitous, and only for the driver's convenience. Have you ever gone north at CH-Division? Ugh.	11/6/2017 4:50 PM
60	I prefer the Hawthorne route over the Country Holmes route because of the congestion on Division. Division can get backed up almost all the way to Country Holmes at certain times of the day. Putting the bus on division at Country Holmes will only create longer commute times and a more unreliable bus.	11/6/2017 3:20 PM
61	I prefer the Hawthorne Route because I believe it will be faster. Taking a right from Division onto Country Homes and then a left from Country Homes onto Wall in the morning will take longer, from personal experience, not to mention clog up that already poorly designed intersection at Division and Country Homes with large, sight-obstructing buses which make the traffic issues there more pronounced. Also I like that the Hawthorne option keeps Whitworth University in the mix.. I see quite a few students use 124 bus.	11/6/2017 11:32 AM
62	Would provide direct access to an express on Newport. Would reroute passengers from the 25 that want to go directly to north stores or anything above the "y"	11/6/2017 11:26 AM
63	Faster. Whitworth traffic calming might be a challenge in winter. Difficult turn from Wall to Hawthorne when there's traffic Westbound.	11/6/2017 11:10 AM
64	There have been several comments from people saying they do not want buses on Country Homes	11/6/2017 9:48 AM
65	This route might better serve those traveling to and from Whitworth University.	11/6/2017 8:51 AM
66	The stretch of Hawthorne road as suggested would be very congested by college students, and the road itself is not fit for a bus. There are multiple trees and crosswalks that the bus would have to maneuver around, making it even more difficult for the bus in the winter, and more difficult to navigate than in front of mead high school right now.	11/5/2017 9:20 PM
67	I have wondered why for the longest time you went along Hastings. I think that they could put a stop at whitworth for those students in the afternoon who are wanting to go downtown or in the mornings to whit worth. Transferring tho other buses along the way.	11/5/2017 4:42 PM
68	The North Wall and Hawthorne routing is leaps and bounds better as it maintains service to Whitworth University. It arguably also enhances the Whitworth service it since it'll run right in front of campus, rather than across the backside of it on Waikiki and Mill Rds. The North Wall/Hawthorne routing also helps the route avoid the congested Country Homes/Division Y area. Most riders on #124 are white collar workers who go between the Park and Rides & Downtown and would have little interest in stopping at Rite Aid, Rosauers, etc. (if that was the intent for the Division/Country Homes routing). They would just do their evening shopping at Wandermere after they pick up their cars. So it makes no sense to run the bus through slower traffic on Division St. & Country Homes Blvd.	11/4/2017 2:36 PM
69	Unless there are stops along the way, what difference does it make?	11/3/2017 9:18 PM
70	country homes too crowded and not enough lanes for bus stops. ever.	11/3/2017 3:56 PM
71	North wall will not have as much traffic, this route will be way faster, this is a way better option.	11/3/2017 1:02 PM
72	May get seasick when the bus runs the gauntlet that is now Hawthorne.	11/3/2017 10:51 AM
73	Biggest concern is reliability and delays. Country Homes at Division Northbound as well as Division North bound at Hastings seem to back up during peak times. please review both routes for delay on Division. Wall to Hawthorne is a little longer but may be more reliable.	11/3/2017 10:16 AM
74	You should be asking the students of the university which they prefer if you all truly cared, or for that matter, the neighborhoods themselves. My concern is for the students who do contribute to the city.	11/3/2017 9:58 AM
75	A direct route will be much better	11/3/2017 6:28 AM
76	Division between Hawthorne and Country Homes is the most congested stretch of North Division, particularly during the times the 124 is running. The other route would avoid this.	11/3/2017 5:19 AM

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77	The North Wall Street and Hawthorne would reduce the amount of time spent on traffic on Division. This route also wouldn't reduce the stop that already exists at the intersection. During peak hours Division and Country Homes may be backed up and the bus could sit for quite a while trying to get through the Division and Country Homes light and the Country Homes and Wall light. There are also more accidents or stalled vehicles that occur on Division between Hawthorne and Country Homes than Wall. There are also less emergency vehicles that travel on Wall than Division.	11/2/2017 5:33 PM
78	Would prefer option that results in fastest route overall	11/2/2017 5:08 PM
79	Doesn't affect me	11/2/2017 4:28 PM
80	I get off at Hawthorne so no preference but there are people who live around Wall at Hawthorne who would no longer be able to access the 124 bus. Also after 3pm both Hawthorne and Country Homes are high traffic areas and could cause longer wait times.	11/2/2017 4:20 PM
81	I don't use this route currently	11/2/2017 8:28 AM
82	NA	11/2/2017 8:18 AM
83	I use park and ride to County office speed is preferred but understand others need service too	11/2/2017 6:22 AM
84	I think it would be faster, as it looks more direct.	11/1/2017 4:10 PM
85	Country homes route would also provide coverage for the gap in service between the Y and Hawthorne on division... bonus! I really need it to go to fairwood shopping center.	11/1/2017 4:06 PM
86	N/A	11/1/2017 2:27 PM
87	It is an easier right turn on to Country Homes Blvd which is two lanes in both directions than on to Hawthorne which is one lane and has concrete medians design to slow down traffic past Whitworth College.	11/1/2017 10:15 AM
88	Traffic on Country Homes is already pretty tight. Buses do not facilitate traffic flow.	11/1/2017 8:30 AM
89	The 'Y' typically has a lot of congestion. Avoiding it seems like a good idea.	11/1/2017 8:06 AM
90	Neither is my preferred option. Both alternate routes have more traffic than the current route. I believe it will extend commute time. The light at North Country Homes Boulevard and North Division street doesn't back up in the evening as much as the light at Hawthorne and North Division. If I went back to driving my car daily, I would prefer the bus to stay on the current route as the traffic flows better on that route. I can't see how making a left turn from Hawthorne onto Wall in the morning is more convenient. The bus would still be making a left onto Hastings in the evening, a left into the Hasting Park and Ride in the evening, and a left into the Fairwood Park and Ride in the evening when there is peak traffic.	11/1/2017 7:12 AM
91	Less traffic on Hawthorne to Division and give Whitworth students closer route options.	10/31/2017 4:33 PM
92	That route would be faster to get to Hastings. Which is my destination.	10/31/2017 3:57 PM
93	Ability of route to serve Whitworth College.	10/31/2017 3:47 PM
94	I don't know these routes in detail	10/31/2017 2:22 PM
95	the lights seem like they would be a smoother transition	10/31/2017 1:26 PM
96	It would be faster country homes Boulevard	10/31/2017 12:29 PM
97	Neither of those options make sense.	10/31/2017 8:34 AM
98	The least pained option, I believe.	10/31/2017 8:19 AM
99	Again, 2 routes travelling the same path. Why not make the Hawthorne route travel on the proposed discontinued route, through the residential area for the college and high school students and staff?	10/31/2017 6:51 AM
100	I rely on the 124 every morning and must get on it at Monroe and wall. Changing it would force me to have to rely on 2 separate buses which in the past has proven to be unreliable. Please do not change this route!	10/31/2017 6:32 AM
101	I think that during peak traffic times, getting though the lights on division are terrible particularly at Hawthorne. As a user of the Fairwood park and ride, I believe this would extend my commute considerably.	10/31/2017 6:22 AM
102	I only ride the 124 to go downtown or go home, I never use it to go that far north	10/30/2017 5:57 PM

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103	You can service more people because the is a larger neighborhood on Country Homes Blvd. Whitworth College is right on Hawthorne and is close to a stop on Division even if you bypass Hawthorne all together so students can still get to school by riding the bus.	10/30/2017 2:02 PM
104	Goes by the wandermere mall	10/30/2017 1:36 PM
105	N/A	10/30/2017 1:06 PM
106	no impact to me	10/30/2017 12:24 PM
107	Country Homes allows for a stop in a business area where a better connection could be made. Very few riders from current Hawthorne stop.	10/30/2017 11:46 AM
108	It would be a quicker trip avoiding Division.	10/30/2017 11:21 AM
109	Near the DMV	10/30/2017 6:17 AM
110	I get on the 124 at Country Homes Church so end of the line doesn't affect me. BUT this route has been invaluable to me due to the horrible courthouse parking!	10/30/2017 5:51 AM
111	more access to the businesses along N. Division Street.	10/29/2017 12:47 PM
112	Less drive time.	10/27/2017 4:38 PM
113	Please do Wall and Hawthorne route otherwise the route won't work for me since I live near Wall and Hawthorne intersection.	10/27/2017 4:25 PM
114	During rush hour traffic, it's best to avoid division and I've notice issues at the country Holmes and division intersection	10/27/2017 12:40 PM
115	It would service a wider area	10/27/2017 9:57 AM
116	You have folks to utilize the bus from that area.	10/27/2017 9:38 AM
117	Driving the Hawthorne route is going thru 20 mph speeds on Hawthorne...also, the driver would still have to make a left turn (to get onto Wall Street) at an uncontrolled intersection making it more dangerous and taking more time to get downtown.	10/27/2017 8:24 AM
118	North Wall Street I think is the best option out of the two because it still connects to most of the people on north wall and whitworth while avoiding the traffic roundabout. However, the country Holmes boulevard is much worse because that is a major intersection which will cause increased wait times in long lines of cars and the sta would be cutting off too many people on Wall Street by doing this because it is the only bus that rides that far north on wall.	10/27/2017 7:48 AM
119	I don't like either. Will take longer for me to get to fairwood where I park. But Hastings is zigzag and slow through Whitworth and the light on hastings/division takes long and backed up at rush hour.	10/27/2017 7:19 AM
120	North Wall Street & Hawthorne. I enjoy the current 124 route because it avoids Division St and Country Homes Blvd. Both of those areas get very congested during the morning commute and would cause delays to the time it takes to reach downtown.	10/27/2017 7:12 AM
121	I pick up the bus at the Hastings Park and Ride. I think you should consider the Hawthorne route because people do pick it up at the corner of Hawthorne and Wall.	10/27/2017 6:34 AM
122	Less traffic on Hawthorne vs country homes	10/27/2017 6:28 AM
123	The Hawthorne option would be the closet to what we have now. What we have now works GREAT for my current work schedule.	10/27/2017 6:05 AM
124	There is plenty of parking there. I would prefer Hastings, th at is not an option.	10/27/2017 6:02 AM
125	Park and ride.	10/27/2017 5:09 AM
126	I prefer neither. I am just going to be late to my job if you change it	10/26/2017 8:35 PM
127	North Country Homes Boulevard seems more convenient for more people.	10/26/2017 5:31 PM
128	Quicker traffic flow on Country Homes Blvd. Recent "improvements" to Hawthorne road would make travel there slow and difficult for a bus.	10/26/2017 5:19 PM
129	Extra service to the Whitworth area is a plus.	10/26/2017 2:58 PM
130	I don't ride the bus.	10/26/2017 4:06 AM
131	North Country Homes Blvd is better as it will go by the new DMV	10/25/2017 11:09 AM

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132	I like Country Homes Boulevard because there are places along that route I might need to go.	10/25/2017 8:56 AM
133	none	10/25/2017 7:58 AM
134	N Country Homes Blvd has high traffic during peak hours of end of work day and traffic backs up at N Country Homes Blvd and Wall St	10/25/2017 7:08 AM
135	as long as it stops at the Hastings Park and Ride and downtown, I have no preference with the route in between	10/25/2017 6:05 AM
136	This would allow me to use the bus system with ease as this would allow me to catch the bus close to my home.	10/24/2017 4:07 PM
137	For someone that lives on Country Homes, this would give them more options.	10/24/2017 3:49 PM
138	I prefer keeping with the current alignment.	10/24/2017 3:27 PM
139	Closer to the customer base - neighborhood.	10/24/2017 2:39 PM
140	Neither. both route suggestions contemplate left turns which at high traffic times take forever to get through. a complete avoidance of division is what makes the 124 so popular.	10/24/2017 1:37 PM
141	n/a	10/24/2017 11:54 AM
142	No preference, just want to keep this as an "express" route so it is a quick ride North from downtown.	10/24/2017 11:53 AM
143	Division has too much traffic and is slow going for the buses. The less time on this road the better.	10/24/2017 11:20 AM
144	I park at the Hastings Park and Ride. As long as the bus still stops there I don't really care how it gets there.	10/24/2017 11:04 AM
145	n/a	10/23/2017 2:27 PM
146	Country home is too busy during rush hour	10/23/2017 12:25 PM
147	It's a more direct route.	10/23/2017 9:40 AM
148	None	10/23/2017 8:25 AM
149	Change	10/23/2017 6:03 AM
150	Either proposed route change appears to improve service to an area I believe is lower income than the current route	10/21/2017 12:49 PM
151	better at peak times	10/21/2017 9:49 AM
152	Country Homes in one lane. I foresee traffic congestion as you can't easily get around busses stopping sometimes.	10/21/2017 1:25 AM
153	IT WOULDN'T AFFECT ME BUT IT IS A MORE DIRECT ROUTE.	10/20/2017 2:13 PM
154	N/A	10/20/2017 1:26 PM
155	N Wall Street and Hawthorne have that huge parking/shopping area which would be easier to park/ride the bus	10/20/2017 11:07 AM
156	GREAT	10/20/2017 9:45 AM
157	better access to Whitworth	10/20/2017 9:41 AM
158	I live next to Whitworth University and walk to the bus stop on the corner of North Wall Street and Hawthorne several times a week. If you take that stop away, I would have to find a new bus stop and it would be a farther walk. I see people at that bus stop every morning as well.	10/20/2017 9:24 AM
159	Easier/safer access to the line from more residential areas as well as Whitworth. Avoiding Division is always a good thing especially as a pedestrian.	10/20/2017 8:23 AM
160	more travelers likely to board	10/20/2017 8:03 AM
161	the route goes by whitworth	10/20/2017 7:55 AM
162	Do not utilize the transit system enough.	10/20/2017 7:12 AM
163	More buses congesting busy roads, what's not to like	10/20/2017 6:24 AM
164	Less walking for the university students	10/19/2017 2:12 PM

