

2025 Service Revisions Final Report

Prepared for:
Performance Monitoring and External Relations

Final

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1.0 Executive Summary

1.1 Introduction

This report outlines service improvements and revisions for 2025. The revisions within are informed by the 2025-2030 Transit Development Plan (TDP), the 2021 Near-Term Investments, and *STA Moving Forward*, as amended in 2024. These revisions aim to address, in a conservative manner, current and future resource availability in addition to responding to community feedback and system performance.

The Fixed Route network in current operation represents an investment of approximately 536,398 annual revenue hours. In aggregate, these proposed service revisions and investments represent an approximate increase of 0.95% over existing service, as shown in Table 1 below.

Table 1 – Comparison of Annualized Revenue Service Hours (rounded)

2024 Existing Conditions (Sep. 2024)	2025 Service Revisions
536,398	541,500

Note: values are approximate

1.2 Overview of Recommended Service Revisions

Further information regarding the recommended service revisions is contained in the Recommended Revisions section. Section 2.2 offers a summary of the goals and structure for the recommended changes contained in this Final Recommendation. Some of these recommendations are programmed in the *STA Moving Forward* plan. Other changes support the *STA Moving Forward* plan by optimizing resources efficiently and repurposing service.

Table 2 in Section 2.2 provides a complete list of the proposed 2025 revisions to STA’s Fixed Route network as compared with existing conditions. Presented are all routes identified for revision in 2025. It is important to note that routine minor scheduling changes will likely occur to other routes not listed.

Section 3 of this Final Report provides additional details for each proposed change, including their relationship to *STA Moving Forward*, changes from existing service, and whether the recommendations impact any near-term investments.

New Routes: 7, 93, 722

The introduction of new Route 7 will combine Liberty Lake-to-downtown service and airport-to-downtown service into one continuous route through downtown Spokane. This new route will supersede the service previously provided by routes 74 and 60 respectively and embodies the core service deliverable from the I-90/Valley High Performance Transit Corridor Development Plan (CDP) approved by the STA Board of Directors in October 2022. Due to Route 7 terminating at Liberty Lake Park and Ride, a new Route 93 will be introduced to supersede the service lost in Liberty Lake with the termination of Route 74. Also affecting Liberty Lake is a reimagination of the prior Route 172, reflecting concepts identified in the CDP. That route will be superseded by a new Route 722 providing service between Liberty Lake and the Spokane County campus and other points to Spokane River's north bank. The new routing of Route 722 in Liberty Lake drives a change for a reroute of Route 724.

Cheney / West Plains / Airway Heights Improvements

Aside from the above-mentioned introduction of Route 7 and discontinuation of Route 60, there are other changes to service west of Spokane in 2025. On Interstate 90 to Cheney, double-decker buses will begin operation on routes 6 and 66 in September 2025. This increased capacity will require scheduling changes and optimization of the buses on these routes. Furthermore, the added capacity will not necessitate the number of trips that Route 661 previously operated and the route will run fewer morning trips. Also in Cheney, Route 67 will be discontinued. Stops on Mike McKeehan Way and Simpson Parkway to Eastern Washington University will be served with a reroute of Route 664 and select morning trips. Other portions of the route will continue to be served by Route 68 Cheney Loop in close proximity to eliminated stops.

Rerouting routes 61 and 65 will change the network map in Airway Heights. Route 61 will be routed behind the Airway Heights Walmart to provide safer service on Deer Heights Road and 12th Avenue. Implementation assumes successful negotiation of bus stop placement easements from property owners adjacent to the routing. Route 65 Hayford will no longer serve Northern Quest Casino, shifting to serve the new segment of 10th Avenue west to 6th Avenue clear to Craig Road, to better serve recent retail and residential developments. Implementation of the routing adjustment for Route 65 is dependent on the successful completion of jurisdictional construction projections on West 6th Avenue and South Craig Road and U.S. Highway 2. Service to Northern Quest Casino will remain on Route 61 with new 15-minute AM and PM peak service between Airway Heights and Spokane.

Route 62 Medical Lake is planned to operate a consistent counterclockwise pattern within the city of Medical Lake. Service to hospital worksites is retained as is service to the vicinity of Campbell and Prentis streets, albeit with newly constructed stops opposite prior locations.

Other Network Improvements

Route 11 Downtown/North Bank Shuttle will be rerouted in May 2025 to perform a counterclockwise loop circumnavigating central Riverfront Park using Washington and Monroe streets. Tied to better Cheney service above, the EWU North Express (Route 662) will continue to provide non-stop morning service between the north Spokane park and rides and Eastern Washington University. To improve this service, a new stop will be placed in service at Ash Street and Wellesley Avenue to catch connections from Route 33 to Cheney.

On Spokane's lower South Hill, Route 14 will be rerouted slightly in order to provide service to the Rosauers at 14th Avenue as a response to customer feedback. Also south of downtown, 30-minute frequency on Saturdays and weeknights will be scheduled on Route 45.

2.0 Development of Service Revisions

The board-adopted six-year plan, *2025-2030 Transit Development Plan* (TDP), identifies several significant service improvements that would go into effect in 2025 to help complete the *STA Moving Forward* plan. Looking ahead, the 2025-2030 Transit Development Plan leveraged the foundational elements of STA's next decade-long plan, *Connect 2035*. Fixed-Route service design requires a robust examination of opportunities, feedback and consideration of policies and design principles. This Final Recommendation has been developed in accordance with the principles and policies of *Connect Spokane*, STA's comprehensive plan for public transportation. While these are rigorous requirements and policies, they still provide ample room for public input, discussion, and technical consideration.

The sequencing and scale of investments have been influenced by other external factors. In 2020, the STA Board of Directors adopted amendments to the *STA Moving Forward* plan to adjust implementation phasing to reflect the impacts of the COVID 19 Pandemic on financial forecasts, ridership demands and other project-specific considerations. In 2021, COVID relief packages and better-than-expected sales tax revenue presented an opportunity to plan for future transit growth while addressing a smaller set of what were identified as Near-Term Investments (Board Resolution No. 790-21) to complement projects within the *STA Moving Forward* plan.

Planning decisions and actions, such as those described above, inform the annual preparation of the Service Improvement Program (SIP), a section of the above-mentioned state-required TDP, and provide a timeline and program for service changes and adjustments for a three-year period. The most recent TDP includes the 2025-2027 SIP.

2.1 Summary of Outreach

STA solicited input from the public on the planned service revisions listed here through an online survey which opened on November 13, 2024 through December 15, 2024. Outreach was conducted October 2024 through January 2025 to the multiple jurisdictions that may be affected by the planned revisions. A general summary of the public outreach methods is below:

1. A "2025 Service Revisions" web page was published on STA's website at <https://www.spokanetransit.com/projects/2025-service-revisions/>, which included a copy of the preliminary proposal report for viewing and printing, as well an online survey for collecting input.

2. Flyers advertising the survey with QR codes were placed at 349 affected stop locations.
3. EWU- October 28, 2024
4. City of Cheney – November 4, 2024
5. City of Airway Heights – November 7, 2024
6. City of Spokane – November 11, 2024
7. Spokane County – November 14, 2024
8. Lighthouse for the Blind – November 14, 2024
9. City of Liberty Lake – November 19, 2024
10. City of Medical Lake – November 19, 2024
11. Eastern State Hospital – November 20, 2024
12. City of Spokane Valley – December 5, 2024
13. Kalispel Tribe – December 5, 2024
14. Spokane Tribe – January 28, 2025

2.2 Summary of the Final Service Revisions

Table 2 below presents all routes identified for revision in the final report. Any change from Draft 2025 Service Revisions Report are noted. More discussion and detail, including maps, are provided later in the report.

It is important to note that scheduling changes will likely occur for routes not listed below.

Table 2 – List of Revisions by Route

Route	Draft 2025 Service Revisions	2025 Service Revisions Final Report
6 Cheney	Begin operating high capacity, double-decker coaches on the Cheney HPT corridor. Discontinue Salnave loop on Route 6 (Route 68 will continue to serve this area).	No change from draft.
7 (New Route)	I-90/Valley HPT corridor implementation. Routes 60 and 74 will be superseded by Route 7, a regional High-Performance Transit (HPT) line. Route 7 will run seven days a week, including nights along a corridor extending from Liberty Lake Park and Ride to Spokane International Airport via Mirabeau Transit Center and downtown Spokane, among other stops and destinations.	No change from draft.

Route	Draft 2025 Service Revisions	2025 Service Revisions Final Report
11 Downtown/North Bank Shuttle	Improvements not included in 2025 draft	Route will be rerouted into a counterclockwise loop using Monroe Street southbound.
14 South Adams/Napa	Alter route between 10th and 14th Avenues to serve the sheltered stop at 14th Avenue at Lincoln Street. Several options under consideration.	Route modified to turn east on 13th Avenue, then south on Monroe Street before resuming routing on 14th Avenue.
45 Perry District	Introduce 30-minute service on nights and Saturdays.	No change from draft.
60 Airport	Discontinue. Route 60 will be superseded by new Route 7.	No change from draft.
61 Highway 2/Fairchild	Introduce 15-minute service during AM and PM peaks. Revise routing between Hayford and Deer Heights Road, traveling along 12th Avenue and Deer Heights in both directions.	No change from draft.
62 Medical Lake	Simplify route pattern and schedule in Medical Lake.	Routing in Medical Lake will utilize a counterclockwise pattern of travel similar to 2024's "morning" pattern.
65 Hayford	Revise route to travel on 6th Avenue and Craig Road between Lawson Street and Craig Road to US Highway 2. Revise routing between Russell Street and Hayford Road along 10th Avenue and Garfield Road. Route pattern revisions conditioned on completion of multiple road projects currently in design or under construction.	No change from draft.
66 EWU	Begin operating high capacity, double-decker coaches.	No change from draft.
67 Swoop Loop	Discontinue route due to low ridership. Service is proposed to be maintained during AM peak periods along Simpson Parkway and Mike McKeehan Way with routing changes on Route 664. Most other stops along route to be discontinued.	No change from draft.

Route	Draft 2025 Service Revisions	2025 Service Revisions Final Report
74 Mirabeau/Liberty Lake	Discontinue. Route 74 is superseded by new Route 7 and new Route 93.	No change from draft.
93 (New Route)	Introduce new loop route in Liberty Lake, serving stops east of Liberty Lake Park and Ride currently served by Route 74.	Counterclockwise route between Liberty Lake Park and Ride and Molter Road in Liberty Lake on Appleway and Mission Avenues.
172 Liberty Lake Express	Supersede Route 172 with new Route 722.	No change from draft.
661 EWU Express	Discontinue route due to extra capacity with the introduction of double-decker buses on Routes 6 and 66.	Route retained. Limited weekday trips will be scheduled.
662 EWU North Express	In May 2025, a new stop near the intersection of Wellesley Avenues and Ash Street will be in service. This will provide better access for north Spokane EWU students, with transfer service provided by Route 33 Wellesley.	Programmed for the September 2025 service change.
664 EWU South Hill Express	Reroute inside Cheney to serve discontinued Route 67 stops on Simpson Parkway and Mike McKeehan Drive. Revise routing to bypass Jefferson Park & Ride. Place in-service the stop at Cedar Street and 12th Avenue.	No change from draft.
722 (New Route)	Introduce Route 722, superseded discontinued Route 172. Express route will serve downtown Spokane on Monroe and Lincoln Street before continuing north on Monroe Street and terminating at the Howard Street layover (Arena lot). Liberty Lake service was proposed to copy the discontinued Route 172.	Routing within Liberty Lake modified to terminate and interline with Route 724 at Country Vista Boulevard.
724 Liberty Lake Tech Express	Improvements not included in 2025 draft	Route will be revised to extend to Appleway Avenue and Country Vista Boulevard. Liberty Lake Park and Ride service will be provided by interlined Route 722.

2.3 Timeline for Implementation

All service revisions will go into effect with the September 2025 service change on September 21, 2025, except for Route 11. Route 11 improvements go into effect with the May 2025 service change on May 18, 2025.

3.0 Recommended Revisions

3.1 Overview of Planned Service Frequency

The table below outlines the proposed frequency of service for each of the new and modified routes discussed in this final report. This table is intended to provide planning level assumptions, and the final schedules will be developed prior to the service change. The routes underlined are new. Minutes in ***bold italics*** represent frequency changed from existing conditions.

Table 3 – List of Revisions by Route

Route	Planned Approximate Frequency (Minutes)						
	AM Weekday Peak	Mid-Weekday	PM Weekday Peak	Weekday Evening	Saturday	Sunday	Early AM / Late PM
6/66*	15	15	15	30	30	60	30
<u>7</u>	<i>30</i>	<i>30</i>	<i>30</i>	<i>60</i>	<i>60</i>	<i>60</i>	<i>60</i>
11	10	20	10	20	20	20	20
14	30	30	30	60	60	60	--
45	30	30	30	<i>30</i>	<i>30</i>	60	60
61	<i>15</i>	30	<i>15</i>	30	30	30	30
62	60	60	30	60	60	60	60
65	60	60	60	60	60	60	--
<u>93</u>	<i>30</i>	<i>30</i>	<i>30</i>	<i>60</i>	<i>60</i>	--	--
661	<i>Targeted Trips</i>	--	--	--	--	--	--
662	Targeted Trips	--	--	--	--	--	--
664	Targeted Trips	--	--	--	--	--	--
<u>722</u>	<i>30</i>	--	<i>30</i>	--	--	--	--
724	30		30				

* Routes 6 and 66 combine to provide 15-minute service on EWU school days.

3.2 Overview of Recommended Service Revisions

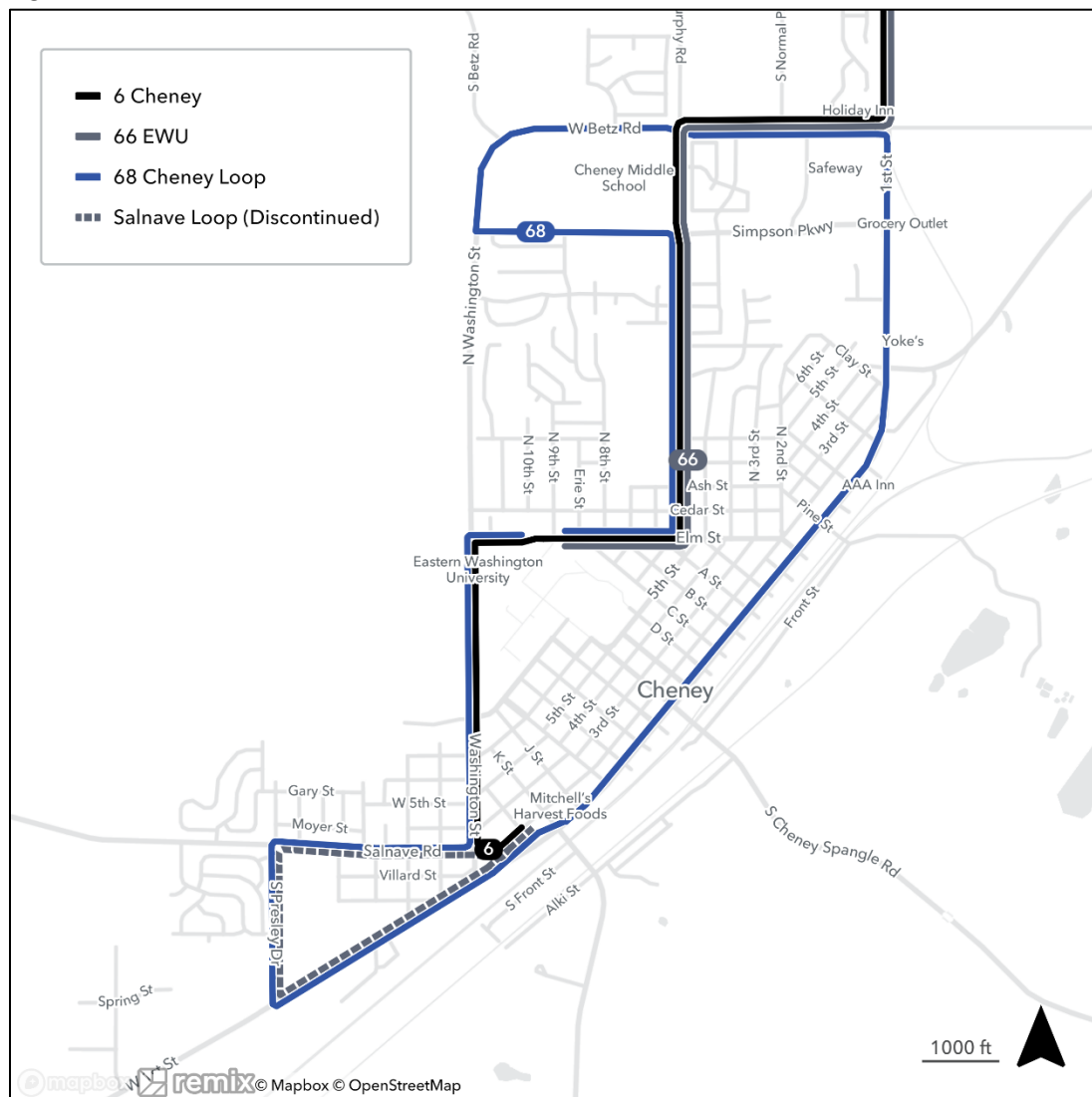
Each route that will be modified either from existing service or from approved and/or planning changes listed in the TDP, are listed. Each route with planned changes includes a table detailing the recommended changes, their relationship to *STA Moving Forward*, existing service, the TDP and “Near-Term Investments.” A brief discussion follows to enhance the understanding of the proposed revision. A map is also included where the route is new or where the route pattern is adjusted from existing service.

Routes 6 Cheney/66 EWU

Planned Revision	Operate routes with a fleet of high-capacity double-decker buses. Discontinue Salnave & Presley routing (Route 6).
Relationship to STA Moving Forward	High Performance Transit service on the Cheney corridor is included in <i>STA Moving Forward</i> . This is a further improvement to that service.
Changes from 2025-2030 TDP	Discontinuing service in the Salnave area is not identified in the TDP.
2021 Near-Term Investments Plan	N/A

Routes 6 and 66 will begin operating double-decker vehicles in 2025. The Cheney Line Corridor Infrastructure and Alignment Plan, approved by the STA Board in May 2020, identified double-decker vehicles as the preferred option for increasing service capacity along the Cheney Line HPT corridor. The current service of Route 6 to Salnave Road and Presley Drive (“Salnave Loop”) during peak periods will be discontinued due to declining ridership on this route segment over time. This service was not included in the Infrastructure and Alignment Plan or the Corridor Development Plan but had been retained based on previous public demand. Removing the Salnave loop for the route will improve service reliability and efficiency. Service on Route 68 will remain to provide transportation within Cheney or to make transfers to Spokane at K Street Station or Eastern Washington University. An expected reduction in related 661 service (excess capacity) is also planned based on this improvement (See Route 661 below).

Figure 1 – Routes 6 and 66



Route 7 New Route

Planned Revision	Supersede Routes 60 and 74 with new Route 7, the core service to implement the I-90/Valley High Performance Transit Corridor Development Plan and the Route 7 Supplemental Report.
Relationship to STA Moving Forward	Phase two of Liberty Lake improvements calls for night and weekend service in Liberty Lake (Route 7 will complete that goal).
Changes from 2025-2030 TDP	Route will terminate at Spokane International Airport but still provide one-seat service to West Plains Transit Center.
2021 Near-Term Investments Plan	N/A

Routes 60 and 74 are superseded by Route 7, a regional High-Performance Transit (HPT) line. Route 7 will run seven days a week, including nights, along a corridor extending from Liberty Lake to Spokane International Airport via the Mirabeau Transit Center and downtown Spokane. Included in the 2025-2030 TDP, these changes represent implementation of the I-90/Valley High Performance Transit Corridor Development Plan, approved by the STA Board of Directors in October 2022, updated via the Route 7 Supplemental Report prepared in 2024.

Figure 2 – New Route 7



Route 11 Downtown/North Bank Shuttle

Planned Revision	Loop route modified to operate counterclockwise between Boone Avenue entertainment facilities and downtown with service on Monroe and Washington streets.
Relationship to STA Moving Forward	This change is not included in <i>STA Moving Forward</i> .
Changes from 2025-2030 TDP	This is not included in the 2025-2030 TDP
2021 Near-Term Investments Plan	N/A

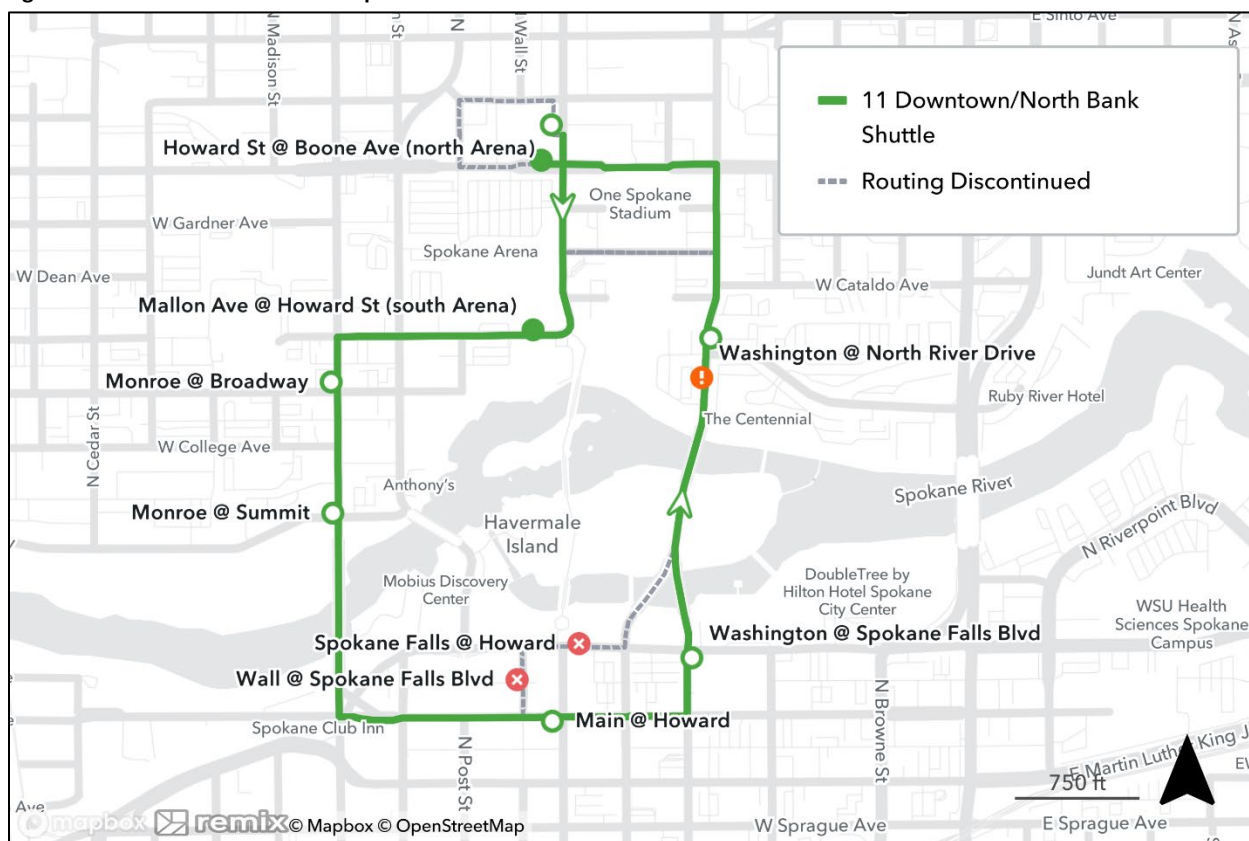
While STA has recovered pre-pandemic ridership, Route 11’s performance has declined. In 2024, Route 11 saw 34,675 passenger boardings—down from 145,473 boardings in 2019. In spring 2024, night and weekend service were added to this route. The unfortunate timing of adding extra service while Washington Street was detoured (summer 2024) only exacerbated the underutilization of this route by STA passengers. As an attempt to spur activity on Route 11, the route will be rerouted in May 2025. The 2024 routing was the quickest to implement at the time of last year’s improvements, and acknowledgement was made that another route option may satisfy more of the perceived mobility needs in the area. By adjusting Route 11 to the loop configuration, it’s hoped that increased ridership will result. It’s important to note that this routing change is not exhaustive of further improvements and partnerships in the future.

Rather, this route revision should be viewed as one step to increase ridership between the North Bank and Downtown.

From the north Arena parking lot at Howard Street and Boone Avenue, the bus will travel south on Howard to a new stop location south of the arena at Mallon Avenue. From there passengers will ride south on Monroe Street to Main Avenue downtown and resume prior downtown eastbound routing at Main and Howard with northbound on Washington Street. The route will then terminate at a newly constructed “alighting only” stop at Boone Avenue and Howard Street eliminating the need for excess passenger travel around the parking lot to the departure stop.

The map below details the routing as described above. Newly built stops are shown as solid green circles, existing stops are open circles. Note that the bus serves existing stops on Monroe Street at Broadway and Summit Avenues. Downtown stops at Spokane Falls Boulevard and Howard and Wall Streets will be closed (red “X” circles). The southbound stop on Washington at North River Drive will remain open for Routes 27 and 28 (red “!” circle). However, due to northbound travel only on Washington Street this stop will be closed for Route 11 and in its stead, the northbound routes 27 and 28 stop across the street will be placed in service.

Figure 3 – Route 11 Reroute and Stops



The table below shows 2024 ridership data for the two closed stops.

Table 4 – Route 11 Closed Stops

Discontinued Stop	On	Off	Closest Alternate Stop	Approx Walking Distance (Feet)
Spokane Falls Blvd @ Howard St	0	1	Main Avenue @ Howard St	630'
Wall St @ Spokane Falls Blvd	4	8	Main Avenue @ Howard St	450'

Route 14 South Adams/Napa

Planned Revision	Route modified to travel briefly on 13th Avenue to serve the shelter on 14th Street at Monroe/Lincoln Street. This will better connect the route with the Rosauers Supermarket on 14th Avenue.
Relationship to STA Moving Forward	This change is not included in STA Moving Forward.
Changes from 2025-2030 TDP	This is not included in the 2025-2030 TDP
2021 Near-Term Investments Plan	N/A

Public consensus was supportive of rerouting this route. Routing on 10th Avenue and 13th Avenue were explored. Routing on 10th Avenue proved problematic due to curbside passenger vehicle parking. The accessibility on 10th Avenue is further problematic during winter weather. STA staff is planning to utilize Madison Street to 13th Avenue before turning east to Monroe Street and 14th Avenue (see map below). Customer comments regarding easier access to the sheltered stop on 14th Avenue and Lincoln Street to access the Rosauers at that location is the driver for this change.

The above route alteration necessitates the stop at Madison Street and 14th Avenue to be closed. However Route 43 has a stop across the street from this closed stop and Route 14 will utilize that stop instead.

Spokane City is planning a road modification on this route in the area of Cedar Street and 11th Avenue. Northbound access on Cedar between 14th and 8th Avenues is not expected to be significantly affected by this change aside from a short deviation to the route.

Figure 4 – Route 14 South Portion Reroute



Route 45 Perry District

Planned Revision	Extend service on Saturdays and weeknights with 30-minute frequency.
Relationship to STA Moving Forward	Included in STA Moving Forward as amended.
Changes from 2025-2030 TDP	No change.
2021 Near-Term Investments Plan	N/A

Trips will be added to provide 30-minute frequency on Saturdays and weeknights according to the 2025-2030 TDP. These changes were identified in the 2024 amendment to the *STA Moving Forward* plan, replacing an earlier concept to connect the Logan and Lincoln Heights Neighborhoods.

Route 60 Airport

Planned Revision	Discontinue. Route 60 to be superseded by new Route 7.
Relationship to STA Moving Forward	Phase two of Liberty Lake improvements calls for night and weekend service in Liberty Lake (Route 7 will complete that goal with the addition of Sunday service).
Changes from 2025-2030 TDP	No change.

2021 Near-Term Investments Plan	N/A
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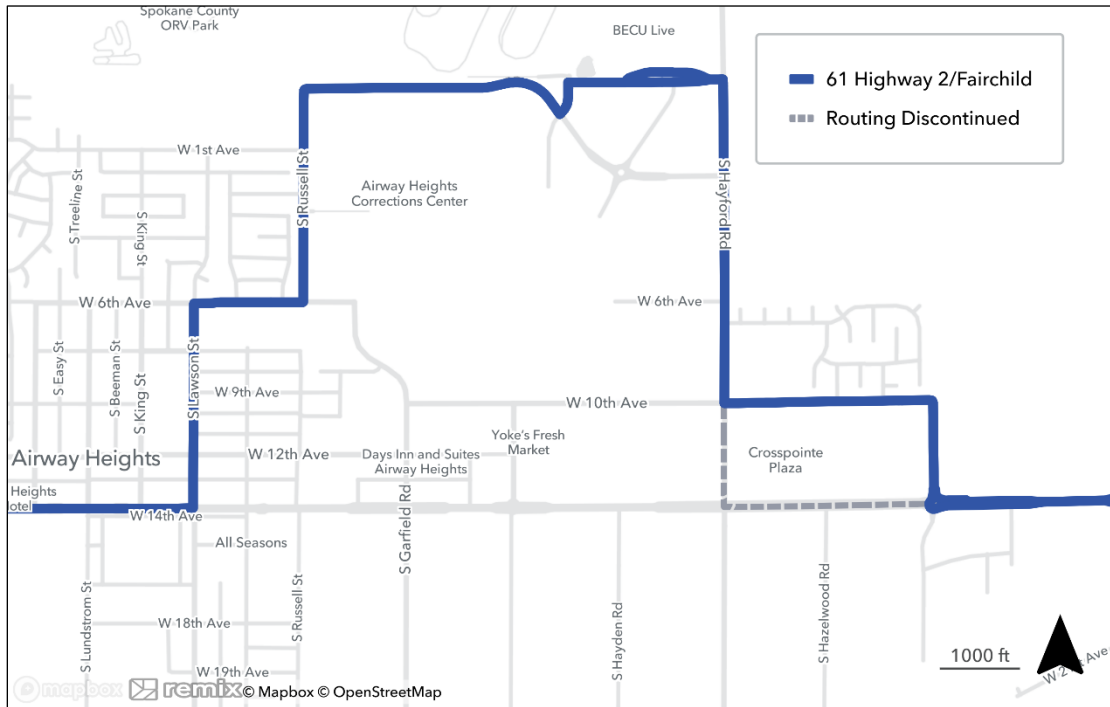
As part of the planned Route 7, Route 60 will be discontinued and superseded by Route 7 along a corridor extending from Liberty Lake to Spokane International Airport via the Mirabeau Transit Center and downtown Spokane. This planned change will provide passengers with a one-seat ride beyond downtown Spokane to Spokane Valley and Liberty Lake from the airport.

Route 61 Highway 2/Fairchild

Planned Revision	Introduce 15-minute service during AM and PM peaks. A routing change and associated new stops are planned using Deer Heights Road and 12th Avenue.
Relationship to STA Moving Forward	Added peak-period trips to Route 61 is included in STA Moving Forward.
Changes from 2025-2030 TDP	Deer Heights Road routing is not included in the TDP.
2021 Near-Term Investments Plan	N/A

STA Moving Forward includes improvements to peak period frequency on Route 61. To fulfill that plan, 15-minute service during AM and PM peaks are included in the 2025-2030 TDP and is planned for 2025. To further implement STA Moving Forward goals of improved connectivity and convenience of transit service in Airway Height, a routing change to use Deer Heights Road and 12th Avenue between US 2 and Hayford Road is also planned for September 2025. The Deer Heights Road re-route will move passenger activity at Crosspointe Plaza off Highway 2 and Hayford Road to 12th Avenue. This alignment has been explored for several years and addresses feedback from customers wishing to access services on or adjacent to Deer Heights Road, while also laying groundwork for future HPT along this segment of 12th Avenue.

Figure 5 - Route 61 in Airway Heights

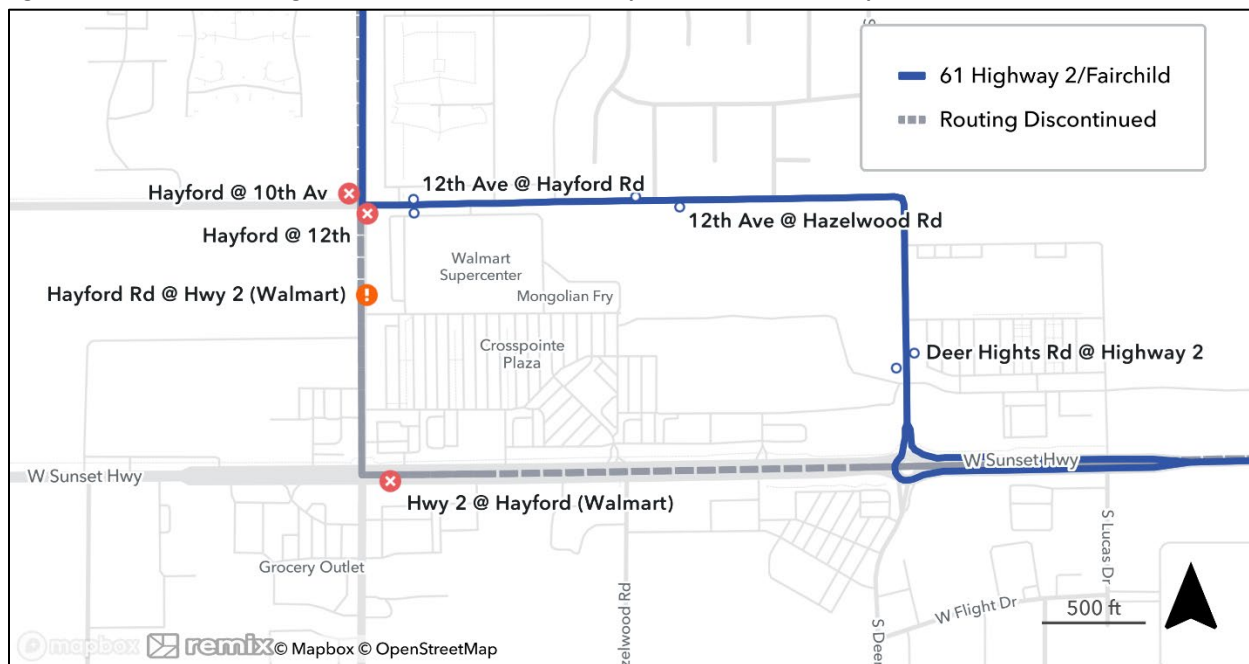


Stops on Hayford between Highway 2 and 12th Avenue will no longer be served by Route 61. Stops will be on 12th Avenue east of its intersection with Hayford Road to provide access to Walmart and nearby business, and provide transfers to and from Route 65. The table below shows discontinued stops on Route 61 with boarding and alighting information as well as the approximate walking distance to the nearest alternate stop. Figure 6 below the table shows the discontinued stops (red “X” circles) and new stops (blue circles) on a map. The northbound Hayford Road @ Hwy 2 (Walmart) stop (red “!”) will be closed to service on Route 61 but will remain in service for Route 65 (see Route 65 below for more detail).

Table 5 – Route 61 Discontinued Stops

Discontinued Stop	On	Off	Closest Alternate Stop	Approx Walking Distance (Feet)
Hayford @ 12th Av (IB)	12	13	12th @ Hayford (New Stop-IB)	370'
Hwy 2 @ Hayford (Walmart-IB)	90	18	12th @ Hayford (New Stop-IB)	1,620'
Hayford @ Hwy 2 (Walmart-OB)	32	97	12th @ Hayford (New Stop-OB)	580'
Hayford @ 12th (OB)	2	6	12th @ Hayford (New Stop-OB)	260'

Figure 6 - Route 61, Deer Heights Road Modification—New Stops and Necessitated Stop Closures



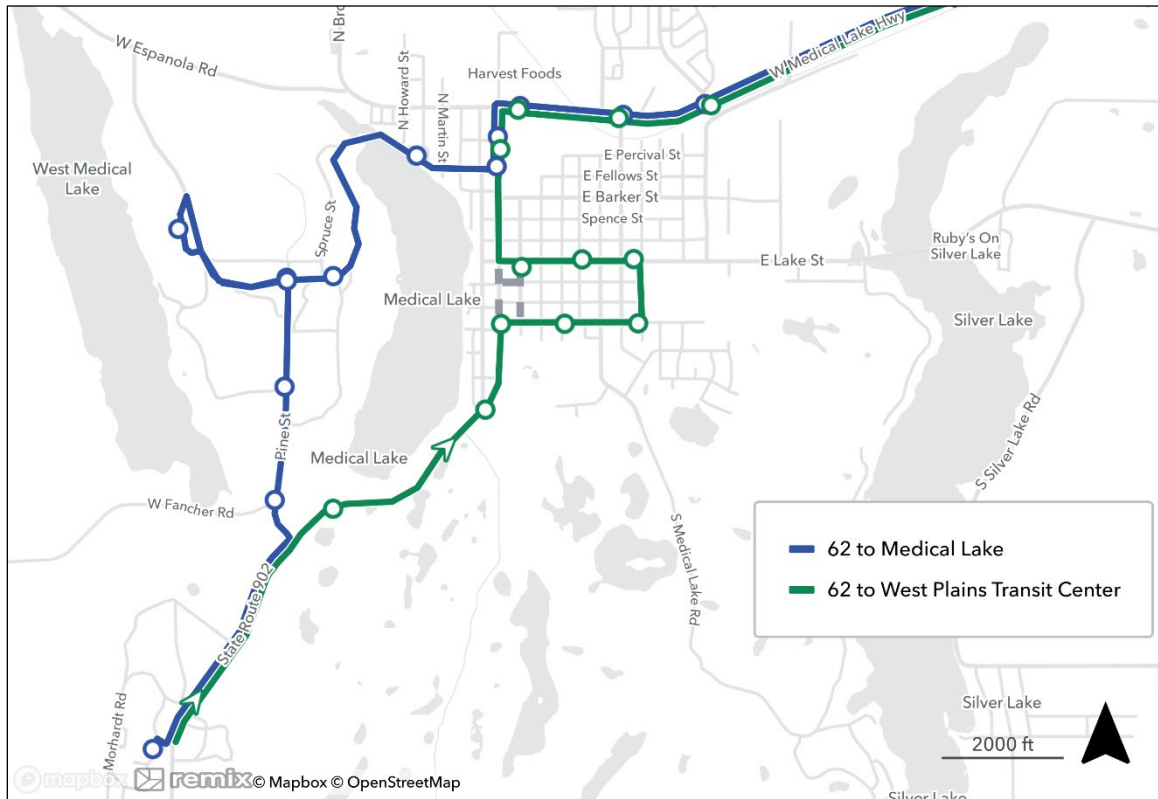
Route 62 Medical Lake

Planned Revision	Introduce a simplified schedule and minor routing change to simplify service in Medical Lake.
Relationship to STA Moving Forward	This change is not included in STA Moving Forward
Changes from 2025-2030 TDP	This is not included in the 2025-2030 TDP
2021 Near-Term Investments Plan	N/A

In September 2025, a simplified schedule and minor routing change will be introduced within the City of Medical Lake to streamline the service and create an easier-to-understand schedule for the passengers.

Figure 7 below presents the planned Route 62 Medical Lake routing. This provides service at or near all prior served stops, with equivalent operating resources. The route in the Campbell/Prentis vicinity will travel counterclockwise instead of in a clockwise pattern as prior service provided. Service on Campbell, Prentis and Lake streets, will have stops at or near the previous locations.

Figure 7 - Route 62



Route 62 has historically varied route patterns based on times of day. Because of this, stops were placed on both sides of the route to serve locations all times of the day. An exception to this is in the vicinity of Campbell and Prentis Streets. Rerouting Route 62 as a singular directional pattern will require the closure of many singular parts of stop pairs, retaining one stop in the location. Table 6 below details 2024 average weekday ridership at stops that will be closed. Note that all closing stops have an alternate stop across the street aside from the four stops in the previously discussed Campbell and Prentis area. Stops in this neighborhood are yet to be constructed. However, STA is mindful of the prior stop location and will attempt to retain service near those stops. Meanwhile, service is retained at the Medical Lake Center at Lake and Broad streets.

