

September 2019 Service Revisions

Preliminary Proposal

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

Revised

10/31/2018

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Executive Summary

This Preliminary Proposal report outlines service changes that implement *STA Moving Forward* enhancements to the transit system in 2019 as well as other route improvements as part of ongoing service and schedule adjustments as provided for in the board-adopted 2018 Transit Development Plan (TDP). The following is a summary of the proposed improvements. More detail may be found in the body of the report.

Monroe-Regal High Performance Transit (HPT) Line

Brings together three of STA's highest performing routes (24 Monroe, 44 29th Ave, and the southern portion of the 45 Regal) into one line that will run between the existing Five-Mile Park & Ride lot in North Spokane through downtown, to the new Moran Station Park & Ride that will be completed in September 2019.

South Commuter Express

Create a new commuter express route that travels between the new Moran Station Park & Ride and Downtown Spokane during peak travel periods.

Upriver Transit Center and SFCC Station

The relocated and expanded transit center at Spokane Community College, referred to as the Upriver Transit Center, as well as a new off street transit station at Spokane Falls Community College will be completed in 2019. Routes are proposed to be adjusted to accommodate the two new facilities.

South Spokane Network Adjustment Alternatives

This report presents three alternatives for how south Spokane routes could be altered when the Monroe-Regal High Performance Transit Line and South Commuter Express are implemented as well as make adjustments to reflect changing ridership and operating conditions.

Route 20 SFCC Routing

Modify to serve the new transit station at SFCC, and in one alternative, use the Riverside Ave pattern for all trips, discontinuing service on the Clark Ave pattern through the Peaceful Valley neighborhood due to very low ridership.

Route 33 Wellesley Routing

Modify the route to operate on N Alberta St instead of N Driscoll Blvd between W Glass Ave and Wellesley Ave to reduce out-of-direction travel, providing faster trips to popular destinations.

New Service on Geiger Blvd

Accelerate the start of new service between the West Plains Transit Center and the Airport. New service between the West Plains Transit Center and Airway Heights is programmed in *STA Moving Forward* for implementation in 2020. A new Amazon distribution center estimated to employ over 2,200 employees is scheduled to be opened on Geiger Blvd in the second half of 2019. The programmed service is proposed to be implemented early to meet anticipated demand.

Development of the Preliminary Proposal

The *STA Moving Forward* plan, as amended, and the board-adopted 2018 Transit Development Plan (TDP) identify a number of service changes and improvements that would go into effect in 2019. These service changes require approval by the STA Board of Directors after conducting public outreach.

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

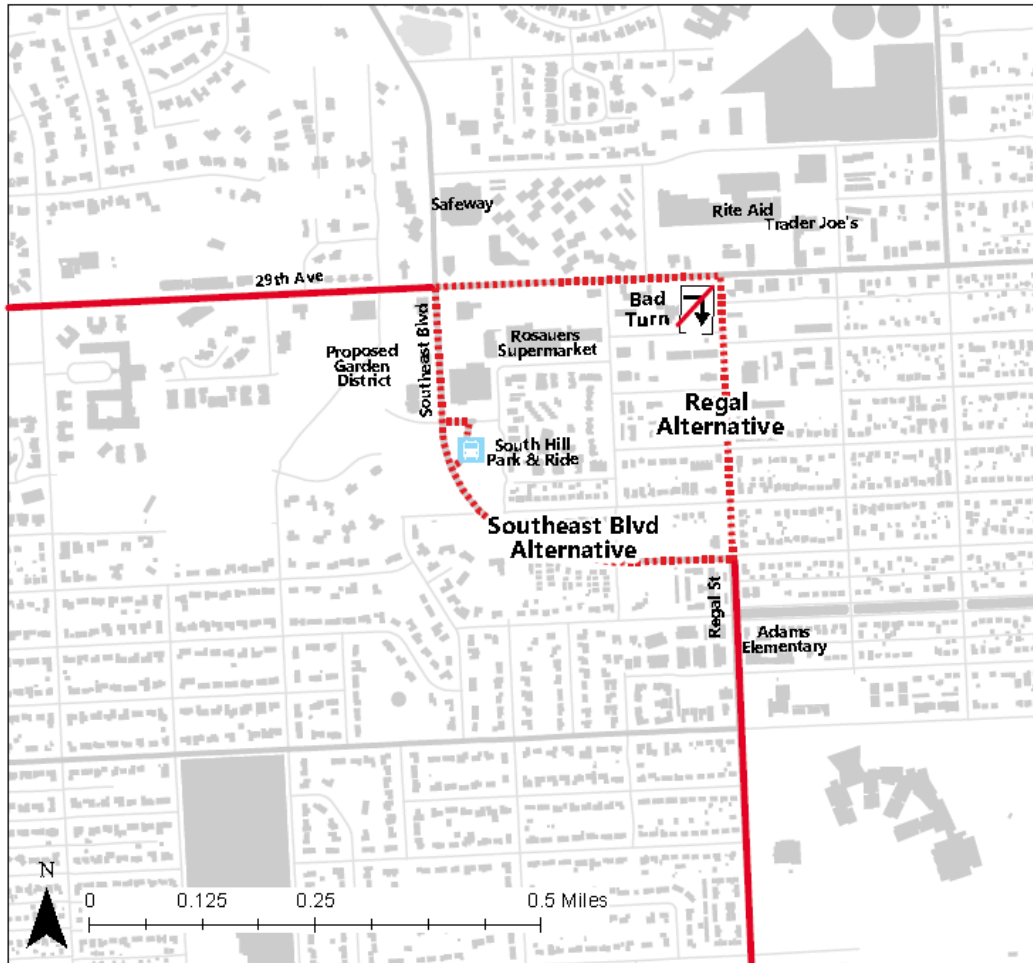
Monroe-Regal High Performance Transit Line, South Commuter Express, and South Spokane Network

The Monroe-Regal High Performance Transit Line, the Moran Station Park & Ride, the South Commuter Express, and the Upriver Transit Center at Spokane Community College are *STA Moving Forward* improvements programed for implementation in 2019. These improvements necessitate some redesign of the south Spokane bus network and afford the opportunity to review the changing operating conditions in south Spokane. The following factors among others have been considered in the development the preliminary proposal alternatives.

Monroe-Regal High Performance Transit Line Lincoln Heights Routing

In September 2019 the routes 24 Monroe and 44 29th Ave and the southern portion of the Route 45 Regal are planned to be interlined into one High Performance Transit Line. The routing of the Monroe Regal HPT Line was developed with the help of a Corridor Advisory Panel in 2012 and 2013.

The routing assumes a right hand turn from eastbound 29th Ave to southbound Regal St in the Lincoln Heights commercial center that currently cannot be performed in a 40 foot long bus due to current street conditions. The Monroe-Regal HPT Line project budget includes money to improve the turning radius of the corner to enable a bus to perform the turn; however, the adjoining property owner has indicated he is unwilling to sell the needed right-of-way to make the improvements. An alternative routing on Southeast Blvd has been identified should it be determined that the proposal to improve the turning radius cannot be further pursued. Some of the various considerations regarding the two alternative routings are show on the map and outlined in the table below.



Option	Stops Unique to Option	Requirement to Implement	Advantages	Disadvantages
29th & Regal	•29th/Regal (direct service to Lincoln Heights Shopping Center) •Regal/33rd (not entirely unique, close proximity to SE Blvd/Regal)	•Partial reconstruction of intersection to increase curb radius (SW corner) •Relocation of signal cabinet	•Aligns with the Lincoln Heights neighborhood plan •Retains 15-minute service on 29th Ave in the Lincoln Heights commercial center.	•Reduces utility of South Hill P&R for commuters •30-60 seconds slower than SE Blvd routing •Requires substantial additional ROW, currently only means of acquiring is waiting for a permit application for adjoining property or condemnation
SE Blvd. (between 29th & Regal)	•SE Blvd/32nd (direct service to South Hill P&R) •SE Blvd/34th (not entirely unique, close proximity to Regal/33rd)	•Improved pedestrian crossing on SE Blvd for southbound passenger access	•Maintains utility of South Hill P&R for commuters •Supports access/connection with proposed Garden District •30-60 seconds faster than 29th and Regal routing •Saves cost of reconfiguring 29th/Regal intersection •Not dependent on ROW acquisition	•Conflicts with Lincoln Heights Neighborhood Plan for HPT at 29th/Regal •532 fewer jobs are within walking distance*

*Source: Longitudinal Employer-Household Dynamics 2015

The routing of the Monroe-Regal Line through the Lincoln Heights center will change the considerations for how other routes may serve the area.

Performance of Existing Routes

The Route 34 Freya provides service between Spokane Community College and the South Hill Park & Ride via Freya St, Havana St, Freya/Thor, Ray and 29th. Ridership on segments of the route does not justify the 15 minute weekday frequency that it operates at today. In 2017 the boardings per revenue hour for the route was 11.82. Other routes with 15 minute weekday frequency are in the range of 30 to 40 boardings per revenue hour; however, the route does take on layover for many of the other City Loop routes. The route has not met the STA's adopted standard for energy or fares since the route was implemented. All proposed south Spokane alternatives propose that the frequency of the route be reduced to 30 minutes on weekdays. Additionally, the route is proposed to operate on Thor/Freya St from E 3rd/2nd Ave to

E Broadway Ave instead of deviating over to Havana St as it does today. This will provided faster and more direct trips; however, the pattern would discontinue service to the Spokane County Fair and Expo Center.

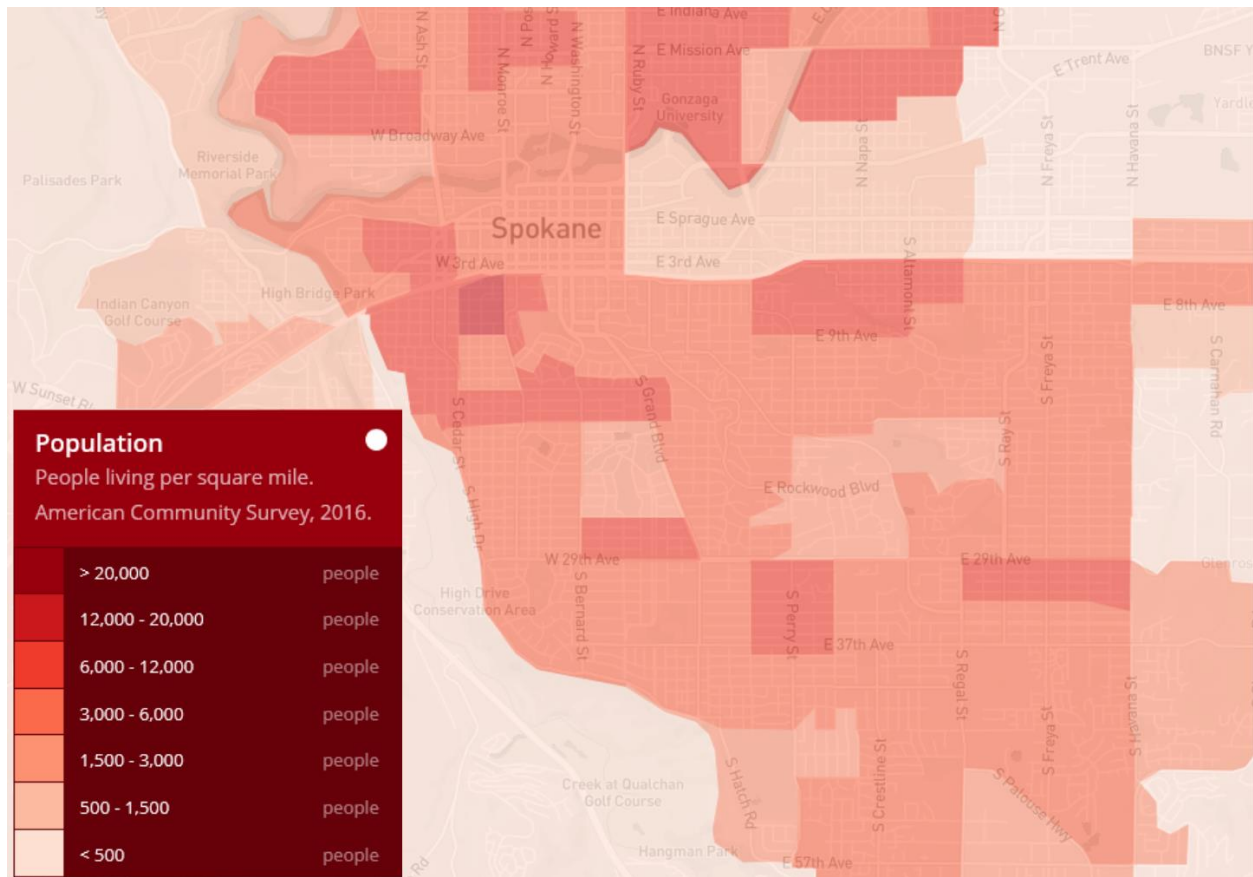
The routes 43 Lincoln/ 37th Ave and 42 South Adams have seen slight declines in ridership in the last three years. The three alternatives included in this report propose different modifications to the two routes in order to address these observed ridership declines.

