

# **September 2010 Service Reduction**

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## **Preliminary Proposal**

*Prepared for:*  
**Board of Directors**

*Prepared by:*  
**Planning Department**

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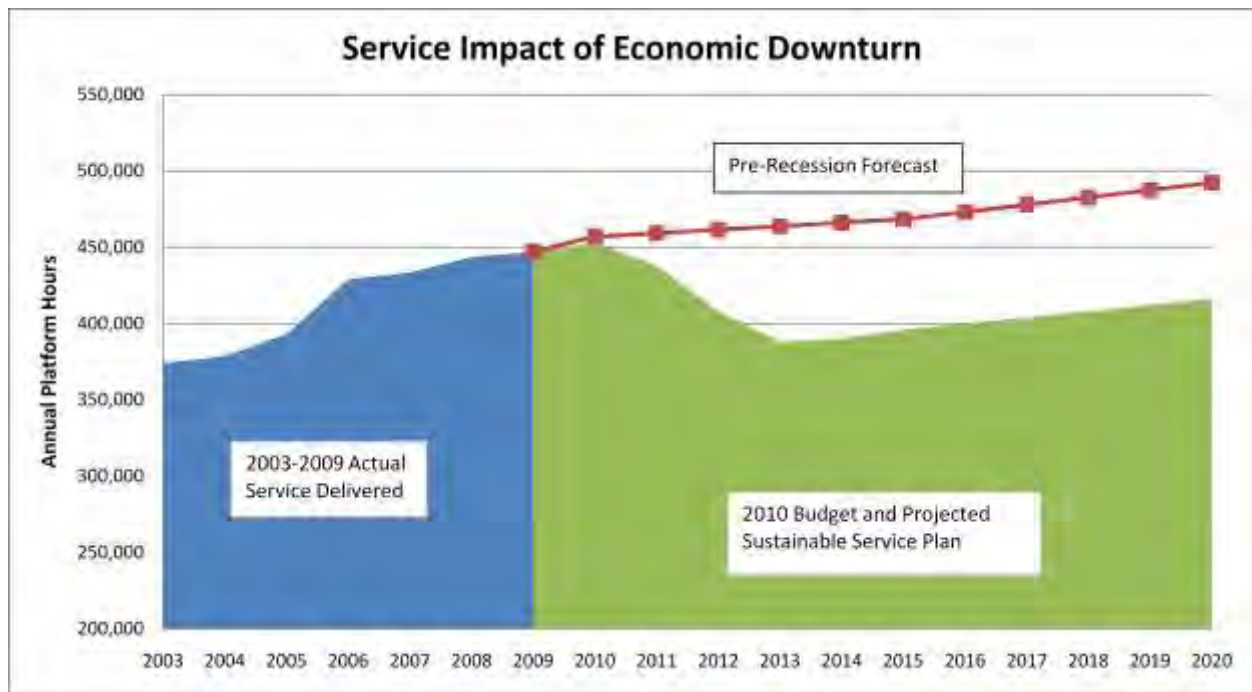
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# I. Executive Summary

For nearly two years, Spokane Transit’s primary source of operating revenue, a locally imposed sales tax, has been in decline, reducing the agency’s ability to maintain its current level of service to the Public Transportation Benefit Area. Although transit ridership has seen strong growth over the last several years, increased revenue from fares alone cannot make up for the budget shortfall caused by the decline in sales tax revenue. Like most of its peer agencies, STA is faced with cutting service as one response toward helping the agency realize fiscal sustainability during these challenging times. For Spokane Transit, this means returning to 2004 service levels and jeopardizing much or all of the 45% ridership increase it enjoyed over the past few years.

As part of its 2010 Budget, the STA Board of Directors identified a service reduction strategy that would allow cuts to take place over several years, helping to ensure reductions are made strategically with allowance for new revenues that could help avoid the full effect of cuts. In total, the cuts required between 2010 and 2012 approximate a 16% reduction in fixed-route operations in order to maintain a sustainable service through 2015. The graph below illustrates the gap between what was once expected and where the system must go in terms of hours of fixed-route service provided.

Figure 1-Service Impact of Economic Downturn



## Development of the 2010 Service Reduction Preliminary Proposal

The 2010 budget called for a 2% reduction in the operations budget on or before September 2010. If approved, the 2% service reduction would equate to approximately 9,000 annual platform hours of service. “Platform hours” are the number of hours buses are on the road for a given route. This includes revenue time, layover time and deadhead time. According to 2010

budget assumptions, the 2010 service reduction will precede two consecutive years of more significant service reductions of approximately 7% each. The cumulative package of service reductions is required in order to reconcile costs with declining revenues.

Table 1

Year	Target Annual Platform Hours Reduction	Approximate Percentage of Annual Fixed-Route Service
2010	9,000	2%
2011	30,500	7%
2012	28,500	7%

The first reduction was assumed to be smaller than the following two because of the following considerations:

- Limited time to evaluate possible changes within agency as well as with public
- Lack of a completed Comprehensive Plan to identify priority corridors and areas that could be eliminated within a longer-term horizon

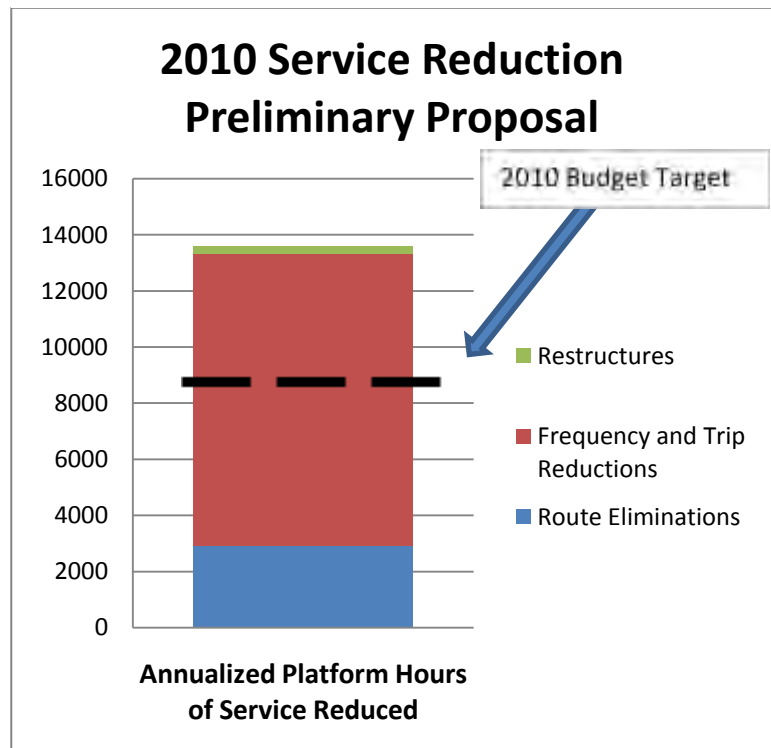
Beginning Fall 2009, the Spokane Transit Planning Department analyzed routes, trips and schedules that could be discontinued, reduced or modified. The Fixed-Route Service Design Guidelines adopted by the Board in December 2009 acted as a handbook for this analysis. (A summary of this document can be found in Section IV) There were three primary considerations for this analysis effort:

- Are the potential reductions consistent with the Service Design Guidelines?
- Are the potential reductions feasible to implement by September 2010?
- Are there other feasible service restructures or modifications that could be made within the timeline that could result in both cost savings and ridership gains?

The following sections of this report describe these potential cuts and modifications to the Fixed-Route system and their potential impact to bus riders as well as other STA customers, including Paratransit customers. If all changes were to be made as proposed, the resulting reduction in service would be approximately 50% greater than the

Preliminary Proposal  
February 18, 2010

Figure 2-2010 Service Reduction Preliminary Proposal



target identified by the Board (see Figure 2), or a 3% reduction. The direct and indirect ridership impact would be equivalent to between 1,000 and 1,300 weekday boardings on Fixed-Route or less than 3% of daily ridership. Within 18 to 24 months, the efficiency restructures where service levels are enhanced are anticipated to attract new riders, resulting in a net ridership loss between 600 and 900, reducing the cumulative impact by roughly 10 to 50%.

## Public Input Process

As with most changes to schedules, public input is critical to ensuring multiple viewpoints, value and concerns are considered and the rationale for final decision-making is well developed. The flowchart below illustrates the timeline and major milestones for taking public input, refining the proposal, making recommendations and implementing final action by the board.

Figure 3-Public Input Process



## How to Read this Report

The remainder of this report is divided into three main sections:

### **II. Preliminary List of Proposed Service Reductions and Restructures**

This section provides a high-level synopsis of the proposed actions by type and route. Types of actions include: route eliminations, trip and frequency reductions, and restructures. The amount of hours saved and major considerations are provided.

### **III. Analysis of Proposed Actions**

Within this section is a detailed report on the action proposed, the number of riders potentially directly impacted and primary guidelines applicable to the proposed action.

### **IV. Supplementary Materials**

Maps, timetables and other reference materials are provided in the last section of the report. The table of contents at the preceding the Executive Summary contains a full list of these resources.

## II. Preliminary List of Proposed Service Reductions and Restructures

The target fixed-route service reduction for 2010 is an elimination of 9,000 annualized platform hours. A minor route revision effective January 17, 2010 on Routes 33 and 44 achieved an annual savings of approximately 300 hours, or 3.3% of target. The following pages identify possible changes that could be made by September 2010. The tables provided show the annual platform hours that could be reduced with the proposed action and identify any Paratransit service area impact. More details of proposed actions can be found in Section III of this report.

### Menu of Route Eliminations

For September 2010, the proposal to eliminate routes is limited to the two least performing routes of the system. These routes combined carry less than 50 boardings per day on average. With very limited service spans, the routes cannot be appropriately classified in any particular service type.

Table 2

Route	Proposed Action	Rationale	What other options will riders have?
35	Discontinue Route	<ul style="list-style-type: none"> <li>Eliminates unproductive service – low ridership</li> <li>Service does not meet service type policies and route performance standards</li> </ul>	<ul style="list-style-type: none"> <li>Nearest bus service along Assembly Street</li> <li>Five-Mile Park &amp; Ride</li> <li>Vanpool for regular commuters traveling to work sites</li> </ul>
	<i>Reduces Paratransit Service Area</i> 1,280 Hours Savings      14.2% of Target		
47	Discontinue Route	<ul style="list-style-type: none"> <li>Eliminates unproductive service – low ridership</li> <li>Service does not meet service type policies and route performance standards</li> </ul>	<ul style="list-style-type: none"> <li>Route 45 along Regal</li> <li>Route 44 along 29<sup>th</sup> Avenue</li> <li>South Hill Park &amp; Ride</li> <li>Vanpool for regular commuters traveling to work sites</li> </ul>
	<i>Reduces Paratransit Service Area</i> 1,650 Hours Savings      18.3% of Target		

## Menu of Trip and Service Frequency Reductions

The proposed actions identified below, if enacted, reduce frequency on routes during certain periods of the day or select days (usually weekends). In some cases these reductions are proposed for otherwise very productive routes where such reductions are reasonable given low demand and minimum frequencies established by the Service Design Guidelines that are less than existing conditions. While seemingly less impactful than eliminating entire routes, many of these service reductions would reduce ridership to a much greater extent than the two routes identified for complete elimination (Routes 35 and 47).

Table 3

Route	Proposed Action		Rationale	What other options do riders have?
<b>20 &amp; 33</b>	Reduce weekday evening frequency beginning at 7:52pm from 30 minutes to 60 minutes for trips leaving Plaza as Route 20 and continuing as Route 33		<ul style="list-style-type: none"> <li>Eliminates unproductive trips – ridership demand vs. seats available does not warrant 30 minutes evening frequency</li> <li>Trips do not continue on to complete the entire City Loop</li> <li>Headway Policy calls for maximum night-time headway of 60 minutes; change is within parameter</li> </ul>	<ul style="list-style-type: none"> <li>City Loop will continue to offer service at 60 minutes frequency weekday evenings</li> <li>Routes 22, 24, 25, 26, 27, and 28 to/from North Spokane</li> </ul>
	820 Hours Savings	9.1% of Target		
<b>23</b>	Discontinue Saturday Service		<ul style="list-style-type: none"> <li>Eliminates unproductive service – low ridership</li> <li>Route currently does not operate seven days per week</li> </ul>	<ul style="list-style-type: none"> <li>Route 24, which offers better frequency along Monroe eight blocks away</li> <li>Route 22 south of Northwest Blvd.</li> <li>Route 31 along Belt and Route 33 along Wellesley</li> <li>Route 21 along Broadway</li> <li>Five-Mile Park &amp; Ride</li> </ul>
	670 Hours Savings	7.4% of Target		

<b>Route</b>	<b>Proposed Action</b>	<b>Rationale</b>	<b>What other options do riders have?</b>
<b>23</b>	Reduce weekday peak frequency from 15 minutes to 30 minutes and eliminate Hastings P&R branch of route	<ul style="list-style-type: none"> <li>• Eliminates unproductive service – low ridership</li> <li>• Service does not meet service type policies and route performance standards</li> </ul>	<ul style="list-style-type: none"> <li>• Route 23 will continue to offer service at 30 minutes frequency</li> <li>• Route 24, which offers 15 minutes frequency along Monroe</li> <li>• Route 124, which offers 15 minutes peak frequency along Monroe (limited stops)</li> <li>• Route 22 south of Northwest Blvd.</li> </ul>
	3,830 Hours Savings		
<b>27</b>	Reduce weekday evening and Saturday frequency from 30 minutes to 60 minutes	<ul style="list-style-type: none"> <li>• Eliminates unproductive trips – ridership demand vs. seats available does not warrant 30 minutes frequency</li> <li>• Trips do not continue on to complete the entire North Loop</li> <li>• Headway Policy calls for maximum night-time headway of 60 minutes; change is within parameter</li> </ul>	<ul style="list-style-type: none"> <li>• North Loop will continue to offer service at 60 minutes frequency weekday evenings and Saturdays</li> <li>• Routes 22, 24, 25, 26, and 28 to/from North Spokane</li> </ul>
	1,910 Hours of Savings		
<b>44</b>	Reduce Saturday frequency from 30 minutes to 60 minutes	<ul style="list-style-type: none"> <li>• Eliminates unproductive trips – ridership demand vs. seats available does not warrant 30 minutes frequency</li> <li>• Trips do not continue on to complete the entire City Loop</li> <li>• Headway Policy calls for maximum night-time headway of 60 minutes; change is within parameter</li> </ul>	<ul style="list-style-type: none"> <li>• Route 44 will continue to offer service at 60 minutes frequency (Grand only)</li> <li>• Route 43 or Route 45 to/from the South Hill</li> </ul>
	660 Hours of Savings		

Route	Proposed Action	Rationale	What other options do riders have?
<b>44 &amp; 33</b>	Reduce weekday evening frequency from 30 minutes to 60 minutes for trips leaving Plaza as Route 44 and continuing as Route 33	<ul style="list-style-type: none"> <li>• Eliminates unproductive trips</li> <li>• Trips do not continue on to complete the entire City Loop</li> <li>• Headway Policy calls for maximum night-time headway of 60 minutes; change is within parameter</li> </ul>	<ul style="list-style-type: none"> <li>• City Loop will continue to offer service at 60 minutes frequency weekday evenings (Grand only)</li> <li>• Route 43 and Route 45 to/from the South Hill</li> </ul>
	<table border="1"> <tr> <td>400 Hours of Savings</td> <td>4.4% of Target</td> </tr> </table>		
400 Hours of Savings	4.4% of Target		
<b>74</b>	Reduce mid day frequency from 30 minutes to 60 minutes	<ul style="list-style-type: none"> <li>• Eliminates unproductive service – low ridership</li> <li>• Service does not meet service type policies and route performance standards</li> <li>• Headway Policy calls for maximum off-peak headway of 60 minutes for Basic Interurban Service; change is within parameter</li> </ul>	<ul style="list-style-type: none"> <li>• Route 74 will continue to offer service at 60 minutes frequency</li> <li>• Route 72, which offers 30 minutes peak frequency to/from Liberty Lake</li> <li>• Route 32 or Route 90 to/from Mirabeau Park and Ride</li> </ul>
	<table border="1"> <tr> <td>1,800 Hours Savings</td> <td>20.0% of Target</td> </tr> </table>		
1,800 Hours Savings	20.0% of Target		

## Summary of Route Restructures

If all the changes proposed below were implemented, there would be a small service reduction of 280 platform hours, or 3.1% of the target for 2010. The primary objective in presenting this menu for the public is to improve service utilization and efficiency. By improving frequency to high demand destinations such as EWU's main campus in Cheney, the Medical District, the WSU/EWU Riverpoint Campus and Spokane Community College, Spokane Transit believes there are many benefits that may outweigh perceived disadvantages. As with all change, however, there are both advantages and disadvantages to the proposed restructures. The most salient of these points have been summarized for consideration by the Board and the public. Other advantages and disadvantages will be identified through the public input process.

Table 4

Route	Proposed Action	Advantages	Disadvantages
2	Increase frequency from 20 minutes to 15 minutes and modify route to reduce overall travel time	<ul style="list-style-type: none"> <li>• Faster trip speeds</li> <li>• Efficient use of Plaza zone</li> <li>• Increased frequency from 20 minutes to 15 minutes</li> <li>• No increase in buses required</li> <li>• No expected loss of ridership</li> </ul>	<ul style="list-style-type: none"> <li>• Riders at Deaconess and Shriners' Hospitals will need to walk further or take Route 43</li> </ul>
31	Modify route to serve Minnehaha area, inclusive of Riverwalk and Beau Rivage (contingent on infrastructure improvements)	<ul style="list-style-type: none"> <li>• Serves multi-family east of Havana Street</li> <li>• Potentially increase route productivity</li> <li>• By connecting to Route 91 and Route 91 to Route 60, it will connect Minnehaha, SNAP, SCC, Riverpoint Campus, Browne's Addition and Spokane Int'l Airport (in seat transfer)</li> <li>• Improved schedule adherence of 32-97-95 interline</li> </ul>	<ul style="list-style-type: none"> <li>• Requires passengers wanting to travel to Spokane Valley to transfer to Route 32 at SCC (Route 31 currently interlined with Route 32)</li> <li>• Limited stop location opportunities along Upriver Drive</li> </ul>
29	Modify route to terminate at SCC; eliminate routing on Riverpoint Blvd., South Crescent, and Minnehaha "loop"	<ul style="list-style-type: none"> <li>• Reduced confusion at SCC (route will now terminate there)</li> <li>• Eliminates unproductive route segments</li> <li>• By connecting to Route 61 at the Plaza it will connect SCC and Riverpoint Campus to Browne's Addition and Airway Heights with a one-seat ride (no transfers)</li> <li>• Along with Route 91, 15 minute frequency to Riverpoint Campus, along Mission (between Napa and Greene), and SCC</li> </ul>	<ul style="list-style-type: none"> <li>• Eliminates service on Riverpoint Blvd (riders will have to cross Spokane Falls Blvd)</li> <li>• Eliminates service on South Crescent</li> <li>• Eliminates Minnehaha loop (replaced by Route 31)</li> </ul>

Route	Proposed Action	Advantages	Disadvantages
65	<p>New routing serves perimeter of Cheney including First, Betz and Washington Streets</p> <p><i>Reduces Paratransit Service Area</i></p>	<ul style="list-style-type: none"> <li>• Allows for 30 minute frequencies in Cheney during most hours on weekdays</li> <li>• Provides better fleet deployment for shorter trip-making in Cheney</li> </ul>	<ul style="list-style-type: none"> <li>• Requires riders on 65 to transfer to 66 to travel to Spokane</li> <li>• Requires elimination of service west of Washington Street</li> <li>• Shrinks Paratransit boundary</li> <li>• No longer provides “one-seat ride” from EWU Cheney and Riverpoint</li> </ul>
66	<p>Route 66 operates daily as single route between Cheney and Spokane with 15-minute frequencies when EWU is in session, 30-minute service on non-EWU weekdays</p>	<ul style="list-style-type: none"> <li>• Increases frequency year-round between Cheney and Spokane</li> <li>• Simplifies trip planning for customers</li> <li>• Improved allocation of fleet for high load periods</li> <li>• Eliminates operational challenge of serving PUB (EWU)</li> </ul>	<ul style="list-style-type: none"> <li>• Eliminates front-door bus service at PUB (EWU)</li> <li>• Increased bus volumes traveling to K Street Station south of EWU campus</li> </ul>

Route	Proposed Action	Advantages	Disadvantages
91	Modify route to serve Riverpoint Campus and Hamilton (Gonzaga) and increase frequency from 60 minutes to 30 minutes	<ul style="list-style-type: none"> <li>• Along with Route 29, 15 minutes frequency to Riverpoint Campus, along Mission (between Napa and Greene), and SCC</li> <li>• Potentially increase route productivity</li> <li>• By connecting to Route 60 at the Plaza, SCC, Gonzaga University, and Riverpoint Campus are directly connected to Browne's Addition and Spokane International Airport with a one-seat ride (no transfers).</li> <li>• Increased frequency from 60 minutes to 30 minutes</li> <li>• New service on Hamilton east of Gonzaga University</li> </ul>	<ul style="list-style-type: none"> <li>• Eliminates service on Washington (between Spokane Falls Blvd and Mission) and on Mission (between Washington and Hamilton)</li> </ul>

### III. Analysis of Proposed Actions

#### Preface on Methodology and Data Sources

The analyses provided below are based on the best data readily available for analyzing routes, including farebox data, onboard surveys and Paratransit ridership figures. From this data, estimates were made as to the number of daily boardings that would be directly affected by the proposed changes, the gain or loss of boardings due to route changes or reductions, and the number of riders who would no longer have bus service within one half mile. In some cases it was determined the data available was not adequate to make an estimate of existing ridership or future impacts in which case “To be Determined” (TBD) has been placed in this report as a placeholder for further investigation. More data will be gathered for those proposed reductions or changes that will likely be incorporated into a draft staff recommendation. “Boardings per Revenue Standard” used through this section is taken from the Service Design Guidelines.