Table 6 – Route 62 Discontinued Stops

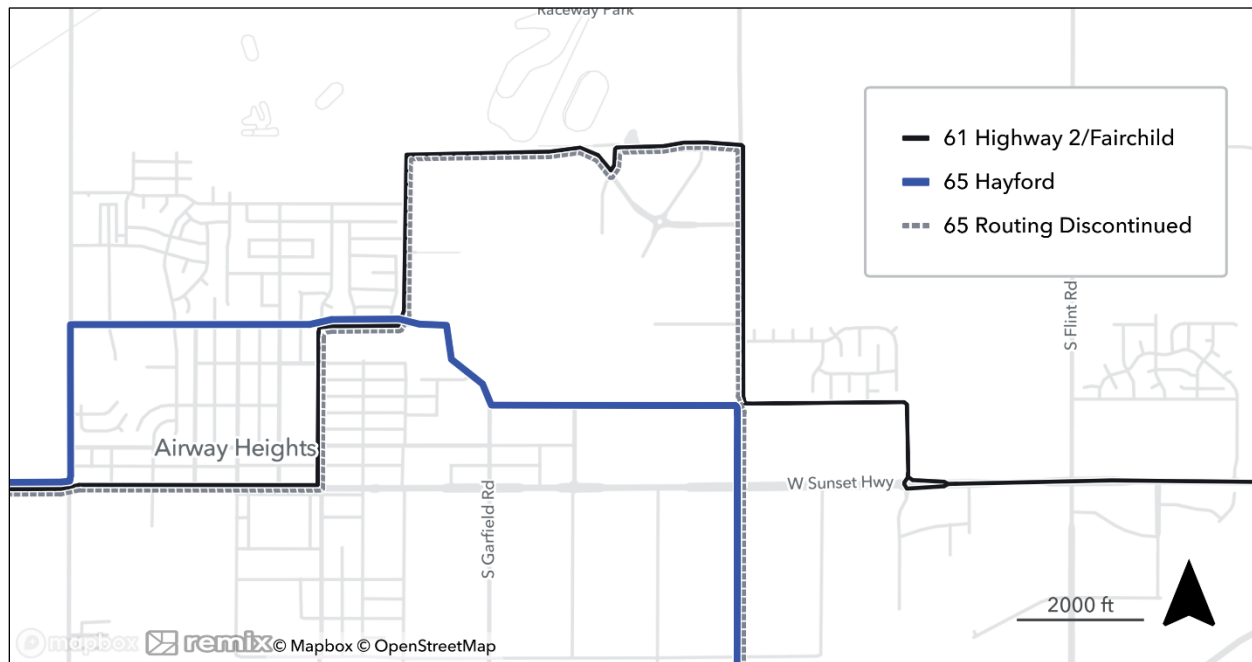
Discontinued Stop	On	Off	Closest Alternate Stop	Alternate Stop Across Street?
Lake @ Walker	3	1	<i>To be determined/constructed</i>	<i>n/a</i>
Lake @ Stanley	2	1	<i>To be determined/constructed</i>	<i>n/a</i>
Prentis @ Campbell	4	4	<i>To be determined/constructed</i>	<i>n/a</i>
Campbell @ Brower	2	2	<i>To be determined/constructed</i>	<i>n/a</i>
Lefevre @ Campbell (SB)	0	1	Lefevre @ Campbell (NB)	Yes
Lefevre @ Jefferson (SB)	0	0	Lefevre @ Jefferson (NB)	Yes
Lefevre @ Waterfront Park (SB)	1	1	Lefevre @ Waterfront Park (NB)	Yes
Pine @ Fancher (NB)	0	0	Pine @ Fancher (SB)	Yes
Pine @ Poplar (NB - Pine Lodge)	1	0	Pine @ Poplar (SB - Pine Lodge)	Yes
Pine @ Maple (NB)	1	1	Pine @ Maple (EB)	Yes
Maple @ Alder (EB - Eastern State Hosp.)	3	1	Maple @ Alder (WB)	Yes
4th @ Minnie (EB)	1	0	4th @ Minnie (WB)	Yes

Route 65 Hayford

Planned Revision	Reroute in Airway Heights utilizing a newly constructed 10th Avenue/Garfield Road/6th Avenue/ Craig Road routing.
Relationship to STA Moving Forward	This change is not included in STA Moving Forward
Changes from 2025-2030 TDP	No change.
2021 Near-Term Investments Plan	Will serve 6th Ave subject to completion of Near-Term Investment S-14.01.

From northbound Hayford Road, buses will continue west along 10th Avenue to Garfield Road where they would then meet with 6th Avenue and connect with Craig Road before continuing to the Spokane Tribe Resort and Casino. This project will include bus stops and pedestrian amenities. Concurrently, a new roundabout will be constructed on Highway 2 at Craig Road. Together, these improvements allow STA to provide Fixed Route service to northwest Airway Heights and the recently relocated Yoke's grocery store. Service on Route 65 to Northern Quest Casino is discontinued with transfer service offered by Route 61 with improved peak frequency (see Route 61 above). Service to Crosspointe Plaza (Walmart) is retained. The 2021 Near-Term Investments Plan included investments and passenger improvements on the 6th Avenue connection to Craig Road. The route will terminate at or near the Spokane Tribe Resort and Casino.

Figure 8 - Route 65



The previous bus stop at Hayford Road and 12th Avenue is discontinued for both routes 61 and 65. While closed for Route 61, the stop north of Hayford Road and Highway 2 retained for Route 65, and the stop at the 10th Avenue connection relocated south of the intersection. Table 7 below shows zero average daily boardings and alightings in 2024 for Route 65 at the discontinued stop at Hayford Road and 12th Avenue. The map below the table displays the stop locations for Routes 61 and 65 at the Route 61 transfer node of Hayford Road at the intersection of 10th and 12th Avenues with the discontinued stop (red icon) at Hayford and 12th.

Table 7 – Route 65 Discontinued Stop

Discontinued Stop	On	Off	Closest Alternate Stop	Approx Walking Distance (Feet)
Hayford @ 12th (OB)	0	0	Hayford @ Highway 2 (OB)	400'

Figure 9 - Route 65 at Hayford Road and 10th/12th Avenues



Route 67 Swoop Loop

Planned Revision	Discontinue route.
Relationship to STA Moving Forward	This change is not included in STA Moving Forward
Changes from 2025-2030 TDP	This is not included in the 2025-2030 TDP
2021 Near-Term Investments Plan	N/A

Upon introduction of the route in 2019, the route saw strong ridership. However, while most other routes have recovered post-pandemic ridership, this route carries just a fifth its 2019 average daily ridership. Its sister clockwise route, Route 68, has continued to improve with 2024 boardings exceeding that of the 2019 pre-pandemic numbers. Route 67 has struggled to meet many of its benchmarks due to its short route length and passengers’ continuing preference for Route 68, which operates consistently throughout the year. Furthermore, with the proliferation of online classes and declining attendance, decline in enrollment at Eastern Washington University has also affected the performance of this route.

Table 8 below shows the average daily ridership on Route 67 since service was introduced in 2019. Data for the years 2019 – 2024 are from STA’s published Annual Route Performance Report (2024 report to be published in spring 2025). Data for 2020 is for the period from January 6, 2020 – March 20, 2020. Service on this route did not resume after March 20, 2020—returning when Eastern Washington University resumed an in-person schedule Fall Quarter 2021. In September 2023, STA eliminated seven trips after 1:49pm due to a noticeable drop in

ridership in the late afternoon and early evening. 2023 and 2024 boarding numbers may show some reflection of these eliminated trips.

Table 8 – Average Daily Boardings—Weekday, Route 67

Year	Average Daily Boardings
2019	232
2020	327
2022	70
2023	54
2024	45

Discontinuing Route 67 results in 12 stop closures of 21 stops on the route. Route 68 is retained, keeping service within proximity to discontinued Route 67 stops, primarily on the same streets in the opposite direction (stops with an alternate stop across the street are notated with * below). The stops which will be closed are shown in Table 9 below with 2024 average weekday ridership provided alongside alternate stop locations.

Table 9 – Route 67 Discontinued Stops

Discontinued Stop	On	Off	Closest Alternate Stop	Alt Stop Served by Route(s)	Approx Walking Distance (Feet)
C Street @ 5th	0	0	Elm @ C St	68	1000'
F Street @ 6th	0	0	1st @ G Street (SB)	68	1700'
7th @ I Street	0	1	Washington @ 7th	6, 68	900'
1st @ Union (NB)*	0	0	1st @ Union (SB)	68	100'
1st @ G Street (NB)*	2	0	1st @ G Street (SB)	68	190'
1st @ D St Cheney Library (NB)*	1	0	1st @ D St Cheney Library (SB)	68	250'
1st @ A Street (NB)*	1	0	1st @ A Street (SB)	68	120'
1st @ Calispel (NB)*	0	1	1st @ Calispel (SB)	68	220'
1st @ Pine (NB)*	0	0	1st @ Pine (SB)	68	200'
1st @ Vine (NB)*	0	0	1st @ Vine (SB)	68	200'
1st @ Cheney Spokane Rd. (NB)*	3	3	1st @ Cheney Spokane Rd. (SB)	68	250'
1st @ College Hill (NB)*	0	1	1st @ College Hill (SB)	68	100'

The map below displays the discontinued stops above as red markers. Route traces for Cheney service and retained stops for Routes 6, 66, 68 and 664 (more on Route 664 later in this report) are displayed as reference.

Map of Cheney, Washington, showing bus routes. The map includes a legend with four routes:

- 67 Swoop Loop (Discontinued)**: Indicated by a dashed black line with red 'X' markers.
- 6 Cheney**: Indicated by a light blue line.
- 66 EWU**: Indicated by a dark blue line.
- 664 EWU South Hill Express**: Indicated by a pink line.

The map also shows various streets and landmarks, including Cheney Middle School, Safeway, Eastern Washington University, and several residential streets. A scale bar for 1000 feet and a north arrow are located in the bottom right corner.

Final
3/5/2025

Table 10 – Route 67 Retained Stops

Retained Stop	On	Off	Served by Route(s)
Elm @ C St / Eagle Station	10	17	6, 66, 68
Washington @ 7th	2	1	6
Washington @ 3rd	1	0	6
K Street Station	5	4	6, 68
Simpson @ 1st	1	3	664
Simpson @ Al Ogdon Way	3	1	664
McKeehan Way @ 6th	0	2	68, 664
McKeehan Way @ Sports Complex	5	2	68, 664
McKeehan Way @ Washington (Eagle Point)	11	1	68, 664

Route 74 Mirabeau/Liberty Lake

Planned Revision	Discontinue. Route 74 will be superseded with new routes 7 and 93.
Relationship to STA Moving Forward	Phase two of Liberty Lake improvements calls for night and weekend service in Liberty Lake (Route 7 will complete that goal)
Changes from 2025-2030 TDP	No change.
2021 Near-Term Investments Plan	N/A

As part of the planned Route 7, Route 74 will be superseded by Route 7, providing seven day a week service along a corridor extending from Liberty Lake to Spokane International Airport via the Mirabeau Transit Center and downtown Spokane. Local service beyond Liberty Lake Park and Ride to the east will continue with a new planned circulator route (See Route 93 below)

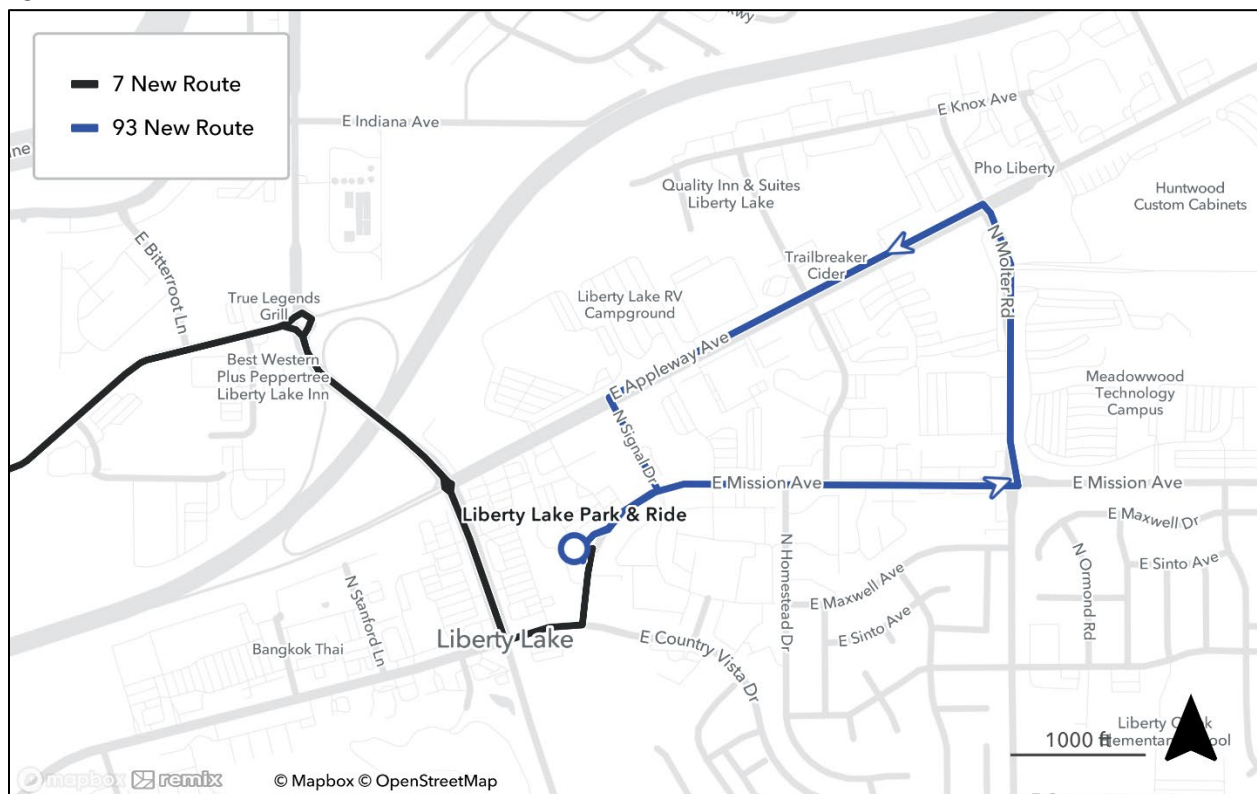
Route 93 New Route

Planned Revision	Introduce Route 93 to supersede the discontinued routing of Route 74 east of the Liberty Lake Park & Ride.
Relationship to STA Moving Forward	The route is not specifically addressed in STA Moving Forward.
Changes from 2025-2030 TDP	A local Liberty Lake route is not included in the TDP
2021 Near-Term Investments Plan	N/A

Route 93 will replace Route 74 and will be “interlined” with either Routes 7 or 98 at Liberty Lake Park and Ride, providing for a one-seat ride between retained service at destinations east of the park and ride and points west. Like Route 68 Cheney Loop, Route 93 is proposed to operate in one direction. While this is typically discouraged when designing a route, the circumference of the loop is relatively small, making out-of-direction travel minimal for the customer.

Route 93 will travel in a counterclockwise direction from Liberty Lake Park and Ride. The route will depart the park and ride via Mission Avenue and continue east to Molter Road. The route will then travel north to westbound Appleway Avenue before using Signal Drive to return to the park and ride. The above routing is illustrated in Liberty Lake alongside route 7 in Figure 11 below.

Figure 11 - Route 93



Route 172 Liberty Lake Express

Planned Revision	Discontinue. Route 172 to be superseded by Route 722.
Relationship to STA Moving Forward	Route 172 was implemented as part of <i>STA Moving Forward</i> . Route 722 is an optimization of that plan, and was included in the I-90/Valley HPT Corridor Development Plan approved in 2022
Changes from 2025-2030 TDP	No change.
2021 Near-Term Investments Plan	N/A

This route, providing express service between Liberty Lake and Spokane, will be superseded by new Route 722 (See Route 722 below). The upgrading of Route 172 to 722 was included in the 2025-2030 TDP.

Route 661 EWU Express

Planned Revision	Discontinue most trips. Some morning trips between Spokane and EWU will be retained
Relationship to STA Moving Forward	High Performance Transit service on the Cheney corridor is included in <i>STA Moving Forward</i> . This is a further improvement to that service.
Changes from 2025-2030 TDP	No change.
2021 Near-Term Investments Plan	N/A

The 2025-2030 TDP states an expected reduction in Route 661 service due to double-decker buses and their expanded capacity being used on Route 6. In general, the service on Route 661 will be redundant. However, some high-ridership trips between Spokane and EWU will be retained.

Route 662 EWU North Express

Planned Revision	Addition of a stop on Ash Street at Wellesley Avenue to better serve EWU students in north Spokane with a connection opportunity from Route 33.
Relationship to STA Moving Forward	This change is not included in <i>STA Moving Forward</i>
Changes from 2025-2030 TDP	Route and stop are identified in the TDP.

2021 Near-Term Investments Plan	N/A
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Route 662 currently has stops in north Spokane at Hastings Park & Ride and at the Five-Mile Park & Ride facility before travelling southbound on Ash Street and to Cheney. In September 2025, STA will place a stop near the intersection of Wellesley Avenue and Ash Street to provide transfers for students who utilize Route 33. This recommended stop would better serve Rogers and Shadle High School running-start students traveling to EWU.

Route 664 EWU South Express

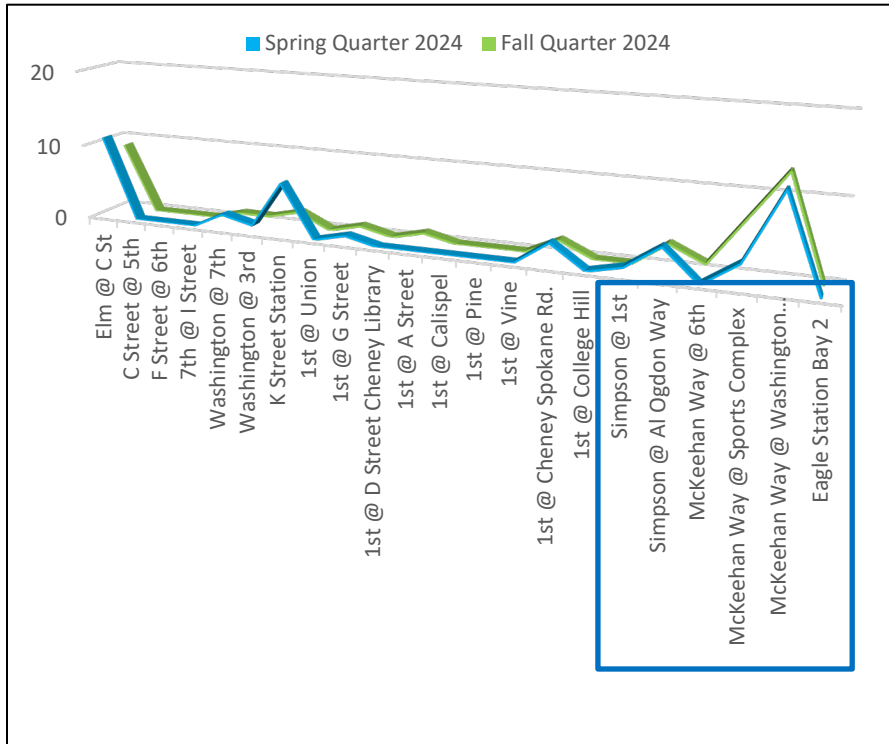
Planned Revision	Reroute on Simpson Parkway/Mike McKeehan Way in Cheney. Discontinuation of service to Jefferson Park & Ride. Addition of a stop at Cedar Street and 12th Avenue to better serve EWU students on the lower South Hill with a connection opportunity from routes 14 and 43.
Relationship to STA Moving Forward	This change is not included in <i>STA Moving Forward</i>
Changes from 2025-2030 TDP	This is not included in the 2025-2030 TDP
2021 Near-Term Investments Plan	N/A

STA will reroute Route 664 to supersede some service lost with the elimination of Route 67. The planned reroute will serve Simpson Parkway and Mike McKeehan Way between 1st Street and the Eagle Point apartments on Washington Street in Cheney at identified peak passenger demand times. Due to high-capacity buses on routes 6 and 66, Route 664 service through Jefferson Park and Ride will be discontinued. This will improve travel time for commuters originating from the South Hill.

Furthermore, like Route 662 above, a new stop is will be placed in service for Route 664. Routes 14 and 43 both serve the current stop at Cedar Street and 12th Avenue on the lower South Hill. This stop will be placed in-service for Route 664 and provide better accessibility to Eastern Washington University from the lower South Hill (Figure 13).

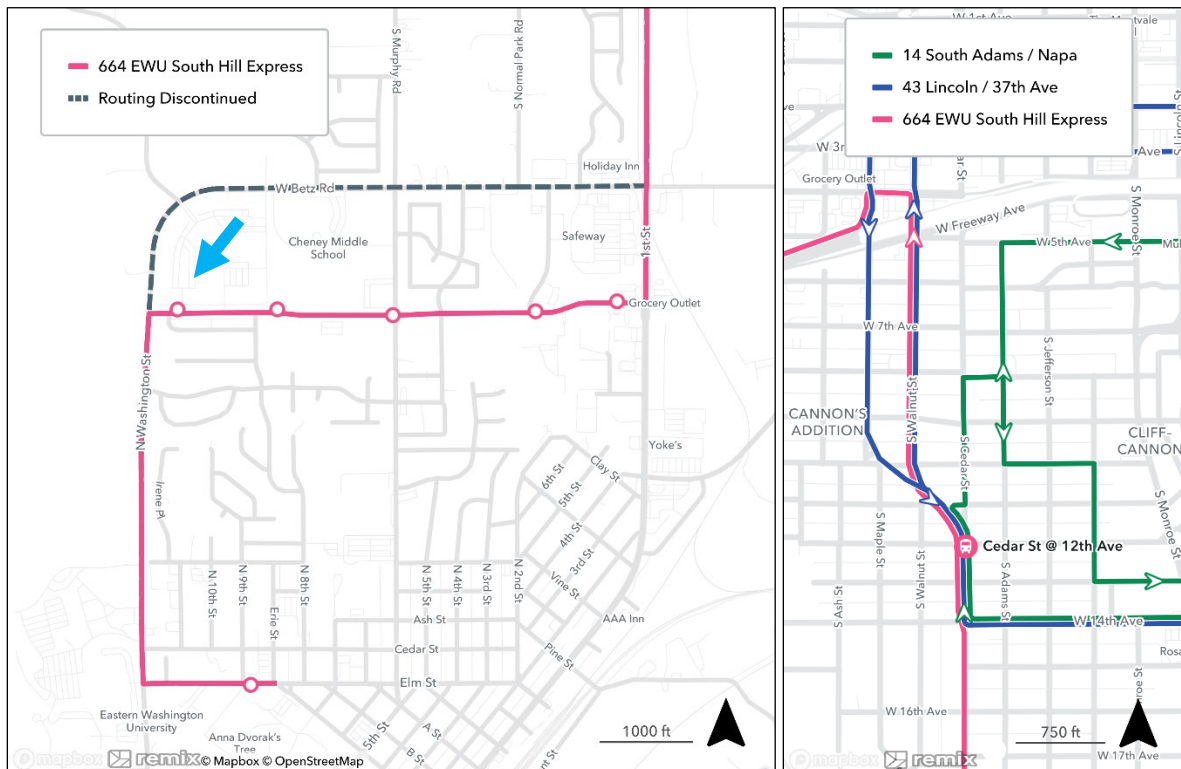
Figure 12 shows the average daily boardings by stop of discontinued Route 67. Data from both Spring and Fall quarters 2024 are presented side-by-side. Aside from boardings at Eastern Washington University (Elm @ C St) and K Street Station, the majority of boardings occur at stops expected to be preserved by the Route 664 reroute (stops highlighted by the box below).

Figure 12 - Route 67 Average Boardings by Stop



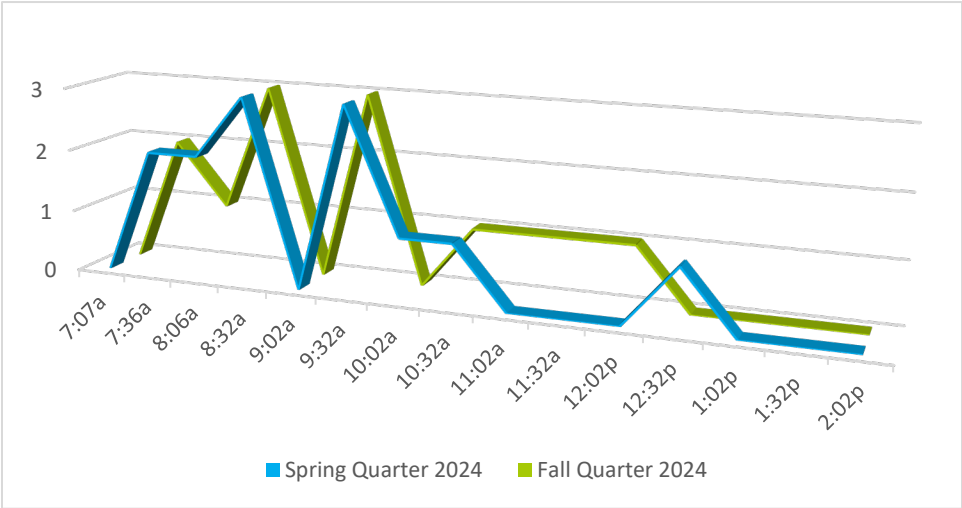
Eagle Point, an apartment complex at Mike McKeehan Way and Washington Street show the highest ridership numbers (indicated by the blue arrow in Figure 13 below).

Figure 13 - Route 664—Detail of EWU and Cannon Hill



A further look into the above mentioned stop’s statistics for Spring and Fall 2024 quarters show that the 8:32a and 9:32a departures from that stop are trips that show consistent boardings averaging at least three passengers per day (Figure 14 below). An attempt will be made to schedule the Route 664 accordingly to accommodate these trip times.

Figure 14 – Mike McKeehan Way and Washington Street (Eagle Point) Average Daily Boardings



With Route 664 serving Simpson Parkway and Mike McKeehan Way, the route will vacate service to Betz Road and Al Ogden Way. This stop will continue to be served by Routes 6, 66, 662 and 663.

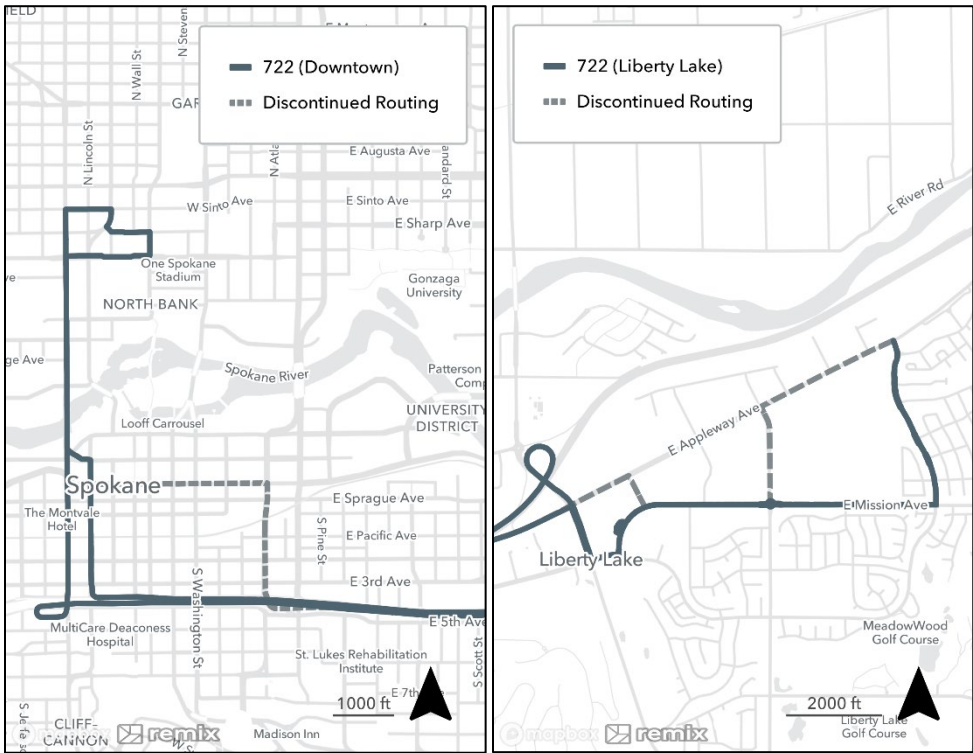
Route 722 New Route

Planned Revision	New route to supersede Route 172 with service extended beyond downtown Spokane to the North Bank area and the Spokane County Campus.
Relationship to STA Moving Forward	Introduction of Route 722 was included in <i>STA Moving Forward</i> . This is an optimization of that plan.
Changes from 2025-2030 TDP	No change.
2021 Near-Term Investments Plan	N/A

This express route will supersede Route 172 on Interstate 90 and within Liberty Lake. In downtown Spokane, the route is expected to bypass the Plaza and use the Monroe/Lincoln corridor (serving the Spokane County Courthouse campus), terminating at the Howard Street layover (Arena lot). Route 722 as envisioned will extend service to the North Bank to take advantage of the layover facilities on Howard Street at Sharp Avenue and make the express service useful to commuters whose commute ends near the west side of downtown Spokane,

Kendall Yards or the Spokane County Courthouse. Lincoln Street and Sprague Avenue provide an opportunity for passengers to transfer to the City Line to other points downtown.

Figure 15- Route 772



In Liberty Lake, the route will use Liberty Lake Road and Country Vista Drive between the freeway and Liberty Lake Park and Ride. Mission Avenue will be utilized eastbound and westbound between the park and ride and Country Vista Boulevard.

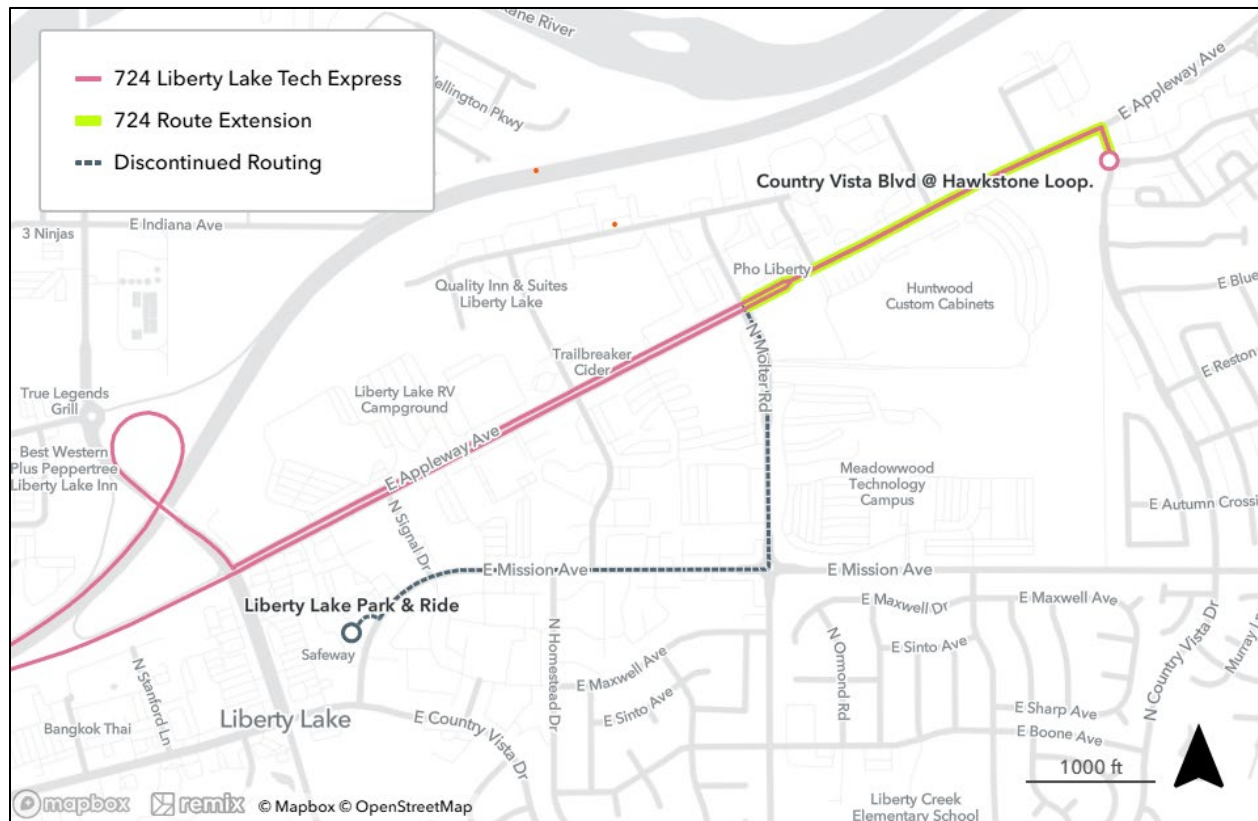
It’s important to note that buses will still serve stops in Liberty Lake on Appleway Drive. Route 722 is planned to be interlined with a rerouted Route 724 to provide continuing service on Appleway Drive (see Route 724 below). Furthermore, service between downtown Spokane at the STA Plaza and Liberty Lake will be retained with routes 7 and 724.

Route 724 Liberty Lake Tech Express

Planned Revision	Route truncated to terminate at Appleway Avenue and Country Vista Boulevard. Liberty Lake Park and Ride service will be provided by interlined Route 722.
Relationship to STA Moving Forward	This change is not included in <i>STA Moving Forward</i>
Changes from 2025-2030 TDP	This is not included in the 2025-2030 TDP
2021 Near-Term Investments Plan	N/A

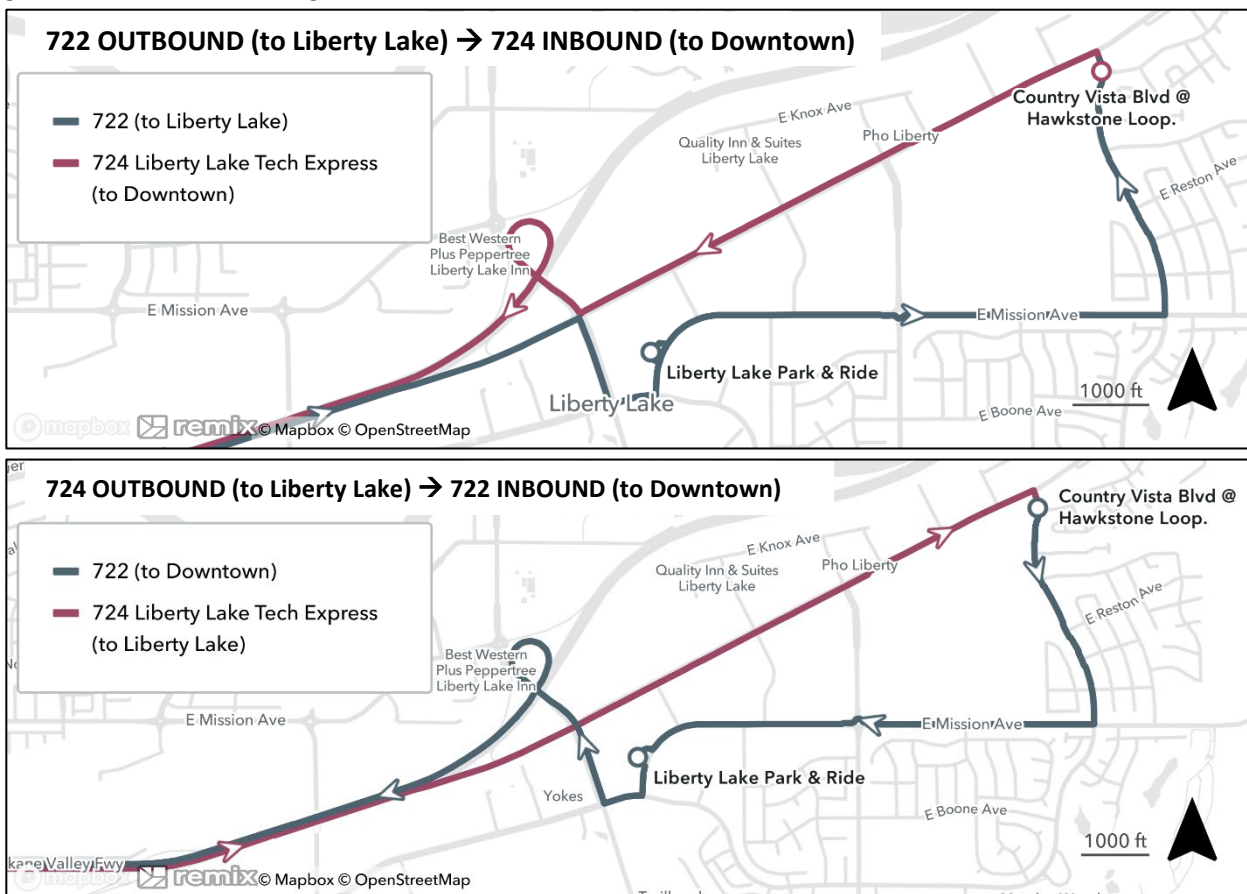
Figure 16 below details the planned reroute of Route 724. From downtown, the route exits the freeway at Liberty Lake and terminates near Appleway Avenue and Country Homes Boulevard at the stop at Country Vista Boulevard and Hawkstone Loop. Returning downtown, the line commences at the same Country Vista Boulevard and Hawkstone Loop location and travels west on Appleway before entering Interstate 90 at Liberty Lake Road.

Figure 16 - Route 724



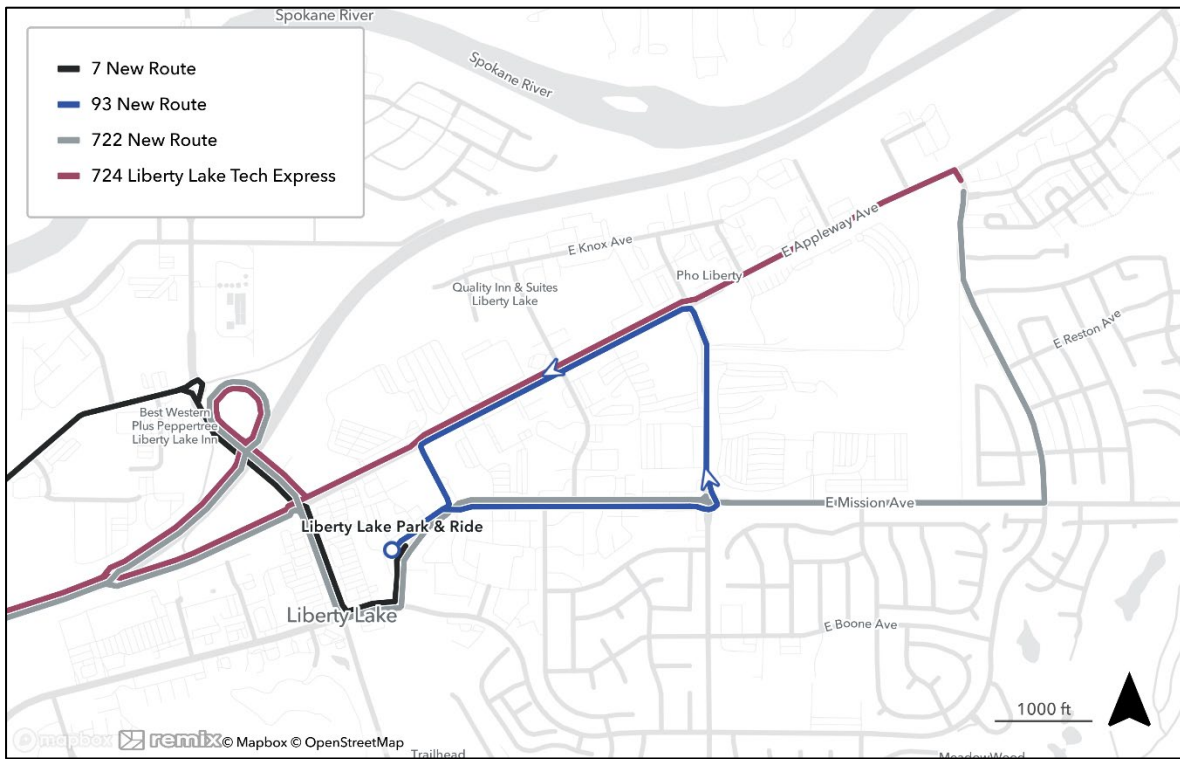
Due to this routing, Route 724 will no longer serve the Liberty Lake Park and Ride or stops on Mission Avenue. However, as mentioned above in Route 722, the park and ride and Mission Avenue areas will still be served by a one-seat ride interline between routes 722 and 724. Figure 17 shows how the two routes perform in concert with one another. After serving the Liberty Lake Park and Ride, outbound 722 trips to Liberty Lake from downtown Spokane will continue back to Spokane as Route 724 at Country Vista Boulevard. Conversely, outbound trips to Liberty Lake as Route 724 return to Spokane from Liberty Lake after serving the park and ride as Route 722.

