

2024 Service Revisions

Preliminary Proposal

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

10/3/2023



Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964. For more information, see www.spokanetransit.com. Upon request, alternative formats of this information will be produced for people who are disabled. Please call (509) 325-6094 (TTY WA Relay 711) or email dinfalt@spokanetransit.com.

Table of Contents

1.0 Executive Summary	4
1.1 Introduction	4
1.2 Background	4
1.3 Summary of Proposed Revisions	5
1.4 North Bank Event Shuttle Concept	8
2.0 Development of the Preliminary Proposal.....	9
2.1 Focus Areas	9
2.2 Service Planning Schedule	9
2.3 Adopted Plans and Programs	10
Connect Spokane.....	10
STA Moving Forward	10
2024-2029 Transit Development Plan.....	10
3.0 Proposed Revisions to Existing Conditions	12
Service Frequency Characteristics.....	12
3.1 Focus Area – North Bank / Downtown	14
Overview	14
Route 1 City Line	14
Route 11 Arena/Downtown Shuttle.....	15
3.2 Focus Area – Airway Heights / West Plains	15
Overview	15
Route 60 Airport.....	15
Route 63 Geiger.....	18
Route 65 Hayford	20
Route 633 Geiger Shuttle	22
3.3 Focus Area – Northeast Spokane / Hillyard.....	23
Overview	23
Option A	24
Option B	30
4.0 North Bank Event Shuttle Concept	37
4.1 Route 13 North Bank Shuttle.....	37

5.0 Special Considerations 39

 5.1 Title VI Implications 39

 5.2 Implementation Considerations 40

 5.3 Paratransit Impacts 41

Appendix A – Impacted Routes Summary 43

I.0 Executive Summary

I.1 Introduction

This report outlines a preliminary proposal for service improvements and revisions for 2024, broken down into three focus areas: Airway Heights/West Plains, Northeast Spokane/Hillyard and the North Bank/Downtown. Northeast Spokane/Hillyard is presented with two options: Option A and Option B; each option, if approved, must be implemented as a package and not a-la-carte due to the nature of interlines and resource allocation throughout the Fixed Route network. These proposed revisions are informed by the approved 2024-2029 Transit Development Plan (TDP), July 2023 Service Revisions Final Recommendation Report, and past decisions by the Spokane Transit Authority (STA) Board of Directors. This report aims to address in a conservative manner current and future resource availability, in addition to responding to community feedback and system performance reviews. The preliminary proposal presented in this report will be brought before the executive team, PMER Committee, and solicit rider input and community feedback before being refined into a Draft and then Final Recommendation Report.

I.2 Background

Since 2017, STA has been investing in more and better bus service across the Spokane region in line with the *STA Moving Forward* plan first adopted in 2014 and predicated on funding approved by voters in November 2016. The plan identified more than two dozen projects that expand the extent of public transportation in the region, as well as invest in six corridors recognized in the Agency's comprehensive plan, *Connect Spokane*, as High Performance Transit (HPT) corridors. With each phase of implementation, STA has adjusted its Fixed Route network, fulfilling commitments in the plan while also addressing community input and operational considerations as practicable.

The sequencing and scale of investments described above have been influenced by external factors, especially over the past three years. In 2020, the STA Board of Directors adopted amendments to the *STA Moving Forward* plan to make adjustments to implementation phasing to reflect the impacts of the COVID 19 Pandemic on financial forecasts, ridership demands and other project-specific considerations. In 2021, COVID relief packages and better-than-expected sales tax revenue presented an opportunity to plan for future transit growth while addressing a smaller set of what were identified as Near Term Investments (Board Resolution No. 790-21) to complement projects within the *STA Moving Forward* plan. Major service investments accomplished since 2021 include the launch of STA's first bus rapid transit (BRT) line, the City Line, extended Sunday service on frequent routes, new cross-town service and other changes to streamline service.

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

recent TDP includes the 2024-2026 SIP. That plan called for additional service increases and changes in 2024 including the following:

- Increase City Line frequency to 7.5-minutes at peak and 10-minutes midday, with other night and weekend improvements, as previously approved to be implemented by May 2024
- Increase service span on Route 11 Arena / Downtown Shuttle to run on nights and weekends
- Increase and revise service in Northeast Spokane and Hillyard, with new connectivity between Hillyard and Millwood by way of Minnehaha and Upriver Drive
- More service to the West Plains, including more direct service between Airway Heights and the West Plains Transit Center

In preparing this preliminary proposal, staff revisited longstanding concerns with service design in Northeast Spokane. In particular, routes 26 Lidgerwood and 28 Nevada are among several pairs of routes in the system which operate in harmony to provide frequent service. This service design technique allows for service to provide greater frequency in areas closer to major hubs (in most cases, the STA Plaza) while providing coverage to outlying areas. Routes 60 and 61, 22 and 23, and 96 and 98 perform similarly elsewhere in the region. As described further in the report, there are distinct disadvantages to this arrangement. As such, this preliminary proposal includes an option for Northeast Spokane / Hillyard that proposes to detach this longstanding routing technique in favor of frequent service on North Nevada St, while introducing a new route on North Lidgerwood St. with enhanced connectivity to other destinations in Northeast Spokane.

The Fixed Route network in current operation represents an investment of 508,000 annual revenue hours. In aggregate, these proposed service revisions and investments represent an approximate range of 5.5%-5.7% as compared with existing service, as shown Table 1 below. This is approximately 2,000 to 3,000 fewer annual revenue hours than planned in the TDP, and 28,000 to 29,000 more hours than existing conditions. This measured approach will ensure greater service reliability and position STA to add service beyond September 2024.

Table 1 – Comparison of Annualized Revenue Service Hours

September 2023 Existing Conditions	2024 TDP Planned	2024 Preliminary Proposal with Northeast Spokane/Hillyard Option A	2024 Preliminary Proposal with Northeast Spokane/Hillyard Option B
508,000	539,000	536,000	537,000

Note: values are approximate

1.3 Summary of Proposed Revisions

The following tables provide a complete list of the proposed revisions to the 2024 STA Fixed Route network, as compared with existing conditions. Table 2 presents one option for the Fixed Route network in Airway Heights/West Plains and the North Bank/Downtown, while Table 3 focuses on Northeast

Spokane/Hillyard. Table 3 has two columns; one column presents Option A, and the other presents Option B. It should be noted that Options A and B only apply to Northeast Spokane/Hillyard, with the rest of the Fixed Route network presented with one option that is compatible with either Option A or B. It is also important to note that minor scheduling changes will likely occur to other routes not listed below. Section 3 of this Preliminary Proposal Report provides additional details for each proposed change, including their relationship to the *STA Moving Forward* plan, changes from existing service, changes from the TDP and whether the recommendations impact any near-term investments approved in December 2021. Unless otherwise noted, proposed revisions are proposed to be implemented in September 2024.

Table 2 – List of Proposed Revisions by Route

Route	2024 Proposed Revisions from Existing Conditions
1 City Line	Increase City Line frequency to meet SYGA requirements in January and May 2024.
11 Arena / Downtown Shuttle	Increase Route 11 Arena/Downtown Shuttle to run on nights and weekends in May 2024. The route will provide 20-minute service evenings and weekends.
60 Airport	Revise routing to follow Flint Rd instead of the current routing on Airport Dr.
63 Geiger	Introduce a revised Route 63 Geiger that connects GEG with the WPTC. This route will supersede Route 633 Geiger Shuttle on weekdays.
65 Hayford	Implement a new Route 65 Hayford operating between the WPTC and Northern Quest and Spokane Tribe casinos, similar to Route 63 Airway Heights / West Plains as outlined in the 2024-2029 TDP.
633 Geiger Shuttle	Discontinue weekday trips on Route 633 Geiger Shuttle (to be covered by the revised Route 63 Geiger).

Table 3 – Northeast Spokane/Hillyard Proposed Revisions by Route

Route	2024 Option A	2024 Option B
26 Lidgerwood	No change.	Supersede Route 26 with new Route 31 Lidgerwood / Empire, which would follow much of Route 26’s existing routing except would turn at Lyons Ave and follow Division St to Cozza Ave on the north end of the route and would turn at Empire Ave and follow Market St to connect to Spokane Community College (SCC) Transit Center on the south end of the route.
27 Crestline	Increase frequency to 15-minutes weekday peaks.	Increase frequency to 30-minutes weeknights and Saturday nights and add two trips to weekday evening peak service.

Route	2024 Option A	2024 Option B
28 Nevada	No change.	Increase service frequency on Route 28 Nevada to 15-minutes during weekday peaks and weekday midday, and 30-minutes on nights and weekends.
31 Lidgerwood / Empire	n/a	The introduction of a new Route 31 Lidgerwood / Empire, superseding much of the existing Route 26 Lidgerwood and connecting to SCC Transit Center (see Route 26 above).
39 Minnehaha	Discontinue route.	Modify route to connect to the Garland Ave and Regal St layover via Euclid Ave, Crestline St, and Empire/Garland Ave. Discontinue connection to SCC Transit Center.
92 Upriver / Argonne	Implement new route between Millwood and Hillyard/Minnehaha on Upriver Dr, terminating at the Garland Ave and Regal St layover via Euclid Ave, Crestline St, and Empire/Garland Ave.	n/a
94 Millwood	Routing change in Millwood to interline with Route 92.	Increase frequency to 30-minutes at weekday evening peak and midday on Saturdays.

1.4 North Bank Event Shuttle Concept

This Preliminary Proposal also includes a conceptual shuttle to support service to events on the North Bank. With the Spokane Arena, The Podium, Spokane Civic Theater, newly opened ONE Spokane Stadium and several significant hotels on North River Dr, a new shuttle would help support mobility in the area. Working in tandem with Route 11, This shuttle would operate during nights and weekends between downtown Spokane and the parking lot owned by the Spokane Public Facilities District at the northwest corner of Boone Ave and Howard St that is used as the STA ShuttlePark lot.