#### Route Eliminations

##### 1) Route 35 – Five Mile Park and Ride

a) Route Background/Summary of Reduction:

Route 35 extends west from the Five Mile Park and Ride lot where it originates. It progresses west along Francis Ave and then circulates in the Northwest Terrace neighborhood. It serves Salk Middle School and Five Mile Shopping Center. Route 35 operates independently and is not interlined with any other routes.

b) Current Route Frequency: 45 minutes

c) Days of Service:

Service is provided Monday through Friday, with service in the peak hours only. Three peak trips are provided in the AM and three peak trips are provided in the PM.

d) Major Issues Pertaining to Service Design Guidelines:

- Low Ridership
- A majority of the route travels in a one way loop which reduces the attractiveness of service.
- Route design is not focused on generalized service, but is specialized service mainly drawing ridership from only one neighborhood.

e) Ridership Route Performance Standard (2008 data):

Service Type – Unclassified Basic (No Central Business District (CBD) intersection)  
Boardings per Revenue Hour Standard: 12.73  
Route 35 Boardings per Revenue Hour: 3.80 (lowest of any route)

f) Ridership Impact:

ELIMINATION OF ROUTE	WEEKDAY
Boardings Affected	14 per day
Expected Direct Ridership Impact	Loss of all 14 daily boardings
Ridership with no Service within ½ mile and ½ hour	All existing Route 35 riders

g) Impacts to Paratransit Service:

ELIMINATION OF ROUTE	WEEKDAY
Registered Paratransit Customers in Affected Area	9 active customers would lose service
Paratransit Impact	461 (less than 1%) trips out of 438,819 trips booked annually in 2009 would be affected

h) Financial Impacts:

Elimination of Route 35 results in a reduction of approximately 1,280 annual platform hours. For a complete service change summary of platform hours, please see Figure 10.

i) Impact Area:

Francis Avenue from G Street west along Nine Mile Road to Wind River Drive. See Map 1 for route map and impact area.

**2) Route 47 – Glenrose**

a) Route Background/Summary of Reduction:

Route 47 connects the South Hill Park and Ride to the neighborhood south of 37<sup>th</sup> Avenue. A majority of the route operates in a one-way loop along Freya, Palouse Highway, Glenrose and Havana. It serves Lincoln Heights Shopping Center, Ferris High School and Chase Middle School. Route 47 operates independently and is not interlined with any other routes.

b) Current Route Frequency: 30 minutes

c) Days of Service:

Service is provided Monday through Friday, with service in the peak hours only. Six peak trips are provided in the AM and five peak trips are provided in the PM.

d) Major Issues Pertaining to Service Design Guidelines:

- Low Ridership
- A majority of the route travels in a one way loop which reduces the attractiveness of service.
- Route design is not focused on generalized service, but is specialized service mainly drawing ridership from only one neighborhood.

- e) Ridership Route Performance Standard (2008 data):  
 Service Type – Unclassified Basic (No CBD intersection)  
 Boardings per Revenue Hour Standard: 12.73  
 Route 47 Boardings per Revenue Hour: 6.62 (second lowest of any route)

- f) Ridership Impact:

ELIMINATION OF ROUTE	WEEKDAY
Boardings Affected	32 per day
Expected Direct Ridership Impact	Loss of all 32 daily boardings
Ridership with no Service within ½ mile and ½ hour	All existing Route 47 riders

- g) Impacts to Paratransit Service:

ELIMINATION OF ROUTE	WEEKDAY
Registered Paratransit Customers in Affected Area	9 active customers would lose service
Paratransit Impact	594 (less than 1%) trips out of 438,819 trips booked annually in 2009 would be affected

- h) Financial Impacts:

Elimination of Route 47 results in a reduction of approximately 1,650 annual platform hours. For a complete service change summary of platform hours, please see Figure 1.

- i) Impact Area:

Ray Street south of 29<sup>th</sup> Avenue, Freya and Havana south to 57<sup>th</sup> Avenue. See Map 2 for route map and impact area.

## Select Trip and Service Frequency Reductions

### 1) Route 20-33-44 – City Loop clockwise (Weekday)

- a) Route Background/Summary of Reduction:

The City Loop clockwise is an interline of Routes 20, 33, and 44. Route 20 begins at the Plaza and serves Spokane Falls Community College (SFCC) via Clarke Avenue or Riverside Avenue. At SFCC, Route 20 switches to Route 33. From SFCC, Route 33 provides service along Wellesley, travels to Spokane Community College (SCC), and then continues up the South Hill. At Freya and 29<sup>th</sup> Avenue, Route 33 switches to Route 44 and travels on 29<sup>th</sup> Avenue to the South Hill Park and Ride, then ultimately down the South Hill via Grand or Bernard to the Plaza. The City Loop provides service to major destinations including both community colleges, Shadle Park Shopping Center, Northtown Mall, Spokane County Fair and Expo, Lincoln Heights Shopping Center, Manito Shopping Center, and Sacred Heart Hospital. It is proposed to reduce frequency from 30 minutes to 60 minutes frequency weekday evenings.

To create 60 minutes frequency weekday evenings, the 7:52 pm and 8:52 pm OB Route 20 trips would be eliminated. Both of these trips travel to SFCC via Clarke Avenue. These trips continue as Route 33 at SFCC and end at 29<sup>th</sup> and Freya. They do not continue as Route 44 and deadhead back to the STA garage.

b) Current Route Frequency: 15 minutes/30 minutes evening/60 minutes late night

c) Days of Service: Service is provided daily

d) Major Issues Pertaining to Service Design Guidelines:

- Low ridership on these two trips

e) Ridership Route Performance Standard (2008 data):

Service Type Route 20 – Basic (Intersects CBD)

Service Type Route 33 – Basic (No CBD intersection)

Boardings per Revenue Hour Standard - Basic (Intersects CBD): 25.45

Boardings per Revenue Hour Standard - Basic (No CBD intersection): 12.73

Route 20 Boardings per Revenue Hour (2008 data): 36.70

Route 33 Boardings per Revenue Hour (2008 data): 20.40

f) Ridership Impact:

<b>REDUCE EVENING FREQUENCY</b>	<b>WEEKDAY</b>
Boardings Affected – Route 20 and Route 33	29 per day
Expected Direct Ridership Impact – Route 20 and Route 33	Loss of 14 daily boardings
Ridership with no Service within ½ mile and ½ hour	Frequency reduction only.

g) Impacts to Paratransit Service:

No impact

h) Financial Impacts:

Eliminating the 7:52 pm and 8:52 pm outbound Route 20/33 City Loop clockwise trips results in a reduction of approximately 824 annual platform hours. For a complete service change summary of platform hours, please see Figure 10.

i) Impact Area:

Clarke Avenue in the Peaceful Valley area. See Map 4 for route map and impact area.

j) Schedule Impact:

See Attachment 3. Circled trips would potentially be eliminated and is subject to change.

**2) Route 23 – Maple/Ash (Eliminate Saturday Only)**

a) Route Background/Summary of Reduction:

Route 23 provides service from the Plaza in Downtown Spokane to Five Mile Park and Ride on Saturdays. Route 23 also serves Spokane County Courthouse, Shadle Park High School and Salk Middle School. Route 23 operates independently and is not interlined with any other routes. It should be noted that Saturday service is provided; however, no Sunday/Holiday service is provided on Route 23. On Saturdays, Route 24 operates more frequent and attractive 30 minute service frequency parallel to Route 23, which offers 60 minute service. It is proposed that Saturday service be eliminated on Route 23.

b) Current Route Frequency: 60 minutes on Saturdays

c) Days of Service: Service is provided Monday through Saturday on Route 23.

d) Major Issues Pertaining to Service Design Guidelines:

- Low Ridership
- Parallel routes should be spaced far enough apart so that service is not duplicative. Maple Street is .43 miles from Monroe Street. Route 24 operates on 30 minute frequency along Monroe Street on Saturdays. In most cases spacing of a minimum of ½ mile eliminates unnecessary duplication of service and simplifies the decision-making process for riders.

e) Ridership Route Performance Standard (2008 data):

Service Type – Basic (Intersects CBD)  
 Boardings per Revenue Hour Standard: 25.45  
 Route 23 Boardings per Revenue Hour: 22.18

f) Ridership Impact:

<b>ELIMINATION OF SERVICE</b>	<b>SATURDAY</b>
Boardings Affected	205 per day
Expected Direct Ridership Impact	Loss of 103 daily boardings
Ridership with no Service within ½ mile and ½ hour	No riders without service within a close proximity (Routes 22, 24, 31, and 33)

g) Impacts to Paratransit Service: No impact

h) Financial Impacts:

Elimination of Saturday service on Route 23 results in a reduction of approximately 670 annual platform hours. For a complete service change summary of platform hours, please see Figure 10.

i) Impact Area:

Existing routing (Maple/Ash corridors) that does not intersect other STA routes.

**3) Route 23 – Maple/Ash (Weekday)**

a) Route Background/Summary of Reduction:

Route 23 provides service from the Plaza to Five Mile Park and Ride. On weekdays from the Five Mile Park and Ride, the route has branches that serve Indian Trail Road and Hastings Park and Ride. Route 23 also serves Spokane County Courthouse, Shadle Park High School and Salk Middle School. Route 23 operates independently and is not interlined with any other routes. It is proposed to reduce frequency from 15 minute to 30 minute frequency peak, eliminating the Hastings Park and Ride routing branch (midday to stay at 60 minutes).

Route 23 operates on 15 minute AM/PM peak frequency with 30 minute service on Indian Trail Road and 30 minute service to Hastings Park and Ride. Route 23 shares the same path to Hastings Park and Ride as Route 124. This is a duplication of service without strong ridership demand. Up to three stops could be added on Route 124 between Francis and Hastings Park and Ride to lessen the impact of frequency reduction.

b) Current Route Frequency: 15 minute peak/60 minute midday

c) Days of Service: Service is provided Monday through Saturday.

d) Major Issues Pertaining to Service Design Guidelines:

- Parallel routes should be spaced far enough apart so that service is not duplicative. Maple Street is .43 miles from Monroe Street. Route 24 operates on 15 minute frequency along Monroe St. In most cases spacing of a minimum of ½ mile eliminates unnecessary duplication of service and simplifies the decision-making process for riders.
- Low Ridership as it pertains to 15 minute frequency compared to other 15 minute frequency routes (Routes 24, 25, 33, 44, 90).
- Low Ridership on the Hastings Park and Ride branch. The Route 23 travels the same path as Route 124 between Francis and Hastings Park and Ride.

e) Ridership Route Performance Standard (2008 data):

Service Type – Basic (Intersects CBD)  
 Boardings per Revenue Hour Standard: 25.45  
 Route 23 Boardings per Revenue Hour: 22.18

f) Ridership Impact:

<b>REDUCE PEAK FREQUENCY/ELIMINATE HASTINGS BRANCH</b>	<b>WEEKDAY</b>
Boardings Affected – <i>Hastings branch</i>	53 per day
Boardings Affected – Frequency Reduction	854 per day
Expected Direct Ridership Impact – <i>Hastings branch</i>	Loss of 27 daily boardings

REDUCE PEAK FREQUENCY/ELIMINATE HASTINGS BRANCH	WEEKDAY
Expected Direct Ridership Impact – Frequency Reduction	Loss of 427 daily boardings
Ridership with no Service within ½ mile and ½ hour – <i>Hastings branch</i>	Approximately 10 daily riders would be more than ½ mile from a bus stop

g) Impacts to Paratransit Service: No impact

h) Financial Impacts:

Reducing frequency during peak periods from 15 minutes to 30 minute and deleting the Hastings Park and Ride branch results in a reduction of approximately 3,830 annual platform hours. For a complete service change summary of platform hours, please see Figure 10.

i) Impact Area:

Francis Avenue from Five Mile Park and Ride to Monroe, Monroe/Wall north to Hastings Park and Ride. Routing to/from Five-Mile Park & Ride is unchanged. See Map 3 for route map and impact area.

j) Schedule Impact:

See Attachment 1. Circled trips would potentially be eliminated/modified and is subject to change.

#### 4) Route 27 – Crestline (Weekday and Saturday)

a) Route Background/Summary of Reduction:

The North Loop counter-clockwise is an interline of Routes 27, 30 and 22. Route 27 begins at the Plaza and travels to northeast Spokane. The route serves North Central High School and Northeast Community Center along the way. At Francis and Crestline, Route 27 switches to Route 30 which travels along Francis to the VA Medical Center. At the VA Medical Center, Route 30 switches to Route 22 and then continues inbound to Downtown Spokane at the Plaza. Route 22 provides service mainly along Northwest Blvd to STA, Spokane County Courthouse, and DSHS. It is proposed to reduce frequency from 30 minute to 60 minute frequency on weekday evenings and Saturdays.

When Route 27 is interlined with Route 30, the outbound pattern in the Hillyard area is north on Market, west on Rowan, and then north on Crestline. At Crestline and Francis, Route 27 switches to Route 30. On three trips weekday nights, the pattern switches to continue north on Market past Rowan to west on Francis. At Francis and Crestline, it turns south on Crestline to come inbound as Route 27 and does not continue as Route 30 causing passenger confusion. To create 60 minute frequency on weekday evenings, these three trips would be eliminated.

To create 60 minute frequency on Saturdays, the morning trips leaving :20 after the hour and the afternoon trips leaving :50 after the hour from the plaza would be eliminated. Since these trips do not continue as Route 30, the pattern is north on Market, left on Rowan, and then right on Crestline. Because the route operates independently, the bus then turns right on Francis, right on Market to travel south on Haven, and then left on Wellesley in order to layover at Market and Wellesley. This positions the bus to come inbound. From the layover location, the bus travels north on Market to left on Francis, and left on Crestline to become the inbound Route 27 trip.

b) Current Route Frequency: 30 minutes/60 minutes late night weekdays; 30 minutes Saturdays

c) Days of Service: Service is provided daily

d) Major Issues Pertaining to Service Design Guidelines

- Low ridership on these trips.
- Trips are not interlined with Route 30 and Route 22 which limits the utility of the route. All other trips connect the entire North Loop.
- On the stated trips above, the upper northeast portion of the route travels in a one way loop which reduces the attractiveness of service.

e) Ridership Route Performance Standard (2008 data):

Service Type – Basic (Intersects CBD)

Boardings per Revenue Hour Standard: 25.45

Route 27 Boardings per Revenue Hour: 32.51

f) Ridership Impact:

<b>REDUCE FREQUENCY</b>	<b>WEEKDAY</b>	<b>SATURDAY</b>
Boardings Affected – <i>Francis/Market loop</i>	Minimal - No boarding/alighting activity recorded on TMP surveys	Minimal - No boarding/alighting activity recorded on TMP surveys
Boardings Affected – Frequency Reduction	30 per day	279 per day
Expected Direct Ridership Impact – <i>Francis/Market loop</i>	Ridership loss is minimal	Ridership loss is minimal
Expected Direct Ridership Impact – Frequency Reduction	Loss of 15 daily boardings	Loss of 139 daily boardings
Ridership with no Service within ½ mile and ½ hour	No riders without service (frequency change only)	No riders without service (frequency change only)

g) Impacts to Paratransit Service:

<b>ELIMINATION OF FRANCIS/MARKET LOOP</b>	<b>WEEKDAY/SATURDAY</b>
Registered Paratransit Customers in Affected Area	TBD
Paratransit Impact	TBD

- h) Financial Impacts:  
Reducing frequency on weekday evenings and Saturdays from 30 minutes to 60 minutes results in a reduction of approximately 1,910 annual platform hours. For a complete service change summary of platform hours, please see Figure 10.
- i) Impact Area:  
Market Street north of Rowan, Francis west of Market to Crestline. See Map 5 for route map and impact area.
- j) Schedule Impact:  
See Attachments 6-8. Circled trips would potentially be eliminated and is subject to change.

**5) Route 44 – 29<sup>th</sup> Ave (Saturday-Reduce Frequency from 30 to 60 Minutes)**

- a) Route Background/Summary of Reduction:  
On Saturdays, Route 44 offers 30 minute frequency most of the day. This allows for alternating trips up Grand and Bernard. These trips end at the South Hill Park and Ride, layover, then continue inbound as Route 44 back down the South Hill via Grand or Bernard. These trips are not interlined with Route 33 and Route 20 on the counter-clockwise City Loop. All interlined clockwise and counter-clockwise Saturday City Loop trips operate on 60 minute frequency. It is proposed to reduce frequency from 30 minute to 60 minute frequency on Saturdays.

To create 60 minute frequency on Saturdays, the morning trips leaving :25 after the hour and the afternoon trips leaving :55 after the hour from the Plaza would be eliminated. Due to hourly service, trips would not alternate to travel up Grand and Bernard. All trips would travel up Grand which would mimic Route 44 Sunday/Holiday service.

- b) Current Route Frequency: 30 minutes Saturday
- c) Days of Service: Service is provided daily
- d) Major Issues Pertaining to Service Design Guidelines:
  - Low ridership on these trips.
  - Trips are not interlined with Route 33 and Route 20 which limits the utility of the route. All other trips connect the entire City Loop.
- e) Ridership Route Performance Standard (2008 data):  
Service Type – Basic (Intersects CBD)  
Boardings per Revenue Hour Standard: 25.45  
Route 44 Boardings per Revenue Hour: 36.91

f) Ridership Impact:

<b>REDUCE FREQUENCY/ELIMINATE BERNARD SERVICE</b>	<b>SATURDAY</b>
Boardings Affected – <i>Bernard service</i>	31 per day
Boardings Affected – Frequency Reduction	128 per day
Expected Direct Ridership Impact – <i>Bernard service</i>	Loss of 15 daily boardings
Expected Direct Ridership Impact – Frequency Reduction	Loss of 64 daily boardings
Ridership with no Service within ½ mile and ½ hour – <i>Bernard service</i>	No riders without service (service west of Bernard on Route 43 and service east of Bernard on Route 44 Grand)

g) Impacts to Paratransit Service: No impact

h) Financial Impacts:

Reducing frequency on Saturdays from 30 minutes to 60 minutes results in a reduction of approximately 660 annual platform hours. For a complete service change summary of platform hours, please see Figure 10.

i) Impact Area:

Bernard and 29<sup>th</sup> Avenue (between Grand and Bernard) on the South Hill. See Map 4 for route map and impact area.

j) Schedule Impact:

See Attachment 5. Circled trips would potentially be eliminated and is subject to change. All trips would travel on Grand.

**6) Route 44-33-20 – City Loop counter-clockwise (Weekday)**

a) Route Background/Summary of Reduction:

The City Loop counter-clockwise is an interline of Routes 44, 33, and 20. Route 44 begins at the Plaza, travels up the South Hill via Grand or Bernard, and serves the South Hill Park and Ride along 29<sup>th</sup> Avenue. At 29<sup>th</sup> Avenue and Freya, Route 44 switches to Route 33. Route 33 travels down the South Hill to SCC and then ultimately along Wellesley westbound to SFCC. At SFCC, Route 33 switches to Route 20 inbound to the Plaza via Clarke Avenue or Riverside Avenue. The City Loop provides service to major destinations including both community colleges, Shadle Park Shopping Center, Northtown Mall, Spokane County Fair and Expo, Lincoln Heights Shopping Center, Manito Shopping Center, and Sacred Heart Hospital. It is proposed to reduce frequency from 30 minute to 60 minute frequency weekday evenings.

To create 60 minute frequency weekday evenings, the 7:55 pm and 8:55 pm outbound Route 44 trips would be eliminated. Both of these trips travel up the South Hill via

Bernard. These trips continue as Route 33 at 29<sup>th</sup> Avenue and Freya then end at Havana and Sprague. They do not continue on to SCC or SFCC and deadhead back to the STA garage.