Demographics and Job Density

Demographic and job density information is used to inform transit route planning. Dense areas have more potential riders within walking distance to a given bus stop than less dense areas. All else being equal, areas with more job density have more jobs within walking distance of a given stop. Other demographics that have been shown to have higher bus ridership include; people whose income is below the national poverty level, households without a car, senior citizens, and youth.

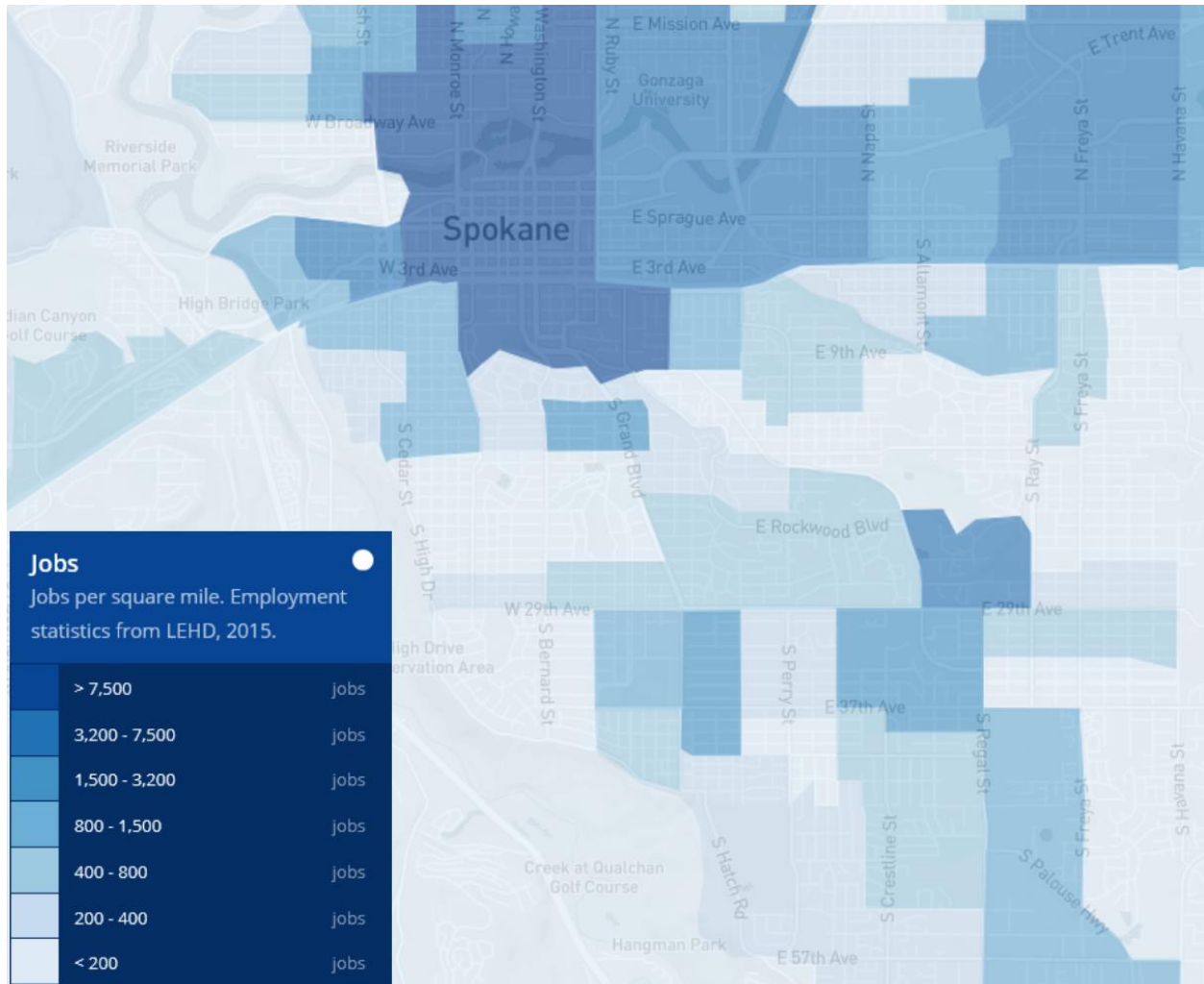
Population Density

According to 2016 American Community Survey data the area with highest population density in south Spokane is located between Cedar and Monroe Streets, between I-90 and 9th Ave which is currently served by the routes 42 South Adams and 43 Lincoln/37th Ave.



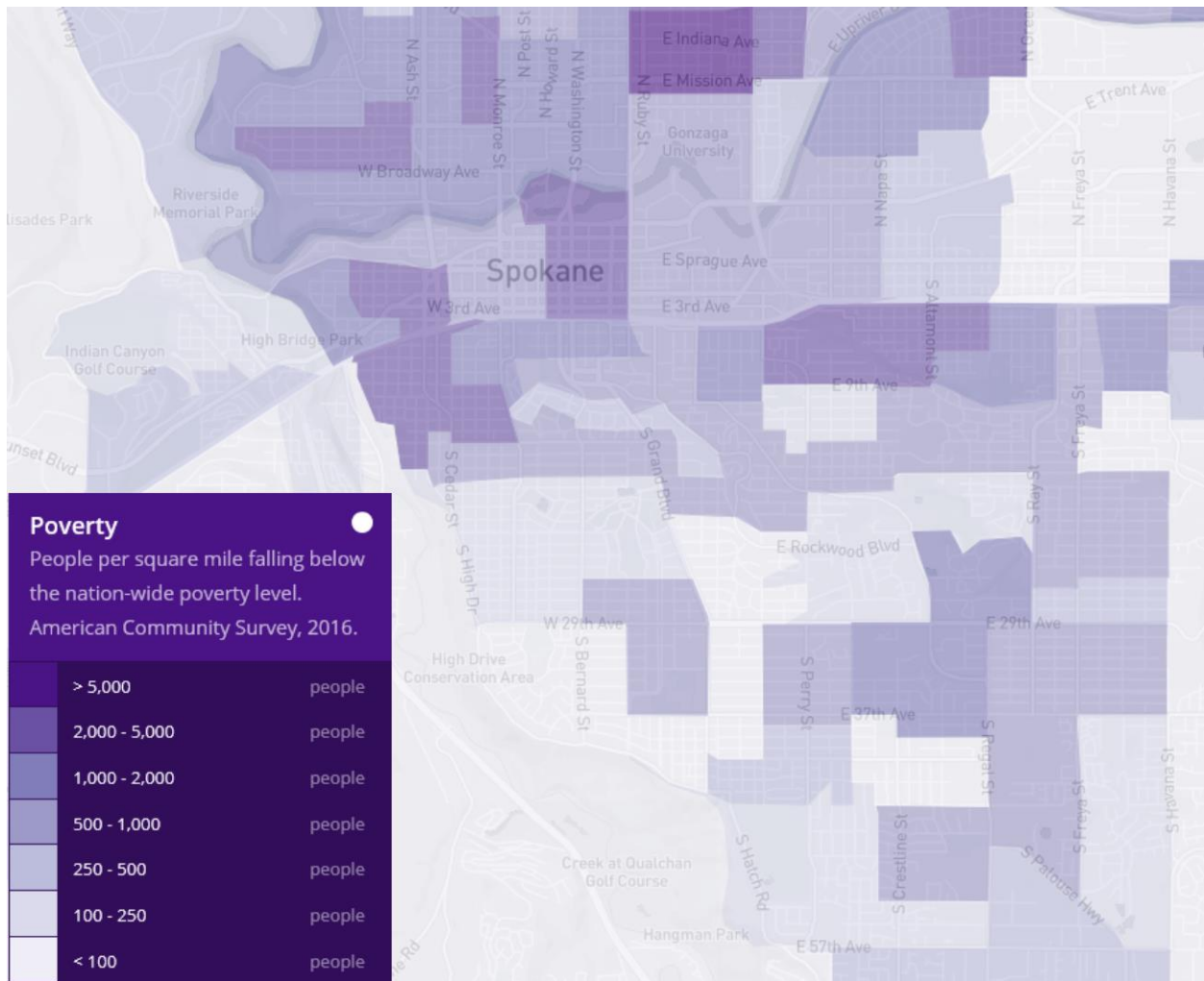
Job Density

The hospital/medical district and Lincoln Heights center stand out on a map of job density from 2015 Longitudinal Employer-Household Dynamics data.



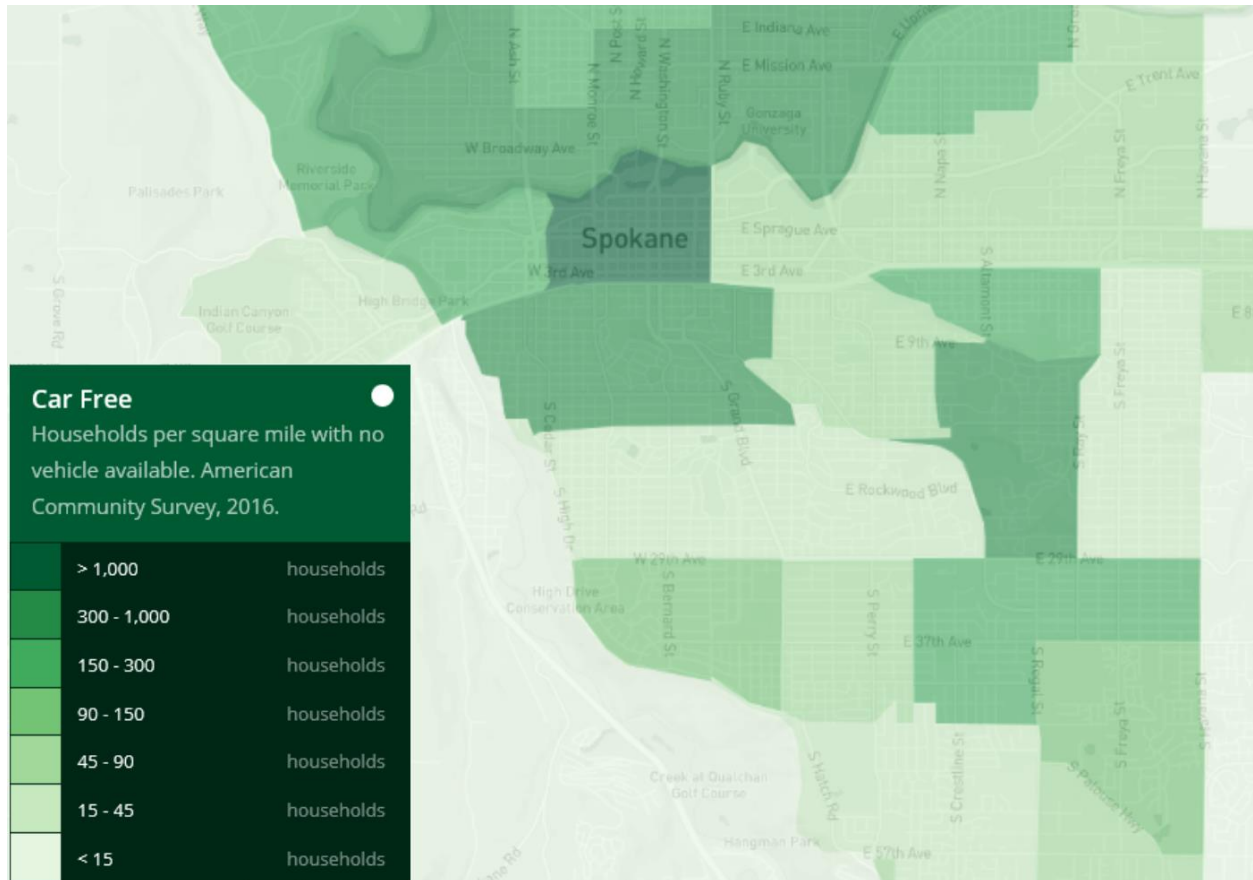
Poverty

South Spokane does not have the areas of the densest poverty when compared to other area of the city, but according to the 2016 American Community survey, the west and east areas of the lower south hill have relatively higher densities of people living in poverty.



