RESOLUTION NO. 697-12

A RESOLUTION FOR THE PURPOSE OF DIRECTING STAFF TO CONDUCT FURTHER ANALYSIS AND PUBLIC OUTREACH AS A PART OF THE STA MOVING FORWARD PLANNING PROCESS

SPOKANE TRANSIT AUTHORITY
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

WHEREAS, the Spokane Transit Authority (STA) is a municipal corporation operating and existing under and pursuant to the Constitution and Laws of the State of Washington, including RCW Title 36, Chapter 57A, Public Transportation Benefit Area (PTBA); and,

WHEREAS, the STA Board of Directors adopted *Connect Spokane: A Comprehensive Plan for Public Transportation* on September 15, 2010, as amended; and,

WHEREAS, contained within *Connect Spokane* is a vision for a network of High Performance Transit corridors and associated facilities; and,

WHEREAS, findings from a report completed by Eastern Washington University Urban Planning students found that "Proposed enhancements to the transit network will continue connecting people to the places that matter most to them. As the city, region, and county change, proactive planning and investment in public transit will allow Spokane to remain and important economic and cultural hub in the Inland Northwest"; and,

WHEREAS, STA, as the provider of public transportation services in the Spokane Region, has the primary responsibility to plan for future transit needs in the region; and,

WHEREAS, during Phase I of STA Moving Forward, projects contained within past and present formal planning documents have been preliminarily evaluated and screened based on the screening criteria submitted to the Board of Directors on April 18, 2012; and,

WHEREAS, quantitative and qualitative evaluations of potential projects to be considered for further study have been conducted and documented in Memo 1.03 HPT Corridor Screening Results and Memo 1.04 Connection Facilities Screening Results as submitted to the Board of Directors on June 21, 2012; and,

WHEREAS, staff conducted outreach to gather feedback about the projects and screening criteria by polling transit staff, conducting surveys, hosting an open house and considering written feedback as documented in Memo 1.05 Public Feedback of Phase I; and,

WHEREAS, the Board of Directors is committed to planning for the future of public transportation for the region;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of STA as follows:

Section 1. The STA Board of Directors hereby directs staff to evaluate projects, improvements and service modifications as identified in Exhibit A. As a part of this evaluation staff is directed to do the following:

- By May 16, 2013 report to the Board and public findings, including costs and benefits, for all projects enumerated in Exhibit A;
- Engage community leaders and citizens with the tools presented in Exhibit B; and,

- Update *Connect Spokane*, the *Transportation Development Plan* and provide input to the Spokane Regional Transportation Council as it develops the *Horizon 2040 Metropolitan Transportation Plan* consistent with said findings.

Section 2. This resolution shall not be construed to indicate project priority or a financial commitment for project implementation.

ADOPTED by STA as a regular meeting thereof held on the 25th day of July 2012.

ATTEST:

Jan Watson
Clerk of the Authority

SPOKANE TRANSIT AUTHORITY

Al French
STA Board Chair

Approved as to form:

Laura McAloon
Attorney for Spokane Transit Authority

Exhibit A

The study of all projects listed in Exhibit A will consider operational, capital and ridership impacts along with land use integration, network and infrastructure integration, any other questions listed within this document or any other reasonable issues that may arise as the planning process moves forward. See Appendix A for a map of the 6 HPT corridors to be studied in Phase II.