- b) Current Route Frequency: 15 minute/30 minute evening/60 minute late night
- c) Days of Service: Service is provided daily
- d) Major Issues Pertaining to Service Design Guidelines:
  - Low ridership on these two trips.
- e) Ridership Route Performance Standard (2008 data):  
 Service Type Route 44 – Basic (Intersects CBD)  
 Service Type Route 33 – Basic (No CBD intersection)  
 Boardings per Revenue Hour Standard - Basic (Intersects CBD): 25.45  
 Boardings per Revenue Hour Standard - Basic (No CBD intersection): 12.73  
 Route 44 Boardings per Revenue Hour: 36.91  
 Route 33 Boardings per Revenue Hour: 20.40

f) Ridership Impact:

<b>REDUCE EVENING FREQUENCY</b>	<b>WEEKDAY</b>
Boardings Affected – Route 44 and Route 33	10 per day
Expected Direct Ridership Impact – Route 44 and Route 33	Loss of 5 daily boardings
Ridership with no Service within ½ mile and ½ hour	No riders without service (service west of Bernard on Route 43 and service east of Bernard on Route 44 Grand)

- g) Impacts to Paratransit Service: No impact
- h) Financial Impacts:  
 Eliminating the 7:55 pm and 8:55 pm outbound Route 44/33 City Loop counter-clockwise trips results in a reduction of approximately 400 annual platform hours. For a complete service change summary of platform hours, please see Figure 10.
- i) Impact Area:  
 Bernard and 29<sup>th</sup> Avenue (between Grand and Bernard) on the South Hill. See Map 4 for route map and impact area.
- j) Schedule Impact:  
 See Attachment 4. Circled trips would potentially be eliminated and is subject to change.

**7) Route 74 – Valley Limited**

a) Route Background/Summary of Reduction:

Route 74 provides service from the Plaza to the Liberty Lake Park and Ride. Route 74 also serves the Mirabeau Park and Ride and the Spokane Valley Mall. The route provides different travel patterns depending on the time of day. The AM outbound route pattern is designed to transport commuters from Downtown Spokane to employment centers primarily in the Liberty Lake area with more stops provided due to the pattern. The AM inbound pattern is designed to transport commuters from Liberty Lake Park & Ride to Downtown Spokane with less stops provided due to the pattern. The PM outbound route pattern is designed to transport commute from Downtown Spokane directly to the Liberty Lake Park and Ride with less stops provided due to the pattern. The PM inbound route pattern is designed to transport commuters from employment centers primarily in the Liberty Lake area to Downtown Spokane with more stops provided due to the pattern. Route 74 operates independently and is not interlined with any other routes. It is proposed to reduce frequency from 30 minute to 60 minute frequency midday.

b) Current Route Frequency: 30 minutes

c) Days of Service: Service is provided Monday through Friday.

d) Major Issues Pertaining to Service Design Guidelines:

- Routes should be designed to access a mix of uses and have utility independent of transfers. Riders are primarily riding from Liberty Lake to Downtown Spokane.
- Ridership data indicates that AM/PM peak ridership is the highest throughout the day, evidence that work commuters are the primary customers of the route.
- Route design is not focused on generalized service, but is specialized service mainly drawing ridership from one area. Seat turnover is low because the route travels primarily on I-90 and mid day utility is low because it cannot serve multiple origins and destinations along the highway.
- Low mid day ridership

e) Ridership Route Performance Standard (2008 data):

Service Type – Basic (Intersects CBD)  
 Boardings per Revenue Hour Standard: 25.45  
 Route 74 Boardings per Revenue Hour: 17.19

f) Ridership Impact:

<b>REDUCE MID DAY FREQUENCY</b>	<b>WEEKDAY</b>
Boardings Affected	158 per day
Expected Direct Ridership Impact	Loss of 79 daily boardings
Ridership with no Service within ½ mile and ½ hour	No riders without service (frequency change only)

g) Impacts to Paratransit Service: No impact

- h) Financial Impacts:  
Reducing frequency during mid day from 30 minutes to 60 minutes results in a reduction of approximately 1,800 annual platform hours. For a complete service change summary of platform hours, please see Figure 10.
- i) Impact Area: Routing is unchanged.
- j) Schedule Impact:  
See Attachment 2. Circled trips would potentially be eliminated and is subject to change.

## Route Restructures

### 1) Route 2 – South Side Medical Shuttle

- a) Route Background/Summary of Restructure:  
Route 2 provides service to many of the major medical facilities south of Downtown Spokane. The route begins at the Plaza and serves Deaconess Hospital, Sacred Heart Hospital, and ends in Rockwood Clinic area. It is proposed to increase frequency from 20 minutes to 15 minutes.

Three buses are required to operate the route all day on the current 20 minute frequency. The total round trip cycle time is one hour. Cycle time includes the running time and layover/recovery time. Because of the quick running time, there is significant layover downtown and at the end of the line. Due to the current 20 minute frequency, Zone 5 at the Plaza is not efficiently utilized because most other routes operate every 15 minutes, 30 minutes or 60 minutes. As a result, only two routes utilize Zone 5 all day.

#### **Route Modification:**

With a minor routing change to increase efficiency in Downtown Spokane, Route 2 can operate on a 45 minute cycle time which results in 15 minute frequency with the same number of buses. This also decreases the significant layover time making the route more efficient and eliminates the need to layover in the downtown area. Current routing from the Plaza is east on Riverside, right on Stevens, right on 2<sup>nd</sup> Avenue, left on Monroe, and then left on 5<sup>th</sup> Avenue to continue along the route. Proposed outbound routing from the Plaza would be east on Riverside, south on Stevens, west on 4<sup>th</sup> Avenue, south on Wall Street, and east on 5<sup>th</sup> Avenue to continue the current routing. Current routing from traveling west on 5<sup>th</sup> Avenue is right on Lincoln and right on Riverside to the Plaza. Proposed inbound routing traveling west on 5<sup>th</sup> Avenue would be right on Wall Street, left on 2<sup>nd</sup> Avenue, and right on Lincoln to continue current routing to the Plaza.

When approaching the end of the line on 5<sup>th</sup> Avenue in the Rockwood Clinic area, the routing is right on Chandler, left on Hartson, left on Sherman, left on 5<sup>th</sup> Avenue, and then left on Chandler to layover (across from the Rockwood Clinic). In order to prevent this double loop, the proposed routing from 5<sup>th</sup> Avenue would be right on

Sherman, right on Hartson, and then right on Chandler to layover. This location would be on the opposite side of the current layover location. Inbound routing would start from the new layover location to left on 5<sup>th</sup> Avenue and will not loop back around.

**Frequency Change:**

The frequency change and routing change is necessary in order to make room for one more route to utilize Zone 5 and to increase productivity. Route 2 would operate on the same pulse as the current 15 minute routes (20, 24, 25, 44, 90) offering improved transfer opportunities. This makes room for a :20/:50 after departing route and a :05/:35 after departing route.

- b) Route Frequency: 20 minutes weekdays; does not operate on weekends
- c) Days of Service: Service is provided Monday through Friday.
- d) Major Issues Pertaining to Service Design Guidelines:
  - Route is performing below standards.
  - Reallocation or restructuring of service to better fit good service and network design will result in increases in ridership.
  - Improved frequency encourages riders to take short, spontaneous trips that would otherwise not opt for transit as a preferred mode.

e) Ridership Route Performance Standard (2008 data):

Service Type – Basic (Intersects CBD)  
 Boardings per Revenue Hour Standard: 25.45  
 Route 2 Boardings per Revenue Hour: 16.76

f) Ridership Impact:

<b>ROUTING CHANGE/FREQUENCY CHANGE</b>	<b>WEEKDAY</b>
Boardings Affected – <b>Routing Change</b>	53 per day
Expected Direct Ridership Impact	No expected loss of ridership
Expected Direct Ridership Impact – Frequency Change	An increase of 100 daily boardings is expected
Ridership with no Service within ½ mile and ½ hour	No riders without service

g) Impacts to Paratransit Service: No impact

h) Financial Impacts:

Increasing frequency from 20 minutes to 15 minutes and modifying the routing results in a slight reduction of approximately 380 annual platform hours. This is due to improved efficiencies and providing 30 min frequency between the first two trips

and last two trips because of lower demand. For a complete service change summary of platform hours, please see Figure 10.

- i) Impact Area: Monroe south to 5<sup>th</sup> Avenue, 5<sup>th</sup> Avenue east to Wall, and Lincoln between 5<sup>th</sup> Avenue and 2<sup>nd</sup> Avenue. See Map 6 for route map and impact area.
- j) Schedule Impact:  
Schedule to be determined; however, it is known that outbound departures from the Plaza would leave at :12, :27, :42, and :57 after.

## 2) Route 31 – Garland

- a) Route Background/Summary of Restructure/Interline Modification:  
Route 31 provides service from Five Mile Park and Ride to Spokane Community College (SCC). From Five Mile Park and Ride, the route travels north to Garland, the primary path of travel. The route serves Shadle Center, Shadle Park High School and Northeast Community Center along the way to SCC. At SCC, Route 31 is interlined with Route 32 which travels east to the Spokane Valley Mall. At Spokane Valley Mall, Route 32 is interlined with Route 97 which serves the South Spokane Valley area on its way to the Valley Transit Center (VTC). From the VTC, Route 97 is interlined with Route 95 which serves Millwood. Together, these four routes form the 31-32-97-95 interline.

The Spokane Action Neighborhood Program (SNAP) offers low income housing in northeast Spokane along Upriver Drive in the Minnehaha area. The organization has been requesting service for several years. There is also a large apartment complex west of the SNAP housing to draw ridership from.

As a result of current low performance of the route, it is being proposed that Route 31 be modified to serve SNAP housing and modify the interline in an attempt to increase productivity. This routing is dependent on modifications to Upriver Drive to allow for more bus stops between Freya Street and Fredrick Road.

### **Route Modification:**

Instead of traveling north on Market/Greene to SCC, the routing would be left on Euclid Avenue/Fredrick Avenue to right on Upriver Drive, and then west to the roundabout in order to turn right onto Greene to SCC. The routing would be two way. It should be noted that a one-way directional loop currently serves the Minnehaha area on Route 29. This is discussed further under Route 29 analysis. This routing is dependent upon infrastructure changes to Upriver Drive that would allow buses to alight passengers on the south side of the road.

**Interline Modification:**

As stated before, Route 31 is currently interlined with Routes 32, 97, and 95. Although this is the most efficient way to operate routes as far as bus usage, interlining this many routes increases the chances of schedule failures. If one route experiences major delays, this problem cascades to put the other three routes behind schedule. With the new Route 31 configuration, this four route interline would be modified and Route 31 would now be interlined with Route 91 (discussed further under Route 91 below) at SCC. Route 91 travels to/from Downtown Spokane. This provides an “in seat” transfer to the Plaza for the people in the Minnehaha area. At the Plaza, Route 91 will be interlined with Route 60 which travels through Browne’s Addition on the way to the Spokane International Airport. Routes 32, 97 and 95 will continue to be interlined for efficiency reasons; however, passengers from Route 31 will have to transfer to/from Route 32 at SCC and vice versa. Consequently, this change will diminish the likelihood of schedule failures. Passengers currently have an “in seat” no wait transfer.

- b) Route Frequency: 30 minutes; 60 minutes weekends
- c) Days of Service: Service is provided daily.
- d) Relation to Service Design Guidelines:
  - Low Ridership
  - Routes should be designed to interline with other routes and should reflect utility to the rider. The current 31-32-97-95 interline is mainly interlined due to bus usage efficiency reasons, not passenger travel needs and desires. The proposed interline will connect Spokane International Airport, Browne’s Addition, Gonzaga University, SCC, Riverpoint Campus, and the Minnehaha area.
  - Reallocation or restructuring of service to better fit good service and network design will result in increases in ridership.
- e) Ridership Route Performance Standard (2008 data):  
 Service Type – Basic (No CBD intersection):  
 Boardings per Revenue Hour Standard: 12.73  
 Route 31 Boardings per Revenue Hour: 12.88

f) Ridership Impact:

<b>ROUTING CHANGE/INTERLINE CHANGE</b>	<b>WEEKDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
Boardings Affected	No boardings	No boardings	No boardings
Expected Direct Ridership Impact	No expected ridership impact	No expected ridership impact	No expected ridership impact
Ridership with no Service within ½ mile and ½ hour	No riders affected	No riders affected	No riders affected

- g) Impacts to Paratransit Service:  
Expands a small segment of the existing Paratransit boundary to the northeast from Frederick and Upriver Drive.
- h) Financial Impacts:  
For a complete service change summary of platform hours by interlines, please see Figure 10.
- i) Impact Area: Market and Greene between Euclid Avenue and SCC. See Map 7 for route map and impact area.
- j) Schedule Impact: Schedule to be determined

### 3) Route 29 – SCC

- a) Route Background/Summary of Restructure:  
Route 29 provides service from the Plaza in Downtown Spokane to Spokane Community College (SCC). The route also serves Riverpoint Campus, Union Gospel Mission, Gonzaga University, and the Minnehaha area. After arriving at SCC, the route travels to the Minnehaha area to perform a one way directional loop and then returns to SCC. Route 29 is currently interlined with Route 65 Cheney. It is proposed to modify route segments in an attempt to increase productivity.

Overall, Route 29 meets performance standards; however, there are two unproductive segments along the route. These segments are in the Minnehaha loop and the South Crescent area.

#### **Route Modification - Minnehaha loop:**

The AM outbound pattern arrives at SCC to layover, performs the Minnehaha loop, and then returns to SCC again to come inbound. The rationale behind the AM pattern is to transport passengers from this area downtown without having to wait on the bus during the layover time. The PM outbound pattern arrives at SCC, does not lay over, performs the Minnehaha loop, and then returns to SCC again to layover before coming inbound. The rationale behind the PM pattern is to transport passengers from downtown to this area without having to wait on the bus during the layover time. This causes unnecessary passenger confusion at SCC. This loop would be eliminated from Route 29 and would be served by Route 31.

#### **Route Modification - South Crescent:**

After traveling on Napa, the route provides two-way directional service along Crestline, South Crescent, Regal, and South Riverton in the Chief Gary area north of Mission Avenue. Ridership in this area is minimal given the fact that this area has 30 minute frequency on weekdays. This segment would be eliminated from Route 29. After traveling on Napa, the route would stay on Mission Avenue to Greene, left on

Greene, and then direct to SCC. SCC would be the route terminal. Mission Avenue is a major thoroughfare and would provide faster service to SCC.

The proposed routing would eliminate the Minnehaha loop and South Crescent service in order to travel directly to SCC. The route would terminate at SCC.

### **Route Modification – Riverpoint Blvd:**

After traveling on Spokane Falls Blvd, the route provides two way direction service to the Riverpoint Campus along Riverpoint Blvd. It is proposed to stay on Spokane Falls Blvd and not travel on Riverpoint Blvd due to safety concerns. When traveling outbound along Riverpoint Blvd, the bus must take an unsafe left turn back onto Spokane Falls Blvd. This has caused driver/passenger safety concerns and schedule delays due to the lack of traffic signals. In addition to the unsafe left turn, the proposed routing will run down the center of the campus as currently planned and puts service in conjunction with improved street layout.

### **Interline Modification:**

As stated before, Route 29 is interlined with Route 65. Because Cheney/EWU service would also be modified (discussed further under Route 65/66 below), Route 29 would interline with Route 61. With the Route 91 modification (discussed further under Route 91 below), 15 minute service would be created to Eastern Washington University and Washington State University at the Riverpoint campus. Therefore, the proposed interline would connect SCC and Riverpoint campus with Browne's Addition and Airway Heights.

- b) Current Route Frequency: 30 minute weekdays; 60 minute weekends
- c) Days of Service: Service is provided daily.
- d) Major Issues Pertaining to Service Design Guidelines:
  - Two route segments with low ridership
  - The Minnehaha segment of the route travels in a one way loop which reduces the attractiveness of service. People generally prefer the most direct path between and two points.
  - Under most circumstances, routes should be designed to travel on arterials. Route 29 will be modified to travel on Mission Avenue. With Route 91, Mission Avenue will have 15 minute service between Napa and Greene.
  - Routes should be designed to converge on higher density centers and corridors to increase frequency and facilitate short, spontaneous trips. Together with Route 91, Riverpoint campus, SCC, and Mission Blvd. will benefit from an increase in frequency of service.
  - Reallocation or restructuring of service to better fit good service and network design will result in increases in ridership.

- e) Ridership Route Performance Standard (2008 data):  
 Service Type – Basic (Intersects CBD)  
 Boardings per Revenue Hour Standard: 25.45  
 Route 29 Boardings per Revenue Hour: 29.19

- f) Ridership Impact:

<b>ROUTING CHANGE/INTERLINE CHANGE</b>	<b>WEEKDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
Boardings Affected – <b><i>Riverpoint Blvd.</i></b>	78 per day	11 per day	7 per day
Boardings Affected – <b><i>South Crescent</i></b>	66 per day	38 per day	19 per day
Boardings Affected – <b><i>Minnehaha</i></b>	45 per day	25 per day	16 per day
Expected Direct Ridership Impact - <b><i>Riverpoint Blvd.</i></b>	No expected loss of ridership	No expected loss of ridership	No expected loss of ridership
Expected Direct Ridership Impact - <b><i>South Crescent</i></b>	A loss of 2 daily boardings per day is expected and a ridership gain is expected, but totals are yet to be determined	A loss of 19 daily boardings and a gain of 30 daily boardings for a net gain of 11 daily boardings	A loss of 10 daily boardings and a gain of 21 daily boardings for a net gain of 11 daily boardings
Expected Direct Ridership Impact - <b><i>Minnehaha</i></b>	No expected loss of ridership (area still served)	No expected loss of ridership (area still served)	No expected loss of ridership (area still served)
Ridership with no Service within ½ mile and ½ hour	No riders without service	No riders without service	No riders without service

- g) Impacts to Paratransit Service: No impact

- h) Financial Impacts:

For a complete service change summary of platform hours by interlines, please see Figure 10.

- i) Impact Area: See Maps 7 and 8 for route maps and impact areas.

- j) Schedule Impact: Schedule to be determined

#### 4) **Route 91– Mission**

- a) Route Background/Summary of Restructure:

Route 91 provides service from the Plaza in Downtown Spokane to Spokane Community College (SCC). The route also serves Spokane Veterans Memorial Arena, North Central High School, Avista, and Chief Garry Park. The route currently operates on 60 minute frequency and is interlined with Route 46 Altamont.

As a result of low performance, it is being proposed that Route 91 be reconfigured to serve Riverpoint Campus/Gonzaga University, increase frequency to 30 minutes, and switch the interline in an attempt to increase productivity.

**Route Modification:**

From the Plaza, the outbound pattern travels on Riverside, left on Washington, right on Mission Blvd., left on Greene to Spokane Community College. The proposed routing would mimic Route 29 to serve the Riverpoint Campus. From the Plaza, the outbound pattern would travel on Riverside, left Division, and right on Spokane Falls Blvd. Instead of continuing to Napa like Route 29, the route would turn left on Hamilton, right on Mission Blvd., left on Greene to Spokane Community College. This creates new service on Hamilton just east of Gonzaga University. The current routing on Washington and Mission Blvd (between Washington and Hamilton) would be eliminated. Other service in the eliminated area includes Route 27 (which travels the same path on Washington and Indian, just north of Mission Blvd), Route 25 (which travels on Division/Ruby), and Route 26/28 (both travel on Sharp south of Mission Blvd to Hamilton).

**Frequency Change:**

Together with Route 29, the Route 91 30 minute frequency change would create 15 minute frequency to Riverpoint Campus and Spokane Community College in addition to 15 minute frequency on Mission Blvd between Napa and Greene. This change also creates new service along Hamilton east of Gonzaga University between Trent and Mission.

**Interline Modification:**

As stated before, Route 91 is interlined with Route 46. In order to improve utility to the riders, Route 91 would be interlined with Route 60. Ultimately, the proposed Route 31 would travel to SCC. At SCC, Route 31 would switch to Route 91. At the Plaza, Route 91 would switch to Route 60 through Browne's Addition. This would connect SNAP housing, SCC, and Riverpoint Campus with Browne's Addition and the Spokane International Airport.

- b) Current Route Frequency: 60 minutes
- c) Days of Service: Service is provided daily.
- d) Major Issues Pertaining to Service Design Guidelines:
  - Route is currently not performing up to standards.
  - Low Ridership
  - Routes should be designed to converge on higher density centers and corridors to increase frequency and facilitate short, spontaneous trips. Together with Route 29,

Riverpoint campus, SCC, and Mission Blvd. will benefit from an increase in frequency of service.