2.0 Development of the Preliminary Proposal

Changes and addition to service embodied in the 2024 Service Revisions Preliminary Proposal are grounded in multiple Board-adopted documents, are responsive to customer input, and seek to address operational constraints. STA’s Service Development department works collaboratively with other workgroups inside STA in planning and implementing changes to Fixed Route service. This includes work through an internal working group known as the Service Improvement Committee (SIC). The information below identifies the varying inputs that have informed the work of the Service Development Department and the SIC in preparing the recommended elements of the 2024 Service Revisions Preliminary Proposal as published.

2.1 Focus Areas

The preliminary proposal includes new, improved, and modified routes and frequency to:

- The North Bank/Downtown
- Northeast Spokane/Hillyard
- Airway Heights/West Plains

These changes and improvements around the region reflect ongoing customer feedback, system performance and community needs.

2.2 Service Planning Schedule

The service planning process for the 2024 Service Change Revisions started in August of 2023, when Service Development staff conducted inventory of resources, investigated opportunities for changes, and established and vetted goals. This phase culminated in an internal workshop in September where the framework for the focus areas, scenarios and changes as presented in this report were established. A presentation of the Preliminary Proposal was given to the Service Improvement Committee, as well as the STA Executive Team. Starting in October, STA will gather input on the Preliminary Proposal via an online survey that will be open until November. Staff will also be engaging with neighborhood groups and other stakeholders to ensure meaningful feedback is received. Table 4 below outlines the anticipated 2024 Service Revisions Planning Schedule.

Table 4 – Key Activities for 2024 Service Revisions Schedule

Service Revisions Activity	Estimated Date
Preliminary Proposal published	October 3, 2023
Public input on Preliminary Proposal	October – November 2023
PMER Committee review of Draft Recommendation	December 6, 2023

Service Revisions Activity	Estimated Date
Public input on Draft Recommendation	December 2023 – January 2024
Public Hearing on Draft Recommendation	January 18, 2024
PMER Committee review of and action on Final Recommendation	January 31, 2024
Board action on Final Recommendation	February 15, 2024

2.3 Adopted Plans and Programs

Connect Spokane

Adopted in 2010, *Connect Spokane: A Comprehensive Plan for Public Transportation* is Spokane Transit’s plan that sets forth a vision and policy framework, guiding decisions that will further Spokane Transit’s mission and vision. This includes principles and policies informing the design of Fixed Route service, including the attributes of route pathways, frequency, and span. *Connect Spokane* also articulates a vision for High Performance Transit, along with corresponding principles and policies, which have informed all stages of route planning.

STA Moving Forward

STA Moving Forward is a 10-year plan to increase transit service, maintain the existing infrastructure, and expand transit coverage to new areas. *STA Moving Forward* focuses on four main strategies: design and deliver core infrastructure, advance, and implement high performance transit (HPT), improve customer service, and look into the future. One of the goals outlined in the plan is to improve routes and frequency to Hillyard and Northeast Spokane, which these proposed revisions would support. Section III of this report identifies any connections to *STA Moving Forward* a particular route revision may have.

2024-2029 Transit Development Plan

The [2024-2029 Transit Development Plan](#) (TDP) outlines mid-range guidance over a six-year period. It includes the 2024-2026 Service Improvement Program (SIP) which provides a timeline for all anticipated service changes, including both approved and planned changes. Section III of this report acknowledges the proposed revisions alignment with or departure from the TDP on a route-by-route basis. The TDP incorporated service changes and improvements approved by the Board, including the July 2023 Service Revisions and the Near-Term Investments resolution.

The July 2023 Service Revisions were directly informed by the 2023-2028 TDP, which identified key system improvements that would go into effect in 2023 to implement *STA Moving Forward*. Revisions included in the July 2023 plan included Sunday span of service improvements, network adjustments (the original launch of the City Line, improved frequency to Hillyard and Northeast Spokane), and adjustments to routes and schedules for service in in Spokane Valley/Millwood/Liberty Lake and Airway Heights/West Plains.

The 2021 Near-Term Investments (NTI) report as adopted by Resolution 790-21 outlines a list of projects and programs that augment planned improvements. This included service enhancements, such as longer hours of service, extension of service to new places and increased night and weekend frequency.

3.0 Proposed Revisions to Existing Conditions

In this section the proposed revisions are presented in greater detail. Section 3.1 covers North Bank/Downtown, Section 3.2 covers Northeast Spokane/Hillyard, and Section 3.3 covers Airway Heights/West Plains. Northeast Spokane/Hillyard have two options, A and B, while the other areas have one option only. Each route that is considered for proposed service revisions, either from existing service or from approved and/or planning changes listed in the TDP, are listed in their respective sections. Each route includes a table detailing the recommended changes, their relationship to *STA Moving Forward*, existing service, the TDP and “Near-Term Investments.” A brief discussion follows to enhance the understanding of the proposed revision. A map is also included where the route is new or where the route pattern is adjusted from existing service.

Service Frequency Characteristics

The table on the following page outlines the proposed frequency of service for each of the new and modified routes discussed in this Preliminary Proposal. This table is intended to provide planning level assumptions and the final schedules will be developed prior to the service change. Minutes in **bold** represent frequency changed from existing conditions. Maps and a guide to existing service frequency can be found online for additional comparisons: <https://www.spokanetransit.com/routes-schedules/sta-system-map/>.

Table 5 Proposed Service Frequency

Proposed Approximate Frequency (Minutes)								
Route	Option	AM Weekday Peak	Mid-Weekday	PM Weekday Peak	Weekday Evening	Saturdays	Sundays and Holidays	Early AM / Late PM
1	N/A	7.5	10	7.5	15	15	15	30
11	N/A	10	20	10	20	20	20	20
26	A	30	30	30	60	60	60	60
	B	--	--	--	--	--	--	--
27	A	15	30	15	60	30	30	60
	B	30	30	30	30	30	30	30
28	A	30	30	30	60	60	60	60
	B	15	15	15	30	30	30	30
31	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	B	30	30	30	60	60	60	60
39	A	--	--	--	--	--	--	--
	B	30	30	30	60	60	60	60
60	N/A	30	30	30	60	60	60	60
63	N/A	30	30	30	60	60	60	60
65	N/A	60	60	60	60	60	60	60
92	A							
	B	N/A	N/A	N/A	N/A	N/A	N/A	N/A
94	A	30	30	30	60	60	60	60
	B	30	30	30	30	30	60	60
633		--	--	--	--	Targeted Trips	Targeted Trips	Targeted Trips

3.1 Focus Area – North Bank / Downtown

Overview

The proposed changes in this focus area explore service enhancements to better connect North Bank venues to downtown attractions by introducing extended service span on Route 11 Arena / Downtown Shuttle on weeknights and all day on Saturday and Sunday. Additionally, City Line would be ramped up to its full service level.

Route 1 City Line

Proposed Revision	<ul style="list-style-type: none"> • Increase in January to 7.5-minute weekday peak service. • Increase in May to 10-minute midday weekdays. • Increase in May to 15-minute midday Sundays. • Increase late night span by approximately 45 minutes to 1AM
Relationship to STA Moving Forward	<ul style="list-style-type: none"> • The City Line is a key element of <i>STA Moving Forward</i> and a phased implementation was the central impetus of July 2023 service revisions.
Changes From Existing Service	<ul style="list-style-type: none"> • Increased service frequency.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> • Sunday service revised from earlier assumptions, ensuring alignment with the Single Year Grant Agreement (SYGA), which was predicated on 15-minute service midday
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> • N/A

As part of the adopted July 2023 Service Revisions, the City Line was launched with 15-minute frequencies for most hours of the day to ensure service can be reliably provided within projected workforce resources, while deferring the full frequency and service span commitments to May 2024.

The 2024-2029 TDP planned for peak frequency to increase to every 7.5 minutes beginning January 2024. This improvement will take place prior to the conclusion of the 2024 Service Revisions public input process, and on its own, does not require Board approval. However, it is discussed in this proposal as a component of improvements in 2024, helping inform the public what the proposed network will look like by the end of the year. Service improvements in May 2024 will implement the remaining service investments to match the expectations reflected in STA’s original application for rating of the City Line as well as the Single Year Grant Agreement executed in January 2020. This includes 10-minute service midday on weekdays, 15-minute service midday Sundays, and later night service, weekdays and Saturday.

Route 11 Arena/Downtown Shuttle

Proposed Revision	<ul style="list-style-type: none"> Introduce service on nights and weekends in May 2024.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> This route was not specifically included in STA Moving Forward but supports the goal of improved Saturday night service.
Changes From Existing Service	<ul style="list-style-type: none"> Extend weekday service to nights and weekends.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> No changes from 2024-2029 TDP.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> Improve service on nights and weekends.

Staff propose increasing service on Route 11 Arena/Downtown Shuttle to run on nights and weekends. The route will provide 20-minute service evenings and weekends. This proposed change supports the goal of increased service to the North Bank and addresses the growing need for event-oriented service.

3.2 Focus Area – Airway Heights / West Plains

Overview

Proposed changes in Airway Heights/West Plains include the rerouting of Route 60 to the Spokane International Airport via US 2 and Flint Rd instead of on its current routing on Airport Rd, the rerouting of Route 63 between WPTC and the Spokane International Airport, and the introduction of Route 65 between Airway Heights and the West Plans Transit Center (WPTC) via Hayford Rd. Additionally, the Introduction of the modified Route 63 would eliminate the need for Route 633 Geiger Shuttle trips on weekdays.