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165	Wall street has less traffic congestion.	10/19/2017 1:20 PM
166	North Country Homes goes past the Rockwood Clinic and dozens of stores that the current route and Hawthorne route do not.	10/19/2017 12:28 PM
167	Less prone to traffic jams and congestion. Hawthorne is too narrow and recent modifications to slow traffic have made it harder to drive straight.	10/19/2017 12:19 PM
168	I prefer North Country Homes Blvd because maybe if more people take the public transportation and cause less traffic congestion	10/19/2017 11:04 AM
169	I think it would help the college students at Whitworth	10/19/2017 10:45 AM
170	Waikiki is very congested so I feel the other route is better	10/19/2017 9:58 AM
171	I believe that North Wall Street and Hawthorne route will provide more convenience for a majority of riders, as opposed to the Country Homes route.	10/19/2017 9:54 AM
172	Country Homes already slows down a lot during high traffic times.	10/19/2017 9:17 AM
173	I do not think you have thought this through! You seem to be cutting off a college with your routing to be discontinued thinking it would be better, but for whom?	10/19/2017 9:08 AM
174	north wall street would serve resident	10/19/2017 8:46 AM
175	Seems like students at Whitworth would be better served with this route.	10/19/2017 7:25 AM
176	N Wall is the only route that services the west side of the corridor. I use the Wall/Hawthorne stop about 20 times per year to then hike up to Five Mile Prairie through the Holmberg natural area.	10/19/2017 7:15 AM
177	easier to get to get in & out of	10/19/2017 6:52 AM
178	n/a	10/19/2017 6:33 AM
179	No preference	10/19/2017 5:47 AM
180	For selfish reason I prefer North Wall. I take the 124 Express 4 or 5 times a month and catch the bus at Hawthorne and Waikiki. Catching bus at Division would be a major walk and inconvenience.	10/19/2017 5:14 AM
181	It doesn't affect me or any one I know.	10/19/2017 2:26 AM
182	the North Country Homes would allow better access to the commercial areas on Division.	10/18/2017 11:16 PM
183	This would directly service Whitworth University, which could aid student travel.	10/18/2017 10:54 PM
184	no preference	10/18/2017 3:54 PM
185	hawthorne area would include more college students	10/18/2017 3:51 PM
186	Less Traffic so faster.	10/18/2017 3:25 PM
187	n/a	10/18/2017 3:25 PM
188	Because I disagree about the difficult turning; the right turn onto country homes is a long one along with the left turn onto division	10/18/2017 2:54 PM
189	n/a	10/18/2017 2:29 PM
190	n/a	10/18/2017 2:27 PM
191	N/A	10/18/2017 2:13 PM
192	bus turnin seems easier	10/18/2017 1:37 PM
193	Don't prefer EITHER option. BOTH options will screw over people residing in the Whitworth University area. Who was the idiot who thought this up???!! This is the dumbest, most asinine proposed change since STA did away with Route 23 service to the Fairwood & Hastings Park & Rides.	10/18/2017 1:28 PM
194	Will make it easier for me to access my weekend housing.	10/18/2017 1:20 PM
195	don't know	10/18/2017 1:15 PM
196	Bad Idea	10/18/2017 1:14 PM
197	better service to Whitworth	10/18/2017 1:12 PM
198	Access to Whitworth	10/18/2017 1:09 PM

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199	N/A	10/18/2017 1:08 PM
200	Country Homes Blvd is already packed with traffic--adding a bus to the mix will make it worse	10/18/2017 12:54 PM
201	Don't use the bus	10/18/2017 12:54 PM
202	Less traffic	10/18/2017 12:53 PM
203	Closer to my residence.	10/18/2017 12:52 PM
204	It doesn't matter as long as I can still park at Hastings or Fairwood.	10/18/2017 12:47 PM
205	I like that this option would help slow down folks on Hawthorne, it dovetails nicely with the new bicycle infrastructure.	10/18/2017 12:47 PM
206	too bad there isn't a way to take an express from here, and be let off by the university district and not have to go to the bus station downtown	10/18/2017 12:46 PM
207	no preference	10/18/2017 12:23 PM
208	Again - not familiar enough to answer here.	10/18/2017 12:20 PM
209	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
210	Unaffected by changes	10/18/2017 12:14 PM
211	Access to Whitworth for my daughter	10/18/2017 12:10 PM
212	I don't ride the bus, nor do I live near route 124.	10/18/2017 12:08 PM
213	Currently I drive to the Country Homes park and ride. Changing the route to Hawthorne would make it much more convenient to walk depending on where the stop is located. The Hawthorne and Wall stop now adds an additional 4 blocks to walk and if it's routed to Division, it add at least 2 more blocks to walk. A spot at Hawthorne and Whitworth Drive would be a good option.	10/18/2017 11:54 AM
214	No Preference	10/18/2017 11:41 AM
215	Whitworth would need served.	10/18/2017 11:41 AM
216	No preference	10/18/2017 11:38 AM
217	I live closer to that one. Plus, buses need to be able to turn around. Plenty of room there.	10/18/2017 11:37 AM
218	unsure	10/18/2017 11:29 AM
219	thank you	10/18/2017 11:25 AM
220	I catch the 124 on the Wedgewood & Monroe stop. I hope the end-of-line preferences do not effect that stop.	10/18/2017 11:07 AM
221	Slow through Hawthorne	10/18/2017 11:06 AM
222	More convenient, don't know why former route included Hawthorne to Hastings section? Fewer riders there?	10/18/2017 11:04 AM
223	Better coverage area	10/18/2017 11:02 AM
224	more access to Whitworth	10/18/2017 10:58 AM
225	Don't ride the bus	10/18/2017 10:57 AM
226	I get on and get off at the Fairwood Park n Ride, so the North Wall & Hawthorne is closer for me.	10/18/2017 10:56 AM
227	Do not care	10/18/2017 10:51 AM
228	Provides more access to North Spokane riders than the Country Homes option. Country Homes riders have access on the west from the stop on Wall Street and from the east from Division.	10/18/2017 10:50 AM
229	N/A	10/18/2017 10:44 AM
230	no preference	10/18/2017 10:40 AM
231	n/a	10/18/2017 10:34 AM
232	Not sufficient lane width on North Country Homes	10/18/2017 10:26 AM

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233	Country homes blvd is single lanes, it is already packed especially during certain hours. Wall is busy but there is more room to maneuver around the traffic.	10/18/2017 10:18 AM
234	Country Homes Blvd option seems simpler and less susceptible to traffic backups seen during rush hour on Hawthorne.	10/16/2017 8:43 PM

Q25 Please also explain any concerns, suggestions or comments regarding the 124 end-of-the-line routing.

Answered: 154 Skipped: 1,831

#	RESPONSES	DATE
1	If you delete the stop at Hawthorne Rd and Waikiki, senior citizens like myself, disabled person like my daughter and the residents, and Whitworth students who live on the western side of the the WU sports area would be greatly inconvenienced. It would be moving backwards, not forward. I realize you would need to adjust the stop from the northwest corner of Hawthorne/Waikiki, but you can do it and make it close to its' present location. PLEASE DO NOT SKIP THIS IMPORTANT INTERSECTION!	1/2/2018 12:08 PM
2	I suggest that the route stay the same. I have been riding the bus to and from work 5 days per week. I like riding the 124. I do not drive and have no access to a car. The 124 is my main transportation M-F to downtown where I work. PLEASE do no bypass the Hawthorne Rd and Waikiki corner.	1/2/2018 12:03 PM
3	I	1/2/2018 11:29 AM
4	The only concern I have with the pick up times from my stop in front of the church	12/29/2017 5:38 PM
5	Both of these are bad ideas, especially during Peak traffic times. Division is "always" busy and Hawthorne is a very tight road there at Whitworth University. During peak hours this would be a slow going mess. Also, what is the consideration for those that get off at Wall and Hawthorne who have to cross and go up the hill. That just extends their walk home on a busy street.	12/27/2017 5:25 PM
6	Set fair rates to cover projected costs.	12/27/2017 4:41 PM
7	None	12/13/2017 8:51 PM
8	How much of a time difference would that be? How much would it affect the evening times?	12/13/2017 4:51 PM
9	(none)	12/12/2017 5:53 PM
10	I would like to see 124 be run more frequently throughout the day. 124 is half of the time of route 25. I can't depend highly on 25 but 124 has always seem more reliable especially for work purposes. Would like to see it be run throughout the day.	12/11/2017 12:04 PM
11	I think there would need to be some improvements to parking at fairwood to accommodate this change	12/7/2017 8:06 AM
12	I'm indifferent	12/5/2017 7:08 PM
13	I prefer the way it runs now.	12/5/2017 5:46 PM
14	I use Fairwood most of the time and it doesn't matter to me if we go right or left on Hastings rd.	12/5/2017 11:09 AM
15	If the North Wall/ Hawthorne route is chosen would you please consider placing a bus stop on Hawthorne near the current terminus of the #28 route at the Hawthorne/ Ivanhoe intersection?	12/4/2017 8:38 AM
16	None	11/30/2017 2:14 PM
17	See my response above.	11/29/2017 6:04 AM
18	later in the morning would help a lot to get to and from my school. so instead of ending at 7 it could end later than that	11/27/2017 1:17 PM
19	I PREFER NO CHANGES TO THE ROUTE THAT CURRENTLY EXISTS. LABELING THIS AS "END-OF-THE-LINE ROUTING" IS MISLEADING. THE PROPOSED CHANGES ELIMINATE SERVICE TO A LARGE POPULATION WITH BOTH THE 124 AND THE STA VANS FOR INDIVIDUALS WITH SPECIAL NEEDS. THIS IS NOT SIMPLY A CHANGE IN THE END OF THE ROUTE.	11/22/2017 7:08 AM
20	Make sure to give the route plenty of time as country Holmes can be extremely busy during rush hour	11/21/2017 5:15 PM

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21	I don't like losing the routing along Fairwood to Whitworth. Division street is a long way from the old route.	11/21/2017 11:49 AM
22	I used to love riding the North Express. I wish there was service to the Five Mile Prairie neighborhood. There is no bus service to my area, so I have to own two cars in order to get down to the park and ride, but once I'm in my car I may as well just drive the whole way downtown.	11/20/2017 10:40 AM
23	Even though I prefer the Country Homes route, it doesn't serve the Whitworth University campus as well.	11/20/2017 7:29 AM
24	NA	11/20/2017 7:18 AM
25	You also should make it run until 8pm	11/17/2017 12:33 PM
26	Bus routes need to go where homes are because that is where riders live	11/16/2017 3:53 PM
27	I would like a more specific explanation as to why this change is needed. The route works well now with very minimal impact on the riders so would like some clarification in this improves the route for the rider.	11/16/2017 6:21 AM
28	I personally would prefer no changes made to the route, and one more stop on Waikiki between Hawthorne and Fairwood Shopping Center. Thank you for listening to my opinion:)	11/15/2017 6:28 PM
29	Bus 124 needs to travel at times other than rush hour! Did you know that St. Thomas More church is near the route, but it doesn't operate at times when there are church services?	11/15/2017 11:36 AM
30	No concern as long as Hastings Park and Ride is still a stop.	11/15/2017 7:41 AM
31	I agree that your drivers would have to cross less lanes of traffic during busier traffic times	11/14/2017 7:09 AM
32	Would a bus stop at Division and Hawthorne (Whitworth University) be established if the Country Homes route is chosen? Need to have a stop at or near this area.	11/13/2017 8:38 PM
33	I think it should be left the way it is	11/9/2017 2:24 PM
34	I like the Fairwood Park and ride facility as often the Hastings lot is full by 8:00 a.m. The only thing bad about fairwood lot is there is no LIGHT there for riders or bus drivers?? Last night I couldn't find my keys after getting off the bus.	11/9/2017 12:32 PM
35	I believe the park and ride should stay as it is now - end-of-the-line at the Hastings Park & Ride. There are many people who live on the North side of town and this Hastings Park & Ride is very accessible to a lot of people. DO NOT CHANGE THIS EN-OF-THE-LINE ROUTING - KEEP THE HASTINGS PARK & RIDE STOP.	11/9/2017 7:21 AM
36	Preference is to leave route as is. Not sure what benefit changing that leg will have and there will be additional time waiting at the light on Division.	11/8/2017 8:47 AM
37	I prefer the current routing to the proposed. I think new routing will make Hastings parking lot more crowded than it already is.	11/8/2017 8:24 AM
38	I have no concerns about the end-of-the-line routing but would like to suggest you allow stopping in front of the Spokesman Review building on Riverside. When construction is complete on Main, the bus will presumably start stopping at Lincoln and Main across from the library. The SR/Riverside stop would be a complementary stop along the idea of the Lincoln/Main stop.	11/8/2017 6:14 AM
39	I think as long as it still goes past Hastings park and ride it will be good for riders.	11/7/2017 8:30 PM
40	I'm not understanding why this needs to be changed. Is the bus planning on dropping riders off across the street from the park and ride? This is not a good idea if that is the plan (it doesn't really say). If so, once again, we would have riders dodging traffic to cross the street to get the the park N ride. We really need more detailed information for this survey and why we are suggesting these changes other than just "improvements."	11/7/2017 7:00 PM
41	It works fine for me to get on at either the Hastings or the Fairwood location	11/7/2017 12:14 PM
42	this is a hard question bc both routes are good. can there be a via ---- like the 20? (via clarke, via riverside)	11/7/2017 12:32 AM
43	Route 124 has an extremely difficult time making a left turn from Hastings P & R to Hastings Road during Peak School traffic. anything to help that, I am for.	11/6/2017 6:21 PM
44	Seems like the 124 is directly behind the 24 a lot of time espically by the time it gets down to Broadway.	11/6/2017 5:36 PM