- Reallocation or restructuring of service to better fit good service and network design will without fail result in increases in ridership.
- Routes should be designed to interline with other routes and should reflect utility to the rider. The current 91-46 interline is mainly interlined due to bus usage efficiency reasons, not passenger travel needs and desires. The proposed interline will connect Spokane International Airport, Browne’s Addition, Gonzaga University, SCC, Riverpoint Campus, and the Minnehaha area.

e) Ridership Route Performance Standard (2008 data):

Service Type – Basic (Intersects CBD)

Boardings per Revenue Hour Standard: 25.45

Route 91 Boardings per Revenue Hour: 19.91

f) Ridership Impact:

<b>ROUTING CHANGE/INTERLINE CHANGE/FREQUENCY CHANGE</b>	<b>WEEKDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
Boardings Affected - <b>Routing Change</b>	148 per day	119 per day	73 per day
Expected Direct Ridership Impact	A loss of 18 daily boardings is expected and a ridership gain is expected but totals are yet to be determined	A loss of 30 daily boardings and a gain of 17 daily boardings for a net loss of 13 daily boardings	A loss of 21 daily boardings and a gain of 8 daily boardings for a net loss of 13 daily boardings
Ridership with no Service within ½ mile and ½ hour	No riders without service	No riders without service	No riders without service

g) Impacts to Paratransit Service: No impact

h) Financial Impacts:

For a complete service change summary of platform hours by interlines, please see Figure 10.

i) Impact Area: Mission Avenue west of Hamilton to Washington between Mission and Spokane Falls Blvd. See Maps 7 and 8 for route maps and impact areas.

j) Schedule Impact: Schedule to be determined

## 5) Route 65 – Cheney/Route 66 - EWU

### a) Route Background/Summary of Restructure:

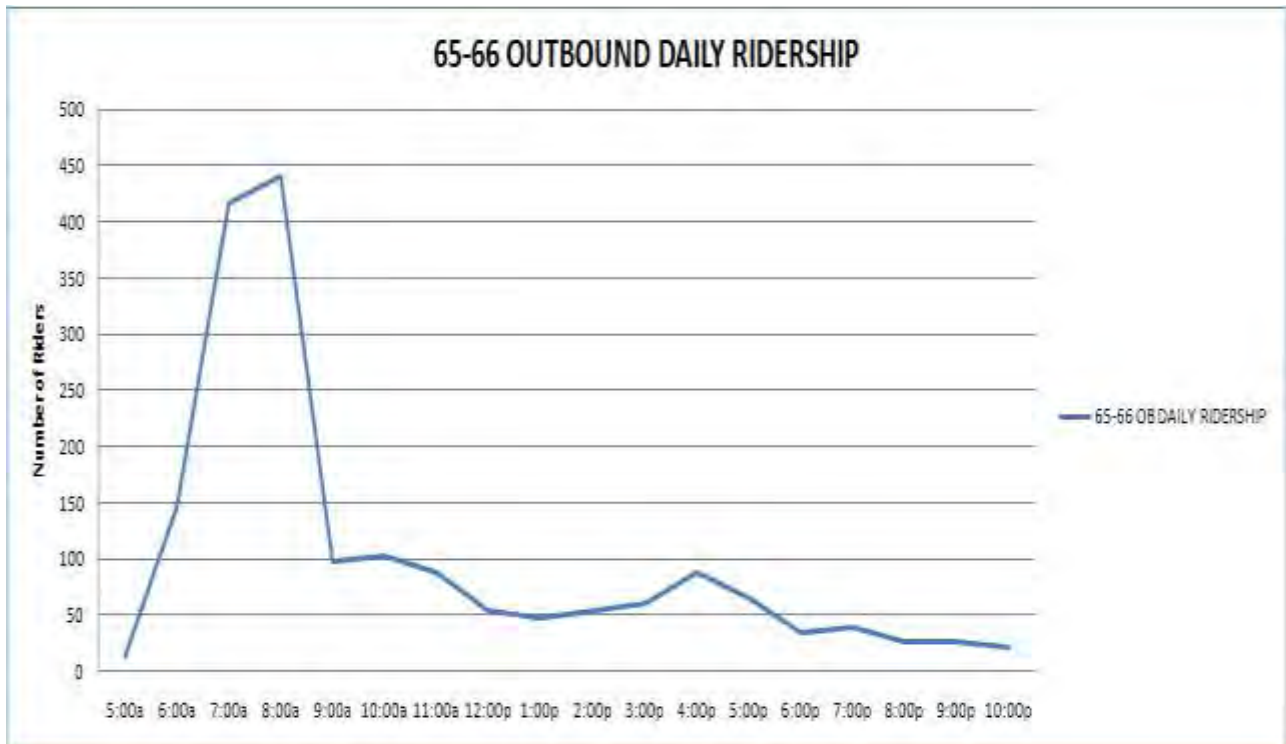
STA currently operates two routes from Downtown Spokane to Cheney/Eastern Washington University (EWU). Route 65 and Route 66 both follow the same path on I-90 into the City of Cheney. Route 65 circulates through the City of Cheney before ending at the EWU Pub. Route 66 travels directly to the EWU Pub and does not circulate through the city. Both routes serve Jefferson Park and Ride and Four Lakes. Route 65 is currently interlined with Route 29 and Route 66 operates independently. It is proposed to operate one Route 66 from Downtown Spokane to EWU with increased frequency and modify Route 65 to become a shuttle route within the city of Cheney.

### **Ridership:**

The main ridership generator for both routes is Eastern Washington University (EWU). Route 65 operates daily and Route 66 operates only on weekdays. Route 66 operates two schedules on weekdays depending if EWU is in session or not. When EWU is not in session, Route 66 only operates in the AM/PM peak periods.

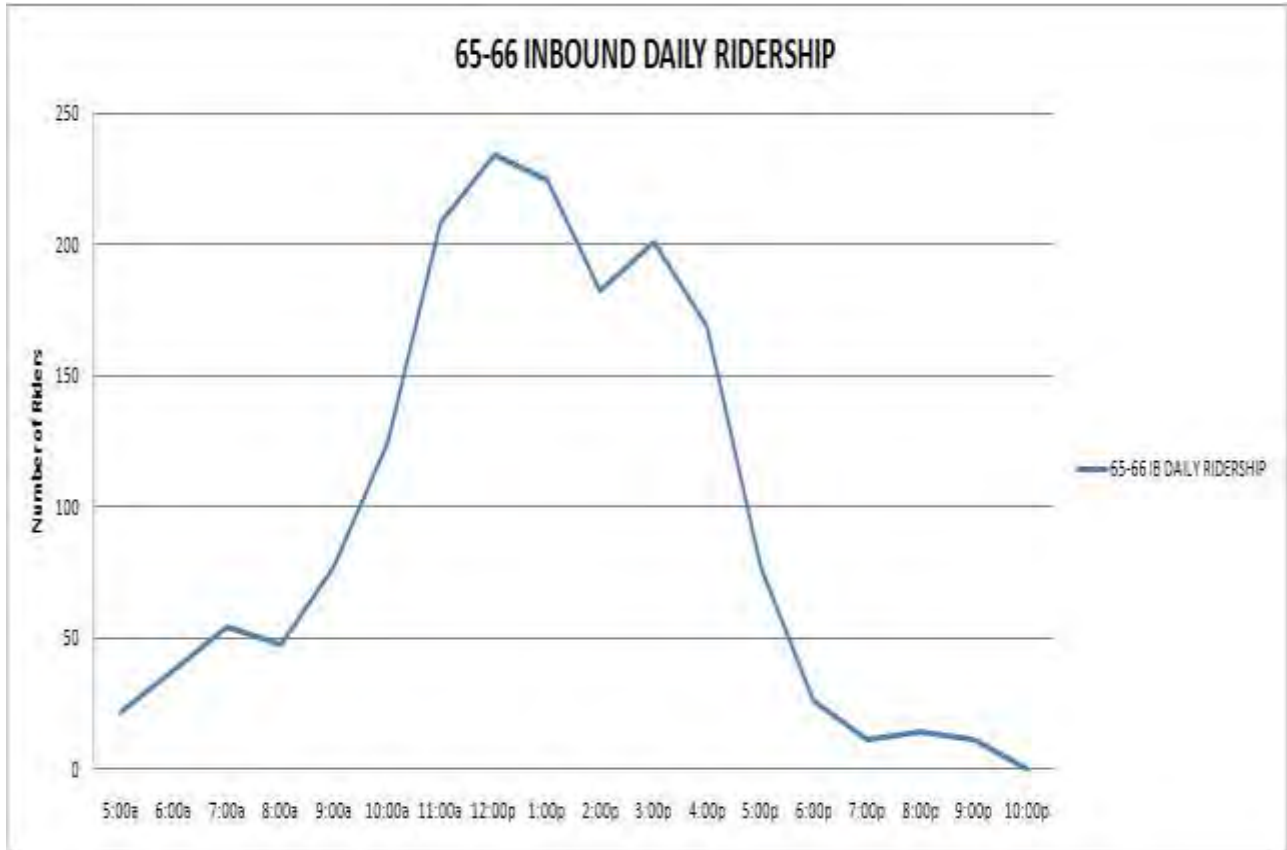
Current ridership data indicates high trip demand outbound in the AM peak period due to students wanting to get to morning class. Demand then levels off.

Figure 4-65-66 Outbound Daily Ridership



Trip demand inbound has less of a “spike” and high trip demand starts at 11 am and continues through 2 pm when classes let out.

Figure 5-65-66 Inbound Daily Ridership



As a result, buses are generally full outbound in the AM peak period and empty coming back inbound. Buses are not as full outbound in the midday and PM peak periods; however, they are full coming inbound when EWU students are finished with class. Both routes travel on I-90 which means limited seat turnover. The demand generators are ultimately EWU/Cheney and Downtown Spokane.

If both routes were to operate solely on 30 minute frequency, demand would not be met and many riders would be passed up due to full buses. Because of this, “tripper” buses are inserted when the demand is highest. Tripper buses assist a regularly scheduled trip with passenger loads during peak periods and only operate for a short period of time. Most tripper buses assist passenger loads outbound in the AM and inbound in the PM. The number of seats available increases inbound in the AM because of lower demand.

Figure 6-Current Route 65-66 Outbound

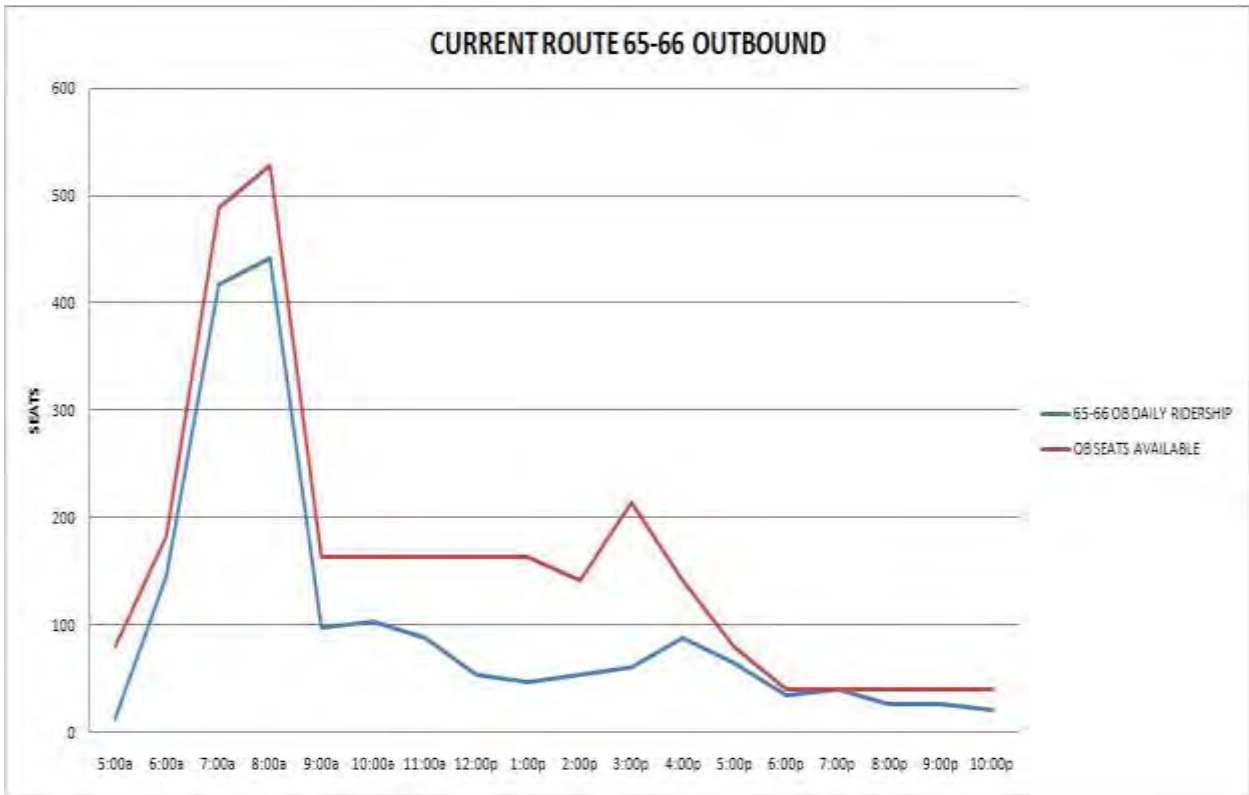
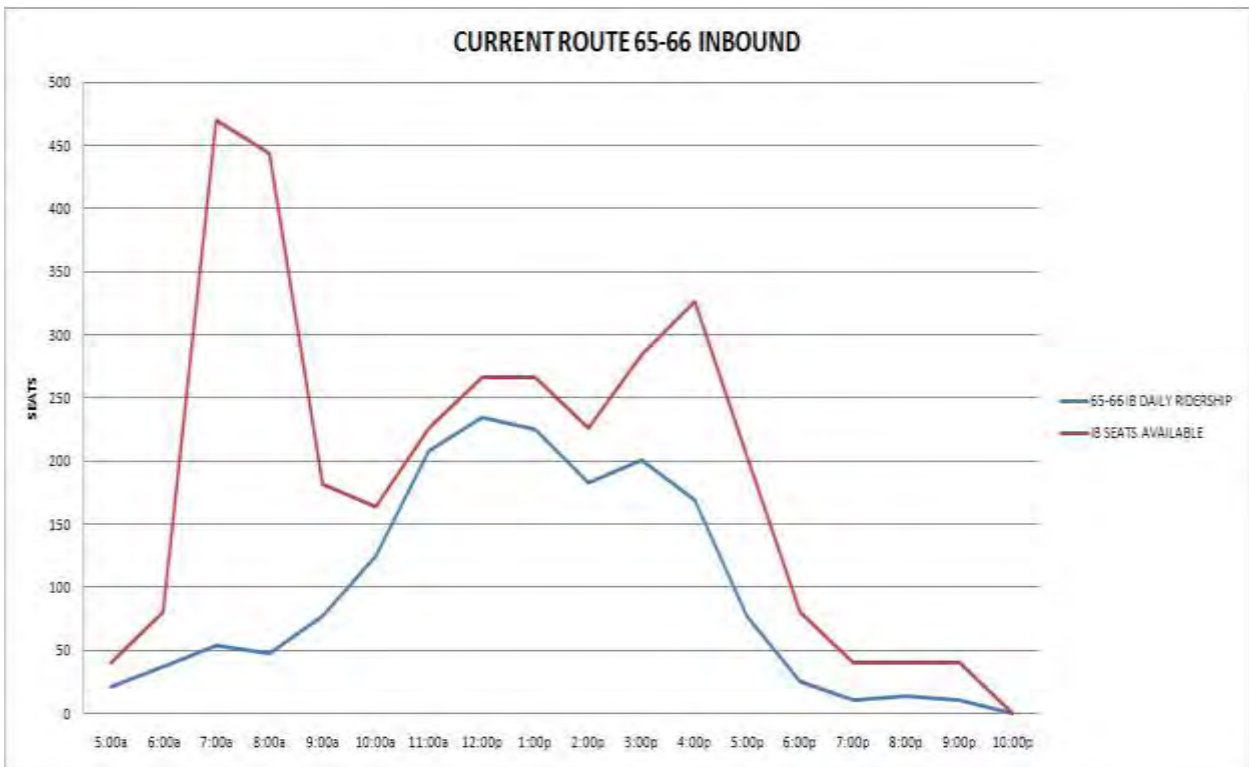


Figure 7-Current Route 65-66 Inbound



Because the trip generator is mainly EWU, the tripper buses are inserted on Route 66. Data indicates that students are more willing to take the outbound Route 65 bus to school and walk from 1<sup>st</sup> Avenue (approximately 1,500 feet), but not use Route 65 to return. This is because Route 65 circulates inbound through the city of Cheney and takes longer to return to Downtown Spokane. This results in an inefficient use of resources.

Figure 8-Current Route 65-Outbound

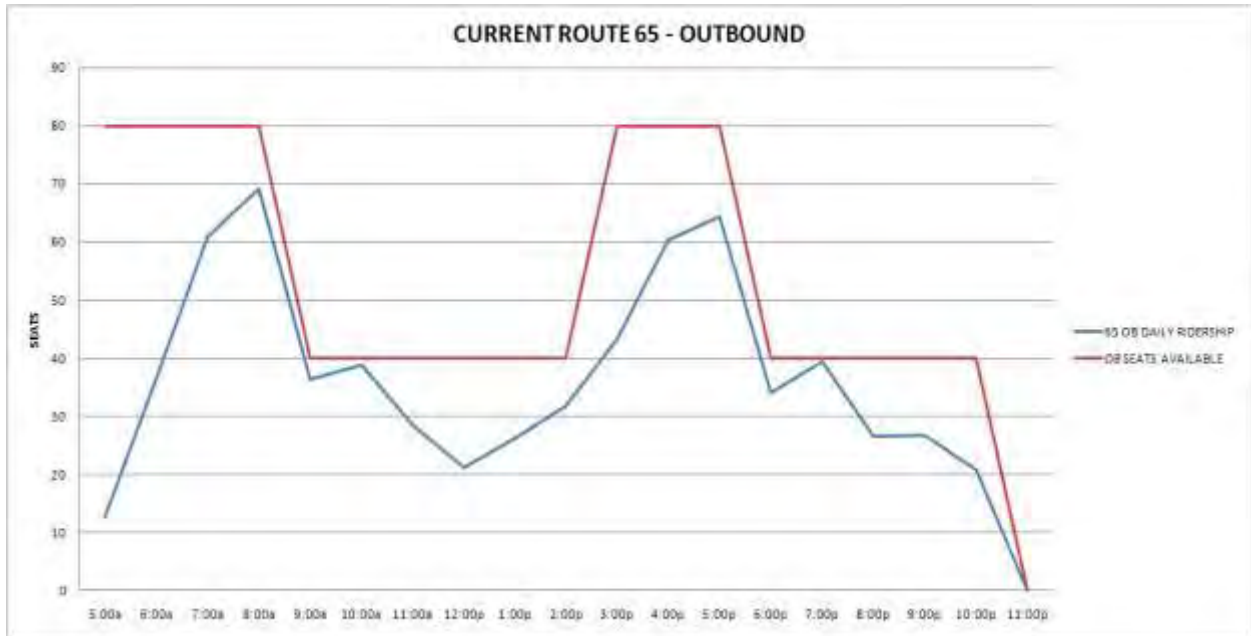
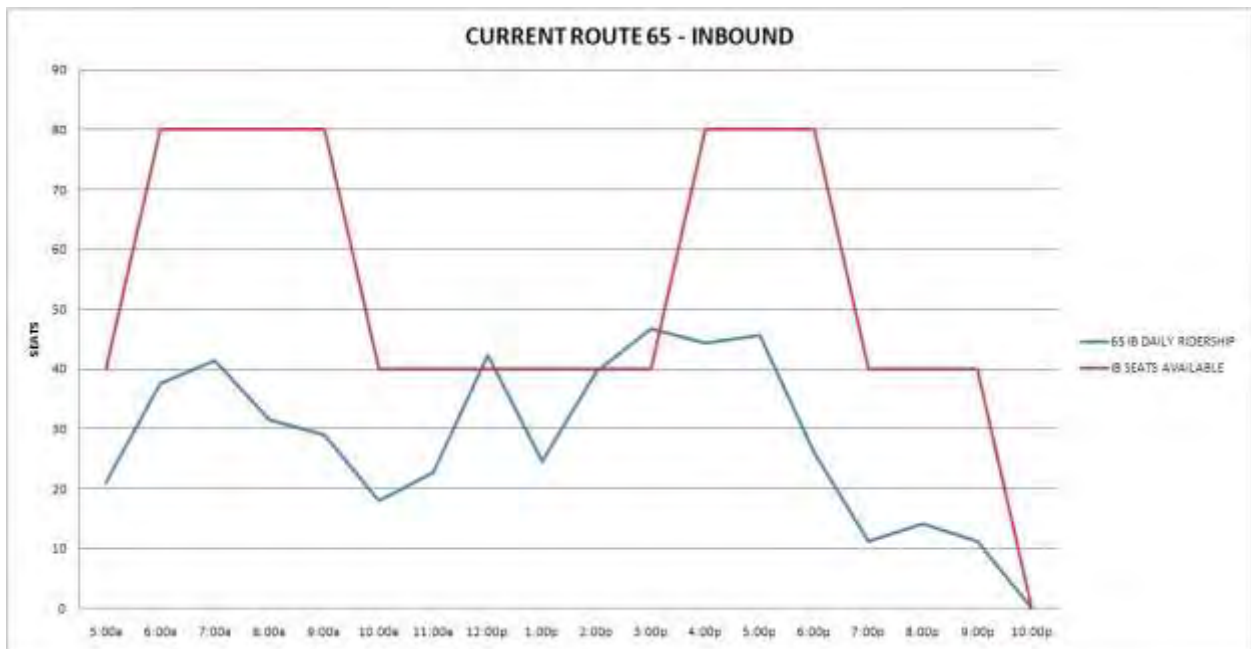


Figure 9-Current Route 65-Inbound



It should be noted that Route 65 and Route 66 both only offer 60 minute frequency midday period. Because students gravitate to the hourly scheduled bus inbound, as many as 4 buses could be “tripping” a regularly scheduled inbound trip which causes mobility issues at the EWU pub.