Figure 17 – Routes 722 & 724 Together



Below is the 2025 network map inside the City of Liberty Lake. For more information on the routes shown, please visit the detailed writeups on each line within this document. Note that any areas of discontinued routing are covered by other Liberty Lake routes. All routes aside from Route 93 are bidirectional.

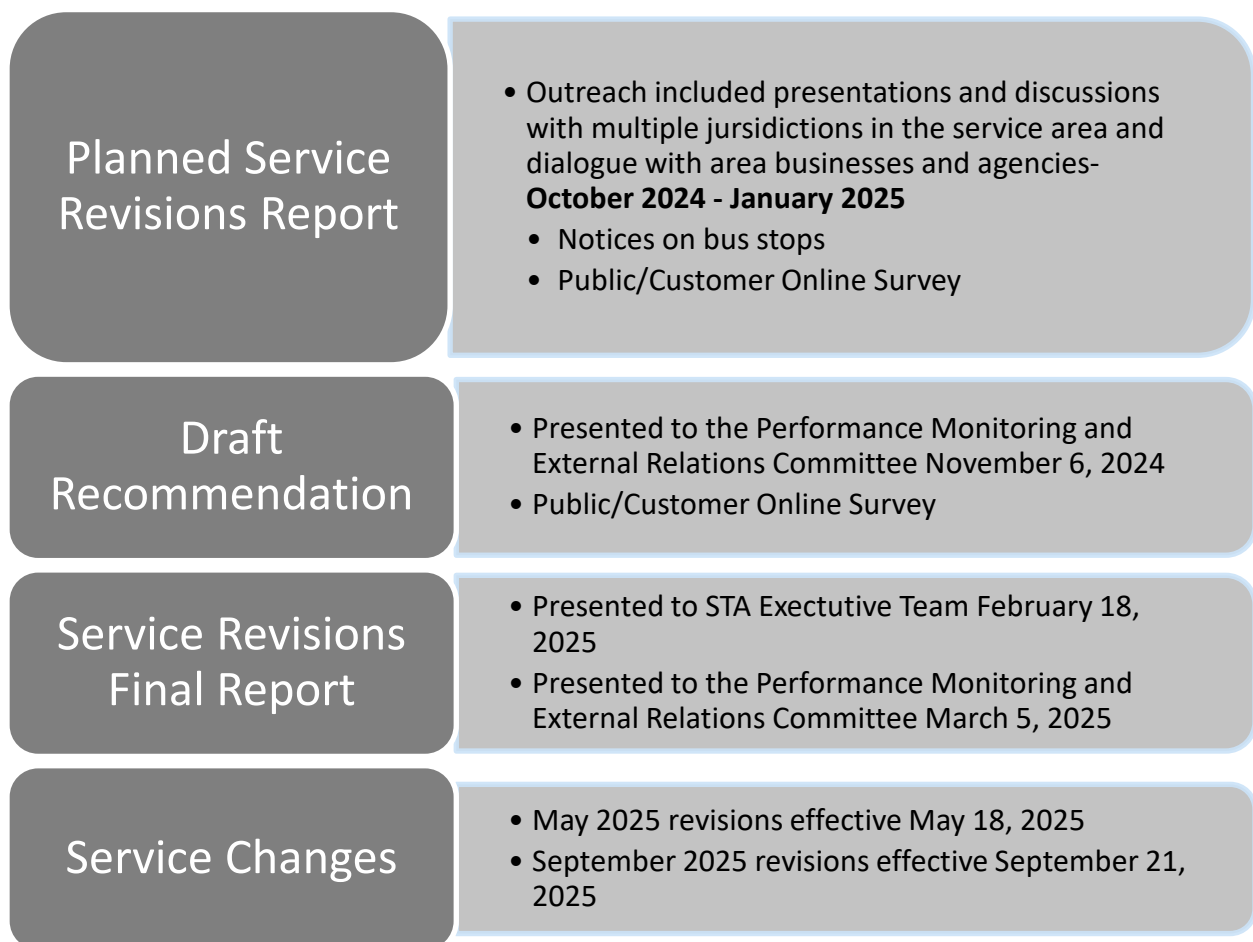
Figure 18 – STA Network September 2025, Liberty Lake



4.0 Service Revision Process and Policy Implications

Although these concepts listed in this Final Recommendation have been outlined in the *STA Moving Forward* plan and TDP, the ideas for the 2025 Service Revisions were brought forward through the public process (Planned Service Revisions Report and the following outreach) to receive public input before service can begin. The 2025 Service Revisions are considered minor—under 1.0% and no public hearing is required as written in the Communications and Public Input section of STA’s Comprehensive Plan. Included in the appendix of this report is the input received from the public survey.

The following chart shows how the Final Recommendation phase fits into the decision-making and implementation process. All minor revisions are approved by the STA CEO prior to implementation.



4.1 Title VI Implications

In compliance with Title VI of the Civil Rights Act of 1964, the Spokane Transit 2025 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.

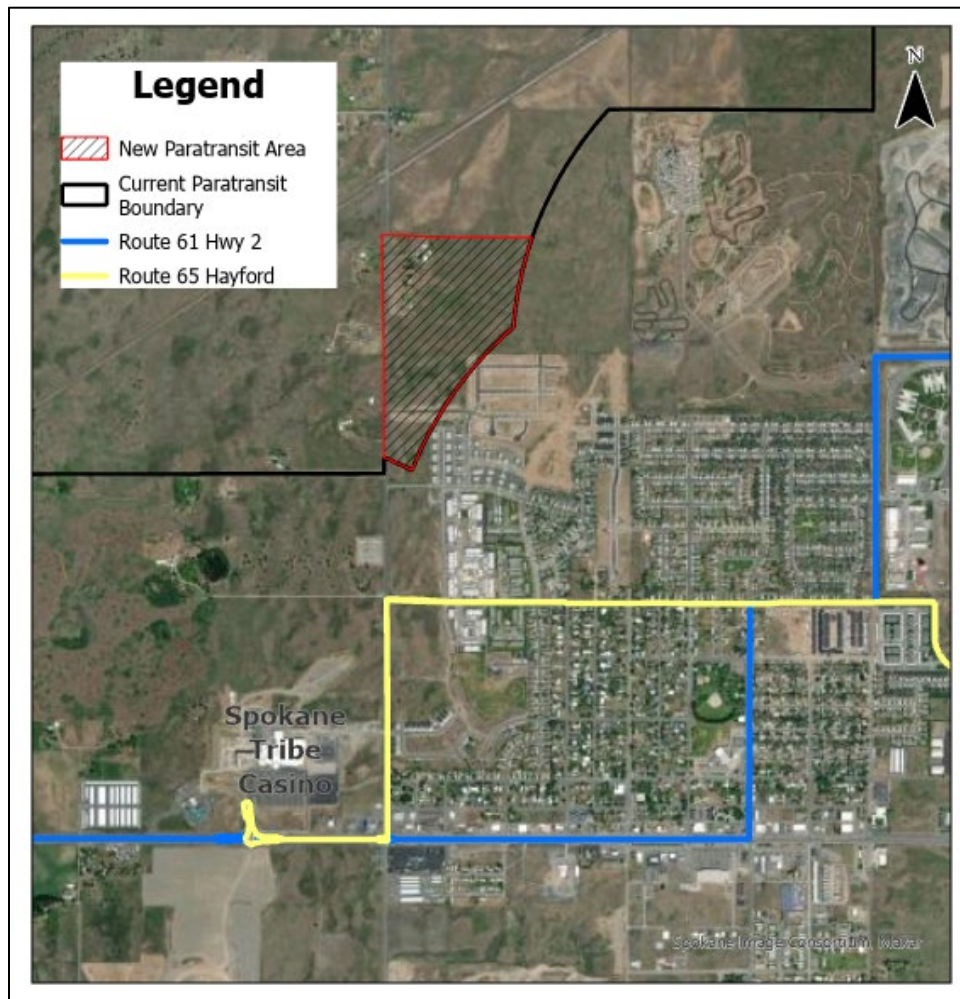
STA's proposed 2025 Service Revisions is classified as a minor service change because the proposed system-wide growth is under 1% of total revenue hours and not a reduction of hours. Since the service change is not considered major, a Title VI report is not required per Annex 2 listed in *Connect Spokane: A Comprehensive Plan for Public Transportation*.

4.2 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.

Due to the Route 65 extension west on 6th Avenue to Craig Road, a portion of area north of the Spokane Tribe Casinos east of Craig Road will be eligible for service.

Figure 19 – New Paratransit Area, Craig Road



Another small area of Airway Heights will be eligible for Paratransit service based on the planned 2025 routes. With Route 61 utilizing Deer Heights Road, a very small section of land (one domicile) would be newly eligible for service.

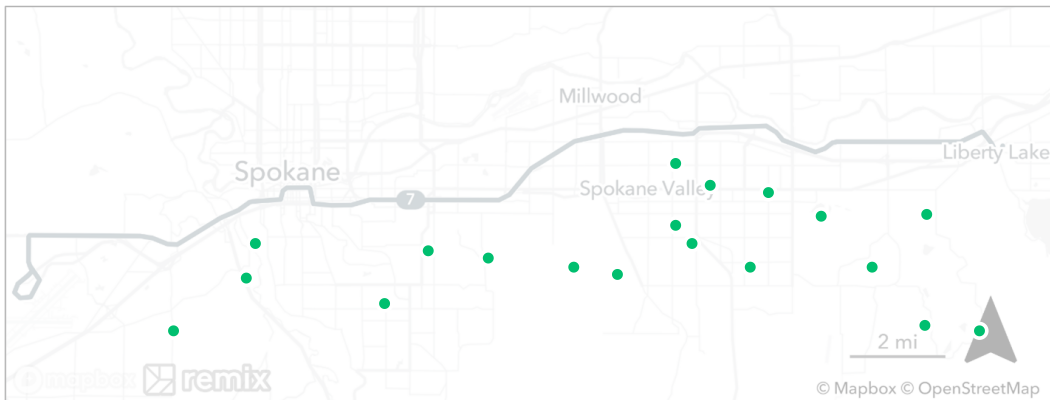
Figure 20 – New Paratransit Area, Flint Road



5.0 Public Survey Results

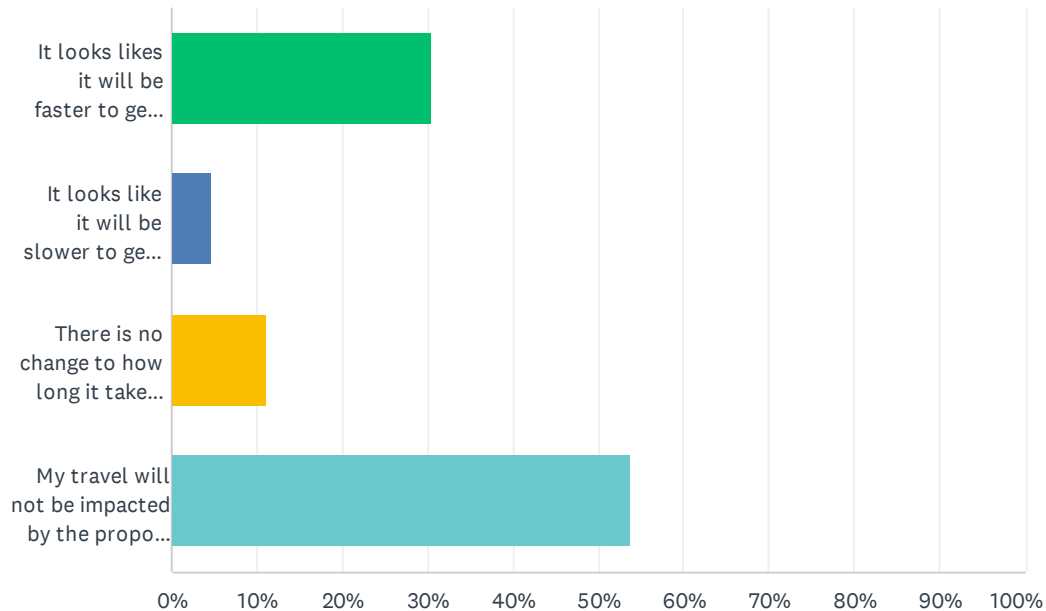
Q1 The proposed High Performance Transit Route 7 supplemental to the I-90/Valley Corridor Development plan is: A new route from Liberty Lake Park and Ride to Spokane International Airport Supersedes Route 74 Mirabeau/Liberty Lake Supersedes Route 60 Airport Extend service to Saturday and Sunday in September 2025 HPT Route 7 will supersede Route 74 Mirabeau/Liberty Lake and Route 60 Airport and provide service between Liberty Lake Park and Ride and Spokane International Airport, providing night and weekend service via Mirabeau Transit Center and downtown Spokane.

Answered: 19 Skipped: 466



Q2 After reviewing the Route 7 map and proposed changes, how do you think the proposed Route 7 will impact how long it takes you to get places by bus?

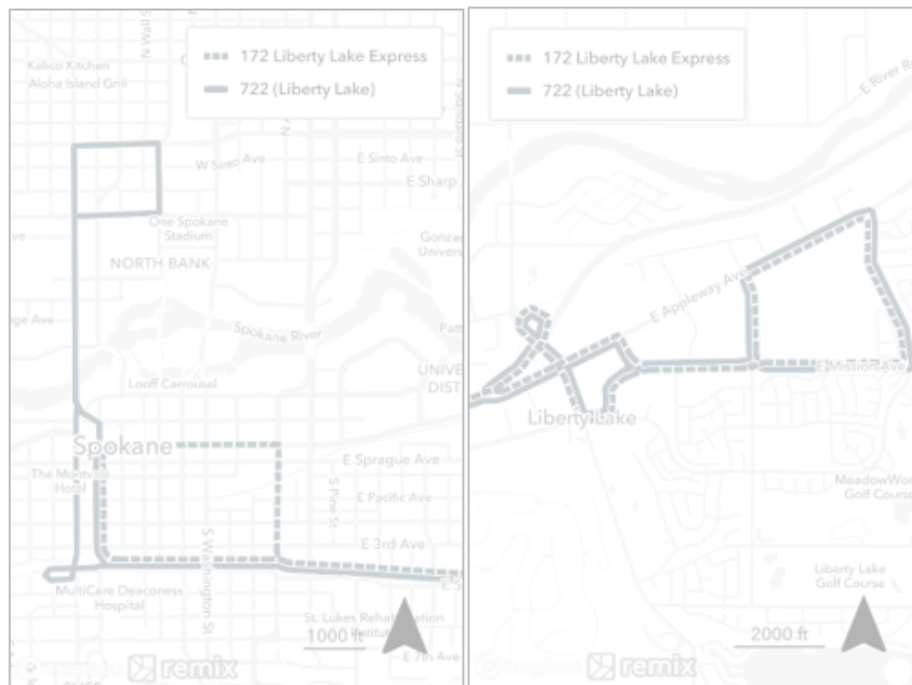
Answered: 462 Skipped: 23



ANSWER CHOICES	RESPONSES	
It looks likes it will be faster to get to places I want or need to go to by bus	30.52%	141
It looks like it will be slower to get to places I want or need to go to by bus	4.76%	22
There is no change to how long it takes me to go places by bus	11.04%	51
My travel will not be impacted by the proposed Route 7	53.68%	248
TOTAL		462

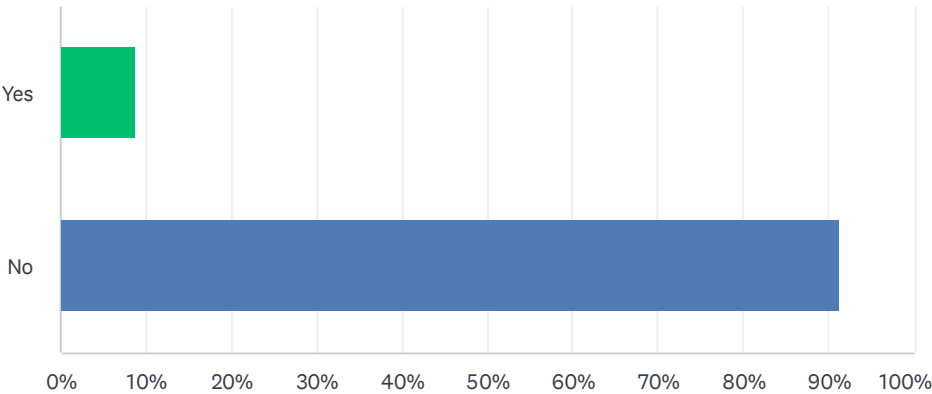
Q3 The proposed implementation for Route 722 includes: Supersedes Route 172 Liberty Lake Express Service from Liberty Lake via I-90 The route option will bypass the STA Plaza and use the Monroe/Lincoln corridor to serve the Spokane County Courthouse campus The route will terminate at the Howard Street Layover (Arena Lot) on the North Bank Route 722 would extend service to the North Bank to take advantage of the layover facilities on Howard Street at Sharp Avenue and make the express service useful to commuters whose commute ends near the west side of downtown Spokane, Kendall Yards or the Spokane County Courthouse.

Answered: 15 Skipped: 470



Q4 Do you currently ride Route 172 Liberty Lake Express?

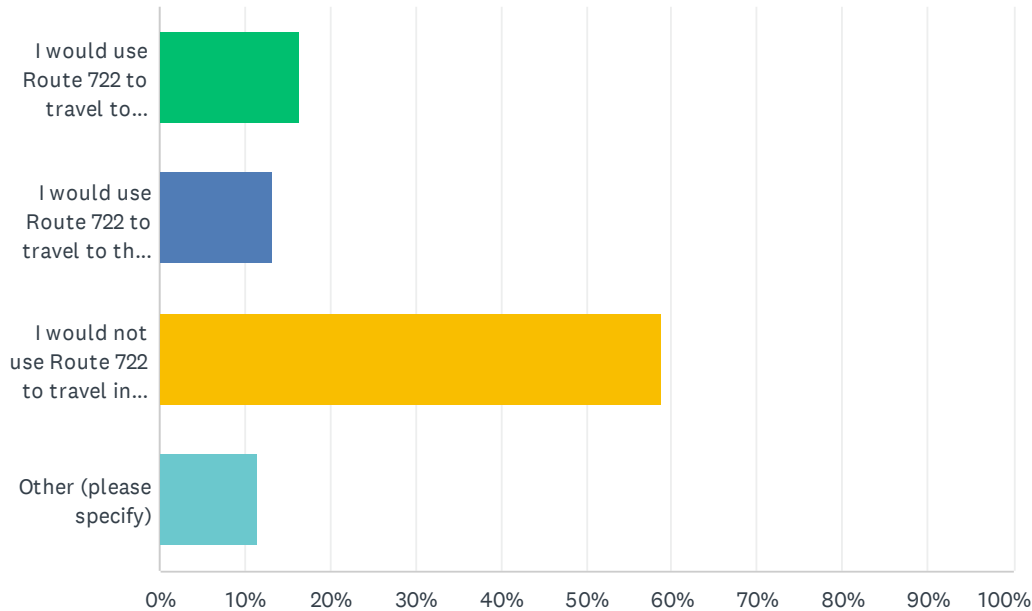
Answered: 468 Skipped: 17



ANSWER CHOICES		RESPONSES	
Yes		8.76%	41
No		91.24%	427
TOTAL			468

Q5 After reviewing the Route 722 map and proposed changes, how do you think you would utilize Route 722?

Answered: 449 Skipped: 36



ANSWER CHOICES	RESPONSES	
I would use Route 722 to travel to Downtown Spokane	16.48%	74
I would use Route 722 to travel to the North Bank	13.14%	59
I would not use Route 722 to travel into Spokane	58.80%	264
Other (please specify)	11.58%	52
TOTAL		449

#	OTHER (PLEASE SPECIFY)	DATE
1	n/a	12/15/2024 9:09 AM
2	Needs a stop at UCity	12/15/2024 7:51 AM
3	Don't use	12/13/2024 7:59 PM
4	Not sure yet	12/13/2024 7:47 PM
5	I would use 722 to travel from north bank to liberty lake.	12/13/2024 5:35 PM
6	N/A Route 722 is not a route I'd probably ever use	12/13/2024 9:16 AM
7	I think it's great for transporting people from liberty lake to the arena, and will be heavily utilized during events. the only reason why I won't use it is because I don't live in nor know anyone in liberty lake	12/12/2024 6:29 PM
8	N/A	12/12/2024 12:41 PM
9	This route needs to do a little more then serve just Liberty Lake (Not enough passengers) Going to the North Bank will help. Maybe use the bus non stop through the downtown plaza	12/11/2024 4:01 PM

2025 Service Revisions

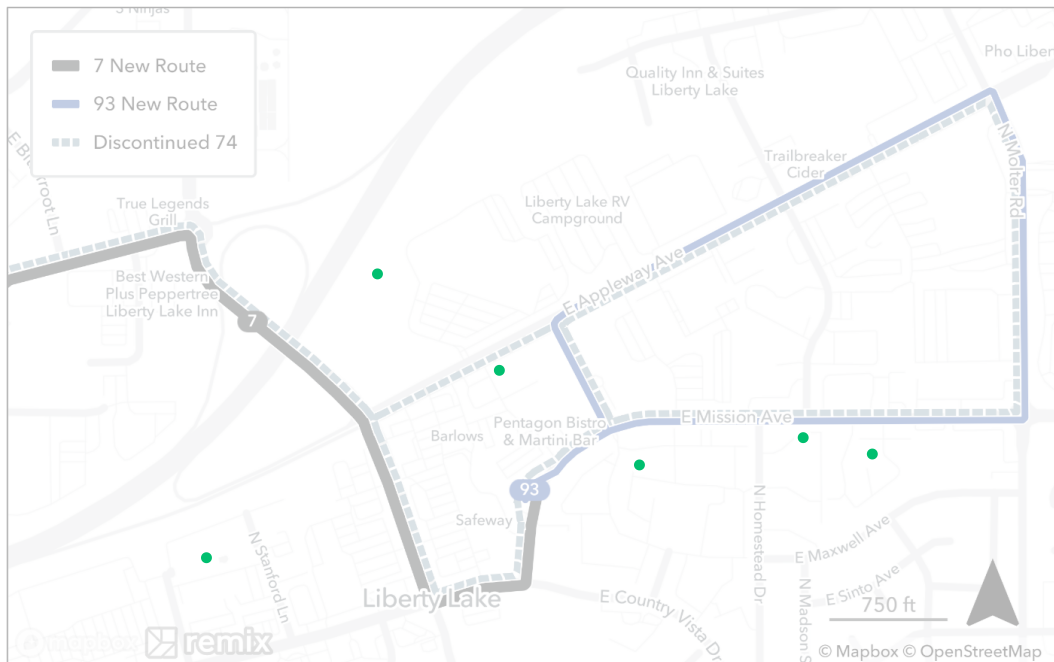
	area. Maybe use Riverside inbound to North Bank and Main Outbound through the plaza area.	
10	would not affect my travel	12/10/2024 6:26 PM
11	I would possibly use the 722 to travel to liberty lake.	12/10/2024 6:27 AM
12	I live right off Broadway & Walnut, I take the 21 into town and am disabled. I would try the 722 if implemented, would depend where I was going to.	12/10/2024 5:33 AM
13	NA	12/9/2024 3:15 PM
14	Not sure	12/9/2024 6:17 AM
15	I'm sure in time I would use the bus to get from point a to point b	12/6/2024 8:16 PM
16	Doesn't affect my travel.	12/5/2024 12:40 PM
17	seems beneficial	12/5/2024 8:14 AM
18	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:45 PM
19	I MIGHT USE THIS IF I NEED TO GET FROM THE COURTHOUSE TO THE DOWNTOWN AREA/CITYHALL/LIBRARY	12/4/2024 8:21 AM
20	No impact on my commute	12/4/2024 8:14 AM
21	Will never use	12/4/2024 6:39 AM
22	This and routes 7 just seem like shuttles for elitist snobs to not have to ride with us commeners	12/3/2024 1:37 PM
23	I will not use this bus. But I feel like a system similar to EWU's park and ride where it stops at the arena lot and then stops again at the plaza would be best.	12/2/2024 5:34 PM
24	I do not travel to or within Liberty Lake routinely and would be unlikely to go by bus, if I did travel there	12/2/2024 7:57 AM
25	I don't really know for sure. I ride the bus sometimes so so it's nice to know what is going on. I ended up on a bus in Liberty Lake, WA and for some reason was quite scared and etc which maybe I shouldn't share. NASA etc or something out there right? Or not.	12/1/2024 3:13 PM
26	I don't know.	11/26/2024 8:22 PM
27	I haven't had the pleasure yet. But since I live 10 miles from downtown Spokane and if I needed to go to Liberty Lake, I would want the quickest route possible	11/26/2024 2:23 PM
28	If it stopped at the plaza it might be a good option for visiting Kendall Yards and the Courthouse area.	11/26/2024 1:13 PM
29	I live in Vinegar Flats and there is no public transportation at all. Why? Those giant purple empty busses in Brownes Addition could be replaced by a 4-door sedan and add us to a bus route.	11/26/2024 8:08 AM
30	I don't use it.	11/25/2024 7:34 PM
31	I would take take pairment	11/25/2024 5:40 PM
32	Does not apply	11/25/2024 10:04 AM
33	does not apply	11/21/2024 7:25 AM
34	I would not use this route since I do not live in or visit Liberty Lake	11/21/2024 7:22 AM
35	This change would not alter my use of the STA	11/21/2024 5:54 AM
36	I would use Route 722 for spokane valley mall	11/20/2024 8:28 AM
37	Don't live in liberty lake	11/20/2024 8:24 AM
38	n/a	11/20/2024 7:27 AM
39	na	11/19/2024 5:51 AM

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40	I would use it occasionally to get to the courthouse	11/18/2024 9:38 PM
41	Not part of my route	11/18/2024 5:53 AM
42	N/A	11/18/2024 1:50 AM
43	I am unsure if I would use it.	11/17/2024 9:12 PM
44	The none of the maps provided have enough information to make an informed decision	11/15/2024 1:38 PM
45	Not sure if I would use this line	11/14/2024 9:10 PM
46	I won't personally use Route 722, but if it has a stop at the courthouse bus stop, which my café next to; It will likely benefit my business. Courthouse staff and bus riders frequently stop by while waiting for buses. So more busses from around Spokane means more business for me.	11/14/2024 8:58 PM
47	I do not know?	11/14/2024 7:05 PM
48	I am trying to understand the verbiage here, I would appreciate still having an option that DOES stop at the Plaza, though a new additional route of 722 would be appreciated to access North/West Spokane.	11/14/2024 10:19 AM
49	Not a route I would need	11/14/2024 7:40 AM
50	Do not travel regularly to/from Liberty Lake	11/13/2024 5:34 PM
51	If route 722 has a departure out of Liberty Lake P&R at or slightly after 8 AM, I would use it to travel to downtown Spokane. The current route 172 morning departures are too early for my work hours.	11/13/2024 12:42 PM
52	N/A	11/12/2024 9:06 PM

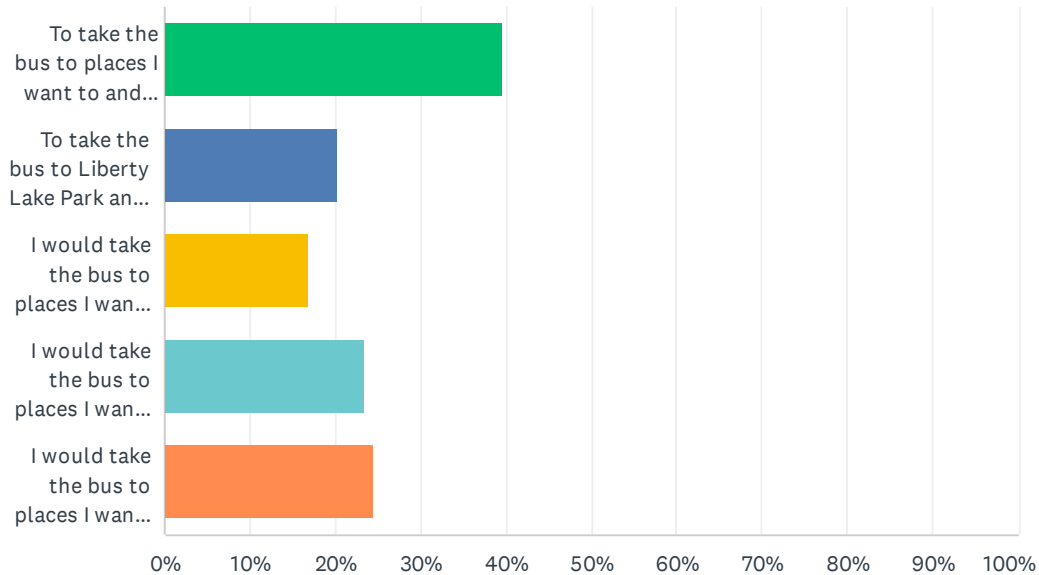
Q6 The proposed implementation for Route 93 includes: Dedicated routing in Liberty Lake east of the Liberty Lake Park and Ride Direction of the route has yet to be determined This route will be necessary to cover the current local Liberty Lake routing east of the Liberty Lake Park and Ride.

Answered: 6 Skipped: 479



Q7 After reviewing the Route 93 map and proposed changes, how do you think you would utilize Route 93?

Answered: 285 Skipped: 200



ANSWER CHOICES	RESPONSES	
To take the bus to places I want to and need to go in Liberty Lake	39.65%	113
To take the bus to Liberty Lake Park and Ride	20.35%	58
I would take the bus to places I want to and need to go mostly on weekdays	16.84%	48
I would take the bus to places I want to and need to go on weekdays and weekends	23.51%	67
I would take the bus to places I want to and need to go mostly on weekends	24.56%	70
Total Respondents: 285		

Q8 How would you rate the changes to routes along the I-90/Valley Corridor?

Answered: 307 Skipped: 178

3.8★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	9.45% 29	4.89% 15	18.57% 57	28.99% 89	38.11% 117	307	3.81

Q9 Please explain

Answered: 192 Skipped: 293

#	RESPONSES	DATE
1	I mostly travel from Liberty Lake Park and Ride to Downtown STA Plaza at non-rush hour times and during the weekend. This will save many intersections and bus stops.	12/15/2024 11:59 AM
2	More direct routes to/from the airport and DT Spokane would be excellent.	12/15/2024 9:08 AM
3	There are a lot of college kids going from Liberty Lake and UCity areas to SFCC...please add a UCity stop and continue on to the college.	12/15/2024 7:51 AM
4	Bring back coverage to Argonne & Upriver drive. It is at a public library & served a number of adult homes (assisted living and similar).	12/14/2024 11:29 PM
5	Additional routes offer a variety of riders options for reducing traffic congestion and emissions. In addition, please consider using the battery powered buses or longer/bendy buses for route 9. Thank you!	12/14/2024 1:49 PM
6	These changes will have no impact on me as I never travel to Liberty Lake. I am indifferent to these changes.	12/14/2024 7:58 AM
7	Really Spokane transit is very good at smoke and mirrors. You want more money and give us nothing. The service changes that you are proposing are just stupid. Do you ever look at really expanding service or just saying that you are. Look outside of the box. You can expand without cutting other services. Very disappointed.	12/14/2024 7:00 AM
8	I dont usually go that far east on the bus. I would probably use some of these.	12/13/2024 6:37 PM
9	722 creates a compelling option for people from liberty lake to attend sports and music venues north of the river without needing to pay for parking or transfer. It also provides an option to enjoy a few drinks in the process without needing an expensive ride share. The 93 is another excellent idea making the transit system more useful and accessible to more people and more locations.	12/13/2024 5:35 PM
10	Look good, but again not a route I use	12/13/2024 9:16 AM
11	It's good to improve access between downtown Spokane and Liberty Lake, and the increased frequency to the airport is especially helpful	12/12/2024 6:29 PM
12	Doesn't affect me	12/12/2024 5:50 AM
13	N/A	12/11/2024 5:01 PM
14	Please make bus 90 an accordion so I can go home 😞!!	12/11/2024 3:11 PM
15	Although I do not use these routes, there is good number of riders in this corridor so these changes are very good for a lot of riders. I do like better airport service.	12/11/2024 11:26 AM
16	I wish you guys would add a Kramer parkway stop to the 98 route which I take to school because I have to walk a ways from my apartment which is fine when it's warm out but coming to and from school I've slipped on ice trying to get to the legacy ridge stop	12/11/2024 9:33 AM
17	The need to travel from Mirabeau Park and Ride to downtown Spokane and back will impact me. Will STA provide several buses during the work week keep the level of service up? Without a tentative bus schedule to see the proposed time difference and stops one can only suspect that changes will lessen my ability to properly plan. Your business plan looks okay on paper, but the implementation process will determine if it will impact the business needs of people who take the bus to work. I would propose another survey when you have bus times and stops worked out. The current 771/74/172 buses are relied upon several people who work downtown. Your survey doesn't say if the bus will continue to stop at the Plaza, which is important to many people who ride the bus. Bypassing the Plaza will impact several people who need to transfer to another bus or walk a few blocks from the plaza to thier place of work.	12/11/2024 6:53 AM

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Even if the bus stops at the Plaza and continues its route to the courthouse area is better than not stopping at the plaza. Think about it, because the Plaza is the hub for transferring routes.

18	I don't travel to Liberty Lake, but know it needs more bus services.	12/11/2024 6:30 AM
19	I never ride the bus on the route.	12/10/2024 11:10 PM
20	Sounds good! Looks like it would be so much easier to get to liberty lake	12/10/2024 1:39 PM
21	I do not understand why STA doesn't include any survey for bus size or capacity. Smaller buses are needed. Additionally why are there no routes to Northwood? The closest stop is 1.5 miles away from an area with over 10,000 residents.	12/10/2024 6:03 AM
22	WE NEED BUSSING IN DEER PARK.	12/9/2024 4:01 PM
23	Please include more routes to Cheney. Please make the 661 662 and 664 stop at the high school. Since the route was changed no high school students or employees can take the express routes.	12/9/2024 3:15 PM
24	Very efficient, could use more runs.	12/9/2024 10:20 AM
25	Have the 93 go to more places in Liberty Lake so it can be used like the Cheney or Downtown shuttle. Please have good frequency to the airport and early and late hours. Current service to airport is useless for most flights.	12/9/2024 10:13 AM
26	Seems like it will be much faster to get places	12/9/2024 7:36 AM
27	I will now be forced to take the much slower route 7 to commute to my job in downtown Spokane. Why mess with route 172? Leave it as is.	12/9/2024 7:31 AM
28	Adding the high performance route from Liberty Lake Park and Ride is a good idea. Otherwise the changes won't affect me much.	12/9/2024 7:08 AM
29	Appears more convenient & efficient	12/9/2024 6:17 AM
30	Good to see a boost to the park and ride system in general. I used it before I retired.	12/9/2024 5:14 AM
31	I believe this will help increase ridership along the corridor.	12/8/2024 6:41 PM
32	:)	12/8/2024 8:57 AM
33	How is liberty Lake supporting Spokane transit? Do liberty Lake property taxes go towards funding STA? If liberty Lake is its own city with its own city Council, how are they partnering with or supporting the City Of Spokane? Could you please provide more clarification on how this may possibly be a partnership? From a general citizen viewpoint, it appears that Spokane Tax paying citizens are paying for transportation out to Liberty Lake. Most of the people who live in liberty Lake have a much higher annual income than Spokane residence so I would hope that if liberty Lake wants to extend STA out to that area, the liberty Lake Tax payingcitizens would be paying for that.	12/7/2024 3:34 PM
34	I believe the changes are getting better and with time we shall all see	12/6/2024 8:16 PM
35	na	12/6/2024 6:16 PM
36	Im not explaining nothing right now but i need a stop closer to mcdonald road i live in the apartments right up there and its a pain for me in my wheelchair to get all the way to the 96 for work in these freezing cold mornings	12/6/2024 5:30 PM
37	Weekend/Late night rides would increase likelihood of ridership	12/6/2024 5:15 PM
38	It looks good for those who take the bus. I am part of the Vanpool for my transportation during the week.	12/6/2024 3:23 PM
39	I don't go to Liberty Lake	12/6/2024 11:01 AM
40	I would like to see drastically FEWER routes into Liberty Lake. The STA bus system only serves as a cheap (or usually free) method for transients and criminals to come into Liberty Lake and take advantage of its citizens and businesses. When STA eliminates any/all routes into Liberty Lake, I will approve of the changes.	12/6/2024 9:52 AM
41	Connection from Liberty Lake/Idaho to the airport is a benefit and express connection from Liberty Lake/Idaho to the north bank is great.	12/6/2024 8:43 AM

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42	No usage by me at all.	12/5/2024 3:53 PM
43	I see no negative impacts to my daily travel with these changes, and in fact it looks like my vacation travel to the airport might be improved.	12/5/2024 9:30 AM
44	Does the City of Liberty Lake contribute tax dollars to the STA? If not, please reconsider catering to them so heavily.	12/5/2024 8:45 AM
45	While I no longer work in Liberty Lake, I used to, and the bus service in and out of Spokane left a lot to be desired. These changes seem like they'll help	12/4/2024 11:49 PM
46	I would be more likely to take the bus going down town with this route	12/4/2024 10:34 PM
47	yes	12/4/2024 8:16 PM
48	None of this would affect me, 9 should have more routes and come more often and the bus out by Mirabeau should go out and up through the mirabeau street and pathway. Yall really just implement routes that don't deal with congestion, don't make sense and do nothing to make people's lives easier. Thanks for implementing routes and changing routes that do NOTHING.	12/4/2024 3:24 PM
49	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact. Bus routes should pay for themselves through fares, without any taxpayer subsidies. What is the total cost of STA (capital and operational) per year? What is the total # of rides (ALL transfers of one individual included as ONE ride)? What does that total cost per ride come out to? If it's more than an Uber, then STA should be disbanded and people should use private enterprises to meet their needs.	12/4/2024 1:45 PM
50	I really like the improvements to Rt 722 which will allow me to get to the north bank much easier, and also Rt 7, which will make getting to and from the airport by bus actually possible for me - it was never worth it before with all the transfers I needed. I can now do that trip in either one bus with Park and Ride, or 2 busses instead of 3!	12/4/2024 11:00 AM
51	I would like to see Route 93 extended to include N Country Vista Blvd & Hawkstone Loop	12/4/2024 10:05 AM
52	The changes will not affect me personally, but will be beneficial to the people commuting in and around Liberty Lake.	12/4/2024 9:18 AM
53	I think it will be nice for people who need to come to and from Liberty Lake, to have a better dedicated route.	12/4/2024 8:56 AM
54	They do not impact me personally, but I think they will be valuable for people who live in/near or travel to Liberty Lake.	12/4/2024 8:19 AM
55	Routes make practical sense; however, do not impact me personally	12/4/2024 8:14 AM
56	I don't ride the bus however, I think opening more options for people would be a good idea.	12/4/2024 6:46 AM
57	Liberty Lake mods seem fine, pending driver input. HPT Route 7 is a boondoggle POS. Cycle time for 722 will undoubtedly change. Driver input should be heavily weighted on all changes.	12/4/2024 6:39 AM
58	I live in the south perry distrct	12/4/2024 4:13 AM
59	As a commuter, I'm not a fan of adding additional bus routes. This can lead to more congestion and traffic in the future as Spokane and the surrounding area continue to grow. If there is a demonstrated need for these routes, then I would welcome consideration for it. But if there is not a need, we should not be changing or adding routes that will not be used regularly or often.	12/3/2024 7:19 PM
60	Is there enough need for liberty lake with all these services ! Tax dollars money at best ! More services for high school students and division routes	12/3/2024 7:14 PM
61	I do not go to Liberty Lake. I would prefer a bus that would go from the Valley transit station on University and would go to Airway Heights . I work at the A.H. Corrections Center and would appreciate a direct route.	12/3/2024 3:24 PM
62	I think if the stops are at every 15 minutes on weekdays from 6am-9:30am and from 2pm-7pm it will help add commuters.	12/3/2024 2:36 PM
63	#6 seems to be "faster" but a waste for 93.	12/3/2024 2:35 PM
64	Question 7 would never pertain to me as Liberty Lake is not near my residence	12/3/2024 2:28 PM

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65	Route not needed. Watch your budget and our tax use. People in Liberty lake do not need to use the bus.	12/3/2024 2:26 PM
66	How is it that after all this time there are no routes from vtc or marabou p&r that go to the north side, south hill or airport without having to stop down town? That seems like it would serve more people than direct from Liberty Lake	12/3/2024 1:37 PM
67	I don't ride them, but the changes seem reasonable	12/3/2024 11:36 AM
68	Neutral; they don't impact me.	12/2/2024 5:34 PM
69	This is not an area I routinely travel to so I don't have opinions about these proposed changes. I would be concerned about how it might impact those who want to easily travel to downtown Spokane.	12/2/2024 7:57 AM
70	I don't know perhaps I should not take this survey. I am not totally new to Spokane WA	12/1/2024 3:13 PM
71	Currently taking the bus can be very time consuming, I'm happy that a more direct route is being made without losing services stops to accommodate the service reach	12/1/2024 10:49 AM
72	I ride the #6 bus and the #63. After the changes in 2024 to these routes I no longer can get to work on time. Please change back so the people that start at 7am at Amazon can get there on time like we used to.	12/1/2024 5:46 AM
73	I often go from the the Liberty park library to the Mirabeau transit center and back again.	11/30/2024 4:20 PM
74	If it can be extended to later try night like 10-11pm, especially on weekends, I will most likely be able to use it more to explore more of downtown Spokane without having to worry about traffic. And to meet love ones at the airport without having to worry about missing a bus, especially earlier in the spring when it happened to me.	11/30/2024 12:01 PM
75	I just want to get from M p&r to the plaza	11/30/2024 7:38 AM
76	I avoid the valley as I live on Northside	11/29/2024 12:40 AM
77	Instead of changing the routes you need to make sure bus drivers know how to drive safely. And you need to make sure mom with babies have a place to put strollers	11/29/2024 12:15 AM
78	I'd have to try it to see how it would impact me	11/28/2024 10:10 PM
79	I feel as if it would give more people the freedom to get from liberty Lake to the airport in a faster time and also give people from liberty Lake the option to get into Spokane a lot faster	11/28/2024 9:21 PM
80	I use the bus to the airport and having the bus line change or entirely gone is a big change. I'm unsure if it still passes by the airport without having to go all the way out near Liberty lake.	11/28/2024 9:00 PM
81	I like Spokane Transit because it help to get everywhere that I need to go	11/28/2024 4:56 PM
82	They look more efficient	11/28/2024 4:14 PM
83	I'm not sure about skipping the plaza on the 722 but other than that these seem like good routes to me I am interested in trying them! If it is approved as proposed the automatic announcement system on the 722 should definitely include an announcement when near downtown that one needs to transfer in order to get to the plaza.	11/28/2024 11:00 AM
84	N?A	11/28/2024 9:33 AM
85	What bus would I take from the Plaza to the Airport since you are apparently getting rid of Route 60.	11/28/2024 9:11 AM
86	Don't really know	11/27/2024 3:18 PM
87	I won't use any of those routes	11/27/2024 1:51 PM
88	This is good progress. I would like to see more changes like this in which I can take the buses to different places in the county without needed to transfer downtown. For example, a bus from the south hill to the fair grounds can take minimum 45 minutes vs a 15 minute drive.	11/27/2024 1:35 PM
89	Simpler	11/27/2024 11:09 AM
90	Mostly good, not sure about 93 as I feel 7, with its increased frequency, could just continue to take the loop at the end currently taken by 74. Otherwise good, I especially like the (implied)	11/27/2024 8:54 AM

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increased frequency to Spokane Airport.