	Project	Analysis Description	Rationale
1	**B1-A Downtown Spokane to Cheney**	Evaluation of HPT "Blue Line" service between Cheney, WA/Eastern Washington University along I-90, possibly stopping at a future park and ride/transit center at Exit 272 and on to Downtown Spokane. Key questions for analysis include: • What is the most appropriate vehicle type? • Where should the stops/stations be located? • How will this line interface with conceptual Exit 272 Park and Ride/Transit Center and local West Plains bus service? • Where are the terminal and alignment for this corridor within the City of Cheney?	B1-A is the highest ranked Blue Line (Memo 1.03) and STA employees who participated in an April 30th workshop indicated the corridor was second most important to them. With additional capital investment, the corridor could connect all three cities on the West Plains without having to go downtown Spokane.
2	**B2 Spokane Airport to Coeur d'Alene**	Evaluation of HPT "Blue Line" service between Spokane International Airport and Downtown Spokane. Interstate 90 would be the primary alignment for the corridor with specific intermediates stops and stations to be determined. Key questions for analysis include: • What type of vehicle is most appropriate for this route? Probable options: articulated coach, standard coach, ADA accessible over-the-road (aka inter-city) coach • Where should the stops/stations be located? • What are potential funding solutions for residents in Idaho to contribute to the project? • What are the costs/benefits of expanding STA's service area? • What are the challenges by crossing state lines? • What additional infrastructure would need to be constructed to make this project a success?	B2 is the second ranked Blue Line (See Memo 1.03) and STA employees who participated in April 30th workshop indicated the corridor was the most important to them. Of online surveys, 42% rated Coeur d'Alene as one of the top five destinations.

	Project	Analysis Description	Rationale
3	**G1 Five Mile to Moran Prairie**	Evaluation of HPT "Green Line" service from Five Mile Park and Ride to Downtown Spokane on Monroe St. From Downtown, the Line travels south to 57th Ave. and the Palouse Hwy. Key questions for analysis include: • What type of vehicles would be appropriate? • Where are the stops/stations located? • How does this Line operate at the Plaza? • Does this line go into the South Hill Park and Ride? Another solution?	G1 is the second highest ranked Green Line (see Memo 1.03) and it serves several development priority centers for the City of Spokane.
4	**R1-A North Division to Downtown Spokane**	Evaluation of HPT "Red Line" service along the Division Street Corridor from downtown Spokane to the Northpointe/Wandermere Area. Study parameters may change subject to a pending a federal alternatives analysis request. Key questions for analysis include: • What is the most appropriate place for a northern terminal? • What are the operational challenges with being on a State Highway? • What operation improvements could be accomplished? • Where would the stops/stations be located? • What type of vehicles are the most appropriate? • What is the most effective routing in Downtown Spokane? Layover point?	R1-A is the highest ranked Red Line (See Memo 1.03) and was supported by a strong employee preference. Currently there is an outstanding grant to augment an evaluation effort with toll credit match from WSDOT and written support from Spokane County, Spokane Regional Health District, Spokane Regional Transportation Council and City of Spokane. There is strong existing ridership on Route 25 and North Division was ranked in the top 5 destinations that should be served by 40% of respondents.
5	**R2/G3 East Sprague to Valley and Liberty Lake**	Evaluation of HPT "Red Line" and/or "Green Line" service between Downtown to Valley Transit Center (G3 Corridor) and Liberty Lake to Downtown (R2). Key questions for analysis include: • What type of vehicles would be appropriate? • Where are the stops/stations located? • How does this Line operate at the Plaza? • What combination of service types would be the most appropriate?	G3 was tied for the 2nd ranked Green Line and R2 was the 3rd ranked Red Line (See Memo 1.03). Combining the analysis is an effective way to engage stakeholders and to consider transit integration issues.

	Project	Analysis Description	Rationale
6	**G2 Central City Line**	Continue the effort to prepare the project for a Small Starts grant application or other third-party funding strategy. Study the option for possible extensions of the corridor. Key questions for analysis include: • Is there a viable extension to the current footprint of the planned Central City Line? • What is the best funding strategy?	G2 was ranked the highest of all Green Lines and scored above all other corridors in Memo 1.03. The STA Board has adopted a Locally Preferred Alternative and allocated funding to continue planning and design of the project.
7	**Basic Route Improvements**	Evaluate the cost of completing the basic route network to eliminate existing gaps in frequency and span on existing routes. Key questions for analysis include: • What changes would be required to bring the entire system of basic routes into compliance with policies in *Connect Spokane?* • What basic route investments would generate the greatest ridership benefit? • What are the implications for integration with HPT Corridors? • Evaluate strategies to communicate and measure service span and the ramifications for service costs.	Identified in Memo 1.01 as project to move forward on short list. Currently, some routes do not fully comply with the fixed-route service design policies guiding system-wide design and route-specific policies identified in *Connect Spokane*.
8	**Improvements to Transitioning Basic Routes**	Augment service above minimum service levels on routes that correspond to key pieces of the HPT Network that are not otherwise addressed, specifically R3-A (Wellesley), G5-A (Foothills-Cannon), G6-A (Hamilton), and G4 (South Perry/Indian Trail). Key questions for analysis include: • What are the options for improving service on these future HPT Corridors? • What investments would generate the greatest ridership benefit? • How would these investments integrate with HPT Corridors that are receiving a full evaluation?	These corridors, while not moving forward as HPT studies, scored within the top half of HPT corridors evaluated in Memo 1.03.
9	**South Commuter Service**	Determine proper routing for a commuter peak route in the south travel partition. Key questions for analysis include: • Is there a concentrated location for such service? • Can it exist in an area with no basic service (i.e. US 195 corridor)?	Current *Connect Spokane* policy calls for a commuter route in each travel partition.

