

STA 2013 Fixed Route Analysis

Produced concurrently with the 2014 STA Title VI Program Update

Final Draft

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Attachment B



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Part 1 Overview

Overview

As part of Title VI guidelines, Spokane Transit is required to conduct an evaluation and analysis, comparing the level and quality of service from a selection of routes. The focus of the analysis is to make sure that service is equitable as it relates to minorities and low-income populations. The following analysis followed the procedures as outlined in FTA Circular 4702.1B. There were twelve routes (out of 33) that were evaluated from the 2012 Annual Route Report, which was published May 2013. Based on the evaluation of the sampled routes, it is determined that the transit service provided, including the service changes that occurred during the timeframe (2011-2014), are consistent with Spokane Transit's policies and procedures and Federal Statutes and Regulations. The remainder of the Executive Summary explains the requirement for the analysis as well as the procedures that were used to complete the report.

Spokane Transit Authority (STA) has adopted the following policy which is included in "Connect Spokane (STA's Comprehensive Plan, adopted in 2010):

During major service reductions and fare increase, STA will conduct an analysis to verify that no discrimination to protected classes takes place.

Title VI also provides that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance."

According to FTA C 4702.1B Chapter IV-9, as part of the Requirement to Monitor Transit Service,

"In order to ensure compliance with DOT's Title VI Regulations, FTA requires these transit providers * to monitor the performance of their transit system relative to their system-wide service standards and service policies (i.e. vehicle load, vehicle assignment, transit amenities, etc.) not less than every three years using the following method:

Transit providers shall use the minority transit route definition to implement this monitoring program. Transit providers shall select a sample of minority and non-minority routes from all modes of service provided, e.g. local bus, bus rapid transit, light rail, etc. The sample shall include routes that provide service to predominately minority areas and non-minority areas. Transit providers should bear in mind that the greater the sample size, the more reliable the results.

Transit providers shall assess the performance of each minority and non-minority route in the sample for each of the transit provider's service standards and service policies.

Transit providers shall compare the transit service observed in the assessment to the transit providers' established service policies and standards.

For cases in which the observed service for any route exceeds or fails to meet the standard or policy, depending on the metric measured, the transit provider shall analyze why the discrepancies exist, and take steps to reduce the potential effects.

Transit providers shall evaluate their transit amenities policy to ensure amenities are being distributed throughout the transit system in an equitable manner.

Transit providers shall develop a policy or procedure to determine whether disparate impacts exist on the basis of race, color, or national origin, and apply that policy or procedure to the results of the monitoring activities.

Transit providers shall brief and obtain from the transit providers' policy-making officials, generally the board of directors or appropriate governing entity responsible for policy decisions regarding the results of the monitoring program.

Submit the results of the monitoring program as well as documentation (e.g. a resolution, copy of meeting minutes, or similar documentation) to verify the board's or governing entity or official(s)'s consideration, awareness, and approval of the monitoring results to FTA every three years as part of the Title VI Program."

* "These transit providers" refers to transit providers that operate 50 or more fixed route fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population or that otherwise meet the threshold established in Chapter IV of the FTA Title VI Circular.

In conjunction with Title VI of the Civil Rights Act of 1964 and Circular "FTA C 4702.1B", dated October 1, 2012, Spokane Transit has completed the following analysis.

Part 2 Summary of Transit Service

Description of Services

Spokane Transit Authority is a regional public transportation agency, and as such, provides a variety of transportation services, including fixed route, Paratransit, and vanpool service to the cities of Airway Heights, Cheney, Liberty Lake, Medical Lake, Millwood, Spokane, Spokane Valley and unincorporated areas of Spokane County. These services include connections between downtown Spokane and the Spokane International Airport, major shopping malls, area colleges and universities, and Fairchild Air Force Base. Spokane Transit Authority operates within an area encompassing approximately 248 square miles of Spokane County which includes approximately 405,302 residents or 84.4 percent (based on Washington State Office of Financial Management 2013 estimates) of the county population.

Fixed Route Service operates 34 routes with most of them running seven days a week over most of the service area, including local routes and commuter routes to outlying communities.

Paratransit Service is a wheelchair-accessible, shared-ride transportation service for eligible individuals whose disability prevents them from using the regular fixed-route buses. Paratransit service is operated by STA and its contractor for people who qualify under the eligibility requirements of the Americans with Disabilities Act (ADA). Paratransit service is provided within a defined service area, during the same hours and days as fixed route service and in compliance with

applicable state and federal laws for service to people whose disabilities prevent them from using fixed-route bus service.

Note: Paratransit service is not included in this analysis because it is not part of STA’s fixed-route system. There were, however, significant changes to the area of Paratransit coverage during the September 2011 service reductions and very minor changes with the September 2013, service revisions. Additionally, the price for cash fares and monthly passes for Paratransit services increased from \$1.25 and \$35 to \$1.50 and \$45, respectively, in January 2012.

Vanpool (Rideshare) Service augments STA’s public transportation system through the assignment of passenger vans to vanpool groups.

Note: Vanpool is not part of this analysis because they are not part of STA’s fixed-route system. In January 2013, a new fare policy was adopted for vanpool riders that simplified the process of determining the cost of vanpool services per passenger to the nearest dollar, rather than to the nearest penny.

Routes and Basis for Selection

Routes 2, 21, 25, 27, 33, 44, 61, 66, 90, 94, 97, and 173 were selected based on the following factors:

Routes selected represent all four geographical areas of the service area (north, south, east, and west). Also, with the exceptions of Routes 33 and 97, routes serve the central downtown area.

Routes selected serve census tracts with higher concentrations of minority and low-income populations along with lower concentrations. This selection provides the ability to compare routes that serve both higher and lower concentrations of minority and low-income populations. It also should be noted that both minority and low-income populations are spread out throughout many census tracts in the service area without any significant concentrations in any one census tract. Below, Table 1 shows routes and the census tracts that they serve with higher than average concentrations of minority and low-income population. Maps 1, 2 and 3 show the highest concentrations of minorities and low-income populations within the PTBA.

Table 1 Minority/Low-Income Census Tracts along Selected Routes

Route	Minority Tracts	Low-Income Tracts
2	35	32, 35
21	21, 23, 24, 25, 35	21, 23, 24, 25, 35
25	4, 13, 14, 19, 24, 25, 35, 111.01, 111.02, 145	4, 13, 14, 19, 24, 25, 35, 108, 111.01, 111.02, 145
27	2, 3, 4, 15, 16, 18, 19, 24, 25, 35, 111.01, 112.01	2, 3, 4, 15, 16, 18, 19, 24, 25, 35, 111.01
33	2, 3, 4, 13, 14, 15, 16, 18, 21, 26, 36, 144, 145	2, 3, 4, 12, 13, 14, 15, 16, 18, 21, 26, 36, 144, 145

Route	Minority Tracts	Low-Income Tracts
44	35, 47	32, 35, 46.01
61	35, 36, 38, 104.01, 137, 138	35, 36, 38, 104.01
66	35, 36, 140.01, 140.02	35, 36, 140.01, 140.02
90	35, 145	35, 120, 121, 123, 125, 145
94	29, 30, 35, 117.01, 145	29, 30, 35, 120, 121, 123, 145
97	117.02	117.02, 125, 129.01
173	35	35, 119, 120, 121, 125

According to FTA, a Minority Transit Route “has at least one-third of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage with a percentage of minority population that exceeds the percentage of minority population in the transit service area.” In addition to Census Tracts, STA also collected minority population data at the Census Block Group level in order to determine which fixed routes would be classified as Minority Routes. Map 2 shows the concentrations of minorities along routes at the Census Block level. All the sample routes in Table 1 are considered Minority Routes, except routes 44, 97, and 173.

Methodology of Route Analysis

A diverse selection of routes were chosen for this analysis, to reflect the different geographic areas, types of fixed route service, and frequency throughout STA’s service area. The type of routes that were selected are a mix of routes providing “Frequent” and “Basic” service. A shuttle and a commuter route were also included in this analysis. Routes with “Basic” service are defined as providing headways of 30 minutes or better, while “Frequent” service routes provide headways of 15 minutes or better. Shuttle and commuter routes provide a mix of “Frequent” and “Basic” service. The routes performance was based on the 2012 Route Report.

