

September 2018 Service Revisions

Preliminary Proposal

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

Draft

10/10/2017



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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 approval of the STA Proposition 1, STA's service has increased in 2017. 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 Preliminary Proposal

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 1 – complete connectivity of West Plains cities is scheduled for 2020).

It should be noted that this Preliminary Proposal contains service concepts that could 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 Eastern Washington University PUB. This proposal also contains other individual route improvements not listed in *STA Moving Forward* in conjunction with ongoing scheduling 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 Preliminary Proposal 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.

Members 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 Preliminary Proposal.

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

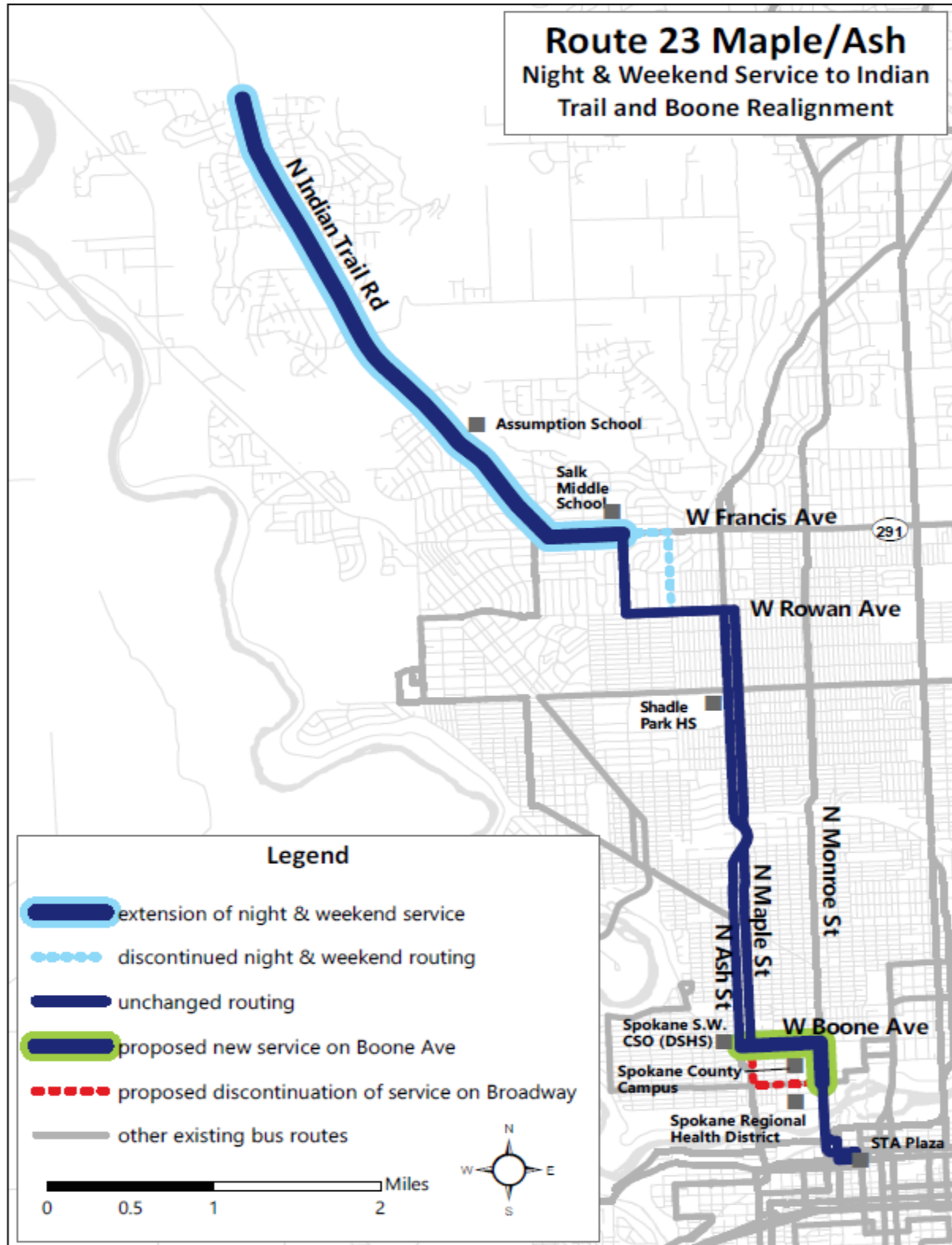
In 2021, the *STA Moving Forward* plan proposes to create better frequency through the West Central neighborhood and allow for north/south connections to occur throughout the city without having to travel downtown. Existing Route 21 would be extended to create these new connections when the Central City line is operational. This Preliminary Proposal would introduce the weekday frequency improvement aspect of the 2021 plan sooner due to modifications planned for Plaza zones 4 and 5. This project would eliminate Plaza dwell for routes 25 Division and 90 Sprague by implementing “load and go” operations for both routes. Route 90 currently has Plaza layover in zone 2 as part of the *STA Moving Forward* plan to improve weekday reliability on that route. Route 90 would not have the capability to layover at the Plaza if zones 4 and 5 are consolidated into one zone. Therefore, Route 21 is proposed to be interlined with Route 90 to allow the layover location 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 proposes to work with the WCCC in order to obtain restroom access if the Route 21-90 interline operates nights and weekends when the facility is generally 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.

Route 23 Maple/Ash– Night and Weekend Service to Indian Trail

Currently, Route 23 does not run all day to the end of the 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 will 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 St and Maple St) along with Route 22 due to the fact that Route 21 would have increased 15-minute weekday frequency along Broadway Ave.



Modify/add service

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

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 2020/21 when WSDOT completes interchange improvements that would make serving the facility faster with improved ingress and egress (Phase 2). Complete connectivity of West Plains cities is planned in Phase 2. Therefore, Phase 1 would 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 will prevent STA from using the PUB as a bus layover location.

There are multiple options for serving both facilities discussed above while also serving other transportation needs in the area. STA is beginning the public input process with two options for routes serving the West Plains. Option A would bring the most change to existing routes while Option B would look the most like the routes currently provided. Both options would impact the Paratransit boundary due to the routing required to serve the WPTC and potential changes to individual routes listed below.

West Plains – Option A

Option A proposes the most change to West Plains/Cheney bus service impacting five existing routes. This option introduces 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. Descriptions of the changes for each route included in Option A are as follows:

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 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 hourly frequency seven-days a week. Route 62 riders would be transferring to/from this new route 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 not 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 the I-90.