On an operational level, STA by contract is required to pay coach operators for two hours of work regardless of how long the tripper operates. Many of the current trippers operate only one outbound trip or one inbound trip and then return to the STA garage. This results in excess deadhead (time spent traveling to or from the trip start) throughout the day. Because many of the tripper runs are less than two hours, STA is still required to pay the drivers two hours of pay. Essentially, STA is paying coach operators when they are not behind the wheel.

In an attempt to operate more efficiently by decreasing the number of trippers used, to even out the passenger loads throughout the day, and to provide better service, it is proposed that one route provide service from Downtown Spokane directly to EWU and a shuttle route serve the City of Cheney.

#### **Route Modification:**

Route 66 would provide service to EWU from Downtown Spokane. The routing would be the same as the current Route 66 into the City of Cheney. On 6<sup>th</sup> Street in Cheney, instead of traveling on Elm Street to the EWU Pub, the proposed routing would continue on 7<sup>th</sup> Street, left on C Street, right on B Street, right on F Street, left on 7<sup>th</sup> Street, left on Washington, and left on 2<sup>nd</sup> Street to end at the K Street Station layover location. This offers students more alighting options along the east side of the campus.

Route 65 would become a shuttle route with a timed transfer to Route 66. The main transfer area would be at the current bus cutouts along Betz Road at 1<sup>st</sup> Street. The shuttle would start at the K Street Station, travel along 1<sup>st</sup> Street, left on Betz around to Washington to the west side of EWU and then turn around at Sutton Park in order to follow the same path back to K Street Station. This provides new service to the planned apartments along the corner of Betz Road and Washington.

The proposed changes would eliminate service along 1<sup>st</sup> Street, Presley Drive, and Salnave Road just west of K Street Station. Both routes would operate daily.

#### **Frequency Change:**

Route 66 would operate on 15 minute frequency on weekdays directly to EWU, the main trip generator. Route 65 would operate on 30 minute frequency on weekdays within the city of Cheney using one bus. Both routes would operate on 60 minute frequency on weekends.

**Interline Modification:**

As stated before, Route 65 is interlined with Route 29. Because the proposed Route 65 would become a shuttle route in Cheney, Route 29 would be interlined with Route 61, and Route 66 would continue to operate independently.

- b) Current Route Frequency: Both routes 30 minute frequency/60 minute midday weekdays; 60 minutes on weekends (Route 65 only)
- c) Days of Service: Service is provided daily.
- d) Major Issues Pertaining to Service Design Guidelines:
  - Route 65 is currently not performing up to standards.
  - Low ridership on Route 65.
  - Reallocation or restructuring of service to better fit good service and network design will result in increases in ridership. The main trip generator in the City of Cheney is Eastern Washington University.
- e) Ridership Route Performance Standard (2008 data):  
 Service Type Route 65 – Basic (Intersects CBD)  
 Service Type Route 66 – Basic (Intersects CBD)  
 Boardings per Revenue Hour Standard: 25.45  
 Route 65 Boardings per Revenue Hour: 23.00  
 Route 66 Boardings per Revenue Hour: 36.83
- f) Ridership Impact:

<b>ROUTING CHANGE/ FREQUENCY CHANGE</b>	<b>WEEKDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
Boardings Affected – <b>Route 65</b>	382 per day	265 per day	172 per day
Boardings Affected – Route 66	1,320 per day (averaged out over 255 weekdays)	N/A	N/A
Expected Direct Ridership Impact – <b>Route 65</b>	A loss of 275 daily boardings	A loss of 102 daily boardings	A loss of 78 daily boardings
Expected Direct Ridership Impact – Route 66	A gain of 233 daily boardings (between both routes – a net loss of 42 daily boardings)	N/A	N/A
Ridership with no Service within ½ mile and ½ hour	Approximately 43 daily riders would be more than ½ mile from a bus stop	Approximately 9 daily riders would be more than ½ mile from a bus stop	Approximately 13 daily riders would be more than ½ mile from a bus stop

g) Impacts to Paratransit Service:

<b>ELIMINATION OF SALNAVE LOOP</b>	<b>WEEKDAY/SATURDAY</b>
Registered Paratransit Customers in Affected Area	Two paratransit customers affected
Paratransit Impact	17 trips out of 7,916 total trips taken in the Cheney service area between Jan. 2009 and Sept. 2009

h) Financial Impacts:

For a complete service change summary of platform hours by interlines, please see Figure 10.

i) Impact Area: Salnave Road west of Washington Street to Presley Drive. Presley Drive south to 1<sup>st</sup> Street and east to Washington Street. See Map 9 for route map and impact areas.

j) Schedule Impact: Schedule to be determined

## IV. Supplementary Materials

### Summary of Financial Impacts (Platform Hours)

Figure 10-Summary of Financial Impacts (Platform Hours)

<b>ROUTE ELIMINATIONS</b>	<b>PLATFORM HRS</b>
Route 35	-1,280
Route 47	-1,650
<b>TRIP AND SERVICE FREQUENCY REDUCTIONS</b>	<b>PLATFORM HRS</b>
Route 23 Weekday	-3,830
Route 23 Saturday	-670
Route 74 Weekday	-1,800
City Loop clockwise (Routes 20-33)	-820
City Loop counter-clockwise (Routes 44-33)	-400
Route 44 Saturday	-660
Route 27 Weekday and Saturday	-1,910

<b>CURRENT ROUTES OR INTERLINES</b>	<b>CURRENT WEEKDAY ANNUAL PLAT HRS</b>	<b>ROUTE RESTRUCTURES</b>	<b>PROPOSED WEEKDAY ANNUAL PLAT HRS</b>
2	9,790	2	9,410
29-65	21,150	29-61	19,320
31-32-97-95	31,410	31-91-60	22,710
45-61	23,300	32-97-95	23,600
46-91	8,200	45-46	15,690
60	7,490	65 SHUTTLE	3,720
66	12,840	66	19,600
<b>TOTALS</b>	<b>114,180</b>	<b>TOTALS</b>	<b>114,050 (-130)</b>
<b>CURRENT ROUTES OR INTERLINES</b>	<b>CURRENT SATURDAY ANNUAL PLAT HRS</b>	<b>ROUTE RESTRUCTURES</b>	<b>PROPOSED SATURDAY ANNUAL PLAT HRS</b>
29-65	2,530	29-61	2,470
31-32-97-95	3,140	31-91-60	2,310
45-61	2,490	32-97-95	2,410
46-91	1,660	45-46	1,690
60	810	65 SHUTTLE-66	1,710
<b>TOTALS</b>	<b>10,630</b>	<b>TOTALS</b>	<b>10,590 (-40)</b>
<b>CURRENT ROUTES OR INTERLINES</b>	<b>CURRENT SUNDAY ANNUAL PLAT HRS</b>	<b>ROUTE RESTRUCTURES</b>	<b>PROPOSED SUNDAY ANNUAL PLAT HRS</b>
29-65	2,130	29-61	2,060
31-32-97-95	2,900	31-91-60	1,950
45-61	2,080	32-97-95	2,190
46-91	1,390	45-46	1,420
60	670	65 SHUTTLE-66	1,440
<b>TOTALS</b>	<b>9,170</b>	<b>TOTALS</b>	<b>9,060 (-110)</b>

## Planned Public Outreach Activities

### Neighborhood/City/University Meetings

Public Outreach	Meeting Date/Location
Chief Garry Park	3rd Thursday – 7:00 pm, Stevens School
Minnehaha	2nd Thursday (school year) – 7:00 pm, Cooper Elementary
City of Cheney	Meet with the mayor and city planners – 2:00 pm 2/4 – Cheney City Hall
Eastern Washington University	Meet with school officials and students – 3:00 pm 2/10 – Showalter Hall
Spokane Community College	Meet with Community Colleges of Spokane facilities representatives – 1:00 pm 2/25 – SCC
Riverpoint Campus	TBD

Service Change Communications, Web Updates, On-Line Survey	Date
Online Survey	February-March 2010
Rider Alerts	February-March 2010
Coach Operator Communications – All Employee Meeting	February 23, 2010

## Summary Fixed-Route Service Design Guidelines

At the December 2009 meeting, the STA Board of Directors adopted the Fixed-Route Service Design Guidelines which contains Service Design Principles, Policies and Performance Standards. The purpose of this document is to ensure that the most benefit is derived from investment in operating fixed-route service. These guidelines define transit network architecture, extent, and service levels for fixed-route transit service. The intent is to ensure consistency of existing service and for service modifications, enhancements and reductions as well. The policies are meant to be used by citizens, staff, and elected officials for the purpose of decision making, maintaining consistency, and network/route building guidelines.

The following sections/elements of the Fixed-Route Service Design Guidelines are important to consider when making service changes/reductions:

### a) Principles – What makes for good service?

1. **Network** – Routes should be designed in the context of other routes and transit facilities.
2. **Independent Utility** – Routes should be designed to access a mix of destinations and have utility independent of transfers.

3. **Generalized Service versus Specialized Service** – Route design should focus more on generalized service, rather than specialized service, for greater ridership gains based upon equivalent capital investments.
4. **Multiple Destinations** – Generalized service routes should be designed to serve multiple origins and destinations.
5. **Route Terminals** – Routes should be designed with anchors in activity centers with healthy mixes of jobs and housing.
6. **Interlining of Routes** – Routes should be designed to interline with other routes, rather than terminating in major centers, such as a central business district (CBD).
7. **Route Length** – Routes should be designed to be as long as practical without being wasteful, unreliable, or inoperable due to lack of recovery opportunities.
8. **Arterial Travel** – Under most circumstances, routes should be designed to travel on arterials.
9. **Speed versus Access** – Routes should be designed specific to the speed and access needs of the areas/populations they serve.
10. **Convergence of Routes** – Routes should be designed to converge on higher density centers and corridors to increase frequency and facilitate short, spontaneous trips.
11. **Route Spacing** – Parallel routes should be spaced far enough apart so that service is not duplicative.
12. **Loops and Circles** – Under most circumstances, routes should be designed to avoid loops and circles.
13. **Opportunity Cost and Change** – Route design should focus more on providing good service and network design (rather than ridership preservation) to increase overall ridership.

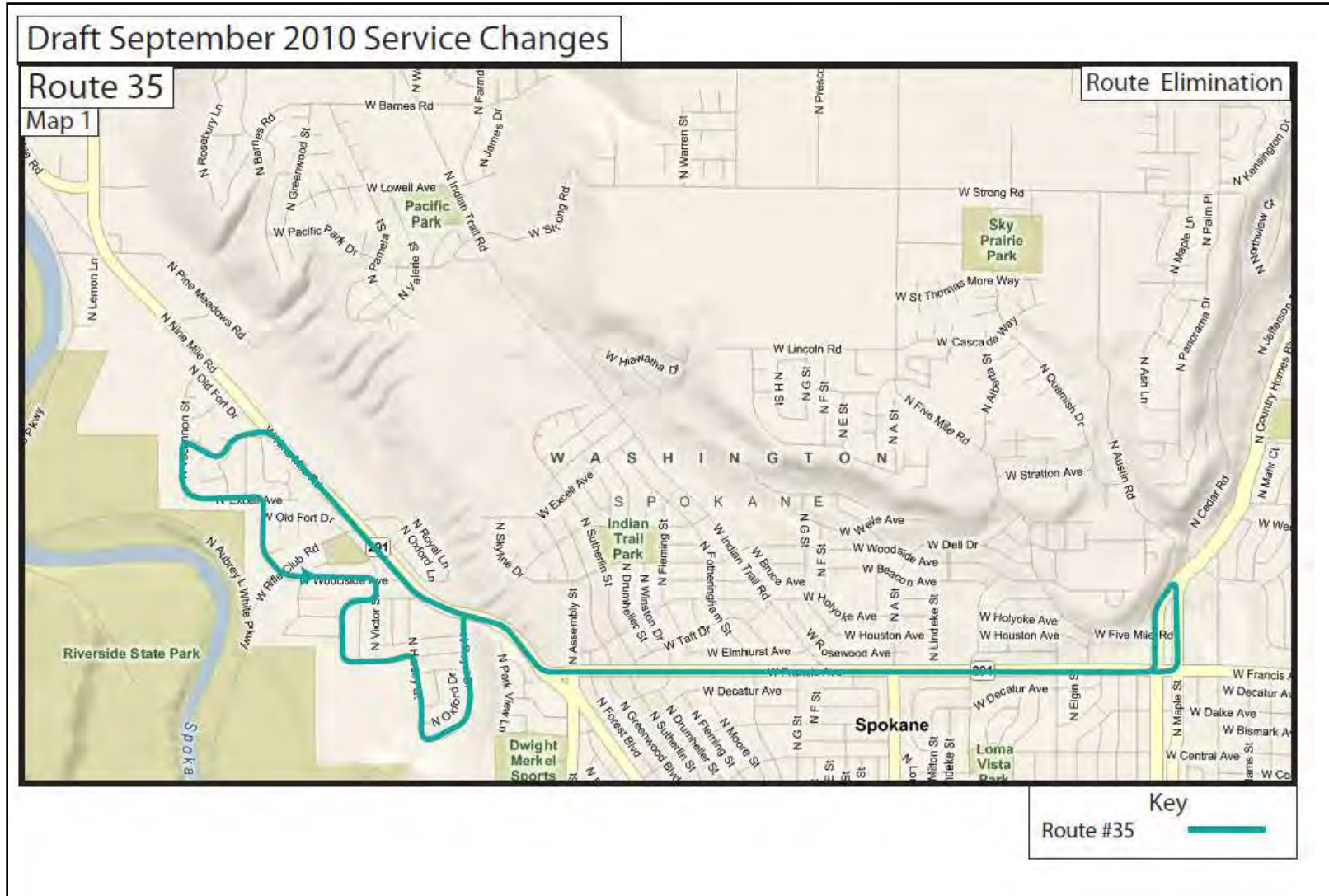
**b) Policies – What guidelines do we follow to create good service?**

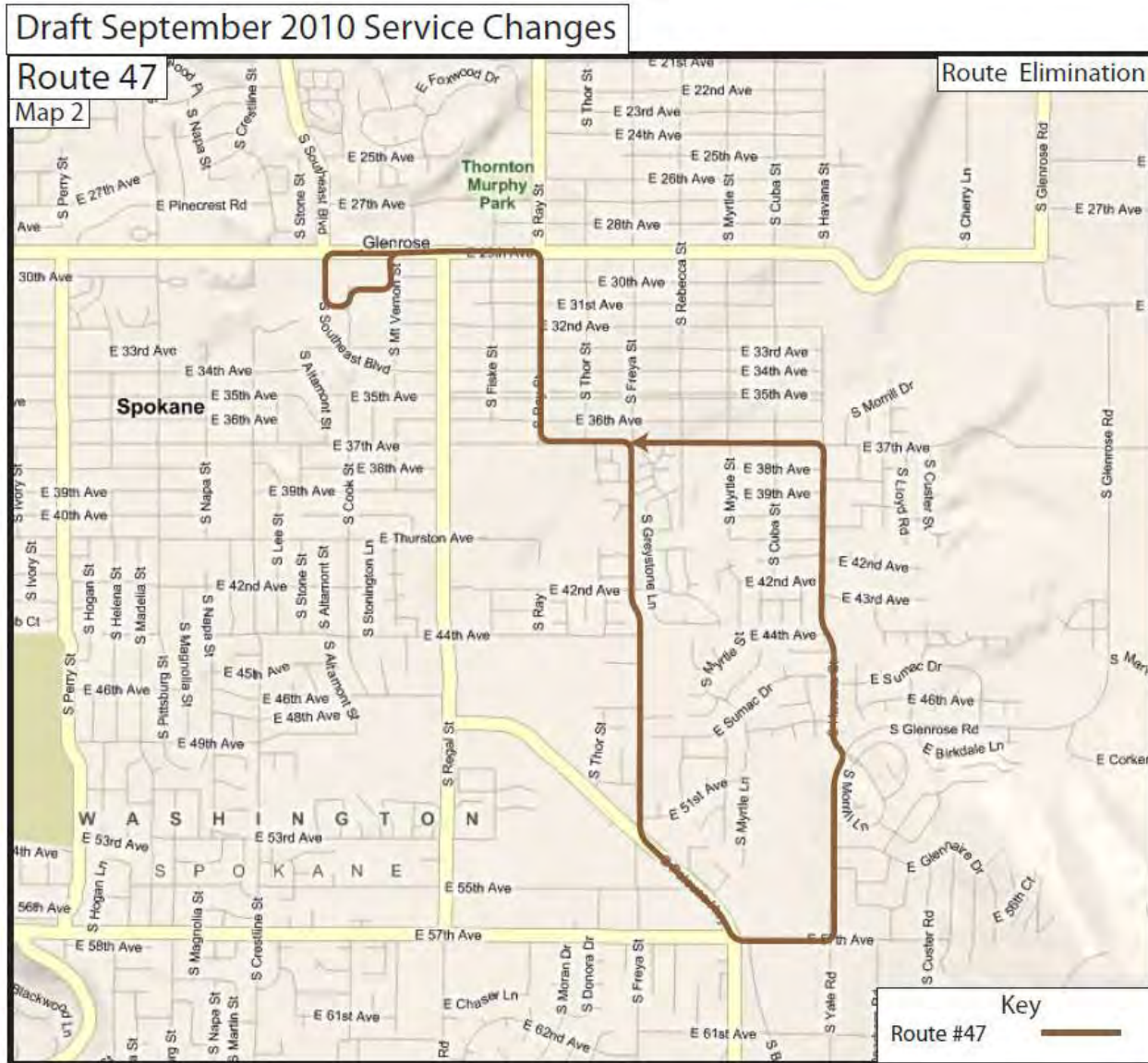
1. **Basic Fixed Route Service** – Service intended to be sufficient to meet basic demand that exists in an area served while still being robust enough to meet many purposes throughout the day. Basic service should be available within no more than ½ miles distance of at least 85% of the PTBA population residing within urban areas.
2. **Basic System Hours of Service (Span)** – The extent of each day in which the basic system is in operation.
3. **Headway Policies** – Maximum intervals considered acceptable for the various general purpose fixed-route service types.
4. **Stop Spacing** – The optimal placement of stops plays a critical role in customer access, service reliability and system performance.

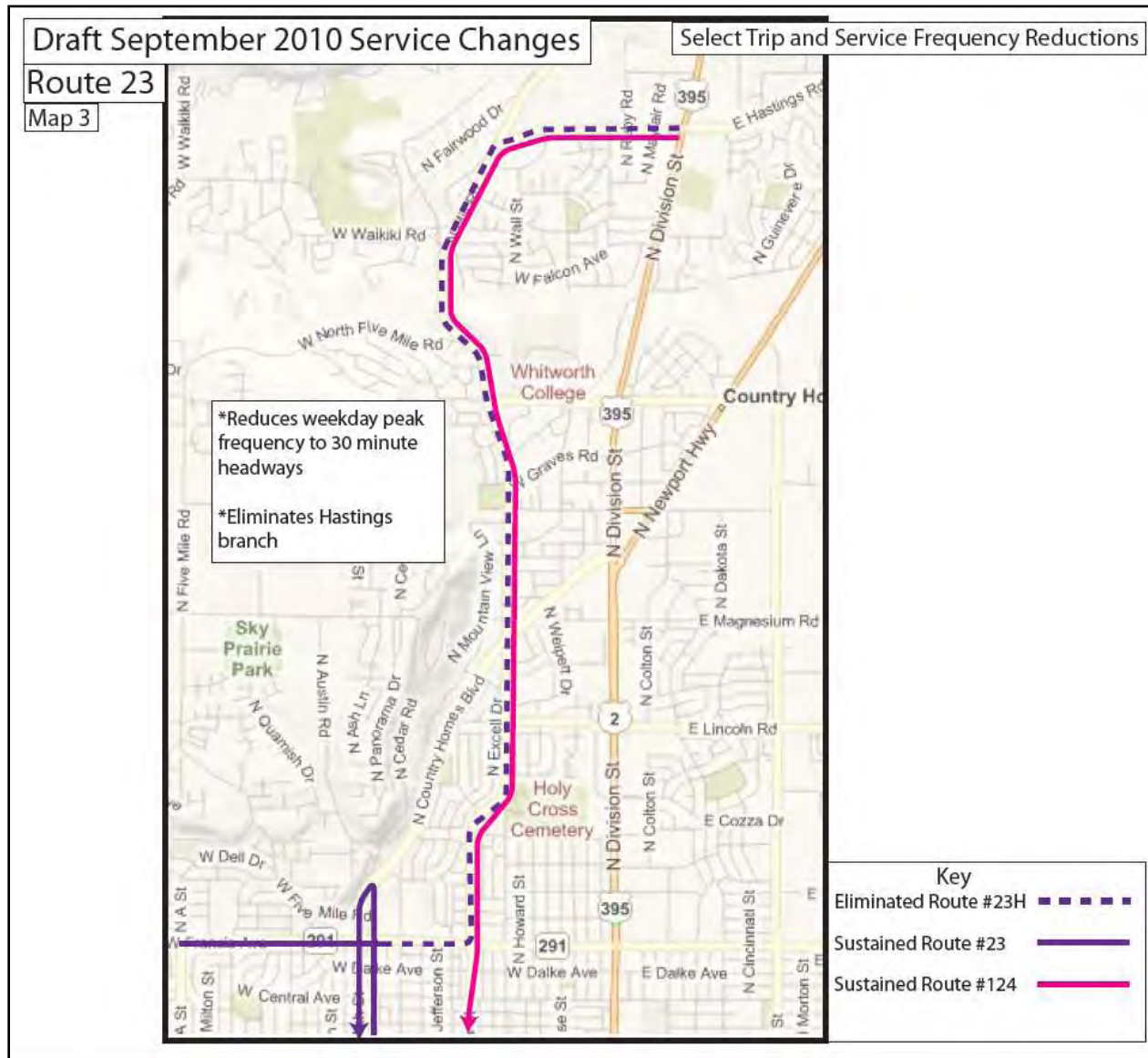
**c) Performance Standards – Did we build good service?**

1. **Ridership** – Ridership is a basic, and most important, indication of a transit route's effectiveness in serving people.
2. **Equivalent Energy Consumption** – a bus should perform equally to the private automobile in terms of energy consumed per mile traveled for each passenger.
3. **Fares** – Farebox recovery is the total fixed-route revenue collected as a percentage of the total fixed-route operating cost.