Though the performance standards used in that report and in this evaluation are not the same system-wide standards and policies adopted as part of the Title VI program update, STA ensures that the system-wide policies are applied to all routes. The performance standards used in this analysis are more appropriate for determining a route’s performance, while the Title VI system-wide policies and standards are meant to ensure transit services and amenities are fairly distributed throughout the system.

Conclusion of Route and Title VI Analysis

After conducting this analysis, it has been determined that all the routes selected meet the Title VI system-wide policies and standards and that areas with high concentrations of minority and low-income populations are served by reliable and frequent fixed route service. Besides commuter routes, all fixed-routes run on 15-30 minute headways during the weekdays (with the exception of Route 62 Medical Lake). Transit amenities are also fairly distributed on the routes selected and system-wide. In support of Title VI, STA conducts an annual route analysis using performance standards. These standards ensure that the service provided is meeting the needs of the population

served, including minority and low-income populations. Part 3 of this report describes the performance standards used in the annual route analysis. Part 4 applies these performance standards to the sample routes selected for this report.

Part 3 Performance Standards

The performance standards used for this route analysis are based on the performance standards that were used in the 2012 Annual Route Report. These will be used to score a route's performance.

Route Performance Overview

"In December 2009 the STA Board of Directors adopted the Fixed-Route Service Design Guidelines to guide the planning, implementation, and monitoring of fixed-route transit service. An essential part of the required performance monitoring is to evaluate operating data for the prior year of service. This section uses operating data from 2012. As a snapshot of the system and individual routes, this report is an essential tool for evaluating and planning for improvements in transit service." (2012 Annual Route Report)

"Routes are rated annually against three performance standards: ridership, equivalent energy consumption, and farebox recovery. Each of these standards has a benchmark score which is calculated annually. A route which meets a performance standard's benchmark in either or both of the previous two years is considered to meet that performance standard. (In other words, a single year of substandard performance is not considered a failure in this report.)" (2012 Annual Route Report)

"The 2011 Annual Route Performance Report listed the performance results of consecutive years and included many routes that are no longer operating in 2012 making it a challenge to compare and clearly present the data. This year's report contains performance results for only 2012. The Appendix shows a table comparing 2012 with 2011 and summarizes whether each route passed or failed a particular benchmark. Furthermore, it is noted under the Consecutive Years Analysis section whether a route failed a performance measure for consecutive years; however, another full year of data (2013) is needed to know whether corrective action needs to be taken and to give the entire network more time to settle in after several major changes." (2012 Annual Route Report)

Route Performance Standards

"As stated in the Fixed-Route Service Design Guidelines, new service will be evaluated following its development period, typically 18 to 24 months. Any route that falls below the minimum standard for any one of the three performance standards for two consecutive years will be considered out of compliance. A partial year of operation (e.g. if a route begins operating in September) will not be counted against a route's compliance with these standards. Also, many routing and schedule modifications took place in 2012 that were adjustments related to the September 2011 service change. These changes were necessary to respond to higher than anticipated demand, problematic layover locations, and emerging opportunities to routing, such as the two-way conversion of Wall Street." (2012 Annual Route Report)

“The performance standards measure the success of the fixed-route service based upon ridership, energy consumption, and farebox recovery ratio. Routes are compared against annual benchmark scores set for routes similar in service type and/or vehicle types. The service types and performance standards used are explained below.” (2012 Annual Route Report)

“Any route that performs below the benchmark for two consecutive years for any one of the three performance standards will be considered out of compliance with the Fixed-Route Service Design Guidelines. The Consecutive Year Analysis section contains a list of routes out of compliance.” (2012 Annual Route Report)

Performance Standard I: Ridership

“Ridership is a critical metric for evaluating the system’s effectiveness to serve people and the places to which they travel. Spokane Transit may desire to serve a particular facility, location, or community, but the route may still fail to attract ridership. In such cases, it is important to identify why the route is not performing well and what steps can be taken to remediate the route. See Consecutive Year Analysis section for a remediation plan for routes out of compliance.” (2012 Annual Route Report)

“As stated in the Fixed-Route Service Design Guidelines, one of the best indicators of potential performance is a route’s relation to the CBD (Central Business District). A route which serves the CBD has more connectivity than other routes. Consequently, it must meet a higher expectation due to the Downtown Plaza’s finite number of bus bays and overall capacity. Accordingly, use of the Plaza’s capacity should be focused on routes with a higher level of effectiveness in terms of ridership.” (2012 Annual Route Report)

“The metric used for ridership is boardings per revenue hour. Revenue hours represent the hours the bus is in service. Boardings per revenue hour are calculated by dividing the annual boardings of a route by the annual revenue hours of that same route.” (2012 Annual Route Report)

“Ridership benchmarks are based upon the average boardings per revenue hour for all basic routes that intersect the CBD.” (2012 Annual Route Report)

“Ridership benchmarks for specific service types are calculated as follows:

- “Basic routes intersecting the CBD must meet a minimum ridership benchmark that is one-half standard deviation below the average of the basic CBD routes. In 2012 that average was 29.74 boardings per revenue hour. This equates to a benchmark of 25.51 boardings per revenue hour in 2012. It should be noted that this benchmark was 21.41 in 2011 due to more routes operating which resulted in the basic CBD routes having a lower average.
- “Basic routes NOT intersecting the CBD must meet a minimum ridership benchmark one-half that for basic routes that do intersect the CBD. This equates to a benchmark of 12.75 boardings per revenue hour in 2012.
- “Commuter Peak routes must meet a minimum ridership benchmark one-half standard deviation above the average of the basic routes. This equates to a benchmark of 33.98 boardings per revenue

hour in 2012. For routes that operate as a function of what would otherwise be out-of-service time on a route (“Commuter Peak – Subordinate”) the standard is equal to one-third the Commuter Peak benchmark. For 2012, this equates to a benchmark of 11.33 boardings per revenue hour. It should be noted that Route 165 is now classified as Commuter Peak – Subordinate and is the only route classified as such.” (2012 Annual Route Report)

Performance Standard 2: Equivalent Energy Consumption

“There is great potential in the use of mass transit over the personal automobile to conserve energy and lessen human impact on the environment. Typically, energy consumption is shown by the number of single-occupancy vehicle (SOV) trips reduced by the use of mass transit, but this measure does not take into account that a transit bus is much heavier than a personal vehicle and consumes more energy per vehicle mile.” (2012 Annual Route Report)

“The Equivalent Energy Consumption standard relates to the duration of a passenger’s ride time on a vehicle. As stated in the Fixed-Route Service Design Guidelines, a bus route should at minimum perform equally to the private automobile in terms of energy consumed per mile traveled for each passenger. The energy consumption for each passenger mile of a route will vary by the typical vehicle size used for each route. Below is a table that shows typical vehicle types assigned to Spokane Transit for Basic and Commuter Routes and their required minimum average load factor. Basic Routes must meet an average load factor that results in the route being as energy efficient as a typical single occupancy vehicle (SOV). The benchmark for Commuter Routes is higher than that for Basic Routes and must be as energy efficient as the average-loaded private automobile.” (2012 Annual Route Report)

Table 2 Minimum Average Load Factor Scores Average Load Factor Benchmarks

	Basic Routes	Commuter Peak Routes
Vehicle Type	2012	2012
30’ Bus	5.63	8.73
35’ Bus	4.57	7.09
40’ Bus	4.67	7.23
60’ Bus	6.31	9.79

“The average passenger load (load factor) of a route is calculated by dividing the annual passenger miles of a route by the annual platform miles of a route. Passenger miles are the cumulative sum of the distances ridden by each passenger while platform miles represent all miles the vehicle travels, both in- and out-of-service.” (2012 Annual Route Report)

Performance Standard 3: Fares

“Spokane Transit collects fares in the form of cash, passes and institutional pass programs which Spokane Transit administers. Farebox recovery represents the revenue collected along a route as a percentage of the total cost of operating the route. Fares per passenger are not the same for every route. Two routes with the same ridership could have very different farebox recovery ratios based on fare media and operating costs.” (2012 Annual Route Report)

“The Fares performance standard uses a route’s farebox recovery ratio to show the relationship between fares collected versus the operating cost of a route. Farebox recovery ratio is calculated by dividing the annual fare revenue by the annual unallocated cost (the cost of the route and associated support). The benchmark which must be met or exceeded is equal to one-half the system-wide average (for revenue allocated to routes) farebox recovery ratio. The 2012 system average was 22.48%, creating a benchmark of 11.24%. The system average fare calculated for this measure does not incorporate fare revenue which cannot be confidently allocated to any route. It should be noted that the system average increased from 19.96% in 2011 to 22.48% in 2012, a 12.6% increase. This can be attributed to eliminating unproductive service with the September 2011 Service change in conjunction with experiencing the third highest ridership year in STA history in 2012.” (2012 Annual Route Report)

Part 4 Selected Route Descriptions

Route 2—Southside/Medical Shuttle:

This route is one of STA’s two shuttle routes. This route connects the Transit Plaza in Downtown Spokane with the Medical District just to the south of Downtown, and it operates as a shuttle service to connect Deaconess Hospital and Providence Sacred Heart Medical Center with other clinics and medical offices in this district. As stated in Section 8 of the STA Title VI Update service changes and consolidation of routes have expanded this route’s weekday hours of operation and increased its importance. As of January 2013, separate shuttle fares on this route have been eliminated.