91	For the route number seven that's going to Kennett liberty Lake Park and ride in Spokane international airport, I think they should look at stopping at the Spokane greyhound Amtrak station and stop right at the front door. I'll be intermodal station before hitting Spokane international airport when they come from liberty Lake they can still come from liberty Lake Park and right, but I would still suggest they should stop at the Spokane intermodal station, which is a greyhound Amtrak station and pull up right at the front door at the train station set up passengers who are taking greyhound or Amtrak. Can you take a bus from the liberty Lake Park and ride to Spokane international airport and I would also suggest that route number stop I should be a 56 passenger bus set up passengers can put their luggage underneath the bus when they go between liberty Lake in Spokane international airport, and then when they pull up to the front door of the intermodal station, which is a greyhound Amtrak station, passengers can unload their luggage, went underneath the bus and continue on their journey same at the airport, so just to get your feedback on that	11/27/2024 7:03 AM
92	Weekend, Saturday and Sunday hours needed for the new #7. Especially earlier hours on Sundays, later hours on weekdays and weekends. Thank you! I'm excited!	11/27/2024 4:38 AM
93	The real traffic issues are south hill issues!	11/26/2024 8:50 PM
94	From time to time I ride the 74 to the Spokane valley Mall. I think that if there was a bus that went to the Spokane valley Mall and Liberty lake I might use that because I like, I mean I enjoy visiting Liberty lake and that would be nice to have the same bus go to those two places I would use it for that.	11/26/2024 8:22 PM
95	Nothing new to serve my needs. More of the same outskirt service and nothing to help the LONG travel times for the 95% of your customers inside city limits.	11/26/2024 8:19 PM
96	I love making it easier to get to the airport. I take 3 buses and walk over a mile. Going further down Sullivan than just to 16th st would be a nice addition too.	11/26/2024 7:41 PM
97	How about a route from South Hill park and ride to Spokane airport? Express!	11/26/2024 7:15 PM
98	Will the ridership pay for these changes?	11/26/2024 6:38 PM
99	I gave it 4 out of 5 because I have not ridden the bus for this route yet.	11/26/2024 2:23 PM
100	I am a south hill to downtown rider so these will not impact me. I support anything that increases ridership! Best thing would be to eliminate fares--I work at WSU so have my bus fare covered--people in poverty need access!! And helping them have it, would increase ridership and clear the roads. thank you!	11/26/2024 1:28 PM
101	Looks good but not in an area I would expect to ride the bus.	11/26/2024 1:13 PM
102	The changes to routes along the I-90/Valley corridor will be so helpful making it easier to get places on the weekends; another benefit is to have better access to places in Liberty Lake.	11/26/2024 12:38 PM
103	I believe extending Route 93 to go further down Country Vista and connect to Molter futher down would allow more people in Liberty Lake without access to vehicles to have better and more consistent access to the Liberty Lake P&R center. I can't speak on much else, as I live in the Valley and these changes dont effect me too much, but I think more access to public transport is always a good thing.	11/26/2024 10:36 AM
104	It drains public transportation funds from southwest Spokane where there is no public transportation at all.	11/26/2024 8:08 AM
105	Sounds ok to me	11/26/2024 7:41 AM
106	I like this change	11/25/2024 5:40 PM
107	I think Route 7 is a great idea and more HPT is really great. I don't travel to many areas that these routes serve/will server but they look good to me	11/25/2024 3:15 PM
108	The bus is going to be extremely crowded. It's already a problem with this line and this will make it worse	11/25/2024 10:04 AM
109	They look to be good I think we need a route to the airway heights recreational center.	11/25/2024 8:53 AM
110	it's a great idea	11/22/2024 6:56 PM

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111	The region needs a proper infrastructure plan to meet its growing needs. Revising routes on busy roads does nothing. We need a commuter train / light rail that runs East to West from CDA / Hayden to Cheney with stops that include the Airport / Airway Heights / Downtown / The Valley / Liberty Lake and Post Falls and needs to happen urgently while there is still space to build.	11/22/2024 2:55 AM
112	Please do the same routing with Route 771 as with Route 724. Please bring it up to the Arena area, with a stop at Boone.	11/21/2024 5:20 PM
113	Since I never utilize these routes it is difficult to tell. I do hope that these changes result in more service (later in the evening and increased options on the weekends) as the lack of those things keeps me from using the bus during the nights and weekends. With that said it seems like the express route from liberty lake to the arena area might be useful although I wonder just how many people commute fro LL to the arena area.	11/21/2024 7:22 AM
114	Good expansion of service that can be used for intra-suburban travel	11/21/2024 5:54 AM
115	I only take the 74 currently, to the spokane valley mall. As long as that still happens I'm happy, if the service is expanded into sat AND sun? That's the best part for me.	11/20/2024 6:04 PM
116	I don't go to liberty lake	11/20/2024 5:49 PM
117	Mostly things I wouldn't ride.	11/20/2024 9:10 AM
118	These changes do not affect my travel	11/20/2024 8:54 AM
119	Don't ride that far	11/20/2024 8:24 AM
120	They look way better	11/20/2024 7:07 AM
121	Don't affect my travel at this time	11/20/2024 12:45 AM
122	I am a pastor who has a medical issue that cannot drive and I would like to visit church folks in liberty lake area on days and weekends. Also, access to valley hospital would be helpful. Thank you!	11/19/2024 5:52 PM
123	It's pretty neutral for me.I really don't travel to the valley often	11/19/2024 12:42 PM
124	What you guys need to do is think about all the college students that take the bus everyday. There needs to be a bus that goes from liberty lake to Cheney EWU campus and it needs to run for a while just like the route 6 does. There is many college students that get on the busses via park and rides and you guys need to make it way safer because it's not safe at all. There should be a bus that stops at all the park and rides and goes right on the freeway to the Cheney campus. Taking away 172 will impact so many peoples day to day life. Yall really need to think about this	11/19/2024 8:29 AM
125	Keep it the way it is	11/19/2024 8:08 AM
126	I love the addition of route 7. This would make it a lot easier for my family to get to the airport. They live east of Liberty Lake and a drop off zone closer to where they live would be more convenient than driving all the way to the airport. None of these changes impact me directly, but I love the proposed changes overall.	11/19/2024 7:12 AM
127	I am a fan of more transit accessibility. As someone who relies on the bus, it is sometimes difficult to do things on weekends or later in the day, so increased routes and services will always be a benefit	11/18/2024 9:38 PM
128	Hi	11/18/2024 8:43 PM
129	I don't think it would change anything	11/18/2024 7:36 PM
130	These sound good to me but I don't use those routs regularly. I will say having bigger bus ramps would help me the most.	11/18/2024 5:21 PM
131	Route 722 coming midday is overbuilt. Should be reserved for peak times. Otherwise good. How are route 771 and 724 not redundant with the 7 and the 722.	11/18/2024 4:52 PM
132	Nothing bad about it. All for expansion	11/18/2024 2:59 PM
133	Love the idea of having night trips to the airport and back on Sunday Nights!	11/18/2024 11:48 AM
134	The 7 route seems like a good idea, but splitting one bus route into two feels like a hassle.	11/18/2024 10:14 AM

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135	Seems like this route will benefit those who are in Liberty Lake	11/18/2024 8:52 AM
136	Makes it more efficient for the rider and more sustainable long term with lower environmental impact.	11/18/2024 7:00 AM
137	Great job fixing gaps in coverage.	11/18/2024 6:50 AM
138	Seems useful to go straight from Liberty Lake to the airport.	11/18/2024 5:53 AM
139	I like Route 7 because this route will operate daily and I can get to places including the plaza sooner then taking the 32 to 1 WB to the plaza or 96 to 9 then to the plaza	11/18/2024 1:50 AM
140	i wish that there was a bus that started in cheney, went to downtown spokane, then spokane valley transit center, and then ended in liberty lake. an airport/ airway heights detour should've studied but the increased travel time may not prove to be convenient for riders. if there was a way to make that regional connector pretty frequent with articulated buses, i think the ridership would be substantial.	11/18/2024 1:36 AM
141	I don't usually go out to Liberty Lake, let alone the valley that much. But maybe I would use these buses someday. They could be useful down the line.	11/17/2024 9:12 PM
142	Faster is better	11/17/2024 6:03 PM
143	It allows us to get to more places!!	11/17/2024 11:48 AM
144	If I need them for work it's important	11/17/2024 11:20 AM
145	I generally don't travel to Liberty Lake unless there's no alternative. I live and work in North Spokane.	11/17/2024 10:01 AM
146	Faster	11/17/2024 7:48 AM
147	I Don't take any of those routes	11/16/2024 11:06 AM
148	It looks like it's going to benefit people who utilize Liberty Lake areas.	11/15/2024 4:36 PM
149	Great to see a full single connection from Liberty Lake to the airport. Would love to see this extend to Post Falls and/or CdA some day	11/15/2024 3:54 PM
150	I don't ride the bus anyway so it's of no importance to me	11/15/2024 1:32 PM
151	Doesn't affect me.	11/15/2024 12:27 PM
152	Access to the airport for early morning and late evening flights would be a great improvement	11/15/2024 10:56 AM
153	Route 7, if including full weekend service as well as later hours, will absolutely help my commute.	11/15/2024 8:08 AM
154	They look good for those who live and work in the valley.	11/15/2024 7:16 AM
155	While not much has been said about the proposed schedule for Route 7, I have a couple comments. As an HPT Route, service frequencies need to be increased, as well as service hours extended to be truly practical. I use Route 60 to go to the Airport often, but the low frequency and lack of service hours to serve the peak hours at GEG (the bulk of flights are early-morning departures and late-evening arrivals) make it highly inconvenient. Route 7 should have at least 20-minute frequencies and service hours from 4am through 12am the next morning. Increasing frequency and service hours of Route 7 will also benefit the interlined Route 63 that serves Amazon. I've ridden Route 63 before when shifts let out at Amazon and the peak of passengers fills the entire bus to standing-room only and takes like 5 minutes to board the bus. Increasing frequency will help alleviate the peaks and bus dwell times at Amazon. As for the other components of the proposed change: -Route 93 makes a lot of sense -Route 722 makes sense for Spokane County employees as it gives a more direct route for them as well as gives opportunities for Liberty Lake residents to directly-access the sports venues on the North Bank. However, I worry about the lack of connection opportunities from bypassing The Plaza. The inbound routing isn't too bad since a stop at Lincoln & Sprague would be just a block from The Plaza. However, the proposed outbound routing on South Monroe is 2-3 blocks from The Plaza (or a rather-perplexing forced-ride of City Line for just 1 stop), which creates inconvenience for passengers who may have arrived at The Plaza from other routes needing to make an onward connection to Liberty Lake. I would suggest the	11/14/2024 10:16 PM

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outbound routing remain similar to the current 172 by going North Bank > Monroe > Riverside (w/ stop at Plaza) > Browne > I-90.

156	The new express the the airport along sunset highway in airway is beneficial to me	11/14/2024 9:10 PM
157	If these changes attract more people to use the bus stop near my business on the north bank, that would directly benefit a businesses like mine.	11/14/2024 8:58 PM
158	The updates along the I-90/Valley Corridor sound like they'll improve transit times and connections for some commuters, especially those traveling between Liberty Lake and the airport. However, as a student commuting primarily between Cheney and downtown Spokane, these changes don't directly affect my routes.	11/14/2024 8:00 PM
159	I do not go Liberty Lake	11/14/2024 7:05 PM
160	The more the better could use a stop near cosco up north spokane maybe	11/14/2024 6:10 PM
161	Yay for faster Sunday service to Liberty Lake	11/14/2024 5:38 PM
162	I commute from Spokane to the Valley, previous changes to the 74 line made shopping/dining after work less convenient since the closest stop to home is STA instead of 3rd, but the main concern is departure times, depending on how they change I might have to wait outside longer after work	11/14/2024 5:24 PM
163	Please publicly acknowledge the lack of ridership and start removing some of your routes	11/14/2024 2:44 PM
164	Love Route 93. Finally a Liberty Lake dedicated route. I live near Rocky Hill Park and catch the bus at Mission and Country Vista. It would be nice if I could use this bus for more than just my commute to work. I am Imagining how fun it would be to take the bus to the farmers market on a Saturday and not have to deal with parking.	11/14/2024 12:45 PM
165	Doesn't affect me that much but for others it looks decent. If your plan is to create more stops and access.	11/14/2024 12:19 PM
166	Seems like an expanded and improved route. Makes getting to these places easier and more efficient.	11/14/2024 11:11 AM
167	I currently reside in Liberty Lake off of country vista. While the proposed route 93 does not exactly make things closer. It would be a great addition to increase access to the east side of Liberty Lake, which I feel would be helpful to have greater access to.	11/14/2024 10:19 AM
168	looks good for valley bus riders	11/14/2024 8:37 AM
169	Can the loop in Liberty Lake go more places?	11/14/2024 7:43 AM
170	Not needed. First, you need to improve your on time on city routes and hire more drivers. Get your priorities correct.	11/14/2024 7:43 AM
171	It would be nice to have both night and morning routes that go east of the park and ride	11/14/2024 6:22 AM
172	Bad idea it doesn't offer direct service from downtown Spokane to the Spokane Valley Mall.	11/13/2024 11:21 PM
173	I think that the 7 should go back to I-90 from liberty Lake and the 93 do liberty Lake parts of the old 74	11/13/2024 9:04 PM
174	I think extending service into the Valley is a great idea and will open up new parts of the region for everyone.	11/13/2024 6:44 PM
175	Longer time during the day and night and weekends	11/13/2024 6:26 PM
176	NA	11/13/2024 4:37 PM
177	More routes, better access	11/13/2024 3:15 PM
178	I use the 68, 6, and 25 buses usually.	11/13/2024 2:58 PM
179	I think this is excellent as people that ride the bus to the valley for stuff on weekends really struggle with getting there/back	11/13/2024 1:10 PM
180	I would desire increased frequency of express service to/from Liberty Lake P&R and downtown Spokane. The current route 74 is rather slow between LLP&R and Mirabeau. The current express 172 morning service ceases too early for my work hours. Of course, if bus service	11/13/2024 12:42 PM

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could be expanded across the border into Post Falls, Idaho, then I would definitely use that to travel to downtown Spokane.

181	I currently work out in Liberty Lake and in the past couple years, I had to rely on people to take me to work and back home on the holiday schedule.	11/13/2024 12:12 PM
182	I think you should put route 96 back going down by pines cemetery and down pines like it use to be	11/13/2024 11:36 AM
183	It's better route service	11/13/2024 10:26 AM
184	I don't usually take these routes but know they will benefit many bus riders.	11/13/2024 10:06 AM
185	I love the idea of having more direct lines to the airport, as it would eliminate the need for parking at the airport and asking someone to drive me there. I don't ride the bus as regularly as I used to, but I would consider using the airport route next time I have a flight.	11/13/2024 9:58 AM
186	The direct bus from Liberty Lake P&R to the County Courthouse campus without having to stop at the Plaza would be amazing! I am very much looking forward to the 722 route and will work on convincing a coworker to take the bus with this new route when it becomes available! Please make the schedule so it can run early in the morning and also early in the afternoon in addition to the peak times.	11/13/2024 7:57 AM
187	I don't regularly use these routes, but my hope is this makes travel more accessible	11/13/2024 7:25 AM
188	Please have Route 93 serve the stop at Hawkstone.	11/13/2024 5:36 AM
189	I live in cheney ,I am not a student but I ride the bus everyday I don't drive I work full time. In spokane. I am a essential worker at the hospital. Please don't cut the bus line.	11/13/2024 5:17 AM
190	I think those changes would be great, but what about Palouse highway? Why can't there be a bus that goes? Palouse highway to Spokane Valley and connect with the 90 spread bus in the drop off would be up here at STA on 57th Ave.	11/13/2024 4:57 AM
191	I believe if the Loop become bigger and able to serve 172's Loop in Liberty Lake area like Appleway/Country Vista stop would be great as closer to the trail for biking able to give this neighborhood more service hours	11/13/2024 12:13 AM
192	These all seem like worthwhile improvements on existing service, particularly the creation of a through running route 7. As a Spokane (Cliff Cannon) resident who relies on transit to get around, my only piece of feedback is that I would appreciate if the new route 93 extended to the lake itself in liberty lake, making it possible for a city resident to visit the park, similar to the current arrangement in medical lake.	11/12/2024 8:06 PM

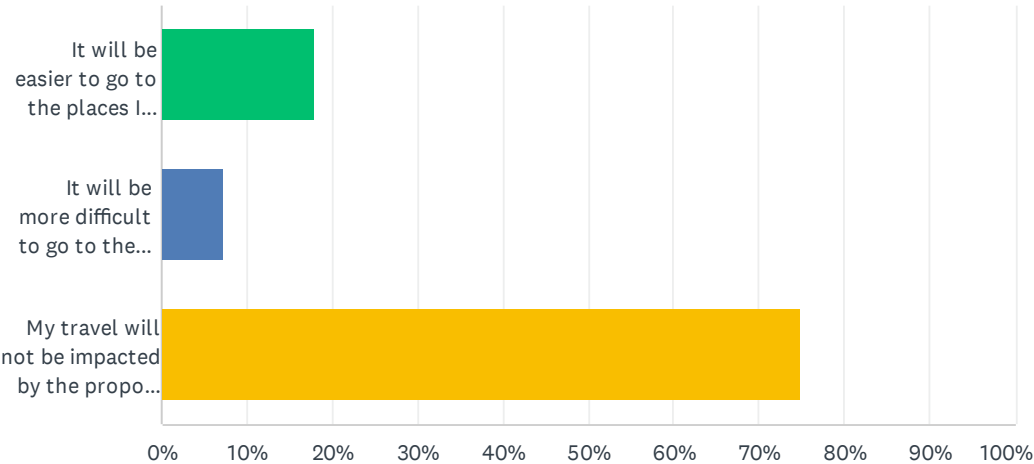
Q10 The proposed adjustments include the removal of the Salnave Loop from Route 6 Cheney. Adding the new double decker buses will provide additional capacity to Route 6 Cheney and Route 66 EWU. The Salnave Loop routing will continue to be served by Route 68 Cheney Loop, however ridership on this portion of Route 6 Cheney has continued to decline and is not necessary to continue service with higher capacity buses added to the Route 6.

Answered: 8 Skipped: 477



Q11 After reviewing the Route 6 Cheney and Salnave Loop map and proposed changes to Route 6 Cheney, how do you think the proposed removal of the Salnave Loop from Route 6 will impact where you are able to go between Cheney and Spokane?

Answered: 400 Skipped: 85



ANSWER CHOICES	RESPONSES	
It will be easier to go to the places I want and need to go to between Cheney and Spokane.	18.00%	72
It will be more difficult to go to the places I want and need to go to between Cheney and Spokane.	7.25%	29
My travel will not be impacted by the proposed removal of the Salnave Loop from Route 6	74.75%	299
TOTAL		400

Q12 Please share any comments about removing the Salnave Loop from Route 6 Cheney.

Answered: 70 Skipped: 415

#	RESPONSES	DATE
1	My understanding is that you are also going to discontinue many stops for the 6. One would be the stops in and out of Cheney (the Safeway stops). How do think transferring to the 68 will be easier. Once again you have planners who do not get it. Maybe they should get out of their office and see how the real people live in the world. For some of most of us we need more stops not less. I do understand that when you go to high frequency it means more money in your pockets but less for the riders.	12/14/2024 7:09 AM
2	No comment	12/11/2024 9:44 PM
3	Riders can still use route 68 (30 min frequency) making sure a good connection to the routes 6 or 66	12/11/2024 4:09 PM
4	The EWU Cheney route is important. Thanks for making this service better.	12/11/2024 11:28 AM
5	I would like to see the ridership studies that went into this change.	12/10/2024 6:06 AM
6	Please add the high school as a stop back to routes 661, 662 and 664. When route was changed this year no high school employees or students can take the express routes.	12/9/2024 3:18 PM
7	Even though my travel will not be impacted, I know it will impact others. This is a safety issue. Pedestrian traffic will be increased in this area. This is an unsafe combination with how notoriously foggy Cheney is.	12/9/2024 11:57 AM
8	Drivers said they would be top heavy and expensive	12/9/2024 10:22 AM
9	It makes sense! Most people utilizing the Salnave loop are local Cheney riders anyway.	12/8/2024 9:04 AM
10	I don't go to Cheney	12/6/2024 11:03 AM
11	n/a	12/6/2024 8:44 AM
12	N/a	12/5/2024 3:53 PM
13	Again, does Cheney contribute tax dollars to STA? It makes sense to have a route for students, but nothing else unless they are contributing.	12/5/2024 8:46 AM
14	yes	12/4/2024 8:16 PM
15	NA	12/4/2024 3:33 PM
16	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:46 PM
17	Since the loop will still be served by the 68, I see little impact.	12/4/2024 11:03 AM
18	no opinion	12/4/2024 8:16 AM
19	I do not travel in or around Cheney often. This change would not impact my overall travel.	12/3/2024 7:20 PM
20	Double decker buses why???? Not needed	12/3/2024 7:16 PM
21	it would negatively impact my adult child who utilizes the bus to attend EWU.	12/3/2024 2:57 PM
22	Please remove all routes.	12/3/2024 2:28 PM
23	It seems good to me	12/3/2024 11:37 AM
24	I do not use Route 6 in my current travels as I do not live in or travel to or within Cheney	12/2/2024 7:58 AM
25	lit would be very nice if the Vatican in Rome would return to Vatican Council 1 Traditional	12/1/2024 3:19 PM

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Roman Catholic because Pope Pius the 12 is the last true Pope and probably a Saint. The 2 Sedevacantist churches here in Spokane WA are very mean to me for asking where their authority and licenses come from and they say at Our Lady of Guadalupe Roman Catholic Church here in Spokane WA this is our church what are you doing here why don't you just stay home and stop the drama and shut up when I told I am disabled and can sit and stand and can kneel for Holy Communion and I like their dress code and I don't know Latin but was able to teach myself to follow along in my Missal. They say they want to fight against me and they hate me because I am Jewish too and not Native American Indian Missions only etc so www.vaticancatholic.com I may like and unsure if they are with Our Lady of Guadalupe Roman Catholic Church here in Spokane WA and this church sure didn't want to answer my questions on if they like and are with www.vaticancatholic.com or not. I would spend most of my time in a Vatican Council 1 Catholic Church if there was a true Pope in the Vatican in Rome like Pope Pius the 12 who is the last true Pope and probably a Saint. This is hard people.

26	This will not impact my life at this time.	11/30/2024 4:23 PM
27	NA	11/30/2024 12:03 PM
28	Don't care	11/29/2024 12:16 AM
29	Every one who goes too College at EWU out in Cheney	11/28/2024 4:58 PM
30	Since it will still be covered by another route I see no issues with it! I think it will make route 6 more efficient.	11/28/2024 11:07 AM
31	If I route doesn't get ridership, money should go toward routes that do get ridership improvements not continue to be wasted.	11/27/2024 6:30 PM
32	That's not a problem it's because I'm gonna be in Spokane for the next 25 years until 2050 so that it will be really nice to see a double-decker bus in Spokane but I have not been on a double Dekker bus for a long time back since 2007, so I'll be really really nice to see a double-decker bus again so just to give you heads up on that	11/27/2024 7:10 AM
33	How many people are on the buses to Cheney consistently?	11/26/2024 8:51 PM
34	I do live in Cheney but I've never rode the six that far. I have seen the sound they've loop I've been on it on the 68th and I do know a few folks that live on that loop that I ride the bus with and visit with I'm not sure if they write it back on the six or not.	11/26/2024 8:27 PM
35	How many local users for this area? Does the Rt. 68 service meet local needs or just the Spokane-EWU traffic?	11/26/2024 1:16 PM
36	An ideal change as most people travelling to Cheney are not looking for Salnave - however keeping it available to a Cheney-specific route is a fantastic move.	11/26/2024 10:44 AM
37	There is no public transportation in southwest Spokane. I'm in my 80s and can't manage the steep hill or the walk to the nearest bus stop in Browne's Addition where huge busses go empty while Vinegar Flats goes without.	11/26/2024 8:11 AM
38	the change makes sense	11/22/2024 6:57 PM
39	I literally live in that part of town. If I need to get someplace important in a hurry, especially with my elderly mother my ability to get there would be limited. The bus is my way to get places, and especially in case of emergency? That's actually really scary.	11/22/2024 12:14 PM
40	Why on earth would you remove the Salnave Loop. Are you idiots ?	11/22/2024 2:57 AM
41	I have no need to go to Cheney	11/20/2024 5:51 PM
42	As long as the salnave area is still served and easily links to 6/66, this is fine .	11/20/2024 3:00 PM
43	First of all Cheney is so small all those extra stops need to be taken away and people can just go to the main stop of campus because that's the main stop there.	11/19/2024 8:33 AM
44	None	11/19/2024 8:11 AM
45	Hi	11/18/2024 8:43 PM
46	STA does not need double decker buses and it's a waste of money.	11/18/2024 7:40 PM
47	Please do not remove the Salnave/Presley route. If anything, STA should add 66 to include	11/18/2024 5:31 PM

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Presley/Salnave. At LEAST continue the route beyond EWU to K Street station, so passengers can get off beyond EWU.

48	Route 6 is the only one I use to/from Cheney and it takes me exactly where I need to go and back.	11/18/2024 5:23 PM
49	This will likely make buses arrive more consistently on time at the stops I use on the 6.	11/18/2024 3:25 PM
50	we need 67 to git our job	11/18/2024 2:17 PM
51	Not enough riders great choice	11/18/2024 7:00 AM
52	N/A	11/18/2024 1:53 AM
53	If people can still reach salnave area every day of the week with this revision, that's important.	11/17/2024 9:17 PM
54	Salnave loop feels useless but in general Cheney would be better served by a couple direct routes instead of one circuitous route.	11/17/2024 6:05 PM
55	If I need it for work it's important	11/17/2024 11:21 AM
56	Removing the salnave loop lengthens my travel time from 1.5 hours home from work, to 2 hours entirely due to having to wait for a third bus to catch	11/17/2024 10:46 AM
57	None	11/17/2024 7:50 AM
58	As long as connections from 68 to 6 are timed/coordinated then this doesn't have much impact, and would actually benefit riders on Route 6 with a more direct route.	11/14/2024 10:29 PM
59	I think it's okay as long as there are still alternative routes available for people who live in the Salnave area. The removal seems reasonable if it makes the route more efficient.	11/14/2024 8:41 PM
60	As long as there are still options for people in the Salnave area to access other bus routes, the removal sounds manageable.	11/14/2024 8:29 PM
61	I usually board the bus at K Street Station or near campus, and I don't rely on the Salnave Loop stops for my trips.	11/14/2024 8:06 PM
62	I have never been to Cheney	11/14/2024 7:08 PM
63	N/A	11/14/2024 12:22 PM
64	I don't necessarily always see this route in use. Otherwise, the 68 works fine for most cases if you're sticking to Cheney.	11/14/2024 11:14 AM
65	I wouldn't know	11/13/2024 3:16 PM
66	I don't really travel to cheney	11/13/2024 11:37 AM
67	N/A I don't ever board on the Salnave Loop	11/13/2024 10:11 AM
68	I do not utilize that part of the bus service route.	11/13/2024 7:30 AM
69	Many people had to stop using that route because it changed so much.	11/13/2024 5:21 AM
70	Since the 6 won't be able to provide rush hours trip to Salnave Loop (6:35,7:05,7:35am from K st). In the morning time the 68 will turn to the 6 at K street station. Is it possible to add back some 68 trips to PUB and continue as 66 like afternoon to Downtown Spokane instead of continuing as 6 to Downtown Spokane Only at K street	11/13/2024 12:38 AM

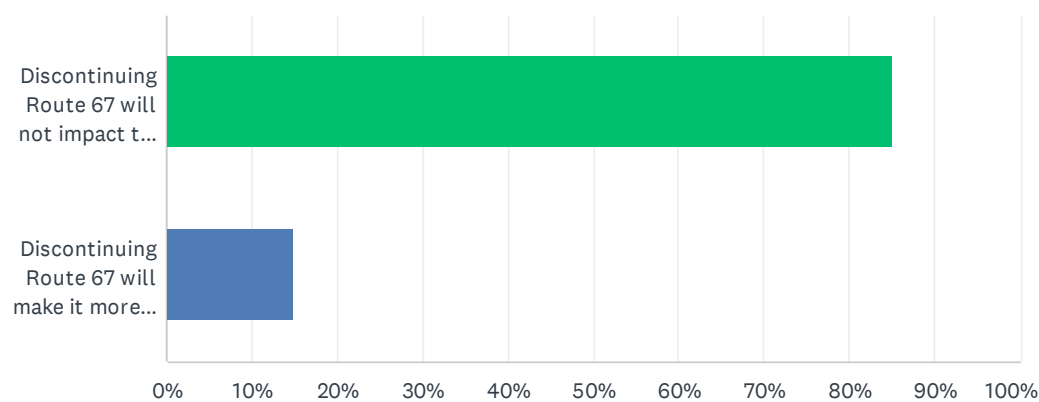
Q13 Since resuming service in 2022 Route 67 Swoop Loop has not regained pre-pandemic ridership levels and has continued to see ridership decline. The proposed discontinuation of the Route 67 Swoop Loop is for the following reasons: Riders show preference for Route 68 Cheney Loop which has year-round service Increased virtual attendance at EWU versus on campus attendance Declining enrollment levels Route 68 Cheney Loop will continue current service in the City of Cheney year-round. In addition, a planned route change to Route 664 to service stops on Mike McKeehan Way, currently served by Route 67 Swoop Loop will reduce stop closures and maintain augmented service for along this segment.

Answered: 5 Skipped: 480



Q14 After reviewing the Route 67 Swoop Loop map and proposed changes, how do you think the proposed discontinuation of Route 67 will impact where you are able to go by bus?

Answered: 366 Skipped: 119



ANSWER CHOICES	RESPONSES	
Discontinuing Route 67 will not impact the places I want and need to go to by bus	84.97%	311
Discontinuing Route 67 will make it more difficult to go to the places I want and need to go to by bus	15.03%	55
TOTAL		366

Q15 Please explain

Answered: 79 Skipped: 406

#	RESPONSES	DATE
1	I don't have any travel needs in Cheney.	12/14/2024 8:06 AM
2	You don't get it.	12/14/2024 7:09 AM
3	*I* may not be impacted by this service removal, but I worry that removing access to where 68 doesn't reach will negatively impact service and quality of life for living in the area	12/12/2024 6:41 PM
4	Don't go there	12/11/2024 9:44 PM
5	Cheney has route 68. Route 67 resource could be better utilized somewhere else. Unfortunately there is very low ridership on route 67. It is a good move to discontinue.	12/11/2024 4:09 PM
6	I do not typically go to cheney	12/11/2024 8:31 AM
7	I don't use it.	12/10/2024 6:06 AM
8	Local Cheney residents would be impacted	12/9/2024 10:22 AM
9	The 6 already goes down 6th ave. Run the 68 through the campus instead of down washington to elm (which the 6 already goes through)	12/8/2024 9:04 AM
10	Never used it	12/6/2024 11:03 AM
11	n/a	12/6/2024 8:44 AM
12	NA	12/4/2024 11:50 PM
13	yes	12/4/2024 8:16 PM
14	Will not impact me at ALL	12/4/2024 3:33 PM
15	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:46 PM
16	The 68 route always worked better for me and where I was going, so this will not be a negative impact for me.	12/4/2024 11:03 AM
17	N/A - Does not serve me.	12/4/2024 10:05 AM
18	I do not travel to or in Cheney.	12/4/2024 8:20 AM
19	Do not commute in this area	12/4/2024 8:16 AM
20	I do not travel in or around Cheney often. This change would not impact my overall travel.	12/3/2024 7:20 PM
21	68 is nice route needed all the time	12/3/2024 7:16 PM
22	Drop all routes. let the college run a tram..	12/3/2024 2:28 PM
23	I don't ride it	12/3/2024 11:37 AM
24	I don't have opinions about this route as I do not routinely travel in or to Cheney	12/2/2024 7:58 AM
25	I don't know.	12/1/2024 3:19 PM
26	I utilize service lines from south hill to other areas of Spokane	12/1/2024 10:52 AM
27	Please bring back the 633 Geiger shuttle	12/1/2024 5:50 AM
28	I don't go to those places.	11/30/2024 4:23 PM
29	I don't usually go up the Cheney area since I normally don't have a reason to.	11/30/2024 12:03 PM
30	Looks like the bus will hit more stops and also go around the loop.	11/28/2024 9:03 PM

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31	We don't need route 67 swoop loop because it is not very busy route they don't need route 67	11/28/2024 4:58 PM
32	I do not currently use that route	11/28/2024 4:16 PM
33	I visit Cheney exclusively for leisure and shopping and for my needs these routes will continue to serve those purposes just fine. I must remind you though that even with decreased ridership the people that continue to use it might have a critical need. I live in a lower ridership area myself but the bus is crucial for me because I cannot drive at all. I really enjoy visiting Cheney and I would be devastated if service there ever completely ceased!	11/28/2024 11:07 AM
34	I don't live in cheney	11/28/2024 9:34 AM
35	Route 68 serves all the places I would want to go within Cheney	11/27/2024 11:20 AM
36	With the implementation of a double-decker bus throughout the Spokane transit authority it would be really really nice to be able to see that because this way this will give me an opportunity to ride on a double Dekker bus up on the top level when I first got on the bus, so I just wanted to share that with you	11/27/2024 7:10 AM
37	I've lived in Cheney a little over a year and only used the 67 twice.	11/26/2024 8:27 PM
38	I don't ride the bus in or to Cheney.	11/26/2024 1:16 PM
39	I do not currently use route 67.	11/26/2024 12:42 PM
40	I've always appreciated how much faster it is to take 67 when going to Eastern from places like Yokes or Zips, although when I was using the busses I almost never saw 67.	11/26/2024 10:44 AM
41	There are no busses in southwest Spokane.	11/26/2024 8:11 AM
42		11/25/2024 8:53 AM
43	I travel by bus or by foot. Unfortunately, the weather absolutely sucks during certain parts of the year and that makes having access to bus routes very important. Especially considering the bus is scheduled so far apart, it's important for people to have options and ability to get where they need to go. Please don't limit bus services in Cheney!	11/22/2024 12:14 PM
44	Reducing services - great work STA - morons	11/22/2024 2:57 AM
45	Again, I have no need to go to Cheney	11/20/2024 5:51 PM
46	Wouldn't affect me too much but taking away service is usually bad.	11/20/2024 9:12 AM
47	I do not use this route currently	11/20/2024 8:55 AM
48	This route is also not needed. Again Cheney is a tiny town people can easily ride a bike, walk, scooter, or drive to where they need to go. And it should make the 6 and 66 and 661 rides go by faster. Again most of your population for these routes are college students	11/19/2024 8:33 AM
49	None	11/19/2024 8:11 AM
50	I do very little there.	11/18/2024 5:23 PM
51	I do not use this route.	11/18/2024 3:25 PM
52	N/A	11/18/2024 1:53 AM
53	the hours the swoop loop runs are inconvenient. if the cheney loop ran in both directions that would be more beneficial for riders. the routing also doesn't make any sense. also enhanced bus shelters or benches would be nice for the cheney loop considering that only the swoop loop has shelters	11/18/2024 1:44 AM
54	I am pretty sure I will still be able to reach everywhere I want with these changes.	11/17/2024 9:17 PM
55	67 gets no ridership because you only run it on school days, a counter loop would be extremely helpful if it ran more	11/17/2024 6:05 PM
56	If I need it for work it's important	11/17/2024 11:21 AM
57	I don't have a ride to go anywhere I rely on bus	11/17/2024 7:50 AM
58	Don't travel to those areas	11/16/2024 11:07 AM

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59	I only us 6/66/66x for sppkane to ewu	11/15/2024 10:58 AM
60	I don't go to Cheney.	11/15/2024 7:18 AM
61	Loss of Route 67 would impact those on the SE side of EWU. Can the Cheney Loop Route 68 be re-routed to serve the SE side of EWU along the current routing of Route 67? Doing this re-routing would only impact the Washington St stop by Dressler Hall, however that stop is already served by Route 6, Modifying 67's route to go on 7th > 5th > C St in both directions would replace the lost area of discontinued Route 68 and still come within a 1-block proximity to Eagle Station for connection opportunities.	11/14/2024 10:29 PM
62	I don't use Route 67, so its discontinuation won't affect my family's transportation. My husband's commute and our occasional trips don't rely on this route.	11/14/2024 8:41 PM
63	I don't use Route 67, so its discontinuation won't impact my travel.	11/14/2024 8:29 PM
64	Route 67 was convenient for getting to specific stops in Cheney, like the Eagle Point apartments and other residential areas near campus. However, with Route 664 replacing some of these stops, this will limit the overall impact.	11/14/2024 8:06 PM
65	I do not go to Cheney	11/14/2024 7:08 PM
66	Route 67 never had anyone on the bus so I understand why you would discontinue it but I am glad to see my stop on Mike Mekeehan will still have a bus.	11/14/2024 1:07 PM
67	I don't travel to Cheney much	11/14/2024 12:22 PM
68	We are in a transition class and like the shorter ride on the 67. It makes it so the kids can work longer	11/14/2024 11:48 AM
69	It's a third, more limited option than the 6 or 68 buses. And it's limited operations make the other routes more viable.	11/14/2024 11:14 AM
70	never go to Cheney	11/14/2024 8:38 AM
71	NA	11/13/2024 4:39 PM
72	I don't go to cheney	11/13/2024 11:37 AM
73	Though i do ride in the Cheney area, i mostly go directly to EWU so the 6 serves this for me already.	11/13/2024 10:55 AM
74	For the eastern students they need 6 and 67 and 68	11/13/2024 10:30 AM
75	I never take the Swoop Loop	11/13/2024 10:11 AM
76	If I go back to Eastern, going from the Campus to Downtown would be more difficult.	11/13/2024 8:30 AM
77	I feel like whenever I am in the area the 67 is not in service. I would say maybe this route is less popular because not all people are aware of it.	11/13/2024 7:30 AM
78	You changed the route. So it doesn't go to my bus stop anymore.	11/13/2024 5:21 AM
79	Please Adjust Evening Timepoints at EWU PUB for Route 6: To better align schedules, we respectfully request that the evening timepoints at EWU PUB be shifted from every :11 and :41 minute to every :12 and :42 minute, matching the weekend schedule after 6 p.m. This small adjustment would enhance consistency and reduce confusion for evening riders.	11/13/2024 12:38 AM

Q16 How would you rate the proposed changes in the City of Cheney?