Route 60 Airport

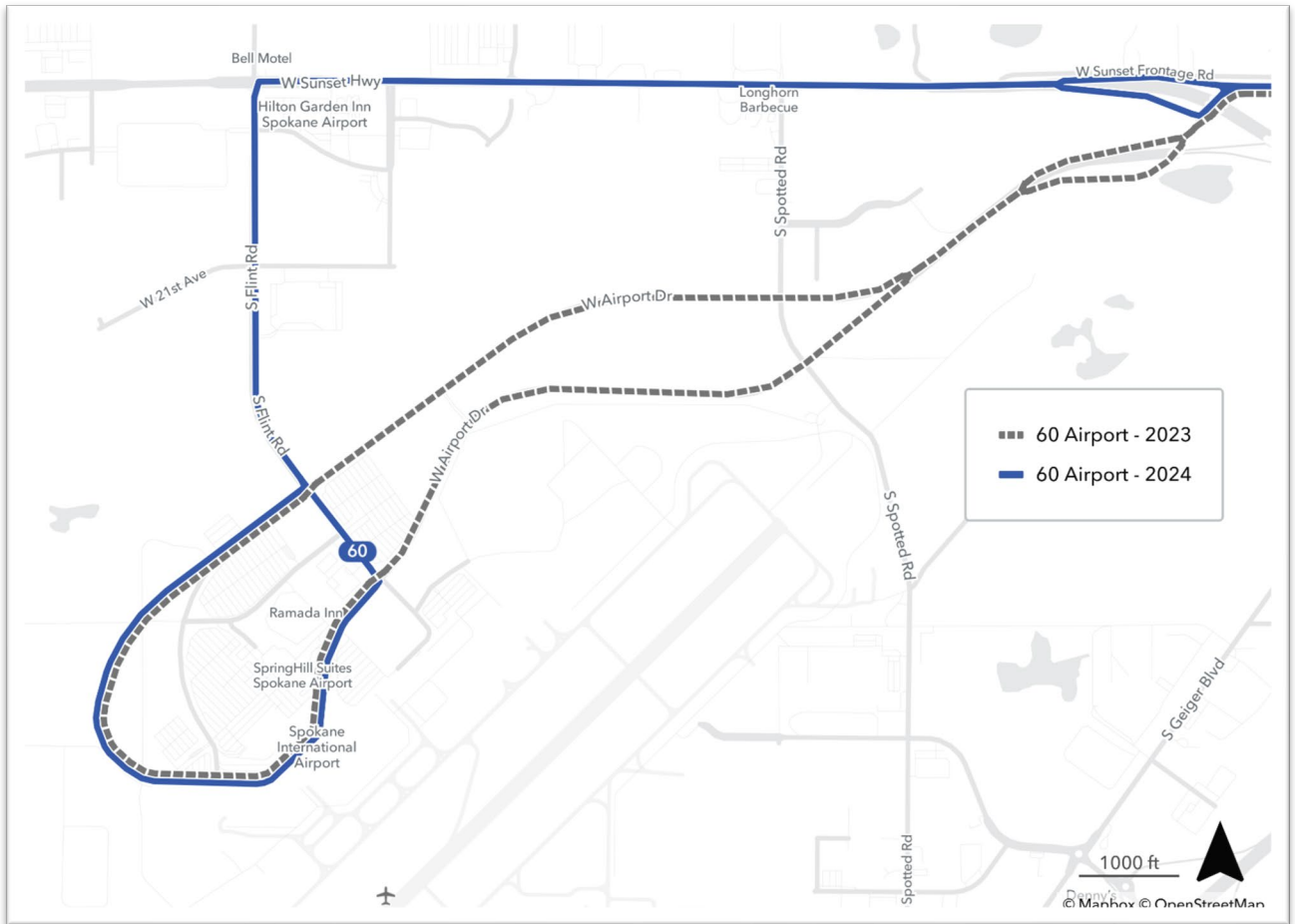
Proposed Revision	<ul style="list-style-type: none"> Operate on Flint Rd. from US 2 instead of Sunset Highway to Airport Dr.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> Service to the Airport will eventually be integrated into the I-90/Valley High Performance Transit corridor.
Changes From Existing Service	<ul style="list-style-type: none"> Routing changes to retain service on Flint Road with truncation Route 63.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> TDP planned for extension of Route 60 to the WPTC, and did not call for Route 60 to run on Flint Rd. These changes will still provide connectivity to the WPTC by interlining Route 60 with the modified Route 63.

**2021 Near-Term Investments
Plan**

- This route was not included in the Near-Term Investments plan.

With the proposed operation of Route 65 on Hayford Rd between West Plains Transit Center and Airway Heights, service would be lost on Flint Rd between the Spokane International Airport and US Highway 2. This proposed change to Route 60 would retain service on Flint Rd. Today, service for STA customers from downtown Spokane to businesses on Flint Rd only exists via a transfer at WPTC. This modification would provide direct access from downtown Spokane while retaining the WPTC connection via a proposed interline with Route 63. No current stops on Route 60 would be lost with the proposed route pattern.

Figure 1 - Route 60 Airport



Route 63 Geiger

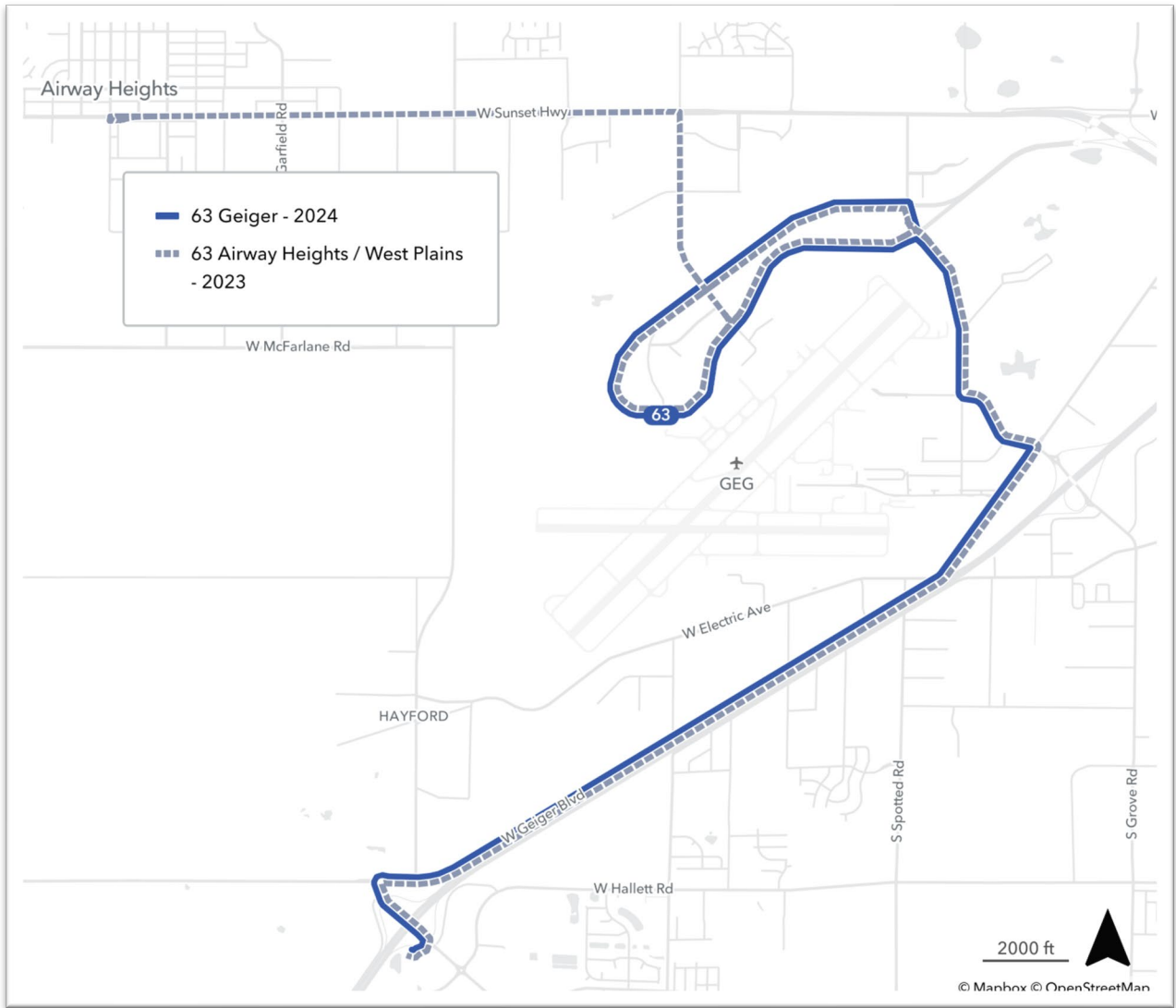
Proposed Revision	<ul style="list-style-type: none"> Revise Route 63 to operate primarily on Geiger Blvd between the Spokane International Airport and the West Plains Transit Center with increased weekday frequency.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> Further enhances connectivity on the West Plains by way of the West Plains Transit Center.
Changes From Existing Service	<ul style="list-style-type: none"> Truncates route between Spokane International Airport and WPTC, eliminating segment between Airway Heights and Spokane International Airport.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> Route was originally planned to be re-routed on Hayford Rd, with Route 60 Airport superseding the 63. The Preliminary Proposal introduces a new Route 65 on Hayford Rd. while retaining the Route 63 for service legibility.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> This route was not included in the Near-Term Investments plan.

This proposed route takes the place of the previously proposed southern portion of Route 60 between Spokane International Airport and the West Plains Transit Center. Due to one-way traffic on Airport Dr, passengers at the airport may have a difficult time determining the direction of Route 60 if they want to travel toward downtown Spokane versus West Plains Transit Center. By splitting Route 60 at the airport, passengers then are given independent route numbers to travel in opposite directions. This is especially beneficial for out-of-town passengers. This expanded service to the Amazon facility on Geiger Rd to West Plains Transit Center would no longer necessitate the need for Route 633 on weekdays. Stops discontinued by this proposal would be limited to three stops between Lawson St and Hayford Rd, with all other stops covered by existing, new or modified routes, as shown below.