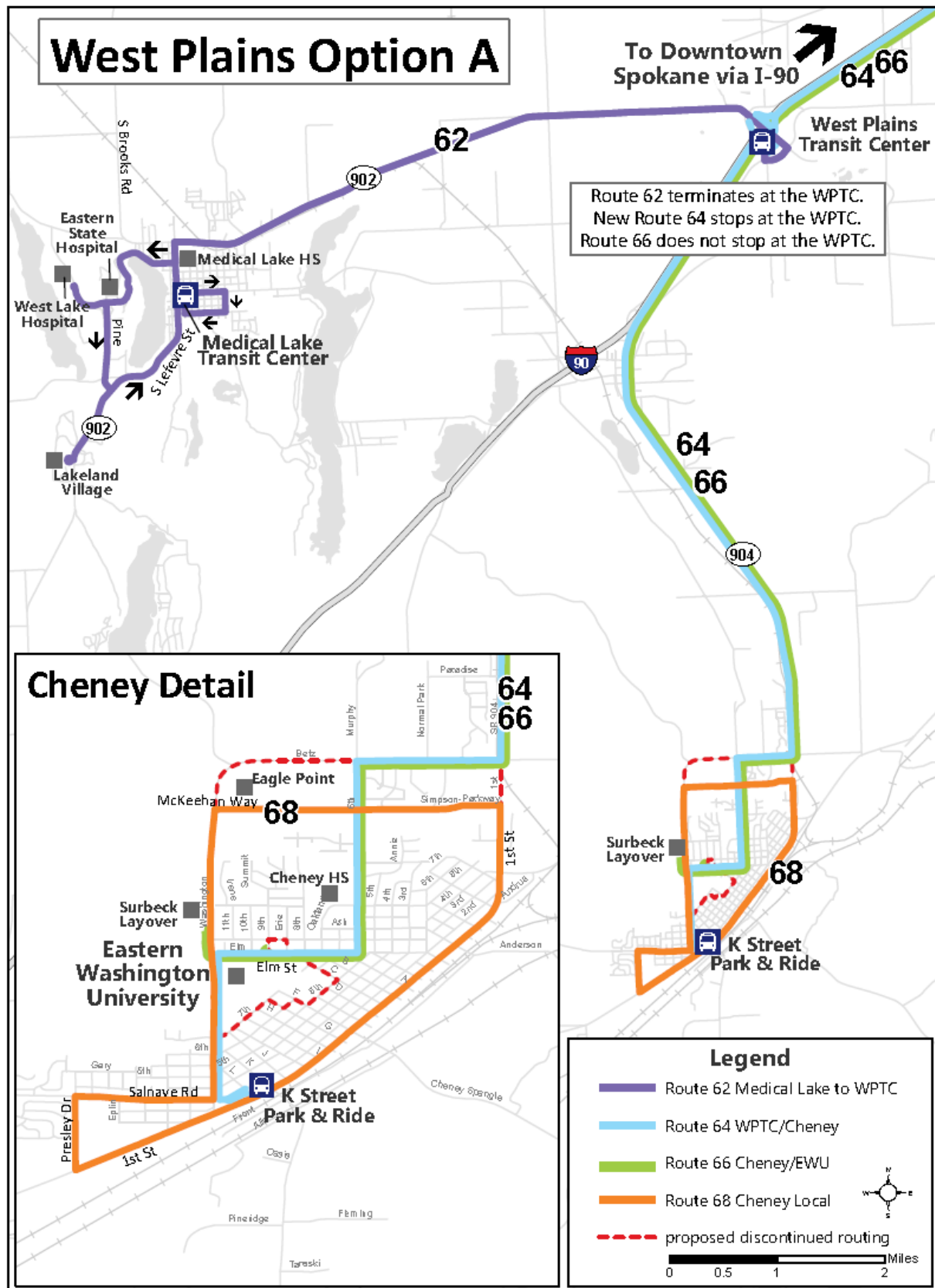
Route 66 – There are no routing modifications to Route 66 that would impact current riders on weekdays; however, due to the EWU PUB reconfiguration, a new layover location will be constructed at the Surbeck Services (SUR) building on Washington St just north of Cedar St. Service on Elm St between Washington 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.

Route 68 – Service would be discontinued on Betz Rd between Washington and 1st streets in favor of serving Simpson Pkwy/Mike McKeenan Way between Washington and 1st streets. Current Eagle Point riders would board the bus along Mike McKeenan Way which would improve pedestrian safety due to less vehicular traffic than along Betz

Rd and Washington St. 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 increasing costs (more buses). 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. Route 68 performs a different weeknights and weekend pattern than on weekdays due to Route 66 serving Eagle Point weeknights and weekends. The routing most likely requires 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) 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.

It should be noted that Routes 66, 68, and 165 are currently on long term detours due the EWU PUB construction project. Buses currently have layover on 9th St facing south and pick up inbound passengers on Elm St just before C St. Option A is depicted on the map below.



West Plains – Option B

Option B proposes 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. A route by route description of the changes included in Option B are as follows:

Route 61– Route would continue to serve Medical Lake weeknights and weekends via Brooks Rd (no Paratransit impacts).

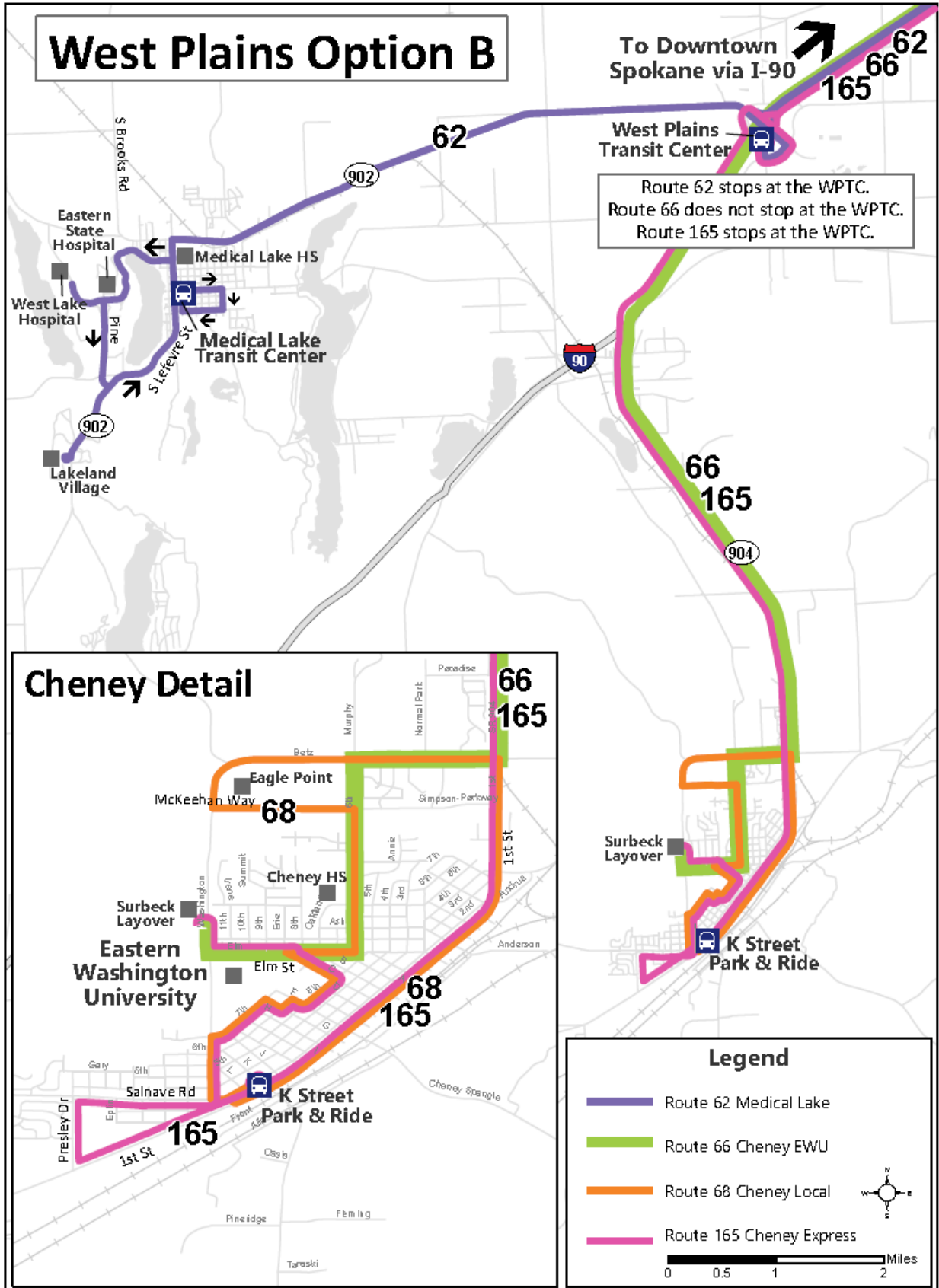
Route 62 – Much of the routing would remain unchanged; however, Route 62 would be modified to serve the WPTC with the same weekday frequency. Current riders would not be required to transfer at the WPTC as in Option A but their trip travel times would be longer. For example, outbound trips would serve the WPTC first before traveling to Medical Lake. Inbound trips would serve the WPTC before traveling to Downtown Spokane. Route 61 would continue to provide service to Medical Lake weeknights and weekends.

Route 66– Service would remain unchanged for the majority of the route; however, it would use the new layover location at the Surbeck Services (SUR) building. New bus stops would be installed on Elm St near the redesigned EWU PUB.

Route 68– Service would remain unchanged for the majority of the route; however, the layover location is proposed to be along C St between Elm and 7th Streets. This means that the route would not serve the new EWU PUB bus stops. Route 68 would not be able to utilize the new layover location at the Surbeck Services building without increasing the cycle time thereby increasing operating costs. This would also reduce conflicts with the many Route 66 buses that would have layover there.

Route 165 – Much of the routing would remain unchanged; however, Route 165 would be modified to serve the WPTC with the same number of weekday trips (six AM peak inbound trips and six PM peak outbound trips). Trip travel times would be longer for current riders. For example, outbound trips would serve the WPTC (exiting I-90 at 272) before traveling to Cheney. Inbound trips would serve the WPTC (exiting I-90 at 272) before traveling to Downtown Spokane.

Option B is depicted on the map below.