Route 2 operates from 6:00 a.m. to 11:00 p.m. Weekdays, 7:01 a.m. to 9:35 p.m. Saturdays, and 8:01 a.m. to 7:35 p.m. Sundays and Holidays. Route 2 operates at 20 minute frequencies for most of the day on weekdays, and it operates at hourly frequencies on weekday nights, weekends, and holidays. Therefore, this route operates at Basic service, since its frequencies are less than 15 minutes. This route, along with the other shuttle route (Route 1), uses 30’ buses, and according to the system-wide service standards, has a total capacity of 54 (26 sitting and 28 standing). These coaches are smaller than those that are used on non-shuttle routes.

According to the 2012 Annual Route Report, Route 2 had a farebox recovery of 12.58%, slightly exceeding the benchmark of 11.24%. Route 2 failed to meet the minimum benchmarks for two of the three performance standards: Ridership and Energy. Its actual ridership numbers equated to 17.44 boardings per revenue four (with a benchmark of 25.51) and its average load factor score equated to 3.78 (with a benchmark of 5.63 for a 30’ Bus). This is the third year in a row that this route has failed these to meet the benchmarks for these standards. Within the Annual Report, STA explains a remediation solution to this route that is not in compliance:

“Solution may require extending the route to the Perry District or South University District. This likely cannot be addressed with the September 2014 service change due to limited funding and may require breaking the interline with Route 1.”

Route 21—West Broadway

STA Route 21 primarily serves the West Central Neighborhood, located northwest of Downtown Spokane. Route 21 travels from the Downtown Transit Plaza to West Central Community Center, located at the corner of Belt Street and Pettit Drive, stopping along the way at the Spokane County Courthouse Campus (which includes the Public Health Building, County Jail, and other County government offices), West Central Neighborhood Business District, and Ogden Hall (the women and childrens homeless shelter). It also travels near Kendall Yards, a large-scale, mixed-use development that is currently being built on a former brownfield site. This route is well used for its comparatively short route length and is important in terms of environmental justice, for it serves an area of high minority and low-income population.

Route 21 operates from 5:44 a.m. to 11:20 p.m. Weekdays, 6:45 a.m. to 9:20 p.m. Saturdays, and 7:45 a.m. to 7:45 p.m. Sundays and Holidays. Route 21 operates at 30 minute frequencies on weekdays and Saturdays, and it operates at hourly frequencies on nights and Sundays/Holidays; therefore, this route operates at Basic service, since its frequencies are less than 15 minutes. This route uses 40' low-floor buses, and according to the system-wide service standards, has a total capacity of 80 (39 sitting and 41 standing).

According to the Annual Route Report, Route 21 meets the benchmarks of all three performance standards. Ridership equated to 29.06 boardings per revenue hour (benchmark of 25.51), energy equated to an average load factor 6.15 (benchmark of 4.67 for a 40' low-floor bus), and a farebox recovery of 20.69% (benchmark of 11.24%).

Route 25—Division

STA Route 25 serves the Division Street corridor, the busiest north-south arterial in the City of Spokane (carrying US Highways 2 and 395). Along this corridor, the route serves Downtown Spokane, Gonzaga University, Northtown Mall, Providence Holy Family Hospital, Northpointe Shopping Center, Hastings Park and Ride, and other major commercial, residential, and employment centers. Route 25 is the second busiest route in the system in terms of ridership, with approximately 3,300 average weekday boardings in 2012.

Route 25 operates from 5:35 a.m. to 11:20 p.m. Weekdays, 5:38 a.m. to 9:50 p.m. Saturdays, and 7:38 a.m. to 7:50 p.m. Sundays/Holidays. Route 25 operates at 15 minute frequencies on Weekdays and 30 minute frequencies on Nights, Weekends, and Holidays; therefore, this route operates at Frequent service standards, since it operates at 15-minute frequencies on weekdays. This route uses 40' low-floor buses, and according to the system-wide service standards, has a total capacity of 80 (39 sitting and 41 standing).

According to the Annual Route Report, Route 25 meets the benchmarks of all three performance standards. Ridership equated to 36.23 boardings per revenue hour (benchmark of 25.51), energy equated to an average load factor 9.48 (benchmark of 4.67 for a 40' low-floor bus), and a farebox recovery of 30.01% (benchmark of 11.24%).

Route 27—Hillyard

STA Route 27 progresses northeast from Downtown Spokane before turning west and traveling along Francis Avenue, a major east-west arterial, to Five Mile Park and Ride. This route serves multiple neighborhoods in north-east Spokane, including Logan, Bemiss, and Hillyard, and travels by multiple schools and community facilities, including North Central High School, Shaw Middle School, the Northeast Community Center, the Hillyard Library, and the historic Hillyard Business District, a major center of activity for the area.

Route 27 operates from 5:01 a.m. to 11:20 p.m. Weekdays, 5:46 a.m. to 9:35 p.m. Saturdays, and 7:46 a.m. to 7:35 p.m. Sundays and Holidays. Route 27 operates at 30 minute frequencies on weekdays and Saturdays, and it operates at hourly frequencies on nights and Sundays/Holidays. Therefore, this route operates at Basic service, since its frequencies are less than 15 minutes. This route uses 40' low-floor buses, and according to the system-wide service standards, has a total capacity of 80 (39 sitting and 41 standing).

According to the Annual Route Report, Route 27 meets the benchmarks of all three performance standards. Ridership equated to 28.98 boardings per revenue hour (benchmark of 25.51), energy equated to an average load factor 7.84 (benchmark of 4.67 for a 40' low-floor bus), and a farebox recovery of 23.85% (benchmark of 11.24%).

Route 33—Wellesley

At the time the 2012 Annual Route Report was published, Route 33 ran between Spokane Falls Community College (SFCC), Spokane Community College (SCC), and the South Hill Park and Ride, one of the three routes that comprised the City Loop—along with Route 20 SFCC and Route 44 29th Avenue. With approximately 2600 boardings per weekday, it was the busiest route that did not directly connect to the Downtown Transit Plaza, serving SFCC; Shadle Park Shopping Center, Library, and High School; Northtown Mall, Rogers High School; the Hillyard Neighborhood; SCC; the Spokane County Fairgrounds; the East Central Neighborhood; and Lincoln Heights Shopping Center. (Only part of the route actually traveled on Wellesley Avenue, much of the route also ran along the Market/Greene/Freya corridor, a major north/south corridor in the City of Spokane and deviated to Havana Street to serve the fairgrounds.)

After the September 2013 Service Revisions, however, Route 33 was split into two routes: Route 33 Wellesley and Route 34 Freya. This route was split at the newly reconstructed SCC Transit Center, but the actual route alignment did not change. The only change to the route was that Route 33/34 would layover at SCC, rather than at the intersection of Havana Street/Sprague Avenue, as Route 33 had previously done. The City Loop was also split into a separate north and south schedule (North Loop: Routes 20 and 33; South Loop: Routes 34 and 44), simplifying the confusing timetable of the old City Loop Schedule. Both routes continue to interline with each other and Routes 20 and 44, thereby maintaining the old City Loop route alignment. The same frequencies also have been maintained. There also are multiple routes that intersect with Route 33/34, which one can take to more directly travel to Downtown Spokane and connect to areas farther from the center.

