

HPT Route Descriptions

December 2017

Route	Terminals	Via	Implementation Strategy and Challenges
E1	Cheney / EWU <> Hastings Park & Ride	I-90, Downtown Spokane, SCC, North Spokane Corridor	Near-term- Branded articulated bus or double-decker bus; ensure frequency and span between Downtown Spokane and Cheney meets HPT Blue-LineExpress standards; restructure service to Medical Lake; construct West Plains Transit Center. Mid-term- Introduce express service on the North Spokane Corridor once completed. Long-term- Branded articulated bus or double-decker bus; ensure service to Hastings Park & Ride meets HPT Blue-Express span and frequency standards.
E2	Spokane Int'l Airport <> Coeur d'Alene, ID	Downtown Spokane, Mirabeau, Liberty Lake, Post Falls	Near-term- Articulated bus; consider expansion of select trips to Coeur d'Alene; construct Liberty Lake Park & Ride. Mid-term- Articulated bus or double-decker bus; construct Argonne Park & Ride. Long-term- Articulated bus or double-decker bus; install HPT stations and stop amenities; evaluate service options for extension to Spokane Int'l Airport.

Route	Terminals	Via	Implementation Strategy and Challenges
F1	Downtown Spokane <> Newport Hwy & Hawthorne	Downtown Spokane, Division Street, Newport Hwy.	Near-term- Regular bus; improve daytime capacity issues and night and weekend frequency; construct improved passenger amenities; Business Access and Transit (BAT) lanes between N. Foothills Dr. and the Spokane River. Mid-term- Enhanced bus; meet HPT Red-FrequentLine frequency and span standards; construct Farwell Park & Ride; construct HPT station and stop amenities. Long-term- Modern Electric Trolley electric BRT-style vehicles ; construct center-running
F2	Airway Heights <> Liberty Lake	Sunset Blvd., I-90 Corridor, Sprague Ave., Spokane Valley, Greenacres	Near-term- Regular bus; expand service on Route 173 VTC Express with more peak frequency and hourly mid-day service; simplify Route 61 Highway 2 through Airway Heights; construct improved stop amenities. Mid-term- Enhanced bus; ensure frequency and span meet HPT Red-Frequent Line standards with BRT service along semi-exclusive right of way. Long-term- Light rail.
F3	VA Hospital <> Indiana & Evergreen	Wellesley, Market, SCC, Trent, Millwood, Spokane Valley Mall	Near-term- Regular bus; improve frequency during nights and weekends on Route 33 Wellesley. Mid-term- Regular bus; modify Routes 32 and 33; add 15 minute daytime weekday frequency throughout the length of the corridor. Long-term- Enhanced bus; meet HPT Red-LineFrequent frequency and span standards; install HPT station and stop amenities.
F4	Whitworth University <> South Hill Park & Ride	Hawthorne Rd., Division St., Nevada St., Francis Ave., Market St., Freya St., 29 th Ave.	Near-term- Improve frequency during nights and weekends along Route 26 Lidgerwood and 28 Nevada. Mid-term- Regular bus; modify parts of Route 26 Lidgerwood, 28 Nevada and 34 Freya; add 15 minute daytime weekday frequency. Long-term- Enhanced bus; ensure frequency and span meet HPT Red-LineFrequent standards; install HPT stations and stop amenities.