Table 6 – Average Weekday Ridership on US 2 Between Hayford Rd and Lawson St (2022)

ID	Name	Direction	Boardings	Alightings
4353	US 2 @ Hayford	Inbound	0	0
4351	US 2 @ Campbell	Inbound	2	0
4350	US 2 @ Campbell	Outbound	0	2

Figure 2 - Route 63 Geiger

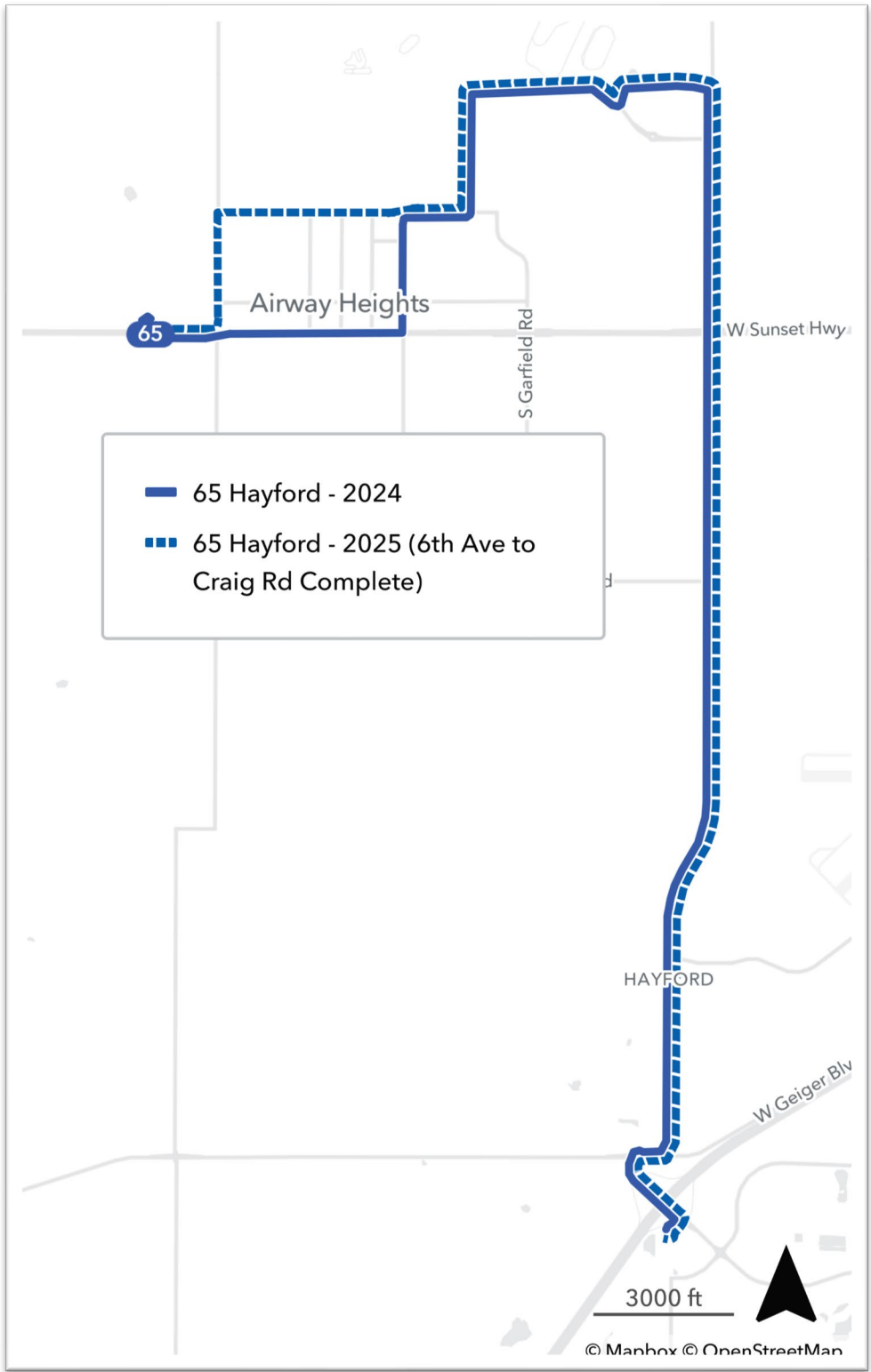


Route 65 Hayford

Proposed Revision	<ul style="list-style-type: none"> The implementation of a new Route 65 Hayford, operating between the WPTC and Northern Quest and Spokane Tribe casinos similar to Route 63 Airway Heights / West Plains as outlined in the 2024-2029 TDP.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> N/A
Changes From Existing Service	<ul style="list-style-type: none"> Would introduce service on Hayford Rd.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> Renamed Route 65 from Route 63. This route would fill the planned role of Route 63 in September 2024.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> Will serve 6th Ave subject to completion of Near Term Investment S-14.01.

Route 65 would follow what is included in the 2024-2029 TDP as Route 63, which utilizes the current routing of Route 61 with service to Northern Quest Casino, Airway Heights Corrections Center, and Spokane Tribe Casino. This supports STA’s goal of providing more service to the West Plains, including more direct service between Airway Heights and the West Plains Transit Center. Route 65 would shift to run along 6th Ave and Craig Rd between US 2 and Lawson St once the arterial network supports the routing, anticipated by early 2025.

Figure 3 - Route 65 Hayford



Route 633 Geiger Shuttle

Proposed Revision	<ul style="list-style-type: none"> Eliminate weekday trips, Route 63 will supersede weekday service. Maintain weekend service.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> n/a
Changes From Existing Service	<ul style="list-style-type: none"> Reduced and superseded service.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> Not in TDP.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> n/a

In this proposal, Route 63 is proposed to provide 30-minute service weekdays on Geiger Blvd. This level of service would make Route 633 redundant on weekdays. It is proposed to eliminate weekday trips but maintain targeted weekend trips to serve customers employed at the Amazon GEG1 center.

3.3 Focus Area – Northeast Spokane / Hillyard

Overview

The *STA Moving Forward* plan commits to “improve routes and frequency to Hillyard / Northeast Spokane.” Originally, this was planned to be implemented in 2021, but later that was moved to 2022. In 2022, STA introduced two new crosstown routes that serve Hillyard, while improving Saturday frequency on the 27 Crestline, which was streamlined and extended to serve important retail destinations and new multifamily residential areas in north Spokane. In July 2023, Sunday service was improved on Route 27. Additional routes and frequency investments have been anticipated and were deferred last year due to workforce challenges. With an additional year of ridership and development trends, as well as community feedback, staff have developed two options for Northeast Spokane/Hillyard. Staff gathered additional input and conducted further analyses before developing two alternative draft recommendations for this focus area. Due to the nature of interlines and resources, each option must be implemented as a package with the rest of the changes to the Fixed Route network. Option A most resembles what is outlined in the 2024-2029 TDP and focuses on the implementation of a new route connecting Hillyard to Millwood via Upriver Dr Option B focuses on enhancing frequency of service in the north/south corridor of the area and optimizing/modifying routes to serve high demand areas. Option B also enables STA to invest in service along Route 94 East Central/Millwood earlier than otherwise feasible.

There are two primary themes that differentiate options A and B: coverage vs frequency. Option A focuses more on coverage and adds 1% more people within the PTBA within ½ mile of any transit stop. Option B focuses more on frequency, adding 9% more people within the PTBA within ½ mile of a frequent transit stop (15 minutes at peak).

	Existing Network	Preliminary Proposal with Northeast Spokane/Hillyard Option A	Preliminary Proposal with Northeast Spokane/Hillyard Option B
Population w/ Frequent Transit Service w/in ½ mile	162,100	162,100 (no change)	177,000 (+9%)
Total Population w/ Any Transit Service w/in ½ mile	360,900	364,300 (+0.9%)	360,900 (no change)

Sources: 2020 US Census, Remix Data Analysis

Option A

Option A introduces Route 92, which would serve as a Millwood to Hillyard connection along Upriver Dr and Argonne Rd. Route 39 is proposed to be discontinued under this option. Option A also provides for AM and PM peak frequency improvements to Route 27. Consistent with the 2024-2029 TDP, Routes 28 and 94 do not see any changes to their frequency in this option in 2024.

Route 27 Crestline

Proposed Revision	<ul style="list-style-type: none"> AM and PM peak frequency increased to 15 minutes.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> An element of the <i>STA Moving Forward</i> project of improved routes and frequency to Hillyard / Northeast Spokane.
Changes From Existing Service	<ul style="list-style-type: none"> AM and PM peak service proposed 15-minute frequency. Currently peak service matches midday 30-minute frequency.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> The TDP planned for an increase in weekday peak frequency to every 15 minutes in 2023.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> This route was not included in the Near-Term Investments plan.