Since the service revisions that split Route 33 into two routes were implemented after the Annual Route Report was published, this analysis will apply to both Routes 33 and 34 because both routes interline with each other and essentially operate the same as the former Route 33. The City Loop North (Routes 20 and 33) operates from 5:27 a.m. to 11:30 p.m. Weekdays, 5:43 a.m. to 9:33 p.m. Saturdays, and 7:43 a.m. to 7:33 p.m. Sundays/Holidays. The City Loop South (Routes 34 and 44) operates from 5:55 a.m. to 11:34 p.m. Weekdays, 5:33 a.m. to 9:34 p.m. Saturdays, and 7:33 a.m. to 8:34 p.m. Sundays/Holidays. Routes 33 and 34 operate at 15 minute frequencies on Weekdays and 30 minute frequencies on nights, weekends, and holidays. Therefore, this route operates at Frequent service standards, since it operates at 15-minute frequencies on weekdays. These routes utilize 40' low-floor buses, and according to the system-wide service standards, have a total capacity of 80 (39 sitting and 41 standing).

According to the Annual Route Report, Route 33 met the benchmarks of all three performance standards. Ridership equated to 21.61 boardings per revenue hour (benchmark of 12.75 for routes that do not travel to the Downtown Plaza), energy equated to an average load factor 4.74 (benchmark of 4.67 for a 40' low-floor bus), and a farebox recovery of 16.02% (benchmark of 11.24%). Route 33 fulfilled the Energy Standard after failing it in 2010 and 2011.

Route 44—29th Avenue

STA Route 44, as explained above, is one of two lines that make up the City Loop South. Route 44 originates from the Downtown Transit Plaza. Traveling up Spokane's South Hill, during weekdays trips alternate between the Grand Boulevard and Bernard Street branches. The branches come back together at the intersection of 29th Avenue/Grand Boulevard and continue east to the South Hill Park and Ride, where the South Loop continues as Route 34 Freya. Route 44 serves Downtown Spokane, Lewis and Clark High School, Sacred Heart Hospital (Grand Boulevard branch), Manito Park, Manito Shopping Center, and Lincoln Heights Shopping Center. Inbound Route 44 also interlines with Route 20 SFCC at the Downtown Plaza, linking to the North City Loop.

The City Loop South (Routes 34 and 44) operates from 5:55 a.m. to 11:34 p.m. Weekdays, 5:33 a.m. to 9:34 p.m. Saturdays, and 7:33a.m. to 8:34 p.m. Sundays/Holidays. Route 44 operates at 15 minute frequencies on Weekdays and 30 minute frequencies on nights, weekends, and holidays. Therefore, this route operates at Frequent service standards, since it operates at 15 minute frequencies on weekdays. This route uses 40' low-floor buses, and according to the system-wide service standards, has a total capacity of 80 (39 sitting and 41 standing).

According to the Annual Route Report, Route 44 met the benchmarks of all three performance standards. Ridership equated to 32.53 boardings per revenue hour (benchmark of 25.51), energy equated to an average load factor 6.33 (benchmark of 4.67 for a 40' low-floor bus), and a farebox recovery of 25.27% (benchmark of 11.24%).

Route 61—Highway 2/Browne's Addition

STA Route 61 provides service to western portions of the City of Spokane and to the area outside the city known as the West Plains. Route 61 travels from Downtowns Spokane, through the historic Browne's Addition Neighborhood and along Sunset Boulevard, to Northern Quest Casino, the City of

Airway Heights, and the front gate of Fairchild Air Force Base. (Every third trip during the weekday, the bus travels on to the base and performs a loop within the Base.) During nights and weekends, Route 61 continues west and turns south on to Brooks Road to serve the City of Medical Lake, when Route 62 is not in service.

Route 61 operates from 5:37 a.m. to 11:06 p.m. Weekdays, 5:52 a.m. to 10:06 p.m. Saturdays, and 7:52 a.m. to 8:06 p.m. Sundays and Holidays. Route 61 operates at 30 minute frequencies on weekdays and Saturdays, and it operates at hourly frequencies on nights and Sundays/Holidays. Therefore, this route operates at Basic service, since its frequencies are less than 15 minutes. However, combined service with Route 60 (Airport/Browne's Addition) creates 15 minute frequencies to Downtown Spokane from Browne's Addition and along the Sunset Boulevard corridor. This route uses 40' low-floor buses, and according to the system-wide service standards, has a total capacity of 80 (39 sitting and 41 standing).

According to the Annual Route Report, Route 61 meets the benchmarks of all three performance standards. Ridership equated to 29.87 boardings per revenue hour (benchmark of 25.51), energy equated to an average load factor 9.10 (benchmark of 4.67 for a 40' low-floor bus), and a farebox recovery of 22.77% (benchmark of 11.24%).

Route 66—Cheney/EWU

STA Route 66 is the primary route to the City of Cheney and Eastern Washington University (EWU). It ranks as the route with the third highest average weekday boardings, and coaches often reach full capacity. However, ridership drops significantly during the summer and other periods when EWU is not in session. Route 66 departs from the Downtown Transit Plaza and stops at the Jefferson Lot Park and Ride before merging on to Interstate 90. It travels on I-90 for ten miles and along Highway 904 for five miles, through the community of Four Lakes, to the City of Cheney. The route bypasses the central business district of Cheney and travels through a primarily residential area to EWU.

Route 66 operates from 5:25 AM to 11:10 PM on Weekdays, 6:56 AM to 10:10 PM Saturdays, and 7:56 AM to 8:10 PM Sundays/Holidays. Route 66 is classified as route providing Basic service, but during weekdays when school is in session, Route 66 provides 15-minute frequencies to Cheney/EWU in the mornings and afternoons and to Spokane from the late morning to early evening. On non-school weekdays, 30-minute frequencies are provided, and 1-hour frequencies are available on nights, weekends, and holidays. Due to high ridership, most buses trips for Route 66 utilize 60-foot articulated coaches, with a total capacity of 123 (62 seated and 61 standing).

According to the Annual Route Report, Route 66 meets the benchmarks of all three performance standards. Ridership equated to 34.82 boardings per revenue hour (benchmark of 25.51), energy equated to an average load factor 14.48 (benchmark of 6.31 for a 60' bus), and a farebox recovery of 22.35% (benchmark of 11.24%).

Route 90—Sprague

STA Route 66 provides service along Sprague Avenue, between the Downtown Transit Plaza and the Pence-Cole Valley Transit Center (VTC), in the City of Spokane Valley. At approximately 3,400 average weekday boardings, Route 90 is the busiest line in the STA network. It provides service to Downtown Spokane, the Spokane Intermodal Center (Amtrak/Greyhound station), the East Central Business District, the Spokane County Fairgrounds, and to multiple shopping centers in Spokane Valley. This route used to operate along the entire length of Sprague Avenue in Spokane Valley, but service to the far eastern portions of Sprague are now served by Route 98 (Liberty Lake via Sprague), which connects to Route 90 at the VTC.

Route 90 operates from 5:45 a.m. to 11:50 p.m. Weekdays, 6:00 a.m. to 10:05 p.m. Saturdays, and 8:00 a.m. to 8:35 p.m. Sundays/Holidays. Route 90 operates at 15 minute frequencies on Weekdays and 30 minute frequencies on nights, weekends, and holidays. Therefore, this route operates at Frequent service standards, since it operates at 15-minute frequencies on weekdays. This route utilizes 40' low-floor buses, and according to the system-wide service standards, has a total capacity of 80 (39 sitting and 41 standing).

According to the Annual Route Report, Route 90 met the benchmarks of all three performance standards. Ridership equated to 43.85 boardings per revenue hour (benchmark of 25.51), energy equated to an average load factor 14.01 (benchmark of 4.67 for a 40' low-floor bus), and a farebox recovery of 32.13% (benchmark of 11.24%).