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Route	Terminals	Via	Implementation Strategy and Challenges
F5	Five Mile Park & Ride <> 57 th & Regal	Monroe St., Downtown Spokane, Grand Blvd., 29th Ave., Lincoln Heights, Regal St.	Near-term- Enhanced bus interline Routes 24, 44G and portion of Route 45; construct Moran Prairie Park & Ride; construct improved passenger amenities along route; improve intersection at 29th and Regal to allow for proposed alignment Mid-term- Modern Electric Trolley Enhanced bus ; ensure frequency and span meet HPT Green Line Frequent standards; install HPT amenities at stops and stations. Long-term- Expand capacity as warranted.
F6	Browne's Addition <> Spokane Community College	Downtown Spokane, Riverpoint Campus, Hamilton St., Mission Ave.	Near-term- Electric Bus Rapid Transit; develop service plan to modify existing routes; ensure frequency and span meet HPT Green Line Frequent standards. Mid-term- Improve connections along corridor to support integration with other HPT corridors as they develop. Long-term- Expand capacity as warranted.
F7	Downtown <> Valley Transit Center	Sprague Ave.	Near-term- Regular bus; improve passenger amenities at bus stop locations. Mid-term- Modern Electric Trolley Enhanced bus ; ensure frequency and span meet HPT Green Line Frequent standards Long-term- Expand capacity as warranted.
F8	Indian Trail <> 29th & Grand	Alberta St., SFCC, Gov. Way, Maple St., 14th Ave., Lincoln St., 29th Ave.	Near-term- Regular bus; improve service on Route 23 to provide mid-day and evening service to Indian Trail. Mid-term- Regular bus; restructure Routes 20, 23, 33, and 43; improve weekday daytime frequency to every 15 minutes; construct Indian Trail Park & Ride. Long-term- Enhanced bus; ensure frequency and span meet HPT Green Line Frequent standards; install HPT station and stop amenities where
F9	Five Mile Park & Ride <> South Hill Park & Ride	Francis Ave., Nevada St., Hamilton St., Riverpoint Campus, Perry St., Southeast Blvd.	Near-term- Regular bus; improve frequency through South Perry District. Mid-term- Regular bus; connect N. Hamilton to S. Perry; create 15 minute weekday daytime frequency. Long-term- Enhanced bus; ensure frequency and span meet Green Line HPT Frequent standards; install HPT station and stop amenities where
F10	Monroe & Broadway <> Mission & Hamilton	Broadway, A St., Maxwell Ave., Mission Ave.	Near-term- No identified improvements. Mid-term- Regular bus; restructure bus routes to create basic service along corridor. Long-term- Enhanced bus; ensure frequency and span meet HPT Green Line Frequent standards.
F11	Millwood <> SR 27 & E 32 nd (South Valley)	Argonne Rd., Valley TC, Sprague Ave., Pines Rd.	Near-term- No identified improvements. Mid-term- Regular bus; restructure service in the Valley to create basic service along route. Long-term- Enhanced bus; ensure frequency and span meet HPT Green Line Frequent standards.

FR -8.0 – Route Numbering

STA shall adopt a route numbering policy consistent with industry standards.

The following policy provides guidelines on a numbering system for all fixed-routes. A survey of various transit systems suggests that organizing route numbering series by service types and common geography (destination-based or travel-shed-based) is the most prevalent numbering logic outside of simple sequential numbering. A clear numbering system helps customers to make effective travel choices based on the service characteristics which are most important for their particular transportation needs.

~~STA routes route numbers are used to identify service types (HPT Lines, Basic Service, and Commuter Peak Service) and may be organized further using geography for additional communication. are grouped in series with the first digit reflective of either common geographical attribute or common service characteristic (service type). As a policy, HPT routes, Basic Service in Transition, and Commuter Peak service should be in series reflecting service type while Basic Service can be grouped by common geography. To avoid confusion, no route number should conflict with a numbered Washington State highway passing through the PTBA.~~ Any reintroduction of a route number on a substantially different route than its prior identity should occur after no less than two years of non-use.

Colors, symbols and letters can also be used to distinguish HPT or specialized routes.

The use of colors, symbols and numbers, when introduced, should fit within a systems-approach to service communication and branding.

Fixed-Route Connect Strategies

Fixed-Route Investment Considerations Map

The following map is a conceptual look at areas of the PTBA where Spokane Transit would analyze for the potential revision or addition of services.

Spokane Transit Authority is constantly evaluating the fixed-route services provided to the community and is looking for ways to make them better. The following map provides a broad picture of what the fixed-route network might look like in 2025. With further analysis and public input, the actual outcome will undoubtedly change and more details will emerge.

4.3 ~~4.3~~ **Shelters and Awnings**

4.3.1 Placement and Maintenance

The placement and maintenance of shelters or other weather cover for passenger waiting areas where appropriate shall be encouraged.

STA shall work with local and regional jurisdictions to position bus shelters, awnings and other weather protection as funding allows and consistent with Title VI requirements. Shelters and awnings can encourage ridership by protecting waiting patrons from adverse weather elements. Shelters also provide an appropriate location for posting important ridership information. Stops with new shelters will comply with the Americans with Disabilities Act. Stops to have shelters funded by STA must meet at least one of the following criteria:

- 1) 25 or more weekday average boardings
- 2) Transfer point between two or more routes
- 3) Adjacent to a ridership generator with a high proportion of riders with limited mobility

4.3.2 Removal

The removal of shelters may occur after a review of ridership data and/or physical condition.