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45	my concern is that drivers won't give riders time to get from our cars to the pickup point at Hastings without driving away as we walk to the stop. This has happened to me in the past when the route starts at the Hastings park and ride. I've had to hit the bus to get the drivers attention so he would stop. I don't want to stand at the stop waiting for the bus to arrive in the cold just so I don't have to worry about missing it. Some drivers are worse about this than others, but it happens	11/6/2017 5:26 PM
46	They already painted the stop lines at the intersection of Hastings and Mayfair indicating a future traffic light. Why not just put up the traffic signal and eliminate the "difficult" left turn. I mean, STA located the Park N Ride there knowing there was a high school with busy am and pm traffic and adjacent commercial uses. Now that growth has increased and the left turn is "difficult", that would indicate it is time to put in the traffic light for everybody's safety. Duh. This would be good for those STA riders who use the Park N Ride too, not just the bus drivers (who have far better visibility being up high). Everybody's safety depends on a light going in there. It is much too busy of an intersection with multiple lanes each direction, a turn lane, plus all of the side street and commercial parking lots in the vicinity. Do your riders a favor and FUND the traffic light, then maybe you would not have to make these changes. I have seen the STA buses cut-off traffic on Hastings forcing drivers to hit their brakes to "yield" to a vehicle that is supposed to be yielding to them simply because the bus drivers become impatient. Sorry, but that is not acceptable.	11/6/2017 11:32 AM
47	Add a stop at Monroe and Maxwell.	11/6/2017 11:31 AM
48	More convient	11/5/2017 9:30 PM
49	I still imagine that the northbound route would run into traffic troubles with this current proposal. Other than that I see no other issues with the change.	11/5/2017 9:20 PM
50	Will pickup in the mornings @ Hastings be in the main bus loop, or will it be in the bus pullout along eastbound Hastings? While the new routing provides the opportunity to save time by using that pullout, the narrow sidewalk, lack of shelter, and proximity to Hastings (noise, snow berms, getting splashed by cars) would greatly diminish the passenger comfort and experience. Pickup should be kept in the main bus loop. Likewise, I assume the afternoon dropoff would still pull into the main bus loop, similar to what it currently does @ Fairwood in the morning? It wouldn't be fair (or safe) to force people to cross Hastings to get back to the park and ride. As a suggestion, can the morning pickup have a short layover at Hastings (like one to two minutes) to allow people to wait in their cars in winter and inclement weather and subsequently walk to the bus when they see it arrive? It would help preserve the culture that currently exists at Fairwood (a number of riders tend to wait in/next to their cars until they see the bus approach, and the bus drivers are courteous enough to allow for this). The difference is that at Fairwood, cars are parked much closer to the bus loading zone. At Hastings it's a little bit of a walk...hence the suggested short layover. My worry is that if there is no layover and it becomes a "load and go" operation, there are not enough shelter facilities at Hastings to accommodate all the riders waiting for #124.	11/4/2017 2:36 PM
51	We did this route when they were working on the roundabout and it added 10 min to my commute	11/3/2017 1:02 PM
52	No real concerns	11/3/2017 10:51 AM
53	One thing that makes the 124 so nice is that it takes the quickest, most direct route downtown. It's disappointing to see it go down Division, which can only take longer.	11/3/2017 5:19 AM
54	Just want to make sure I can meet my transfer at the park and ride on time	11/3/2017 3:11 AM
55	The North Country Homes Boulevard route takes away the last stop on Wall prior to the Fairwood Park and Ride. There are no stops on Division that exist today, so one less stop would be available as well as the amount of additional time that may be spent sitting in traffic during peak hours. This would be a detrimental route if schedules are to be met. The 124 is meant to run during peak hours and be an Express. However sometimes it can take 10+ mintues to get through the Division/Country Homes light during peak hours. If this were the route to be taken there would likely be longer bus rides (more rider complaints) and late buses.	11/2/2017 5:33 PM
56	Not clear what turning movements are problem, but it seems to me that traffic on Division would make new route take longer--or has timing been calculated.	11/2/2017 5:08 PM
57	NA	11/2/2017 8:18 AM
58	More service mid day on 124 would be great for flexibility	11/2/2017 6:22 AM
59	Would like to see weekend service of some sort	11/1/2017 4:06 PM
60	N/A	11/1/2017 2:27 PM

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61	I'm not sure what "difficult turning movements" you refer to. The only thing you are eliminating is the new traffic circle on Wall near Waikiki.	11/1/2017 10:15 AM
62	I always catch the bus at Hastings P&R. As long as this stop is serviced at existing service levels at this stop are not reduced.	11/1/2017 8:30 AM
63	Since the bathrooms are at the Hastings Park and Ride, doesn't it make sense for that to be the end-of-the-line for the bus drivers so they can take a break?	11/1/2017 7:12 AM
64	Why change the route it works well the way it is because the route current stays off Division and does not get tangled in the division traffic.	11/1/2017 5:24 AM
65	Have a coffee while waiting at coffee shop have a stop at division and Hawthorn or nearby	10/31/2017 12:29 PM
66	If this is end-of-the-line, then presumably the bus is going north. It's current route is best because it only has to make right turns, stop in front of Fairwood, then end at Hastings. All very easy. Both of the proposed options have to make two left turn on and off of Division during peak drive times, that will significantly delay the arrival time to Hastings. I don't see how either of those options make any sense. This is supposed to be an Express Route; right now, it's nice because after the Country Homes drop, it's fairly quick to Fairwood and Hastings. I don't know if I'd continue riding if the bus is going to be on Division at all.	10/31/2017 8:34 AM
67	Why would you discontinue the current route? - It seems to me that it would be faster for our 124 express to continue on its existing route. - Going up Division has more lights, more traffic, and will slow the route even more. Over the years, more stops, less route times, less amenities, have constantly been added/taken from the 124 express route. Not a fan of the proposed solutions to be honest. Yes. it's my primary route.	10/31/2017 8:19 AM
68	It needs to go up to Hastings Rd	10/31/2017 8:00 AM
69	While I don't tend to ride this bus, it seems that routing it by Whitworth could lead to a large influx of students riders. That would be good if the bus isn't too packed already, but it may be problematic if the inverse is true.	10/31/2017 7:29 AM
70	Please do not change the 124 route! I rely on it because it changes into the 74 in the morning removing my need to change buses.	10/31/2017 6:32 AM
71	As a user of the fairwood park and ride, I believe the revisions would greatly affect my commute time. I would oppose this change and have to reconsider my usage of the park and ride.	10/31/2017 6:22 AM
72	Put a stop at Mead High School for Running Start and Fairwood residents	10/30/2017 1:36 PM
73	Probably should be left where the red dotted line is.	10/30/2017 1:06 PM
74	As long as it goes to Hastings P&R	10/29/2017 6:11 PM
75	Just please don't discontinue it!!	10/29/2017 12:47 PM
76	I think getting out of hasting park and ride will prove difficult after 5 pm to continue to fair wood...	10/27/2017 4:38 PM
77	I love the current route, it is a huge help.	10/27/2017 4:25 PM
78	Hastings park and ride should be a stop along the way this business should go out to deer Park.	10/27/2017 9:57 AM
79	I don't understand how either of these routes help stop tight turns for the buses. Sure it bypasses the roundabout, however, buses would still have to cross heavy traffic to get into the fairwood park ride which is the most dangerous turn, especially during winter.	10/27/2017 7:48 AM
80	I'm guessing with this change I will be needing to leave earlier in morning and be getting home later since fairwood is going to be first and last. if there were more time options like 740 am and 430 bus it might help.	10/27/2017 7:19 AM
81	From my experience, most people who ride the 124 to downtown park at the Hastings Park & Ride. In my opinion, that makes it seems like a better starting/ending point to the route.	10/27/2017 7:12 AM
82	My biggest concern is car safety. My car was vandalized in the Fairwood Park N Ride, so I moved to the Hastings Park and Ride because there is more activity there and less of a chance for vandalism. There is a long window of opportunity where FairWood Park and Ride is unattended. (8:30 am to 3:45pm - approximately 7 hours.)	10/27/2017 6:34 AM
83	Crossing the road to the Hastings P&R if the bus is stopping on the north side of the street when headed from downtown	10/27/2017 6:28 AM

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84	I am not sure if the planning committee has actually driven down Division, but going down that street they will see that it has a GREAT DEAL more stops that the driver of 124 would hit, while enduring higher amount of traffic- then when you add turning down Hawthorn is just going to add MORE time, since it is almost back tracking. Also, this will cause a huge time delays getting to where we have to get to in the morning, since more than likely it will have a massive schedule change to brings this all about.	10/27/2017 6:05 AM
85	Where will we park at the wall end of line? This does not seem like a well thought out plan or an inexpensive one either.	10/27/2017 6:02 AM
86	High traffic area. Difficulty in getting to car on return from downtown.	10/27/2017 5:09 AM
87	Leave it alone. Fix the current problems and issues you have at the foundation of your company. Focus on BETTER and better QUALITY customer service of your drivers and other staff. Hold drivers ACCOUNTABLE. And if you are going to have a schedule... ABIDE BY IT!!!	10/26/2017 8:35 PM
88	As long as I can still get on/off at the Hastings Park & Ride, I'm OK with this change. I have to walk to the bus stop from East Hastings.	10/26/2017 5:19 PM
89	Worried that congested traffic on Division will cause buses to be late.	10/25/2017 11:09 AM
90	I wish the bus would go further, out to Hatch Road.	10/25/2017 8:56 AM
91	none	10/25/2017 7:58 AM
92	Mead HS students use that parking lot and higher risk of vehicle break ins and/or vandalism to vehicle.	10/25/2017 7:08 AM
93	During peak traffic times which is when this route is active, Division is a busy arterial, Bringing this route onto Division has the potential of adding delays. Since there are no planned stops on this proposed rerouted section, why the need for a change? If a change is absolutely necessary, I would chose the Hawthorne reroute.	10/24/2017 3:27 PM
94	the Fairwood parking lot is not a safe place to park. Last year my car was "hit" by the bus sliding on ice and this year an unk hit and run caused damage. Being able to sit in my car at Hastings until the bus pulls in is warm in the winter. If Hastings were to just be a stop then we would be standing outside waiting for the bus.	10/24/2017 1:37 PM
95	leave it the way it is	10/24/2017 12:23 PM
96	none	10/24/2017 11:54 AM
97	This would add some time to the bus route, that is less appealing to me.	10/24/2017 11:20 AM
98	I park at the Hastings Park and Ride. As long as the bus still stops there I don't really care how it gets there.	10/24/2017 11:04 AM
99	Make sure line still has a stop for Whitworth University. Should add stop at Garland also.	10/24/2017 9:25 AM
100	As long as the stops between Francis and Country Homes remain, I'm good with either change to the main route I take between my house and downtown.	10/24/2017 7:42 AM
101	n/a	10/23/2017 2:27 PM
102	It would be nice to have a park and ride near Northpoint shopping center.	10/23/2017 9:40 AM
103	None	10/23/2017 8:25 AM
104	None	10/23/2017 6:03 AM
105	N/A	10/20/2017 1:26 PM
106	NONE	10/20/2017 9:45 AM
107	This bus stop is the closest in proximity to my house. Taking this stop away from that particular spot would make my commute to work every morning longer and more complicated. The North Wall and Hawthorne route would be better for everyone who lives in the houses on North wall street. If it is taken away, many people in the area would have to walk to Division, which can be a long walk depending on what part of the neighborhood people live in, especially in the winter time if there is snow.	10/20/2017 9:24 AM
108	NO further comments.	10/20/2017 7:12 AM
109	Dump STA	10/20/2017 6:24 AM