Route 94—East Central/Millwood

STA Route 94 serves portions Spokane's East Central Neighborhood, western portions of the City of Spokane Valley, and the City of Millwood. Route 94 travels by Goodwill Industries, the Work Source office, East Central Community Center and Library, Centennial Middle School, office complexes and shopping centers along Argonne Road, and performs a loop through Millwood to reach West Valley High School. This route previously did not provide service to Argonne Road and Millwood, but it began to do so once the Route 95, connecting Millwood to the VTC, was eliminated. This route is seen as important for serving areas of high-minority and low-income populations.

Route 94 operates from 5:26 a.m. to 11:42 p.m. Weekdays, 6:19 a.m. to 10:12 p.m. Saturdays, and 7:19 a.m. to 8:12 p.m. Sundays and holidays. Route 94 operates at 30 minute frequencies on weekdays and Saturdays, and it operates at hourly frequencies on nights and Sundays/Holidays. Therefore, this route operates at Basic service, since its frequencies are less than 15 minutes. This route uses 40' low-floor buses, and according to the system-wide service standards, has a total capacity of 80 (39 sitting and 41 standing).

According to the Annual Route Report, Route 94 just barely failed to meet the benchmark for ridership in 2012, 24.44 boardings per revenue hour out of a benchmark of 25.51. Within the report, there was no remediation plan for correcting these lower ridership figures. This may be because it is so close to meeting the standard and that minor schedule changes or route modifications can fix this. When this report was published, the route did not travel through Millwood to the extent it currently does, so changes like this could result in positive change for this

route. In the report, Route 94 passed the other benchmarks with an energy score of 5.84 (benchmark of 4.67 for a 40' bus) and a farebox recovery of 19.16% (with a benchmark of 11.24%).

Route 97—South Valley

STA Route 97 is one of the three routes that primarily serve the City of Spokane Valley. Route 97 originates at the Pence-Cole Valley Transit Center (VTC), and travels through the southern and eastern portions of Spokane Valley before arriving at the Mirabeau Point Park and Ride. Destinations along its route include University High School, Evergreen Middle School, Central Valley High School, the Sullivan Road commercial corridor, and the Spokane Valley Mall. Connections to Spokane can be made on this route at Mirabeau Point or at the VTC.

Route 97 operates from 5:39 a.m. to 10:51 p.m. Weekdays, 6:20 a.m. to 8:42 p.m. Saturdays, and 7:20 a.m. to 7:42 p.m. Sundays and holidays. Route 97 operates at 30 minute frequencies on weekdays and Saturdays, and it operates at hourly frequencies on nights and Sundays/Holidays. Therefore, this route operates at Basic service, since its frequencies are less than 15 minutes. This route utilizes 35' buses, and according to the system-wide service standards, has a total capacity of 72 (32 sitting and 40 standing).

Route 97 met the standard for ridership, with 18.94 boardings per revenue hour (out of a lower benchmark of 12.75 for routes that do not travel to the Downtown Plaza) and a farebox recovery of 14.23% (benchmark of 11.24%).

In the Annual Report, Route 97 failed to meet the benchmark for energy, with an average load of 4.04 (out of a benchmark of 4.57 for 35' coaches). Route 97 also failed this standard in 2011. The remediation plan from the Annual Route Report, in order to address this problem, is shown below:

“Continue to monitor. Meets the Ridership and Fare standards. Schedule changes planned for September 2013 should lead to increased transfer activity and ridership between the route and commuter routes 173 and 174.”

Route 173—Valley Transit Center Express

STA Route 173 is a commuter route that travels between the Downtown Plaza and the Pence-Cole Valley Transit Center (VTC), providing faster service between the two points than Route 90. The route travels mostly on Interstate 90 from downtown Spokane to Argonne Road in Spokane Valley. From there, it travels to the VTC via Mission Avenue and University Road. Route 173 can be accessed from local stops in Downtown Spokane and in Spokane Valley.

Route 173 provides service both inbound and outbound service in the morning (5:25 to 9:37) and afternoon (2:42 to 6:46) commuter periods. When service is provided, the route operates at 30-minute frequencies. The route uses 40' coaches with a total capacity of 80 (39 sitting and 41 standing).

Route 173 met the standards for energy an average load of 9.25 (out of a 7.23 benchmark for 40' buses operating at commuter service) and a farebox recovery of 27.87% (out of 11.24%).

In the annual report, Route 173 failed to meet the ridership standard benchmark, with 27.66 boardings per revenue hour (out of a 33.98 benchmark for commuter routes). From the Annual Report, the following remediation strategy was given to address this problem:

“Continue to monitor. One round trip during the busy afternoon peak hour will be added with the September 2013 service change.”

Part 5 Performance Assessment Summary

Table 3 lists the performance standard benchmarks for all the sample routes in this report and the actual score given to each for 2012.

Table 3 2012 Performance Assessment Summary

Sample Route	Ridership Benchmark	Ridership Actual	Energy Benchmark	Energy Actual	Fares Benchmark	Fares Actual
2	25.51	17.44	5.63	3.78	11.24%	12.58%
21	25.51	29.06	4.67	6.15	11.24%	20.69%
25	25.51	36.23	4.67	9.48	11.24%	30.01%
27	25.51	28.98	4.67	7.30	11.24%	23.85%
33	12.75	21.61	4.67	4.74	11.24%	16.02%
44	25.51	32.53	4.67	6.33	11.24%	25.27%
61	25.51	29.87	4.67	9.10	11.24%	22.77%
66	25.51	34.82	6.31	14.48	11.24%	13.74%
90	25.51	43.85	4.67	14.01	11.24%	32.13%
94	25.51	24.44	4.67	5.84	11.24%	19.16%
97	12.75	18.94	4.57	4.04	11.24%	15.25%
173	33.98	27.66	7.23	9.25	11.24%	27.87%
Shading indicates that standard was not met						

Table 4 gives a summary of each route’s ability to pass the performance standards for 2011 and 2012.

Table 4 2011/2012 Performance Assessment Summary

Sample Route	2012 Ridership	2011 Ridership	2012 Energy	2011 Energy	2012 Fares	2011 Fares
2	FAIL	FAIL	FAIL	FAIL	PASS	PASS
21	PASS	PASS	PASS	PASS	PASS	PASS
25	PASS	PASS	PASS	PASS	PASS	PASS
27	PASS	PASS	PASS	PASS	PASS	PASS
33	PASS	PASS	PASS	FAIL	PASS	PASS
44	PASS	PASS	PASS	PASS	PASS	PASS
61	PASS	PASS	PASS	PASS	PASS	PASS
66	PASS	PASS	PASS	PASS	PASS	PASS
90	PASS	PASS	PASS	PASS	PASS	PASS
94	FAIL	PASS	PASS	PASS	PASS	PASS
97	PASS	PASS	FAIL	FAIL	PASS	PASS
173	FAIL	FAIL	PASS	PASS	PASS	PASS

Part 6 System-wide Service Standards

In addition to the standards used to grade the annual performance of the routes, there are system-wide service standards adopted for the Title VI Program update that apply to all routes. However, the adopted standards on Service Availability and Vehicle Headway do not yet apply because there have not yet been any High Performance Transit (HPT) routes established. These new service types will be implemented as part of STA’s Connect Spokane Comprehensive Plan. The sample routes all meet STA’s current standards for headways and availability. The System-wide Service Standards are listed in Table 5 below.