	Project	Analysis Description	Rationale
10	**Farwell Road Terminal and Park and Ride**	Determine the costs and benefits of a park and ride facility adjacent to the North Spokane Corridor that could serve future Red Line HPT Service on Division Street or Blue Line Service on the NSC. Key questions for analysis include: • What is the existing and future demand? • What routes will serve this facility?	Met screening in Memo 1.04
11	**Upriver Transit Center (SCC)**	Evaluate the long range requirements of the Upriver Transit Center to determine the appropriate size and integration into adjoining land uses (i.e. Spokane Community College). Key questions for analysis include: • How does this facility change operations near SCC? • Is any parking included? • How will the facility accommodate future HPT?	Met screening in Memo 1.04
12	**New Liberty Lake Park and Ride/Transit Center**	Evaluate the existing capacity of the Liberty Lake Park and Ride and consider the need for an additional facility. Key questions for analysis include: • Where will the facility be located? • What is the existing and future demand? • How does it interact with Routes 98, 174 and future HPT? • How will the facility integrate into future highway facilities including a potential interchange west of Harvard Road?	Met screening in Memo 1.04
13	**Argonne Road Park and Ride**	Evaluate the need for a connection facility in the location of Argonne Road and I-90. Key questions for analysis include: • Where will the facility be located? • How does it interact with routes traveling on I-90 and Route 94? • How many parking stalls are needed to meet demand?	Met screening in Memo 1.04
14	**Moran Prairie Terminal/Park and Ride**	Evaluate the need for a connection facility in the Moran Prairie area. Key questions for analysis include: • Where will the facility be located? • What are the capacity demands?	Met screening in Memo 1.04

	Project	Analysis Description	Rationale
15	**West Plains Transit Center**	Evaluate options for a connection facility on the West Plains near exit 272. Key questions for analysis include: • Where will the facility be located and how will it be designed? • How does it interact with Route 62, 66, 165 and future HPT B1? • What are the funding strategies for this facility?	Met screening in Memo 1.04
16	**Indian Trail Park and Ride**	Evaluate the need for a connection facility on Indian Trail Rd. Key questions for analysis include: • Is this needed prior to implementation of HPT? • Where will this facility be located? • What is the parking demand?	Met screening in Memo 1.04
17	**Paratransit**	Consider improvements to Paratransit services as well as growth potential beyond the 2017 planned expansion. Key questions for analysis include: • Are there any high activity locations with multiple entrance and exit points where there should be a designated pick-up and drop-off location? • Should STA consider investigating a time-dependent Paratransit boundary?	Automatically moved forward to Phase II.
18	**Rideshare**	Consider improvements to Rideshare services. Key questions for analysis include: • What improvements or innovative strategies could be implemented to more efficiently utilize rideshare resources?	Automatically moved forward to Phase II.
19	**Passenger Interface**	Consider improved strategies for implementing bus benches, shelters, informative signs, real-time passenger signs, improved lighting, bicycle facilities, pedestrian improvements, adjacent ADA accessibility, off board payment stations, etc. Targeted evaluations will include: • Safety and accessibility of rural highway bus stops (including US 2, SR 904, SR 902). • Interface with regional trailheads.	Automatically moved forward to Phase II.