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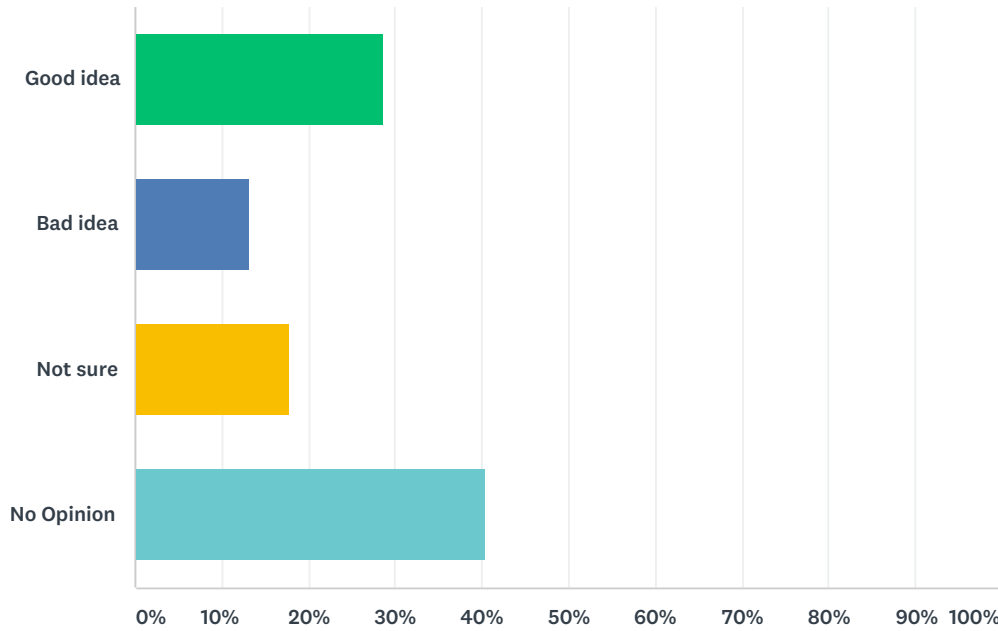
110	I think the current rout is just fine.	10/19/2017 3:58 PM
111	Would like the bus to continue to Hastings Park & Ride.	10/19/2017 2:01 PM
112	NA	10/19/2017 1:20 PM
113	Maybe have a stop at Country Homes & Division. One at Hawthorne & Division. The dotted line you're planning on ending, there's nothing out there. It's a good idea to change it to the planned Country Homes route.	10/19/2017 12:28 PM
114	My understanding is that the current bus route goes down wakiki road and it should continue to do so. Cutting access to a bus would be hard. I used to live near there and the bus was my only transportation.	10/19/2017 12:05 PM
115	No concerns	10/19/2017 11:04 AM
116	From your "new routes" it seems as if you are not thinking this through at all. I thought we, as a city, were trying to help our citizens? If you want a city to act like a big city then put routes to help out your citizens. This route is NOT effective.	10/19/2017 9:08 AM
117	Seems the Wall option also increases service options to Whitworth.	10/19/2017 7:15 AM
118	Not helpful for people that depend on the stops	10/19/2017 6:52 AM
119	n/a	10/19/2017 6:33 AM
120	I am concerned about pickup and drop-off points.	10/19/2017 5:14 AM
121	I have nothing to add.	10/19/2017 2:26 AM
122	It would be nice to have a bus go into the Mead area!!	10/18/2017 10:32 PM
123	Prefer to provide the most access to areas with that are lower income	10/18/2017 9:31 PM
124	n/a	10/18/2017 3:25 PM
125	Closer to the college for students who ride the bus.	10/18/2017 2:42 PM
126	Service into North Spokane neighborhoods is limited and should be expanded. It is difficult to catch a bus during "off" route times without a hike. Physically impaired and seniors are not well served.	10/18/2017 2:36 PM
127	n/a	10/18/2017 2:29 PM
128	n/a	10/18/2017 2:27 PM
129	N/A	10/18/2017 2:13 PM
130	DO NOT change the route from the current set-up. And PLEASE restore the later end-of-day outbound ride (leaving about 7:10 pm or 7:15 pm from downtown).	10/18/2017 1:28 PM
131	none	10/18/2017 1:15 PM
132	Bad idea	10/18/2017 1:14 PM
133	N/A	10/18/2017 1:08 PM
134	NA	10/18/2017 12:54 PM
135	I don't want to go downtown. Change busses. I just want to go out to Airway Height Correction Center for my job	10/18/2017 12:53 PM
136	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
137	N/A	10/18/2017 12:14 PM
138	The 124 runs during peak commute hours. Will moving the route to Division street cause delays in the schedule? Will buses be able to run every 15 minutes?	10/18/2017 12:03 PM
139	This is not on end-of-the-line routing, but I would like to see additional 15 minute service in the morning and afternoon. One at 7:45am and one at 3:30pm	10/18/2017 11:54 AM
140	N/A	10/18/2017 11:41 AM
141	Whitworth and Wandermere are the 2 most important things to consider on this one, for the students and those who wanted to go to Wandermere.	10/18/2017 11:41 AM

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142	What about people who are dependent of the bus on the discontinued route? Some clients I know bought home just because the house was on a bus route. They will no longer have easy access.	10/18/2017 11:38 AM
143	End of the line is always tough one.	10/18/2017 11:25 AM
144	I catch the 124 on the Wedgewood & Monroe stop. I hope the end-of-line preferences do not effect that stop.	10/18/2017 11:07 AM
145	None	10/18/2017 11:06 AM
146	I want to be able to have the option of parking my car at the Hastings Park and Ride so I can catch either the 124 Or the 25 from Downtown and go north after 5:pm so I don't get stuck walking from the hastings park and ride over to Fairwood or Country Homes after 6:00 pm because the 124 no longer runs that late.	10/18/2017 11:03 AM
147	I hate the bus	10/18/2017 10:51 AM
148	The addition of travel on Dlvision and the need to turn into the Hastings lot for riders to get of the bus will add time to the route.	10/18/2017 10:50 AM
149	Whatever is fastest!	10/18/2017 10:45 AM
150	N/A	10/18/2017 10:44 AM
151	none at this time	10/18/2017 10:40 AM
152	how about something from Colbert area to the Valley?	10/18/2017 10:35 AM
153	n/a	10/18/2017 10:34 AM
154	park and ride security is a joke. park your car here to be vandalized.	10/18/2017 10:30 AM

Q26 What do you think about the above proposal to disconnect Route 173 and replace it with new routes 194 and 190?

Answered: 680 Skipped: 1,305



ANSWER CHOICES	RESPONSES	
Good idea	28.68%	195
Bad idea	13.24%	90
Not sure	17.79%	121
No Opinion	40.29%	274
TOTAL		680

Q27 Specifically, how would the proposal to disconnect Route 173 and replace it with routes 194 and 190 impact you or someone you know?

Answered: 193 Skipped: 1,792

#	RESPONSES	DATE
1	Think it is a ridiculous idea to have either one of these buses traveling down Sprague or Appleway for any distance at all; it will confuse individuals who are on those streets waiting for the 90 Sprague and it will upset people if the bus they see doesn't stop. I would be highly bothered by it. It will create more commute time, as now instead of reaching the sprague exit ramp while on the freeway and it opening up on the freeway and we make good headway to make it to the VTC on time, now we will be coming off a backed up freeway (right before it opens wide up) onto a main thoroughfare that has massive traffic, and many lights that we will need to try and make it through, plus will have to stop at the railroad tracks to open the doors. This will create longer commute times. At this point we literally have like 3 lights from Mission to the VTC.	1/4/2018 11:45 AM
2	In the morning I will have to drive to the VTC. So if I take the route 194 it would take me somewhere completely different from where my car would be and therefore this would be an inconvenience to me.	1/1/2018 2:34 AM
3	Costs. More efficient is best.	12/27/2017 4:43 PM
4	Great idea. To get downtown faster to transfer. Is like it very much	12/27/2017 11:24 AM
5	It doesn't connect to the Valley Transit Center.	12/22/2017 10:53 PM
6	Would it run more frequently and later in the day? Any night schedules?	12/16/2017 12:52 PM
7	Might make for a quicker trip to the Valley...if it runs when I need to get to the Valley.	12/14/2017 5:40 AM
8	It would impact me by giving me more access to Argonne.	12/13/2017 8:57 PM
9	It really wouldn't because I can get to the bus at the VTC	12/12/2017 6:38 AM
10	Changes to this route specifically impacts me greatly. Being a disabled rider I already have a difficult time walking to the bus stop on mission and locoust. The one by my house was already taken away. With this proposal the closest stop going downtown is 10 blocks away either direction. Instead of taking the bus I my as well take an Uber or a Lyft. Yes it's frustrating no weekend service for this bus, but shouldn't have to take it away to get it. The times of availability changes to.	12/11/2017 2:52 PM
11	Currently I can use the 173 to get downtown quickly from home, the new 194 wouldn't help me at all and for the 190 it seems like a slower 90 from where I get on.	12/6/2017 11:04 AM
12	I could still ride the 190	12/5/2017 7:12 PM
13	This is a REALLY bad idea for me. I go on the 173 everyday and I lot of people I know. It's the only bus I can go on to downtown because I live along mission. This new proposed plan would make it way more difficult for me to commute and get to school, not to mention the longer times since you are not going on the freeway the whole time anymore. The only thing I would change about 173 is to make it more frequent, but same route as now.	12/5/2017 11:41 AM
14	Perhaps faster	12/4/2017 5:31 PM
15	I am not sure of the impacts. Currently I take the 173 in the morning from Downtown Spokane to the VTC and in the evening from the VTC to downtown.	12/4/2017 8:44 AM
16	This change needs to happen! The 173 does not make any sense. It's supposed to be an express route but doesn't take the quickest route to downtown and has to service a lot of stops through a neighborhood. The VTC needs a direct express route!	12/1/2017 12:27 PM
17	Seems this would add a longer commute from AM VTC to Mission & Mullan	12/1/2017 6:22 AM
18	Well it kinda depends on if the route when going down Sprague is going to be picking people up along Sprague?	11/30/2017 3:29 PM

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19	The route seems more complicated and the 90 already services Appleway during day and evening. Whereas the Mission area doesn't get serviced by any route and will make getting there more complicated and longer.	11/30/2017 2:55 PM
20	The 173 serves my purposes now. It would depend on the frequency of stops and time of stops at Argonne/Sinto in the AM, and from the Plaza in the PM.	11/29/2017 6:24 PM
21	I'm near University & Mission. Now you are adding to my already long bus commute time! If you read this, please think about those of us that are on fixed incomes & how it will impact our employment! More bus time means different shift work.	11/28/2017 6:23 AM
22	Faster travel between VTC and downtown.	11/22/2017 2:43 PM
23	The 173 is fine the way it is.	11/21/2017 5:16 PM
24	Faster to work and home. Don't ride the bus regularly because of the increased time of the route vs driving.	11/21/2017 6:18 AM
25	The 194 would get me closer to where i work	11/20/2017 4:32 PM
26	Well the 173 is faster i would really enjoy getting to my destination on time.	11/20/2017 11:51 AM
27	why change something that works well	11/20/2017 10:03 AM
28	Do it	11/16/2017 10:42 PM
29	Heavily impact me and my coworkers who ride the 173 from downtown to the vtc to get our last bus to work. It sounds like the 194 wouldn't go to the vtc and would instead stop at a different location. If the 194 and 190 still went plaza - vtc then that would be fine as long as schedules for departure are still the same.	11/16/2017 6:06 PM
30	Gives me an extra option to get downtown	11/16/2017 9:25 AM
31	It would mess up my backup route for work. I use the 173 in the morning if I miss my primary bus. I also use it if I need to get downtown as it is A: safer than the 90 and B: faster than the 90.	11/16/2017 8:20 AM
32	The proposals would create a disconnect between the new routes and existing transfers at the VTC.	11/15/2017 12:10 PM
33	I sometimes shop in the area served by the Spokane Valley buses and have contemplated buying a residence in Spokane Valley. Better bus service would be appreciated.	11/15/2017 11:38 AM
34	I'd have to drive further to catch the bus. There is already a bus that travels down Sprague...it's called the 90. We don't need another one. Keep the 173 route as is.	11/15/2017 10:00 AM
35	Keep the 173 route as is & add the 190 from the vtc to downtown via Sprague/i90. You are penalizing those of us that ride in the section between the vtc & Argonne!	11/15/2017 6:33 AM
36	From what I can tell, it looks like this arrangement would save me time during my morning commute TO the VTC from downtown and my evening commute FROM the VTC to downtown, but it is difficulty to know for sure based on the way the description is phrased, as it only addresses the other direction of travel.	11/14/2017 8:48 AM
37	Wouldn't affect me very much....	11/14/2017 12:02 AM
38	I ride this every morning and evening and I honestly can't tell if this is going to shorten times or extend them.	11/13/2017 7:46 AM
39	It would make it more difficult to access the bus stop for me I am totally against this and I protest that you don't make any changes	11/12/2017 12:46 PM
40	Route 173 is a quicker bus route to get to the VTC, than the 90 because it takes the freeway, so how about have the 190 route run in day time because it's more useful me because it goes to the Valley Transit Center in 20 minutes instead 2 hours.	11/10/2017 1:02 PM
41	Just make sure you check in with residents and companies who use it.	11/9/2017 7:17 PM
42	no	11/8/2017 6:08 PM
43	Not sure if I would be able to make my #2 bus and don't want to hang out at that plaza.	11/8/2017 5:37 PM
44	the 194 would most likely be the beat option for me. I am currently happy with the 173. It seems like there are a lot of people who ride it.	11/8/2017 5:26 PM