Route 173 VTC Express – Replace With Routes 190 and 194

While not specifically listed in *STA Moving Forward* or the 2017 TDP, this Preliminary Proposal 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 Service 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 Spokane Falls Community College). The route would provide a majority of current Route 173 riders with a faster trip between the Valley Transit Center (VTC) and Downtown Spokane. Route 194 would be a subordinate peak route that serves jobs within walking distance of Mission Avenue 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 Argonne 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. 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.

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

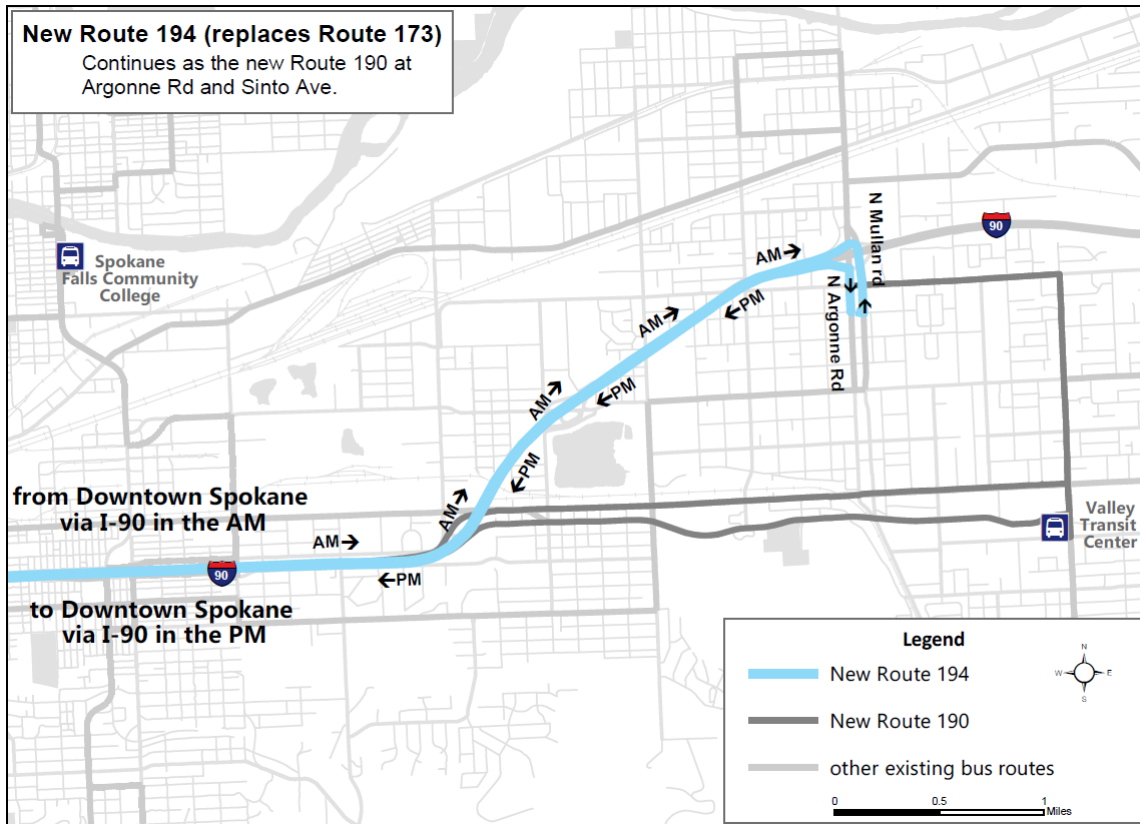
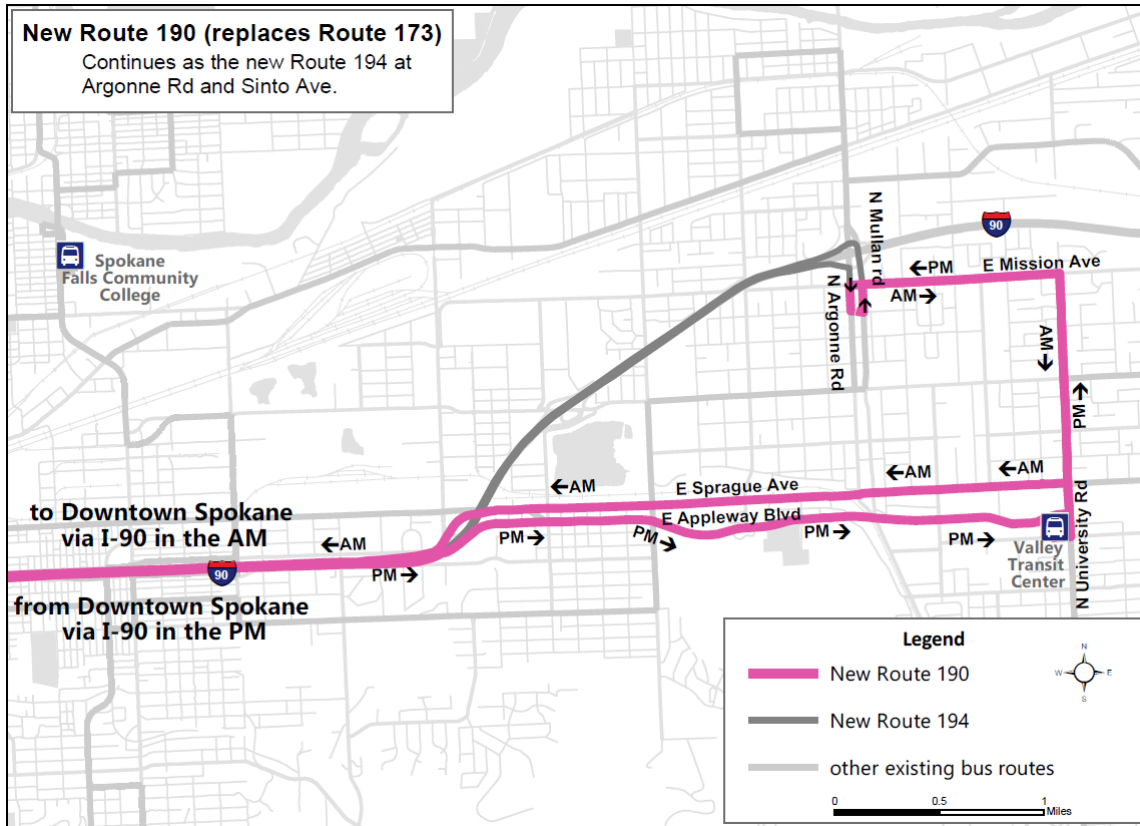
Route 190 Outbound

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/Appleway Blvd and then travel express to the VTC via Appleway 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/Mullan Road 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 Argonne Rd. and Sinto Ave. across from the 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 need to continue inbound to the Plaza would wait on the bus at the end-of-line layover location.

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 Road and Mission Avenue.

Both route concepts are depicted on the maps below.



The below two examples 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 will be required 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
194	5:50	6:00	---	---	---	6:04	190	5:17	5:18	5:27	5:30	5:45	4	25
---	---	---	---	---	---	---	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

As stated in the 2017 TDP, STA is considering modifying the Route 2 routing 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. This change is also expected to increase productivity as the route has been underperforming for several years. 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.