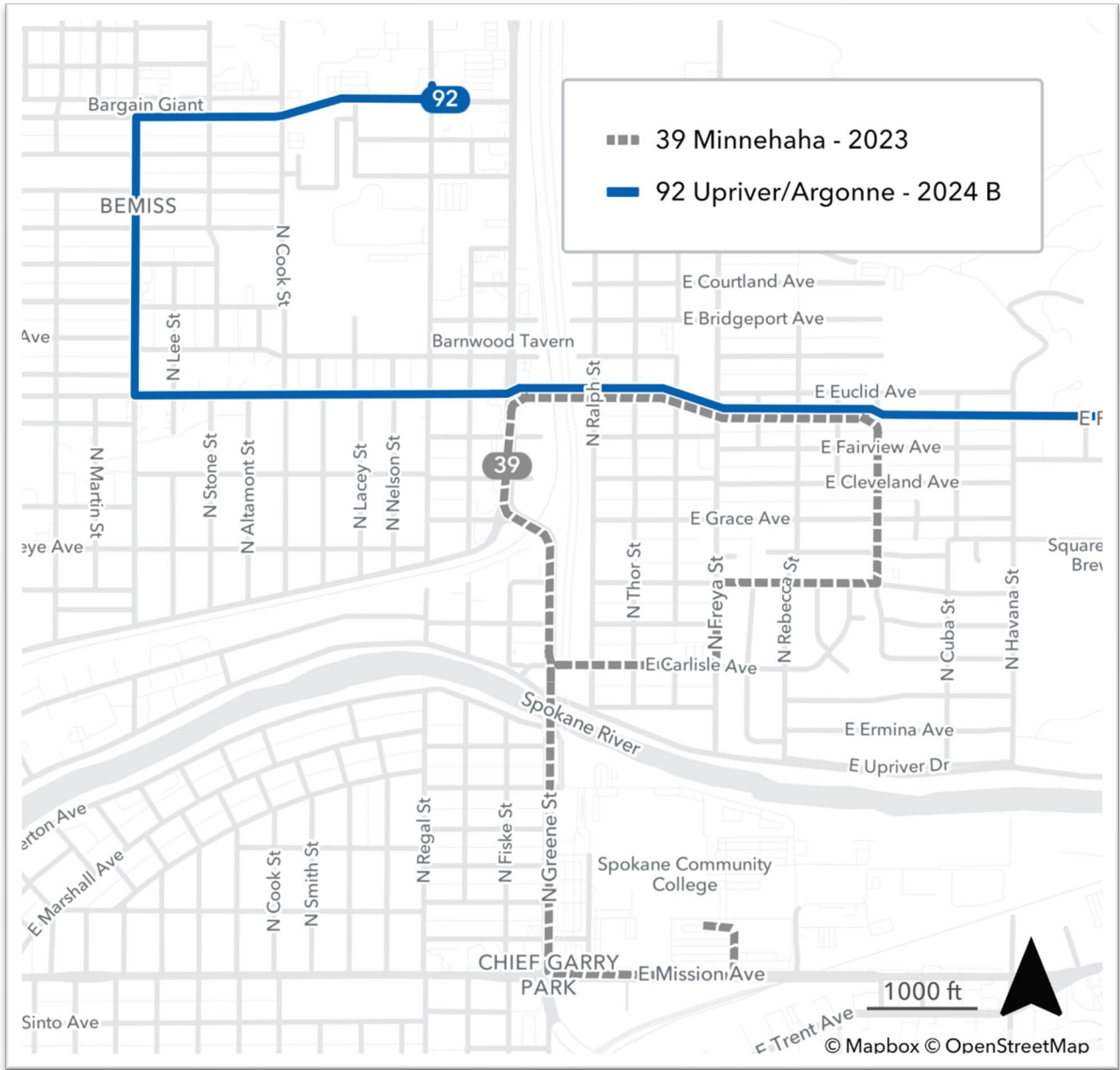
Option A proposes an increase to AM and PM peak service. During peak commute times weekday mornings and evenings, Route 27 is proposed to offer 15-minute service. Midday service between these commuter peaks will remain at 30-minute frequency. Service after 7PM on weekdays and Saturday nights will remain hourly. No change is planned to Sunday service.

Route 39 Minnehaha

Proposed Revision	<ul style="list-style-type: none"> Route discontinued.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> STA Moving Forward contemplated superseding Route 39 with the City Line.
Changes From Existing Service	<ul style="list-style-type: none"> Discontinue route.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> None, follows SIP concept of discontinuing route.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> This route was not included in the Near-Term Investments plan.

If Route 92 is implemented as planned in Option A, then Route 39 would be discontinued due to redundancy of service in the corridor. In the 2024-2029 TDP, Route 39 was planned to be discontinued in September 2024, and a route on Upriver Dr and Argonne Rd was planned to be introduced. Option A would adhere to those goals as outlined in the TDP.

Figure 4 – Route 39 Minnehaha

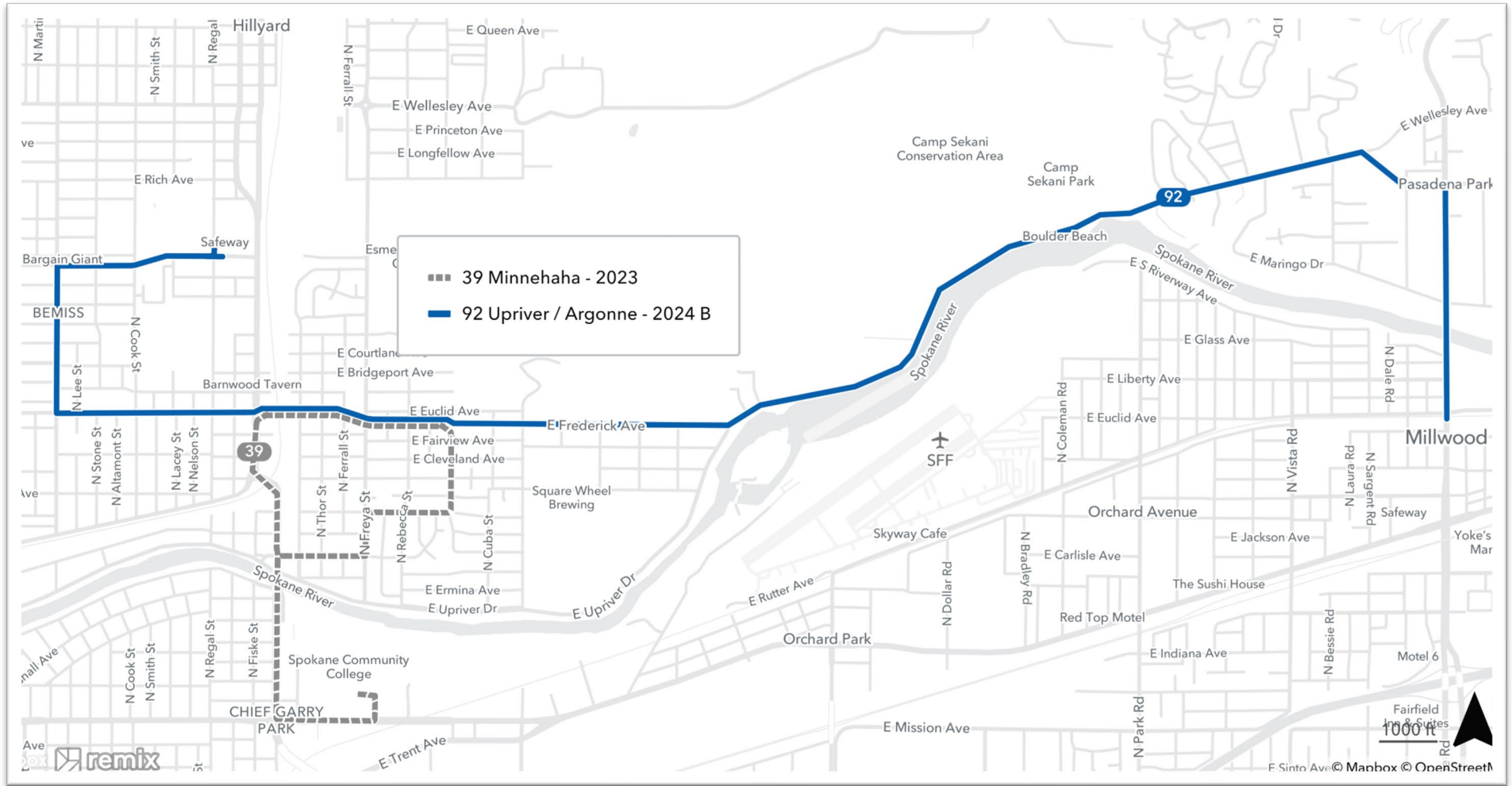


Route 92 Upriver / Argonne

Proposed Revision	<ul style="list-style-type: none"> Introduce new route extending between Hillyard and Millwood via the Minnehaha neighborhood, Upriver Dr and Argonne Rd.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> Supports the goal of improved routes and frequency to Hillyard / Northeast Spokane.
Changes From Existing Service	<ul style="list-style-type: none"> Replaces Route 39 Minnehaha in that neighborhood.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> Modifies routing to use Euclid Ave, Crestline St, and Garland Ave in order to utilize layover and better server Hillyard Community Campus centered at Empire Ave and Cook St.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> N/A

Route 92 would provide residents of Minnehaha with a one seat ride to the Northeast Community Center, Hillyard Library, and a grocery store. It would also connect riders to transfers to Routes 27, 36, 33, and 35. STA route numbering and naming procedures state regular service numbered in the “30s” is for routes serving Spokane Community College. This route was renumbered to define it as regular service based out of Spokane Valley, represented by “90s” routes. There is some current internal investigation into re-working the proposed route number and routing and to better serve the Minnehaha neighborhood residents until STA’s future facility at Argonne Rd is complete.