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45	If I understand it correctly, I believe it would make my commute times faster, which would be great!	11/8/2017 3:15 PM
46	I guess for me the 190 just replaces the 173. But need to get to downtown absolutely No later than 173 am schedule currently does	11/8/2017 6:56 AM
47	I don't know which ones are more frequented needed roads and stops for bus riders, but whatever is than we should go with that.	11/7/2017 8:33 PM
48	It would not be an "express" which is what I am expecting. It would take too long to get downtown.	11/7/2017 1:08 PM
49	It depends on whether or not the route departure\arrival times would impact my trip to the VTC from EWU	11/7/2017 1:00 PM
50	I would be able to get to school fast with this new route	11/7/2017 11:32 AM
51	Not yet sure of the impact. Depending on what I'm doing in the evening, I sometimes use the 173, as long as there is an alternative, I think it's fine.	11/6/2017 5:26 PM
52	I would be more likely to use this new service as it cuts down the commute time from the VTC to Downtown and back.	11/6/2017 9:58 AM
53	I don't think it will work. You will have duplicated service along Sprague which will be confusing	11/5/2017 4:44 PM
54	I don't know anyone personally, but thinking about what impacts it could cause: It's sounds like it'll greatly reduce commute times for people heading to/from downtown. However, has there been research that shows impact to riders on the current University & Mission legs of #173? The AM/PM routing would eliminates two-way access to riders in this segment. Could one of the local Valley routes make up for this loss perhaps?	11/4/2017 3:06 PM
55	It would leave me with the 90 as my only option to get from the VTC back to the Plaza in the afternoons...so longer time on the bus. Or I'd have to find a route to connect with the new 194, and transfer which is fine when the weather is good, but stinks when it's excessively hot or cold or precipitating heavily.	11/4/2017 2:56 PM
56	It is difficult to say without understanding how the proposed changes will impact the timetable. I catch the 173 at either Mission and Mullan or Mission and Woodruff, since both of those stops will remain my accessibility will not be impacted rather my service will be in reverse. Rather than being the last picked up and the first dropped off I will be picked up first and dropped off last. If these changes are unlikely to impact the current timetable meaning I will be able to get to work around 7:45 and the bus will leave downtown shortly after 5:00 then I see very little impact to me but I can see the benefit to the majority of riders who are boarding and alighting at the VTC. If this will make my overall commute longer then I think it's a bad idea.	11/3/2017 8:21 AM
57	It would affect how I get home from school if it no longer stops at the VTC	11/3/2017 7:55 AM
58	I would not be able to use the bus without driving partially to a bus stop each day.	11/2/2017 3:28 PM
59	It seems to add service and make the service more direct.	11/2/2017 1:34 PM
60	The 173 is a quick way of getting to VTC without the long ride on #90.	11/2/2017 10:30 AM
61	Both have viable reasoning. I would look at the efficiency of both these options, the ridership of the areas these routes would cover and also consider the frequency.	11/2/2017 8:31 AM
62	NA	11/2/2017 8:19 AM
63	N/A	11/2/2017 8:10 AM
64	I will have to stop riding the bus if there is no longer an express route from downtown plaza to University and East Main in the morning and reverse in evening	11/2/2017 7:36 AM
65	I walk to the vtc in the winter months and am unable to catch a bus anywhere else. Moving the express to a further location is a horrible idea and would affect so many people that rely on the vtc parking and convenience. I don't understand the idea behind this change at all and believe it will negatively affect so many riders year round!	11/2/2017 6:34 AM
66	Anything to get me from downtown to the vtc faster...especially in the evening, is fine with me.	11/1/2017 3:35 PM
67	Hopefully it would make there be able to be more expresses, which are needed.	11/1/2017 9:02 AM

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68	Our family uses 173 daily. We walk from our house at Mission and Wilbur to the stop at Mission and University. My son rides this bus to EWU daily. I also have 2 sons who are disabled who ride this bus to the plaza and change to the 20 to SFCC. I ride this bus from this stop whenever I need to go downtown to the plaza to connect with 2 for medical appts. or with other buses going north.	11/1/2017 6:58 AM
69	It would positively impact me personally if there was a stop at park and sprague along the way or have some sort of park and ride option before the entrance to to the freeway at sprague.	11/1/2017 6:45 AM
70	It would make my trip to and from school and work significantly more difficult	10/31/2017 9:09 PM
71	yes but don't like it	10/31/2017 6:05 PM
72	There's a high school student who takes the 173 with me, from VTC to the stop at Mission and Argonne so he can bicycle north to his high school. This proposal will seriously impact him.	10/31/2017 4:30 PM
73	I would have to walk 6 blocks farther in the morning and the routes are confusing.	10/31/2017 3:05 PM
74	na	10/31/2017 1:31 PM
75	Will you be doing an upcoming route from as far south on Dishman Mika to as far north on Argonne to connect with the 173 194 routes	10/31/2017 12:31 PM
76	would depend on timing of routes, if catch 190 to Mullen to catch 194 changes would have no effect for me.	10/31/2017 8:37 AM
77	I ride to the vtc in the afternoon from Cheney and take the connecting bus so I don't have to transfer at the plaza	10/31/2017 8:29 AM
78	It's easier for me to get to and from the VTC using the 173	10/30/2017 5:59 PM
79	I can't get to work downtown before 6. Takes too long to get to and from work. Hate traveling down Sprague and can't get to Argonne without the bus. I may loose my job	10/30/2017 2:41 PM
80	N/A	10/30/2017 1:06 PM
81	We need more buses and it should run by mission park.	10/30/2017 12:52 PM
82	I sometimes rode the 173 from the VTC. The 190 would give me the options of boarding or deboarding on Sprague or Appleway rather than having to always board at the VTC.	10/30/2017 12:38 PM
83	no impact to me	10/30/2017 12:25 PM
84	Could encourage more commuters to use bus by having a more north valley express option.	10/30/2017 11:48 AM
85	Very confusing plans. Traveling down Sprague is a horrible idea. Tons of stops. 190 - looks like it will not run from VTC early to Downtown and Downtown to VTC at a reasonable pace. Sprague is bad enough with the 90. The 173 was a way to get straight from Downtown to VTC.	10/30/2017 9:08 AM
86	I would be able to get to the VTC quicker with these two new routes.	10/30/2017 8:54 AM
87	The 190 would be a longer commute to and from downtown.	10/30/2017 6:43 AM
88	This would make my life so much harder, and it would make it even harder for me to get to work near northtown and school in the university district. I rely on 173 every day of the week it runs and wish it ran on weekends. At the very least keeping the same stops on mission helps, but I take it at all times of the day and it would be really inconvenient that in the morning I have to go one way and in the evening I have to go another. That said, it is much better than previous iterations which make me feel lost as to how I would get where I needed to go.	10/30/2017 4:59 AM
89	Well, at least the majority of us that get on/off between i90 & Sprague would still be able to catch a bus, but by running the "express bus" down Sprague Ave, you are tripling the number of stops the express bus makes, thus slowing it down!	10/29/2017 9:27 PM
90	I take 173 to work 5 days a week, so has a big impact	10/27/2017 10:00 PM
91	Not sure of impact in that in the morning I take the 173 from downtown Spokane to Spokane valley city hall and in the evening I go from SV city hall to downtown Spokane.	10/27/2017 4:33 PM
92	Works for me.	10/27/2017 4:23 PM
93	It would be making the commute easier as long as parking is permitted at the old Safeway lot and be on a 30 minute schedule all day.	10/27/2017 1:49 PM
94	It would allow me to get downtown quicker from the VTC, I believe.	10/27/2017 1:06 PM

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95	It sounds like it wouldn't run as often as the 173 due to needing to go to Sinto instead of ending at the VTC.	10/27/2017 11:58 AM
96	Gives more accessibility.	10/27/2017 9:40 AM
97	NA	10/27/2017 6:06 AM
98	It should in theory have less distance to cover. Should be faster.	10/26/2017 8:38 PM
99	There is nothing wrong with the way the 173 is now . Could just use to run more often .	10/26/2017 6:45 PM
100	I do not like the extra morning route on the 190. It is not efficient for those parking at VTA and wish to go downtown. I would eliminate that since it is already incorporated into the new 194	10/25/2017 12:02 PM
101	Many people I work with commute to downtown from the valley, good idea.	10/25/2017 8:03 AM
102	none	10/25/2017 7:58 AM
103	194 - no parking at Sinto & Mullan to catch the bus. No access to my Mission location. 190 - why would you go down Sprague and Appleway; you already have a Sprague bus - this would take forever to get downtown or to the Valley. NO - terrible idea.	10/25/2017 7:35 AM
104	They would love a faster route similar to Route 173.	10/24/2017 3:51 PM
105	it would be better if there was a route going to downtown in the AM	10/24/2017 2:40 PM
106	It doesn't.	10/24/2017 1:58 PM
107	It would highly impacted me i will not be able to get to work!!!!	10/24/2017 1:35 PM
108	If the span of time these busses run are expanded this would be good for me.	10/24/2017 12:34 PM
109	I travel from the valley to downtown for work and looking for a quick commute	10/24/2017 12:34 PM
110	Make route long and the makes a difference between me riding the bus or taking my car. I am a working parent and don't have a luxury on time. I normally take the bus at Valley Transit Center to Downtown plaza.	10/24/2017 11:30 AM
111	I use/take the bus at Mullan and Mission. I do not believe there are not enough riders to warrant the new Route 194.	10/24/2017 11:16 AM
112	FOR ME IT WOULD BE A FASTER COMMUTE WITH NO STOPS.. I LIKE IT.	10/24/2017 11:05 AM
113	Where would people park at Sinto and Mullan or is this for very local residents primarily	10/24/2017 11:05 AM
114	I might consider catching the 194 and parking at the lot there versus the park and ride at Mirabeau.	10/24/2017 10:40 AM
115	n/a	10/23/2017 2:27 PM
116	Valley friends and my son might use this route occasionally but not clear how the change would affect them.	10/23/2017 9:05 AM
117	Convenient	10/23/2017 8:26 AM
118	None	10/23/2017 6:05 AM
119	more efficient	10/21/2017 9:50 AM
120	right now 173 is the only express to downtown from the VTC. When you work downtown, and catch it in the morning & in the afternoon, you can utilize the park & ride and then don't have any bus # changes. Driving down Sprague & then hitting the I-90 is not going to be faster than catching it at Argonne. Route 90 already services Sprague/Appleway. Why are you taking an express bus & changing the route to something that's already serviced by another bus route?	10/21/2017 7:50 AM
121	DON'T KNOW IT DOES NOT AFFECT ME.	10/20/2017 2:15 PM
122	N/A	10/20/2017 1:26 PM
123	Currently there are youth in West valley school district attending alternative schools on Sprague and University and this would allow for a quick and direct route to and from.	10/20/2017 12:18 PM
124	I am confused in where it is going. If I begin at VTC in the am (around 7 am) is it going directly to downtown via Sprague. I guess I am confused about the addition of Argonne area.	10/20/2017 10:20 AM
125	NO OPINION	10/20/2017 9:45 AM

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126	more travelers	10/20/2017 8:04 AM
127	I would ride this route instead of route 90 - my ideal commute is to get to and from the VTC to downtown Spokane as quickly as possible.	10/20/2017 7:36 AM
128	No.	10/20/2017 7:13 AM
129	I live in this neighborhood, and this would be so fantastic! Right now, you either have to walk to the 90, which is fairly far away, or spend 40 minutes on the 94 to get downtown. This would be a fantastic change and would make my family's life so much easier!	10/19/2017 3:45 PM
130	It would no longer come to the valley plaza, which I can walk to	10/19/2017 3:28 PM
131	quicker from Plaza to VTC	10/19/2017 2:44 PM
132	More flexibility, less time on bus	10/19/2017 2:07 PM
133	why change the route that would take more time to get to the Valley Transit Center	10/19/2017 2:03 PM
134	shorter route to Downtown and W. Spokane when you take out the jog to University, but if I was going to use the bus University would be more convenient.	10/19/2017 2:01 PM
135	Me! I work in the valley.	10/19/2017 1:43 PM
136	the faster route would benefit family who work downtown commuting from the valley	10/19/2017 1:37 PM
137	No impact	10/19/2017 1:21 PM
138	The 173 should never go down Sprague Ave. There would be too much confusion for those standing on the street waiting for the bus and get angry when the bus passed them by. It should go to the Valley transit, go straight to the freeway and then to the downtown Plaza.	10/19/2017 11:09 AM
139	N/A	10/19/2017 11:04 AM
140	Further away from current home.	10/19/2017 10:15 AM
141	Again, what are you thinking?	10/19/2017 9:09 AM
142	decrease property values eliminate parking for residents cost tax payers money	10/19/2017 7:40 AM
143	More options	10/19/2017 7:22 AM
144	I would like to know how much longer it would take to get downtown	10/19/2017 7:05 AM
145	n/a	10/19/2017 6:52 AM
146	n/a	10/19/2017 6:33 AM
147	No opinion	10/19/2017 5:48 AM
148	It doesn't affect me or any one I know.	10/19/2017 2:27 AM
149	For the best	10/18/2017 6:00 PM
150	wouldn't	10/18/2017 3:54 PM
151	n/a	10/18/2017 3:26 PM
152	n/a	10/18/2017 2:29 PM
153	n/a	10/18/2017 2:27 PM
154	N/A	10/18/2017 2:13 PM
155	It would be more convenient for those who work in the valley and work downtown - they would have more options	10/18/2017 2:07 PM
156	like that is going on Mission	10/18/2017 2:06 PM
157	Need to continue route to University Road	10/18/2017 1:54 PM
158	Increase viability of using transit service at least part of the way to work if the frequency of service was sufficient.	10/18/2017 1:54 PM
159	Bad Idea	10/18/2017 1:15 PM
160	not at all	10/18/2017 1:15 PM
161	Seems like it will serve more people.	10/18/2017 1:10 PM