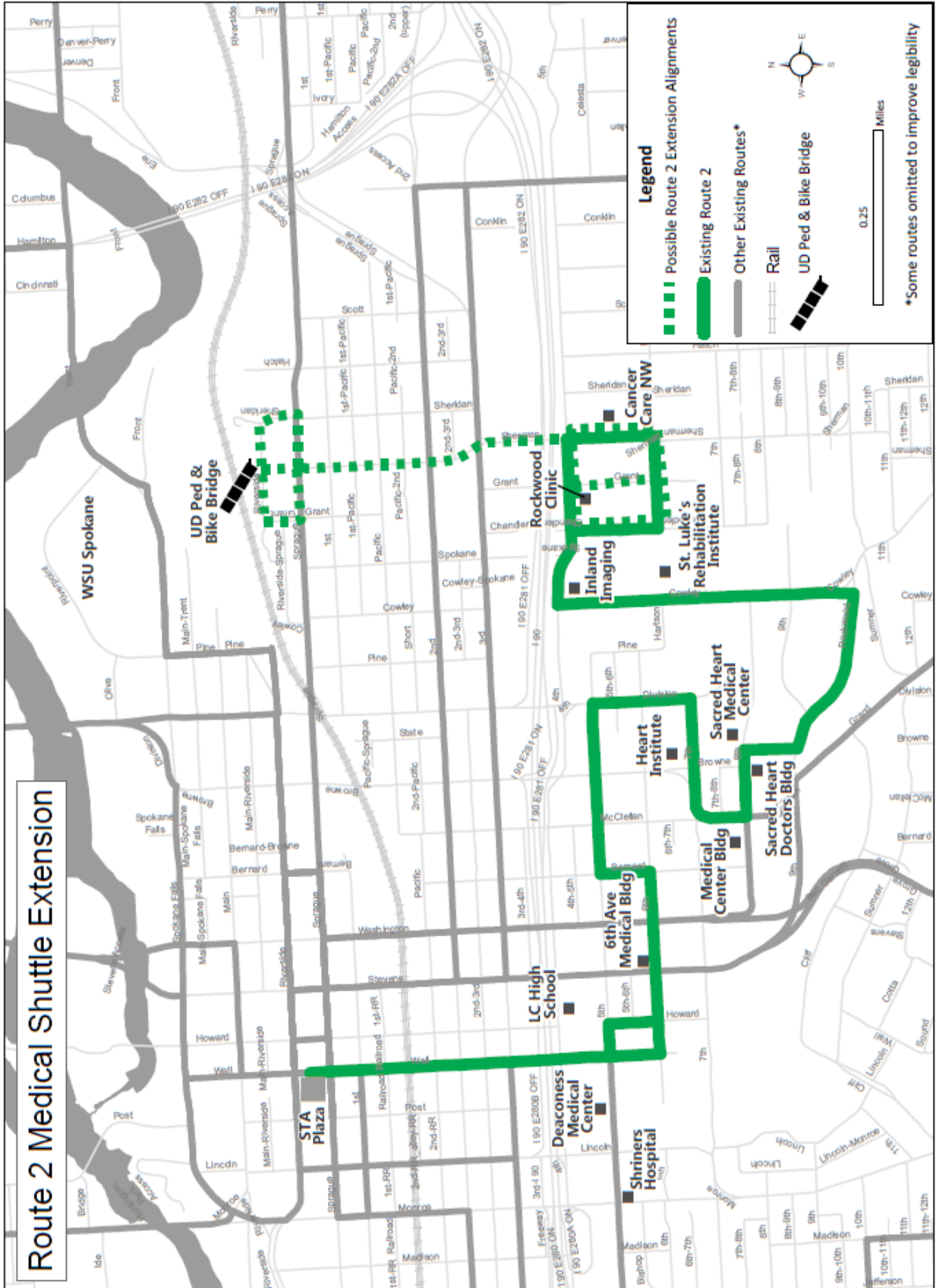
There are several options that could achieve this objective. All options would provide new service on Sherman St. between 5th and Sprague Avenues. Each option could serve the Rockwood Clinic in different ways and each option has its own set of challenges on how to serve this important location.

Chandler/Sherman Option: 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. Improvements would be required in order to improve visibility with the left turn from Hartson Ave. to Sherman St. traveling north to the new pedestrian bridge end-of-line.

5th Option: Service would be modified to remain on 5th Ave. between Chandler and Sherman Streets thereby not serving Rockwood Clinic via Chandler St., Hartson Ave., and Sherman St. Improvements would be required in order to improve the bus turning radius with the right turn from Sherman St to 5th Ave traveling south from the new pedestrian bridge end-of-line. Current Rockwood Clinic riders would board/alight on 5th Ave.

Grant Option: This option would serve the Rockwood Clinic with two-way service along Chandler and Sherman Streets. In order address the left turn challenge in Option 1, outbound buses would use Grant St in order to make a right turn onto 5th Ave. Inbound buses would serve the Rockwood Clinic with the same pattern as today via Sherman St, Hartson Ave, and Chandler St.

The three alternatives for serving Rockwood Clinic are depicted on the map below. All three include extending the route to serve the U-District pedestrian bridge. Buses would turn around at the pedestrian bridge using Grant or Sheridan Streets depending on the final street configurations.



Route 25 Division – Improve Weekday Reliability/Plaza Operational Improvements

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. 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.

As part of *STA Moving Forward* a 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 “load and go” operations for Route 25. The dwell time would only be the time needed to load passengers. As soon as the bus loads passengers it can depart the Plaza.

Route 27 Hillyard – Improve Weekday Reliability

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 frequency and capacity to Route 27. This project will help reduce overcrowding during peak periods of the day.

Route 90 Sprague - Plaza Operational Improvements

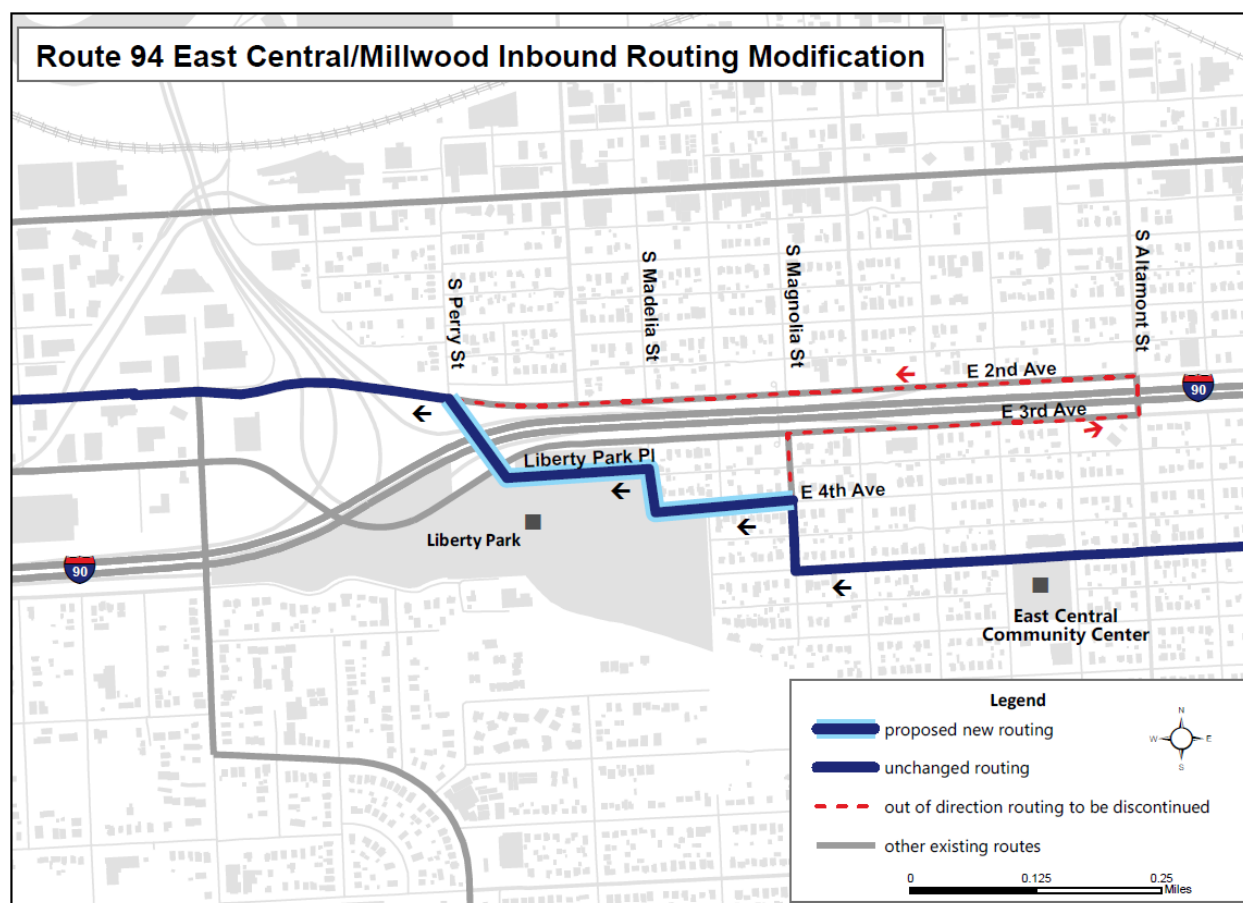
The *STA Moving Forward* Plaza Operational improvement includes combining Plaza zones 4 and 5 into one zone to provide a longer curb length for larger buses. As part of this change, STA will implement “load and go” operations for Route 90. The dwell time would only be the time needed to load passengers, reducing or eliminating all together the layover time currently scheduled at the Plaza. As soon as the bus loads passengers it can depart the Plaza.