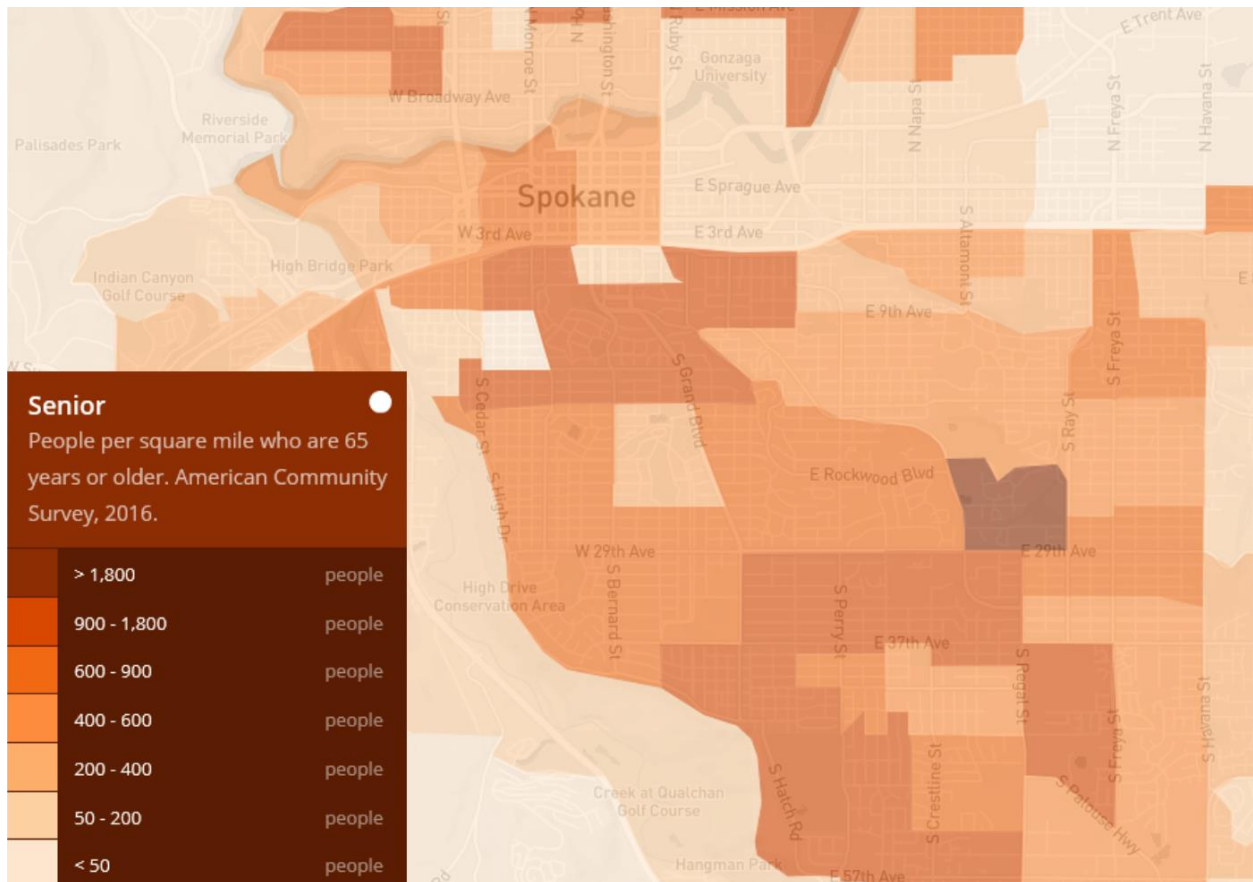
Car Free

The area just south of downtown and the area between Southeast Blvd and Ray St south of 29th has the highest concentration of people who do not have a vehicle available to them according to the 2016 American Community Survey.



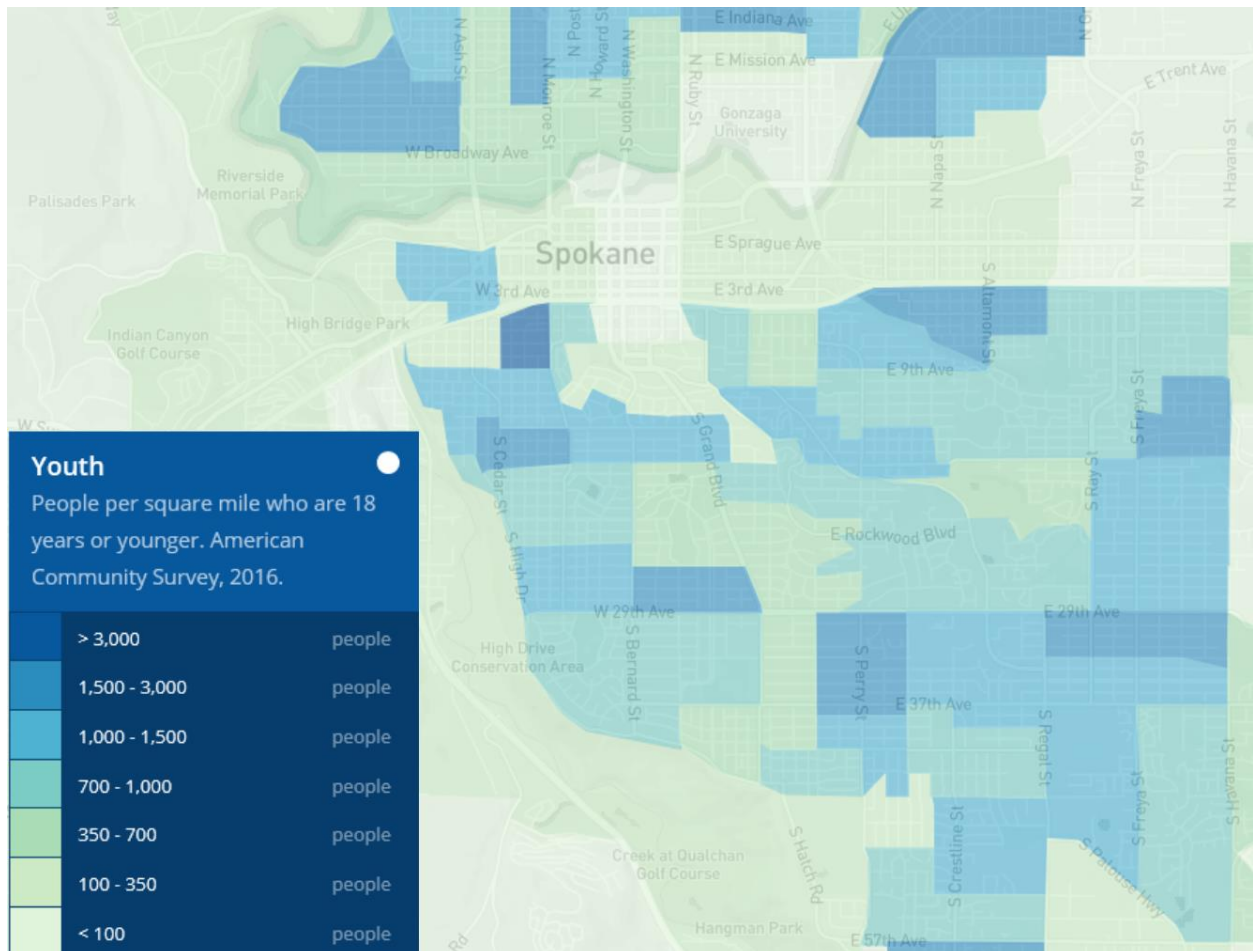
Seniors

The area between Southeast Blvd and Ray Street north of 29th Ave has the highest concentration of seniors.



Youth

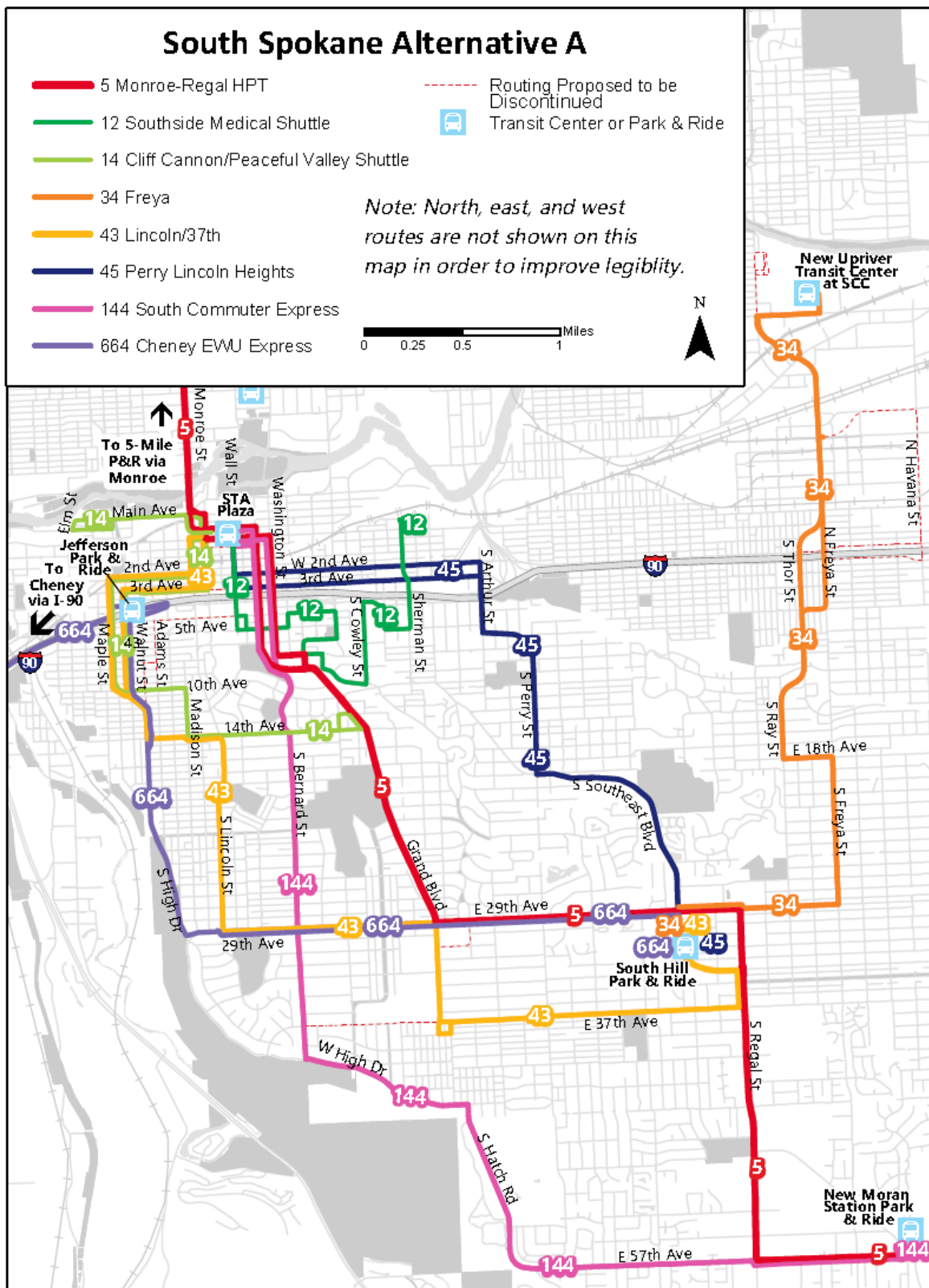
According to 2016 American Community Survey data the area with highest density of youth in south Spokane is located between Cedar and Monroe Streets, between I-90 and 9th Ave which is currently served by the Route 42 South Adams. This correlates to the area of the highest population density.



South Spokane Network Proposed Alternatives

There are multiple options for implementing the programed *STA Moving Forward* Improvements while also making modifications to reflect the factors discussed above. STA is presenting four alternatives to begin the feedback process. Three of the alternatives, A, B, and C, use the same number of buses during the peak travel period. Alternative D would require up to 3 more buses than the other alternatives. Alternative A would require the least amount of revenue hours as it proposes less service on the weekends than the other alternatives. The potential changes to individual routes are described below. Please note that no changes are proposed to routes 12 South Medical Shuttle and 664 EWU Express (from South Hill Park and Ride) but these routes are shown for reference purposes only.

South Spokane Alternative A



Route 5 Monroe Regal HPT

Alternative A assumes that improvements will be made to corner at 29th and Regal to allow buses to make the right turn and the route can be implemented as originally planned.