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162	N/A	10/18/2017 1:09 PM
163	unknown	10/18/2017 12:58 PM
164	N/A	10/18/2017 12:53 PM
165	It wouldn't.	10/18/2017 12:33 PM
166	would not	10/18/2017 12:24 PM
167	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
168	Unsure of impact	10/18/2017 12:14 PM
169	it should make it easier to get to and from work when I am staying with my friend who lives near the VTC	10/18/2017 11:56 AM
170	This is a good idea if the 90 is still running their stops. If this is a direct ride. If 190 will make the 90 stops, it is a very bad idea.	10/18/2017 11:50 AM
171	I am not sure because I have only taken 173 once to go to the Spokane valley mall from Route 90. I live in Cheney. Altogether, I took route 66, then 90 then 173, totally 2~3 hours to go to Spokane valley mall. It took so much time that I only did it once, and never went to Spokane Valley mall any more.	10/18/2017 11:48 AM
172	Express routes need easy access to I-90 (although there should be alternative routes to accommodate for traffic)	10/18/2017 11:44 AM
173	While the 190 seems to be a good idea for a route, the 194 does not. Perhaps leave the 173 in place as is, and do a route 190 from downtown to VTC via the I-90 Appleway/Sprague exit.	10/18/2017 11:42 AM
174	No	10/18/2017 11:40 AM
175	I certainly do ride the 173 and it appears to me as a good idea. One thing though is I never see many get on or off in the Mullan and Argonne area. Not sure if the 194 is going to be very cost effective for you. But you have the data to know that I suppose.	10/18/2017 11:34 AM
176	unsure	10/18/2017 11:29 AM
177	Thank you	10/18/2017 11:26 AM
178	I don't take the bus from Spokane to the Valley because it is not fast enough. Any effort to reduce the time could increase riders, including myself.	10/18/2017 11:26 AM
179	less crowding on the morning and evening commute	10/18/2017 11:13 AM
180	Misses a lot of regular riders and becomes inconvenient	10/18/2017 11:07 AM
181	Not me	10/18/2017 10:57 AM
182	it would make the bus stop closer to me without having to go to the VTC	10/18/2017 10:56 AM
183	The times I go out to the Sinto would be lessened for me	10/18/2017 10:53 AM
184	I use the 173 to get to work in the morning several days a week. I catch it from the VTC.	10/18/2017 10:52 AM
185	Bad idea	10/18/2017 10:51 AM
186	It wouldn't.	10/18/2017 10:49 AM
187	I take the 173 weekly and the route is fine for me.	10/18/2017 10:48 AM
188	N/A	10/18/2017 10:44 AM
189	not sure	10/18/2017 10:41 AM
190	n/a	10/18/2017 10:34 AM
191	It would impact me as I ride the 173 every night on the way home. I cannot understand why you feel the need to drive down Sprague/Appleway on a freeway express bus. You say it will be quicker to get to the Valley Transit Center, but I don't think you are taking into account all the lights that we will encounter along this path. The 90 Sprague already encounters those, and I have ridden that bus in that situation and it is time consuming and is rarely on time due to rush hour traffic on Appleway in the evening and not making the lights.	10/18/2017 10:33 AM

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192	Will there be an express route from EWU several times a day. There are several times during the day that 66 turns into 173 once it stops downtown and continues to VTC.	10/18/2017 10:29 AM
193	need more service into millwood so we can take the bus too.	10/18/2017 10:27 AM

Q28 Please provide any additional comments, suggestions or concerns regarding the proposed changes to the Route 173.

Answered: 118 Skipped: 1,867

#	RESPONSES	DATE
1	Don't understand why STA wants to try and fix something that is not broken. This route has been running quite well and quite full as long as I have been on it (over 12 years).	1/4/2018 11:45 AM
2	Please keep the route 173. Also it would be much better if route 173 went every 30 minutes instead of every hour. Everyday when I take the bus from SFCC back to the plaza the bus would get downtown less than 5 minutes after the 173 bus would leave and that would mean that I would have to wait a extra hour. It would be so much better to have the 173 bus leave every 30 minutes instead of every hour. I think a lot of people would also like to see this change and would be way more convientint for many people too. Thank you!!	1/1/2018 2:34 AM
3	I realize that your CEO lives in Liberty Lake, but i feel that there are other areas of the City of Spokane that need more service. I think that Liberty Lake has more than it fair share spread the wealth to other areas and later service on Saturdays and more service on Sunday.	12/28/2017 5:52 PM
4	Set fair rates to cover projected costs and adjust on a regular/monthly basis.	12/27/2017 4:43 PM
5	I was initially concerned that it wouldn't stop at Mirabeau ParknRide but the 95 route, if it stays as is, will meet my needs.	12/13/2017 8:57 PM
6	these bus stops are important to disabled riders as well as some of your routes. For people who live in the valley, why should we have to walk so far to get a bus with these changes. With 194 route only bus stop would be university and Broadway for VTC.	12/11/2017 2:52 PM
7	I love the 173. I don't mind riding it in the morning and it saves me a ton of gas. However I don't get out of class until 11:20 (next quarter 10:20) I would love to see 173 go for the full day. Yes the 90 takes me home but it is ALWAYS crowded, most of the time I have to stand, it is very out of the way (compared to the 173) , and it often times stinks (A LOT). It would be great to be able to go home on the 173 and not be as crowded. I know a lot of people who would agree	12/8/2017 9:34 AM
8	I don't understand why it is split into two routes. Why not have the routing continue as one, maybe in the morning go clockwise and in the afternoon go counterclockwise. I thing two different routes would just be confusing for the passengers.	12/6/2017 4:01 PM
9	I don't know	12/5/2017 7:12 PM
10	Please don't change it, I don't know how I'll get to school.	12/5/2017 11:41 AM
11	Bus 74 that leaves Mirabeau at 6:20 in the morning has an announcement that changes are being considered for that route and to voice our opinion on the survey....however, there isn't any mention of that route on this survey.	12/1/2017 1:21 PM
12	If the bus will be stopping and going picking people up on Sprague I feel it would be very irritating it would be nice to be able to just get on a bus at vtc and then go to the plaza with as little stops as possible	11/30/2017 3:29 PM
13	Would the pickup point at the Plaza remain the same? (the current 173 position at the Plaza)	11/29/2017 6:24 PM
14	Leave the 173 route as is. (Time tables & route) & add the other express bus. You received our support of additional tax dollars, don't hurt us!	11/28/2017 6:23 AM
15	Seems overly complicated	11/23/2017 1:07 AM
16	None.	11/22/2017 2:43 PM

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17	There should be more times for route 173. Instead of only going every 30 minutes the 173 route should go every 15 minutes. Also there should be more times after 9:15 AM. I have to take the 9:30 AM route 90 Sprague bus everyday to the Plaza and the bus is always way too full. Also there should be more route 173 buses in the afternoon. Once I get done with school at SFCC and need to go back to the valley I always have to take the Sprague bus because I have no other bus to take. The afternoon Sprague buses are WAY too full from the time we leave the Plaza all the way until we get to VTC. Please have more route 173 buses continue running later in the morning and during the afternoon. Also please have the route 173 buses go more often. I think plenty of people would be happy with these changes. Thank you! :)	11/21/2017 11:41 PM
18	I love the 173 because it gets me to the vtc quickly and reliably. I have to ride three buses each way every day and how smoothly they connect in the morning is great (evening is a different story).	11/16/2017 6:06 PM
19	More frequencies between 915am and 115pm during the week and add some weekend times too	11/16/2017 9:25 AM
20	Do not change it. A lot of people rely on the quickness of getting downtown and back to the VTC.	11/16/2017 8:20 AM
21	So let me get this straight...you want to take a route that is working perfectly well using ONE bus...and break into multiple routes using TWO buses!? You can't be serious. People who need to travel along Sprague can take the 90 bus...there doesn't need to be yet another one. This plan is ridiculous and a waste of resources.	11/15/2017 10:00 AM
22	Will they both go both ways all day? It sounds confusing.	11/15/2017 8:01 AM
23	While it would be nice to keep the buses off i90 from Sprague/Appleway to Argonne, you are still proposing that with the 194. Don't cripple the routes we have by adding more time on the bus in transit! I've rode the 173 for the last 10 years, Don't break something that works good. Keep 173 as is & just add 190. Give it a year & see how the new bus line works.	11/15/2017 6:33 AM
24	This page, the map and the question are phrased in a way that is not very helpful for me. From the information presented here, it is very unclear how AM service TO the VTC would function, and PM service FROM the VTC would function, as I commute to the Valley from Downtown in the morning and back in the evening. I assume this would be served by the reverse of the pattern shown on this page, but this is not addressed specifically.	11/14/2017 8:48 AM
25	Clarification relating to timelines and how these routes actually impact a VTC direct to downtown pathway and vise versa would be helpful.	11/13/2017 7:46 AM
26	We need service on the weekends from 173 not taken completely from us I think u guys are being selfish	11/12/2017 12:46 PM
27	I would like 173 on weekends because the 90 is unsafe	11/11/2017 9:55 PM
28	Why not just keep 173 all day?	11/11/2017 9:53 AM
29	As long as it goes to and from VTC often in the morning and night & a big enough bus, it should be fine.	11/9/2017 6:43 PM
30	Schedule buses to arrive BEFORE 7 AM,BEFORE 8 AM. most folks need to be TO WORK IN their offices, BY 7 OR BY 8	11/8/2017 6:56 AM
31	Same as above	11/7/2017 8:33 PM
32	The new routes are too confusing and too long. I drive to the VTC and take an express for a reason.	11/7/2017 1:08 PM
33	Maybe Route change at The VTC instead of Argonne & Sinto. Please make a good connection to Route 95 at Broadway & University for people who might want to go to the Pines & Broadway or Broadway & Sullivan area.	11/6/2017 6:30 PM
34	I think it would benifit a lot of people if there was more route 66 that transferred into route 173. And just more 173 would help a lot of people's commutes. For example people from Cheney going to Spokane Valley.	11/6/2017 12:32 PM
35	No concerns, great idea. It always seem silly to me for an express route to wander through the valley stopping so many places.	11/6/2017 9:58 AM

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36	From a branding, marketing, and public facing standpoint, wouldn't it be better if this was just one route number and route name? It's essentially one big loop route that runs in opposite directions between AM and PM. I looked at the draft schedule in the preliminary proposal document, and it's pretty confusing at first glance. Unifying these routes under a single banner would help simplify the presentation of the schedule and understanding of what the route serves and when it serves it. Easy-to-understand transit systems are good for ridership! Could the layover location be moved back to the VTC? It'd be more convenient for riders at the VTC to not have to queue up at the VTC shelters in the cold waiting for a "load and go" bus. Also, it seems the bulk of the riders will be destined/originating at the VTC or Argonne/Mullan. So laying over at the VTC wouldn't inconvenience too many people as there probably aren't too many people who will be travelling between the VTC and Argonne/Mullan.	11/4/2017 3:06 PM
37	concerned about parking	11/3/2017 3:49 PM
38	Make sure it still has a stop at the VTC	11/3/2017 7:55 AM
39	NA	11/2/2017 8:19 AM
40	N/A	11/2/2017 8:10 AM
41	This change makes no sense at all! You will be removing so many people's options to catch a bus along the vtc/university/mission Ave route. I am very opposed to this option.	11/2/2017 6:34 AM
42	This looks confusing. Why not have the same route #?	11/1/2017 4:10 PM
43	PLEASE! Don't take away our main bus connection at Mission and University. Having a stop at Argonne makes for a much longer walk for members of our family. When we bought our house we had a bus stop just feet from our driveway; now we walk more than 3/4 mile- please don't make us go farther to catch the bus.	11/1/2017 6:58 AM
44	Park and ride options at sprague and I-90 would be a great benefit for those of us commuting to downtown	11/1/2017 6:45 AM
45	Completely scrap the proposal to change the 173 route	10/31/2017 9:09 PM
46	don't like it	10/31/2017 6:05 PM
47	na	10/31/2017 1:31 PM
48	Would parking lots near Sinto and Argonne Mullen be used as a park-and-ride area of sorts	10/31/2017 12:31 PM
49	Look good	10/30/2017 1:06 PM
50	Please do not make another 90 bus out of the express bus. There is no way to get downtown before 6 other than the current 173 route. Sprague pick up every 2 blocks is torture.	10/30/2017 9:08 AM
51	Leave the 173 as is. Don't change it.	10/30/2017 6:43 AM
52	Here's an idea, leave the 173 express bus the exact same way it is now& add a brand new 190 route that feeds from the valley park where splashdown & the sledding hill is. It would give vtc to downtown more options & service an area of the valley that is lacking bus service.	10/29/2017 9:27 PM
53	This sounds more like a waste of resources than a good plan. I like 173 as it is now.	10/27/2017 11:58 AM
54	NA	10/27/2017 6:06 AM
55	Leave it alone. Fix the current problems and issues you have at the foundation of your company. Focus on BETTER and better QUALITY customer service of your drivers and other staff. Hold drivers ACCOUNTABLE. And if you are going to have a schedule... ABIDE BY IT!!!	10/26/2017 8:38 PM
56	I do not mind the change from the argonne on-ramp to sprague on-ramp. I find it more effective for getting on the freeway. Probably faster too. I do have an issue with the extra loop on 190	10/25/2017 12:02 PM
57	none	10/25/2017 7:58 AM
58	Route 173 should not be changed.	10/25/2017 7:35 AM
59	I catch the bus in the am on university and sharp in the pm i get off on sinto and university. How is anyone along this route going to get to the Valley transferstion??? I will loss my job if i cant get downtown I catch the bus at 6:15 am and pm its the 4:42 or the 5:12 most the time in case i work later	10/24/2017 1:35 PM
60	Is there a park and ride at sinto and mullan? Overall i like this, it appears to be more efficient.	10/24/2017 12:34 PM
61	none	10/24/2017 12:34 PM