Answered: 238 Skipped: 247

3.8★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	10.92% 26	3.78% 9	21.85% 52	25.21% 60	38.24% 91	238	3.76

Q17 Please explain

Answered: 99 Skipped: 386

#	RESPONSES	DATE
1	I am indifferent to routing in Cheney. I don't travel there, but the changes make sense.	12/14/2024 8:06 AM
2	You don't understand how people are affected by these changes	12/14/2024 7:09 AM
3	I am all for removing stops to improve efficiency of the system, however I would encourage increased partnership and monitoring with EWU to ensure we are not overstepping with these changes. There are also a significant number of EWU students and other residents at the Grove apartments on Cheney-Spangle Rd that must walk a significant distance and cross multiple rail road tracks to access transit. This continues to be a significant need.	12/13/2024 5:44 PM
4	City of Cheney changes look good to me, but are not routes I personally would use.	12/13/2024 9:18 AM
5	I'm not sure going with double Decker buses on route 6 is the right move. Both route 6 and 66 have a frequency of 30 minutes which is regular route frequency. If they are to be made HPT routes then I would think increasing the frequency to 15 minutes would be the smarter move (thus making them red instead of gray lines). This would also allow for more flexibility and better options for traveling between Spokane and Cheney.	12/12/2024 6:41 PM
6	DoubleDeckers (Seating capacity) will help lower the number of buses going back and forth from Cheney to Spokane helping lower the number of vehicles on i-90. Looking forward to this.	12/11/2024 4:09 PM
7	You didn't ask about cancelling the 661! That's a huge impact to my day and a number of other people's. Having the 661 creates a bus in the morning/afternoon with only 8 minutes gap between rides which is so much more useful than a double decker bus (which honestly freaks me out - on the freeway?! In winter?!) because we can get home/get to work without needing to wait in the cold for 15 minutes. I was hoping you were going to ADD another one because the route back to Spokane desperately needs another bus between 5:05 and 5:35. Most employees who get off at 5 can't make the 5:05 and we're waiting at that stop in the cold for 25+ minutes (and the heaters are a joke). Please please keep the 661.	12/10/2024 7:11 PM
8	I hope that none of this affects students going to EWU.	12/10/2024 6:06 AM
9	Please add the high school as a stop back to routes 661, 662 and 664. When route was changed this year no high school employees or students can take the express routes.	12/9/2024 3:18 PM
10	There is less usage of certain routes because those routes have become inconvenient to use. Sometimes you have to improve service first to get the ridership back up. When you have crummy routes that nobody uses, don't point to that as evidence that nobody wants to ride the bus.	12/9/2024 11:57 AM
11	See above	12/9/2024 10:22 AM
12	Looking forward to the double deckers!	12/9/2024 9:46 AM
13	I believe this will make the buses more efficient and attract more riders with the double decker buses.	12/8/2024 6:43 PM
14	:)	12/8/2024 9:04 AM
15	Is there state or university funding that is supporting STA with providing transportation to a state university? Spokane citizens who are struggling with inflation cannot afford to continue to pay for empty bus rides. City buses that route Outside the city limits should be paid for by the riders or outlying towns- Cheney/Liberty Lake, Medical Lake.	12/7/2024 3:39 PM
16	Don't go to Cheney	12/6/2024 11:03 AM
17	Unfamiliar	12/6/2024 8:44 AM
18	N/A	12/5/2024 3:53 PM

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19	I am unaffected by these changes, but they appear logical.	12/5/2024 9:32 AM
20	Unknown	12/4/2024 11:50 PM
21	yes	12/4/2024 8:16 PM
22	Will not impact me at ALL	12/4/2024 3:33 PM
23	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:46 PM
24	N/A- Does not serve me.	12/4/2024 10:05 AM
25	Difficult to tell. I do not travel to or within Cheney, and do not know people who do.	12/4/2024 8:20 AM
26	Again no impact on my personal commute	12/4/2024 8:16 AM
27	Enviro500 internal to Cheney and local environs is useful. However, attention should be paid to: https://www.dynalook.com/conferences/15th-international-ls-dyna-conference/icfd/fsi-simulation-of-a-double-deck-bus-cornering-under-crosswind-effects .	12/4/2024 7:03 AM
28	As someone who primarily commutes in the Spokane/Spokane Valley area, these changes would not impact me. I am indifferent to changes made in the Cheney area.	12/3/2024 7:20 PM
29	Double decker buses are not needed wasting tax dollars money invest in better traction tires for you 60 foot buses	12/3/2024 7:16 PM
30	I do not go to Cheney	12/3/2024 3:25 PM
31	I stopped reading at double decker buses. I'm in you son of a bitch.	12/3/2024 2:39 PM
32	Does not impact me as it is not near my residence	12/3/2024 2:29 PM
33	zero stars for wasting funds.	12/3/2024 2:28 PM
34	These routes in Cheney make since, I would not have a reason to use them, but it would actually be used compared to the liberty lake ones	12/3/2024 1:40 PM
35	Seems like it will work, and be fine	12/3/2024 11:37 AM
36	Neutral; not impacted	12/2/2024 5:35 PM
37	I don't know. I don't have many reasons to go to Cheney others may	12/1/2024 3:19 PM
38	I think it's good to consider removing lines not needed to fund other needed lines	12/1/2024 10:52 AM
39	If one bus is a couple minutes late then you miss your connecting bus. Completely ridiculous. If my car hadn't caught fire I would never ride the bus. The drivers don't make people behave and it's too much sometimes	12/1/2024 5:50 AM
40	I don't care about the 62, 67, or 68 at this time.	11/30/2024 4:23 PM
41	Not impacted	11/30/2024 7:39 AM
42	I do not use this route so I do not have an opinion	11/28/2024 9:22 PM
43	Not good	11/28/2024 4:58 PM
44	looks more efficient	11/28/2024 4:16 PM
45	No drastic cuts to services that I think will impact the people who rely on the bus and have no other options, improved performance and efficiency. Double decker busses sound amazing I can't wait to try them!	11/28/2024 11:07 AM
46	N?A	11/28/2024 9:34 AM
47	Double Decker buses, really. How much are you guys raising bus fares to pay for something we don't need. What happened when the wind is 50 plus? Also there isn't even enough ridership for the 1. Use extended buses for route 9 especially after 4pm	11/28/2024 9:17 AM
48	I think the service changes in Cheney will work out pretty good because once that happens, then they can make it to where it when they come in to downtown Spokane I'm in Fantini they can make a stop at the Spokane intermodal station which is a greyhound Amtrak station pick	11/27/2024 7:10 AM

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up people drop off people, and also have plenty of luggage space to store luggage underneath the bus even a dip if it's if it's a double Dekker bus, then make sure that there's more space available when coming from Cheney and that's not a thing so I just wanted to share that with you so we can get this taken care of

49	I'm a little confused about what I read but it seems like what you're saying is the six isn't going to go as far west and the 67 is going to be discontinued. I don't know if this is a place for suggestions but I really like this bus system here except for on Sundays. It would be nice if there was a half hour bus here. Only because if you missed the bus here on Sunday there is no way to make up time. I've missed it several times having things that I need to do on Sunday in Spokane and if you miss if you're one minute late it makes you not an hour late but hours late cuz there's several hours it takes to make up for that one minute. 😞 Of course it's no one's fault if I'm a minute late but still it can be kind of upsetting because it just destroys the plans you have for the day. 😊. ❤️❤️	11/26/2024 8:27 PM
50	The changes made to the Cheney bus routes will allocate money to be used for more traveled routes.	11/26/2024 12:42 PM
51	DOUBLE DECKER BUSES DUDE? THATS SO COOL	11/26/2024 10:44 AM
52	It will be to long	11/25/2024 5:40 PM
53	Double decker buses are awesome	11/25/2024 3:15 PM
54	👍	11/25/2024 8:53 AM
55	it's a sensible change	11/22/2024 6:57 PM
56	It's already incredibly difficult to get around Cheney by bus. Limiting services and routes makes it so difficult to get where we need to go! It makes me worried, what if there's an emergency or we really need to get somewhere but can't? There's no one we can call on to help. We literally have the STA to help us get around.	11/22/2024 12:14 PM
57	Removal of the 67 may warrant more frequent trips of the 68 bus. I strongly support the increase of bouble-busses for the 6/66 route, especially consistency with high usage times (e.g. the 5:07PM bus that leaves from Eagle Station)	11/22/2024 11:36 AM
58	It is unclear where the double decker busses will be running. If they run on I90 I wonder about the impact of high winds that occur consistently on the West Plains during the winter months will have on the implementation of those buses. Other than that all seems otherwise reasonable.	11/21/2024 7:25 AM
59	Looks like this is making Cheney routes more efficient.	11/20/2024 9:12 AM
60	I don't go out to Cheney much. But to get a ride on the double decker bus I might take some time to go out there	11/19/2024 12:45 PM
61	Leave it alone	11/19/2024 8:11 AM
62	The reasoning is solid, but I always worry about cuts on bus routes	11/18/2024 9:39 PM
63	Removing routes hurts the people who need it and rely on it to get to and from work.	11/18/2024 5:31 PM
64	I have some friends who live in the Cheney area and they say it would make it harder on them.	11/18/2024 5:23 PM
65	Increasing capacity on high performing 6 and 66, maintaining 68 and cutting underperforming 67 good.	11/18/2024 4:54 PM
66	I would like an express bus which goes all the way to the U-District stop that runs at least once at 12:00.	11/18/2024 3:25 PM
67	Seems like this route will benefit those who are in Cheney	11/18/2024 8:54 AM
68	Can't wait for double-decker buses!	11/18/2024 6:51 AM
69	Seems justified	11/18/2024 5:58 AM
70	The double decker buses going to Cheney I think that is great	11/18/2024 1:53 AM
71	we need a bus to the airport that starts stops at the eagle bus bay. i also think that brt from ewu all the way to downtown, the valley transit center, and liberty lake would be extremely useful.	11/18/2024 1:44 AM

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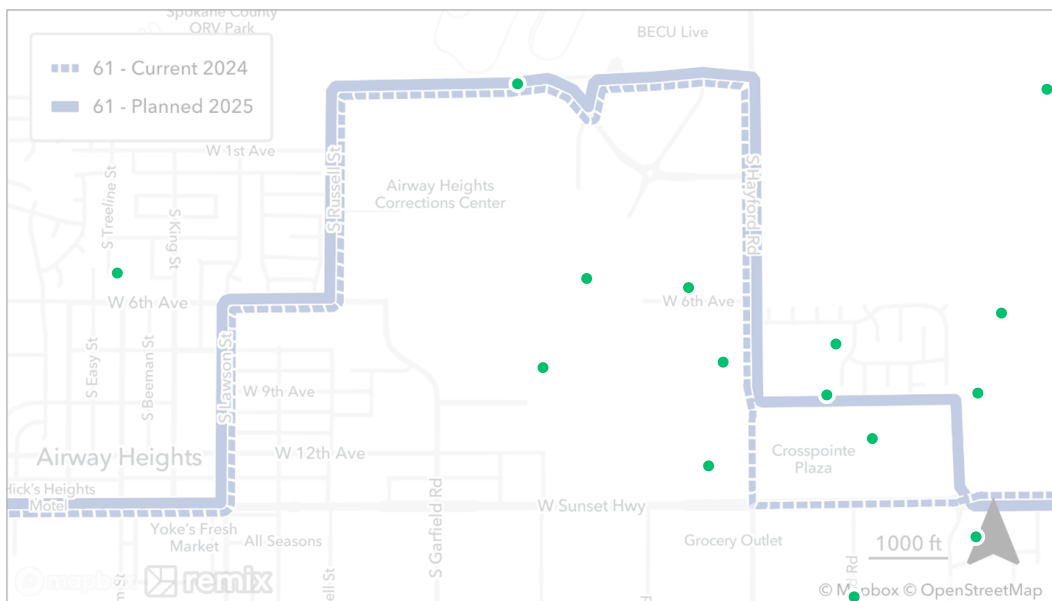
72	I think it will all work out well as far as I can tell now.	11/17/2024 9:17 PM
73	Cheney would be better off with 3-4 routes that go in between neighborhoods instead of a loop system	11/17/2024 6:05 PM
74	If I need it for work it's important	11/17/2024 11:21 AM
75	Easier access	11/17/2024 7:50 AM
76	I think we need to have the Cheney loop to run untill 12:30 due to the last bus heading into Cheney I walk 30 min to get home to lack of the loop	11/16/2024 12:37 PM
77	See previous comment	11/15/2024 1:33 PM
78	N/a	11/15/2024 7:18 AM
79	See above comment about potentially modifying Route 67 to serve the area along the SE side of EWU that Route 68 currently serves.	11/14/2024 10:29 PM
80	The changes seem to prioritize efficiency and focus on routes with more demand. My husband's commute on Route 664 is still covered, which is the most important factor for us.	11/14/2024 8:41 PM
81	The addition of double-decker buses on Route 6 and the proposed changes to Route 664 are good improvements for capacity and efficiency. However, discontinuing Route 67 might limit access for some students and residents. Overall, the changes seem fair and balanced but not perfect for everyone but what changes ever are?	11/14/2024 8:06 PM
82	x	11/14/2024 7:08 PM
83	1st Street benefits from two-way service. You could run 68 on 1st in both directions and extend 66 to K Street to cover the frequency needs of the western part of the route	11/14/2024 5:48 PM
84	Changes to make the routes more efficient and accommodating for the incoming college students is great for when the college is in session. Perhaps changing to smaller buses in the summer for Cheney might be a good option, too, since it's mostly just townspeople who use the 68 route then.	11/14/2024 11:14 AM
85	better service	11/14/2024 8:38 AM
86	Dumb idea for double deckers. High winds on the west plains as a passenger on the bus is a grave concern safety wise. It is a huge risk especially with icy snow covered roads for a rollover and the risk of an incident which mass casualties and massive fatalities is every families worst nightmare.	11/13/2024 11:26 PM
87	No change for me but increased capacity on buses for students in my region is important to me	11/13/2024 6:46 PM
88	NA	11/13/2024 4:39 PM
89	I'm hoping there will be more sheltered areas in Cheney to protect against the elements in the Salnave area like the dog park	11/13/2024 3:02 PM
90	There are not many people since COVID that ride public transportation, so at that point it would be wasting resources.	11/13/2024 1:12 PM
91	Cheney is not a part of my travels.	11/13/2024 12:42 PM
92	Ok	11/13/2024 11:37 AM
93	Service in Cheney is good for the eastern students	11/13/2024 10:30 AM
94	Having a higher capacity bus for route 662 (EWU North Express) would make my travel easier since this bus gets too full and riders have to stand for 45 minutes. Otherwise the other proposed EWU bus changes do not impact me and I can get back to Spokane timely.	11/13/2024 10:11 AM
95	Getting off one bus to go to another place sucks when you live in a cold climate.	11/13/2024 8:30 AM
96	My hope is that with these changes these buses will be more reliable for Cheney to Spokane commuters. Multiple times my bus has been late for connecting rides and it makes it difficult to get to work on time.	11/13/2024 7:30 AM

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97	Removing the Salnave loop on route 6 will help make the schedule less confusing in the area.	11/13/2024 5:38 AM
98	The bus seems to only cater to students?	11/13/2024 5:21 AM
99	Convert "Not in Service" Runs to "In Service" for some departure : We propose that the current runs for Route 66 at 3:20 p.m. and 4:20 p.m from STA Plaza and arrived PUB on 3:54 pm and 4:54 pm be changed to direct in-service departures from EWU PUB Bay 3 to the U-District on school days. Currently, these buses travel "Not in Service" directly to Front Street Layover after leaving PUB. Making these runs available "In Service" as a SHUTTLE with Limited stop would provide a direct and convenient option for students and professors attending night classes, utilizing resources already in place without increasing payroll.	11/13/2024 12:38 AM

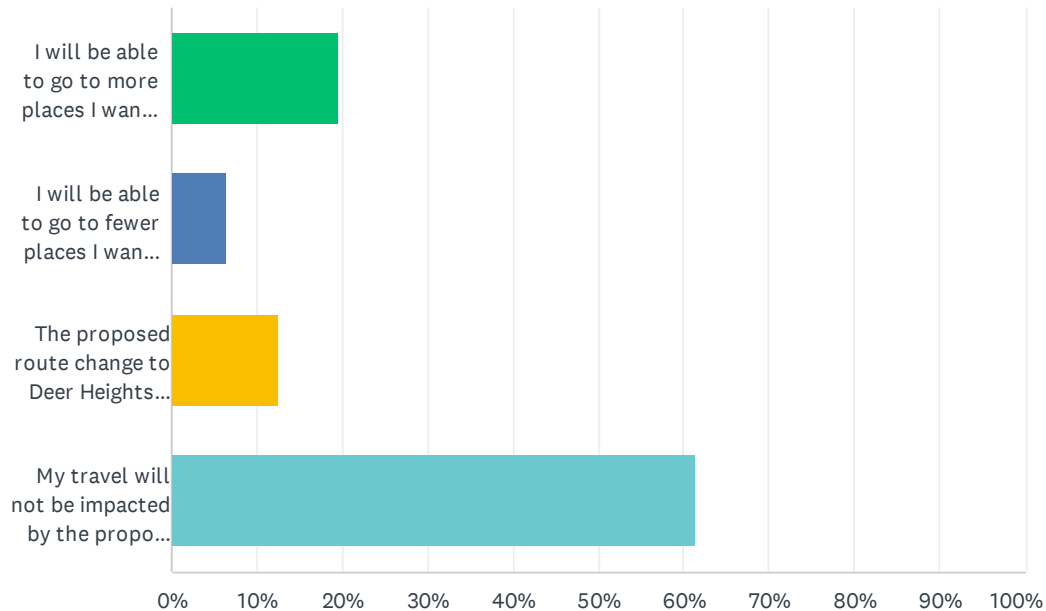
Q18 The proposed implementation of the Route 61 Highway 2/Fairchild includes: Revised routing of Route 61 Highway 2/Fairchild to use Deer Heights Road and 12th Avenue 15-minute frequency during weekdays during AM and PM peaks The Deer Heights Road re-route will move passenger activity at Crosspointe Plaza off Highway 2 and Hayford Road to 12th Street. Instead of buses travelling through the intersection of Hayford Road and Highway 2, they will now travel behind the area of Walmart.

Answered: 15 Skipped: 470



Q19 After reviewing the Route 61 Highway 2/Fairchild map and proposed changes, how do you think the proposed route change to utilize Deer Heights Road will impact where you are able to go by bus?

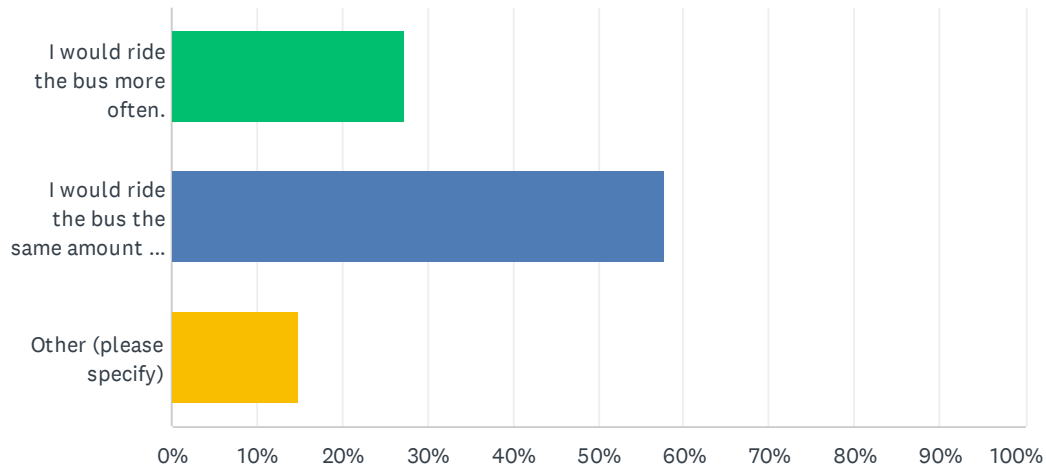
Answered: 348 Skipped: 137



ANSWER CHOICES	RESPONSES	
I will be able to go to more places I want and need to go by bus	19.54%	68
I will be able to go to fewer places I want and need to go by bus	6.32%	22
The proposed route change to Deer Heights Road will not change the number of places I could go to by bus	12.64%	44
My travel will not be impacted by the proposed route change to Deer Heights Road	61.49%	214
TOTAL		348

Q20 After reviewing the Route 61 Highway 2/Fairchild map and proposed frequency changes to 15-minutes and AM and PM peaks, how do you think you would utilize the increased frequency on Route 61?

Answered: 301 Skipped: 184



ANSWER CHOICES	RESPONSES	
I would ride the bus more often.	27.24%	82
I would ride the bus the same amount as I do now.	57.81%	174
Other (please specify)	14.95%	45
TOTAL		301

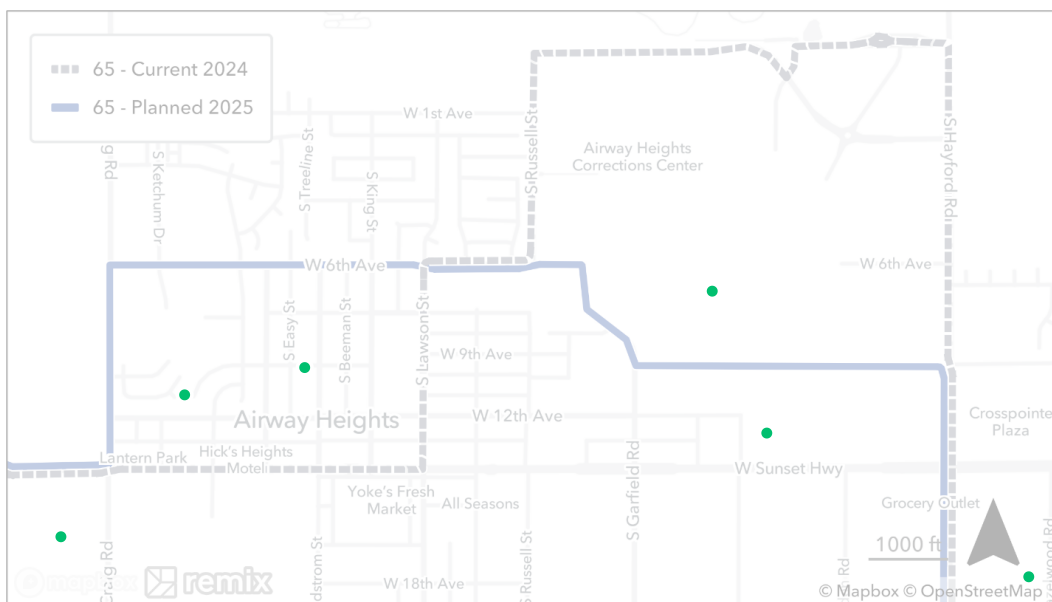
#	OTHER (PLEASE SPECIFY)	DATE
1	The bus will not go to the casino. You will be forcing me to make unwanted transfers to another route that I did not need to before. What is it with your planners! Can't you just make routes that really do go to the place people want to go to. I Don't WANT TO TRANSFER EVERY TIME THAT I TAKE A BUS. I SHOULD NOT TAKE THE AVERAGE PERSON MORE THAN A HOUR TO GET ANYWHERE IN THIS SYSTEM. WE ARE NOT SEATTLE.	12/14/2024 7:21 AM
2	N/A my travel not impacted by Route 61 changes	12/13/2024 9:19 AM
3	this would provide more flexibility within peak hours - making me a happy rider	12/12/2024 6:43 PM
4	I would ride it less	12/10/2024 11:13 PM
5	I do not ride the bus	12/7/2024 3:44 PM
6	I do not travel this route	12/6/2024 8:45 AM
7	N/A	12/5/2024 3:55 PM
8	I don't use this route.	12/5/2024 12:42 PM
9	I am unaffected by this route/schedule.	12/5/2024 9:40 AM
10	less	12/4/2024 8:17 PM
11	Will not use/useless	12/4/2024 3:33 PM

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12	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:46 PM
13	N/A - I am not served by this route.	12/4/2024 10:05 AM
14	I would cease riding	12/4/2024 9:52 AM
15	I don't ride the bus at all	12/4/2024 9:09 AM
16	No impact on my travel	12/4/2024 9:04 AM
17	I am a Spokane commuter and do not use the bus on a regular basis.	12/3/2024 7:23 PM
18	Need to get rid of the non payers on this route takes to long for these people to board and they harass the drivers it's horrible what the drivers have to take on this route	12/3/2024 7:23 PM
19	Not effectived	12/3/2024 2:30 PM
20	non essential to our area.	12/3/2024 2:29 PM
21	I don't use it that often but it looks like I can still get to places if I need to	12/3/2024 1:46 PM
22	This is not a route I routinely use	12/2/2024 8:45 PM
23	I never go that way by bus, so I'm not impacted by this change.	12/2/2024 5:38 PM
24	I don't know.	12/1/2024 3:22 PM
25	Currently do not utilize this area	12/1/2024 10:56 AM
26	I don't take this route	11/30/2024 12:04 PM
27	Can I still get to Quest on route 61	11/29/2024 12:57 AM
28	Yes	11/28/2024 5:00 PM
29	I'm not sure how it would affect me I have rode the bus to the yolks in airway heights a few times and up to the spoko and the Arby's a few times and but I'm not that familiar with the airway heights bus route I did ride the bus also to medical lake; just to see the town. 😊	11/26/2024 8:31 PM
30	I don't go to Airway Heights by bus.	11/26/2024 1:41 PM
31	I do not travel on this route but support ANY TIME more frequent service is offered.	11/21/2024 7:27 AM
32	.	11/20/2024 4:46 PM
33	I will depend on how you place the bus stops at the shopping center.	11/20/2024 1:18 PM
34	I do not routinely use this line.	11/20/2024 9:33 AM
35	Don't really ride that bus much	11/19/2024 12:48 PM
36	I don't go out to Fairchild.	11/19/2024 10:16 AM
37	I don't ride this bus	11/19/2024 8:35 AM
38	61 should go Flint then Airport then over to Geiger to service Amazon then to Hayford and continue past Walmart to Casino. 15 minute service to Airport and Amazon (60,61). The 74,60 combo is always late due to the 74 inbound on the freeway from Pines to downtown congestion.	11/18/2024 8:05 PM
39	This would make it harder for me by a lot. Those routs are right where I go.	11/18/2024 5:26 PM
40	I only go to the base, so I'm hoping the increased frequency will help me get to work at a better time	11/18/2024 9:26 AM
41	I would ride less	11/18/2024 7:01 AM
42	Im not sure	11/17/2024 11:23 AM
43	x	11/14/2024 7:11 PM
44	Do not travel regularly to/from AH	11/13/2024 5:35 PM
45	I have no need to take this route	11/13/2024 10:14 AM

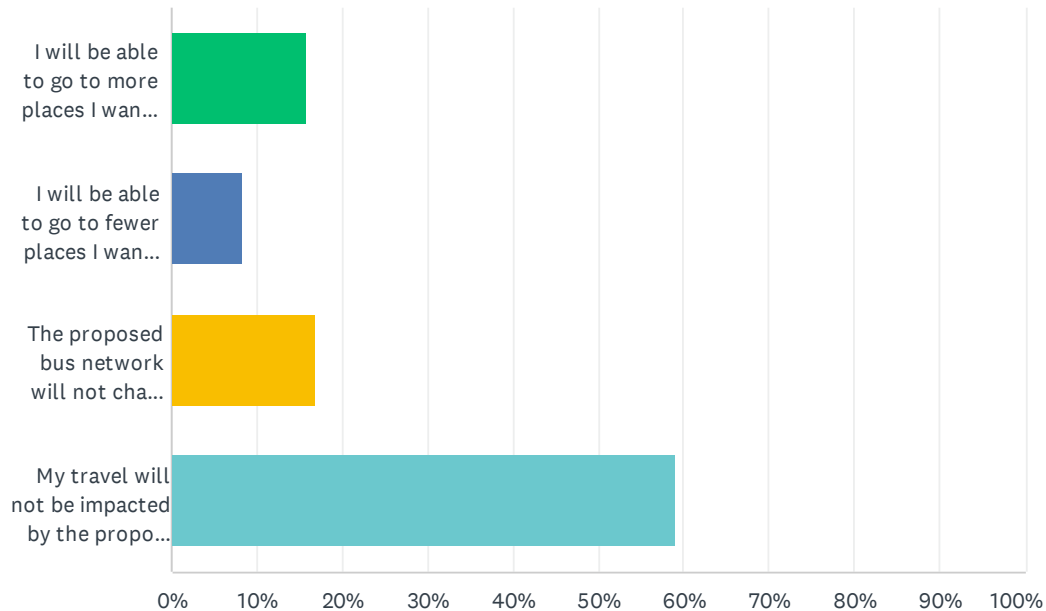
Q21 The proposed implementation of the Route 65 Hayford includes:
 Revised routing of Route 65 Hayford to use newly constructed 10th Avenue/Garfield Road/6th Avenue/ Craig Road routing From northbound Hayford Road, routing will continue west along newly constructed 10th Avenue to Garfield Road where it would then meet with 6th Avenue and connect with Craig Road before continuing to Spokane Tribe Casino. Concurrently, a new roundabout will be constructed at Highway 2 and Craig Rd. Together, these improvements will allow STA to provide fixed route service to northwest Airway Heights and the recently relocated Yoke's grocery store. Service to Northern Quest Casino will be discontinued with transfer service offered by Route 61 with improved peak frequency.

Answered: 6 Skipped: 479



Q22 After reviewing the Route 65 Hayford map and proposed changes, how do you think the proposed route changes will impact where you are able to go by bus?

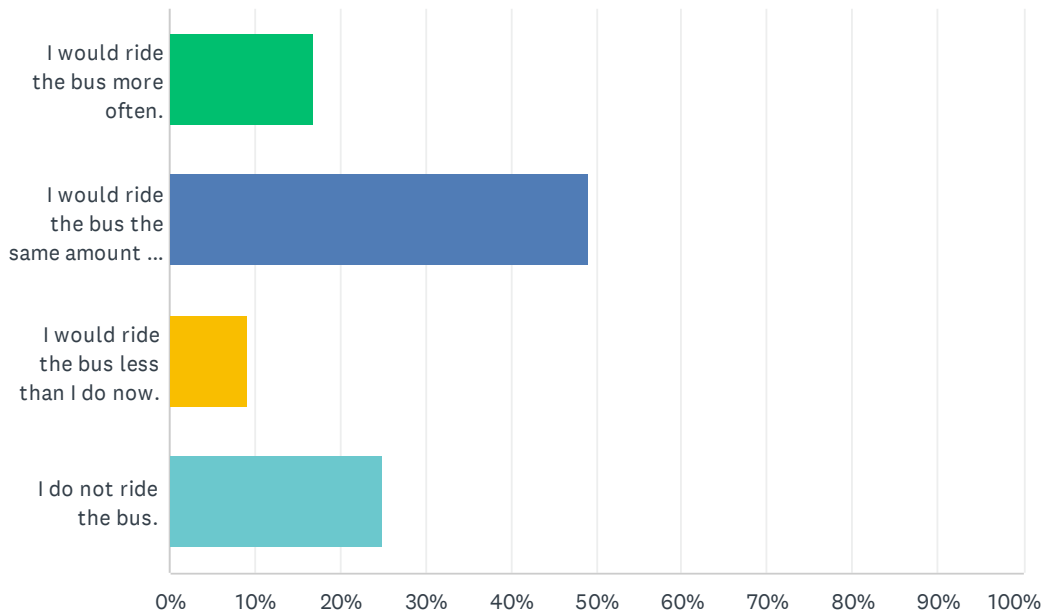
Answered: 337 Skipped: 148



ANSWER CHOICES	RESPONSES	
I will be able to go to more places I want and need to go to by bus	15.73%	53
I will be able to go to fewer places I want and need to go to by bus	8.31%	28
The proposed bus network will not change the number of places I could go to by bus	16.91%	57
My travel will not be impacted by the proposed bus network	59.05%	199
TOTAL		337

Q23 After reviewing the Route 65 Hayford map and proposed route changes, how do you think you would utilize the new routing on Route 65?

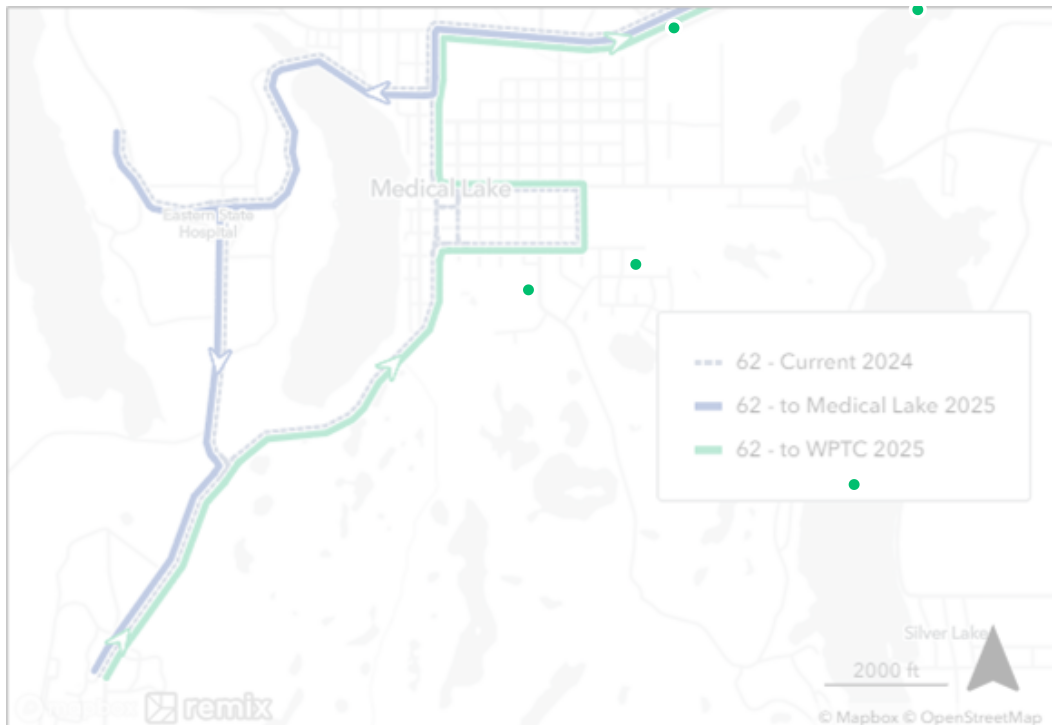
Answered: 316 Skipped: 169



ANSWER CHOICES	RESPONSES	
I would ride the bus more often.	16.77%	53
I would ride the bus the same amount as I do now.	49.05%	155
I would ride the bus less than I do now.	9.18%	29
I do not ride the bus.	25.00%	79
TOTAL		316

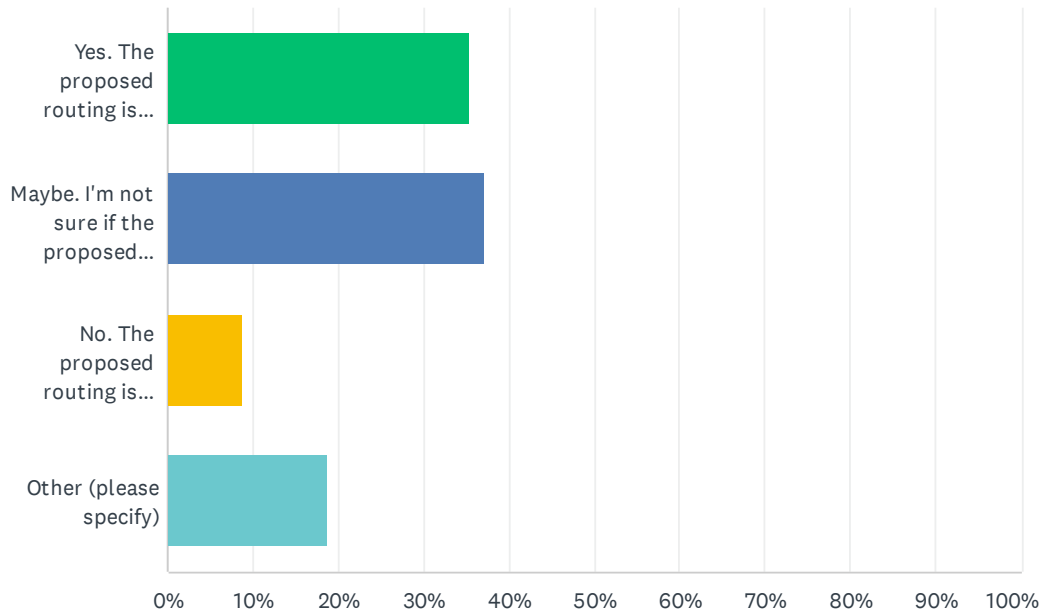
Q24 The proposed implementation of the Route 62 Medical Lake includes: Introduce a simplified schedule of Route 62 Medical Lake and minor routing change to simplify service STA staff is proposing a simplified schedule and minor routing change within the City of Medical Lake to streamline the service and create an easier-to-understand schedule for the passengers. Rerouting Route 62 will require the closure of many singular parts of stop pairs, retaining one stop in the location. However, all closing stops in the Campbell and Prentis area will have an alternate stop across the street aside from the current stops. Stops in this neighborhood are yet to be designed or constructed. In this purposed routing, service is retained at the Medical Lake Center at Lake and Broad streets.

Answered: 6 Skipped: 479



Q25 After reviewing the Route 62 Medical Lake map and proposed changes, do you think this routing is easier to understand and more efficient than the current routing?