Route 14 Cliff Cannon / Peaceful Valley Shuttle (New)

This new shuttle would operate between Peaceful Valley, the STA Plaza and 14th Ave and Grand Blvd, connecting the Peaceful Valley and Cliff Cannon neighborhoods to downtown as well as the Monroe-Regal HPT Line. The route would supplement the frequency of the Route 43 on the higher ridership segment of the route on Maple St and Walnut St on weekdays. The route would not operate on late nights or weekends. The new route would correspond with changes to the Route 20 SFCC described later in this report.

Route 34 Freya

The weekday frequency of the Route 34 is proposed to be reduced from 15 minute to 30 minutes. The route would also be modified to reduce out of direction travel, operating on Freya from 3rd/2nd Ave to Broadway instead of Havana St. The Havana St segment of the route has seen lower ridership and slows travel times due to out of direction travel.

Route 42 Adams

This route would be discontinued in favor of the new Cliff Cannon / Peaceful Valley shuttle.

Route 43 Lincoln/37th Ave

This route would be modified to operate on Grand between 29th and 37th avenues instead of Bernard as it does today. This routing would provide new service on the Grand Blvd commercial corridor south of 29th.

Route 44 29th

This route would be discontinued and replaced by the Route 5 Monroe Regal HPT.

Route 45 Regal

This route would be modified to terminate at the South Hill Park & Ride. The south segment of the current route will be served by the new Route 5 Monroe Regal HPT.

Route 144 South Express (New)

This new express route would provide weekday peak only service from the Moran Station Park & Ride to downtown Spokane via 57th Ave, S Hatch Rd, E High Dr, S Bernard, Washington/Stevens and Sprague/Riverside. Because it is an express route, it is proposed to have only limited stops between downtown and the park & ride.

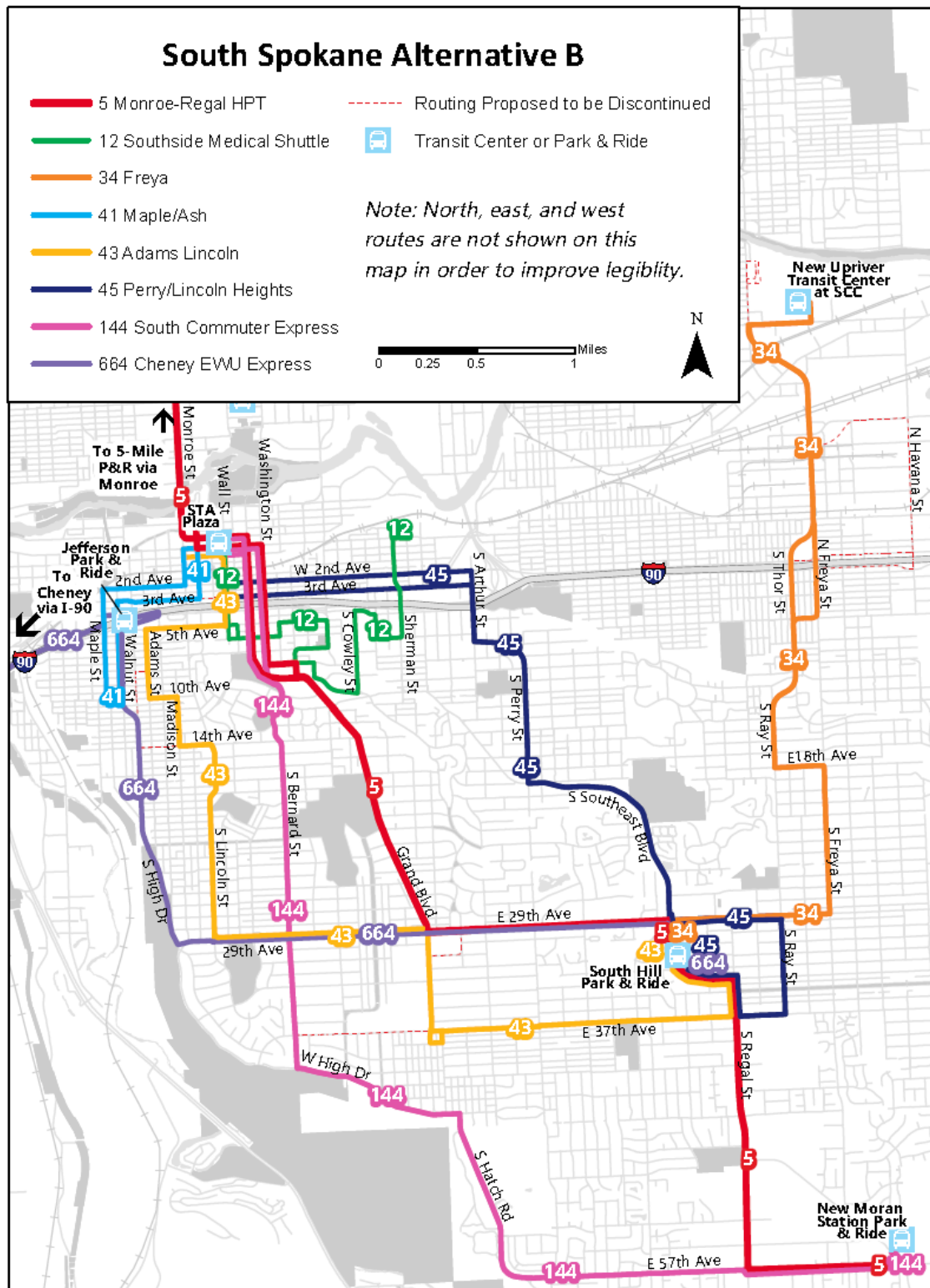
Alternative A Discontinued Stops

The implementation of route changes in Alternative A would result in the addition of new bus stops and the closure of other stops. The table below depicts the 2017 average daily boardings (Ons)/alightings (Offs) by bus stop and direction (outbound/inbound), closest alternate stop to stops that may be discontinued, and walking distance to the general location of the closest alternate stop.

Discontinued Stop	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
5th @ Deaconess Hospital	Outbound	4	0	Wall @ 5th	Within 1/4 Mile
5th @ Lincoln	Outbound	0	8	5th @ Monroe	Within 1/4 Mile
Adams @ 6th	Outbound	10	46	Walnut @ 7th	Within 1/4 Mile
Adams @ 8th	Outbound	4	20	Walnut @ 7th	Within 1/4 Mile
Adams @ 10th	Outbound	9	27	10th @ Madison	Within 1/4 Mile
Adams @ 6th	Inbound	39	0	Walnut @ 7th	Within 1/4 Mile
5th @ Deaconess Hospital	Inbound	8	5	Wall @ 5th	Within 1/4 Mile
Cedar @ 8th	Inbound	14	4	Walnut @ 7th	Within 1/4 Mile
Bernard @ 33rd	Outbound	1	3	29th @ Bernard	Within 1/2 Mile
37th @ Bernard	Outbound	2	4	Bernard @ 33rd	Within 1/2 Mile
37th @ Manito Blvd	Outbound	1	3	37th @ Grand	Within 1/2 Mile
37th @ Skyview	Outbound	1	3	37th @ Grand	Within 1/2 Mile
37th @ Latawah	Outbound	3	27	37th @ Grand	Within 1/2 Mile
37th @ Latawah	Inbound	6	2	37th @ Grand	Within 1/2 Mile
37th @ Skyview	Inbound	0	0	37th @ Grand	Within 1/2 Mile
37th @ Manito Blvd	Inbound	5	0	37th @ Grand	Within 1/2 Mile
37th @ Bernard	Inbound	4	6	Bernard @ 33rd	Within 1/2 Mile
33rd @ Bernard	Inbound	6	2	Bernard @ 29th	Within 1/2 Mile
55th @ Freya	Outbound	0	28	Moran Station P & R	Within 1/4 Mile
55th @ Freya	Inbound	15	0	Moran Station P & R	Within 1/4 Mile
55th @ Palouse Hwy	Inbound	4	0	Moran Station P & R	Within 1/4 Mile
3rd @ Myrtle	Northbound	0	1	Freya @ 3rd	Within 1/4 Mile
Havana @ 3rd	Northbound	6	4	Sprague @ Havana	Within 1/4 Mile
Havana @ Sprague	Northbound	45	51	Sprague @ Havana	Within 1/4 Mile
Havana @ Ferry	Northbound	12	1	Sprague @ Havana	Within 1/4 Mile
Havana @ Alki (Fairgrounds)	Northbound	3	0	Sprague @ Havana	Within 1/4 Mile
Broadway @ Havana	Northbound	1	3	Sprague @ Havana	Within 1/2 Mile

Discontinued Stop	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
Alki Way @ Alki Av	Northbound	4	0	Sprague @ Freya	Within 1/2 Mile
Alki Way @ Alki Av	Southbound	2	12	Sprague @ Freya	Within 1/2 Mile
Havana @ Broadway	Southbound	0	4	Sprague @ Havana	Within 1/2 Mile
Havana @ Alki (Fairgrounds)	Southbound	2	8	Sprague @ Havana	Within 1/4 Mile
Havana @ Ferry	Southbound	0	2	Sprague @ Havana	Within 1/4 Mile
Arrive Havana @ Sprague Southbound	Southbound	8	112	Sprague @ Havana	Within 1/4 Mile
Leave Havana @ Sprague Southbound	Southbound	104	2	Sprague @ Havana	Within 1/4 Mile
Havana @ 2nd	Southbound	8	0	Sprague @ Havana	Within 1/4 Mile
2nd @ Freya	Southbound	2	2	Sprague @ Havana	Within 1/4 Mile
Totals		333	390		

South Spokane Alternative B



Route 5 Monroe Regal HPT

Alternative B assumes that the HPT line will operate on Southeast Blvd in order to avoid the right turn at 29th and Regal. Otherwise, the route would operate as previously planned.

Route 34

As in Alternative A, the route 34 is proposed for a reduction in weekday frequency from 15 to 30 minutes and the routing is proposed to be modified to operate on Freya St instead of Havana St from 2nd/3rd Ave to Broadway Ave.

Route 41 S Maple/Walnut (New)

This new route would operate on the northern segment of the current Route 43 but instead of continuing south it would terminate at S Maple/Walnut and 10th. This route would serve some of the highest ridership stops on the current Route 43.

Route 42 Adams

This route would be discontinued and the route would be replaced by a modified Route 43.

Route 43 Lincoln/37th Ave

This route would combine portions of today's routes 42 and 43. The route would use the same routing as the 42 does today in the downtown and Cliff Cannon neighborhood. Route 43 would operate on Lincoln south of 14th Ave as it does today. The route would still serve 37th Ave and the South Hill Park & Ride; however, it would use 29th Avenue and Grand between 29th and 37th instead of S Bernard St as it does today.

Route 44 29th

This route would be discontinued and replaced by the Route 5 Monroe Regal HPT

Route 45 Regal

This route would be modified to operate on 29th between Southeast Blvd and Ray St, Ray St between 29th Ave and 37th Ave, and Regal/Southeast Blvd, before terminating at the South Hill Park & Ride. This modification will help maintain service frequency on 29th Ave through the Lincoln Heights commercial district since the Monroe-Regal Line would not go through the core of the district. This routing would also maintain access to Ferris High School from portions of its service area. The South Regal portion of the current Route 45 will served by the new Route 5 Monroe Regal HPT.

Route 144 South Express (New)

This new express route would provide weekday peak only service from the Moran Station Park & Ride to downtown Spokane via 57th Ave, S Hatch Rd, E High Dr, S Bernard,

Washington/Stevens and Sprague/Riverside. Because it is an express route, it is proposed to have only limited stops between downtown and the park & ride.