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62	Not sure the 194 really has that much demand and not much need to transfer to/from that route.	10/24/2017 12:00 PM
63	Make route long and the makes a difference between me riding the bus or taking my car. I am a working parent and don't have a luxury on time. I normally take the bus at Valley Transit Center to Downtown plaza.	10/24/2017 11:30 AM
64	Route 173 does not need to be changed outside of a larger bus on some of the times which are standing room only for passengers to get on the bus last. Every morning and evening when I take this bus, it has plenty of riders.	10/24/2017 11:16 AM
65	IT MAKES MORE SENSE THAN THE CURRENT ROUTE OF UNIVERSITY TO MISSION TO MULLAN.. THANK YOU	10/24/2017 11:05 AM
66	Why change the route number from 173 to 190 if the stops don't change? Seems like a waste of money.	10/24/2017 10:40 AM
67	n/a	10/23/2017 2:27 PM
68	I just want to add that I believe a strong public transportation system supports our strong community, connecting people and places. Thank you for doing this and caring to ask people for their input.	10/23/2017 9:05 AM
69	none	10/23/2017 8:26 AM
70	Make it easier to connect with #94 inbound @ Mission & Argonne. Currently it's just a toss up as to whether or not a person can make this connection.	10/23/2017 7:01 AM
71	None	10/23/2017 6:05 AM
72	For this to be an express bus, the route needs to take the quickest route to I-90 from the VTC to the Plaza. Taking it down Sprague will not be faster & Sprague/Appleway is already serviced by route 90. There needs to be enough times to get people to downtown to start their work shift by 7 am & enough to get them back to the Valley quickly after 3:30-4 pm. What if route 173 was kept as is & more times were added?	10/21/2017 7:50 AM
73	N/A	10/20/2017 1:26 PM
74	NO OPINION	10/20/2017 9:45 AM
75	I agree completely. Right now the 173 has too many stops to be truly called an Express route. Liberty Lake and Mirabeau both have express routes; there should be an express route to the VTC	10/20/2017 7:36 AM
76	No further comments.	10/20/2017 7:13 AM
77	I love this proposal!	10/19/2017 3:45 PM
78	should still go to the valley plaza	10/19/2017 3:28 PM
79	Doesn't do any good to get to VTC sooner if the wait is longer for the 90/98	10/19/2017 2:44 PM
80	NA	10/19/2017 1:21 PM
81	Contrary to the suggestion that it would save time and provide a faster ride, I believe the opposite would be true. I strongly disagree with this suggested change.	10/19/2017 11:09 AM
82	N/A	10/19/2017 11:04 AM
83	I'm a little unclear as to the changes outlined here in the survey, mainly because I don't pay attention to where the 173 actually stops and starts. I just ride knowing I'm going to the VTC or the Plaza.	10/19/2017 8:41 AM
84	decrease property values eliminate parking for residents cost tax payers money	10/19/2017 7:40 AM
85	n/a	10/19/2017 6:52 AM
86	n/a	10/19/2017 6:33 AM
87	I have nothing to add.	10/19/2017 2:27 AM
88	n/a	10/18/2017 3:26 PM
89	n/a	10/18/2017 2:29 PM
90	n/a	10/18/2017 2:27 PM
91	N/A	10/18/2017 2:13 PM

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92	Build a SUBWAY for major arterial routes instead of continuing to use buses. That's the only way to avoid the dumbass changes like the pending Monroe Street Traffic Choking Project.	10/18/2017 1:30 PM
93	Bad Idea	10/18/2017 1:15 PM
94	none	10/18/2017 1:15 PM
95	N/A	10/18/2017 1:09 PM
96	NA	10/18/2017 12:58 PM
97	N/A	10/18/2017 12:53 PM
98	It would be a waste of time/effort/money for everyone. Internal combustion automobiles & paved roads are ridiculous nonsense.	10/18/2017 12:16 PM
99	N/A	10/18/2017 12:14 PM
100	If 190 is a direct route, great, if not, leave the 173 alone, but add a bus every 15 minutes from 6:45am-8am, and 4:30pm - 6p.m. or longer buses	10/18/2017 11:50 AM
101	If a bus is to go to another city, such as Spokane Valley, or Airway Height, STA has to offer an express route, because it takes so long just to be driven there. If it includes a lot of stops, then it takes half a day to go there. You get off at the mall, and then get back on the bus quickly before it gets dark.	10/18/2017 11:48 AM
102	would love for express busses on weekends and perhaps even later and/or midday busses. and the major change would be the alternative route for traffic. Avoiding traffic is one major reason for taking a bus.	10/18/2017 11:44 AM
103	If someone is on a bus route and the route is no longer there that creates undue hardship if they are dependent on the bus.	10/18/2017 11:40 AM
104	Route 190 getting off at the Appleway exit is a great idea. More of a straight shot if you will coming back to the VTC.	10/18/2017 11:34 AM
105	Thank you	10/18/2017 11:26 AM
106	This is a general comment. It would be nice if buses ran more often on Saturdays so that when I go to the grocery store I don't have to wait half an hour between buses, or if as has happened in the past the bus was a couple of minutes late and I missed the connecting bus and had to wait with my groceries for half an hour. :(	10/18/2017 11:19 AM
107	The 90 bus will be more crowed and not everyone like the smell on that bus!	10/18/2017 11:07 AM
108	More coverage is still needed in the Valley	10/18/2017 11:03 AM
109	I would think this would be a nice change	10/18/2017 10:56 AM
110	I do think changes to the 173 would be good, but more along the lines of adding more service. I like the proposed route of the 190, but am concerned about how frequently it would run.	10/18/2017 10:52 AM
111	Do not care	10/18/2017 10:51 AM
112	N/A	10/18/2017 10:44 AM
113	none at this time	10/18/2017 10:41 AM
114	n/a	10/18/2017 10:34 AM
115	The 173 should not be changed. As it stands now, it serves several people of whom I ride with and we voiced our opinions last year when you tried to make this change, it was not a good change, and it just doesn't make sense. The 173 should remain as it is now. The Valley individuals should not be punished because we live in the Valley. Those of you who are proposing these changes really should ride the bus every day like we do.	10/18/2017 10:33 AM
116	Add a 5:00pm express bus from EWU to the Valley Transit Center.	10/18/2017 10:29 AM
117	need more service into millwood so we can take the bus too.	10/18/2017 10:27 AM
118	The 190 between the Plaza and VTC is a good idea, but then the segment between VTC and Exit 287 on the 190/194 seems too convoluted and confusing. Does current 173 ridership on Mission justify a freeway express route? Maybe reroute the 94 to instead continue east on Broadway to VTC, and then a new Valley route between Millwood and VTC on Argonne/Sprague?	10/16/2017 8:50 PM

Q29 Do you want to receive updates from us about these and other service updates, and other important STA information? If so, leave us your email address here:

Answered: 367 Skipped: 1,618

#	RESPONSES	DATE
1		1/6/2018 10:47 PM
2		1/4/2018 11:45 AM
3		1/2/2018 12:09 PM
4		12/31/2017 12:43 AM
5		12/28/2017 5:22 PM
6		12/28/2017 3:25 PM
7		12/27/2017 10:27 PM
8		12/27/2017 9:19 PM
9		12/27/2017 1:57 PM
10		12/27/2017 1:01 PM
11		12/27/2017 9:29 AM
12		12/26/2017 9:49 PM
13		12/26/2017 8:16 PM
14		12/26/2017 2:20 PM
15	Spokane area needs bus rapid transit, not more freeways.	12/22/2017 10:53 PM
16		12/18/2017 1:39 PM
17		12/18/2017 12:26 PM
18		12/18/2017 12:03 PM
19		12/18/2017 9:28 AM
20		12/17/2017 11:28 AM
21		12/16/2017 1:47 PM
22		12/14/2017 5:41 AM
23		12/13/2017 8:57 PM
24		12/13/2017 4:52 PM
25	Never used the bus before, last week because my car was in the shop I went to the STA website to find a route to work and could not figure out the route map. The Seattle bus map is easier to	12/13/2017 4:31 PM
26	read then the STA map. And the Seattle map covers three counties and 12 citys	12/12/2017 9:50 PM
27		12/12/2017 12:58 PM
28		12/11/2017 2:52 PM
29		12/10/2017 12:40 PM
30		12/7/2017 9:12 PM
31		12/7/2017 1:02 PM

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32	No	12/6/2017 10:04 PM
33		12/6/2017 11:04 AM
34		12/6/2017 9:17 AM
35		12/5/2017 5:46 PM
36		12/4/2017 5:31 PM
37		12/4/2017 4:26 PM
38		12/4/2017 12:39 PM
39		12/4/2017 10:37 AM
40		11/30/2017 9:15 PM
41		11/30/2017 4:29 PM
42		11/30/2017 4:08 PM
43		11/30/2017 3:52 PM
44		11/30/2017 2:55 PM
45		11/29/2017 9:27 PM
46		11/29/2017 5:42 PM
47		11/29/2017 8:18 AM
48		11/29/2017 6:05 AM
49	I have a problem with 98 pm routes being consistently and excessively late every day for the past 2 months....never been on time , not one day	11/27/2017 3:56 PM
50		11/27/2017 1:15 PM
51		11/26/2017 9:05 PM
52		11/26/2017 6:44 PM
53		11/26/2017 2:15 PM
54		11/26/2017 8:02 AM
55		11/25/2017 8:35 AM
56		11/24/2017 5:22 PM
57		11/23/2017 8:31 AM
58		11/23/2017 1:08 AM
59	No	11/22/2017 7:55 PM
60		11/22/2017 12:02 PM
61		11/21/2017 8:35 AM
62		11/20/2017 12:36 PM
63		11/20/2017 7:19 AM
64		11/19/2017 11:45 PM
65		11/16/2017 11:52 PM
66		11/16/2017 3:53 PM
67		11/16/2017 1:39 PM
68		11/16/2017 1:03 PM
69		11/16/2017 7:19 AM
70		11/16/2017 6:22 AM
71		11/15/2017 4:32 PM

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72		11/15/2017 12:03 PM
73		11/15/2017 11:39 AM
74		11/15/2017 7:42 AM
75		11/14/2017 4:24 PM
76		11/14/2017 8:48 AM
77		11/14/2017 7:41 AM
78		11/14/2017 12:02 AM
79		11/13/2017 7:52 PM
80		11/13/2017 7:27 PM
81		11/13/2017 6:10 PM
82		11/13/2017 4:10 PM
83		11/13/2017 12:44 PM
84		11/13/2017 9:33 AM
85		11/12/2017 12:46 PM
86		11/11/2017 9:11 PM
87		11/11/2017 6:10 PM
88		11/11/2017 5:12 PM
89		11/11/2017 9:54 AM
90	please!! increase route # 44 to every 1/2 hour on weekends..once an hour is just horrible for me....	11/11/2017 8:01 AM
91		11/10/2017 9:17 PM
92	I read the notice on the 62 Medical Lake bus stop, at Medical Lake Highway & Geiger, just wanted to make sure I wasn't going to lose it.	11/10/2017 1:06 PM
93		11/9/2017 9:31 PM
94	The 74 needs to get back the 7:33 am and a bigger bus. Going from downtown needs a bigger bus at 4:57, people have to stand up every day!!	11/9/2017 6:45 PM
95	Please address the lighting issue if your end of the line for Fairwood will be new spot.	11/9/2017 12:33 PM
96		11/9/2017 10:15 AM
97		11/8/2017 5:37 PM
98		11/8/2017 3:16 PM
99		11/8/2017 11:35 AM
100		11/8/2017 8:38 AM
101		11/8/2017 6:56 AM
102		11/8/2017 6:15 AM
103		11/7/2017 8:33 PM
104		11/7/2017 8:31 PM
105		11/7/2017 7:01 PM
106		11/7/2017 5:55 PM
107	THERE WERE NO QUESTIONS ABOUT THE FREEWAY EXPRESS - ROUTES 74 AND 172.	11/7/2017 3:19 PM
108		11/7/2017 12:48 PM
109		11/7/2017 11:33 AM