	Project	Analysis Description	Rationale
20	**Other System Requirements**	Identify other system requirements, such as revenue vehicles, maintenance and bus storage requirements, downtown operational capacity with varying levels of service, which will include: • Current levels of fixed-route and Paratransit services, including vehicle replacements between 2018 and 2025 and sustaining basic service levels already in existence. • Requirements for varying subsets of the conceptual projects.	Automatically moved forward to Phase II.

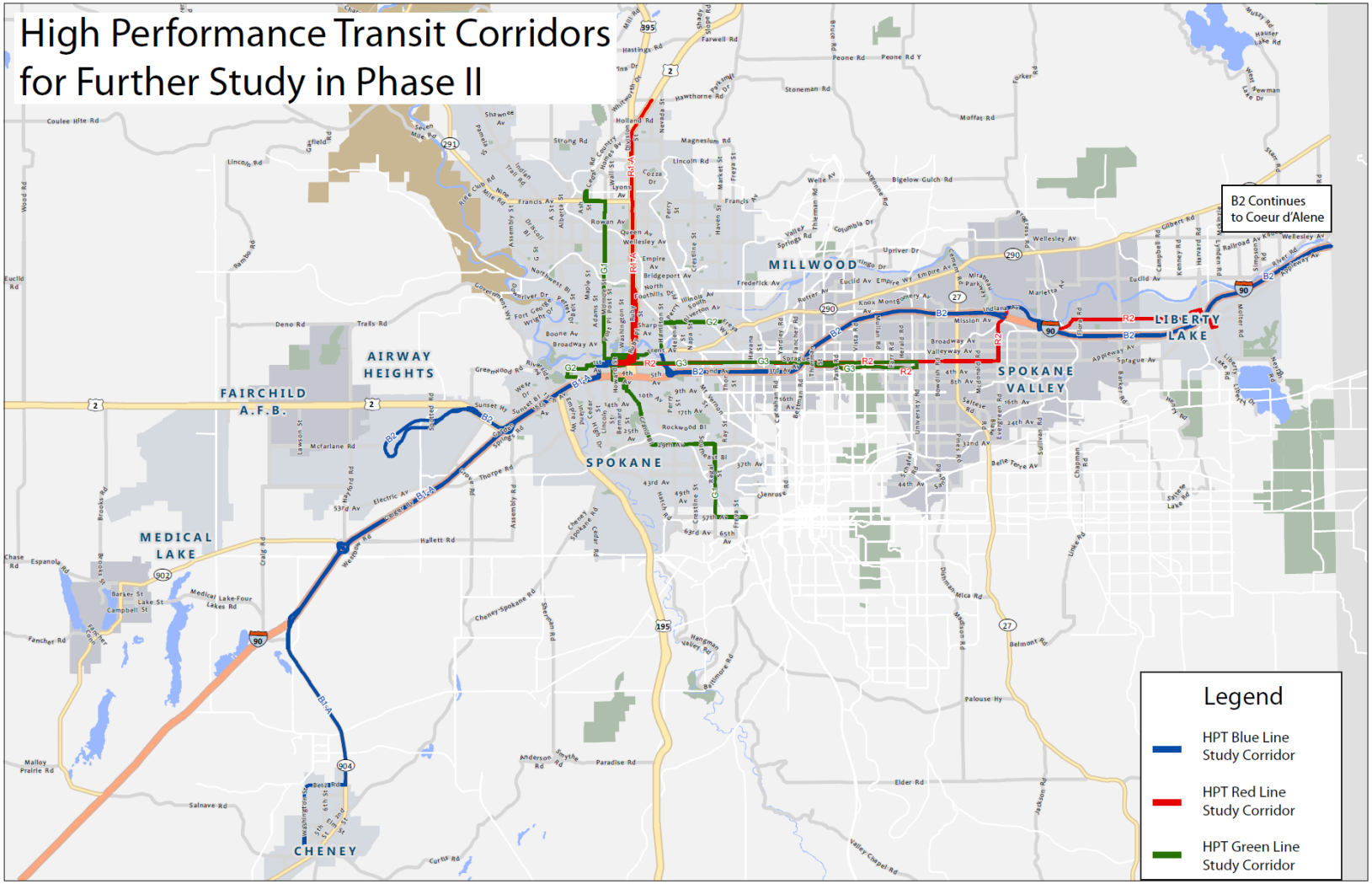
Exhibit B

The following list is not a comprehensive list of the public involvement strategies that will be employed during Phase II of STA Moving Forward, but Exhibit B is a list of potential tools, a broad description of those tools and a summary of how they could be applied during this process.