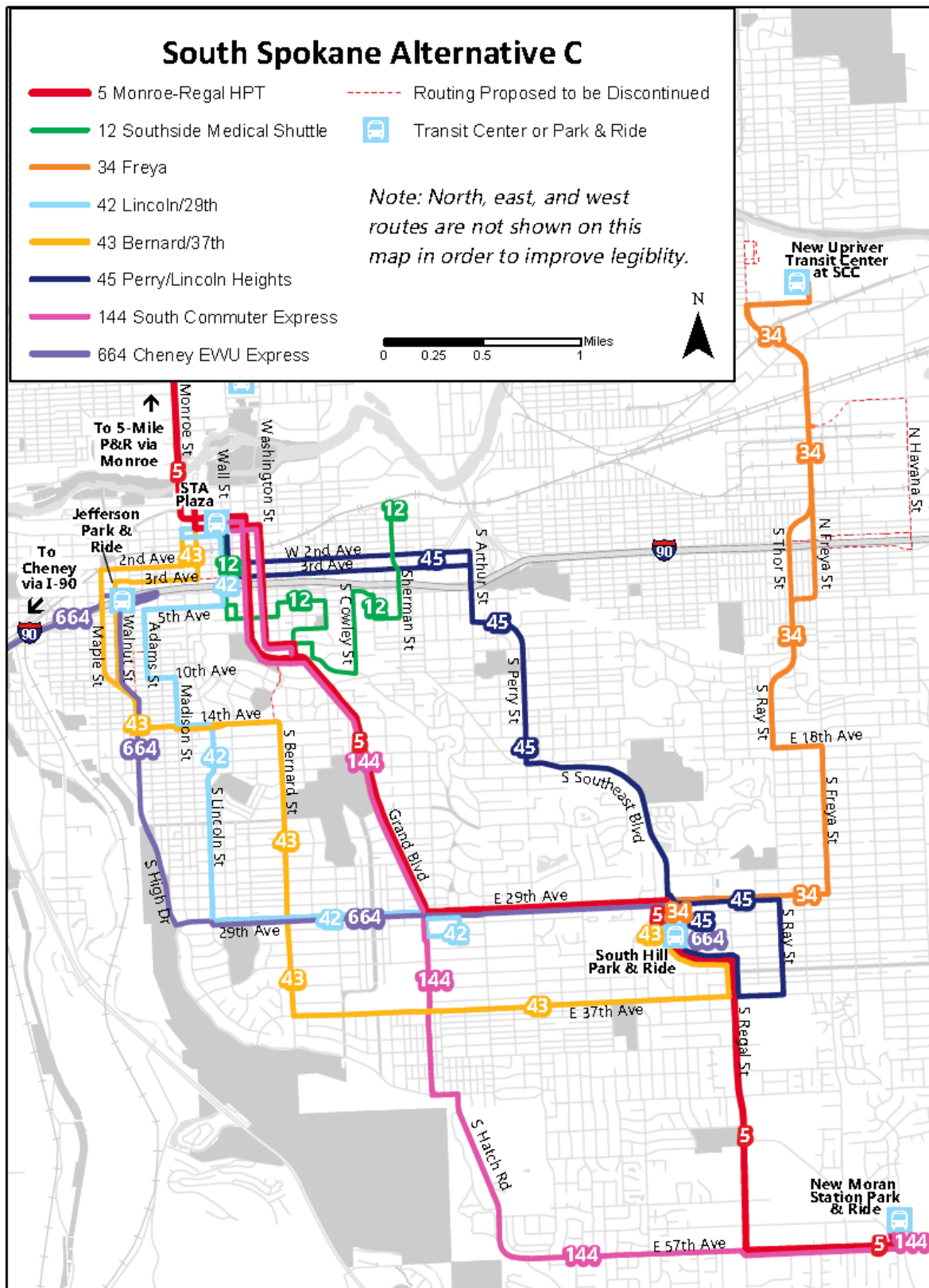
Alternative B Discontinued Stops

The implementation of route changes in Alternative B would result in the addition of new bus stops and the closure of other stops. The table below depicts the 2017 average daily boardings (Ons)/alightings (Offs) by bus stop and direction (outbound/inbound), closest alternate stop to stops that may be discontinued, and walking distance to the general location of the closest alternate stop.

Discontinued Stop	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
Cedar @ 10th	Inbound	13	2	Walnut @ 7th	Within 1/4 Mile
Cedar @ 8th	Inbound	14	4	Walnut @ 7th	Within 1/4 Mile
14th @ Adams	Inbound	27	1	14th @ Madison	Within 1/4 Mile
14th @ Adams	Outbound	0	16	14th @ Madison	Within 1/4 Mile
Bernard @ 33rd	Outbound	1	3	29th @ Bernard	Within 1/2 Mile
37th @ Bernard	Outbound	2	4	Bernard @ 33rd	Within 1/2 Mile
37th @ Manito Blvd	Outbound	1	3	37th @ Grand	Within 1/2 Mile
37th @ Skyview	Outbound	1	3	37th @ Grand	Within 1/2 Mile
37th @ Latawah	Outbound	3	27	37th @ Grand	Within 1/2 Mile
37th @ Latawah	Inbound	6	2	37th @ Grand	Within 1/2 Mile
37th @ Skyview	Inbound	0	0	37th @ Grand	Within 1/2 Mile
37th @ Manito Blvd	Inbound	5	0	37th @ Grand	Within 1/2 Mile
37th @ Bernard	Inbound	4	6	Bernard @ 33rd	Within 1/2 Mile
33rd @ Bernard	Inbound	6	2	Bernard @ 29th	Within 1/2 Mile
Garfield @ 30th	Inbound	41	17	Grand @ 28th	Within 1/4 Mile
31st @ Grand	Inbound	24	19	Grand @ 28th	Within 1/4 Mile
55th @ Freya	Outbound	0	28	Moran Station P & R	Within 1/4 Mile
55th @ Freya	Inbound	15	0	Moran Station P & R	Within 1/4 Mile
55th @ Palouse Hwy	Inbound	4	0	Moran Station P & R	Within 1/4 Mile
3rd @ Myrtle	Northbound	0	1	Freya @ 3rd	Within 1/4 Mile
Havana @ 3rd	Northbound	6	4	Sprague @ Havana	Within 1/4 Mile
Havana @ Sprague	Northbound	45	51	Sprague @ Havana	Within 1/4 Mile
Havana @ Ferry	Northbound	12	1	Sprague @ Havana	Within 1/4 Mile
Havana @ Alki (Fairgrounds)	Northbound	3	0	Sprague @ Havana	Within 1/4 Mile
Broadway @ Havana	Northbound	1	3	Sprague @ Havana	Within 1/2 Mile
Alki Way @ Alki Av	Northbound	4	0	Sprague @ Freya	Within 1/2 Mile
Alki Way @ Alki Av	Southbound	2	12	Sprague @ Freya	Within 1/2 Mile

Discontinued Stop	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
Havana @ Broadway	Southbound	0	4	Sprague @ Havana	Within 1/2 Mile
Havana @ Alki (Fairgrounds)	Southbound	2	8	Sprague @ Havana	Within 1/4 Mile
Havana @ Ferry	Southbound	0	2	Sprague @ Havana	Within 1/4 Mile
Arrive Havana @ Sprague Southbound	Southbound	8	112	Sprague @ Havana	Within 1/4 Mile
Leave Havana @ Sprague Southbound	Southbound	104	2	Sprague @ Havana	Within 1/4 Mile
Havana @ 2nd	Southbound	8	0	Sprague @ Havana	Within 1/4 Mile
2nd @ Freya	Southbound	2	2	Sprague @ Havana	Within 1/4 Mile
Total		364	339		

South Spokane Alternative C



Route 5 Monroe Regal HPT

As in Alternative B, Alternative C assumes that the HPT line will operate on Southeast Blvd in order to avoid the turn at 29th and Regal. Otherwise, the route would operate as previously planned.

Route 34

As in alternative A and B, the route 34 is proposed for a reduction in weekday frequency from 15 to 30 minutes and the routing is proposed to be modified to operate on Freya St instead of Havana St from 2nd/3rd Ave to Broadway Ave.

Route 42 South Adams

Route 42 would be extended south on Lincoln St and 29th Ave with the end-of-line near the Manito Shopping Center.

Route 43 Lincoln/37th Ave

The route would be modified to operate on Bernard St between 14th Ave and 29th Ave. This would provide service to Bernard Street after Route 44 is discontinued and replaced by the Route 5 Monroe Regal which will not operate on Bernard St.

Route 44 29th

This route would be discontinued and replaced by the Route 5 Monroe Regal HPT.

Route 45 Regal

As in Alternative B, Route 45 would be modified to operate on 29th between Southeast Blvd and Ray St, Ray St from 29th Ave to 37th Ave before ending at the South Hill Park & Ride.

Route 144 South Express (New)

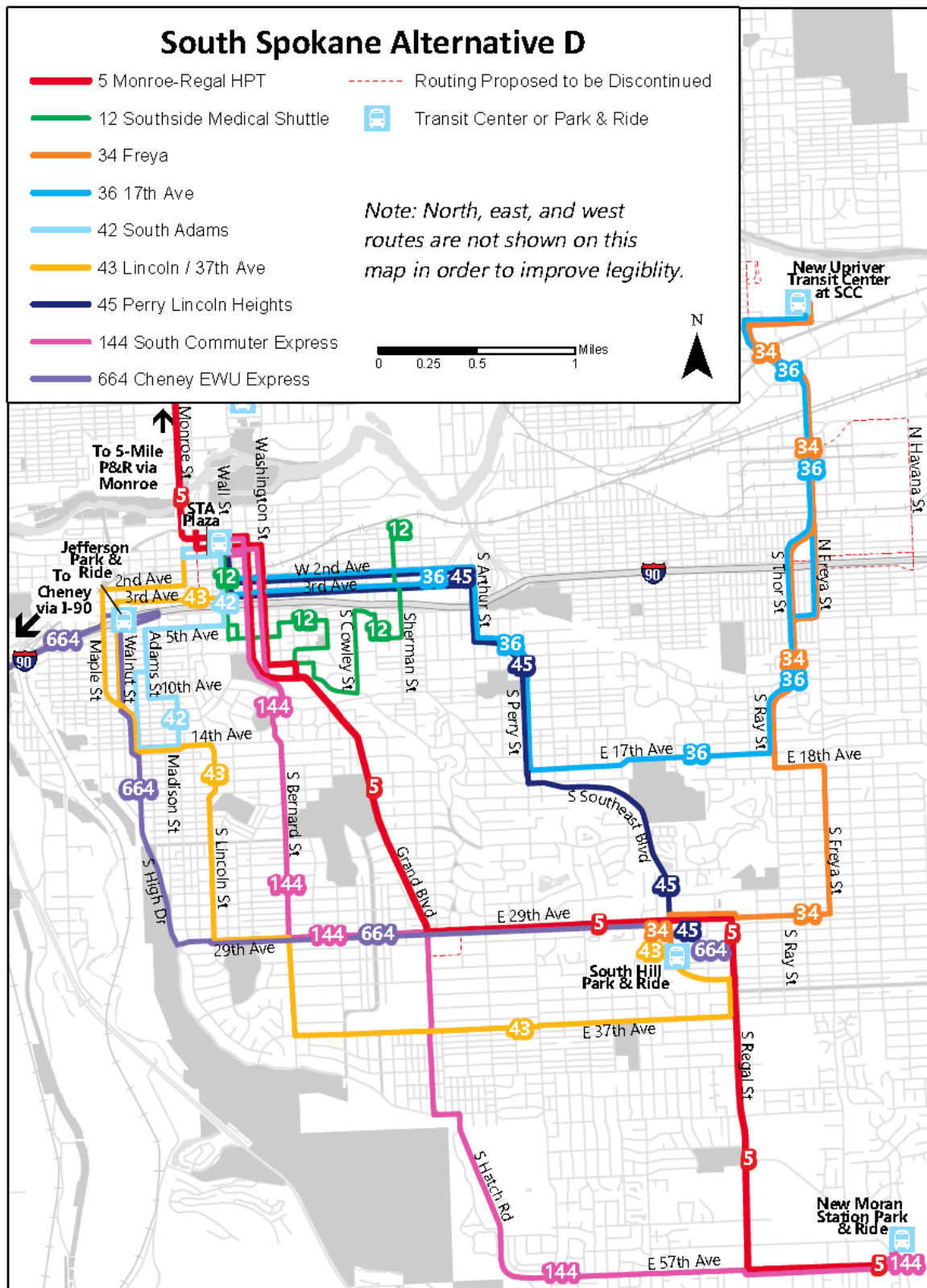
In this alternative the new express route is proposed to operate from the Moran Station Park & Ride to downtown Spokane via 57th Ave, S Hatch Rd, Grand Blvd, Washington/Stevens and Sprague/Riverside. Because it is an express route, it is proposed to have only limited stops between downtown and the park & ride.

Alternative C Discontinued Stops

The implementation of route changes in Alternative C would result in the addition of new bus stops and the closure of other stops. The table below depicts the average daily boardings (Ons)/alightings (Offs) by bus stop and direction (outbound/inbound), closest alternate stop to stops that may be discontinued, and walking distance to the general location of the closest alternate stop.