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 if the Route 21-90 interline operates nights and weekends when the facility is closed.

Route 94 East Central/Millwood – Inbound Routing Modification

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 timepoint at 2nd Ave. and Arthur St. The proposed inbound routing modification from Magnolia St. would be 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.



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

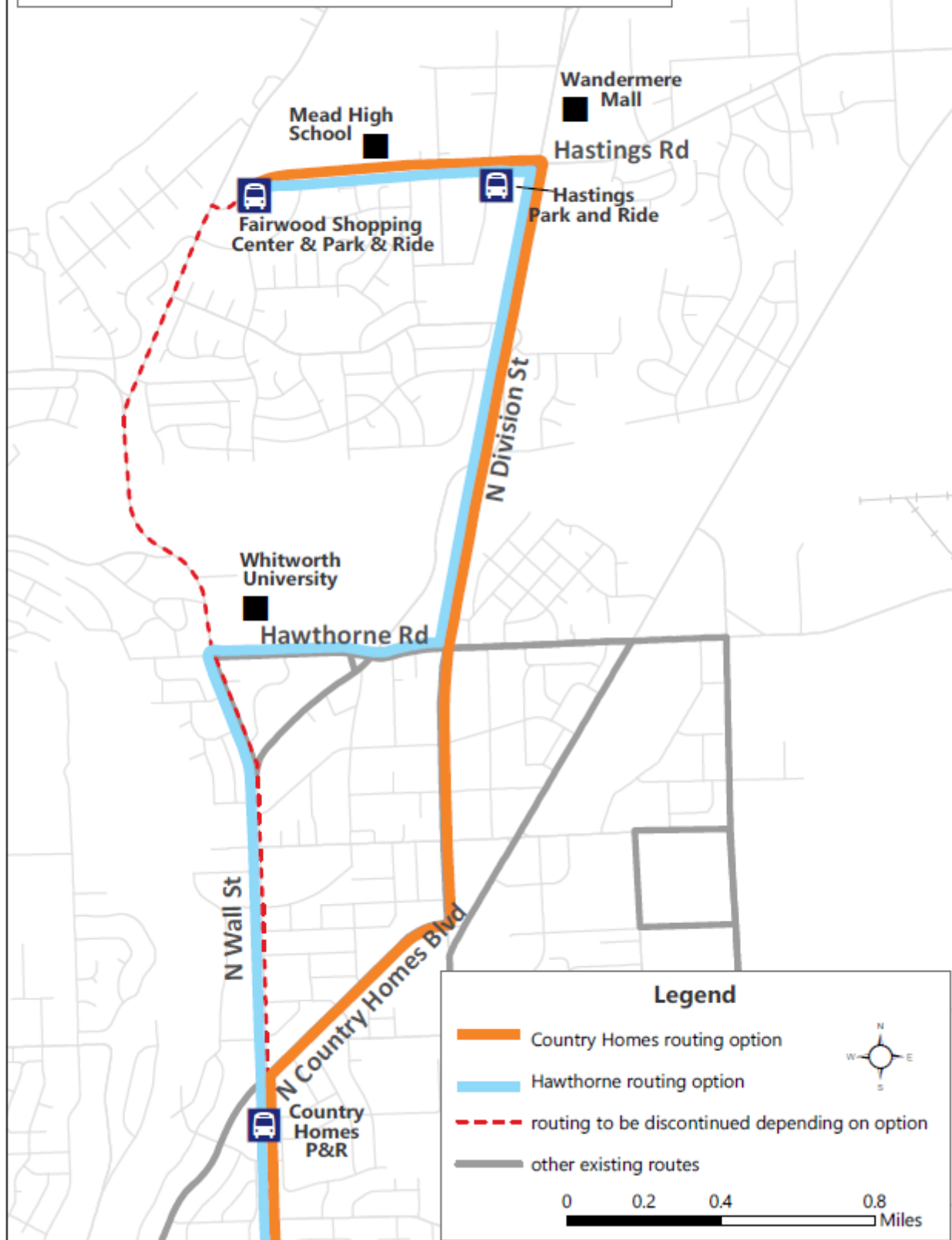
While not specifically listed in *STA Moving Forward* or the 2017 TDP, STA is considering modifying the Route 124 end-of-line to Fairwood Park & Ride instead of Hastings Park & Ride. During the AM peak, buses currently perform a left turn when entering Hastings Road from Mayfair Street adjacent to the Hastings Park & Ride. As traffic volumes have grown in the area, the movement has become more difficult, especially at peak times. There are two options that eliminate or shift when buses make the left turn, improving service reliability and addressing an existing safety concern. Both options would impact the Paratransit boundary. See the Public Process and Implementation Timeline section for more information.

Hawthorne Option: Inbound, the route would begin service at Fairwood Park & Ride and then travel east on Hastings Rd in order to serve Hastings Park & Ride. This would allow buses to take a right out of the 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 end at Fairwood Park & Ride. The left turn from Mayfair Street at the Hastings Park and Ride would not be eliminated with the outbound direction; however, Mead High School related traffic is lighter during this time. Buses would travel on Division St. between Hastings Rd and Hawthorne Rd. and on Hawthorne Rd. between Division St. and Waikiki Rd. No bus stops would be discontinued in this option. This option would discontinue service between Fairwood Park & Ride and Hawthorne Rd. along Mill and Waikiki roads; however, there are no stops served on this portion of the current routing.

Country Homes Option: In this option, the route would begin and end at Fairwood Park & Ride similar to the Hawthorne Option. Instead of traveling on Hawthorne Rd between Division St. and Waikiki Rd., buses would travel on Country Homes Blvd between Division St. and Wall St. This option would discontinue service between Fairwood Park & Ride and Country Homes Blvd. along Mill/Waikiki roads and Wall St. The current bus stop at Hawthorne/Waikiki Rd would be discontinued.

The two options are depicted on the map below.

Route 124 End-of-Line Modifications



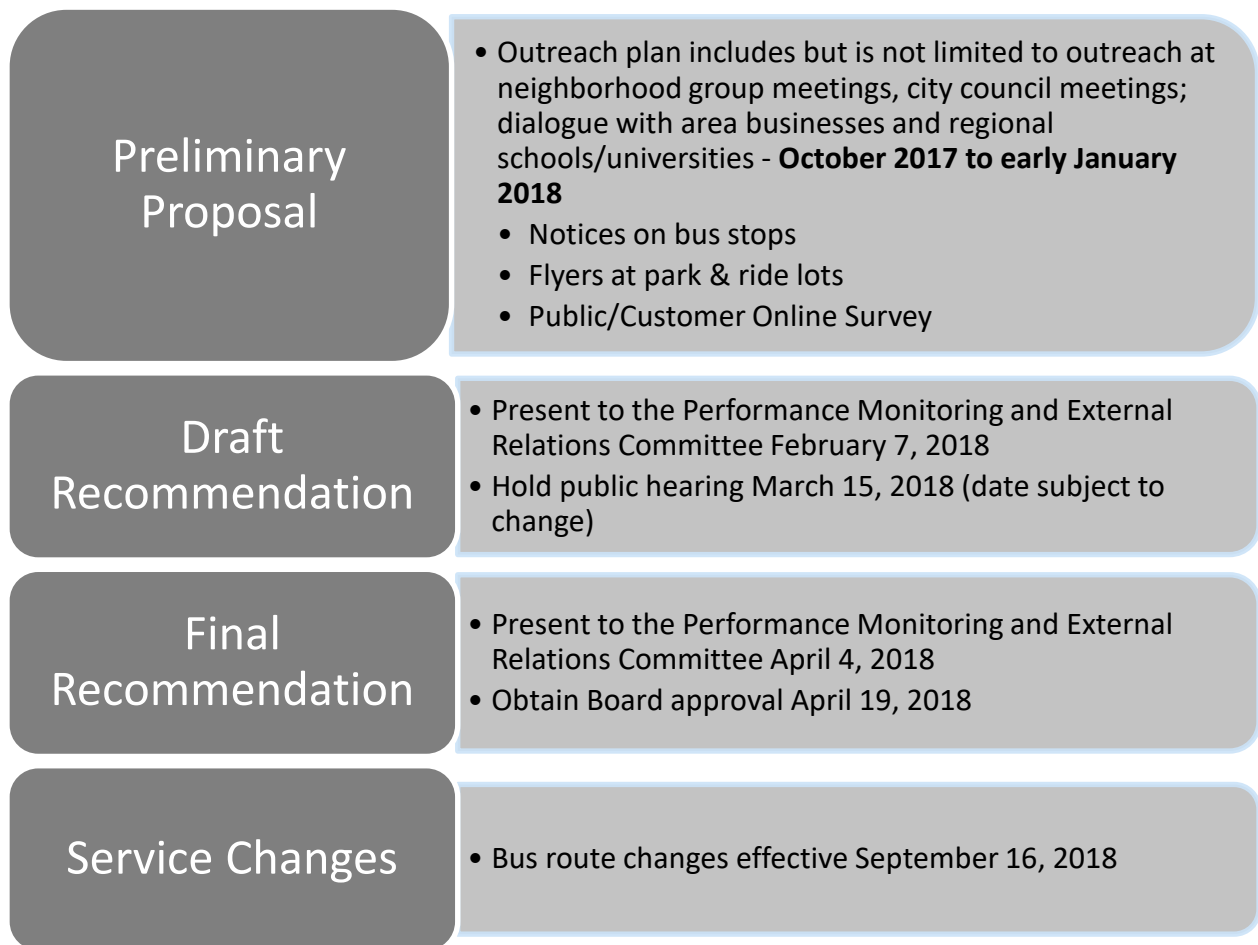
Public Process and Implementation Timeline