Figure 5 – Route 92 Upriver / Argonne



Route 94 East Central / Millwood

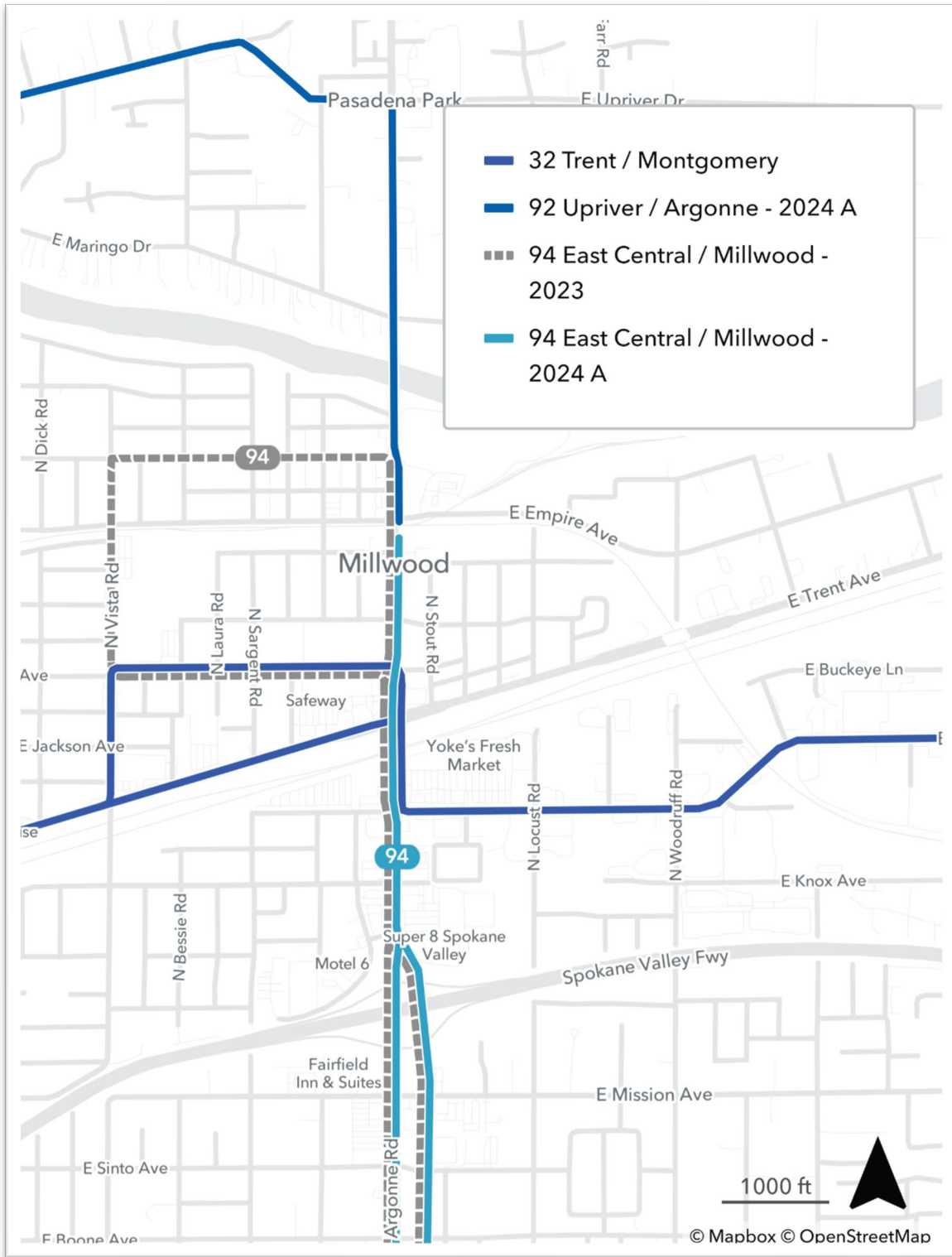
Proposed Revision	<ul style="list-style-type: none"> A proposed interline with Route 92 requires a change to the routing in Millwood.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> <i>STA Moving Forward</i> calls to optimize the transit network.
Changes From Existing Service	<ul style="list-style-type: none"> Currently buses loop through Millwood via Liberty Avenue, Vista Road, and Buckeye Avenue. This loop would be eliminated in this option.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> The TDP does not include routing changes for Route 94.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> Defer improved night and weekend frequency identified as S-17 in the Near-Term Investments plan.

While not directly serving Northeast Spokane/Hillyard, it is directly influenced by if Route 92 is implemented or not. Buses will only travel on Argonne Road to interline with the proposed Route 92 in Millwood. This would result in the discontinuation of service at two stops in Millwood: one on Liberty Ave (ID 3052), and the other on Vista Rd (ID 4234). In 2022, the stop on Liberty Ave saw average weekday activity of 3 boardings and 7 alightings, and the stop at Vista Rd saw average weekday activity of 1 boarding and 4 alightings.

Table 7 – Average Weekday Ridership on Liberty Ave and Vista St (2022)

ID	Name	Direction	Boardings	Alightings
3052	Liberty @ Marguerite	Loop	3	7
4234	Vista @ Fairview	Loop	1	4

Figure 6 - Route 94 East Central / Millwood



Option B

Option B proposes more significant changes to routes in Northeast Spokane. These changes include proposed frequency improvements on Route 27 to its weekday and Saturday night service, a new Route 31 which supplants the current Route 26 with crosstown service to SCC Transit Center, increased frequency on Route 28 to 15-minute weekday service and half-hourly service nights and weekends, modified routing on Route 39 to connect with the Hillyard Community Campus, and increased frequency of 30-minutes at weekday evening peak and midday on Saturdays on Route 94.

Route 26 Lidgerwood

Proposed Revision	<ul style="list-style-type: none"> Discontinue and replace with Route 31.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> Prioritize improved frequency on Nevada St for improve and frequency to Hillyard and Northeast Spokane.
Changes From Existing Service	<ul style="list-style-type: none"> Route replaced by Route 31, no longer services STA Plaza, instead route will be anchored at SCC Transit Center.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> N/A
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> This route was not included in the Near-Term Investments plan.

In Option A of this proposal Route 26 Lidgerwood would be replaced by Route 31 Lidgerwood / Empire. Routing north of Empire Ave would remain the same. The route would be discontinued due to route naming numbering and naming procedure. The procedure identifies 30s routes as “East-west routes, especially those related to SCC Transit Center.” As the new routing will originate at SCC Transit Center and travel more east-west than the current routing, the proposed Route 31 is a more suitable number in line with STA’s standards.

The proposed elimination of Route 26 and replacement by Route 31 would result in some stop closures. Table below identifies stops proposed to be discontinued as part of the change, including existing boarding and alightings as of 2022.

Table 8 – Average Weekday Ridership Between Cozza and Lincoln (2022)

ID	Name	Direction	Boardings	Alightings
1731	Standard @ Cozza	Inbound	5	1
1702	Standard @ Dakota	Outbound	0	2
1730	Standard @ Lidgerwood	Inbound	3	0
1729	Standard @ Lincoln	Inbound	5	1
1703	Standard @ Lincoln	Outbound	0	4

Route 27 Crestline

Proposed Revision	<ul style="list-style-type: none"> • Increase frequency to 30-minutes weeknights and Saturday nights and add two trips to weekday evening peak service.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> • Supports the goal of improved routes and frequency to Hillyard / Northeast Spokane.
Changes From Existing Service	<ul style="list-style-type: none"> • Increased frequency.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> • The TDP planned for an increase in weekday peak frequency to every 15 minutes in 2023.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> • This route was not included in the Near-Term Investments plan.

Currently, two morning trips help augment the 30-minute service on this route to provide limited 15-minute service. Resources that were initially planned for this would help to implement 15-minute service on Route 28 and the creation of Route 31. These improvements would help meet the expectations of improved routes and frequency to Northeast Spokane.

Route 28 Nevada

Proposed Revision	<ul style="list-style-type: none"> • Increase service frequency to 15 minutes during weekday peaks and weekday midday, and 30 minutes on nights and weekends.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> • Supports the goal of improved routes and frequency to Hillyard / Northeast Spokane.
Changes From Existing Service	<ul style="list-style-type: none"> • Increased frequency.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> • The TDP did not plan for changes on Route 28.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> • This route was not included in the Near-Term Investments plan.

Currently, Routes 26 and 28 work together to provide 15-minute service to downtown south of Empire Ave. Due to the current splitting of Routes 26 and 28 north of Empire Ave, transfers to and from Route 33 on Wellesley Ave can be tricky for passengers. The proposed modifications of Route 26 to Route 31 requires continuing the 15-minute service in the Hamilton/Nevada St corridor. This added service to Route 28 would simplify potential issues with transfers to and from Route 33 at Wellesley Ave and retain

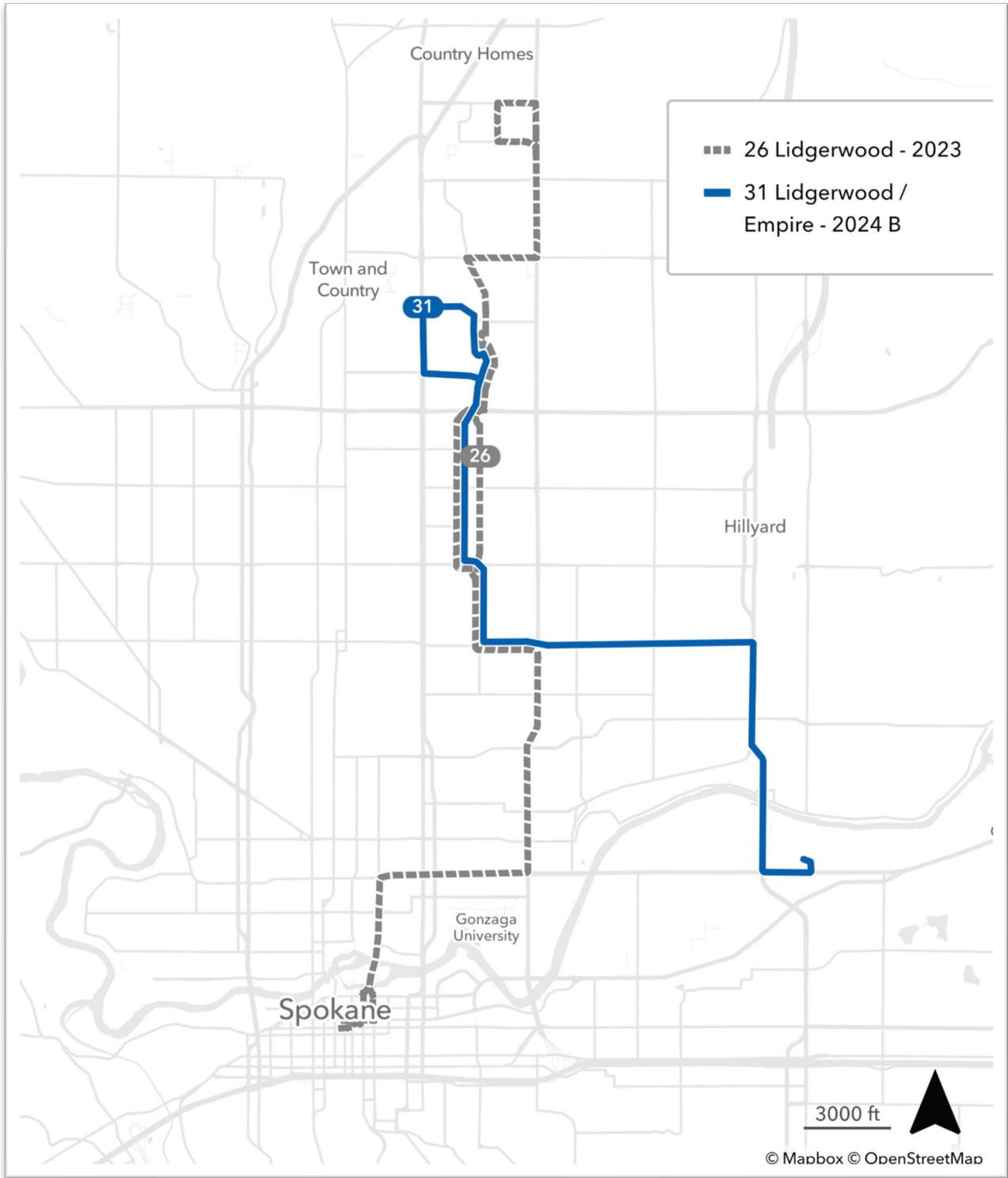
the current 15-minute service south of Empire Ave while providing more frequent and direct service north of Empire Ave.