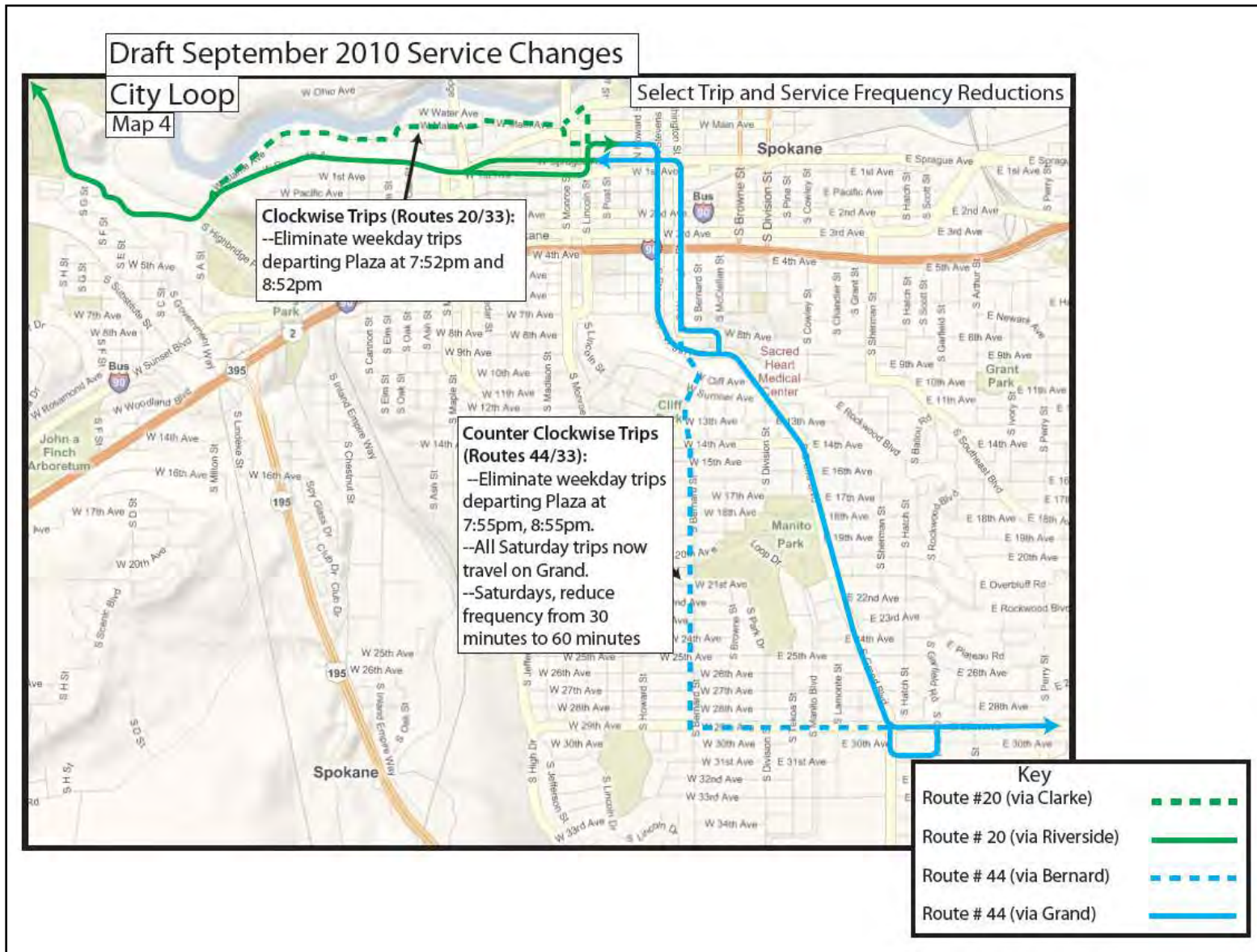
**Map Appendix**  
 Map 1-Route 35



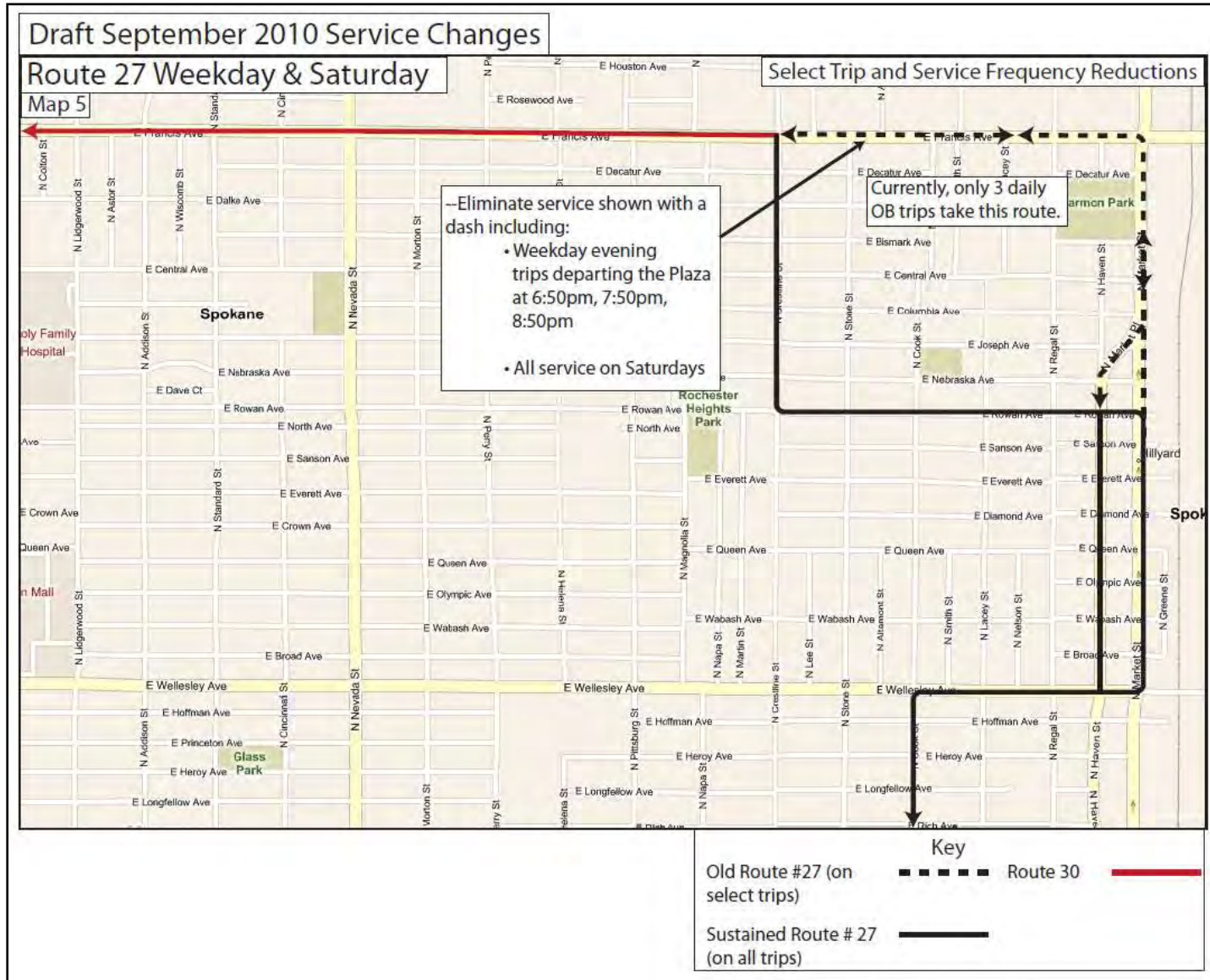


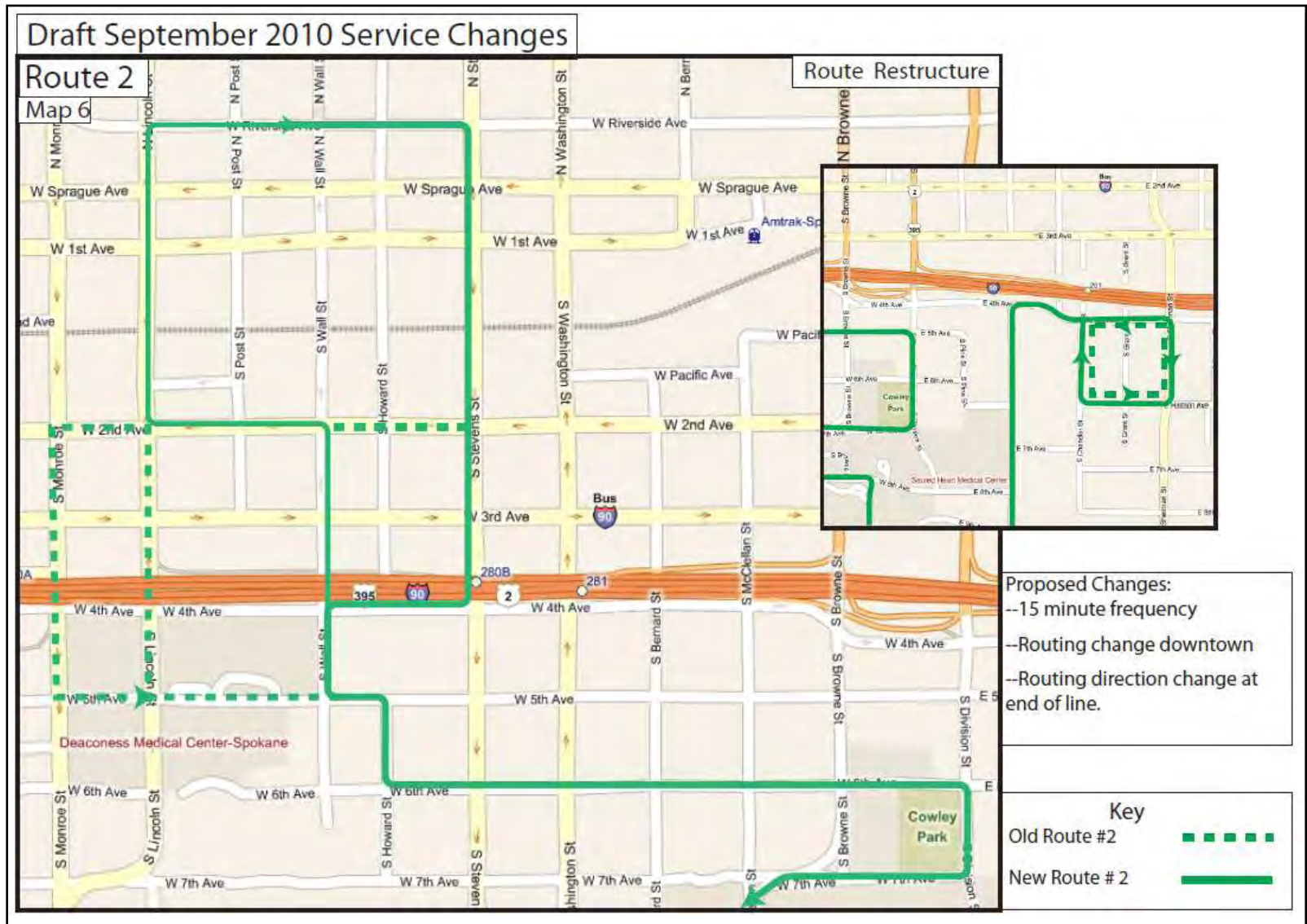


Map 4-City Loop



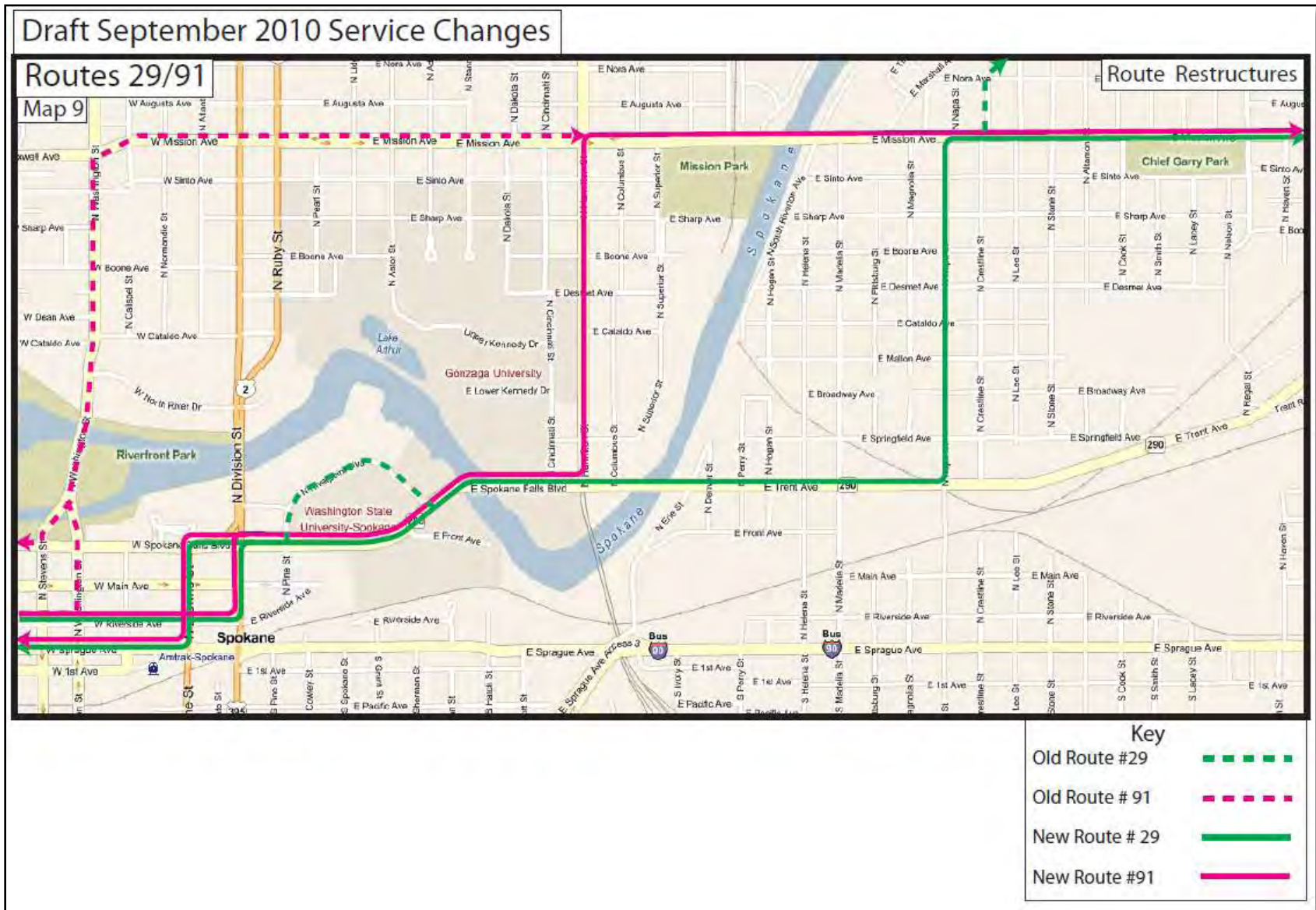
Map 5-Route 27

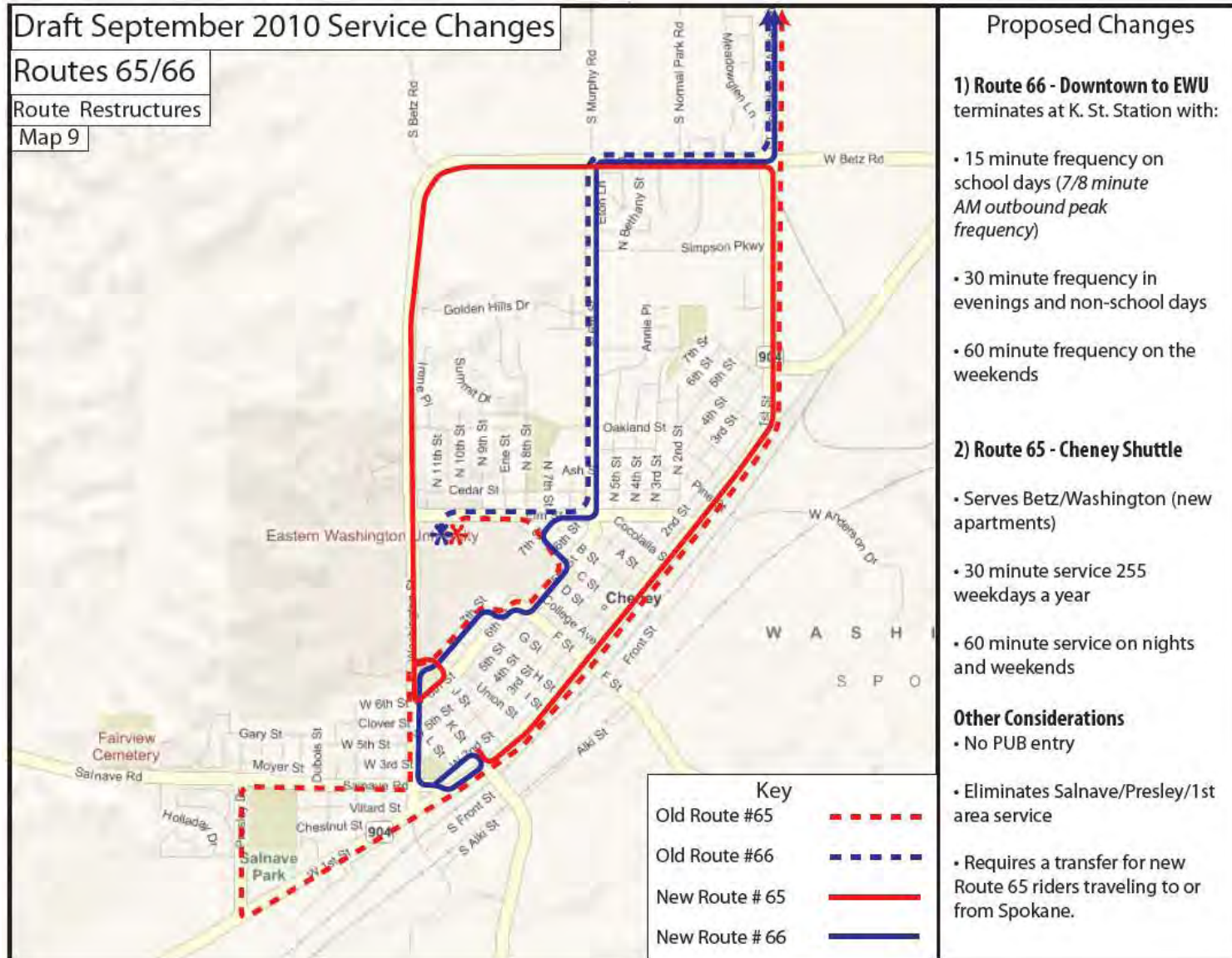






Map 8-Routes 29/91





# Attachment Appendix-Circled Trips Proposed for Elimination

## Attachment 1: Route 23 Weekday

23 From Downtown Weekday							23 To Downtown Weekday								
Zone	Leave Plaza	Broadway Monroe	Maple Wellesley	5-Mile P&R	Arrive Hastings P&R	Arrive Indian Trail end of line	Leave Indian Trail end of line	Leave Hastings P&R	Leave 5-Mile P&R	Ash Wellesley	Broadway Monroe	Arrive Plaza	Zone	Continues as route	
	1	2	3	4	5	6	6	5	4	3	2	1			
							5:03		5:20	5:25	5:35	5:45	10	23	
							5:30		5:47	5:52	6:02	6:12	10	23	
								5:54	6:12	6:17	6:27	6:37	10	23	
							6:10		6:27	6:32	6:42	6:52	10	23	
								6:24	6:42	6:47	6:57	7:07	10	23	
10	5:57	6:01	6:11	6:17		6:29	6:40		6:57	7:02	7:12	7:22	10	23	
10								6:54	7:12	7:17	7:27	7:37	10	23	
10	6:27	6:31	6:41	6:47		6:59	7:10		7:27	7:32	7:42	7:52	10	23	
10	6:42	6:46	6:56	7:02	7:18			7:24	7:42	7:47	7:57	8:07	10		
10	6:57	7:01	7:11	7:17		7:29	7:40		7:57	8:02	8:12	8:22	10	23	
10	7:12	7:16	7:26	7:32	7:48			7:54	8:12	8:17	8:27	8:37	10		
10	7:27	7:31	7:41	7:47		7:59	8:10		8:27	8:32	8:42	8:52	10		
10	7:42	7:46	7:56	8:02	8:18			8:30	8:57	9:02	9:12	9:22	10	23	
10	7:57	8:01	8:11	8:17		8:29		this trip would come from Indian Trail							
10	8:27	8:31	8:41	8:47		8:59									
10	9:27	9:31	9:41	9:47					9:57	10:02	10:12	10:22	10	23	
10	10:27	10:31	10:41	10:47					10:57	11:02	11:12	11:22	10	23	
10	11:27	11:31	11:41	11:47					11:57	12:02	12:12	12:22	10	23	
10	12:27	12:31	12:41	12:47					12:57	1:02	1:12	1:22	10	23	
10	1:27	1:31	1:41	1:47					2:12	2:17	2:27	2:37	10	23	
									3:12	3:17	3:27	3:37	10	23	
10	2:42	2:46	2:56	3:02		3:14	3:25		3:42	3:47	3:57	4:07	10	23	
10	3:12	3:16	3:26	3:32		3:44	3:55		4:12	4:17	4:27	4:37	10	23	
10	3:42	3:46	3:56	4:02	4:18			4:24	4:42	4:47	4:57	5:07	10	23	
Trip converted to Indian Trail							4:40		4:57	5:02	5:12	5:22	10	23	
10	4:12	4:16	4:26	4:32	4:48			4:54	5:12	5:17	5:27	5:37	10	23	
Trip converted to Indian Trail							4:27	4:31	4:41	4:47		4:59	5:10		23
10	4:42	4:46	4:56	5:02	5:18			5:24	5:42	5:47	5:57	6:07	10	23	
Trip converted to Indian Trail							4:57	5:01	5:11	5:17		5:29	5:40		10
10	5:12	5:16	5:26	5:32	5:48			5:54	6:12	6:17	6:27	6:37	10		
Trip converted to Indian Trail							5:27	5:31	5:41	5:47		5:59			10
Trip converted to Indian Trail							5:42	5:46	5:56	6:02	6:18				10
10	6:22	6:26	6:36	6:42	6:58										10