Although these concepts listed in this Preliminary Proposal have been outlined in the *STA Moving Forward* plan and 2017 TDP, the ideas for the September 2018 service change will be brought forward through the public process to receive public input before service can begin. The changes are considered moderate (1.0% up to 5.0% growth or reduction in revenue hours of service in any calendar year). The Communications and Public Input section of STA's Comprehensive Plan mandates that a public hearing take place and requires board approval.

While significant analysis and evaluation has taken place to prepare this Preliminary Proposal, public consideration and feedback is needed to refine the proposal. Key objectives of sharing the Preliminary Proposal 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 on every aspect of the proposal in order to develop a Draft Recommendation for 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 more 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 5% of STA's total revenue hours and not a reduction of hours. Since the service change is not considered major due to reduction of more than 5% in revenue hours, a full Title VI analysis is not required per Annex 2 listed in Connect Spokane: A Comprehensive Plan for Public Transportation.

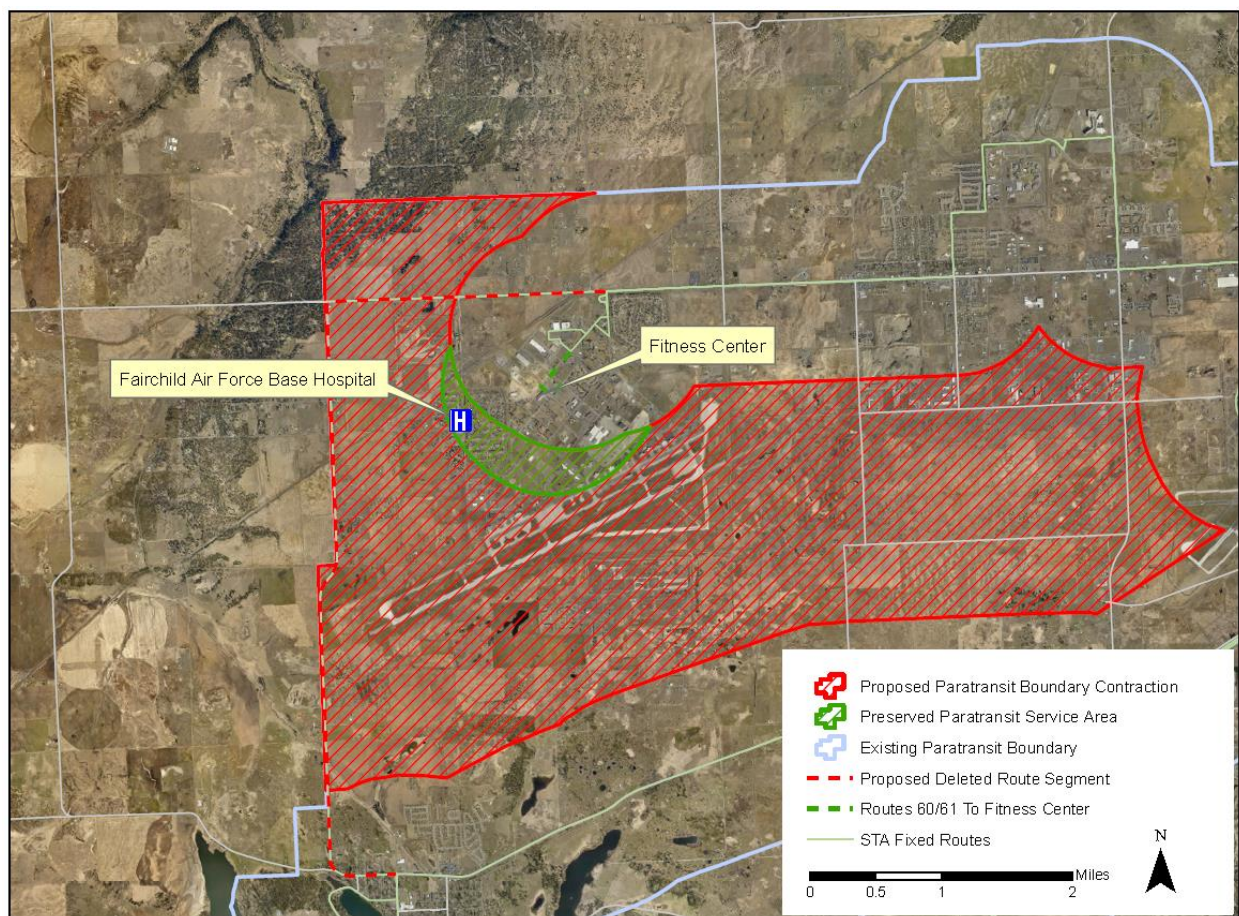
Based on no major loss of service on existing routes and an increase in access to public transportation, the service enhancements do not disproportionately affect minority or disadvantaged low income populations within the Spokane Transit PTBA.

Paratransit Boundary Implications

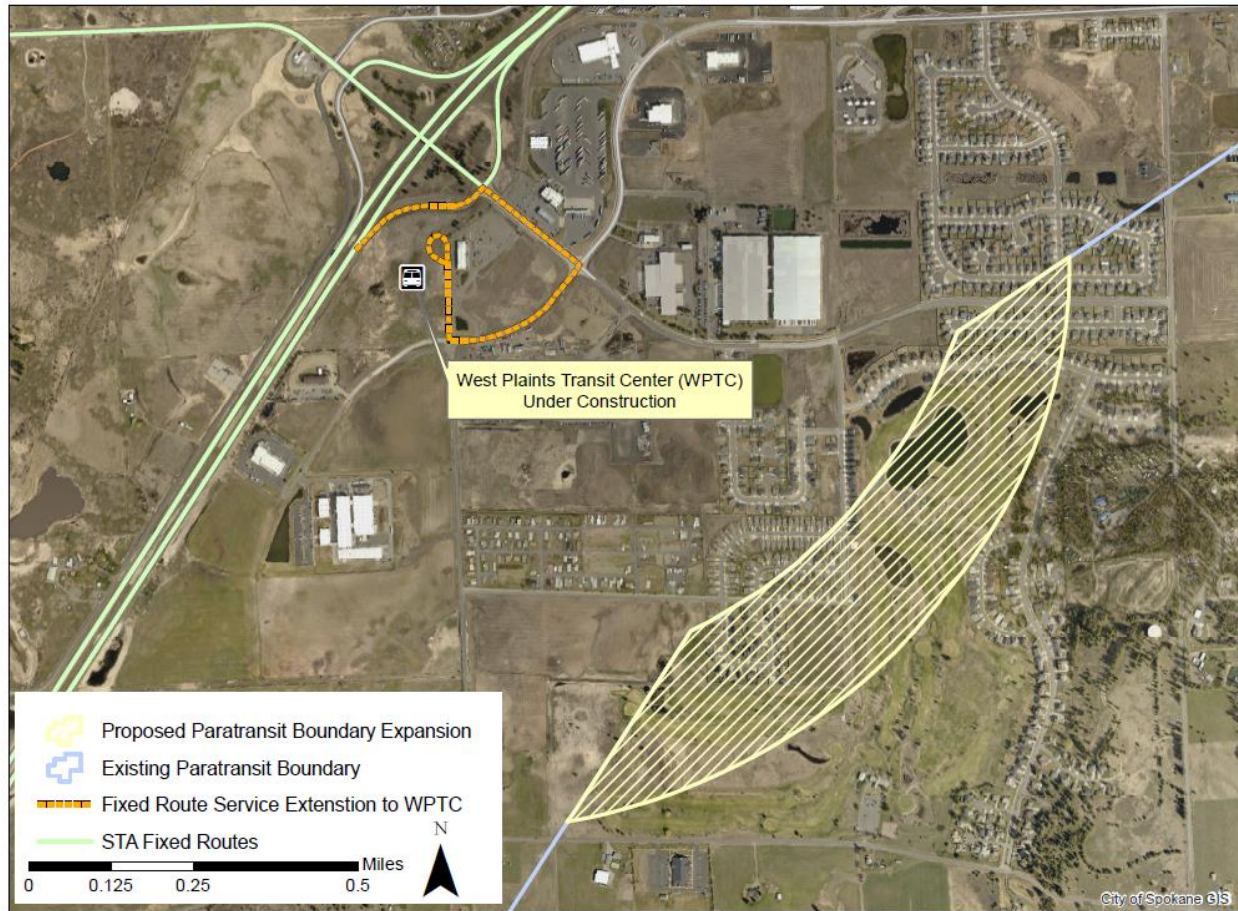
Paratransit service is provided to persons whose disability precludes them from accessing or traveling on fixed-route bus service. As a requirement of the Americans with Disabilities Act that it is complementary of fixed-route service, Spokane Transit adheres to the mandate to provide the service within $\frac{3}{4}$ 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 Preliminary Proposal go into effect in September of 2018.