Answered: 288 Skipped: 197



ANSWER CHOICES	RESPONSES	
Yes. The proposed routing is easier to understand and gets me to the places I want and need to go to by bus	35.42%	102
Maybe. I'm not sure if the proposed routing gets me to go to the places I want and need to go to by bus	37.15%	107
No. The proposed routing is harder to understand and may not get me to the places I want and need to go to by bus	8.68%	25
Other (please specify)	18.75%	54
TOTAL		288

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't use this route.	12/14/2024 8:48 AM
2	Lower income apartments and homes are all around this city. The current way gets services to most people.	12/14/2024 7:21 AM
3	Doesn't effect me	12/13/2024 7:51 PM
4	My travel not impacted by proposed Route 62 changes	12/13/2024 9:19 AM
5	not applicable to my use of STA	12/11/2024 11:30 AM
6	No opinion.	12/9/2024 3:07 PM
7	No idea what WPTC stands for	12/9/2024 10:18 AM
8	I am not affected by this route	12/9/2024 8:48 AM
9	I do not ride the bus	12/7/2024 3:44 PM

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10	Don't go to Medical Lake	12/6/2024 11:04 AM
11	I do not travel this route	12/6/2024 8:45 AM
12	It doesn't affect me	12/5/2024 4:09 PM
13	I never go to Medical Lake	12/5/2024 9:20 AM
14	These route changes are not applicable to my bus usage	12/4/2024 4:06 PM
15	Will not impact me at ALL	12/4/2024 3:33 PM
16	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:46 PM
17	N/A - I am not served by this route.	12/4/2024 10:05 AM
18	I don't ride the bus	12/4/2024 9:09 AM
19	no comment	12/4/2024 9:01 AM
20	N/A	12/4/2024 7:22 AM
21	I am indifferent to busing decisions pertaining to Medical Lake.	12/3/2024 7:23 PM
22	Looks better, but I don't ride the bus.	12/3/2024 5:49 PM
23	I do not travel to medical lake.	12/3/2024 3:30 PM
24	Does not impact me	12/3/2024 2:30 PM
25	not interested.	12/3/2024 2:29 PM
26	I do not routinely use this route	12/2/2024 8:45 PM
27	Not impacted by this change.	12/2/2024 5:38 PM
28	I believe casinos and lottery may be organized Crime and games of chance	12/1/2024 3:22 PM
29	I do not ride the bus into Medical Lake	11/28/2024 4:18 PM
30	I haven't ridden this loop.	11/28/2024 12:24 PM
31	I do not go to medical lake	11/28/2024 9:45 AM
32	I don't use this bus	11/28/2024 9:36 AM
33	I never ride the bus to Medical Lake.	11/27/2024 6:35 PM
34	Easier to understand, but I think it would take longer to take certain trips locally with the new route with not having stop pairs on the loop.	11/27/2024 10:39 AM
35	Because I'm not that familiar with their way heights or medical lake I don't know the names of the streets so when I go there I just have to ask which way and how long and how far and if it's new I'll still be asking the same questions so. Hopefully it's better but I don't know enough about the area yet.	11/26/2024 8:31 PM
36	Doesn't affect me	11/26/2024 7:11 PM
37	It looks good, but I don't ride this bus.	11/26/2024 1:41 PM
38	does not apply	11/21/2024 7:30 AM
39	I do not travel this route.	11/21/2024 7:27 AM
40	I do not utilize the STA in Medical Lake	11/21/2024 5:58 AM
41	I do not routinely use this line.	11/20/2024 9:33 AM
42	I don't ride this bus	11/19/2024 12:48 PM
43	I don't go to medical lake.	11/19/2024 10:16 AM
44	I will not ride this bus	11/19/2024 8:35 AM

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45	I don't ride this route.	11/18/2024 6:52 AM
46	Doesn't apply to me	11/18/2024 6:02 AM
47	N/A	11/18/2024 1:59 AM
48	If I need it for work it's important	11/17/2024 11:23 AM
49	I dont bus to medical lake	11/15/2024 10:59 AM
50	The simplification of Route 62's pattern seems helpful, but since I don't frequently use this route, I can't fully assess its efficiency for my needs.	11/14/2024 8:10 PM
51	I do not know Med. Lake	11/14/2024 7:11 PM
52	I don't take this route	11/14/2024 12:35 PM
53	I don't care.	11/14/2024 7:44 AM
54	I have no need to take this route	11/13/2024 10:14 AM

Q26 How would you rate the purposed changes in West Plains?

Answered: 198 Skipped: 287

3.7★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	10.61% 21	4.55% 9	26.77% 53	24.75% 49	33.33% 66	198	3.66

Q27 Please explain

Answered: 81 Skipped: 404

#	RESPONSES	DATE
1	The City of Medical Lake still pays into the system. You should leave it alone. Don't fix what is not broken	12/14/2024 7:21 AM
2	Look fine but not a route I use.	12/13/2024 9:19 AM
3	Route 62 needs an overhaul. Schedule and map of route needs to be more straightforward if possible.	12/11/2024 4:14 PM
4	Please add the high school as a stop back to routes 661, 662 and 664. When route was changed this year no high school employees or students can take the express routes.	12/9/2024 3:20 PM
5	Again, this area is especially dangerous for pedestrians. It is actually a population dense area with low income family apartments by 6th and in many of the neighborhoods being circumvented. S Hayford in particular does not have safe pedestrian crossings down most of its stretch. Fewer stops mean more people (especially kids/teens) rushing across roads to catch the bus.	12/9/2024 12:43 PM
6	Medical lake has always been short serviced	12/9/2024 10:24 AM
7	Change to every 15 minutes during peak times would be great!	12/9/2024 6:22 AM
8	I like the increased frequency of the 61 buses to the casinos and I would be more willing to take the bus there instead of driving.	12/8/2024 6:45 PM
9	I greatly prefer as it allows me better access to Walmart on my way back from work. Especially with increased frequency!	12/7/2024 4:08 PM
10	Could you please provide more information on the city partnerships with STA and non-city destinations. I would prefer that my tax dollars stay within the city limits and outlying destinations such as Northern Quest Casino, Fairchild Air Force Base, Eastern Washington University, Medical lake, Cheney, and Liberty Lake pay for their own transportation services.	12/7/2024 3:44 PM
11	Bc	12/6/2024 5:32 PM
12	Unfamiliar	12/6/2024 8:45 AM
13	N/A	12/5/2024 3:55 PM
14	I am unaffected by these changes, but they seem logical.	12/5/2024 9:40 AM
15	Unknown	12/4/2024 11:53 PM
16	yes	12/4/2024 8:17 PM
17	Will not impact me at ALL. Thanks for not actually helping at all.	12/4/2024 3:33 PM
18	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:46 PM
19	N/A - I am not served by this route.	12/4/2024 10:05 AM
20	Does not effect my personal commute	12/4/2024 8:18 AM
21	Doubling some service. Where are the new drivers coming from? Roundabout in general suck. A new roundabout at Craig Rd. (which is an offset road making for more difficulties)and US Hwy 2 (req. Federal approval-spec. requirements for Fairchild strategic movements) would adversely affect extant structures. (Bad idea.)	12/4/2024 7:22 AM
22	As a Spokane/Spokane Valley commuter, I am indifferent to bus changes made on the West Plains aside from impacts that may occur due to increased traffic or congestion.	12/3/2024 7:23 PM

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23	Great Chang make it simple and to the point	12/3/2024 7:23 PM
24	I would want the bus to continue traveling in front of the prison. I would like to utilize the bus to go from Central Valley/University area to the A.H. Corrections Center. So I could go and it would not take several hours.	12/3/2024 3:30 PM
25	zero stars. Waste of money.	12/3/2024 2:29 PM
26	Thanks the one way in the morning and other way in the afternoon is terrible. This will be less confusing for workers and patients.	12/3/2024 1:46 PM
27	I do not routinely use this route	12/2/2024 8:45 PM
28	Neutral; none of these routes impact me.	12/2/2024 5:38 PM
29	I don't know Spokane WA real well	12/1/2024 3:22 PM
30	Improved routes to expand service	12/1/2024 10:56 AM
31	If the riders opinions actually mattered then we would get asked if we see any routes that need improvement.	12/1/2024 5:53 AM
32	I use the 60 and 61, but not the 62 or 63.	11/30/2024 4:26 PM
33	Not impacted	11/30/2024 7:39 AM
34	I'm not sure if this would affect my transportation as I take the 61 out to Lawson and Highway two to go to international beauty education center	11/28/2024 9:26 PM
35	Not good because there is 6 city Busees out at west plains	11/28/2024 5:00 PM
36	more efficient	11/28/2024 4:18 PM
37	Although I do not frequently travel to Airway Heights the proposed changes are interesting. I hope it will be more efficient for the people living there.	11/28/2024 12:25 PM
38	N/A	11/28/2024 9:36 AM
39	I think the 61 change is great. It will be much safer for people to wait for the bus away from the highway.	11/27/2024 10:39 AM
40	I think the W. Play Transit Center should have a ticket booth where you can put money on Internet card for wine and then be able to purchase day passes for if you're gonna get on the bus and in the inside facility so where they can have a coffee shop inside for the people that want to get a cup of coffee while waiting for the bus and also pass the automated system call over the intercom stating when the bus will be arriving set up passengers can go outside and be ready to board the bus when the bus arrives so that's the feedback that I wanna share with you on this proposed change	11/27/2024 7:17 AM
41	It be nice to have the 61 bus to leave at 3pm because 10-20 riders get off at least 2:53	11/27/2024 6:25 AM
42	Like I said I ask questions whenever I have to use the anything from West plains to airway heights and I would still be asking questions and getting directions I don't really know the area that well even though I've used it half a dozen times but only by bus. The 9 years I lived in Spokane county previous to this last year I lived in elk. 😊 Quite a bit different. 😊	11/26/2024 8:31 PM
43	Thank you for making the change to the West Plains areas that are growing.	11/26/2024 8:16 PM
44	The changes to bus routes serving the west plains will make it easier to get to the casinos and I might be able to go more often!	11/26/2024 12:47 PM
45	65 and 61 appear to service more of the same areas - I think keeping 65 as is would keep a distinction between 61 and 65 in terms of servicable areas.	11/26/2024 10:50 AM
46	a nice change	11/22/2024 6:59 PM
47	Routing 61 to go behind Walmart makes the most sense. Fewer Hwy 2 bus stops is safer for everyone.	11/21/2024 5:23 PM
48	I think it would help with catching the bus.	11/20/2024 1:18 PM
49	I want service to the Amazon building DSK4	11/20/2024 9:16 AM

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50	I like having the 65 bus go straight to northern quest as I am an employee of B&B theatres.	11/20/2024 8:28 AM
51	I don't really ride this bus.I think it will be good for people who ride it more	11/19/2024 12:48 PM
52	Definitely helps with the new routes. I think maybe we should add a bus route more central to the newer housing and have it connected with the main route (61) by Walmart.	11/19/2024 9:54 AM
53	The 60 and 61 should go highway 2 to Flint Rd. outbound then both turn left and head to the airport. After the airport head to Geiger and service Amazon. The 60 would continue to the West Plains transit center. The 61 would turn right at Hayford and go to Walmart then to the casino etc. Inbound would be the same routing. This would give 15-20 minute service to the airport and Amazon if routed times coincided. The 74 connected with the 60 is not a great idea. The inbound 74 is always running late due to traffic delays on the freeway even on clear, dry days. When it get slick and inclement weather, the 74 running late will effect the 60 airport to run late and passengers/workers being late to work and catching their flights.	11/18/2024 8:05 PM
54	Please don't take away stops on these routes without having stops near where they currently are it would impact the disabled community a lot.	11/18/2024 5:26 PM
55	Further increases in frequency on 61 should be a priority. Otherwise good.	11/18/2024 4:56 PM
56	I think overall it's good	11/18/2024 1:59 AM
57	If I need it for work it's important	11/17/2024 11:23 AM
58	It would make it easier for all people who work and go to school plus shopping easier	11/17/2024 7:52 AM
59	Third verse, same as the first.	11/15/2024 1:34 PM
60	Changes look good. We need a new route servicing Hallett Rd, passing at least the corner of Grove Rd and Hallett Rd. It would allow service middle schoolers attending Westwood, as well as a way for people living in the various apartment complexes to travel to the West Plains Park and Ride safely as the road does not have sidewalks for the majority of the road.	11/15/2024 8:15 AM
61	I don't live in West plains.	11/15/2024 7:22 AM
62	I like the frequency update but I work out at dsk4 Amazon facility and use the bus and this would make me have to walk on foot farther	11/14/2024 9:15 PM
63	I avoid going to Medical Lake because the bus schedule is too confusing.	11/14/2024 8:31 PM
64	The changes to Route 61 and Route 65 seem to improve service for residents and commuters in West Plains, and simplifying Route 62 is a good move. While these changes don't directly impact my travel, they seem beneficial for the community as a whole.	11/14/2024 8:10 PM
65	x	11/14/2024 7:11 PM
66	I'd rather see later service on Sunday evenings than higher peak frequency, especially on Route 60 for airport employees	11/14/2024 5:52 PM
67	Thanks for showing Airway Heights some love. Looking forward to the 61 being less crowded. I would love to see Route 65 come more often. Once an hour wait is rough when waiting with a fussy infant.	11/14/2024 4:38 PM
68	Only concern is if you negatively change the bus stop location at Walmart on Route 65. I currently ride from Cheney to Wal-mart and it has been nice to have a direct bus instead of heading downtown first. I would hate to see that go away, or have the walk be longer with groceries.	11/14/2024 1:10 PM
69	The casino traffic and drunk folks from said casinos were a real damper on my mood before heading to work. Especially when chaos occurs which in turns I am late for work. So less stops going there is a big BONUS.	11/14/2024 12:35 PM
70	better service	11/14/2024 8:39 AM
71	Route 65 is quickly becoming the Airway Heights circulator now that it isn't focused on the casino. Can we get more frequency? Even just at am and pm peaks?	11/14/2024 7:46 AM
72	Another bad idea coming from top level clueless management who do not have a clue what the situation is on the ground for your rank & file coach operators.	11/13/2024 11:32 PM
73	More frequency on the 61 will be great as that route is usually very crowded	11/13/2024 6:58 PM

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74	NA	11/13/2024 4:42 PM
75	I do not travel by bus in these regions.	11/13/2024 12:43 PM
76	For people who live by the old Yokes and would like to go to the new one would have to transfer bus somewhere to get to and from Yokes. A suggestion would be to have 61 go down 6th street and have 65 go Highway 2 to accommodate the shoppers.	11/13/2024 12:18 PM
77	More service in medical lake would be excellent	11/13/2024 10:34 AM
78	I do not ride these routes	11/13/2024 10:14 AM
79	Unsure of the changes impact	11/13/2024 7:32 AM
80	Why are you taking Route 65 out of the casino?! When route 61 gets super busy in the middle of the day, I ride route 6 to route 65 to get to the casino, it has made it so much nicer. Make the 61 15 minutes during noon time or keep the 65 going to the Casino.	11/13/2024 5:41 AM
81	If the 65 can service 30 mins instead of hourly may have chance increase the 6/66 ridership. Meanwhile, is it possible to adjust the Last Route 68 continue service to West Plains Transit Center only as Route 66S after arriving at PUB on 11:25 instead of NOT in service? Since this bus needs to continue at West Plains Transit Center as Route 63S trip on 11:42 pm to Amazon /Geiger, this adjustment would allow Cheney local neighborhood residents and students to reach their destinations for Graveyard shift without waiting a long period in West Plains TC utilizing resources already in place without increasing payroll.	11/13/2024 12:44 AM

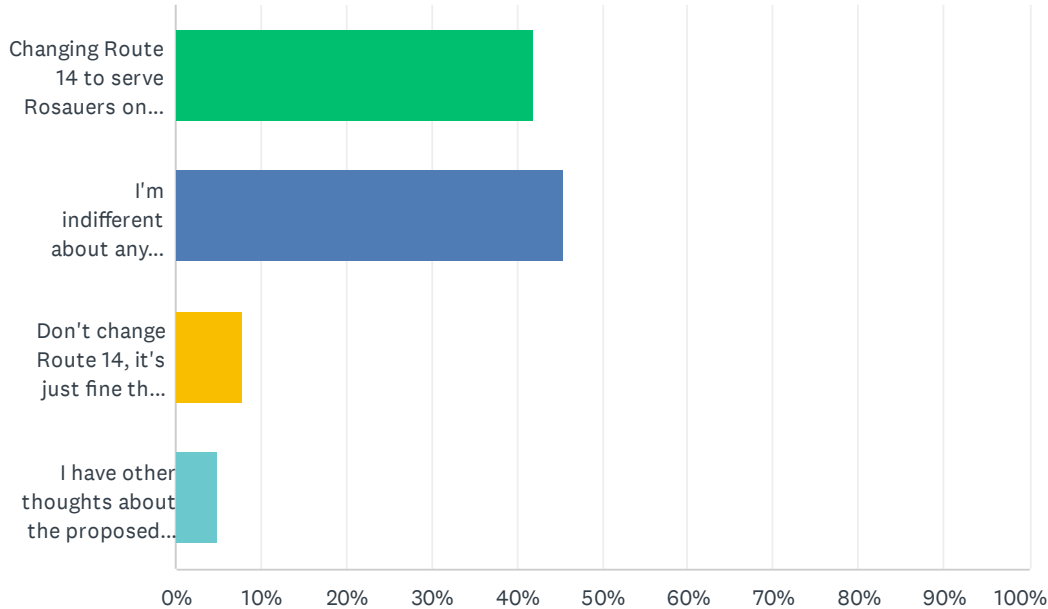
Q28 The proposed changes to Route 14 South Adams/Napa include exploring a possible re-route south of 10th Ave on Monroe Street Re-route options considered: 10th Avenue 13th Avenue STA staff is exploring the possibility of a re-route south of 10th Avenue on Monroe Street to 14th Avenue. Customer comments regarding easier access to the sheltered stop on 14th Avenue and Lincoln Street to access the Rosauers at that location is the driver for this change. Candidates for rerouting include using 10th Avenue or 13th Avenue between Madison and Monroe streets before returning to 14th Avenue.

Answered: 8 Skipped: 477



Q29 After reviewing the Route 14 South Adams/Napa map and proposed changes, please share your thoughts on possible changes to Route 14?

Answered: 346 Skipped: 139



ANSWER CHOICES	RESPONSES	
Changing Route 14 to serve Rosauers on 14th is a great idea! Please continue to consider this.	41.91%	145
I'm indifferent about any changes to Route 14.	45.38%	157
Don't change Route 14, it's just fine the way it is.	7.80%	27
I have other thoughts about the proposed changes to Route 14	4.91%	17
TOTAL		346

#	I HAVE OTHER THOUGHTS ABOUT THE PROPOSED CHANGES TO ROUTE 14	DATE
1	Route doesn't effect me	12/13/2024 7:52 PM
2	Will not impact me at ALL. Maybe actually do something about the 9's congestion, better bus drivers and routes that go up mirabeau. Every year this shows me yall make these decisions in a vacuum.	12/4/2024 3:34 PM
3	prob cancel the route as superfluous	12/4/2024 3:02 PM
4	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:47 PM
5	close the system.	12/3/2024 2:30 PM
6	As long as I can still get to Spokanimal and SSA	12/2/2024 10:30 AM
7	I know where Huckleberry's is. Prices are too high and I like to eat good too. Rosauers in North Spokane WA well a Paratransit passenger was waiting forever at Rosauers and asked if I could go to their customer service and have them call Paratransit and see Paratransit forgot about her or something and Rosauers security came yelling at me saying shut up and let her	12/1/2024 3:28 PM

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Speak for her self etc and security seems Native American Indian Reservation off the Reservation maybe so please be careful in tribal casinos etc and on their Reservations I owned land property along the Native American Indian Reservation and mental health employees looked Native American Indian Reservation off the Reservation maybe especially Maureen Post at Ferry County Mental health in Republic WA and they forcefully disabled me and didn't want me to live on my own land property or work in the area etc.

8	I hate route 14 I like the old 42	11/28/2024 5:01 PM
9	It's a good idea	11/25/2024 8:55 AM
10	I like the idea to reroute 14 to serve Rosauers on 14th and possibly huckleberries. Using 10th is an absolutely terrible idea as that road is narrow and very congested.	11/21/2024 7:30 AM
11	I ride Route 14 every day and use the stop at 12th and Madison. I think moving the routing via 10th could be a great idea if there is stop provided at 12th and Monroe. If not, this would increase my walking time by a few minutes every day and I would personally rather keep the route as-is.	11/20/2024 7:56 AM
12	Please see #31.	11/20/2024 1:10 AM
13	I don't ride this bus	11/19/2024 8:36 AM
14	I don't ride this bus	11/18/2024 8:49 AM
15	None of the maps provide enough information to make an informed decision	11/15/2024 1:42 PM
16	This ride will not affect me	11/13/2024 2:41 PM
17	via 13th Avenue will be better than via 10 Ave as won't affect many current stops	11/13/2024 12:44 AM

Q30 After rate the proposed changes to the routes in the City of Spokane.

Answered: 188 Skipped: 297

4.1★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	5.85% 11	3.19% 6	19.68% 37	22.87% 43	48.40% 91	188	4.05

Q31 Please explain

Answered: 68 Skipped: 417

#	RESPONSES	DATE
1	Suggest using 13th Ave option because 10th Ave by Huckleberries is too narrow, with parking on both sides of street. It is difficult to navigate that section of 10th Ave in a passenger vehicle. Traffic patterns are chaotic on Lincoln near Huckleberries' lot.	12/15/2024 9:18 AM
2	increasing availability of routes via higher frequency evening/weekend buses in all neighborhoods is much needed and appreciated by riders who commute to grocery shopping and employment	12/14/2024 2:06 PM
3	Abaolutely continue to consider improvements to this corridor. It is very underserved in frequency and access especially as new local destinations continue to develop with the recent removal of parking mandates.	12/13/2024 5:49 PM
4	30 minute frequency lets goooooooooo!	12/12/2024 6:44 PM
5	I would use these grocery stores if I could get to them easily from my work downtown.	12/11/2024 5:43 PM
6	It would be nice to see if route 14 could get off the bumpy lower south Hill roads like Adams. Or limit the bumpy roads.	12/11/2024 4:16 PM
7	I travel mostly on North Spokane routes	12/11/2024 11:30 AM
8	Increased frequency on 45 will make it useful in the evening and Saturday times. Thanks!	12/10/2024 6:51 PM
9	More 14 and 45 runs please	12/9/2024 10:25 AM
10	Love more service to Perry!	12/9/2024 10:19 AM
11	I think it makes sense offering more routing that goes to that stop.	12/8/2024 6:46 PM
12	I am grateful that STA is taking into consideration the preferences of its riders and is flexible enough to change routes based on current rider needs.	12/7/2024 3:47 PM
13	Honestly I'm more interested in the potential proximity of the route to Huckleberry's if it turns down 10th. I am for this.	12/5/2024 9:48 AM
14	Better access to grocery stores seems like a great idea	12/4/2024 11:55 PM
15	yes	12/4/2024 8:17 PM
16	Will not impact me at ALL. Maybe actually do something about the 9's congestion, better bus drivers and routes that go up Mirabeau. Every year this shows me yall make these decisions in a vacuum.	12/4/2024 3:34 PM
17	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:47 PM
18	N/A - I am not served by this route.	12/4/2024 10:05 AM
19	does not effect my personal commute	12/4/2024 8:19 AM
20	For required test-runs after maintenance, have drivers (with overtime) test the proposed routes. Let the drivers decide. Especially in the winter.	12/4/2024 7:27 AM
21	I do not ride this route	12/4/2024 4:20 AM
22	I don't want to see the bus loop unto Monroe. While it would be more convenient for bus riders to stop by Rosauers, the increased traffic on Monroe could cause additional hazards and obstacles for other drivers. I do not want to see the flow of traffic interrupted or impeded on Monroe due to this change.	12/3/2024 7:31 PM
23	zero stars. stop wasting money	12/3/2024 2:30 PM

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24	I don't know. I would spend most of my time in a Catholic Church if there was a like minded Pope like Pope Pius the 12 there	12/1/2024 3:28 PM
25	Making stops closer to necessities of daily life (grocery stores, banks, shopping, medical offices, etc.)	12/1/2024 11:00 AM
26	Don't take this route	12/1/2024 5:53 AM
27	I want the 45 and 94 and 14 to be more frequent. Yes please and thank you.	11/30/2024 4:28 PM
28	I've never had to ride this bus	11/28/2024 9:27 PM
29	Route 14 STA planning really screw up	11/28/2024 5:01 PM
30	better flow	11/28/2024 4:19 PM
31	I'm always down for increased service. I love route 14 and I think the idea of it serving Rosauer's is a good one.	11/28/2024 12:27 PM
32	Every 30 minutes it's not a problem at all	11/27/2024 7:20 AM
33	I think stepping up that 45 route is a great idea I do use that sometimes to go up South Hill and up through that Perry neighborhood I love that area I think it's a great idea to boost the frequency along that line!!	11/26/2024 8:33 PM
34	It looks like it would expand the service area without significantly impacting current service.	11/26/2024 1:43 PM
35	The changes to routes 45 and 14 absolutely make a lot of sense!	11/26/2024 12:51 PM
36	I think re-routing #14 to go on 14th will serve that particular community well, allowing people living in the area of 10th to 13th avenue's a better way to get to and from the grocery store on 14th. It also allows for an additional route heading towards downtown, allowing passengers more than route on 14th to get downtown as well. It also allows passengers on 14th needing to get to Deaconess a means to do so.	11/22/2024 9:57 AM
37	Love the connection to the grocery store. When I lived at 9th & Monroe, I would have loved this routing. I am sure the people living there now will also appreciate it. Please use 10th Ave. The road appears too narrow but that's because the city allows parking on both sides. Parking is not needed on the north side, there is a large underutilized parking lot they could use. This would also make this street easier for the city to maintain in the snow.	11/21/2024 5:27 PM
38	Hopefully this will make the trip better.	11/20/2024 1:31 PM
39	Having STA improve services to grocery/supermarkets is a good idea.	11/20/2024 10:18 AM
40	I like increased 45 frequency	11/20/2024 9:17 AM
41	I ride Route 14 every day and use the stop at 12th and Madison. I think moving the routing via 10th could be a great idea if there is stop provided at 12th and Monroe. If not, this would increase my walking time by a few minutes every day and I would personally rather keep the route as-is.	11/20/2024 7:56 AM
42	I feel torn about this one! #14 is my primary route, and I ride it almost every day. I can certainly see the benefit of altering the route to serve Rosauers. If changing this route from its existing path, I would lean toward the version that heads down 13th (the version in brown on the map). I think it would reach more residents of the neighborhood, and would create less issues for traffic compared to the other proposed alteration (the version in pink on the map). Monroe St between 10th and 14th can become quite busy during peak hours, and it's only one lane. The block of 10th Avenue between Madison and Monroe is also fairly tight, and tends to be packed with parked cars near Huckleberry's. I think the bus might have a more accommodating path when turning South on Madison (as it currently does), then turning East on 13th before looping back West on 14th to serve the shelter across from Roseaurs. I'm curious how the proposed changes would impact the timetable. The loop from the plaza and back tends to run a relatively tight half-hour, with only a minute or two at the plaza before continuing to another half-hour loop to the North. An extension seems like it might create an awkward duration for scheduling. I would be interested in learning how it would impact transfer times from the plaza, and how it would impact the bus drivers (for example, would it create more instances of late buses, which could be stressful for them?). If the altered route would still continue north from the Plaza (toward to Napa via the University District), how would this impact that stretch as well? I would be very content with the path of the route remaining as-is.	11/20/2024 1:10 AM

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I love it! It seems timed very well, and I rarely have issues with transfers, which might become a concern with a slightly extended route due to the aforementioned change in duration. I'm very glad that all versions retain the portions of the route serving Adams Street, as I utilize this section of the route nearly every day, and the stops on Adams serve many low-income folks in our neighborhood. My biggest wish is for increased frequency on nights and weekends. :)

43	My main issue with spokane is the route 97 frequency at the VTC. Arriving from any Plaza bus to the VTC the 97 bus will have just left, making me wait an additional 30 minutes to transfer; while the bus most times arrives ten or more minutes early. My main commute hitch is the transfer from 9/173/190 onto 97.	11/19/2024 2:43 PM
44	I think helping people get to the stores by having route 14 get them closer is a great idea	11/19/2024 12:50 PM
45	Groceries are the worst to walk to the bus with, closer stops are a godsend	11/18/2024 9:42 PM
46	Increasing access to shopping center is good. Increasing frequency on the 45 will also be critical to improving access to odyssey youth movement, which serves queer youth critical resources.	11/18/2024 5:00 PM
47	Love the increased Perry frequency idea.	11/18/2024 6:53 AM
48	Overall it's good	11/18/2024 2:03 AM
49	the diversion on tenth seems like the best bet because it has the most diverse range of destinations. if a mix of residential and commercial are on the same line you can serve more types of trips.	11/18/2024 1:57 AM
50	The change via 13th Avenue would be the most helpful to me so it still goes south on Madison until 13th Avenue.	11/17/2024 9:23 PM
51	Be more easier	11/17/2024 7:53 AM
52	I live on Jefferson and 5th	11/16/2024 2:28 AM
53	Dittos	11/15/2024 1:35 PM
54	I would love better access to both Rosauers and Huckleberry's. It is too difficult to access either the way the route is currently set up.	11/15/2024 7:29 AM
55	Having a stop near Rosauers would be so convenient for grocery shopping and errands, especially when I have my children with me. It's a great improvement for families in the area.	11/14/2024 8:43 PM
56	Having Route 14 stop at Rosauers would make it easier for me to do my grocery shopping without needing to walk far or transfer to another bus.	11/14/2024 8:32 PM
57	The proposed changes to Spokane routes like Route 14 seem well-thought-out and aim to improve access to key locations such as Rosauers. While they don't directly affect my routes, they reflect a focus on community needs and could benefit other students or residents traveling to these areas.	11/14/2024 8:12 PM
58	x	11/14/2024 7:12 PM
59	gets people to a grocery store	11/14/2024 8:40 AM
60	10th ave looks easier from a route perspective and would allow for a stop closer to the apartments in the area.	11/14/2024 7:47 AM
61	It should have been done this way originally from the start. The #43 having 30 minute service is rarely on time so I rely on the #14 alot	11/13/2024 11:35 PM
62	The option via 10th may result I'm difficult turn movements due to traffic at Huckleberry's. Maybe consider 13th as the preferred route.	11/13/2024 5:37 PM
63	NA	11/13/2024 4:43 PM
64	14 is a great idea to go by roasauers because the only bus that goes by roasauers is the 34 4 43	11/13/2024 10:39 AM
65	I don't take this route	11/13/2024 10:14 AM
66	45 changes are very good! 14 changes would effect me but it does not appear that it would make much of a change, either proposed route is fine.	11/13/2024 9:32 AM

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67	I don't regularly use this bus line	11/13/2024 7:33 AM
68	I go to the chas clinic the perry district.	11/13/2024 5:23 AM

Q32 There are other proposed changes that have been highlighted throughout this survey but did not have specific feedback questions: Implement double decker buses on Routes 6 Cheney and 66 EWU Route 664 EWU/South Hill Express revised routing on Simpson Parkway and Mike McKeehan Drive Discontinue Route 661 EWU Express based on additional capacity from the introduction of the double decker buses Proposal to add a stop near Ash Street and Wellesley Ave on Route 662 EWU North Express to offer a transfer opportunity from Route 33 Wellesley Introduce 30-minute frequency on Route 45 Perry District on weeknights and Saturdays Please provide any additional feedback on these planned changes for 2025.

Answered: 111 Skipped: 374

#	RESPONSES	DATE
1	I strongly support 30-minute frequency of Route 45 on weeknights and Saturdays. (And Sundays, too!)	12/15/2024 9:20 AM
2	As an EWU employee living in Spokane, I would hope to keep rt 661, but I understand that might not be cost effective.	12/15/2024 9:13 AM
3	Sounds wise!	12/15/2024 7:55 AM
4	additional timeslots and increased direct routes are always great ideas	12/14/2024 2:16 PM
5	Once again I see nothing I these proposals that means more service. Once again STA is good at smoke in mirrors. Double decker buses are a waste of money. The board just wanted something flashy like their purple buses. Why don't you look at giving the system a real change with new leadership and a better planning department. Stop wasting tax dollars and give better more frequent service. Look outside the bounds and look at the areas that are expanding. Those parts of the community need services to. You just don't want to look outside of the box.	12/14/2024 7:32 AM
6	These routes don't effect me	12/13/2024 7:54 PM
7	Put the 26 back into place	12/13/2024 12:16 PM
8	Again unsure if buying double Decker buses for route 6 and 66 is the right call - 15 minute HPT (red line) style transit would be the smarter move	12/12/2024 6:48 PM
9	Increased frequency of route 45 would be great.	12/11/2024 5:46 PM
10	May need a bigger bus for the 7:55 am departure from Hastings of route 662 if putting a stop at Ash and Wellesley. 7:55 am bus is already full when arriving at Ash & Wellesley. Getting rid of 661 is a good Idea, but might need to strategically time the double deckers at specific High ridership times like 12:00 pm from EWU to Spokane. 664 idea is a good idea should pick up a group of people on Mckeehan if timed right but don't time the bus to try and cross 6th when there is middle school traffic at Mckeehan and 6th. I do not see the need to serve Jefferson Lot on route 664.	12/11/2024 4:27 PM
11	The Wellesley stop and double decker service are good ideas to research.	12/11/2024 11:34 AM
12	Busses need to run later on weekends. I accidentally trapped myself and my daughter downtown on a Sunday after an INB ballet performance because I thought the performance would be shorter and had my phone off in the theater. It was a nightmare.	12/10/2024 9:12 PM

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13	Bring back the 26	12/10/2024 8:57 PM
14	Oh, here it is. Oops. But I will reiterate that cancelling the 661 is a dreadful idea. As is the double decker bus idea. Unless you can continue to offer every 8 minutes service at crucial times in the morning/afternoon.	12/10/2024 7:14 PM
15	I like the 30 min frequency for 45.	12/10/2024 6:37 PM
16	Any other busses getting double Decker service 25 comes to mind its very crowded at midday	12/9/2024 4:26 PM
17	Please add the high school as a stop back to routes 661, 662 and 664. When route was changed this year no high school employees or students can take the express routes. Also express routes need to get staff and students to Cheney by 7:30 am at latest.	12/9/2024 3:22 PM
18	The reduction in 661 has already directly reduced EWU employee bus usage. I've taken the buses to EWU since I started my employment here over seven years ago and even used the bus during the pandemic when I had to come to the office for tasks that could not be completed by teleworking. I am a committed bus rider. You killed ridership by having the bus route stop at West Plains. It makes zero sense. And why are you making Amazon employees stop there first? Aren't their days long and hard enough without adding extra unnecessary commute time. Why isn't there a direct route to the Amazon warehouse from the plaza? That makes no sense whatsoever. Do you make EWU students/staff and Amazon employees stop in West Plains to increase traffic there to justify building that park and ride? Seriously, why have either one of our contingent stop there? My route has 1 (one) person get on the bus in the morning for Cheney.	12/9/2024 12:51 PM
19	Double bus is unnecessary	12/9/2024 10:28 AM
20	Please improve frequency and hours to the airport.	12/9/2024 10:20 AM
21	Run the double decker buses on the 25.	12/8/2024 9:10 AM
22	Please put a 96 bus closer to mcdonald road	12/6/2024 5:35 PM
23	I am unaffected by these changes	12/6/2024 8:52 AM
24	No effect on my ridership.	12/5/2024 4:00 PM
25	Would definitely use the increased Perry District service.	12/5/2024 9:52 AM
26	I'm excited for the increased frequency (if it was an increase, at least) for route 45 as it may expand the number of places I can reasonably travel to without long wait times.	12/4/2024 11:58 PM
27	More security on busses	12/4/2024 8:20 PM
28	Will not impact me at ALL. Maybe actually do something about the 9's congestion, better bus drivers and routes that go up mirabeau. Every year this shows me yall make these decisions in a vacuum. Y'all's goals and aspirations don't match what would really help and affect us and cause effects that would be positive. Its same old, same old with yall.	12/4/2024 3:36 PM
29	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:48 PM
30	N/A - I am not impacted by these changes.	12/4/2024 10:08 AM
31	good suggestions especially adding transfer opportunities.	12/4/2024 8:24 AM
32	Planning should front-load new driver training/new drivers prior to implementation.	12/4/2024 7:44 AM
33	Most of these changes will not impact me. Most my travel is within the City of Spokane. That said, I do believe we should only make changes where needed and necessary. If the need is there to make changes, I can understand and consider that. However, if there is not a great need to make changes, we should be very cautious in doing so.	12/3/2024 7:40 PM
34	Double decker buses horrible idea how are you going to get the homeless from leaving the top of the bus	12/3/2024 7:26 PM
35	Will the double-decker buses be anywhere other than Cheney? Can they get stuck anywhere in the city or elsewhere?	12/3/2024 3:13 PM
36	your busses run empty most of the time..cut the services unless 80% full.	12/3/2024 2:33 PM

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37	Double decker EWU buses are always a win -- I remember being a sardine student! And more Perry District options are good.	12/2/2024 5:42 PM
38	Be careful in University people they seem like Communist Activist Terrorists like mental health employees and law enforcement officers and attorneys etc	12/1/2024 3:33 PM
39	Please review the changes made to 6, 63,and 633	12/1/2024 5:56 AM
40	I like the thought of as stop at Ashley and Wellesley.	11/30/2024 4:34 PM
41	I do love the double decker bus idea. My child has been obsessed with buses and if the double decker have been introduced, I will make the trip just so my kid can experience it. However if there's a way to extend majority bus routes to late at night, like past midnight, it will be a greatthelo to riders who want to do activities like watching movies in theaters and not have to worry about spending excessive amount for Uber or Lyft.	11/30/2024 12:08 PM
42	Please make the 32 arrive at the p&r in time to get downtown. As it is right now, the 32 and 74 do not line up	11/30/2024 7:42 AM
43	Do NOT discontinue the 661 Express bus! Having to stop at the West Plains Transit Center does not serve the mostly students, faculty and staff who commute to and from EWU!	11/29/2024 1:23 PM
44	I think they could work. I'd like the buses to go farther North though.	11/29/2024 7:05 AM
45	Yes I like the Cheney Express route it helps	11/28/2024 5:05 PM
46	a route up Freya and crossing Wellesley	11/28/2024 4:21 PM
47	I'd love to see double decker busses on more routes if it works well in Cheney! What a fun idea!	11/28/2024 12:30 PM
48	Increased frequency makes route planning easier and more dependable.	11/28/2024 12:27 PM
49	If double decker buses might be affected by high winds, they are not a viable replacement for the express bus to EWU/Cheney.	11/27/2024 6:43 PM
50	I am really excited about increased frequency on Rt 45! I think more service to these neighborhood business centers makes a lot of sense.	11/27/2024 1:39 PM
51	Discontinuing 661 may make for (slightly) longer trips for students commuting to Cheney from Spokane. Since it's an express route, I think it should exist for faster transit, not necessarily for capacity. Everything else is good. Double-decker busses are great and will be great for their routes. I hope to eventually see them come to more routes in the future, perhaps the 25 Division BRT expansion.	11/27/2024 10:51 AM
52	No worries we can meet at	11/27/2024 7:48 AM
53	I don't feel like the 664 was explained well enough. It sounds interesting to me but I don't get it from what I read I just don't understand what you're saying. The double decker buses I'm not sure I mean I have to ride one but if you guys switch them I'll be riding it because I live in Cheney. 😊 I said it before I'll say it again I think that biggest need for Cheney is a half hour bus ride wait on Sundays. And maybe a few more hours in the evening on Sundays as well. Reason being we are so far that if that bus is missed we are pretty much out of luck for whatever our plans were or forgetting home under our own power. Thank you. ❤️	11/26/2024 8:41 PM
54	30 min frequently is desirable	11/26/2024 7:20 PM
55	The introduction of a 30-minute frequency on route 45 will help make taking the bus easier!	11/26/2024 12:57 PM
56	661 EWU Express is a great line! I don't think it should be discontinued.	11/26/2024 10:59 AM
57	double decker is an exciting concept	11/22/2024 7:02 PM
58	Larger capacity busses to EWU from the VTC on all school mornings, keep the 661 and lower frequency of the 66 and 6 because some still rely on the express to get them home in the time they need	11/22/2024 3:22 PM
59	Double Decker buses in Cheney would be great, because a lot of kids in Cheney don't take the public school bus but instead rely on STA buses to get to and from school. It would be nice to have more room during those times. The bus fills up fast, especially when school gets out in Cheney.	11/22/2024 12:17 PM

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60	Very strongly support higher usage of double busses for the 6/66 routes, especially in high usage times such as the 5:07PM bus leaving from Eagle Station. This route has mixed usage of double and single busses currently, with single bus days being completely full with no empty seats and 5-10 people standing, to the point that exiting the bus at the Jefferson Park and Ride is extremely congested and difficult without people exiting and re-entering the bus. Am very strongly against the discontinuation of 661 express buses - I utilize the 661 route every weekday, as do many other EWU staff/faculty/students. Double busses are already utilized for several of the morning routes, and the 661 busses are still moderately utilized. The 661 is preferred for anyone traveling directly to EWU. West plains services only increases commute time for these populations. The 661 allows for more direct services to the EWU campus and is the only express bus with more than a couple departure times.	11/22/2024 11:54 AM
61	More stops on express routes seems counter intuitive but post covid, many express routes are underutilized. Route 190 could use more stops and take some pressure off the 9. The 663 could also have a bus stop at major transfer points, like Park so that it can have popped transfer to it from the 94. Or after argonne station is built. Having a stop there?	11/21/2024 5:37 PM
62	Special Event Route for the Cross Course, coming online in Spokane Valley in Fall 2025. 3-10X in September, October, November--moving athletes, coaches, and fans to the site because there won't be adequate parking for all attendees.	11/21/2024 12:43 PM
63	Route 6 and 661 are often full and could be better routed. I think with how many riders there are from ewu to vtc a express bus from ewu to vtc would held the 661 and 66 not be so crowded.	11/21/2024 12:18 PM
64	All look reasonable to me.	11/20/2024 3:04 PM
65	Seems to be good changes.	11/20/2024 1:58 PM
66	No further comments.	11/20/2024 10:24 AM
67	I like you keeping 662 and adding the Wellesley stop	11/20/2024 9:20 AM
68	Just don't change the 65 line. It's perfect	11/20/2024 8:31 AM
69	I love the proposals for double-deckers on routes 6 and 66, and introducing 30-minute frequency on route 45 on weeknights and Saturdays!	11/20/2024 1:15 AM
70	Discontinuing route 661 is stupid. People still want to get to downtown fast not everyone wants to stop at west plains. Literally four people get off there anyone is stupid we have to stop there in the first place. Having a double decker bus would be cool and provide more room but there still needs to be route 661.	11/19/2024 8:41 AM
71	30 minute frequency sounds great, as someone with occasional job duties on the 45 route	11/18/2024 9:44 PM
72	Double decker buses is a waste of money and just a public relations stunt.	11/18/2024 8:10 PM
73	NO double decker busses to Cheney/EWU. None. Zero. Zilch.	11/18/2024 5:34 PM
74	I am excited about the increased capacity for the route 6 buses. Double decker buses are also intriguing and cool and display to transit users that the city cares. I take the 6 every day to get to the EWU Catalyst building from Cheney and back. When I take the 6, it is often completely full, even though most of those riders are going to downtown only, and the express bus arrives shortly after. Perhaps forcing the EWU Express to stop through the Eagle Station first would ease midday overcrowding on the 6. I would also be delighted if an express option was added to get from EWU campus to the Spokane U-District, even if it had very limited service times.	11/18/2024 3:33 PM
75	I would love for there to be a faster route to the base.	11/18/2024 9:28 AM
76	Please bring back 26 but run it through university district as it was before. Safer route for those riding from north Spokane and easier access to the Logan area to more grocery stores and stores in general with less transfers if any	11/18/2024 7:04 AM
77	I think a transfer between 33 and 662 will be beneficial	11/18/2024 6:08 AM
78	N/A	11/18/2024 2:07 AM
79	these changes all seem positive and wouldn't effect my commute. the 661 change worries me though. frequency shouldn't be sacrificed for the sake of capacity.	11/18/2024 2:06 AM
80	For bus 45 the increased frequency sounds like a good revision. And double decker buses for	11/17/2024 9:27 PM

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route 6 could work well too since so many people ride that bus at certain times during the school year at EWU.