Discontinued Stop	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
14th @ Adams	Inbound	27	1	14th @ Madison	Within 1/4 Mile
14th @ Adams	Outbound	0	16	14th @ Madison	Within 1/4 Mile
Cedar @ 10th	Inbound	13	2	Walnut @ 7th	Within 1/4 Mile
Cedar @ 8th	Outbound	14	4	Walnut @ 7th	Within 1/4 Mile
Grove @ 12th	Outbound	1	3	Bernard @ 15th	Within 1/4 Mile
Grove @ Sumner	Inbound	4	4	Bernard @ 15th	Within 1/4 Mile
55th @ Freya	Outbound	0	28	Moran Station P & R	Within 1/4 Mile
55th @ Freya	Inbound	15	0	Moran Station P & R	Within 1/4 Mile
55th @ Palouse Hwy	Inbound	4	0	Moran Station P & R	Within 1/4 Mile
3rd @ Myrtle	Northbound	0	1	Freya @ 3rd	Within 1/4 Mile
Havana @ 3rd	Northbound	6	4	Sprague @ Havana	Within 1/4 Mile
Havana @ Sprague	Northbound	45	51	Sprague @ Havana	Within 1/4 Mile
Havana @ Ferry	Northbound	12	1	Sprague @ Havana	Within 1/4 Mile
Havana @ Alki (Fairgrounds)	Northbound	3	0	Sprague @ Havana	Within 1/4 Mile
Broadway @ Havana	Northbound	1	3	Sprague @ Havana	Within 1/2 Mile
Alki Way @ Alki Av	Northbound	4	0	Sprague @ Freya	Within 1/2 Mile
Alki Way @ Alki Av	Southbound	2	12	Sprague @ Freya	Within 1/2 Mile
Havana @ Broadway	Southbound	0	4	Sprague @ Havana	Within 1/2 Mile
Havana @ Alki (Fairgrounds)	Southbound	2	8	Sprague @ Havana	Within 1/4 Mile
Havana @ Ferry	Southbound	0	2	Sprague @ Havana	Within 1/4 Mile
Arrive Havana @ Sprague Southbound	Southbound	8	112	Sprague @ Havana	Within 1/4 Mile
Leave Havana @ Sprague Southbound	Southbound	104	2	Sprague @ Havana	Within 1/4 Mile
Havana @ 2nd	Southbound	8	0	Sprague @ Havana	Within 1/4 Mile
2nd @ Freya	Southbound	2	2	Sprague @ Havana	Within 1/4 Mile
Totals		275	260		

South Spokane Alternative D



Route 5 Monroe Regal HPT

As in Alternative A, Alternative D assumes that improvements will be made to corner at 29th and Regal to allow buses to make the right turn and the route can be implemented as originally planned.

Route 34

As in alternative A,B, and C the route 34 is proposed for a reduction in weekday frequency from 15 to 30 minutes and the routing is proposed to be modified to operate on Freya St instead of Havana St from 2nd/3rd Ave to Broadway Ave.

New Route 36

The new route would operate between downtown and the new Upriver Transit Center at SCC via 2nd/3rd avenues, Arthur St, Perry St, 17th Ave, Ray, and Freya St/Thor St. The route would operate every 30 minutes on weekdays and hourly on weekends and evenings. This route restores service on 17th Ave that was discontinued during the Great Recession (or something like that).

Route 42 South Adams

Route 42 would remain the same as it is today.

Route 43 Lincoln/37th Ave

Route 43 would remain the same as it is today.

Route 44 29th

This route would be discontinued and replaced by the Route 5 Monroe Regal HPT.

Route 45 Regal

As in Alternative A, this route would be modified to end at the South Hill Park & Ride. The south segment of the current route will be served by the new Route 5 Monroe Regal HPT.

Route 144 South Express (New)

In this alternative the new express route is proposed to operate from the Moran Station Park & Ride to downtown Spokane via 57th Ave, S Hatch Rd, Grand Blvd, 29th Ave, S Bernard St, Washington/Stevens and Sprague/Riverside. Because it is an express route, it is proposed to have only limited stops between downtown and the park & ride.

Alternative D Discontinued Stops

The implementation of route changes in Alternative D would result in the addition of new bus stops and the closure of other stops. The table below depicts the average daily boardings (Ons)/alightings (Offs) by bus stop and direction (outbound/inbound), closest alternate stop to stops that may be discontinued, and walking distance to the general location of the closest alternate stop.

Discontinued Stop	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
57th @ Cook	Outbound	0	0	57th @ Regal	Within 1/4 Mile
57th @ Cook	Inbound	0	0	57th @ Regal	Within 1/4 Mile
57th @ Crestline	Outbound	0	0	57th @ Regal	Within 1/2 Mile
57th @ Crestline	Inbound	0	0	57th @ Regal	Within 1/2 Mile
57th @ Pittsburg	Outbound	0	0	57th @ Perry	Within 1/2 Mile
57th @ Pittsburg	Inbound	0	0	57th @ Perry	Within 1/2 Mile
29th @ Manito	Outbound	0	0	29th @ Latawah	Within 1/4 Mile
29th @ Manito	Inbound	7	2	29th @ Latawah	Within 1/4 Mile
Bernard @ 25th	Outbound	0	18	29th @ Bernard	Within 1/2 Mile
Bernard @ 25th	Inbound	11	2	29th @ Bernard	Within 1/2 Mile
Bernard @ 20th	Inbound	2	0	Bernard @ 14th	Within 1/2 Mile
Bernard @ 19th	Outbound	0	5	Bernard @ 14th	Within 1/2 Mile
Bernard @ 18th	Inbound	7	0	Bernard @ 14th	Within 1/4 Mile
Bernard @ 16th	Inbound	6	0	Bernard @ 14th	Within 1/4 Mile
Grove @ 12th	Outbound	1	3	Bernard @ 14th	Within 1/4 Mile
Grove @ Sumner	Inbound	4	4	Bernard @ 14th	Within 1/4 Mile
Totals		38	34		

South Spokane Alternative Comparison Table

The below table summarizes and compares how south Spokane routes could change for each alternative presented above.

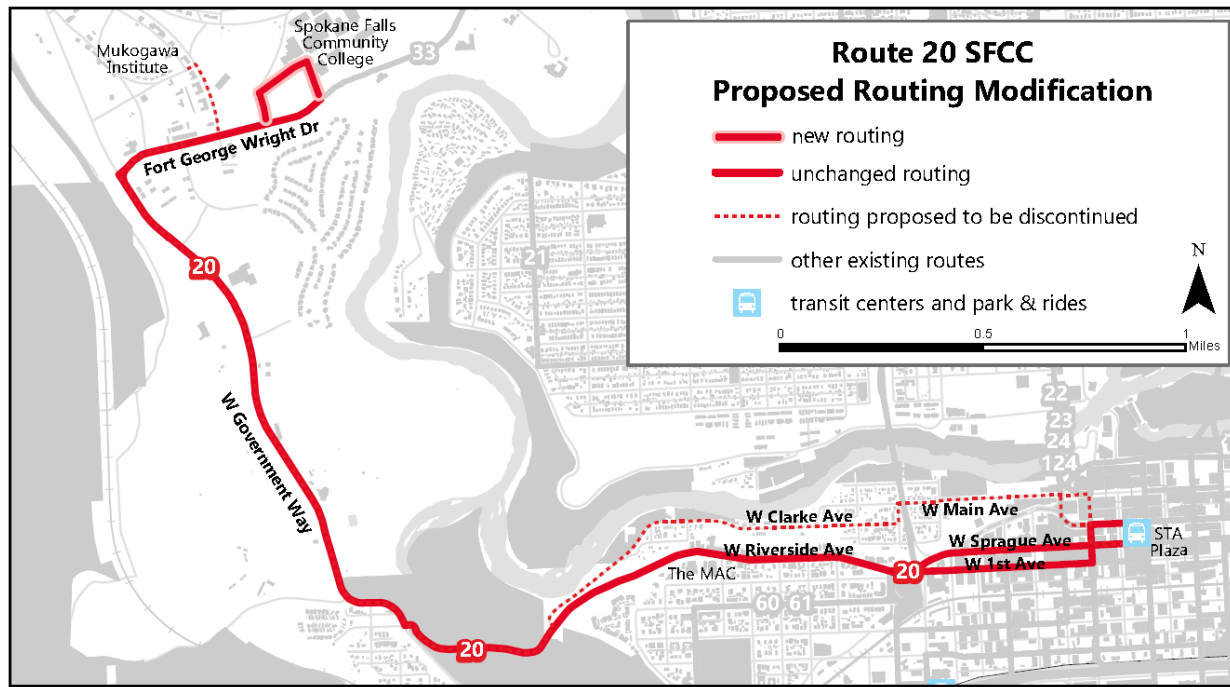
Route	Alternative A	Alternative B	Alternative C	Alternative D
New 5 Monroe-Regal HPT (every 15 min weekdays, every 30 min nights & weekends)	Uses Regal St Alternative	Uses Southeast Blvd Alternative		Uses Regal St Alternative
12 Southside Medical Shuttle (every 20 min weekdays, every 60 min nights & weekends)	No change from September 2018 service.			
New 14 Cliff Cannon/Peaceful Valley Shuttle (every 30 min weekdays)	New route serving Peaceful Valley, Maple/Ash and 14 th Ave. Would not run on weekends.	Not included in these alternatives.		
34 Freya (every 30 min weekdays, every 60 min nights & weekends)	Weekday frequency proposed to be reduced from 15 to 30 min. Route modified to reduce out of direction travel.			
New 36 17th Ave (every 30 min weekdays, every 60 min nights & weekends)	Not included in these alternatives.			New route between downtown and SCC via Perry St, 17 th and Freya St.
New 41 South Maple/Walnut (every 30 min weekdays, every 60 min nights & weekends)	Not included in this alternative.	Uses the same routing as the current route 43 but does not extend south of 10 th Ave.	Not included in these alternatives.	
42 South Adams (every 30 min weekdays, every 60 min nights & weekends)	Discontinued in favor of New Route 14.	Discontinued; Replaced by New Route 41 and modified Route 43.	Extended south to the Manito shopping center via Lincoln St and 29 th Ave.	Stays the same as today.

Route	Alternative A	Alternative B	Alternative C	Alternative D
43 Lincoln/37th Ave (every 30 min weekdays, every 60 min nights & weekends)	Route modification; Uses Grand Blvd instead of Bernard St south of 29 th Ave.	Route modification; combines the current Route 42 with the southern portion of the current route 43. Uses Grand Blvd instead of Bernard St south of 29 th Ave.	Route modification; operates on Bernard St instead of Lincoln St between 14 th Ave and 29 th Ave.	Stays the same as today.
44 29th Ave	Discontinued and replaced by the Route 5 Monroe Regal HPT			
45 Regal (every 30 min weekdays, every 60 min nights & weekends)	Route modified to end at the South Hill Park and Ride.	Route modified to serve 29 th Avenue, Ray St, and 34 th Ave, ending at the South Hill Park and Ride.		Route modified to end at the South Hill Park and Ride.
144 South Commuter Express (service on weekdays only during peak travel times, limited stops)	Express between Moran Prairie Park & Ride and downtown via Bernard St.		Express between Moran Prairie Park & Ride and downtown via Grand Blvd.	Express between Moran Station Park & Ride and downtown via Grand Blvd, 29 th St and Bernard St.
664 Cheney EWU Express (2 trips per EWU school day)	No change to current route or frequency.			

Route 20 SFCC Route Modifications

The Route 20 provides service between Spokane Falls Community College and the Plaza. The route alternates between W Clarke Ave through Peaceful Valley and W Riverside Ave through Browne's Addition. The W Clarke Ave branch has experienced extremely low ridership. In 2017 the average weekday boardings for all 10 stops of the Clarke Ave branch of the Route 20 was 16 over all 49 trips weekday trips that use the pattern. The average weekday alightings was 23. Comparatively the Riverside segment had 72 average weekday boardings and 91 alightings for 9 stops. In conjunction with *South Spokane Alternative A*, the routing is proposed to be modified so that all trips would be routed on W Riverside Ave. This would result in an increase in frequency on the Riverside segment of the route.

The route will also be modified to serve the new off-street station at Spokane Falls Community College that will be completed in 2019. The weekend route deviation on W Randolph Rd to the Mukogawa Institute is proposed to be discontinued as Mukogawa passengers will be able to safely access the new station at SFCC.



Route 20 Modification Discontinued Stops

The implementation of route changes discussed above would result in the closure of four bus stops in Peaceful Valley. The table below depicts the 2017 average daily boardings (Ons)/alightings (Offs) by bus stop and direction (outbound/inbound), closest alternate stop to stops that may be discontinued, and walking distance to the general location of the closest alternate stop. For reference purposes, all stops within Peaceful Valley are shown, with those proposed for closure indicated with an asterisk.