West Plains Paratransit Impacts

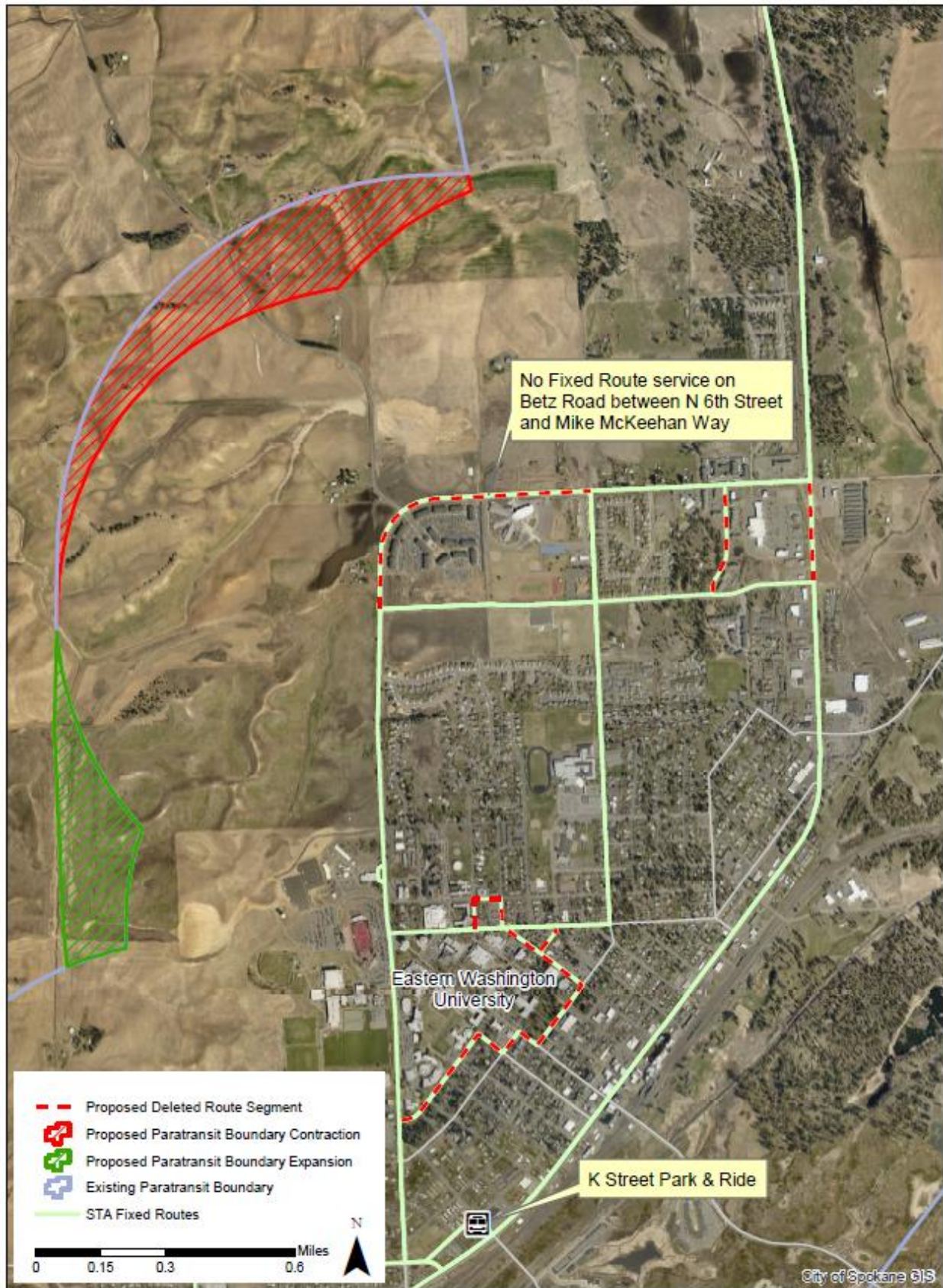
Today, Route 61 serves Medical Lake weeknights and weekends resulting in a larger expanse of the Paratransit boundary. However, this routing is not preferred, as it results in confusion regarding the route structure. Because Medical Lake would instead be served by Route 62 during these times in West Plains Option A, 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 both West Plains Options A and B, 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. The initial expansion to the boundary is depicted in the map below.