81	I really like all of these, especially the double deckers. But if you discontinue 661 you should make the 6 run more often.	11/17/2024 6:08 PM
82	The double decker busses would be incredibly useful on Sundays, when the Cheney bus only runs once an hour. It will definitely reduce crowding on the 40ft busses	11/17/2024 10:50 AM
83	I am in favor of route 45 perry district 30 minute frequency. I often have meetings and waiting an hour for the next bus is not much fun, especially weeknights.	11/17/2024 10:46 AM
84	Glad 45 is getting increased service.	11/17/2024 8:53 AM
85	More bus routes	11/17/2024 7:56 AM
86	I really like the proposed 30 minute schedule for Saturday on the 45. That will benefit me directly.	11/15/2024 4:43 PM
87	Dont get ride of 661 especially spokane to cheney getting off at west plains transit is awful and a waste of time. The bus gets bullied by aggressive drives in the double roundabouts wasting valuable time of those going to ewu. Capacity is not a solution from r effeciency.	11/15/2024 11:07 AM
88	30 minute frequency for all routes on Saturday would be great. Double decker busses on high capacity routes sounds amazing.	11/15/2024 7:33 AM
89	Could we please put a stop closer to the dsk4 Amazon facility	11/14/2024 9:17 PM
90	Increasing frequency on Route 45 will help downtown businesses like mine by making it easier for people to visit after work or on weekends.	11/14/2024 9:02 PM
91	The revised routing on Route 664 is a big win for our family since my husband relies on it to commute to EWU. The new stop at Cedar Street and 12th Avenue makes his commute easier and gives me peace of mind knowing he has a reliable option that doesn't require him to drive in the winter down to the Park and Ride under the freeway. Adding 30-minute frequency to Route 45 is also great because it makes weekend and evening bus trips for errands or outings more practical. Overall, these changes feel family-friendly.	11/14/2024 8:46 PM
92	The 30-minute frequency on Route 45 is a fantastic improvement for seniors like me who often rely on evening or weekend trips.	11/14/2024 8:34 PM
93	The introduction of double-decker buses on Routes 6 and 66 is a great way to handle capacity issues, especially during peak times when students travel to and from EWU. The addition of a stop near Ash Street and Wellesley on Route 662 is helpful for students who commute from north Spokane. However, discontinuing Route 661 might inconvenience some students who relied on it for a quicker option.	11/14/2024 8:26 PM
94	none	11/14/2024 7:15 PM
95	We need more access to the whole of the city and surrounding towns	11/14/2024 6:16 PM
96	Another new 662 stop at Maxwell would be nice to connect with 36	11/14/2024 6:00 PM
97	Please downsize. The ridership numbers do not support such a large system.	11/14/2024 2:47 PM
98	Double Decker would accommodate a lot more students who have classes in Spokane.	11/14/2024 11:16 AM
99	While I am primarily responding to routes relevant to Liberty Lake, I do want to voice my appreciation for STA. I have converted from someone who was commuting 5 days a week for work, now to taking the express route into downtown and back, not including taking various trips throughout the day up north, to the west via City Line, to Medical Lake, etc. I greatly advocate for public transportation and appreciate all the work that STA is doing in the future.	11/14/2024 10:29 AM
100	In regards to the EWU express buses, can we get a 3rd "round"? Having a class that starts at 10 means I have to get there an hour early or take a slower bus. It would be nice to have one from liberty lake as well, it could go to Maribeu as well, i see lots of students riding from there when I take the 74.	11/14/2024 7:52 AM
101	Double decker buses are a suicide wish. A fine example of everything that can go wrong because of weight wind speed height snow fall concerns.	11/13/2024 11:45 PM

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102	Double decker buses would be well received for students and other passengers to Cheney. They would add to the comfort and make the ride more enjoyable.	11/13/2024 5:41 PM
103	NA	11/13/2024 4:46 PM
104	Excited to see the double busses start service	11/13/2024 1:44 PM
105	You need to bring the 26 lidgerwood back on Hamilton instead of the way you have it now is just plain stupid	11/13/2024 11:45 AM
106	I do not think that the 661 should be discontinued. The double buses that we already have that overlap times with the 6 are STILL OVERCROWDED even with a double bus and a single. Getting rid of the 661 will not solve this problem. The time table for the 6 compared to the 661 also makes me miss my transfer to the 9 bus due to the 6 always being behind schedule.	11/13/2024 11:00 AM
107	I would like 30 minute frequency on the 45 because waiting a hour for the 45 on weeknight's and Saturdays would make it hard	11/13/2024 10:48 AM
108	Provide a double decker bus for the route 662 - EWU North Express and consider one for the return to Hastings Park and Ride. Otherwise I do not mind the other proposed changes.	11/13/2024 10:20 AM
109	I would like continued and increased reliability with buses as I use that as my primary source of transportation.	11/13/2024 7:35 AM
110	Why is there not a route that goes down Palouse Highway? The number four bus could service all of those houses in a grade school for kids past 57th and connect with sprague bus and come back up here to the south hill park-and-ride All you would have to do is expand the route to the number four	11/13/2024 5:05 AM
111	Maintain Two Key Departures from PUB (12:06 p.m. and 2:24 p.m.) for Route 661 Next Fall: With the upcoming addition of double-decker buses, we request that Route 661 express departures at 12:06 p.m. and 2:24 p.m. (continuing as Route 173) one way trip to Downtown be retained to ensure service continuity. These departures are essential for students' afternoon schedules and maintaining these times will meet ongoing demand.	11/13/2024 12:45 AM

Q33 Overall, what would like to share about the proposed 2025 bus route changes?

Answered: 113 Skipped: 372

#	RESPONSES	DATE
1	These changes seem prudent overall.	12/15/2024 9:13 AM
2	Please start a valley to SFCC express!	12/15/2024 7:55 AM
3	please consider bus stops nearer to skipworth rd/sprague. many riders have difficulty with physical mobility and would appreciate a closer stop than sprague/bowdish.	12/14/2024 2:16 PM
4	Read comments up above.	12/14/2024 7:32 AM
5	These routes don't effect me	12/13/2024 7:54 PM
6	All of these are sensible changes. I would not use them on a daily basis, but they provide some measurable improvements and options for destinations I use less frequently and more significant improvements for people I know (I give rides to friends frequently from Cheney because the bus doesn't always make sense for them).	12/13/2024 5:55 PM
7	Look good, but none of these are routes that I personally use.	12/13/2024 11:09 AM
8	Aside from 6 and 66 things seem to be moving in a positive direction, and has me excited to take the bus	12/12/2024 6:48 PM
9	I like it, especially the West Plains	12/11/2024 4:27 PM
10	Thank you for looking at new ways to improve service in our ridership area. Hopefully these changes will work.	12/11/2024 11:34 AM
11	A bus that goes closer to the North Costco would be wonderful. That is a long, dangerous walk.	12/10/2024 9:12 PM
12	Please consider 5 Mile Prairie	12/9/2024 3:46 PM
13	I think this will be very good for most commuters	12/9/2024 3:38 PM
14	More routes from south hill park and ride to Cheney.	12/9/2024 3:22 PM
15	I dont think they make much difference. The biggest need is a bus from spokane to CDA and post falls. Almost more frequent service before 6 am	12/9/2024 1:10 PM
16	Missing them mark. Given Amazon employees a direct bus from the plaza to their horrible warehouse jobs. It would be one small kindness to shave some commute time off their day.	12/9/2024 12:51 PM
17	Ok	12/9/2024 10:28 AM
18	Love more service to Perry.	12/9/2024 10:20 AM
19	Thumbs up!	12/9/2024 9:49 AM
20	I think there should be a bigger bus that runs the 97 route from 2:00 - 3:00 because of how many high school students get on	12/9/2024 7:39 AM
21	Changes to 61 seem awesome since I work on Fairchild. I am hoping the double-deckers will have bike racks or storage, since I use the bus with a bike usually to reach destinations a lot faster. Especially for Cheney, since it has good biking options with the trails and Turnbull Refuge. Buses to Cour'D Lane would be great. Same desire to be able to take bikes there, great outdoor recreation out there and it would be very accessible with that development. I would use those lines on the weekends to bike for sure.	12/7/2024 4:23 PM
22	It's great that route number 65 will allow access to the new Yoke's. This a huge help for Yoke's employees and people like me that used to shop there before they moved.	12/6/2024 11:54 PM

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23	give us back route 26 so we don't have to get off 31 at Nevada and wait for 28 inbound	12/6/2024 11:09 AM
24	Recent became a rider and have limited experience other than Route 25 and 28. Both seem to work just fine other than a stop closer still to the North YMCA would be beneficial.	12/5/2024 4:00 PM
25	They will not affect my bus riding.	12/5/2024 12:45 PM
26	Thumbs up. Everything seems logical and well thought out.	12/5/2024 9:52 AM
27	These seem like they will open up more possibilities for folks to use the bus system. I appreciate that when feedback on routes is provided, and it makes sense, it is acted upon	12/4/2024 11:58 PM
28	dislike	12/4/2024 8:20 PM
29	Please add bus to/from Nine Mile falls & up/down Five mile	12/4/2024 6:43 PM
30	Will not impact me at ALL. Maybe actually do something about the 9's congestion, better bus drivers and routes that go up mirabeau. Every year this shows me yall make these decisions in a vacuum. Y'all's goals and aspirations don't match what would really help and affect us and cause effects that would be positive. Its same old, same old with yall.	12/4/2024 3:36 PM
31	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:48 PM
32	Would like to see the Rt 93 expanded to include N Country Vista Blvd and Hawkstone Loop in Liberty Lake.	12/4/2024 10:08 AM
33	Liberty Lake changes are solid.	12/4/2024 9:01 AM
34	Overall positive changes they just do not impact my commute personally.	12/4/2024 8:24 AM
35	All the plans are with their cute names are way too heavy with the disturbingly inane tinge of unnecessary bureaucracy. Also, you should remove references in your plans to CEO & "Her". That will obviate the necessity to change it when "Her" is no longer the CEO. Also, your budgeting is backwards. No reliance on Federal or State grants should be anticipated. All "Normal" fares should be \$1.00. Students (minus college) should have a yearly pass (set the amount) for travel during the school year. Who's doing the added maintenance on the Enviro500 busses and when will the "Barn" have to be expanded?	12/4/2024 7:44 AM
36	First and foremost, I am not a bus rider, but a commuter. I prefer to travel by car and have no intention of changing that anytime soon. I like the freedom having my own car offers. When it comes to bus route changes, I like to see practical changes that make sense and balance the interests of bus riders and commuters. To my understanding, Spokane is very much a commuter city. As such, commuter needs should be given greater priority and attention when making bus route changes or additions. Having transit options are important, especially for those of lesser means and fewer options. That said, we should make common sense and logical changes when needed and where needed. I don't believe in proactive changes where there is not a need. If these changes will benefit ridership in the long run, I am willing to listen and consider that. However, if we are only making changes to make changes without considering the overall impact to everyone that shares the road, we need to go back to the drawing board.	12/3/2024 7:40 PM
37	Some changes are nice but some are awful	12/3/2024 7:26 PM
38	Buses have seemed rather empty since 2020, I would prefer to see a rider report, riders per route, per day. I think we should look to see if some of this is even needed.	12/3/2024 3:13 PM
39	Waste of money.	12/3/2024 2:33 PM
40	Would be nice if the changes in the Valley would be beneficial to people outside of Liberty Lake	12/3/2024 1:50 PM
41	Most don't impact me, thankfully.	12/2/2024 5:42 PM
42	Weep for Your Children An Explanation of the anti-God religion in our schools and what you can do about it! By Dr Murray Norris from Christian Family Renewal, P.O. Box 807, Clovis CA 93613	12/1/2024 3:33 PM
43	Good, I want more public transit centered and less car centered	12/1/2024 11:02 AM
44	Please review changes made to 6,63,and 633	12/1/2024 5:56 AM

2025 Service Revisions

45	The changes look good to me. Though some don't affect me. I really want more service between Mirabeau transit center and downtown.	11/30/2024 4:34 PM
46	I hope it fixes the fact the the 32 arrives as the 74 is departing	11/30/2024 7:42 AM
47	Love the double decker bus plan, but do not kill the express routes to EWU!	11/29/2024 1:23 PM
48	I'm confused about getting rid of certain routes. Will they still go there or will they be gone completely?	11/28/2024 9:13 PM
49	Good	11/28/2024 5:05 PM
50	Love it. STA is ahead of the game. Compared to San Antonio and Austin I have consistently good experiences with STA which I could not say about Texas public transportation.	11/28/2024 12:30 PM
51	You have never had a bus route North of Wandermere. Never had a bus route go to Deer Park. Never had a bus route North on the Newport Highway. But yet you service Liberty Lake. Also have already been told that STA is working on getting closer to the State Line. Start serving North also. Put a park n ride. You would be amazed how many people will ride.	11/28/2024 9:30 AM
52	Changing the route to bypass Northern Quest isn't a good idea. When they did that during construction it cause a lot of issues during inclement weather with person with disabilities that rely on STA to go to the casino both to work and patronize. There are far more people than I ever thought that ride the bus to the casino.	11/27/2024 6:43 PM
53	I am excited by the introduction of double decker buses.	11/27/2024 11:33 AM
54	Good overall, I'm glad to see STA continuously changing and improving service	11/27/2024 10:51 AM
55	Adding a double Dekker bus will be really cool. I haven't been on one in a long long time, so I'll be really really nice to be able to see what happening again.	11/27/2024 7:48 AM
56	I ride the new City Line to get to work every weekday and overall I love it, but there are a few points of frustration. Primarily, I wish the route was *more reliable* even if that means becoming *less frequent.* It doesn't help to have a bus that arrives every 10 minutes as much as it would help to have a bus that arrived every 15/20 that I knew I could catch reliably at a specific time to get to work on time. Second, sometimes the bus is very dirty, even early in the morning. Last, I usually sit in the back and have noticed many people who board via the back door do not pay their fares - that feels unfair to all the people who do pay to ride. Thanks!	11/27/2024 12:38 AM
57	Nothing. But I hate that the Medical Shuttle doesn't stop by the main entrance of SHMC anymore, and that the changes you've made force me to either transfer twice or walk from Division to KP on Lidgerwood. In trying to improve routes for the general public, you've made it more difficult for those of us who are chronically ill and/or have mobility issues.	11/26/2024 7:18 PM
58	Shame, no focus on anything on the northend (Mead, Colbert, Deer Park) and also find it very very interesting that there is not a bus stop at the Arena or Podium. We want tourist right?	11/26/2024 6:49 PM
59	They look well thought out to provide good service to the affected areas.	11/26/2024 1:48 PM
60	It seems like the proposed 2025 bus route changes will improve taking the bus in and around the Spokane area, and make taking the bus more viable to save gas and reduce congestion.	11/26/2024 12:57 PM
61	Implementing a route that accesses Argonne/Bigelow Gulch through the Valley Transit Center would be super helpful - Travelling downtown to come back on 96 is a struggle, and the closest we can get from VTC is using 173's stop on Mission and Argonne, which isn't a frequent route. There are a lot of students in Spokane Valley/up on Bigelow Gulch that have transferred to Spokane Valley High and/or West Valley High and do not have bus access due to where they live.	11/26/2024 10:59 AM
62	these changes are evolutionary and reflect rider needs	11/22/2024 7:02 PM
63	I like the idea of double decker busses on the high capacity routes	11/22/2024 3:22 PM
64	The limited bus service in Cheney worries me a LOT.	11/22/2024 12:17 PM
65	See above.	11/22/2024 11:54 AM
66	Dont reduce services - increase services - decrease prices - make more convenient with earlier and later services.	11/22/2024 3:03 AM

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67	Great work! Love the changes coming. I'm excited for the 722, and would love if the 771 would match it's downtown routing. I would ride it everyday to Boone.	11/21/2024 5:37 PM
68	Looking forward to the double decker buses.	11/20/2024 1:58 PM
69	On route 144 currently, there are no stops between 38th/Grand and 57th/Perry. This is too much of a gap. I recommend adding at least one stop. Perhaps on Scott near 43rd.	11/20/2024 10:24 AM
70	Please in west plains add service to dsk4	11/20/2024 9:20 AM
71	It seems ok. In some areas	11/20/2024 8:31 AM
72	All of these changes do not affect my commute so I cannot comment, but I would like it if they did as my current commute transfer from Plaza to VTC onto route 97 is needlessly extended.	11/19/2024 2:45 PM
73	I think most of them that has to deal with the college and park and ride routes are literally crazy in the fact that you guys want to get rid of them. Getting rid of those routes is going to lose you money because no one is going to ride the bus anymore. So you guys need to actually have your priorities straight for real.	11/19/2024 8:41 AM
74	I live in Spokane and work at Spokane Tribe Casino, I'm not sure how the changes to 61 and 65 will affect my commute, but I'm anticipating the ability to use 65 to cut across airway heights and catch the 61 at 12th and Hayford	11/19/2024 7:58 AM
75	Please, PLEASE consider extending Sunday night service times.	11/18/2024 9:44 PM
76	Change the 61 and 60. 61 should service the airport and Amazon. 60 Airport should not connect with the 74. 74 is too much a gamble being on time inbound to the outbound 60.	11/18/2024 8:10 PM
77	Not good. Do the people who make these changes actually ride the bus routes?	11/18/2024 5:34 PM
78	Most of these don't affect me, but I am excited for the proposed changes which will affect me.	11/18/2024 3:33 PM
79	I am mostly unaffected as someone both living and working in the downtown area.	11/18/2024 9:19 AM
80	Please bring back 26	11/18/2024 7:04 AM
81	N/A	11/18/2024 2:07 AM
82	More frequent service on the 6 and 9 would be good.	11/17/2024 6:08 PM
83	Please add additional service on 17th Ave on the S Hill	11/17/2024 3:02 PM
84	I like the idea	11/17/2024 7:56 AM
85	We are in favor of increased frequency of Rte 45 evenings and weekends. This would allow us to attend evening events downtown and take the bus instead of driving	11/15/2024 3:45 PM
86	I live in Millwood and take the bus to my job at Amazon. I use to ride the 32 bus to the college then catch the city line bus to downtown and then have to catch the 6 bus then catch the 633 bus. It was a lot, so I bought a car so I didn't have to deal with it. I had no idea how expensive a car would be, so I have started to drive to the valley park and ride instead of driving all the way to Amazon. The 190 bus to the 6 bus then onto the 633 bus. It works but it would be amazing if there was a park and ride closer. Maybe one near the freeway entrance at Argonne, that way the new 7 bus could pick up there and i could get to amazon a lot faster.	11/15/2024 2:57 PM
87	Please extend sunday night hours for downtown routes like 43 as they can be used for sporting events (zephyr) but not if the last bus is 7pm please consider r the events and adjust schedule and then promote "take the bus to one"	11/15/2024 11:07 AM
88	Changing 14 to what the 42 used to be is great. Hope it happens.	11/15/2024 7:33 AM
89	It's unclear if Route 7 is really a high-performance route....it just rebrands several current routes that are already interlined. There needs to be a clear increase in frequency and service hours to call this High Performance. Increased frequency and service hours on Route 7 will greatly benefit passengers to GEG and Amazon.	11/14/2024 10:35 PM
90	Could we please put a stop closer to the dsk4 Amazon facility	11/14/2024 9:17 PM
91	Transit is a lifeline for many of my customers, especially those from the courthouse and surrounding offices. Changes that improve access are a win for small businesses like mine. I hope STA engages with local businesses to ensure transit changes are customer-friendly.	11/14/2024 9:02 PM

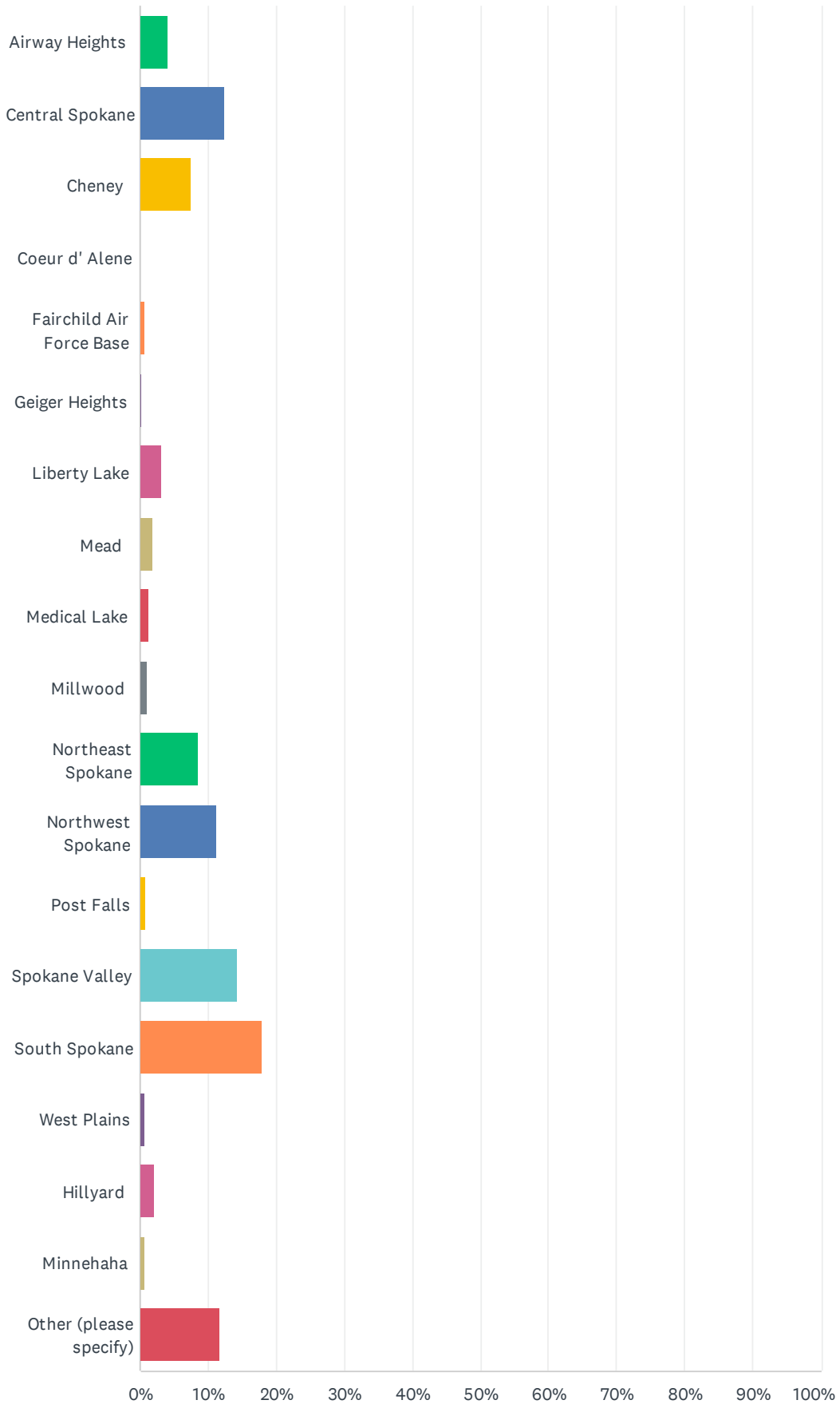
2025 Service Revisions

92	The proposed changes reflect an effort to improve access and efficiency, which I appreciate as a senior citizen. Many of the changes, like additional stops and higher frequency, seem to address the needs of both commuters and occasional riders. I'd love to see continued focus on accessibility and services for seniors.	11/14/2024 8:34 PM
93	The 2025 changes seem focused on improving efficiency and accessibility, which is appreciated. As a student, the improvements to high-capacity buses and revised routes like 664 are promising. However, the removal of Route 67 and some express services might limit flexibility for students in Cheney.	11/14/2024 8:26 PM
94	I've noticed bus routes I used to rely on become less consistent, either stopping part way through the day or being more dramatically late/early, I worry about that becoming more of an issue	11/14/2024 5:29 PM
95	Will be nice to see route 65 coming by the Basalt Ridge apartments.	11/14/2024 4:43 PM
96	Please downsize. The ridership numbers do not support such a large system.	11/14/2024 2:47 PM
97	My daughter wil be attending EWU in the fall. An EWU express bus from Liberty Lake would be nice.	11/14/2024 12:49 PM
98	As long as the buses keep to a good schedule and maintain how they've been running, I'm happy.	11/14/2024 11:16 AM
99	I feel like the proposed changes are headed in the right direction, I think once plans are finalized, things will work better. Of course on a personal level having route 722 remove the Plaza as a stop downtown would harm my work commute personally, if that is the direction that overall usage needs to go, then I would understand.	11/14/2024 10:29 AM
100	Keep up the great work!	11/14/2024 7:52 AM
101	Negative as a tax payer this makes me feel betrayed left to rot and the only way moving forward is vote against future funding for STA.	11/13/2024 11:45 PM
102	I feel these are great service improvements overall and will substantially improve operations and rider experience in these affected areas.	11/13/2024 5:41 PM
103	NA	11/13/2024 4:46 PM
104	I am enthusiastic about improved express service between Liberty Lake and downtown Spokane. Driving solo on I-90 in that area is often stressful and occasionally dangerous. Of course, I would be even happier if express bus service between Post Falls and downtown Spokane could be implemented, but that is understandably a much more complex task. Please consider extending the final morning express departure at least to (or near to) 8 AM.	11/13/2024 12:49 PM
105	I would just have to learn the new route	11/13/2024 12:12 PM
106	Make all the buses run every 15 minutes and have to wait like an hour on the bus on the weekends is really a bad idea	11/13/2024 11:45 AM
107	I do NOT like the EWU area changes, and they will highly impact my travel as an EWU student.	11/13/2024 11:00 AM
108	Best service ever	11/13/2024 10:48 AM
109	Adding a stop for 662 would not bother me as long as there is enough room for all the riders - this route gets very full in the mornings and there are several students who end up standing the entire way from Hastings P&R to EWU campus - this is a safety concern for me as we are on a freeway - standing on a bus...not good.	11/13/2024 10:20 AM
110	These seem well thought out, thanks for your work on these.	11/13/2024 9:33 AM
111	Very much looking forward to the 722 and the 7 routes. Please keep the 722 at least hourly throughout the day (not just a few times in the morning and afternoon). Accommodating early in/early off from the County campus would be a big plus as well (ie- 6/6:30am-3/3:30pm work schedule).	11/13/2024 8:05 AM
112	There should be more support for people who work on sundays.	11/13/2024 7:35 AM
113	If you are adding stops to the Cheney express busses. Can you add a stop at liberty lake?	11/13/2024 5:51 AM

Q34 Where area do you live in?

Answered: 365 Skipped: 120

2025 Service Revisions



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ANSWER CHOICES	RESPONSES	
Airway Heights	4.11%	15
Central Spokane	12.33%	45
Cheney	7.40%	27
Coeur d' Alene	0.00%	0
Fairchild Air Force Base	0.55%	2
Geiger Heights	0.27%	1
Liberty Lake	3.29%	12
Mead	1.92%	7
Medical Lake	1.37%	5
Millwood	1.10%	4
Northeast Spokane	8.49%	31
Northwest Spokane	11.23%	41
Post Falls	0.82%	3
Spokane Valley	14.25%	52
South Spokane	17.81%	65
West Plains	0.55%	2
Hillyard	2.19%	8
Minnehaha	0.55%	2
Other (please specify)	11.78%	43
TOTAL		365

#	OTHER (PLEASE SPECIFY)	DATE
1	Indian trail	12/14/2024 10:37 PM
2	I live and use all of these places.	12/14/2024 7:32 AM
3	Legerwood	12/13/2024 12:16 PM
4	Perry/edge of East Central	12/11/2024 5:46 PM
5	Logan	12/9/2024 4:26 PM
6	North Spokane Wandermere	12/9/2024 6:47 AM
7	West Plains	12/9/2024 6:08 AM
8	Downtown spokane	12/6/2024 10:57 AM
9	Rockford	12/5/2024 9:25 AM
10	I work in Liberty Lake	12/4/2024 10:08 AM
11	Latah Valley	12/3/2024 7:40 PM
12	Elk	12/3/2024 2:31 PM
13	North Spokane WA near the y and hwy 2	12/1/2024 3:33 PM

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14	Shiloh Hills	11/29/2024 1:00 AM
15	Everywhere	11/28/2024 5:05 PM
16	near Whitworth University	11/28/2024 12:30 PM
17	Southwest Spokane where there is no public transportation.	11/26/2024 8:13 AM
18	Live on border of the valley and millwood, take the bus every day to EWU	11/22/2024 3:22 PM
19	Greenacres	11/21/2024 5:37 PM
20	South hill off Lincoln and 14th	11/21/2024 7:31 AM
21	Brownes' Addition	11/20/2024 5:54 PM
22	Looking for a place currently mead area	11/20/2024 9:20 AM
23	Cliff Cannon. Unsure if that is central or south	11/20/2024 7:58 AM
24	North Hill Spokane	11/20/2024 7:30 AM
25	Lower South Hill, Deaconess Hospital District.	11/19/2024 10:20 AM
26	North spokane	11/18/2024 1:38 PM
27	Gonzaga University district	11/18/2024 12:19 PM
28	Downtown	11/18/2024 11:52 AM
29	Cannon Addition/lower south hill	11/17/2024 9:27 PM
30	Downtown	11/17/2024 7:56 AM
31	Downtown spokane	11/16/2024 5:49 PM
32	West Central	11/15/2024 2:34 PM
33	Downtown	11/15/2024 7:33 AM
34	Whitworth	11/14/2024 6:00 PM
35	Cliff cannon neighborhood	11/13/2024 11:45 PM
36	Otis Orchards	11/13/2024 9:10 PM
37	Browne's Addition	11/13/2024 7:01 PM
38	Country Homes	11/13/2024 2:46 PM
39	Brown's Addition, Spokane	11/13/2024 2:34 PM
40	Colbert	11/13/2024 1:51 PM
41	In the Palouse, outside of STA area	11/13/2024 8:23 AM
42	Stateline	11/13/2024 8:05 AM
43	Palouse highway	11/13/2024 5:05 AM

Q35 What is your zip code?

Answered: 327 Skipped: 158

#	RESPONSES	DATE
1	99019-4510	12/15/2024 12:02 PM
2	99223	12/15/2024 9:20 AM
3	99223	12/15/2024 9:13 AM
4	99206	12/15/2024 7:55 AM
5	99208	12/14/2024 10:37 PM
6	99206	12/14/2024 2:16 PM
7	99208	12/14/2024 12:42 PM
8	99001	12/14/2024 8:57 AM
9	99006	12/14/2024 7:32 AM
10	99201	12/13/2024 7:54 PM
11	99205	12/13/2024 5:55 PM
12	99208	12/13/2024 12:16 PM
13	99205	12/13/2024 11:09 AM
14	99202	12/12/2024 6:48 PM
15	99208	12/12/2024 3:30 PM
16	99202	12/12/2024 12:45 PM
17	99201	12/11/2024 9:47 PM
18	99202	12/11/2024 5:46 PM
19	99004	12/11/2024 4:27 PM
20	99207	12/11/2024 3:14 PM
21	99208	12/11/2024 11:34 AM
22	99021	12/11/2024 10:25 AM
23	99019	12/11/2024 9:37 AM
24	99201	12/11/2024 7:03 AM
25	99216	12/11/2024 6:55 AM
26	99208	12/10/2024 11:18 PM
27	99202	12/10/2024 9:51 PM
28	99202	12/10/2024 8:57 PM
29	99201	12/10/2024 7:14 PM
30	99202	12/10/2024 6:53 PM
31	99212	12/10/2024 6:46 PM
32	99204	12/10/2024 6:37 PM
33	99205	12/10/2024 1:47 PM

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34	99208	12/10/2024 12:27 PM
35	99207	12/10/2024 8:59 AM
36	99203	12/10/2024 6:09 AM
37	99001	12/10/2024 5:49 AM
38	99203	12/9/2024 7:52 PM
39	99203	12/9/2024 5:22 PM
40	99258	12/9/2024 4:26 PM
41	99001	12/9/2024 3:38 PM
42	99208	12/9/2024 3:30 PM
43	99203	12/9/2024 3:22 PM
44	99218	12/9/2024 2:27 PM
45	99208	12/9/2024 1:40 PM
46	99207	12/9/2024 1:10 PM
47	99204	12/9/2024 12:51 PM
48	99202	12/9/2024 10:28 AM
49	99037	12/9/2024 10:20 AM
50	99223	12/9/2024 10:11 AM
51	99205	12/9/2024 9:49 AM
52	99037	12/9/2024 8:50 AM
53	99207	12/9/2024 7:27 AM
54	99208	12/9/2024 6:47 AM
55	99207	12/9/2024 6:36 AM
56	99223	12/9/2024 6:31 AM
57	99205	12/9/2024 6:25 AM
58	99224	12/9/2024 6:08 AM
59	99206	12/9/2024 5:25 AM
60	99205	12/8/2024 6:47 PM
61	99206	12/8/2024 9:10 AM
62	99205	12/7/2024 4:23 PM
63	99201	12/7/2024 3:51 PM
64	99224	12/6/2024 11:54 PM
65	99205	12/6/2024 1:21 PM
66	99201	12/6/2024 10:57 AM
67	99201	12/6/2024 10:19 AM
68	83854	12/6/2024 8:52 AM
69	99204	12/5/2024 9:10 PM
70	99207	12/5/2024 4:00 PM
71	99201	12/5/2024 2:19 PM

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72	99203	12/5/2024 12:45 PM
73	99206	12/5/2024 9:52 AM
74	99205	12/5/2024 9:46 AM
75	99030	12/5/2024 9:25 AM
76	99206	12/5/2024 8:49 AM
77	99022	12/5/2024 8:25 AM
78	99026	12/5/2024 7:38 AM
79	99218	12/5/2024 1:00 AM
80	99207	12/4/2024 11:58 PM
81	99223	12/4/2024 11:10 PM
82	99001	12/4/2024 8:20 PM
83	99208	12/4/2024 6:43 PM
84	99207	12/4/2024 4:09 PM
85	99212	12/4/2024 3:36 PM
86	99205	12/4/2024 1:48 PM
87	99212	12/4/2024 1:18 PM
88	99216	12/4/2024 11:08 AM
89	99019	12/4/2024 10:08 AM
90	99206	12/4/2024 9:11 AM
91	99016	12/4/2024 9:05 AM
92	99205	12/4/2024 9:03 AM
93	99019	12/4/2024 9:01 AM
94	99208	12/4/2024 9:00 AM
95	99205	12/4/2024 8:24 AM
96	99021	12/4/2024 8:03 AM
97	99208	12/4/2024 7:44 AM
98	99206	12/4/2024 7:25 AM
99	99203	12/4/2024 7:21 AM
100	99208	12/4/2024 7:01 AM
101	99004	12/4/2024 6:55 AM
102	99203	12/4/2024 4:24 AM
103	99201	12/3/2024 10:04 PM
104	99203	12/3/2024 8:09 PM
105	99224	12/3/2024 7:40 PM
106	9905	12/3/2024 7:26 PM
107	99206	12/3/2024 5:51 PM
108	99206	12/3/2024 3:32 PM
109	99016	12/3/2024 3:13 PM

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110	99208	12/3/2024 3:00 PM
111	99216	12/3/2024 2:51 PM
112	99205	12/3/2024 2:42 PM
113	99001	12/3/2024 2:33 PM
114	99009	12/3/2024 2:31 PM
115	99216	12/3/2024 1:50 PM
116	99208	12/2/2024 8:53 PM
117	99203	12/2/2024 6:51 PM
118	99202	12/2/2024 5:42 PM
119	99207	12/2/2024 10:55 AM
120	99202	12/2/2024 10:31 AM
121	99218	12/1/2024 3:33 PM
122	99203	12/1/2024 11:02 AM
123	99203	12/1/2024 10:55 AM
124	99004	12/1/2024 5:56 AM
125	99202	11/30/2024 4:34 PM
126	99215	11/30/2024 12:08 PM
127	99206	11/30/2024 7:42 AM
128	99203	11/29/2024 1:23 PM
129	99207	11/29/2024 7:05 AM
130	99218	11/29/2024 1:00 AM
131	99218	11/29/2024 12:18 AM
132	99216	11/28/2024 10:12 PM
133	99207	11/28/2024 9:29 PM
134	99223	11/28/2024 8:14 PM
135	99206	11/28/2024 5:05 PM
136	99202	11/28/2024 4:21 PM
137	99208	11/28/2024 12:30 PM
138	99206	11/28/2024 12:27 PM
139	99203	11/28/2024 9:49 AM
140	99207	11/28/2024 9:37 AM
141	99201	11/28/2024 8:22 AM
142	99206	11/27/2024 6:43 PM
143	99223	11/27/2024 5:14 PM
144	99208	11/27/2024 4:48 PM
145	99205	11/27/2024 1:56 PM
146	99203-3041	11/27/2024 1:39 PM
147	99203	11/27/2024 11:33 AM