Table 5 System-wide Service Standards:

Service Standard	STA Definition																																															
On-time Performance	STA's on-time performance objective is 95% or greater.																																															
Vehicle Load	<table border="1"> <thead> <tr> <th>Vehicle Type</th> <th>Service Type</th> <th>Seated</th> <th>Standing</th> <th>Total</th> <th>Maximum Load Factor Ratio</th> </tr> </thead> <tbody> <tr> <td>Cutaway</td> <td>Basic</td> <td>16</td> <td>0</td> <td>16</td> <td>1.0</td> </tr> <tr> <td>30' Bus</td> <td>Basic</td> <td>26</td> <td>28</td> <td>54</td> <td>2.07</td> </tr> <tr> <td>35' Bus</td> <td>Basic</td> <td>32</td> <td>40</td> <td>72</td> <td>2.25</td> </tr> <tr> <td>40' Low Floor</td> <td>Basic/Commuter</td> <td>39</td> <td>41</td> <td>80</td> <td>2.05</td> </tr> <tr> <td>40' Standard</td> <td>Basic/Commuter</td> <td>39</td> <td>41</td> <td>80</td> <td>2.05</td> </tr> <tr> <td>60' Low Floor</td> <td>Commuter</td> <td>62</td> <td>61</td> <td>123</td> <td>1.98</td> </tr> </tbody> </table>						Vehicle Type	Service Type	Seated	Standing	Total	Maximum Load Factor Ratio	Cutaway	Basic	16	0	16	1.0	30' Bus	Basic	26	28	54	2.07	35' Bus	Basic	32	40	72	2.25	40' Low Floor	Basic/Commuter	39	41	80	2.05	40' Standard	Basic/Commuter	39	41	80	2.05	60' Low Floor	Commuter	62	61	123	1.98
	Vehicle Type	Service Type	Seated	Standing	Total	Maximum Load Factor Ratio																																										
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Service Availability	Basic or HPT service shall be available within no more than one-half mile of at least 85% of the PTBA population residing within urban areas.																																															
	<table border="1"> <thead> <tr> <th>Service</th> <th>Average Stop Spacing</th> <th>Minimum Stop Spacing</th> <th>Maximum Stop Spacing</th> </tr> </thead> <tbody> <tr> <td>HPT - Green</td> <td>¼ mile</td> <td>1000'</td> <td>1500'</td> </tr> <tr> <td>HPT - Red</td> <td>½ mile</td> <td>1300'</td> <td>8000'</td> </tr> <tr> <td>HPT - Blue</td> <td>2.5 miles</td> <td>5000'</td> <td>N/A</td> </tr> <tr> <td>Basic Urban</td> <td>¼ mile</td> <td>800'</td> <td>1500'</td> </tr> <tr> <td>Basic Interurban</td> <td>½ mile</td> <td>800'</td> <td>N/A</td> </tr> </tbody> </table>							Service	Average Stop Spacing	Minimum Stop Spacing	Maximum Stop Spacing	HPT - Green	¼ mile	1000'	1500'	HPT - Red	½ mile	1300'	8000'	HPT - Blue	2.5 miles	5000'	N/A	Basic Urban	¼ mile	800'	1500'	Basic Interurban	½ mile	800'	N/A																	
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Existing policy (Route Spacing, page 34, and Stop Spacing, page 42, Connect Spokane)																																																
Vehicle Headway	Service					Maximum Headways (minutes)																																										
			Span	Peak	Base	Sub-Base																																										
	HPT-Green	Extended	10	12	15																																											
	HPT Red	Extended	12	15	30																																											
	HPT-Blue	Extended	15	30	60																																											
	Basic Interurban	Basic	60	60	120																																											
Basic Urban	Basic	30	30	60																																												
Existing Policy (Headways for HPT/Basic Service, page 41, Connect Spokane)																																																

Part 7 System-wide Service Policies

STA has adopted System-wide service policies, as part of Title VI and its Connect Spokane Comprehensive Plan, to ensure that transit amenities are being evenly distributed in an equitable manner and that vehicles are assigned to each route in an equitable manner. Regarding the policy for shelters, it should be noted that some bus stops may not yet have shelters, even though they meet the requirements for the placement of these amenities. In such instances, this means that either STA is in the process of securing funds for placing these amenities or the physical characteristics of a bus stop (i.e. grade, available right of way, limited sidewalk space, street width, etc.) prohibit the placement of such amenities. The system-wide policies are listed in Table 6 below.

Table 6 System-wide Service Policies

Service Policy	STA Definition
System-Wide Transit Amenities	Installation of transit amenities along bus routes is based on the number of passenger boardings at stops and stations along those routes with variances from this policy to support connectivity of routes and riders with limited mobility. New Policy
Lighting at Bus Stops	Stops, benches, and shelters shall have pedestrian-scale lighting whenever possible. Existing Policy (3.4 Connect Spokane, page 61) -While any lighting enhances the safety and security of transit stops, benches, and shelters, lighting designed specifically to illuminate the path of a pedestrian can do a better job than general street lights. Existing Policy (3.4 Connect Spokane, page 61)
Signage at Bus Stops	All STA bus stops shall feature signs with readable and accurate information. Existing Policy (3.1, Connect Spokane, page 60)
Benches at Bus Stop	STA shall work with local authorities to ensure that benches are placed at bus stops properly, designed adequately, and serve the needs of customers sufficiently. Existing Policy (3.2 Connect Spokane, page 60) Benches provide comfort for all types of passengers. Although local jurisdictions are responsible for the operation and maintenance of benches, coordination with STA increases the likelihood that all needs are being met. Generally, STA recommends bench locations which meet one of the following criteria: 10 or more average weekday boardings Transfer point between two or more routes Adjacent to ridership generator with a high percentage of riders with limited mobility Existing Policy (3.2 Connect Spokane, page 60)

Service Policy	STA Definition
Shelters and Awnings	<p>The placement and maintenance of shelters or other weather cover for passenger waiting areas shall be encouraged. Where appropriate, STA shall work with local and regional jurisdictions to position bus shelters, awnings and other weather protection which can encourage ridership by protecting waiting patrons from adverse weather elements. Shelters also provide an appropriate location for posting important rider information.</p> <p>Existing Policy (3.3 Connect Spokane, page 60)</p> <p>Stops to have shelters funded by STA must meet at least one of the following criteria:</p> <ul style="list-style-type: none"> 25 or more weekday average boardings Transfer point between two or more routes Adjacent to a ridership generator with a high percentage of riders with limited mobility. <p>Existing Policy (3.2 Connect Spokane, page 60)</p>
Bicycle Facilities	<p>Bicycles shall be accommodated at STA's facilities and on STA coaches.</p> <p>Existing Policy (3.5 Connect Spokane, page 61)</p>
Pedestrian Facilities	<p>As funding allows, Spokane Transit may partner with local jurisdictions to improve pedestrian infrastructure in locations where there is a direct and tangible benefit to customers accessing a transit stop or other transit facility.</p> <p>Existing Policy (3.6, Connect Spokane, page 61)</p>
Vehicle Assignment	<p>STA bus assignments take into account the operating characteristics of buses of various lengths, which are matched to the operating characteristics of the route such as passenger loads and overall ridership of each route. Local routes with lower ridership may be assigned a smaller fixed route vehicle. Some routes requiring tight turns on narrow streets may be operated with smaller fixed route vehicles. The age of the vehicle shall not be a consideration when assigning the vehicle to a particular maintenance garage for daily service.</p>

Part 8 Service Changes on Sample Routes

There have been significant service changes to most of these sample routes since the previous Title VI program review, due to the September 2011 Service Reductions or the September 2013 Service Revisions. A summary of the changes to these routes is displayed in the tables below. A Title VI impact analysis was conducted for the routes that underwent service changes during the September 2011 Service Reductions and no adverse impacts were found. For more explanation on the 2011 Service Reductions and the 2013 Service Revisions, the documents for these service changes are on file. The only other service changes conducted on these routes have been minor schedule adjustments and bus stop revisions. A Title VI impact analysis is applied when major service and fare changes are planned to be implemented.

September 2011 Major Service Change

Table 7 2011 Major Service Change on Sample Routes

Sample Route	Service Change Type	Adverse Impacts
2 Southside/ Medical Shuttle	Minor routing modifications, limited service reduction, improve interlining, improve service on weekends	None
21 West Broadway	Service reductions, interlining, time point changes	None
25 Division	Improve and modify weekend service	None
27 Hillyard	Significantly modify routing	None
44 29th Ave	Minor routing changes	None
61 Highway 2/ Browne's Addition	Eliminate service to certain areas, create night and weekend service to Medical Lake in place of Route 62	None
66 Cheney/EWU	Improve weekend and night service, reduce most weekday headways	None
73 VTC Express	Time point changes, minor routing changes	None
90 Sprague	New route end point, (new Route 98 serves most of previous route) improve weekend service	None
94 East Fifth	Significantly modify routing (new routing serves areas previously served by Route 95)	None
97 South Valley	Modify routing and current interlining, improve connectivity at Valley Transit Center	None

September 2013 Minor Service Change

Table 8 2013 Minor Service Change Sample Routes

Sample Route	Service Revision
21 West Broadway	Schedule Adjustment
25 Division	Schedule Adjustment
27 Hillyard	Schedule Adjustment
33 Wellesley	Schedule Adjustment/Route Adjustment
34 Freya	New Route
44 29th Ave	Schedule Adjustment
66 EWU/Cheney	Schedule Adjustment
90 Sprague	Schedule Adjustment
94 East Central/Millwood	Schedule Adjustment/Route Adjustment
97 South Valley	Schedule Adjustment
173 VTC Express	Schedule Adjustment