In the programmed shelter replacement plan, STA reviews stops with less than 10 boardings per day and consider those locations for removal. STA will also review a shelter's physical condition based on a point rating of the frame, roof, panels, bench, and the concrete foundation.

4.4 Lighting

Stops, benches, and shelters shall have pedestrian-scale lighting whenever possible.

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.

4.5 Bicycle Facilities

Bicycles, including bicycle share, shall be accommodated at STA's facilities and on STA coaches.

A good bicycle network and appropriate facilities are similar to a good pedestrian network and facilities. They can couple with transit to extend the range of non-motorized modes of transportation. By supporting bike share and bicycle ridership through short- and long-term bicycle parking, greater bicycle capacity racks on coaches, and other supportive efforts, STA is able to increase options for those who choose to travel by more than one mode.

4.6 Pedestrian Infrastructure

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.

3.3.1 Transit Development Plan

The Transit Development Plan provides background information on STA, accomplishments during the previous year, and planned projects and programs for the following six years. As a public transportation benefit area authority, STA is required to prepare this plan. The document provides updated information to the Washington State Department of Transportation on the development of the various transit activities undertaken by STA.

3.3.2 Capital Improvement Program

The Capital Improvement Program (CIP) enables STA to make educated, coordinated, and financially sound capital investments. The 6-year CIP includes capital projects, programs and program categories. The CIP is updated annually

3.3.3 Service Implementation Plan

Developed with and included in the Transit Development Plan, this document guides the delivery of Fixed-Route service. The SIP describes service revisions proposed for the three calendar years following adoption.

3.3.4 Transit Asset Management Plan (TAM)

The Transit Asset Management Plan is included as an Appendix to the Transit Development Plan. The TAM is updated in its entirety no less than once every 4 years, and covers a horizon period of at least 4 years, and includes:

- Projected targets for the next fiscal year
- Condition assessments and performance results; and
- A narrative report on changes in transit system conditions and the progress toward achieving previous performance targets

In addition, the TAM is submitted to the state and MPO on a regular schedule, generally within 30 days of Board approval.

3.3.4.3.5 Annual Strategic Plan

As part of the annual budget adoption process, STA will prepare a concise annual strategic plan identifying agency priorities for the coming year, including major implementation actions, whether they impact service, infrastructure, or processes. The plan will be a companion to the budget and will be generally consistent with the Comprehensive Plan.

3.4 Update Schedule

Document	Horizon	Revision Schedule
Comprehensive Plan for Public Transportation	20-30 Years	Begin update no later than three years from last major update
Transit Development Plan	Current calendar year plus six years	Adopt before September 1 of each year

1.3 Performance Standard 3: Fares (Economic)

As a minimum standard of performance, routes shall have a farebox recovery no less than one-half the system average.

An important performance indicator for medium- to large-sized transit systems is fare revenues. While small agencies often find that the cost of collecting fares is equal to or exceeds the fares potentially collected, STA collects millions of dollars annually from its riders for services rendered. Farebox recovery for this performance standard is the total fixed-route revenue collected as a percentage of the total fixed-route operating cost. It is valuable as a metric since both fares per passenger and cost per hour are not equal for every route. Two routes may have exactly the same ridership but have different farebox recoveries. Routes using larger vehicles traveling longer distances in an hour will cost more to operate. Without a corresponding increase in fares per passenger, farebox recovery is likely to be lower than the comparable route.

1.4 Performance Reporting

By April of each year, the Planning Department will report on both the performance of each route for the previous two years and the standards that applied for those years. 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~~all of the three performance standards for two consecutive years will be considered out of compliance with the standards. A partial year of operation (e.g. if a route begins operation in September) will not be counted against a route's compliance with these standards. This provides for at least two and not more than three years for a route to mature before any corrective action is required.

The annual report will offer reasons why the route may be below standard and offer preliminary concepts for remediation.

1.5 Remediation

Remediation is not simply about eliminating poor performing routes, but instead considering both the route's relationship to the network and other possible network changes that could ultimately improve the entire network. Remedial actions should take place no more than 18 months following a performance report indicating non-compliance.

Non-compliance of routes with respect to performance standards is typically an indication of a route being designed inconsistent with the design principles or adopted service design policies. There may also be changes in land use (e.g. a major mall closes indefinitely) or changes in the network which unintentionally deteriorated service or demand. Remedial efforts should identify how proposed improvements will better align with design principles and adopted policy and provide a rough projection of the relationship to performance standards.