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148	99203	11/27/2024 11:28 AM
149	99203	11/27/2024 11:11 AM
150	99202	11/27/2024 10:51 AM
151	99208	11/27/2024 7:48 AM
152	99205	11/27/2024 6:28 AM
153	99016	11/27/2024 4:41 AM
154	99202	11/27/2024 12:38 AM
155	99201	11/26/2024 10:16 PM
156	99205	11/26/2024 9:56 PM
157	99004	11/26/2024 8:41 PM
158	99204	11/26/2024 8:27 PM
159	99001	11/26/2024 8:19 PM
160	99037	11/26/2024 7:48 PM
161	99223	11/26/2024 7:20 PM
162	99223	11/26/2024 7:18 PM
163	99208	11/26/2024 7:06 PM
164	99011	11/26/2024 7:03 PM
165	99005	11/26/2024 6:49 PM
166	99207	11/26/2024 6:21 PM
167	99212	11/26/2024 4:40 PM
168	99203	11/26/2024 4:32 PM
169	99203	11/26/2024 1:48 PM
170	99206	11/26/2024 12:57 PM
171	99037	11/26/2024 10:59 AM
172	99224	11/26/2024 8:13 AM
173	99217	11/26/2024 7:44 AM
174	99204	11/25/2024 7:37 PM
175	99022	11/25/2024 8:56 AM
176	99022	11/25/2024 7:00 AM
177	99208	11/24/2024 6:18 PM
178	99004	11/24/2024 7:40 AM
179	99216	11/23/2024 10:13 AM
180	99205	11/22/2024 7:02 PM
181	99223	11/22/2024 5:16 PM
182	99212	11/22/2024 3:22 PM
183	99004	11/22/2024 12:17 PM
184	99204	11/22/2024 11:54 AM
185	99004	11/22/2024 3:03 AM

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186	99016	11/21/2024 5:37 PM
187	99203	11/21/2024 12:23 PM
188	99205	11/21/2024 7:33 AM
189	99203	11/21/2024 7:31 AM
190	99201	11/21/2024 6:01 AM
191	99202	11/21/2024 5:11 AM
192	99223	11/20/2024 7:01 PM
193	99201	11/20/2024 6:06 PM
194	99201	11/20/2024 5:54 PM
195	99204	11/20/2024 4:49 PM
196	99004	11/20/2024 3:51 PM
197	99004	11/20/2024 3:04 PM
198	99205	11/20/2024 1:58 PM
199	99205	11/20/2024 12:26 PM
200	99022	11/20/2024 11:58 AM
201	99203	11/20/2024 10:24 AM
202	99208	11/20/2024 9:20 AM
203	99022	11/20/2024 8:31 AM
204	99202	11/20/2024 8:29 AM
205	99204	11/20/2024 7:58 AM
206	99205	11/20/2024 7:30 AM
207	99204	11/20/2024 1:15 AM
208	99022	11/20/2024 12:53 AM
209	99203	11/19/2024 8:52 PM
210	99216	11/19/2024 2:45 PM
211	99202	11/19/2024 12:52 PM
212	99204	11/19/2024 10:20 AM
213	99001	11/19/2024 9:56 AM
214	99216	11/19/2024 9:43 AM
215	99208	11/19/2024 8:18 AM
216	99207	11/19/2024 7:58 AM
217	99206	11/19/2024 7:22 AM
218	99223	11/19/2024 5:55 AM
219	99001	11/19/2024 5:54 AM
220	99205	11/18/2024 9:44 PM
221	99205	11/18/2024 8:10 PM
222	99004	11/18/2024 5:34 PM
223	99205	11/18/2024 5:13 PM

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224	99004	11/18/2024 3:33 PM
225	99212	11/18/2024 2:44 PM
226	99205	11/18/2024 1:38 PM
227	99224	11/18/2024 1:07 PM
228	99004	11/18/2024 12:55 PM
229	99202	11/18/2024 12:19 PM
230	99038	11/18/2024 12:01 PM
231	99201	11/18/2024 11:52 AM
232	99223	11/18/2024 9:28 AM
233	99201	11/18/2024 9:19 AM
234	99202	11/18/2024 9:08 AM
235	99205	11/18/2024 8:50 AM
236	99004	11/18/2024 7:53 AM
237	99208	11/18/2024 7:04 AM
238	99223	11/18/2024 6:55 AM
239	99205	11/18/2024 6:08 AM
240	99216	11/18/2024 2:07 AM
241	99004	11/18/2024 2:06 AM
242	99037	11/17/2024 10:35 PM
243	99204	11/17/2024 9:27 PM
244	99004	11/17/2024 6:08 PM
245	99317	11/17/2024 5:46 PM
246	99022	11/17/2024 12:26 PM
247	99019	11/17/2024 11:50 AM
248	99004	11/17/2024 10:50 AM
249	99202	11/17/2024 10:36 AM
250	99202	11/17/2024 8:53 AM
251	99201	11/17/2024 7:56 AM
252	99201	11/16/2024 5:49 PM
253	99202	11/16/2024 11:11 AM
254	99216	11/16/2024 7:07 AM
255	99204	11/16/2024 2:31 AM
256	99004	11/15/2024 9:20 PM
257	99201	11/15/2024 8:44 PM
258	99203	11/15/2024 4:43 PM
259	99016	11/15/2024 3:58 PM
260	99203	11/15/2024 3:45 PM
261	99201	11/15/2024 2:34 PM

2025 Service Revisions

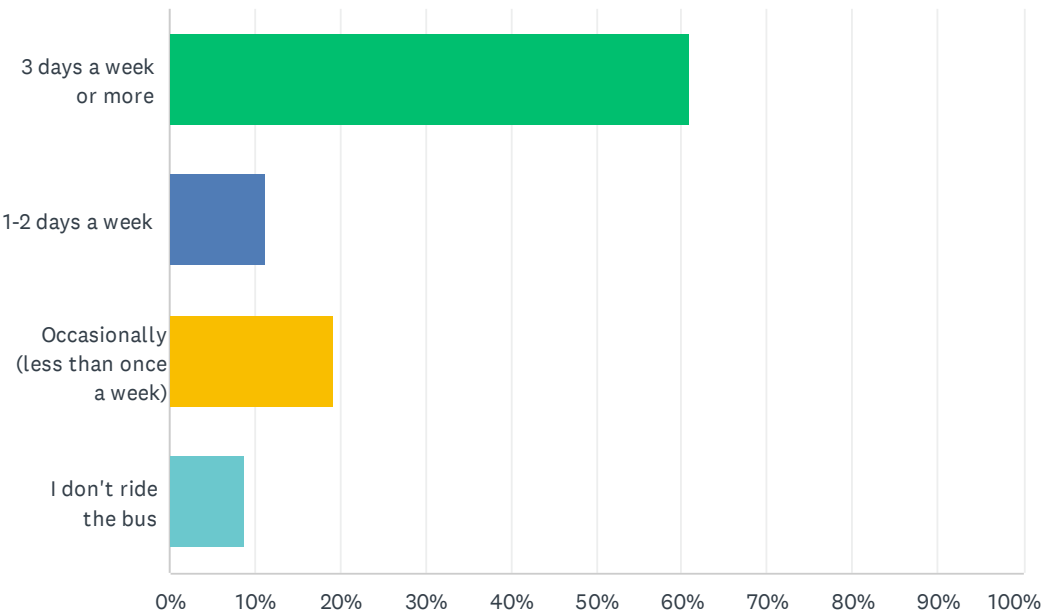
262	99207	11/15/2024 1:36 PM
263	99203	11/15/2024 11:07 AM
264	83854	11/15/2024 10:43 AM
265	99203	11/15/2024 8:17 AM
266	99204	11/15/2024 7:33 AM
267	99207	11/14/2024 10:35 PM
268	99224	11/14/2024 10:30 PM
269	99037	11/14/2024 9:17 PM
270	99201	11/14/2024 9:02 PM
271	99203	11/14/2024 8:46 PM
272	99001	11/14/2024 8:34 PM
273	99004	11/14/2024 8:26 PM
274	99216-2727	11/14/2024 7:15 PM
275	99201	11/14/2024 6:16 PM
276	99218	11/14/2024 6:00 PM
277	99201	11/14/2024 5:29 PM
278	99208	11/14/2024 3:45 PM
279	99217	11/14/2024 3:23 PM
280	99223	11/14/2024 3:11 PM
281	99203	11/14/2024 2:47 PM
282	99019	11/14/2024 12:49 PM
283	99001	11/14/2024 12:38 PM
284	99004	11/14/2024 11:52 AM
285	99004	11/14/2024 11:16 AM
286	99019	11/14/2024 10:29 AM
287	99207	11/14/2024 8:42 AM
288	99016	11/14/2024 7:52 AM
289	99223	11/14/2024 7:49 AM
290	99207	11/14/2024 7:44 AM
291	99202	11/14/2024 7:02 AM
292	99201	11/14/2024 6:26 AM
293	99201	11/13/2024 11:45 PM
294	99205	11/13/2024 10:42 PM
295	99027	11/13/2024 9:10 PM
296	99224	11/13/2024 8:44 PM
297	99204	11/13/2024 7:32 PM
298	99201	11/13/2024 7:01 PM
299	99206-5850	11/13/2024 6:45 PM

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300	99205	11/13/2024 5:41 PM
301	99201	11/13/2024 4:46 PM
302	99207	11/13/2024 4:38 PM
303	99207	11/13/2024 3:26 PM
304	99004	11/13/2024 3:06 PM
305	99218	11/13/2024 2:46 PM
306	99201	11/13/2024 2:34 PM
307	99005	11/13/2024 1:51 PM
308	99204	11/13/2024 1:44 PM
309	99205	11/13/2024 1:29 PM
310	83854	11/13/2024 12:49 PM
311	99001	11/13/2024 12:20 PM
312	99217	11/13/2024 12:15 PM
313	99210	11/13/2024 12:12 PM
314	99207	11/13/2024 11:45 AM
315	99037	11/13/2024 11:00 AM
316	99021	11/13/2024 10:20 AM
317	99204	11/13/2024 9:33 AM
318	99205	11/13/2024 8:59 AM
319	99004	11/13/2024 8:26 AM
320	99012	11/13/2024 8:23 AM
321	83854	11/13/2024 8:05 AM
322	99004	11/13/2024 7:35 AM
323	99205	11/13/2024 6:52 AM
324	99223	11/13/2024 5:05 AM
325	99004	11/13/2024 12:45 AM
326	99224	11/12/2024 10:58 PM
327	99223	11/12/2024 9:23 PM

Q36 How often do you ride the bus?

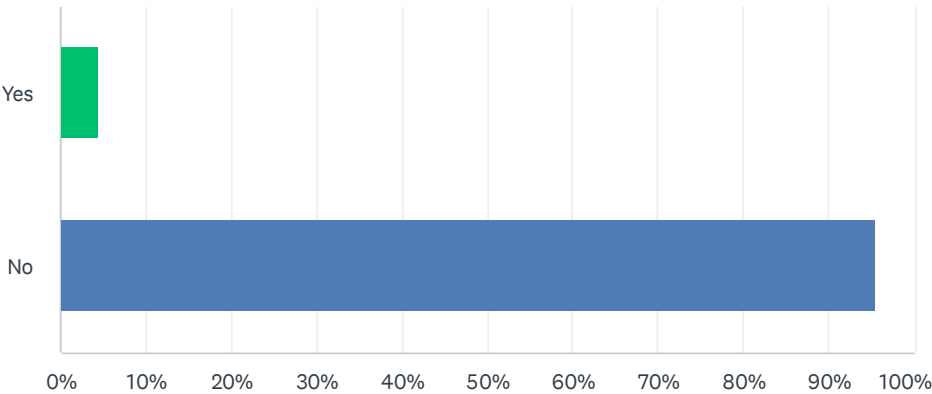
Answered: 366 Skipped: 119



ANSWER CHOICES		RESPONSES	
3 days a week or more		60.93%	223
1-2 days a week		11.20%	41
Occasionally (less than once a week)		19.13%	70
I don't ride the bus		8.74%	32
TOTAL			366

Q37 Do you use paratransit service?

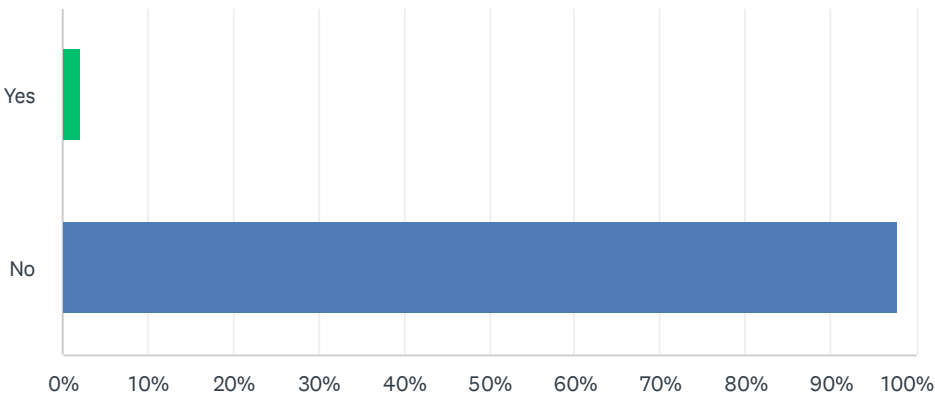
Answered: 366 Skipped: 119



ANSWER CHOICES	RESPONSES	
Yes	4.37%	16
No	95.63%	350
TOTAL		366

Q38 Do you use Rideshare (Vanpool) service?

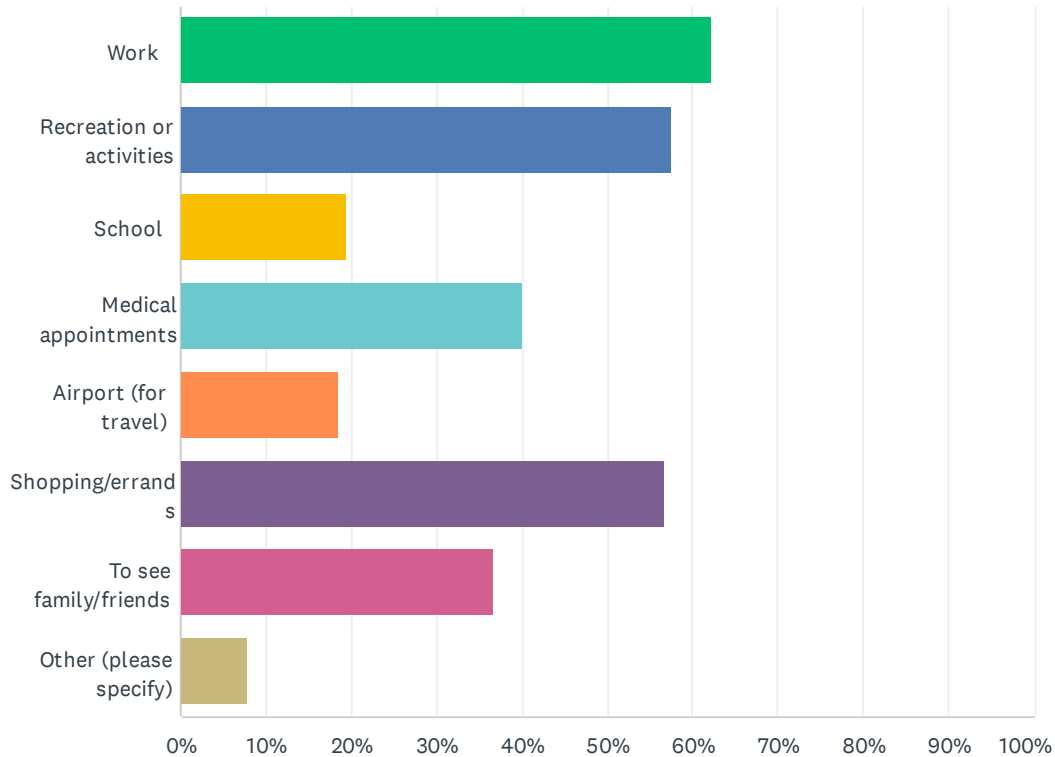
Answered: 366 Skipped: 119



ANSWER CHOICES	RESPONSES	
Yes	2.19%	8
No	97.81%	358
TOTAL		366

Q39 Where do you go when you are using the bus, paratransit, or Rideshare (Vanpool)? Check all that apply.

Answered: 339 Skipped: 146



ANSWER CHOICES	RESPONSES	
Work	62.24%	211
Recreation or activities	57.52%	195
School	19.47%	66
Medical appointments	40.12%	136
Airport (for travel)	18.58%	63
Shopping/errands	56.64%	192
To see family/friends	36.58%	124
Other (please specify)	7.96%	27
Total Respondents: 339		

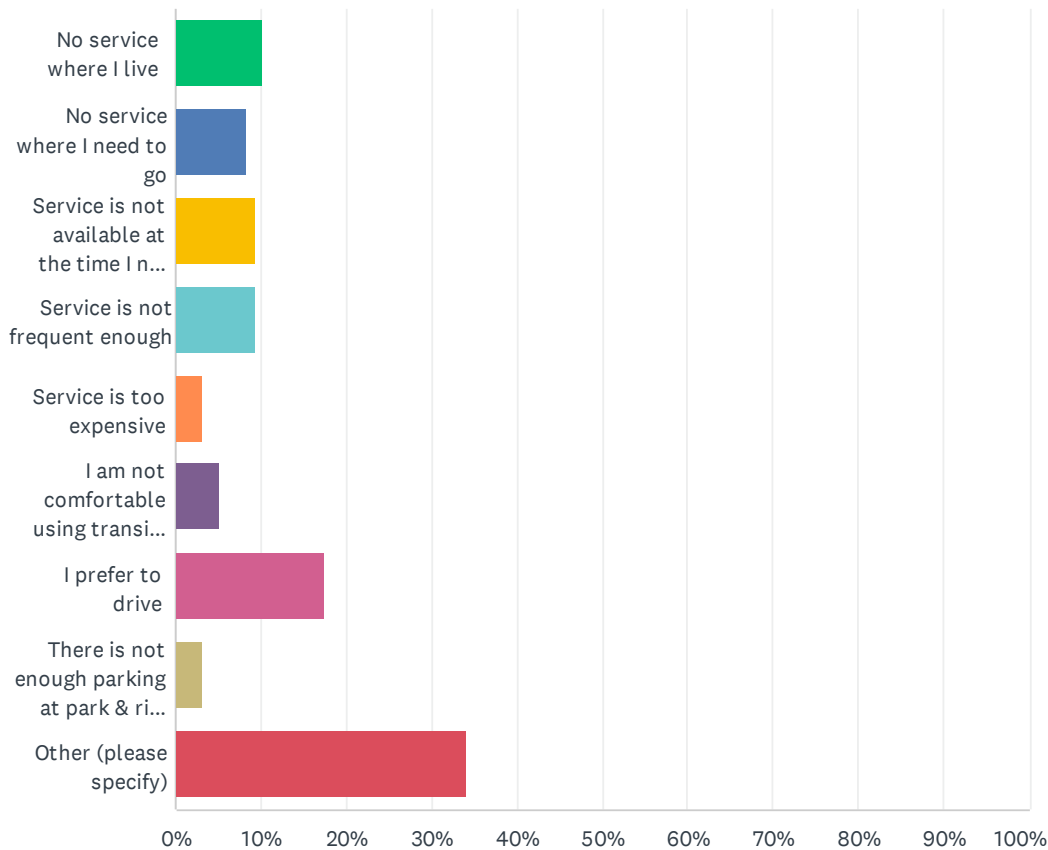
#	OTHER (PLEASE SPECIFY)	DATE
1	STA is my only way to get around in this community. I use all of these.	12/14/2024 7:32 AM
2	No comment, thanks.	12/11/2024 10:25 AM
3	Volunteering	12/10/2024 6:37 PM

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4	Bus & Feet my only mide of transportation	12/9/2024 6:25 AM
5	I personally do not use the bus, but as a classroom teacher, I am excited to start taking more classroom field trips via public transportation	12/7/2024 3:51 PM
6	I don't ride the bus	12/4/2024 3:05 PM
7	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:48 PM
8	No usage to report	12/4/2024 9:05 AM
9	occasionally ride for special events downtown	12/4/2024 8:24 AM
10	City tour	12/4/2024 7:44 AM
11	I don't ride the bus. I commute and use personal transit primarily.	12/3/2024 7:40 PM
12	I only ride the bus for Bloomsday	12/3/2024 5:51 PM
13	N/a	12/1/2024 11:02 AM
14	Everything that SMS does not	11/30/2024 7:42 AM
15	downtown events	11/28/2024 12:27 PM
16	I work with several ministries/rescue mission type groups in the downtown/ East and West Central neighborhoods. 😊🙏 I get disability but was helped myself through Christian ministries and volunteer my time now. ❤️❤️	11/26/2024 8:41 PM
17	I would for events but no bus stop (arena, podium, stadium)	11/26/2024 6:49 PM
18	To go home	11/22/2024 3:22 PM
19	Dentist appointment	11/22/2024 12:17 PM
20	hospital	11/20/2024 1:58 PM
21	Na	11/19/2024 8:52 PM
22	Volunteer Job	11/18/2024 2:07 AM
23	meetings	11/17/2024 10:46 AM
24	Coffee, exercise studio	11/15/2024 3:45 PM
25	N/A	11/15/2024 1:36 PM
26	medical	11/14/2024 7:15 PM
27	Library	11/13/2024 8:23 AM

Q40 If you do not use STA services, please tell us why not.

Answered: 97 Skipped: 388



ANSWER CHOICES		RESPONSES	
No service where I live		10.31%	10
No service where I need to go		8.25%	8
Service is not available at the time I need to travel		9.28%	9
Service is not frequent enough		9.28%	9
Service is too expensive		3.09%	3
I am not comfortable using transit service		5.15%	5
I prefer to drive		17.53%	17
There is not enough parking at park & ride lots		3.09%	3
Other (please specify)		34.02%	33
TOTAL			97

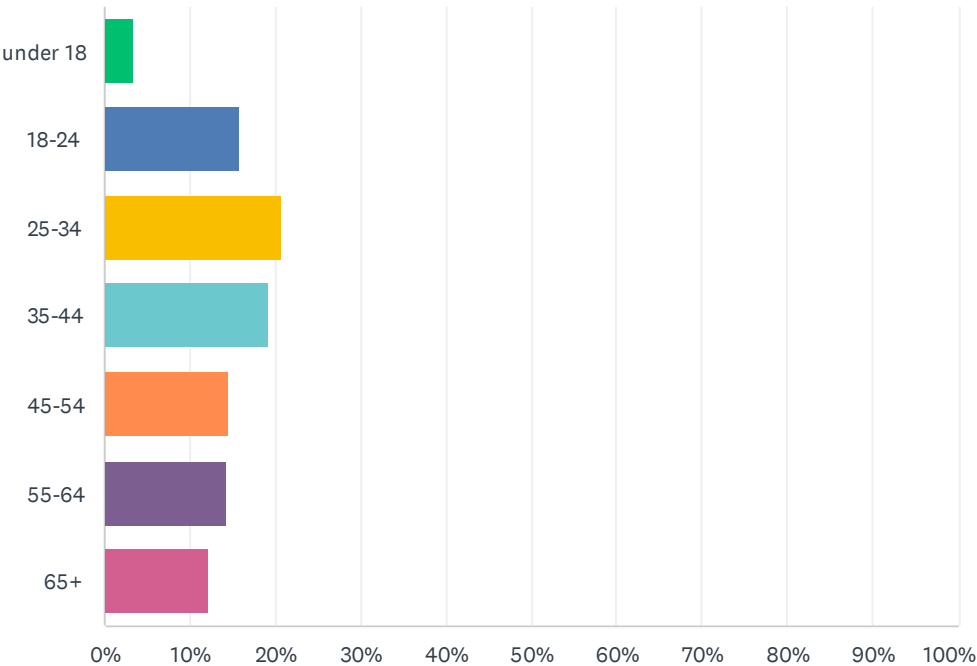
#	OTHER (PLEASE SPECIFY)	DATE
1	Route takes too long with too much of a layover	12/15/2024 7:55 AM

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2	I Ride the bus sometimes.	12/13/2024 6:45 PM
3	Too time consuming and not enough bad-weather shelters	12/9/2024 5:25 AM
4	Not early enough	12/8/2024 9:10 AM
5	The service is not frequent enough, I prefer to drive, I do not feel safe at the STA plaza	12/7/2024 3:51 PM
6	I dont go to a lot of places mostly errands	12/4/2024 11:10 PM
7	no service where I live and the times would be off.	12/4/2024 3:05 PM
8	Electric buses are much heavier, meaning they wear tires and roads faster, resulting in a NEGATIVE carbon impact	12/4/2024 1:48 PM
9	when I looked at schedules previously, there wasn't a time efficient, direct route from Spokane Valley to Liberty Lake	12/4/2024 9:37 AM
10	i use rideshare	12/4/2024 7:01 AM
11	Not available between the University area and Airway Heights Corrections Center.	12/3/2024 3:32 PM
12	i dont feel safe	12/3/2024 2:36 PM
13	no service where I live and horrible people on the bus.	12/3/2024 2:33 PM
14	Na	12/3/2024 1:50 PM
15	Would consider using it more on weekends and in evenings if service was more frequent to my part of town	12/2/2024 8:53 PM
16	I ride the bus but was injured badly on #61 by bus driver who squished me in between the front entry doors customer service screamed at me saying we have attorneys when I asked for a brand new vehicle then. Thanks for not advertising for Planned Parenthood Federation of America which is an ongoing Holocaust	12/1/2024 3:33 PM
17	Na	12/1/2024 10:55 AM
18	The bus stop is pretty far so I often need a car to drop me at the bus stop.	11/28/2024 12:30 PM
19	My caregiver sometimes takes me places but that's why sometimes I don't need to use the public transit system. I still do that, but sometimes she takes me places because she's taking care of me.	11/27/2024 7:48 AM
20	It is challenging to work distance	11/26/2024 8:19 PM
21	I wish the bus stop was not over a mile from my home	11/26/2024 7:48 PM
22	I prefer to drive because it takes too long to ride the bus and transfer to where I need to go.	11/26/2024 1:48 PM
23	There is no bus service in southwest Spokane.	11/26/2024 8:13 AM
24	I ride the bus	11/22/2024 3:22 PM
25	Many of the above optiond apply	11/22/2024 3:03 AM
26	I drive to Spokane when I am spending an hour or less there. Because the bus takes much longer than driving, it's not worth it for short trips.	11/18/2024 3:33 PM
27	Sunday nights I have a hard time getting home when I do take the bus on Sunday evenings	11/18/2024 2:07 AM
28	Please take care of the homeless,	11/16/2024 5:49 PM
29	Take the bus to work every day of the month and week and weekends too.	11/16/2024 7:07 AM
30	Waste of taxpayer money	11/14/2024 2:47 PM
31	I used to work and don't drive. I would take the bus 7 days a week. About 3 years ago it became more difficult with less routes to my neighborhood and missed connections because of poor scheduling. I quit my job after 33 years because it became too difficult. The problem remains on the few occasions I now ride the bus.	11/14/2024 7:49 AM
32	NA	11/13/2024 4:46 PM

Q41 What is your age?

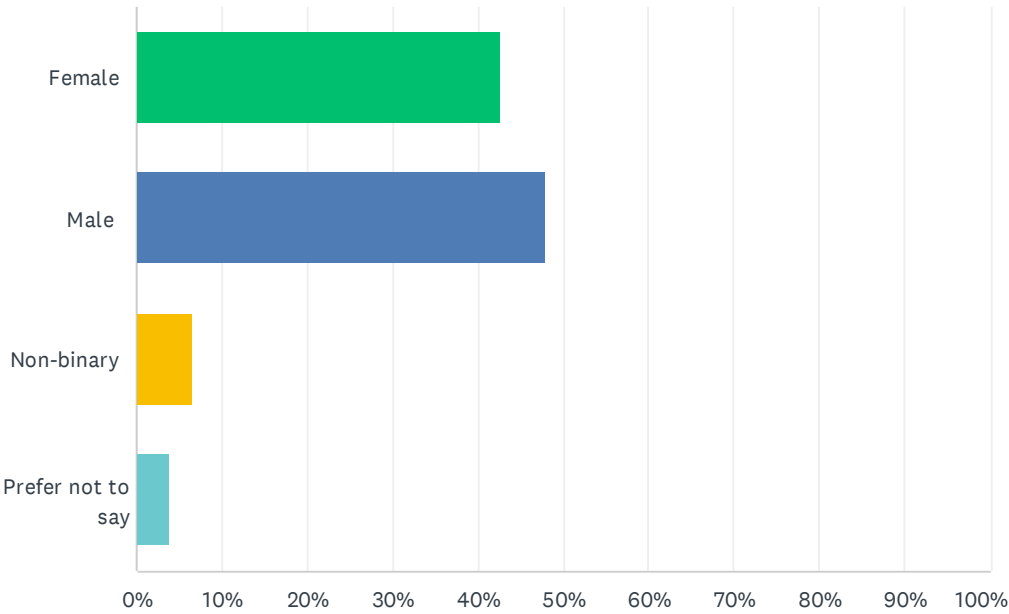
Answered: 363 Skipped: 122



ANSWER CHOICES	RESPONSES	
under 18	3.31%	12
18-24	15.70%	57
25-34	20.66%	75
35-44	19.28%	70
45-54	14.60%	53
55-64	14.33%	52
65+	12.12%	44
TOTAL		363

Q42 Gender (select all that apply)

Answered: 363 Skipped: 122

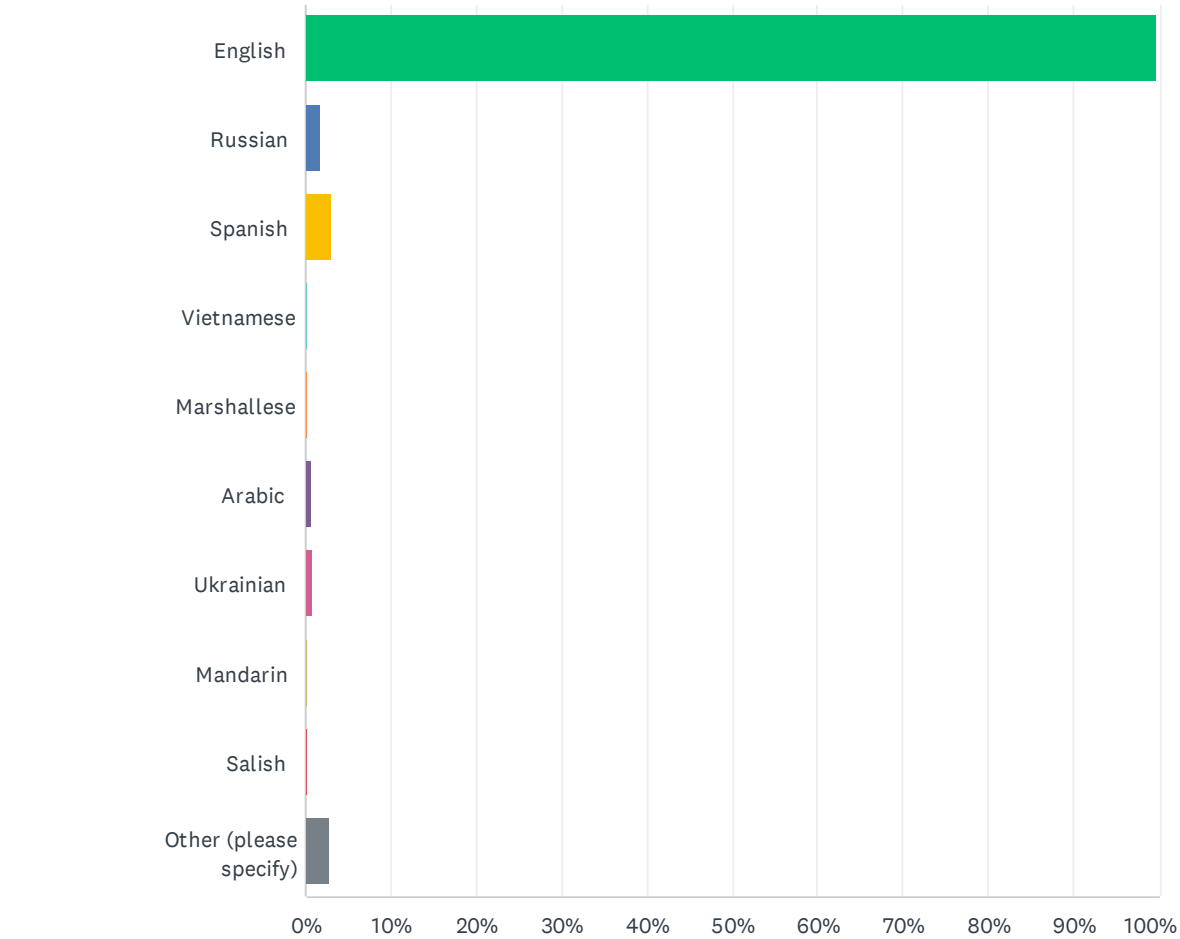


ANSWER CHOICES		RESPONSES
Female		42.70%155
Male		47.93%174
Non-binary		6.61%24
Prefer not to say		3.86%14
Total Respondents: 363		

#	PREFER TO SELF DESCRIBE:	DATE
1	It's sex not gender. DEI is DOA	12/4/2024 7:44 AM
2	transgender male	11/13/2024 11:00 AM

Q43 What languages are spoken in your home? Check all the apply

Answered: 361 Skipped: 124



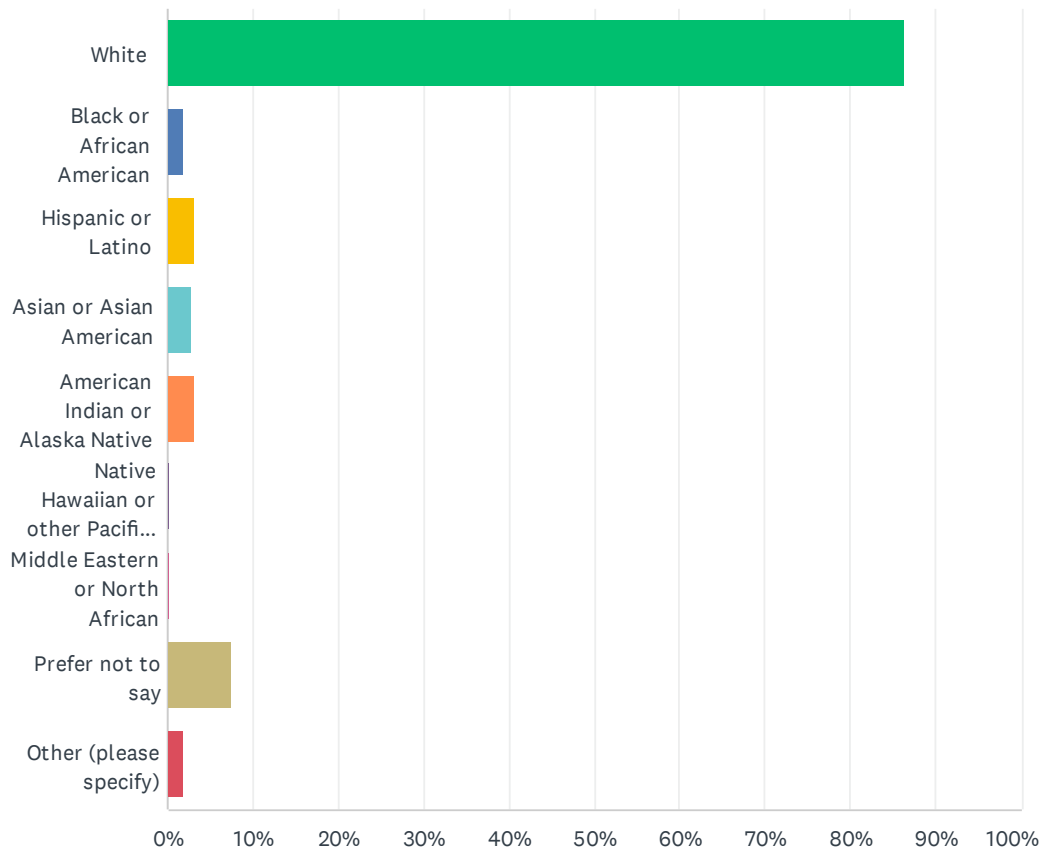
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ANSWER CHOICES	RESPONSES	
English	99.72%	360
Russian	1.66%	6
Spanish	3.05%	11
Vietnamese	0.28%	1
Marshallese	0.28%	1
Arabic	0.55%	2
Ukrainian	0.83%	3
Mandarin	0.28%	1
Salish	0.28%	1
Other (please specify)	2.77%	10
Total Respondents: 361		

#	OTHER (PLEASE SPECIFY)	DATE
1	Cantonese	12/9/2024 6:31 AM
2	German	12/4/2024 9:01 AM
3	German	11/28/2024 9:49 AM
4	French	11/20/2024 3:04 PM
5	French	11/17/2024 10:50 AM
6	Chippewa Cree	11/17/2024 7:56 AM
7	Japanese	11/15/2024 10:20 AM
8	a little german	11/14/2024 7:15 PM
9	Japanese	11/14/2024 7:52 AM
10	Cantonese	11/13/2024 12:45 AM

Q44 How do you self-identify by race? Check all that apply

Answered: 353 Skipped: 132



ANSWER CHOICES		RESPONSES	
White		86.40%	305
Black or African American		1.98%	7
Hispanic or Latino		3.12%	11
Asian or Asian American		2.83%	10
American Indian or Alaska Native		3.12%	11
Native Hawaiian or other Pacific Islander		0.28%	1
Middle Eastern or North African		0.28%	1
Prefer not to say		7.37%	26
Other (please specify)		1.98%	7
Total Respondents: 353			

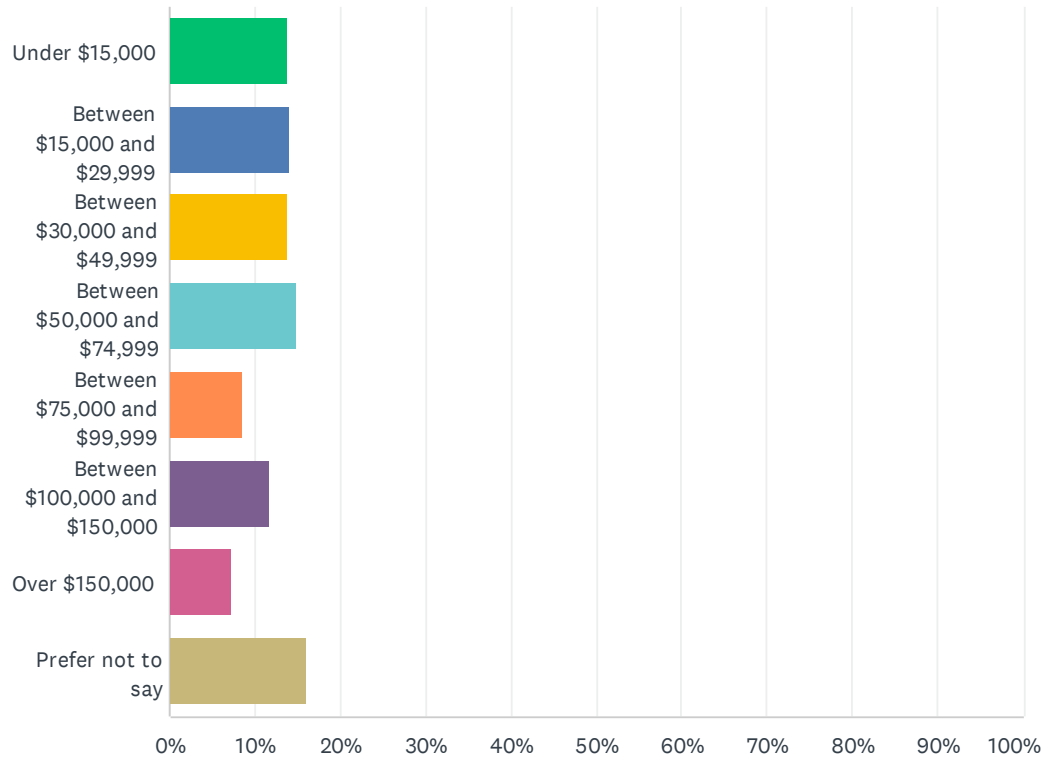
#	OTHER (PLEASE SPECIFY)	DATE
1	Italian	12/15/2024 12:01 AM

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2	HongKongers	12/9/2024 6:31 AM
3	European American	12/5/2024 8:49 AM
4	Jewish, polish, German, Irish etc	12/1/2024 3:33 PM
5	White	11/28/2024 5:05 PM
6	European American	11/18/2024 6:08 AM
7	On the	11/14/2024 3:45 PM

Q45 What is your annual household income?

Answered: 356 Skipped: 129



ANSWER CHOICES	RESPONSES	
Under \$15,000	13.76%	49
Between \$15,000 and \$29,999	14.04%	50
Between \$30,000 and \$49,999	13.76%	49
Between \$50,000 and \$74,999	14.89%	53
Between \$75,000 and \$99,999	8.43%	30
Between \$100,000 and \$150,000	11.80%	42
Over \$150,000	7.30%	26
Prefer not to say	16.01%	57
TOTAL		356