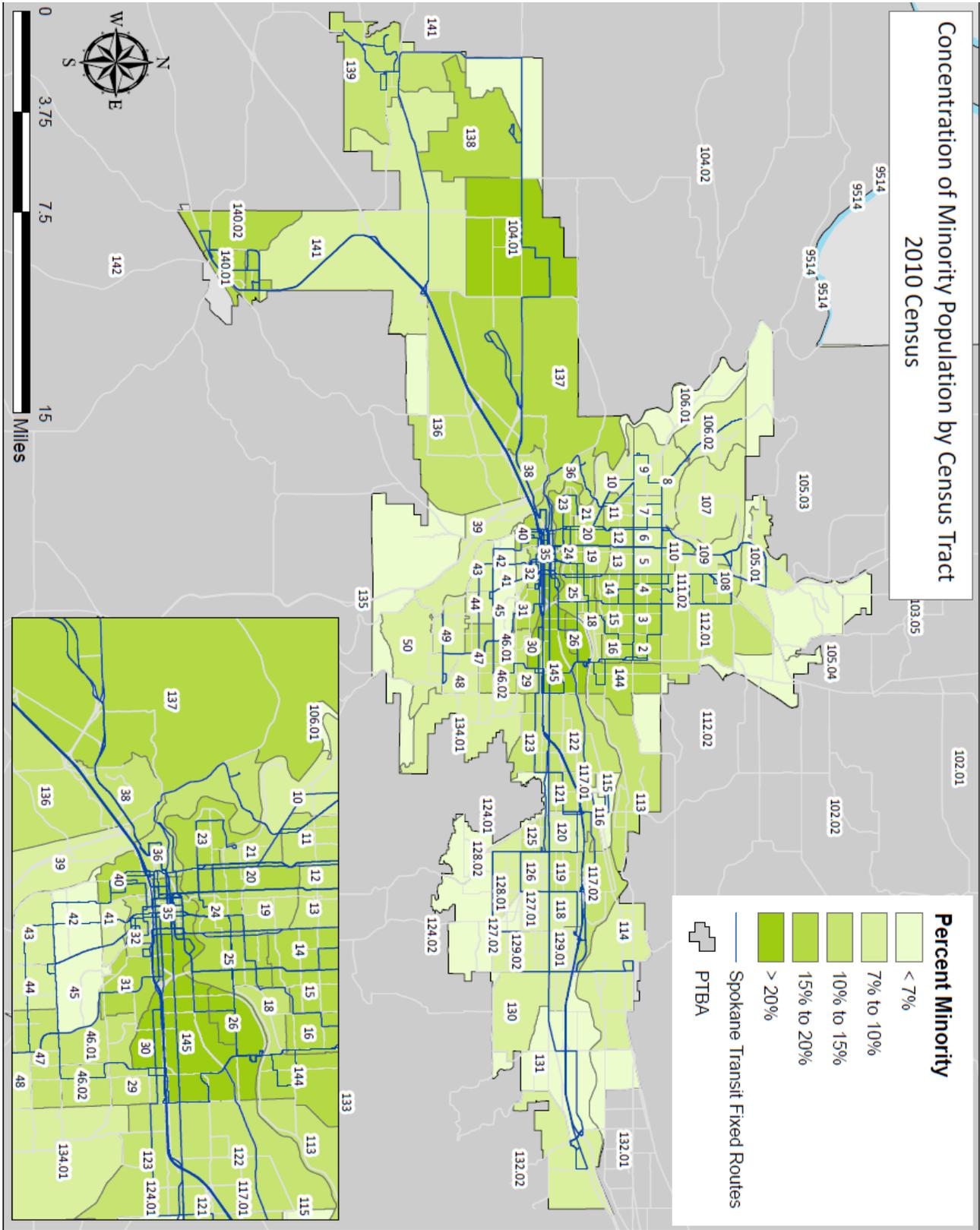
Part 9 Conclusion of Route Performance Analysis

Conclusion

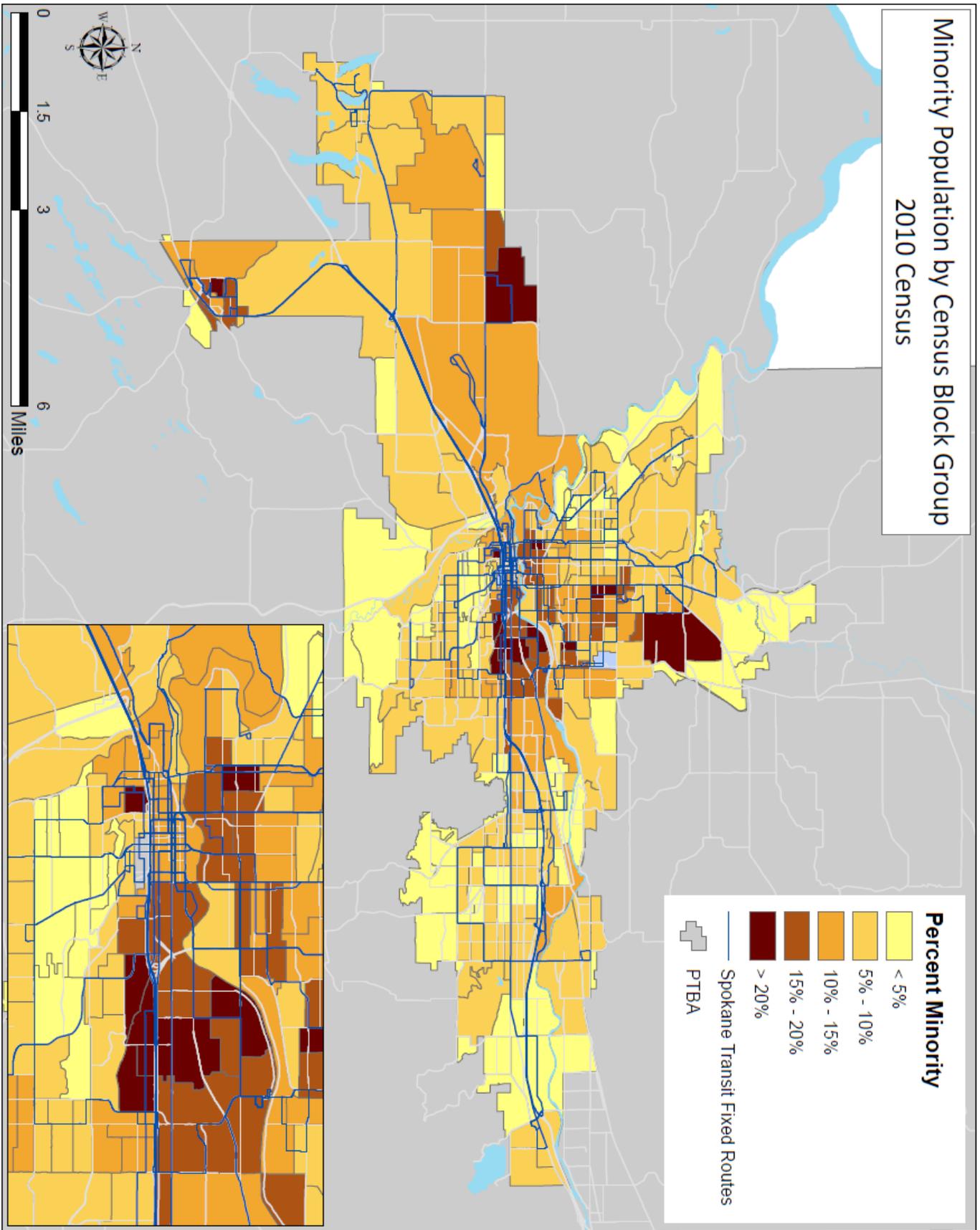
Of the routes chosen for evaluation, eight (8) fulfilled all the performance standards from the 2012 Annual Route Report, three (3) routes failed one of the standards, and one (1) failed two of the three standards. Mitigation measures include scheduling changes and possibly extending Route 2 (Southside/Medical Shuttle) to the South Perry district. All the routes currently abide by the adopted system-wide service policies and standards and recent service changes to these routes have not resulted in any adverse impacts to minority or low-income populations. STA will continue to monitor the performance of its fixed route services and continue to make improvements, in order to better serve the Spokane area region's population.