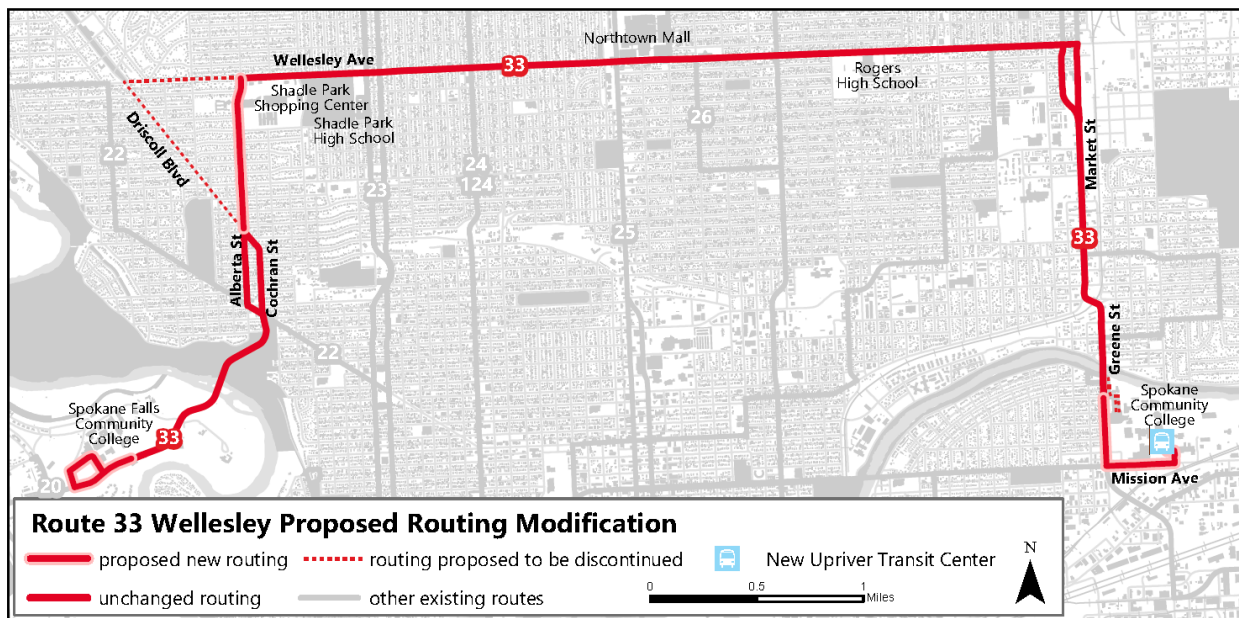
Revised or Discontinued Stop	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
Main @ Cedar	Outbound	4	5	Riverside @ Maple	Served by Proposed Route 14
Main @ Maple	Outbound	0	4	Riverside @ Maple	Served by Proposed Route 14
Clarke @ Ash	Outbound	0	1	Riverside @ Maple	Served by Proposed Route 14
Clarke @ W 2010*	Outbound	0	2	Riverside @ Elm	Within 1/2 Mile
Clarke @ Spruce*	Outbound	1	5	Riverside @ Hemlock	Within 1/2 Mile

Revised or Discontinued Stop	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
Clarke @ Spruce*	Inbound	2	2	Riverside @ Hemlock	Within 1/2 Mile
Clarke @ W 2007*	Inbound	2	0	Riverside @ Elm	Within 1/2 Mile
Clarke @ Ash	Inbound	2	2	Riverside @ Maple	Served by Proposed Route 14
Maple @ Main	Inbound	2	0	Riverside @ Maple	Served by Proposed Route 14
Main @ Cedar	Inbound	3	2	Riverside @ Maple	Served by Proposed Route 14

*Stops proposed for closure

Route 33 Wellesley Route Modification

The Route 33 Wellesley provides services between Spokane Falls Community College and Spokane Community on Wellesley. The route currently deviates out of direction on Driscoll Blvd from Gordon Ave to Wellesley Ave. The route is proposed to be modified to operate on N Alberta St between W Glass Ave and Wellesley Ave instead of Driscoll Blvd. The route will also be modified to serve the new off-street station at Spokane Falls Community College that will be completed in 2019.



Route 33 Modification Discontinued Stops

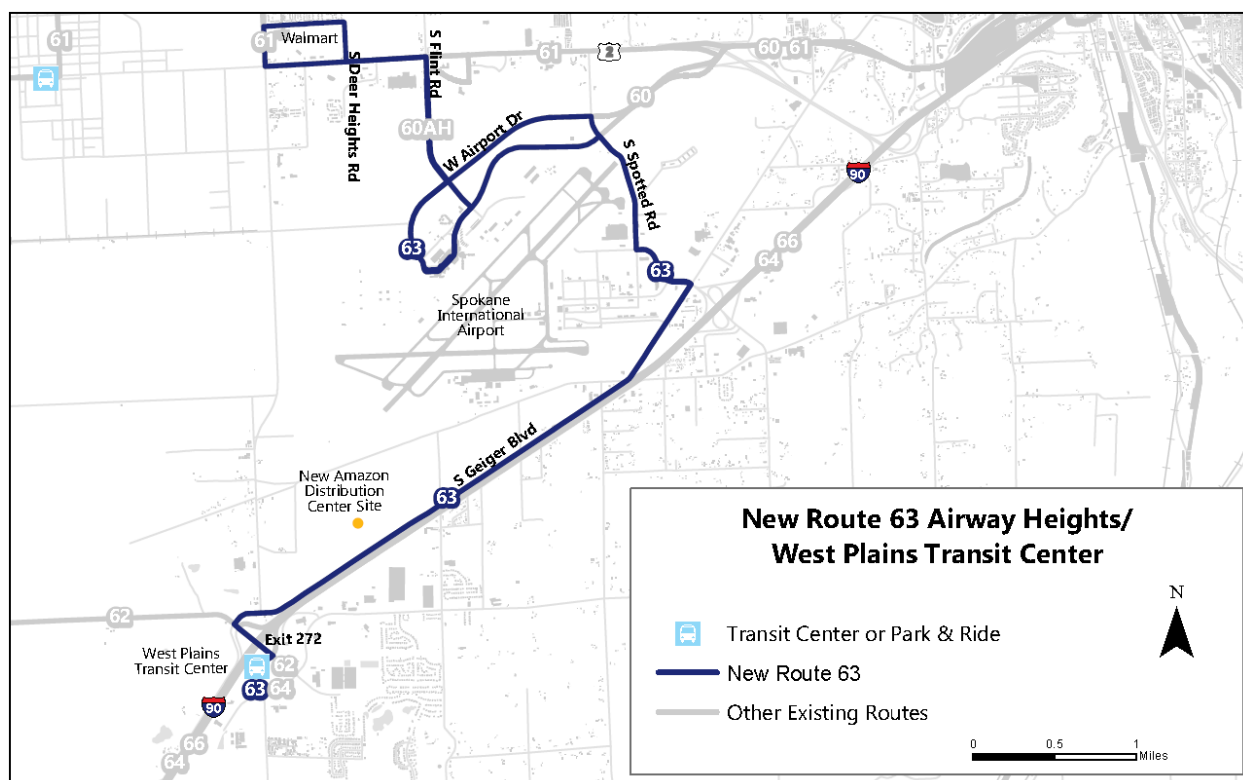
The implementation of route changes discussed above would result in the addition of new bus stops and the closure of other stops. The table below depicts the 2017 average daily boardings (Ons)/alightings (Offs) by bus stop and direction (outbound/inbound), closest alternate stop to

stops that may be discontinued, and walking distance to the general location of the closest alternate stop.

Discontinued Stop	Direction	Ons	Offs	Closest Alternate Stop	Walking Distance
Driscoll @ Kiernan	Eastbound	2	11	Alberta @ Garland	Within 1/2 Mile
Driscoll @ Garland	Eastbound	7	13	Alberta @ Garland	Within 1/4 Mile
Driscoll @ Rockwell	Eastbound	6	8	Alberta @ Rockwell	Within 1/4 Mile
Driscoll @ Hoffman	Eastbound	23	13	G @ Wellesley	Within 1/2 Mile
Wellesley @ C Street	Eastbound	7	4	Wellesley @ Alberta	Within 1/2 Mile
Wellesley @ Milton	Eastbound	6	11	Wellesley @ Alberta	Within 1/2 Mile
Wellesley @ Milton	Westbound	9	7	Wellesley @ Alberta	Within 1/2 Mile
Wellesley @ C Street	Westbound	6	1	Wellesley @ Alberta	Within 1/2 Mile
Wellesley @ Driscoll	Westbound	4	21	Wellesley @ Alberta	Within 1/2 Mile
Driscoll @ Hoffman	Westbound	6	4	G @ Wellesley	Within 1/2 Mile
Driscoll @ Rockwell	Westbound	3	9	Alberta @ Rockwell	Within 1/4 Mile
Driscoll @ Garland	Westbound	13	1	Alberta @ Garland	Within 1/4 Mile
Driscoll @ Kiernan	Westbound	9	1	Alberta @ Garland	Within 1/2 Mile
Total		101	104		

New Route 63 Spokane Airport/West Plains Transit Center

Service between Medical Lake, the West Plains Transit Center, Spokane International Airport, and Airway Heights is programmed in *STA Moving Forward* in conjunction with Washington State Department of Transportation (WSDOT) completed improvements at I-90 Exit 272. The WSDOT improvements will allow faster ingress and egress from the West Plains Transit Center and were anticipated to be complete in 2020 or 2021. A building permit for an Amazon distribution center on Geiger Blvd just northeast of Exit 272 was submitted to Spokane County this spring. It is expected to have over 2,200 year-round employees and is scheduled to be open in the fall of 2019. WSDOT has indicated they will accelerate the completion of the planned improvements at Exit 272. STA is proposing to move up the start of at least a portion of the new service programmed in *STA Moving Forward* for 2020 to 2019. The New Route 63 is proposed to operate between the West Plains Transit Center and Airway Heights via the Airport and Geiger Blvd. Additional Airway Heights service improvements are programmed for 2021.



Public Process and Implementation Timeline

Although many of these concepts listed in this Preliminary Proposal have been outlined in the *STA Moving Forward* plan and 2018 TDP, the ideas for the September 2019 service change will be brought forward through the public process to receive public input before service can begin. The changes are considered moderate (between 1.0% and 10% growth 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 February 2019 prior to a final decision by the Board in March 2019.

The following table 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.

Inventory Opportunities	
May-June 2018	Conditions & Opportunities Discussions with Neighborhoods
Preliminary Proposal & Outreach	
July 2018	Publish Preliminary Proposal
October 2018	Online Survey
	Stakeholder Outreach
Draft Recommendation	
January 2019	Publish Draft Recommendation
February 2019	Public Hearing
Final Recommendation	
March 2019	Final Recommendation Published
	STA Board Action
Implementation	
September 2019	Service Change

Title VI Implications

In compliance with Title VI of the Civil Rights Act of 1964, the Spokane Transit September 2019 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 a major change, a full Title VI

analysis is not required per Annex 2 listed in Connect Spokane: A Comprehensive Plan for Public Transportation.