Attachment 2: Route 74 Weekday

74 From Downtown Weekday							74 To Downtown Weekday						
Zone	Arena Lot	Leave Plaza	Mirabeau Park & Ride	Spokane Valley Mall	Mission Molter	Arrive Liberty Lake P&R	Leave Liberty Lake P&R	Mission Molter	Spokane Valley Mall	Mirabeau Park & Ride	Arrive Plaza	Zone	Continues as route
1	—	—	—	—	—	—	5:12	—	5:22	5:27	5:45	p	74
1	4:52	5:02	5:20	5:23	5:33	5:38	5:39	—	5:49	5:54	6:12	p	74
1	5:32	5:42	6:00	6:03	6:13	6:18	6:19	—	6:29	6:34	6:52	p	74
1	6:02	6:12	6:30	6:33	6:43	6:48	6:49	—	6:59	7:04	7:22	p	74
1	—	6:42	7:00	7:03	7:13	7:18	7:19	—	7:29	7:34	7:52	p	74
1	—	7:12	7:30	7:33	7:43	7:48	7:49	—	7:59	8:04	8:22	p	74
1	—	7:42	8:00	8:03	8:13	8:18	8:19	—	8:29	8:34	8:52	p	74
1	—	8:12	8:30	8:33	8:43	8:48	8:49	—	8:59	9:04	9:22	p	74
1	—	8:42	9:00	9:03	9:13	9:18	9:19	—	9:29	9:34	9:52	p	74
1	—	9:12	9:30	9:33	9:43	9:48	9:49	—	9:59	10:04	10:22	p	74
1	—	9:42	10:00	10:03	10:13	10:18	10:19	—	10:29	10:34	10:52	p	74
1	—	10:12	10:30	10:33	10:43	10:48	10:49	—	10:59	11:04	11:22	p	74
1	—	10:42	11:00	11:03	11:13	11:18	11:19	—	11:29	11:34	11:52	p	74
1	—	11:12	11:30	11:33	11:43	11:48	11:49	—	11:59	12:04	12:22	p	74
1	—	11:42	12:00	12:03	12:13	12:18	12:19	—	12:29	12:34	12:52	p	74
1	—	12:12	12:30	12:33	12:43	12:48	12:49	—	12:59	1:04	1:22	p	74
1	—	12:42	1:00	1:03	1:13	1:18	1:19	—	1:29	1:34	1:52	p	74
1	—	1:12	1:30	1:33	—	1:45	1:45	1:49	1:59	2:04	2:22	p	74
1	—	1:42	2:00	2:03	—	2:15	2:15	2:19	2:29	2:34	2:52	p	74
1	—	2:12	2:30	2:33	—	2:45	2:45	2:49	2:59	3:04	3:22	p	74
1	—	2:42	3:00	3:03	—	3:15	3:15	3:19	3:29	3:34	3:52	p	74
1	—	3:12	3:30	3:33	—	3:45	3:45	3:49	3:59	4:04	4:22	p	74
1	—	3:42	4:00	4:03	—	4:15	4:15	4:19	4:29	4:34	4:52	p	74
1	—	4:12	4:30	4:33	—	4:45	4:45	4:49	4:59	5:04	5:22	p	74
1	—	4:42	5:00	5:03	—	5:15	5:15	5:19	5:29	5:34	5:52	p	74
1	—	5:12	5:30	5:33	—	5:45	5:45	5:49	5:59	6:04	6:22	p	74
1	—	5:42	6:00	6:03	—	6:15	6:15	6:19	6:29	6:34	6:52	p	74
1	—	6:22	6:40	6:43	—	6:55	—	—	—	—	—	p	74

Attachment 3: City Loop Clockwise Weekday

SFCC				Wellesley				29th Ave										
20	From Downtown Weekday			33	Eastbound Weekday			44	To Downtown Weekday									
Zone	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	Zone	Continues at route	
	Leave Plaza	Broadway A/pt	Clerk Ash	SFCC	Bell Wellesley	Wellesley Division	Wellesley Haven	SCC	Arrive Sprague Harava	Leave Sprague Harava	18th Ray	29th Freya	South Hill Park & Ride	29th Bernard	14th Grand	Arrive Plaza		
8	8:27	6:30		6:37	6:45	6:52	6:58	7:06	7:15	7:24	7:34	7:44	7:49	7:56	8:07	8:12	8	20c
8	6:42		6:45	7:07	7:15	7:22	7:28	7:36	7:45	7:54	8:04	8:14	8:19	8:26	8:37	8:42	8	20c
8	6:57	7:00		7:07	7:15	7:22	7:28	7:36	7:45	7:54	8:04	8:14	8:19	8:26	8:37	8:42	8	20c
8	c7-12		7:15	7:22	7:30	7:37	7:43	7:51	8:00	8:10	8:20	8:29	8:34	8:41	8:52	9:03	8	20c
8	7:27	7:30		7:37	7:45	7:52	7:58	8:06	8:15	8:24	8:34	8:44	8:49	8:56	9:07	9:12	8	20c
8	c7-42		7:45	7:52	8:00	8:07	8:13	8:21	8:30	8:40	8:50	9:00	9:05	9:12	9:23	9:28	8	20c
8	7:57	8:00		8:07	8:15	8:22	8:28	8:36	8:45	8:54	9:04	9:14	9:19	9:26	9:37	9:42	8	20c
8	c8-12		8:15	8:22	8:30	8:37	8:43	8:51	9:00	9:10	9:20	9:29	9:34	9:41	9:52	10:03	8	20c
8	8:27	8:30		8:37	8:45	8:52	8:58	9:06	9:15	9:24	9:34	9:44	9:49	9:56	10:07	10:12	8	20c
8	c8-42		8:45	8:52	9:00	9:07	9:13	9:21	9:30	9:40	9:50	10:00	10:05	10:12	10:23	10:28	8	20c
8	8:57	9:00		9:07	9:15	9:22	9:28	9:36	9:45	10:04	10:10	10:19	10:24	10:31	10:42	10:47	8	20c
8	c9-12		9:15	9:22	9:30	9:37	9:43	9:51	10:00	10:10	10:20	10:29	10:34	10:41	10:52	11:03	8	20c
8	9:27	9:30		9:37	9:45	9:52	9:58	10:06	10:15	10:34	10:40	10:49	10:54	11:01	11:12	11:17	8	20c
8	c9-42		9:45	9:52	10:00	10:07	10:13	10:21	10:30	10:40	10:50	11:00	11:05	11:12	11:23	11:28	8	20c
8	9:57	10:00		10:07	10:15	10:22	10:28	10:36	10:45	11:04	11:10	11:19	11:24	11:31	11:42	11:47	8	20c
8	c10-12		10:15	10:22	10:30	10:37	10:43	10:51	11:00	11:10	11:20	11:29	11:34	11:41	11:52	12:03	8	20c
8	10:27	10:30		10:37	10:45	10:52	10:58	11:06	11:15	11:34	11:40	11:49	11:54	12:01	12:12	12:17	8	20c
8	c10-42		10:45	10:52	11:00	11:07	11:13	11:21	11:30	11:40	11:50	12:00	12:05	12:12	12:23	12:28	8	20c
8	10:57	11:00		11:07	11:15	11:22	11:28	11:36	11:45	12:04	12:10	12:19	12:24	12:31	12:42	12:47	8	20c
8	c11-12		11:15	11:22	11:30	11:37	11:43	11:51	12:00	12:10	12:20	12:29	12:34	12:41	12:52	13:03	8	20c
8	11:27	11:30		11:37	11:45	11:52	11:58	12:06	12:15	12:34	12:40	12:49	12:54	13:01	13:12	13:17	8	20c
8	c11-42		11:45	11:52	12:00	12:07	12:13	12:21	12:30	12:40	12:50	13:00	13:05	13:12	13:23	13:28	8	20c
8	11:57	12:00		12:07	12:15	12:22	12:28	12:36	12:45	1:04	1:10	1:19	1:24	1:31	1:42	1:47	8	20c
8	e12-12		12:15	12:22	12:30	12:37	12:43	12:51	1:00	1:10	1:20	1:29	1:34	1:41	1:52	2:03	8	20c
8	12:27	12:30		12:37	12:45	12:52	12:58	1:06	1:15	1:34	1:40	1:49	1:54	2:01	2:12	2:17	8	20c
8	c12-42		12:45	12:52	1:00	1:07	1:13	1:21	1:30	1:40	1:50	2:00	2:05	2:12	2:23	2:28	8	20c
8	12:57	1:00		1:07	1:15	1:22	1:28	1:36	1:45	2:04	2:10	2:19	2:24	2:31	2:42	2:47	8	20c
8	e1-12		1:15	1:22	1:30	1:37	1:43	1:51	2:00	2:10	2:20	2:29	2:34	2:41	2:52	3:03	8	20c
8	1:27	1:30		1:37	1:45	1:52	1:58	2:06	2:15	2:34	2:40	2:49	2:54	3:01	3:12	3:17	8	20c
8	c1-42		1:45	1:52	2:00	2:07	2:13	2:21	2:30	2:40	2:50	3:00	3:05	3:12	3:23	3:28	8	20c
8	1:57	2:00		2:07	2:15	2:22	2:28	2:36	2:45	3:04	3:10	3:19	3:24	3:31	3:42	3:47	8	20c
8	e2-12		2:15	2:22	2:30	2:37	2:43	2:51	3:00	3:10	3:20	3:29	3:34	3:41	3:52	4:03	8	20c
8	2:27	2:30		2:37	2:45	2:52	2:58	3:06	3:15	3:34	3:40	3:49	3:54	4:01	4:12	4:17	8	20c
8	c2-42		2:45	2:52	3:00	3:07	3:13	3:21	3:30	3:40	3:50	4:00	4:05	4:12	4:23	4:28	8	20c
8	2:57	3:00		3:07	3:15	3:22	3:28	3:36	3:45	4:04	4:10	4:19	4:24	4:31	4:42	4:47	8	20c
8	c3-12		3:15	3:22	3:30	3:37	3:43	3:51	4:00	4:10	4:20	4:29	4:34	4:41	4:52	5:03	8	20c
8	3:27	3:30		3:37	3:45	3:52	3:58	4:06	4:15	4:34	4:40	4:49	4:54	5:01	5:12	5:17	8	20c
8	c3-42		3:45	3:52	4:00	4:07	4:13	4:21	4:30	4:40	4:50	5:00	5:05	5:12	5:23	5:28	8	20c
8	3:57	4:00		4:07	4:15	4:22	4:28	4:36	4:45	5:04	5:10	5:19	5:24	5:31	5:42	5:47	8	20c
8	c4-12		4:15	4:22	4:30	4:37	4:43	4:51	5:00	5:10	5:20	5:29	5:34	5:41	5:52	6:03	8	20c
8	4:27	4:30		4:37	4:45	4:52	4:58	5:06	5:15	5:34	5:40	5:49	5:54	6:01	6:12	6:17	8	20c
8	c4-42		4:45	4:52	5:00	5:07	5:13	5:21	5:30	5:40	5:50	6:00	6:05	6:12	6:23	6:28	8	20c
8	4:57	5:00		5:07	5:15	5:22	5:28	5:36	5:45	6:04	6:10	6:19	6:24	6:31	6:42	6:47	8	20c
8	c5-12		5:15	5:22	5:30	5:37	5:43	5:51	6:00	6:10	6:20	6:29	6:34	6:41	6:52	7:03	8	20c
8	5:27	5:30		5:37	5:45	5:52	5:58	6:06	6:15	6:34	6:40	6:49	6:54	7:01	7:12	7:17	8	20c
8	c5-42		5:45	5:52	6:00	6:07	6:13	6:21	6:30	6:40	6:50	7:00	7:05	7:12	7:23	7:28	8	20c
8	5:57	6:00		6:07	6:15	6:22	6:28	6:36	6:45	7:04	7:10	7:19	7:24	7:31	7:42	7:47	8	20c
8	6:22	6:25		6:32	6:40	6:47	6:53	7:01	7:10	7:34	7:40	7:49	7:54	8:01	8:12	8:17	8	20c
8	c6-52		6:55	7:02	7:10	7:17	7:23	7:31	7:40	8:04	8:10	8:19	8:24	8:31	8:42	8:47	8	20c
8	7:27	7:25		7:32	7:40	7:47	7:53	8:01	8:10	8:34	8:40	8:49	8:54	9:01	9:12	9:17	8	20c
8	c7-52		7:55	8:02	8:10	8:17	8:23	8:31	8:40	9:04	9:10	9:19	9:24	9:31	9:42	9:47	8	20c
8	8:22	8:25		8:32	8:40	8:47	8:53	9:01	9:10	9:34	9:40	9:49	9:54	10:01	10:12	10:17	8	20c
8	c8-52		8:55	9:02	9:10	9:17	9:23	9:31	9:40	10:04	10:10	10:19	10:24	10:31	10:42	10:47	8	20c
8	9:22	9:25		9:32	9:40	9:47	9:53	10:01	10:10	10:34	10:40	10:49	10:54	11:01	11:12	11:17	8	20c
8	10:22	10:25		10:32	10:40	10:47	10:53	11:01	11:10	11:34	11:40	11:49	11:54	12:01	12:12	12:17	8	20c
8	11:22	11:25		11:32	11:40	11:47	11:53	12:01	12:10	12:34	12:40	12:49	12:54	13:01	13:12	13:17	8	20c

Attachment 4: City Loop Counter-clockwise Weekday

29th Ave.		Wellesley						SFCC										
44	From Downtown Weekday	33	Westbound Weekday	20	To Downtown Weekday													
Zone	1	14	13	12	11	10	9	9	8	7	6	5	4	3	2	1	Zone	Continues at route
	Leave Plaza	14th Grand	29th Bernard	South Hill Park & Ride	29th Freya	18th Kay	Arrive Sprague Havana	Leave Sprague Havana	SCC	Wellesley Haven	Wellesley Division	Belt Wellesley	SFCC	Clark Ash	Broadmoor Apt	Arrive Plaza		
3								5:17	5:26	5:34	5:40	5:47	5:58		6:05	6:12	3	44g
3								5:42	5:51	5:59	6:05	6:12	6:23		6:30	6:37	3	44b
3								5:57	6:06	6:14	6:20	6:27	6:38		6:45	6:52	3	44g
3								6:12	6:21	6:29	6:35	6:42	6:53	7:00		7:07	3	44b
3								6:27	6:36	6:44	6:50	6:57	7:08		7:15	7:22	3	44g
3								6:42	6:51	6:59	7:05	7:12	7:23	7:30		7:37	3	44b
3								6:57	7:06	7:14	7:20	7:27	7:38		7:45	7:52	3	44g
3	g6:27	6:32		6:40	6:45	6:49	6:56	7:12	7:21	7:29	7:35	7:42	7:53	8:00	8:15	8:22	3	44b
3	g6:42	6:47		6:55	7:00	7:04	7:11	7:27	7:36	7:44	7:50	7:57	8:08		8:15	8:22	3	44g
3	b6:57		7:04		7:15	7:19	7:26	7:42	7:51	7:59	8:05	8:12	8:23	8:30		8:37	3	44b
3	g7:12	7:17		7:25	7:30	7:34	7:41	7:57	8:06	8:14	8:20	8:27	8:38		8:45	8:52	3	44g
3	b7:27		7:34	7:40	7:45	7:49	7:56	8:12	8:21	8:29	8:35	8:42	8:53	9:00		9:07	3	44b
3	g7:42	7:47		7:55	8:00	8:04	8:11	8:27	8:36	8:44	8:50	8:57	9:08		9:15	9:22	3	44g
3	b7:57		8:04	8:10	8:15	8:19	8:26	8:42	8:51	8:59	9:05	9:12	9:23	9:30		9:37	3	44b
3	g8:12	8:17		8:25	8:30	8:34	8:41	8:57	9:06	9:14	9:20	9:27	9:38		9:45	9:52	3	44g
3	b8:27		8:34	8:40	8:45	8:49	8:56	9:12	9:21	9:29	9:35	9:42	9:53	10:00		10:07	3	44b
3	g8:42	8:47		8:55	9:00	9:04	9:11	9:27	9:36	9:44	9:50	9:57	10:08		10:15	10:22	3	44g
3	b8:57		9:04	9:10	9:15	9:19	9:26	9:42	9:51	9:59	10:05	10:12	10:23	10:30		10:37	3	44b
3	g9:12	9:17		9:25	9:30	9:34	9:41	9:57	10:06	10:14	10:20	10:27	10:38		10:45	10:52	3	44g
3	b9:27		9:34	9:40	9:45	9:49	9:56	10:12	10:21	10:29	10:35	10:42	10:53	11:00		11:07	3	44b
3	g9:42	9:47		9:55	10:00	10:04	10:11	10:27	10:36	10:44	10:50	10:57	11:08		11:15	11:22	3	44g
3	b9:57		10:04	10:10	10:15	10:19	10:26	10:42	10:51	10:59	11:05	11:12	11:23	11:30		11:37	3	44b
3	g10:12	10:17		10:25	10:30	10:34	10:41	10:57	11:06	11:14	11:20	11:27	11:38		11:45	11:52	3	44g
3	b10:27		10:34	10:40	10:45	10:49	10:56	11:12	11:21	11:29	11:35	11:42	11:53	12:00		12:07	3	44b
3	g10:42	10:47		10:55	11:00	11:04	11:11	11:27	11:36	11:44	11:50	11:57	12:08		12:15	12:22	3	44g
3	b10:57		11:04	11:10	11:15	11:19	11:26	11:42	11:51	11:59	12:05	12:12	12:23	12:30		12:37	3	44b
3	g11:12	11:17		11:25	11:30	11:34	11:41	11:57	12:06	12:14	12:20	12:27	12:38		12:45	12:52	3	44g
3	b11:27		11:34	11:40	11:45	11:49	11:56	12:12	12:21	12:29	12:35	12:42	12:53	1:00		1:07	3	44b
3	g11:42	11:47		11:55	12:00	12:04	12:11	12:27	12:36	12:44	12:50	12:57	1:08		1:15	1:22	3	44g
3	b11:57		12:04	12:10	12:15	12:19	12:26	12:42	12:51	12:59	1:05	1:12	1:23	1:30		1:37	3	44b
3	g12:12	12:17		12:25	12:30	12:34	12:41	12:57	1:06	1:14	1:20	1:27	1:38		1:45	1:52	3	44g
3	b12:27		12:34	12:40	12:45	12:49	12:56	1:12	1:21	1:29	1:35	1:42	1:53	2:00		2:07	3	44b
3	g12:42	12:47		12:55	1:00	1:04	1:11	1:27	1:36	1:44	1:50	1:57	2:08		2:15	2:22	3	44g
3	b12:57		1:04	1:10	1:15	1:19	1:26	1:42	1:51	1:59	2:05	2:12	2:23	2:30		2:37	3	44b
3	g1:12	1:17		1:25	1:30	1:34	1:41	1:57	2:06	2:14	2:20	2:27	2:38		2:45	2:52	3	44g
3	b1:27		1:34	1:40	1:45	1:49	1:56	2:12	2:21	2:29	2:35	2:42	2:53	3:00		3:07	3	44b
3	g1:42	1:47		1:55	2:00	2:04	2:11	2:27	2:36	2:44	2:50	2:57	3:08		3:15	3:22	3	44g
3	b1:57		2:04	2:10	2:15	2:19	2:26	2:42	2:51	2:59	3:05	3:12	3:23	3:30		3:37	3	44b
3	g2:12	2:17		2:25	2:30	2:34	2:41	2:57	3:06	3:14	3:20	3:27	3:38		3:45	3:52	3	44g
3	b2:27		2:34	2:40	2:45	2:49	2:56	3:12	3:21	3:29	3:35	3:42	3:53	4:00		4:07	3	44b
3	g2:42	2:47		2:55	3:00	3:04	3:11	3:27	3:36	3:44	3:50	3:57	4:08		4:15	4:22	3	44g
3	b2:57		3:04	3:10	3:15	3:19	3:26	3:42	3:51	3:59	4:05	4:12	4:23	4:30		4:37	3	44b
3	g3:12	3:17		3:25	3:30	3:34	3:41	3:57	4:06	4:14	4:20	4:27	4:38		4:45	4:52	3	44g
3	b3:27		3:34	3:40	3:45	3:49	3:56	4:12	4:21	4:29	4:35	4:42	4:53	5:00		5:07	3	44b
3	g3:42	3:47		3:55	4:00	4:04	4:11	4:27	4:36	4:44	4:50	4:57	5:08		5:15	5:22	3	44g
3	b3:57		4:04	4:10	4:15	4:19	4:26	4:42	4:51	4:59	5:05	5:12	5:23	5:30		5:37	3	44b
3	g4:12	4:17		4:25	4:30	4:34	4:41	4:57	5:06	5:14	5:20	5:27	5:38		5:45	5:52	3	44g
3	b4:27		4:34	4:40	4:45	4:49	4:56	5:12	5:21	5:29	5:35	5:42	5:53		6:00	6:07	3	44b
3	g4:42	4:47		4:55	5:00	5:04	5:11	5:27	5:36	5:44	5:50	5:57	6:08		6:15	6:22	3	44g
3	b4:57		5:04	5:10	5:15	5:19	5:26	5:42	5:51	5:59	6:05	6:12	6:23	6:30		6:37	3	44b
3	g5:12	5:17		5:25	5:30	5:34	5:41											
3	b5:27		5:34	5:40	5:45	5:49	5:56	6:12	6:21	6:29	6:35	6:42	6:53		7:00	7:07	3	44g
3	g5:42	5:47		5:55	6:00	6:04	6:11											
3	b5:57		6:04	6:10	6:15	6:19	6:26	6:42	6:51	6:59	7:05	7:12	7:23	7:30		7:37	3	44b
3	g6:25	6:30		6:38	6:43	6:47	6:54	7:12	7:21	7:29	7:35	7:42	7:53		8:00	8:07	3	44g
3	b6:55		7:02	7:08	7:13	7:17	7:24	7:42	7:51	7:59	8:05	8:12	8:23	8:30		8:37	3	44b
3	g7:25	7:30		7:38	7:43	7:47	7:54	8:12	8:21	8:29	8:35	8:42	8:53		9:00	9:07	3	44g
3	b7:55		8:02	8:08	8:13	8:17	8:24											
3	g8:25	8:30		8:38	8:43	8:47	8:54	9:12	9:21	9:29	9:35	9:42	9:53		10:00	10:07	3	44b
3	b8:55		9:02	9:08	9:13	9:17	9:24											
3	g9:25	9:30		9:38	9:43	9:47	9:54	10:12	10:21	10:29	10:35	10:42	10:53		11:00	11:07	3	44g
3	b10:22			10:35	10:40	10:44	10:51											
3	g11:22	11:27		11:35	11:40	11:44	11:51											