Route 31 Lidgerwood / Empire

Proposed Revision	<ul style="list-style-type: none"> • Rename Route 26 Lidgerwood to Route 31 Lidgerwood / Empire. • Operate with 30-minute frequency weekdays and 60-minute frequency nights and weekends.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> • Supports the goal of improved routes and frequency to Hillyard / Northeast Spokane.
Changes From Existing Service	<ul style="list-style-type: none"> • New route. • Discontinue existing Route 26.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> • The TDP did not plan for changes on Route 31 (formerly 26) in 2024.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> • This route was not included in the Near-Term Investments plan.

In this proposal, the current Route 26 would be modified to become the new Route 31. The route pattern and frequency north of Nevada St and Empire Ave would remain unchanged. However, the southern portion of the route would be modified to operate on Empire Ave between Nevada St and the Northeast Community Center/Hillyard Community Campus area before terminating at Spokane Community College. This new routing would provide transfers and access from the Hillyard and Minnehaha areas to the medical district around Holy Family Medical Center in Northeast Spokane, as well as continue to serve Lilac Plaza and the Lighthouse for the Blind. With a connection at SCC Transit Center, the route would also provide access to downtown Spokane via the City Line as well as direct transfers to Spokane Valley via Route 32.

Figure 7 - Route 31 Lidgerwood / Empire



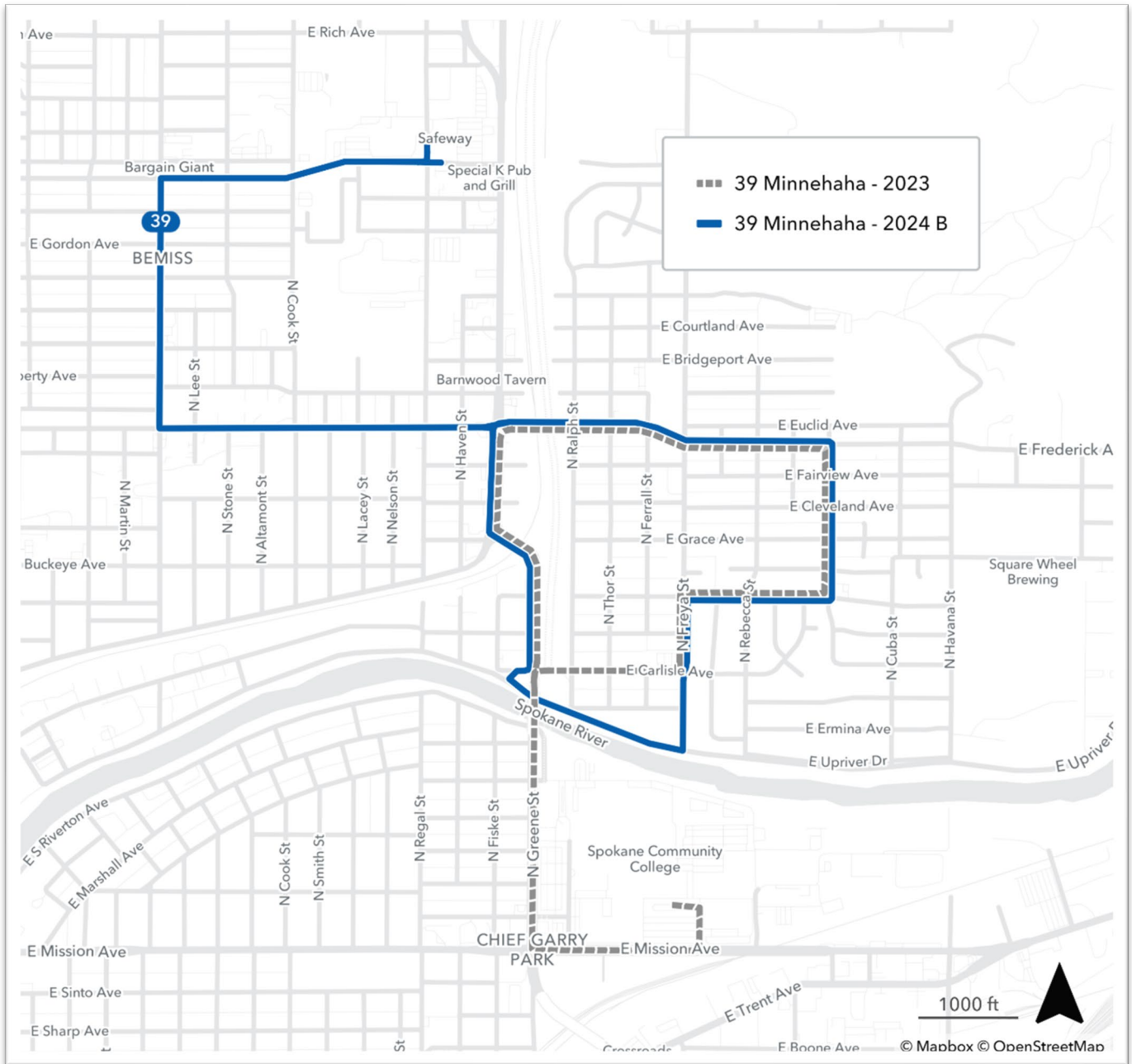
Route 39 Minnehaha

Proposed Revision	<ul style="list-style-type: none"> • Modify route to connect to the Garland Ave and Regal St layover via Euclid Ave, Crestline St, and Empire/Garland Ave. • Discontinue connection to SCC Transit Center.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> • STA Moving Forward contemplated superseding Route 39 with the City Line.
Changes From Existing Service	<ul style="list-style-type: none"> • Modify route to connect to the Garland Ave and Regal St layover via Euclid Ave, Crestline St, and Empire/Garland Ave. • Discontinue connection to SCC Transit Center.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> • Retain route.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> • This route was not included in the Near-Term Investments plan.

Option B does not include Route 92. This creates a need to retain Route 39 and provides an opportunity to modify Route 39 to connect riders with Hillyard. The Safeway at Garland Ave and Regal St is the closest grocery store to residents in Minnehaha, and this routing change would give them access to the shopping area there. It would also provide a one seat ride to the civic heart of Hillyard along Cook St, allowing riders to access the Hillyard Library, the Northeast Community Center, Shaw Middle School, and NEWTech Skill Center. Riders that are looking to go downtown can transfer at Foothills Dr and Crestline St to Route 27, and those looking to go across town can transfer to Route 36.

It's important to note that Route 39 in this option is seen as an interim step toward future connectivity between Millwood and Hillyard. By adjusting the route to connect to Hillyard, Route 39 establishes new stops along Euclid Ave that would later be used by a future route that extends east toward Argonne Road. If Option B were to move forward, the timing of service expansion in the Upriver Dr area would be reconsidered in the development of the 2024-2027 Service Improvement Program during the first half of 2024.

Figure 8 – Route 39 Minnehaha



Route 94 East Central / Millwood

Proposed Revision	<ul style="list-style-type: none"> • Increase frequency to 30-minutes weeknights and midday on Saturdays.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> • <i>STA Moving Forward</i> calls to optimize the transit network.
Changes From Existing Service	<ul style="list-style-type: none"> • Increase frequency to 30-minutes on weeknights and midday on Saturdays.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> • The TDP does not include frequency improvements on Route 94 until 2025.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> • Implement improved night and weekend frequency identified as S-17 in the Near-Term Investments plan.

As planned for in the 2021 Near-Term Investments, Route 94 would see frequency improvements in this option. Currently this route runs 30-minute service from approximately 6AM to 6PM, weekdays. Outside of those hours, the route sees its frequency at every 60 minutes. Option B calls for expanded 30-minute service from 6PM to the end of the service day. This option also calls for expanded midday Saturday service to run at 30-minute frequency.