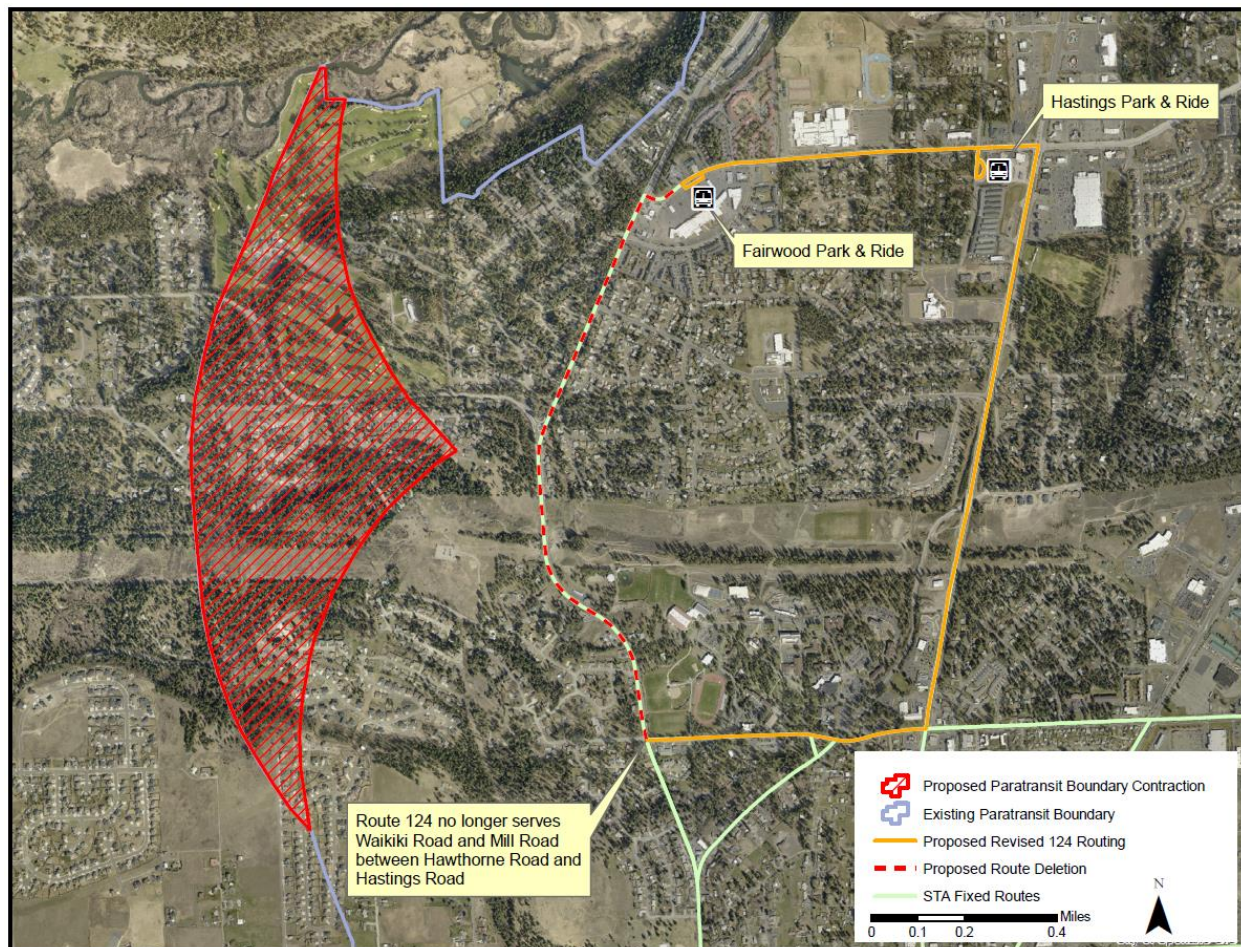


Due to the proposed discontinuation of service on Betz Rd between Washington and 1st Streets in favor of serving Simpson Pkwy/Mike McKeehan Way between Washington and 1st Streets on Routes 66 and 68, the Paratransit boundary would shrink northwest of Eagle Point. This is depicted in the map below.

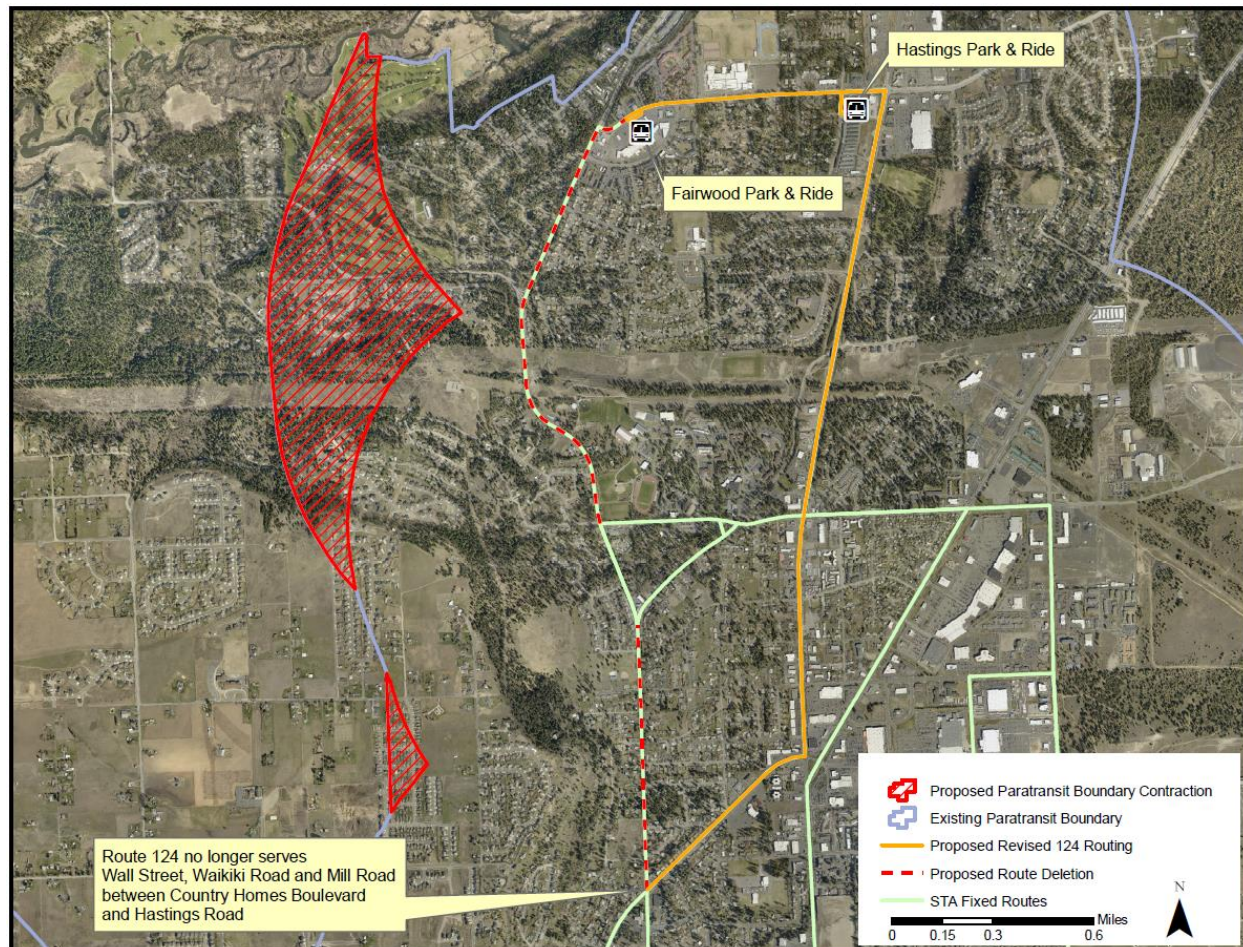


North Spokane Paratransit Impacts

Due to Route 124 not operating along Mill and Waikiki roads between the Fairwood Park & Ride and Hawthorne Rd, the Paratransit boundary would shrink west of Mill and Waikiki Roads with the Hawthorne Option. This is depicted in the map below.



Due to Route 124 not operating along Mill/Waikiki Roads and Wall St between the Fairwood Park & Ride and Country Homes Blvd in the Country Homes Option, the Paratransit boundary would shrink more than the Hawthorne Option west of Mill/Waikiki Roads and Wall St. 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 "load 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 "load 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).
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 (West Plains Option A).

Route	Proposed Changes	Rationale
62 Medical Lake	In West Plains Option A the route would be modified to discontinue travel on I-90 and would have terminals at the Medical Lake Center and the new West Plains Transit Center (WPTC) seven days a week. In West Plains Option B much of the routing and level of service would remain unchanged but would be modified to serve the WPTC at exit 272.	Potential routing modifications are related to the West Plains Transit Center <i>STA Moving Forward</i> project; Level of service improvement offered in conjunction with Option A (if it is the preferred choice for service on the West Plains)
<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.	Potential new route related to the West Plains Transit Center <i>STA Moving Forward</i> project; New route part of West Plains Option A (Route 62 riders would transfer to this new route at the WPTC in order to travel to/from Downtown Spokane).
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.	EWU PUB reconfiguration prohibits buses from turning around in the parking lot; avoid duplicative service along I-90 weeknights and weekends.

Route	Proposed Changes	Rationale
68 Cheney Local	In West Plains Option A the route would be modified to serve Simpson Pkwy/McKeehan Way and the Presley Dr./Salnave Rd. loop (seven-days a week all day service; currently served weekdays during peak only). In West Plains Option B much of the routing would remain unchanged but would be modified to end at a new layover location on C St just east of the EWU PUB.	Potential routing modifications are related to the West Plains Transit Center <i>STA Moving Forward</i> project; Presley Dr./Salnave Rd. loop level of service improvement offered in conjunction with Option A (if it is the preferred choice for service on the West Plains); Operating costs would increase if Route 68 uses the new SUR building layover location in Option B with existing routing.
90 Sprague	Eliminate Plaza dwell and implement “load 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 end-of-line terminal from Hastings Park & Ride to Fairwood Park & Ride (Hastings Park & Ride still served with the patterns switching directions)	Improve service reliability
165 Cheney Express	In West Plains Option A the route would be discontinued. In West Plains Option B much of the routing and level of service would remain unchanged but would be modified to serve the WPTC at exit 272.	Potential routing modifications are related to the West Plains Transit Center <i>STA Moving Forward</i> project.

Route	Proposed Changes	Rationale
173 VTC Express	Improve speed and reliability of express service between downtown and the Valley Transit Center. Route would be discontinued and modified 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 Valley Transit Center (VTC) and Downtown Spokane; Implementation of concept was deferred with the September 2017 Final Recommendation.