Maps

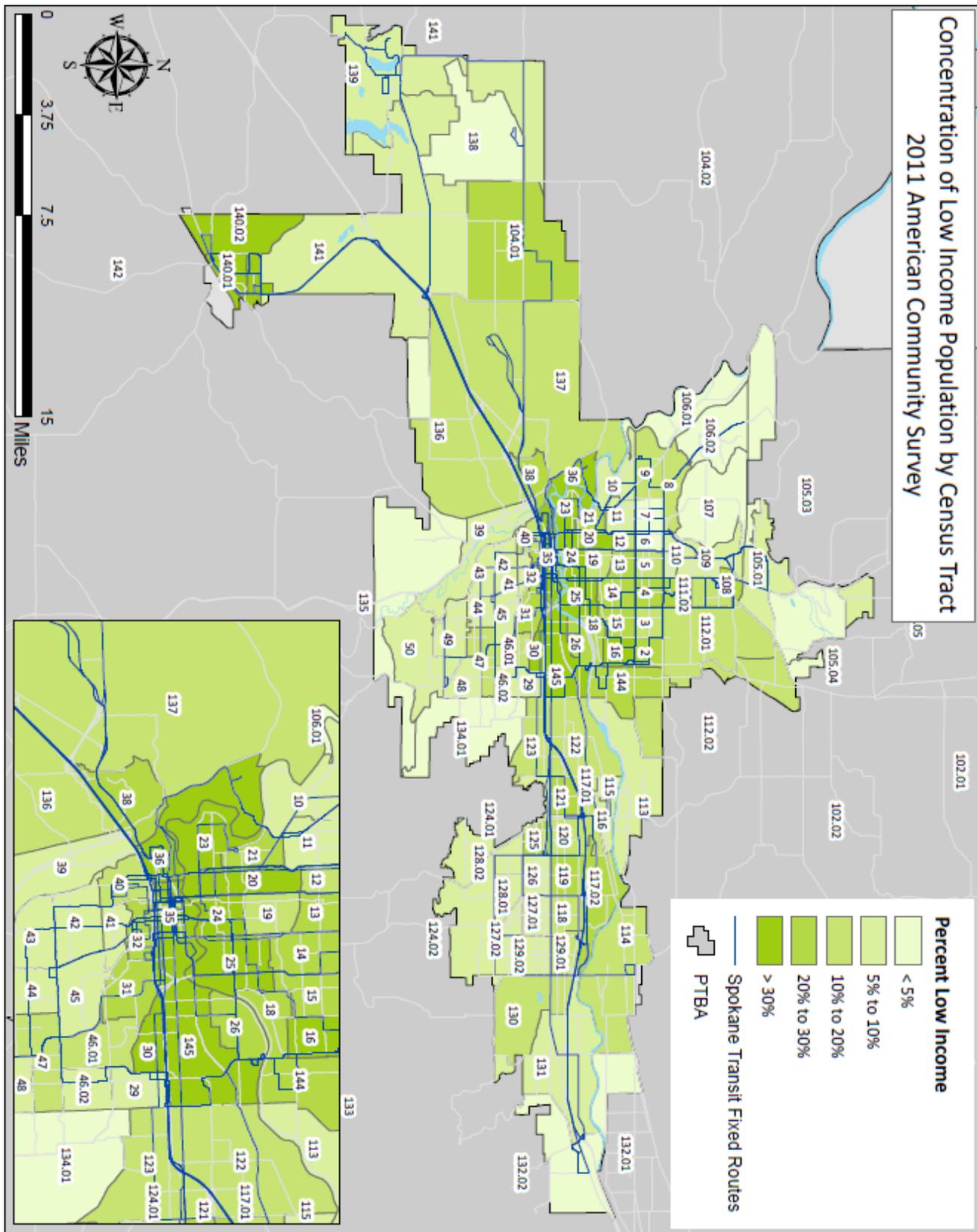
Map 1 2010 Minority Population by Census Tracts



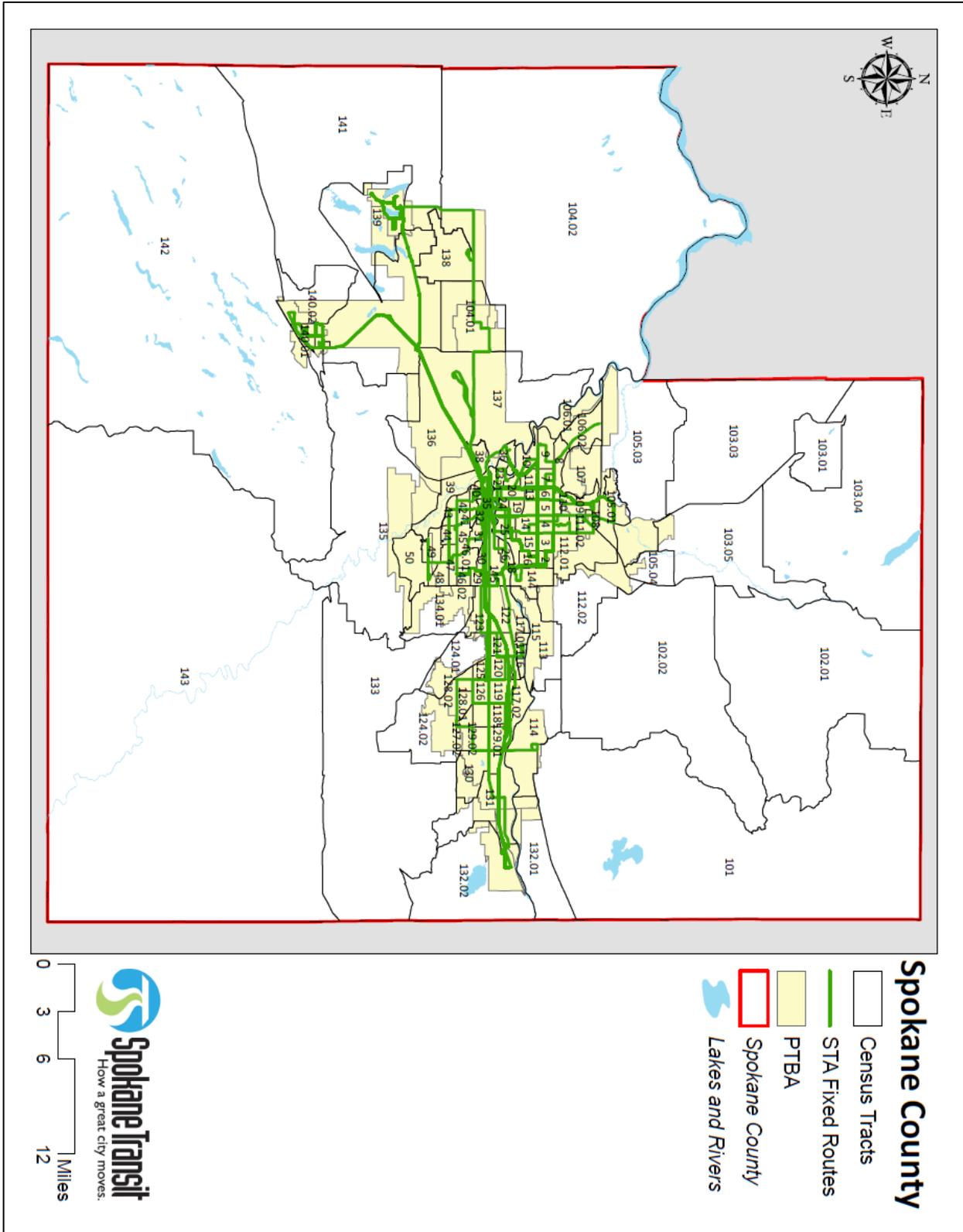
Map 2 2010 Minority Population by Census Block Group



Map 3 2011 Low-Income Population by Census Tract



Map 4 STA Routes within PTBA Census Tracts



Map 5 STA System Map