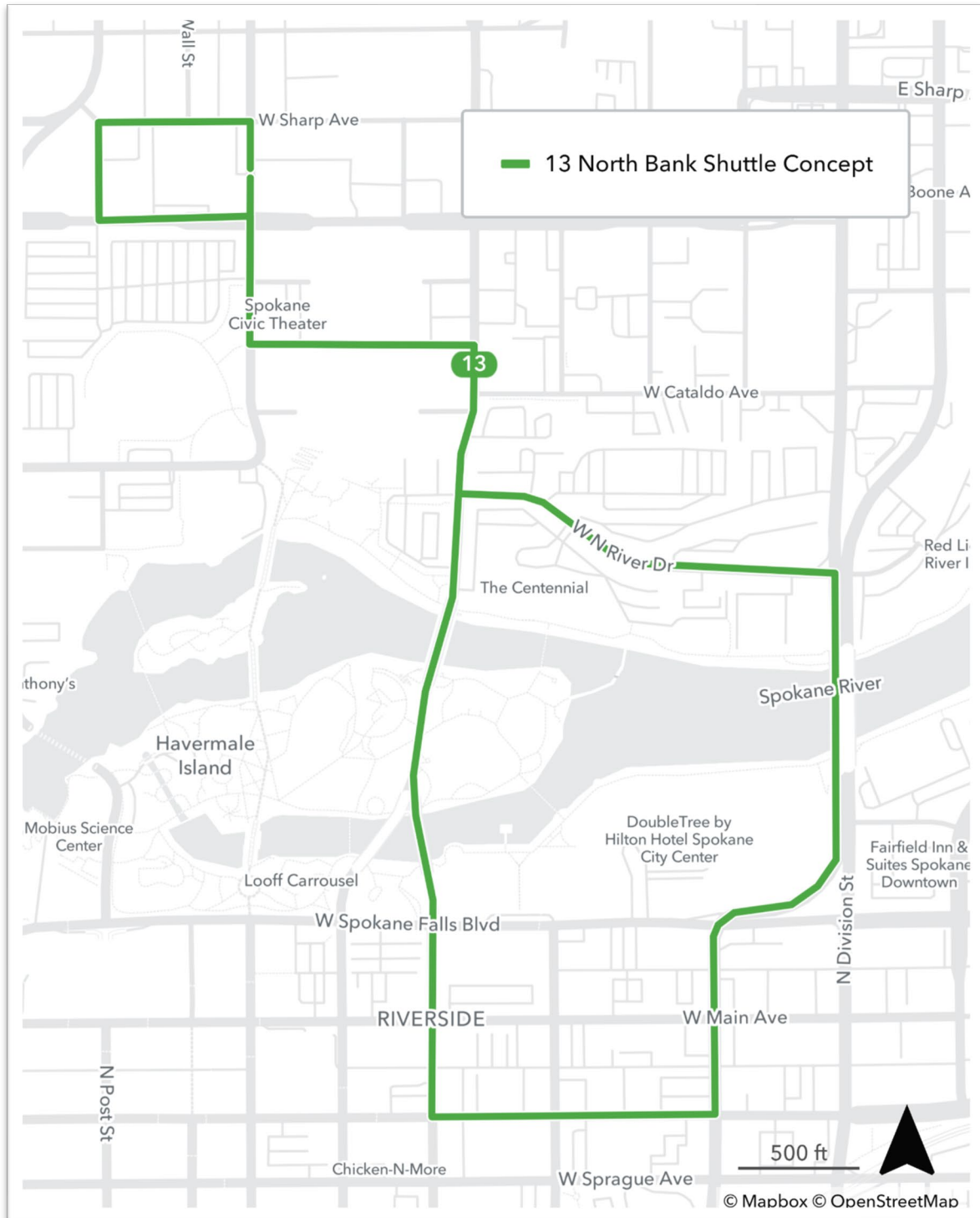
4.0 North Bank Event Shuttle Concept

4.1 Route 13 North Bank Shuttle

Proposed Revision	<ul style="list-style-type: none"> Introduce, in May 2024, a new shuttle between downtown and the parking lot owned by the Spokane Public Facilities District at the northwest corner of Boone Ave and Howard St that is used as the STA ShuttlePark lot operating on North River Dr.
Relationship to STA Moving Forward	<ul style="list-style-type: none"> N/A
Changes From Existing Service	<ul style="list-style-type: none"> New service.
Changes from 2024-2029 TDP	<ul style="list-style-type: none"> In the 2024-2026 TDP this was discussed at a conceptual level only, now it would be scheduled for implementation in September 2024.
2021 Near-Term Investments Plan	<ul style="list-style-type: none"> This route was not specifically included in the Near-Term Investments plan.

This proposed service aims to help expand the night and weekend service on Route 11. If adopted, Route 13 would work in tandem with Route 11 to support the goal of expanded North Bank service to include hotel and event venue locations around downtown Spokane. There is an additional option of a reverse counterclockwise loop pattern utilizing the existing Main/Howard Route 11/City Line stop and Main/Bernard City Line stop with service to serve hotels north of Spokane Falls Blvd north of Division. This route would require an estimated 2,765 annualized revenue hours if it were to be operated year-round, all nights and weekends. In parallel with gathering input on the Preliminary Proposal, staff will gauge the feasibility of varying operational alternatives, which could include leveraging partnerships for funding and exploring pilot deployment.

Figure 9 - Route 13 North Bank Shuttle



5.0 Special Considerations

5.1 Title VI Implications

In compliance with Title VI of the Civil Rights Act of 1964, this report includes a statement of the impacts of the proposed service changes on minority and low-income transit users. Section 601 of Title VI of the Civil Rights Act of 1964 states:

No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

STA's 2024 Revisions Preliminary Proposal represent projected systemwide growth of approximately 5.5-5.7% above existing service (September 2023) of 508,000 annualized revenue service hours. According to *Connect Spokane: A Comprehensive Plan for Public Transportation*, this is classified as a moderate service change because the proposed system-wide growth is between 1% and 10% of STA's total revenue hours and not a reduction of hours. Since the service change is not considered major, a Title VI report is not required per Annex 2 listed in *Connect Spokane*.

While a Title VI report is not required, it is still important to show our commitment to serving the underserved in our community. The table below shows statistics based on percentage of low income and minority residents served within 0.25 miles of a new or modified STA route that was not in the original September 2024 service plan. Of the population within a quarter mile of a new or modified route, an average of 22% are in poverty, and 23% are people of color.

Table 9 – Population within 0.25 Miles of a Proposed New or Modified STA Route, September 2024

Route	Population within 0.25 mi (approximate)	% of People in Poverty	% of People of Color
Route 1 City Line	11,700	33%	23%
Route 11	2,100	49%	21%
Route 26	22,300	27%	23%
Route 27	22,200	20%	20%
Route 28	22,800	27%	21%
Route 31	17,400	22%	25%
Route 39	4,000	14%	26%
Route 60	5,300	21%	22%
Route 63	500	3%	19%
Route 65	2,300	21%	38%
Route 92	2,500	26%	27%
Route 94	15,300	22%	21%
Route 633	300	1%	12%

Source: Remix, Census 2020 Data

5.2 Implementation Considerations

STA is unique among its peers in that the overall level of Fixed Route service exceeds that which the Agency provided prior to the COVID-19 Pandemic. Significant efforts have been undertaken to attract and retain the Agency’s workforce, including Fixed Route coach operators. With additional growth planned in 2024 and in the years that follow, STA proposes to remain flexible in the sequencing and timing of proposed investments and changes. Compared to service growth instituted in August 2022 and July 2023, the 2024 revisions are proposed to be implemented over multiple phases during the year. Staff will continue to monitor conditions and adapt the service revisions as appropriate.

5.3 Paratransit Impacts

Paratransit service is provided to persons whose disability precludes them from accessing or traveling on Fixed Route bus service. As a requirement of the Americans with Disabilities Act that it is complementary of Fixed Route service, Spokane Transit adheres to the mandate to provide the service within $\frac{3}{4}$ of a mile of each Fixed Route. Paratransit Policy 1.2 of the Comprehensive Plan for Public Transportation states that Spokane Transit will “adhere to a consistent boundary for Paratransit service availability relative to the maximum Fixed Route service footprint and span provided.” Where there are exceptions, this policy makes it relatively simple to identify most locations that will be impacted by changes in routes that affect the Paratransit boundary. As a result, there are no impacts to the projected Paratransit service area.

Intended blank page?

Appendix A – Impacted Routes Summary

Table 10 – Impacted Routes Summary

Route	Sept 2023 Existing Conditions	Preliminary Proposal with Northeast Spokane/Hillyard Option A		Preliminary Proposal with Northeast Spokane/Hillyard Option B	
		Net Change	Sept 2024	Net Change	Sept 2024
1 City Line	35,340	9,909	45,249	9,909	45,249
11 Arena / Downtown	4,750	2,295	7,045	2,295	7,045
26 Lidgerwood	13,596	-	13,596	(13,596)	-
27 Crestline	16,459	3,810	20,269	3,114	19,573
28 Nevada	13,257	-	13,257	14,110	27,367
31 Lidgerwood	-	-	-	8,346	8,346
39 Minnehaha	3,037	(3,037)	-	1,739	4,776
60 Airport	9,682	(2,319)	7,363	(2,319)	7,363
63 Geiger	6,070	(1,436)	4,634	(1,436)	4,634
65 Hayford	-	6,070	6,070	6,070	6,070
92 Upriver / Argonne	-	9,492	9,492	-	-
94 Millwood	15,500	-	15,500	1,519	17,019
633 Geiger Shuttle	1,853	(1,542)	311	(1,542)	311
All Other Routes	388,493	4,907*	393,400	552*	389,045
Total	508,037	28,149	536,186	28,761	536,798

Note: Numbers represent planning level schedule estimates and will not necessarily match actuals due to interlines, deadhead operations, etc.

*The net change in hours for “all other routes” represents assumed adjustments to route schedules resulting from service revisions embodied in the proposal. For example, Route 92 as proposed in the Northeast Spokane/Hillyard Option A is assumed to interline with multiple routes and would require adjusting the schedule of Route 23 Maple/Ash in order to maintain scheduling harmony with Route 22 Northwest Boulevard, as both routes follow the same alignment for a significant portion of the route.