Public Involvement Strategy	Description	Application(s)
Corridor Advisory Panels (CAP)	Comprised of interested stakeholders, these panels will provide input and feedback about the planning process and technical analysis for each HPT corridor study.	One CAP will be established for at least four of the five HPT Corridors being studied.
Agency and Public Official outreach	Conduct meetings and make presentations to elected officials.	All relevant studies. The HPT Corridor from the Spokane Airport to Coeur d'Alene corridor.
Open Houses	Open houses provide an opportunity to engage the citizens, receive feedback and present content.	There will be at least 1 open house per CAP. Additionally, there will be 1 to 2 community-wide open houses.
Online Surveys	Online surveys provide an opportunity to receive key feedback from a wide audience.	Several online surveys will be project specific. Staff expects to conduct one scientific survey at end of Phase II to gather public feedback about the projects that were studied.
Plaza Display	The second floor of the Plaza contains a permanent display area where new information can be presented as it becomes available. This allows patrons of the plaza and others in the downtown area to keep apprised of current news and information.	During Phase II, the information at the Plaza Display will continually be updated to reflect the latest information about the projects being studied.
Other Public Displays	Displays with up-to-date information that are located in high-traffic areas (outside of the Plaza) can reach a wide segment of the general public.	These displays may be located at places like Northtown Mall, Spokane Valley Mall, local Universities, etc.
Web	The www.stamovingforward.com website will continually be updated to host study documents and provide an opportunity for public comments.	Staff will continually update the website throughout Phase II.

Public Involvement Strategy	Description	Application(s)
Social Media	Social media including Twitter and Facebook, staff can send information to customers who are following the feeds of Spokane Transit.	These tools will be used to recruit stakeholders for the Corridor Advisory Panels and keeping the general public informed on the status of Phase II planning efforts.
TV, Radio, Print	Creating TV, Radio and Print advertising can be an effective way of reaching the general public with a broad message.	As appropriate, these tools will be used to ask the public to be involved in the planning process of Phase II.
Visual simulations	Visual simulations can help the public see what a project could look like if it were implemented.	Visual simulations of envisioned corridor implementations could take place at the end of the planning process if needed.
Direct Mail	Direct mailings can disseminate information to people who live in a particular area.	These notifications could be used to notify property owners of an open house or a public hearing.
Hotline	A phone hotline allows callers to receive information, leave a message requesting more information, or record their opinion on a planning process.	A hotline will be established at Spokane Transit. The purpose of the hotline will change as the process enters various phases.
Public Presentations	Informative presentations generally accompanied with a PowerPoint presentation can update specific groups about a project.	Jurisdictions, community groups, business groups etc. will receive tailored presentations to their organizations as needed.
Media Involvement	Conversations with media outlets can inform reporters about the efforts that are taking place.	As requested or at key junctions, staff will meet with local media representatives to discuss the details of the planning process.
All-Employee Meetings	STA staff is a key source of information as they interact with customers on a daily basis. Keeping them informed will assist with accurate information dissemination. All-employee meetings are also a way to receive feedback from staff.	Following the regular all-employee meeting schedule, each will include key information about the STA Moving Forward planning process.

Appendix A


High Performance Transit Corridors for Further Study in Phase II
B2 Continues to Coeur d'Alene
MILLWOOD
LIBERTY LAKE
SPOKANE VALLEY
AIRWAY HEIGHTS
FAIRCHILD A.F.B.
SPOKANE
MEDICAL LAKE
CHENEY
Legend
HPT Blue Line Study Corridor
HPT Red Line Study Corridor
HPT Green Line Study Corridor