Attachment 6: Route 27 Weekday (outbound)

Crestline						Francis				NW Blvd.					
27	From Downtown Weekday					30	Westbound Weekday			22	To Downtown Weekday				
Zone	Leave Plaza	Indiana Division	Illinois Hamilton	Northeast Community Cir.	Wellesley Haven	Francis Crestline	Francis Division	Francis "G" Street	Arrive Veterans Hospital	Leave Veterans Hospital	NW Blvd. Cochran	2 STA	Arrive Plaza	Zone	Continues as route
	—	—	—	—	—	5:33	5:39	5:46	5:53	5:53	6:00	6:08	6:15	1	27
	—	—	—	—	—	6:03	6:09	6:16	6:23	6:23	6:30	6:38	6:45	1	27
	—	—	—	—	—	6:33	6:39	6:46	6:53	6:53	7:00	7:08	7:15	1	27
1	6:31	6:38	6:42	6:51	6:58	7:03	7:09	7:16	7:23	7:23	7:30	7:38	7:45	1	27
1	7:01	7:08	7:12	7:21	7:26	7:33	7:39	7:46	7:53	7:53	8:00	8:08	8:15	1	27
1	7:31	7:38	7:42	7:51	7:56	8:03	8:09	8:16	8:23	8:23	8:30	8:38	8:45	1	27
1	8:01	8:08	8:12	8:21	8:26	8:33	8:39	8:46	8:53	8:53	9:00	9:08	9:15	1	27
1	8:31	8:38	8:42	8:51	8:56	9:03	9:09	9:16	9:23	9:23	9:30	9:38	9:45	1	27
1	9:01	9:08	9:12	9:21	9:26	9:33	9:39	9:46	9:53	9:53	10:00	10:08	10:15	1	27
1	9:31	9:38	9:42	9:51	9:56	10:03	10:09	10:16	10:23	10:23	10:30	10:38	10:45	1	27
1	10:01	10:08	10:12	10:21	10:26	10:33	10:39	10:46	10:53	10:53	11:00	11:08	11:15	1	27
1	10:31	10:38	10:42	10:51	10:56	11:03	11:09	11:16	11:23	11:23	11:30	11:38	11:45	1	27
1	11:01	11:08	11:12	11:21	11:26	11:33	11:39	11:46	11:53	11:53	12:00	12:08	12:15	1	27
1	11:20	11:27	11:31	11:40	11:45	11:52	11:58	12:05	12:12	12:23	12:30	12:38	12:45	1	27
1	11:50	11:57	12:01	12:10	12:15	12:22	12:28	12:36	12:42	12:53	1:00	1:08	1:15	1	27
1	12:20	12:27	12:31	12:40	12:45	12:52	12:58	1:05	1:12	1:23	1:30	1:38	1:45	1	27
1	12:50	12:57	1:01	1:10	1:15	1:22	1:28	1:35	1:42	1:53	2:00	2:08	2:15	1	27
1	1:20	1:27	1:31	1:40	1:45	1:52	1:58	2:06	2:12	2:23	2:30	2:38	2:45	1	27
1	1:50	1:57	2:01	2:10	2:15	2:22	2:28	2:36	2:42	2:53	3:00	3:08	3:15	1	27
1	2:20	2:27	2:31	2:40	2:45	2:52	2:58	3:05	3:12	3:23	3:30	3:38	3:45	1	27
1	2:50	2:57	3:01	3:10	3:15	3:22	3:28	3:35	3:42	3:53	4:00	4:08	4:15	1	27
1	3:20	3:27	3:31	3:40	3:45	3:52	3:58	4:05	4:12	4:23	4:30	4:38	4:45	1	27
1	3:50	3:57	4:01	4:10	4:15	4:22	4:28	4:36	4:42	4:53	5:00	5:08	5:15	1	27
1	4:20	4:27	4:31	4:40	4:45	4:52	4:58	5:05	5:12	5:23	5:30	5:38	5:45	1	27
1	4:50	4:57	5:01	5:10	5:15	5:22	5:28	5:35	5:42	5:53	6:00	6:08	6:15	1	27
1	5:20	5:27	5:31	5:40	5:45	5:52	5:58	6:05	6:12	—	—	—	—	1	27
1	5:50	5:57	6:01	6:10	6:15	6:22	6:28	6:35	6:42	6:53	7:00	7:08	7:15	1	27
1	6:20	6:27	6:31	6:40	6:45	6:52	6:58	7:05	7:12	7:23	8:00	8:08	8:15	1	27
1	6:50	6:57	7:01	7:07	7:12	#7:17	—	—	—	—	—	—	—	1	27
1	7:20	7:27	7:31	7:40	7:45	7:52	7:58	8:05	8:12	8:53	9:00	9:08	9:15	1	27
1	7:50	7:57	8:01	8:07	8:12	#8:17	—	—	—	—	—	—	—	1	27
1	8:20	8:27	8:31	8:40	8:45	8:52	8:58	9:05	9:12	9:53	10:00	10:08	10:15	1	27
1	8:50	8:57	9:01	9:07	9:12	9:17	—	—	—	—	—	—	—	1	27
1	9:20	9:27	9:31	9:40	9:45	9:52	9:58	10:05	10:12	10:53	11:00	11:08	11:15	1	27
1	10:20	10:27	10:31	10:40	10:45	10:52	—	—	—	—	—	—	—	1	27
1	11:20	11:27	11:31	11:40	11:45	11:52	—	—	—	—	—	—	—	1	27

Attachment 7: Route 27 Weekday (inbound)

NW Blvd. Francis Crestline															
22 From Downtown Weekday 30 Eastbound Weekday 27 To Downtown Weekday															
Zone	1 Leave Plaza	2 STA	3 NW Blvd. Cochran	4 Arrive Veterans Hospital	4 Leave Veterans Hospital	5 Francis "G" Street	6 Francis Division	7 Francis Crestline	8 Wellesley Haven	9 Northeast Community Ctr.	10 Illinois Hamilton	11 Indiana Division	1 Arrive Plaza	Zone	Continues as route
	—	—	—	—	—	—	—	5:40	5:47	5:51	6:00	6:04	6:15	8	22
	—	—	—	—	5:49	5:56	6:05	6:10	6:17	6:21	6:30	6:34	6:45	8	22
	—	—	—	—	6:19	6:26	6:35	6:40	6:47	6:51	7:00	7:04	7:15	8	22
8	6:20	6:25	6:32	6:40	6:49	6:56	7:05	7:10	7:17	7:21	7:30	7:34	7:45	8	22
8	6:50	6:55	7:02	7:10	7:19	7:26	7:35	7:40	7:47	7:51	8:00	8:04	8:15	8	22
8	7:20	7:25	7:32	7:40	7:49	7:56	8:05	8:10	8:17	8:21	8:30	8:34	8:45	8	22
8	7:50	7:55	8:02	8:10	8:19	8:26	8:35	8:40	8:47	8:51	9:00	9:04	9:15	8	22
8	8:20	8:25	8:32	8:40	8:49	8:56	9:05	9:10	9:17	9:21	9:30	9:34	9:45	8	22
8	8:50	8:55	9:02	9:10	9:19	9:26	9:35	9:40	9:47	9:51	10:00	10:04	10:15	8	22
8	9:20	9:25	9:32	9:40	9:49	9:56	10:05	10:10	10:17	10:21	10:30	10:34	10:45	8	22
8	9:50	9:55	10:02	10:10	10:19	10:26	10:35	10:40	10:47	10:51	11:00	11:04	11:15	8	22
8	10:20	10:25	10:32	10:40	10:49	10:56	11:05	11:10	11:17	11:21	11:30	11:34	11:45	8	22
8	10:50	10:55	11:02	11:10	11:19	11:26	11:35	11:40	11:47	11:51	12:00	12:04	12:15	8	22
8	11:20	11:25	11:32	11:40	11:49	11:56	12:05	12:10	12:17	12:21	12:30	12:34	12:45	8	22
8	11:50	11:55	12:02	12:10	12:19	12:26	12:35	12:40	12:47	12:51	13:00	13:04	13:15	8	22
8	12:20	12:25	12:32	12:40	12:49	12:56	1:05	1:10	1:17	1:21	1:30	1:34	1:45	8	22
8	12:50	12:55	1:02	1:10	1:19	1:26	1:35	1:40	1:47	1:51	2:00	2:04	2:15	8	22
8	1:20	1:25	1:32	1:40	1:49	1:56	2:05	2:10	2:17	2:21	2:30	2:34	2:45	8	22
8	1:50	1:55	2:02	2:10	2:19	2:26	2:35	2:40	2:47	2:51	3:00	3:04	3:15	8	22
8	2:20	2:25	2:32	2:40	2:49	2:56	3:05	3:10	3:17	3:21	3:30	3:34	3:45	8	22
8	2:50	2:55	3:02	3:10	3:19	3:26	3:35	3:40	3:47	3:51	4:00	4:04	4:15	8	22
8	3:20	3:25	3:32	3:40	3:49	3:56	4:05	4:10	4:17	4:21	4:30	4:34	4:45	8	22
8	3:50	3:55	4:02	4:10	4:19	4:26	4:35	4:40	4:47	4:51	5:00	5:04	5:15	8	22
8	4:20	4:25	4:32	4:40	4:49	4:56	5:05	5:10	5:17	5:21	5:30	5:34	5:45	8	22
8	4:50	4:55	5:02	5:10	5:19	5:26	5:35	5:40	5:47	5:51	6:00	6:04	6:15	8	22
8	5:20	5:25	5:32	5:40	5:49	5:56	6:05	6:10	6:17	6:21	6:30	6:34	6:45	8	22
8	5:50	5:55	6:02	6:10	6:19	6:26	6:35	6:40	6:47	6:51	7:00	7:04	7:15	8	22
8	—	—	—	—	—	—	—	—	#7:21	7:24	7:31	7:35	7:45	1	27
8	6:20	6:25	6:32	6:40	7:19	7:26	7:35	7:40	7:47	7:51	8:00	8:04	8:15	8	22
8	—	—	—	—	—	—	—	—	#8:21	8:24	8:31	8:35	8:45	1	27
8	7:20	7:25	7:32	7:40	8:19	8:26	8:35	8:40	8:47	8:51	9:00	9:04	9:15	8	22
8	8:20	8:25	8:32	8:40	9:19	9:26	9:35	9:40	9:47	9:51	10:00	10:04	10:15	8	22
8	9:20	9:25	9:32	9:40	10:19	10:26	10:35	10:40	10:47	10:51	11:00	11:04	11:15	8	22
8	10:20	10:25	10:32	10:40	—	—	—	—	—	—	—	—	—	—	—
8	11:20	11:25	11:32	11:40	—	—	—	—	—	—	—	—	—	—	—

Attachment 8: Route 27 Saturday (outbound/inbound)

27 From Downtown Saturday							30 Westbound Saturday					22 To Downtown Saturday				
						6:03	6:09	6:16	6:23	6:23	6:30	6:38	6:45	1	27	
						7:03	7:09	7:16	7:23	7:23	7:30	7:38	7:45	1	27	
1	6:50	6:57	7:01	7:10	7:15	7:22	7:28	7:35	7:42	8:23	8:30	8:38	8:45	1	27	
1	7:20	7:27	7:31	7:40	7:45	7:52										
1	7:50	7:57	8:01	8:10	8:15	8:22	8:28	8:35	8:42	9:23	9:30	9:38	9:45	1	27	
1	8:20	8:27	8:31	8:40	8:45	8:52										
1	8:50	8:57	9:01	9:10	9:15	9:22	9:28	9:35	9:42	10:23	10:30	10:38	10:45	1	27	
1	9:20	9:27	9:31	9:40	9:45	9:52										
1	9:50	9:57	10:01	10:10	10:15	10:22	10:28	10:35	10:42	11:23	11:30	11:38	11:45	1	27	
1	10:20	10:27	10:31	10:40	10:45	10:52										
1	10:50	10:57	11:01	11:10	11:15	11:22	11:28	11:35	11:42							
1	11:20	11:27	11:31	11:40	11:45	11:52										
1	11:50	11:57	12:01	12:10	12:15	12:22	12:28	12:35	12:42	12:53	1:00	1:08	1:15	1	27	
1	12:20	12:27	12:31	12:40	12:45	12:52										
										1:53	2:00	2:08	2:15	1	27	
1	12:50	12:57	1:01	1:10	1:15	1:22										
1	1:20	1:27	1:31	1:40	1:45	1:52	1:58	2:05	2:12	2:53	3:00	3:08	3:15	1	27	
1	1:50	1:57	2:01	2:10	2:15	2:22										
1	2:20	2:27	2:31	2:40	2:45	2:52	2:58	3:05	3:12	3:53	4:00	4:08	4:15	1	27	
1	2:50	2:57	3:01	3:10	3:15	3:22										
1	3:20	3:27	3:31	3:40	3:45	3:52	3:58	4:05	4:12	4:53	5:00	5:08	5:15	1	27	
1	3:50	3:57	4:01	4:10	4:15	4:22										
1	4:20	4:27	4:31	4:40	4:45	4:52	4:58	5:05	5:12	5:53	6:00	6:08	6:15	1	27	
1	4:50	4:57	5:01	5:10	5:15	5:22										
1	5:20	5:27	5:31	5:40	5:45	5:52	5:58	6:05	6:12	6:53	7:00	7:08	7:15	1	27	
1	5:50	5:57	6:01	6:10	6:15	6:22										
1	6:20	6:27	6:31	6:40	6:45	6:52	6:58	7:05	7:12	7:53	8:00	8:08	8:15	1	27	
1	7:20	7:27	7:31	7:40	7:45	7:52	7:58	8:05	8:12	8:53	9:00	9:08	9:15	1	27	
1	8:20	8:27	8:31	8:40	8:45	8:52	8:58	9:05	9:12							
1	9:20	9:27	9:31	9:40	9:45	9:52	9:58	10:05	10:12							

22 From Downtown Saturday							30 Eastbound Saturday					27 To Downtown Saturday				
					5:49	5:56	6:05	6:10	6:17	6:21	6:30	6:34	6:45	B	22	
								6:40	6:47	6:51	7:00	7:04	7:15	1	27	
								7:10	7:17	7:21	7:30	7:34	7:45	B	22	
								7:40	7:47	7:51	8:00	8:04	8:15	1	27	
8	6:54	6:59	7:06	7:14	7:49	7:56	8:05	8:10	8:17	8:21	8:30	8:34	8:45	B	22	
								8:40	8:47	8:51	9:00	9:04	9:15	1	27	
8	7:54	7:59	8:06	8:14	8:49	8:56	9:05	9:10	9:17	9:21	9:30	9:34	9:45	B	22	
								9:40	9:47	9:51	10:00	10:04	10:15	1	27	
8	8:54	8:59	9:06	9:14	9:49	9:56	10:05	10:10	10:17	10:21	10:30	10:34	10:45	B	22	
								10:40	10:47	10:51	11:00	11:04	11:15	1	27	
8	9:54	9:59	10:06	10:14	10:49	10:56	11:05	11:10	11:17	11:21	11:30	11:34	11:45	B	22	
8	10:54	10:59	11:06	11:14				11:40	11:47	11:51	12:00	12:04	12:15	1	27	
								12:10	12:17	12:21	12:30	12:34	12:45	1	27	
8	11:54	11:59	12:06	12:14	12:19	12:26	12:35	12:40	12:47	12:51	1:00	1:04	1:15	B	22	
								1:10	1:17	1:21	1:30	1:34	1:45	1	27	
					1:19	1:26	1:35	1:40	1:47	1:51	2:00	2:04	2:15	B	22	
								2:10	2:17	2:21	2:30	2:34	2:45	1	27	
8	1:24	1:29	1:36	1:44	2:19	2:26	2:35	2:40	2:47	2:51	3:00	3:04	3:15	B	22	
								3:10	3:17	3:21	3:30	3:34	3:45	1	27	
8	2:24	2:29	2:36	2:44	3:19	3:26	3:35	3:40	3:47	3:51	4:00	4:04	4:15	B	22	
								4:10	4:17	4:21	4:30	4:34	4:45	1	27	
8	3:24	3:29	3:36	3:44	4:19	4:26	4:35	4:40	4:47	4:51	5:00	5:04	5:15	B	22	
								5:10	5:17	5:21	5:30	5:34	5:45	1	27	
8	4:24	4:29	4:36	4:44	5:19	5:26	5:35	5:40	5:47	5:51	6:00	6:04	6:15	B	22	
8	5:24	5:29	5:36	5:44	6:19	6:26	6:35	6:40	6:47	6:51	7:00	7:04	7:15	B	22	
8	6:20	6:25	6:32	6:40	7:19	7:26	7:35	7:40	7:47	7:51	8:00	8:04	8:15	B	22	
8	7:20	7:25	7:32	7:40	8:19	8:26	8:35	8:40	8:47	8:51	9:00	9:04	9:15	B	22	
8	8:20	8:25	8:32	8:40	8:44	8:51	9:00	9:05								
8	9:20	9:25	9:32	9:40	9:44	9:51	10:00	10:05								