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110		11/6/2017 11:32 AM
111		11/6/2017 11:26 AM
112		11/6/2017 9:48 AM
113		11/6/2017 8:00 AM
114		11/6/2017 7:33 AM
115		11/5/2017 9:32 PM
116		11/5/2017 4:45 PM
117		11/4/2017 4:59 PM
118		11/4/2017 4:34 PM
119		11/4/2017 3:06 PM
120		11/4/2017 10:59 AM
121		11/4/2017 9:53 AM
122		11/4/2017 6:55 AM
123		11/4/2017 5:36 AM
124		11/3/2017 9:21 PM
125	no thanks man.	11/3/2017 3:56 PM
126		11/3/2017 3:21 PM
127		11/3/2017 3:03 PM
128		11/3/2017 1:32 PM
129		11/3/2017 10:38 AM
130		11/3/2017 9:19 AM
131		11/3/2017 8:21 AM
132		11/3/2017 7:25 AM
133		11/3/2017 7:04 AM
134	Yes please	11/3/2017 6:29 AM
135		11/2/2017 7:33 PM
136		11/2/2017 5:09 PM
137		11/2/2017 1:34 PM
138		11/2/2017 11:49 AM
139		11/2/2017 10:58 AM
140		11/2/2017 10:36 AM
141		11/2/2017 9:39 AM
142		11/2/2017 8:31 AM
143		11/2/2017 8:11 AM
144		11/2/2017 7:37 AM
145		11/2/2017 6:34 AM
146		11/2/2017 6:23 AM
147		11/1/2017 7:29 PM
148		11/1/2017 4:41 PM
149		11/1/2017 4:06 PM
150		11/1/2017 3:36 PM

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151		11/1/2017 3:30 PM
152		11/1/2017 3:05 PM
153		11/1/2017 2:22 PM
154		11/1/2017 12:15 PM
155		11/1/2017 10:15 AM
156		11/1/2017 9:08 AM
157		11/1/2017 6:58 AM
158		11/1/2017 6:14 AM
159		10/31/2017 9:33 PM
160		10/31/2017 4:52 PM
161		10/31/2017 3:57 PM
162		10/31/2017 2:54 PM
163		10/31/2017 12:31 PM
164		10/31/2017 12:01 PM
165		10/31/2017 11:26 AM
166	I am interested in surveys re: Route 172/Liberty Lake Express. bergstromk@gmail.com Thank you.	10/31/2017 7:46 AM
167		10/31/2017 7:42 AM
168		10/31/2017 7:09 AM
169		10/31/2017 6:27 AM
170		10/30/2017 5:26 PM
171		10/30/2017 4:12 PM
172	I won't go downtown to shop or dine if I have to go anywhere close to the bus depot.	10/30/2017 2:24 PM
173		10/30/2017 2:06 PM
174		10/30/2017 1:55 PM
175		10/30/2017 1:39 PM
176	Also the 32 should come every 15 minutes not every 30	10/30/2017 1:06 PM
177	No I think you need better service to airway heights with more stops. Not one stop every 5 miles on	10/30/2017 12:59 PM
178		10/30/2017 12:52 PM
179		10/30/2017 12:38 PM
180		10/30/2017 12:19 PM
181		10/30/2017 11:16 AM
182		10/30/2017 8:14 AM
183		10/30/2017 7:14 AM
184		10/30/2017 6:43 AM
185	no	10/30/2017 5:52 AM
186		10/30/2017 5:00 AM
187	No. Stop changing our routes. Just add new routes like we voted for. If you keep deleting service there will be a movement from bus riders to repeal the tax for STA. Do what you promised, add more routes, leave existing express routes along!!!!	10/29/2017 9:29 PM
188		10/29/2017 6:14 PM
189		10/29/2017 12:49 PM

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190		10/29/2017 11:53 AM
191		10/29/2017 8:05 AM
192		10/27/2017 10:22 PM
193		10/27/2017 4:33 PM
194		10/27/2017 2:31 PM
195		10/27/2017 12:38 PM
196		10/27/2017 11:58 AM
197		10/27/2017 9:58 AM
198	No	10/27/2017 6:39 AM
199		10/27/2017 6:34 AM
200	Yes. The other problem is having 124 hooked up with liberty lake route. I am often late getting to my job in the afternoon because of this brilliant plan. Whoever thought this up should get his head	10/27/2017 6:06 AM
201	examined.	10/27/2017 6:06 AM
202		10/27/2017 5:10 AM
203		10/26/2017 8:38 PM
204		10/26/2017 5:32 PM
205		10/26/2017 5:21 PM
206	Yes!	10/26/2017 3:33 PM
207		10/26/2017 3:07 PM
208	Yes,	10/26/2017 8:01 AM
209	Where is Airway Heights in these equations? A connection from the West Plains Transit Center to Airway Heights from Cheney, would probably gather a lot of support from students and others	10/26/2017 7:46 AM
210	headed to Wal Mart/Casino/Work/Base. Thank you,	10/26/2017 7:24 AM
211		10/25/2017 5:30 PM
212		10/25/2017 12:35 PM
213		10/25/2017 12:00 PM
214		10/25/2017 10:15 AM
215		10/25/2017 7:58 AM
216	yes	10/25/2017 7:35 AM
217		10/24/2017 5:59 PM
218	There should be an update for finding others who carpool as many peoples information is not updated, I have been looking for a carpool option only to receive no response. Please update!	10/24/2017 4:08 PM
219		10/24/2017 4:07 PM
220		10/24/2017 4:02 PM
221		10/24/2017 3:51 PM
222		10/24/2017 3:31 PM
223		10/24/2017 2:56 PM
224		10/24/2017 1:55 PM
225		10/24/2017 1:35 PM
226		10/24/2017 12:41 PM

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227	no	10/24/2017 12:34 PM
228		10/24/2017 11:54 AM
229		10/24/2017 11:50 AM
230	no	10/24/2017 11:20 AM
231		10/24/2017 11:16 AM
232		10/24/2017 11:10 AM
233		10/24/2017 11:06 AM
234		10/24/2017 9:25 AM
235		10/24/2017 7:43 AM
236		10/24/2017 6:20 AM
237		10/23/2017 6:53 PM
238		10/23/2017 5:02 PM
239		10/23/2017 3:38 PM
240		10/23/2017 2:27 PM
241		10/23/2017 11:16 AM
242	NO	10/23/2017 9:33 AM
243		10/23/2017 8:31 AM
244	N/A	10/23/2017 8:26 AM
245		10/23/2017 7:01 AM
246	No	10/23/2017 6:05 AM
247	no thank you	10/22/2017 3:23 AM
248		10/21/2017 5:42 PM
249		10/21/2017 8:09 AM
250		10/20/2017 2:16 PM
251		10/20/2017 10:23 AM
252		10/20/2017 10:20 AM
253	I would like to add an additional comment. Please don't make any 'load and go' changes until you fix the WORTHLESS 'real time' faux app.	10/20/2017 10:08 AM
254	NO	10/20/2017 9:46 AM
255		10/20/2017 9:24 AM
256		10/20/2017 8:37 AM
257	NO	10/20/2017 8:29 AM
258		10/20/2017 8:23 AM
259		10/20/2017 7:36 AM
260		10/20/2017 7:14 AM
261	I will walk, take my bike or hitchhike before I ever step foot on an STA bus. Just continue to maintain the service as the Bum Habitat that it has become. Piss poor management and direction.	10/20/2017 6:27 AM
262	You should all be fired and ashamed of the way you piss away the citizens tax dollars	10/20/2017 6:00 AM
263		10/19/2017 3:28 PM
264		10/19/2017 3:20 PM
265	no	10/19/2017 2:13 PM

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266		10/19/2017 2:04 PM
267	Yes West Plains Transit Center in particular. Thanks	10/19/2017 1:58 PM
268		10/19/2017 12:28 PM
269		10/19/2017 12:06 PM
270	No	10/19/2017 11:04 AM
271	no thanks	10/19/2017 10:14 AM
272	we need the bus to come up and down Freya for people. stop every block on the steep parts.	10/19/2017 9:45 AM
273	stop government growth, for 1% of bus riders	10/19/2017 9:30 AM
274		10/19/2017 9:11 AM
275	Why are you not considering areas like Hillyard and areas east of Mead?	10/19/2017 9:10 AM
276		10/19/2017 8:54 AM
277		10/19/2017 8:50 AM
278		10/19/2017 8:27 AM
279	yes	10/19/2017 8:16 AM
280		10/19/2017 7:46 AM
281		10/19/2017 7:40 AM
282		10/19/2017 7:40 AM
283	NO	10/19/2017 6:46 AM
284	I would like the buses that run up crestline and nevada to actually have time that work together and meet i have tried to ride several times just miss the bus and there will not be another one for 1/2 hr or hour	10/19/2017 5:49 AM
285	no	10/19/2017 5:31 AM
286		10/18/2017 7:11 PM
287		10/18/2017 6:00 PM
288		10/18/2017 4:45 PM
289	no	10/18/2017 4:44 PM
290	no	10/18/2017 3:55 PM
291	All of your transit centers should have set departure times---load and go will leave people behind.	10/18/2017 3:00 PM
292	no	10/18/2017 2:30 PM
293	no	10/18/2017 2:27 PM
294		10/18/2017 2:20 PM
295		10/18/2017 2:18 PM
296		10/18/2017 2:16 PM
297	No thank you	10/18/2017 2:14 PM
298	Yes send up dates	10/18/2017 2:08 PM
299		10/18/2017 2:07 PM
300		10/18/2017 2:06 PM
301		10/18/2017 1:50 PM
302	yes	10/18/2017 1:43 PM
303	NO	10/18/2017 1:30 PM
304	No.	10/18/2017 1:20 PM

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305	N/A	10/18/2017 1:18 PM
306	NO	10/18/2017 1:15 PM
307	no thanks	10/18/2017 1:15 PM
308		10/18/2017 1:12 PM
309	NO	10/18/2017 1:09 PM
310	no thank you	10/18/2017 1:04 PM
311	no	10/18/2017 12:54 PM
312		10/18/2017 12:47 PM
313		10/18/2017 12:47 PM
314		10/18/2017 12:42 PM
315	No thank you.	10/18/2017 12:35 PM
316		10/18/2017 12:35 PM
317	no	10/18/2017 12:24 PM
318		10/18/2017 12:22 PM
319		10/18/2017 12:12 PM
320	NO	10/18/2017 12:07 PM
321		10/18/2017 12:04 PM
322	No	10/18/2017 12:03 PM
323		10/18/2017 12:01 PM
324		10/18/2017 11:50 AM
325		10/18/2017 11:48 AM
326	No thank you. Keep up the good work!	10/18/2017 11:46 AM
327		10/18/2017 11:46 AM
328		10/18/2017 11:42 AM
329	no	10/18/2017 11:40 AM
330	I will say that this survey should have been designed so that we could have jumped directly to the relevant questions.	10/18/2017 11:36 AM
331		10/18/2017 11:35 AM
332		10/18/2017 11:29 AM
333		10/18/2017 11:26 AM
334		10/18/2017 11:20 AM
335	yes	10/18/2017 11:18 AM
336		10/18/2017 11:11 AM
337		10/18/2017 11:11 AM
338		10/18/2017 11:06 AM
339		10/18/2017 11:05 AM
340		10/18/2017 11:04 AM
341		10/18/2017 11:03 AM
342		10/18/2017 10:57 AM
343		10/18/2017 10:56 AM
344		10/18/2017 10:54 AM

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345		10/18/2017 10:52 AM
346	No	10/18/2017 10:51 AM
347		10/18/2017 10:50 AM
348		10/18/2017 10:48 AM
349	No	10/18/2017 10:44 AM
350		10/18/2017 10:43 AM
351	no thank you	10/18/2017 10:41 AM
352		10/18/2017 10:39 AM
353		10/18/2017 10:39 AM
354		10/18/2017 10:36 AM
355	no	10/18/2017 10:34 AM
356		10/18/2017 10:33 AM
357		10/18/2017 10:32 AM
358	No	10/18/2017 10:31 AM
359	STA is a burden and overpriced system.	10/18/2017 10:30 AM
360		10/18/2017 10:30 AM
361	I would really love it if you would increase the 44 evening schedule using Bernard. Also if you	10/18/2017 10:29 AM
362	could alter the departure times to at least 15 minutes past the hour. At this time we have to wait 50 minutes to get home because work is done at 6:00 and have no bus home when we work until 8:00 I work at the downtown library and several of us have this problem.	10/18/2017 10:29 AM
363		10/18/2017 10:25 AM
364		10/18/2017 10:22 AM
365	No	10/18/2017 10:22 AM
366		10/18/2017 10:16 AM
367		10/18/2017 10:15 AM