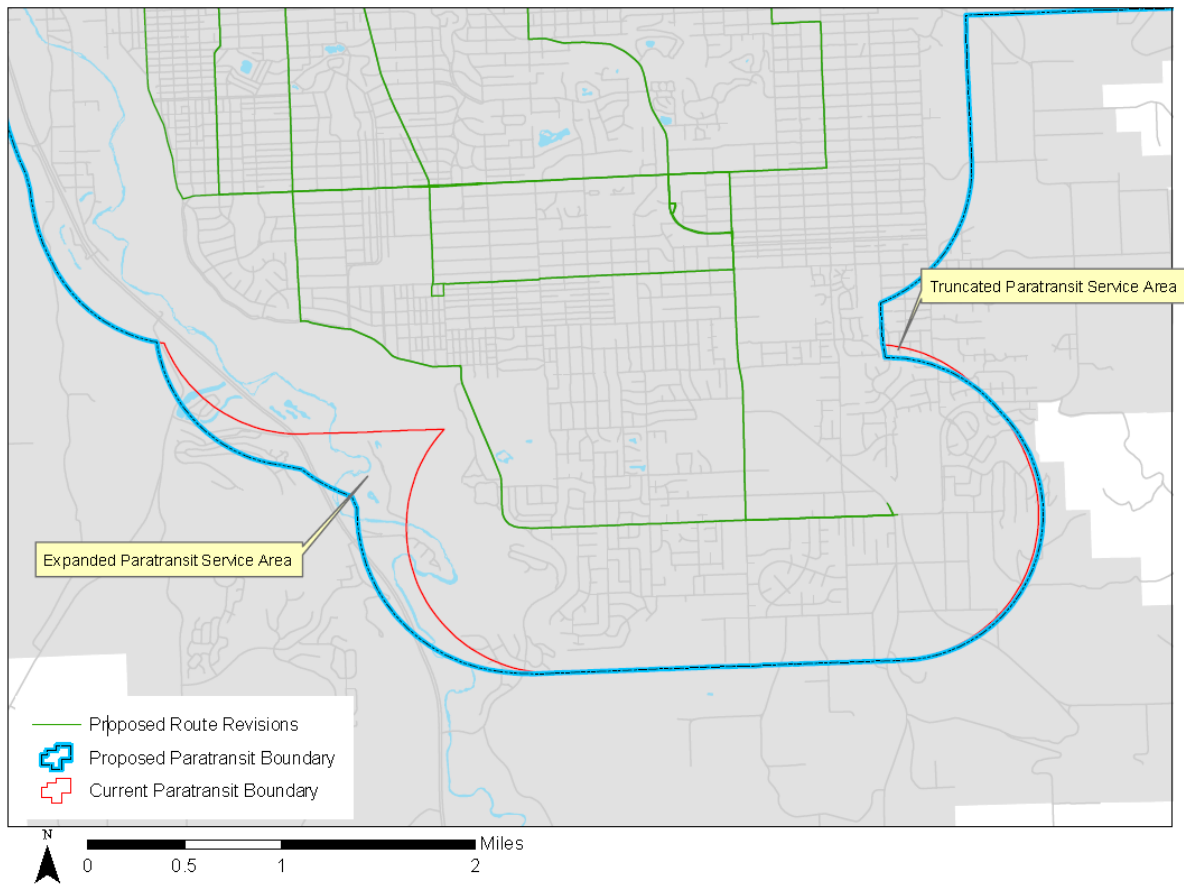
Paratransit Boundary Implications

Complementary Paratransit service is provided to persons whose disability precludes them from accessing conventional fixed-route bus service in accordance with the Americans with Disabilities Act (ADA). Pursuant to the ADA, Spokane Transit Paratransit service is provided 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 2019.

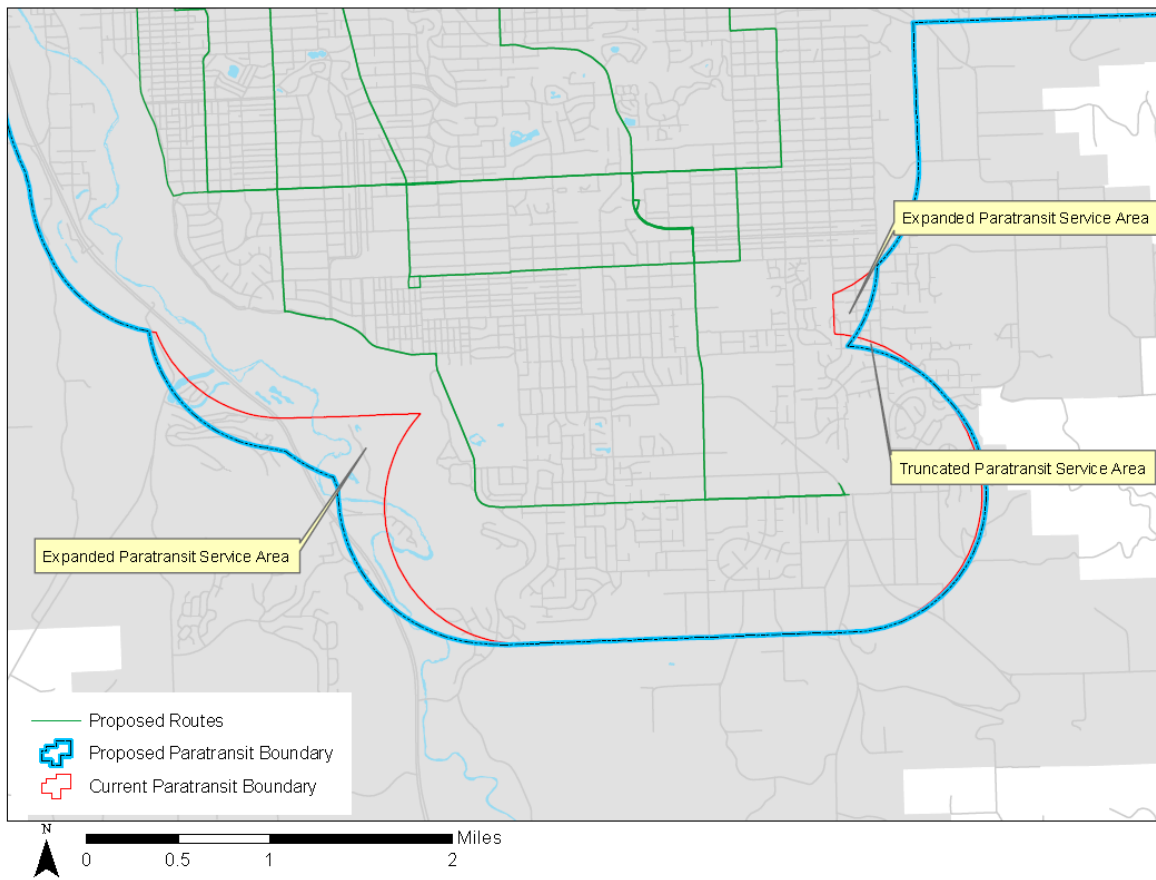
South Spokane Paratransit Impacts

The three South Spokane Alternatives would impact the paratransit boundary in slightly different ways as shown in the maps below.

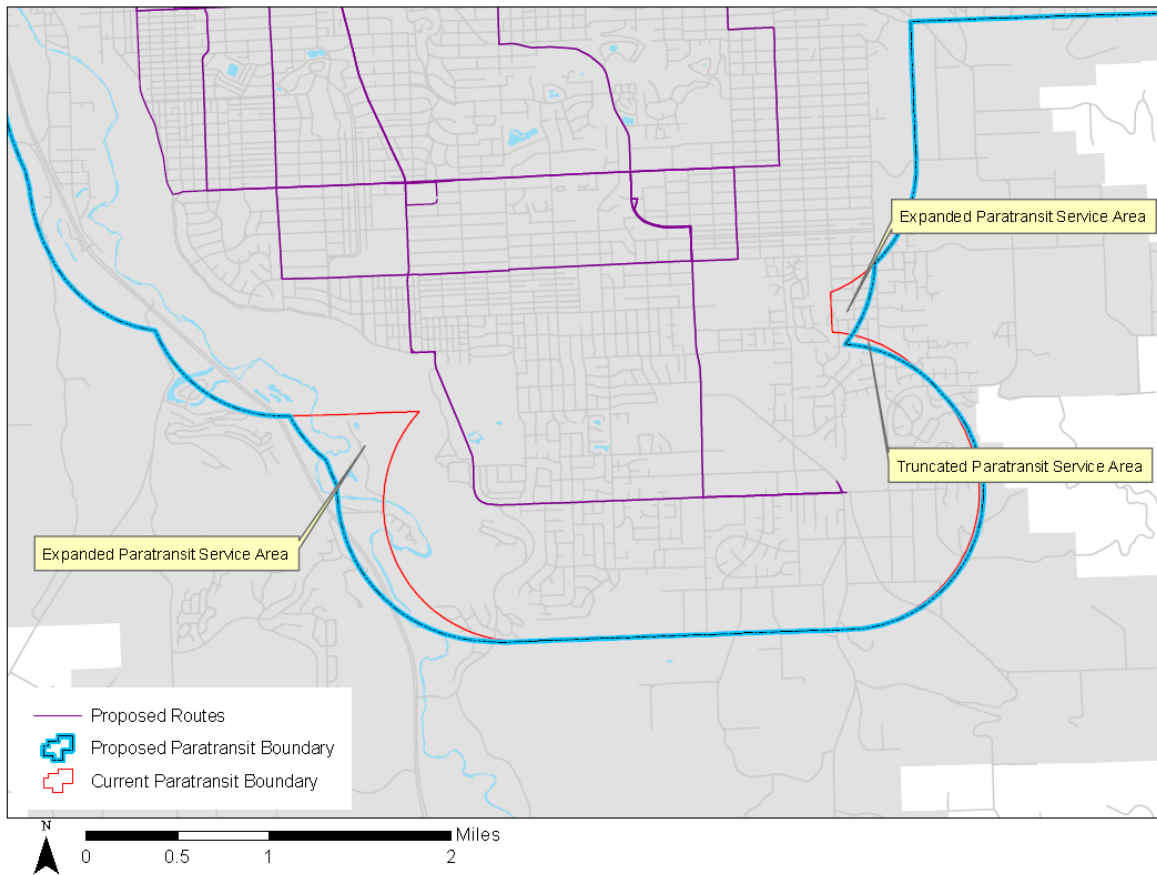
South Spokane Alternative A Paratransit Impacts



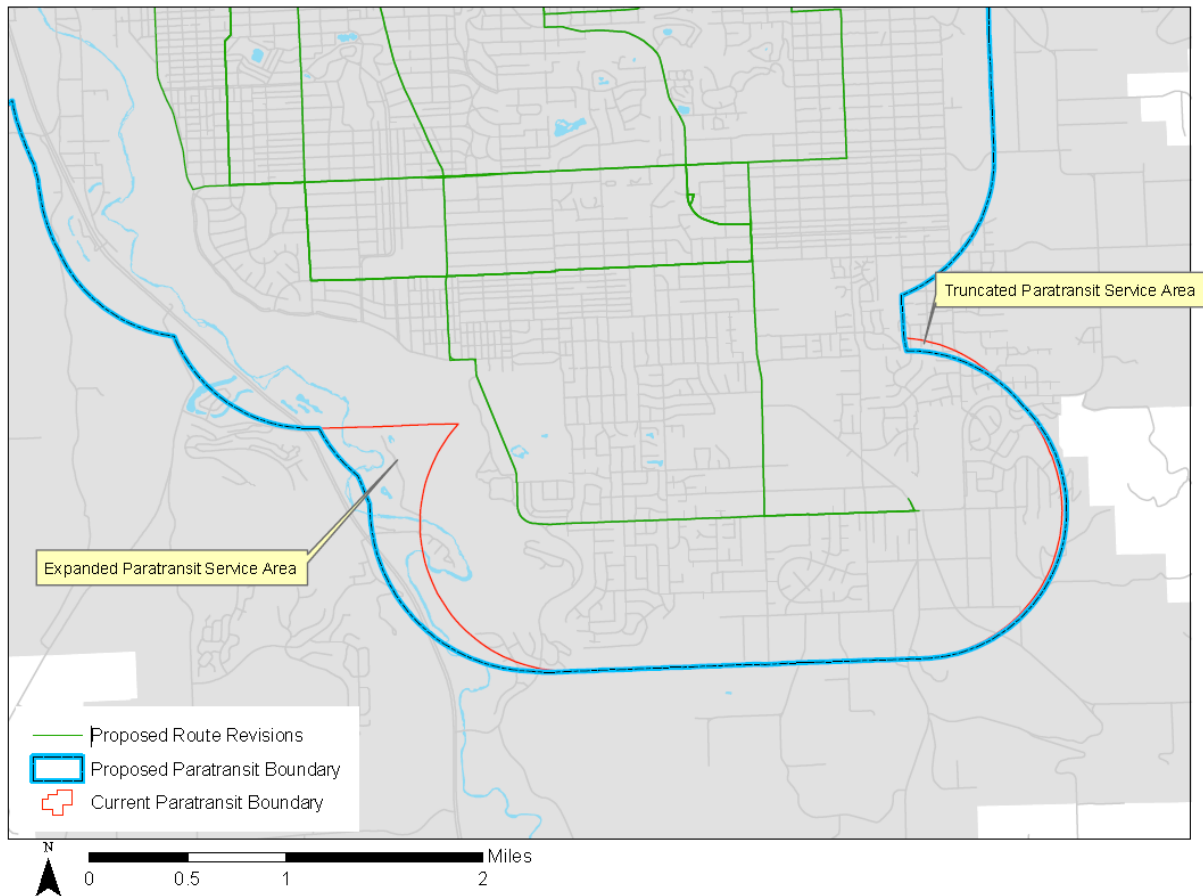
South Spokane Alternative B Paratransit Impacts



South Spokane Alternative C Paratransit Impacts



South Spokane Alternative D Paratransit Impacts



New Route 63 Paratransit Impacts

The new Route 63 would expand the paratransit boundary near Flint Road north of Highway 2.

